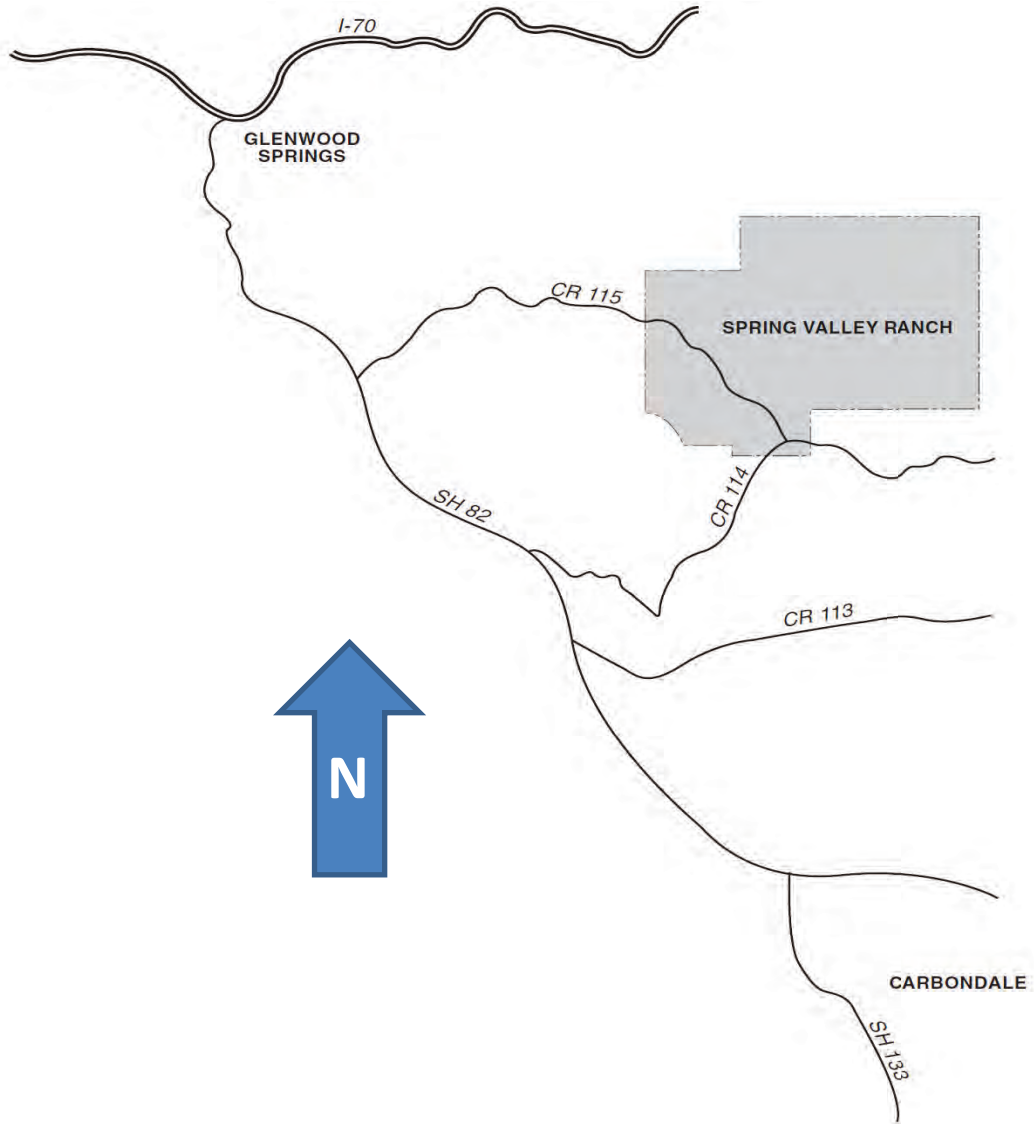
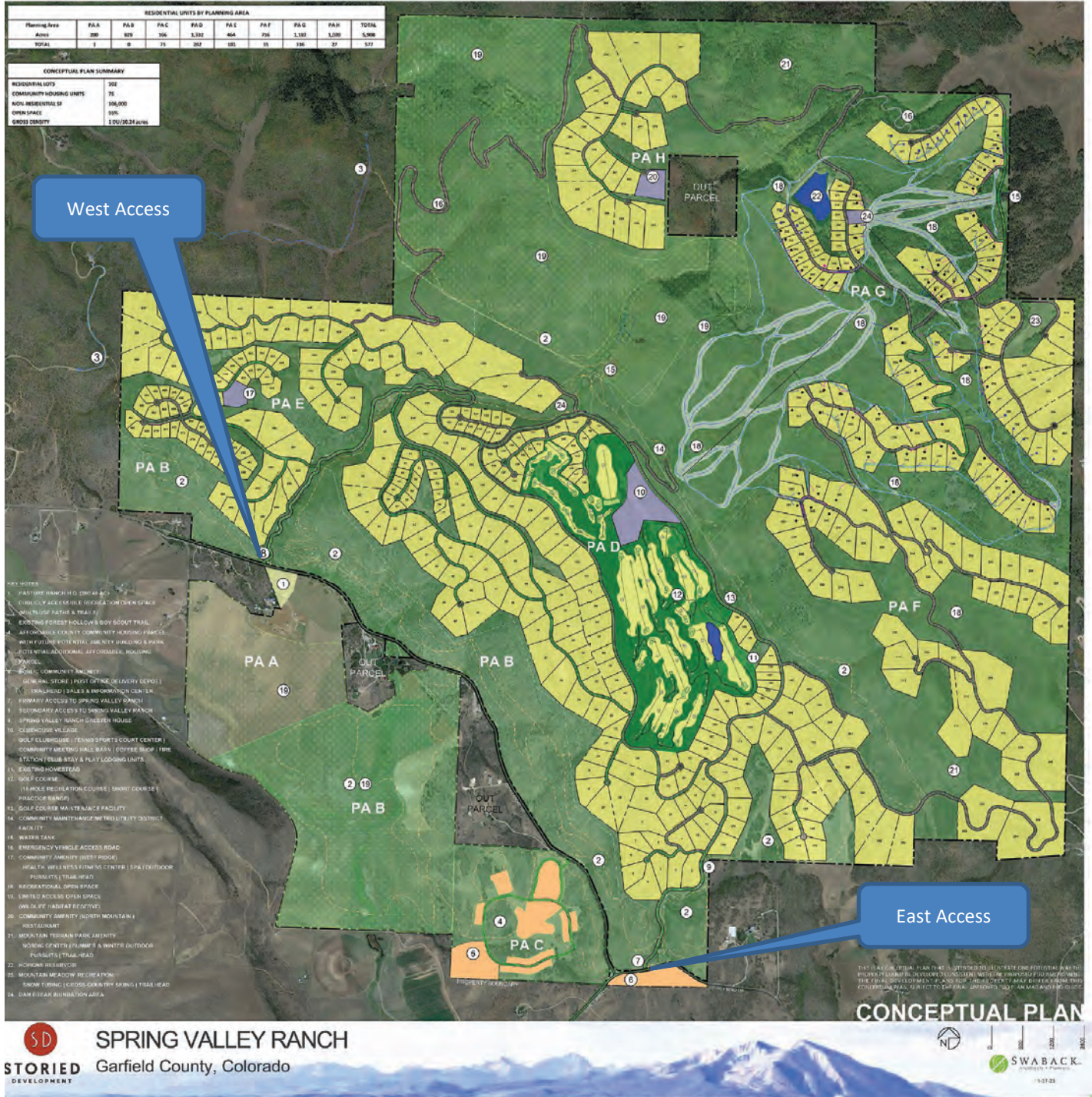


Figure 1: Vicinity Map



The project is proposing two accesses located on the south side of the lot. The two accesses will be paved and have direct connectivity to CR 115. The internal traffic is two-way. The proposed site plan is shown in **Figure 2**.

Figure 2: Site Plan



1.1 Project Phasing

The SVR development is proposed to be constructed in eight phases. However, this study analyzes a buildout condition of the project with estimated completion in Year 2023. Analysis has been performed for both short-term buildout Year 2023 conditions as well as the long-range planning Year 2045.

1.2 Project Access Locations

The project site will have two accesses with direct connectivity to I ½ Rd. Refer to the site plan in **Figure 3**.

1. Spring Valley Ranch West Access & CR 115/Red Canyon Road
2. Spring Valley Ranch East Access & CR 115/Red Canyon Road

1.3 Intersection Analysis Locations

In addition to site accesses, this report also studies five additional off-site intersections:

1. SH 82 & CR 115/Red Canyon Road
2. SH 82 & CR 114/Spring Valley Road
3. Frontage Road & CR 114/Spring Valley Road
4. Colorado Mountain College (CMC) West Access & CR 114/Spring Valley Road
5. CMC East Access & CR 114/Spring Valley Road

2.0 Existing Conditions

2.1 Description of Existing Transportation System

State Highway 82: SH 82 is a four-lane, east-west roadway connecting Interstate-70 to State Highway 24. SH 82 has been classified as an Expressway (E-X) by Colorado Department of Transportation's *Online Transportation Information System*¹ (OTIS). The posted speed limit on SH 82 within the vicinity of the project is 55mph.

County Road 114/Spring Valley Road: CR 114 is a two-lane, north-south roadway connecting SH 82 to CR 115/Red Canyon Road. The local name for CR 114 is Spring Valley Road. CR 114 is classified as a minor collector by *Garfield County Roadway Standards*². The posted speed limit of CR 114 within the vicinity of the project is 25mph.

County Road 115/Red Canyon Road: CR 115 is a two-lane, east-west roadway connecting SH 82 to CR 114/Spring Valley Road. The local name for CR 115 is Red Canyon Road. CR 115 is classified as a secondary access by *Garfield County Roadway Standards*². The posted speed limit of CR 115 within the vicinity of the project is 25mph.

2.2 Existing Traffic Data

Current Year 2022 traffic data was collected at several intersections near the vicinity of the site. Weekday peak hour turning movement counts were taken on Thursday, October 20, 2022, and on Thursday, November 3, 2022. Both count dates were taken from 6:00-9:00 am and 4:00-6:00 pm. Saturday peak hour turning movement counts were taken on Saturday, October 22, 2022, and on Saturday, November 5, 2022. Both count dates were taken from 11am – 1pm. Counts were taken at these intersections:

1. SH 82 and CR 114/Spring Valley Road
2. SH 82 and CR 115/Red Canyon Road
3. CR 114/Spring Valley Road & Frontage Road
4. CMC West Access & CR 114/Spring Valley Road
5. CMC East Access & CR 114/Spring Valley Road

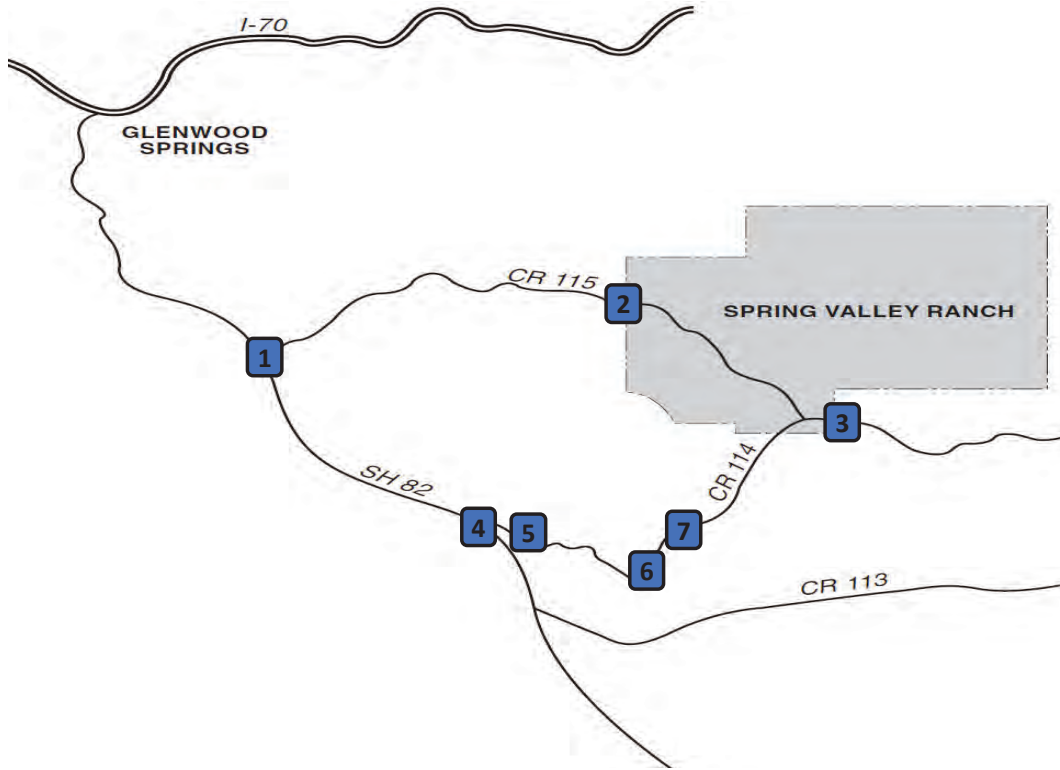
Additionally, weeklong (168 hour) average daily traffic counts were taken from Wednesday, October 19, 2022 – Tuesday, October 25, 2022. Counts were taken at two separate locations. One count was taken on CR 115 Road approximately 900ft east of the CR 115 and CR 120 intersection. The second count was taken on CR 114 approximately 1,750 ft east of the SH 82 and CR 114 intersection.

Current Year 2022 traffic data can be found in **Figure 3**. Data collected can be seen in the **Appendix**.

¹ Colorado Department of Transportation, Online Transportation Information System, 2022.

² Garfield County, Colorado Land Use and Development Code, Table 7-107: Roadway Standards, page 7-4, May 11, 2020.

Figure 3: Year 2022 Existing Traffic



1	<p>0000 1,754/732/779 41/15/7 0001</p> <p>↑ 27/44/20 0/0/0 18/6/0 0/1/0</p>	<p>0/0/0 0/0/1 0/0/0 2/3/0</p> <p>↓ 01/12 4/2/2 7901,932/2828 16/12/4</p>
---	---	---

2	<p>0000 0000 0000</p> <p>↑ 0/0/0 8/13/14 0/0/0</p>	<p>0/0/0 0/0/0 14/12/11 0/0/0</p> <p>↓ 0/0/0 0/0/0 0/0/0</p>
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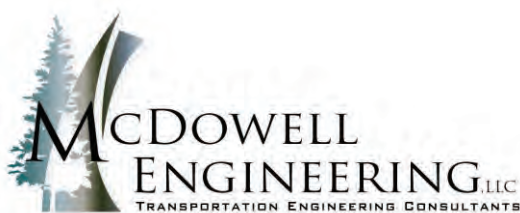
3	<p>0000 0000 0000</p> <p>↑ 0/0/0 8/13/14 0/0/0</p>	<p>0/0/0 14/12/11 0/0/0</p> <p>↓ 0/0/0 0/0/0 0/0/0</p>
---	--	--

4	<p>5127/206 1,532/691/655 1919/71/33 0/0/0</p> <p>↑ 83/264/176 57/48/24 84/77/62 0/0/0</p>	<p>0/0/0 20/40/22 43/50/16 183/62/53</p> <p>↓ 3/7/26 57/122/40 5791,652/675 357/471</p>
---	--	---

5	<p>8/18/4 2/2/0 0/0/0</p> <p>↑ 2/2/1 178/287/218 8/4/1</p>	<p>11/13/3 143/109/146 116/101/72</p> <p>↓ 40/83/32 0/2/1 5/10/4</p>
---	--	--

6	<p>45/63/32 1/4/6</p> <p>↑ 3/2/18 18/36/41</p>	<p>407/81/03 534/335</p>
---	--	------------------------------

7	<p>↑ 68/27/32 0/5/0</p>	<p>12/53/30 5/22/17</p> <p>↓ 1/16/22 1/4/0</p>
---	-----------------------------	--



LEGEND:
 Directional Distribution = Inbound% (Outbound %)
 AM/PM Volumes = XX/XX VPH (in PCEs)
 Turning Movements **↑** **↓**

3.0 Future Traffic Projections

3.1 Existing & Committed Capital Improvement Projects

There are no existing or committed capital improvement projects near the vicinity of the project.

3.2 Planned or Existing Land Development Projects

The Lake Springs Ranch PUD is a residential development adjacent to the south. This proposed development has 92 potential homesites.

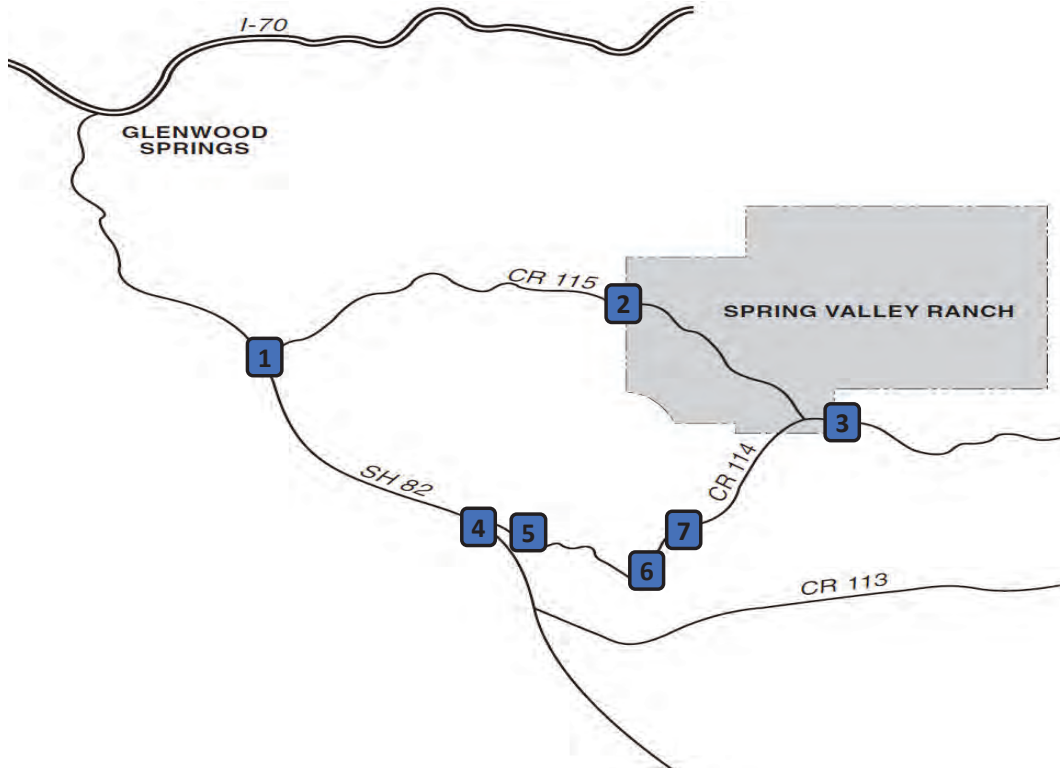
3.3 Background Traffic Growth

Garfield County's *Comprehensive Plan 2030*² was used to obtain growth rates for non-CDOT roads such as CR 115 and CR 114. CR 114 and CR 115 both have an estimated growth rate of 0.88%.

CDOT's *OTIS*¹ data was used to forecast traffic on SH 82. The 20-year factor of 1.25 equates to an annual growth rate of 1.12%.

Projected Year 2023 and 2045 background traffic can be seen in **Figure 4** and **Figure 5**.

Figure 4: Year 2023 Background Traffic



1	0/0/0 1,898/79,284/3 4/1/15/7 0/0/1 זורח 27/44/20 0/0/0 18/6/0 0/1/0	0/0/0 0/0/1 0/0/0 2/3/0 זורח 0/1/2 4/2/2 85,402,090/995 16/12/4
---	--	---

2	0/0/0 0/0/0 0/0/0 זורח 0/0/0 8/13/14 0/0/0	0/0/0 14/12/11 0/0/0 זורח 0/0/0 0/0/0 0/0/0
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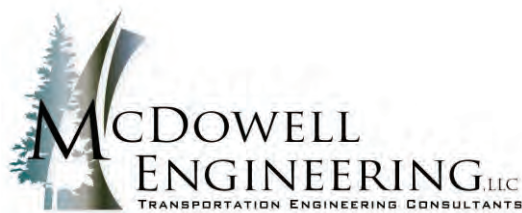
3	0/0/0 0/0/0 0/0/0 זורח 0/0/0 8/13/14 0/0/0	0/0/0 14/12/11 0/0/0 זורח 0/0/0 0/0/0 0/0/0
---	--	---

4	5/27/205 1,657/14,770/9 193/98/134 0/0/0 זורח 84/267/178 58/48/24 85/78/63 0/0/0	0/0/0 20/40/22 43/50/16 185/63/54 זורח 3/7/26 58/123/40 62/71,788/735 357/772
---	--	---

5	8/18/4 2/2/0 0/0/0 זורח 2/2/1 180/290/220 8/4/1	11/13/3 144/110/147 117/102/73 זורח 40/84/32 0/2/1 5/10/4
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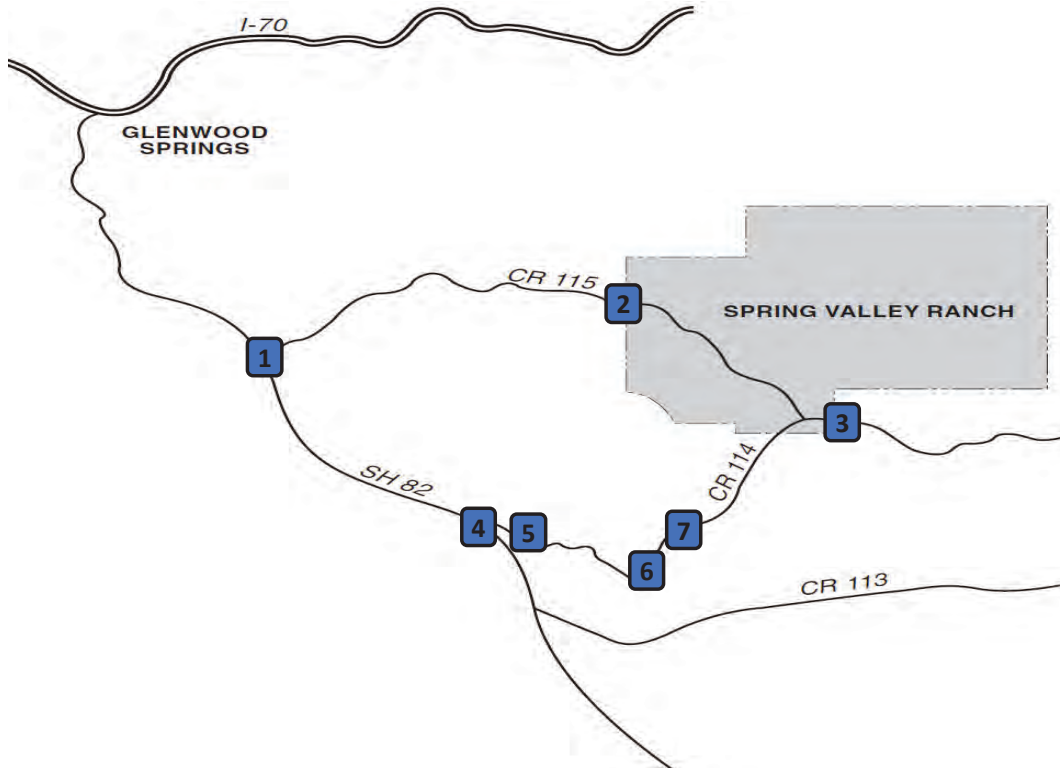
6	45/64/133 1/4/6 זורח 3/2/18 18/36/41	40/79/104 534/335 זורח
---	--	------------------------------

7	זורח 69/27/32 0/5/0	12/53/30 5/22/17 זורח 1/16/22 1/4/0
---	---------------------------	---



LEGEND:
 Directional Distribution = Inbound% (Outbound %)
 AM/PM Volumes = XX/XX VPH (in PCEs)
 Turning Movements זורח

Figure 5: Year 2045 Background Traffic



1	<p>0/0/0 2,425/1,021/1,078 52/19/9 0/0/1</p> <p>זורה 34/55/25 0/0/0 23/8/0 0/1/0</p>	<p>0/0/0 0/0/1 0/0/0 3/4/0</p> <p>זורה 01/12 53/33 20/15/5 1,092/2,671/1,271</p>
---	--	--

2	<p>0/0/0 0/0/0 0/0/0</p> <p>זורה 0/0/0 10/16/17 0/0/0</p>	<p>0/0/0 17/15/13 0/0/0</p> <p>זורה 0/0/0 0/0/0 0/0/0</p>
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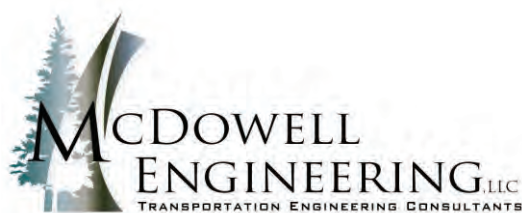
3	<p>0/0/0 0/0/0 0/0/0</p> <p>זורה 0/0/0 10/16/17 0/0/0</p>	<p>0/0/0 17/15/13 0/0/0</p> <p>זורה 0/0/0 0/0/0 0/0/0</p>
---	---	---

4	<p>64/34/33 2,118/955/906 240/122/167 0/0/0</p> <p>זורה 104/332/221 70/59/29 106/97/78 0/0/0</p>	<p>0/0/0 25/50/28 53/61/20 230/78/67</p> <p>זורה 3/72/6 72/153/50 80/12,284/935 449/689</p>
---	--	---

5	<p>10/22/5 2/2/0 0/0/0</p> <p>זורה 2/2/1 218/351/267 10/5/1</p>	<p>13/16/4 175/133/179 142/124/88</p> <p>זורה 49/102/39 0/2/1 6/12/5</p>
---	---	--

6	<p>55/77/61 1/4/6</p> <p>זורה 3/2/18 18/36/41</p>	<p>499/512/6 534/335</p>
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7	<p>זורה 83/33/39 0/5/0</p>	<p>15/65/37 5/22/17</p> <p>זורה 1/16/22 1/4/0</p>
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LEGEND:

Directional Distribution = Inbound% (Outbound %)

AM/PM Volumes = XX/XX VPH (in PCEs)

Turning Movements זורה

Project Number M1591

Prepared By EP

3.4 Background Traffic Level of Service

Using *Highway Capacity Manual 6th Edition 2016³ (HCM)* methodology, Synchro Version 10 software was used to determine the delay and Level of Service (LOS.) HCM LOS is defined by the following criteria:

Table 1: Year HCM Level of Service Criteria

LOS	Expected Delay to Minor Street Traffic	Average Signal Delay (Seconds/Vehicle)	Average Stop-Controlled Delay (Seconds/Vehicle)
A	Little or no delay.	0-10	0-10
B	Short traffic delays.	>10-20	>10-15
C	Average traffic delays.	>20-35	>15-25
D	Long traffic delays.	>35-55	>25-35
E	Very long traffic delays.	>55-80	>35-50
F	When volume exceeds the capacity of the lane extreme delays will be encountered with queuing that may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improving the intersection.	>80	>50

Table 2 and **Table 3** shows the resulting Year 2023 and Year 2045 Background LOS as determined by HCM analysis:

Table 2: Year 2023 Background Traffic Level of Service

#	Int.	Traffic Control	Approach or Control Delay	Approach	Year 2023 BG Level of Service (Delay in Seconds)		
					AM	PM	SAT
1	SH 82 & CR 115	EB/WB Stop	C	EB	C (20.8)	B (11.3)	E (49.5)
			C	WBL	F (263.4)	F (883.0)	A (0.0)
			C	WBTR	B (12.1)	D (29.5)	B (12.8)
			C	NBL	C (18.7)	A (9.7)	A (9.9)
			C	SBL	B (10.3)	C (22.8)	B (10.7)
2	SVR West Access & CR 115	NB/SB Stop	C	EB	A (0.0)	A (0.0)	A (0.0)
			C	EB	A (0.0)	A (0.0)	A (0.0)
			C	NB	A (0.0)	A (0.0)	A (0.0)
			C	SB	A (0.0)	A (0.0)	A (0.0)
3	SVR East Access & CR 115	NB/SB Stop	A	EB	A (0.0)	A (0.0)	A (0.0)
			A	WB	A (0.0)	A (0.0)	A (0.0)
			A	NB	A (0.0)	A (0.0)	A (0.0)
			C	SB	A (0.0)	A (0.0)	A (0.0)
4	SH 82 & CR 114	Signal Controlled	C	EBTL	E (79.8)	F (94.6)	E (76.1)
			C	EBR	D (36.1)	A (7.8)	A (6.1)
			C	WBTL	F (105.7)	F (100.7)	F (91.8)
			C	WBR	B (14.5)	E (79.9)	B (15.3)
			A	NBL	F (99.3)	F (173.1)	F (95.1)
			A	NBT	B (12.7)	C (25.7)	B (13.3)
			C	NBR	A (0.1)	A (2.3)	A (1.9)
			C	SBL	F (318.0)	F (129.5)	F (103.7)
			C	SBT	C (21.5)	B (13.3)	B (11.1)
C	SBR	A (0.9)	A (0.0)	A (0.0)			
5	Frontage Road & CR 114	NB/SB Stop	A	EB	A (0.3)	A (0.5)	A (0.1)
			A	WB	A (0.3)	A (0.1)	A (0.0)
			A	NB	B (11.4)	B (12.0)	B (11.0)
			A	SB	A (9.7)	A (10.0)	A (0.0)
6	CMC West Access & Spring Valley Road	WB Stop	A	WB	A (9.0)	A (9.6)	B (10.1)
			A	NB	A (1.0)	A (0.0)	A (0.0)
			A	SB	A (0.2)	A (0.4)	A (0.3)
7	CMC East Access & Spring Valley Road	NB Stop	A	EB	A (0.0)	A (0.0)	A (0.0)
			A	WB	A (0.0)	A (1.2)	A (0.0)
			A	NB	A (8.7)	A (9.1)	A (9.0)

Table 3: Year 2045 Background Traffic Level of Service

#	Int.	Traffic Control	Approach or Control Delay	Approach	Year 2045 BG Level of Service (Delay in Seconds)		
					AM	PM	SAT
1	SH 82 & CR 115	EB/WB Stop	C	EB	D (29.9)	B (12.6)	F (102.5)
			C	WBL	F (1422.9)	F (4855.1)	A (0.0)
			C	WBTR	B (13.9)	F (63.3)	C (15.1)
			C	NBL	D (28.6)	B (10.8)	B (11.1)
			C	SBL	B (12.0)	E (40.4)	B (12.5)
2	SVR West Access & CR 115	NB/SB Stop	C	EB	A (0.0)	A (0.0)	A (0.0)
			C	EB	A (0.0)	A (0.0)	A (0.0)
			C	NB	A (0.0)	A (0.0)	A (0.0)
			C	SB	A (0.0)	A (0.0)	A (0.0)
3	SVR East Access & CR 115	NB/SB Stop	A	EB	A (0.0)	A (0.0)	A (0.0)
			A	WB	A (0.0)	A (0.0)	A (0.0)
			A	NB	A (0.0)	A (0.0)	A (0.0)
			C	SB	A (0.0)	A (0.0)	A (0.0)
4	SH 82 & CR 114	Signal Controlled	C	EBTL	E (76.6)	F (87.2)	E (76.1)
			C	EBR	E (68.3)	B (14.0)	B (10.8)
			C	WBL	F (102.3)	F (117.7)	F (92.4)
			C	WBT	E (71.7)	E (69.8)	E (69.4)
			A	WBR	A (0.1)	A (0.3)	A (0.2)
			A	NBL	F (105.9)	F (199.3)	F (96.7)
			C	NBT	B (13.7)	E (57.1)	B (13.2)
			C	NBR	A (0.5)	A (3.3)	A (1.9)
			C	SBL	F (105.3)	F (88.6)	F (87.8)
			C	SBT	D (37.4)	B (14.7)	B (12.6)
5	Frontage Road & CR 114	NB/SB Stop	A	EB	A (0.3)	A (0.5)	A (0.1)
			A	WB	A (0.3)	A (0.1)	A (0.0)
			A	NB	B (12.6)	B (13.5)	B (11.9)
			A	SB	A (9.9)	B (10.2)	A (9.1)
6	CMC West Access & Spring Valley Road	WB Stop	A	WB	A (9.1)	A (9.8)	B (10.5)
			A	NB	A (0.0)	A (0.0)	A (0.0)
			A	SB	A (0.1)	A (0.4)	A (0.3)
7	CMC East Access & Spring Valley Road	NB Stop	A	EB	A (0.0)	A (0.0)	A (0.0)
			A	WB	A (0.0)	A (1.0)	A (0.0)
			A	NB	A (8.7)	A (9.2)	A (9.1)

As can be seen in **Table 2** and **Table 3**, 5 of the 7 intersections are anticipated to operate at acceptable overall intersection Levels of Service through the long-term planning horizon Year 2045 background traffic conditions.

SH 82 & CR 115/Red Canyon Road: This intersection is anticipated to operate at an acceptable LOS D or better on the north and south legs through Year 2045 background traffic conditions. The east leg is anticipated to operate at a failing LOS F with Year 2023 background traffic conditions. The west leg is anticipated to operate at a failing LOS F with Year 2045 background traffic conditions.

The west and east legs have a failing LOS due to the high northbound and southbound traffic volumes. This intersection is stop controlled in the eastbound and westbound direction. Therefore, vehicles on the east and west leg looking to merge onto SH 82 must wait for a gap to open. This is hard to achieve due to the high traffic volumes on SH 82. Large queues and delays develop due to vehicles on the east and west leg having to wait for a gap to develop on SH 82.

SVR West Access & CR 115/Red Canyon Road: This intersection is anticipated to operate at an acceptable LOS A through Year 2045 background traffic conditions.

SVR East Access & CR 115/Red Canyon Road: This intersection is anticipated to operate at an acceptable LOS A through year 2045 background traffic conditions.

SH 82 & CR 114/Spring Valley Road: The east and west legs have a failing LOS E or worse with Year 2023 background traffic conditions. The northbound through, northbound left, and southbound left movements have a failing LOS as well.

This intersection is signalized with the north and south legs (SH 82) being the main line and getting most of the time in one cycle. The east and west legs have a failing LOS due to the signal time given to these movements per cycle not being enough. The signal time given does not allow for the traffic volumes on the west and east legs to flush out in one cycle. This forces some vehicles to wait in queue for more than one cycle length.

The westbound right movement was changed to a channelized free turn with year 2045 background and total traffic conditions. There is currently a westbound right deceleration and acceleration lane, however, it is stop controlled. It was changed to channelized with free movement to yield a better LOS. The LOS improved to LOS A with this change.

The northbound through and northbound left movements have a failing LOS due to the high traffic volumes going through this intersection. The cycle length is not long enough for the northbound through and northbound left traffic volumes to flush out in one cycle despite the north and south leg getting the most signal time in each cycle. Vehicles are forced to wait in queue for more than one cycle due to the signal timing not allowing for all vehicles to flush out in one cycle.

The southbound left movement also has a failing LOS. This movement has a failing LOS due to the signal timing given to this movement not being enough for all vehicles

to flush out in one cycle length. This forces some vehicles to wait in queue for more than one cycle length.

The current cycle length is 170 seconds (2 minutes and 50 seconds). If some vehicles are forced to wait in queue for more than one cycle, then they will have to wait in queue for over five minutes.

Frontage Road & CR 114/Spring Valley Road: This intersection is anticipated to operate at an acceptable LOS A through year 2045 background traffic conditions.

CMC West Access & CR 114/Spring Valley Road: This intersection is anticipated to operate at an acceptable LOS A through year 2045 background traffic conditions.

CMC East Access & CR 114/Spring Valley Road: This intersection is anticipated to operate at an acceptable LOS A through year 2045 background traffic conditions.

4.0 Project Traffic

4.1 Trip Generation

Existing: The existing property lost is largely undeveloped with only one existing ranch residence.

Proposed Residential Development:

SVR is proposed to be a residential community with 502 multiple single-family homes, and 75 units of affordable housing. SVR is offering on-site housing for employees that will provide maintenance for SVR. These employees are expected to have different traffic patterns due to the employees having work on site and not having to commute to work outside of the site. SVR is proposing 75 employee housing units and 502 single-family units for residents. Of the 75 employee housing units, 58 units will be used for Garfield County's affordable housing program.

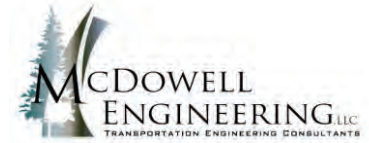
The residential and employee housing portion of the SVR development falls under two land use codes as per the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*⁵, #210 Single-Family Detached Housing and #220 Multifamily Housing (Low Rise).

Table 4 below shows the trip generation calculations for the proposed residential development of SVR

Proposed Non-Residential Development: SVR is also proposing several recreational activities. Some of these on-site amenities include a restaurant, golf course, athletic facility, small ski resort, and trail heads. The non-residential portion of SVR falls under multiple land use codes per the *Trip Generation Manual*.

Table 5 and **Table 6** below show the trip generation calculations for the proposed non-residential development of SVR.

Table 4 - Spring Valley Ranch Residential Trip Generation



ITE Code	Units ²	Eq. Coef	ITE Trip Generation Equation ³				Average Weekday	Morning Peak Hour		Evening Peak Hour		Saturday Peak Hour							
			Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Trips (VPD)	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips					
A. Proposed Land Use - Employee Housing																			
#210 - Single Family Detached Housing	30 DU	Type a= b=	B 0.92 2.68	A 0.71 7.23	B 0.93 0.36	A 0.86 9.72	333	26%	8	74%	21	64%	22	36%	12	54%	19	46%	16
#220 - Multifamily Low-Rise	45 DU	Type a= b=	A 6.41 75.31	A 0.35 28.13	A 0.42 34.78	Rate 0.41	364	24%	11	76%	33	62%	33	38%	20	54%	10	46%	9
<i>Internal Trip Reduction</i>	<i>-23%</i>						<i>-160</i>		<i>-4</i>		<i>-12</i>		<i>-13</i>		<i>-7</i>		<i>-7</i>		<i>-6</i>
B. Proposed Land Use - Residential Housing																			
#210 - Single Family Detached Housing	502 DU	Type a= b=	B 0.92 2.68	A 0.71 7.23	B 0.93 0.36	A 0.86 9.72	4,452	26%	95	74%	269	64%	298	36%	168	49%	216	51%	225
<i>Internal Trip Reduction</i>			<i>-2%</i>	<i>-2%</i>	<i>-8%</i>	<i>-8%</i>	<i>-356</i>		<i>-2</i>		<i>-5</i>		<i>-24</i>		<i>-13</i>		<i>-17</i>		<i>-18</i>
Subtotal - Proposed New Trips - (A, B)							4,633		108		306		316		180		221		226

Notes:

¹ Values obtained from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, September 2021.

² DU = Dwelling Units, kSF = 1,000 Square Feet

³ Fitted curve equations from ITE Land Uses - Equation Type A is $T = a * X + b$, Equation Type B is $\ln(T) = a * \ln(X) + b$, Rate is $T = a * X$

Table 5 - Spring Valley Ranch Non-Residential Trip Generation Part 1



ITE Code	Units ²	Eq. Coef	ITE Trip Generation Equation ³				Average Weekday	Morning Peak Hour		Evening Peak Hour		Saturday Peak Hour							
			Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Trips (VPD)	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips					
							Rate	Rate	Rate	Rate	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound			
C. Proposed Land Use - Public Commerce Amenity																			
#814 - Variety Store	3.5 KSF	Type a= b=	Rate 63.66	Rate 4.51	Rate 7.42	Rate 3.86	223	50%	8	50%	8	50%	13	50%	13	48%	7	52%	8
#411 - Public Park	5 Acres	Type a= b=	Rate 0.64	Rate 0.05	Rate 0.08	Rate 0.20	92	63%	9	37%	5	40%	7	60%	10	55%	15	45%	12
#732 - U.S Post Office	1 KSF	Type a= b=	Rate 103.94	Rate 12.38	Rate 15.11	Rate 5.33	104	49%	7	51%	7	51%	8	49%	8	55%	3	45%	3
#712 - Small Office Building	1 KSF	Type a= b=	Rate 14.39	Rate 2.61	Rate 3.15	Rate 3.15	14	60%	2	40%	2	42%	2	58%	2	42%	2	58%	2
Internal Trip Reduction	-75%						-325		-20		-17		-23		-25		-20		-19
C. Subtotal - Proposed New Trips - Public Commerce Amenity							108		6		5		7		8		7		6
D. Proposed Land Use - Clubhouse Village																			
#430 - Golf Course	18 Holes	Type a= b=	Rate 30.38	Rate 2.96	Rate 3.68	Rate 3.03	547	52%	28	48%	26	47%	31	53%	35	49%	27	51%	28
#430 - Golf Course (Par 3 Course)	12 Holes	Type a= b=	Rate 30.38	Rate 2.96	Rate 3.68	Rate 3.68	365	52%	18	48%	17	47%	21	53%	23	47%	21	53%	23
#210 - Single Family Detached (For Lodging Use)	10 DU	Type a= b=	Rate 0.92	Rate 0.71	Rate 0.93	Rate 0.86	121	26%	4	74%	11	64%	8	36%	5	54%	10	46%	9
#493 - Athletic Club	17 KSF	Type a= b=	Rate 63.60	Rate 3.40	Rate 6.36	Rate 8.60	1,081	58%	34	42%	24	63%	68	37%	40	49%	72	51%	75
Fire Station	5 KSF	Type a= b=	Rate 0.00	Rate 0.00	Rate 0.00	Rate 0.00	50	50%	5	50%	5	50%	5	50%	5	50%	5	50%	5
#495 - Recreational Community Center (Family Barn)	12 KSF	Type a= b=	Rate 28.82	Rate 1.85	Rate 2.53	Rate 1.07	346	63%	14	37%	9	47%	14	53%	16	54%	7	46%	6
Internal Trip Reduction	-80%						-2,008		-82		-74		-118		-99		-114		-117
D. Subtotal - Proposed New Trips - Clubhouse							502		21		18		29		25		28		29
E. Proposed Land Use - Metro District/Corporation Yard																			
#170 - Utility	12 KSF	Type a= b=	Rate 0.74	Rate 0.67	Rate 2.00	Rate 2.00	96	84%	19	16%	4	18%	5	82%	23	18%	5	82%	23
Internal Trip Reduction	-25%						-24		-5		-1		-1		-6		-1		-6
E. Subtotal - Proposed New Trips - Metro District							72		14		3		4		17		4		17

Notes:

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³ Fitted curve equations from ITE Land Uses - Equation Type A is $T = a * X + b$, Equation Type B is $\ln(T) = a * \ln(X) + b$, Rate is $T = a * X$

Table 6 - Spring Valley Ranch Non-Residential Trip Generation Part 2



ITE Code	Units ²	Eq. Coef	ITE Trip Generation Equation ³				Average Weekday	Morning Peak Hour		Evening Peak Hour		Saturday Peak Hour							
			Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Trips (VPD)	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips					
F. Proposed Land Use - West Ridge Amenity																			
#492 - Health/Fitness Club	6.5 KSF	Type a= b=	Rate 39.20	Rate 1.40	Rate 3.92	Rate 3.19	255	46%	5	54%	5	52%	13	48%	12	49%	10	51%	11
Internal Trip Reduction	-80%						-204	-4	-4	-10	-10	-8	-9						
F. Subtotal - Proposed New Trips - West Ridge Amenity							51	1	1	3	2	2	2						
G. Proposed Land Use - Mountain Terrain Park Amenity																			
#466 - Snow Ski Area	3 Ski Lifts	Type a= b=	Rate 337.70	Rate 24.63	Rate 33.77	Rate 76.23	1,013	97%	72	3%	3	12%	12	88%	89	28%	64	72%	165
Internal Trip Reduction	-80%						-810	-58	-2	-10	-71	-51	-132						
Ski-In Ski-Out Trip Reduction	-10%						-20	-2	-1	-1	-2	-2	-4						
G. Subtotal - Proposed New Trips - Mountain Terrain							183	12	0	1	16	11	29						
H. Proposed Land Use - North Mountain Park Amenity																			
#931 - Fine Dining Restaurant	4 KSF	Type a= b=	Rate 83.84	Rate 4.47	Rate 8.28	Rate 10.68	335	80%	14	20%	4	61%	20	39%	13	59%	25	41%	18
Internal Trip Reduction	-60%						-201	-8	-2	-12	-8	-15	-11						
H. Subtotal - Proposed New Trips - North Mountain							134	6	2	8	5	10	7						
I. Proposed Land Use - Aspen Ridge Park Amenity																			
#411 - Public Park	15 Acres	Type a= b=	A 0.64	A 0.05	A 0.08	A 0.20	98	63%	9	37%	5	40%	7	60%	10	55%	16	45%	13
Internal Trip Reduction	-80%		88.46	12.67	15.36	26.40	-78	-7	-4	-6	-8	-13	-10						
I. Subtotal - Proposed New Trips - Aspen Ridge							20	2	1	1	2	3	3						
Subtotal Proposed New Trips (C, D, E, F, G,H, I)							1,070	62	30	53	75	26	41						
Subtotal - Proposed New Trips - (A, B)							4,633	108	306	316	180	221	226						
Total - Proposed New Trips							5,703	170	336	369	255	247	267						

Notes:

¹ Values obtained from Trip Generation, 11th Edition, Institute of Transportation Engineers, September 2021.

² DU = Dwelling Units, kSF = 1,000 Square Feet

³ Fitted curve equations from ITE Land Uses - Equation Type A is $T = a * X + b$, Equation Type B is $\ln(T) = a * \ln(X) + b$, Rate is $T = a * X$

4.2 Multimodal Reduction

No multimodal trip reduction was used when calculating the total number of vehicular trips. There was no multimodal trip reduction used due to Spring Valley Ranch being several miles away from nearby restaurants, parks, and other attractions.

4.3 Internal Trip Reduction

SVR is proposing several on-site amenities. Some of these amenities are proposed to be for exclusive use by residents while others will be open to the public. The on-site amenities that are exclusively for SVR are anticipated to generate fewer external trips. Therefore, an internal trip reduction must be used to account for the internal trips that these on-site amenities generate. An internal trip reduction rate calculation can be seen in the **Appendix**. This internal trip reduction was applied to the SVR non-residential trip generation.

As previously mentioned, SVR will provide 75 dwelling units for employee housing. However, not all 75 dwelling units will be for SVR employees. 58 of the 75 dwelling units will be by Garfield County residents. The other 17 dwelling units will be used by SVR employees. The SVR employees living on site will not be generating the usual external trips due to them not having to commute to work. Therefore, an internal trip reduction rate must be applied to the SVR employee housing trip generation. An internal trip reduction rate calculation can be seen in the **Appendix**.

An internal trip reduction was also applied to the residential trip generation. This was due to residents having several on-site amenities. The on-site amenities help the residents not leave the site due to several of the daily amenities being on site. The State of Colorado State Highway Access Code Section 2.3.4 states that for a mixed used development, an internal trip reduction of two percent for the AM peak and eight percent for the PM peak are allowed. These internal trip reductions were applied to the residential trip-generation.

4.4 Site-Generated Traffic

The project is anticipated to generate a total of 5,703 trips over the course of an average weekday. This includes 170 inbound and 336 outbound trips during the morning peak hour. The evening peak hour is expected to generate 369 inbound trips and 255 outbound trips. The Saturday peak hour is expected to generate 247 inbound and 267 outbound trips.

Refer to **Tables 4-6** for trip generation calculations and further breakdown of these trips.

4.5 Site-Generated Directional Distribution

The distribution of project-generated vehicular traffic on adjacent roadways is influenced by several factors including the following:

- The location of the site relative to other commercial and healthcare facilities and the roadway network.
- The configuration of the existing and proposed adjacent roadway network
- Relative location of neighboring population centers

Directional Distribution: Spring Valley Ranch has two accesses directly connecting to CR 115. It was assumed that 30% of all site-generated traffic will use the west access and 70% would use the east access. This assumption was made based on where the residential homes were located relative to the west and east access on the site plan shown in **Figure 2**. 95% of the site-generated traffic will use CR 114 and travel south to access SH 82. The other 5% will use CR 115 and travel west to access SH 82. At the SH 82 & CR 114 intersection, 65% of traffic will travel north towards Glenwood Springs and 30% will travel south towards Carbondale.

It was assumed that 95% of the site generated traffic would use CR 114 to access SH 82 and not CR 115. CR 115 is an unimproved gravel and dirt road with several sharp curves and tight corners that vehicles must navigate through. A portion of CR 115 has considerable exposure. Driving conditions on CR 115 can deteriorate with heavy rainfall and snowfall. The heavy rain and snowfall create driving hazards which have led to CR 115 being closed in the past. These road conditions make it unfavorable for vehicles to navigate through and drivers would prefer to use CR 114 over CR 115 due to safety reasons. Conversations with Garfield County have indicated that in the long term, CR 115 may be permanently closed. It is for these reasons that it was assumed that 95% of the site generated traffic by SVR will use CR 114 to access SH 82. Some SVR residents might choose to use CR 115 despite the driving hazards due to the shorter travel time to SH 82.

Figure 6 below shows the directional distribution for the site-generated traffic.

4.6 Trip Assignment

When the trip generation expected for this site is applied to the estimated trip distribution, the result is the anticipated assignment of trips on the roadway system. **Figure 7** depicts the new vehicle trips that are anticipated from the Spring Valley Ranch project.

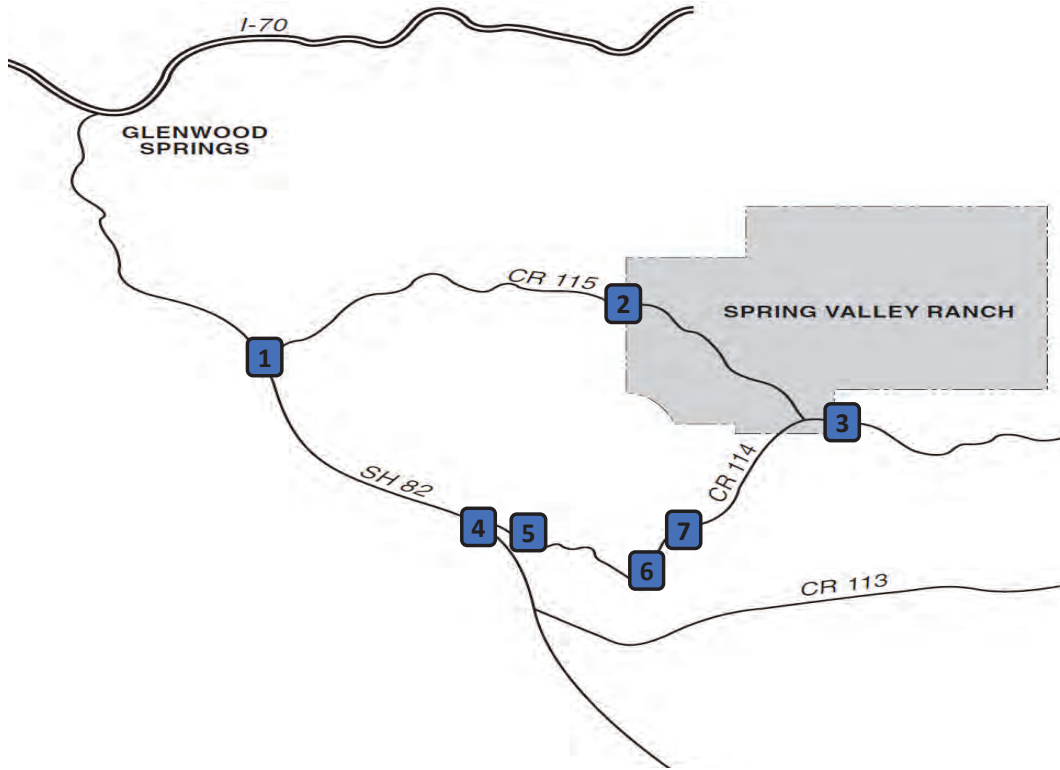
4.7 Total Traffic

The total traffic anticipated at each intersection is the sum of background traffic with the site-generated traffic.

For Year 2023, the background traffic (**Figure 4**) added to the site-generated traffic (**Figure 7**) yields the total Year 2023 traffic in **Figure 8**. For Year 2045, the background

traffic (**Figure 5**) added to the site-generated traffic (**Figure 7**) yields the total Year 2045 traffic in **Figure 9**.

Figure 6: Project Generated Traffic Distribution



1	65% (0%) ↓ ↓ 5% (0%)	0% (5%) ↑ ↑
	↓ ↓	0% (65%) ↑ ↑

2	0% (5%) ↓ ↓ 0% (25%)	25% (0%) ↑ ↑
	5% (0%) ↓ ↓	↑ ↑

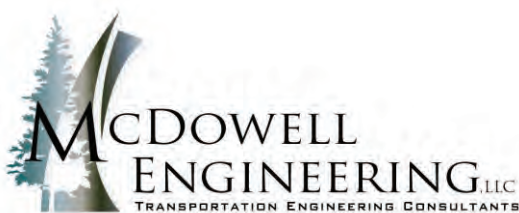
3	0% (70%) ↓ ↓	↑ ↑
	70% (0%) ↓ ↓	↑ ↑

4	65% (0%) ↓ ↓	0% (65%) ↑ ↑ 0% (30%)
	↓ ↓	30% (0%) ↑ ↑

5	↓ ↓	0% (95%) ↑ ↑
	95% (0%) ↓ ↓	↑ ↑

6	0% (95%) ↓ ↓	↑ ↑
	95% (0%) ↓ ↓	↑ ↑

7		0% (95%) ↑ ↑
	95% (0%) ↓ ↓	↑ ↑



LEGEND:

Directional Distribution = Inbound% (Outbound %)

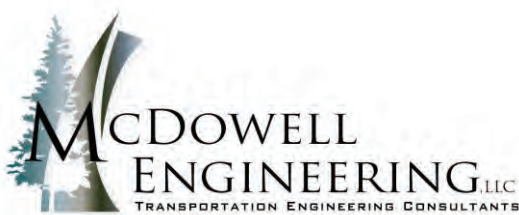
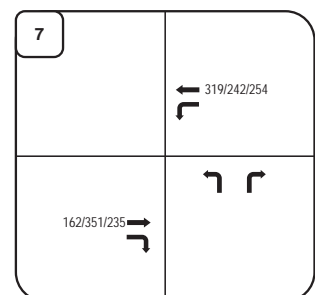
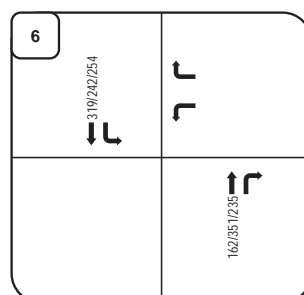
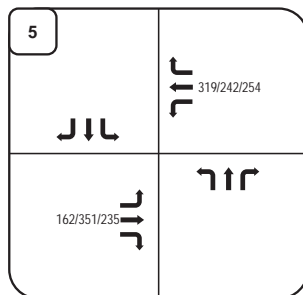
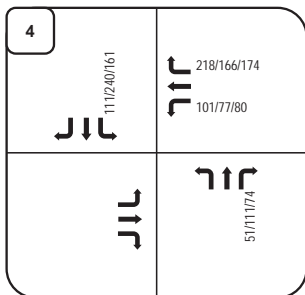
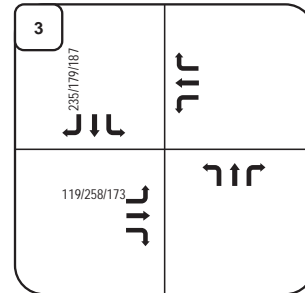
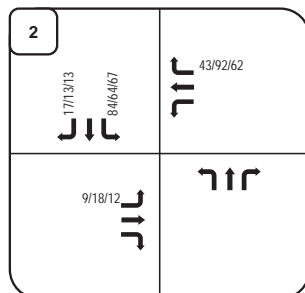
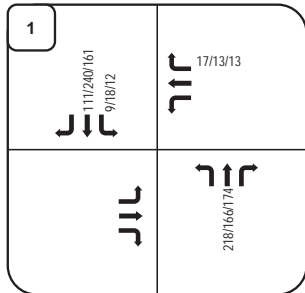
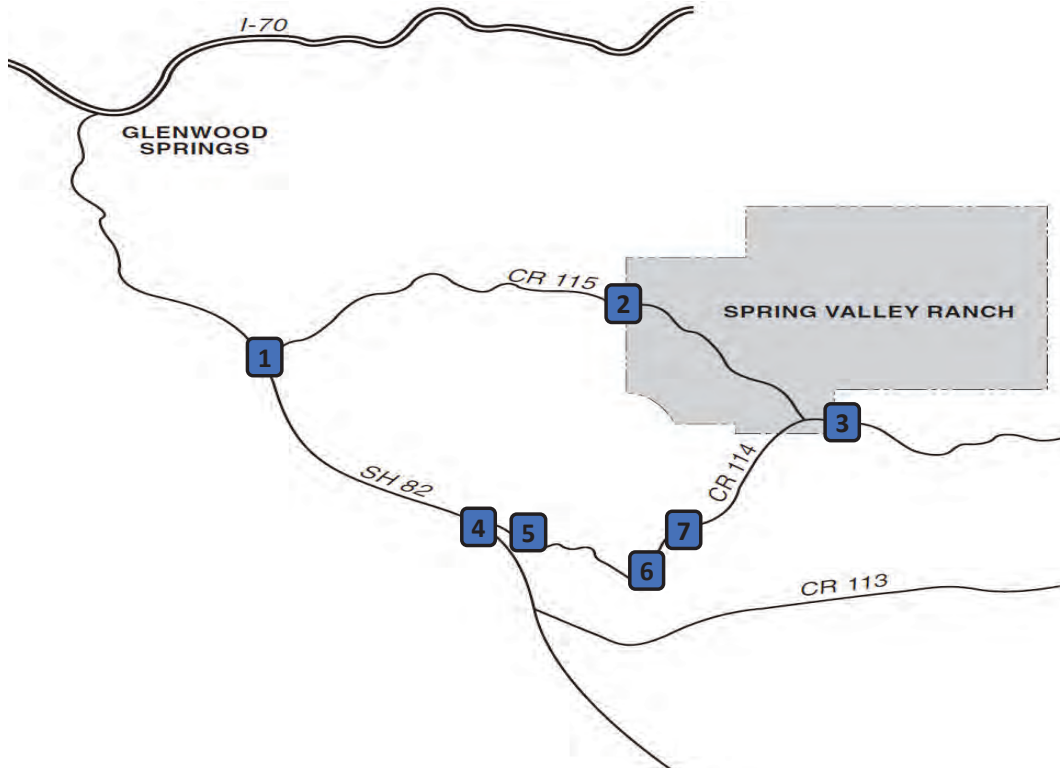
AM/PM Volumes = XX/XX VPH (in PCEs)

Turning Movements

Project Number M1591

Prepared By EP

Figure 7: Project Generated Traffic Assignment



LEGEND:

Directional Distribution = Inbound% (Outbound %)

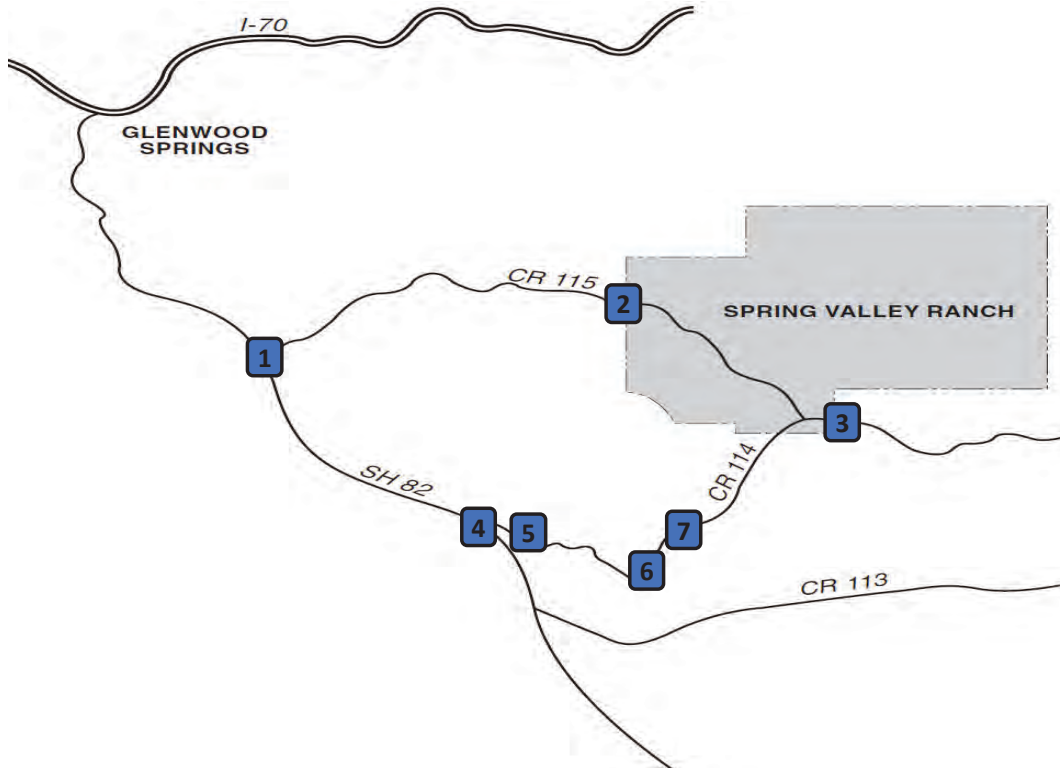
AM/PM Volumes = XX/XX VPH (in PCEs)

Turning Movements

Project Number M1591

Prepared By EP

Figure 8: Year 2023 Total Traffic



1	<table border="1"> <tr> <td>0/0/0</td> <td>↑</td> <td>44/57/33</td> </tr> <tr> <td>2,009/1,032/1,004</td> <td>↓</td> <td>0/0/0</td> </tr> <tr> <td>503/3/19</td> <td>↔</td> <td>18/6/0</td> </tr> <tr> <td>0/0/0/1</td> <td>↔</td> <td>0/1/0</td> </tr> </table>	0/0/0	↑	44/57/33	2,009/1,032/1,004	↓	0/0/0	503/3/19	↔	18/6/0	0/0/0/1	↔	0/1/0	<table border="1"> <tr> <td>0/0/0</td> <td>↑</td> <td>0/1/2</td> </tr> <tr> <td>0/0/1</td> <td>↓</td> <td>4/2/2</td> </tr> <tr> <td>0/0/0</td> <td>↔</td> <td>1,072/2,254/1,166</td> </tr> <tr> <td>2/3/0</td> <td>↔</td> <td>16/1/2/4</td> </tr> </table>	0/0/0	↑	0/1/2	0/0/1	↓	4/2/2	0/0/0	↔	1,072/2,254/1,166	2/3/0	↔	16/1/2/4
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2,009/1,032/1,004	↓	0/0/0																								
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2	<table border="1"> <tr> <td>177/13/13</td> <td>↑</td> <td>43/92/62</td> </tr> <tr> <td>0/0/0</td> <td>↓</td> <td>8/13/14</td> </tr> <tr> <td>84/64/67</td> <td>↔</td> <td>0/0/0</td> </tr> </table>	177/13/13	↑	43/92/62	0/0/0	↓	8/13/14	84/64/67	↔	0/0/0	<table border="1"> <tr> <td>9/18/12</td> <td>↑</td> <td>0/0/0</td> </tr> <tr> <td>14/12/11</td> <td>↓</td> <td>0/0/0</td> </tr> <tr> <td>0/0/0</td> <td>↔</td> <td>0/0/0</td> </tr> </table>	9/18/12	↑	0/0/0	14/12/11	↓	0/0/0	0/0/0	↔	0/0/0
177/13/13	↑	43/92/62																		
0/0/0	↓	8/13/14																		
84/64/67	↔	0/0/0																		
9/18/12	↑	0/0/0																		
14/12/11	↓	0/0/0																		
0/0/0	↔	0/0/0																		

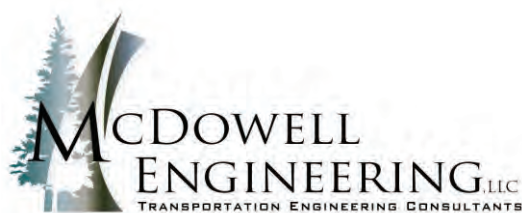
3	<table border="1"> <tr> <td>235/179/187</td> <td>↑</td> <td>0/0/0</td> </tr> <tr> <td>0/0/0</td> <td>↓</td> <td>8/13/14</td> </tr> <tr> <td>0/0/0</td> <td>↔</td> <td>0/0/0</td> </tr> </table>	235/179/187	↑	0/0/0	0/0/0	↓	8/13/14	0/0/0	↔	0/0/0	<table border="1"> <tr> <td>119/258/173</td> <td>↑</td> <td>0/0/0</td> </tr> <tr> <td>14/12/11</td> <td>↓</td> <td>0/0/0</td> </tr> <tr> <td>0/0/0</td> <td>↔</td> <td>0/0/0</td> </tr> </table>	119/258/173	↑	0/0/0	14/12/11	↓	0/0/0	0/0/0	↔	0/0/0
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119/258/173	↑	0/0/0																		
14/12/11	↓	0/0/0																		
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4	<table border="1"> <tr> <td>52/27/26</td> <td>↑</td> <td>302/433/352</td> </tr> <tr> <td>1,657/147/709</td> <td>↓</td> <td>58/48/24</td> </tr> <tr> <td>304/338/295</td> <td>↔</td> <td>186/155/143</td> </tr> <tr> <td>0/0/0</td> <td>↔</td> <td>0/0/0</td> </tr> </table>	52/27/26	↑	302/433/352	1,657/147/709	↓	58/48/24	304/338/295	↔	186/155/143	0/0/0	↔	0/0/0	<table border="1"> <tr> <td>0/0/0</td> <td>↑</td> <td>3/7/26</td> </tr> <tr> <td>20/40/22</td> <td>↓</td> <td>58/123/40</td> </tr> <tr> <td>43/50/16</td> <td>↔</td> <td>62/71,788/735</td> </tr> <tr> <td>185/63/54</td> <td>↔</td> <td>86/188/146</td> </tr> </table>	0/0/0	↑	3/7/26	20/40/22	↓	58/123/40	43/50/16	↔	62/71,788/735	185/63/54	↔	86/188/146
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5	<table border="1"> <tr> <td>8/18/4</td> <td>↑</td> <td>2/2/1</td> </tr> <tr> <td>2/2/0</td> <td>↓</td> <td>499/532/474</td> </tr> <tr> <td>0/0/0</td> <td>↔</td> <td>8/4/1</td> </tr> </table>	8/18/4	↑	2/2/1	2/2/0	↓	499/532/474	0/0/0	↔	8/4/1	<table border="1"> <tr> <td>11/13/3</td> <td>↑</td> <td>40/84/32</td> </tr> <tr> <td>306/461/382</td> <td>↓</td> <td>0/2/1</td> </tr> <tr> <td>117/102/73</td> <td>↔</td> <td>5/10/4</td> </tr> </table>	11/13/3	↑	40/84/32	306/461/382	↓	0/2/1	117/102/73	↔	5/10/4
8/18/4	↑	2/2/1																		
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117/102/73	↔	5/10/4																		

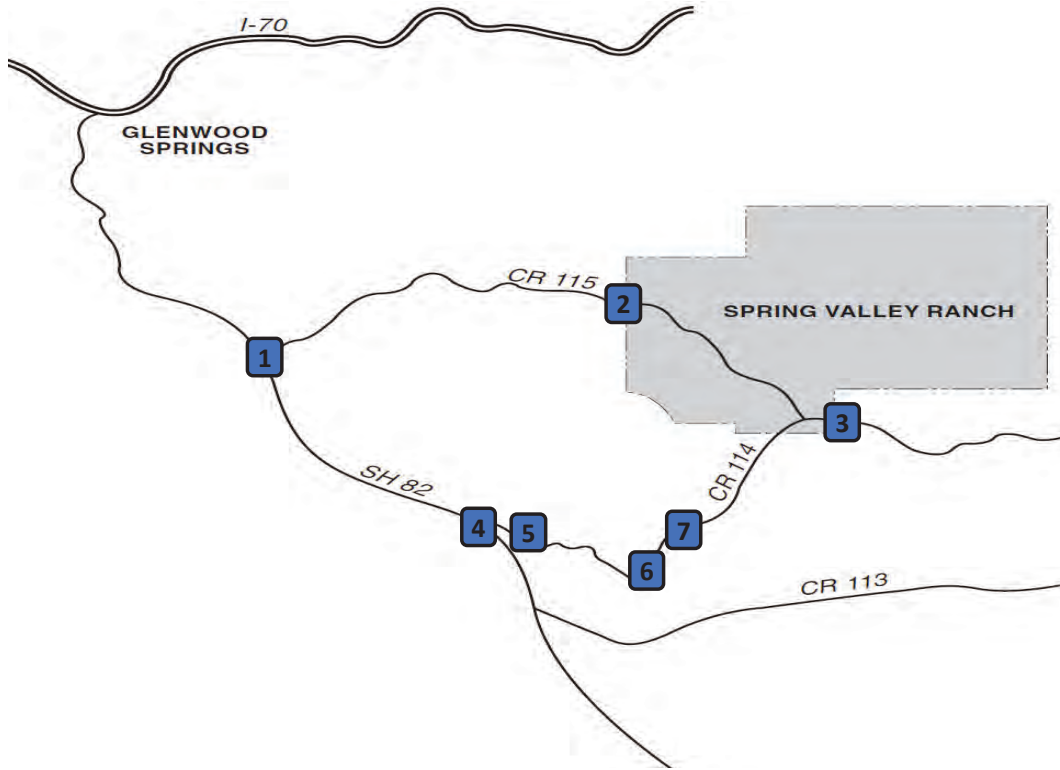
6	<table border="1"> <tr> <td>364/306/387</td> <td>↑</td> <td>3/2/18</td> </tr> <tr> <td>1/4/6</td> <td>↓</td> <td>18/36/41</td> </tr> </table>	364/306/387	↑	3/2/18	1/4/6	↓	18/36/41	<table border="1"> <tr> <td>202/430/339</td> <td>↑</td> <td>534/335</td> </tr> </table>	202/430/339	↑	534/335
364/306/387	↑	3/2/18									
1/4/6	↓	18/36/41									
202/430/339	↑	534/335									

7	<table border="1"> <tr> <td>388/269/286</td> <td>↑</td> <td>0/5/0</td> </tr> </table>	388/269/286	↑	0/5/0	<table border="1"> <tr> <td>174/404/265</td> <td>↑</td> <td>1/16/22</td> </tr> <tr> <td>5/22/17</td> <td>↓</td> <td>1/4/0</td> </tr> </table>	174/404/265	↑	1/16/22	5/22/17	↓	1/4/0
388/269/286	↑	0/5/0									
174/404/265	↑	1/16/22									
5/22/17	↓	1/4/0									



LEGEND:
 Directional Distribution = Inbound% (Outbound %)
 AM/PM Volumes = XX/XX VPH (in PCEs)
 Turning Movements **↑ ↓ ↔**

Figure 9: Year 2045 Total Traffic



1	<p>0/0/0 ←←← 2,536/1,252/1,239 6/13/7/21 0/0/1</p>	<p>51/68/38 0/0/0 23/8/0 0/1/0</p>
<p>0/0/0 0/0/1 0/0/0 3/4/0 ←←←</p>	<p>0/1/2 5/3/3 20/15/5 1,310/2,837/1,445</p>	<p>→→→ 0/0/0 0/0/0 0/0/0</p>

2	<p>177/13/13 0/0/0 84/6/6/7 ←←←</p>	<p>43/92/62 10/16/17 0/0/0</p>
<p>9/18/12 17/15/13 0/0/0 ←←←</p>	<p>0/0/0 0/0/0 0/0/0</p>	<p>→→→ 0/0/0 0/0/0</p>

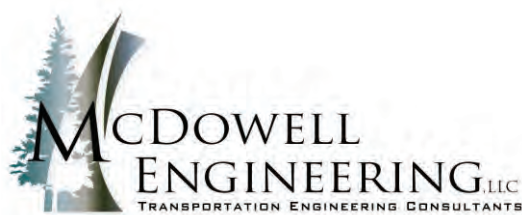
3	<p>255/179/187 0/0/0 0/0/0 ←←←</p>	<p>0/0/0 10/16/17 0/0/0</p>
<p>119/258/173 17/15/13 0/0/0 ←←←</p>	<p>0/0/0 0/0/0 0/0/0</p>	<p>→→→ 0/0/0 0/0/0</p>

4	<p>64/3/4/33 2,118/955/906 351/362/328 0/0/0 ←←←</p>	<p>322/498/395 70/59/29 207/174/158 0/0/0</p>
<p>0/0/0 25/50/28 53/61/20 230/78/67 ←←←</p>	<p>3/7/26 72/153/50 801/2,284/935 95/207/163</p>	<p>→→→ 0/0/0 0/0/0</p>

5	<p>10/22/5 2/2/0 0/0/0 ←←←</p>	<p>2/2/1 537/593/521 10/5/1</p>
<p>13/16/4 337/484/414 142/124/88 ←←←</p>	<p>497/102/39 0/2/1 6/12/5</p>	<p>→→→ 0/0/0 0/0/0</p>

6	<p>374/319/415 1/4/6 ←←←</p>	<p>3/2/18 18/36/41</p>
<p>211/446/361 534/335 ←←←</p>	<p>0/0/0 0/0/0</p>	<p>→→→ 0/0/0</p>

7	<p>←←←</p>	<p>402/275/293 0/5/0</p>
<p>177/416/272 5/22/17 ←←←</p>	<p>1/16/22 1/4/0 ←←←</p>	<p>→→→ 0/0/0</p>



LEGEND:
 Directional Distribution = Inbound% (Outbound %)
 AM/PM Volumes = XX/XX VPH (in PCEs)
 Turning Movements →→→ ←←←

5.0 Transportation Impact Analysis

5.1 Auxiliary Turn Lanes

The need for auxiliary turn lanes was assessed per *State of Colorado State Highway Access Code*⁸ (*Access code*) standards. Refer to **Table 7** and **Table 8** below for the auxiliary turn lane recommendations and details.

SH 82 & CR 115/Red Canyon Road (Intersection #1): This existing intersection was analyzed by all of the east legs (Frontage road north, Frontage road south, and CR115) combined into one east leg based upon the volume. There are existing northbound left turn deceleration and southbound left turn deceleration lanes. The southbound left turn deceleration lane is undersized per current warrants. The southbound left turn deceleration lane consists of 600' of deceleration length + 225' of taper at 18.5:1 ratio. A northbound right turn lane is also warranted. The northbound right turn deceleration lane consists of 600' of deceleration length + 225' of taper at 18.5:1 ratio. A westbound right turn acceleration lane is warranted. The westbound right turn acceleration lane consists of 960' of acceleration length + 225' of taper at 18.5:1. A westbound right turn deceleration lane is warranted on Red Canyon Road. The westbound right turn deceleration lane consists of 55' of storage + 120' of taper at 10:1.

The westbound right turn acceleration lane, northbound right turn deceleration lane, and southbound left turn deceleration lane are all warranted by Year 2022 existing traffic volumes. The westbound right turn deceleration lane is warranted by Year 2045 background traffic.

SVR West Access & CR 115/Red Canyon Road (Intersection #2): There are no existing turn lanes and there are no warranted turn lanes at this intersection. The turning volumes are high enough to warrant turn lanes for total traffic conditions, but both of these turn lanes (westbound right turn deceleration lane and southbound left turn deceleration lane) may be exempted due to the minimum volume thresholds (*SHAC Section 3.5(5)*).

SVR East Access & CR 115/Red Canyon Road (Intersection #3): There are no existing turn lanes and there are no warranted turn lanes at this intersection. The turning volumes are high enough to warrant turn lanes for total traffic conditions, but both of these turn lanes (eastbound left turn deceleration lane and southbound right turn deceleration lane) may be exempted due to the minimum volume thresholds (*SHAC Section 3.5(5)*).

Table 7: Auxiliary Turn Lane Recommendations Part 1

#	Int.	Mvmt	Accel or Decel	Posted Speed Limit (MPH)	Road Classification	SHAC Trigger Volume (VPH)	Year 2022 Existing						Year 2045 BG						Year 2023 BG						Year 2045 BG						Year 2023 Total						Year 2045 Total						Existing Turn Lane	Access Code Required Turn Lane	Trigger Year & Condition
							AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT									
1	SH 82 & CR 115	EBL	Decel	25	NR-C	>25	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	None	Not Warranted	Not Triggered									
		EBR	Decel	25	NR-C	>50	2	3	0	2	3	0	3	4	0	2	3	0	3	4	0	2	3	0	3	4	0	2	3	0	3	4	0	None	Not Warranted	Not Triggered									
		EBR	Accel	55	E-X	>10	2	3	0	2	3	0	3	4	0	2	3	0	3	4	0	2	3	0	3	4	0	2	3	0	3	4	0	None	Not Warranted	Not Triggered									
		WBL	Decel	35	NR-C	>25	18	6	0	18	6	0	23	8	0	18	6	0	23	8	0	18	6	0	23	8	0	18	6	0	23	8	0	None	Not Warranted	Not Triggered									
		WBR	Decel	35	NR-C	>50	27	44	20	27	44	20	34	55	25	44	57	33	51	68	38	44	57	33	51	68	38	44	57	33	51	68	38	None	120' Taper (@10:1 Taper Ratio) + 55' Storage	Triggered By Year 2045 BG Traffic									
		WBR	Accel	55	E-X	>10	27	44	20	27	44	20	34	55	25	44	57	33	51	68	38	44	57	33	51	68	38	44	57	33	51	68	38	None	960' Accel Length + 225' Taper (@18.5:1 Taper Ratio)	Triggered By Year 2022 Existing Traffic									
		NBL	Decel	55	E-X	>10	4	2	2	4	2	2	5	3	3	4	2	2	5	3	3	4	2	2	5	3	3	4	2	2	5	3	3	105' Storage + 90' Taper	Not Warranted	Not Triggered									
		NBR	Decel	55	E-X	>10	16	12	4	16	12	4	20	15	5	16	12	4	20	15	5	16	12	4	20	15	5	16	12	4	20	15	5	None	600' Decel Length + 225' Taper (@18.5:1 Taper Ratio)	Triggered By Year 2022 Existing Traffic									
		SBL	Decel	55	E-X	>10	41	15	7	41	15	7	52	19	9	50	33	19	61	37	21	50	33	19	61	37	21	50	33	19	61	37	21	175' Storage + 115' Taper	600' Decel Length + 225' Taper (@18.5:1 Taper Ratio) + 50' Storage	Triggered By Year 2022 Existing Traffic									
		SBR	Decel	55	E-X	>10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered									
2	SVR West Access & CR 115	EBL	Decel	25	NR-C	>25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered										
		EBR	Decel	25	NR-C	>50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered										
		EBR	Decel	25	NR-C	>50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered										
		WBL	Decel	25	NR-C	>25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered									
		WBR	Decel	25	NR-C	>50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Triggered By Turning Volume. However, it Does Not Meet Min Volume Threshold Volumes Described in Section 3.5.5 of The Access Code									
		NBL	Decel	25	NR-C	>25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered									
		NBR	Decel	25	NR-C	>25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered									
		SBL	Decel	25	NR-C	>25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered									
		SBR	Decel	25	NR-C	>50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Triggered By Turning Volume. However, it Does Not Meet Min Volume Threshold Volumes Described in Section 3.5.5 of The Access Code									
		3	SVR East Access & CR 115	NBL	Decel	25	NR-C	>25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered								
NBR	Decel			25	NR-C	>50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered										
SBL	Decel			25	NR-C	>25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Triggered By Turning Volume. However, it Does Not Meet Min Volume Threshold Volumes Described in Section 3.5.5 of The Access Code									
SBR	Decel			25	NR-C	>50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered									
EBL	Decel			25	NR-C	>25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Triggered By Turning Volume. However, it Does Not Meet Min Volume Threshold Volumes Described in Section 3.5.5 of The Access Code									
EBR	Decel			25	NR-C	>50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered									
WBL	Decel			25	NR-C	>25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered									
WBR	Decel			25	NR-C	>50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered									
NBR	Decel			25	NR-C	>50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered									
SBL	Decel			25	NR-C	>25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Not Triggered									

*Based upon State Highway Access Code requirements for an R-A roadway with posted speed of 45mph.

Triggered by State Highway Access Code Volumes

Triggered by State Highway Access Code Safety and Operations

Table 8: Auxiliary Turn Lane Recommendations Part 2

#	Int.	Mvmt	Accel or Decel	Posted Speed Limit (MPH)	Road Classification	SHAC Trigger Volume (VPH)	Year 2022 Existing						Year 2023 BG						Year 2045 BG						Year 2023 Total						Year 2045 Total						Existing Turn Lane	Access Code Required Turn Lane	Trigger Year & Condition
							AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT						
4	SH 82 & CR 114	EBL	Decel	25	NR-C	> 25	20	40	22	20	40	22	25	50	28	183	62	53	185	63	54	230	78	67	40' Storage	90' Taper (@8.5:1 Taper Ratio) + 50' Storage	Triggered By Year 2022 Existing Traffic												
		EBR	Decel	25	NR-C	> 50	183	62	53	185	63	54	230	78	67	185	63	54	230	78	67	200' Accel Length + 295' Taper	90' Taper (@8.5:1 Taper Ratio) + 185' Storage	Triggered By Year 2022 Existing Traffic															
		EBR	Accel	55	E-X	> 10	183	62	53	185	63	54	230	78	67	185	63	54	230	78	67	200' Accel Length + 295' Taper	960' Accel Length + 225' Taper (@18.5:1 Taper Ratio)	Triggered By Year 2022 Existing Traffic															
		WBL	Decel	35	NR-C	> 25	84	77	62	85	78	63	106	97	78	186	155	143	207	174	158	None	120' Taper (@10:1 Taper Ratio) + 210' Storage	Triggered By Year 2022 Existing Traffic															
		WBR	Decel	35	NR-C	> 50	83	264	176	84	267	178	104	332	221	302	433	352	322	498	395	40' Storage	120' Taper (@10:1 Taper Ratio) + 510' Storage	Triggered By Year 2022 Existing Traffic															
		WBR	Accel	55	E-X	> 10	83	264	176	84	267	178	104	332	221	302	433	352	322	498	395	130' Storage + 125' Taper	960' Accel Length + 225' Taper (@18.5:1 Taper Ratio)	Triggered By Year 2022 Existing Traffic															
		NBL	Decel	55	E-X	> 10	57	122	40	58	123	40	72	153	50	58	123	40	72	153	50	380' Storage + 155' Taper	225' Taper (@18.5:1 Taper Ratio) + 600' Decel Length + 155' Storage	Triggered By Year 2022 Existing Traffic															
		NBR	Decel	55	E-X	> 10	35	76	71	35	77	72	44	96	89	86	188	146	95	207	163	205' Storage + 180' Taper	225' Taper (@18.5:1 Taper Ratio) + 600' Decel Length	Triggered By Year 2022 Existing Traffic															
		SBL	Decel	55	E-X	> 10	191	97	133	193	98	134	240	122	167	304	338	295	351	362	328	60' Storage + 185' Storage	225' Taper (@18.5:1 Taper Ratio) + 600' Decel Length + 400' Storage	Triggered By Year 2022 Existing Traffic															
		SBR	Decel	55	E-X	> 10	51	27	26	52	27	26	64	34	33	52	27	26	64	34	33	150' Storage + 230' Taper	225' Taper (@18.5:1 Taper Ratio) + 600' Decel Length	Triggered By Year 2022 Existing Traffic															
5	Frontage Road & CR 114	EBL	Decel	35	F-R	> 25	11	13	3	11	13	3	13	16	4	11	13	3	13	16	4	None	Not Warranted	Not Triggered															
		EBR	Decel	35	F-R	> 50	116	101	72	117	102	73	142	124	88	117	102	73	142	124	88	None	120' Taper (@10:1 Taper Ratio) + 145' Storage	Triggered By Year 2022 Existing Traffic															
		WBL	Decel	35	F-R	> 25	8	4	1	8	4	1	10	5	1	8	4	1	10	5	1	None	Not Warranted	Not Triggered															
		WBR	Decel	35	F-R	> 50	2	2	1	2	2	1	2	2	1	2	2	1	2	2	1	None	Not Warranted	Not Triggered															
		NBL	Decel	35	F-R	> 25	40	83	32	40	84	32	49	102	39	40	84	32	49	102	39	None	120' Taper (@10:1 Taper Ratio) + 105' Storage	Triggered By Year 2022 Existing Traffic															
		NBR	Decel	35	F-R	> 50	5	10	4	5	10	4	6	12	5	5	10	4	6	12	5	None	Not Warranted	Not Triggered															
		SBL	Decel	35	F-R	> 25	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	None	Not Warranted	Not Triggered															
		SBR	Decel	35	F-R	> 50	8	18	4	8	18	4	10	22	5	8	18	4	10	22	5	None	Not Warranted	Not Triggered															
		WBL	Decel	25	NR-C	> 25	18	36	41	18	36	41	18	36	41	18	36	41	18	36	41	None	90' Taper (@7.5:1 Taper Ratio) + 45' Storage	Triggered By Year 2022 Existing Traffic															
		WBR	Decel	25	NR-C	> 50	3	2	18	3	2	18	3	2	18	3	2	18	3	2	18	None	Not Warranted	Not Triggered															
6	CMC West Access & Spring Valley Road	NBR	Decel	25	NR-C	> 50	53	43	35	53	43	35	53	43	35	53	43	35	53	43	35	110' Storage + 135' Taper	90' Taper (@7.5:1 Taper Ratio) + 50' Storage	Triggered By Year 2022 Existing Traffic															
		SBL	Decel	25	NR-C	> 25	1	4	6	1	4	6	1	4	6	1	4	6	1	4	6	None	Not Warranted	Not Triggered															
		EBR	Decel	25	NR-C	> 50	5	22	17	5	22	17	5	22	17	5	22	17	5	22	17	None	Not Warranted	Not Triggered															
		WBL	Decel	25	NR-C	> 25	0	5	0	0	5	0	0	5	0	0	5	0	0	5	0	None	Not Warranted	Not Triggered															
		NBL	Decel	25	NR-C	> 25	1	16	22	1	16	22	1	16	22	1	16	22	1	16	22	None	Not Warranted	Not Triggered															
		NBR	Decel	25	NR-C	> 50	1	4	0	1	4	0	1	4	0	1	4	0	1	4	0	None	Not Warranted	Not Triggered															
		7	CMC East Access & Spring Valley Road	NBR	Decel	25	NR-C	> 25	1	4	0	1	4	0	1	4	0	1	4	0	1	4	0	None	Not Warranted	Not Triggered													
				EBL	Decel	25	NR-C	> 50	1	4	0	1	4	0	1	4	0	1	4	0	1	4	0	None	Not Warranted	Not Triggered													
				EBR	Decel	25	NR-C	> 50	5	22	17	5	22	17	5	22	17	5	22	17	5	22	17	None	Not Warranted	Not Triggered													
				WBL	Decel	25	NR-C	> 25	0	5	0	0	5	0	0	5	0	0	5	0	0	5	0	None	Not Warranted	Not Triggered													
NBL	Decel			25	NR-C	> 25	1	16	22	1	16	22	1	16	22	1	16	22	1	16	22	None	Not Warranted	Not Triggered															
NBR	Decel			25	NR-C	> 50	1	4	0	1	4	0	1	4	0	1	4	0	1	4	0	None	Not Warranted	Not Triggered															

*Based upon State Highway Access Code requirements for an R-A roadway with posted speed of 45mph.

Triggered by State Highway Access Code Volumetric

Triggered by State Highway Access Code Safety and Operations

SH 82 & CR 114/Spring Valley Road (Intersection #4): Ten (10) auxiliary turn lanes are warranted at this intersection. Eight (8) of these lanes are present, although all of them are undersized per current warrants. All ten of these lanes are warranted by Year 2022 existing traffic volumes, although the lanes that include storage will increase in size based upon the total traffic conditions. Additionally, the southbound left turn deceleration lane should be configured as a dual left turn (i.e., two left turn lanes) for total traffic conditions. The westbound right turn should have a channelization island that will allow this movement to be configured as a free movement. See **Table 8** for the *Access Code* turn lane geometrics. See **Figure 10** for the intersection lane configuration.

Frontage Road & CR 114/Spring Valley Road (Intersection #5): There are no auxiliary turn lanes at this intersection. An eastbound right turn deceleration lane is warranted by Year 2022 existing traffic volumes. The eastbound right turn deceleration lane consists of 145' of storage + 120' of taper at 10:1 ratio. A northbound left turn deceleration lane is warranted by Year 2022 existing traffic volumes. The addition of a "Do Not Block Intersection" (MUTCD R10-7) should be added to both the east and west legs of this intersection. See **Figure 10** for the intersection lane configuration.

CMC West Access & CR 114/Spring Valley Road (Intersection #6): A westbound left turn deceleration lane is warranted by Year 2022 existing conditions. This turn lane does not exist. It should consist of 45' of storage + 90' of taper at a 7.5:1 ratio. A northbound right turn deceleration lane exists with 110' of storage and a 135' taper, which is greater than the warranted 50' storage with a 90' taper at a 7.5:1 ratio.

CMC East Access & CR 114/Spring Valley Road (Intersection #7): There are no existing turn lanes, and no turn lanes are warranted at this intersection.

Figure 10: Lane Configurations for Intersections #4 and #5



Note: A = Acceleration Lane, C = Channelized Free Movement Right Turn

5.2 Total Traffic Levels of Service

An *HCM* 2010 analysis under total traffic conditions was performed for the proposed site access under both short-term Year 2023 and long-term Year 2045 traffic conditions. The results can be seen in **Table 9** and **Table 10**.

Table 9: Year 2023 Total Traffic Level of Service

#	Int.	Traffic Control	Approach or Control Delay	Approach	Year 2023 Total Level of Service (Delay in Seconds)		
					AM	PM	SAT
1	SH 82 & CR 115	EB/WB Stop	C	EB	C (22.3)	B (12.7)	F (93.0)
			C	WBL	F (635.6)	F (1871.7)	A (0.0)
			C	WBTR	B (13.9)	E (38.1)	B (14.8)
			C	NBL	C (20.3)	B (10.8)	B (10.8)
			C	SBL	B (11.8)	D (29.1)	B (12.2)
2	SVR West Access & CR 115	NB/SB Stop	C	EB	A (2.9)	A (4.5)	A (4.2)
			C	WB	A (0.0)	A (0.0)	A (0.0)
			C	NB	A (0.0)	A (0.0)	A (0.0)
			C	SB	A (9.3)	A (9.6)	A (9.5)
3	SVR East Access & CR 115	NB/SB Stop	A	EB	A (6.6)	A (7.4)	A (7.2)
			A	WB	A (0.0)	A (0.0)	A (0.0)
			A	NB	A (0.0)	A (0.0)	A (0.0)
			C	SB	A (9.4)	A (9.1)	A (9.4)
4	SH 82 & CR 114	Signal Controlled	C	EBTL	F (200.0)	F (254.6)	E (77.8)
			C	EBR	C (34.6)	A (7.7)	A (5.2)
			C	WBTL	F (261.8)	F (214.3)	F (151.6)
			C	WBR	B (13.0)	F (268.8)	D (39.0)
			A	NBL	F (97.5)	F (186.8)	F (89.3)
			A	NBT	B (12.7)	C (26.1)	B (13.3)
			C	NBR	A (1.9)	A (5.2)	A (1.6)
			C	SBL	F (845.0)	F (981.2)	F (911.1)
			C	SBT	C (22.6)	B (13.3)	B (11.7)
5	Frontage Road & CR 114	NB/SB Stop	A	EB	A (0.2)	A (0.2)	A (0.1)
			A	WB	A (0.1)	A (0.1)	A (0.0)
			A	NB	C (16.4)	C (23.3)	C (17.7)
			A	SB	B (12.4)	B (12.9)	B (10.1)
6	CMC West Access & Spring Valley Road	WB Stop	A	WB	B (12.8)	C (16.4)	C (17.0)
			A	NB	A (0.0)	A (0.0)	A (0.0)
			A	SB	A (0.0)	A (0.1)	A (0.1)
7	CMC East Access & Spring Valley Road	NB Stop	A	EB	A (0.0)	A (0.0)	A (0.0)
			A	WB	A (0.0)	A (0.2)	A (0.0)
			A	NB	B (11.1)	B (14.4)	B (14.4)

Table 10: Year 2045 Total Traffic Level of Service

#	Int.	Traffic Control	Approach or Control Delay	Approach	Year 2045 Total Level of Service (Delay in Seconds)		
					AM	PM	SAT
1	SH 82 & CR 115	EB/WB Stop	C	EB	D (32.5)	B (14.3)	F (205.7)
			C	WBL	F (3183.8)	F (9469.9)	A (0.0)
			C	WBTR	C (16.5)	F (100.2)	C (17.8)
			C	NBL	D (31.4)	B (12.2)	B (12.3)
			C	SBL	B (14.0)	F (60.8)	B (14.6)
2	SVR West Access & CR 115	NB/SB Stop	C	EB	A (2.5)	A (4.1)	A (3.9)
			C	WB	A (0.0)	A (0.0)	A (0.0)
			C	NB	A (0.0)	A (0.0)	A (0.0)
			C	SB	A (9.4)	A (9.6)	A (9.6)
3	SVR East Access & CR 115	NB/SB Stop	A	EB	A (6.5)	A (7.3)	A (7.1)
			A	WB	A (0.0)	A (0.0)	A (0.0)
			A	NB	A (0.0)	A (0.0)	A (0.0)
			C	SB	A (9.4)	A (9.1)	A (9.4)
4	SH 82 & CR 114	Signal Controlled	C	EBTL	E (72.9)	F (81.1)	E (69.6)
			C	EBR	E (58.2)	B (13.5)	A (9.6)
			C	WBL	F (221.6)	F (230.9)	F (145.3)
			C	WBT	E (69.3)	E (68.3)	E (65.8)
			A	WBR	A (0.3)	A (0.6)	A (0.5)
			A	NBL	F (105.8)	F (273.0)	F (93.1)
			C	NBT	B (13.7)	E (67.7)	B (14.6)
			C	NBR	A (1.9)	A (6.7)	A (1.6)
			C	SBL	F (353.0)	F (372.3)	F (356.5)
			C	SBT	D (42.9)	B (14.7)	B (13.0)
5	Frontage Road & CR 114	NB/SB Stop	A	EB	A (0.3)	A (0.3)	A (0.1)
			A	WB	A (0.3)	A (0.1)	A (0.0)
			A	NB	C (19.0)	D (30.3)	C (20.1)
			A	SB	B (12.6)	B (12.9)	B (10.3)
6	CMC West Access & Spring Valley Road	WB Stop	A	WB	B (13.0)	C (17.0)	C (17.9)
			A	NB	A (0.0)	A (0.0)	A (0.0)
			A	SB	A (0.0)	A (0.1)	A (0.1)
7	CMC East Access & Spring Valley Road	NB Stop	A	EB	A (0.0)	A (0.0)	A (0.0)
			A	WB	A (0.0)	A (0.1)	A (0.0)
			A	NB	B (11.2)	B (14.6)	B (14.7)

As can be seen in **Table 9** and **Table 10**, five of the seven intersections are anticipated to operate at an acceptable overall intersection Levels of Service through the long-term planning horizon Year 2045 total traffic conditions. The other two intersections

with failing LOS are anticipated to have excessive delay under background traffic conditions as well.

SH 82 & CR 115/Red Canyon Road: The east leg and the west leg of this intersection is anticipated to operate at a failing LOS F with Year 2023 total traffic conditions. The southbound left movement has a failing LOS E with Year 2045 total traffic conditions. The south leg is anticipated to have an acceptable LOS through Year 2045 total traffic conditions.

The west and east legs have a failing LOS due to the high northbound and southbound traffic volumes. This intersection is stop controlled in the eastbound and westbound direction. Therefore, vehicles on the east and west leg looking to merge onto SH 82 must wait for a gap to open. This is hard to achieve due to the high traffic volumes on SH 82. Large queues and delays develop due to vehicles on the east and west leg having to wait for a gap to develop on SH 82.

The southbound left movement has a failing LOS due to the high northbound traffic volume. The high northbound through traffic volumes make it difficult for southbound vehicles on SH 82 to merge onto CR 115. Vehicles looking to make the southbound left movement have to wait in queue for a gap to be created in the northbound traffic.

SVR West Access & CR 115/Red Canyon Road: This intersection is anticipated to operate at an acceptable LOS A through Year 2045 total traffic conditions.

SVR East Access & CR 115/Red Canyon Road: This intersection is anticipated to operate at an acceptable LOS A through year 2045 total traffic conditions.

SH 82 & CR 114/Spring Valley Road: The east and west legs have a failing LOS F with Year 2023 total traffic conditions. The northbound through, northbound left, and southbound left movements have a failing LOS as well.

This intersection is signalized with the north and south legs (SH 82) being the main line and getting most of the green time in one cycle. The east and west legs have a failing LOS due to the signal time given to these movements per cycle not being enough. The signal time given does not allow for the traffic volumes on the west and east legs to flush out in one cycle. This forces some vehicles to wait in queue for more than one cycle length. **Figure 12** shows the existing 170 second signal timing.

The westbound right movement was changed to a channelized free turn with year 2045 background and total traffic conditions. There is currently a westbound right deceleration and acceleration lane, however, it is stop controlled. It was changed to channelized with free movement to yield a better LOS. The LOS improved to LOS A with this change.

The northbound through and northbound left movements have a failing LOS due to the high traffic volumes going through this intersection. The cycle length is not long enough for the northbound through and northbound left traffic volumes to flush out in one cycle despite the north and south leg getting the most signal time in each cycle.

Vehicles are forced to wait in queue for more than one cycle due to the signal timing not allowing for all vehicles to flush out in one cycle.

The southbound left movement also has a failing LOS. This movement has a failing LOS due to the signal timing given to this movement not being enough for all vehicles to flush out in one cycle length. This forces some vehicles to wait in queue for more than one cycle length.

The current cycle length is 170 seconds (2 minutes and 50 seconds). If some vehicles are forced to wait in queue for more than one cycle, then they may have to wait in queue for over five minutes.

Frontage Road & CR 114/Spring Valley Road: This intersection is anticipated to operate at an acceptable LOS A through year 2045 total traffic conditions.

CMC West Access & CR 114/Spring Valley Road: This intersection is anticipated to operate at an acceptable LOS A through year 2045 total traffic conditions.

CMC East Access & CR 114/Spring Valley Road: This intersection is anticipated to operate at an acceptable LOS A through year 2045 total traffic conditions.

5.3 SimTraffic Analysis

Intersections #4 and #5 (SH 82 & CR 114/Spring Valley Road and Frontage Road & CR 114/Spring Valley Road) are closely spaced (approximate centers of intersections are 105'). **Figure 11** shows the plan view of these two intersections.

As a result, the interactions of these intersections affect the operations of each other. Synchro does not consider the spacing of adjacent intersections in some of its calculations, and therefore the utilization of the SimTraffic software is appropriate for additional analysis and understanding of the interactions between these intersections. SimTraffic is a microsimulation software that is integrated with Synchro. It analyzes operations based upon each vehicle being added into the network and the result summarized as a series of runs. Each run is generated pseudo-randomly, and typically 5 runs are aggregated together, and the results are the average of these runs.

The 2045 Total AM and PM scenarios were analyzed, as these scenarios represent the highest demand. From observations of the total traffic in **Section 4.7**, it is apparent that the southbound left turning movement does not have sufficient green time, and therefore is experiencing excessive delay. Additionally, the northbound left turning movement is also experiencing excessive delay. These movements are both functions of the current signal timing that shows up as 20 seconds for phases 1 and 5. The westbound left movement is also experiencing excessive delay, as a result of competition of phase 1, 5, and 2. Keeping the northbound and southbound movements (phases 2 and 6) at 120 seconds, it is not practical for these above mentioned movements to increase their throughput capacity without an increase in cycle length.

For the SimTraffic analysis, the cycle length was increased by 10 seconds by adding additional time onto the southbound left movement (phase 5), and the east and westbound movements (phases 4 and 8). **Figure 12** shows the existing 170 second signal timing, and **Figure 13** shows the proposed 180 second signal timing.

Table 11 shows the queue lengths as reported by SimTraffic for the 2045 Total AM and PM conditions with the default signal timing of 170 seconds and the lengthened cycle time of 180 seconds.

Figure 11: Intersections #4 and #5

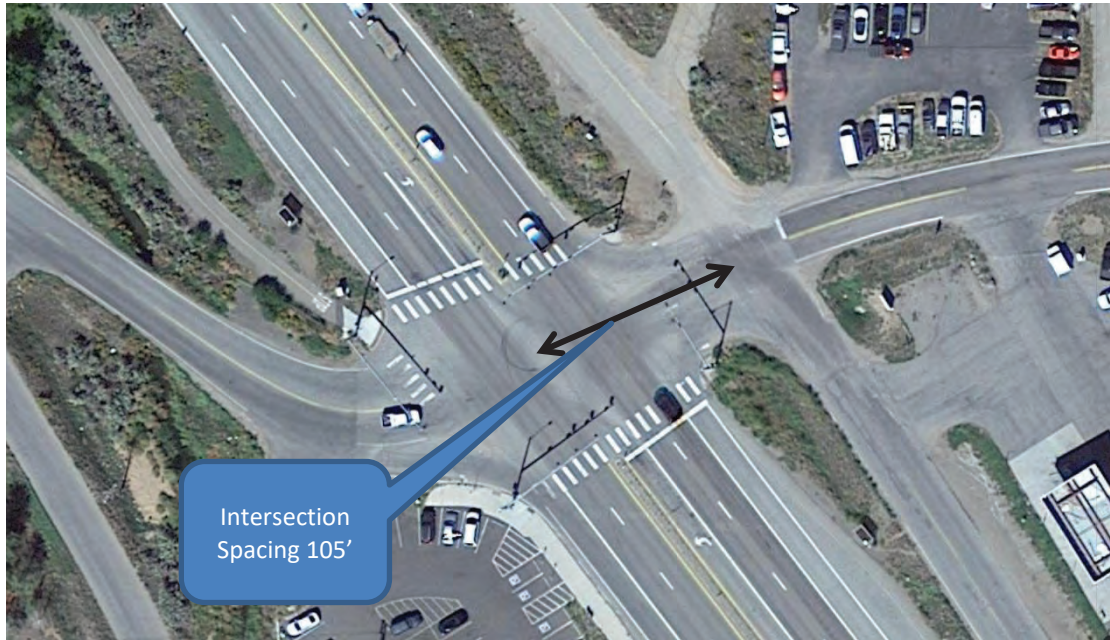


Figure 12: 170 Second Default Signal Timing



Figure 13: 180 Second Proposed Signal Timing



Table 11: SimTraffic Queue Length Summary

#	Int.	Traffic Control	Approach	Year 2045 Total 95th Percentile Queue Length (ft.) 170 Sec. Cycle		Year 2045 Total 95th Percentile Queue Length (ft.) 180 Sec. Cycle		Net Change (%)		Net Change (Length ft.)	
				AM	PM	AM	PM	AM	PM	AM	PM
				4	SH 82 & CR 114	Signal Controlled	EBTL	724	316	428	320
EBR	82	89	84				89	2.4%	0.0%	2	0
WBL	71	72	70				72	-1.4%	0.0%	-1	0
WBT	76	74	42				77	-44.7%	4.1%	-34	3
WBR	13	41	1				39	-92.3%	-4.9%	-12	-2
NBL	129	579	74				569	-42.6%	-1.7%	-55	-10
NBT	208	562	168				553	-19.2%	-1.6%	-40	-9
NBT	193	651	144				597	-25.4%	-8.3%	-49	-54
NBR	40	476	19				510	-52.5%	7.1%	-21	34
SBL	1068	1056	435				913	-59.3%	-13.5%	-633	-143
SBL	1123	1108	611				928	-45.6%	-16.2%	-512	-180
SBT	1254	1278	805				829	-35.8%	-35.1%	-449	-449
SBT	1169	783	1205				653	3.1%	-16.6%	36	-130
SBR	204	30	352				34	72.5%	13.3%	148	4
5	Frontage Road & CR 114	NB/SB Stop	EBLT	39	42	46	50	17.9%	19.0%	7	8
			EBTR	8	12	10	5	25.0%	-58.3%	2	-7
			WBLT	366	416	393	426	7.4%	2.4%	27	10
			WBTR	130	144	155	212	19.2%	47.2%	25	68
			NBL	233	232	219	241	-6.0%	3.9%	-14	9
			NBLTR	819	1225	600	1271	-26.7%	3.8%	-219	46
			SBLTR	200	339	155	437	-22.5%	28.9%	-45	98

Table 12: SimTraffic Total Delay Summary

Description	Total 2045 AM 170 Seconds	Total 2045 AM 180 Seconds	% +Increase/ -Decrease	Total 2045 PM 170 Seconds	Total 2045 PM 180 Seconds	% +Increase/ -Decrease
Int #4 - Total Delay/Vehicle (s)	90.5	71.9	-20.5%	92.5	78.5	-15.1%
Int #5 - Total Delay/Vehicle (s)	148.7	109.9	-26.1%	973.5	1175.6	+17.2%

From inspection of **Table 11** above, the additional timing on the southbound left movement significantly reduces the queue length on SH82. Additionally, **Table 12** shows overall total delay per vehicle decreasing by 15% to 26% for intersection #4.

Therefore, as traffic volumes in the future begin to congest and affect overall signal operations, it is suggested that the increased cycle length be implemented to help overall operations at the intersection.

5.4 Site Accesses Sight Distance

Sight distance requirements are determined by **Section 3.2.2** of the *American Association of State Highway and Transportation Officials (AASHTO): A Policy on Geometric Design of Highways and Streets (AASHTO's Greenbook)*.

West Access (Intersection #2): The west access is located near the top of a crest curve. Sight distance to/from the west may be compromised due to the height of the hill. The access may need to be shifted 50 to 100 feet to the west to provide adequate sight distance. Posted speed limit is 25mph. However, based upon average daily counts taken to the west along CR115, 85th percentile speeds were observed at 44.4mph westbound and 46.1 eastbound. Additionally, design speeds are typically 10mph higher than posted speed limits. Therefore, from a conservative perspective, using a 35mph design speed would be appropriate. The grades approaching the crest curve are approximately 6% upgrades in both directions, based upon Google Earth Pro elevation data. As a result, a minimum of 229 feet should be maintained for stopping sight distance. See *Table 3-2 Stopping Sight Distance on Grades (Figure 15)*. For decision sight distance, a minimum of 275 feet should be maintained, per *Table 3-3 Decision Sight Distance (Figure 16)*.

Figure 14: AASHTO Greenbook Table 3-1. Stopping Sight Distance on Level Roadways

Table 3-1. Stopping Sight Distance on Level Roadways

U.S. Customary				
Design Speed (mph)	Brake Reaction Distance (ft)	Braking Distance on Level (ft)	Stopping Sight Distance	
			Calculated (ft)	Design (ft)
15	55.1	21.6	76.7	80
20	73.5	38.4	111.9	115
25	91.9	60.0	151.9	155
30	110.3	86.4	196.7	200
35	128.6	117.6	246.2	250
40	147.0	153.6	300.6	305
45	165.4	194.4	359.8	360
50	183.8	240.0	423.8	425
55	202.1	290.3	492.4	495
60	220.5	345.5	566.0	570
65	238.9	405.5	644.4	645
70	257.3	470.3	727.6	730
75	275.6	539.9	815.5	820
80	294.0	614.3	908.3	910
85	313.5	693.5	1007.0	1010

Figure 15: AASHTO Greenbook Table 3-2. Stopping Sight Distance on Grades

Table 3-2. Stopping Sight Distance on Grades

U.S. Customary						
Design Speed (mph)	Stopping Sight Distance (ft)					
	Downgrades			Upgrades		
	3%	6%	9%	3%	6%	9%
15	80	82	85	75	74	73
20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433
60	598	638	686	538	515	495
65	682	728	785	612	584	561
70	771	825	891	690	658	631
75	866	927	1003	772	736	704
80	965	1035	1121	859	817	782
85	1070	1149	1246	949	902	862

Figure 16: AASHTO Greenbook Table 3-3. Decision Sight Distance

Table 3-3. Decision Sight Distance

U.S. Customary						Metric					
Design Speed (mph)	Decision Sight Distance (ft)					Design Speed (km/h)	Decision Sight Distance (m)				
	Avoidance Maneuver						Avoidance Maneuver				
	A	B	C	D	E		A	B	C	D	E
30	220	490	450	535	620	50	70	155	145	170	195
35	275	590	525	625	720	60	95	195	170	205	235
40	330	690	600	715	825	70	115	235	200	235	275
45	395	800	675	800	930	80	140	280	230	270	315
50	465	910	750	890	1030	90	170	325	270	315	360
55	535	1030	865	980	1135	100	200	370	315	355	400
60	610	1150	990	1125	1280	110	235	420	330	380	430
65	695	1275	1050	1220	1365	120	265	470	360	415	470
70	780	1410	1105	1275	1445	130	305	525	390	450	510
75	875	1545	1180	1365	1545	140	340	580	420	490	555
80	970	1685	1260	1455	1650						
85	1070	1830	1340	1565	1785						

Avoidance Maneuver A: Stop on road in a rural area— $t = 3.0$ s

Avoidance Maneuver B: Stop on road in an urban area— $t = 9.1$ s

Avoidance Maneuver C: Speed/path/direction change on rural road— t varies between 10.2 and 11.2 s

Avoidance Maneuver D: Speed/path/direction change on suburban road or street— t varies between 12.1 and 12.9 s

Avoidance Maneuver E: Speed/path/direction change on urban, urban, urban core, or rural town road or street— t varies between 14.0 and 14.5 s

East Access (Intersection #3): The east access is located approximately 500 feet east of the CR115/ CR114 intersection. Sight distance at this intersection is in excess of the 275 feet as shown in *Table 3-3. Decision Sight Distance (Figure 16)*.

5.5 State Highway Access Permit

A new State Highway Access Permit will be required for the intersection SH 82 and CR 114/Spring Valley Road (Intersection #4) and for the intersection of SH 82 and CR 115/Red Canyon Road (Intersection #1).

6.0 Recommendations and Conclusions

Spring Valley Ranch is a proposed residential development with several on-site amenities. The development will include residential homes, a golf course, a clubhouse, a trailhead recreation center, and a village commercial district. The village commercial district would include several on-site amenities such as restaurants, athletic club, grocery, post office, and other amenities for SVR residents. Many of these amenities will be private with exclusive use only by SVR residents, and some uses will be open to the public, such as a general store and trailhead access.

The project is proposed to be constructed in multiple phases. This study analyzes a buildout condition of the project with estimated completion in Year 2023. The project site is located approximately three miles northeast of the SH 82 and CR 114/Spring Valley Road intersection.

Trip Generation: The project is anticipated to generate a total of 5,703 trips over the course of an average weekday. This includes 170 inbound and 336 outbound trips during the morning peak hour. The evening peak hour is expected to generate 369 inbound trips and 255 outbound trips. The Saturday peak hour is expected to generate 247 inbound and 267 outbound trips.

Site Accesses: The Spring Valley Ranch development is proposing two site accesses at project buildout. Refer to **Figure 2** for the site plan showing the site accesses. The two site accesses proposed at project buildout are anticipated to operate at acceptable Levels of Service through Year 2045 total traffic conditions.

- Spring Valley Ranch West Access & CR 115 (Intersection #2)
- Spring Valley Ranch East Access & CR 115 (Intersection #3)

Intersection Analysis: In addition to the proposed site accesses, this report also studies five additional off-site intersections:

- SH 82 & CR 115/Red Canyon Road (Intersection #1)
- SH 82 & CR 114/Spring Valley Road (Intersection #4)
- Frontage Road & CR 114/Spring Valley Road (Intersection #5)
- Colorado Mountain College (CMC) West Access & CR 114/Spring Valley Road (Intersection #6)
- CMC East Access & CR 114/Spring Valley Road (Intersection #7)

Auxiliary Turn Lanes: Auxiliary turn lane requirements are detailed in **Table 7** and **Table 8**.

SH 82 & CR 115/Red Canyon Road (Intersection #1): There are existing northbound left turn deceleration and southbound left turn deceleration lanes. The southbound left turn deceleration lane is undersized per current warrants. The westbound right turn acceleration lane, northbound right turn deceleration lane, and southbound left turn deceleration lane are all warranted by Year 2022 existing

traffic volumes. The westbound right turn deceleration lane is warranted by Year 2045 background traffic.

SVR West Access & CR 115/Red Canyon Road (Intersection #2): There are no existing turn lanes and there are no warranted turn lanes at this intersection.

SVR East Access & CR 115/Red Canyon Road (Intersection #3): There are no existing turn lanes and there are no warranted turn lanes at this intersection.

SH 82 & CR 114/Spring Valley Road (Intersection #4): Ten (10) auxiliary turn lanes are warranted at this intersection. Eight (8) of these lanes are present, although all of them are undersized per current warrants. All ten of these lanes are warranted by Year 2022 existing traffic volumes, although the lanes that include storage will increase in size based upon the total traffic conditions. Additionally, the southbound left turn deceleration lane should be configured as a dual left turn (i.e., two left turn lanes) for total traffic conditions. The westbound right turn should have a channelization island that will allow this movement to be configured as a free movement. See **Figure 10** for the intersection lane configuration.

Frontage Road & CR 114/Spring Valley Road (Intersection #5): There are no auxiliary turn lanes at this intersection. An eastbound right turn deceleration lane is warranted by Year 2022 existing traffic volumes. A northbound left turn deceleration lane is warranted by Year 2022 existing traffic volumes. The addition of a “Do Not Block Intersection” (MUTCD R10-7) should be added to both the east and west legs of this intersection. See **Figure 10** for the intersection lane configuration.

CMC West Access & CR 114/Spring Valley Road (Intersection #6): A westbound left turn deceleration lane is warranted by Year 2022 existing conditions. A northbound right turn deceleration lane exists and its configuration is greater than the warranted lengths.

CMC East Access & CR 114/Spring Valley Road (Intersection #7): There are no existing turn lanes, and no turn lanes are warranted at this intersection.

Background and Total Level of Service:

Intersections #2, #3, #6, and #7: will operate at a level of service (LOS) C or better through Year 2045 Total traffic conditions.

SH 82 & CR 115/Red Canyon Road (Intersection #1): will see LOS F on the eastbound and westbound approaches that will degrade with future traffic volumes. Additionally, this unsignalized intersection will see the southbound left approach degrade to LOS E and F for 2045 Background and Total traffic conditions respectively.

SH 82 & CR 114/Spring Valley Road (Intersection #4): This signalized intersection will see LOS F on many movements in both Year 2023 Background and Total traffic conditions, with these movements continuing to degrade into Year 2045 Background and Total traffic conditions. The current signal timing of 170 second cycle length does not adequately flush many of the movements, and during peak traffic periods, the intersection will see LOS failures on all legs. An increase of the signal timing by 10 seconds to 180 second cycle length, and providing additional green time on the side streets will help overall total vehicle delay. It is suggested that as traffic increases further attention to additional cycle length be implemented. From a practical perspective, it is impossible to fully mitigate all movements to be less than failing when a long signal cycle length is in operation.

Frontage Road & CR 114/Spring Valley Road (Intersection #5): This intersection, as reported by Synchro (**Table 9** and **Table 10**) appears to have good levels of service (LOS) of D or better into Year 2045 Total traffic conditions. However, based upon SimTraffic analysis which analyzes the effects of adjacent intersection influences, this intersection will show substantial delays and queues on both north and south legs, with westbound queues extending from Intersection #4. An increase of the signal timing will provide better throughput to Intersection #4, which will have a direct effect on Intersection #5.

Sight Distance at Accesses:

West Access (Intersection #2): The west access is located near the top of a crest curve. Sight distance to/from the west may be compromised due to the height of the hill. The access may need to be shifted 50 to 100 feet to the west to provide adequate sight distance. A minimum of 229 feet should be maintained for stopping sight distance. For decision sight distance, a minimum of 275 feet should be maintained.

East Access (Intersection #3): The east access is located approximately 500 feet east of the CR115/ CR114 intersection. Sight distance at this intersection is in excess of 275 feet.

State Highway Access Permit: A new State Highway Access Permit will be required for the intersection SH 82 and CR 114/Spring Valley Road (Intersection #4) and for the intersection of SH 82 and CR 115/Red Canyon Road (Intersection #1).

In summary, the proposed Spring Valley Ranch development is anticipated to be fully served by the surrounding transportation infrastructure, with the above recommended infrastructure improvements.

7.0 Appendix

Reference Documents

1. *Online Transportation Information System, Colorado Department of Transportation, 2022.*
<https://dtdapps.coloradodot.info/otis>.
2. *Garfield County Comprehensive Plan 2030, 2020.*
3. *Highway Capacity Manual, 6th Edition. Transportation Research Board, 2016.*
4. *Trip Generation Handbook, An ITE Recommended Practice. Institute of Transportation Engineers, 2001.*
5. *Trip Generation Manual, 11th Edition of Transportation Engineers, 2021.*
6. *A Policy on Geometric Design of Highway and Streets, 7th Edition, AASHTO, 2018*
7. *Manual on Traffic Control Devices. Federal Highway Administration, 2009.*
8. *State of Colorado State Highway Access Code, 2002.*

Included Documents

1. Traffic Impact Study Scoping Form
2. CDOT OTIS Data
3. Traffic Counts
4. Internal Trip Rate Reduction Calculations
5. Traffic Signal Timing Data
6. Synchro Reports
7. SimTraffic Reports



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Spring Valley Ranch - Garfield County - SH82

Killian - CDOT, Brian <brian.killian@state.co.us> Mon, Feb 6, 2023 at
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Cc: Edgar Palacios <edgar@mcdowelleng.com>, jon@landwestcolorado.com, Kari McDowell Schroeder <kari@mcdowelleng.com>, wkeesbery@garfield-county.com, Karthik Vishwamitra - CD <karthik.vishwamitra@state.co.us>, Kandis Aggen - CDOT <kandis.aggen@state.co.us>

Greg,

The revised methodology is acceptable to CDOT.

Thanks,

Brian Killian
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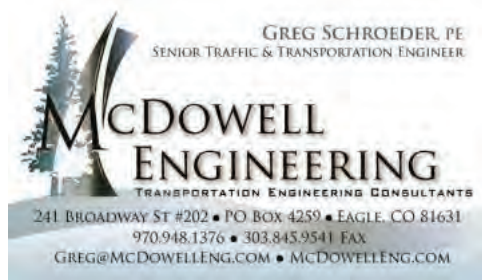
On Thu, Jan 26, 2023 at 10:03 AM Greg Schroeder <greg@mcdowelleng.com> wrote:
Brian,

Thank you for the web conference this week. Enclosed is our revised scoping form as well as traffic counts that we have collected. We are looking to wrap up the study here by early next week so please let us know if you have any additional comments.

Thanks,

Greg Schroeder, PE

Senior Transportation / Traffic Engineer



241 Broadway Street, Suite 202
PO Box 4259
Eagle, CO 81631

970.948.1376

greg@mcdowelleng.com

www.mcdowelleng.com

On Tue, Nov 1, 2022 at 9:25 AM Killian - CDOT, Brian <brian.killian@state.co.us> wrote:



Transportation Impact Study Methodology Form

Prior to starting a traffic impact study, a Methodology Form must be submitted for review and signed by the Region 3 Access Engineer. It shall be included as part of the study.

CONTACT INFORMATION	
Consultant:	Name: <u>McDowell Engineering - Grea Schroeder</u>
	Telephone: <u>(970) 948 - 1376</u>
	Email: <u>Greg@mcdowelleng.com</u>
	Developer/Owner Name: <u>Rich Wagner</u>

PROJECT INFORMATION	
Project Name	Spring Valley Ranch
Project Location	Approximately 5 miles east of SH 82 near the intersection of CR 114 & CR 115.
Project Description <i>(Attached proposed site plan)</i>	Spring Valley Ranch is proposing different land uses such as ranches, multiple estates, cabins, lodges/condos, and community housing. See attached site plan for # of units.
State Highway	State Highway 82
County	Garfield County
Mile Post	MM 6.6 and MM 7.8
Posted Speed Limit	65 mph

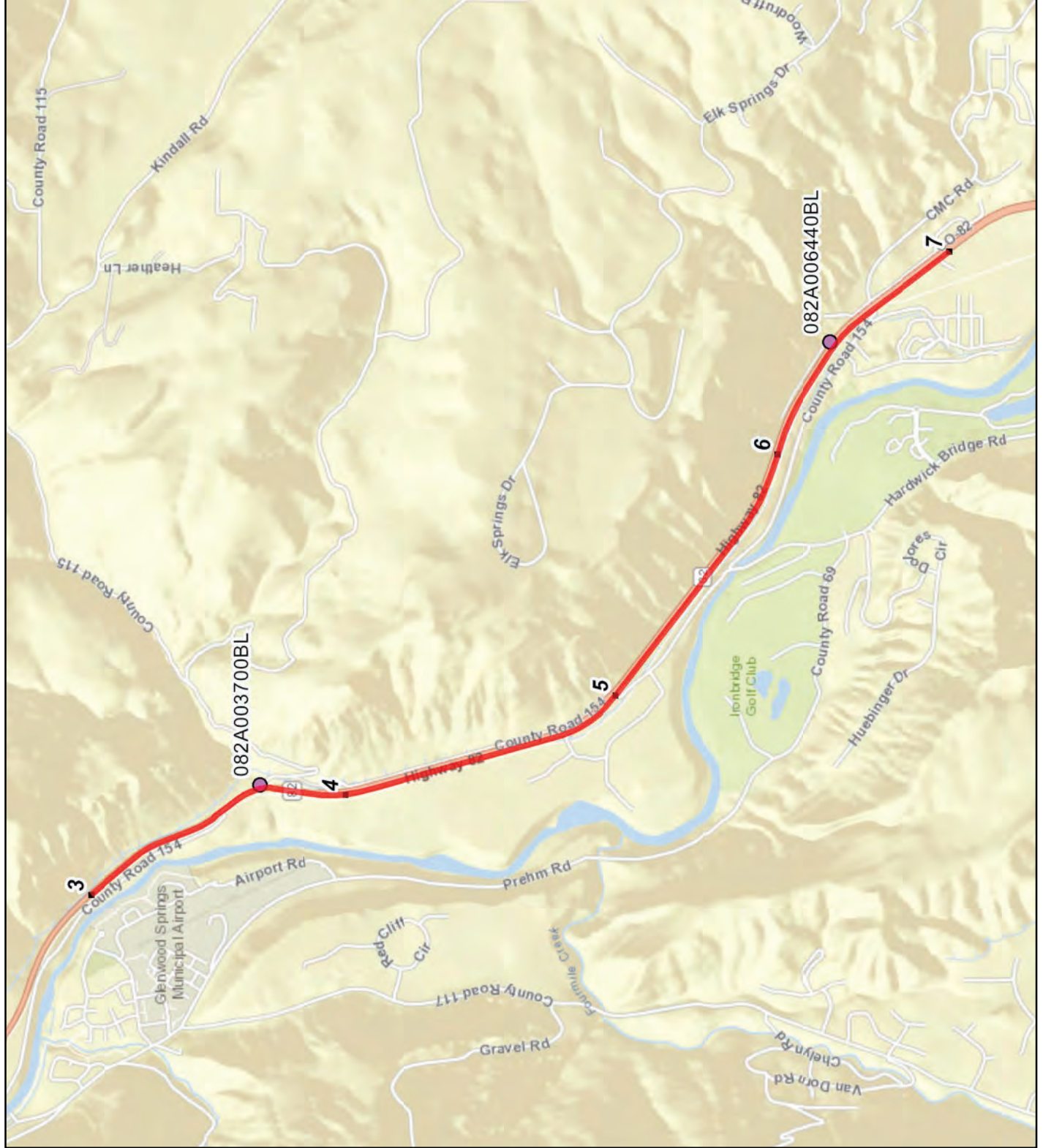
TIS ASSUMPTIONS			
Study Years	Current Year: 2022	Buildout Year: 2023	Long Term Year: 2045
Traffic Assessment Level <i>(Provide justification)</i>	Traffic Impact Study Level 3		
Study Intersections	1. SH82 & Spring Valley Road	6. Tube Counts - 2 locations near SH 82	
	2. Spring Valley Rd & Frontage Road	7.	
	3. Spring Valley Rd & W CMC Entrance	8.	
	4. Spring Valley Rd & E CMC Entrance	9.	
	5. Red Canyon Rd & SH 82/Grand Ave	10.	
Future Growth Rate	<input checked="" type="checkbox"/> OTIS 1.12%	<input type="checkbox"/> Regional TDM	<input checked="" type="checkbox"/> Other See Notes
Seasonal Adjustment Factor	SAF on SH 82 will be calculated using CDOT OTIS Traffic Counts on SH 82		



ASSUMPTIONS CONTINUED			
Project Trip Distribution <i>(State assumptions and attach sketch that shows individual movements.)</i>	Based on the site plan and google travel times it was assumed that 95% of site generated traffic would use CR 114 to access State highway 82 and 5% would use CR 115. At the intersection with SH 82, it was assumed 65% would go north towards Glenwood and the 30% would go south towards Carbondale. See attached directional distribution map.		
Trip Reduction Percentage	Internal Capture:	75%	Pass By: 0%
	Multi-Modal:	0%	Other:
Study Time Periods <i>(Check all that apply)</i>	<input checked="" type="checkbox"/> AM (7-9)	<input checked="" type="checkbox"/> PM (4-6)	<input type="checkbox"/> Weekday
	<input checked="" type="checkbox"/> SAT (Midday)	<input type="checkbox"/> Other	
Existing and Proposed ITE Trip Generation Land Use	#210-Single Family Detached Housing, #220-Multifamily Housing (low-rise), #411-Public Park, #851-Convenience Store, #430-Golf Course, #936-Coffee Shop w/out Drive Through, #466-Snow Ski Area, #932-High Turnover (Sit-Down Restaurant). View Trip Gen attached.		
Analysis Methods <i>(Check all that apply)</i>	<input checked="" type="checkbox"/> Synchro or <input type="checkbox"/> HCS <i>(isolated intersections only)</i>		<input type="checkbox"/> SimTraffic or <input type="checkbox"/> Other <i>(closely spaced intersections or when known/expected queuing issue)</i>
	<input checked="" type="checkbox"/> Signal Warrants		<input checked="" type="checkbox"/> Pedestrian/Transit/Bicycle
	<input checked="" type="checkbox"/> Safety/Sight Distance		<input checked="" type="checkbox"/> Queuing and Storage
	<input type="checkbox"/> Other		
Notes and Other Assumptions	No multi-modal reduction will be used due to the project site being separated from other local stores and attractions. 2 ADT locations (one near CMC, other near SH82 intersection, location to be coordinated with Garfield County)		
Crash Data	CDOT will perform a crash data analysis for the highway in the vicinity of the proposed access and provide to the consultant. As a part of the study consultant shall recommend mitigation measures for any identified safety issues.		
Simulation Input Files	Consultant to provide computer files used for analysis with a signed and sealed copy of the study.		

CDOT INTERNAL USE ONLY	
Review Comments	
<input type="checkbox"/> Revise and Resubmit	
Engineer Signature/Date	<input type="checkbox"/> Approved

Route 082A From 3 to 7

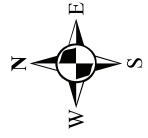
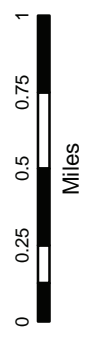


Legend

- Route
- Milepoint
- Structures
 - Major Structure
 - Minor Structure

Created:

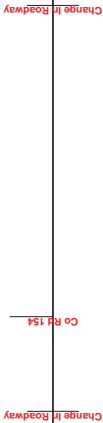
Date: 1/24/2023
Time: 9:45:07 AM



The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 082A
From 3 To 4

- ◊ Ramps
- Overpass
- | Underpass
- Structures



CLASSIFICATION

Access Control	E-X: Expressway, Major Bypass
Administrative Class	CDOT Highway
Forest Route	0
Functional Class	3 Principal Arterial - Other
Highway Designation	SH
NHS Designation	1 Mainline NHS

PAVEMENT

Primary DL Class	HIGH
------------------	------

SAFETY




Primary Speed Limit	55	65
Secondary Speed Limit	55	65

TRAFFIC

AADT	28000
Design Hour Truck Percentage	0.80
DHV	10.0
Off Peak Truck Percentage	3.70
Route Capacity	5700
V/C Ratio	0.60
V/C Ratio 20	0.75
VMT	144274
Year 20 Factor	1.25

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 082A
From 4 To 5

-  Ramps
-  Overpass
-  Underpass
- Structures

Driveway

CLASSIFICATION

Access Control	E-X: Expressway, Major Bypass
Administrative Class	CDOT Highway
Forest Route	0
Functional Class	3 Principal Arterial - Other
Highway Designation	SH
NHS Designation	1 Mainline NHS

PAVEMENT

Primary DL Class	HIGH
------------------	------

SAFETY

Primary Speed Limit	65
Secondary Speed Limit	65

TRAFFIC

AADT	28000
Design Hour Truck Percentage	0.80
DHV	10.0
Off Peak Truck Percentage	3.70
Route Capacity	5700
V/C Ratio	0.60
V/C Ratio 20	0.75
VMT	144274
Year 20 Factor	1.25

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 082A
From 5 To 6

• Ramps

— Overpass

- Underpass

• Structures

PLD Hwy 82

CLASSIFICATION

Access Control	E-X: Expressway, Major Bypass
Administrative Class	CDOT Highway
Forest Route	0
Functional Class	3 Principal Arterial - Other
Highway Designation	SH
NHS Designation	1 Mainline NHS

PAVEMENT

Primary DL Class	HIGH
------------------	------

SAFETY




Primary Speed Limit	65
Secondary Speed Limit	65

TRAFFIC

AADT	28000
Design Hour Truck Percentage	0.80
DHV	10.0
Off Peak Truck Percentage	3.70
Route Capacity	5700
V/C Ratio	0.60
V/C Ratio 20	0.75
VMT	144274
Year 20 Factor	1.25

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 082A
From 6 To 7

-  Ramps
-  Overpass
-  Underpass
- Structures

COR 154

CLASSIFICATION

Access Control	E-X: Expressway, Major Bypass
Administrative Class	CDOT Highway
Forest Route	0
Functional Class	3 Principal Arterial - Other
Highway Designation	SH
NHS Designation	1 Mainline NHS

PAVEMENT

Primary DL Class	HIGH
------------------	------

SAFETY

Primary Speed Limit	65	55	65
Secondary Speed Limit	65	55	65

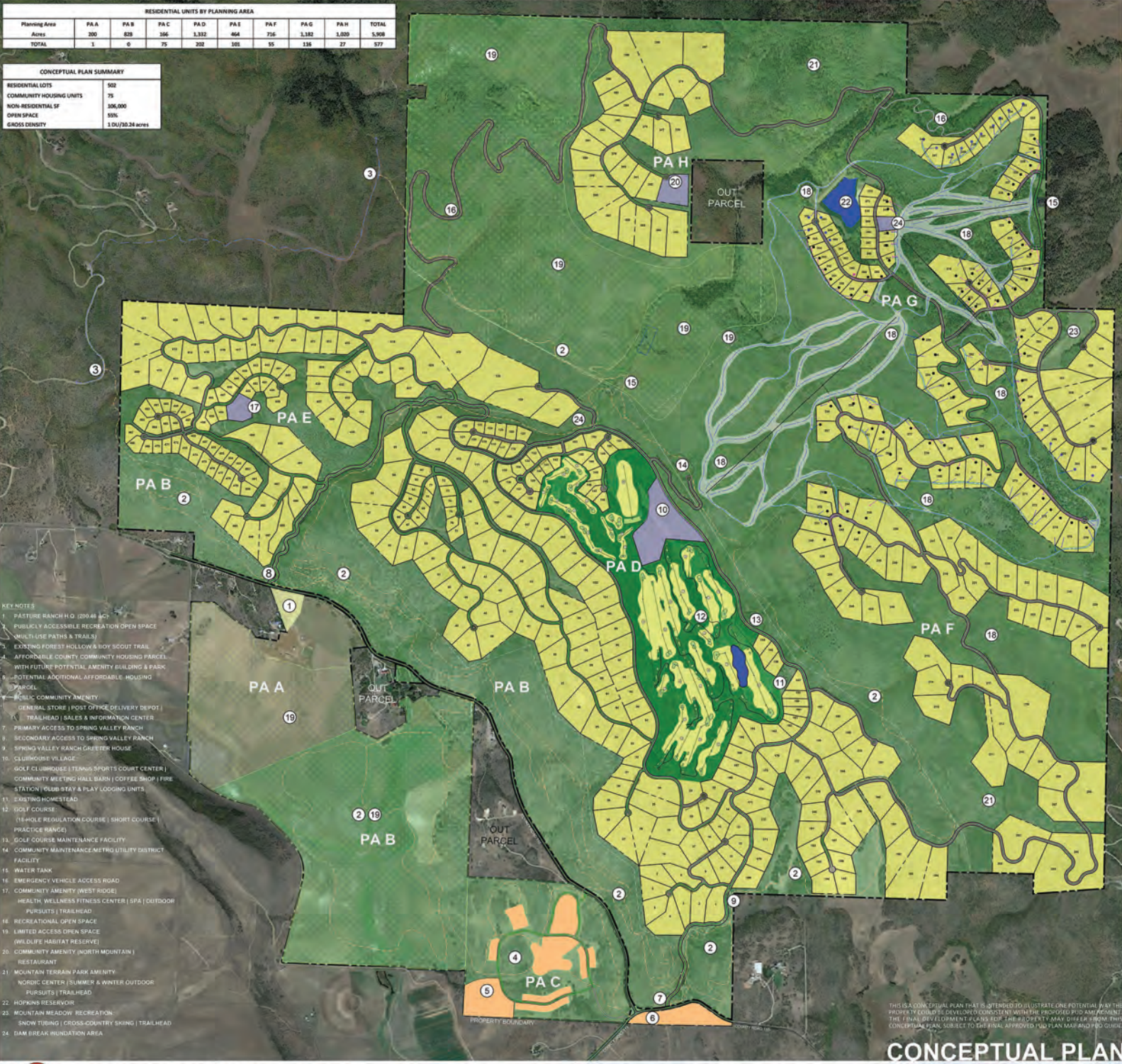
TRAFFIC

AADT	28000
Design Hour Truck Percentage	0.80
DHV	10.0
Off Peak Truck Percentage	3.70
Route Capacity	5700
V/C Ratio	0.60
V/C Ratio 20	0.75
VMT	144274
Year 20 Factor	1.25

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

RESIDENTIAL UNITS BY PLANNING AREA									
Planning Area	PA A	PA B	PA C	PA D	PA E	PA F	PA G	PA H	TOTAL
Acres	200	828	366	1,932	464	716	1,182	1,020	5,908
TOTAL	3	6	75	202	105	95	136	27	577

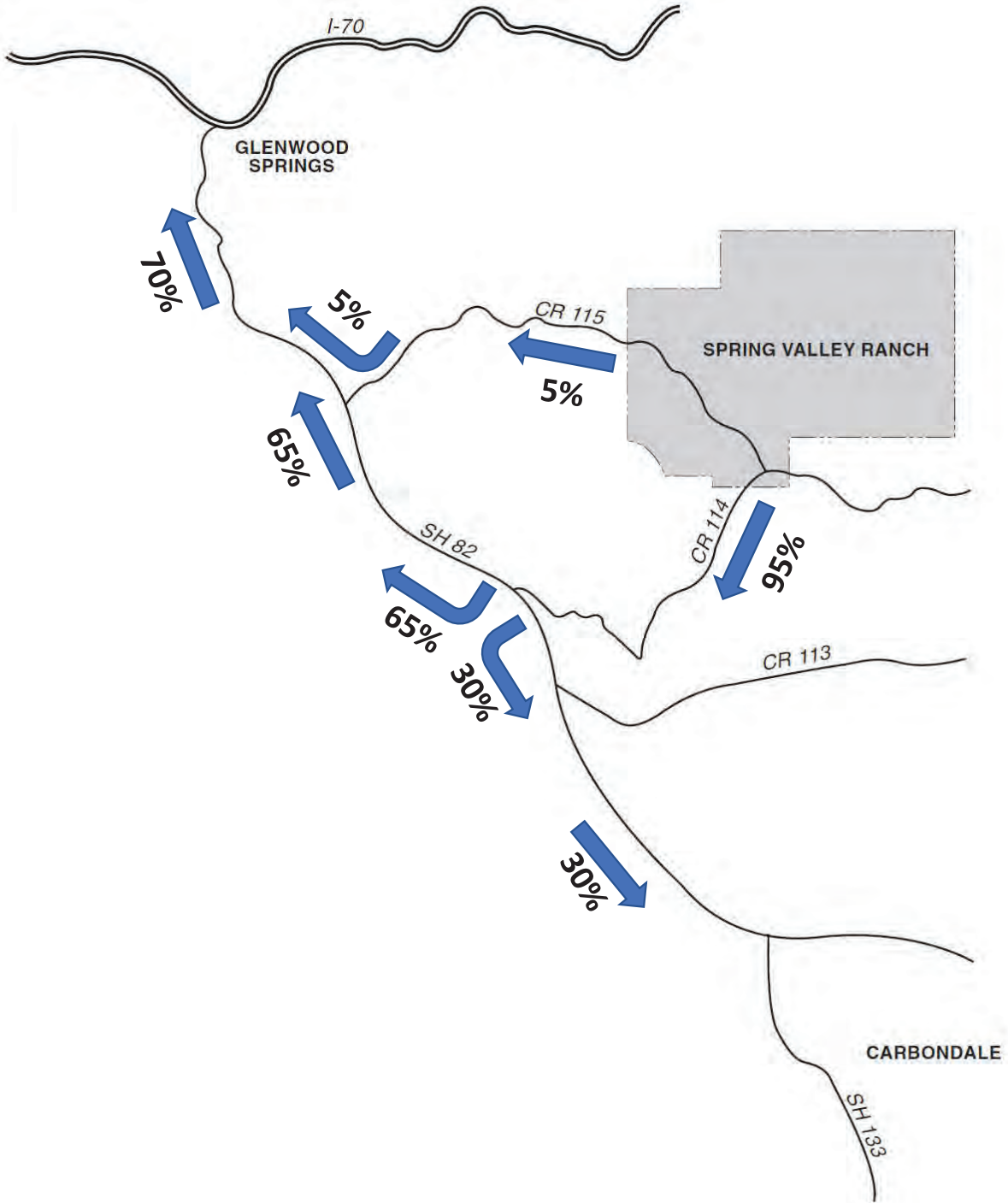
CONCEPTUAL PLAN SUMMARY	
RESIDENTIAL LOTS	502
COMMUNITY HOUSING UNITS	75
NON-RESIDENTIAL SF	106,000
OPEN SPACE	55%
GROSS DENSITY	1 DU/20.24 acres



- KEY NOTES**
- PASTURE RANCH HQ (200.48 AC)
 - PUBLICLY ACCESSIBLE RECREATION OPEN SPACE (MULTI-USE PATHS & TRAILS)
 - EXISTING FOREST HOLLOW & BOY SCOUT TRAIL
 - AFFORDABLE COUNTY COMMUNITY HOUSING PARCEL WITH FUTURE POTENTIAL AMENITY BUILDING & PARK
 - POTENTIAL ADDITIONAL AFFORDABLE HOUSING PARCELS
 - PUBLIC COMMUNITY AMENITY (GENERAL STORE | POST OFFICE DELIVERY DEPOT | TRAILHEAD | SALES & INFORMATION CENTER)
 - PRIMARY ACCESS TO SPRING VALLEY RANCH
 - SECONDARY ACCESS TO SPRING VALLEY RANCH
 - SPRING VALLEY RANCH GREATER HOUSE
 - CLUBHOUSE VILLAGE (GOLF CLUBHOUSE | TENNIS SPORTS COURT CENTER) | COMMUNITY MEETING HALL BARN | COFFEE SHOP | FIRE STATION | PUBS STAY & PLAY LODGING UNITS
 - EXISTING HOMESTEAD
 - GOLF COURSE (18-HOLE REGULATION COURSE | SHORT COURSE | PRACTICE RANGE)
 - GOLF COURSE MAINTENANCE FACILITY
 - COMMUNITY MAINTENANCE/UTILITY DISTRICT FACILITY
 - WATER TANK
 - EMERGENCY VEHICLE ACCESS ROAD
 - COMMUNITY AMENITY (WEST RIDGE) (HEALTH | WELLNESS FITNESS CENTER | SPA | OUTDOOR PURSUITS | TRAILHEAD)
 - RECREATIONAL OPEN SPACE
 - LIMITED ACCESS OPEN SPACE (WILDLIFE HABITAT RESERVE)
 - COMMUNITY AMENITY (NORTH MOUNTAIN) (RESTAURANT)
 - MOUNTAIN TERRAIN PARK AMENITY (NORFOLK CENTER | SUMMER & WINTER OUTDOOR PURSUITS | TRAILHEAD)
 - HOPKINS RESERVOIR
 - MOUNTAIN MEADOW RECREATION (SNOW TUBING | CROSS-COUNTRY SKIING | TRAILHEAD)
 - DAM BREAK FLOODATION AREA

THIS IS A CONCEPTUAL PLAN THAT IS INTENDED TO ILLUSTRATE ONE POTENTIAL PLAN FOR THE PROPERTY. COULDBE DEVELOPED CONSISTENT WITH THE PROPOSED PID AMENDMENT. THE FINAL DEVELOPMENT PLANS FOR THE PROPERTY MAY DIFFER FROM THIS CONCEPTUAL PLAN. SUBJECT TO THE FINAL APPROVED PID PLAN MAP AND PID GUIDE.

CONCEPTUAL PLAN



SVR On-Site Employee Calculations

Tuhaye Employee Count	
Full Time	124
Seasonal	61
Part Time	38

SVR Employee Count	
Full Time	89
Seasonal	44
Part Time	27

Total	223
-------	-----

FT + Seasonal	133
Total	160

	# Dwelling Units
Tuhaye	800
SVR	577

% Difference 1.386

On Site Employee Housing Units	75
--------------------------------	----

Assume 17 of 75 Housing Units are for SVR Employees

SVR Employee Housing	17
----------------------	----

Assume 1.5 employees per housing unit

# SVR Employees Living on Site	26
--------------------------------	----

# Non-SVR Employee Living on Site	87
-----------------------------------	----

# SVR Employees Living off-site	135
---------------------------------	-----

Total People Comuting to and from work	222
--	-----

26 SVR employees get on-site housing, 135 SVR employees don't get on-site housing and will have to commute to work. 16% of SVR employees live on site and 84% live off site. 87 non-SVR employees will live on-site and will commute to their jobs daily, therefore you have 222 employees generating off-site trips (73 SVR + 26 non-SVR).

Internal Capture Rate Calculations

Assume a land use generates 100 trips/day

Approximately 75% of trips generated will be from residents/users

The other 25% of trips generated will be from SVR employees or deliveries

Of the 25% of trips generated from SVR employees and deliveries, approximately 16% will be from SVR employees living on-site. The other 84% will be from the employees living off-site and the deliveries.

The 55% and 45% came from the SVR employee calculations.

1) $100 \text{ Trips/Day} \times 25\% \text{ Employees \& Deliveries} = 25 \text{ trips/day for employees and deliveries}$

2) $25 \text{ trips/day} \times 16\% \text{ (SVR employees living on-site)} = 4 \text{ trips/day}$

$25 \text{ trips/day} \times 84\% \text{ (SVR employees living off-site \& deliveries)} = 21 \text{ trips/day}$

3) 21 of the 100 trips/day are from SVR employees living off-site and deliveries

79 of the 100 trips/day are from internal users (residents/customers/Users)

4) $79/100 = 79\% \text{ internal capture rate. Round up to } 80\%$

$21/100 = 21\% \text{ external trip rate. Round to } 20\%$

Table 1 - Project Name
Project Trip Generation
 Estimated Project-Generated Traffic¹



ITE Code	Units ²	Eq. Coef	ITE Trip Generation Equation ³				Average Weekday	Morning Peak Hour		Evening Peak Hour		Saturday Peak Hour							
			Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Trips (VPD)	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips					
A. Proposed Land Use - Employee Housing																			
#210 - Single Family Detached Housing	30 DU	Type a= b=	B 0.92 2.68	A 0.71 7.23	B 0.93 0.36	A 0.86 9.72	333	26%	8	74%	21	64%	22	36%	12	54%	19	46%	16
#220 - Multifamily Low-Rise	45 DU	Type a= b=	A 6.41 75.31	A 0.35 28.13	A 0.42 34.78	Rate 0.41	364	24%	11	76%	33	62%	33	38%	20	54%	10	46%	9
<i>Internal Trip Reduction</i>	<i>-23%</i>						<i>-160</i>		<i>-4</i>		<i>-12</i>		<i>-13</i>		<i>-7</i>		<i>-7</i>		<i>-6</i>
B. Proposed Land Use - Residential Housing																			
#210 - Single Family Detached Housing	502 DU	Type a= b=	B 0.92 2.68	A 0.71 7.23	B 0.93 0.36	A 0.86 9.72	4,452	26%	95	74%	269	64%	298	36%	168	49%	216	51%	225
<i>Internal Trip Reduction</i>			<i>-2%</i>	<i>-2%</i>	<i>-8%</i>	<i>-8%</i>	<i>-356</i>		<i>-2</i>		<i>-5</i>		<i>-24</i>		<i>-13</i>		<i>-17</i>		<i>-18</i>
Subtotal - Proposed New Trips - (A, B)							4,633		108		306		316		180		221		226

Notes:

¹ Values obtained from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, September 2021.

² DU = Dwelling Units, kSF = 1,000 Square Feet

³ Fitted curve equations from ITE Land Uses - Equation Type A is $T = a * X + b$, Equation Type B is $\ln(T) = a * \ln(X) + b$, Rate is $T = a * X$

Table 1 - Project Name
Project Trip Generation
 Estimated Project-Generated Traffic¹



ITE Code	Units ²	Eq. Coef	ITE Trip Generation Equation ³				Average	Morning Peak Hour		Evening Peak Hour		Saturday Peak Hour							
			Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Trips (VPD)	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound						
							% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips					
C. Proposed Land Use - Public Commerce Amenity																			
#814 - Variety Store	3.5 KSF	Type a= b=	Rate 63.66	Rate 4.51	Rate 7.42	Rate 3.86	223	50%	8	50%	8	50%	13	50%	13	48%	7	52%	8
#411 - Public Park	5 Acres	Type a= b=	Rate 0.64	Rate 0.05	Rate 0.08	Rate 0.20	92	63%	9	37%	5	40%	7	60%	10	55%	15	45%	12
#732 - U.S Post Office	1 KSF	Type a= b=	Rate 103.94	Rate 12.38	Rate 15.11	Rate 5.33	104	49%	7	51%	7	51%	8	49%	8	55%	3	45%	3
#712 - Small Office Building	1 KSF	Type a= b=	Rate 14.39	Rate 2.61	Rate 3.15	Rate 3.15	14	60%	2	40%	2	42%	2	58%	2	42%	2	58%	2
Internal Trip Reduction	-75%						-325		-20		-17		-23		-25		-20		-19
C. Subtotal - Proposed New Trips - Public Commerce Amenity							108		6		5		7		8		7		6
D. Proposed Land Use - Clubhouse Village																			
#430 - Golf Course	18 Holes	Type a= b=	Rate 30.38	Rate 2.96	Rate 3.68	Rate 3.03	547	52%	28	48%	26	47%	31	53%	35	49%	27	51%	28
#430 - Golf Course (Par 3 Course)	12 Holes	Type a= b=	Rate 30.38	Rate 2.96	Rate 3.68	Rate 3.68	365	52%	18	48%	17	47%	21	53%	23	47%	21	53%	23
#210 - Single Family Detached (For Lodging Use)	10 DU	Type a= b=	Rate 0.92	Rate 0.71	Rate 0.93	Rate 0.86	121	26%	4	74%	11	64%	8	36%	5	54%	10	46%	9
#493 - Athletic Club	17 KSF	Type a= b=	Rate 63.60	Rate 3.40	Rate 6.36	Rate 8.60	1,081	58%	34	42%	24	63%	68	37%	40	49%	72	51%	75
Fire Station	5 KSF	Type a= b=	Rate 0.00	Rate 0.00	Rate 0.00	Rate 0.00	50	50%	5	50%	5	50%	5	50%	5	50%	5	50%	5
#495 - Recreational Community Center (Family Barn)	12 KSF	Type a= b=	Rate 28.82	Rate 1.85	Rate 2.53	Rate 1.07	346	63%	14	37%	9	47%	14	53%	16	54%	7	46%	6
Internal Trip Reduction	-80%						-2,008		-82		-74		-118		-99		-114		-117
D. Subtotal - Proposed New Trips - Clubhouse							502		21		18		29		25		28		29
E. Proposed Land Use - Metro District/Corporation Yard																			
#170 - Utility	12 KSF	Type a= b=	Rate 0.74	Rate 0.67	Rate 2.00	Rate 2.00	96	84%	19	16%	4	18%	5	82%	23	18%	5	82%	23
Internal Trip Reduction	-25%						-24		-5		-1		-1		-6		-1		-6
E. Subtotal - Proposed New Trips - Metro District							72		14		3		4		17		4		17

Notes:

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Table 1 - Project Name
Project Trip Generation
 Estimated Project-Generated Traffic¹



ITE Code	Units ²	Eq. Coef	ITE Trip Generation Equation ³				Average Weekday	Morning Peak Hour		Evening Peak Hour		Saturday Peak Hour							
			Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Trips (VPD)	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips					
F. Proposed Land Use - West Ridge Amenity																			
#492 - Health/Fitness Club	6.5 KSF	Type a= b=	Rate 39.20	Rate 1.40	Rate 3.92	Rate 3.19	255	46%	5	54%	5	52%	13	48%	12	49%	10	51%	11
Internal Trip Reduction	-80%						-204		-4		-4		-10		-10		-8		-9
F. Subtotal - Proposed New Trips - West Ridge Amenity							51		1		1		3		2		2		2
G. Proposed Land Use - Mountain Terrain Park Amenity																			
#466 - Snow Ski Area	3 Ski Lifts	Type a= b=	Rate 337.70	Rate 24.63	Rate 33.77	Rate 76.23	1,013	97%	72	3%	3	12%	12	88%	89	28%	64	72%	165
Internal Trip Reduction	-80%						-810		-58		-2		-10		-71		-51		-132
Ski-In Ski-Out Trip Reduction	-10%						-20		-2		-1		-1		-2		-2		-4
G. Subtotal - Proposed New Trips - Mountain Terrain							183		12		0		1		16		11		29
H. Proposed Land Use - North Mountain Park Amenity																			
#931 - Fine Dining Restaurant	4 KSF	Type a= b=	Rate 83.84	Rate 4.47	Rate 8.28	Rate 10.68	335	80%	14	20%	4	61%	20	39%	13	59%	25	41%	18
Internal Trip Reduction	-60%						-201		-8		-2		-12		-8		-15		-11
H. Subtotal - Proposed New Trips - North Mountain							134		6		2		8		5		10		7
I. Proposed Land Use - Aspen Ridge Park Amenity																			
#411 - Public Park	15 Acres	Type a= b=	A 0.64	A 0.05	A 0.08	A 0.20	98	63%	9	37%	5	40%	7	60%	10	55%	16	45%	13
Internal Trip Reduction	-80%		88.46	12.67	15.36	26.40	-78		-7		-4		-6		-8		-13		-10
I. Subtotal - Proposed New Trips - Aspen Ridge							20		2		1		1		2		3		3
Subtotal Proposed New Trips (C, D, E, F, G,H, I)							1,070		62		30		53		75		26		41
Subtotal - Proposed New Trips - (A, B)							4,633		108		306		316		180		221		226
Total - Proposed New Trips							5,703		170		336		369		255		247		267

Notes:

¹ Values obtained from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, September 2021.

² DU = Dwelling Units, kSF = 1,000 Square Feet

³ Fitted curve equations from ITE Land Uses - Equation Type A is $T = a * X + b$, Equation Type B is $\ln(T) = a * \ln(X) + b$, Rate is $T = a * X$





Monthly Summary Data

CDOT OTIS Station ID 000214, ON SH 82, GLEN AVE S/O BLAKE AVE, GLENWOOD SPRINGS

CALYR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2022	24413	25103	25534	26301	27298	28228	28481	28586	28339	27382	25624	24685
2021	22534	23360	24863	26000	27154	29065	28564	27888	27929	26946	24975	23989
2020	23732	23818	19530	15080	21526	24775	25592	24845	26241	25786	22462	22231
2019	22045	22387	22885	23892	24283	25402	25858	25648	25266	26224	24326	23900
2018	23365	23237	24444	24974	25824	26106	25420	25235	24793	23781	22025	21717
2017	22576	23590	24797	25270	25389	27223	27128	23295	21072	21144	22774	23736
2016	22629	22949	23948	24786	25563	27086	27406	27089	27051	25737	23475	23145
2015	22134	22151	23508	23842	24174	26460	27049	26201	26455	25224	22799	22782
2014	20312	20646	21761	22204	22727	24366	25318	24725	24859	23947	20843	21677
2013	20065	20137	20483	20986	21928	22998	23938	23718	22993	22538	20564	19880
2012	19531	19709	20760	20884	21349	22956	23301	23793	22904	22152	20404	19386
2011	19557	19445	20557	20174	20612	22241	23089	23255	23149	21614	19952	20194
2010	20137	20140	20998	20777	21017	23097	24447	24073	24005	21863	21239	20097
2009	21638	22319	22144	22424	22912	24701	25134	24300	24150	22561	19785	20400
2008	23112	23324	24444	24929	25006	26191	26580	26231	25768	25323	22664	22140
2007	20956	23067	24472	24836	25605	26598	26724	27227	26754	25724	24328	22715
2006	21346	22174	22476	23410	23967	25736	25747	25967	25854	24205	22466	22424
2005	21024	21907	22544	22652	22997	24963	25564	25465	24352	23362	22362	21578
2004		21061	21761	22242	21886	24336	24937	24743	24373	22921	21363	21829
2003	20521	20586	20471	20691	21234	23811	24859	23899	23188	22506	19602	20525
2002									23173	22975	20658	20815
2001	20369	20980	22123	22774	23131	24161	24315	25555	24094			
2000	18546	20063	20881	21592	22350	24926	24236	24569	23737	22778	20828	20217
1999	17820	19049	20071	20246	20259	22756	23208	22999	22652	21438	19915	19502
Average	21,289	21,791	22,411	22,651	23,400	25,138	25,517	25,187	24,715	23,832	21,975	21,720

Seasonal Adjustment Factors

CDOT OTIS Station ID 000214, ON SH 82, GLEN AVE S/O BLAKE AVE, GLENWOOD SPRINGS

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
	21,289	21,791	22,411	22,651	23,400	25,138	25,517	25,187	24,715	23,832	21,975	21,720	
Jan	21,289	1.00	1.02	1.05	1.06	1.10	1.18	1.20	1.18	1.16	1.12	1.03	1.02
Feb	21,791	0.98	1.00	1.03	1.04	1.07	1.15	1.17	1.16	1.13	1.09	1.01	1.00
Mar	22,411	0.95	0.97	1.00	1.01	1.04	1.12	1.14	1.12	1.10	1.06	0.98	0.97
Apr	22,651	0.94	0.96	0.99	1.00	1.03	1.11	1.13	1.11	1.09	1.05	0.97	0.96
May	23,400	0.91	0.93	0.96	0.97	1.00	1.07	1.09	1.08	1.06	1.02	0.94	0.93
Jun	25,138	0.85	0.87	0.89	0.90	0.93	1.00	1.02	1.00	0.98	0.95	0.87	0.86
Jul	25,517	0.83	0.85	0.88	0.89	0.92	0.99	1.00	0.99	0.97	0.93	0.86	0.85
Aug	25,187	0.85	0.87	0.89	0.90	0.93	1.00	1.01	1.00	0.98	0.95	0.87	0.86
Sep	24,715	0.86	0.88	0.91	0.92	0.95	1.02	1.03	1.02	1.00	0.96	0.89	0.88
Oct	23,832	0.89	0.91	0.94	0.95	0.98	1.05	1.07	1.06	1.04	1.00	0.92	0.91
Nov	21,975	0.97	0.99	1.02	1.03	1.06	1.14	1.16	1.15	1.12	1.08	1.00	0.99
Dec	21,720	0.98	1.00	1.03	1.04	1.08	1.16	1.17	1.16	1.14	1.10	1.01	1.00

Monthly Summary Data from CDOT OTIS:

<https://dtdapps.coloradodot.info/otis/TrafficData#ui/1/0/1/station/000214/criteria/082A/0/85.293/false/true/>

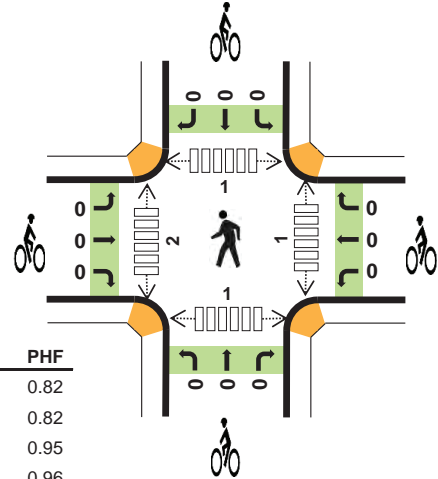
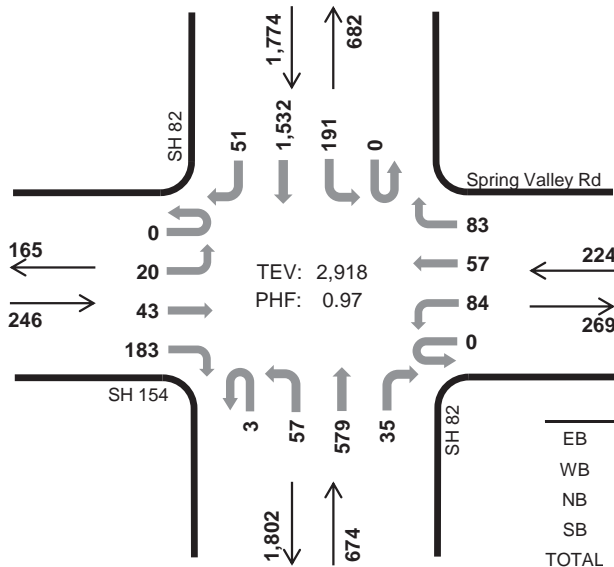
Data Retrieved on January 31, 2023

**SH 82
SH 154**



Peak Hour

Date: 10/20/2022
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	4.1%	0.82
WB	5.4%	0.82
NB	4.2%	0.95
SB	4.1%	0.96
TOTAL	4.2%	0.97

Three-Hour Count Summaries

Interval Start	SH 154				Spring Valley Rd				SH 82				SH 82				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:45 AM	0	5	10	60	0	24	20	19	2	19	148	7	0	39	390	12	755	0	
8:00 AM	0	7	14	53	0	25	19	24	0	10	132	7	0	51	354	13	709	0	
8:15 AM	0	2	12	37	0	18	9	15	1	12	154	5	0	47	395	10	717	0	
8:30 AM	0	6	7	33	0	17	9	25	0	16	145	16	0	54	393	16	737	2,918	
Peak Hour	All	0	20	43	183	0	84	57	83	3	57	579	35	0	191	1,532	51	2,918	0
	HV	0	1	2	7	0	1	4	7	0	2	23	3	0	3	67	2	122	0
	HV%	-	5%	5%	4%	-	1%	7%	8%	0%	4%	4%	9%	-	2%	4%	4%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	2	2	5	22	31	0	0	0	0	0	0	1	0	0	1
8:00 AM	7	2	2	19	30	0	0	0	0	0	0	1	0	1	2
8:15 AM	1	4	8	16	29	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	4	13	15	32	0	0	0	0	0	1	0	1	0	2
Peak Hour	10	12	28	72	122	0	0	0	0	0	1	2	1	1	5

Three-Hour Count Summaries																			
Interval Start	SH 154				Spring Valley Rd				SH 82				SH 82				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	1	1	26	0	13	3	4	0	5	38	2	0	27	278	16	414	0	
6:15 AM	0	1	5	32	0	17	8	6	0	5	38	5	0	27	360	11	515	0	
6:30 AM	0	3	6	28	0	22	9	9	0	5	41	5	0	38	393	17	576	0	
6:45 AM	0	2	8	36	0	22	10	19	2	8	63	5	0	40	405	20	640	2,145	
7:00 AM	0	5	4	25	0	27	8	16	3	8	63	3	0	27	296	15	500	2,231	
7:15 AM	0	0	7	50	0	20	5	18	1	5	96	2	0	25	334	7	570	2,286	
7:30 AM	0	5	5	51	0	25	9	25	0	22	121	1	0	31	361	12	668	2,378	
7:45 AM	0	5	10	60	0	24	20	19	2	19	148	7	0	39	390	12	755	2,493	
8:00 AM	0	7	14	53	0	25	19	24	0	10	132	7	0	51	354	13	709	2,702	
8:15 AM	0	2	12	37	0	18	9	15	1	12	154	5	0	47	395	10	717	2,849	
8:30 AM	0	6	7	33	0	17	9	25	0	16	145	16	0	54	393	16	737	2,918	
8:45 AM	0	5	10	28	0	26	8	18	3	18	140	17	1	36	366	12	688	2,851	
Count Total	0	42	89	459	0	256	117	198	12	133	1,179	75	1	442	4,325	161	7,489	0	
Peak Hour	All	0	20	43	183	0	84	57	83	3	57	579	35	0	191	1,532	51	2,918	0
	HV	0	1	2	7	0	1	4	7	0	2	23	3	0	3	67	2	122	0
	HV%	-	5%	5%	4%	-	1%	7%	8%	0%	4%	4%	9%	-	2%	4%	4%	4%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	1	5	8	14	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	3	4	6	13	0	0	0	0	0	1	0	2	1	4
6:30 AM	0	0	1	10	11	0	0	0	0	0	2	0	4	0	6
6:45 AM	0	4	3	12	19	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	3	1	13	17	0	0	0	0	0	0	0	1	0	1
7:15 AM	1	4	5	9	19	0	0	0	0	0	2	0	2	1	5
7:30 AM	1	4	2	19	26	0	0	0	0	0	1	0	1	0	2
7:45 AM	2	2	5	22	31	0	0	0	0	0	0	1	0	0	1
8:00 AM	7	2	2	19	30	0	0	0	0	0	0	1	0	1	2
8:15 AM	1	4	8	16	29	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	4	13	15	32	0	0	0	0	0	1	0	1	0	2
8:45 AM	1	3	7	15	26	0	0	0	0	0	0	0	0	0	0
Count Total	13	34	56	164	267	0	0	0	0	0	7	2	11	3	23
Peak Hour	10	12	28	72	122	0	0	0	0	0	1	2	1	1	5

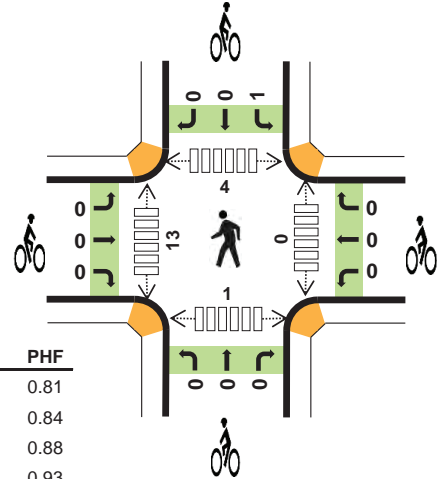
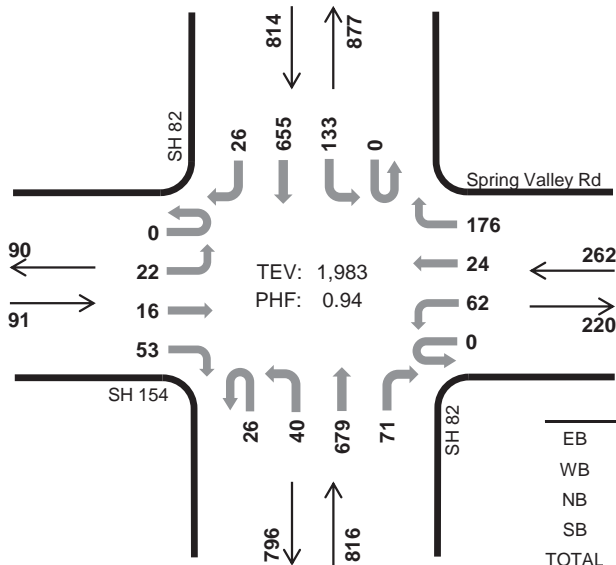
Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	SH 154				Spring Valley Rd				SH 82				SH 82				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	1	0	0	0	0	5	0	0	1	7	0	14	0
6:15 AM	0	0	0	0	0	0	1	2	0	0	4	0	0	0	6	0	13	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10	0	11	0
6:45 AM	0	0	0	0	0	1	1	2	0	0	2	1	0	0	12	0	19	57
7:00 AM	0	0	0	0	0	1	0	2	0	0	1	0	0	0	13	0	17	60
7:15 AM	0	0	0	1	0	2	0	2	0	0	5	0	0	1	8	0	19	66
7:30 AM	0	0	0	1	0	0	2	2	0	0	2	0	0	0	19	0	26	81
7:45 AM	0	0	0	2	0	0	1	1	0	1	4	0	0	0	22	0	31	93
8:00 AM	0	1	2	4	0	0	1	1	0	0	2	0	0	1	16	2	30	106
8:15 AM	0	0	0	1	0	1	1	2	0	0	8	0	0	2	14	0	29	116
8:30 AM	0	0	0	0	0	0	1	3	0	1	9	3	0	0	15	0	32	122
8:45 AM	0	1	0	0	0	0	1	2	0	1	6	0	0	1	14	0	26	117
Count Total	0	2	2	9	0	6	9	19	0	3	49	4	0	6	156	2	267	0
Peak Hour	0	1	2	7	0	1	4	7	0	2	23	3	0	3	67	2	122	0
Three-Hour Count Summaries - Bikes																		
Interval Start	SH 154			Spring Valley Rd			SH 82			SH 82			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

SH 82
SH 154



Peak Hour

Date: 10/22/2022
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 11:00 AM to 12:00 PM



	HV %:	PHF
EB	0.0%	0.81
WB	0.4%	0.84
NB	1.2%	0.88
SB	1.8%	0.93
TOTAL	1.3%	0.94

Two-Hour Count Summaries

Interval Start	SH 154				Spring Valley Rd				SH 82				SH 82				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	7	6	15	0	14	9	44	7	10	163	22	0	35	151	6	489	0	
11:15 AM	0	3	4	14	0	19	5	54	3	7	141	15	0	32	161	6	464	0	
11:30 AM	0	7	5	14	0	19	3	42	6	13	200	12	0	27	170	7	525	0	
11:45 AM	0	5	1	10	0	10	7	36	10	10	175	22	0	39	173	7	505	1,983	
12:00 PM	0	3	8	10	0	15	7	27	4	19	173	9	0	29	126	3	433	1,927	
12:15 PM	0	7	3	8	0	13	5	43	4	16	162	14	0	36	166	4	481	1,944	
12:30 PM	0	10	5	5	0	27	1	46	3	8	196	18	0	33	169	6	527	1,946	
12:45 PM	0	7	6	10	0	16	4	51	5	9	189	15	0	22	159	5	498	1,939	
Count Total	0	49	38	86	0	133	41	343	42	92	1,399	127	0	253	1,275	44	3,922	0	
Peak Hour	All	0	22	16	53	0	62	24	176	26	40	679	71	0	133	655	26	1,983	0
	HV	0	0	0	0	0	0	0	1	0	0	10	0	0	1	14	0	26	0
	HV%	-	0%	0%	0%	-	0%	0%	1%	0%	0%	1%	0%	-	1%	2%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	1	2	6	9	0	0	0	0	0	0	0	1	1	2
11:15 AM	0	0	3	3	6	0	0	0	1	1	0	4	0	0	4
11:30 AM	0	0	2	3	5	0	0	0	0	0	0	3	0	0	3
11:45 AM	0	0	3	3	6	0	0	0	0	0	0	6	3	0	9
12:00 PM	0	1	3	1	5	0	0	0	0	0	0	10	1	0	11
12:15 PM	0	0	3	4	7	0	0	0	0	0	0	6	0	0	6
12:30 PM	0	0	4	2	6	0	0	0	0	0	0	4	0	4	8
12:45 PM	0	0	2	2	4	0	0	0	0	0	0	1	0	0	1
Count Total	0	2	22	24	48	0	0	0	1	1	0	34	5	5	44
Peak Hour	0	1	10	15	26	0	0	0	1	1	0	13	4	1	18

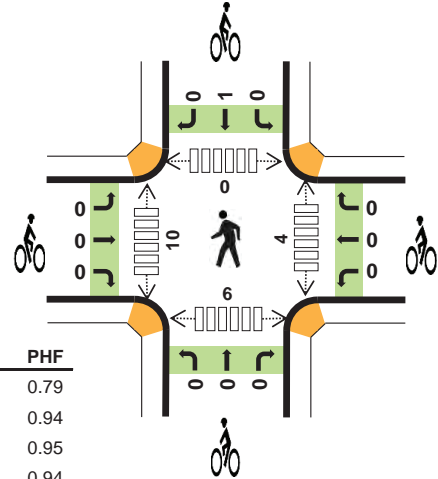
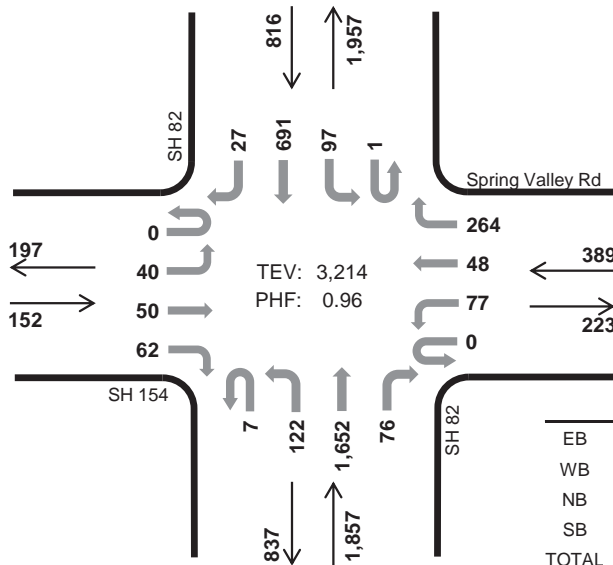
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	SH 154				Spring Valley Rd				SH 82				SH 82				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	1	5	0	9	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	26
12:00 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	1	0	5	22
12:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	23
12:30 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	2	0	6	24
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	22
Count Total	0	0	0	0	0	0	0	2	0	0	21	1	0	1	23	0	48	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	10	0	0	1	14	0	26	0
Two-Hour Count Summaries - Bikes																		
Interval Start	SH 154			Spring Valley Rd			SH 82			SH 82			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

SH 82 SH 154



Peak Hour

Date: 10/20/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.7%	0.79
WB	1.3%	0.94
NB	1.4%	0.95
SB	1.5%	0.94
TOTAL	1.4%	0.96

Two-Hour Count Summaries

Interval Start	SH 154				Spring Valley Rd				SH 82				SH 82				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	7	5	22	0	9	9	44	3	22	365	12	0	26	177	9	710	0	
4:15 PM	0	15	6	17	0	13	6	37	3	38	377	10	2	23	172	6	725	0	
4:30 PM	0	7	7	16	0	18	5	49	5	23	381	25	0	36	171	4	747	0	
4:45 PM	0	6	14	12	0	13	11	66	0	22	390	20	1	24	154	7	740	2,922	
5:00 PM	0	12	6	14	0	22	7	75	1	30	439	20	0	20	191	4	841	3,053	
5:15 PM	0	12	19	17	0	26	13	60	2	37	407	20	0	38	172	8	831	3,159	
5:30 PM	0	10	11	19	0	16	17	63	4	33	416	16	0	15	174	8	802	3,214	
5:45 PM	0	13	4	14	0	10	12	66	1	26	366	17	0	15	147	8	699	3,173	
Count Total	0	82	72	131	0	127	80	460	19	231	3,141	140	3	197	1,358	54	6,095	0	
Peak Hour	All	0	40	50	62	0	77	48	264	7	122	1,652	76	1	97	691	27	3,214	0
	HV	0	0	1	0	0	0	1	4	0	0	26	0	0	2	10	0	44	0
	HV%	-	0%	2%	0%	-	0%	2%	2%	0%	0%	2%	0%	0%	2%	1%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

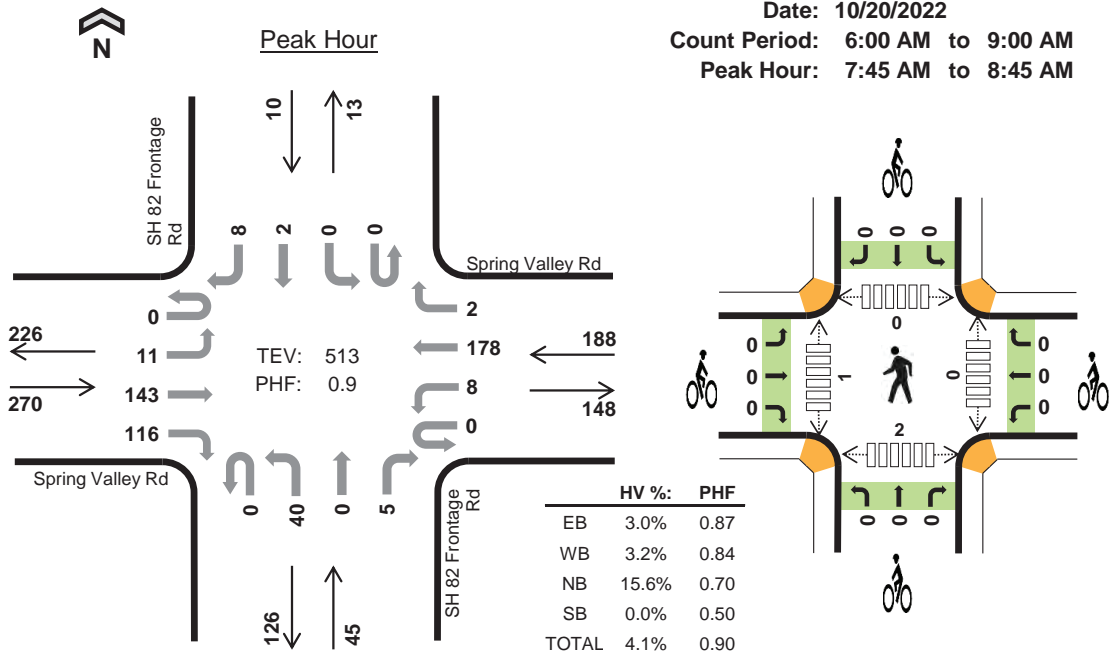
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	4	4	8	17	1	0	0	0	1	0	1	1	2	4
4:15 PM	1	1	9	5	16	0	1	0	0	1	2	0	1	0	3
4:30 PM	1	2	12	9	24	0	0	0	0	0	0	6	0	5	11
4:45 PM	0	1	8	1	10	0	0	0	1	1	1	4	0	1	6
5:00 PM	0	3	7	4	14	0	0	0	0	0	1	2	0	3	6
5:15 PM	0	1	6	3	10	0	0	0	0	0	0	2	0	1	3
5:30 PM	1	0	5	4	10	0	0	0	0	0	2	2	0	1	5
5:45 PM	0	1	5	2	8	0	0	0	3	3	2	4	0	5	11
Count Total	4	13	56	36	109	1	1	0	4	6	8	21	2	18	49
Peak Hour	1	5	26	12	44	0	0	0	1	1	4	10	0	6	20

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	SH 154				Spring Valley Rd				SH 82				SH 82				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	4	0	0	4	0	0	1	7	0	17	0
4:15 PM	0	1	0	0	0	0	0	1	0	0	9	0	0	2	3	0	16	0
4:30 PM	0	0	0	1	0	2	0	0	0	0	12	0	0	1	8	0	24	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	8	0	0	0	1	0	10	67
5:00 PM	0	0	0	0	0	0	1	2	0	0	7	0	0	0	4	0	14	64
5:15 PM	0	0	0	0	0	0	0	1	0	0	6	0	0	2	1	0	10	58
5:30 PM	0	0	1	0	0	0	0	0	0	0	5	0	0	0	4	0	10	44
5:45 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	2	0	8	42
Count Total	0	1	1	2	0	2	1	10	0	0	56	0	0	6	30	0	109	0
Peak Hour	0	0	1	0	0	0	1	4	0	0	26	0	0	2	10	0	44	0
Two-Hour Count Summaries - Bikes																		
Interval Start	SH 154			Spring Valley Rd			SH 82			SH 82			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
Count Total	0	1	0	0	1	0	0	0	0	0	0	0	4	0	0	6	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

SH 82 Frontage Rd Spring Valley Rd



Date: 10/20/2022
 Count Period: 6:00 AM to 9:00 AM
 Peak Hour: 7:45 AM to 8:45 AM



Three-Hour Count Summaries

Interval Start	Spring Valley Rd				Spring Valley Rd				SH 82 Frontage Rd				SH 82 Frontage Rd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:45 AM	0	3	29	23	0	2	54	0	0	10	0	0	0	0	0	0	0	121	0
8:00 AM	0	4	33	36	0	1	52	0	0	11	0	1	0	0	0	5	0	143	0
8:15 AM	0	3	39	22	0	2	37	0	0	5	0	2	0	0	2	1	0	113	0
8:30 AM	0	1	42	35	0	3	35	2	0	14	0	2	0	0	0	2	0	136	513
Peak Hour	All	0	11	143	116	0	8	178	2	0	40	0	5	0	0	2	8	513	0
	HV	0	0	4	4	0	1	5	0	0	7	0	0	0	0	0	0	21	0
	HV%	-	0%	3%	3%	-	13%	3%	0%	-	18%	-	0%	-	-	0%	0%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total	
7:45 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	3	0	2	0	5	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	2	2	0	7	0	0	0	0	0	0	1	0	0	0	1
Peak Hour	8	6	7	0	21	0	0	0	0	0	0	1	0	0	2	3

Three-Hour Count Summaries																			
Interval Start	Spring Valley Rd				Spring Valley Rd				SH 82 Frontage Rd				SH 82 Frontage Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	0	6	24	0	0	17	0	0	3	0	0	0	0	0	2	52	0	
6:15 AM	0	0	7	30	0	0	24	0	0	6	0	1	0	0	0	2	70	0	
6:30 AM	0	3	22	24	0	0	32	0	0	7	0	1	0	0	0	1	90	0	
6:45 AM	0	3	19	31	0	1	42	1	0	9	0	2	0	0	0	0	108	320	
7:00 AM	0	1	13	19	0	0	45	0	0	5	0	3	0	0	1	2	89	357	
7:15 AM	0	0	13	19	0	0	34	0	0	8	0	1	0	0	0	1	76	363	
7:30 AM	0	5	12	23	0	0	47	0	0	11	0	0	0	0	0	2	100	373	
7:45 AM	0	3	29	23	0	2	54	0	0	10	0	0	0	0	0	0	121	386	
8:00 AM	0	4	33	36	0	1	52	0	0	11	0	1	0	0	0	5	143	440	
8:15 AM	0	3	39	22	0	2	37	0	0	5	0	2	0	0	2	1	113	477	
8:30 AM	0	1	42	35	0	3	35	2	0	14	0	2	0	0	0	2	136	513	
8:45 AM	0	1	36	27	0	1	34	0	0	14	0	2	0	0	0	3	118	510	
Count Total	0	24	271	313	0	10	453	3	0	103	0	15	0	0	3	21	1,216	0	
Peak Hour	All	0	11	143	116	0	8	178	2	0	40	0	5	0	0	2	8	513	0
	HV	0	0	4	4	0	1	5	0	0	7	0	0	0	0	0	0	21	0
	HV%	-	0%	3%	3%	-	13%	3%	0%	-	18%	-	0%	-	-	0%	0%	4%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	3	0	0	3	0	0	0	0	0	1	1	1	1	4
6:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	6
6:45 AM	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	2	1	1	4	0	0	0	0	0	0	0	1	0	1
7:15 AM	1	2	2	0	5	0	0	0	0	0	2	0	2	0	4
7:30 AM	0	3	1	0	4	0	0	0	0	0	2	0	1	1	4
7:45 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	1	1
8:00 AM	3	0	2	0	5	0	0	0	0	0	0	0	0	1	1
8:15 AM	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	2	2	0	7	0	0	0	0	0	0	1	0	0	1
8:45 AM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0
Count Total	12	23	13	1	49	0	0	0	0	0	8	2	8	4	22
Peak Hour	8	6	7	0	21	0	0	0	0	0	0	1	0	2	3

Three-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Spring Valley Rd				Spring Valley Rd				SH 82 Frontage Rd				SH 82 Frontage Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
6:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0	0	6	11
7:00 AM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1	0	4	13
7:15 AM	0	0	1	0	0	0	2	0	0	2	0	0	0	0	0	0	0	5	15
7:30 AM	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	4	19
7:45 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	16
8:00 AM	0	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	0	5	17
8:15 AM	0	0	1	1	0	0	3	0	0	1	0	0	0	0	0	0	0	6	18
8:30 AM	0	0	1	2	0	0	2	0	0	2	0	0	0	0	0	0	0	7	21
8:45 AM	0	0	0	1	0	0	2	0	0	1	0	0	0	0	0	0	0	4	22
Count Total	0	0	6	6	0	1	21	1	0	13	0	0	0	0	0	1	0	49	0
Peak Hour	0	0	4	4	0	1	5	0	0	7	0	0	0	0	0	0	0	21	0

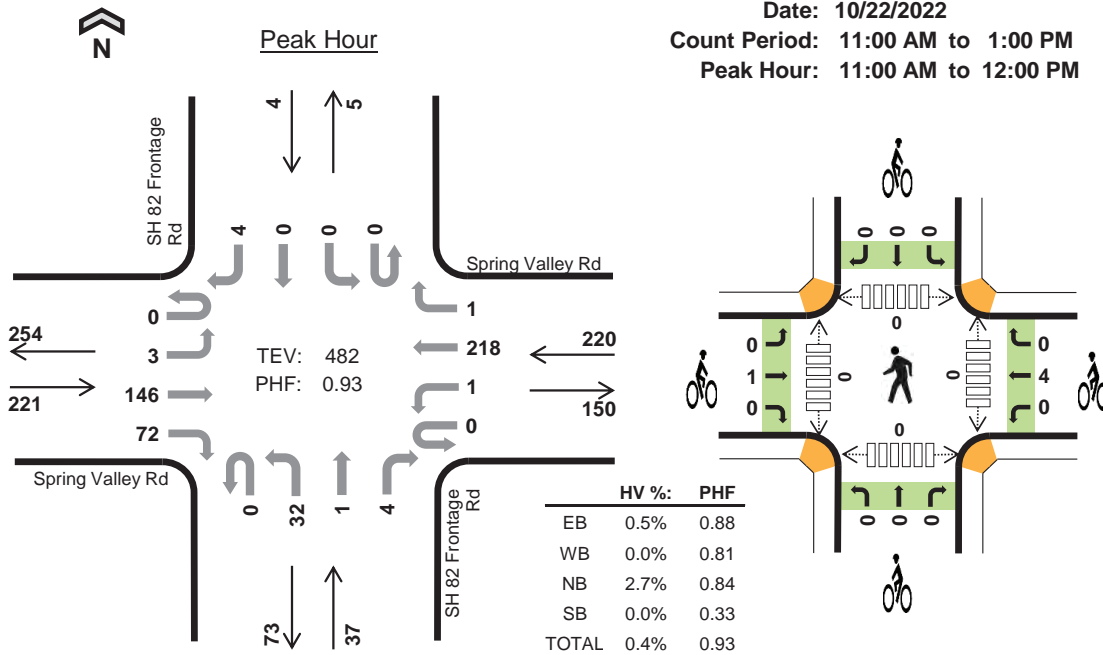
Three-Hour Count Summaries - Bikes																			
Interval Start	Spring Valley Rd			Spring Valley Rd			SH 82 Frontage Rd			SH 82 Frontage Rd			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

SH 82 Frontage Rd Spring Valley Rd



Date: 10/22/2022
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 11:00 AM to 12:00 PM



Two-Hour Count Summaries

Interval Start	Spring Valley Rd				Spring Valley Rd				SH 82 Frontage Rd				SH 82 Frontage Rd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	1	41	21	0	0	56	1	0	6	0	1	0	0	0	3	130	0	
11:15 AM	0	1	32	18	0	1	67	0	0	8	0	1	0	0	0	0	128	0	
11:30 AM	0	0	35	10	0	0	53	0	0	10	0	1	0	0	0	1	110	0	
11:45 AM	0	1	38	23	0	0	42	0	0	8	1	1	0	0	0	0	114	482	
12:00 PM	0	4	22	20	0	1	40	0	0	9	0	1	0	0	0	1	98	450	
12:15 PM	0	0	31	20	0	1	47	1	0	11	0	0	0	1	1	2	115	437	
12:30 PM	0	0	40	16	0	0	65	2	0	10	0	3	0	0	0	1	137	464	
12:45 PM	0	0	24	20	0	0	67	0	0	5	0	2	0	0	0	1	119	469	
Count Total	0	7	263	148	0	3	437	4	0	67	1	10	0	1	1	9	951	0	
Peak Hour	All	0	3	146	72	0	1	218	1	0	32	1	4	0	0	0	4	482	0
	HV	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0
	HV%	-	0%	1%	0%	-	0%	0%	0%	-	3%	0%	0%	-	-	-	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0
11:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
12:00 PM	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	4	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	2	0	2	0	4	1	4	1	0	6	1	0	1	4	6
Peak Hour	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Spring Valley Rd				Spring Valley Rd				SH 82 Frontage Rd				SH 82 Frontage Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0
Peak Hour	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0

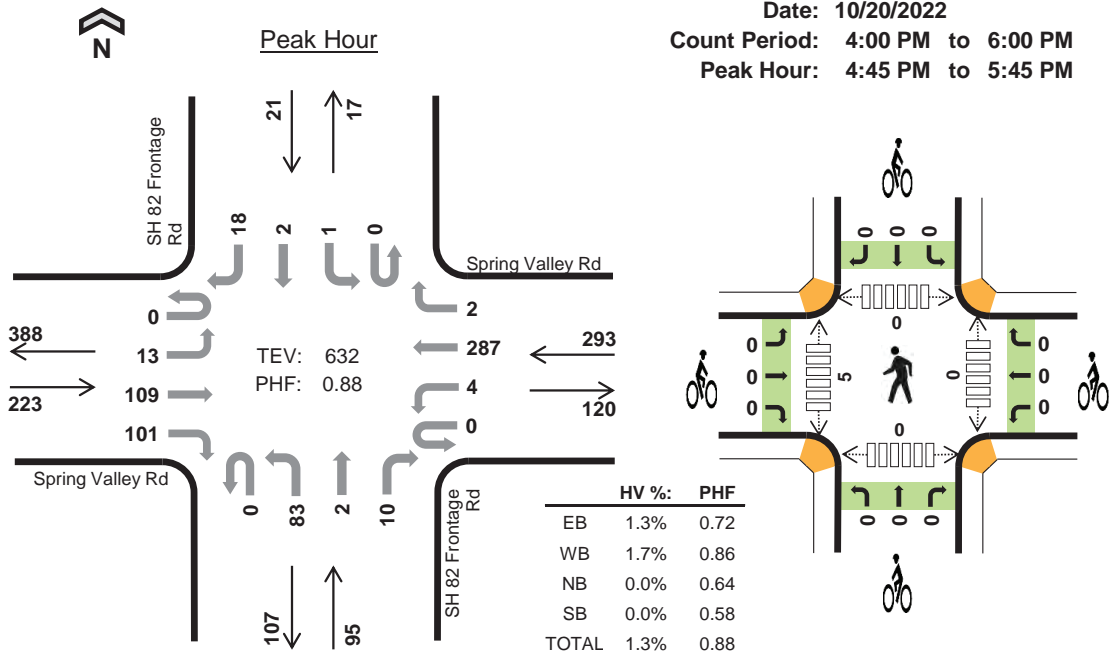
Two-Hour Count Summaries - Bikes														
Interval Start	Spring Valley Rd			Spring Valley Rd			SH 82 Frontage Rd			SH 82 Frontage Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3	0
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	4	0	0	0	1	0	0	0	6	0
Peak Hour	0	1	0	0	4	0	0	0	0	0	0	0	5	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

SH 82 Frontage Rd Spring Valley Rd



Date: 10/20/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



Two-Hour Count Summaries

Interval Start	Spring Valley Rd Eastbound				Spring Valley Rd Westbound				SH 82 Frontage Rd Northbound				SH 82 Frontage Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	1	29	13	0	0	45	0	0	12	1	3	0	0	2	4	110	0	
4:15 PM	0	1	19	19	0	0	46	0	0	9	0	2	0	0	0	1	97	0	
4:30 PM	0	3	39	23	0	0	58	0	0	13	1	5	0	0	0	1	143	0	
4:45 PM	0	6	30	22	0	2	68	0	0	17	0	1	0	0	2	3	151	501	
5:00 PM	0	1	24	21	0	1	84	0	0	13	0	2	0	1	0	8	155	546	
5:15 PM	0	3	36	38	0	0	73	1	0	21	0	4	0	0	0	4	180	629	
5:30 PM	0	3	19	20	0	1	62	1	0	32	2	3	0	0	0	3	146	632	
5:45 PM	0	3	17	17	0	1	64	0	0	16	1	4	0	0	0	5	128	609	
Count Total	0	21	213	173	0	5	500	2	0	133	5	24	0	1	4	29	1,110	0	
Peak Hour	All	0	13	109	101	0	4	287	2	0	83	2	10	0	1	2	18	632	0
	HV	0	0	1	2	0	0	5	0	0	0	0	0	0	0	0	0	8	0
	HV%	-	0%	1%	2%	-	0%	2%	0%	-	0%	0%	0%	-	0%	0%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	4	0	0	5	1	0	0	0	1	1	1	1	0	3
4:15 PM	2	0	1	0	3	0	0	0	0	0	0	2	0	0	2
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1
5:15 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2
Count Total	7	12	1	0	20	1	0	0	0	1	1	10	1	0	12
Peak Hour	3	5	0	0	8	0	0	0	0	0	0	5	0	0	5

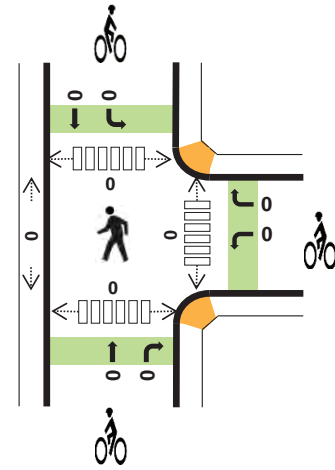
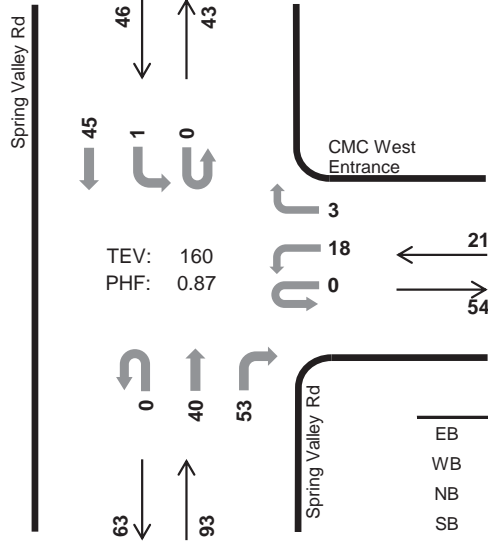
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Spring Valley Rd				Spring Valley Rd				SH 82 Frontage Rd				SH 82 Frontage Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	5	0	
4:15 PM	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3	0	
4:30 PM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3	0	
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	12	
5:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	10	
5:15 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3	10	
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8	
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	8	
Count Total	0	0	3	4	0	0	12	0	0	1	0	0	0	0	0	20	0	
Peak Hour	0	0	1	2	0	0	5	0	0	0	0	0	0	0	0	8	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Spring Valley Rd			Spring Valley Rd			SH 82 Frontage Rd			SH 82 Frontage Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Spring Valley Rd CMC West Entrance



Peak Hour

Date: 10/20/2022
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	-	-
WB	0.0%	0.48
NB	0.0%	0.80
SB	0.0%	0.72
TOTAL	0.0%	0.87

Three-Hour Count Summaries

Interval Start	n/a				CMC West Entrance				Spring Valley Rd				Spring Valley Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
8:00 AM	0	0	0	0	0	2	0	1	0	0	10	12	0	0	16	0	41	0	
8:15 AM	0	0	0	0	0	3	0	0	0	0	9	5	0	1	10	0	28	0	
8:30 AM	0	0	0	0	0	4	0	0	0	0	13	16	0	0	13	0	46	0	
8:45 AM	0	0	0	0	0	9	0	2	0	0	8	20	0	0	6	0	45	160	
Peak Hour	All	0	0	0	0	0	18	0	3	0	0	40	53	0	1	45	0	160	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	0%	0%	-	0%	0%	-	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																			
Interval Start	n/a				CMC West Entrance				Spring Valley Rd				Spring Valley Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	11	0	12	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	12	0	14	0	
6:30 AM	0	0	0	0	0	3	0	0	0	0	6	5	0	0	11	0	25	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	6	12	0	0	13	0	31	82	
7:00 AM	0	0	0	0	0	2	0	0	0	0	2	9	0	0	16	0	29	99	
7:15 AM	0	0	0	0	0	3	0	0	0	0	4	3	0	0	27	0	37	122	
7:30 AM	0	0	0	0	0	2	0	0	0	0	3	7	0	0	25	0	37	134	
7:45 AM	0	0	0	0	0	5	0	0	0	0	7	7	0	0	22	0	41	144	
8:00 AM	0	0	0	0	0	2	0	1	0	0	10	12	0	0	16	0	41	156	
8:15 AM	0	0	0	0	0	3	0	0	0	0	9	5	0	1	10	0	28	147	
8:30 AM	0	0	0	0	0	4	0	0	0	0	13	16	0	0	13	0	46	156	
8:45 AM	0	0	0	0	0	9	0	2	0	0	8	20	0	0	6	0	45	160	
Count Total	0	0	0	0	0	33	0	3	0	0	70	97	0	1	182	0	386	0	
Peak Hour	All	0	0	0	0	0	18	0	3	0	0	40	53	0	1	45	0	160	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	0%	0%	-	0%	0%	-	0%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				CMC West Entrance				Spring Valley Rd				Spring Valley Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Three-Hour Count Summaries - Bikes																		
Interval Start	n/a				CMC West Entrance				Spring Valley Rd				Spring Valley Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
6:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
6:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
6:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
6:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
7:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
7:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
7:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
7:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
8:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
8:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
8:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
8:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	

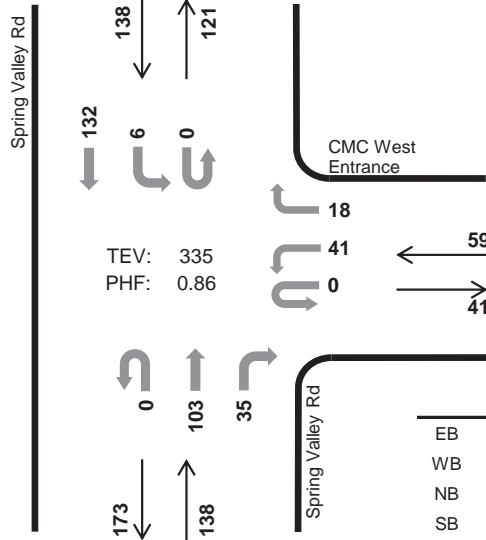
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Spring Valley Rd CMC West Entrance



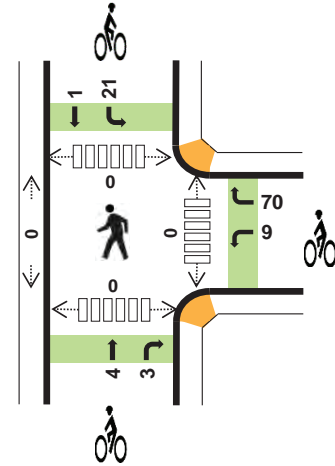
Peak Hour

Date: 10/22/2022
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM



TEV: 335
PHF: 0.86

	HV %:	PHF
EB	-	-
WB	0.0%	0.82
NB	0.0%	0.80
SB	0.0%	0.75
TOTAL	0.0%	0.86



Two-Hour Count Summaries

Interval Start	n/a				CMC West Entrance				Spring Valley Rd				Spring Valley Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	0	0	0	0	5	0	2	0	0	32	7	0	4	34	0	84	0	
11:15 AM	0	0	0	0	0	3	0	3	0	0	33	9	0	6	45	0	99	0	
11:30 AM	0	0	0	0	0	7	0	3	0	0	22	3	0	3	30	0	68	0	
11:45 AM	0	0	0	0	0	3	0	5	0	0	28	6	1	3	20	0	66	317	
12:00 PM	0	0	0	0	0	6	0	4	0	0	28	6	0	0	26	0	70	303	
12:15 PM	0	0	0	0	0	12	0	3	0	0	20	8	0	1	36	0	80	284	
12:30 PM	0	0	0	0	0	15	0	3	0	0	25	8	0	2	44	0	97	313	
12:45 PM	0	0	0	0	0	8	0	8	0	0	30	13	0	3	26	0	88	335	
Count Total	0	0	0	0	0	59	0	31	0	0	218	60	1	22	261	0	652	0	
Peak Hour	All	0	0	0	0	0	41	0	18	0	0	103	35	0	6	132	0	335	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	0%	0%	-	0%	0%	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	29	0	9	38	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	76	1	27	104	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	15	9	22	46	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	3	2	2	7	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	23	0	2	25	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	51	4	18	73	0	0	0	0	0
Count Total	0	0	0	0	0	0	204	17	80	301	0	0	0	0	0
Peak Hr	0	0	0	0	0	0	79	7	22	108	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				CMC West Entrance				Spring Valley Rd				Spring Valley Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	n/a			CMC West Entrance			Spring Valley Rd			Spring Valley Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
11:00 AM	0	0	0	4	0	1	0	0	0	0	0	0	5	0				
11:15 AM	0	0	0	0	0	29	0	0	0	9	0	0	38	0				
11:30 AM	0	0	0	25	0	51	0	1	0	27	0	0	104	0				
11:45 AM	0	0	0	9	0	6	0	0	9	22	0	0	46	193				
12:00 PM	0	0	0	2	0	1	0	1	1	2	0	0	7	195				
12:15 PM	0	0	0	2	0	0	0	0	1	0	0	0	3	160				
12:30 PM	0	0	0	0	0	23	0	0	0	2	0	0	25	81				
12:45 PM	0	0	0	5	0	46	0	3	1	17	1	0	73	108				
Count Total	0	0	0	47	0	157	0	5	12	79	1	0	301	0				
Peak Hour	0	0	0	9	0	70	0	4	3	21	1	0	108	0				

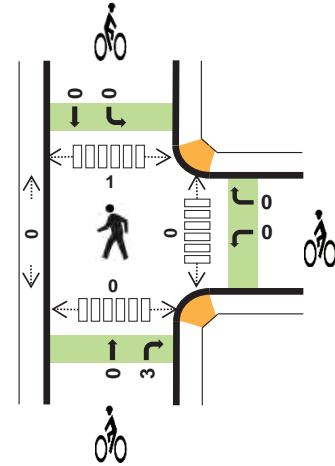
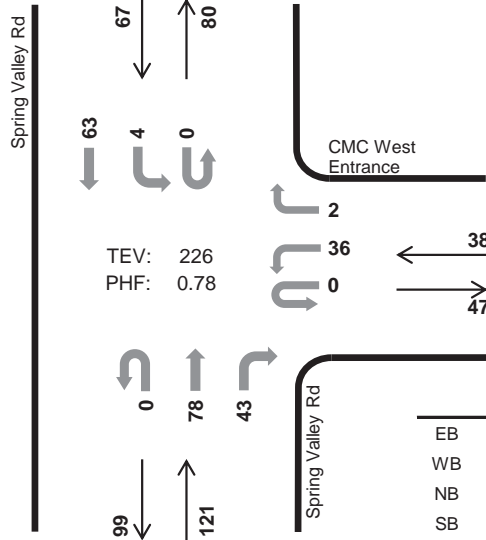
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Spring Valley Rd CMC West Entrance



Peak Hour

Date: 10/20/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	2.6%	0.59
NB	1.7%	0.72
SB	1.5%	0.84
TOTAL	1.8%	0.78

Two-Hour Count Summaries

Interval Start	n/a				CMC West Entrance				Spring Valley Rd				Spring Valley Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	3	0	1	0	0	12	8	0	1	11	0	36	0	
4:15 PM	0	0	0	0	0	4	0	0	0	0	19	5	0	0	9	0	37	0	
4:30 PM	0	0	0	0	0	5	0	0	0	0	19	9	0	0	14	0	47	0	
4:45 PM	0	0	0	0	0	16	0	0	0	0	26	16	0	2	12	0	72	192	
5:00 PM	0	0	0	0	0	8	0	1	0	0	16	13	0	2	18	0	58	214	
5:15 PM	0	0	0	0	0	7	0	1	0	0	17	5	0	0	19	0	49	226	
5:30 PM	0	0	0	0	0	10	0	0	0	0	20	8	0	0	5	0	43	222	
5:45 PM	0	0	0	0	0	15	0	1	0	0	17	5	0	0	15	0	53	203	
Count Total	0	0	0	0	0	68	0	4	0	0	146	69	0	5	103	0	395	0	
Peak Hour	All	0	0	0	0	0	36	0	2	0	0	78	43	0	4	63	0	226	0
	HV	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	4	0
	HV%	-	-	-	-	-	3%	-	0%	-	-	1%	2%	-	0%	2%	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	3	0	3	0	0	1	0	1
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	3	2	6	0	0	4	0	4	0	0	1	0	1
Peak Hr	0	1	2	1	4	0	0	3	0	3	0	0	1	0	1

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				CMC West Entrance				Spring Valley Rd				Spring Valley Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
Count Total	0	0	0	0	0	1	0	0	0	0	2	1	0	0	2	0	6	
Peak Hour	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	4	
Two-Hour Count Summaries - Bikes																		
Interval Start	n/a			CMC West Entrance			Spring Valley Rd			Spring Valley Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4		
Peak Hour	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3		

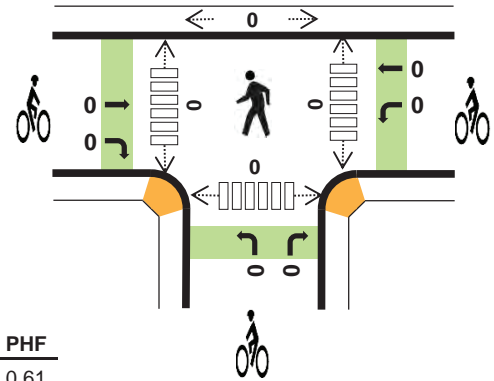
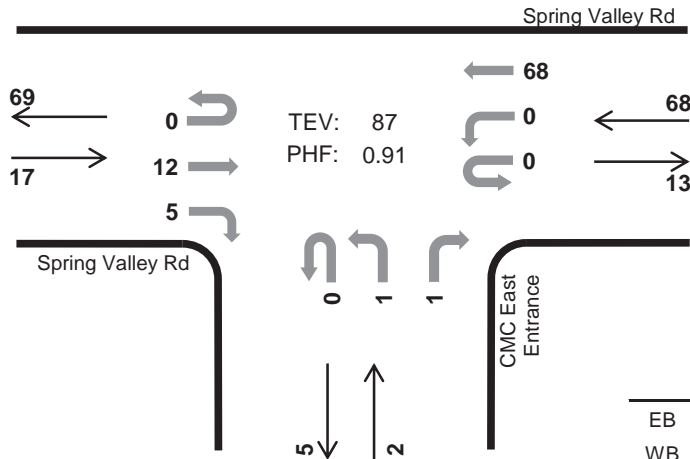
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

CMC East Entrance Spring Valley Rd



Peak Hour

Date: 10/20/2022
 Count Period: 6:00 AM to 9:00 AM
 Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	0.0%	0.61
WB	1.5%	0.81
NB	0.0%	0.50
SB	-	-
TOTAL	1.1%	0.91

Three-Hour Count Summaries

Interval Start	Spring Valley Rd				Spring Valley Rd				CMC East Entrance				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM	0	0	2	1	0	0	18	0	0	0	0	1	0	0	0	0	22	0
7:30 AM	0	0	1	1	0	0	21	0	0	0	0	0	0	0	0	0	23	0
7:45 AM	0	0	3	2	0	0	18	0	0	1	0	0	0	0	0	0	24	0
8:00 AM	0	0	6	1	0	0	11	0	0	0	0	0	0	0	0	0	18	87
Peak Hour	All	0	0	12	5	0	0	68	0	0	1	0	1	0	0	0	87	0
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
	HV%	-	-	0%	0%	-	-	1%	-	-	0%	-	0%	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																			
Interval Start	Spring Valley Rd				Spring Valley Rd				CMC East Entrance				n/a				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8	0		
6:15 AM	0	0	2	0	0	0	9	0	0	1	0	0	0	0	0	12	0		
6:30 AM	0	0	6	0	0	1	7	0	0	0	0	0	0	0	0	14	0		
6:45 AM	0	0	6	0	0	0	11	0	0	1	0	0	0	0	0	18	52		
7:00 AM	0	0	3	1	0	0	12	0	0	0	0	0	0	0	0	16	60		
7:15 AM	0	0	2	1	0	0	18	0	0	0	0	1	0	0	0	22	70		
7:30 AM	0	0	1	1	0	0	21	0	0	0	0	0	0	0	0	23	79		
7:45 AM	0	0	3	2	0	0	18	0	0	1	0	0	0	0	0	24	85		
8:00 AM	0	0	6	1	0	0	11	0	0	0	0	0	0	0	0	18	87		
8:15 AM	0	0	3	0	0	0	7	0	0	0	0	0	0	0	0	10	75		
8:30 AM	0	0	8	0	0	1	10	0	0	0	0	0	0	0	0	19	71		
8:45 AM	0	0	2	3	0	1	7	0	0	0	0	0	0	0	0	13	60		
Count Total	0	0	42	9	0	3	139	0	0	3	0	1	0	0	0	197	0		
Peak Hour	All	0	0	12	5	0	0	68	0	0	1	0	1	0	0	0	0	87	0
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
	HV%	-	-	0%	0%	-	-	1%	-	-	0%	-	0%	-	-	-	-	1%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Spring Valley Rd				Spring Valley Rd				CMC East Entrance				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	

Three-Hour Count Summaries - Bikes

Interval Start	Spring Valley Rd			Spring Valley Rd			CMC East Entrance			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

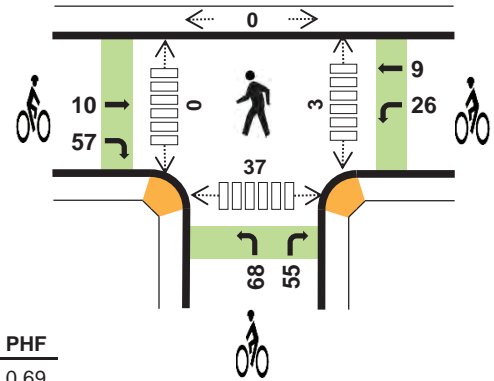
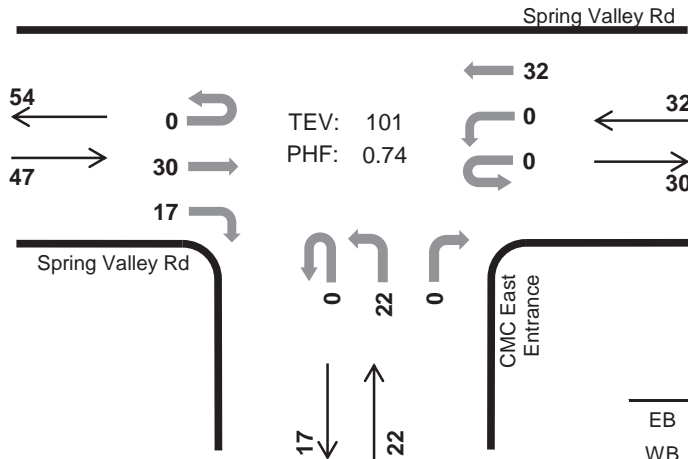
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

CMC East Entrance Spring Valley Rd



Peak Hour

Date: 10/22/2022
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM



	HV %:	PHF
EB	0.0%	0.69
WB	0.0%	0.73
NB	0.0%	0.92
SB	-	-
TOTAL	0.0%	0.74

Two-Hour Count Summaries

Interval Start	Spring Valley Rd				Spring Valley Rd				CMC East Entrance				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	4	8	0	0	10	0	0	6	0	1	0	0	0	0	29	0
11:15 AM	0	0	5	3	0	0	11	0	0	9	0	0	0	0	0	0	28	0
11:30 AM	0	0	4	5	0	0	6	0	0	8	0	0	0	0	0	0	23	0
11:45 AM	0	0	7	4	0	0	5	0	0	1	0	0	0	0	0	0	17	97
12:00 PM	0	0	8	5	0	0	9	0	0	4	0	0	0	0	0	0	26	94
12:15 PM	0	0	8	1	0	0	6	0	0	6	0	0	0	0	0	0	21	87
12:30 PM	0	0	9	8	0	0	11	0	0	6	0	0	0	0	0	0	34	98
12:45 PM	0	0	5	3	0	0	6	0	0	6	0	0	0	0	0	0	20	101
Count Total	0	0	50	37	0	0	64	0	0	46	0	1	0	0	0	0	198	0
Peak Hour	All	0	0	30	17	0	0	32	0	0	22	0	0	0	0	0	101	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	0%	0%	-	-	0%	-	-	0%	-	-	-	-	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	0	0	0	12	2	29	0	43	0	0	0	10	10
11:15 AM	0	0	0	0	0	28	9	66	0	103	2	0	0	3	5
11:30 AM	0	0	0	0	0	31	33	19	0	83	1	0	0	5	6
11:45 AM	0	0	0	0	0	30	14	13	0	57	0	0	0	5	5
12:00 PM	0	0	0	0	0	11	0	20	0	31	1	0	0	1	2
12:15 PM	0	0	0	0	0	16	3	30	0	49	0	0	0	12	12
12:30 PM	0	0	0	0	0	11	6	31	0	48	2	0	0	13	15
12:45 PM	0	0	0	0	0	29	26	42	0	97	0	0	0	11	11
Count Total	0	0	0	0	0	168	93	250	0	511	6	0	0	60	66
Peak Hr	0	0	0	0	0	67	35	123	0	225	3	0	0	37	40

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Spring Valley Rd				Spring Valley Rd				CMC East Entrance				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Two-Hour Count Summaries - Bikes

Interval Start	Spring Valley Rd			Spring Valley Rd			CMC East Entrance			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	12	1	1	0	27	0	2	0	0	0	43	0
11:15 AM	0	5	23	8	1	0	23	0	43	0	0	0	103	0
11:30 AM	0	6	25	30	3	0	14	0	5	0	0	0	83	0
11:45 AM	0	0	30	14	0	0	10	0	3	0	0	0	57	286
12:00 PM	0	2	9	0	0	0	16	0	4	0	0	0	31	274
12:15 PM	0	0	16	2	1	0	25	0	5	0	0	0	49	220
12:30 PM	0	0	11	4	2	0	14	0	17	0	0	0	48	185
12:45 PM	0	8	21	20	6	0	13	0	29	0	0	0	97	225
Count Total	0	21	147	79	14	0	142	0	108	0	0	0	511	0
Peak Hour	0	10	57	26	9	0	68	0	55	0	0	0	225	0

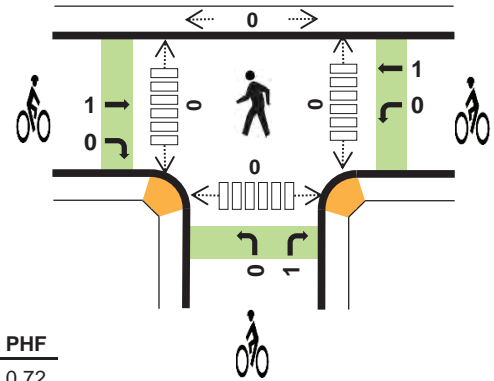
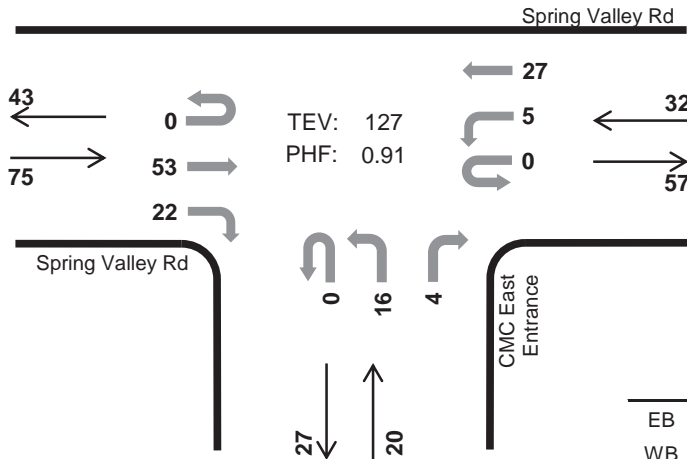
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

CMC East Entrance Spring Valley Rd



Peak Hour

Date: 10/20/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	2.7%	0.72
WB	9.4%	0.73
NB	10.0%	0.71
SB	-	-
TOTAL	5.5%	0.91

Two-Hour Count Summaries

Interval Start	Spring Valley Rd				Spring Valley Rd				CMC East Entrance				n/a				15-min Total	Rolling One Hour	
	Eastbound		Westbound		UT		RT		Northbound		Southbound		UT		RT				
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	11	0	0	3	6	0	0	1	0	1	0	0	0	0	22	0	
4:15 PM	0	0	13	4	0	0	7	0	0	2	0	1	0	0	0	0	27	0	
4:30 PM	0	0	11	7	0	0	8	0	0	4	0	1	0	0	0	0	31	0	
4:45 PM	0	0	19	7	0	0	2	0	0	6	0	1	0	0	0	0	35	115	
5:00 PM	0	0	13	2	0	2	9	0	0	3	0	1	0	0	0	0	30	123	
5:15 PM	0	0	10	6	0	3	8	0	0	3	0	1	0	0	0	0	31	127	
5:30 PM	0	0	9	5	0	0	2	0	0	1	0	2	0	0	0	0	19	115	
5:45 PM	0	0	15	3	0	1	14	0	0	0	0	2	0	0	0	0	35	115	
Count Total	0	0	101	34	0	9	56	0	0	20	0	10	0	0	0	0	230	0	
Peak Hour	All	0	0	53	22	0	5	27	0	0	16	0	4	0	0	0	0	127	0
	HV	0	0	2	0	0	0	3	0	0	1	0	1	0	0	0	0	7	0
	HV%	-	-	4%	0%	-	0%	11%	-	-	6%	-	25%	-	-	-	-	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	1	1	0	4	1	1	0	0	2	0	0	0	0	0
4:45 PM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:45 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0
Count Total	3	7	3	0	13	1	2	2	0	5	0	0	0	0	0
Peak Hr	2	3	2	0	7	1	1	1	0	3	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Spring Valley Rd				Spring Valley Rd				CMC East Entrance				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0
4:30 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4	0
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	10
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3
Count Total	0	0	3	0	0	1	6	0	0	1	0	2	0	0	0	0	13	0
Peak Hour	0	0	2	0	0	0	3	0	0	1	0	1	0	0	0	0	7	0

Two-Hour Count Summaries - Bikes

Interval Start	Spring Valley Rd			Spring Valley Rd			CMC East Entrance			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	2
Count Total	0	1	0	1	1	0	0	0	2	0	0	0	5	0
Peak Hour	0	1	0	0	1	0	0	0	1	0	0	0	3	0

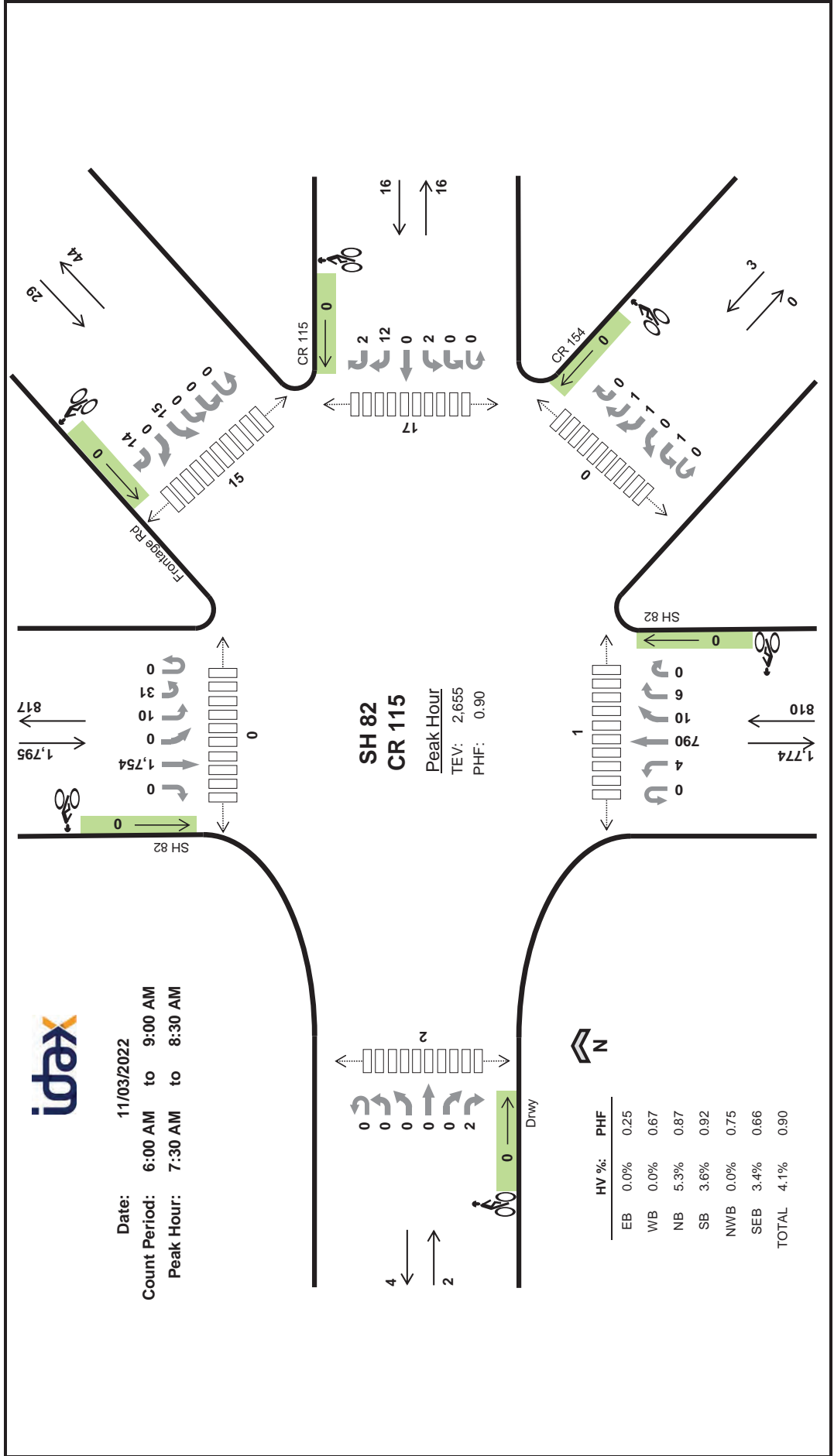
Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Date: 11/03/2022
 Count Period: 6:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM

SH 82
CR 115
 Peak Hour
 TEV: 2,655
 PHF: 0.90

	HV %:	PHF
EB	0.0%	0.25
WB	0.0%	0.67
NB	5.3%	0.87
SB	3.6%	0.92
NWB	0.0%	0.75
SEB	3.4%	0.66
TOTAL	4.1%	0.90



Three-Hour Count Summaries

Table with columns for Interval Start, Drwy (Eastbound, Westbound, Southbound, Northbound), CR 115, SH 82, CR 154, Frontage Rd, 15-min Total, and Rolling One Hour. Rows include time intervals from 6:00 AM to 8:30 AM and summary rows for Peak HV and HV%.

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Table with columns for Interval Start, Heavy Vehicle Totals (EB, WB, NB, SB, RT, HR), Bicycles (EB, WB, NB, SB, RT, HR), Pedestrians (Crossing Leg) (East, West, North, South, NE, SE), and Total. Rows include time intervals from 6:00 AM to 8:30 AM and summary rows for Peak Hr.

Three-Hour Count Summaries - Heavy Vehicles

Table with columns for Interval Start, Drwy (Eastbound, Westbound, Southbound, Northbound), CR 115, SH 82, CR 154, Frontage Rd, 15-min Total, and Rolling One Hour. Rows include time intervals from 6:00 AM to 8:30 AM and summary rows for Peak Hour.

Three-Hour Count Summaries - Bikes

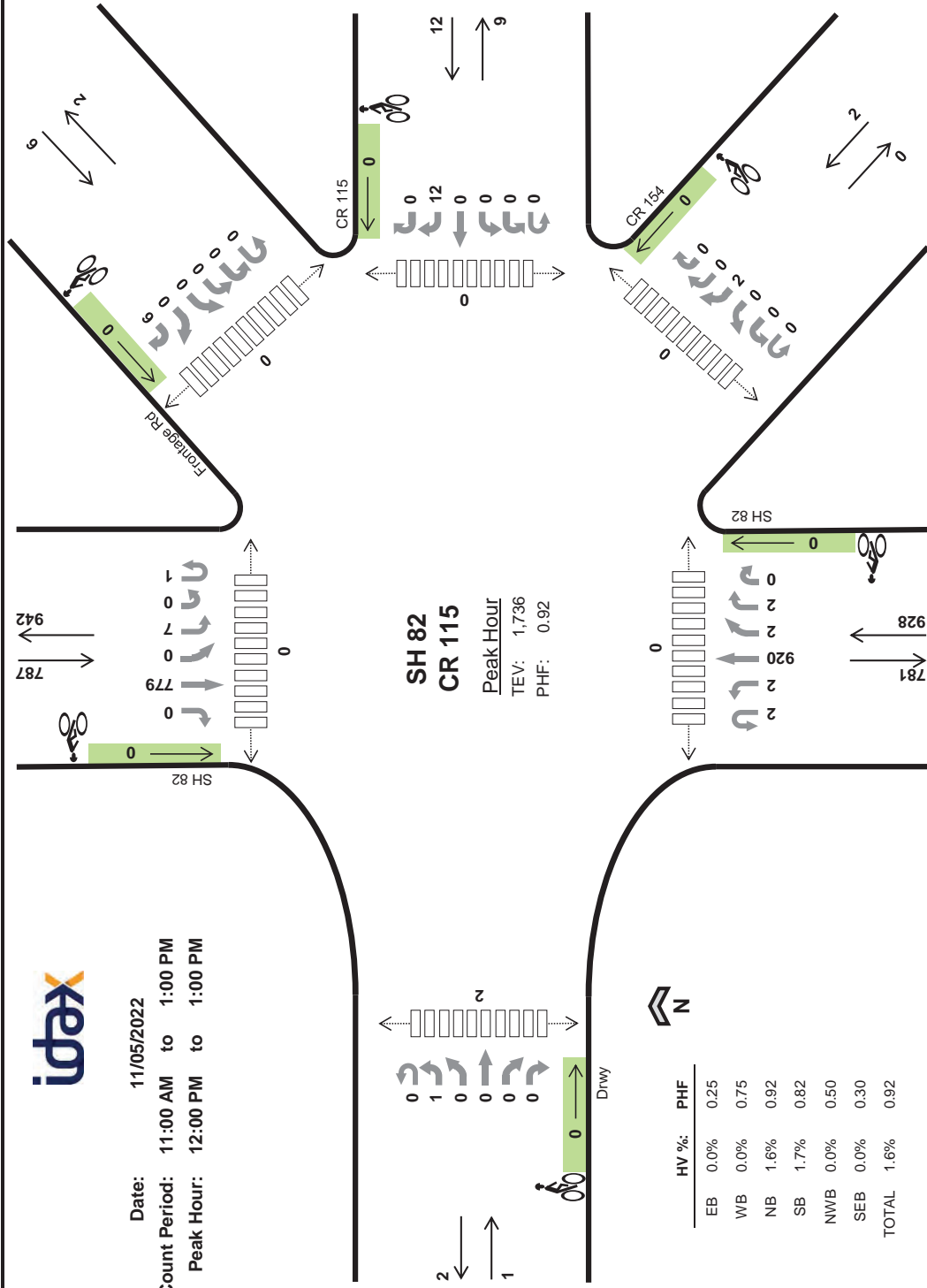
Table with columns for Interval Start, Drwy (Eastbound, Westbound, Southbound, Northbound), CR 115, SH 82, CR 154, Frontage Rd, 15-min Total, and Rolling One Hour. Rows include time intervals from 6:00 AM to 8:30 AM and summary rows for Peak Hour.



Date: 11/05/2022
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM

SH 82
CR 115
Peak Hour
TEV: 1,736
PHF: 0.92

HV %:	PHF
EB	0.0%
WB	0.0%
NB	1.6%
SB	1.7%
NWB	0.0%
SEB	0.0%
TOTAL	1.6%

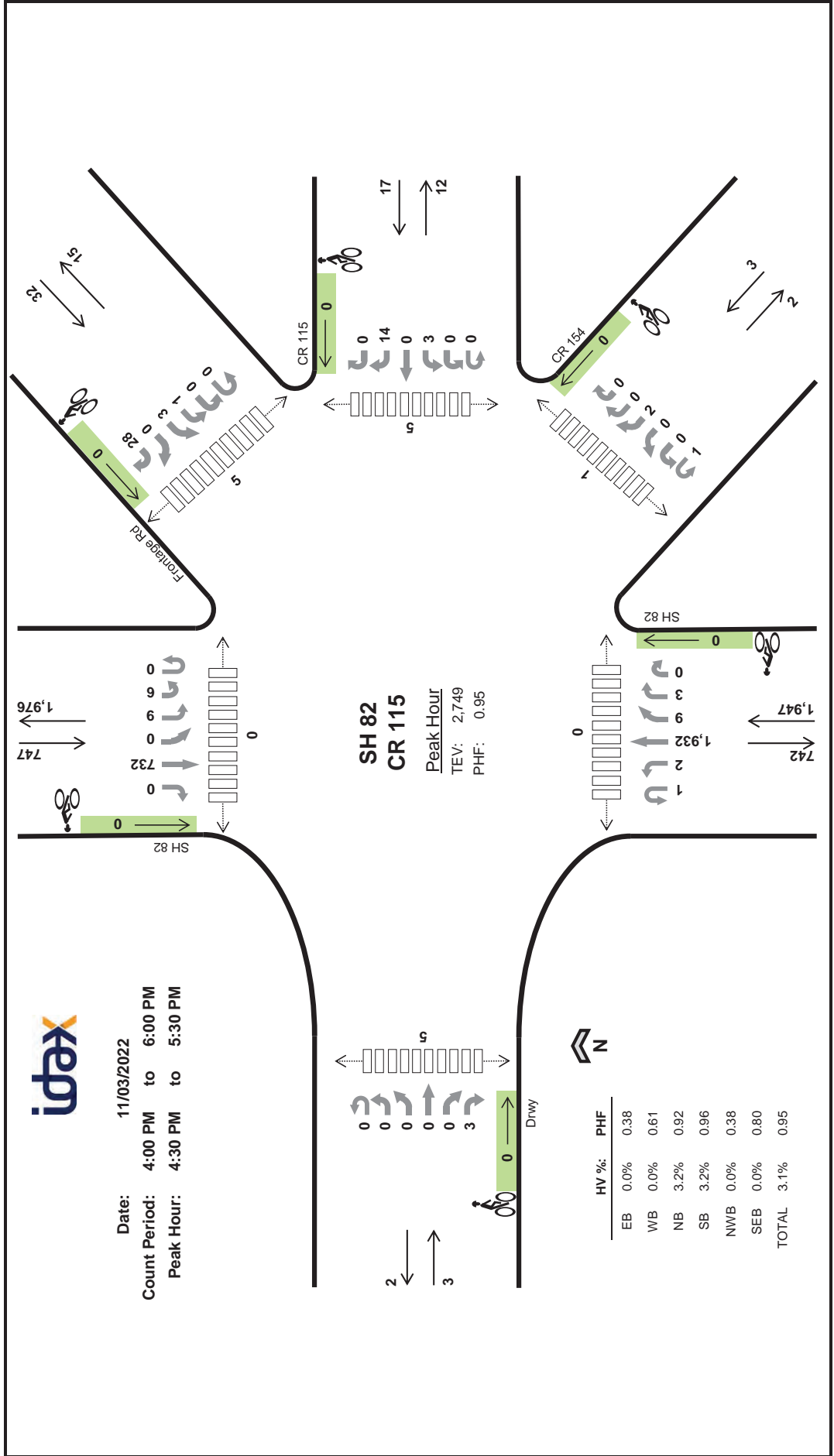




Date: 11/03/2022
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM

SH 82
CR 115
 Peak Hour
 TEV: 2,749
 PHF: 0.95

	HV %:	PHF
EB	0.0%	0.38
WB	0.0%	0.61
NB	3.2%	0.92
SB	3.2%	0.96
NWB	0.0%	0.38
SEB	0.0%	0.80
TOTAL	3.1%	0.95



Vehicle Classification Report Summary

Location: Spring Valley Rd N/O SH 82
Count Direction: Northbound / Southbound
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	35	5,926	2,508	10	1,218	67	0	9	12	8	0	0	0	9,793
Percent	0.4%	60.5%	25.6%	0.1%	12.4%	0.7%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100%
Southbound	19	5,730	2,274	15	1,735	47	0	12	11	5	0	0	0	9,848
Percent	0.2%	58.2%	23.1%	0.2%	17.6%	0.5%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100%
Total	54	11,656	4,782	25	2,953	114	0	21	23	13	0	0	0	19,641
Percent	0.3%	59.3%	24.3%	0.1%	15.0%	0.6%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Wednesday, October 19, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	48	29	0	16	1	0	0	0	0	0	0	0	0	94
3:00 PM	0	56	27	1	19	3	0	0	0	0	0	0	0	0	106
4:00 PM	0	89	42	0	26	1	0	0	0	1	0	0	0	0	159
5:00 PM	1	95	28	0	13	0	0	0	0	0	0	0	0	0	137
6:00 PM	1	81	30	0	12	0	0	0	1	0	0	0	0	0	125
7:00 PM	0	43	19	0	4	0	0	0	0	0	0	0	0	0	66
8:00 PM	0	19	5	0	0	0	0	0	0	0	0	0	0	0	24
9:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
10:00 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	453	186	1	90	5	0	0	1	1	0	0	0	0	739
Percent	0.3%	61.3%	25.2%	0.1%	12.2%	0.7%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Wednesday, October 19, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	61	22	1	23	1	0	0	0	0	0	0	0	0	108
3:00 PM	0	39	19	0	13	1	0	0	0	0	0	0	0	0	72
4:00 PM	2	86	31	0	12	0	0	0	0	0	0	0	0	0	131
5:00 PM	0	87	32	0	13	0	0	0	0	0	0	0	0	0	132
6:00 PM	0	77	21	0	13	0	0	0	0	0	0	0	0	0	111
7:00 PM	0	35	16	0	4	0	0	0	0	0	0	0	0	0	55
8:00 PM	0	36	13	0	1	0	0	0	0	0	0	0	0	0	50
9:00 PM	0	21	5	0	1	0	0	0	0	0	0	0	0	0	27
10:00 PM	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	456	161	1	81	2	0	0	0	0	0	0	0	0	703
Percent	0.3%	64.9%	22.9%	0.1%	11.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Thursday, October 20, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
6:00 AM	0	33	13	0	3	1	0	0	0	0	0	0	0	0	50
7:00 AM	0	71	26	0	18	0	0	0	0	0	0	0	0	0	115
8:00 AM	0	55	19	0	12	0	0	0	0	0	0	0	0	0	87
9:00 AM	0	41	20	0	9	1	0	0	1	0	0	0	0	0	72
10:00 AM	0	30	11	0	14	0	0	1	1	0	0	0	0	0	58
11:00 AM	0	42	31	0	11	0	0	0	0	0	0	0	0	0	84
12:00 PM	1	66	35	0	19	3	0	1	0	0	0	0	0	0	125
1:00 PM	1	48	29	0	9	1	0	0	2	0	0	0	0	0	90
2:00 PM	1	85	22	0	18	0	0	1	0	0	0	0	0	0	127
3:00 PM	1	74	38	0	25	5	0	0	0	0	0	0	0	0	143
4:00 PM	0	84	29	0	29	3	0	0	0	0	0	0	0	0	145
5:00 PM	2	85	55	0	21	1	0	0	0	1	0	0	0	0	165
6:00 PM	0	66	26	0	14	0	0	0	0	0	0	0	0	0	106
7:00 PM	0	54	22	0	8	0	0	0	0	0	0	0	0	0	84
8:00 PM	0	15	4	0	3	0	0	0	0	0	0	0	0	0	22
9:00 PM	0	17	6	0	1	0	0	0	0	0	0	0	0	0	24
10:00 PM	1	8	1	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	7	893	392	0	215	15	0	3	4	3	0	0	0	0	1,532
Percent	0.5%	58.3%	25.6%	0.0%	14.0%	1.0%	0.0%	0.2%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 01

Thursday, October 20, 2022
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	21	16	0	16	0	0	0	0	0	0	0	0	53
7:00 AM	0	35	11	0	22	0	0	0	0	0	0	0	0	68
8:00 AM	0	76	42	1	39	1	0	0	0	0	0	0	0	159
9:00 AM	0	30	30	0	25	0	0	0	0	0	0	0	0	85
10:00 AM	0	36	27	1	23	1	0	0	0	0	0	0	0	88
11:00 AM	0	55	16	0	16	2	0	0	0	0	0	0	0	89
12:00 PM	2	88	24	0	27	3	0	1	0	0	0	0	0	145
1:00 PM	0	43	27	0	22	2	0	0	0	0	0	0	0	94
2:00 PM	0	48	20	1	20	1	0	1	0	0	0	0	0	91
3:00 PM	1	71	23	0	19	0	0	0	0	0	0	0	0	114
4:00 PM	1	81	32	0	19	0	0	0	0	0	0	0	0	133
5:00 PM	0	81	24	0	14	0	0	0	0	0	0	0	0	119
6:00 PM	0	69	18	0	14	0	0	0	0	0	0	0	0	101
7:00 PM	0	48	11	0	4	0	0	0	0	0	0	0	0	63
8:00 PM	0	26	10	0	8	0	0	0	0	0	0	0	0	44
9:00 PM	0	25	10	0	1	0	0	0	0	0	0	0	0	36
10:00 PM	0	20	7	0	1	0	0	0	0	0	0	0	0	28
11:00 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Total	4	869	354	3	290	10	0	2	0	0	0	0	0	1,532
Percent	0.3%	56.7%	23.1%	0.2%	18.9%	0.7%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 01

Friday, October 21, 2022
 Northbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15
6:00 AM	0	29	9	0	6	0	0	0	0	0	0	0	0	0	44
7:00 AM	0	57	31	0	23	1	0	0	0	0	0	0	0	0	112
8:00 AM	0	58	27	0	13	1	0	0	0	0	0	0	0	0	99
9:00 AM	0	39	15	0	7	2	0	0	0	0	0	0	0	0	63
10:00 AM	0	36	21	0	6	0	0	1	0	0	0	0	0	0	64
11:00 AM	0	45	19	0	14	1	0	0	0	0	0	0	0	0	79
12:00 PM	1	54	24	0	18	1	0	0	0	0	0	0	0	0	98
1:00 PM	0	54	35	0	8	0	0	1	0	0	0	0	0	0	98
2:00 PM	1	56	21	0	16	0	0	0	0	0	0	0	0	0	94
3:00 PM	1	108	52	0	21	1	0	0	0	0	0	0	0	0	183
4:00 PM	2	152	79	0	34	3	0	2	0	0	0	0	0	0	272
5:00 PM	1	178	83	0	34	0	0	0	0	0	0	0	0	0	296
6:00 PM	1	156	81	0	37	0	0	0	1	0	0	0	0	0	276
7:00 PM	0	40	20	0	6	0	0	0	0	0	0	0	0	0	66
8:00 PM	0	21	0	0	4	0	0	0	0	0	0	0	0	0	25
9:00 PM	0	20	8	0	0	0	0	0	0	0	0	0	0	0	28
10:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	7	1,134	531	0	249	10	0	4	1	0	0	0	0	0	1,936
Percent	0.4%	58.6%	27.4%	0.0%	12.9%	0.5%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Friday, October 21, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
6:00 AM	0	25	17	0	15	0	0	0	0	0	0	0	0	57
7:00 AM	0	49	28	0	26	1	0	0	0	1	0	0	0	105
8:00 AM	0	59	42	0	28	1	0	0	0	0	0	0	0	130
9:00 AM	0	39	20	0	20	1	0	0	0	0	0	0	0	80
10:00 AM	0	30	14	0	15	1	0	1	0	0	0	0	0	61
11:00 AM	0	35	15	0	16	0	0	0	0	0	0	0	0	66
12:00 PM	0	60	25	0	24	2	0	1	0	0	0	0	0	112
1:00 PM	1	74	64	0	37	0	0	0	0	0	0	0	0	176
2:00 PM	3	150	94	0	72	1	0	0	0	0	0	0	0	320
3:00 PM	0	179	92	0	46	0	0	1	0	0	0	0	0	318
4:00 PM	0	156	59	0	43	1	0	0	0	0	0	0	0	259
5:00 PM	0	75	20	0	20	1	0	0	0	0	0	0	0	116
6:00 PM	1	58	18	0	15	0	0	0	0	0	0	0	0	92
7:00 PM	0	38	15	0	9	0	0	0	0	0	0	0	0	62
8:00 PM	0	39	13	0	11	0	0	0	0	0	0	0	0	63
9:00 PM	0	29	15	0	5	0	0	0	0	0	0	0	0	49
10:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	7	5	0	0	0	0	0	0	0	0	0	0	12
Total	5	1,125	559	0	404	9	0	3	0	1	0	0	0	2,106
Percent	0.2%	53.4%	26.5%	0.0%	19.2%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Saturday, October 22, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
5:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
6:00 AM	0	10	7	0	1	0	0	0	0	0	0	0	0	18
7:00 AM	0	36	14	0	6	0	0	0	0	0	0	0	0	56
8:00 AM	0	39	14	0	4	0	0	0	0	0	0	0	0	57
9:00 AM	1	85	34	0	14	0	0	0	0	0	0	0	0	134
10:00 AM	0	102	33	0	11	0	0	0	0	1	0	0	0	147
11:00 AM	3	111	40	0	18	0	0	0	0	0	0	0	0	172
12:00 PM	1	107	47	0	9	0	0	0	0	0	0	0	0	164
1:00 PM	2	94	44	0	13	0	0	0	0	0	0	0	0	153
2:00 PM	3	94	40	0	13	0	0	0	0	0	0	0	0	150
3:00 PM	4	114	57	0	18	1	0	0	1	0	0	0	0	195
4:00 PM	3	180	76	0	41	0	0	0	0	0	0	0	0	300
5:00 PM	1	173	81	0	37	0	0	0	0	1	0	0	0	293
6:00 PM	0	152	75	0	29	0	0	0	0	1	0	0	0	257
7:00 PM	0	132	73	0	18	0	0	0	0	0	0	0	0	223
8:00 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
9:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
10:00 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
11:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Total	18	1,479	649	0	235	1	0	0	1	3	0	0	0	2,386
Percent	0.8%	62.0%	27.2%	0.0%	9.8%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 01

Saturday, October 22, 2022
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	11	5	0	5	0	0	0	0	0	0	0	0	21
6:00 AM	0	111	64	0	62	0	0	0	0	0	0	0	0	237
7:00 AM	0	173	69	0	59	0	0	0	0	0	0	0	0	301
8:00 AM	0	151	62	0	34	0	0	0	0	0	0	0	0	247
9:00 AM	0	121	37	1	38	0	0	0	0	2	0	0	0	199
10:00 AM	0	100	46	0	37	1	0	0	0	0	0	0	0	184
11:00 AM	0	95	38	0	19	0	0	0	0	0	0	0	0	152
12:00 PM	0	84	31	0	24	0	0	0	0	0	0	0	0	139
1:00 PM	3	78	24	0	18	1	0	0	0	0	0	0	0	124
2:00 PM	1	83	30	0	29	0	0	0	0	0	0	0	0	143
3:00 PM	1	65	16	0	14	0	0	0	0	0	0	0	0	96
4:00 PM	1	69	29	0	5	0	0	0	0	0	0	0	0	104
5:00 PM	0	59	20	0	8	0	0	1	0	0	0	0	0	88
6:00 PM	0	33	16	0	6	0	0	0	0	0	0	0	0	55
7:00 PM	0	38	8	0	4	0	0	0	0	0	0	0	0	50
8:00 PM	0	25	12	0	1	0	0	0	0	0	0	0	0	38
9:00 PM	0	23	7	0	11	0	0	0	0	0	0	0	0	41
10:00 PM	0	17	4	0	1	0	0	0	0	0	0	0	0	22
11:00 PM	0	13	4	0	1	0	0	0	0	0	0	0	0	18
Total	6	1,361	526	1	376	2	0	1	0	2	0	0	0	2,275
Percent	0.3%	59.8%	23.1%	0.0%	16.5%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Sunday, October 23, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	3
6:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
7:00 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
8:00 AM	0	29	12	0	2	0	0	0	0	0	0	0	0	43
9:00 AM	0	26	9	0	6	0	0	0	0	0	0	0	0	41
10:00 AM	0	35	11	0	3	0	0	0	0	0	0	0	0	49
11:00 AM	0	38	8	0	3	0	0	0	0	0	0	0	0	49
12:00 PM	0	25	9	0	3	0	0	0	0	0	0	0	0	37
1:00 PM	0	33	12	0	4	0	0	0	0	0	0	0	0	49
2:00 PM	0	28	7	0	1	0	0	0	0	0	0	0	0	36
3:00 PM	0	31	10	0	6	0	0	0	0	0	0	0	0	47
4:00 PM	0	23	9	0	4	0	0	0	0	0	0	0	0	36
5:00 PM	0	23	8	0	1	0	0	0	0	0	0	0	0	32
6:00 PM	0	28	8	0	0	0	0	0	0	0	0	0	0	36
7:00 PM	0	15	1	0	2	0	0	0	0	0	0	0	0	18
8:00 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
9:00 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	14
10:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	394	117	0	38	0	0	0	0	0	0	0	0	549
Percent	0.0%	71.8%	21.3%	0.0%	6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Sunday, October 23, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
1:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
2:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
8:00 AM	0	10	4	0	5	0	0	0	0	0	0	0	0	19
9:00 AM	0	12	5	0	3	0	0	0	0	0	0	0	0	20
10:00 AM	0	17	7	0	3	0	0	0	0	0	0	0	0	27
11:00 AM	0	27	6	0	4	0	0	0	0	0	0	0	0	37
12:00 PM	0	26	11	0	4	0	0	0	0	0	0	0	0	41
1:00 PM	1	29	9	0	4	0	0	0	0	0	0	0	0	43
2:00 PM	0	41	4	0	3	0	0	0	0	0	0	0	0	48
3:00 PM	0	29	9	0	4	0	0	0	0	0	0	0	0	42
4:00 PM	0	38	15	0	4	0	0	0	0	0	0	0	0	57
5:00 PM	0	39	7	0	5	0	0	0	0	0	0	0	0	51
6:00 PM	0	37	9	0	6	0	0	0	0	0	0	0	0	52
7:00 PM	0	23	10	0	7	0	0	0	0	0	0	0	0	40
8:00 PM	0	17	8	0	1	0	0	0	0	0	0	0	0	26
9:00 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
10:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Total	1	407	112	0	56	0	0	0	0	0	0	0	0	576
Percent	0.2%	70.7%	19.4%	0.0%	9.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Monday, October 24, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
6:00 AM	0	26	12	0	2	1	0	0	0	0	0	0	0	0	41
7:00 AM	0	62	20	0	18	0	0	0	0	0	0	0	0	0	100
8:00 AM	0	59	25	0	12	0	0	0	0	0	0	0	0	0	96
9:00 AM	0	35	17	0	17	1	0	0	0	0	0	0	0	0	70
10:00 AM	0	34	20	0	16	0	0	0	0	0	0	0	0	0	70
11:00 AM	0	61	21	1	16	1	0	0	1	0	0	0	0	0	101
12:00 PM	0	37	29	0	16	2	0	0	0	0	0	0	0	0	84
1:00 PM	0	35	17	0	20	2	0	0	1	0	0	0	0	0	75
2:00 PM	0	43	21	1	18	2	0	0	0	0	0	0	0	0	85
3:00 PM	0	68	32	0	20	3	0	1	0	0	0	0	0	0	124
4:00 PM	0	69	35	1	11	2	0	0	1	0	0	0	0	0	119
5:00 PM	1	74	21	1	14	0	0	0	0	1	0	0	0	0	112
6:00 PM	0	54	14	1	10	0	0	0	0	0	0	0	0	0	79
7:00 PM	0	28	7	0	1	0	0	0	0	0	0	0	0	0	36
8:00 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28
9:00 PM	0	15	0	0	1	0	0	0	0	0	0	0	0	0	16
10:00 PM	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	752	301	5	196	14	0	1	3	1	0	0	0	0	1,274
Percent	0.1%	59.0%	23.6%	0.4%	15.4%	1.1%	0.0%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Monday, October 24, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	21	8	0	6	0	0	0	0	0	0	0	0	35
7:00 AM	0	42	15	1	34	0	0	0	0	0	0	0	0	92
8:00 AM	0	79	31	1	42	0	0	2	0	0	0	0	0	155
9:00 AM	0	33	17	1	15	1	0	0	0	0	0	0	0	67
10:00 AM	0	30	19	1	13	0	0	0	0	0	0	0	0	63
11:00 AM	0	30	23	1	21	1	0	0	0	0	0	0	0	76
12:00 PM	0	58	21	0	34	1	0	0	0	0	0	0	0	114
1:00 PM	0	27	18	2	14	1	0	0	0	1	0	0	0	63
2:00 PM	0	28	19	0	12	2	0	1	0	0	0	0	0	62
3:00 PM	0	54	19	1	20	2	0	0	1	0	0	0	0	97
4:00 PM	0	67	23	0	18	1	0	0	1	0	0	0	0	110
5:00 PM	0	94	21	0	16	1	0	0	0	0	0	0	0	132
6:00 PM	0	56	17	0	7	0	0	0	0	0	0	0	0	80
7:00 PM	0	41	7	0	6	0	0	0	0	0	0	0	0	54
8:00 PM	0	18	5	0	3	0	0	0	0	0	0	0	0	26
9:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
10:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
Total	0	727	271	8	264	10	0	3	2	1	0	0	0	1,286
Percent	0.0%	56.5%	21.1%	0.6%	20.5%	0.8%	0.0%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Tuesday, October 25, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
6:00 AM	0	33	14	0	5	0	1	0	0	0	0	0	0	53
7:00 AM	0	62	30	0	20	0	0	0	0	0	0	0	0	112
8:00 AM	0	62	20	0	14	0	0	0	1	0	0	0	0	97
9:00 AM	0	51	18	0	11	2	0	0	0	0	0	0	0	82
10:00 AM	0	46	26	0	8	3	0	0	0	0	0	0	0	83
11:00 AM	0	64	22	0	16	5	0	0	1	0	0	0	0	108
12:00 PM	0	43	36	3	14	3	0	0	0	0	0	0	0	99
1:00 PM	0	58	13	0	14	2	0	0	0	0	0	0	0	87
2:00 PM	0	73	20	0	16	2	0	0	0	0	0	0	0	111
3:00 PM	0	62	27	0	12	2	0	0	0	0	0	0	0	103
4:00 PM	0	74	33	0	24	1	0	0	0	0	0	0	0	132
5:00 PM	0	72	25	1	16	2	0	0	0	0	0	0	0	116
6:00 PM	0	46	23	0	17	0	0	0	0	0	0	0	0	86
7:00 PM	0	32	10	0	2	0	0	0	0	0	0	0	0	44
8:00 PM	0	9	6	0	2	0	0	0	0	0	0	0	0	17
9:00 PM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
10:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
Total	0	821	332	4	195	22	0	1	2	0	0	0	0	1,377
Percent	0.0%	59.6%	24.1%	0.3%	14.2%	1.6%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Tuesday, October 25, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	2	0	0	1	0	0	0	0	0	0	0	5
6:00 AM	0	16	9	0	9	0	0	0	0	0	0	0	0	34
7:00 AM	0	66	31	0	48	0	0	0	1	0	0	0	0	146
8:00 AM	0	84	33	0	33	1	0	0	1	0	0	0	0	152
9:00 AM	0	49	27	0	21	3	0	0	2	0	0	0	0	102
10:00 AM	0	41	21	1	11	1	0	0	1	0	0	0	0	76
11:00 AM	0	49	17	1	15	2	0	1	0	0	0	0	0	85
12:00 PM	1	62	18	0	20	2	0	0	1	0	0	0	0	104
1:00 PM	0	33	20	0	22	1	0	0	1	0	0	0	0	77
2:00 PM	0	45	20	0	8	2	0	0	1	0	0	0	0	77
3:00 PM	0	51	23	0	17	1	0	0	1	0	0	0	0	93
4:00 PM	0	56	18	0	16	0	0	0	1	0	0	0	0	92
5:00 PM	0	81	16	0	19	0	0	0	0	0	0	0	0	116
6:00 PM	0	62	14	0	10	0	0	0	0	0	0	0	0	86
7:00 PM	0	38	8	0	11	0	0	0	0	0	0	0	0	57
8:00 PM	0	17	8	0	1	0	0	0	0	0	0	0	0	26
9:00 PM	0	16	3	0	2	0	0	0	0	0	0	0	0	21
10:00 PM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	785	291	2	264	14	0	3	9	1	0	0	0	1,370
Percent	0.1%	57.3%	21.2%	0.1%	19.3%	1.0%	0.0%	0.2%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Total Study Average Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
6:00 AM	0	19	8	0	2	0	0	0	0	0	0	0	0	29
7:00 AM	0	43	18	0	12	0	0	0	0	0	0	0	0	73
8:00 AM	0	43	17	0	8	0	0	0	0	0	0	0	0	68
9:00 AM	0	40	16	0	9	1	0	0	0	0	0	0	0	66
10:00 AM	0	40	17	0	8	0	0	0	0	0	0	0	0	65
11:00 AM	0	52	20	0	11	1	0	0	0	0	0	0	0	84
12:00 PM	0	47	26	0	11	1	0	0	0	0	0	0	0	85
1:00 PM	0	46	21	0	10	1	0	0	0	0	0	0	0	78
2:00 PM	1	61	23	0	14	1	0	0	0	0	0	0	0	100
3:00 PM	1	73	35	0	17	2	0	0	0	0	0	0	0	128
4:00 PM	1	96	43	0	24	1	0	0	0	0	0	0	0	165
5:00 PM	1	100	43	0	19	0	0	0	0	0	0	0	0	163
6:00 PM	0	83	37	0	17	0	0	0	0	0	0	0	0	137
7:00 PM	0	49	22	0	6	0	0	0	0	0	0	0	0	77
8:00 PM	0	18	3	0	1	0	0	0	0	0	0	0	0	22
9:00 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
10:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	4	845	357	0	170	8	0	0	0	0	0	0	0	1,384
Percent	0.3%	61.1%	25.8%	0.0%	12.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Total Study Average Southbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	28	16	0	15	0	0	0	0	0	0	0	0	0	59
7:00 AM	0	53	22	0	27	0	0	0	0	0	0	0	0	0	102
8:00 AM	0	66	31	0	26	0	0	0	0	0	0	0	0	0	123
9:00 AM	0	41	19	0	17	1	0	0	0	0	0	0	0	0	78
10:00 AM	0	36	19	0	15	1	0	0	0	0	0	0	0	0	71
11:00 AM	0	42	16	0	13	1	0	0	0	0	0	0	0	0	72
12:00 PM	0	54	19	0	19	1	0	0	0	0	0	0	0	0	93
1:00 PM	1	41	23	0	17	1	0	0	0	0	0	0	0	0	83
2:00 PM	1	65	30	0	24	1	0	0	0	0	0	0	0	0	121
3:00 PM	0	70	29	0	19	1	0	0	0	0	0	0	0	0	119
4:00 PM	1	79	30	0	17	0	0	0	0	0	0	0	0	0	127
5:00 PM	0	74	20	0	14	0	0	0	0	0	0	0	0	0	108
6:00 PM	0	56	16	0	10	0	0	0	0	0	0	0	0	0	82
7:00 PM	0	37	11	0	6	0	0	0	0	0	0	0	0	0	54
8:00 PM	0	25	10	0	4	0	0	0	0	0	0	0	0	0	39
9:00 PM	0	23	6	0	3	0	0	0	0	0	0	0	0	0	32
10:00 PM	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
11:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
Total	3	820	327	0	248	7	0	0	0	0	0	0	0	0	1,405
Percent	0.2%	58.4%	23.3%	0.0%	17.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	17	7	0	2	1	0	0	0	0	0	0	0	0	25
7:00 AM	0	36	13	0	9	0	0	0	0	0	0	0	0	0	58
8:00 AM	0	28	10	0	6	0	0	0	0	0	0	0	0	0	44
9:00 AM	0	21	10	0	5	1	0	0	1	0	0	0	0	0	36
10:00 AM	0	15	6	0	7	0	0	1	1	1	0	0	0	0	29
11:00 AM	0	21	16	0	6	0	0	0	0	0	0	0	0	0	42
12:00 PM	1	33	18	0	10	2	0	1	0	0	0	0	0	0	63
1:00 PM	1	24	15	0	5	1	0	0	1	0	0	0	0	0	45
2:00 PM	1	67	26	0	17	1	0	1	0	0	0	0	0	0	111
3:00 PM	1	65	33	1	22	4	0	0	0	0	0	0	0	0	125
4:00 PM	0	87	36	0	28	2	0	0	0	1	0	0	0	0	152
5:00 PM	2	90	42	0	17	1	0	0	0	1	0	0	0	0	151
6:00 PM	1	74	28	0	13	0	0	0	1	0	0	0	0	0	116
7:00 PM	0	49	21	0	6	0	0	0	0	0	0	0	0	0	75
8:00 PM	0	17	5	0	2	0	0	0	0	0	0	0	0	0	23
9:00 PM	0	16	4	0	1	0	0	0	0	0	0	0	0	0	21
10:00 PM	1	7	2	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	673	289	1	153	10	0	2	3	2	0	0	0	0	1,136
Percent	0.4%	59.3%	25.5%	0.0%	13.4%	0.9%	0.0%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	11	8	0	8	0	0	0	0	0	0	0	0	0	27
7:00 AM	0	18	6	0	11	0	0	0	0	0	0	0	0	0	34
8:00 AM	0	38	21	1	20	1	0	0	0	0	0	0	0	0	80
9:00 AM	0	15	15	0	13	0	0	0	0	0	0	0	0	0	43
10:00 AM	0	18	14	1	12	1	0	0	0	0	0	0	0	0	44
11:00 AM	0	28	8	0	8	1	0	0	0	0	0	0	0	0	45
12:00 PM	1	44	12	0	14	2	0	1	0	0	0	0	0	0	73
1:00 PM	0	22	14	0	11	1	0	0	0	0	0	0	0	0	47
2:00 PM	0	55	21	1	22	1	0	1	0	0	0	0	0	0	100
3:00 PM	1	55	21	0	16	1	0	0	0	0	0	0	0	0	93
4:00 PM	2	84	32	0	16	0	0	0	0	0	0	0	0	0	132
5:00 PM	0	84	28	0	14	0	0	0	0	0	0	0	0	0	126
6:00 PM	0	73	20	0	14	0	0	0	0	0	0	0	0	0	106
7:00 PM	0	42	14	0	4	0	0	0	0	0	0	0	0	0	59
8:00 PM	0	31	12	0	5	0	0	0	0	0	0	0	0	0	47
9:00 PM	0	23	8	0	1	0	0	0	0	0	0	0	0	0	32
10:00 PM	0	16	5	0	1	0	0	0	0	0	0	0	0	0	21
11:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	6
Total	3	663	258	2	186	6	0	1	0	0	0	0	0	0	1,118
Percent	0.3%	59.3%	23.0%	0.2%	16.6%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Vehicle Speed Report Summary

Location: Spring Valley Rd N/O SH 82
Count Direction: Northbound / Southbound
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	330	39	38	117	439	1,523	3,073	2,648	1,217	292	51	26	0	0	0	0	0	9,793
Percent	3.4%	0.4%	0.4%	1.2%	4.5%	15.6%	31.4%	27.0%	12.4%	3.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	6	9	21	45	118	582	2,081	3,583	2,506	678	165	54	0	0	0	0	0	9,848
Percent	0.1%	0.1%	0.2%	0.5%	1.2%	5.9%	21.1%	36.4%	25.4%	6.9%	1.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	336	48	59	162	557	2,105	5,154	6,231	3,723	970	216	80	0	0	0	0	0	19,641
Percent	1.7%	0.2%	0.3%	0.8%	2.8%	10.7%	26.2%	31.7%	19.0%	4.9%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary		Total Study Speed Statistics	
Northbound		Northbound	
50th Percentile (Median)	38.9 mph	Mean (Average) Speed	38.1 mph
85th Percentile	45.3 mph	10 mph Pace	34.4 - 44.4 mph
95th Percentile	49.1 mph	Percent in Pace	58.8 %
Southbound		Southbound	
50th Percentile (Median)	42.8 mph	Mean (Average) Speed	42.8 mph
85th Percentile	48.3 mph	10 mph Pace	38.5 - 48.5 mph
95th Percentile	52.1 mph	Percent in Pace	65.1 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Wednesday, October 19, 2022
Northbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	1	0	0	1	1	24	26	22	14	5	0	0	0	0	0	0	0	94
3:00 PM	0	0	0	0	3	16	23	41	20	2	0	1	0	0	0	0	0	106
4:00 PM	0	1	0	0	4	29	46	55	20	4	0	0	0	0	0	0	0	159
5:00 PM	0	0	0	0	2	15	40	50	20	10	0	0	0	0	0	0	0	137
6:00 PM	0	0	0	0	3	21	45	35	19	0	0	2	0	0	0	0	0	125
7:00 PM	0	0	0	0	2	18	17	18	8	2	0	1	0	0	0	0	0	66
8:00 PM	0	0	0	1	1	2	6	10	2	0	2	0	0	0	0	0	0	24
9:00 PM	0	0	0	0	3	2	5	2	4	1	0	0	0	0	0	0	0	17
10:00 PM	0	0	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	9
11:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	1	1	0	2	19	127	208	238	112	25	2	4	0	0	0	0	0	739
Percent	0.1%	0.1%	0.0%	0.3%	2.6%	17.2%	28.1%	32.2%	15.2%	3.4%	0.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	40.2 mph	Mean (Average) Speed	40.1 mph
85th Percentile	46.0 mph	10 mph Pace	34.4 - 44.4 mph
95th Percentile	49.5 mph	Percent in Pace	61.4 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Wednesday, October 19, 2022
Southbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	5	9	53	28	8	4	1	0	0	0	0	0	108
3:00 PM	0	0	0	1	1	1	9	28	22	8	3	0	0	0	0	0	0	72
4:00 PM	1	0	0	0	3	3	29	38	39	20	1	0	0	0	0	0	0	131
5:00 PM	1	0	0	0	3	3	19	59	31	17	2	0	0	0	0	0	0	132
6:00 PM	0	0	0	0	7	7	17	38	37	7	2	3	0	0	0	0	0	111
7:00 PM	0	0	0	0	3	7	27	14	14	3	1	0	0	0	0	0	0	55
8:00 PM	0	0	0	0	1	0	10	15	15	6	3	0	0	0	0	0	0	50
9:00 PM	0	0	0	0	0	0	7	11	6	2	1	0	0	0	0	0	0	27
10:00 PM	0	0	0	0	0	1	2	5	5	1	0	0	0	0	0	0	0	14
11:00 PM	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3
Total	2	0	0	0	2	23	109	274	199	72	17	5	0	0	0	0	0	703
Percent	0.3%	0.0%	0.0%	0.0%	0.3%	3.3%	15.5%	39.0%	28.3%	10.2%	2.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	44.1 mph	Mean (Average) Speed	44.3 mph
85th Percentile	49.5 mph	10 mph Pace	38.7 - 48.7 mph
95th Percentile	53.5 mph	Percent in Pace	69.13 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Thursday, October 20, 2022
Northbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	1	1	2	2	7	3	0	1	0	0	0	0	0	17
6:00 AM	0	0	0	0	1	4	14	16	12	2	0	1	0	0	0	0	0	50
7:00 AM	0	0	0	1	2	16	42	36	11	7	0	0	0	0	0	0	0	115
8:00 AM	0	0	1	1	5	7	28	24	14	5	1	1	0	0	0	0	0	87
9:00 AM	0	0	0	0	2	10	18	23	10	7	1	1	0	0	0	0	0	72
10:00 AM	0	0	0	1	5	8	28	6	8	1	1	0	0	0	0	0	0	58
11:00 AM	0	0	1	0	18	31	24	8	2	0	0	0	0	0	0	0	0	84
12:00 PM	0	0	0	3	20	27	40	25	5	0	0	0	0	0	0	0	0	125
1:00 PM	0	0	0	2	4	9	19	27	21	4	4	0	0	0	0	0	0	90
2:00 PM	0	0	0	5	8	22	36	34	16	4	2	0	0	0	0	0	0	127
3:00 PM	0	2	7	13	3	20	44	37	15	2	0	0	0	0	0	0	0	143
4:00 PM	0	0	0	5	7	16	41	48	25	3	0	0	0	0	0	0	0	145
5:00 PM	0	0	0	5	5	20	71	43	17	2	2	0	0	0	0	0	0	165
6:00 PM	0	0	0	0	13	21	33	29	7	1	0	0	0	0	0	0	0	106
7:00 PM	0	0	0	0	5	23	28	16	11	1	0	0	0	0	0	0	0	84
8:00 PM	0	0	0	0	1	3	8	5	5	0	0	0	0	0	0	0	0	22
9:00 PM	0	0	0	0	1	5	8	6	4	0	0	0	0	0	0	0	0	24
10:00 PM	0	0	0	0	0	0	2	4	0	1	2	1	0	0	0	0	0	10
11:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Total	0	2	9	36	101	243	490	391	191	49	13	7	0	0	0	0	0	1,532
Percent	0.0%	0.1%	0.6%	2.3%	6.6%	15.9%	32.0%	25.5%	12.5%	3.2%	0.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	38.8 mph	Mean (Average) Speed	38.8 mph
85th Percentile	45.5 mph	10 mph Pace	34.8 - 44.8 mph
95th Percentile	49.5 mph	Percent in Pace	57.8 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Thursday, October 20, 2022
Southbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
6:00 AM	0	0	0	0	0	2	13	19	14	3	1	1	0	0	0	0	0	53
7:00 AM	0	0	0	0	0	2	12	29	21	3	1	0	0	0	0	0	0	68
8:00 AM	0	0	0	0	1	8	32	53	50	12	1	2	0	0	0	0	0	159
9:00 AM	0	0	0	0	0	5	15	31	20	11	3	0	0	0	0	0	0	85
10:00 AM	0	0	2	0	0	5	15	35	24	7	0	0	0	0	0	0	0	88
11:00 AM	0	0	1	2	2	10	25	15	27	4	1	2	0	0	0	0	0	89
12:00 PM	0	0	0	1	3	11	24	51	43	10	0	2	0	0	0	0	0	145
1:00 PM	0	0	0	0	2	8	19	27	28	8	2	0	0	0	0	0	0	94
2:00 PM	0	0	1	1	1	2	24	28	21	10	3	0	0	0	0	0	0	91
3:00 PM	0	0	0	2	0	3	11	40	44	7	6	1	0	0	0	0	0	114
4:00 PM	0	1	1	0	0	4	31	33	41	21	0	1	0	0	0	0	0	133
5:00 PM	0	0	0	0	0	8	20	37	35	15	3	1	0	0	0	0	0	119
6:00 PM	0	0	0	0	0	2	24	34	26	15	0	0	0	0	0	0	0	101
7:00 PM	0	0	0	0	0	6	11	21	21	4	0	0	0	0	0	0	0	63
8:00 PM	0	0	0	0	0	2	12	10	16	3	0	1	0	0	0	0	0	44
9:00 PM	0	0	0	0	0	3	6	9	11	6	1	0	0	0	0	0	0	36
10:00 PM	0	0	0	0	0	0	6	9	8	1	2	2	0	0	0	0	0	28
11:00 PM	0	0	0	0	1	0	3	0	3	2	0	0	0	0	0	0	0	9
Total	0	1	5	6	11	81	309	481	456	144	24	14	0	0	0	0	0	1,532
Percent	0.0%	0.1%	0.3%	0.4%	0.7%	5.3%	20.2%	31.4%	29.8%	9.4%	1.6%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	43.8 mph	Mean (Average) Speed	43.6 mph
85th Percentile	49.3 mph	10 mph Pace	38.5 - 48.5 mph
95th Percentile	52.9 mph	Percent in Pace	62.14 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Friday, October 21, 2022
Northbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	0	2	0	1	3	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	1	0	1	5	6	1	0	1	0	0	0	0	0	0
6:00 AM	0	0	0	0	1	3	13	8	16	2	1	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	2	9	44	40	14	1	1	0	0	0	0	0	0	0
8:00 AM	0	0	0	3	0	27	22	23	15	8	1	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	6	26	21	9	1	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	4	18	24	12	4	2	0	0	0	0	0	0	0
11:00 AM	0	1	0	1	2	12	19	30	14	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	1	1	11	27	32	20	4	2	0	0	0	0	0	0	0
1:00 PM	0	0	0	1	5	9	36	34	7	5	0	1	0	0	0	0	0	0
2:00 PM	0	0	0	2	1	7	32	34	14	3	1	0	0	0	0	0	0	0
3:00 PM	0	0	1	0	3	22	56	68	24	9	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	7	17	60	113	53	18	4	0	0	0	0	0	0	0	0
5:00 PM	190	9	3	4	13	21	28	24	4	0	0	0	0	0	0	0	0	0
6:00 PM	122	9	1	4	14	44	58	17	4	2	1	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	3	18	21	17	4	3	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	7	10	6	0	2	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	5	2	9	5	5	2	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	1	0	1	3	1	2	1	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0
Total	312	20	5	23	70	262	537	448	189	57	11	2	0	0	0	0	0	1,936
Percent	16.1%	1.0%	0.3%	1.2%	3.6%	13.5%	27.7%	23.1%	9.8%	2.9%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	37.7 mph	Mean (Average) Speed	33.7 mph
85th Percentile	44.5 mph	10 mph Pace	34.3 - 44.3 mph
95th Percentile	49.0 mph	Percent in Pace	52.6 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Friday, October 21, 2022
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
5:00 AM	0	0	0	0	0	1	1	1	0	2	1	0	0	0	0	0	0	6
6:00 AM	0	0	0	0	1	3	9	17	21	6	0	0	0	0	0	0	0	57
7:00 AM	0	0	0	1	0	10	20	40	24	8	2	0	0	0	0	0	0	105
8:00 AM	0	0	0	0	0	8	37	42	36	5	1	1	0	0	0	0	0	130
9:00 AM	0	0	0	1	0	11	12	35	15	3	3	0	0	0	0	0	0	80
10:00 AM	0	0	0	0	2	7	11	17	16	6	2	0	0	0	0	0	0	61
11:00 AM	0	0	0	0	3	3	11	29	16	2	1	1	0	0	0	0	0	66
12:00 PM	0	0	0	0	0	8	30	42	24	6	2	0	0	0	0	0	0	112
1:00 PM	0	0	0	0	1	12	45	70	36	10	1	1	0	0	0	0	0	176
2:00 PM	2	1	0	4	0	19	96	113	75	10	0	0	0	0	0	0	0	320
3:00 PM	0	0	0	0	1	14	90	151	49	9	3	1	0	0	0	0	0	318
4:00 PM	0	0	1	0	1	8	72	122	43	11	1	0	0	0	0	0	0	259
5:00 PM	0	1	1	5	12	26	22	36	11	2	0	0	0	0	0	0	0	116
6:00 PM	0	0	0	4	5	22	25	25	9	2	0	0	0	0	0	0	0	92
7:00 PM	0	0	0	0	1	8	20	16	14	2	1	0	0	0	0	0	0	62
8:00 PM	0	0	0	0	0	9	15	22	16	1	0	0	0	0	0	0	0	63
9:00 PM	0	0	0	0	2	8	10	17	9	3	0	0	0	0	0	0	0	49
10:00 PM	0	0	0	0	0	1	1	5	2	4	0	0	0	0	0	0	0	13
11:00 PM	0	0	0	0	0	1	5	4	1	0	1	0	0	0	0	0	0	12
Total	2	2	2	15	29	181	533	808	418	92	20	4	0	0	0	0	0	2,106
Percent	0.1%	0.1%	0.1%	0.7%	1.4%	8.6%	25.3%	38.4%	19.8%	4.4%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	41.7 mph	Mean (Average) Speed	41.6 mph
85th Percentile	47.0 mph	10 mph Pace	37.1 - 47.1 mph
95th Percentile	50.2 mph	Percent in Pace	68.09 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Saturday, October 22, 2022
Northbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	3	1	10	1	3	0	0	0	0	0	0	0	0	18
7:00 AM	0	0	0	1	3	7	18	19	6	1	1	0	0	0	0	0	0	56
8:00 AM	0	0	0	0	1	12	18	12	9	4	1	0	0	0	0	0	0	57
9:00 AM	0	0	0	0	3	26	53	38	12	2	0	0	0	0	0	0	0	134
10:00 AM	0	0	0	0	3	16	60	51	16	1	0	0	0	0	0	0	0	147
11:00 AM	0	0	1	1	6	25	65	53	17	4	0	0	0	0	0	0	0	172
12:00 PM	0	0	0	1	7	30	57	53	13	1	1	1	0	0	0	0	0	164
1:00 PM	0	0	0	3	2	28	54	45	17	4	0	0	0	0	0	0	0	153
2:00 PM	0	0	0	0	3	23	55	53	11	5	0	0	0	0	0	0	0	150
3:00 PM	0	0	0	0	2	16	45	87	39	6	0	0	0	0	0	0	0	195
4:00 PM	0	0	0	0	11	37	112	108	28	4	0	0	0	0	0	0	0	300
5:00 PM	17	11	14	26	35	38	80	49	20	3	0	0	0	0	0	0	0	293
6:00 PM	0	0	0	0	15	67	114	51	10	0	0	0	0	0	0	0	0	257
7:00 PM	0	0	0	0	31	84	80	25	3	0	0	0	0	0	0	0	0	223
8:00 PM	0	0	0	0	2	3	4	3	3	0	0	1	0	0	0	0	0	16
9:00 PM	0	0	0	0	0	4	3	5	1	0	0	0	0	0	0	0	0	13
10:00 PM	0	0	0	0	0	1	8	3	1	0	0	0	0	0	0	0	0	13
11:00 PM	0	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	7
Total	17	11	15	33	129	421	839	664	214	38	3	2	0	0	0	0	0	2,386
Percent	0.7%	0.5%	0.6%	1.4%	5.4%	17.6%	35.2%	27.8%	9.0%	1.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	38.4 mph	Mean (Average) Speed	37.9 mph
85th Percentile	44.1 mph	10 mph Pace	34.7 - 44.7 mph
95th Percentile	47.2 mph	Percent in Pace	63.7 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Saturday, October 22, 2022
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	4	
3:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	
4:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	
5:00 AM	0	0	0	0	0	0	2	10	7	2	0	0	0	0	0	0	21	
6:00 AM	0	0	0	0	0	2	51	110	59	11	3	1	0	0	0	0	237	
7:00 AM	0	0	0	0	2	13	68	107	99	10	2	0	0	0	0	0	301	
8:00 AM	0	0	0	3	2	22	74	87	48	9	2	0	0	0	0	0	247	
9:00 AM	0	0	1	1	4	16	49	83	41	2	2	0	0	0	0	0	199	
10:00 AM	0	1	1	2	2	11	43	75	41	5	3	0	0	0	0	0	184	
11:00 AM	0	0	0	0	5	6	31	62	42	5	0	1	0	0	0	0	152	
12:00 PM	0	0	0	0	0	7	31	57	33	10	1	0	0	0	0	0	139	
1:00 PM	1	2	0	0	1	4	23	47	37	7	2	0	0	0	0	0	124	
2:00 PM	0	2	0	1	0	6	33	45	46	6	1	3	0	0	0	0	143	
3:00 PM	1	0	0	0	1	1	19	35	30	8	1	0	0	0	0	0	96	
4:00 PM	0	1	1	1	0	6	14	47	23	9	2	0	0	0	0	0	104	
5:00 PM	0	0	0	0	2	0	10	42	23	6	5	0	0	0	0	0	88	
6:00 PM	0	0	0	0	1	4	10	21	13	6	0	0	0	0	0	0	55	
7:00 PM	0	0	0	0	1	4	9	12	16	6	2	0	0	0	0	0	50	
8:00 PM	0	0	0	0	2	5	6	13	9	2	0	1	0	0	0	0	38	
9:00 PM	0	0	0	0	0	4	7	10	16	3	0	1	0	0	0	0	41	
10:00 PM	0	0	0	0	0	1	3	7	5	2	2	2	0	0	0	0	22	
11:00 PM	0	0	0	0	0	2	2	7	4	2	1	0	0	0	0	0	18	
Total	2	6	3	8	25	115	488	880	598	112	29	9	0	0	0	0	2,275	
Percent	0.1%	0.3%	0.1%	0.4%	1.1%	5.1%	21.5%	38.7%	26.3%	4.9%	1.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	42.8 mph	Mean (Average) Speed	42.6 mph
85th Percentile	48.0 mph	10 mph Pace	38.7 - 48.7 mph
95th Percentile	51.1 mph	Percent in Pace	68.75 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Sunday, October 23, 2022
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
7:00 AM	0	0	0	0	0	3	2	4	2	1	0	1	0	0	0	0	0	13
8:00 AM	0	0	0	0	4	7	10	17	4	1	0	0	0	0	0	0	0	43
9:00 AM	0	0	0	0	2	5	16	11	6	1	0	0	0	0	0	0	0	41
10:00 AM	0	0	0	0	0	7	16	14	6	5	1	0	0	0	0	0	0	49
11:00 AM	0	1	0	0	1	8	16	13	8	2	0	0	0	0	0	0	0	49
12:00 PM	0	0	0	0	0	7	14	10	5	1	0	0	0	0	0	0	0	37
1:00 PM	0	0	0	1	2	3	17	15	11	0	0	0	0	0	0	0	0	49
2:00 PM	0	0	0	0	2	6	8	9	7	4	0	0	0	0	0	0	0	36
3:00 PM	0	1	0	0	3	14	9	11	9	0	0	0	0	0	0	0	0	47
4:00 PM	0	0	0	0	0	6	14	9	6	1	0	0	0	0	0	0	0	36
5:00 PM	0	1	0	0	0	1	9	14	6	1	0	0	0	0	0	0	0	32
6:00 PM	0	0	0	2	1	5	13	10	4	1	0	0	0	0	0	0	0	36
7:00 PM	0	0	0	0	2	3	5	4	2	2	0	0	0	0	0	0	0	18
8:00 PM	0	0	0	0	0	6	9	7	1	0	0	0	0	0	0	0	0	23
9:00 PM	0	0	0	0	2	1	4	5	2	0	0	0	0	0	0	0	0	14
10:00 PM	0	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	7
11:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	19	88	167	162	84	21	1	1	0	0	0	0	0	549
Percent	0.0%	0.5%	0.0%	0.5%	3.5%	16.0%	30.4%	29.5%	15.3%	3.8%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	39.8 mph	Mean (Average) Speed	39.8 mph
85th Percentile	46.0 mph	10 mph Pace	34.2 - 44.2 mph
95th Percentile	49.5 mph	Percent in Pace	59.9 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Sunday, October 23, 2022
Southbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	1	0	0	0	3	1	0	0	0	0	0	0	5
1:00 AM	0	0	0	0	0	0	1	4	1	0	0	1	0	0	0	0	0	7
2:00 AM	0	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	8
8:00 AM	0	0	0	0	0	0	5	4	7	0	2	1	0	0	0	0	0	19
9:00 AM	0	0	0	0	0	4	2	7	5	2	0	0	0	0	0	0	0	20
10:00 AM	0	0	0	0	1	1	4	12	5	2	2	0	0	0	0	0	0	27
11:00 AM	0	0	1	1	0	0	9	10	10	4	2	0	0	0	0	0	0	37
12:00 PM	0	0	0	0	0	0	8	19	13	1	0	0	0	0	0	0	0	41
1:00 PM	0	0	0	0	0	2	6	15	14	3	2	1	0	0	0	0	0	43
2:00 PM	0	0	1	0	3	3	6	23	6	5	1	0	0	0	0	0	0	48
3:00 PM	0	0	0	0	1	4	6	13	13	3	2	0	0	0	0	0	0	42
4:00 PM	0	0	1	1	1	3	14	17	15	3	1	1	0	0	0	0	0	57
5:00 PM	0	0	0	0	0	4	9	20	16	2	0	0	0	0	0	0	0	51
6:00 PM	0	0	0	0	0	4	12	21	8	5	2	0	0	0	0	0	0	52
7:00 PM	0	0	0	0	0	5	4	9	16	6	0	0	0	0	0	0	0	40
8:00 PM	0	0	0	0	0	1	7	10	5	2	1	0	0	0	0	0	0	26
9:00 PM	0	0	0	0	0	1	5	6	8	5	0	0	0	0	0	0	0	25
10:00 PM	0	0	0	0	0	0	3	3	3	3	0	0	0	0	0	0	0	12
11:00 PM	0	0	0	0	0	0	0	3	2	0	0	1	0	0	0	0	0	6
Total	0	0	3	2	6	33	106	202	155	49	15	5	0	0	0	0	0	576
Percent	0.0%	0.0%	0.5%	0.3%	1.0%	5.7%	18.4%	35.1%	26.9%	8.5%	2.6%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	43.4 mph	Mean (Average) Speed	43.4 mph
85th Percentile	49.3 mph	10 mph Pace	37.9 - 47.9 mph
95th Percentile	53.7 mph	Percent in Pace	64.58 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Monday, October 24, 2022
Northbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	1	5	5	0	1	0	0	0	0	0	0	0
6:00 AM	0	0	1	0	2	3	9	12	10	3	1	0	0	0	0	0	0	0
7:00 AM	0	1	0	1	3	16	26	29	19	4	1	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	2	3	27	24	27	8	2	3	0	0	0	0	0	0
9:00 AM	0	0	0	0	2	6	25	22	12	3	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	1	5	12	21	16	12	3	0	0	0	0	0	0	0	0
11:00 AM	0	0	1	1	3	11	39	30	10	5	0	1	0	0	0	0	0	0
12:00 PM	0	0	0	1	5	15	34	17	10	2	0	0	0	0	0	0	0	0
1:00 PM	0	0	1	1	2	12	27	17	13	2	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	1	5	13	22	31	12	1	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	3	6	13	31	42	23	6	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	8	9	38	35	23	6	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	1	2	15	31	33	23	5	1	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	5	11	25	25	9	3	1	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	1	5	14	12	2	1	0	1	0	0	0	0	0	0
8:00 PM	0	0	0	0	1	3	10	10	2	2	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	1	4	5	4	2	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	2	2	2	0	2	1	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0
Total	0	1	4	10	53	155	392	371	216	57	9	6	0	0	0	0	0	1,274
Percent	0.0%	0.1%	0.3%	0.8%	4.2%	12.2%	30.8%	29.1%	17.0%	4.5%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	40.3 mph	Mean (Average) Speed	40.4 mph
85th Percentile	46.8 mph	10 mph Pace	35.9 - 45.9 mph
95th Percentile	50.3 mph	Percent in Pace	60.4 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Monday, October 24, 2022
Southbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	1	0	4	3	1	0	0	0	0	0	0	0	9
6:00 AM	0	0	0	0	0	1	10	6	11	4	2	1	0	0	0	0	0	35
7:00 AM	0	0	0	0	3	4	21	35	22	5	2	0	0	0	0	0	0	92
8:00 AM	0	0	0	1	5	3	33	45	47	18	1	2	0	0	0	0	0	155
9:00 AM	0	0	0	0	0	5	13	27	13	8	1	0	0	0	0	0	0	67
10:00 AM	0	0	0	0	0	2	14	24	14	5	4	0	0	0	0	0	0	63
11:00 AM	0	0	0	0	2	4	16	30	18	5	1	0	0	0	0	0	0	76
12:00 PM	0	0	0	0	3	11	24	42	20	12	0	2	0	0	0	0	0	114
1:00 PM	0	0	0	0	2	5	16	20	13	6	1	0	0	0	0	0	0	63
2:00 PM	0	0	0	2	1	1	12	21	19	4	2	0	0	0	0	0	0	62
3:00 PM	0	0	0	0	5	5	18	28	28	10	1	2	0	0	0	0	0	97
4:00 PM	0	0	0	0	0	3	9	46	37	10	4	1	0	0	0	0	0	110
5:00 PM	0	0	1	0	1	2	17	52	47	11	1	0	0	0	0	0	0	132
6:00 PM	0	0	0	0	0	8	17	25	21	8	1	0	0	0	0	0	0	80
7:00 PM	0	0	0	0	1	1	9	17	18	6	1	1	0	0	0	0	0	54
8:00 PM	0	0	0	0	0	0	3	10	10	2	1	0	0	0	0	0	0	26
9:00 PM	0	0	0	0	0	0	3	7	7	3	1	0	0	0	0	0	0	21
10:00 PM	0	0	0	0	0	2	2	6	2	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	0	0	0	0	2	3	2	2	0	0	0	0	0	0	0	9
Total	0	0	3	3	23	60	239	449	356	120	24	9	0	0	0	0	0	1,286
Percent	0.0%	0.0%	0.2%	0.2%	1.8%	4.7%	18.6%	34.9%	27.7%	9.3%	1.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	43.6 mph	Mean (Average) Speed	43.6 mph
85th Percentile	49.2 mph	10 mph Pace	38.1 - 48.1 mph
95th Percentile	53.0 mph	Percent in Pace	64.62 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Tuesday, October 25, 2022
Northbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	1	1	0	1	2	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	0	0	2	0	2	4	3	0	0	0	0	0	0	0	11
6:00 AM	0	0	0	0	3	9	13	14	12	1	1	0	0	0	0	0	0	53
7:00 AM	0	0	0	0	1	27	30	26	20	6	1	1	0	0	0	0	0	112
8:00 AM	0	0	0	0	7	10	25	33	15	6	1	0	0	0	0	0	0	97
9:00 AM	0	0	1	2	6	13	20	26	12	1	1	0	0	0	0	0	0	82
10:00 AM	0	0	1	0	5	7	28	25	13	3	1	0	0	0	0	0	0	83
11:00 AM	0	0	3	4	7	27	36	19	10	1	1	0	0	0	0	0	0	108
12:00 PM	0	0	0	0	2	26	35	24	10	2	0	0	0	0	0	0	0	99
1:00 PM	0	0	0	0	2	5	22	32	23	2	0	1	0	0	0	0	0	87
2:00 PM	0	0	0	0	3	18	38	30	17	3	2	0	0	0	0	0	0	111
3:00 PM	0	0	0	0	2	12	46	27	14	2	0	0	0	0	0	0	0	103
4:00 PM	0	1	0	1	2	18	40	44	24	1	1	0	0	0	0	0	0	132
5:00 PM	0	0	0	3	2	19	43	25	17	4	2	1	0	0	0	0	0	116
6:00 PM	0	0	0	0	4	19	32	16	8	5	1	1	0	0	0	0	0	86
7:00 PM	0	0	0	0	0	7	15	16	4	2	0	0	0	0	0	0	0	44
8:00 PM	0	0	0	0	1	3	6	2	5	0	0	0	0	0	0	0	0	17
9:00 PM	0	0	0	0	1	2	6	5	2	0	0	0	0	0	0	0	0	16
10:00 PM	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
Total	0	1	5	10	48	227	440	374	211	45	12	4	0	0	0	0	0	1,377
Percent	0.0%	0.1%	0.4%	0.7%	3.5%	16.5%	32.0%	27.2%	15.3%	3.3%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	39.6 mph	Mean (Average) Speed	39.8 mph
85th Percentile	46.1 mph	10 mph Pace	34.0 - 44.0 mph
95th Percentile	49.7 mph	Percent in Pace	60.1 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Tuesday, October 25, 2022
Southbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	1	0	0	1	1	1	1	0	0	0	0	0	0	0	5
6:00 AM	0	0	0	0	0	1	6	14	10	2	1	0	0	0	0	0	0	34
7:00 AM	0	0	0	1	1	12	32	57	35	6	2	0	0	0	0	0	146	
8:00 AM	0	0	0	0	1	12	28	54	39	12	3	3	0	0	0	0	152	
9:00 AM	0	0	5	2	4	10	30	34	13	3	1	0	0	0	0	0	102	
10:00 AM	0	0	0	1	1	4	16	26	17	7	3	1	0	0	0	0	76	
11:00 AM	0	0	0	2	3	6	15	29	22	5	3	0	0	0	0	0	85	
12:00 PM	0	0	0	1	2	9	25	33	21	9	3	1	0	0	0	0	104	
1:00 PM	0	0	0	2	0	1	10	36	20	3	4	1	0	0	0	0	77	
2:00 PM	0	0	0	1	4	3	20	21	21	3	4	0	0	0	0	0	77	
3:00 PM	0	0	0	0	0	5	17	36	26	5	3	1	0	0	0	0	93	
4:00 PM	0	0	0	0	4	6	13	36	20	11	2	0	0	0	0	0	92	
5:00 PM	0	0	0	0	1	4	30	44	31	6	0	0	0	0	0	0	116	
6:00 PM	0	0	0	0	1	8	23	21	19	8	5	1	0	0	0	0	86	
7:00 PM	0	0	0	0	0	4	11	27	10	4	1	0	0	0	0	0	57	
8:00 PM	0	0	0	0	0	3	11	6	6	0	0	0	0	0	0	0	26	
9:00 PM	0	0	0	0	0	0	4	5	11	1	0	0	0	0	0	0	21	
10:00 PM	0	0	0	0	0	0	4	3	1	2	0	0	0	0	0	0	10	
11:00 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	
Total	0	0	5	11	22	89	297	489	324	89	36	8	0	0	0	0	1,370	
Percent	0.0%	0.0%	0.4%	0.8%	1.6%	6.5%	21.7%	35.7%	23.6%	6.5%	2.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	42.7 mph	Mean (Average) Speed	42.6 mph
85th Percentile	48.4 mph	10 mph Pace	38.3 - 48.3 mph
95th Percentile	52.7 mph	Percent in Pace	61.39 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Total Study Average Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	1	1	2	3	1	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	1	3	9	8	8	1	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	2	11	23	22	10	3	1	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	3	9	19	19	12	5	1	1	0	0	0	0	0	0
9:00 AM	0	0	0	0	2	9	23	20	9	2	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	3	8	24	19	10	2	1	0	0	0	0	0	0	0
11:00 AM	0	0	1	1	5	16	28	22	9	2	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	1	5	17	30	23	9	2	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	1	2	9	25	24	13	2	1	0	0	0	0	0	0	0
2:00 PM	0	0	0	1	3	16	31	30	13	4	1	0	0	0	0	0	0	0
3:00 PM	0	0	1	2	3	16	36	45	21	4	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	2	7	25	58	50	21	3	0	0	0	0	0	0	0	0
5:00 PM	30	3	3	6	8	18	43	34	15	4	1	0	0	0	0	0	0	0
6:00 PM	17	1	0	1	8	27	46	26	9	2	0	1	0	0	0	0	0	0
7:00 PM	0	0	0	0	6	23	26	15	5	2	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	1	4	8	6	3	1	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	2	3	6	5	3	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	1	2	3	1	1	1	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
Total	47	4	5	16	61	216	440	375	177	42	7	2	0	0	0	0	0	1,392
Percent	3.4%	0.3%	0.4%	1.1%	4.4%	15.5%	31.6%	26.9%	12.7%	3.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	38.9 mph	Mean (Average) Speed	38.1 mph
85th Percentile	45.3 mph	10 mph Pace	34.4 - 44.4 mph
95th Percentile	49.1 mph	Percent in Pace	58.8 %

Location: Spring Valley Rd N/O SH 82
Date Range: 10/19/2022 to 10/25/2022
Site Code: 01

Total Study Average Southbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	6
6:00 AM	0	0	0	0	0	1	13	24	16	4	1	0	0	0	0	0	0	59
7:00 AM	0	0	0	0	1	6	22	39	29	5	1	0	0	0	0	0	0	103
8:00 AM	0	0	0	1	1	8	30	41	32	8	1	1	0	0	0	0	0	123
9:00 AM	0	0	1	1	1	7	17	31	15	4	1	0	0	0	0	0	0	78
10:00 AM	0	0	0	0	1	4	15	27	17	5	2	0	0	0	0	0	0	71
11:00 AM	0	0	0	1	2	4	15	25	19	4	1	1	0	0	0	0	0	72
12:00 PM	0	0	0	0	1	7	20	35	22	7	1	1	0	0	0	0	0	94
1:00 PM	0	0	0	0	1	5	17	31	21	5	2	0	0	0	0	0	0	82
2:00 PM	0	0	0	1	1	6	29	43	31	7	2	1	0	0	0	0	0	121
3:00 PM	0	0	0	0	1	5	24	47	30	7	3	1	0	0	0	0	0	118
4:00 PM	0	0	1	0	1	5	26	48	31	12	2	0	0	0	0	0	0	126
5:00 PM	0	0	0	1	2	7	18	41	28	8	2	0	0	0	0	0	0	107
6:00 PM	0	0	0	1	1	8	18	26	19	7	1	1	0	0	0	0	0	82
7:00 PM	0	0	0	0	0	4	10	18	16	4	1	0	0	0	0	0	0	53
8:00 PM	0	0	0	0	0	3	9	12	11	2	1	0	0	0	0	0	0	38
9:00 PM	0	0	0	0	0	2	6	9	10	3	0	0	0	0	0	0	0	30
10:00 PM	0	0	0	0	0	1	3	5	4	2	1	1	0	0	0	0	0	17
11:00 PM	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	8
Total	0	0	2	6	14	83	297	509	357	96	23	7	0	0	0	0	0	1,394
Percent	0.0%	0.0%	0.1%	0.4%	1.0%	6.0%	21.3%	36.5%	25.6%	6.9%	1.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	42.8 mph	Mean (Average) Speed	42.8 mph
85th Percentile	48.3 mph	10 mph Pace	38.5 - 48.5 mph
95th Percentile	52.1 mph	Percent in Pace	65.1 %



Location: Spring Valley Rd N/O SH 82
 Date Range: 10/19/2022 - 10/25/2022
 Site Code: 01

Time	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Mid-Week Average													
	10/19/2022		10/20/2022		10/21/2022		10/22/2022		10/23/2022		10/24/2022		10/25/2022															
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total										
12:00 AM	0	0	0	2	4	6	0	0	3	3	4	2	2	6	1	5	6	0	3	3	2	4	6	1	3	4		
1:00 AM	0	0	0	0	0	0	0	0	3	3	3	1	6	7	0	7	7	7	2	1	3	1	2	3	0	1	1	
2:00 AM	0	0	0	0	3	3	2	0	2	2	4	7	4	7	4	8	12	0	2	2	2	0	0	0	0	1	1	
3:00 AM	0	0	0	3	0	3	7	0	7	0	7	3	2	5	1	1	2	7	2	7	2	9	5	0	5	3	0	3
4:00 AM	0	0	0	1	3	4	2	3	3	5	3	2	5	2	1	3	3	4	1	5	3	1	4	1	1	1	3	
5:00 AM	0	0	0	17	3	20	15	6	21	4	21	25	3	0	3	3	12	9	21	11	5	16	9	3	12	12		
6:00 AM	0	0	0	50	53	103	44	57	101	18	237	255	6	0	6	41	35	76	53	34	87	34	29	63	63			
7:00 AM	0	0	0	115	68	183	112	105	217	56	301	357	13	8	21	100	92	192	112	146	258	76	71	147	147			
8:00 AM	0	0	0	87	159	246	99	130	229	57	247	304	43	19	62	96	155	251	97	152	249	61	104	165	165			
9:00 AM	0	0	0	72	85	157	63	80	143	134	199	333	41	20	61	70	67	137	82	102	184	51	62	114	114			
10:00 AM	0	0	0	58	88	146	64	61	125	147	184	331	49	27	76	70	63	133	83	76	159	47	55	102	102			
11:00 AM	0	0	0	84	89	173	79	66	145	172	152	324	49	37	86	101	76	177	108	85	193	64	58	122	122			
12:00 PM	0	0	0	125	145	270	98	112	210	164	139	303	37	41	78	84	114	198	99	104	203	75	83	158	158			
1:00 PM	0	0	0	90	94	184	98	176	274	153	124	277	49	43	92	75	63	138	87	77	164	59	57	116	116			
2:00 PM	94	108	202	127	91	218	94	320	414	150	143	293	36	48	84	85	62	147	111	77	188	111	92	203	203			
3:00 PM	106	72	178	143	114	257	183	318	501	195	96	291	47	42	89	124	97	221	103	93	196	117	93	210	210			
4:00 PM	159	131	290	145	133	278	272	259	531	300	104	404	36	57	93	119	110	229	132	92	224	145	119	264	264			
5:00 PM	137	132	269	165	119	284	296	116	412	293	88	381	32	51	83	112	132	244	116	116	232	139	122	262	262			
6:00 PM	125	111	236	106	101	207	276	92	368	257	55	312	36	52	88	79	80	159	86	86	172	106	99	205	205			
7:00 PM	66	55	121	84	63	147	66	62	128	223	50	273	18	40	58	36	54	90	44	57	101	65	58	123	123			
8:00 PM	24	50	74	22	44	66	25	63	88	16	38	54	23	26	49	28	26	54	17	26	43	21	40	61	61			
9:00 PM	17	27	44	24	36	60	28	49	77	13	41	54	14	25	39	16	21	37	16	21	37	19	28	47	47			
10:00 PM	9	14	23	10	28	38	9	13	22	13	22	35	7	12	19	9	12	21	5	10	15	8	17	25	25			
11:00 PM	2	3	5	2	9	11	4	12	16	7	18	25	2	6	8	4	9	13	4	4	8	3	5	8	8			
Total	739	703	1,442	1,532	1,532	3,064	1,936	2,106	4,042	2,386	2,275	4,661	549	576	1,125	1,274	1,286	2,560	1,377	1,370	2,747	1,216	1,202	2,418	2,418			
Percent	51%	49%	50%	50%	50%	50%	48%	52%	52%	48%	51%	49%	51%	51%	49%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%		

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary

Location: CR 115 E/O CR 120
Count Direction: Eastbound / Westbound
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
Study Total															
Eastbound	1	188	144	1	134	0	0	0	0	0	0	0	0	0	468
Percent	0.2%	40.2%	30.8%	0.2%	28.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	5	206	154	1	106	0	0	1	0	1	0	0	0	0	474
Percent	1.1%	43.5%	32.5%	0.2%	22.4%	0.0%	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100%
Total	6	394	298	2	240	0	0	1	0	1	0	0	0	0	942
Percent	0.6%	41.8%	31.6%	0.2%	25.5%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	



Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Wednesday, October 19, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
4:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	1	5	3	0	2	0	0	0	0	0	0	0	0	11
6:00 PM	0	0	1	0	2	0	0	0	0	0	0	0	0	3
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	14	9	0	6	0	0	0	0	0	0	0	0	30
Percent	3.3%	46.7%	30.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Wednesday, October 19, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
3:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	2	3	4	0	3	0	0	1	0	0	0	0	0	0	13
5:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	16	9	0	5	0	0	1	0	0	0	0	0	0	33
Percent	6.1%	48.5%	27.3%	0.0%	15.2%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 02

Thursday, October 20, 2022
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0
7:00 AM	0	2	4	0	2	0	0	0	0	0	0	0	0	0
8:00 AM	0	3	1	0	4	0	0	0	0	0	0	0	0	0
9:00 AM	0	4	4	0	2	0	0	0	0	0	0	0	0	0
10:00 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0
11:00 AM	0	2	2	0	5	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0
1:00 PM	0	2	2	0	2	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0
3:00 PM	0	5	1	0	3	0	0	0	0	0	0	0	0	0
4:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	0
5:00 PM	0	4	1	0	3	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0
7:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	0
8:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	35	25	0	34	0	0	0	0	0	0	0	0	0
Percent	0.0%	37.2%	26.6%	0.0%	36.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 02

Thursday, October 20, 2022
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
8:00 AM	0	3	1	0	2	0	0	0	0	0	0	0	0	6
9:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	7
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	3	3	0	2	0	0	0	0	0	0	0	0	8
12:00 PM	0	3	3	0	1	0	0	0	0	0	0	0	0	7
1:00 PM	0	3	3	0	3	0	0	0	0	0	0	0	0	9
2:00 PM	0	2	4	0	3	0	0	0	0	0	0	0	0	9
3:00 PM	1	5	1	0	2	0	0	0	0	0	0	0	0	9
4:00 PM	0	8	2	0	3	0	0	0	0	0	0	0	0	13
5:00 PM	0	7	3	0	2	0	0	0	0	0	0	0	0	12
6:00 PM	0	2	2	0	3	0	0	0	0	0	0	0	0	7
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	46	30	0	24	0	0	0	0	0	0	0	0	101
Percent	1.0%	45.5%	29.7%	0.0%	23.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Friday, October 21, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	3	6	0	5	0	0	0	0	0	0	0	0	14
8:00 AM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
9:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
10:00 AM	0	2	0	0	3	0	0	0	0	0	0	0	0	5
11:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
12:00 PM	0	1	1	0	3	0	0	0	0	0	0	0	0	5
1:00 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
2:00 PM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
3:00 PM	0	7	2	0	3	0	0	0	0	0	0	0	0	12
4:00 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
5:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	6
6:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	38	28	0	24	0	0	0	0	0	0	0	0	90
Percent	0.0%	42.2%	31.1%	0.0%	26.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Friday, October 21, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2
7:00 AM	0	2	1	0	4	0	0	0	0	0	0	0	0	7
8:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
9:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
10:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
12:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	6
1:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:00 PM	0	3	3	0	2	0	0	0	0	0	0	0	0	8
3:00 PM	1	3	3	0	2	0	0	0	0	0	0	0	0	9
4:00 PM	0	3	5	0	1	0	0	0	0	0	0	0	0	9
5:00 PM	0	1	3	0	2	0	0	0	0	0	0	0	0	6
6:00 PM	0	2	5	0	0	0	0	0	0	0	0	0	0	7
7:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	34	29	0	18	0	0	0	0	0	0	0	0	82
Percent	1.2%	41.5%	35.4%	0.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Saturday, October 22, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
9:00 AM	0	0	4	0	2	0	0	0	0	0	0	0	0	6
10:00 AM	0	4	4	0	3	0	0	0	0	0	0	0	0	11
11:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
12:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
1:00 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
2:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
3:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
4:00 PM	0	4	0	0	2	0	0	0	0	0	0	0	0	6
5:00 PM	0	2	4	0	0	0	0	0	0	0	0	0	0	6
6:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	30	27	0	15	0	0	0	0	0	0	0	0	72
Percent	0.0%	41.7%	37.5%	0.0%	20.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Saturday, October 22, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	2	5	0	1	0	0	0	0	0	0	0	0	0	8
11:00 AM	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
1:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 PM	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
3:00 PM	0	4	5	0	1	0	0	0	0	0	0	0	0	0	10
4:00 PM	1	4	4	0	4	0	0	0	0	1	0	0	0	0	14
5:00 PM	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6
6:00 PM	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6
7:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	39	31	0	13	0	0	0	0	1	0	0	0	0	85
Percent	1.2%	45.9%	36.5%	0.0%	15.3%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Sunday, October 23, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	6
10:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
11:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:00 PM	0	2	1	0	2	0	0	0	0	0	0	0	0	5
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	19	10	0	12	0	0	0	0	0	0	0	0	41
Percent	0.0%	46.3%	24.4%	0.0%	29.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Sunday, October 23, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	1	4	0	2	0	0	0	0	0	0	0	0	0	7
1:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	22	12	0	8	0	0	0	0	0	0	0	0	0	42
Percent	0.0%	52.4%	28.6%	0.0%	19.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Monday, October 24, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
7:00 AM	0	1	4	0	4	0	0	0	0	0	0	0	0	9
8:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
9:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	1	0	3	0	0	0	0	0	0	0	0	4
11:00 AM	0	2	1	1	1	0	0	0	0	0	0	0	0	5
12:00 PM	0	0	1	0	5	0	0	0	0	0	0	0	0	6
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	2	4	0	1	0	0	0	0	0	0	0	0	7
3:00 PM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
4:00 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
6:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
7:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	25	22	1	23	0	0	0	0	0	0	0	0	71
Percent	0.0%	35.2%	31.0%	1.4%	32.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Monday, October 24, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	3
8:00 AM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
9:00 AM	0	2	2	1	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	0	2	0	3	0	0	0	0	0	0	0	0	5
11:00 AM	0	1	1	0	3	0	0	0	0	0	0	0	0	5
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 PM	0	3	2	0	4	0	0	0	0	0	0	0	0	9
2:00 PM	0	1	2	0	2	0	0	0	0	0	0	0	0	5
3:00 PM	0	4	1	0	3	0	0	0	0	0	0	0	0	8
4:00 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	3	3	0	1	0	0	0	0	0	0	0	0	7
6:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	24	24	1	21	0	0	0	0	0	0	0	0	70
Percent	0.0%	34.3%	34.3%	1.4%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Tuesday, October 25, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
7:00 AM	0	3	3	0	4	0	0	0	0	0	0	0	0	10
8:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	2	2	0	3	0	0	0	0	0	0	0	0	7
10:00 AM	0	0	4	0	3	0	0	0	0	0	0	0	0	7
11:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
12:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	1	2	0	2	0	0	0	0	0	0	0	0	5
2:00 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
3:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
6:00 PM	0	1	1	0	4	0	0	0	0	0	0	0	0	6
7:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	27	23	0	20	0	0	0	0	0	0	0	0	70
Percent	0.0%	38.6%	32.9%	0.0%	28.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Tuesday, October 25, 2022
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
9:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	1	2	0	2	0	0	0	0	0	0	0	0	5
11:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
12:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
1:00 PM	0	2	2	0	3	0	0	0	0	0	0	0	0	7
2:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	4
3:00 PM	0	5	0	0	3	0	0	0	0	0	0	0	0	8
4:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
7:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	25	19	0	17	0	0	0	0	0	0	0	0	61
Percent	0.0%	41.0%	31.1%	0.0%	27.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Total Study Average Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	0	1	2	0	2	0	0	0	0	0	0	0	0	5
8:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
9:00 AM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
10:00 AM	0	1	2	0	2	0	0	0	0	0	0	0	0	5
11:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
12:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	4
1:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
2:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
3:00 PM	0	3	1	0	2	0	0	0	0	0	0	0	0	6
4:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
5:00 PM	0	2	1	0	2	0	0	0	0	0	0	0	0	5
6:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	22	18	0	19	0	0	0	0	0	0	0	0	59
Percent	0.0%	37.3%	30.5%	0.0%	32.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

**Total Study Average
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
8:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
9:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
11:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
12:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
1:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
2:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
3:00 PM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
4:00 PM	0	3	3	0	2	0	0	0	0	0	0	0	0	8
5:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
6:00 PM	0	1	3	0	1	0	0	0	0	0	0	0	0	5
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	31	21	0	13	0	0	0	0	0	0	0	0	65
Percent	0.0%	47.7%	32.3%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

**3-Day (Tuesday - Thursday) Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
8:00 AM	0	2	1	0	2	0	0	0	0	0	0	0	0	4
9:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
10:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	3
11:00 AM	0	1	1	0	3	0	0	0	0	0	0	0	0	5
12:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	3
1:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
2:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
3:00 PM	0	4	2	0	2	0	0	0	0	0	0	0	0	7
4:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	6
5:00 PM	1	5	2	0	3	0	0	0	0	0	0	0	0	10
6:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	3
7:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
8:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
9:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	25	17	0	20	0	0	0	0	0	0	0	0	62
Percent	0.8%	39.5%	27.4%	0.0%	32.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 02

3-Day (Tuesday - Thursday) Average
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	2
8:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	3
9:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	4
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	4
12:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	4
1:00 PM	0	2	2	0	2	0	0	0	0	0	0	0	0	5
2:00 PM	0	2	4	0	2	0	0	0	0	0	0	0	0	7
3:00 PM	1	4	1	0	1	0	0	0	0	0	0	0	0	6
4:00 PM	1	6	3	0	3	0	0	1	0	0	0	0	0	13
5:00 PM	0	5	2	0	2	0	0	0	0	0	0	0	0	8
6:00 PM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
7:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	31	20	0	15	0	0	1	0	0	0	0	0	67
Percent	2.2%	46.3%	29.1%	0.0%	21.6%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Vehicle Speed Report Summary

Location: CR 115 E/O CR 120
Count Direction: Eastbound / Westbound
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
Study Total																		
Eastbound	0	2	2	7	34	70	141	116	68	18	7	3	0	0	0	0	0	468
Percent	0.0%	0.4%	0.4%	1.5%	7.3%	15.0%	30.1%	24.8%	14.5%	3.8%	1.5%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	0	1	2	14	35	95	156	111	43	17	0	0	0	0	0	0	0	474
Percent	0.0%	0.2%	0.4%	3.0%	7.4%	20.0%	32.9%	23.4%	9.1%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	0	3	4	21	69	165	297	227	111	35	7	3	0	0	0	0	0	942
Percent	0.0%	0.3%	0.4%	2.2%	7.3%	17.5%	31.5%	24.1%	11.8%	3.7%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary		Total Study Speed Statistics	
Eastbound			
50th Percentile (Median)	39.4 mph	Mean (Average) Speed	39.2 mph
85th Percentile	46.1 mph	10 mph Pace	35.7 - 45.7 mph
95th Percentile	51.2 mph	Percent in Pace	55.3 %
Westbound			
50th Percentile (Median)	37.9 mph	Mean (Average) Speed	37.7 mph
85th Percentile	44.4 mph	10 mph Pace	32.5 - 42.5 mph
95th Percentile	48.4 mph	Percent in Pace	59.1 %

Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 02

Wednesday, October 19, 2022
 Eastbound

Time	Speed Range (mph)															Total Volume		
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80		80 - 85	85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5
4:00 PM	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4
5:00 PM	0	1	0	0	1	2	2	1	3	0	1	0	0	0	0	0	0	11
6:00 PM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
7:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	3	11	4	5	3	1	1	0	0	0	0	0	30
Percent	0.0%	3.3%	0.0%	0.0%	3.3%	10.0%	36.7%	13.3%	16.7%	10.0%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	39.7 mph	Mean (Average) Speed	41.4 mph
85th Percentile	50.8 mph	10 mph Pace	33.7 - 43.7 mph
95th Percentile	58.9 mph	Percent in Pace	53.3 %

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Wednesday, October 19, 2022
Westbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	5
3:00 PM	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	0	1	1	0	1	2	5	3	0	0	0	0	0	0	0	0	13
5:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
7:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	1	2	1	8	9	7	5	0	0	0	0	0	0	0	0	33
Percent	0.0%	0.0%	3.0%	6.1%	3.0%	24.2%	27.3%	21.2%	15.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	37.0 mph	Mean (Average) Speed	37.4 mph
85th Percentile	45.0 mph	10 mph Pace	32.8 - 42.8 mph
95th Percentile	48.9 mph	Percent in Pace	63.64 %

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Thursday, October 20, 2022
Eastbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	1	2	2	0	2	0	0	1	0	0	0	0	0	8
8:00 AM	0	0	1	0	1	0	2	3	1	0	0	0	0	0	0	0	0	8
9:00 AM	0	0	0	1	1	0	4	3	1	0	0	0	0	0	0	0	0	10
10:00 AM	0	0	0	0	0	1	3	0	2	0	0	0	0	0	0	0	0	6
11:00 AM	0	0	0	0	1	1	1	6	0	0	0	0	0	0	0	0	0	9
12:00 PM	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	6
1:00 PM	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	6
2:00 PM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
3:00 PM	0	0	0	0	0	1	4	2	1	1	0	0	0	0	0	0	0	9
4:00 PM	0	0	0	0	0	2	2	1	2	0	0	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	1	0	4	2	1	0	0	0	0	0	0	0	8
6:00 PM	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
7:00 PM	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
8:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	6	12	28	26	16	3	0	1	0	0	0	0	0	94
Percent	0.0%	0.0%	1.1%	1.1%	6.4%	12.8%	29.8%	27.7%	17.0%	3.2%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	39.8 mph	Mean (Average) Speed	39.5 mph
85th Percentile	45.6 mph	10 mph Pace	35.8 - 45.8 mph
95th Percentile	49.9 mph	Percent in Pace	61.7 %

Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 02

Thursday, October 20, 2022
 Westbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6
9:00 AM	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	7
10:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	1	3	1	2	1	0	0	0	0	0	0	0	0	8
12:00 PM	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7
1:00 PM	0	0	0	0	1	1	3	2	2	0	0	0	0	0	0	0	0	9
2:00 PM	0	0	0	0	1	2	3	1	2	0	0	0	0	0	0	0	0	9
3:00 PM	0	0	0	0	2	2	3	1	1	0	0	0	0	0	0	0	0	9
4:00 PM	0	0	0	0	0	2	3	4	3	1	0	0	0	0	0	0	0	13
5:00 PM	0	0	0	1	2	1	3	4	1	0	0	0	0	0	0	0	0	12
6:00 PM	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	7
7:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	8	24	30	26	11	1	0	0	0	0	0	0	0	101
Percent	0.0%	0.0%	0.0%	1.0%	7.9%	23.8%	29.7%	25.7%	10.9%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	38.0 mph	Mean (Average) Speed	37.7 mph
85th Percentile	44.1 mph	10 mph Pace	33.2 - 43.2 mph
95th Percentile	47.5 mph	Percent in Pace	61.39 %

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Friday, October 21, 2022
Eastbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	2	3	4	4	0	1	0	0	0	0	0	0	0	14
8:00 AM	0	0	1	0	0	0	1	3	1	0	0	0	0	0	0	0	0	7
9:00 AM	0	0	0	2	2	0	2	1	0	0	0	0	0	0	0	0	0	7
10:00 AM	0	0	0	0	0	1	0	0	2	1	1	0	0	0	0	0	0	5
11:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
1:00 PM	0	0	0	0	1	2	4	1	2	0	0	0	0	0	0	0	0	10
2:00 PM	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	6
3:00 PM	0	1	0	0	0	1	2	4	3	1	0	0	0	0	0	0	0	12
4:00 PM	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	6
6:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	8	13	28	19	13	3	2	0	0	0	0	0	0	90
Percent	0.0%	1.1%	1.1%	2.2%	8.9%	14.4%	31.1%	21.1%	14.4%	3.3%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	38.0 mph	Mean (Average) Speed	38.3 mph
85th Percentile	45.9 mph	10 mph Pace	35.0 - 45.0 mph
95th Percentile	51.2 mph	Percent in Pace	52.2 %

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Friday, October 21, 2022
Westbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	4
9:00 AM	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	6
10:00 AM	0	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	0	5
11:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	6
1:00 PM	0	0	0	0	0	2	3	0	0	1	0	0	0	0	0	0	0	6
2:00 PM	0	0	0	0	2	2	1	1	2	0	0	0	0	0	0	0	0	8
3:00 PM	0	0	0	0	0	3	1	2	0	3	0	0	0	0	0	0	0	9
4:00 PM	0	0	0	0	0	4	1	2	1	1	0	0	0	0	0	0	0	9
5:00 PM	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	6
6:00 PM	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7
7:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	3	24	29	12	7	6	0	0	0	0	0	0	0	82
Percent	0.0%	0.0%	0.0%	1.2%	3.7%	29.3%	35.4%	14.6%	8.5%	7.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	36.9 mph	Mean (Average) Speed	38 mph
85th Percentile	45.6 mph	10 mph Pace	29.8 - 39.8 mph
95th Percentile	50.9 mph	Percent in Pace	64.63 %

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Saturday, October 22, 2022
Eastbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
9:00 AM	0	0	0	1	1	0	2	2	0	0	0	0	0	0	0	0	0	6
10:00 AM	0	0	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	11
11:00 AM	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	7
1:00 PM	0	0	0	0	0	0	3	0	2	0	0	1	0	0	0	0	0	6
2:00 PM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
3:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
4:00 PM	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	1	0	1	2	2	0	0	0	0	0	0	0	0	0	6
6:00 PM	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	5
7:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	7	9	23	19	10	0	0	1	0	0	0	0	0	72
Percent	0.0%	0.0%	0.0%	4.2%	9.7%	12.5%	31.9%	26.4%	13.9%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	39.0 mph	Mean (Average) Speed	38.2 mph
85th Percentile	45.3 mph	10 mph Pace	34.3 - 44.3 mph
95th Percentile	48.3 mph	Percent in Pace	59.7 %

Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 02

Saturday, October 22, 2022
 Westbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	0	0	1	0	1	5	1	0	0	0	0	0	0	0	0	0	8
11:00 AM	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	0	0	1	2	3	1	2	0	1	0	0	0	0	0	0	0	10
1:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
2:00 PM	0	0	0	0	3	0	1	0	2	0	0	0	0	0	0	0	0	6
3:00 PM	0	0	0	1	2	2	4	1	0	0	0	0	0	0	0	0	0	10
4:00 PM	0	0	1	0	1	2	6	4	0	0	0	0	0	0	0	0	0	14
5:00 PM	0	0	0	1	1	0	1	2	1	0	0	0	0	0	0	0	0	6
6:00 PM	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	6
7:00 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
8:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	6	10	10	32	19	6	1	0	0	0	0	0	0	0	85
Percent	0.0%	0.0%	1.2%	7.1%	11.8%	11.8%	37.6%	22.4%	7.1%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	36.9 mph	Mean (Average) Speed	36.1 mph
85th Percentile	41.8 mph	10 mph Pace	33.0 - 43.0 mph
95th Percentile	46.5 mph	Percent in Pace	67.06 %

Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 02

Sunday, October 23, 2022
 Eastbound

Time	Speed Range (mph)															Total Volume		
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80		80 - 85	85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	6
10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	5
2:00 PM	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
3:00 PM	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	5
4:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
7:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	5	11	14	4	3	1	0	0	0	0	0	0	41
Percent	0.0%	0.0%	0.0%	0.0%	7.3%	12.2%	26.8%	34.1%	9.8%	7.3%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	41.0 mph	Mean (Average) Speed	40.3 mph
85th Percentile	46.4 mph	10 mph Pace	35.7 - 45.7 mph
95th Percentile	51.5 mph	Percent in Pace	63.4 %

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Sunday, October 23, 2022
Westbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	4
12:00 PM	0	0	0	0	0	2	2	1	0	2	0	0	0	0	0	0	0	7
1:00 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
2:00 PM	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	5	16	12	3	4	0	0	0	0	0	0	0	42
Percent	0.0%	0.0%	0.0%	0.0%	4.8%	11.9%	38.1%	28.6%	7.1%	9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	39.5 mph	Mean (Average) Speed	40.2 mph
85th Percentile	46.9 mph	10 mph Pace	34.4 - 44.4 mph
95th Percentile	53.4 mph	Percent in Pace	66.67 %

Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 02

Monday, October 24, 2022
 Eastbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	1	2	4	0	1	0	1	0	0	0	0	0	0	9
8:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
11:00 AM	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	6
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	2	1	1	1	2	0	0	0	0	0	0	0	0	7
3:00 PM	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	5
4:00 PM	0	0	0	0	0	3	0	3	1	1	0	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	0	4
6:00 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
7:00 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	8	13	22	16	7	3	2	0	0	0	0	0	0	71
Percent	0.0%	0.0%	0.0%	0.0%	11.3%	18.3%	31.0%	22.5%	9.9%	4.2%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	38.7 mph	Mean (Average) Speed	39.0 mph
85th Percentile	46.8 mph	10 mph Pace	34.0 - 44.0 mph
95th Percentile	53.7 mph	Percent in Pace	57.8 %

Location: CR 115 E/O CR 120
Date Range: 10/19/2022 to 10/25/2022
Site Code: 02

Monday, October 24, 2022
Westbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	1	1	0	1	2	1	0	0	0	0	0	0	0	0	6
9:00 AM	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	5
10:00 AM	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
11:00 AM	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	1	1	3	2	0	2	0	0	0	0	0	0	0	9
2:00 PM	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	5
3:00 PM	0	0	0	2	0	3	1	0	2	0	0	0	0	0	0	0	0	8
4:00 PM	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	2	1	1	2	1	0	0	0	0	0	0	0	0	7
6:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	6	15	22	14	6	4	0	0	0	0	0	0	0	70
Percent	0.0%	0.0%	0.0%	4.3%	8.6%	21.4%	31.4%	20.0%	8.6%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	37.8 mph	Mean (Average) Speed	37.6 mph
85th Percentile	45.0 mph	10 mph Pace	32.1 - 42.1 mph
95th Percentile	50.0 mph	Percent in Pace	57.14 %

Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 02

Tuesday, October 25, 2022
 Eastbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	4	3	2	0	0	1	0	0	0	0	0	0	10
8:00 AM	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	1	1	4	0	1	0	0	0	0	0	0	0	7
10:00 AM	0	0	0	0	0	2	2	1	2	0	0	0	0	0	0	0	0	7
11:00 AM	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
12:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5
2:00 PM	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	6
3:00 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
6:00 PM	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	6
7:00 PM	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
8:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	15	18	18	13	3	1	0	0	0	0	0	0	70
Percent	0.0%	0.0%	0.0%	1.4%	1.4%	21.4%	25.7%	25.7%	18.6%	4.3%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	39.7 mph	Mean (Average) Speed	39.8 mph
85th Percentile	46.4 mph	10 mph Pace	32.8 - 42.8 mph
95th Percentile	52.6 mph	Percent in Pace	61.4 %

Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 02

Tuesday, October 25, 2022
 Westbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	5
9:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
11:00 AM	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	6
12:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	7
2:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	1	0	0	0	0	4	2	0	1	0	0	0	0	0	0	0	8
4:00 PM	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	0	5
7:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	5	9	18	21	5	1	0	0	0	0	0	0	0	61
Percent	0.0%	1.6%	0.0%	1.6%	8.2%	14.8%	29.5%	34.4%	8.2%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	39.4 mph	Mean (Average) Speed	38.3 mph
85th Percentile	44.6 mph	10 mph Pace	35.7 - 45.7 mph
95th Percentile	47.5 mph	Percent in Pace	65.57 %

Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 02

**Total Study Average
 Eastbound**

Time	Speed Range (mph)															Total Volume		
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80		80 - 85	85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
11:00 AM	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
2:00 PM	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	5
3:00 PM	0	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	7
4:00 PM	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
6:00 PM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
7:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	3	10	19	15	8	1	0	0	0	0	0	0	0	57
Percent	0.0%	0.0%	0.0%	1.8%	5.3%	17.5%	33.3%	26.3%	14.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	39.4 mph	Mean (Average) Speed	39.2 mph
85th Percentile	46.1 mph	10 mph Pace	35.7 - 45.7 mph
95th Percentile	51.2 mph	Percent in Pace	55.3 %

Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 to 10/25/2022
 Site Code: 02

**Total Study Average
 Westbound**

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
9:00 AM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
10:00 AM	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
11:00 AM	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	5
1:00 PM	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
2:00 PM	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	6
3:00 PM	0	0	0	1	1	2	2	1	0	1	0	0	0	0	0	0	0	8
4:00 PM	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	5
6:00 PM	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
7:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	4	15	22	14	6	2	0	0	0	0	0	0	0	64
Percent	0.0%	0.0%	0.0%	1.6%	6.3%	23.4%	34.4%	21.9%	9.4%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	37.9 mph	Mean (Average) Speed	37.7 mph
85th Percentile	44.4 mph	10 mph Pace	32.5 - 42.5 mph
95th Percentile	48.4 mph	Percent in Pace	59.1 %



Location: CR 115 E/O CR 120
 Date Range: 10/19/2022 - 10/25/2022
 Site Code: 02

Time	Wednesday		Thursday		Friday		Saturday		Sunday		Monday		Tuesday		Mid-Week Average											
	10/19/2022		10/20/2022		10/21/2022		10/22/2022		10/23/2022		10/24/2022		10/25/2022													
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total								
12:00 AM	0	0	0	1	1	0	0	0	0	0	0	4	1	5	0	0	0	0								
1:00 AM	0	0	0	1	1	0	1	1	0	1	1	0	0	0	0	0	0	0								
2:00 AM	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0								
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	1	0								
5:00 AM	0	0	0	1	1	0	0	0	1	0	1	0	1	1	0	0	0	0								
6:00 AM	0	0	0	2	1	3	1	2	3	0	0	2	1	3	2	2	4	1								
7:00 AM	0	0	0	8	4	12	14	7	21	0	1	1	1	2	9	3	12	10								
8:00 AM	0	0	0	8	6	14	7	4	11	4	3	7	1	3	4	3	6	9								
9:00 AM	0	0	0	10	7	17	7	6	13	6	5	11	6	3	9	3	5	8								
10:00 AM	0	0	0	6	2	8	5	5	10	11	8	19	2	4	5	9	7	5								
11:00 AM	0	0	0	9	8	17	2	2	4	4	7	11	3	4	7	5	10	4								
12:00 PM	0	0	0	6	7	13	5	6	11	7	10	17	2	7	9	6	2	8								
1:00 PM	0	0	0	6	9	15	10	6	16	6	2	8	5	4	9	1	9	10								
2:00 PM	1	5	6	4	9	13	6	8	14	4	6	10	3	3	6	7	5	12								
3:00 PM	5	3	8	9	9	18	12	9	21	4	10	14	5	2	7	5	8	13								
4:00 PM	4	13	17	7	13	20	6	9	15	6	14	20	2	4	8	6	14	3								
5:00 PM	11	3	14	8	12	20	6	6	12	6	6	12	0	1	4	7	11	4								
6:00 PM	3	4	7	3	7	10	2	7	9	5	6	11	3	2	5	3	2	5								
7:00 PM	2	2	4	3	2	5	1	2	3	1	3	4	1	2	4	0	4	3								
8:00 PM	1	1	2	2	1	3	1	1	2	2	1	3	0	2	2	0	2	2								
9:00 PM	1	0	1	0	2	2	3	1	4	3	1	4	4	2	6	1	0	1								
10:00 PM	0	0	0	1	0	1	1	1	2	0	1	1	0	2	2	0	0	1								
11:00 PM	2	2	4	0	0	0	0	0	0	0	0	1	2	3	1	1	2	0								
Total	30	33	63	94	101	195	90	82	172	72	85	157	41	42	83	71	70	141	70	61	70	131	65	65	130	
Percent	48%	52%	48%	52%	48%	52%	48%	52%	48%	46%	54%	49%	51%	50%	51%	50%	50%	50%	50%	53%	47%	53%	47%	50%	50%	50%

1. Mid-week average includes data between Tuesday and Thursday.

SVR On-Site Employee Calculations

Tuhaye Employee Count	
Full Time	124
Seasonal	61
Part Time	38

SVR Employee Count	
Full Time	76
Seasonal	37
Part Time	23

Total	223
-------	-----

FT + Seasonal	113
Total	136

	# Dwelling Units
Tuhaye	800
SVR	577

% Difference 1.386

On Site Employee Housing Units	75
--------------------------------	----

Assume 58 of 75 Housing Units are for SVR Employees

SVR Employee Housing	58
----------------------	----

Assume 1.5 employees per housing unit

# SVR Employees Living on Site	87
--------------------------------	----

# Non-SVR Employee Living on Site	26
-----------------------------------	----

# SVR Employees Living off-site	49
---------------------------------	----

Total People Comuting to and from work	75
--	----

Assuming fullt ime employees get housing priority housing, 76 full-time employees get housing, 11 part-time employees get housing, and all 23 part time employees don't get housing. 64% live on site and 36% live off site.

		X				X													
Non Actuated I																			
Non Actuated II																			
Non Lock Mem	X	X	X	X	X	X	X	X	X										
Min Veh Recall		X				X													
Max Veh Recall																			
Ped Recall																			
Soft Veh Recall																			
Dual Entry				X				X											
Sim Gap Dis																			
Guaranteed Pass																			
Act Rest Walk																			
Cond Service																			
Add Initial																			

Additional Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14					
Ped Clr During Yel																			
Ped Clr During Red																			
Cond Reservice																			
Yel Min Override																			
No Startup Call																			
Adv. Warn Flasher																			
No Ped Str Up Call																			
Ped Clr OVTG																			
Flash Exit Call																			
Flash Exit Ped Call																			
MinGreen2																			
MaxGreen2																			
MaxGreen3																			
Ped2																			
Ped Clear Pre Clear																			
Ped NA+ Mode																			
Red Rest																			
Serve Evy Oth Even																			
Serve Evy Oth Odd																			

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Startup Min	Description
1	Phase Not On	1	5,6		0	WBLT
2	Green No Walk	1	5,6		0	EBT
3	Phase Not On	0			0	NBLT
4	Phase Not On	1	8		0	SBT
5	Phase Not On	2	1,2		0	EBLT
6	Green No Walk	2	1,2		0	WBT
7	Phase Not On	0			0	SBLT
8	Phase Not On	2	4		0	NBT
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	

Sequence Configuration

Sequence 1		Sequence 2		Sequence 3		Sequence 4	
Ring	Phases	Ring	Phases	Ring	Phases	Ring	Phases
1	1,2,a,4,b	1	2,1,a,3,4,b	1	1,2,a,4,3,b	1	2,1,a,4,3,b
2	5,6,a,8,b	2	5,6,a,7,8,b	2	5,6,a,7,8,b	2	5,6,a,7,8,b
3		3		3		3	
4		4		4		4	
5		5		5		5	

6		6		6		6	
7		7		7		7	
8		8		8		8	
9		9		9		9	
10		10		10		10	
11		11		11		11	
12		12		12		12	
13		13		13		13	
14		14		14		14	

Vehicle Detection Parameters

Det.	Call Phs	Call Ovl	Additional Call Phase	Switch Phase	Delay	Extend	Queue Limit	No Activity	Max Presence	Erratic Counts	Failed Time	Description
1	1	0		0	0.0	0.0	0	0	0	0	0	
2	2	0		0	0.0	0.0	0	0	0	0	0	
3	2	0		0	0.0	0.0	0	0	0	0	0	
4	2	0		0	0.0	0.0	0	0	0	0	0	
5	2	0		0	0.0	0.0	0	0	0	0	0	
6	2	0		0	0.0	0.0	0	0	0	0	0	
7	3	0		0	0.0	0.0	0	0	0	0	0	
8	4	0		0	0.0	0.0	0	0	0	0	0	
9	4	0		0	0.0	0.0	0	0	0	0	0	
10	4	0		0	3.0	0.0	0	0	0	0	0	
11	4	0		0	0.0	0.0	0	0	0	0	0	
12	4	0		0	0.0	0.0	0	0	0	0	0	
13	1	0		0	0.0	0.0	0	0	0	0	0	
14	3	0		0	0.0	0.0	0	0	0	0	0	
15	5	0		0	0.0	0.0	0	0	0	0	0	
16	6	0		0	0.0	0.0	0	0	0	0	0	
17	6	0		0	0.0	0.0	0	0	0	0	0	
18	6	0		0	0.0	0.0	0	0	0	0	0	
19	6	0		0	0.0	0.0	0	0	0	0	0	
20	6	0		0	0.0	0.0	0	0	0	0	0	
21	7	0		0	0.0	0.0	0	0	0	0	0	
22	8	0		0	0.0	0.0	0	0	0	0	0	
23	8	0		0	0.0	0.0	0	0	0	0	0	
24	8	0		0	3.0	0.0	0	0	0	0	0	
25	8	0		0	0.0	0.0	0	0	0	0	0	
26	8	0		0	0.0	0.0	0	0	0	0	0	
27	5	0		0	0.0	0.0	0	0	0	0	0	
28	7	0		0	0.0	0.0	0	0	0	0	0	

Vehicle Detection Options

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
Volume Detector																					
Occupancy																					
Yellow Lock Call																					
Red Lock call																					
Passage																					
Queue																					
Call																					
Terminate																					

Detector	21	22	23	24	25	26	27	28														
Volume Detector																						
Occupancy																						
Yellow Lock Call																						
Red Lock call																						
Passage																						
Queue																						
Call																						
Terminate																						

Pedestrian Detectors

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
1	0	0	0	0	0
2	2	0	0	0	0
3	0	0	0	0	0
4	4	0	0	0	0
5	0	0	0	0	0
6	6	0	0	0	0
7	0	0	0	0	0
8	8	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0

Overlaps

OLP	Type	Included Phases	Modifier Phases	Trail		Walk		Ped		Delay	Flash	Descriptions
				GRN	YEL	RED	1	Clr 1	2			
1	Off			0	0.0	0.0	0	0	0	0	0.0	Off
2	Off			0	0.0	0.0	0	0	0	0	0.0	Off
3	Off			0	0.0	0.0	0	0	0	0	0.0	Off
4	Off			0	0.0	0.0	0	0	0	0	0.0	Off
5	Off			0	0.0	0.0	0	0	0	0	0.0	Off
6	Off			0	0.0	0.0	0	0	0	0	0.0	Off
7	Off			0	0.0	0.0	0	0	0	0	0.0	Off
8	Off			0	0.0	0.0	0	0	0	0	0.0	Off
9	Off			0	0.0	0.0	0	0	0	0	0.0	Off
10	Off			0	0.0	0.0	0	0	0	0	0.0	Off

Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode
Automatic	Add Only	Per Pattern	Per Pattern

Patterns

Patt.	Cycle	Offset 1	Offset 2	Offset 2	Split	Sequence	Ref. Color	Max Mode	Phs	Det	Ped
									Pln	Pln	Pln
1	0	0	0	0	1	1	Yel	Inh	1	1	1
2	0	0	0	0	1	1	Yel	Inh	1	1	1
3	0	0	0	0	1	1	Yel	Inh	1	1	1
4	0	0	0	0	0	0	Yel	Inh	1	1	1
5	0	0	0	0	0	0	Yel	Inh	1	1	1
6	0	0	0	0	0	0	Yel	Inh	1	1	1
7	0	0	0	0	0	0	Yel	Inh	1	1	1
8	0	0	0	0	0	0	Yel	Inh	1	1	1
9	0	0	0	0	0	0	Yel	Inh	1	1	1
10	0	0	0	0	0	0	Yel	Inh	1	1	1
11	0	0	0	0	0	0	Yel	Inh	1	1	1
12	0	0	0	0	0	0	Yel	Inh	1	1	1
13	0	0	0	0	0	0	Yel	Inh	1	1	1
14	0	0	0	0	0	0	Yel	Inh	1	1	1
15	0	0	0	0	0	0	Yel	Inh	1	1	1
16	0	0	0	0	0	0	Yel	Inh	1	1	1
17	0	0	0	0	0	0	Yel	Inh	1	1	1
18	0	0	0	0	0	0	Yel	Inh	1	1	1
19	0	0	0	0	0	0	Yel	Inh	1	1	1
20	0	0	0	0	20	1	Yel	Max1	1	1	1

Split Parameters

Split 1		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0			None
2	0	X	X	Min Rcl
3	0			None
4	0			None
5	0			None
6	0	X	X	Min Rcl
7	0			None

Split 2		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0			None
2	0	X	X	Min Rcl
3	0			None
4	0			None
5	0			None
6	0	X	X	Min Rcl
7	0			None

13	0	13	0	13	0	13	0	13	0	13	0	13	0	13	0
14	0	14	0	14	0	14	0	14	0	14	0	14	0	14	0
15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0
16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0

Prioritor Settings

Prioritor	Priority Ph	Output Dly
1		0
2		0
3		0
4		0
5		0
6		0
7		0
8		0

Enabled	Lock Out Time
No	0

Loopback Functions

Func	Result Function Type	Index	Source Function Type	Index
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				

Func	Result Function Type	Index	Source Function Type	Index
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				




















Section Configuration

Section	Control	Poll	Req #	Fail Time	Algorithm Period	Description
1	None	60	1	300	240	
2	None	60	1	300	240	
3	None	60	1	300	240	
4	None	60	1	300	240	
5	None	60	1	300	240	
6	None	60	1	300	240	
7	None	60	1	300	240	
8	None	60	1	300	240	
9	None	60	1	300	240	
10	None	60	1	300	240	
11	None	60	1	300	240	
12	None	60	1	300	240	
13	None	60	1	300	240	
14	None	60	1	300	240	
15	None	60	1	300	240	
16	None	60	1	300	240	

User Program Info

Pgrm	Description
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

1: SH 82 & Commercial Access /CR 115
2023 BG AM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	2	18	0	27	4	854	16	41	1898	0
Future Volume (vph)	0	0	2	18	0	27	4	854	16	41	1898	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	25		0	100		0	175		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			85			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865			0.850			0.997				
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	1611	0	1770	1583	0	1770	3529	0	1770	3539	0
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	1611	0	1770	1583	0	1770	3529	0	1770	3539	0
Link Speed (mph)		20			35			55			55	
Link Distance (ft)		998			904			13384			2074	
Travel Time (s)		34.0			17.6			165.9			25.7	
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	2	0	20	29	0	4	945	0	45	2063	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	66.8%						ICU Level of Service C					
Analysis Period (min)	15											

1: SH 82 & Commercial Access /CR 115
2023 BG AM.syn

















Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	2	18	0	27	4	854	16	41	1898	0
Future Vol, veh/h	0	0	2	18	0	27	4	854	16	41	1898	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	-	100	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	20	0	29	4	928	17	45	2063	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2625	3106	1032	2067	3098	473	2063	0	0	945	0	0
Stage 1	2153	2153	-	945	945	-	-	-	-	-	-	-
Stage 2	472	953	-	1122	2153	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	12	11	230	31	12	538	267	-	-	722	-	-
Stage 1	49	86	-	282	339	-	-	-	-	-	-	-
Stage 2	542	336	-	219	86	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	11	10	230	29	11	538	267	-	-	722	-	-
Mov Cap-2 Maneuver	11	10	-	29	11	-	-	-	-	-	-	-
Stage 1	48	81	-	278	334	-	-	-	-	-	-	-
Stage 2	505	331	-	203	81	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.8		112.6		0.1		0.2	
HCM LOS	C		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	267	-	-	230	29	538	722	-	-
HCM Lane V/C Ratio	0.016	-	-	0.009	0.675	0.055	0.062	-	-
HCM Control Delay (s)	18.7	-	-	20.8	263.4	12.1	10.3	-	-
HCM Lane LOS	C	-	-	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	2.2	0.2	0.2	-	-

2: SVR West Access South Leg /SVR West Access North Leg & CR 115
 2023 BG AM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	14	0	0	8	0	0	0	0	0	0	0
Future Volume (vph)	0	14	0	0	8	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		2024			2044			1084			1110	
Travel Time (s)		55.2			55.7			29.6			30.3	
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	15	0	0	9	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	6.7%						ICU Level of Service A					
Analysis Period (min)	15											

2: SVR West Access South Leg /SVR West Access North Leg & CR 115
2023 BG AM.syn

















Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	0	0	8	0	0	0	0	0	0	0
Future Vol, veh/h	0	14	0	0	8	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	0	0	9	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	15	0	0	24	24	15	24	24	9
Stage 1	-	-	-	-	-	-	15	15	-	9	9	-
Stage 2	-	-	-	-	-	-	9	9	-	15	15	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1611	-	-	1603	-	-	987	869	1065	987	869	1073
Stage 1	-	-	-	-	-	-	1005	883	-	1012	888	-
Stage 2	-	-	-	-	-	-	1012	888	-	1005	883	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1611	-	-	1603	-	-	987	869	1065	987	869	1073
Mov Cap-2 Maneuver	-	-	-	-	-	-	987	869	-	987	869	-
Stage 1	-	-	-	-	-	-	1005	883	-	1012	888	-
Stage 2	-	-	-	-	-	-	1012	888	-	1005	883	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1611	-	-	1603	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

3: SVR East Access South Leg/SVR East Access North Leg & CR 115
 2023 BG AM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	14	0	0	8	0	0	0	0	0	0	0
Future Volume (vph)	0	14	0	0	8	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)	25				25				25		25	
Link Distance (ft)	2021				1989				1003		1004	
Travel Time (s)	55.1				54.2				27.4		27.4	
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	15	0	0	9	0	0	0	0	0	0	0
Sign Control	Free				Free				Stop		Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	6.7%						ICU Level of Service A					
Analysis Period (min)	15											

3: SVR East Access South Leg/SVR East Access North Leg & CR 115
2023 BG AM.syn

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	0	0	8	0	0	0	0	0	0	0
Future Vol, veh/h	0	14	0	0	8	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	0	0	9	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	15	0	0	24	24	15	24	24	9
Stage 1	-	-	-	-	-	-	15	15	-	9	9	-
Stage 2	-	-	-	-	-	-	9	9	-	15	15	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1611	-	-	1603	-	-	987	869	1065	987	869	1073
Stage 1	-	-	-	-	-	-	1005	883	-	1012	888	-
Stage 2	-	-	-	-	-	-	1012	888	-	1005	883	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1611	-	-	1603	-	-	987	869	1065	987	869	1073
Mov Cap-2 Maneuver	-	-	-	-	-	-	987	869	-	987	869	-
Stage 1	-	-	-	-	-	-	1005	883	-	1012	888	-
Stage 2	-	-	-	-	-	-	1012	888	-	1005	883	-

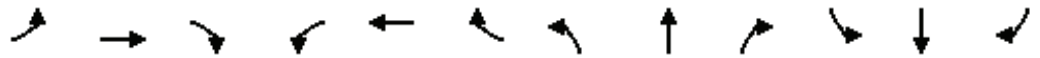
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1611	-	-	1603	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

4: SH 82 & CR 154 /CR 114
2023 BG AM.syn

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	43	185	85	58	84	61	627	35	193	1657	52
Future Volume (vph)	20	43	185	85	58	84	61	627	35	193	1657	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		40	0		0	380		205	60		150
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			145			130		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.984			0.971		0.950			0.950		
Satd. Flow (prot)	0	1833	1583	0	1809	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.628			0.778		0.950			0.950		
Satd. Flow (perm)	0	1170	1583	0	1449	1583	1770	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			126			91			80			80
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		1006			150			540			265	
Travel Time (s)		22.9			2.9			6.7			3.3	
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	69	201	0	155	91	66	682	38	210	1801	57
Turn Type	D.Pm	NA	custom	D.Pm	NA	custom	Prot	NA	custom	Prot	NA	custom
Protected Phases		8			4		1	6		5	2	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	8	4	8	4	8	1	6	2	5	2	6
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	39.5	36.0	39.5	36.0	39.5	36.0	12.5	28.0	35.0	12.5	35.0	28.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	20.0	120.0	120.0	20.0	120.0	120.0
Total Split (%)	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	11.8%	70.6%	70.6%	11.8%	70.6%	70.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	5.5	6.0	6.0	5.5	6.0	6.0
All-Red Time (s)	3.0	3.5	3.0	3.5	3.0	3.5	3.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	6.5		6.5	7.0	8.5	8.0	8.0	8.5	8.0	8.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)		21.3	21.8		21.8	21.3	10.7	112.0	114.6	13.2	114.6	112.0
Actuated g/C Ratio		0.13	0.13		0.13	0.13	0.06	0.66	0.67	0.08	0.67	0.66
v/c Ratio		0.47	0.64		0.84	0.33	0.59	0.29	0.03	1.53	0.76	0.05
Control Delay		79.8	36.1		105.7	14.5	99.3	12.7	0.1	318.0	21.5	0.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		79.8	36.1		105.7	14.5	99.3	12.7	0.1	318.0	21.5	0.9
LOS		E	D		F	B	F	B	A	F	C	A
Approach Delay		47.3			72.0			19.3			51.1	
Approach LOS		D			E			B			D	
Queue Length 50th (ft)		72	78		169	0	73	160	0	-346	697	0
Queue Length 95th (ft)		130	172		#286	57	129	194	0	#526	789	8
Internal Link Dist (ft)		926			70			460			185	

4: SH 82 & CR 154 /CR 114
2023 BG AM.syn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)			40				380		205	60		150
Base Capacity (vph)		158	327		200	292	119	2331	1093	137	2384	1070
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		0.44	0.61		0.78	0.31	0.55	0.29	0.03	1.53	0.76	0.05


















Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.53
 Intersection Signal Delay: 44.9 Intersection LOS: D
 Intersection Capacity Utilization 84.8% ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: SH 82 & CR 154 /CR 114



5: Frontage Road & CR 114
2023 BG AM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	144	117	8	180	2	40	0	5	0	2	8
Future Volume (vph)	11	144	117	8	180	2	40	0	5	0	2	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		505	105		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	25			25			90			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.942			0.999			0.967			0.890	
Flt Protected		0.998			0.998		0.950	0.962				
Satd. Flow (prot)	0	1751	0	0	3529	0	1681	1646	0	0	1658	0
Flt Permitted		0.998			0.998		0.950	0.962				
Satd. Flow (perm)	0	1751	0	0	3529	0	1681	1646	0	0	1658	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		150			1837			1037			952	
Travel Time (s)		2.9			35.8			28.3			26.0	
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 (%)							43%					
Lane Group Flow (vph)	0	296	0	0	207	0	25	23	0	0	11	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.5%
Analysis Period (min)	15
	ICU Level of Service A

5: Frontage Road & CR 114
2023 BG AM.syn

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	11	144	117	8	180	2	40	0	5	0	2	8
Future Vol, veh/h	11	144	117	8	180	2	40	0	5	0	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	505	105	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	157	127	9	196	2	43	0	5	0	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	198	0	0	284	0	0	362	461	221	462	523	99
Stage 1	-	-	-	-	-	-	245	245	-	215	215	-
Stage 2	-	-	-	-	-	-	117	216	-	247	308	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1373	-	-	1277	-	-	581	497	818	496	458	938
Stage 1	-	-	-	-	-	-	758	703	-	768	724	-
Stage 2	-	-	-	-	-	-	876	723	-	756	660	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1373	-	-	1277	-	-	565	488	818	486	449	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	565	488	-	486	449	-
Stage 1	-	-	-	-	-	-	750	695	-	760	718	-
Stage 2	-	-	-	-	-	-	858	717	-	743	653	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.3			11.4			9.7		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	565	617	1373	-	-	1277	-	-	770
HCM Lane V/C Ratio	0.051	0.032	0.009	-	-	0.007	-	-	0.014
HCM Control Delay (s)	11.7	11	7.6	0	-	7.8	0	-	9.7
HCM Lane LOS	B	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	0

6: CR 114 /CR 114 & CMC West Access
2023 BG AM.syn



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	3	40	53	1	45
Future Volume (vph)	18	3	40	53	1	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		115	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982			0.850		
Flt Protected	0.958					0.999
Satd. Flow (prot)	1752	0	1863	1583	0	1861
Flt Permitted	0.958					0.999
Satd. Flow (perm)	1752	0	1863	1583	0	1861
Link Speed (mph)	20		25			25
Link Distance (ft)	765		701			502
Travel Time (s)	26.1		19.1			13.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	43	58	0	50
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3% ICU Level of Service A
Analysis Period (min)	15

6: CR 114 /CR 114 & CMC West Access
 2023 BG AM.syn

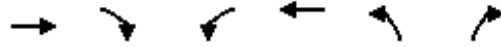
Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↑		↔
Traffic Vol, veh/h	18	3	40	53	1	45
Future Vol, veh/h	18	3	40	53	1	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	115	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	3	43	58	1	49

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	94	43	0	0	101	0
Stage 1	43	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	906	1027	-	-	1491	-
Stage 1	979	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	905	1027	-	-	1491	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	921	1491
HCM Lane V/C Ratio	-	-	0.025	0.001
HCM Control Delay (s)	-	-	9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

7: CMC East Access & CR 114/CR 114
2023 BG AM.syn



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	12	5	0	69	1	1
Future Volume (vph)	12	5	0	69	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962			0.932		
Flt Protected				0.976		
Satd. Flow (prot)	1792	0	0	1863	1694	0
Flt Permitted				0.976		
Satd. Flow (perm)	1792	0	0	1863	1694	0
Link Speed (mph)	25			25	20	
Link Distance (ft)	1492			797	669	
Travel Time (s)	40.7			21.7	22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	75	2	0
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.6%			ICU Level of Service A		
Analysis Period (min)	15					

7: CMC East Access & CR 114/CR 114
2023 BG AM.syn




















Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	5	0	69	1	1
Future Vol, veh/h	12	5	0	69	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	5	0	75	1	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	18	0	91
Stage 1	-	-	-	-	16
Stage 2	-	-	-	-	75
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1599	-	909
Stage 1	-	-	-	-	1007
Stage 2	-	-	-	-	948
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1599	-	909
Mov Cap-2 Maneuver	-	-	-	-	909
Stage 1	-	-	-	-	1007
Stage 2	-	-	-	-	948

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	980	-	-	1599	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

1: SH 82 & Commercial Access /CR 115
2023 BG PM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	7	0	44	3	2090	12	15	792	0
Future Volume (vph)	0	0	3	7	0	44	3	2090	12	15	792	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	25		0	100		0	175		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			85			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865			0.850			0.999				
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	1611	0	1770	1583	0	1770	3536	0	1770	3539	0
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	1611	0	1770	1583	0	1770	3536	0	1770	3539	0
Link Speed (mph)		20			35			55			55	
Link Distance (ft)		998			904			13384			2074	
Travel Time (s)		34.0			17.6			165.9			25.7	
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	3	0	8	48	0	3	2285	0	16	861	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	70.6%						ICU Level of Service C					
Analysis Period (min)	15											

1: SH 82 & Commercial Access /CR 115
2023 BG PM.syn

















Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	3	7	0	44	3	2090	12	15	792	0
Future Vol, veh/h	0	0	3	7	0	44	3	2090	12	15	792	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	-	100	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	8	0	48	3	2272	13	16	861	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2035	3184	431	2748	3178	1143	861	0	0	2285	0	0
Stage 1	893	893	-	2285	2285	-	-	-	-	-	-	-
Stage 2	1142	2291	-	463	893	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	33	10	573	9	10	194	776	-	-	218	-	-
Stage 1	303	358	-	40	74	-	-	-	-	-	-	-
Stage 2	213	73	-	548	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	23	9	573	8	9	194	776	-	-	218	-	-
Mov Cap-2 Maneuver	23	9	-	8	9	-	-	-	-	-	-	-
Stage 1	302	332	-	40	74	-	-	-	-	-	-	-
Stage 2	160	73	-	505	332	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	146.6	0	0.4
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	776	-	-	573	8	194	218	-	-
HCM Lane V/C Ratio	0.004	-	-	0.006	0.951	0.247	0.075	-	-
HCM Control Delay (s)	9.7	-	-	11.3	\$ 883	29.5	22.8	-	-
HCM Lane LOS	A	-	-	B	F	D	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.7	0.9	0.2	-	-

2: SVR West Access South Leg /SVR West Access North Leg & CR 115
 2023 BG PM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	0	0	13	0	0	0	0	0	0	0
Future Volume (vph)	0	12	0	0	13	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		2024			2044			1084			1110	
Travel Time (s)		55.2			55.7			29.6			30.3	
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	13	0	0	14	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	6.7%						ICU Level of Service A					
Analysis Period (min)	15											

2: SVR West Access South Leg /SVR West Access North Leg & CR 115
 2023 BG PM.syn

















Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	0	0	13	0	0	0	0	0	0	0
Future Vol, veh/h	0	12	0	0	13	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	14	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	13	0	0	27	27	13	27	27	14
Stage 1	-	-	-	-	-	-	13	13	-	14	14	-
Stage 2	-	-	-	-	-	-	14	14	-	13	13	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1604	-	-	1606	-	-	983	866	1067	983	866	1066
Stage 1	-	-	-	-	-	-	1007	885	-	1006	884	-
Stage 2	-	-	-	-	-	-	1006	884	-	1007	885	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1604	-	-	1606	-	-	983	866	1067	983	866	1066
Mov Cap-2 Maneuver	-	-	-	-	-	-	983	866	-	983	866	-
Stage 1	-	-	-	-	-	-	1007	885	-	1006	884	-
Stage 2	-	-	-	-	-	-	1006	884	-	1007	885	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1604	-	-	1606	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

3: SVR East Access South Leg/SVR East Access North Leg & CR 115
2023 BG PM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	0	0	13	0	0	0	0	0	0	0
Future Volume (vph)	0	12	0	0	13	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)	25				25				25		25	
Link Distance (ft)	2021				1989				1003		1004	
Travel Time (s)	55.1				54.2				27.4		27.4	
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	13	0	0	14	0	0	0	0	0	0	0
Sign Control	Free				Free				Stop		Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	6.7%						ICU Level of Service A					
Analysis Period (min)	15											

3: SVR East Access South Leg/SVR East Access North Leg & CR 115
2023 BG PM.syn























Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	0	0	13	0	0	0	0	0	0	0
Future Vol, veh/h	0	12	0	0	13	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	14	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	13	0	0	27	27	13	27	27	14
Stage 1	-	-	-	-	-	-	13	13	-	14	14	-
Stage 2	-	-	-	-	-	-	14	14	-	13	13	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1604	-	-	1606	-	-	983	866	1067	983	866	1066
Stage 1	-	-	-	-	-	-	1007	885	-	1006	884	-
Stage 2	-	-	-	-	-	-	1006	884	-	1007	885	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1604	-	-	1606	-	-	983	866	1067	983	866	1066
Mov Cap-2 Maneuver	-	-	-	-	-	-	983	866	-	983	866	-
Stage 1	-	-	-	-	-	-	1007	885	-	1006	884	-
Stage 2	-	-	-	-	-	-	1006	884	-	1007	885	-

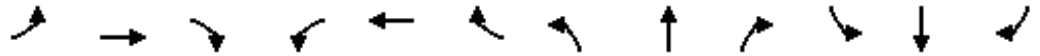
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1604	-	-	1606	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

4: SH 82 & CR 154 /CR 114
2023 BG PM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	50	63	78	48	267	130	1788	77	99	747	27
Future Volume (vph)	40	50	63	78	48	267	130	1788	77	99	747	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		40	0		0	380		205	60		150
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			145			130		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.978			0.970		0.950			0.950		
Satd. Flow (prot)	0	1822	1583	0	1807	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.589			0.706		0.950			0.950		
Satd. Flow (perm)	0	1097	1583	0	1315	1583	1770	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			87			119			80			80
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		1006			150			540			265	
Travel Time (s)		22.9			2.9			6.7			3.3	
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	97	68	0	137	290	141	1943	84	108	812	29
Turn Type	D.Pm	NA	custom	D.Pm	NA	custom	Prot	NA	custom	Prot	NA	custom
Protected Phases		8			4		1	6		5	2	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	8	4	8	4	8	1	6	2	5	2	6
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	39.5	36.0	39.5	36.0	39.5	36.0	12.5	28.0	35.0	12.5	35.0	28.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	20.0	120.0	120.0	20.0	120.0	120.0
Total Split (%)	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	11.8%	70.6%	70.6%	11.8%	70.6%	70.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	5.5	6.0	6.0	5.5	6.0	6.0
All-Red Time (s)	3.0	3.5	3.0	3.5	3.0	3.5	3.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	6.5		6.5	7.0	8.5	8.0	8.0	8.5	8.0	8.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)		22.0	22.5		22.5	22.0	12.5	112.6	112.0	11.9	112.0	112.6
Actuated g/C Ratio		0.13	0.13		0.13	0.13	0.07	0.66	0.66	0.07	0.66	0.66
v/c Ratio		0.68	0.24		0.79	0.94	1.09	0.83	0.08	0.88	0.35	0.03
Control Delay		94.6	7.8		100.7	79.9	173.1	25.7	2.3	129.5	13.3	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		94.6	7.8		100.7	79.9	173.1	25.7	2.3	129.5	13.3	0.0
LOS		F	A		F	E	F	C	A	F	B	A
Approach Delay		58.9			86.6			34.3			26.2	
Approach LOS		E			F			C			C	
Queue Length 50th (ft)		104	0		149	199	~187	820	1	122	200	0
Queue Length 95th (ft)		#186	30		#259	#384	#342	925	22	#249	238	0
Internal Link Dist (ft)		926			70			460			185	

4: SH 82 & CR 154 /CR 114
 2023 BG PM.syn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)			40				380		205	60		150
Base Capacity (vph)		148	293		181	317	129	2344	1070	123	2331	1075
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		0.66	0.23		0.76	0.91	1.09	0.83	0.08	0.88	0.35	0.03


















Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 39.4 Intersection LOS: D
 Intersection Capacity Utilization 94.3% 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: 4: SH 82 & CR 154 /CR 114



5: Frontage Road & CR 114
2023 BG PM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	110	102	4	290	2	84	2	10	1	2	18
Future Volume (vph)	13	110	102	4	290	2	84	2	10	1	2	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		505	105		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	25			25			90			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.939			0.999			0.968			0.883	
Flt Protected		0.997			0.999		0.950	0.964			0.998	
Satd. Flow (prot)	0	1744	0	0	3532	0	1681	1651	0	0	1642	0
Flt Permitted		0.997			0.999		0.950	0.964			0.998	
Satd. Flow (perm)	0	1744	0	0	3532	0	1681	1651	0	0	1642	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		150			1837			1037			952	
Travel Time (s)		2.9			35.8			28.3			26.0	
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 (%)							42%					
Lane Group Flow (vph)	0	245	0	0	321	0	53	51	0	0	23	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.4%
Analysis Period (min)	15
	ICU Level of Service A

5: Frontage Road & CR 114
2023 BG PM.syn

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	13	110	102	4	290	2	84	2	10	1	2	18
Future Vol, veh/h	13	110	102	4	290	2	84	2	10	1	2	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	505	105	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	120	111	4	315	2	91	2	11	1	2	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	317	0	0	231	0	0	371	529	176	534	583	159
Stage 1	-	-	-	-	-	-	204	204	-	324	324	-
Stage 2	-	-	-	-	-	-	167	325	-	210	259	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1241	-	-	1335	-	-	573	454	867	443	423	859
Stage 1	-	-	-	-	-	-	797	732	-	663	649	-
Stage 2	-	-	-	-	-	-	819	648	-	791	693	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1241	-	-	1335	-	-	551	446	867	430	416	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	551	446	-	430	416	-
Stage 1	-	-	-	-	-	-	787	722	-	654	646	-
Stage 2	-	-	-	-	-	-	794	645	-	769	684	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.1			12			10		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	551	598	1241	-	-	1335	-	-	748
HCM Lane V/C Ratio	0.11	0.073	0.011	-	-	0.003	-	-	0.031
HCM Control Delay (s)	12.3	11.5	7.9	0	-	7.7	0	-	10
HCM Lane LOS	B	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.2	0	-	-	0	-	-	0.1

6: CR 114 /CR 114 & CMC West Access
2023 BG PM.syn



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	36	2	79	43	4	64
Future Volume (vph)	36	2	79	43	4	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		115	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993			0.850		
Flt Protected	0.955					0.997
Satd. Flow (prot)	1766	0	1863	1583	0	1857
Flt Permitted	0.955					0.997
Satd. Flow (perm)	1766	0	1863	1583	0	1857
Link Speed (mph)	20		25			25
Link Distance (ft)	765		701			502
Travel Time (s)	26.1		19.1			13.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	86	47	0	74
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.6% ICU Level of Service A
Analysis Period (min)	15

6: CR 114 /CR 114 & CMC West Access
 2023 BG PM.syn

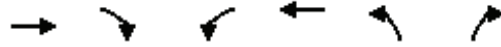
Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↑
Traffic Vol, veh/h	36	2	79	43	4	64
Future Vol, veh/h	36	2	79	43	4	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	115	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	2	86	47	4	70

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	164	86	0	0	133	0
Stage 1	86	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	827	973	-	-	1452	-
Stage 1	937	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	825	973	-	-	1452	-
Mov Cap-2 Maneuver	825	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	832	1452
HCM Lane V/C Ratio	-	-	0.05	0.003
HCM Control Delay (s)	-	-	9.6	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

7: CMC East Access & CR 114/CR 114
 2023 BG PM.syn



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	53	22	5	27	16	4
Future Volume (vph)	53	22	5	27	16	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960			0.974		
Flt Protected				0.993	0.961	
Satd. Flow (prot)	1788	0	0	1850	1744	0
Flt Permitted				0.993	0.961	
Satd. Flow (perm)	1788	0	0	1850	1744	0
Link Speed (mph)	25			25	20	
Link Distance (ft)	1492			797	669	
Travel Time (s)	40.7			21.7	22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	0	0	34	21	0
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.7%			ICU Level of Service A		
Analysis Period (min)	15					

7: CMC East Access & CR 114/CR 114
2023 BG PM.syn




















Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	22	5	27	16	4
Future Vol, veh/h	53	22	5	27	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	24	5	29	17	4

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	82	0	109
Stage 1	-	-	-	-	70
Stage 2	-	-	-	-	39
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1515	-	888
Stage 1	-	-	-	-	953
Stage 2	-	-	-	-	983
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1515	-	885
Mov Cap-2 Maneuver	-	-	-	-	885
Stage 1	-	-	-	-	950
Stage 2	-	-	-	-	983

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	905	-	-	1515	-
HCM Lane V/C Ratio	0.024	-	-	0.004	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

1: SH 82 & Commercial Access /CR 115
 2023 BG SAT.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	0	0	0	20	4	995	4	8	843	0
Future Volume (vph)	1	0	0	0	0	20	4	995	4	8	843	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	25		0	100		0	175		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			85			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.850			0.999				
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1770	0	1863	1583	0	1770	3536	0	1770	3539	0
Flt Permitted		0.950					0.950			0.950		
Satd. Flow (perm)	0	1770	0	1863	1583	0	1770	3536	0	1770	3539	0
Link Speed (mph)		20			35			55			55	
Link Distance (ft)		998			904			13384			2074	
Travel Time (s)		34.0			17.6			165.9			25.7	
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	1	0	0	22	0	4	1086	0	9	916	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	37.6%					ICU Level of Service A						
Analysis Period (min)	15											

1: SH 82 & Commercial Access /CR 115
 2023 BG SAT.syn

















Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	0	0	0	20	4	995	4	8	843	0
Future Vol, veh/h	1	0	0	0	0	20	4	995	4	8	843	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	-	100	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	0	0	22	4	1082	4	9	916	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1483	2028	458	1568	2026	543	916	0	0	1086	0	0
Stage 1	934	934	-	1092	1092	-	-	-	-	-	-	-
Stage 2	549	1094	-	476	934	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	87	57	550	75	57	484	740	-	-	638	-	-
Stage 1	286	343	-	229	289	-	-	-	-	-	-	-
Stage 2	488	288	-	539	343	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	82	56	550	74	56	484	740	-	-	638	-	-
Mov Cap-2 Maneuver	82	56	-	74	56	-	-	-	-	-	-	-
Stage 1	285	338	-	228	288	-	-	-	-	-	-	-
Stage 2	464	287	-	531	338	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	49.5		12.8		0		0.1	
HCM LOS	E		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	740	-	-	82	-	484	638	-	-
HCM Lane V/C Ratio	0.006	-	-	0.013	-	0.045	0.014	-	-
HCM Control Delay (s)	9.9	-	-	49.5	0	12.8	10.7	-	-
HCM Lane LOS	A	-	-	E	A	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1	0	-	-

2: SVR West Access South Leg /SVR West Access North Leg & CR 115
 2023 BG SAT.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	0	0	14	0	0	0	0	0	0	0
Future Volume (vph)	0	11	0	0	14	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		2024			2044			1084			1110	
Travel Time (s)		55.2			55.7			29.6			30.3	
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	12	0	0	15	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	6.7%						ICU Level of Service A					
Analysis Period (min)	15											

2: SVR West Access South Leg /SVR West Access North Leg & CR 115
 2023 BG SAT.syn

















Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	11	0	0	14	0	0	0	0	0	0	0
Future Vol, veh/h	0	11	0	0	14	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	0	0	15	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	12	0	0	27	27	12	27	27	15
Stage 1	-	-	-	-	-	-	12	12	-	15	15	-
Stage 2	-	-	-	-	-	-	15	15	-	12	12	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1603	-	-	1607	-	-	983	866	1069	983	866	1065
Stage 1	-	-	-	-	-	-	1009	886	-	1005	883	-
Stage 2	-	-	-	-	-	-	1005	883	-	1009	886	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1603	-	-	1607	-	-	983	866	1069	983	866	1065
Mov Cap-2 Maneuver	-	-	-	-	-	-	983	866	-	983	866	-
Stage 1	-	-	-	-	-	-	1009	886	-	1005	883	-
Stage 2	-	-	-	-	-	-	1005	883	-	1009	886	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1603	-	-	1607	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

3: SVR East Access South Leg/SVR East Access North Leg & CR 115
 2023 BG SAT.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	0	0	14	0	0	0	0	0	0	0
Future Volume (vph)	0	11	0	0	14	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		2021			1989			1003			1004	
Travel Time (s)		55.1			54.2			27.4			27.4	
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	12	0	0	15	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	6.7%						ICU Level of Service A					
Analysis Period (min)	15											

3: SVR East Access South Leg/SVR East Access North Leg & CR 115
 2023 BG SAT.syn

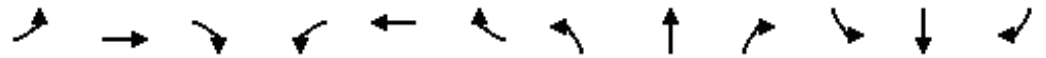
Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	11	0	0	14	0	0	0	0	0	0	0
Future Vol, veh/h	0	11	0	0	14	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	0	0	15	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	12	0	0	27	27	12	27	27	15
Stage 1	-	-	-	-	-	-	12	12	-	15	15	-
Stage 2	-	-	-	-	-	-	15	15	-	12	12	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1603	-	-	1607	-	-	983	866	1069	983	866	1065
Stage 1	-	-	-	-	-	-	1009	886	-	1005	883	-
Stage 2	-	-	-	-	-	-	1005	883	-	1009	886	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1603	-	-	1607	-	-	983	866	1069	983	866	1065
Mov Cap-2 Maneuver	-	-	-	-	-	-	983	866	-	983	866	-
Stage 1	-	-	-	-	-	-	1009	886	-	1005	883	-
Stage 2	-	-	-	-	-	-	1005	883	-	1009	886	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS							A			A		

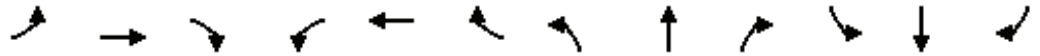
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1603	-	-	1607	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

4: SH 82 & CR 154 /CR 114
2023 BG SAT.syn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	22	16	54	63	24	178	66	735	72	134	709	26
Future Volume (vph)	22	16	54	63	24	178	66	735	72	134	709	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		40	0		0	380		205	60		150
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			145			130		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.972		0.965		0.950			0.950			0.950
Satd. Flow (prot)	0	1811	1583	0	1798	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.682		0.760		0.950			0.950			0.950
Satd. Flow (perm)	0	1270	1583	0	1416	1583	1770	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			87			193			80			80
Link Speed (mph)		30		35				55			55	
Link Distance (ft)		1006		150				540			265	
Travel Time (s)		22.9		2.9				6.7			3.3	
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	41	59	0	94	193	72	799	78	146	771	28
Turn Type	D.Pm	NA	custom	D.Pm	NA	custom	Prot	NA	custom	Prot	NA	custom
Protected Phases		8			4		1	6		5	2	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	8	4	8	4	8	1	6	2	5	2	6
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	39.5	36.0	39.5	36.0	39.5	36.0	12.5	28.0	35.0	12.5	35.0	28.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	20.0	120.0	120.0	20.0	120.0	120.0
Total Split (%)	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	11.8%	70.6%	70.6%	11.8%	70.6%	70.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	5.5	6.0	6.0	5.5	6.0	6.0
All-Red Time (s)	3.0	3.5	3.0	3.5	3.0	3.5	3.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	6.5		6.5	7.0	8.5	8.0	8.0	8.5	8.0	8.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)		17.2	17.7		17.7	17.2	11.9	112.0	117.4	17.3	117.4	112.0
Actuated g/C Ratio		0.10	0.10		0.10	0.10	0.07	0.66	0.69	0.10	0.69	0.66
v/c Ratio		0.32	0.24		0.64	0.58	0.58	0.34	0.07	0.81	0.32	0.03
Control Delay		76.1	6.1		91.8	15.3	95.1	13.3	1.9	103.7	11.3	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		76.1	6.1		91.8	15.3	95.1	13.3	1.9	103.7	11.3	0.0
LOS		E	A		F	B	F	B	A	F	B	A
Approach Delay		34.8			40.3			18.5			25.2	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)		43	0		102	0	79	196	0	162	172	0
Queue Length 95th (ft)		84	18		164	79	#143	233	19	#353	223	0
Internal Link Dist (ft)		926			70			460			185	

4: SH 82 & CR 154 /CR 114
 2023 BG SAT.syn

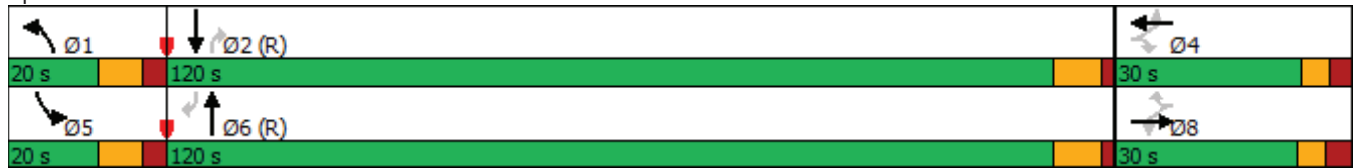


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)			40				380		205	60		150
Base Capacity (vph)		171	293		195	381	130	2331	1118	180	2443	1070
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.24	0.20		0.48	0.51	0.55	0.34	0.07	0.81	0.32	0.03


















Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 24.8
 Intersection LOS: C
 Intersection Capacity Utilization 59.7%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: SH 82 & CR 154 /CR 114



5: Frontage Road & CR 114
2023 BG SAT.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	147	73	1	220	1	32	1	4	0	0	4
Future Volume (vph)	3	147	73	1	220	1	32	1	4	0	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		505	105		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	25			25			90			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.956			0.999			0.970			0.865	
Flt Protected		0.999					0.950	0.964				
Satd. Flow (prot)	0	1779	0	0	3536	0	1681	1655	0	0	1611	0
Flt Permitted		0.999					0.950	0.964				
Satd. Flow (perm)	0	1779	0	0	3536	0	1681	1655	0	0	1611	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		150			1837			1037			952	
Travel Time (s)		2.9			35.8			28.3			26.0	
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 (%)							42%					
Lane Group Flow (vph)	0	242	0	0	241	0	20	20	0	0	4	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.1%
Analysis Period (min)	15
	ICU Level of Service A

5: Frontage Road & CR 114
2023 BG SAT.syn

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	3	147	73	1	220	1	32	1	4	0	0	4
Future Vol, veh/h	3	147	73	1	220	1	32	1	4	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	505	105	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	160	79	1	239	1	35	1	4	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	240	0	0	239	0	0	328	448	200	450	487	120
Stage 1	-	-	-	-	-	-	206	206	-	242	242	-
Stage 2	-	-	-	-	-	-	122	242	-	208	245	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1325	-	-	1326	-	-	613	505	840	506	480	909
Stage 1	-	-	-	-	-	-	795	731	-	741	705	-
Stage 2	-	-	-	-	-	-	870	705	-	793	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1325	-	-	1326	-	-	608	503	840	501	478	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	608	503	-	501	478	-
Stage 1	-	-	-	-	-	-	793	729	-	739	704	-
Stage 2	-	-	-	-	-	-	865	704	-	785	701	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			11			9		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	608	645	1325	-	-	1326	-	-	909
HCM Lane V/C Ratio	0.038	0.026	0.002	-	-	0.001	-	-	0.005
HCM Control Delay (s)	11.2	10.7	7.7	0	-	7.7	0	-	9
HCM Lane LOS	B	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0	-	-	0

6: CR 114 /CR 114 & CMC West Access
2023 BG SAT.syn



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	18	104	35	6	133
Future Volume (vph)	41	18	104	35	6	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		115	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958			0.850		
Flt Protected	0.967					0.998
Satd. Flow (prot)	1726	0	1863	1583	0	1859
Flt Permitted	0.967					0.998
Satd. Flow (perm)	1726	0	1863	1583	0	1859
Link Speed (mph)	20		25			25
Link Distance (ft)	765		701			502
Travel Time (s)	26.1		19.1			13.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	113	38	0	152
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.9% ICU Level of Service A
Analysis Period (min)	15

6: CR 114 /CR 114 & CMC West Access
2023 BG SAT.syn

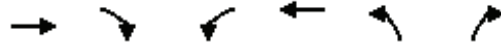
Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↑		↔
Traffic Vol, veh/h	41	18	104	35	6	133
Future Vol, veh/h	41	18	104	35	6	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	115	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	20	113	38	7	145

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	272	113	0	0	151	0
Stage 1	113	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	717	940	-	-	1430	-
Stage 1	912	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	713	940	-	-	1430	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	770	1430
HCM Lane V/C Ratio	-	-	0.083	0.005
HCM Control Delay (s)	-	-	10.1	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

7: CMC East Access & CR 114/CR 114
2023 BG SAT.syn



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	30	17	0	32	22	0
Future Volume (vph)	30	17	0	32	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952					
Flt Protected					0.950	
Satd. Flow (prot)	1773	0	0	1863	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	1773	0	0	1863	1770	0
Link Speed (mph)	25			25	20	
Link Distance (ft)	1492			797	669	
Travel Time (s)	40.7			21.7	22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	35	24	0
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

7: CMC East Access & CR 114/CR 114
 2023 BG SAT.syn




















Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	17	0	32	22	0
Future Vol, veh/h	30	17	0	32	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	18	0	35	24	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	51	0	77
Stage 1	-	-	-	-	42
Stage 2	-	-	-	-	35
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1555	-	926
Stage 1	-	-	-	-	980
Stage 2	-	-	-	-	987
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1555	-	926
Mov Cap-2 Maneuver	-	-	-	-	926
Stage 1	-	-	-	-	980
Stage 2	-	-	-	-	987

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	926	-	-	1555	-
HCM Lane V/C Ratio	0.026	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

1: SH 82 & Commercial Access /CR 115
 2045 BG AM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	23	0	34	5	1092	20	52	2425	0
Future Volume (vph)	0	0	3	23	0	34	5	1092	20	52	2425	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	25		0	100		0	175		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			85			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865			0.850			0.997				
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	1611	0	1770	1583	0	1770	3529	0	1770	3539	0
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	1611	0	1770	1583	0	1770	3529	0	1770	3539	0
Link Speed (mph)		20			35			55			55	
Link Distance (ft)		998			904			13384			2074	
Travel Time (s)		34.0			17.6			165.9			25.7	
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	3	0	25	37	0	5	1209	0	57	2636	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	81.6%						ICU Level of Service D					
Analysis Period (min)	15											

1: SH 82 & Commercial Access /CR 115
2045 BG AM.syn

Intersection												
Int Delay, s/veh	9.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	3	23	0	34	5	1092	20	52	2425	0
Future Vol, veh/h	0	0	3	23	0	34	5	1092	20	52	2425	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	-	100	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	25	0	37	5	1187	22	57	2636	0

















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	3354	3969	1318	2640	3958	605	2636	0	0	1209	0	0
Stage 1	2750	2750	-	1208	1208	-	-	-	-	-	-	-
Stage 2	604	1219	-	1432	2750	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	3	3	148	~ 11	3	441	158	-	-	573	-	-
Stage 1	20	42	-	194	254	-	-	-	-	-	-	-
Stage 2	452	251	-	141	42	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	2	3	148	~ 10	3	441	158	-	-	573	-	-
Mov Cap-2 Maneuver	2	3	-	~ 10	3	-	-	-	-	-	-	-
Stage 1	19	38	-	188	246	-	-	-	-	-	-	-
Stage 2	401	243	-	124	38	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.9	\$ 582.4	0.1	0.3
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	158	-	-	148	10	441	573	-	-
HCM Lane V/C Ratio	0.034	-	-	0.022	2.5	0.084	0.099	-	-
HCM Control Delay (s)	28.6	-	-	29.9	1422.9	13.9	12	-	-
HCM Lane LOS	D	-	-	D	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	4.1	0.3	0.3	-	-

Notes			
-: Volume exceeds capacity	\$. Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

2: SVR West Access South Leg /SVR West Access North Leg & CR 115
 2045 BG AM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	17	0	0	10	0	0	0	0	0	0	0
Future Volume (vph)	0	17	0	0	10	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		2024			2044			1084			1110	
Travel Time (s)		55.2			55.7			29.6			30.3	
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	18	0	0	11	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	6.7%						ICU Level of Service A					
Analysis Period (min)	15											

2: SVR West Access South Leg /SVR West Access North Leg & CR 115
2045 BG AM.syn

















Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	17	0	0	10	0	0	0	0	0	0	0
Future Vol, veh/h	0	17	0	0	10	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	0	0	11	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	11	0	0	18	0	0	29	29	18	29	29	11
Stage 1	-	-	-	-	-	-	18	18	-	11	11	-
Stage 2	-	-	-	-	-	-	11	11	-	18	18	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1608	-	-	1599	-	-	980	864	1061	980	864	1070
Stage 1	-	-	-	-	-	-	1001	880	-	1010	886	-
Stage 2	-	-	-	-	-	-	1010	886	-	1001	880	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1608	-	-	1599	-	-	980	864	1061	980	864	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	980	864	-	980	864	-
Stage 1	-	-	-	-	-	-	1001	880	-	1010	886	-
Stage 2	-	-	-	-	-	-	1010	886	-	1001	880	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1608	-	-	1599	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

3: SVR East Access South Leg/SVR East Access North Leg & CR 115
 2045 BG AM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	17	0	0	10	0	0	0	0	0	0	0
Future Volume (vph)	0	17	0	0	10	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)	25				25				25		25	
Link Distance (ft)	2021				1989				1003		1004	
Travel Time (s)	55.1				54.2				27.4		27.4	
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	18	0	0	11	0	0	0	0	0	0	0
Sign Control	Free				Free				Stop		Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	6.7%					ICU Level of Service A						
Analysis Period (min)	15											

3: SVR East Access South Leg/SVR East Access North Leg & CR 115
 2045 BG AM.syn
























Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	17	0	0	10	0	0	0	0	0	0	0
Future Vol, veh/h	0	17	0	0	10	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	0	0	11	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	11	0	0	18	0	0	29	29	18	29	29	11
Stage 1	-	-	-	-	-	-	18	18	-	11	11	-
Stage 2	-	-	-	-	-	-	11	11	-	18	18	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1608	-	-	1599	-	-	980	864	1061	980	864	1070
Stage 1	-	-	-	-	-	-	1001	880	-	1010	886	-
Stage 2	-	-	-	-	-	-	1010	886	-	1001	880	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1608	-	-	1599	-	-	980	864	1061	980	864	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	980	864	-	980	864	-
Stage 1	-	-	-	-	-	-	1001	880	-	1010	886	-
Stage 2	-	-	-	-	-	-	1010	886	-	1001	880	-

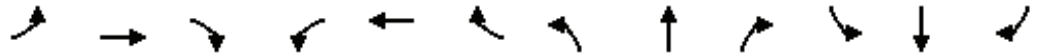
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1608	-	-	1599	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

4: SH 82 & CR 154 /CR 114
2045 BG AM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	53	230	106	70	104	75	801	44	240	2118	64
Future Volume (vph)	25	53	230	106	70	104	75	801	44	240	2118	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		40	0		0	380		205	800		150
Storage Lanes	0		1	1		1	1		1	2		1
Taper Length (ft)	25			25			145			225		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1833	1583	1770	1863	1583	1770	3539	1583	3433	3539	1583
Flt Permitted		0.867		0.687			0.950			0.950		
Satd. Flow (perm)	0	1615	1583	1280	1863	1583	1770	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			132			80			80
Link Speed (mph)		30			35			55				55
Link Distance (ft)		1006			150			540				1032
Travel Time (s)		22.9			2.9			6.7				12.8
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	85	250	115	76	113	82	871	48	261	2302	70
Turn Type	D.Pm	NA	custom	D.Pm	NA	Free	Prot	NA	custom	Prot	NA	custom
Protected Phases		8			4		1	6		5	2	
Permitted Phases	4		4	8		Free			2			6
Detector Phase	4	8	4	8	4		1	6	2	5	2	6
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	39.5	36.0	39.5	36.0	39.5		12.5	28.0	35.0	12.5	35.0	28.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0		20.0	120.0	120.0	20.0	120.0	120.0
Total Split (%)	17.6%	17.6%	17.6%	17.6%	17.6%		11.8%	70.6%	70.6%	11.8%	70.6%	70.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		5.5	6.0	6.0	5.5	6.0	6.0
All-Red Time (s)	3.0	3.5	3.0	3.5	3.0		3.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	6.5	7.0	6.5		8.5	8.0	8.0	8.5	8.0	8.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)		20.0	20.5	20.0	20.5	170.0	11.4	112.0	115.1	14.5	115.1	112.0
Actuated g/C Ratio		0.12	0.12	0.12	0.12	1.00	0.07	0.66	0.68	0.09	0.68	0.66
v/c Ratio		0.45	0.87	0.76	0.34	0.07	0.69	0.37	0.04	0.89	0.96	0.07
Control Delay		76.6	68.3	102.3	71.7	0.1	105.9	13.7	0.5	105.3	37.4	1.5
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		76.6	68.3	102.3	71.7	0.1	105.9	13.7	0.5	105.3	37.4	1.5
LOS		E	E	F	E	A	F	B	A	F	D	A
Approach Delay		70.4			56.7			20.6			43.2	
Approach LOS		E			E			C			D	
Queue Length 50th (ft)		88	157	124	78	0	91	220	0	-167	1252	0
Queue Length 95th (ft)		150	#295	#206	134	0	#176	259	4	#272	#1496	15
Internal Link Dist (ft)		926			70			460			952	

4: SH 82 & CR 154 /CR 114
2045 BG AM.syn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)			40				380		205	800		150
Base Capacity (vph)		218	313	173	257	1583	122	2331	1097	292	2395	1070
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.39	0.80	0.66	0.30	0.07	0.67	0.37	0.04	0.89	0.96	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 41.0 Intersection LOS: D
 Intersection Capacity Utilization 100.3% 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: 4: SH 82 & CR 154 /CR 114



5: Frontage Road & CR 114
2045 BG AM.syn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↗	↕			↕	
Traffic Volume (vph)	13	175	142	10	218	2	49	0	6	0	2	10
Future Volume (vph)	13	175	142	10	218	2	49	0	6	0	2	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			90			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.935			0.999			0.965			0.886	
Flt Protected		0.998			0.998		0.950	0.963				
Satd. Flow (prot)	0	3303	0	0	3529	0	1681	1644	0	0	1650	0
Flt Permitted		0.998			0.998		0.950	0.963				
Satd. Flow (perm)	0	3303	0	0	3529	0	1681	1644	0	0	1650	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		150			340			1037			952	
Travel Time (s)		2.9			6.6			28.3			26.0	
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 (%)							43%					
Lane Group Flow (vph)	0	358	0	0	250	0	30	30	0	0	13	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.4%
Analysis Period (min)	15
	ICU Level of Service A

5: Frontage Road & CR 114
2045 BG AM.syn

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	
Traffic Vol, veh/h	13	175	142	10	218	2	49	0	6	0	2	10
Future Vol, veh/h	13	175	142	10	218	2	49	0	6	0	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	105	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	190	154	11	237	2	53	0	7	0	2	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	239	0	0	344	0	0	437	556	172	383	632	120
Stage 1	-	-	-	-	-	-	295	295	-	260	260	-
Stage 2	-	-	-	-	-	-	142	261	-	123	372	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1325	-	-	1212	-	-	503	438	842	550	396	909
Stage 1	-	-	-	-	-	-	689	668	-	722	692	-
Stage 2	-	-	-	-	-	-	846	691	-	868	617	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1325	-	-	1212	-	-	486	428	842	536	387	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	486	428	-	536	387	-
Stage 1	-	-	-	-	-	-	680	659	-	713	685	-
Stage 2	-	-	-	-	-	-	825	684	-	850	609	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.3			12.6			9.9		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	486	548	1325	-	-	1212	-	-	742
HCM Lane V/C Ratio	0.073	0.044	0.011	-	-	0.009	-	-	0.018
HCM Control Delay (s)	13	11.9	7.7	0	-	8	0	-	9.9
HCM Lane LOS	B	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	0.1

6: CR 114 /CR 114 & CMC West Access
 2045 BG AM.syn



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	3	49	53	1	55
Future Volume (vph)	18	3	49	53	1	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		115	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982			0.850		
Flt Protected	0.958					0.999
Satd. Flow (prot)	1752	0	1863	1583	0	1861
Flt Permitted	0.958					0.999
Satd. Flow (perm)	1752	0	1863	1583	0	1861
Link Speed (mph)	20		25			25
Link Distance (ft)	765		701			502
Travel Time (s)	26.1		19.1			13.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	53	58	0	61
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.7% ICU Level of Service A
Analysis Period (min)	15

6: CR 114 /CR 114 & CMC West Access
2045 BG AM.syn

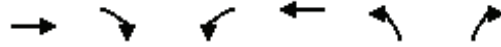
Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↑		↔
Traffic Vol, veh/h	18	3	49	53	1	55
Future Vol, veh/h	18	3	49	53	1	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	115	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	3	53	58	1	60

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	115	53	0	0	111	0
Stage 1	53	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	881	1014	-	-	1479	-
Stage 1	970	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	880	1014	-	-	1479	-
Mov Cap-2 Maneuver	880	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	961	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	897	1479
HCM Lane V/C Ratio	-	-	0.025	0.001
HCM Control Delay (s)	-	-	9.1	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

7: CMC East Access & CR 114/CR 114
2045 BG AM.syn



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	15	5	0	83	1	1
Future Volume (vph)	15	5	0	83	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968			0.932		
Flt Protected				0.976		
Satd. Flow (prot)	1803	0	0	1863	1694	0
Flt Permitted				0.976		
Satd. Flow (perm)	1803	0	0	1863	1694	0
Link Speed (mph)	25			25	20	
Link Distance (ft)	1492			797	669	
Travel Time (s)	40.7			21.7	22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	90	2	0
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.4%			ICU Level of Service A		
Analysis Period (min)	15					

7: CMC East Access & CR 114/CR 114
2045 BG AM.syn




















Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	5	0	83	1	1
Future Vol, veh/h	15	5	0	83	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	5	0	90	1	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	21	0	109
Stage 1	-	-	-	-	19
Stage 2	-	-	-	-	90
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1595	-	888
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	934
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1595	-	888
Mov Cap-2 Maneuver	-	-	-	-	888
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	934

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	966	-	-	1595	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

1: SH 82 & Commercial Access /CR 115
2045 BG PM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	9	0	55	4	2671	15	19	1012	0
Future Volume (vph)	0	0	4	9	0	55	4	2671	15	19	1012	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	25		0	100		0	175		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			85			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865			0.850			0.999				
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	1611	0	1770	1583	0	1770	3536	0	1770	3539	0
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	1611	0	1770	1583	0	1770	3536	0	1770	3539	0
Link Speed (mph)		20			35			55			55	
Link Distance (ft)		998			904			13384			2074	
Travel Time (s)		34.0			17.6			165.9			25.7	
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	4	0	10	60	0	4	2919	0	21	1100	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	88.1%						ICU Level of Service E					
Analysis Period (min)	15											

1: SH 82 & Commercial Access /CR 115
2045 BG PM.syn

Intersection												
Int Delay, s/veh	12.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	4	9	0	55	4	2671	15	19	1012	0
Future Vol, veh/h	0	0	4	9	0	55	4	2671	15	19	1012	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	-	100	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	10	0	60	4	2903	16	21	1100	0

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2602	4069	550	3511	4061	1460	1100	0	0	2919	0	0
Stage 1	1142	1142	-	2919	2919	-	-	-	-	-	-	-
Stage 2	1460	2927	-	592	1142	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	12	3	479	~2	3	118	630	-	-	122	-	-
Stage 1	213	273	-	15	34	-	-	-	-	-	-	-
Stage 2	135	34	-	460	273	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	5	2	479	~2	2	118	630	-	-	122	-	-
Mov Cap-2 Maneuver	5	2	-	~2	2	-	-	-	-	-	-	-
Stage 1	212	226	-	15	34	-	-	-	-	-	-	-
Stage 2	66	34	-	377	226	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	\$ 737.1	0	0.7
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	630	-	-	479	2	118	122	-	-
HCM Lane V/C Ratio	0.007	-	-	0.009	4.891	0.507	0.169	-	-
HCM Control Delay (s)	10.8	-	-	12.5	4855.1	63.3	40.4	-	-
HCM Lane LOS	B	-	-	B	F	F	E	-	-
HCM 95th %tile Q(veh)	0	-	-	0	2.5	2.3	0.6	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	15	0	0	16	0	0	0	0	0	0	0
Future Volume (vph)	0	15	0	0	16	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		2024			2044			1084			1110	
Travel Time (s)		55.2			55.7			29.6			30.3	
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	16	0	0	17	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	6.7%						ICU Level of Service A					
Analysis Period (min)	15											

2: SVR West Access South Leg /SVR West Access North Leg & CR 115
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














Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	0	0	16	0	0	0	0	0	0	0
Future Vol, veh/h	0	15	0	0	16	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	0	0	17	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	16	0	0	33	33	16	33	33	17
Stage 1	-	-	-	-	-	-	16	16	-	17	17	-
Stage 2	-	-	-	-	-	-	17	17	-	16	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1600	-	-	1602	-	-	974	860	1063	974	860	1062
Stage 1	-	-	-	-	-	-	1004	882	-	1002	881	-
Stage 2	-	-	-	-	-	-	1002	881	-	1004	882	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1600	-	-	1602	-	-	974	860	1063	974	860	1062
Mov Cap-2 Maneuver	-	-	-	-	-	-	974	860	-	974	860	-
Stage 1	-	-	-	-	-	-	1004	882	-	1002	881	-
Stage 2	-	-	-	-	-	-	1002	881	-	1004	882	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1600	-	-	1602	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

3: SVR East Access South Leg/SVR East Access North Leg & CR 115
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	15	0	0	16	0	0	0	0	0	0	0
Future Volume (vph)	0	15	0	0	16	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		2021			1989			1003			1004	
Travel Time (s)		55.1			54.2			27.4			27.4	
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	16	0	0	17	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	6.7%						ICU Level of Service A					
Analysis Period (min)	15											

3: SVR East Access South Leg/SVR East Access North Leg & CR 115
2045 BG PM.syn

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	0	0	16	0	0	0	0	0	0	0
Future Vol, veh/h	0	15	0	0	16	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	0	0	17	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	16	0	0	33	33	16	33	33	17
Stage 1	-	-	-	-	-	-	16	16	-	17	17	-
Stage 2	-	-	-	-	-	-	17	17	-	16	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1600	-	-	1602	-	-	974	860	1063	974	860	1062
Stage 1	-	-	-	-	-	-	1004	882	-	1002	881	-
Stage 2	-	-	-	-	-	-	1002	881	-	1004	882	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1600	-	-	1602	-	-	974	860	1063	974	860	1062
Mov Cap-2 Maneuver	-	-	-	-	-	-	974	860	-	974	860	-
Stage 1	-	-	-	-	-	-	1004	882	-	1002	881	-
Stage 2	-	-	-	-	-	-	1002	881	-	1004	882	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1600	-	-	1602	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-