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INTERCHANGE OPERATIONAL ANALYSIS REPORT

I-75 (SR 93) at Pine Ridge Road (CR 896)
Collier County, Florida

ETDM Number: 14400
Financial Project ID: 445296-1-22-01

Florida Department of Transportation

District One

June 2022

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

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Interchange Operational Analysis Report (IOAR)

I-75 (SR 93) at Pine Ridge Road (CR 896)

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Financial Project ID: 445296-1-22-01

Florida Department of Transportation

Determination of Safety, Operational and Engineering Acceptability

Acceptance of this document indicates successful completion of the review and determination of safety, operational and engineering acceptability of the Interchange Access Request. Approval of the access request is contingent upon compliance with applicable Federal requirements, specifically the National Environmental Policy Act (NEPA) or Department's Project Development and Environment (PD&E) Procedures. Completion of the NEPA/PD&E process is considered approval of the project location design concept described in the environmental document.

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SYSTEMS IMPLEMENTATION OFFICE

QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

Submittal Date: 6/22/2022

FM Number: 445296-1-22-01

Project Title: I-75 (SR 93) at Pine Ridge Road (CR 896)

District: One

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Document Type: ☐ MLOU ☐ IJR ☐ IMR ☒ IOAR ☐ OTHER (Specify)

Status of Document: (Only complete documents will be submitted for review; however, depending on the complexity of the project, interim reviews may be submitted as agreed upon in the MLOU).

Quality Control (QC) Statement

This document has been prepared following FDOT Procedure Topic No. 525-030-160 (New or Modified Interchanges) and complies with the FHWA two policy requirements. Appropriate District level quality control reviews have been conducted and all comments and issues have been resolved to their satisfaction. A record of all comments and responses provided during QC review is available in the project file or Electronic Review Comments (ERC) system.

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TECHNICAL REPORT COVERSHEET

Interchange Operational Analysis Report

Florida Department of Transportation

District One

I-75 (SR 93) at Pine Ridge Road (CR 896)

Limits of Project: From Livingston Road to Vineyards Boulevard

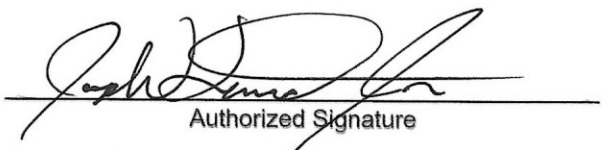
Collier County, Florida

Financial Management Number: 445296-1-22-01

ETDM Number: 14400

Date: June 22, 2022

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



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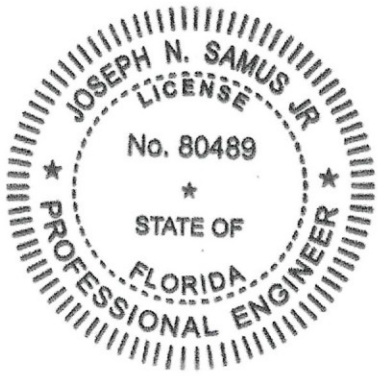

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Executive Summary.

The Florida Department of Transportation (FDOT) District One (Requestor) is preparing an Interchange Operational Analysis Report (IOAR) to document the traffic operational and highway safety benefits of transforming the traditional diamond interchange into a Diverging Diamond Interchange (DDI) at I-75 (SR 93) at Pine Ridge Road (CR 896) in Collier County, Florida. The proposed modifications are required to alleviate future traffic operational and safety concerns for the interchange of I-75 (SR 93) at Pine Ridge Road (CR 896).

Methodology

A Methodology Letter of Understanding (MLOU) was prepared to describe the methodology for the analysis and evaluation of this IOAR. The MLOU is approved by the FDOT District Interchange Review Coordinator (IRC). The traffic projections in the IOAR were developed using existing field traffic counts and the model outputs from the District 1 Regional Planning Model v.1.0.3 (D1RPM). The D1RPM model is calibrated to base year 2010 conditions and includes a future year scenario for 2040. The analysis years for this study include Existing Year 2019, Opening Year 2025, and Design Year 2040. The operational analysis for this study was performed using the Highway Capacity Software (HCS) version 7 and Vissim version 2020 (service pack 10).

Existing Conditions

The existing conditions simulation models for the study area were developed using Vissim, a widely used, behavior-based multi-purpose traffic microsimulation program. Vissim tracks individual vehicle movements and interactions with more detail than typical Highway Capacity Manual (HCM) methods and quantifies the performance of individual movements and overall delays, LOS and queue lengths for freeways, ramps, and intersections. Existing intersection operational analysis indicates that the I-75 (SR 93) ramp terminals and adjacent intersections at Pine Ridge Road (CR 896) currently meet the Level of Service (LOS) target D. None of the observed queue lengths at these intersections exceed the given storage lengths. Based on the existing freeway merge and diverge analysis, each of the freeway merge and diverge segments are operating at LOS target D or better. A five-year period crash data analysis resulted in 93 crashes within the ramp merge/diverge area. Of these crashes, there were two fatalities from 2013 to 2017 and five severe injury crashes within the study area over the observed period. The crash analysis indicated that ‘hit-fixed object’ and ‘read-end’ crashes are the most prominent crash types within the study area.

Future Conditions

Operational analyses were performed for two alternatives: the No-Build and Build Alternative. The No-Build Alternative will serve as a baseline for comparison against the Build Alternative. No-Build 2040 operational analysis indicates that I-75 southbound north of Pine Ridge Road (basic freeway segment and off-ramp) in the AM peak hour and I-75 northbound north of Pine Ridge Road (basic freeway segment and on-ramp) in the PM peak hour are operating at LOS F. Both locations are operating over-capacity, which indicates the need for additional lanes on I-75 and two-lane on- and off-ramps north of Pine Ridge Road. I-75 southbound south of Pine Ridge Road (basic freeway segment) is operating at LOS E in the AM peak, as is I-75 northbound south of Pine Ridge Road (basic freeway and off-ramp) in the PM peak hour. The proposed DDI is considered an Interim improvement and any mainline improvements will be considered as part of the larger I-75 master planning effort.

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The results of No-Build 2040 intersection analysis indicate the following intersections will operate at LOS E or F in the Design Year (2040):

- Pine Ridge Road and Livingston Road intersection
- Pine Ridge Road and Whippoorwill Lane intersection
- Pine Ridge Road and I-75 SB Ramps

The results of the No-Build 2040 intersection analysis indicate that the maximum queue lengths for several movements at the study intersections are expected to exceed the storage length in the Design Year (2040). Based on the 2040 queue analysis, the I-75 southbound off-ramp queues are expected to spillback onto the southbound I-75 mainline. However, the queues on the northbound off-ramp are not expected to spillback onto the I-75 mainline. Overall, the operational conditions are expected to worsen by the Design Year (2040) under the No-Build Alternative.

In order to accommodate the future travel demand while enhancing safety within the interchange area, one Build Alternative was developed. The build alternative proposes the conversion of the existing diamond interchange configuration to a Diverging Diamond Interchange (DDI). The DDI concept retains the same two traffic signals, but they no longer require left turning vehicles to cross opposing streams of traffic. These signals also ensure the safe merging of I-75 ramp traffic to Pine Ridge Road. As the two main traffic signals no longer need the left-turn phases to accommodate the ramp traffic, it allows for the signals to be operated with only two phases creating a substantial improvement in the throughput and operational efficiency.

Compared to the No-Build Alternative, the Build Alternative is projected to provide better operating conditions. Under the Build Alternative, each of the study intersections at Pine Ridge Road will operate at LOS target D or better during the Design Year (2040). The queue lengths are not expected to spillback into the I-75 mainline from the off-ramp segments. The advantages and disadvantages to the DDI concept are summarized in **Table E 1**.

Table E 1: Diverging Diamond Interchange – Advantages and Disadvantages

Advantages	Disadvantages
Eliminates left-turn phases from the signalized intersection	Unusual traffic pattern may be confusing to some drivers and visitors
Reduces through movement delay	
Increases throughput	
Reduces travel time	
Improves safety by reducing conflict points	
Accommodates bicycle and pedestrian movements	
Eliminates the need for additional right-of-way	

Compliance with FHWA General Requirements

The Federal Highway Administration (FHWA) Interchange Access Policy was checked to assure that the adequate level of service is provided in terms of safety and mobility. The FHWA's Policy on Access to the Interstate System provides the requirements for the justification and documentation necessary to substantiate any proposed changes in access to the Interstate System. This policy also facilitates decision-making regarding proposed changes in access to the Interstate System in a manner that considers and is consistent with the vision, goals, and long-range transportation plans of a

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metropolitan area, region, and State. All new or modified points of access must be approved by FHWA and developed in accordance with federal laws and regulations (as specified in 23 U.S.C. 109 and 111, 23 C.F.R. 625.4, and 49 C.F.R. 1.48(b)(1)). The following documents the adherence of the proposed I-75 at Pine Ridge Road improvements to FHWA's two Policy Points:

FHWA Policy Points 1

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

An operational and safety analysis was conducted to evaluate the future alternatives. The measure of effectiveness, including vehicle delays for the intersections at I-75 and Pine Ridge Road Interchange, Pine Ridge Road at Livingston Road, Pine Ridge Road at Whippoorwill Lane, Pine Ridge Road at Napa Boulevard, and Pine Ridge Road at Vineyards Boulevard, were compared between the No-Build and Build Alternatives.

Under the No-Build Alternative, most of the study intersections will operate at LOS E or worse during both the AM and PM peak hours, with the exceptions of Pine Ridge Road at I-75 NB Ramps, Pine Ridge Road at Napa Boulevard and Pine Ridge Road at Vineyards Boulevard. The 2040 No-Build queue analysis indicates that queues on southbound off-ramp could adversely affect the flow of traffic along I-75.

Under the Build Alternative, each of the I-75 ramp terminals and adjacent intersections at Pine Ridge Road will operate a LOS target D or better in the Opening (2025) and Design (2040) Years. Compared to the No-Build Alternative, the congestion and delay at the I-75 ramp terminals and adjacent intersections at Pine Ridge Road will be significantly improved under the Build Alternative during both the AM and PM peak hours in the Design Year (2040). These improvements will also aid in mitigating of the queuing issue present under the No-Build Alternative.

Although the safety analysis did not suggest that any locations had a higher crash rate than the statewide average with a high confidence level, the proposed improvements under the 2040 Build Alternative are expected to reduce crash frequency at five locations within the study area, providing a combined crash frequency reduction of 21.4 percent at these locations compared to not implementing any improvements. Furthermore, it is expected that these improvements will decrease the congested

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condition along Pine Ridge Road within the interchange influence area, which will also improve the safety condition in the Design Year (2040).

In conclusion, the recommended improvements will provide better traffic operations to reduce congestion and enhance the safety of the interchange and nearby intersections.

FHWA Policy Points 2

The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

The proposed Build Alternative will provide full access to all of the traffic movements on Pine Ridge Road to and from I-75. The design will meet current standards for the projects on the interstate system and comply with the American Association of State Highway and Transportation Officials (AASHTO) and FDOT design standards.

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Glossary of Terms

Term	Definition
AADT	Annual Average Daily Traffic
AOI	Area of Influence
BEBR	Bureau of Economic and Business Research
CAR Online	Crash Analysis Reporting Online
DDHV	Directional Design Hour Volume
DDI	Diverging Diamond Interchange
DHT	Design Hour Truck
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FT	Facility Type
FTO	Florida Traffic Online
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
IARUG	Interchange Access Request User's Guide
IOAR	Interchange Operational Analysis Report
LOS	Level of Service
MLOU	Methodology Letter of Understanding
MPH	Miles per Hour
OD	Origin-Destination
PD&E	Project Development and Environment
PHF	Peak Hour Factor
PTAR	Project Traffic Analysis Report
SIAR	Selected Interchanges Analysis Report
SIO	Systems Implementation Office
SIS	Strategic Intermodal System
SLD	Straight-Line Diagram
TAZ	Traffic Analysis Zones
TMC	Turning Movement Count
USC	United States Code
VPH	Vehicles Per Hour

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1.0 Introduction

1.1 Project Overview

Interstate 75 (I-75/SR 93) is a major interstate highway that is part of Florida's Strategic Intermodal System (SIS), a high priority network of transportation facilities important to the state's economy and mobility. I-75 primarily runs north-south along the western portion of the State of Florida and plays a critical role in transporting people, freight, and goods safely and efficiently between South Florida and the rest of the United States. Additionally, I-75 and Pine Ridge Road are designated as hurricane evacuation routes by the Florida Division of Emergency Management. Pine Ridge Road (CR 896) between US 41 (Tamiami Trail) and Collier Boulevard (CR 951) serves as one of the four major east/west corridors within Collier County and provides a direct connection to one of four I-75 interchanges within the greater Naples area.

The FDOT has been closely monitoring the operation of the Pine Ridge Road interchange, which is the focus of this IOAR. Existing peak period traffic volumes result in delay along the corridor from Livingston Road to I-75 in both directions and are predicted to increase in the coming years. **Figure 1.1** shows the project location of the I-75 and Pine Ridge Road interchange. The interchange is located approximately 1.7 miles north of the Golden Gate Parkway (CR 886) interchange and 3.7 miles south of the Immokalee Road (CR 846) interchange.

Figure 1.1: Project Location Map

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Within the vicinity of the interchange, I-75 is a six-lane limited access facility, has a functional classification of Urban Principal Arterial – Interstate, and a posted speed limit of 70 miles per hour (mph). Pine Ridge Road is a six-lane divided arterial, with a posted speed limit of 45 mph.

This IOAR documents traffic and safety analyses undertaken to evaluate the impacts of the anticipated increase in traffic demand and to identify any necessary improvements to enhance the operations of the I-75 at Pine Ridge Road interchange. This IOAR is developed in accordance with the FDOT's *Interchange Access Request User's Guide (IARUG)* prepared by the Systems Implementation Office (SIO), FDOT Policy No. 000-525-015-h: Approval of New or Modified Access to Limited Access Facilities on the SHS, FDOT Procedure No. 525-030-160-I: New or Modified Interchange(s) and FDOT Procedure No. 525-030-120-k: Project Traffic Forecasting.

1.2 Project Background

The I-75 and Pine Ridge Road interchange has been studied by the FDOT as part of the I-75 Selected Interchanges Analysis Report (SIAR) Phase I, completed in February 2018. The purpose of the I-75 SIAR - Phase I was to evaluate the existing operating and safety conditions at 13 interchanges along I-75, including the I-75 and Pine Ridge Road interchange, and one interchange along I-275. The scope for this report will include the development of existing traffic volumes, evaluation of existing operational conditions, review of crash history, and preparation of interchange profiles. The I-75 SIAR identified existing operational concerns, including westbound queue spillback into the southbound ramp terminal intersection from Whippoorwill Lane and high left-turn delays for westbound and eastbound at the ramp terminal intersections during the peak hours. Phase II of the SIAR evaluation of the I-75 and Pine Ridge Road interchange focused on identifying the appropriate interim improvements. Several safety and operational improvements have been identified to help alleviate operational deficiencies and extend the functional life of the I-75 Interchange and study area intersections along Pine Ridge Road, utilizing existing infrastructure. Additionally, the Phase II SIAR suggested to further evaluate the impacts of the concepts proposed by the Pine Ridge Road Corridor Congestion Study.

Collier County has recently studied the I-75 and Pine Ridge Road interchange under the Pine Ridge Road Corridor Congestion Study, completed in March 2018. The study recommended a diverging diamond interchange (DDI) at the I-75 and Pine Ridge Road interchange and innovative intersection improvements at several intersections along Pine Ridge Road. The Collier County Board of County Commissioners accepted the findings of the study on March 27, 2018.

The FDOT has prepared a Methodology Letter of Understanding (MLOU), which was signed December 12, 2019, in preparation for this IOAR, and is provided in **Appendix A**. This IOAR will only focus on near-term interchange improvements with minimal costs and overall impacts. This IOAR will also consider the existing operational analysis and crash history findings of the previously completed SIAR evaluation. Consistent with the findings of the Pine Ridge Road Corridor Congestion Study, the I-75 and Pine Ridge Road interchange modification includes the evaluation of converting the existing diamond interchange configuration to a DDI. Long term improvements, that include changes to the I-75 typical section, will be included in a comprehensive I-75 Master Plan, currently being conducted by FDOT District 1.

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1.3 Project Purpose

The purpose of this project is to analyze alternatives to improve traffic operations and safety through the I-75 and Pine Ridge Road interchange and along Pine Ridge Road in the immediate vicinity of I-75. The goal of the proposed improvements of the interchange will better accommodate future population increases, improve mobility, and support economic growth. The focus of these improvements will be on existing issues. Future issues associated with the on-going I-75 SW Connect Master Plan effort currently being conducted by FDOT District 1 will be resolved through that effort. The projections of future population and employment in the region indicate that travel demand will continue to increase significantly in the future. Previous analysis conducted by Collier County showed that the approaches to both the northbound and southbound ramps experienced failing conditions under 2040 conditions. The ability to accommodate the new travel patterns resulting from growth must be provided to sustain the region's economy. With the improvements, congested conditions are expected to reduce in both morning and evening peak periods.

1.4 Study Methodology

This IOAR has been prepared in accordance with the MLOU provided in **Appendix A**. The analysis years for this study are as follows:

- Existing Year: 2019
- Opening Year: 2025
- Design Year: 2040

The area of influence (AOI) for the I-75 and Pine Ridge Road interchange is shown in **Figure 1.2**. The study area along I-75 extends just north and south of the on and off-ramps to Pine Ridge Road, including the ramp merge and diverge areas. The improvements are focused along Pine Ridge Road and do not include any modifications to the I-75 mainline. Therefore, adjacent interchanges are not included in the AOI. The area of influence along Pine Ridge Road extends from Livingston Road to Vineyards Boulevard. The VISSIM model will focus on the Pine Ridge Road corridor and on- and off-ramps. HCS will be used to analyze the I-75 merge and diverge junctions.

The AOI includes the following segments and intersections:

Along the Mainline:

- I-75 Mainline Segment north of Pine Ridge Road
- I-75 Mainline Segment south of Pine Ridge Road
- Northbound I-75 Off-Ramp (Diverge)
- Northbound I-75 On-Ramp (Merge)
- Southbound I-75 Off-Ramp (Diverge)
- Southbound I-75 On-Ramp (Merge)

Along the Arterial:

- Pine Ridge Road (CR 896) at Livingston Road (Signalized)
- Pine Ridge Road (CR 896) at Whippoorwill Lane (Signalized)
- Pine Ridge Road (CR 896) at the I-75 Southbound Ramps (Signalized)
- Pine Ridge Road (CR 896) at the I-75 Northbound Ramps (Signalized)
- Pine Ridge Road (CR 896) at Napa Boulevard (Signalized)
- Pine Ridge Road (CR 896) at Vineyards Boulevard (Signalized)

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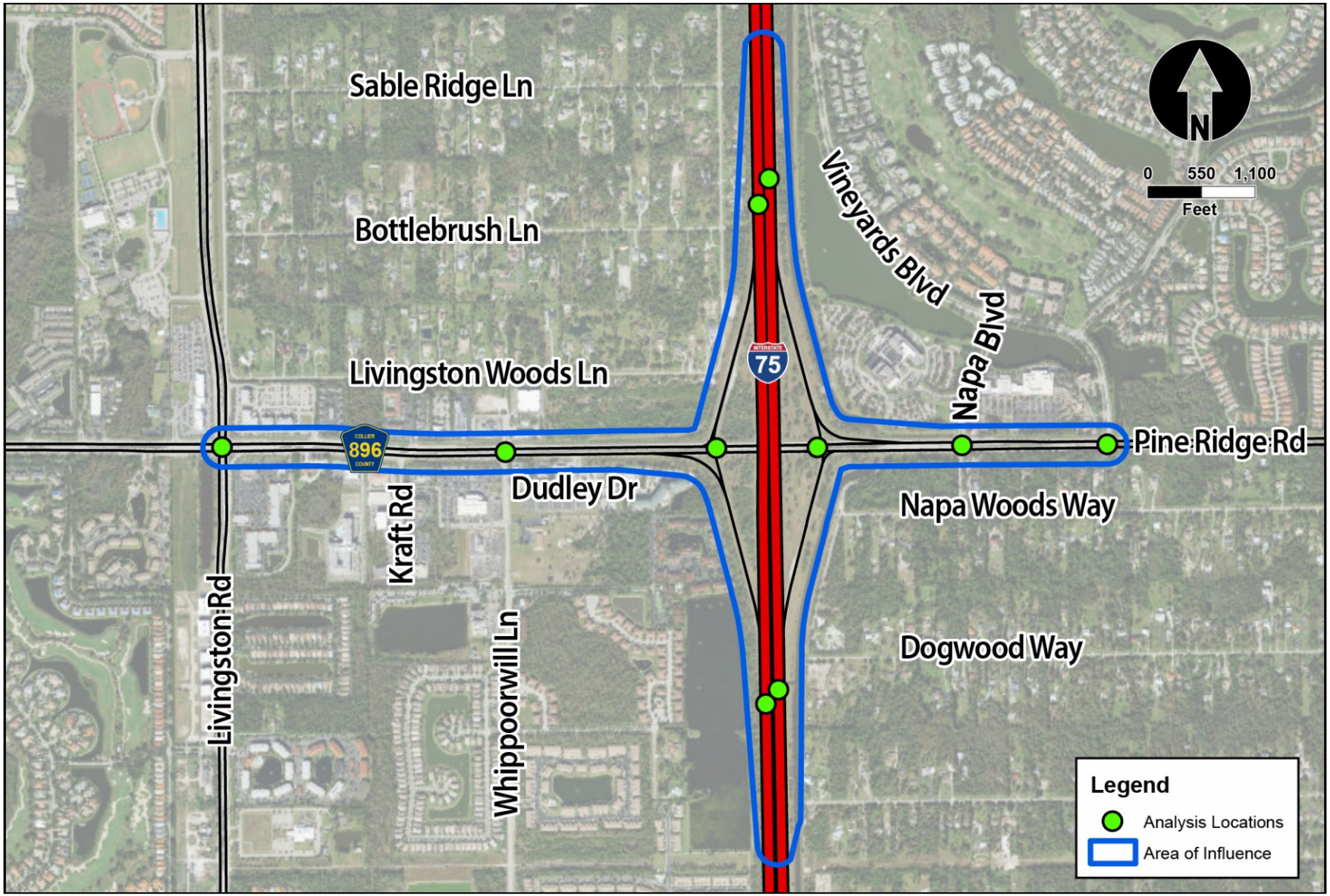
Figure 1.2: Area of Influence



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2.0 Existing Conditions

2.1 Roadway Characteristics

I-75 (Roadway ID: 03175000) is a six-lane limited access facility through the Pine Ridge Road interchange area, with a posted speed limit of 70 mph. I-75 functions as the only north-south limited access facility on Florida's southwest coast. I-75 is designated as a hurricane evacuation route by the Florida Division of Emergency Management and as a SIS corridor. The I-75 roadway typical section consists of three 12-foot (ft) travel lanes in each direction, 10-ft paved inside shoulders and 12-ft (8-ft paved and 4-ft grass) outside shoulders on northbound (NB) I-75, 11-ft paved inside shoulders and 22-ft (10-ft paved and 12-ft grass) outside shoulders on southbound (SB) I-75, and a 66-ft median.

Pine Ridge Road (CR 896) is a six-lane divided arterial in Collier County, with a posted speed limit of 45 mph. The typical section consists of three 12-ft travel lanes in each direction. Pine Ridge Road has 7-ft sidewalks on the northern side of the roadway within the project limit, 7-ft sidewalks on the southern side of the roadway from Livingston Road to Whippoorwill Lane and from Napa Boulevard to Vineyards Boulevard, and a raised landscaped/paved median (from 6-ft to 25-ft) within the project limit. Via I-75, Pine Ridge Road provides access to the greater Naples area and is designated as a hurricane evacuation route by the Florida Division of Emergency Management.

Figure 2.1 shows the existing lane geometry for each of the study intersections at the I-75 and Pine Ridge Road interchange. The I-75 and Pine Ridge Road interchange is a diamond interchange configuration that has single lane on and off-ramps in all four quadrants. All of the study intersections operate under signal control.

2.2 Land Use

The existing and future land uses within and directly adjacent to the I-75 at Pine Ridge Road interchange were obtained from the Collier County Growth Management Department Comprehensive Planning Division's webpage. The existing land use map is shown in **Figure 2.2**. The existing land use is predominant agricultural with planned use district and some commercial usage. The future land use map can be found in **Figure 2.3**. The future land uses include estate designation, residential, interchange activity center, and commercial. The future interchange activity center overlaps some of the residential area near interchange.

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Figure 2.1: Existing Lane Geometry

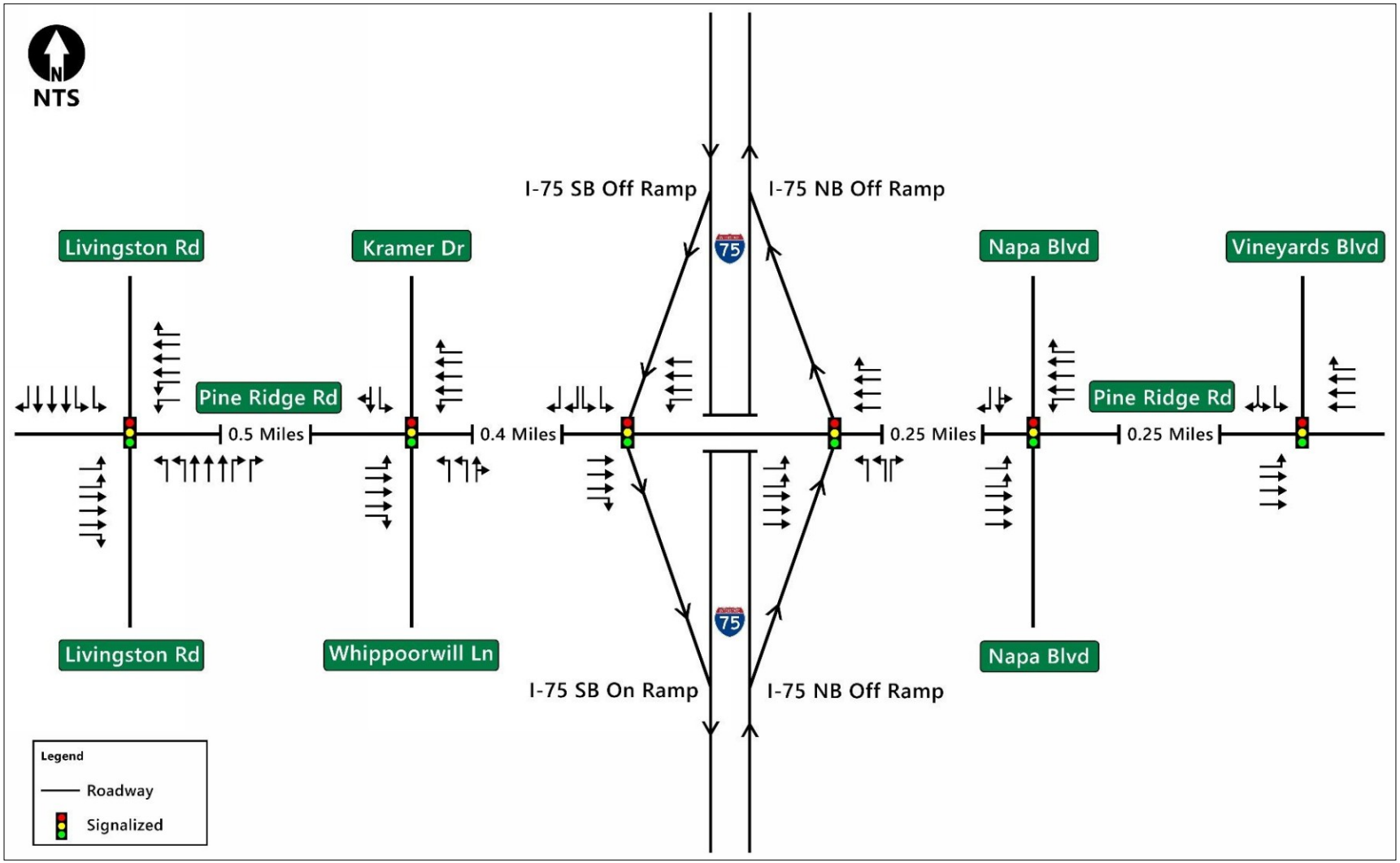

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Figure 2.2: Existing Year (2019) Land Use

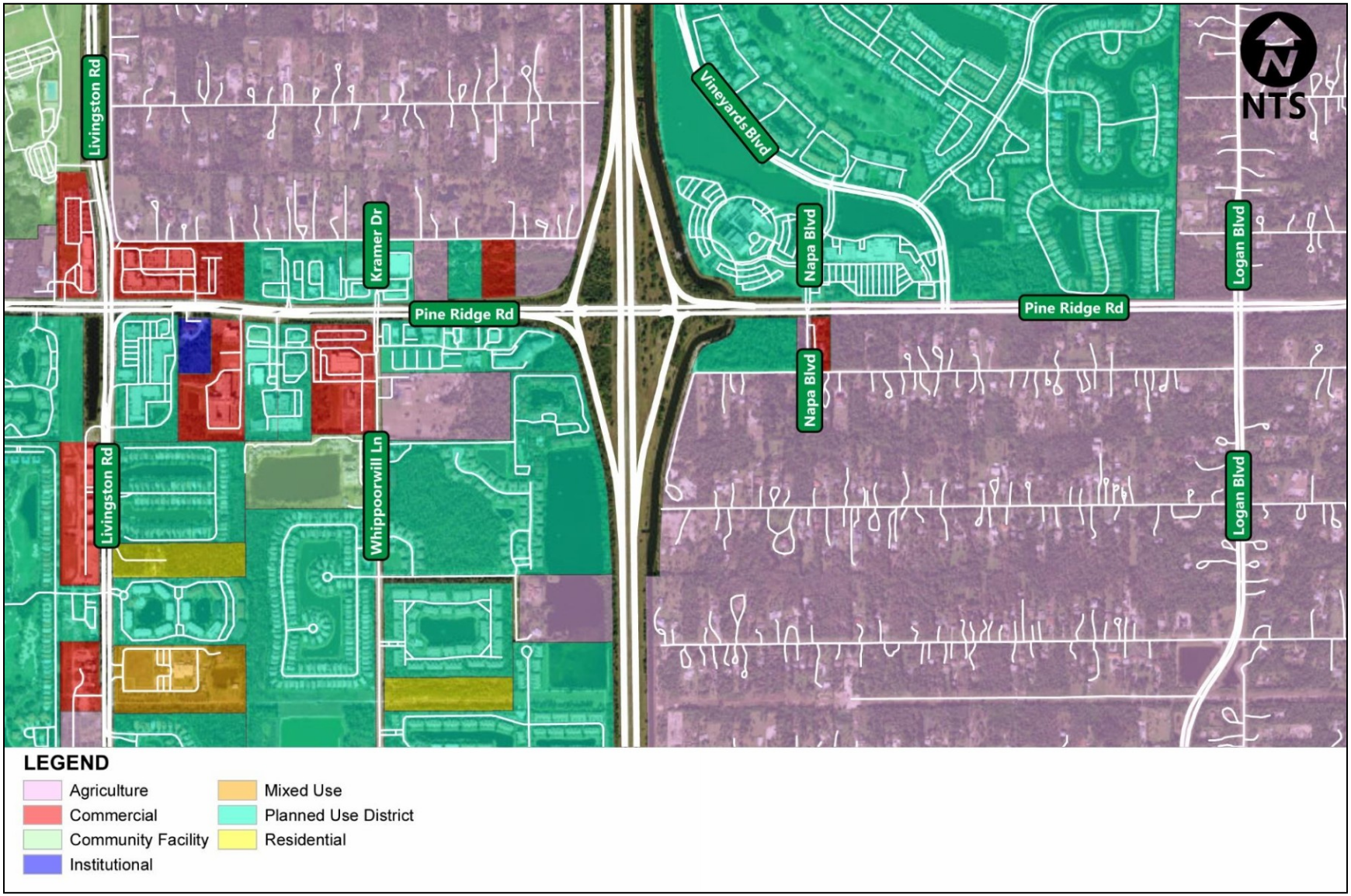

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Figure 2.3: Future (2040) Land Use

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3.0 Existing Traffic Volumes and Crash Data

3.1 Traffic Data Collection

Traffic counts were collected between Tuesday, February 19, 2019 and Thursday February 21, 2019. On Wednesday, February 20, 2019, turning movement counts (TMCs) were collected at all study intersections. There was one 72-hour bi-directional classification count, fourteen 72-hour bi-directional volume counts, and thirteen TMCs collected between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. **Table 3.1** provides a list of all data collection efforts, which can be found in **Appendix B**. An analysis of these counts indicates the AM peak hour occurred between 7:45 AM and 8:45 AM and the PM peak hour occurred between 4:45 PM and 5:45 PM.

Table 3.1: Traffic Data Collection

Location	Type of Count
I-75 Ramps to/from Pine Ridge Road	
Southbound On-Ramp	72-Hour Volume Count
Southbound Off-Ramp	72-Hour Volume Count
Northbound On-Ramp	72-Hour Volume Count
Northbound Off-Ramp	72-Hour Volume Count
Along Pine Ridge Road	
West of Livingston Road	72-Hour Volume Count
West of I-75 Southbound Ramps	72-Hour Volume Count
East of I-75 Northbound Ramps	72-Hour Volume Count
West of Logan Boulevard	72-Hour Classification Count
East of Logan Boulevard	72-Hour Volume Count
Along Side Streets	
Meridian Plaza, east of Livingston Road	72-Hour Volume Count
Livingston Road, north of Pine Ridge Road	72-Hour Volume Count
Livingston Road, south of Pine Ridge Road	72-Hour Volume Count
Whippoorwill Lane, south of Pine Ridge Road	72-Hour Volume Count
Logan Boulevard, north of Pine Ridge Road	72-Hour Volume Count
Logan Boulevard, south of Pine Ridge Road	72-Hour Volume Count
Intersections	
Pine Ridge Road & Livingston Road	4-Hour TMC (2-Hour AM and 2-Hour PM)
Livingston Road & Uniforms Unlimited	4-Hour TMC (2-Hour AM and 2-Hour PM)
Pine Ridge Road & Starbucks	4-Hour TMC (2-Hour AM and 2-Hour PM)
Pine Ridge Road & Meridian Plaza	4-Hour TMC (2-Hour AM and 2-Hour PM)
Pine Ridge Road & Kraft Road	4-Hour TMC (2-Hour AM and 2-Hour PM)
Pine Ridge Road & Whippoorwill Road	4-Hour TMC (2-Hour AM and 2-Hour PM)
Whippoorwill & and Dudley Drive	4-Hour TMC (2-Hour AM and 2-Hour PM)
Pine Ridge Road & Larson Way	4-Hour TMC (2-Hour AM and 2-Hour PM)
Pine Ridge Road & I-75 Southbound Ramp Terminal	4-Hour TMC (2-Hour AM and 2-Hour PM)
Pine Ridge Road & I-75 Northbound Ramp Terminal	4-Hour TMC (2-Hour AM and 2-Hour PM)
Pine Ridge Road & Napa Boulevard	4-Hour TMC (2-Hour AM and 2-Hour PM)
Pine Ridge Road & Vineyards Boulevard	4-Hour TMC (2-Hour AM and 2-Hour PM)
Pine Ridge Road & Logan Boulevard	4-Hour TMC (2-Hour AM and 2-Hour PM)

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3.2 Development of Existing Year (2019) Traffic Volumes

This section discusses the development of the Existing Year (2019) design traffic volumes for the I-75 and Pine Ridge Road interchange. The volumes were developed based on the collected traffic data and the procedures outlined in the FDOT's *Project Traffic Forecasting Handbook (2019)*.

3.2.1 Field Collected AADT

Existing Year (2019) field collected annual average daily traffic (AADT) was computed by multiplying the three-day average of the 72-hour count data by seasonal and axle adjustment factors. The exception to this was on the I-75 mainline where counts were not collected as part of this study effort and AADTs from Florida Traffic Online (FTO) were used directly (COSITE 030191 north of Pine Ridge Road and COSITE 032003 south of Pine Ridge Road). Seasonal and axle correction factors for February 2019 were downloaded from FTO for 2018, prior to the release of the 2019 data. The seasonal factor for Collier County for the week of February 18, 2018 is 0.86, compared to a seasonal factor for Collier County for the week of February 17, 2019 of 0.88. There was not an axle correction factor available for Pine Ridge Road from FTO, so axle correction factors from SR 84 west of US 41 (just to the south of the study area with similar land uses) were used as a surrogate. The axle correction factor for that location for February 18, 2018 was 0.98, compared to 0.99 in the 2019 data. This comparison of the 2018 seasonal and axle correction factors to the recently released 2019 data indicates only minimal differences, so the 2018 correction factors were not used. **Table 3.2** summarizes the field collected Existing Year (2019) AADT volumes.

Table 3.2: Existing Year (2019) AADT

Location	2019 Count	Seasonal Factor	Axle Factor	2019 AADT	2019 AADT (Rounded)**
I-75 Mainline					
North of Pine Ridge Road	N/A	N/A	N/A	89,215	89,000
South of Pine Ridge Road	N/A	N/A	N/A	79,000	79,000
I-75 Ramps to/from Pine Ridge Road					
SB On-Ramp	7,888	0.86	0.98	6,648	6,600
SB Off-Ramp	13,053	0.86	0.98	11,001	11,000
NB On-Ramp	12,186	0.86	0.98	10,270	10,500
NB Off-Ramp	6,667	0.86	0.98	5,619	5,600
Along Pine Ridge Road					
West of Livingston Road	54,531	0.86	0.98	45,959	46,000
West of I-75 SB Ramps	56,393	0.86	0.98	47,528	47,500
East of I-75 NB Ramps	43,993	0.86	0.98	37,077	37,000
West of Logan Boulevard*	40,222	0.86	N/A	34,591	34,500
East of Logan Boulevard	24,158	0.86	0.98	20,360	20,500
Along Side Streets					
Meridian Plaza, east of Livingston Road	1,555	0.86	0.98	1,311	1,300
Livingston Road, north of Pine Ridge Road	31,107	0.86	0.98	26,217	26,000
Livingston Road, south of Pine Ridge Road	31,153	0.86	0.98	26,256	26,500
Whippoorwill Lane, south of Pine Ridge Road	14,992	0.86	0.98	12,635	12,500
Logan Boulevard, north of Pine Ridge Road	13,742	0.86	0.98	11,852	11,500
Logan Boulevard, south of Pine Ridge Road	30,195	0.86	0.98	25,448	25,500

*This count was a vehicle classification count.

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3.2.2 Design Traffic Factors

This section presents the design traffic factors that were developed for this study. The factors were determined based on the collected traffic data, historically observed factors, and forecasted factors from the model. The factors were developed based on the procedures outlined in the FDOT's *Project Traffic Forecasting Handbook (2019)*. These design traffic factors used in the development of the Existing Year (2019), Opening Year (2025), and Design Year (2040) design traffic volumes.

3.2.2.1 Peak Hour Factor

The peak hour factor (PHF) represents the fluctuation in the arrival rate of traffic during the peak hour by converting the hourly volume into the flow rate for the peak 15-minute period. The PHF measured at each intersection within the study area was used for the Existing Year (2019) for the AM and PM peak hours. **Table 3.3** summarizes the existing AM and PM PHFs for the 14 intersections in the study area. During the AM peak hour, the PHF ranges from 0.89 to 0.96 with a weighted average of 0.93. During the PM peak hour, the PHF ranges from 0.91 to 0.98 with a weighted average of 0.95. A PHF of 0.95 was used where the field observed PHF was higher, to be conservative.

Table 3.3: Peak Hour Factors

Intersection	Peak Hour Factor	
	AM Peak Hour	PM Peak Hour
Pine Ridge Road & Livingston Road	0.94	0.97
Livingston Road & Uniforms Unlimited	0.92	0.95
Pine Ridge Road & Marquesa Plaza	0.92	0.93
Pine Ridge Road & Meridian Plaza	0.94	0.94
Pine Ridge Road & Kraft Road	0.95	0.92
Pine Ridge Road & Kramer Road	0.96	0.93
Whippoorwill Road & Dudley Drive	0.93	0.91
Pine Ridge Road & Larson Way	0.95	0.94
Pine Ridge Road & I-75 Southbound Ramp Terminal	0.92	0.97
Pine Ridge Road & I-75 Northbound Ramp Terminal	0.92	0.96
Pine Ridge Road & Napa Boulevard	0.93	0.97
Pine Ridge Road & Vineyards Boulevard	0.91	0.98
Pine Ridge Road & Logan Boulevard	0.89	0.98
Weighted Average	**0.93**	**0.95**

3.2.2.2 Peak-to-Daily Ratio

The peak-to-daily ratio (PTD) represents the proportion of AADT occurring during the design hour. **Table 3.4** summarizes the PTD that occurred during the AM and PM peak hours. The weighted average of the AM PTD is 8.3 percent. The weighted average of the PM PTD is 8.8 percent. Based on the FDOT's *Project Traffic Forecasting Handbook (2019)*, a standard PTD of 9.0 percent (K factor) is recommended to be used for arterials and ramps. The slightly lower PTD observed during the data collection would indicate some amount of congestion and possibly peak spreading. However, the standard PTD of 9.0 percent was used in the development of traffic volumes for the Pine Ridge Road IOAR to be conservative and to be consistent with standard FDOT practices. For some minor roads and driveways, the PTD may be used instead of the standard 9.0 to avoid inflation of these locations.

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Table 3.4: Peak-to-Daily (PTD) Ratios

Location	AADT	AM Peak Hour		PM Peak Hour	
		Volume	PTD	Volume	PTD
I-75 Mainline					
North of Pine Ridge Road	89,215	8,000	9.0%	8,006	9.0%
South of Pine Ridge Road	79,000	7,427	9.5%	7,481	9.6%
I-75 Ramps to/from Pine Ridge Road					
Southbound On-Ramp	6,648	535	8.0%	522	7.9%
Southbound Off-Ramp	11,001	782	7.1%	774	7.0%
Northbound On-Ramp	10,270	766	7.5%	790	7.7%
Northbound Off-Ramp	5,619	440	7.8%	517	9.2%
Along Pine Ridge Road					
West of Livingston Road	45,959	3,006	6.5%	3,673	8.0%
West of I-75 Southbound Ramps	47,528	3,595	7.6%	4,064	8.6%
East of I-75 Northbound Ramps	37,077	3,088	8.3%	3,341	9.0%
West of Logan Boulevard	34,591	2,744	7.9%	2,962	8.6%
East of Logan Boulevard	20,360	1,711	8.4%	1,712	8.4%
Along Side Streets					
Meridian Plaza, east of Livingston Road	1,311	184	14.0%	119	9.1%
Livingston Road, north of Pine Ridge Road	26,217	2,293	8.7%	2,379	9.1%
Livingston Road, south of Pine Ridge Road	26,256	2,324	8.9%	2,496	9.5%
Whippoorwill Lane, south of Pine Ridge Road	12,635	836	6.6%	890	7.0%
Logan Boulevard, north of Pine Ridge Road	11,582	943	8.1%	1,095	9.5%
Logan Boulevard, south of Pine Ridge Road	25,448	1,955	7.7%	2,307	9.1%

3.2.2.3 Directional Factor

The directional distribution (D) factor is the proportion of traffic traveling in the peak direction relative to the sum of the traffic volumes in both directions during the design hour. The D factor was determined from FDOT Florida Traffic Online (FTO 2018) for the I-75 mainline and calculated from the 72-hour bi-directional approach counts for each counted location within the study area. **Tables 3.5** and **Table 3.6** summarize the AM and PM peak hour directional distribution percentages (D factors) for the I-75 and Pine Ridge Road interchange. The D factor ranged from 67.3 percent to 76.6 percent during the AM peak hour along Pine Ridge Road, with a peak direction of west throughout. During the PM peak hour, the D factors are not as high on Pine Ridge Road as the AM D factors, but are still significant with an east peak direction. This indicates that Pine Ridge Road is used as a commuting facility towards Naples and the beaches in the morning and away from Naples and the beaches in the afternoon.

The directional distribution on I-75 compares well to the D factors found on Florida Traffic Online. I-75 to the north of Pine Ridge Road has a D factor of 56.5 percent during the AM peak hour and 57.0 percent during the PM peak hour, compared to a D factor of 56.4 percent on FTO. This particular count from FTO is a telemetered count; therefore, there is confidence in its D factor value. I-75 to the south of Pine Ridge Road has a D factor of 57.5 percent during the AM peak hour and 57.3 percent during the PM peak hour, compared to a D factor of 55 percent on FTO. The D factors on I-75 south of Pine Ridge Road compare favorably to the FTO value. This count on FTO is a portable traffic monitoring site and a brief review of the FTO synopsis report for this roadway indicates that the D factor may be higher than 55.0 percent.

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Table 3.5: Field Measured D Factors – AM Peak Hour

Location	Northbound/ Eastbound Volume	Southbound/ Westbound Volume	Field Data D Factor	Balanced D Factor**	Peak Direction
I-75 Mainline					
North of Pine Ridge Road	N/A*	N/A*	56.4%	56.5%	South
South of Pine Ridge Road	N/A*	N/A*	55.0%	57.5%	South
Along Pine Ridge Road					
West of Livingston Road	915	1,962	68.2%	67.5%	West
West of I-75 SB Ramps	1,127	2,266	66.8%	67.3%	West
East of I-75 NB Ramps	845	1,987	70.2%	71.4%	West
West of Logan Boulevard	662	2,079	75.8%	76.6%	West
East of Logan Boulevard	430	1,281	74.9%	75.4%	West
Along Side Streets					
Meridian Plaza, east of Livingston Road	96	88	52.2%	52.7%	East
Livingston Road, north of Pine Ridge Road	1,065	1,273	54.4%	55.3%	South
Livingston Road, south of Pine Ridge Road	1,044	1,129	52.0%	52.6%	South
Whippoorwill Lane, south of Pine Ridge Road	547	418	56.7%	58.4%	North
Logan Boulevard, north of Pine Ridge Road	468	475	50.4%	53.1%	South
Logan Boulevard, south of Pine Ridge Road	1,171	784	59.9%	61.3%	North

*D Factor taken from Florida Traffic Online.
**Resulting D Factor after volume balancing procedures were conducted.

Table 3.6: Field Measured D Factors – PM Peak Hour

Location	Northbound/ Eastbound Volume	Southbound/ Westbound Volume	Field Data D Factor	Balanced D Factor**	Peak Direction
I-75 Mainline					
North of Pine Ridge Road	N/A*	N/A*	56.4%	57.0%	North
South of Pine Ridge Road	N/A*	N/A*	55.0%	57.3%	North
Along Pine Ridge Road					
West of Livingston Road	2,116	1,392	60.3%	59.8%	East
West of I-75 SB Ramps	2,353	1,439	62.1%	61.3%	East
East of I-75 NB Ramps	1,957	1,128	63.4%	63.4%	East
West of Logan Boulevard	1,937	999	66.0%	64.5%	East
East of Logan Boulevard	1,198	514	70.0%	69.9%	East
Along Side Streets					
Meridian Plaza, east of Livingston Road	59	60	50.4%	50.0%	West
Livingston Road, north of Pine Ridge Road	1,250	953	56.7%	57.2%	North
Livingston Road, south of Pine Ridge Road	1,318	942	58.3%	57.8%	North
Whippoorwill Lane, south of Pine Ridge Road	486	507	51.1%	51.9%	South
Logan Boulevard, north of Pine Ridge Road	565	530	51.6%	51.8%	North
Logan Boulevard, south of Pine Ridge Road	1,061	1,246	54.0%	53.6%	South

*D Factor taken from Florida Traffic Online.
**Resulting D Factor after volume balancing procedures were conducted.

The balanced D factors shown above were used to develop the traffic volumes for the study area. In cases where the balanced D factors exceed the recommended D factors defined in the FDOT's *Project Traffic Forecasting Handbook (2019)*, the maximum value of 67.1 percent was used for the surface streets and 61.2 percent was used for the I-75 mainline.

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3.2.2.4 Daily and Design Hour Truck Factors

The daily truck (T_{24}) factor is the percentage of medium and heavy truck traffic in a 24-hour period. **Table 3.7** summarizes the only classification count collected as a part of this study effort on Pine Ridge Road, west of Logan Boulevard. This count was collected from February 19, 2019 to February 21, 2019 and measured T_{24} factor of 6.1 percent. While Pine Ridge Road is not a major freight corridor, there are several commercial uses which would facilitate some truck traffic for deliveries. This is supported by the high proportion of trucks being classified as medium trucks.

Table 3.7: Daily Vehicle Composition: Pine Ridge Road west of Logan Boulevard

Direction	Total Vehicles	Medium Trucks		Heavy Trucks		Total Trucks (T_{24})		Buses	
		Count	% of Total Vehicles	Count	% of Total Vehicles	Count	% of Total Vehicles	Count	% of Total Vehicles
February 19, 2019									
Eastbound	16,802	1,025	6.1%	77	0.5%	1,102	6.6%	78	0.5%
Westbound	17,350	982	5.7%	28	0.2%	1,010	5.8%	24	0.1%
Two-Way	34,152	2,007	5.9%	105	0.3%	2,112	6.2%	102	0.3%
February 20, 2019									
Eastbound	17,120	1,025	6.0%	64	0.4%	1,089	6.4%	74	0.4%
Westbound	17,670	951	5.4%	37	0.2%	988	5.6%	23	0.1%
Two-Way	34,790	1,976	5.7%	101	0.3%	2,077	6.0%	97	0.3%
February 21, 2019									
Eastbound	17,211	1,083	6.3%	65	0.4%	1,148	6.7%	68	0.4%
Westbound	17,621	972	5.5%	25	0.1%	997	5.7%	23	0.1%
Two-Way	34,832	2,055	5.9%	90	0.3%	2,145	6.2%	91	0.3%
Three-Day Average									
Two-Way	34,591	2,013	5.8%	99	0.3%	2,111	6.1%	97	0.3%

Table 3.8 summarizes the historical AADT and T_{24} factors for I-75, south of Pine Ridge Road and Pine Ridge Road, west of I-75. These are the two counts found on FTO which have historical classification counts within the study area. Daily truck percentages have been relatively stable during the past five years. AADT has generally increased overall during the past five years on I-75, and so has the daily truck volume. AADT on Pine Ridge Road has remained relatively flat despite a small spike in 2015 and 2016. The classification count collected on Pine Ridge Road, west of Logan Boulevard is about one percent higher than the classification count obtained from the FTO on Pine Ridge Road, west of I-75.

Table 3.8: Historical AADT and T_{24} Factors

Year	I-75, South of Pine Ridge Road (COSITE = 032003)		Pine Ridge Road, West of I-75 (COSITE = 034628)		Livingston Road, North of Pine Ridge Road (COSITE = 034575)		Logan Boulevard, South of Pine Ridge Road (COSITE = 034155)	
	AADT	Daily Trucks (T_{24})	AADT	Daily Trucks (T_{24})	AADT	Daily Trucks (T_{24})	AADT	Daily Trucks (T_{24})
2018	76,500	9.5%	51,000	4.9%	26,000	4.7%	31,000	4.1%
2017	79,000	9.1%	51,500	4.3%	26,500	4.4%	28,500	4.8%
2016	72,500	9.3%	57,000	4.3%	25,500	3.8%	27,500	4.0%
2015	70,000	9.7%	56,000	4.6%	24,500	4.2%	28,500	4.0%

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2014	64,000	9.3%	52,500	4.5%	23,500	4.2%	27,500	3.7%

The design hour truck (DHT) factor is the percentage of medium and heavy truck traffic during the peak hour. **Table 3.9** summarizes the 2019 AM peak hour volumes and truck volumes that were collected at the classification count on Pine Ridge Road, west of Logan Boulevard. According to the FDOT's *Project Traffic Forecasting Handbook (2019)*, DHT factor is estimated to be one half of the daily truck percentage. However, this table indicates that the vehicle composition during the AM peak hour is similar to the daily vehicle composition. Medium trucks constitute around 6.1 percent of vehicles during the AM peak hour, compared to 5.8 percent of daily vehicles. Heavy trucks make up 0.3 percent of vehicles in both the AM peak hour and daily, and buses comprise 0.2 percent of vehicles in the AM peak hour and 0.3 percent of daily traffic.

Table 3.9: Peak Hour Vehicle Composition: Pine Ridge Road west of Logan Boulevard – AM Peak Hour

Direction	Total Vehicles	Medium Trucks		Heavy Trucks		Total Trucks (DHT)		Buses	
		Count	%	Count	%	Count	%	Count	%
February 19, 2019									
Eastbound	663	65	9.8%	9	1.4%	74	11.2%	4	0.6%
Westbound	2,084	127	6.1%	1	0.0%	128	6.1%	0	0.0%
Two-Way	2,747	192	7.0%	10	0.4%	202	7.4%	4	0.1%
February 20, 2019									
Eastbound	642	46	7.2%	3	0.5%	49	7.6%	7	1.1%
Westbound	2,138	113	5.3%	2	0.1%	115	5.4%	0	0.0%
Two-Way	2,780	159	5.7%	5	0.2%	164	5.9%	7	0.3%
February 21, 2019									
Eastbound	679	59	8.7%	5	0.7%	64	9.4%	8	1.2%
Westbound	2,013	95	4.7%	1	0.0%	96	4.8%	0	0.0%
Two-Way	2,692	154	5.7%	6	0.2%	160	5.9%	8	0.3%
Three-Day Average									
Two-Way	2,740	168	6.1%	7	0.3%	175	6.4%	6	0.2%

Table 3.10 summarizes the same vehicle composition information, for the PM peak hour instead of the AM peak hour. The PM peak hour vehicle composition is again very similar to the daily vehicle composition and the AM peak hour composition. This, along with the higher composition of medium trucks compared to heavy trucks, indicates that much of the freight activity is related to service and delivery vehicles. Based on the observed daily, AM peak hour and PM peak hour truck percentages, the truck percentages have remained relatively stable and the AM and PM peak hours do not differ significantly from each other or from the daily truck percentage.

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Table 3.10: Peak Hour Vehicle Composition: Pine Ridge Road west of Logan Boulevard – PM Peak Hour

Direction	Total Vehicles	Medium Trucks		Heavy Trucks		Total Trucks (DHT)		Buses	
		Count	%	Count	%	Count	%	Count	%
February 19, 2019									
Eastbound	1,916	110	5.7%	8	0.4%	118	6.2%	4	0.2%
Westbound	976	43	4.4%	0	0.0%	43	4.4%	0	0.0%
Two-Way	2,892	153	5.3%	8	0.3%	161	5.6%	4	0.1%
February 20, 2019									
Eastbound	1,924	97	5.0%	8	0.4%	105	5.5%	2	0.1%
Westbound	1,041	50	4.8%	0	0.0%	50	4.8%	0	0.0%
Two-Way	2,965	147	5.0%	8	0.3%	155	5.2%	2	0.1%
February 21, 2019									
Eastbound	1,975	129	6.5%	8	0.4%	137	6.9%	3	0.2%
Westbound	979	53	5.4%	1	0.1%	54	5.5%	0	0.0%
Two-Way	2,954	182	6.2%	9	0.3%	191	6.5%	3	0.1%
Three-Day Average									
Two-Way	2,937	161	5.5%	8	0.3%	169	5.8%	3	0.1%

Since this data is being used to develop origin-destination matrices for the study area at a more granular level of detail than FTO or the field collected classification will readily allow, the truck counts collected as part of the turning movement count collections at each intersection were analyzed. This allows a more granular analysis of truck factors by time of day and across all of the roads and driveways within the study area. **Table 3.11** provides a summary of the aggregate volumes entering the study area along Pine Ridge Road and the cross streets for the AM and PM peak periods. This analysis provides similar results to the rest of the more traditional truck percentage data collection during the AM peak period and indicates that allowing for variance of truck factors on the input will yield the correct aggregate truck factors. This also indicates that the truck percentage during the PM peak period should be lower than the AM peak period.

Table 3.11: Aggregate Turning Movement Count Truck Percentages

Location	AM Volume	AM Trucks	AM Truck Percent	PM Volume	PM Trucks	PM Truck Percent
Pine Ridge Road	4,997	195	4.00%	5,571	63	2.00%
Cross Streets	11,378	340	3.00%	12,716	146	2.00%

To develop design truck factors for the study area, the 72-hour classification counts from FTO were reviewed for each major segment group within the study area. **Table 3.12** provides the T_{24} and design hourly truck factor (DHT) for each of these locations.

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Table 3.12: Design Truck Factors

Location	Count Site	T_{24}	DHT
I-75 mainline	032003	9.5%	5.0%
I-75 southbound off-ramp	037024	7.5%	4.0%
I-75 southbound on-ramp	037022	7.5%	4.0%
I-75 northbound off-ramp	037021	7.5%	4.0%
I-75 northbound on-ramp	037023	7.5%	4.0%
Pine Ridge Road*	Turning Movement Volumes	N/A	2.0% to 4.0%
Cross Streets*	Turning Movement Volumes	N/A	2.0% to 13.3%

*Design truck factor for cross streets and Pine Ridge Road varies by location and time of day.

According to **Table 3.12**, a DHT of 2% to 4% was used for the Pine Ridge Road and 2% to 13.3% was used for the cross streets depending on location and time of day. For I-75 mainline and ramps, DHT values that were used are 5% and 4%, respectively. A more detailed breakdown of truck factors along the driveways and cross streets within the study area can be found in **Appendix C**.

3.2.3 Existing Year (2019) Turning Movement Volumes

A review of the peak hour TMC data obtained at all study intersections and minor cross streets was reviewed within the area of influence for the previously defined AM and PM peak hours. Volumes were tied to origin-destination (OD) level trip patterns and balanced statistically utilizing data smoothing principles supported by the FDOT's *Project Traffic Forecasting Handbook (2019)* and the Transportation Research Board's *National Cooperative Highway Research Program Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. A detailed accounting of the statistical accuracy between the field collected turning movement volumes and the normalized existing conditions can be found in the *Existing Conditions Assignment Calibration Memorandum* in **Appendix D**. The adjusted Existing Year (2019) AM and PM peak hour volumes for the signalized intersections within the area of influence are graphically illustrated in **Figure 3.1**.

3.2.4 Existing Year (2019) AADT

Existing year (2019) AADT was derived from the application of seasonal and axle correction factors applied to counted daily traffic and then rounded, as guided by the FDOT's *Project Traffic Forecasting Handbook (2019)*. For any location where a count was not collected, AADT was derived through the application of the standard PTD (9.0 percent) to the maximum of the AM or PM bi-directional peak hour balanced volumes. **Figure 3.2** shows the existing year (2019) AADT volumes for the I-75 and Pine Ridge Road study area.

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Figure 3.1: Existing Year (2019) Turning Movement Volumes

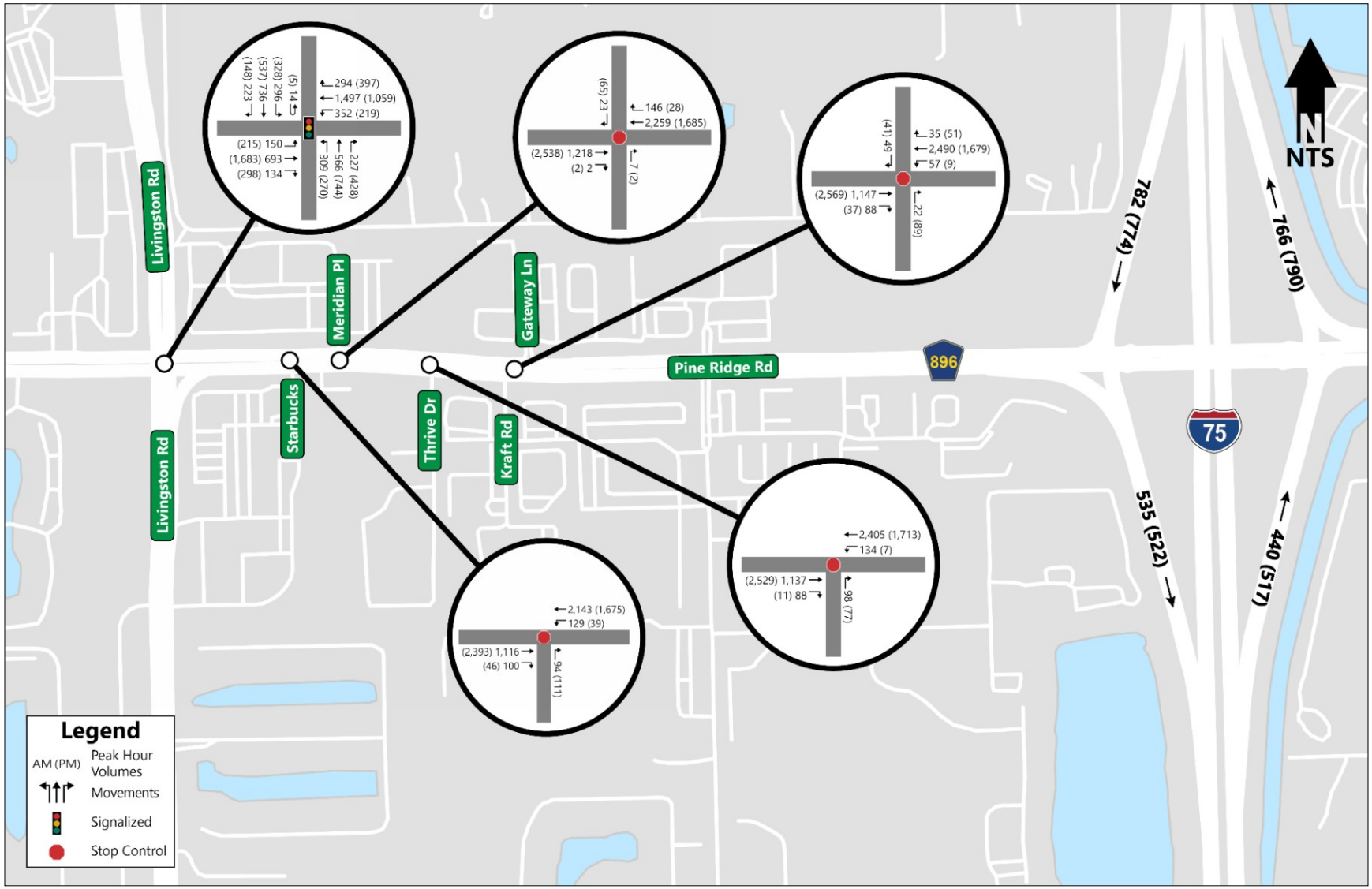

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Figure 3.1 (continued): Existing Year (2019) Turning Movement Volumes

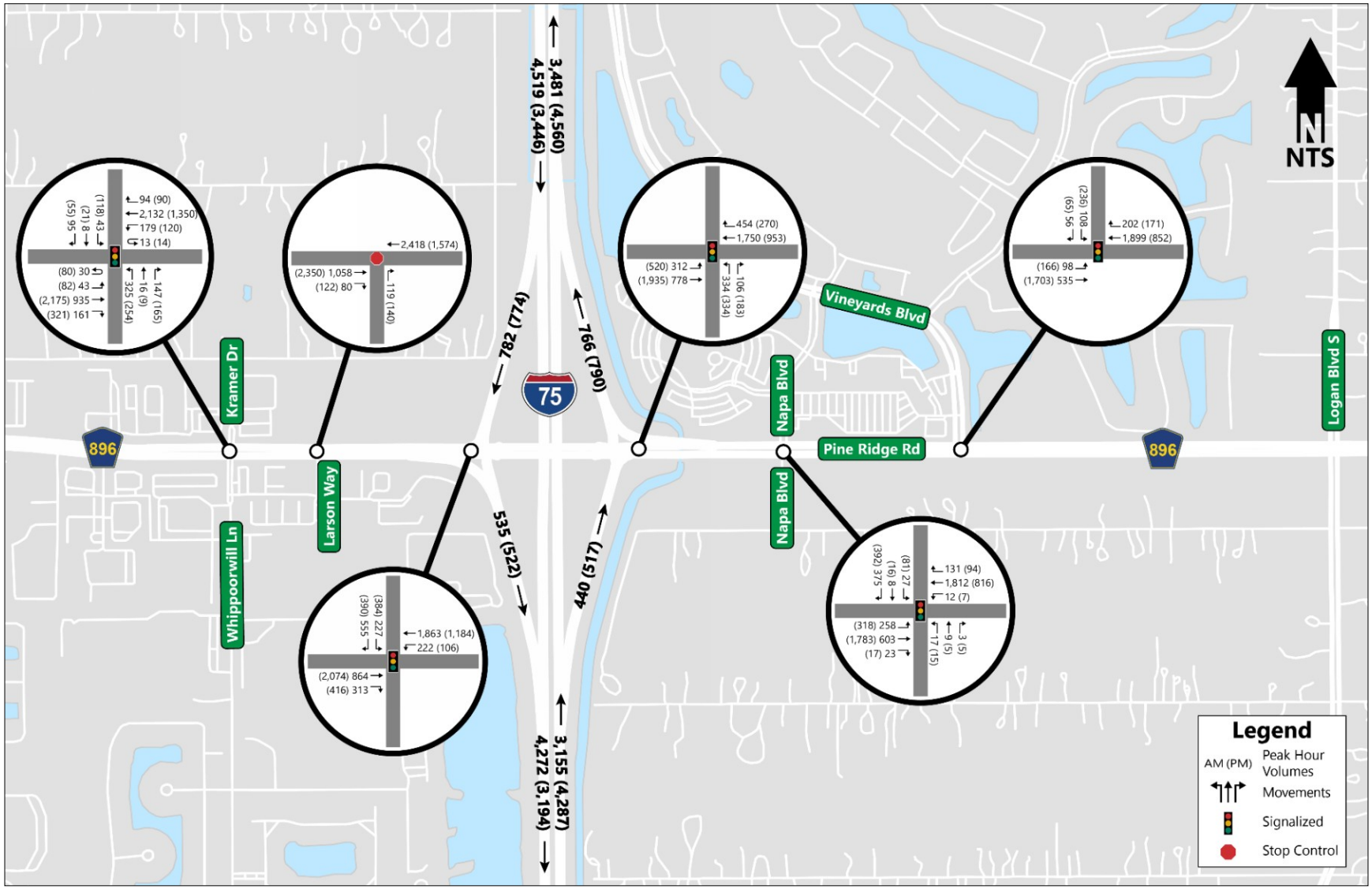

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Figure 3.2: Existing Year (2019) AADT

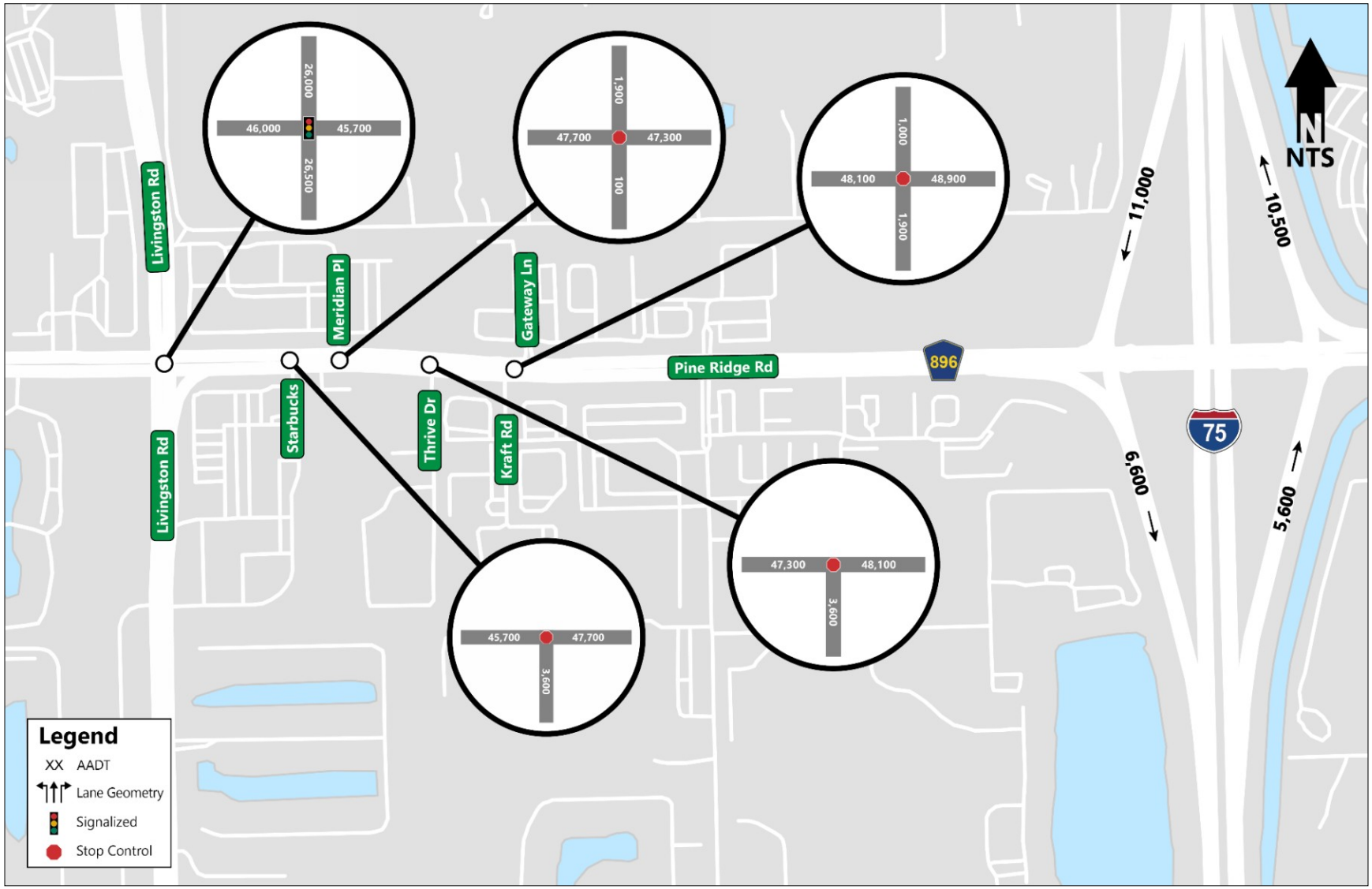

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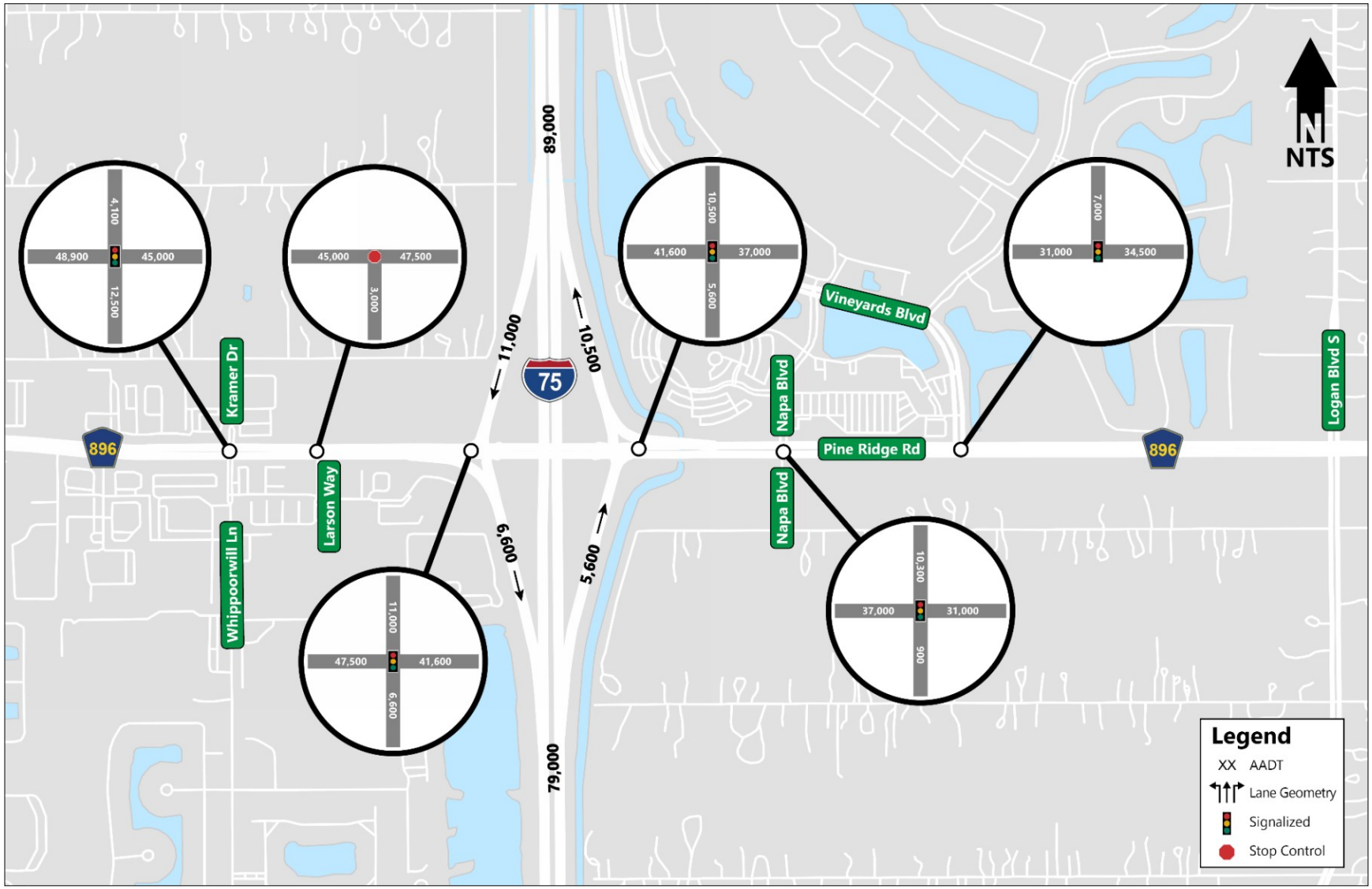
Figure 3.2 (continued): Existing Year (2019) AADT



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3.3 Existing Safety Analysis

3.3.1 Historical Crash Data

Crash data was obtained for the study area from the FDOT's Crash Analysis Reporting (CAR) Online and University of Florida's Signal Four Analytics databases for the five-year analysis period from 2013 to 2017. **Figure 3.3** shows the division of the study area into intersection and segment locations. The study area includes Pine Ridge Road from Livingston Road to Vineyards Boulevard and I-75 from south of Pine Ridge Road to north of Pine Ridge Road, as well as the on- and off-ramps for the interchange. The intersection locations include a 250-foot influence area from the center of the intersection based on FDOT's spot location crash rate calculations, and the segments on the arterial include the roadway between intersections. On the interstate, the mainline segments have been divided into one segment per ramp gore point. The interstate mainline has been divided into four segments: two segments on NB I-75; and two segments on SB I-75. The off-ramp segments begin 1,500 feet upstream of the off-ramp gore points and extend to the halfway point between the off-ramp and on-ramp gore points. The on-ramp segments extend from that halfway point to 1,500 feet downstream of the on-ramp gore points.

Table 3.13 summarizes the number of crashes, vehicles, fatalities, and injuries that occurred during each of the analysis years. A total of 421 crashes involving 864 vehicles occurred during the analysis period and these crashes resulted in two fatalities and 269 injuries. This crash data is included in **Appendix E**. Most of the crashes (328) as well as injuries (223) occurred along Pine Ridge Road. Recent crash data trends indicate that the frequency of crashes has remained constant or decreased in the overall study area. A breakdown of crashes by year can be seen in **Figure 3.4.**

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Figure 3.3: Study Areas for Historical Crash Data

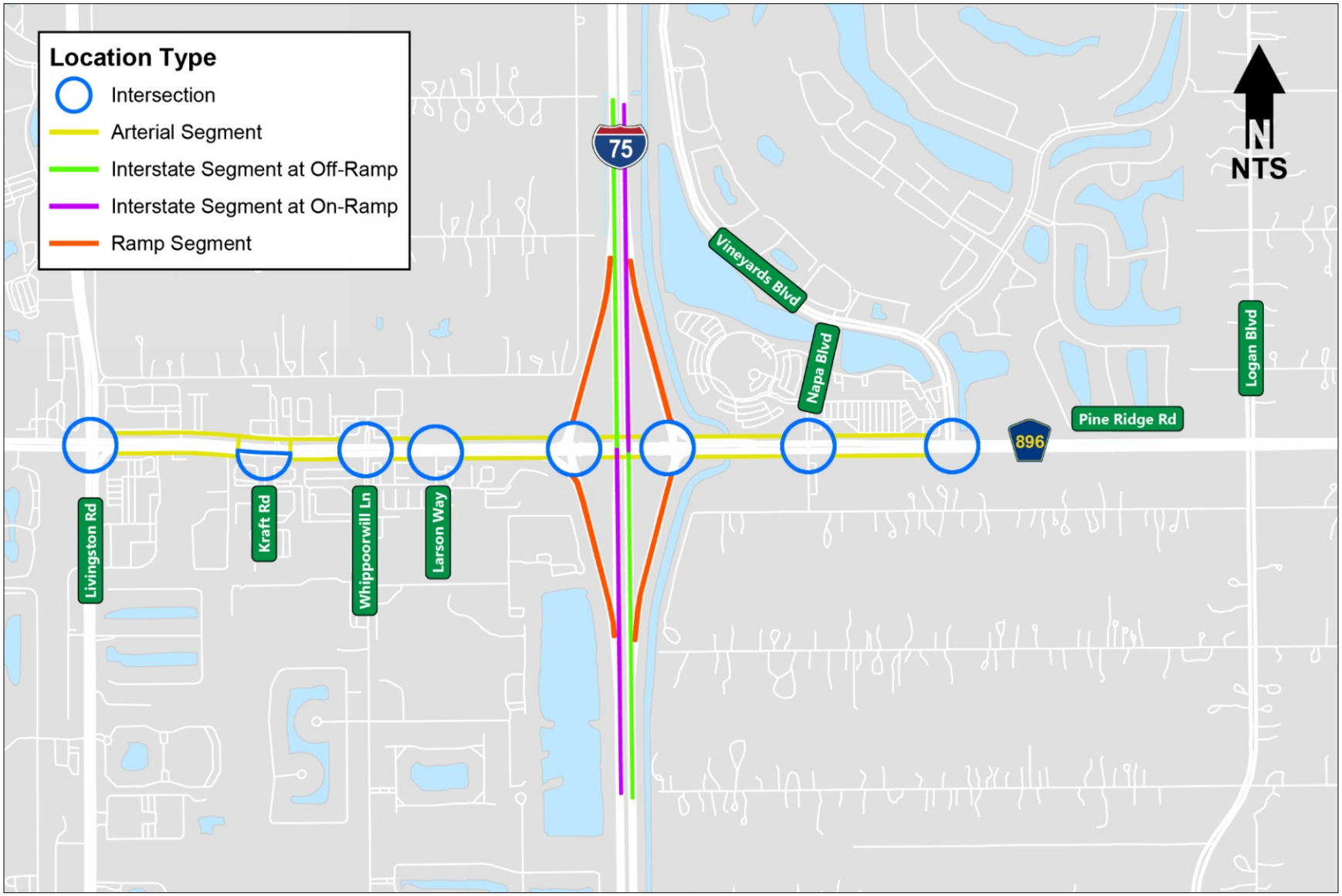

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Figure 3.4: Crashes by Location Type and Year

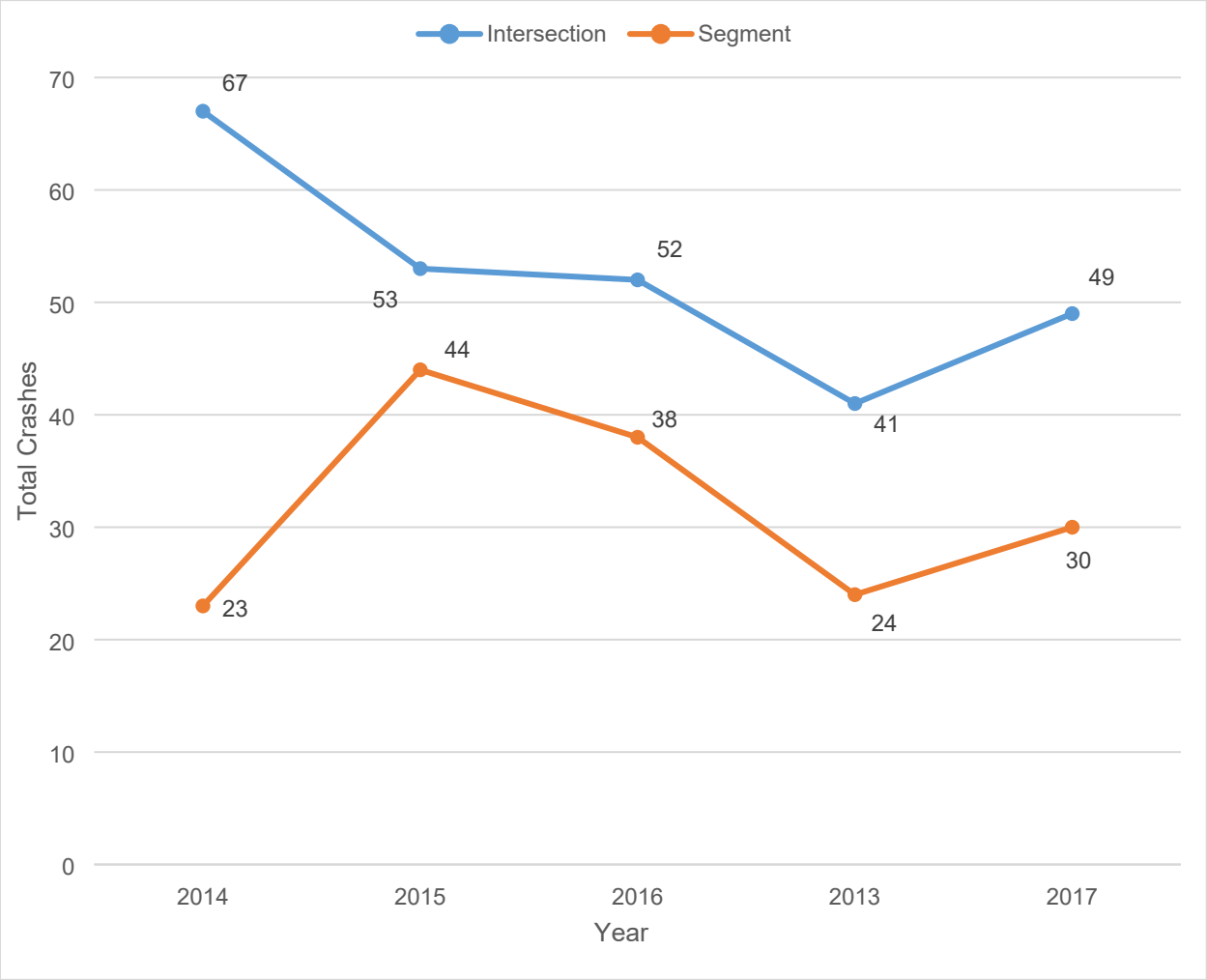

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Table 3.13: Crash History by Roadway and Year (2013 to 2017)

Analysis Year	Total Crashes	No. of Vehicles	No. of Fatalities	No. of Injuries
NB I-75 Mainline Segment				
2013	7	13	0	5
2014	7	17	0	6
2015	6	9	0	0
2016	14	25	0	8
2017	6	9	0	1
Total	**40**	**73**	**0**	**20**
SB I-75 Mainline Segment				
2013	12	17	2	4
2014	5	8	0	4
2015	11	17	0	6
2016	9	18	0	6
2017	10	20	0	4
Total	**47**	**80**	**2**	**24**
I-75 Off-Ramp Segments				
2013	1	2	0	1
2014	0	0	0	0
2015	1	2	0	0
2016	0	0	0	0
2017	0	0	0	0
Total	**2**	**4**	**0**	**1**
I-75 On-Ramp Segments				
2013	1	1	0	0
2014	1	1	0	0
2015	1	2	0	1
2016	0	0	0	0
2017	1	2	0	0
Total	**4**	**6**	**0**	**1**
Pine Ridge Road Intersections				
2013	67	147	0	59
2014	53	111	0	30
2015	52	110	0	23
2016	41	81	0	35
2017	49	105	0	37
Total	**262**	**554**	**0**	**184**
Pine Ridge Road Segments				
2013	10	24	0	3
2014	25	54	0	22
2015	15	37	0	8
2016	3	5	0	1
2017	13	27	0	5
Total	**66**	**147**	**0**	**39**
Study Area Total	**421**	**864**	**2**	**269**

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3.3.2 Crash Rates

The crash rate at each location was calculated using the Federal Highway Administration's (FHWA's) crash rate formula, adapted for million vehicle miles traveled as follows:

$$Crash\ Rate = \frac{1{,}000{,}000 * C}{365 * N * V * L}$$

Where:

- C = Total number of crashes for the analysis period.
- N = Number of years in the analysis period.
- V = Average AADT per year on the roadway segment or entering the intersection during the analysis period.
- L = The length of the roadway segment in miles when analyzing roadway segments. This variable is not included when analyzing intersections.

Each crash rate was then compared to the statewide average for that facility type using the procedure detailed in the FDOT CAR Online User Manual. If the location's crash rate is higher than the statewide average for the facility type, then a high crash confidence percentage will be assigned to the location. Locations that do not have statewide average crash rates associated with their facility type (e.g., ramp locations) have a statewide average crash rate and high crash confidence percentage listed as not applicable (N/A). A summary of the statewide average crash rates by facility type for facility types in the study area can be seen in **Table 3.15**. The raw CAR output for five-year statewide average crash rates can be found in **Appendix E**.

Table 3.14 summarizes the crash rates for the arterial segments, arterial intersections, and interstate segment locations within the study area. No locations have a crash rate that is significantly higher than the statewide average. Additionally, four locations do not have a statewide average crash rate associated with their facility type. These locations include the I-75 on-ramps and off-ramps.

Figure 3.4 shows a heat map of crashes for the study area. Crash hotspots include the Livingston Road, Whippoorwill Lane, and Napa Boulevard intersections, as well as I-75 just south of Pine Ridge Road. This is expected due to the higher volumes present at intersections and the increase in conflict points between crossing vehicles.

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Table 3.14: Crash Rates (2013 to 2017)

Location	Area Type	CAR Online Roadway Classification	Total Crashes	5-Year Average AADT	Segment Length (mi)	Actual Crash Rate*	Statewide Crash Rate**	Crashes Per Year	High Crash Confidence ***
Segments along Pine Ridge Road									
Livingston Road to Kraft Road	Urban	6+ Ln 2wy Div Rsd	14	53,700	0.219	0.652	4.714	2.8	6.92%
Westbound at Kraft Road	Urban	6+ Ln 2wy Div Rsd	5	27,100	0.094	1.075	4.714	1.0	7.13%
Kraft Road to Kramer Drive	Urban	6+ Ln 2wy Div Rsd	3	53,700	0.088	0.348	4.714	0.6	1.38%
Kramer Drive to Larson Way	Urban	6+ Ln 2wy Div Rsd	5	54,200	0.031	1.631	4.714	1.0	10.81%
Larson Way to I-75 SB Ramp Terminal	Urban	6+ Ln 2wy Div Rsd	23	53,700	0.155	1.514	4.714	4.6	16.06%
I-75 SB to NB Ramp Terminal	Urban	6+ Ln 2wy Div Rsd	2	45,300	0.074	0.327	4.714	0.4	0.87%
I-75 NB Ramp Terminal to Napa Boulevard	Urban	6+ Ln 2wy Div Rsd	4	37,700	0.160	0.363	4.714	0.8	1.93%
Napa Boulevard to Vineyards Boulevard	Urban	6+ Ln 2wy Div Rsd	2	37,700	0.165	0.176	4.714	0.4	0.47%
Intersections along Pine Ridge Road									
Pine Ridge Road & Livingston Road	Urban	6+ Ln 2wy Div Rsd 4 Leg	86	80,100	N/A	0.588	0.884	17.2	33.26%
Pine Ridge Road & Kraft Road	Urban	6+ Ln 2wy Div Rsd 3 Leg	7	56,400	N/A	0.068	0.479	1.4	6.21%
Pine Ridge Road & Kramer Drive	Urban	6+ Ln 2wy Div Rsd 4 Leg	50	67,400	N/A	0.406	0.884	10.0	22.96%
Pine Ridge Road & Larson Way	Urban	6+ Ln 2wy Div Rsd 4 Leg	17	56,700	N/A	0.164	0.884	3.4	9.28%
Pine Ridge Road & I-75 SB Ramp Terminal	Urban	Ramp 3 Leg	29	57,100	N/A	0.278	1.507	5.8	9.22%
Pine Ridge Road & I-75 NB Ramp Terminal	Urban	Ramp 3 Leg	18	42,800	N/A	0.230	1.507	3.6	7.63%
Pine Ridge Road & Napa Boulevard	Urban	6+ Ln 2wy Div Rsd 3 Leg	37	49,800	N/A	0.407	0.479	7.4	42.48%
Pine Ridge Road & Vineyards Boulevard	Urban	6+ Ln 2wy Div Rsd 4 Leg	18	44,900	N/A	0.220	0.884	3.6	12.44%
Segments along I-75 Mainline									
NB I-75 at Pine Ridge Road Off-Ramp	Urban	Interstate	24	30,800	0.624	0.656	0.976	4.8	35.04%
NB I-75 at Pine Ridge Road On-Ramp	Urban	Interstate	17	32,400	0.624	0.461	0.976	3.4	22.23%
SB I-75 at Pine Ridge Road Off-Ramp	Urban	Interstate	21	33,900	0.624	0.544	0.976	4.2	27.87%
SB I-75 at Pine Ridge Road On-Ramp	Urban	Interstate	26	32,000	0.624	0.713	0.976	5.2	36.53%
I-75 Ramp Segments									
NB I-75 Off-Ramp to Pine Ridge Road	Urban	N/A	1	5,100	0.308	0.349	N/A	0.2	N/A
NB I-75 On-Ramp from Pine Ridge Road	Urban	N/A	3	10,500	0.300	0.522	N/A	0.6	N/A
SB I-75 Off-Ramp to Pine Ridge Road	Urban	N/A	1	11,800	0.305	0.152	N/A	0.2	N/A
SB I-75 On-Ramp from Pine Ridge Road	Urban	N/A	1	6,000	0.301	0.303	N/A	0.2	N/A

*Crash rate is crashes per million vehicle miles on segments and crashes per million entering vehicles on intersections.
**Source: FDOT CAR Online Database (2013-2017)
***Crash rate confidence calculations calculated per CAR Online User Manual Appendix I

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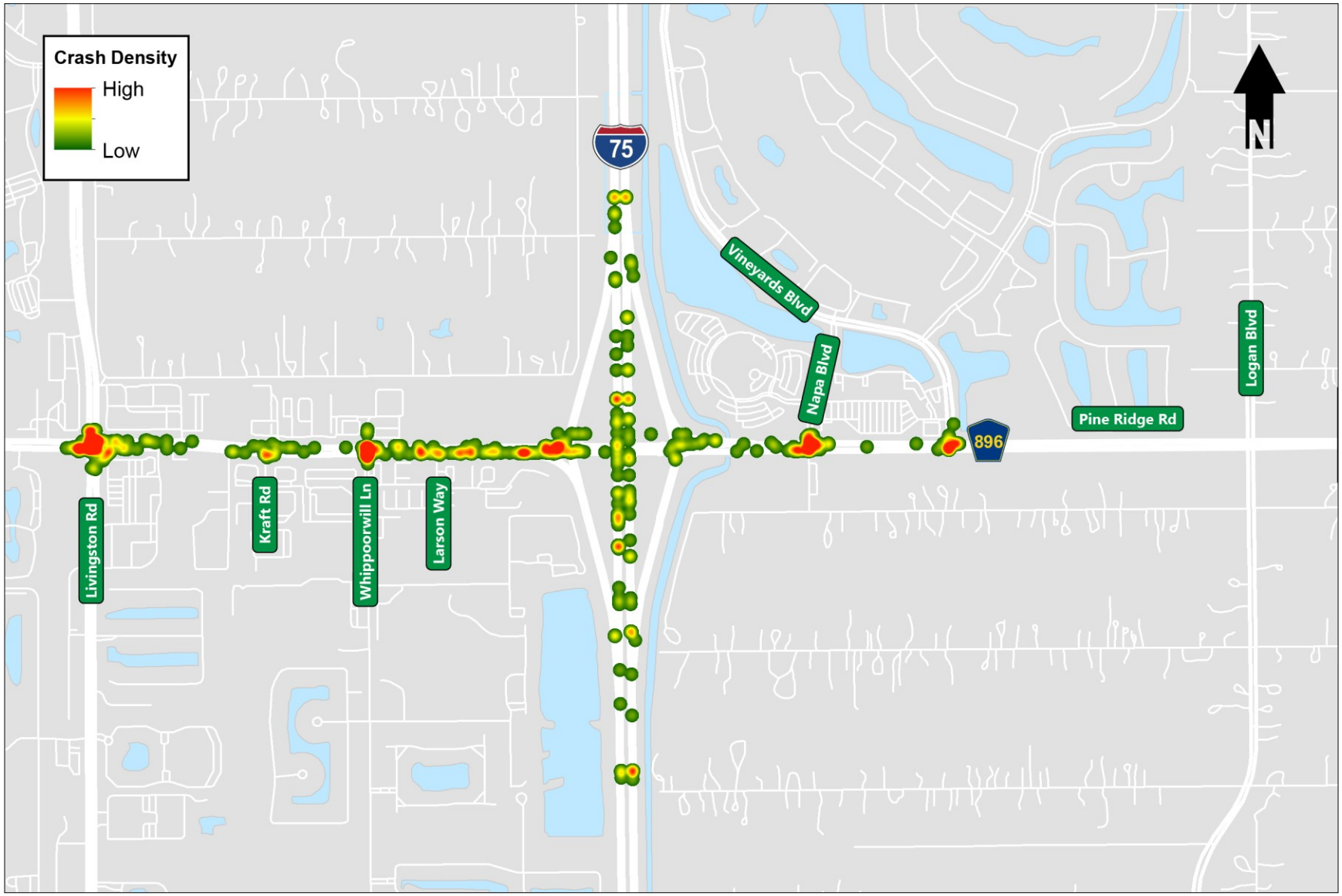
Figure 3.5: Crash Heat Map (2013 to 2017)



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3.3.3 Most Frequent Crash Type

Table 3.15 summarizes the crash types for the entire study area. Approximately 52.5 percent of the total crashes were rear end crashes which is a crash type related to "stop-and-go driving" conditions and may be indicative of traffic congestion.

Table 3.15: Crash Summary Statistics (2013 to 2017)

Crash Type	2013	2014	2015	2016	2017	Total	Mean	Percentage
Angle	3	6	5	3	4	21	4.2	5.1%
Bicycle	0	0	0	0	0	0	0.0	0.0%
Head On	0	2	0	0	0	2	0.4	0.5%
Hit Fixed Object	7	6	11	8	10	42	8.4	10.2%
Hit Non-Fixed Object	3	1	3	0	0	7	1.4	1.7%
Left Turn	6	9	5	8	7	35	7.0	8.5%
Other	3	0	2	2	0	7	1.4	1.7%
Overturn/Rollover	3	1	1	1	1	7	1.4	1.7%
Pedestrian	1	1	0	0	1	3	0.6	0.7%
Ran Off Road	0	0	0	0	0	0	0.0	0.0%
Rear End	25	48	53	50	41	217	43.4	52.5%
Right Turn	1	2	5	0	3	11	2.2	2.7%
Sideswipe	10	11	9	12	8	50	10.0	12.1%
Single Vehicle	2	0	1	6	2	11	2.2	2.7%
Total	**64**	**87**	**95**	**90**	**77**	**413**	**82.6**	**100.0%**

Table 3.16 summarizes the most frequent crash type for arterial segments, arterial intersections, and interstate segments. If more than one crash type ties for the most common crash type, all the tied crash types are listed. Rear end crashes were the most common on arterial segments, arterial intersections, and interstate segments for the study area. The Highway Safety Manual (HSM) indicates that possible contributing factors for rear end crashes include inappropriate approach speeds, poor visibility of signals, unexpected lane changes on approach, narrow lanes, unexpected stops on approach, slippery pavement, excessive speeds, and restricted sight distance. Additional contributing factors may also include traffic congestion. **Figure 3.5** shows a map of crash locations by crash type. Any head-on, bicycle, and pedestrian crashes have been depicted with a star to emphasize crashes that are generally serious in nature. Crash types without any associated crashes are not listed in the legend.

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Table 3.16: Most Frequent Crash Types (2013 to 2017)

Location	Most Common Crash Type	Total of Crash Type	% of Location Total
Segments along Pine Ridge Road			
Between Livingston Road to Kraft Road	Rear End	12	85.7%
Pine Ridge Road WB & Kraft Road	Rear End	4	80.0%
Between Kraft Road & Kramer Drive	Rear End	2	66.7%
Between Kramer Drive & Larson Way	Rear End	4	80.0%
Between Larson Way & I-75 SB Ramp Terminal	Rear End	21	91.3%
Between I-75 SB & NB Ramp Terminal	Rear End	2	100.0%
Between I-75 NB Ramp Terminal & Napa Boulevard	Hit Fixed Object Rear End	2 each	50.0%
Between Napa Blvd & Vineyards Boulevard	Hit Fixed Object Rear End	1 each	50.0%
Intersections along Pine Ridge Road			
Pine Ridge Rd & Livingston Road	Rear End	58	67.4%
Pine Ridge Rd & Kraft Road	Rear End	3	42.9%
Pine Ridge Rd & Kramer Drive	Rear End	15	30.0%
Pine Ridge Rd & Larson Way	Rear End	11	64.7%
Pine Ridge Rd & I-75 SB Ramps	Rear End	13	44.8%
Pine Ridge Rd & I-75 NB Ramps	Rear End	11	61.1%
Pine Ridge Rd & Napa Boulevard	Rear End	24	64.9%
Pine Ridge Rd & Vineyards Boulevard	Rear End	8	44.4%
Segments along I-75 Mainline			
NB I-75 at Pine Ridge Road Off-Ramp	Rear End Single Vehicle	6 each	25.0%
NB I-75 at Pine Ridge Road On-Ramp	Rear End	5	31.3%
SB I-75 at Pine Ridge Road Off-Ramp	Rear End	8	38.1%
SB I-75 at Pine Ridge Road On-Ramp	Hit Fixed Object	7	26.9%
I-75 Ramp Segments			
NB I-75 Off-Ramp to Pine Ridge Road	Rear End	1	100.0%
NB I-75 On-Ramp from Pine Ridge Road	Hit Fixed Object Overturn/Rollover Rear End	1 each	33.3%
SB I-75 Off-Ramp to Pine Ridge Road	Sideswipe	1	100.0%
SB I-75 On-Ramp from Pine Ridge Road	Sideswipe	1	100.0%

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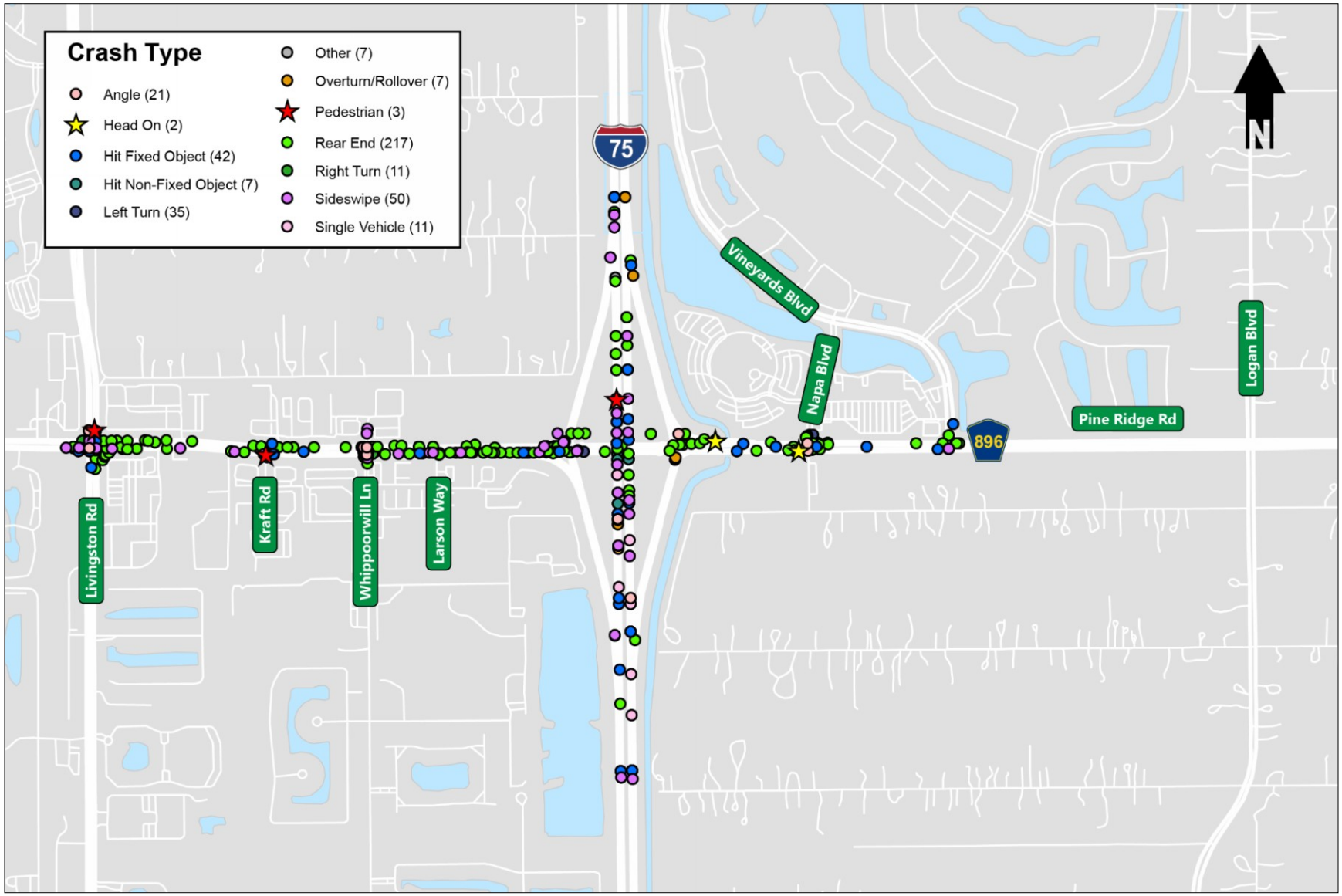
Figure 3.6: Map of Crash Locations by Type (2013 to 2017)



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3.3.4 Lighting and Road Surface Contributing Factors

The HSM indicates that crashes that take place during nighttime or on wet pavement may have design related contributing causes. **Table 3.17** summarizes crashes by lighting, roadway surface, and weather condition for the entire study area. A review of this table indicates that a majority of the crashes occurred during daylight with clear weather and dry roads. Therefore, a majority of the crashes were not influenced by poor visibility and/or slippery roadway surface conditions.

Table 3.17: Crash Conditions Summary (2013 to 2017)

Category	2013	2014	2015	2016	2017	Total	Mean	Percentage
Surface Condition								
Dry	52	65	78	68	55	318	63.6	77.0%
Wet	12	22	17	22	21	94	18.8	22.8%
Slick (Ice, Frost, Oil)	0	0	0	0	1	1	0.2	0.2%
Total	**64**	**87**	**95**	**90**	**77**	**413**	**82.6**	**100.0%**
Weather								
Clear	43	53	66	58	51	271	54.2	65.6%
Cloudy	15	19	20	22	11	87	17.4	21.1%
Rain	6	14	9	10	14	53	10.6	12.8%
Other Inclement Weather	0	1	0	0	1	2	0.4	0.5%
Total	**64**	**87**	**95**	**90**	**77**	**413**	**82.6**	**100.0%**
Lighting Condition								
Day	49	69	75	69	57	319	63.8	77.2%
Dark - Lighted	13	14	16	20	16	79	15.8	19.1%
Dark - Not Lighted	2	4	4	1	3	14	2.8	3.4%
Dark - Unknown	0	0	0	0	1	1	0.2	0.2%
Total	**64**	**87**	**95**	**90**	**77**	**413**	**82.6**	**100.0%**

Table 3.18 summarizes wet/slick/unpaved and standing water road surface conditions as well as crashes taking place in dark conditions with no lighting by location for all locations. Of these locations, Pine Ridge Road at Kramer Drive/Whippoorwill Lane has both the highest proportion of wet/slick/unpaved and standing water crashes (32 percent) and the highest proportion of crashes taking place in dark conditions with no lighting (2 percent). Wet crashes will be partially remedied through resurfacing in the future. The method of consolidating road surface conditions and lighting conditions into the classifications shown in **Table 3.19** is included in **Appendix E**.

Table 3.18: Crash Cause Summary (2013 to 2017)

Locations	Road Surface Conditions			Lighting Conditions		Total Crashes
	Wet / Slick / Unpaved	Standing Water	Poor Road Conditions	Dark - No Lights	Poor Lighting Conditions	
Intersections along Pine Ridge Road						
Pine Ridge Road & Livingston Road	17	0	20%	0	0%	86
Pine Ridge Road & Kramer Drive	16	0	32%	1	2%	50
Pine Ridge Road & Napa Boulevard	4	0	11%	0	0%	37

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3.3.5 Crash Severity

The FDOT KABCO crash costs from the FDOT Design Manual 2020 edition are summarized in **Table 3.19**. The KABCO scale for crash severity defines levels of injury severity.

Table 3.19: FDOT KABCO Crash Cost

Crash Severity	Comprehensive Crash Cost
Fatal	$10,670,000
Severe Injury	$872,612
Moderate Injury	$174,018
Minor Injury	$106,215
Property Damage Only	$7,700

Tables 3.20 and **3.21** summarize crash severity and comprehensive crash cost by location for arterial segments, intersections, and interstate segments, respectively. Overall, there was one fatal crash, 17 severe injury crashes, 57 moderate injury crashes, 116 minor injury crashes, and 222 property damage only crashes. These crashes in the study area had an estimated comprehensive crash cost of $49,453,770, which is an average of $9,890,754 per year. **Figure 3.6** shows crashes by severity within the study area.

The average cost per crash at each location was calculated by dividing the total crash cost by the total crashes. This was then compared to the average cost per crash based on the FDOT Average Crash Costs by Facility Type Table 122.6.1 from the FDOT Design Manual 2020. Overall, three locations had average cost per crash numbers higher than the statewide average. The location-specific average cost per crash of these locations is shown in red in the tables below. The location with both the highest economic cost and highest average cost per crash was southbound I-75 at the Pine Ridge Road off-ramp, with an estimated total crash cost of $12,982,365 and an average cost per crash of $618,208.

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Table 3.20: Crash Severity – Arterial Segments and Intersections (2013 to 2017)

Locations	Fatal	Severe Injury	Moderate Injury	Minor Injury	Property Damage Only	Total Crashes	Total Crash Cost	Location Average Cost Per Crash	Statewide Average Cost Per Crash*
Segments along Pine Ridge Road									
Between Livingston Road to Kraft Road	0	0	0	5	9	14	$600,375	$42,884	$123,598
Pine Ridge Road WB at Kraft Road	0	0	0	2	3	5	$235,530	$47,106	$123,598
Between Kraft Road and Kramer Drive	0	0	0	3	0	3	$318,645	$106,215	$123,598
Between Kramer Diver and Larson Way	0	0	1	1	3	5	$303,333	$60,667	$123,598
Between Larson Way and I-75 SB Ramp Terminal	0	0	3	10	10	23	$1,661,204	$72,226	$123,598
Between I-75 SB and NB Ramp Terminal	0	0	0	1	1	2	$113,915	$56,958	$123,598
Between I-75 NB Ramp Terminal and Napa Boulevard	0	0	0	3	1	4	$326,345	$81,586	$123,598
Between Napa Boulevard and Vineyards Boulevard	0	0	0	0	2	2	$15,400	$7,700	$123,598
Total	0	0	4	25	29	58	$3,574,747	$61,634	
Intersections along Pine Ridge Road									
Pine Ridge Road & Livingston Road	0	2	15	25	44	86	$7,349,669	$85,461	$123,598
Pine Ridge Road & Kraft Road	0	2	1	2	2	7	$2,147,072	$306,725	$123,598
Pine Ridge Road & Kramer Dr/Whippoorwill Lane	0	2	7	16	25	50	$4,855,290	$97,106	$123,598
Pine Ridge Road & Larson Way	0	0	2	4	11	17	$857,596	$50,447	$123,598
Pine Ridge Road & I-75 SB Ramps	0	2	1	4	22	29	$2,513,502	$86,672	$159,093
Pine Ridge Road & I-75 NB Ramps	0	0	2	7	9	18	$1,160,841	$64,491	$159,093
Pine Ridge Road & Napa Boulevard	0	2	7	14	14	37	$4,558,160	$123,194	$123,598
Pine Ridge Road & Vineyards Boulevard	0	2	3	4	9	18	$2,761,438	$153,413	$123,598
Total	0	12	38	76	136	262	$26,203,568	$100,014	

*Source: FDOT Design Manual Table 122.6.1
**Location Average Cost Per Crash values in red are higher than the Statewide Average Cost Per Crash.

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Table 3.21: Crash Severity – Interstate

Locations	Fatal	Severe Injury	Moderate Injury	Minor Injury	Property Damage Only	Total Crashes	Total Crash Cost	Location Average Cost Per Crash	Statewide Average Cost Per Crash*
Segments along I-75 Mainline									
NB I-75 at Pine Ridge Road On-Ramp	0	1	2	4	10	17	$1,722,508	$107,176	$153,130
NB I-75 at Pine Ridge Road Off-Ramp	0	2	3	3	15	23	$2,701,423	$112,880	$153,130
SB I-75 at Pine Ridge Road Off-Ramp	1	1	6	3	10	21	$12,982,365	$618,208	$153,130
SB I-75 at Pine Ridge Road On-Ramp	0	1	4	3	18	26	$2,025,929	$77,920	$153,130
I-75 Ramp Segments									
NB I-75 Off-Ramp to Pine Ridge Road	0	0	0	1	0	1	$106,215	$106,215	$159,093
NB I-75 On-Ramp from Pine Ridge Road	0	0	0	1	2	3	$121,615	$40,538	$159,093
SB I-75 Off-Ramp to Pine Ridge Road	0	0	0	0	1	1	$7,700	$7,700	$159,093
SB I-75 On-Ramp from Pine Ridge Road	0	0	0	0	1	1	$7,700	$7,700	$159,093
Total	**1**	**5**	**15**	**15**	**57**	**93**	**$19,675,455**	**$211,564**	

*Source: FDOT Design Manual Table 122.6.1
**Location Average Cost Per Crash values in red are higher than the Statewide Average Cost Per Crash.

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Figure 3.7: Map of Crash Locations by Severity (2013 to 2017)

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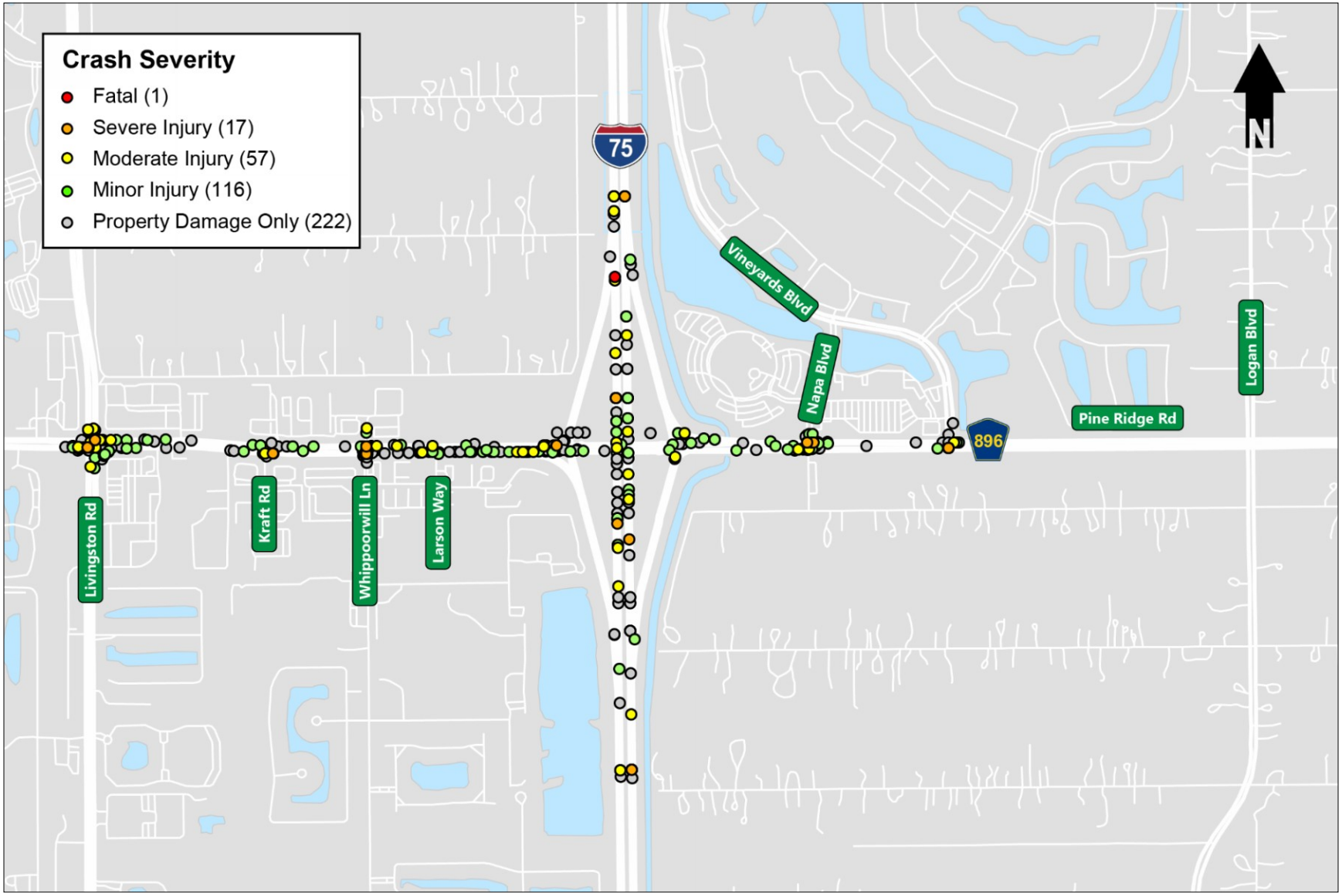

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3.3.6 Contributing Causes

A summary of crashes by driver contributing cause for the high crash locations is shown in **Table 3.22**. Among the contributing causes documented in the crash data, careless/negligent driving (131 crashes, 31.7 percent) and following too closely (76 crashes, 18.4 percent) were among the highest.

Table 3.22: Contributing Causes

Category	2013	2014	2015	2016	2017	Total	Mean	Percentage
Careless/ Negligent Driving	23	31	27	30	20	131	26.2	31.7%
Disregarded Other Road Markings	0	0	0	0	0	0	0.0	0.0%
Disregarded other Traffic Sign	0	0	1	0	0	1	0.2	0.2%
Drove too Fast for Conditions	1	5	3	7	4	20	4.0	4.8%
Erratic/Reckless Driving	0	0	2	0	2	4	0.8	1.0%
Exceeded Posted Speed	0	0	0	1	0	1	0.2	0.2%
Failed to Keep in Proper Lane	1	2	1	2	3	9	1.8	2.2%
Failed to Yield Right-of-Way	5	10	12	9	6	42	8.4	10.2%
Followed too Closely	8	16	19	13	20	76	15.2	18.4%
Hydroplaned	0	0	1	0	0	1	0.2	0.2%
Improper Backing	0	0	1	0	1	2	0.4	0.5%
Improper Passing	0	0	0	2	0	2	0.4	0.5%
Improper Turn	1	3	1	2	1	8	1.6	1.9%
No Contributing Action	11	3	8	9	10	41	8.2	9.9%
Other Contributing Action	7	7	11	9	4	38	7.6	9.2%
Over-Correcting/Oversteering	1	0	1	1	0	3	0.6	0.7%
Ran off Roadway	3	2	2	2	0	9	1.8	2.2%
Ran Red Light	2	4	2	3	5	16	3.2	3.9%
Ran Stop Sign	0	0	0	0	0	0	0.0	0.0%
Swerved Due to Weather/Hazard	0	0	0	0	0	0	0.0	0.0%
Unknown	1	4	2	0	1	8	1.6	1.9%
Wrong Side or Wrong Way	0	0	1	0	0	1	0.2	0.2%
Total	**64**	**87**	**95**	**90**	**77**	**413**	**82.6**	**100.0%**

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4.0 Existing Year Traffic Operational Analysis

Existing Year (2019) traffic operations at the I-75 and Pine Ridge Road Interchange were evaluated using Highway Capacity Software (HCS), version 7.9 for the basic freeway, ramp merge, and ramp diverge on I-75 and Vissim, version 2020 (service pack 10) for the ramp terminal and adjacent study area intersections. Due to the ability of Vissim to thoroughly document the ramp terminal and adjacent study intersections measures of effectiveness as identified in the MLOU, Synchro analysis was not conducted. The results of the traffic analysis, including Vissim model development and calibration are summarized in the following sections.

4.1 Simulation Model Development

The existing conditions simulation models for the study area were developed using Vissim, a widely used, behavior-based multi-purpose traffic microsimulation program. Vissim tracks individual vehicle movements and interactions with more detail than typical HCM methods and quantifies the performance of individual movements and overall delays, LOS and queue lengths for freeways, ramps, and intersections. The 2014 FDOT Traffic Analysis Handbook was used as a guideline for the development and calibration of the project Vissim models.

The existing conditions models were developed and calibrated as part of the larger I-75 master planning effort, which included a larger area of influence and a slightly different AM peak period. Model assumptions, parameters, and network coding techniques are discussed in the following subsections. All assumptions are based on the traffic data collected in the field in February 2019. Additional site visits were conducted in November 2019 to verify network elements and to observe general driver behavior and localized calibration parameters.

4.1.1 Data Inputs

Multiple data sources were used to develop the data inputs and calibration targets used in the existing conditions Vissim models. Raw traffic counts (no seasonal adjustment) were adhered to as closely as possible for calibration. This adherence to the true measured counts provides a more reasonable expectation that other field measurements can be replicated in the model. Traffic counts and signal timing plans were used for model inputs. Measured travel times and traffic counts were used to compare with calibration targets. In general, pedestrian, bicycle, and transit components were not modeled unless required for calibration.

4.1.2 Model Geometrics

Scaled aerial photography obtained from the Land Boundary Information System (LABINS) and Aerial Photo Look Up System (APLUS) was utilized to develop the base Vissim network and establish intersection lane configurations, stop bar locations, and turn bay lengths. The geometry was verified using online mapping services, particularly in cases where there appeared to be recent construction.

4.1.3 Vehicle Inputs

Balanced traffic volumes were summarized in 15-minute intervals using existing count data to represent the traffic fluctuations during simulated peak periods which allowed the Vissim models to

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more closely represent traffic arrival patterns and queuing at the study intersections. A global peak hour of 7:15 AM to 8:15 AM and 4:45 PM to 5:45 PM was used for calibration. The Vissim models included a 1-hour shoulder period before the peak hour and a 1-hour shoulder period after the peak hour. A 1-hour seeding period was used prior to the start of the first shoulder hour. The seeding period allows for vehicles to be loaded into the network before recording simulation results. As previously noted, the existing conditions models were calibrated as part of the larger I-75 master planning effort. Although the models were calibrated using an AM peak hour of 7:15 AM to 8:15 AM, the operational analysis was based on the 7:45 AM to 8:45 AM peak hour determined for the Pine Ridge Road corridor. The PM peak hour was the same for both calibration and analysis.

4.1.4 Traffic Composition

Traffic compositions (car and truck percentages) for calibration were derived from existing count data for all model inputs. Traffic compositions varied slightly between the calibration and seasonally adjusted volumes used for analysis, but generally ranged between 1 and 14 percent, with some inputs having zero trucks.

4.1.5 Vehicle Routing

Traffic patterns in Vissim were modeled using static routes and routing decisions. Vehicle routing through the study area was achieved through the development of OD matrices. As previously discussed, the existing conditions models were developed and calibrated as part of the larger I-75 master planning effort, which developed network-wide OD matrices that served as a direct input into the static routing decision functionality of Vissim. The OD matrices were developed in 15-minute intervals over a 24-hour period for both cars and trucks using temporal distributions from existing tube counts. Separate routing decisions were modeled for each vehicle class (car and truck) based on the different OD matrices and included 15-minute static route volumes for the entire 4-hour AM and PM peak period.

4.1.6 Speed Distributions

In general, speed limits were used to define the speed distributions on all roadways within the study area and were based on data from previous studies for similar roadway types. Desired speed distributions used in the Vissim models are shown below in **Table 4.1**. Desired speed decisions were used in the models to generate desired vehicle speeds at various roadway segments and reduced speed areas were strategically placed in locations where vehicles need to reduce their speed due to roadway alignment or for turning movements at intersections.

Separate desired speed decisions and reduced speed areas were applied for both cars and trucks, with truck speeds generally slower than cars. Where applicable, turning movements with two or more lanes also included different speeds per lane for both cars and trucks due to the tighter turning radius on the inside lane versus the outside lane. It should also be noted that the “U-turn” speed distribution shown below was used for traditional U-turn movements. The proposed U-turn movements at Whippoorwill Lane in the Build alternative (see Section 6.2) used a desired speed distribution of 9 to 12 mph for trucks and 10 to 13 mph for cars based on the proposed design, which is equivalent to the “Regular Right Turn” and “Sharp Left Turn” speed distributions.

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Table 4.1: Vissim Speed Distributions

Facility or Speed Function	Posted Speed (mph)	Minimum Speed (mph)	Median Speed (mph)	Maximum Speed (mph)
20 mph	20	18	20	27
25 mph	25	20	27	43
30 mph	30	22	30	46
35 mph	35	24	33	50
40 mph	40	29	39	55
45 mph	45	33	43	57
50 mph	50	37	48	61
55 mph	55	42	53	66
60 mph	60	47	57	67
Regular Right Turns	-	9	-	12
Sharp Right Turns	-	6	-	9
Wide Right Turns	-	15	-	19
Regular Left Turns	-	15	-	19
Sharp Left Turns	-	10	-	13
Wide Left Turns	-	17	-	22
U-Turn	-	5	-	8

4.1.7 Lane Change and Emergency Stop Distance

The look-back or lane change distance defines the distance at which vehicles attempt to change lanes prior to a decision point. The longer the distance, the farther back the driver anticipates their next movement, thus impacting lane utilization. For example, drivers on a dual left-turn lane will position themselves based on a downstream turning movement or vehicles will position themselves in the right-hand turn lane upstream of an interchange entrance ramp. Lane change distances were initially set to a value of 1,500 feet and adjusted, where necessary, to match field conditions and calibrate congestion levels. Known decision making patterns and engineering judgment were also used to modify the look-back distances as needed.

Emergency stop is the last possible position where a vehicle can change lanes. The default value in Vissim for emergency stop distance is 16.4 feet, which was increased to 50 feet to allow enough space for vehicles to make decisions prior to being too close to an intersection or diverge location, especially at higher speeds. Similar to the lane change distances, emergency stop distances were adjusted, where necessary, to match field conditions and calibrate congestion levels.

4.1.8 Signal Operations and Stop/Yield Control

Signal timing and phasing parameters were coded in the AM and PM models using Vissim's ring barrier controller (RBC) module according to the signal timing plans obtained from Collier County and provided in **Appendix B**. All intersections were coded with an individual signal controller except for the I-75 interchange, which operates both ramp terminals using a single controller. The modeling assumed that right-turn-on-red (RTOR) was allowed on all right turns unless they were specifically prohibited with the use of no RTOR signs. Additionally, RTOR was only allowed from the right-hand

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lane of a dual or triple right-turn movement consistent with field observations unless modified for calibration purposes.

Stop or yield control was coded in the model for unsignalized intersections using a combination of stop signs, conflict areas, or priority rules depending on signage and/or driver behavior. In general, priority rules were used for permitted left-turn movements due to Vissim's inability to properly handle conflicts with both the opposing through lanes and right-turn lane using only conflict areas. Depending on the geometry, Vissim will create two conflict areas and a left-turning vehicle will yield to the opposing through traffic and then yield again if a right-turning vehicle is present at the same time, resulting in the left-turning vehicle yielding in the middle of the through lanes. The use of priority rules provides more control over these conflicting movements and allows the left-turn movement to properly yield for the opposing right-turn movement. In addition, conflict areas were used at these locations to prevent through vehicles from running over left-turning vehicles. The use of conflict areas allows the through traffic to "slow down" for vehicles that may sometimes make an aggressive left turn, or for trucks that are slow to cross the through lanes. The use of priority rules and conflict areas for permitted turns provided a consistent approach across all locations.

4.1.9 Multiple Model Runs and Simulation Output

Due to the varying nature of the simulations between runs with different random seed numbers, Vissim results can differ from one run to the next. To improve model accuracy, multiple runs are required, and the results should be calculated using an average of these runs. Following the guidelines provided in Section 7.7.4 of the FDOT Traffic Analysis Handbook, ten runs were performed for the calibration and existing and future conditions models, with random seed numbers ranging from 1111 to 11110 with increments of 1111.

4.2 Simulation Model Calibration

Calibration is an iterative process that involves adjusting model parameters until the simulation reasonably replicates driver behavior, traffic flow patterns, and field-measured data. The calibration process used for the Vissim models followed FDOT guidelines for determining the acceptability of model results as compared to existing operations.

4.2.1 Visual Checking and Error Correction

The visual checking and error correction process focused on addressing coding errors before the output results were compared to the calibration targets. When making changes to model parameters, error checking reduces the potential that these changes have unintended consequences in the model. This process involved reviewing data inputs, Vissim error reports, and model animations. Data inputs, such as network geometry, traffic volumes, and route choices, were reviewed by the model developer as well as a quality control reviewer. The error report produced after each simulation run may include common errors, such as vehicle removal, signal errors, end-of-link errors, and various others. Critical errors in the model were accounted for and corrected during this step.

Reasonableness checks included visual checking of the animation file to check for abnormal driving behavior or irregular queuing within the network and to identify coding parameters that may have been

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overlooked. Additionally, modeled throughput was compared to the demand volumes to eliminate large differences between demand and modeled volumes.

4.2.2 Calibration Targets

The objective of model calibration is to match model performance to the field performance measurements with a predetermined threshold of acceptable error. This allowable error accounts for limitations in software capabilities and the realization that traffic data and field observations collected on different days will naturally yield different results due to normal fluctuations in traffic patterns. Calibration of the existing AM and PM peak period subarea and combined models used the thresholds indicated in the FDOT Traffic Analysis Handbook Table 7-7 Classical Model Calibration Targets shown in **Table 4.2**.

Table 4.2: Vissim Calibration Targets

Calibration Criteria	Calibration Target/Goal
Traffic Volume	Simulated and measured link volumes for more than 85% of links to be: • Within 100 vehicles per hour (vph) for volumes less than 700 vph • Within 15% for volumes between 700 vph and 2,700 vph • Within 400 vph, for volumes greater than 2,700 vph.
	Simulated and measured link volumes for more than 85% of links to have a GEH statistic value of five (5) or lower.
	Sum of link volumes within calibration area to be within 5%.
	Sum of link volumes to have a GEH statistic value of 5 or lower.
Travel Time	Modeled arterial travel times within 1 min (or 15%, if higher) for more than 85% of segments.
Visualization	Check consistency with field conditions of the following: on- and off-ramp queuing; weaving maneuvers; patterns and extent of queue at intersections and congested links; lane utilization/choice; location of bottlenecks; etc.
	Verify no unrealistic U-turns or vehicles exiting and reentering the network.

Traffic volume calibration targets include the Gregory E. Hovers (GEH) statistic, which compares expected or measured volumes with volume output from the microsimulation model and is calculated using the following formula:

$$GEH = \sqrt{\frac{2(m-c)^2}{m+c}}$$

Notes:

$m =$ *Model estimated traffic volume from the simulation model (vph)*

$c =$ *Field measured traffic volume (vph)*

Using GEH instead of difference percentages allows for a better acceptance over a wider range of volumes. GEH is not linear and places less importance on links with low expected volumes while allowing for variation at high volume locations. Typically, a GEH of less than 5.0 is considered a good match between the two compared hourly volumes for the same facility. GEH values higher than 5.0 should warrant investigation and values over 10.0 indicate there may be an error with the model.

The existing conditions Vissim models were also calibrated using Bluetooth travel time data. The travel time data was collected over a 7-day period in February 2019 and was used to determine the average

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weekday (Tuesday-Thursday) travel times for the AM and PM peak hours. Any outlier data that appeared to be the result of incidents or other unknown factors was removed from the average travel time calculation.

4.2.3 Arterial and Ramp Calibration Parameters

The primary arterial and ramp calibration parameters included driver behavior parameters related to car following and lane changing. Three link/driver behavior types were developed to model the arterial and ramp segments. For all arterial and ramp driving behaviors, the Wiedemann 74 car following model was used. Low, mid, and high-capacity driver behavior parameters were developed to achieve calibration of the field collected travel time data. A critical parameter in calibrating the arterial models is the additive and multiplicative part of safety distance, which is adjusted to increase or decrease the saturation flow rate. The look ahead distances and number of observed vehicles were also adjusted under the general car following parameters. **Table 4.3** below summarizes the adjusted or default "Urban" car following and lane change driver behavior parameters used in Vissim to better replicate observed field conditions. The mid-capacity driver behavior was used on both directions of Pine Ridge Road, the I-75 off-ramps, and all side streets except for Whippoorwill Lane, which used the high-capacity driver behavior to better serve vehicular demand and eliminate lane change errors.

Table 4.3 Vissim Urban Driver Behavior Parameters

Urban Driving Behavior		Units	Default	Low to Mid Capacity	Mid Capacity	Mid to High Capacity
Car Following Parameters						
W74	Average Standstill Distance	(ft)	6.56	6.56	6.56	6.56
	W74bxAdditive	--	2.00	3.00	2.50	2.00
	W74bxMultiplicative	--	3.00	4.00	3.50	3.00
Other	Look Ahead Distance (max)	(ft)	820	1000	1000	1000
	Observed Vehicles	--	4	6	6	6
Lane Change Parameters						
Own	Maximum Deceleration	(ft/s^2)	-13.12	-15	-15	-15
	-1 ft/s^2 per distance	(ft)	100	100	100	100
	Accepted Deceleration	(ft/s^2)	-3.28	-3.28	-3.28	-3.28
Trailing	Maximum Deceleration	(ft/s^2)	-9.84	-12	-12	-12
	-1 ft/s^2 per distance	(ft)	100	100	100	100
	Accepted Deceleration	(ft/s^2)	-3.28	-3.28	-3.28	-3.28
Other Parameters	Waiting Time before Diffusion	(s)	60	60	60	60
	Min Headway (Front/Rear)	(ft)	1.64	1.64	1.64	1.64
	Safety Distance Factor	--	0.60	0.60	0.60	0.60
	Max Decel for Cooperative Braking	(ft/s^2)	-9.84	-12	-12	-12
	Advanced Merging	(Y/N)	Y	Y	Y	Y
	Cooperative Lane Change	(Y/N)	N	Y	Y	Y
	Maximum Speed Difference	(mph)	6.71	10.00	6.71	6.71
	Maximum Collision Time	(s)	10	18	10	10

In addition to modifying global driver behavior parameters, localized adjustments to lane change distances and other network elements were required in order to achieve the desired levels of congestion and meet volume and travel time targets. Key adjustments included the following:

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- Lane change distances were modified, as needed, based on animation observation to achieve a better replication of field-measured or field-observed lane utilization, travel times, and overall congestion levels.
- Priority rules were used to avoid blocking of intersections in areas that experienced queue spillback. These priority rules improved the driver behavior in these areas to more accurately reflect field observed gap acceptance and saturated driving conditions in the area.
- Crosswalks were modeled at multiple locations where pedestrian crossing times required longer split times than available for the side-street phases. When this occurs, the signal is thrown out of coordination and has a direct impact on vehicular travel time. Due to the limitations of the RBC controller in Vissim, the minimum green time for protected left turns was increased at these locations, where needed, to minimize excessive queuing during the transition phase.

4.2.4 Calibration Results

The existing conditions Vissim models were calibrated to field measured travel times and balanced traffic volumes. Visual audits were also performed to check the consistency of the model with field conditions. While a peak period analysis was performed using one shoulder hour each before and after the peak hour, the calibration results discussed in the following subsections are for the peak hour only. The calibration parameters that were used were also assumed to be appropriate for shoulder hour conditions. The traffic volume results shown below are based on total volume (sum of all turning movements) at the intersections. Individual movement results for each intersection are provided in **Appendix F**.

A comparison of the AM and PM peak hour modeled traffic volumes and balanced field-collected volumes for each intersection are provided in **Table 4.4** and **Table 4.5**. As shown below, the AM and PM peak hour traffic volumes, as measured in the Vissim simulation models, correlate well with the balanced field-collected volumes, with a calculated GEH of 1.8 or less for all intersections. All individual turning movements meet both the volume criteria and GEH thresholds, with a calculated GEH of 1.3 or less in both the AM and PM peak hours for all movements. The sum of all modeled intersection volumes is within 2.3 and 0.2 percent of the sum of all intersection demand volumes in the AM and PM peak hours, respectively. The sum of all modeled intersection volumes also have a calculated GEH of 4.2 and 0.5 in the AM and PM peak hours, respectively.

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Table 4.4: Pine Ridge Road Traffic Volume Summary – AM Peak Hour

Intersection	Measured Volume	Simulated Volume	GEH	Difference		Volume Measure	Meets Targets?
				vph	%		
Pine Ridge Rd & Livingston Rd	6,244	6,107	1.7	-137	-2.2%	+/- 400 vph	Yes
Pine Ridge Rd & Kraft Rd	4,401	4,307	1.4	-94	-2.1%	+/- 400 vph	Yes
Pine Ridge Rd & Whippoorwill Ln	4,823	4,728	1.4	-95	-2.0%	+/- 400 vph	Yes
Pine Ridge Rd & Larson Way	1,360	1,332	0.8	-28	-2.1%	+/- 15%	Yes
Pine Ridge Rd & I-75 SB Ramps	4,708	4,613	1.4	-95	-2.0%	+/- 400 vph	Yes
Pine Ridge Rd & I-75 NB Ramps	4,371	4,259	1.7	-112	-2.6%	+/- 400 vph	Yes
Pine Ridge Rd & Napa Blvd	3,920	3,809	1.8	-111	-2.8%	+/- 400 vph	Yes
Pine Ridge Rd & Vineyards Blvd	3,528	3,440	1.5	-88	-2.5%	+/- 400 vph	Yes
Sum of Link Volumes	**33,355**	**32,585**	**4.2**	**-770**	**-2.3%**	**+/- 5%**	**Yes**

Table 4.5: Pine Ridge Road Traffic Volume Summary – PM Peak Hour

Intersection	Measured Volume	Simulated Volume	GEH	Difference		Volume Measure	Meets Targets?
				vph	%		
Pine Ridge Rd & Livingston Rd	7,542	7,491	0.6	-51	-0.7%	+/- 400 vph	Yes
Pine Ridge Rd & Kraft Rd	5,264	5,266	0.0	2	0.0%	+/- 400 vph	Yes
Pine Ridge Rd & Whippoorwill Ln	5,770	5,766	0.1	-4	-0.1%	+/- 400 vph	Yes
Pine Ridge Rd & Larson Way	3,075	3,093	0.3	18	0.6%	+/- 400 vph	Yes
Pine Ridge Rd & I-75 SB Ramps	5,427	5,419	0.1	-8	-0.1%	+/- 400 vph	Yes
Pine Ridge Rd & I-75 NB Ramps	4,998	4,982	0.2	-16	-0.3%	+/- 400 vph	Yes
Pine Ridge Rd & Napa Blvd	4,239	4,203	0.6	-36	-0.8%	+/- 400 vph	Yes
Pine Ridge Rd & Vineyards Blvd	3,773	3,750	0.4	-23	-0.6%	+/- 400 vph	Yes
Sum of Link Volumes	**40,088**	**39,991**	**0.5**	**-97**	**-0.2%**	**+/- 5%**	**Yes**

A comparison of the AM and PM peak hour modeled travel times and field-collected travel times for Pine Ridge Road are shown below in **Table 4.6**. With all field-measured travel times being less than 7 minutes, the applicable calibration target used was simulated travel times within 1 minute of the field-measured travel times as opposed to the 15 percent threshold. As shown below, the average travel times, estimated using Vissim, correlate well with the travel times collected in the field for both the AM and PM peak hours.

Table 4.6: Pine Ridge Road Travel Time Summary

Travel Time Segments			Field Measured	Calibrated Model - Vissim			Meets Target?
Peak Hour	Direction	Segment	Travel Time (mins)	Travel Time (mins)	Difference		
					minutes	%	
AM	EB	West of Livingston Rd to East of Logan Blvd	6.48	6.59	0.10	2%	Yes
	WB	East of Logan Blvd to West of Livingston Rd	6.45	5.99	-0.46	7%	Yes
PM	EB	West of Livingston Rd to East of Logan Blvd	5.87	5.38	-0.49	8%	Yes
	WB	East of Logan Blvd to West of Livingston Rd	5.30	5.89	0.60	11%	Yes

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4.3 I-75 Mainline Analysis

Freeway merge, diverge, and basic segment analyses were conducted at the I-75 at Pine Ridge Road interchange for the Existing Year (2019) using HCS. The results for the Existing Year (2019) I-75 mainline analysis for the AM and PM peak hours are shown in **Table 4.7**. The results of the analysis indicate that each of the basic freeway, merge, and diverge areas currently operate at level-of-service (LOS) D or better. Detailed reports from HCS are provided in **Appendix G**.

Table 4.7: Existing Year (2019) I-75 Mainline Analysis

Location	Analysis Type	AM Peak Hour				PM Peak Hour			
		Density (pc/mi/ln)	Speed (mi/h)	V/C	LOS	Density (pc/mi/ln)	Speed (mi/h)	V/C	LOS
I-75 Northbound south of Pine Ridge Road	Basic	17.9	67.2	0.51	B	24.8	65.9	0.69	C
I-75 Northbound Off-Ramp to Pine Ridge Road	Diverge	23.8	60.4	0.50	C	29.9	60.2	0.68	D
I-75 Northbound at Pine Ridge Road	Basic	15.4	67.2	0.44	B	21.4	67.0	0.60	C
I-75 Northbound On-Ramp from Pine Ridge Road	Merge	22.1	61.4	0.55	C	27.9	59.6	0.72	C
I-75 Northbound north of Pine Ridge Road	Basic	19.7	67.2	0.56	C	26.7	64.9	0.73	D
I-75 Southbound north of Pine Ridge Road	Basic	26.3	65.4	0.72	D	19.4	67.7	0.55	C
I-75 Southbound Off-Ramp to Pine Ridge Road	Diverge	31.6	59.4	0.72	D	26.1	59.4	0.55	C
I-75 Southbound at Pine Ridge Road	Basic	21.1	67.5	0.60	C	15.0	67.7	0.43	B
I-75 Southbound On-Ramp from Pine Ridge Road	Merge	24.9	60.9	0.68	C	19.1	62.2	0.51	B
I-75 Southbound south of Pine Ridge Road	Basic	24.5	66.3	0.68	C	18.0	67.7	0.51	B

4.4 Intersection Analysis

Intersection analysis was performed at each of the study area intersections on Pine Ridge Road for the Existing Year (2019) using the calibrated Vissim model. While a peak period analysis was performed using one shoulder hour each before and after the peak hour, the overall intersection delay and LOS results discussed below are for the peak hour only. Detailed operational results including delay, LOS, and queuing for all movements, are provided in **Appendix H**.

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In Vissim, the intersection LOS is computed from a microsimulation analysis and is therefore reported as an "estimated LOS." Vissim quantifies overall intersection delays more realistically than typical equation based HCM methods because it tracks individual vehicle movements and interactions. The estimated LOS for existing conditions is based on HCM criteria and thresholds for signalized intersections. The overall intersection delay and LOS is based on the total control delay of all movements.

A summary of overall intersection delay and LOS for the existing AM and PM peak hour conditions is provided in **Table 4.8**. As shown below, all study area intersections are operating at LOS D or better. However, multiple movements at these intersections are operating at LOS E or F due to congestion and long cycle lengths. Despite these movement-level LOS failures, the through movements on Pine Ridge Road are operating at LOS D or better, meaning the intersection LOS is operating at LOS D or better. For example, at the I-75 ramp terminal intersections, the off-ramp left-turn movements are operating at LOS E and the eastbound left turn at the northbound ramp terminal intersection is operating at LOS F in both the AM and PM peak hours, but overall operations are LOS C or better.

Table 4.8: Existing Year (2019) Intersection Analysis

Intersection	AM Peak		PM Peak	
	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS
Pine Ridge Rd & Livingston Rd	47.3	D	49.9	D
Pine Ridge Rd & Whippoorwill Ln	29.4	C	28.3	C
Pine Ridge Rd & I-75 SB Ramps	26.0	C	16.4	B
Pine Ridge Rd & I-75 NB Ramps	25.3	C	26.7	C
Pine Ridge Rd & Napa Blvd	23.5	C	15.2	B
Pine Ridge Rd & Vineyards Blvd	15.4	B	11.7	B

Key movements that are operating at LOS F during the AM or PM peak hours include the following:

- All left-turn movements at Livingston Road intersection in the AM and/or PM peak hour.
- All left-turn movements at Whippoorwill Lane intersection in the AM and/or PM peak hour.
- Eastbound left-turn movement at I-75 northbound ramp terminal intersection in the AM and PM peak hours.
- Eastbound left-turn movement at Napa Boulevard intersection in the AM and PM peak hours.

A summary of the AM and PM peak hour queue lengths for the eastbound and westbound movements between Whippoorwill Lane, the I-75 ramp terminals, and Napa Boulevard is provided in **Table 4.9**.

The storage lengths for turn movements were measured from the stop bar to the end of the turn lanes, including taper, and were compared to the maximum queue lengths recorded in Vissim. The storage lengths for the through movements were measured from the stop bar to the downstream edge of the upstream intersection.

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Queue lengths longer than the available storage indicate that turn lanes are spilling back onto Pine Ridge Road or through movements are blocking upstream intersections. Queuing for all movements is included in **Appendix H** and queuing for the I-75 off-ramps is summarized in **Section 4.5**. As shown below, existing queue lengths do not affect interchange or adjacent intersection operations in either the AM or PM peak hours.

Table 4.9: Existing Year (2019) Intersection Queue Analysis

Intersection	Approach	Movement	Storage (ft)	AM Peak	PM Peak	Exceeds Storage?
				Max Queue (ft)	Max Queue (ft)	
Pine Ridge Rd & Whippoorwill Ln	Westbound	Left Turn	510	428	342	No
		Through	1,775	970	523	No
		Right Turn	225	97	99	No
Pine Ridge Rd & I-75 SB Ramps	Eastbound	Through/Right Turn	1,850	524	745	No
	Westbound	Left Turn	265	602	236	No
		Through	800	395	265	No
Pine Ridge Rd & I-75 NB Ramps	Eastbound	Left Turn	540	296	500	No
		Through	800	170	267	No
	Westbound	Through/Right Turn	1,180	395	277	No
Pine Ridge Rd & Napa Blvd	Eastbound	Left Turn	705	313	281	No
		Through/Left Turn	1,100	228	215	No

4.5 Ramp Queue Analysis

A summary of the AM and PM peak hour queue lengths for the I-75 interchange off-ramps is provided in **Table 4.10**. The storage lengths for the off-ramps were measured from the stop bar to the end of the turn lanes. It should be noted that this storage length does not include ramp deceleration lengths. The storage lengths were compared to the maximum queue lengths recorded in Vissim. As shown below, the existing queue lengths do not exceed the available off-ramp storage.

Table 4.10: Existing Year (2019) Ramp Queue Analysis

Alternative	Ramp	Storage (ft)	AM Peak	PM Peak	Exceeds Storage?
			Max Queue (ft)	Max Queue (ft)	
Existing	I-75 Northbound Off-Ramp	685	295	285	No
	I-75 Southbound Off-Ramp	1060	335	340	No

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5.0 Development of Future Traffic

5.1 Design Year (2040) Growth Rate Development

Model outputs from the District 1 Regional Planning Model v 1.0.3 (D1RPM), which was provided by the FDOT and validated for the I-75 and Pine Ridge Road Interchange Study in May of 2018, were used to forecast volumes for the study area. The peak season volumes from the model were converted to AADTs using a model output conversion factor (MOCF) of 0.89 per the MLOU. The *Traffic Forecast Modeling Technical Memorandum* created for this validation can be found in **Appendix I**. **Appendix I** includes two alternatives that were initially developed for the study. This study will use the second scenario titled "Pine Ridge Road Refined Model with Whippoorwill Lane Extension." The study area network was extracted from the model and network resolution was increased for forecasting and is illustrated in **Figure 5.1**.

As a point of comparison, the model growth rates from the D1RPM were compared to 5-year historical trends from Florida Traffic Online, provided in **Appendix J**, and to the University of Florida's Bureau of Economic and Business Research (BEBR) population forecasts for Collier County through 2040 from a base year of 2018. This analysis is provided in **Table 5.1**. This analysis indicates that the D1RPM AGR is in line with the BEBR forecasts. The FTO 5-year trends indicate higher growth on I-75 and Livingston Road and no growth on the eastern end of Pine Ridge Road. These are more likely short term change that will even out to be more in line with the D1RPM and BEBR forecasts.

Table 5.1: Forecasts of Daily Volumes on External Network Links

COSITE	Description	FTO AGR	D1RPM AGR	BEBR AGR
30191	I-75, north of Pine Ridge Road	4.0%	2.1%	0.48% to 2.47%
32003	I-75, south of Pine Ridge Road	3.2%	2.2%	0.48% to 2.47%
34628	Pine Ridge Road, east of Livingston Road	0.9%	0.9%	0.48% to 2.47%
34526	Pine Ridge Road, west of Logan Boulevard	0.0%	1.6%	0.48% to 2.47%
34575	Livingston Road, north of Pine Ridge Road	5.1%	2.4%	0.48% to 2.47%

For all corridor connections which correspond directly with a link in the D1RPM, the 2010 to 2040 growth rate was reviewed for reasonableness and used directly, where possible, to grow the Existing Year (2019) AADT.

For corridor connections that were identified as residential or business access driveways, the growth rate was limited to 0.5 percent, which corresponds to the University of Florida's Bureau of Economic and Business Research (BEBR) "low growth" in population for Collier County. This was used to avoid very high growth rates in relatively low volume locations where significant growth is not expected.

For corridor connections that do not correspond directly to a model link but represent local roads not accounted for in the D1RPM network, a weighted average interchange area annual growth rate of 1.7 percent was applied. This weighted average was only based on roads with links in the D1RPM and not centroid connectors. This weighted average interchange area annual growth rate was derived from growth rates extracted from surface streets within the D1RPM Pine Ridge Road subarea.

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As a final check for excessively high model growth, particularly on low volume links, the link growth rates were compared to BEBR high forecast for population growth in Collier County through 2040 of 2.5 percent annual growth. In the event of significant model growth, further examination of model volumes was conducted to ensure that these high growth rates were rational.

After all of the AADTs at external links to the study corridor were forecasted, the number of trips entering and exiting this closed system were balanced to ensure no loss of trips. As a conservative approach, trips were always balanced upwards. **Table 5.2** summarizes the forecasts at the peripheral links along the corridor. While the ramps to and from I-75 are not external to the study area network and are therefore not used directly in the forecasting procedure, they are provided in **Table 5.2** for informational purposes only to show how the ramps will grow.

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Figure 5.1: VISUM Model Network

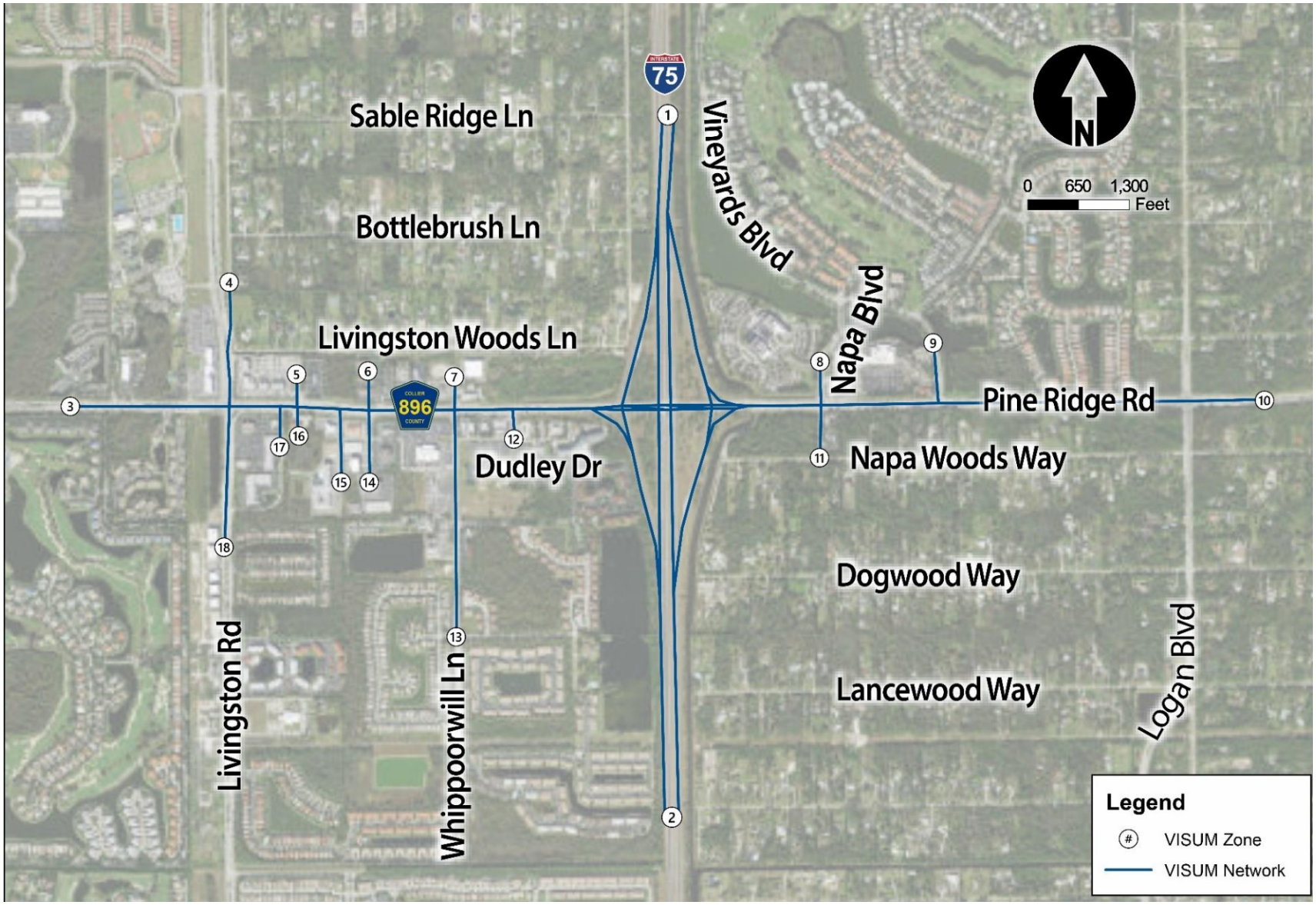

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Table 5.2: Forecasts of Daily Volumes on External Network Links

ID	Location	D1RPM Model Outputs			Existing 2019 AADT	Forecast 2040 Daily Volume	Recommended Annual Growth
		2010 AADT	2040 AADT	Annual Growth			
I-75 Mainline							
1	North of Pine Ridge Road	63,500	105,000	2.1%	89,000	129,000	2.1%
2	South of Pine Ridge Road	54,000	89,000	2.2%	79,000	115,000	2.2%
I-75 Ramps to/from Pine Ridge Road***							
NA	Southbound On-Ramp	5,800	5,400	-0.2%	6,600*	7,500	0.5%*
NA	Southbound Off-Ramp	9,600	12,500	1.3%	11,000	14,000	1.3%
NA	Northbound On-Ramp	10,000	13,500	1.4%	10,500	13,500	1.5%
NA	Northbound Off-Ramp	4,100	5,300	0.9%	5,600	6,700	0.9%
Surface Streets							
3	Pine Ridge Road, west of Livingston Road	46,500	59,000	0.9%	46,000	54,500	0.9%
4	Livingston Road, north of Pine Ridge Road	25,500	44,000	2.4%	26,000	39,000	2.4%
5	Meridian Plaza, north of Pine Ridge Road	NA	NA	NA	1,900	2,100	0.5%*
6	Driveway/Kraft Road, north of Pine Ridge Road	NA	NA	NA	1,000	1,100	0.5%*
7	Kramer Drive, north of Pine Ridge Road	1,200	3,200	5.6%	4,100	4,500	0.5%*
8	Napa Boulevard, north of Pine Ridge Road	8,700	10,000	0.5%	10,500	11,500	0.5%*
9	Vineyards Boulevard, north of Pine Ridge Road	3,200	4,700	1.6%	7,000	9,300	1.6%
10	Pine Ridge Road, east of Vineyards Boulevard	33,500	50,000	1.6%	34,500	51,000	1.6%
11	Napa Boulevard, south of Pine Ridge Road	NA	NA	NA	900	1,200	1.7%**
12	Larson Way, south of Pine Ridge Road	NA	NA	NA	3,000	3,300	0.5%*
13	Whippoorwill Lane, south of Pine Ridge Road	7,300	8,900	0.7%	12,500	14,500	0.7%
14	Kraft Road, south of Pine Ridge Road	NA	NA	NA	1,900	2,100	0.5%*
15	Thrive Drive, south of Pine Ridge Road	NA	NA	NA	3,300	4,000	0.5%*
16	Fire Station, south of Pine Ridge Road	NA	NA	NA	100	100	0.5%*
17	Marquesa Plaza, south of Pine Ridge Road	NA	NA	NA	3,600	4,000	0.5%*
18	Livingston Road, south of Pine Ridge Road	24,500	43,500	2.6%	26,500	40,000	2.5%

*Business/Residential Access - BEBR 'Low' growth rate of 0.5% used.
**Local Road non-driveway - D1RPM interchange area surface street weighted average growth rate of 1.7% used.
***I-75 Ramps to/from Pine Ridge Road are included as informational items only. These are not external links to the network and are not used as direct inputs to the forecasting procedure.

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5.2 Design Year (2040) AADT and Peak Hour Volumes

The initial Design Year (2040) peak hour volumes were calculated by applying K and D to the initial forecast Design Year (2040) AADTs and can be found in **Table 5.3**. It should be noted that K and D factors could vary for driveway and minor road inputs during Existing Year (2019) peak hour volume development and that will be carried forward during this effort. In cases where the balanced D factors exceed the recommended D factors defined in the FDOT's *Project Traffic Forecasting Handbook (2019)*, the maximum value of 67.1 percent was used for the surface streets and 61.2 percent was used for the I-75 mainline. The resulting peak hour volumes were distributed throughout the AOI by vehicle distribution patterns observed during the Existing Year (2019) peak hour volume development. Peak directions of traffic was determined through analysis of the 72-hour count data and turning movement count data. The resulting peak hour volumes were examined and smoothed to ensure growth for every movement and Design Year (2040) AADTs were back calculated based upon those adjustments and checked for reasonableness. The resulting balanced input Design Year (2040) peak hour volumes and AADTs can be found in **Table 5.4** with intersection level calculations found in **Appendix K**. Design Year (2040) AADT and AM and PM peak hours turning movement volumes resulting from this process are shown in **Figure 5.2** and **Figure 5.3**, respectively.

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Table 5.3: Design Year (2040) Forecasted Network Inputs

ID	Location	Forecast 2040 Daily Volume	AM Peak Hour				PM Peak Hour			
			K (AM)	D (AM)	NB/EB Volume	SB/WB Volume	K (PM)	D (PM)	NB/EB Volume	SB/WB Volume
I-75 Mainline										
1	North of Pine Ridge Road	129,000	0.09	56.5%	5,100	6,600	0.09	57.0%	6,600	5,000
2	South of Pine Ridge Road	115,500	0.09	57.5%	4,400	6,000	0.09	57.3%	5,900	4,400
I-75 Ramps to/from Pine Ridge Road										
NA	Southbound On-Ramp	7,100	0.09	100.0%	NA	650	0.09	100.0%	NA	650
NA	Southbound Off-Ramp	14,000	0.09	100.0%	NA	1,300	0.09	100.0%	NA	1,300
NA	Northbound On-Ramp	13,500	0.09	100.0%	1,200	NA	0.09	100.0%	1,200	NA
NA	Northbound Off-Ramp	6,700	0.09	100.0%	600	NA	0.09	100.0%	600	NA
Surface Streets										
3	Pine Ridge Road, west of Livingston Road	54,500	0.09	67.1%[+]	1,600	3,300	0.09	59.8%	2,900	2,000
4	Livingston Road, north of Pine Ridge Road	39,000	0.09	55.3%	1,600	2,000	0.09	57.2%	2,000	1,500
5	Meridian Plaza, north of Pine Ridge Road*	2,100	0.09	86.4%	150	30	0.05	69.9%	30	70
6	Driveway/Kraft Road, north of Pine Ridge Road*	1,100	0.08	58.3%	40	50	0.09	55.4%	60	50
7	Kramer Drive, north of Pine Ridge Road*	4,500	0.07	51.2%	150	150	0.09	51.7%	200	200
8	Napa Boulevard, north of Pine Ridge Road	11,500	0.09	50.7%	500	500	0.09	54.0%	450	550
9	Vineyards Boulevard, north of Pine Ridge Road	9,300	0.09	64.7%	550	300	0.09	52.8%	450	400
10	Pine Ridge Road, east of Vineyards Boulevard	51,000	0.09	67.1%[+]	1,500	3,100	0.09	64.5%	3,000	1,600
11	Napa Boulevard, south of Pine Ridge Road	1,200	0.09	59.7%	40	60	0.09	61.5%	40	70
12	Larson Way, south of Pine Ridge Road*	3,300	0.07	59.8%	150	90	0.09	53.4%	150	150
13	Whippoorwill Lane, south of Pine Ridge Road	14,500	0.09	58.4%	750	550	0.09	51.9%	650	600
14	Kraft Road, south of Pine Ridge Road*	2,100	0.09	86.8%	20	150	0.07	65.9%	100	50
15	Thrive Drive, south of Pine Ridge Road*	4,000	0.09	69.4%	100	250	0.03	67.1%	70	40
16	Fire Station, south of Pine Ridge Road*	100	0.09	77.8%	10	10	0.04	50.0%	10	10
17	Marquesa Plaza, south of Pine Ridge Road*	4,000	0.09	70.9%	100	250	0.05	56.6%	100	100
18	Livingston Road, south of Pine Ridge Road	40,000	0.09	52.6%	1,700	1,900	0.09	57.8%	2,100	1,500

[+]Indicates D factor that was adjust to the maximum threshold found in Table 2-2 of the FDOT's *Project Traffic Forecasting Handbook (2019)*
*For driveways and minor roads, field collected K (peak-to-daily) and D factors are used.
**DDHVs rounded to meet 2019 Project Traffic Forecasting Handbook guidelines on precision of data. Figure 5.3 provides the unrounded turning movement volumes.

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Table 5.4: Design Year (2040) Balanced Network Input Comparison to Initial Forecast

ID	Location	AM Peak Hour			PM Peak Hour			Compare Forecast to Balanced AADT		
		K (AM)	NB/EB Volume	SB/WB Volume	K (PM)	NB/EB Volume	SB/WB Volume	Forecast 2040 Daily Volume	Design Year (2040) AADT	Percent Variance
I-75 Mainline										
1	North of Pine Ridge Road	0.09	5,100	6,700	0.09	6,600	5,000	129,000	**131,000**	1%
2	South of Pine Ridge Road	0.09	4,500	6,000	0.09	6,000	4,400	115,000	**116,000**	1%
I-75 Ramps to/from Pine Ridge Road										
NA	Southbound On-Ramp	0.09	NA	700	0.09	NA	600	7,100	**7,500**	6%
NA	Southbound Off-Ramp	0.09	NA	1,400	0.09	NA	1,200	14,000	**15,500**	11%
NA	Northbound On-Ramp	0.09	1,200	NA	0.09	1,200	NA	13,500	**14,000**	2%
NA	Northbound Off-Ramp	0.09	600	NA	0.09	600	NA	6,700	**6,600**	-1%
Surface Streets										
3	Pine Ridge Road, west of Livingston Road	0.09	1,600	3,300	0.09	3,000	2,000	54,500	**55,000**	1%
4	Livingston Road, north of Pine Ridge Road	0.09	1,600	2,000	0.09	2,000	1,500	39,000	**40,000**	3%
5	Meridian Plaza, north of Pine Ridge Road*	0.09	150	30	0.05	40	80	2,100	**2,400**	14%
6	Driveway/Kraft Road, north of Pine Ridge Road*	0.08	40	60	0.09	60	50	1,100	**1,200**	9%
7	Kramer Drive, north of Pine Ridge Road*	0.07	150	150	0.09	200	200	4,500	**4,900**	9%
8	Napa Boulevard, north of Pine Ridge Road	0.09	500	550	0.09	500	550	11,500	**12,000**	5%
9	Vineyards Boulevard, north of Pine Ridge Road	0.09	550	300	0.09	450	400	9,300	**9,500**	2%
10	Pine Ridge Road, east of Vineyards Boulevard	0.09	1,200	2,700	0.09	2,700	1,500	51,000	**46,500**	-9%
11	Napa Boulevard, south of Pine Ridge Road	0.09	50	70	0.09	50	70	1,200	**1,400**	17%
12	Larson Way, south of Pine Ridge Road*	0.07	150	100	0.09	150	150	3,300	**3,500**	6%
13	Whippoorwill Lane, south of Pine Ridge Road	0.09	800	550	0.09	650	650	14,500	**14,500**	1%
14	Kraft Road, south of Pine Ridge Road*	0.09	30	150	0.07	100	50	2,100	**2,200**	5%
15	Thrive Drive, south of Pine Ridge Road*	0.09	100	250	0.03	90	20	4,000	**4,300**	8%
16	Fire Station, south of Pine Ridge Road*	0.09	10	10	0.04	10	10	100	**150**	50%
17	Marquesa Plaza, south of Pine Ridge Road*	0.09	100	250	0.05	150	100	4,000	**4,300**	8%
18	Livingston Road, south of Pine Ridge Road	0.09	1,700	1,900	0.09	2,100	1,500	40,000	**40,500**	1%

*For driveways and minor roads, field collected K (peak-to-daily) and D factors are used.
**DDHVs rounded to meet 2019 Project Traffic Forecasting Handbook guidelines on precision of data. Figure 5.3 provides the unrounded turning movement volumes.

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Figure 5.2: Design Year (2040) AADT

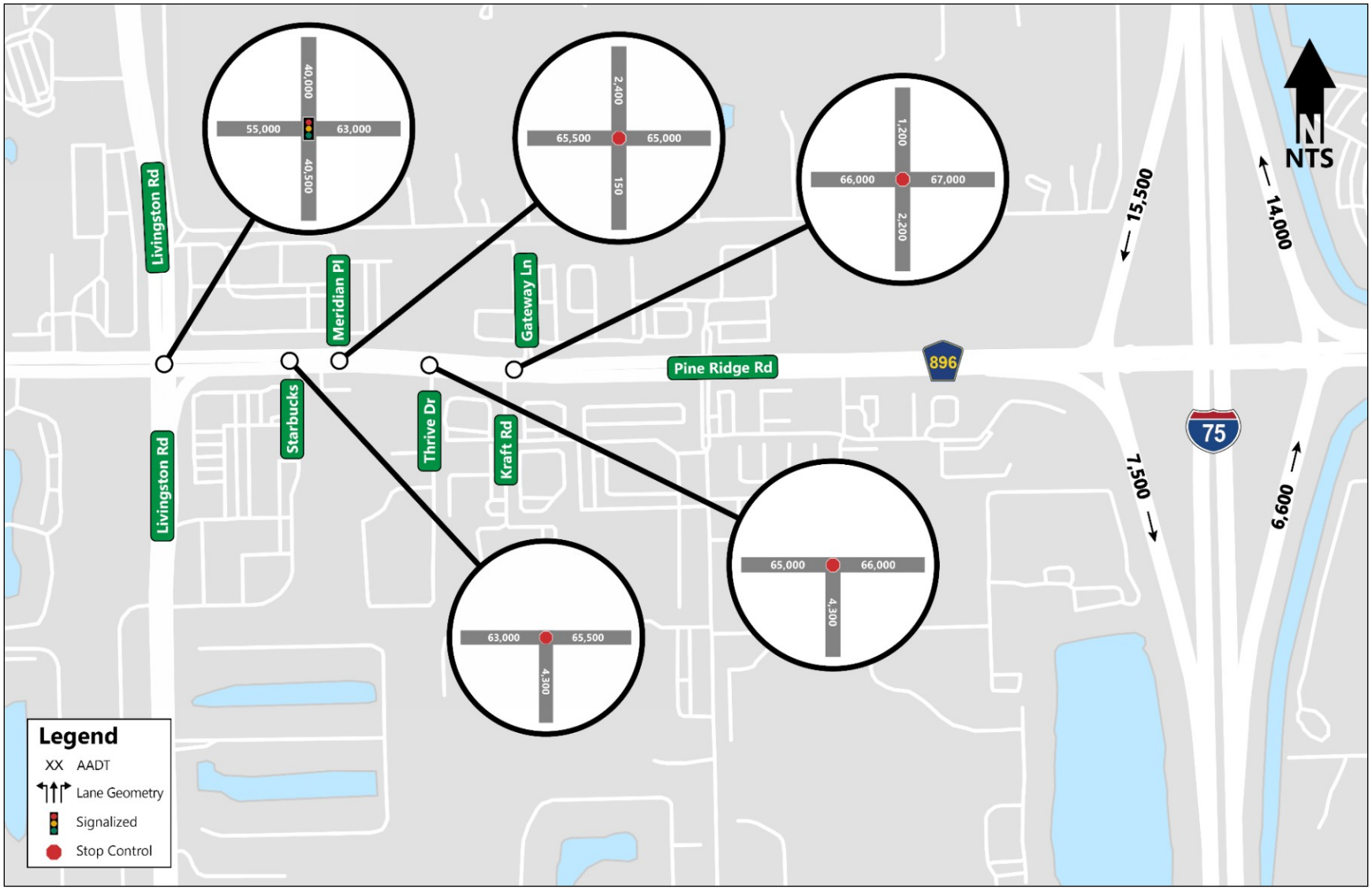

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Figure 5.2 (continued): Design Year (2040) AADT

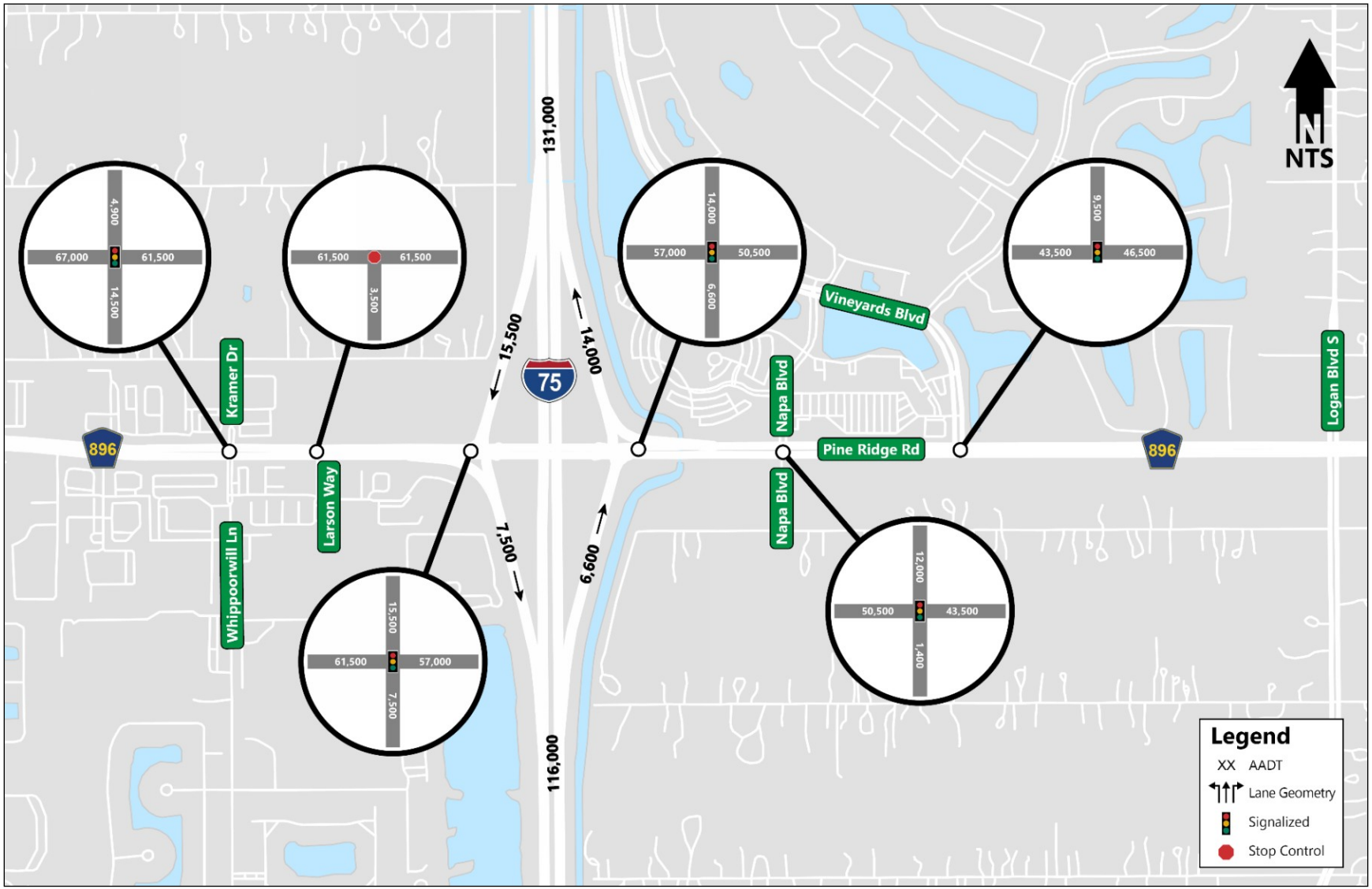

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Figure 5.3: Design Year (2040) Turning Movement Volumes

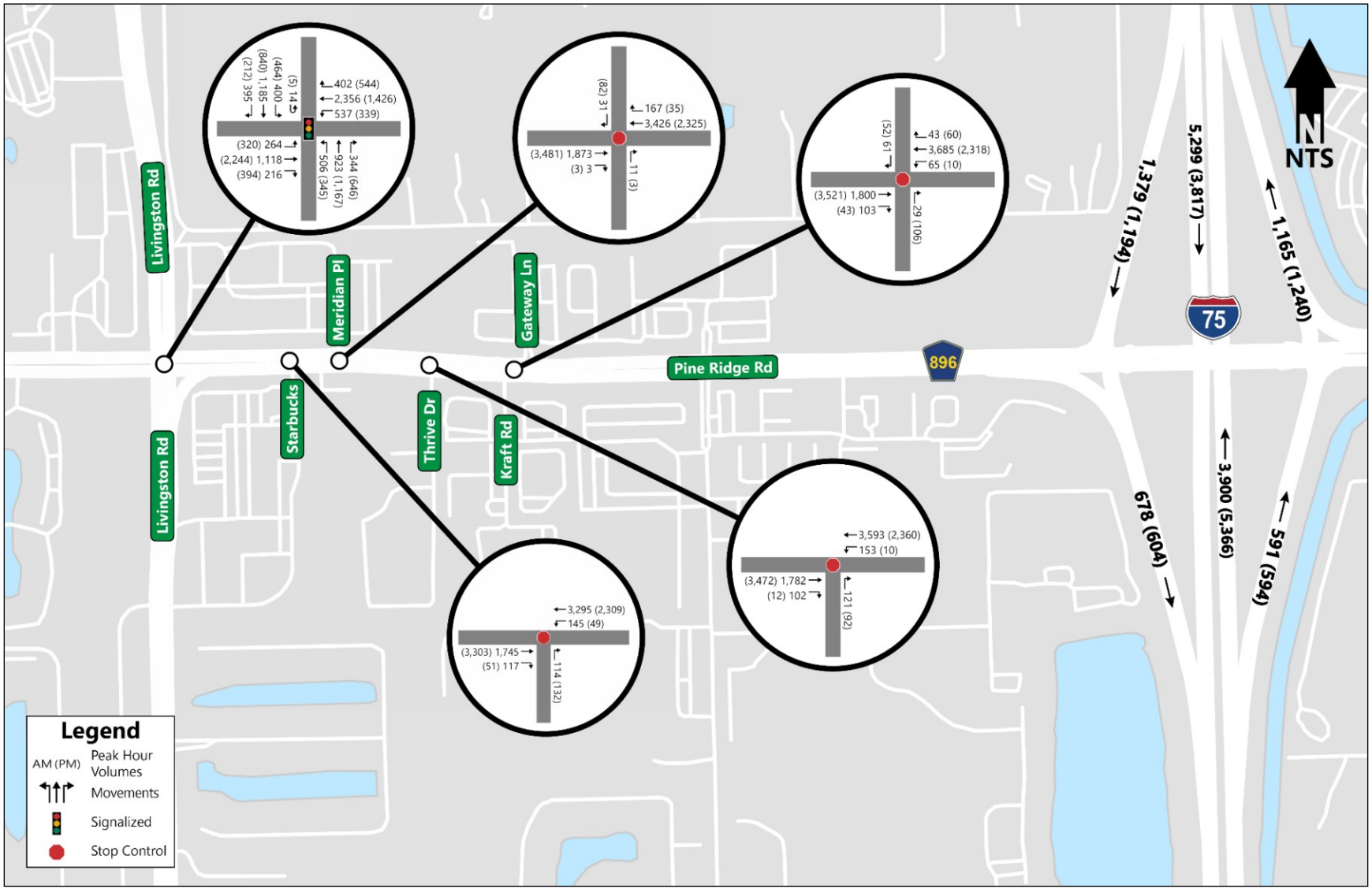

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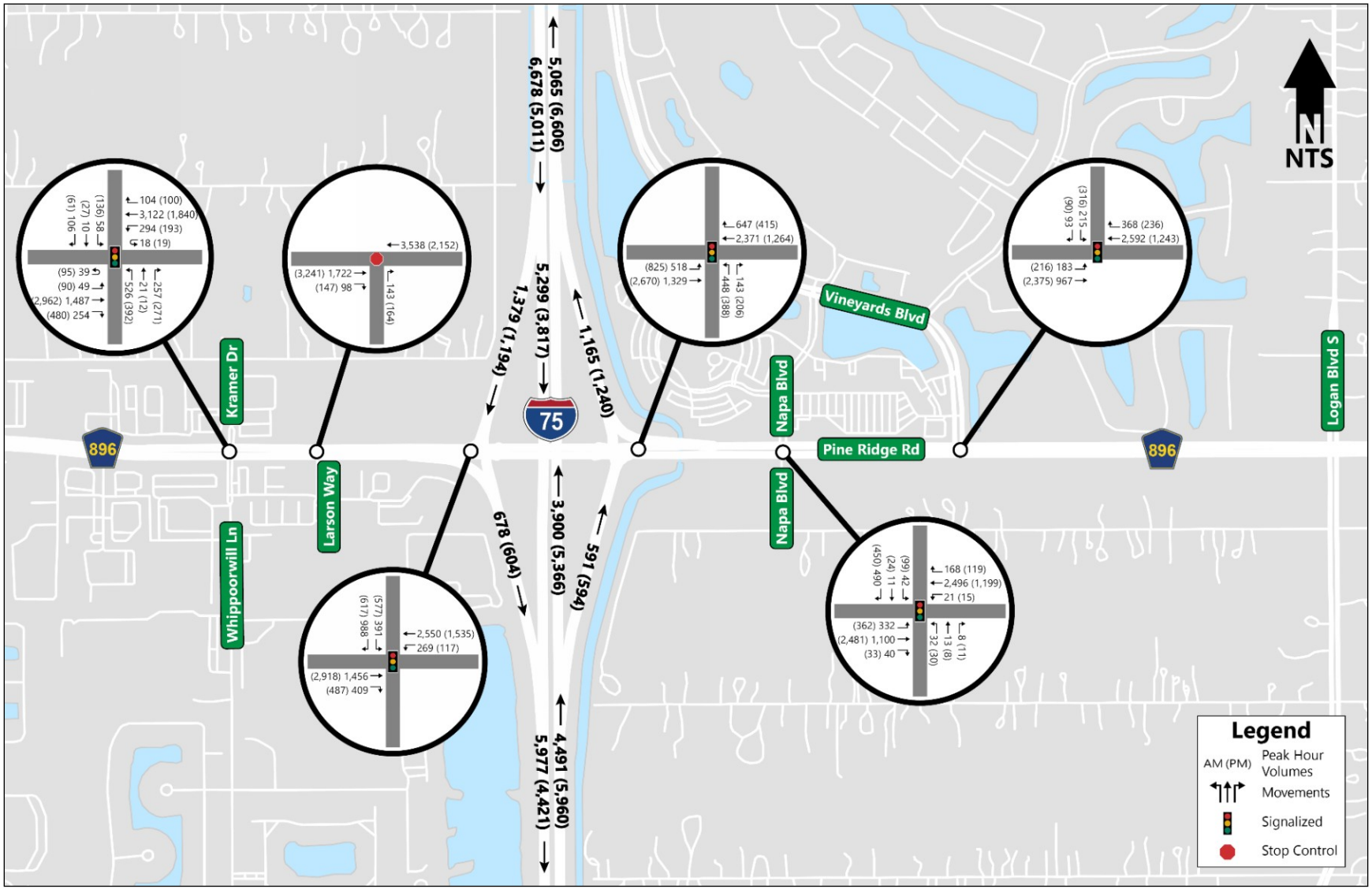
Figure 5.3 (continued): Design Year (2040) Turning Movement Volumes



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5.3 Opening Year (2025) AADT and Peak Hour Volumes

Opening Year (2025) peak hour volumes were subsequently derived by interpolating between the Existing Year (2019) and Design Year (2040) peak hour volumes at the network periphery. The resulting Opening Year (2025) AADTs and turning movement volumes can be found in **Figures 5.4** and **Figure 5.5,** respectively.

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Figure 5.4: Opening Year (2025) AADT

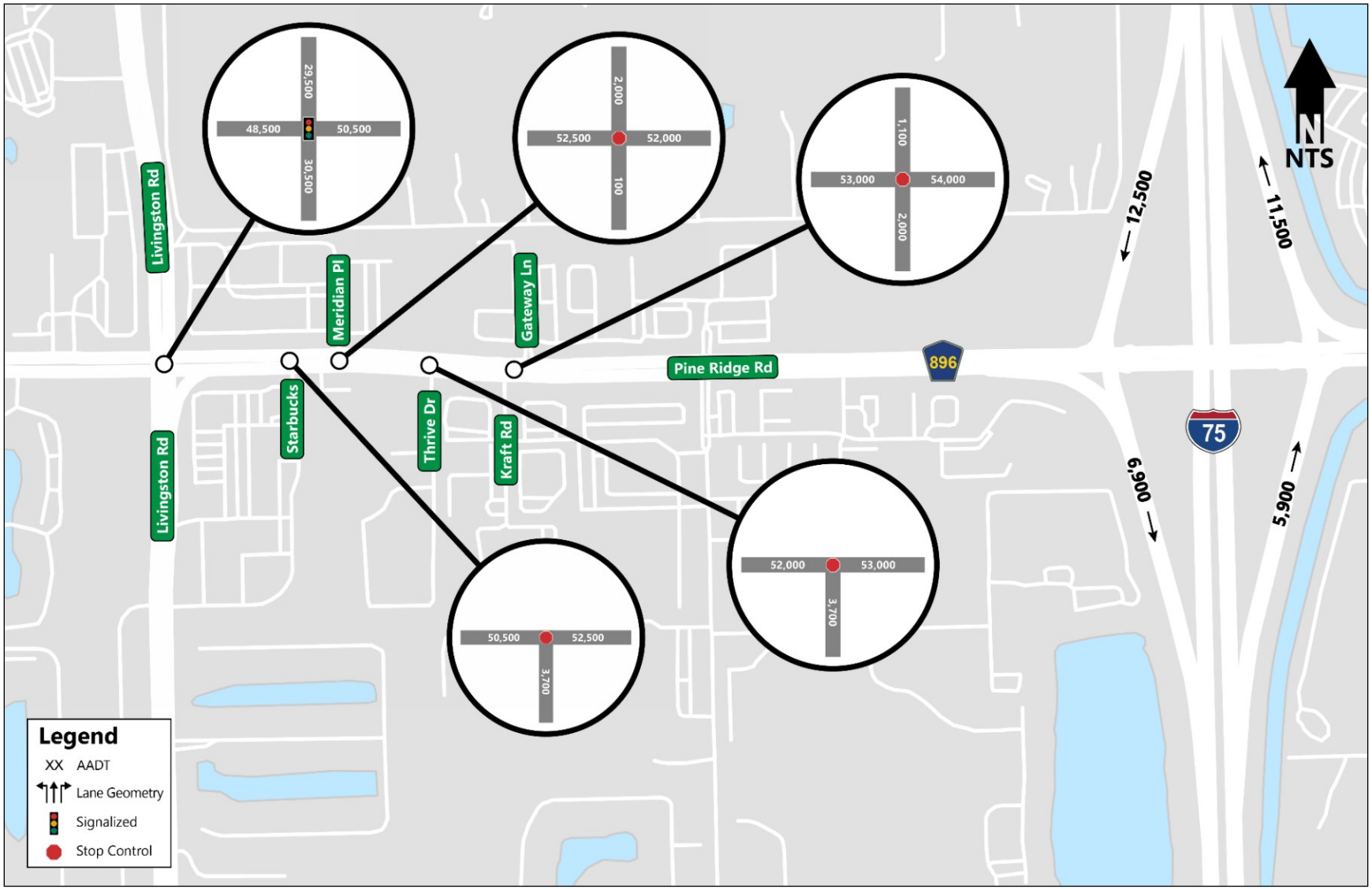

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Figure 5.4 (continued): Opening Year (2025) AADT

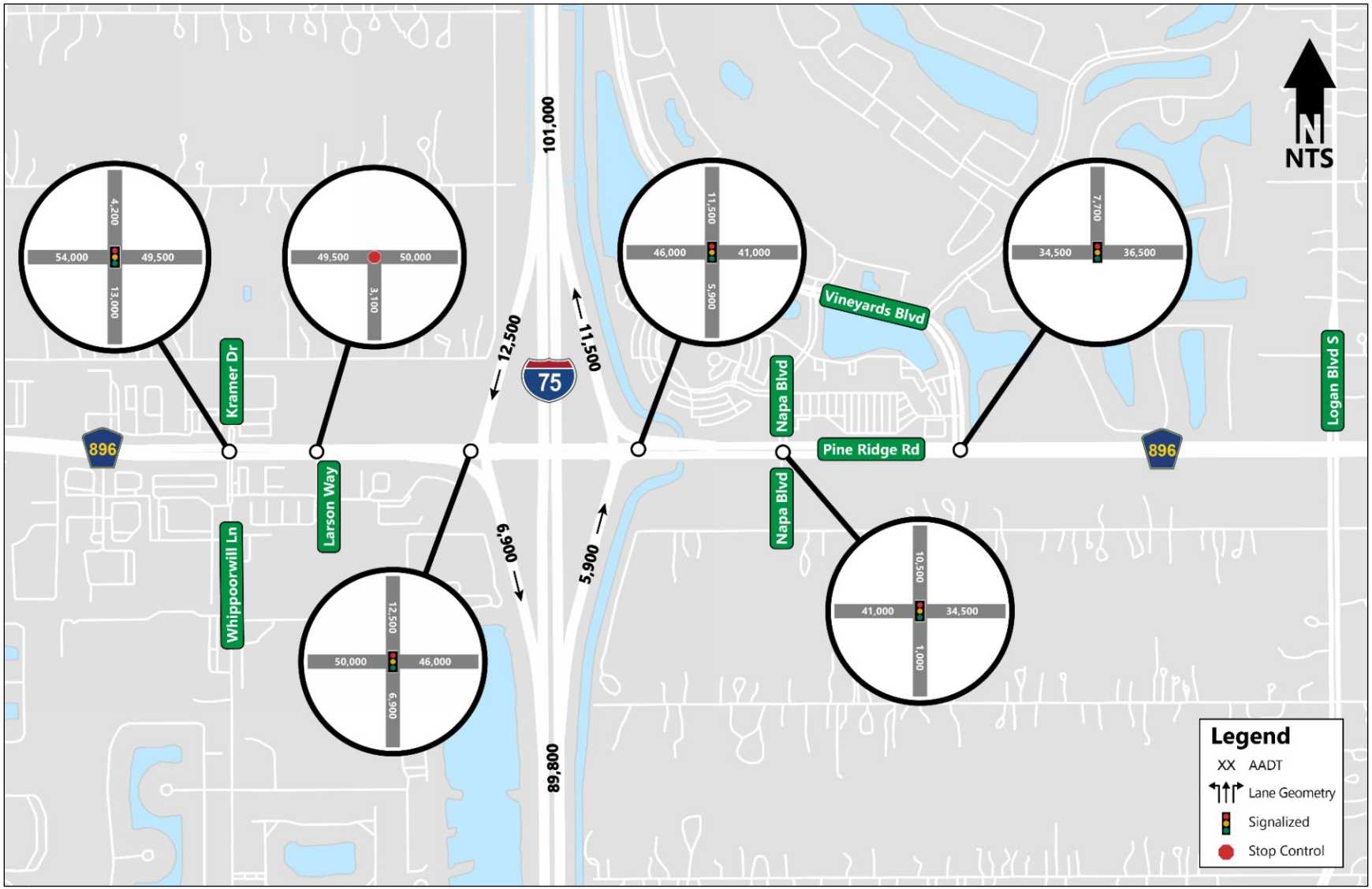

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Figure 5.5: Opening Year (2025) Turning Movement Volumes

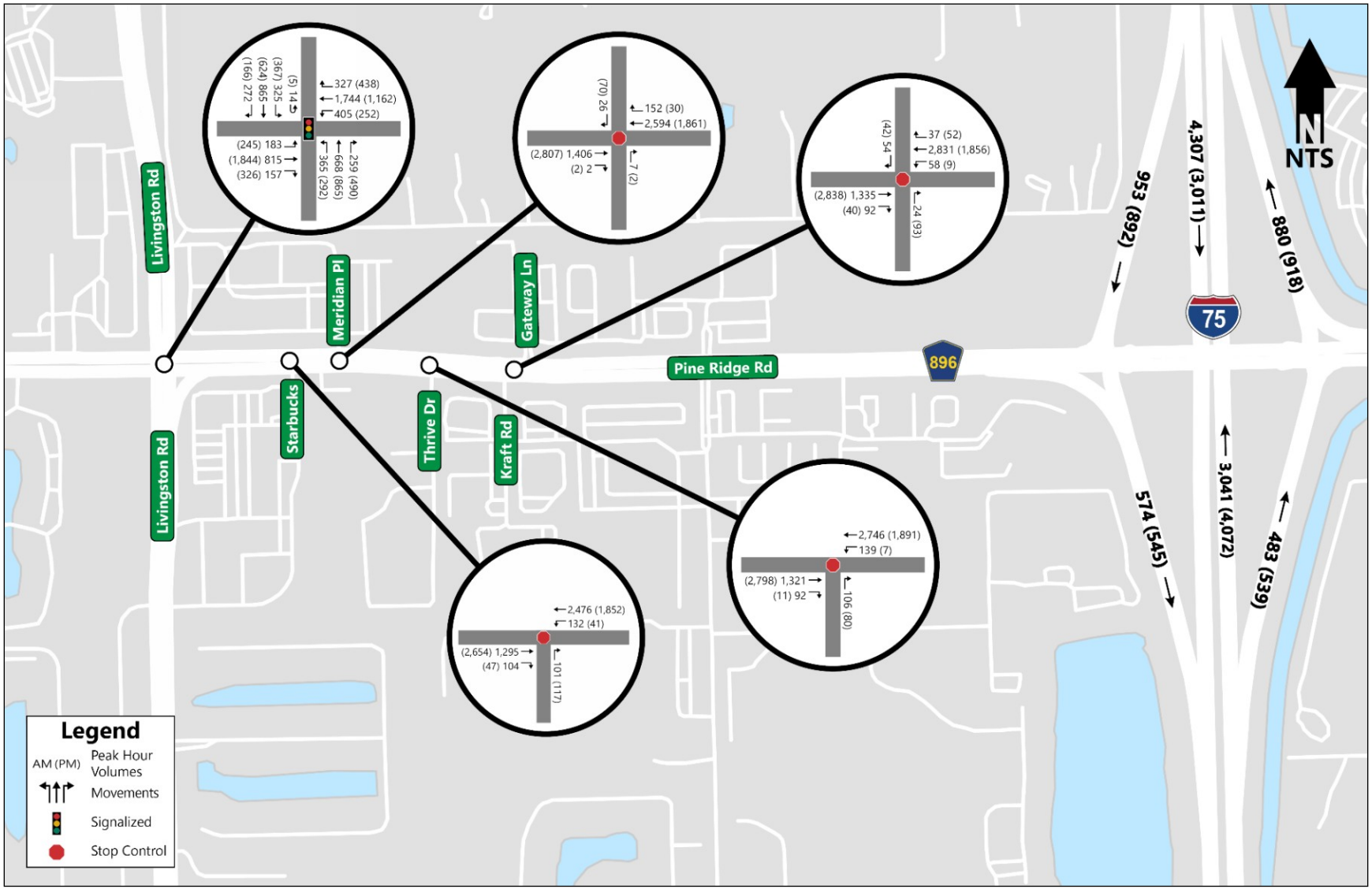

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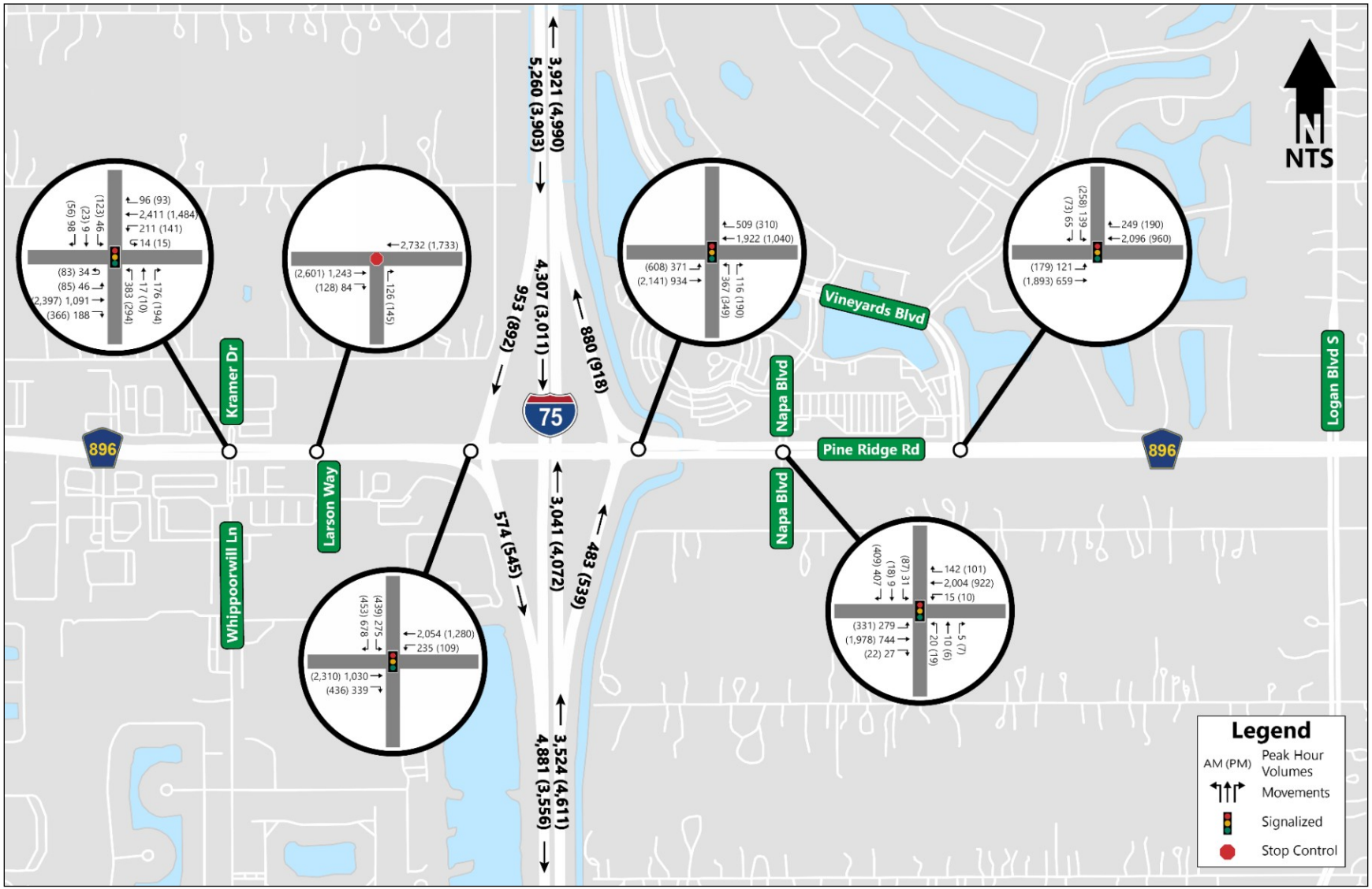
Figure 5.5 (continued): Opening Year (2025) Turning Movement Volumes



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6.0 Design Alternatives

6.1 No-Build Alternative

The No-Build Alternative represents the Existing Year (2019) lane geometry and traffic control features with the existing diamond interchange within the project area. There are no programmed projects listed as being funded for construction in the 2040 Cost Feasible Plan, therefore no additional improvements were included in the No-Build Alternative. This alternative is viable if the cost savings of not constructing the improvements outweigh the safety and operational benefits associated with implementing the Build Alternative.

6.2 Build Alternatives

The I-75/Pine Ridge Road interchange serves as one of the two central-most access points from the interstate highway serving the greater Naples Area. The expected increase in traffic volumes entering and exiting the Interstate from Pine Ridge Road, plus the anticipated growth in through traffic serving points east and west of the interstate, threatens the integrity of the interchange. As will be discussed in **Section 7**, the No-Build analysis indicates that the two signalized intersections will be unable to adequately handle the expected increase in traffic, resulting in substantial delays during peak periods. The adjacent arterial intersections west of the interchange also serve as bottlenecks, preventing motorists from reaching the I-75 on-ramps. Adding additional through lanes and turn lanes at the ramp terminal intersections to increase capacity would require additional right-of-way and require the reconstruction of the existing overpass, increasing the overall cost.

A less expensive alternative, finding success throughout the Country, is the Diverging Diamond Interchange (DDI). Consistent with the Pine Ridge Road Corridor Congestion Study, the Build alternative proposes the conversion of the existing diamond interchange configuration to a DDI. The DDI concept is depicted in **Figure 6.1**. The DDI concept retains the same two traffic signals, but they no longer require left turning vehicles to cross opposing streams of traffic. These signals also ensure the safe merging of I-75 ramp traffic to Pine Ridge Road. As the two main traffic signals no longer need the left-turn phases to accommodate the ramp traffic, it allows for the signals to be operated with only two phases, creating a substantial improvement in the throughput and operational efficiency of the interchange. Advanced signage and lane markings assist in managing the proper flow of traffic through the intersections. Additionally, the DDI's footprint fits within the existing right-of-way, and the new lane configuration fits beneath the existing overpass, avoiding the need to reconstruct the bridges. An added benefit to this interchange design is the potential reduction in crashes by reducing the total number of conflict points for both motorists and pedestrians.

The Pine Ridge Road Corridor Congestion Study also identified recommended improvements west of the interchange that include a Restricted Crossing U-turn (RCUT) intersection at Whippoorwill Lane and a Continuous Flow Intersection (CFI) at Livingston Road. These County proposed improvements are shown below in **Figure 6.2** and **Figure 6.3** and will be included in the analysis of the Build condition. It should be noted that although the proposed configuration of the CFI shows a single northbound right-turn lane from Livingston Road to eastbound Pine Ridge Road, the analysis assumed a dual right-turn lane consistent with existing conditions. This modification was discussed and agreed upon with the County for inclusion in the IOAR.

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Figure 6.1: I-75 Interchange Build Alternative Concept

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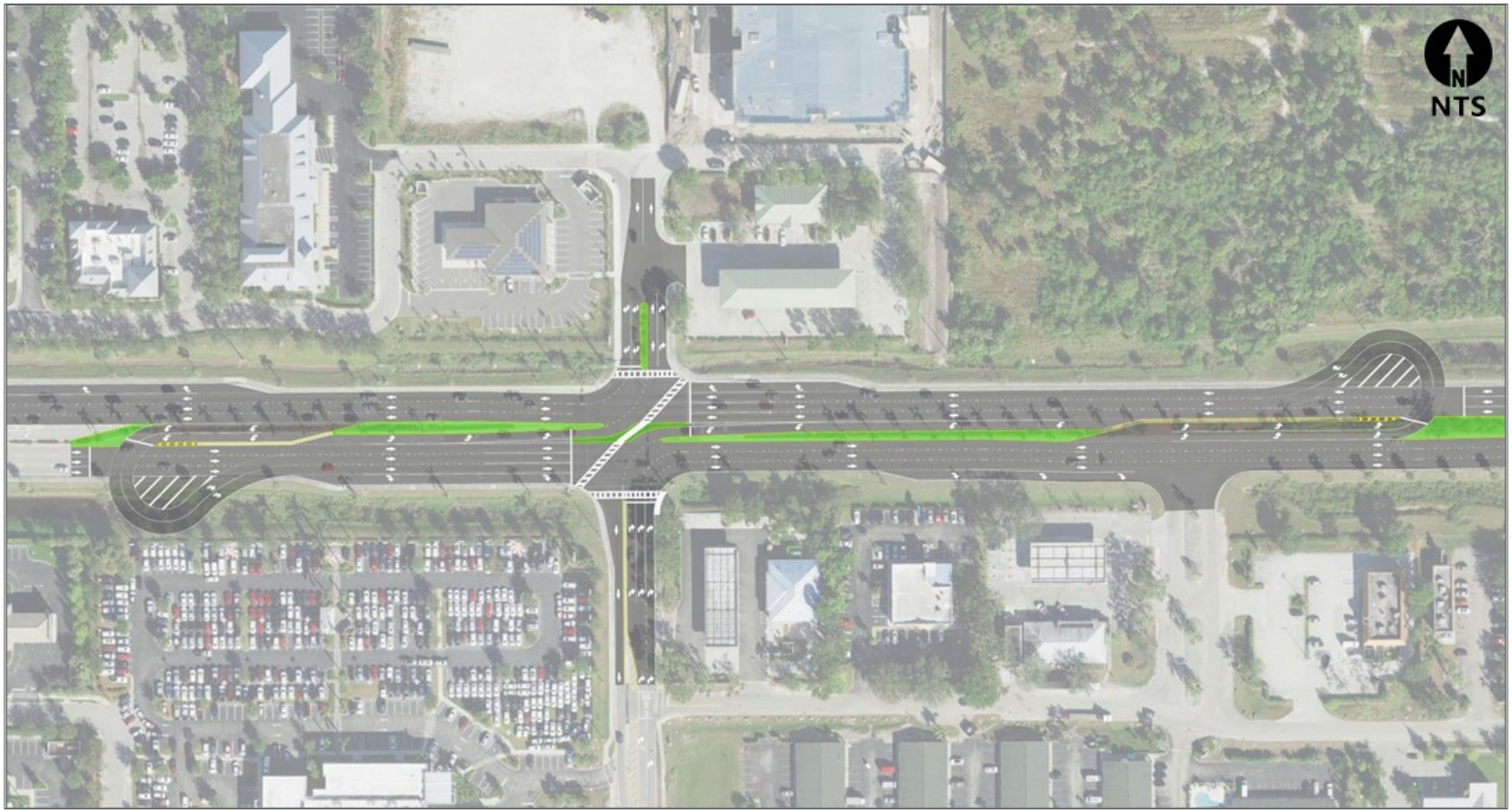
Figure 6.2: Whippoorwill Lane Intersection Build Alternative Concept



Note: County proposed concept was provided by others and has been provided for reference purposes only.

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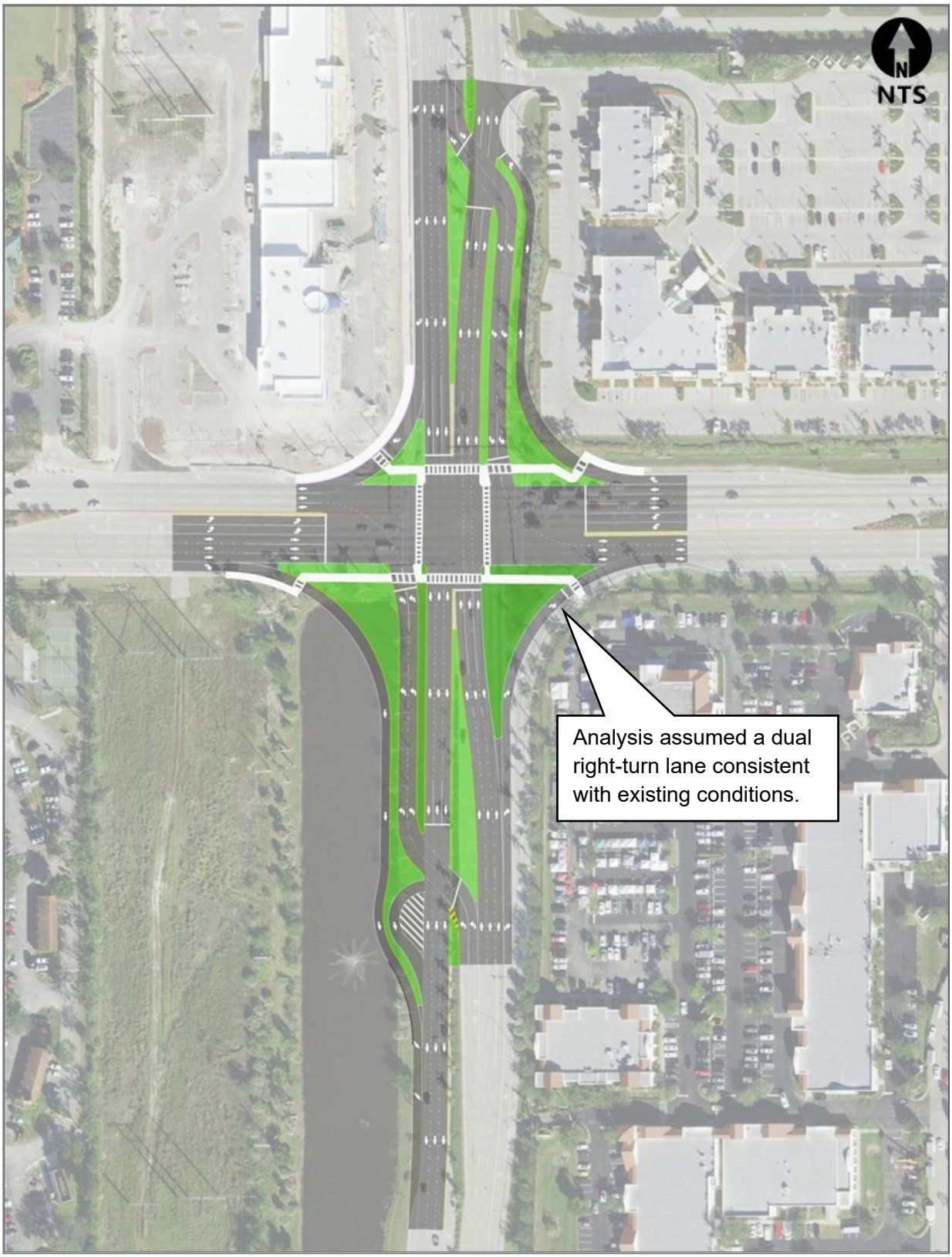
Figure 6.3: Livingston Road Intersection Build Alternative Concept



Note: County proposed concept was provided by others and has been provided for reference purposes only.

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7.0 Future Years Traffic Operations Analysis

Traffic operations at the I-75 and Pine Ridge Road Interchange were evaluated for the Opening Year (2025) and Design Year (2040) No-Build and Build Alternatives. The results of the future conditions traffic analysis are summarized in the following sections.

7.1 I-75 Mainline Analysis

Freeway merge, diverge, and basic segment analyses were conducted at the I-75 at Pine Ridge Road interchange using HCS the ramp gore points, and traffic volumes used for analysis were the same for both the No-Build and Build alternatives. The results for the Opening Year (2025) and Design Year (2040) I-75 mainline analysis for the AM and PM peak hours are shown in **Table 7.1** and **Table 7.2**. The results of the analysis indicate that I-75 southbound north of Pine Ridge Road (basic freeway segment and off-ramp diverge) in the AM peak hour and I-75 northbound north of Pine Ridge Road (basic freeway segment and on-ramp merge) in the PM peak hour are operating at LOS F.

Both locations are operating over-capacity and are the result of capacity constraints related to the influence area of the ramps along the I-75 mainline, not the ramps themselves. The volume-to-capacity (v/c) ratios for the I-75 mainline are between 1.01 and 1.04, which indicates the need for additional lanes on the mainline north of Pine Ridge Road. The proposed DDI is considered an Interim improvement and any mainline improvements will be considered as part of the larger I-75 master planning effort. Detailed reports from HCS are provided in **Appendix G**.

Table 7.1: I-75 Mainline Analysis – AM Peak Hour

Location	Analysis Type	Opening Year (2025)				Design Year (2040)			
		Density (pc/mi/ln)	Speed (mi/h)	V/C	LOS	Density (pc/mi/ln)	Speed (mi/h)	V/C	LOS
I-75 Northbound south of Pine Ridge Road	Basic	19.3	67.2	0.55	C	25.2	65.7	0.70	C
I-75 Northbound Off-Ramp to Pine Ridge Road	Diverge	25.3	60.3	0.54	C	30.3	60.0	0.69	D
I-75 Northbound at Pine Ridge Road	Basic	16.7	67.2	0.47	B	21.4	67.0	0.61	C
I-75 Northbound On-Ramp from Pine Ridge Road	Merge	24.0	61.0	0.60	C	30.8	58.0	0.78	D
I-75 Northbound north of Pine Ridge Road	Basic	21.6	67.0	0.61	C	29.5	63.2	0.79	D
I-75 Southbound north of Pine Ridge Road	Basic	31.1	62.4	0.82	D	-	-	1.04	F
I-75 Southbound Off-Ramp to Pine Ridge Road	Diverge	34.5	59.0	0.81	D	-	-	1.03	F
I-75 Southbound at Pine Ridge Road	Basic	23.8	66.6	0.67	C	31.4	62.2	0.82	D

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Location	Analysis Type	Opening Year (2025)				Design Year (2040)			
		Density	Speed	V/C	LOS	Density	Speed	V/C	LOS
I-75 Southbound On-Ramp from Pine Ridge Road	Merge	27.4	59.9	0.75	C	33.4	55.8	0.92	D
I-75 Southbound south of Pine Ridge Road	Basic	27.9	64.5	0.76	D	38.5	57.2	0.93	E

[1] HCS7 reports LOS F when v/c ratio > 1.0.

Table 7.2: I-75 Mainline Analysis – PM Peak Hour

Location	Analysis Type	Opening Year (2025)				Design Year (2040)			
		Density (pc/mi/ln)	Speed (mi/h)	V/C	LOS	Density (pc/mi/ln)	Speed (mi/h)	V/C	LOS
I-75 Northbound south of Pine Ridge Road	Basic	26.0	65.3	0.72	C	38.5	57.1	0.93	E
I-75 Northbound Off-Ramp to Pine Ridge Road	Diverge	30.8	60.2	0.71	D	36.7	60.0	0.92	E
I-75 Northbound at Pine Ridge Road	Basic	22.5	66.7	0.63	C	32.2	61.5	0.83	D
I-75 Northbound On-Ramp from Pine Ridge Road	Merge	29.6	58.7	0.76	D	-	-	1.01	F
I-75 Northbound north of Pine Ridge Road	Basic	28.9	63.6	0.78	D	-	-	1.03	F
I-75 Southbound north of Pine Ridge Road	Basic	21.4	67.4	0.61	C	28.9	63.8	0.78	D
I-75 Southbound Off-Ramp to Pine Ridge Road	Diverge	28.1	59.2	0.60	D	33.9	58.4	0.77	D
I-75 Southbound at Pine Ridge Road	Basic	16.4	67.7	0.47	B	20.8	67.5	0.59	C
I-75 Southbound On-Ramp from Pine Ridge Road	Merge	20.5	62.0	0.55	C	25.1	60.8	0.68	C
I-75 Southbound south of Pine Ridge Road	Basic	19.4	67.7	0.55	C	24.6	66.3	0.69	C

[1] HCS7 reports LOS F when v/c ratio > 1.0.

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7.2 Intersection Analysis

Intersection analysis was performed at each of the study area intersections on Pine Ridge Road for the Opening Year (2025) and Design Year (2040) No-Build and Build alternatives using the calibrated existing conditions Vissim model and future year traffic volumes. While a peak period analysis was performed using one shoulder hour each before and after the peak hour, the overall intersection delay and LOS results discussed below are for the peak hour only. Detailed operational results including delay, LOS, and queuing for all movements, is provided in **Appendix H**.

A summary of overall intersection delay and LOS for the No-Build AM and PM peak hours is provided in **Table 7.3**. The No-Build analysis assumed no changes to existing signal timing except for the addition of an overlap phase for the southbound right-turn movement at the Napa Boulevard intersection. As shown below, all study area intersections are operating at LOS D or better in the Opening Year (2025), similar to existing conditions. In the Design Year (2040), there are multiple intersections that are operating at LOS E or worse, including Livingston Road, Whippoorwill Lane, and the I-75 southbound ramp terminal. During the AM peak hour, congestion on Pine Ridge Road is primarily in the westbound direction, with queue spillback impacting the I-75 southbound off-ramp. During the PM peak hour, congestion is primarily in the eastbound direction, with both the Livingston Road and Whippoorwill Lane intersections acting as bottlenecks preventing traffic from reaching the interchange. The I-75 interchange is operating at LOS C during the PM peak hour, but only 86 percent of the eastbound demand reaches the interchange.

Key movements that are operating at LOS F during the Opening Year (2025) and Design Year (2040) No-Build AM or PM peak hours include the following:

- Opening Year (2025) & Design Year (2040): All left-turn movements at Livingston Road intersection in the AM and/or PM peak hours.
- Design Year (2040): Northbound through movement at Livingston Road intersection in AM and PM peak hours; southbound through movement in the AM peak hour; eastbound through, eastbound right-turn, and northbound right-turn movements in the PM peak hour.
- Opening Year (2025) & Design Year (2040): All left-turn movements at Whippoorwill Lane intersection in the AM and/or PM peak hours.
- Design Year (2040): Eastbound through and off-ramp left- and right-turn movements at I-75 southbound ramp terminal intersection in the AM peak hour.
- Opening Year (2025) & Design Year (2040): Eastbound left-turn movement at I-75 northbound ramp terminal intersection in the AM and PM peak hours.
- Opening Year (2025) & Design Year (2040): Eastbound left-turn movement at Napa Boulevard intersection in the AM and PM peak hours.

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A summary of overall intersection delay and LOS for the Build AM and PM peak hours is provided in **Table 7.4**. The Build analysis included new signal timing for all intersections with proposed geometric improvements, as well as adjustments to cycle lengths and splits for the existing Napa Boulevard and Vineyards Boulevard intersections for coordination with the proposed DDI. As shown below, all study area intersections are operating at LOS D or better in both the Opening Year (2025) and Design Year (2040). The I-75 ramp terminal intersections are operating at LOS C or better with the proposed DDI and serve 99 percent of the future demand.

Although the DDI provides acceptable traffic operations, the heavy westbound traffic volumes in the AM peak hour result in congestion and queuing that extends beyond Vineyards Boulevard. This same congestion is present in the No-Build alternative as well. On the west side of the corridor, the proposed County improvements do not impact the I-75 interchange, but the proximity of the median U-turn for the Whippoorwill Lane RCUT results in queuing in the westbound direction that approaches the I-75 southbound ramp terminal during the AM peak period. It should also be noted that the Napa Boulevard intersection operates slightly worse under the Build condition, which is caused by increased efficiency of the interchange and adjacent intersection improvements.

Key movements that are operating at LOS F during the Opening Year (2025) and Design Year (2040) Build AM or PM peak hours include the following:

- Opening Year (2025) & Design Year (2040): Eastbound and westbound left-turn movements at Livingston Road intersection in the AM peak hour.
- Design Year (2040): Southbound through movement at Livingston Road intersection in AM peak hour.
- Design Year (2040): Westbound left-turn and northbound right-turn movements at Whippoorwill Lane intersection in the AM peak hour.
- Opening Year (2025) & Design Year (2040): Eastbound U-turn movement at Whippoorwill Lane East Median U-turn intersection in the AM peak hour.
- Design Year (2040): Eastbound left-turn movement at Napa Boulevard intersection in the PM peak hour.

As noted above, several movements are still operating at LOS F in the Opening Year (2025) and Design Year (2040) Build alternative, but none of these movements affect interchange operations. The proposed CFI at Livingston Road has multiple failing movements, but queues are more manageable compared to No-Build and overall intersection operations are LOS D compared to LOS F. The eastbound U-turn movement is also operating at LOS F during the AM peak period, with queuing that spills back beyond Whippoorwill Lane. Because of the proximity to the I-75 southbound ramp terminal, additional green time is required for Pine Ridge Road at the median U-turn to serve the nearly 3,500 vph during the AM peak hour. As a result, there is insufficient storage for the U-turn movement, which is 650 vph, and queue spillback impedes the flow of eastbound Pine Ridge Road traffic.

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Table 7.3: Opening Year (2025) and Design Year (2040) No-Build Intersection Analysis

Intersection	Opening Year (2025)				Design Year (2040)			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS
Pine Ridge Rd & Livingston Rd	51.8	D	53.8	D	115.9	F	145.9	F
Pine Ridge Rd & Whippoorwill Ln	35.1	D	31.2	C	70.2	E	54.8	D
Pine Ridge Rd & I-75 SB Ramps	29.0	C	17.7	B	107.4	F	24.3	C
Pine Ridge Rd & I-75 NB Ramps	29.0	C	26.7	C	48.8	D	28.0	C
Pine Ridge Rd & Napa Blvd	22.0	C	15.2	B	24.4	C	15.2	B
Pine Ridge Rd & Vineyards Blvd	16.4	B	12.1	B	21.7	C	12.5	B

Table 7.4: Opening Year (2025) and Design Year (2040) Build Intersection Analysis

Intersection	Opening Year (2025)				Design Year (2040)			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS
Pine Ridge Rd & Livingston Rd	41.4	D	29.7	C	50.3	D	41.5	D
Livingston Rd & South Crossover	7.4	A	5.5	A	13.9	B	5.9	A
Livingston Rd & North Crossover	8.9	A	10.4	B	11.7	B	11.9	B
Pine Ridge Rd & West MUT	7.1	A	7.3	A	8.2	A	7.9	A
Pine Ridge Rd & Whippoorwill Ln	13.5	B	9.0	A	25.5	C	10.3	B
Pine Ridge Rd & East MUT	23.0	C	12.2	B	38.5	D	13.8	B
Pine Ridge Rd & I-75 SB Ramps	21.2	C	23.9	C	27.6	C	27.5	C
Pine Ridge Rd & I-75 NB Ramps	20.8	C	17.2	B	26.0	C	19.2	B
Pine Ridge Rd & Napa Blvd	25.0	C	22.0	C	34.0	C	28.3	C
Pine Ridge Rd & Vineyards Blvd	15.9	B	15.4	B	21.8	C	15.0	B

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A summary of the Opening Year (2025) and Design Year (2040) peak hour queue lengths for the eastbound and westbound movements between Whippoorwill Lane, the I-75 ramp terminals, and Napa Boulevard is provided in **Table 7.5** and **Table 7.6** for the No-Build AM and PM peak hours and **Table 7.7** and **Table 7.8** for the Build AM and PM peak hours. The storage lengths for turn movements were measured from the stop bar to the end of the turn lanes, including taper, and were compared to the maximum queue lengths recorded in Vissim. The storage lengths for the through movements were measured from the stop bar to the downstream edge of the upstream intersection. Queue lengths longer than the available storage indicate that turn lanes are spilling back onto Pine Ridge Road or through movements are blocking upstream intersections. Queuing for all movements is included in **Appendix H** and queuing for the I-75 off-ramps is summarized in Section 7.3.

Table 7.5: Opening Year (2025) No-Build Intersection Queue Analysis

Intersection	Approach	Movement	Storage (ft)	AM Peak Max Queue (ft)	PM Peak Max Queue (ft)	Exceeds Storage?
Pine Ridge Rd & Whippoorwill Ln	Westbound	Left Turn	510	626	373	Yes
		Through	1,775	1,161	521	No
		Right Turn	225	94	95	No
Pine Ridge Rd & I-75 SB Ramps	Eastbound	Through/Right Turn	1,850	580	1,020	No
	Westbound	Left Turn	265	632	207	Yes
		Through	800	391	277	No
Pine Ridge Rd & I-75 NB Ramps	Eastbound	Left Turn	540	500	624	Yes
		Through	800	205	277	No
	Westbound	Through/Right Turn	1,180	783	303	No
Pine Ridge Rd & Napa Blvd	Eastbound	Left Turn	705	304	295	No
		Through/Left Turn	1,100	302	297	No

Table 7.6: Design Year (2040) No-Build Intersection Queue Analysis

Intersection	Approach	Movement	Storage (ft)	AM Peak Max Queue (ft)	PM Peak Max Queue (ft)	Exceeds Storage?
Pine Ridge Rd & Whippoorwill Ln	Westbound	Left Turn	510	1,844	1,162	Yes
		Through	1,775	1,892	1,016	Yes
		Right Turn	225	100	111	No
Pine Ridge Rd & I-75 SB Ramps	Eastbound	Through/Right Turn	1,850	1,331	1,231	No
	Westbound	Left Turn	265	825	294	Yes
		Through	800	725	334	No
Pine Ridge Rd & I-75 NB Ramps	Eastbound	Left Turn	540	922	839	Yes
		Through	800	227	355	No
	Westbound	Through/Right Turn	1,180	1,251	398	Yes
Pine Ridge Rd & Napa Blvd	Eastbound	Left Turn	705	407	297	No
		Through/Left Turn	1,100	347	295	No

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As shown above for the No-Build alternative, several left-turn movements exceed the available storage on Pine Ridge Road in the Opening Year (2025). These left-turn movements are operating at LOS F, but overall intersection and interchange operations remain at LOS D or better. In the Design Year (2040) No-Build condition there is significant queuing in the westbound direction at Whippoorwill Lane that contributes to failing operations at the southbound I-75 ramp terminal intersection and off-ramp queuing that impacts the I-75 mainline. There is also significant queuing for both left-turn movements within the interchange in both peak hours and queuing in the westbound direction approaching the interchange in the AM peak hour as previously noted.

Table 7.7: Opening Year (2025) Build Intersection Queue Analysis

Intersection	Approach	Movement	Storage (ft)	AM Peak	PM Peak	Exceeds Storage?
				Max Queue (ft)	Max Queue (ft)	
Pine Ridge Rd & Whippoorwill Ln	Westbound	Left Turn	510	334	210	No
		Through	750	284	147	No
		Right Turn	225	70	29	No
Pine Ridge Rd & East MUT	Eastbound	U-Turn	400	649	217	Yes
	Westbound	Through	750	226	102	No
Pine Ridge Rd & I-75 SB Ramps	Eastbound	Through/Right Turn	1,735	348	298	No
	Westbound	Through/Left Turn	825	576	470	No
Pine Ridge Rd & I-75 NB Ramps	Eastbound	Through/Left Turn	825	295	397	No
	Westbound	Through/Right Turn	1,090	819	418	No
Pine Ridge Rd & Napa Blvd	Eastbound	Left Turn	705	227	297	No
		Through/Left Turn	1,000	330	574	No

Table 7.8: Design Year (2040) Build Intersection Queue Analysis

Intersection	Approach	Movement	Storage (ft)	AM Peak	PM Peak	Exceeds Storage?
				Max Queue (ft)	Max Queue (ft)	
Pine Ridge Rd & Whippoorwill Ln	Westbound	Left Turn	510	665	259	Yes
		Through	750	551	203	No
		Right Turn	225	170	31	No
Pine Ridge Rd & East MUT	Eastbound	U-Turn	400	991	261	Yes
	Westbound	Through	750	571	116	No
Pine Ridge Rd & I-75 SB Ramps	Eastbound	Through/Right Turn	1,735	591	413	No
	Westbound	Through/Left Turn	825	848	556	Yes
Pine Ridge Rd & I-75 NB Ramps	Eastbound	Through/Left Turn	825	549	627	No
	Westbound	Through/Right Turn	1,090	1,066	552	No
Pine Ridge Rd & Napa Blvd	Eastbound	Left Turn	705	242	317	No
		Through/Left Turn	1,000	327	940	No

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As shown above for the Build alternative, queuing for the eastbound U-turn movement from Whippoorwill Lane exceeds the available storage by nearly 250 feet in the Opening Year (2025) and 600 feet in the Design Year (2040) AM peak hour. While this queuing does not impact interchange operations, the queue spillback impedes the flow of eastbound traffic on Pine Ridge Road and results in LOS F operations and significant queuing for northbound Whippoorwill Lane. It should be noted that even though this queue spillback affects eastbound Pine Ridge Road, the interchange is still processing 99 percent of the demand volumes in the design year.

Westbound queuing in the AM peak hour extends through the DDI at times and queuing between the I-75 northbound ramp terminal and Vineyards Boulevard is similar to No-Build conditions. Intersection operations are still LOS C or better despite this occasional queue spillback. Because the proposed DDI is considered an interim improvement due to the existing I-75 bridges over Pine Ridge Road, future improvements should consider an additional, dedicated westbound left-turn lane in the core of the DDI to reduce queuing during the AM peak period.

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7.3 Ramp Queuing Analysis

A summary of the Opening Year (2025) and Design Year (2040) AM and PM peak hour queue lengths for the I-75 interchange off-ramps is provided in **Table 7.9**. The storage lengths for the off-ramps were measured from the stop bar to the end of the turn lanes, including taper. It should be noted that this storage length does not include ramp deceleration lengths. The storage lengths were compared to the maximum queue lengths recorded in Vissim. As shown below, the I-75 southbound off-ramp queue exceeds the available storage in the Design Year (2040) No-Build AM peak hour. The queue spillback exceeded the limits of the Vissim network, indicating that the off-ramp queue is longer than reported and would impact I-75 mainline operations. In the Design Year (2040) Build condition, none of the I-75 off-ramp queues exceed the available storage.

It should be noted that although the I-75 northbound off-ramp queue did not exceed the available storage in the No-Build scenario, the bottlenecks previously discussed at the Livingston Road and Whippoorwill Lane intersections in the PM peak hour reduce the amount of traffic that reaches the interchange. If these bottlenecks were removed, the anticipated demand at the interchange may result in additional queuing on the northbound off-ramp.

Table 7.9: Opening Year (2025) and Design Year (2040) Ramp Queue Analysis

Alternative	Ramp	Storage (ft)	Ramp Length (ft)	AM Peak	PM Peak	Exceeds Storage?
				Max Queue (ft)	Max Queue (ft)	
2025 No-Build	I-75 Northbound Off-Ramp	685	2,100	335	285	No
	I-75 Southbound Off-Ramp	1,060	2,070	425	360	No
2025 Build	I-75 Northbound Off-Ramp	685	2,100	215	210	No
	I-75 Southbound Off-Ramp	1,060	2,070	275	230	No
2040 No-Build	I-75 Northbound Off-Ramp	685	2,100	370	295[2]	No
	I-75 Southbound Off-Ramp	1,060	2,070	2,130[1]	445	Yes
2040 Build	I-75 Northbound Off-Ramp	685	2,100	260	250	No
	I-75 Southbound Off-Ramp	1,060	2,070	370	275	No

[1] I-75 Southbound Off-Ramp queue in 2040 No-Build AM peak exceeds the limits of the Vissim network and is longer than reported.
[2] I-75 Northbound Off-Ramp queue may be longer in the 2040 No-Build PM peak if adjacent bottlenecks were removed.

7.4 Arterial Analysis

A summary of the Opening Year (2025) and Design Year (2040) AM and PM peak hour average speeds on Pine Ridge Road is provided in **Table 7.10** and **Table 7.11**. The average speed was calculated based on the same travel time segments used for calibration. Average speeds in the Build condition ranged from 21 to 24 mph in the Opening Year (2025) and 19 to 20 mph in the Design Year (2040). In the Design Year (2040) AM peak hour, there was a 12 percent improvement in average speeds for eastbound traffic and a 20 percent improvement for westbound traffic. In the PM peak hour,

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there was a 19 percent improvement for eastbound traffic but an 18 percent decrease in average speed for westbound traffic. This is primarily the result of the additional signals along the corridor at Whippoorwill Lane and the two-phase operation of the DDI signals. With significantly lower westbound traffic volumes in the PM peak period. With approximately 50 percent less demand in the westbound direction, more green time is provided for eastbound traffic, resulting in more delay.

In the Opening Year (2025) AM peak hour, there was a 10 percent improvement for eastbound traffic but an 11 percent decrease in average speed for westbound traffic. In the PM peak hour, there was a 20 percent decrease for eastbound traffic and a 15 percent decrease in average speed for westbound traffic. The decrease in average speeds is primarily the result of the two-phase operation of the DDI, which does not allow both eastbound and westbound traffic to run simultaneously as they would in the existing diamond configuration, as well as the additional signals along the corridor at Whippoorwill Lane. Although average speeds on Pine Ridge Road are generally lower than existing conditions, overall network performance is improved as discussed in Section 7.5.

Table 7.10: Opening Year (2025) and Design Year (2040) Arterial Analysis – AM Peak

Segment	Length (miles)	2025 No-Build		2025 Build		2040 No-Build		2040 Build	
		Travel Time (min)	Average Speed (mph)	Travel Time (min)	Average Speed (mph)	Travel Time (min)	Average Speed (mph)	Travel Time (min)	Average Speed (mph)
Pine Ridge EB: West of Livingston Rd to East of Logan Blvd	2.4	6.7	21	6.1	23	7.9	18	7.1	20
Pine Ridge WB: East of Logan Blvd to West of Livingston Rd	2.3	5.6	25	6.3	22	8.8	16	7.3	19

Table 7.11: Opening Year (2025) and Design Year (2040) Arterial Analysis – PM Peak

Segment	Length (miles)	2025 No-Build		2025 Build		2040 No-Build		2040 Build	
		Travel Time (min)	Average Speed (mph)	Travel Time (min)	Average Speed (mph)	Travel Time (min)	Average Speed (mph)	Travel Time (min)	Average Speed (mph)
Pine Ridge EB: West of Livingston Rd to East of Logan Blvd	2.4	4.7	30	5.9	24	8.4	17	7.1	20
Pine Ridge WB: East of Logan Blvd to West of Livingston Rd	2.4	5.8	24	6.8	21	6.1	23	7.4	19

7.5 Network Performance Summary

The network performance results shown below in **Table 7.12** and **Table 7.13** provide a good assessment of overall operations within the study area during the Opening Year (2025) and Design Year (2040) AM and PM peak hours. Average delay (seconds) for all vehicles in the network was reduced by 11 and 13 percent in the Opening Year (2025) AM and PM peak hours, respectively. In the Design Year (2040) the average delay for all vehicles was reduced by 38 percent in the AM peak and 64 percent in the PM peak. Average speed network-wide was also improved in the Design Year

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(2040) Build condition, with a 32 and 75 percent improvement in the AM and PM peak hours, respectively.

Latent demand and latent delay apply to vehicles that cannot enter the network due to queuing and provide a good indication of capacity constraints within the model. Latent demand is present in the Design Year (2040) No-Build AM and PM peak hours. The Build condition provided up to a 70 percent improvement in latent demand and latent delay in the AM peak hour and nearly 100 percent improvement in the PM peak hour. The latent demand that remains in the Build condition during the AM peak hour is primarily the result of queuing on northbound Whippoorwill Lane that is not able to be served. A high volume of right-turning vehicles is trying to use the downstream U-turn to head westbound on Pine Ridge Road. This results in a lane imbalance for the triple right-turn lane that causes queuing to exceed the limits of the Vissim network.

Table 7.12: Opening Year (2025) Network Performance Summary

Parameter	AM Peak Hour			PM Peak Hour		
	2025 No-Build	2025 Build	% Difference	2025 No-Build	2025 Build	% Difference
Average Speed (mph)	25	26	3%	26	27	4%
Average Delay (sec)	109	97	-11%	98	85	-13%
Total Travel Time (hr)	904	873	-3%	913	876	-4%
Total Delay (hr)	358	319	-11%	333	288	-14%
Total Distance (mi)	22,599	22,519	0%	24,082	23,971	0%
Arrived Vehicles (veh)	11,021	11,041	0%	11,392	11,390	0%
Latent Demand (veh)	0	0	0%	0	0	0%
Latent Delay (hr)	1	0	-44%	0	0	0%
Total Delay + Latent Delay (hr)	359	320	-11%	334	288	-14%

Table 7.13: Design Year (2040) Network Performance Summary

Parameter	AM Peak Hour			PM Peak Hour		
	2040 No-Build	2040 Build	% Difference (2040)	2040 No-Build	2040 Build	% Difference (2040)
Average Speed (mph)	16	21	32%	14	25	75%
Average Delay (sec)	258	159	-38%	303	110	-64%
Total Travel Time (hr)	1,787	1,418	-21%	1,969	1,200	-39%
Total Delay (hr)	1,105	691	-37%	1,295	467	-64%
Total Distance (mi)	28,318	29,625	5%	28,021	29,895	7%
Arrived Vehicles (veh)	13,478	14,285	6%	13,220	14,125	7%
Latent Demand (veh)	651	204	-69%	512	5	-99%
Latent Delay (hr)	354	106	-70%	223	1	-99%
Total Delay + Latent Delay (hr)	1,459	797	-45%	1,519	469	-69%

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8.0 Build Safety Analysis

The Highway Safety Manual procedures and historic crash data were used to quantitatively analyze the safety impacts of No-Build and Build Alternatives. The quantitative safety analysis for the proposed Build Alternative conditions of converting a diamond interchange to a Diverging Diamond Interchange (DDI) follows the Countermeasure CMF methodology and documents the impact the facility's safety with the AOI. The quantitative safety analysis method for this IOAR was determined by the FDOT *Interchange Access Request User's Guide* and complies with the guidelines of the FDOT Interchange Access Request User's Guide Safety Analysis Guidance in determining the estimated change in the expected number of crashes due to the proposed modifications of the project.

The Countermeasure CMF methodology utilizes CMFs to compute the expected number of crashes after implementing a selected countermeasure. CMFs were selected from the FHWA Crash Modification Factors Clearinghouse (www.cmfclearinghouse.org). The selected CMFs for the for the I-75/Pine Ridge Road Interchange have a higher star rating than the minimum requirement of three stars to provide a greater level of confidence when estimating the safety performance by determining the reduction of crashes. Primary transportation improvements proposed as part of the Build Alternative are as follows:

- Convert the interchange ramp terminals from a traditional diamond interchange to a diverging diamond interchange.
- Convert the Whippoorwill Lane intersection from a traditional intersection to a restricted crossing U-turn (RCUT) intersection.
- Convert the Livingston Road intersection from a traditional intersection to a continuous flow intersection (CFI).

The Build Alternative shows a greater safety improvement within the AOI when compared to the No-Build Alternative. Proposed improvements from the Build Alternative provide a safer operation due to the following safety benefits:

- Reduction of conflict points.
- Improved sight distance at the turns.
- Lower design speeds resulting in reductions in crash severity.
- Traffic calming effects due to the small geometric deflection on Pine Ridge Road.
- Elimination of the wrong way movements into ramps.
- Crash reductions from the elimination of loop ramps.

Table 8.1 provides a summary of the selected CRFs, associated descriptions, and estimated total crashes reduced. The CMF Details including calculation of crash reduction are presented in **Appendix L**.

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Table 8.1: Crash Reduction Factors

CRF Source	CRF ID	CRF Description	CRF	Total Crashes	Total Crashes Reduced
CMF Clearinghouse	10761	Convert diamond interchange to Diverging Diamond Interchange (DDI)	14.2%	49	6.96
CMF Clearinghouse	10301	Convert a conventional signalized intersection to a continuous flow intersection (CFI)	12.3%	86	10.58
CMF Clearinghouse	10382	Convert intersection to Restricted Crossing U-Turn (RCUT) Intersection	20.0%	50	10.00

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9.0 Cost of Improvement

The total construction cost for this improvement includes costs for pay items and quantities calculated using the FDOT's Long Range Estimating (LRE) System. This estimate is based on conceptual design plans found in **Appendix M**. The total project cost to construct the recommended improvement is estimated to be $24.95 million dollars as of January 2020. There is no right-of-way acquisition needed to construct the recommended improvement or offsite storm water management facilities.

10.0 Coordination/Consistency with Other Plans/Projects

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

- FDOT Five Year Work Program
- FDOT Strategic Intermodal System (SIS) plans
- Committed improvements from local and private sources
- Adopted Long Range Transportation Plans (LRTPs) and Comprehensive Plans

Several planned and programmed projects are located within the vicinity of the I-75 and Pine Ridge Road interchange but are not within the influence area of this IOAR. The following projects were identified in the sources listed above:

- The ongoing I-75 Master Plan Study from east of SR 951 in Collier County to SR 78 (Bayshore Drive) in Lee County (FPID 442519-2)
- The ongoing I-75 at SR 951 Interchange Improvements (FPID 425843-2)
- The ongoing I-75 Resurfacing from Broward County Line to Toll Booth east of SR 951 (FPID 444008-1)
- The I-75 at Golden Gate Parkway/CR 886 Ramp Improvement (#2 on Cost Feasible Plan List of LRTP) project, planned to start from 2021.
- The planned I-75 at Immokalee Road Intersection Traffic Signalization (#7 on Cost Feasible Plan List of LRTP).

There are no other existing IARs, either approved or pending approval, currently located within the area of influence.

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11.0 Environmental Considerations

Freshwater wetlands, roadside ditches, and a drainage canal are located within the project area. Impacts to these areas would result from implementation of the proposed project. Environmental permits from the South Florida Water Management District and U.S. Army Corps of Engineers would likely be required.

Existing Stormwater Conditions

The interchange is located in the Naples Bay (North Golden Gate) watershed (Waterbody Identifier (WBID) 3278S). The major drainage feature within the interchange is the I-75 Canal which runs parallel to I-75, east of the interstate. Collier County has established a maximum allowable discharge rate of 0.06 cfs/acre (25-year/3-day design frequency) for the I-75 Canal basin. Existing flow patterns are generally from west to east toward the canal. The I-75 Canal flows south, through a double box culvert underneath Pine Ridge Road, and ultimately into Golden Gate Canal. Golden Gate Canal flows west and south, ultimately discharging into Naples Bay.

There are two jurisdictional wetlands within the interchange: one in the northwest quadrant and the other along the outside of the eastbound Pine Ridge Road to southbound I-75 ramp. In addition, other surface waters exist primarily within the ditches along Pine Ridge Road and along the outside of the ramps on the west side of the interchange.

The watershed is verified impaired for dissolved oxygen (DO). Currently, no formal water quality treatment is provided.

Zone AH floodplains surround the interchange and vary from elevation 10 feet to elevation 12 feet (NAVD). Zone AH is defined as areas of special flood hazard subject to the 1% annual chance (100-year) flood. Flood depths of 1 to 3 feet, usually areas of ponding, occur within Zone AH.

Drainage Impacts

The proposed improvements will require water quality treatment and water quantity attenuation due to the increased number of travel lanes and the additional impervious area. Also, due to the DO impairment, a nutrient loading analysis should be performed to ensure that the post-development nutrient loading does not exceed the existing nutrient loading. A stormwater management facility will likely be required in order to meet permitting criteria. In addition, floodplain compensation may be required in areas of widening along the ramps and Pine Ridge Road. There appears to be adequate area available within the infield portions of the DDI to accommodate the needs of both stormwater management and floodplain compensation. A pre-application meeting with the South Florida Water Management District (SFWMD) was held on February 24, 2021 to verify the permitting requirements.

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12.0 Anticipated Design Exceptions or Variations

There are no design exceptions or variations to FDOT or FHWA policies, rules, or standards anticipated for this project, but if any exception/variation should arise it will be processed per FHWA and FDOT standards.

13.0 Conceptual Signing Plan

A conceptual signing and marking plan for the Build Alternative in accordance with Manual on Uniform Traffic Control Devices (MUTCD) guidelines is prepared during the I-75 Master Plan efforts and is included in **Appendix M**.

14.0 Access Management Plan

The access management within the area of influence will not be changed by the proposed operational and safety improvement. Therefore, an Access Management Plan or any update to an already existing Access Management Plan was not needed for this IOAR.

15.0 FHWA Policy Points

The FHWA's Policy on Access to the Interstate System provides the requirements for the justification and documentation necessary to substantiate any proposed changes in access to the Interstate System. This policy also facilitates decision-making regarding proposed changes in access to the Interstate System in a manner that considers and is consistent with the vision, goals, and long-range transportation plans of a metropolitan area, region, and State. All new or modified points of access must be approved by FHWA and developed in accordance with federal laws and regulations (as specified in 23 U.S.C. 109 and 111, 23 C.F.R. 625.4, and 49 C.F.R. 1.48(b)(1)). The following documents the adherence of the proposed I-75 at Pine Ridge Road improvements to FHWA’s two Policy Points:

FHWA Policy Points 1

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of

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ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

An operational and safety analysis was conducted to evaluate the future alternatives. The measure of effectiveness, including vehicle delays for the intersections at I-75 and Pine Ridge Road Interchange, Pine Ridge Road at Livingston Road, Pine Ridge Road at Whippoorwill Lane, Pine Ridge Road at Napa Boulevard, and Pine Ridge Road at Vineyards Boulevard, were compared between the No-Build and Build Alternatives.

Under the No-Build Alternative, most of the study intersections will operate at LOS E or worse during both the AM and PM peak hours, with the exceptions of Pine Ridge Road at I-75 NB Ramps, Pine Ridge Road at Napa Boulevard and Pine Ridge Road at Vineyards Boulevard. The 2040 No-Build queue analysis indicates that queues on southbound off-ramp could adversely affect the flow of traffic along I-75.

Under the Build Alternative, each of the I-75 ramp terminals and adjacent intersections at Pine Ridge Road will operate a LOS target D or better in the Opening (2025) and Design (2040) Years. Compared to the No-Build Alternative, the congestion and delay at the I-75 ramp terminals and adjacent intersections at Pine Ridge Road will be significantly improved under the Build Alternative during both the AM and PM peak hours in the Design Year (2040). These improvements will also aid in mitigating of the queuing issue present under the No-Build Alternative.

Although the safety analysis did not suggest that any locations had a higher crash rate than the statewide average with a high confidence level, the proposed improvements under the 2040 Build Alternative are expected to reduce crash frequency at five locations within the study area, providing a combined crash frequency reduction of 21.4 percent at these locations compared to not implementing any improvements. Furthermore, it is expected that these improvements will decrease the congested condition along Pine Ridge Road within the interchange influence area, which will also improve the safety condition in the Design Year (2040).

In conclusion, the recommended improvements will provide better traffic operations to reduce congestion and enhance the safety of the interchange and nearby intersections.

FHWA Policy Points 2

The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

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The proposed Build Alternative will provide full access to all of the traffic movements on Pine Ridge Road to and from I-75. The design will meet current standards for the projects on the interstate system and comply with the American Association of State Highway and Transportation Officials (AASHTO) and FDOT design standards.

16.0 Project Schedule/Funding Plan

A partnership between FDOT and Collier County to leverage the County's sales tax referendum funds will be utilized to advance projects into design and ultimately construction. Collier County has committed funding and FDOT will contribute the remaining funds if necessary, as shown in the following **Table 16.1**. The scheduling of the next phase of the I-75 at Pine Ridge Road interchange modification project is dependent on the results of this IOAR evaluation.

Table 16.1: Funding Plan

Funding Source	Amount
Approved Surtax Funding (County)	$23.0 M
Professional Services Costs (County)	$3.5 M
Remaining Surtax Funding for Construction (County)	$19.5 M
Current LRE for All Improvements (FDOT)	$24.95* M
FDOT Contribution for Interchange (FDOT)	**$5.45* M**

*subject to change

The following is anticipated schedule for this project:

- FDOT
  - Design – Current
  - Interchange Access Request – Current
  - Environmental Document - Current
- Collier County in coordination with FDOT
  - Design-Build RFP Development – Late Fiscal Year (FY) 2021/Early FY 2022
  - Procurement – FY 2022
  - Construction – FY 2023.

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17.0 Conclusion and Recommendation

Considering the overall operations along I-75 ramp terminals and adjacent intersections at Pine Ridge Road, the Build Alternative is projected to provide better operating conditions than the No-Build Alternative. The Build Alternative was developed during the IOAR effort, with an intent to save cost and remain within the existing right-of-way, while accommodating both target LOS and future queues. The DDI performs well under operational analysis and will reduce the potential for queue spill back into the mainline. Hence, the Build Alternative is recommended for the following reasons:

- The transformation of the diamond interchange into a DDI allows the opposing left and through traffic to move together. Thus, it is expected to increase the capacity throughout the ramp terminals as well as mitigate the queue spillback on the ramp terminals or into the eastbound through or westbound through movements;
- The westbound left and eastbound left movements are not conflicting with the opposing through movements due to the DDI configuration. Therefore, this has the potential to reduce the overall crashes previously caused by these conflicts;
- The proposed modifications in the Build Alternative adhere to both of the FHWA Policy Points.

Other improvements may be needed by Design Year (2040) to further improve the operations of the interchange. Those improvements are currently being studied as part of the on-going I-75 Master Plan.

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Appendices

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Appendix A:
Methodology Letter of Understanding

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Florida Department of Transportation Interchange Access Request Methodology Letter of Understanding (MLOU)

Type of Request: ☐ IJR ☐ IMR ☒ IOAR ☐ SIMR

Type of Process: ☒ Programmatic ☐ Non-Programmatic

I-75 at Pine Ridge Road (CR 896) Interchange Operational Analysis Report (IOAR)

FPID: 445296-1

Coordination of assumptions, procedures, data, networks, and outputs for project traffic review during the access request process will be maintained throughout the evaluation process.

Full compliance with all MLOU requirements does not obligate the Acceptance Authorities to accept the IAR.

The Requestor shall inform the approval authorities of any changes to the approved methodology in the MLOU and an amendment shall be prepared if determined to be necessary.

Requestor — DocuSigned by: Joshua Foster 532828D21AF54A7... — 12/12/2019 | 10:18 AM EST *Date*

District One I-75 PD&E Project Manager

Interchange Review Coordinator — DocuSigned by: Christopher Simpson E637CC312BAD4D3... — 12/12/2019 | 10:20 AM EST *Date*

District One Interchange Coordinator

Systems Management Administrator — DocuSigned by: Jenna Bowman 4AD03E6A337F4C1... — 12/12/2019 | 11:20 AM EST *Date*

Systems Implementation Office-Central Office

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1.0 Project Description

Provide background or supporting information that explains the basis for the request.

Introduction:

The I-75/Pine Ridge Road interchange serves as one of the two central-most access points from I-75 serving the greater Naples Area. The Florida Department of Transportation (FDOT) District One and Collier County have monitored the operation of the interchange and surrounding roadway system and continue to plan for future infrastructure needs. Recent studies include:

- *Pine Ridge Road Corridor Congestion Study*: Completed in March 2018 for the Capital Project Planning, Impact Fees & Program Management Division of Collier County. The study recommended a diverging diamond interchange (DDI) at the I-75/Pine Ridge Road interchange and innovative intersection improvements at several intersections of Pine Ridge Road. The Collier County Board of County Commissioners accepted the findings of the study on March 27, 2018.
- *I-75 Selected Interchanges Analysis Report (SIAR) Phase I*: Completed in February 2018 for the FDOT District One. The purpose of the I-75 SIAR - Phase I was to evaluate the existing operating and safety conditions at 13 interchanges along I-75, including the I-75/Pine Ridge Road interchange, and one interchange along I-275. This report included the development of existing traffic volumes, evaluation of existing operating conditions, review of crash history, and preparation of interchange profiles. Phase II of the SIAR evaluation of the I-75/Pine Ridge Road interchange focusing on future conditions is currently being completed.

The I-75 SIAR identified existing operational concerns along Pine Ridge Road including westbound queue spillback into the southbound ramp terminal intersection from Whippoorwill Lane and high westbound and eastbound left-turn delays at the ramp terminal intersections during the peak hours. The expected increase in traffic volumes entering and exiting I-75 from Pine Ridge Road, plus the anticipated growth in through traffic serving points east and west of the interstate, threatens the integrity of the interchange.

The FDOT District One is also in the early stages of an evaluation of I-75 through southwest Florida. A Project Development and Environment (PD&E) Study is underway to evaluate long-term alternatives for the I-75 mainline and interchanges. The project limits are I-75 from east of SR 951 in Collier County to SR 78 (Bayshore Drive) in Lee County (FPID 442519-2).

The IOAR for the I-75/Pine Ridge Road interchange will focus on interchange improvements that can be implemented in the near term and seek to minimize costs and overall impacts. Consistent with the findings of the Pine Ridge Road Corridor Congestion Study, the I-75/Pine Ridge Road interchange modification is expected to include the evaluation of a conversion of the existing diamond interchange

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configuration to a diverging diamond interchange (DDI). Longer term improvements that include changes to the I-75 typical section will be included in the comprehensive I-75 corridor PD&E.

A. Purpose and Need Statement

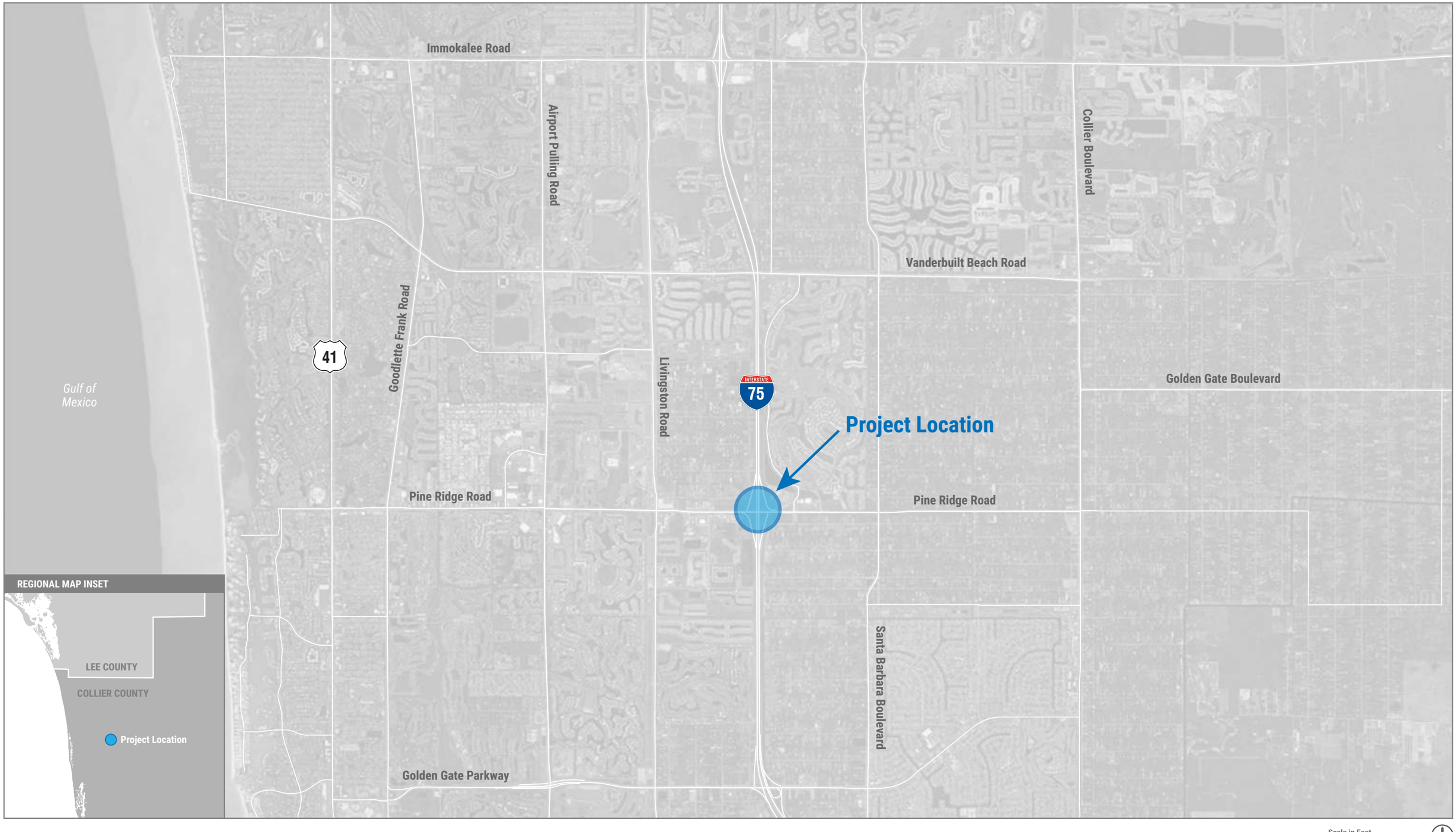
The purpose of this project is to improve traffic operations and improve safety through the I-75/Pine Ridge Road interchange and on Pine Ridge Road in the immediate vicinity of I-75. Improvements to the operation and safety of the Pine Ridge Road interchange area will better accommodate future population increases, improve mobility, and support economic growth.

The purpose of this IOAR is to document the potential safety and operational impacts of the proposed interchange, typical section, and arterial modifications being proposed as part of the I-75 and the Pine Ridge Road interchange modification project. This MLOU documents the travel demand modeling, traffic forecasting, operational analysis, and safety analysis methodology for the study.

The need for the project is shown by the fact that projections of future population and employment in the region indicate that travel demand will continue to increase well into the future. A previous analysis conducted by Collier County showed that the approaches to both the northbound and southbound ramps experienced failing conditions under 2040 conditions. The ability to accommodate the new travel patterns resulting from growth must be provided to sustain the region's economy. Without the improvements, congested conditions are expected to occur for extended periods of time in both the morning and evening peak periods

B. Project Location

The project is located in Collier County, Florida. **Figure 1** shows the project location. The FDOT Roadway Identification number for I-75 in the study area is 03175000 and the Roadway Identification number for Pine Ridge Road/CR 896 is 03504000.


Immokalee Road
Airport Pulling Road
Collier Boulevard
Vanderbuilt Beach Road
Goodlette Frank Road
41
Gulf of Mexico
Livingston Road
INTERSTATE
75
Golden Gate Boulevard
Project Location
Pine Ridge Road
Pine Ridge Road
Santa Barbara Boulevard
Golden Gate Parkway
REGIONAL MAP INSET
LEE COUNTY
COLLIER COUNTY
Project Location
Scale in Feet
0
5,000
North

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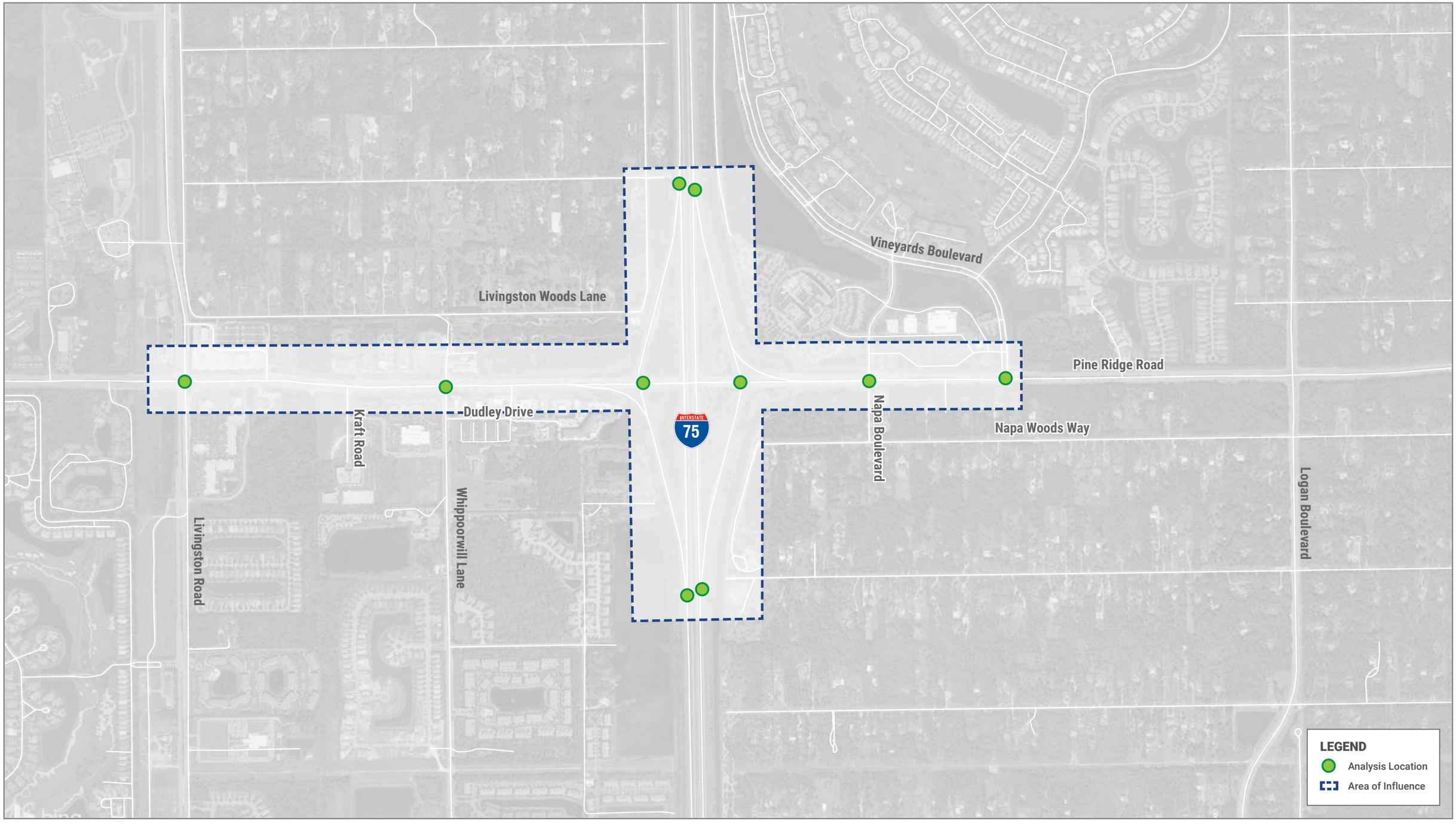
C. Area of Influence (AOI)

The FDOT defines Area of Influence (AOI) in the *FDOT Interchange Access Request User's Guide* as the area that is anticipated to experience significant changes in traffic operating characteristics as the result of the access proposal. The AOI shall reflect current and anticipated operational and safety concerns associated with the access request. The *Guide* defines the minimum limits along the limited access mainline (typically one interchange beyond the access request) and the crossroad(s) (typically one-half mile or to the first signal if beyond one-half mile). The following describes the AOI along the cross streets:

Along cross streets: The study intersections within the AOI are as follows:

- Pine Ridge Road at Livingston Road;
- Pine Ridge Road at Whippoorwill Lane;
- Pine Ridge Road at I-75 SB Ramps;
- Pine Ridge Road at I-75 NB Ramps;
- Pine Ridge Road at Napa Boulevard; and
- Pine Ridge Road at Vineyards Boulevard.

The AOI is shown graphically in **Figure 2**. The defined AOI is tentative and is subject to change during the development of the IAR.


Livingston Woods Lane
Vineyards Boulevard
Pine Ridge Road
Dudley Drive
Kraft Road
INTERSTATE
75
Napa Boulevard
Napa Woods Way
Logan Boulevard
Livingston Road
Whippoorwill Lane
LEGEND
Analysis Location
Area of Influence
Scale in Feet
0
400
North

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D. Project Schedule

Identify the schedule of production activities consistent with a proposed conceptual funding plan and opening year.

A partnership between FDOT and Collier County to leverage the County's sales tax referendum funds will be utilized to advance projects into design and ultimately construction. Collier County has committed funding and FDOT will contribute the remaining funds if necessary (see table below). The scheduling of the next phase of the I-75/Pine Ridge Road interchange modification project is dependent on the results of the IOAR evaluation.

Approved Surtax Funding (County)	$23.0	M
Professional Services Costs (County)	$3.5	M
Remaining Surtax Funding for Construction (County)	$19.5	M
Current LRE for All Improvements (FDOT)	$24.95*	M
FDOT Contribution for Interchange (FDOT)	**($5.45)***	**M**

*subject to change

The following is the anticipated schedule for this project:

- FDOT
  - Design – Current
  - Interchange Access Request – Current
  - Environmental Document – Current
- Collier County in coordination with FDOT
  - Design-Build RFP Development – Late FY 2021/Early FY 2022
  - Procurement – FY 2022
  - Construction – FY 2023

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2.0 Analysis Years

A. Traffic Forecasting

- Base year — District One Regional Planning Model (D1RPM v1.0.3) - 2010
- Horizon year — D1RPM - 2040

B. Traffic Operational Analysis

- Existing year — 2019
- Opening year — 2025
- Design year — 2040*

** The FDOT Interchange Access Request Users Guide indicates that the design year could be "at least 10 years after the opening year" for IOARs.*

A year of failure analysis shall be performed for Preferred Alternative, in case a failing LOS is obtained in Design Year.

3.0 Considered Alternatives

The No-Build and Build alternatives shall be analyzed in the IAR. Details of all reasonable build alternatives considered, including those eliminated from further considerations, shall be documented. The documentation for the alternatives eliminated can be minimal like a summary of what was considered, reasons for elimination etc. Build Alternatives meeting purpose and need of the project shall have a more detailed description and evaluated in the IAR.

No Build: This represents the existing interchange configuration with committed roadway improvements.

Build*:* Consistent with the findings of the Pine Ridge Road Corridor Congestion Study, the I-75/Pine Ridge Road interchange modification is expected to include the evaluation of a conversion of the existing diamond interchange configuration to a diverging diamond interchange (DDI). The DDI concept is included in **Appendix A**.

TSM&O*:* TSM&O alternatives will be considered in the IAR for the opening year only.

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4.0 Data Collection

The type of data that may be used should be identified.

A. Transportation System Data

FDOT Straight-Line Diagrams (SLDs), Roadway Characteristic Inventory (RCI) and field observations will be used along with the historical crash data, prior reports, and prior studies. Data will be collected from various sources including FDOT District One, Collier County, and other agencies. Field visits will be conducted to collect information on existing geometry, traffic signal heads, and to determine/verify signal phasing information, such as protected/permitted left-turn operations, right-turn-on-red restrictions, phase overlaps, etc. The signal timing plans for signalized intersections will be obtained from the maintaining agencies.

B. Existing and Historical Traffic Data

Traffic counts will be obtained for the I-75 mainline, I-75 ramps and the cross streets from the FDOT Florida Traffic Online database and the Collier County count program where available. The following resources will be utilized for this effort:

- Florida Traffic Online database; and
- Collier County Traffic Counts.

The following traffic counts were collected in February 2019:

- Four-hour intersection turning movement counts (TMCs) – 7-9AM and 4-6PM
  - Pine Ridge Road at Livingston Road
  - Pine Ridge Road at Marquesa Plaza
  - Pine Ridge Road at Meridian Plaza
  - Pine Ridge Road at Kraft Road
  - Pine Ridge Road at Whippoorwill Lane
  - Whippoorwill Lane at Dudley Drive
  - Pine Ridge Road at Dudley Drive
  - Pine Ridge Road at I-75 SB Ramps
  - Pine Ridge Road at I-75 NB Ramps
  - Pine Ridge Road at Napa Boulevard
  - Pine Ridge Road at Vineyards Boulevard
- 48-hr vehicle classification counts
  - Pine Ridge Road between Livingston Road and Marquesa Plaza
- 48-hr volume counts
  - Pine Ridge Road west of Livingston Road
  - Livingston Road north of Pine Ridge Road
  - Livingston Road south of Pine Ridge Road
  - Meridian Plaza entrance from Livingston Road

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- Pine Ridge Road between Meridian Plaza and Kraft Road
- Pine Ridge Road between Dudley Drive and I-75
- I-75 NB off-ramp to Pine Ridge Road (FDOT Site 037021)
- I-75 NB on-ramp from Pine Ridge Road (FDOT Site 037023)
- I-75 SB off-ramp to Pine Ridge Road (FDOT Site 037024)
- I-75 SB on-ramp from Pine Ridge Road (FDOT Site 037022)
- Pine Ridge Road between I-75 and Napa Boulevard

The data collection locations are illustrated in **Appendix B**.

Field collected Bluetooth travel time data was collected along Pine Ridge Road during the same time period as the traffic data collection and will be used to calibrate the VISSIM model.

HERE speed data will be obtained for the weekdays in 2018 (if 2018 data is not available 2017 data will be used) where most interstate field data was collected.

C. Land Use Data

Collier County was contacted to determine if the adopted 2040 land use data set needed to be updated to reflect any new planned major developments since the development of the adopted 2040 LRTP model socioeconomic data. Collier County responded that no new significant development has been planned. Therefore, the adopted 2040 LRTP model socioeconomic data will be utilized for this evaluation.

D. Environmental Data

Environmental data will be reviewed as part of the PD&E Study to support the proposed alternative.

E. Planned and Programmed Projects

This study will consider programmed and planned roadway improvements in the area and will be consistent with regional transportation plans including the following:

- FDOT Five Year Work Program
- FDOT Strategic Intermodal System (SIS) plans
- Committed improvements from local and private sources
- Adopted Long Range Transportation Plans (LRTPs) and Comprehensive Plans

The following projects were identified in the sources listed above:

- I-75 PD&E from east of SR 951 in Collier County to SR 78 (Bayshore Drive) in Lee County (FPID 442519-2)
- I-75 at SR 951 Interchange Improvements (FPID 425843-2)
- I-75 at Golden Gate Parkway/CR 886 Landscaping (FPID 441128-1)

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- I-75 Resurfacing from Broward County Line to Toll Booth east of SR 951 (FPID 444008-1)
- I-75 at Golden Gate Parkway/CR 886 Ramp Improvement (#2 on Cost Feasible Plan List of LRTP)
- I-75 at Immokalee Road Intersection Traffic Signalization (#7 on Cost Feasible Plan List of LRTP)

5.0 Travel Demand Forecasting

A. Selected Travel Demand Model(s)

The District One Regional Planning Model, version 1.0.3 (D1RPM v1.0.3) travel demand model will be used a base for this analysis. The D1RPMv1.0.3 was created in 2018 for use in the FDOT District One *I-75 Selected Interchanges Analysis Report (SIAR)*. The purpose of the I-75 SIAR was to evaluate the operating and safety conditions at 13 interchanges along I-75, including the I-75/Pine Ridge Road interchange. FDOT District One contacted Collier County and confirmed that no new significant development has been planned; therefore, the adopted 2040 land use data set can be utilized. This study will update the future roadway network to reflect planned projects in the model subarea.

B. Project Traffic Forecast Development Methodology

Describe the methodology and assumptions to be used in developing the future traffic volumes (AADT and DDHV).

Traffic forecasts generated from the travel demand model will be reviewed for reasonableness and will be compared to traffic forecasts generated from a historical trend analysis of available counts and forecasts obtained using growth rates derived from the Bureau of Economic and Business Research (BEBR) population projections, where applicable. In addition, the 2010 and 2040 model AADT volumes will be used, along with interpolation, to derive “estimated” 2019 model AADT volumes. These estimated 2019 model AADT volumes will be compared to the actual 2019 volumes and the magnitude of the difference between these two 2019 AADT volumes will be reviewed. Professional judgment based on the results of these comparisons will be used to determine whether a smoothing factor is necessary to reasonably adjust model forecasts to produce a final set of forecasted AADT volumes to be used in the development of recommended annual growth rates. Both historical and model growth rates will be reviewed, and recommended growth rates will be selected based on engineering judgement. The developed growth rates will be applied to the existing year 2019 AADTs to develop design year 2040 AADTs.

Design Year design-hour turning movement volumes will be developed for two design hours (i.e. AM and PM). Standard K and D factors will be applied to the Design Year AADTs to estimate Direction Design Hour Volumes (DDHVs). Future intersection

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turning movement volumes will be developed using the procedures described in NCHRP 765 (the update to NCHRP 255). This method is consistent with the acceptable tools described in FDOT's Project Traffic Forecasting Handbook (2014).

A spreadsheet created for this project will then be used to achieve the balancing of the output Design Traffic. This will be performed for the 2040 design year with the opening (2025) DDHVs being interpolated from the existing year and design year DDHVs.

C. Validation Methodology

Identify how modifications to the travel demand forecasting model will be made, including modifications to the facility type and area type for links, modifications to socioeconomic data and all input and output modeling files for review.

The D1RPMv1.0.3 Validation

The D1RPMv1.0.3 was validated for the study area to support the FDOT District One I-75 Selected Interchanges Analysis Report (SIAR) completed in 2018. The base year and future year networks will be reviewed, and any needed edits will be made.

D. Adjustment Procedures

Identify the process used to adjust modeled future year traffic to the defined analysis years. Discuss how trends/growth-rates will be factored into this.

The D1RPMv1.0.3 will be used to develop the base year (2010) and horizon year (2040) forecasts. Traffic growth rates will be developed based on the results of the travel demand model and will be compared to historical traffic growth rates and projected land use growth rates for reasonableness. Design Year forecast volumes will be developed using approved FDOT forecasting methods and Opening Year and Interim Year forecasts will be by interpolating between the 2010 and 2040 scenarios.

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E. Traffic Factors

☐ Utilizing recommended ranges identified in the Project Traffic Forecasting Handbook and Procedure (525-030-120).

☒ Utilizing other factors, identified below.

- The traffic factors proposed for this IOAR are shown below. The D and T factors will be estimated from the 2019 traffic counts. The MOCF factors can be found in the 2018 Peak Season Factor Category Reports for Collier County. The Standard K values can be found in Figure 2.4 of the 2014 Project Traffic Forecasting Handbook (page -33).

Roadway	K	D	T_{24}	DHT	PHF*	PSF	MOCF
I-75	9.0	+	+	+	0.95	-	0.89
Pine Ridge Road	9.0	+	+	+	0.95	-	0.89
Side Streets	9.0	+	+	+	0.95	-	0.89

+ To be estimated from 2019 data collection efforts

* A PHF of 0.95 will be used unless field data shows a higher existing value (such as 0.98). If a higher PHF value exists, it will be used in the analysis.

6.0 Traffic Operational Analysis

The area type, traffic conditions, and analysis tools to be used are summarized in this section.

A. Existing Area Type/Traffic Conditions

Area Type	Conditions	
	Under-saturated	*Saturated*
Rural	☐	☐
Urban Area/Transitioning Area	☐	☒

B. Traffic Analysis Software Used

Detailed operational analyses will be performed for the No Build alternative and for the Build alternative for the future analysis years. Operational analyses will be performed for both AM and PM peak hours. The following operational analyses will be conducted for future conditions utilizing the traffic forecasts:

- Freeway analysis;
- Ramp merge and diverge analysis;
- Queuing analysis; and
- Intersection analysis.

The operational analysis will be conducted using the latest version of the Highway Capacity Manual (HCM) 6th Edition Methodologies. **Table 1** summarizes various

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analyses and the tools used in this study. The operational analysis will compare the Measures of Effectiveness (MOEs) of the Alternatives.

Table 1: Operational Analysis and the Tools

Software		System Component					
		Freeway				Crossroad	
Name	Version	Basic Segment	Weaving	Ramp Merge	Ramp Diverge	Arterials	Intersections
HCS HCM	7/6	☒	☐	☒	☒	☐	☐
Synchro	10	☐	☐	☐	☐	☒	☒
SimTraffic	☐	☐	☐	☐	☐	☐	☐
Corsim	☐	☐	☐	☐	☐	☐	☐
Vissim	11	☒	☐	☒	☒	☒	☒
Other	☐	☐	☐	☐	☐	☐	☐

C. Calibration

A VISSIM model will be developed and calibrated following the latest Federal Highway Administration (FHWA) and FDOT guidelines: FHWA Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software – 2019 update to the 2004 Version; and FDOT Traffic Analysis Handbook: A Reference for Planning and Operations, March 2014. The VISSIM simulation development and calibration procedures/parameters will be documented as part of the Existing Conditions efforts.

Calibration targets will follow the classical model calibration criteria and acceptance targets included in Table 7-7 of the FDOT Traffic Analysis Handbook. The following table summarizes the VISSIM calibration targets to be used in this IAR.

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Measure	Criteria	Calibration Acceptance Targets
Volume	Hourly Flows, Model Versus Observed	> 85% of cases
	Individual Link Flows	
	Within 100 vph, for Flow < 700 vph Within 15%, for 700 vph < Flow < 2700 vph Within 400 vph, for Flow > 2700 vph GEH < 5	
	Sum of All Link Flows	Within 5% of sum of all link counts
	Sum of All Link Flows	100% of links, GEH < 5
Travel Time	Model Versus Observed Travel Time	within +/- 15% (or 1 min, if higher) > 85% of cases
Speed	Model Versus Observed	Average link speeds will be within the ±10 mph of field-measured speeds on at least 85% of all network links.
Visualization	Model Versus Observed	Check consistency with field conditions of the following: on- and off-ramp queuing; weaving maneuvers; patterns and extent of queue at intersection and congested links; lane utilization/choice; location of bottlenecks; etc. Verify no unrealistic U-turns or vehicle exiting and reentering the network.

D. Selection of Measures of Effectiveness (MOE)
   - *The Level of Service criteria for each roadway classification, including mainline, ramps, ramp terminal intersections, and the cross road beyond the interchange ramp terminal intersections are identified below.*

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

- I-75 Mainline and Ramps: LOS D
- State Arterial Facilities: LOS D
- County Arterial Facilities: LOS E

Both qualitative and quantitative measures of performance or effectiveness (MOE's) will be used to differentiate between the alternatives. The MOEs that will be assessed from the VISSIM models include the following:

- Intersection Node Evaluation: Volume, delay, and average maximum queue length for the study area intersections

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- Link Evaluation Segments: Volume, speed, and density information for General Use Lanes. Temporal and spatial speed profiles for segment evaluations will be developed.
- Network-wide Output: Total travel time, total delay time, vehicle-miles of travel, latent volume, and latent delay.

The MOEs that will be assessed from the HCS 7 (HCM 6th Edition) and Synchro analyses will include the following:

- Freeway Analysis: Demand to capacity ratios, average speeds, travel times, density, and LOS.
- Intersection Analysis: Total Delay, LOS, and 95th percentile queue lengths.

▪ *In addition to the Level of Service criteria, state other operational criteria to be utilized for the evaluation of alternatives, including ramp queue lengths, arterial level of service, etc.*
  - Average maximum queue length
  - Right-of-way impacts
  - Construction impacts
  - Relative costs of construction

7.0 Safety Analysis

☒ Detailed crash data within the study area will be analyzed and documented.
Years: 2012-2016 (or most current approved 5-year data set)
Source: FDOT Crash Analysis Reporting System (CARS) and Signal 4 (University of Florida)

☒ Highway Safety Manual (HSM) methodologies will be utilized to assess the geometric and traffic control options for the roadway intersection/segments in the study area.

The safety analysis will be performed for the most recently FDOT-approved five years of crash data. Safety analysis will document crash rate, crash patterns, crash types, and their contributing causes for existing conditions and will provide safety impact (positive or negative) of the proposed improvements for the design year. Where applicable, Highway Safety Manual (HSM) methodologies will be utilized to assess the geometric and traffic control options for the roadway intersection/segments in the study area.

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8.0 Consistency with Other Plans/Projects

☒ The request will be reviewed for consistency with facility Master Plans, Actions Plans, SIS Plan, MPO Long Range Transportation Plans, Local Government Comprehensive Plans or development applications, etc.

☒ Where the request is inconsistent with any plan, steps to bring the plan into consistency will be developed.

☐ The operational relationship of this request to the other interchanges will be reviewed and documented. The following other Interchange Access Requests are located within the area of influence.

9.0 Environmental Considerations

A. Status of Environmental Approval and permitting process

An environmental assessment is not needed for this project as this project is classified as a Type 1 Categorical Exclusion (CE).

B. Identify the environmental considerations that could influence the outcome of the alternative development and selection process.

This is not applicable to this project as this project is classified as a Type 1 Categorical Exclusion (CE).

10.0 Coordination

Yes	No	N/A	
☒	☐	☐	An appropriate effort of coordination will be made with appropriate proposed developments in the area.
☒	☐	☐	Request will identify and include (if applicable) a commitment to complete the other non-interchange/non-intersection improvements that are necessary for the interchange/intersection to function as proposed.
☒	☐	☐	Request will document whether the project requires financial or infrastructure commitments from other agencies, organizations, or private entities.
☒	☐	☐	Request will document any pre-condition contingencies required in regards to the timing of other improvements and their inclusion in a TIP/STIP/LRTP prior to the Interstate access acceptance (final approval of NEPA document).
☒	☐	☐	Request will document the funding and phasing.

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11.0 Anticipated Design Exceptions and Variations

☒ Design exceptions/variations are not anticipated, but if an exception/variation should arise it will be processed per FHWA and FDOT standards.

☐ The following exceptions/variations to FDOT, AASHTO or FHWA rules, policies, standards, criteria or procedures have been identified:

12.0 Conceptual Signing Plan

☒ A conceptual signing and marking plan shall be prepared and included.

- Conceptual signage plan will be developed and included in the final report.

13.0 Access Management Plan

☒ *Access management plan within the area of influence will not be changed by the proposed improvements to the interchange.*

☐ *The improvement will affect access management within the area of influence will be changed. An access management plan will be developed within the area of influence to complement the improvements to the interchange:*

14.0 FHWA Policy Criteria

The following FHWA Policy on Access to the Interstate System requirements (updated May 22, 2017) will be specifically addressed within the request unless identified as not applicable:

1. Operational and Safety Analysis: An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections.
2. Access Connections and Design: The proposed access connects to a public road only and will provide for all traffic movements.

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Appendix A

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1"=200'

FIGURE 22

PINE RIDGE ROAD / I-75 INTERSECTION

DIVERGENT DIAMOND CONCEPT PLAN

Stantec
5801 Pelican Bay Boulevard, Suite 300
Naples, Florida 34108-2709
Phone 239-649-4040
Certificate of Authorization #27015 • www.stantec.com

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Appendix B

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Appendix B:
Traffic Count and Signal Timing Data

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U/C on EB Lane -1
from 7:45 pm 2/19/19 to 4.30 am 2/20/19,

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 130000640000
Station ID: 030340322100
Pine Ridge Rd West of Logan Blvd

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
02/19/1																
9	0	35	6	0	1	0	0	0	0	0	0	0	0	0	0	42
00:15	0	15	4	0	1	0	0	0	0	0	0	0	0	0	0	20
00:30	0	24	3	0	1	0	0	0	0	0	0	0	0	0	0	28
00:45	1	12	4	0	1	0	0	0	0	0	0	0	0	0	0	18
	1	86	17	0	4	0	0	0	0	0	0	0	0	0	0	108
01:00	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
01:15	0	16	3	0	0	0	0	0	1	0	0	0	0	0	0	20
01:30	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
01:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	0	59	11	0	0	0	0	0	1	0	0	0	0	0	0	71
02:00	0	11	4	0	0	0	0	1	0	0	0	0	0	0	0	16
02:15	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
02:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	27	7	0	0	0	0	1	1	0	0	0	0	0	0	36
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
03:15	1	8	3	0	1	0	0	0	0	0	0	0	0	0	0	13
03:30	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
03:45	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
	1	24	10	0	1	0	0	1	0	0	0	0	0	0	0	37
04:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
04:30	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	7
04:45	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	0	34	5	1	0	0	0	0	0	0	0	0	0	0	0	40
05:00	0	7	2	0	0	0	0	0	1	0	0	0	0	0	0	10
05:15	0	15	5	1	2	0	0	0	0	0	0	0	0	0	0	23
05:30	0	30	6	1	2	0	0	0	0	0	0	0	0	0	0	39
05:45	1	21	7	0	5	1	0	1	0	0	0	0	0	0	0	36
	1	73	20	2	9	1	0	1	1	0	0	0	0	0	0	108
06:00	1	35	5	2	5	6	0	0	0	0	0	0	0	0	0	54
06:15	0	73	25	8	3	2	0	1	1	0	0	0	0	0	0	113
06:30	0	73	27	0	9	2	0	0	1	0	0	0	0	0	0	112
06:45	1	78	36	1	18	2	3	1	2	0	0	0	1	0	0	143
	2	259	93	11	35	12	3	2	4	0	0	0	1	0	0	422
07:00	1	101	29	1	5	1	1	3	0	0	0	0	0	0	0	142
07:15	1	124	23	2	6	1	0	0	0	0	0	0	0	0	0	157
07:30	0	104	34	5	12	0	0	3	1	0	0	0	0	0	0	159
07:45	0	125	44	0	8	1	0	3	1	0	0	0	0	0	0	182
	2	454	130	8	31	3	1	9	2	0	0	0	0	0	0	640
08:00	0	130	51	2	17	1	0	1	2	2	0	0	0	0	0	206
08:15	1	117	38	2	20	0	0	4	2	0	0	0	0	0	0	184
08:30	0	127	47	1	12	3	5	1	2	1	0	0	0	0	0	199
08:45	0	142	43	3	12	2	2	2	1	0	0	0	0	0	0	207
	1	516	179	8	61	6	7	8	7	3	0	0	0	0	0	796
09:00	2	132	52	1	13	2	3	3	1	0	0	0	0	0	0	209
09:15	0	112	45	0	8	1	1	1	1	0	0	0	0	0	0	169
09:30	2	118	59	1	14	1	2	1	2	1	0	0	0	0	0	201
09:45	2	138	42	2	16	0	2	1	1	3	0	0	0	0	0	207
	6	500	198	4	51	4	8	6	5	4	0	0	0	0	0	786
10:00	1	127	43	4	12	1	3	2	1	0	0	0	0	0	0	194
10:15	1	128	43	2	9	3	0	4	2	0	0	0	0	0	0	192
10:30	1	158	42	2	8	3	0	1	1	0	0	0	0	0	0	216
10:45	2	160	43	1	15	1	1	0	2	0	0	0	0	0	0	225
	5	573	171	9	44	8	4	7	6	0	0	0	0	0	0	827
11:00	3	160	49	1	4	3	2	5	0	0	0	0	0	0	0	227
11:15	0	165	48	2	11	1	2	3	1	1	0	0	0	0	0	234
11:30	1	164	56	2	12	2	1	2	1	0	0	0	0	0	0	241
11:45	1	168	63	1	14	3	0	0	1	0	0	0	0	0	0	251
	5	657	216	6	41	9	5	10	3	1	0	0	0	0	0	953
Total	24	3262	1057	49	277	43	28	45	30	8	0	0	1	0	0	4824
Percent	0.5%	67.6%	21.9%	1.0%	5.7%	0.9%	0.6%	0.9%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

U/C on EB Lane -1
from 7:45 pm 2/19/19 to 4.30 am 2/20/19,

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 130000640000
Station ID: 030340322100
Pine Ridge Rd West of Logan Blvd

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	162	59	0	15	0	1	2	1	0	0	0	0	0	0	242
12:15	2	195	57	2	17	1	1	2	1	0	0	0	0	0	0	278
12:30	0	202	53	3	11	3	2	6	1	0	0	0	0	0	0	281
12:45	0	176	45	3	15	4	0	3	0	0	0	0	0	0	0	246
	4	735	214	8	58	8	4	13	3	0	0	0	0	0	0	1047
13:00	3	180	51	2	10	6	2	2	1	0	0	0	0	0	0	257
13:15	1	201	59	2	9	4	1	6	2	0	0	0	0	0	0	285
13:30	4	224	78	6	18	2	2	2	0	0	0	0	0	0	0	336
13:45	1	207	64	0	10	1	1	3	1	0	0	0	0	0	0	288
	9	812	252	10	47	13	6	13	4	0	0	0	0	0	0	1166
14:00	3	229	58	2	12	3	2	0	2	2	0	0	0	0	0	313
14:15	4	242	63	1	16	2	1	3	1	0	0	0	0	0	0	333
14:30	1	232	58	1	12	4	0	5	0	1	0	0	1	0	0	315
14:45	1	247	62	1	12	5	2	4	1	0	0	0	0	0	0	335
	9	950	241	5	52	14	5	12	4	3	0	0	1	0	0	1296
15:00	2	280	84	1	14	2	3	5	1	0	0	0	0	0	0	392
15:15	4	258	89	1	11	5	2	9	0	0	0	0	0	0	0	379
15:30	4	292	95	0	19	4	0	4	3	1	0	0	0	0	0	422
15:45	3	297	121	0	17	6	1	12	3	1	0	0	0	0	0	461
	13	1127	389	2	61	17	6	30	7	2	0	0	0	0	0	1654
16:00	4	275	95	3	21	2	0	7	0	0	0	0	0	0	0	407
16:15	5	350	97	2	16	6	2	5	0	0	0	0	0	0	0	483
16:30	4	380	117	2	20	4	4	1	2	0	0	0	0	0	0	534
16:45	4	342	119	2	16	4	2	8	0	1	0	0	0	0	0	498
	17	1347	428	9	73	16	8	21	2	1	0	0	0	0	0	1922
17:00	2	430	110	1	14	1	2	5	3	0	0	0	0	0	0	568
17:15	0	478	117	0	22	7	5	8	1	2	0	0	0	0	0	640
17:30	4	380	100	2	21	6	2	5	1	1	0	0	0	0	0	522
17:45	3	426	108	1	18	4	1	3	1	2	0	0	0	0	0	567
	9	1714	435	4	75	18	10	21	6	5	0	0	0	0	0	2297
18:00	2	351	111	0	14	3	2	1	0	1	0	0	0	0	0	485
18:15	1	308	89	0	16	1	1	2	1	0	0	0	0	0	0	419
18:30	1	298	70	0	17	0	1	1	1	0	0	0	0	0	0	389
18:45	3	285	63	1	11	1	1	3	1	1	0	0	0	0	0	370
	7	1242	333	1	58	5	5	7	3	2	0	0	0	0	0	1663
19:00	2	247	62	0	16	2	0	1	0	3	0	0	0	0	0	333
19:15	1	204	51	2	13	0	0	2	1	0	0	0	0	0	0	274
19:30	0	241	50	0	8	0	0	0	0	1	0	0	0	0	0	300
19:45	1	201	51	0	9	0	0	0	0	0	0	0	0	0	0	262
	4	893	214	2	46	2	0	3	1	4	0	0	0	0	0	1169
20:00	0	193	43	1	7	0	0	1	2	0	0	0	0	0	0	247
20:15	2	197	48	0	4	0	0	1	0	0	0	0	0	0	0	252
20:30	0	166	33	0	8	0	0	0	0	0	0	0	0	0	0	207
20:45	0	173	37	0	9	0	0	0	0	0	0	0	0	0	0	219
	2	729	161	1	28	0	0	2	2	0	0	0	0	0	0	925
21:00	1	199	29	0	4	0	0	1	0	0	0	0	0	0	0	234
21:15	1	156	24	0	1	0	0	0	0	0	0	0	0	0	0	182
21:30	0	133	21	0	3	1	0	0	0	0	0	0	0	0	0	158
21:45	0	119	27	0	3	0	0	1	0	0	0	0	0	0	0	150
	2	607	101	0	11	1	0	2	0	0	0	0	0	0	0	724
22:00	2	126	23	0	4	0	0	0	0	0	0	0	0	0	0	155
22:15	2	119	29	0	6	0	0	0	0	0	0	0	0	0	0	156
22:30	0	101	15	0	3	0	0	0	0	0	0	0	0	0	0	119
22:45	1	75	15	0	0	0	0	0	0	0	0	0	0	0	0	91
	5	421	82	0	13	0	0	0	0	0	0	0	0	0	0	521
23:00	0	86	15	0	7	0	0	0	0	0	0	0	0	0	0	108
23:15	1	93	11	0	3	0	0	0	1	0	0	0	0	0	0	109
23:30	0	46	12	0	4	0	0	0	0	0	0	0	0	0	0	62
23:45	0	44	5	0	1	0	0	0	0	0	0	0	0	0	0	50
	1	269	43	0	15	0	0	0	1	0	0	0	0	0	0	329
Total	82	10846	2893	42	537	94	44	124	33	17	0	0	1	0	0	14713
Percent	0.6%	73.7%	19.7%	0.3%	3.6%	0.6%	0.3%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

U/C on EB Lane -1
from 7:45 pm 2/19/19 to 4.30 am 2/20/19,

Site Code: 130000640000
Station ID: 030340322100
Pine Ridge Rd West of Logan Blvd

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
02/20/1																
9	1	36	10	0	2	0	0	0	0	0	0	0	0	0	0	49
00:15	0	34	6	0	3	0	0	0	0	0	0	0	0	0	0	43
00:30	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
00:45	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
	1	107	19	0	6	0	0	0	0	0	0	0	0	0	0	133
01:00	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	13
01:15	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
01:30	1	17	0	0	2	0	0	0	0	0	0	0	0	0	0	20
01:45	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	14
	1	53	8	0	3	0	0	0	0	0	0	0	0	0	0	65
02:00	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
02:15	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
02:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	43	10	0	0	0	0	0	0	0	0	0	0	0	0	53
03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
03:15	2	5	5	0	1	0	0	0	0	0	0	0	0	0	0	13
03:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
03:45	0	6	2	0	3	0	0	0	0	0	0	0	0	0	0	11
	2	26	10	0	4	0	0	0	0	0	0	0	0	0	0	42
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:30	0	7	2	0	0	0	0	0	1	0	0	0	0	0	0	10
04:45	0	11	1	0	0	0	0	0	0	1	0	0	0	0	0	13
	0	30	4	0	0	0	0	0	1	1	0	0	0	0	0	36
05:00	0	15	3	1	0	0	0	0	0	0	0	0	0	0	0	19
05:15	0	9	1	1	3	0	0	0	1	1	0	0	0	0	0	16
05:30	0	20	7	1	0	0	0	0	0	0	0	0	0	0	0	28
05:45	1	33	12	0	8	1	0	0	0	0	0	0	0	0	0	55
	1	77	23	3	11	1	0	0	1	1	0	0	0	0	0	118
06:00	2	42	8	3	6	8	0	1	1	0	0	0	0	0	0	71
06:15	0	69	15	7	6	4	0	0	1	0	0	0	0	0	0	102
06:30	1	84	24	1	6	0	1	2	1	0	0	0	0	0	0	120
06:45	0	63	32	0	14	1	1	1	2	1	0	0	0	0	0	115
	3	258	79	11	32	13	2	4	5	1	0	0	0	0	0	408
07:00	0	110	40	1	17	2	0	2	1	0	0	0	0	0	0	173
07:15	2	129	35	5	16	2	1	0	1	0	0	0	0	0	0	191
07:30	1	105	38	5	14	1	0	1	2	0	0	0	0	0	0	167
07:45	0	127	51	1	9	0	0	2	0	0	0	0	0	0	0	190
	3	471	164	12	56	5	1	5	4	0	0	0	0	0	0	721
08:00	0	133	43	3	10	0	0	3	0	0	0	0	0	0	0	192
08:15	0	103	51	1	10	2	2	1	1	0	0	0	0	0	0	171
08:30	0	138	35	3	12	0	0	3	2	0	0	0	0	0	0	193
08:45	0	138	35	3	1	0	1	0	0	0	0	0	0	0	0	178
	0	512	164	10	33	2	3	7	3	0	0	0	0	0	0	734
09:00	0	152	35	1	8	4	0	1	1	0	0	0	0	0	0	202
09:15	0	149	46	1	8	0	2	2	1	0	0	0	0	0	0	209
09:30	0	126	54	0	8	1	2	4	0	0	0	0	0	0	0	195
09:45	1	125	55	1	11	1	0	2	0	0	0	0	0	0	0	196
	1	552	190	3	35	6	4	9	2	0	0	0	0	0	0	802
10:00	1	130	41	0	14	4	2	5	0	0	0	0	0	0	0	197
10:15	2	150	45	3	8	5	1	2	0	0	0	0	0	0	0	216
10:30	1	153	50	5	15	3	0	1	0	0	0	0	0	0	0	228
10:45	0	144	53	3	12	2	1	3	0	0	0	0	0	0	0	218
	4	577	189	11	49	14	4	11	0	0	0	0	0	0	0	859
11:00	1	174	58	0	7	2	1	0	0	0	0	0	0	0	0	243
11:15	1	170	48	0	9	2	1	2	2	1	0	0	0	0	0	236
11:30	2	176	51	1	8	2	0	1	1	0	0	0	0	0	0	242
11:45	3	177	39	0	14	3	6	4	2	0	0	0	0	0	0	248
	7	697	196	1	38	9	8	7	5	1	0	0	0	0	0	969
Total	23	3403	1056	51	267	50	22	43	21	4	0	0	0	0	0	4940
Percent	0.5%	68.9%	21.4%	1.0%	5.4%	1.0%	0.4%	0.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

U/C on EB Lane -1
from 7:45 pm 2/19/19 to 4.30 am 2/20/19,

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 130000640000
Station ID: 030340322100
Pine Ridge Rd West of Logan Blvd

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	200	58	4	14	1	2	3	0	0	0	0	0	0	0	282
12:15	0	204	52	2	12	1	1	2	0	1	0	0	0	0	0	275
12:30	0	206	51	0	13	0	1	4	0	0	0	0	0	0	0	275
12:45	0	174	54	1	11	0	2	4	0	0	0	0	0	0	0	246
	0	784	215	7	50	2	6	13	0	1	0	0	0	0	0	1078
13:00	0	180	55	0	6	2	0	3	2	1	0	0	0	0	0	249
13:15	1	189	62	2	14	4	2	3	0	0	0	0	0	0	0	277
13:30	1	170	66	3	15	0	0	2	2	0	0	0	0	0	0	259
13:45	0	211	50	2	12	5	1	1	3	0	0	0	0	0	0	285
	2	750	233	7	47	11	3	9	7	1	0	0	0	0	0	1070
14:00	3	217	59	0	21	3	2	4	2	1	0	0	0	0	0	312
14:15	1	260	68	0	10	3	3	7	2	0	0	0	0	0	0	354
14:30	1	256	65	0	15	3	0	2	2	0	0	0	0	0	0	344
14:45	3	210	70	2	13	2	1	7	1	1	0	0	0	0	0	310
	8	943	262	2	59	11	6	20	7	2	0	0	0	0	0	1320
15:00	2	277	82	1	21	3	0	7	2	1	0	0	1	0	0	397
15:15	2	295	83	1	15	2	0	2	0	1	0	0	0	0	0	401
15:30	0	285	103	2	20	6	1	8	4	0	0	0	1	0	0	430
15:45	6	331	124	0	20	3	2	10	0	0	0	0	0	0	0	496
	10	1188	392	4	76	14	3	27	6	2	0	0	2	0	0	1724
16:00	4	314	110	0	16	10	2	10	0	1	0	0	0	0	0	467
16:15	4	359	97	3	19	2	1	7	0	0	0	0	0	0	0	492
16:30	6	324	102	2	27	3	4	11	2	1	0	0	0	0	0	482
16:45	3	377	121	1	21	3	1	7	2	0	0	0	0	0	0	536
	17	1374	430	6	83	18	8	35	4	2	0	0	0	0	0	1977
17:00	2	426	113	1	14	3	1	8	2	0	0	0	0	0	0	570
17:15	3	451	94	0	17	5	3	2	3	1	0	0	1	0	0	580
17:30	4	410	109	0	18	4	1	5	0	0	0	0	0	0	0	551
17:45	2	388	98	2	26	1	0	5	1	2	0	0	0	0	0	525
	11	1675	414	3	75	13	5	20	6	3	0	0	1	0	0	2226
18:00	1	362	94	1	20	1	2	1	1	0	0	0	0	0	0	483
18:15	1	342	81	1	15	0	2	2	0	0	0	0	0	0	0	444
18:30	3	264	71	0	15	0	2	3	0	0	0	0	0	0	0	358
18:45	2	278	77	0	9	1	0	3	1	0	0	0	0	0	0	371
	7	1246	323	2	59	2	6	9	2	0	0	0	0	0	0	1656
19:00	1	238	72	0	9	0	0	2	0	0	0	0	0	0	0	322
19:15	1	265	62	0	11	0	0	1	0	0	0	0	0	0	0	340
19:30	3	258	62	1	7	1	0	2	1	0	0	0	0	0	0	335
19:45	4	185	32	0	11	2	0	1	1	0	0	0	0	0	0	236
	9	946	228	1	38	3	0	6	2	0	0	0	0	0	0	1233
20:00	2	225	50	1	2	0	0	0	0	0	0	0	0	0	0	280
20:15	0	207	41	0	9	0	0	1	0	1	0	0	0	0	0	259
20:30	1	196	30	0	5	0	0	0	0	0	0	0	0	0	0	232
20:45	3	191	36	0	5	0	0	1	0	0	0	0	0	0	0	236
	6	819	157	1	21	0	0	2	0	1	0	0	0	0	0	1007
21:00	1	202	33	0	7	0	0	2	0	0	0	0	0	0	0	245
21:15	2	166	19	1	3	0	1	2	0	0	0	0	0	0	0	194
21:30	0	137	30	0	5	0	0	2	0	0	0	0	0	0	0	174
21:45	1	142	22	0	3	0	0	0	0	0	0	0	0	0	0	168
	4	647	104	1	18	0	1	6	0	0	0	0	0	0	0	781
22:00	2	163	19	0	7	0	1	0	0	0	0	0	0	0	0	192
22:15	0	128	21	0	5	0	0	1	0	0	0	0	0	0	0	155
22:30	1	96	12	1	2	0	0	0	0	0	0	0	0	0	0	112
22:45	0	78	12	0	1	0	0	0	0	0	0	0	0	0	0	91
	3	465	64	1	15	0	1	1	0	0	0	0	0	0	0	550
23:00	0	96	16	0	2	0	0	0	0	0	0	0	0	0	0	114
23:15	1	74	11	0	2	0	0	0	0	0	0	0	0	0	0	88
23:30	0	60	15	0	3	0	0	0	0	0	0	0	0	0	0	78
23:45	0	52	12	0	1	0	0	0	0	0	0	0	0	0	0	65
	1	282	54	0	8	0	0	0	0	0	0	0	0	0	0	345
Total	78	11119	2876	35	549	74	39	148	34	12	0	0	3	0	0	14967
Percent	0.5%	74.3%	19.2%	0.2%	3.7%	0.5%	0.3%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

U/C on EB Lane -1
from 7:45 pm 2/19/19 to 4.30 am 2/20/19,

Site Code: 130000640000
Station ID: 030340322100
Pine Ridge Rd West of Logan Blvd

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
02/21/1																
9	0	30	11	0	0	0	0	1	0	0	0	0	0	0	0	42
00:15	0	23	5	0	1	0	0	0	0	0	0	0	0	0	0	29
00:30	0	35	7	0	0	0	0	0	0	0	0	0	0	0	0	42
00:45	0	18	3	0	2	0	0	0	0	0	0	0	0	0	0	23
	0	106	26	0	3	0	0	1	0	0	0	0	0	0	0	136
01:00	0	23	4	0	2	0	0	0	0	0	0	0	0	0	0	29
01:15	0	19	4	0	0	0	0	1	0	0	0	0	0	0	0	24
01:30	0	18	5	0	2	1	0	0	1	0	0	0	0	0	0	27
01:45	0	12	5	0	0	0	0	0	1	0	0	0	0	0	0	18
	0	72	18	0	4	1	0	1	2	0	0	0	0	0	0	98
02:00	0	15	1	0	0	0	0	1	1	0	0	0	0	0	0	18
02:15	0	12	3	0	2	0	0	0	0	0	0	0	0	0	0	17
02:30	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	13
02:45	0	16	3	0	1	0	0	0	0	0	0	0	0	0	0	20
	0	55	7	0	4	0	0	1	1	0	0	0	0	0	0	68
03:00	0	7	1	0	1	0	0	0	1	0	0	0	0	0	0	10
03:15	1	6	1	0	2	0	0	0	0	0	0	0	0	0	0	10
03:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
	1	26	7	0	3	0	0	0	1	0	0	0	0	0	0	38
04:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
04:15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
04:30	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	16
04:45	0	13	2	1	0	0	0	0	0	0	0	0	0	0	0	16
	0	42	9	1	1	0	0	0	0	0	0	0	0	0	0	53
05:00	0	11	5	0	2	0	0	0	0	0	0	0	0	0	0	18
05:15	0	16	2	1	4	0	0	0	0	0	0	0	0	0	0	23
05:30	1	22	8	2	1	1	0	0	1	0	0	0	0	0	0	36
05:45	1	26	7	0	4	0	0	0	0	0	0	0	0	0	0	38
	2	75	22	3	11	1	0	0	1	0	0	0	0	0	0	115
06:00	1	49	8	1	7	0	0	1	0	0	0	0	0	0	0	67
06:15	1	52	21	10	4	0	0	1	0	0	0	0	0	0	0	89
06:30	0	77	25	0	9	1	1	0	1	0	0	0	0	0	0	114
06:45	0	82	30	0	18	2	0	2	1	0	0	0	0	0	0	135
	2	260	84	11	38	3	1	4	2	0	0	0	0	0	0	405
07:00	1	105	41	2	12	0	0	3	0	0	0	0	0	0	0	164
07:15	2	120	36	2	9	6	0	2	0	1	0	0	0	0	0	178
07:30	1	105	31	1	16	2	1	1	2	0	0	0	0	0	0	160
07:45	1	142	43	2	14	1	1	6	3	0	0	0	0	0	0	213
	5	472	151	7	51	9	2	12	5	1	0	0	0	0	0	715
08:00	0	129	45	3	14	1	1	1	1	0	0	0	0	0	0	195
08:15	0	119	42	1	8	2	2	3	1	0	0	0	0	0	0	178
08:30	0	144	40	3	12	0	0	3	0	0	0	0	1	0	0	203
08:45	1	136	63	1	12	3	2	7	2	0	0	0	0	0	0	227
	1	528	190	8	46	6	5	14	4	0	0	0	1	0	0	803
09:00	0	143	40	2	13	3	2	5	1	0	0	0	0	0	0	209
09:15	1	128	47	1	10	3	1	4	0	0	0	0	0	0	0	195
09:30	0	145	57	4	14	1	2	4	3	0	0	0	0	0	0	230
09:45	1	137	37	1	11	0	1	0	1	0	0	0	0	0	0	189
	2	553	181	8	48	7	6	13	5	0	0	0	0	0	0	823
10:00	1	151	52	3	7	1	2	5	0	0	0	0	0	0	0	222
10:15	0	147	45	3	9	4	0	3	1	0	0	0	0	0	0	212
10:30	3	131	42	0	7	4	1	3	0	0	0	0	0	0	0	191
10:45	2	158	42	0	14	1	0	0	0	0	0	0	0	0	0	217
	6	587	181	6	37	10	3	11	1	0	0	0	0	0	0	842
11:00	2	162	59	2	12	2	3	2	0	0	0	0	0	0	0	244
11:15	2	157	43	3	8	2	0	2	0	1	0	0	0	0	0	218
11:30	1	177	43	0	9	3	0	2	1	0	0	0	0	0	0	236
11:45	1	175	63	1	12	3	2	0	0	0	0	0	0	0	0	257
	6	671	208	6	41	10	5	6	1	1	0	0	0	0	0	955
Total	25	3447	1084	50	287	47	22	63	23	2	0	0	1	0	0	5051
Percent	0.5%	68.2%	21.5%	1.0%	5.7%	0.9%	0.4%	1.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

U/C on EB Lane -1
from 7:45 pm 2/19/19 to 4.30 am 2/20/19,

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 130000640000
Station ID: 030340322100
Pine Ridge Rd West of Logan Blvd

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	156	50	1	12	1	2	4	0	0	0	0	1	0	0	227
12:15	1	189	56	1	10	1	2	5	1	0	0	0	0	0	0	266
12:30	1	218	51	0	14	2	0	3	1	0	0	0	0	0	0	290
12:45	2	166	52	2	8	2	0	4	1	1	0	0	1	0	0	239
	4	729	209	4	44	6	4	16	3	1	0	0	2	0	0	1022
13:00	1	171	61	1	8	3	1	2	2	1	0	0	0	0	0	251
13:15	0	192	45	1	7	3	0	2	0	0	0	0	0	0	0	250
13:30	3	195	59	2	17	3	2	2	0	0	0	0	0	0	0	283
13:45	2	201	56	4	18	3	2	4	0	0	0	0	0	0	0	290
	6	759	221	8	50	12	5	10	2	1	0	0	0	0	0	1074
14:00	2	244	66	1	10	2	1	4	0	0	0	0	0	0	0	330
14:15	4	234	50	0	18	0	0	2	1	0	0	0	0	0	0	309
14:30	0	221	67	1	20	2	1	6	0	0	0	0	0	0	0	318
14:45	2	271	70	1	12	0	1	5	1	0	0	0	0	0	0	363
	8	970	253	3	60	4	3	17	2	0	0	0	0	0	0	1320
15:00	2	285	87	0	15	4	1	5	1	1	0	0	0	0	0	401
15:15	4	257	75	1	20	3	0	1	2	1	0	0	0	0	0	364
15:30	4	252	104	2	22	0	2	12	3	2	0	0	0	0	0	403
15:45	2	319	101	2	15	6	1	11	1	2	0	0	0	0	0	460
	12	1113	367	5	72	13	4	29	7	6	0	0	0	0	0	1628
16:00	5	291	102	0	15	3	2	10	1	1	0	0	0	0	0	430
16:15	5	339	107	1	22	2	3	8	2	0	0	0	0	0	0	489
16:30	5	358	131	0	25	2	3	5	1	0	0	0	0	0	0	530
16:45	3	353	117	1	18	3	3	6	2	2	0	0	1	0	0	509
	18	1341	457	2	80	10	11	29	6	3	0	0	1	0	0	1958
17:00	3	407	127	0	23	8	1	9	1	0	0	0	0	0	0	579
17:15	2	465	123	2	20	5	2	6	1	1	0	0	0	0	0	627
17:30	5	419	110	1	28	9	4	5	0	0	0	0	1	0	0	582
17:45	2	441	99	1	23	4	1	3	2	1	0	0	1	0	0	578
	12	1732	459	4	94	26	8	23	4	2	0	0	2	0	0	2366
18:00	4	384	93	1	16	5	2	3	0	0	0	0	0	0	0	508
18:15	3	369	73	0	19	0	0	1	0	1	0	0	0	0	0	466
18:30	0	295	61	0	14	2	1	2	1	0	0	0	0	0	0	376
18:45	0	276	83	1	11	2	2	0	0	1	0	0	0	0	0	376
	7	1324	310	2	60	9	5	6	1	2	0	0	0	0	0	1726
19:00	0	284	64	1	12	0	0	5	0	0	0	0	0	0	0	366
19:15	1	246	64	0	8	0	1	1	0	0	0	0	0	0	0	321
19:30	0	232	42	0	6	0	2	1	1	0	0	0	0	0	0	284
19:45	1	201	45	0	14	0	0	1	0	1	0	0	0	0	0	263
	2	963	215	1	40	0	3	8	1	1	0	0	0	0	0	1234
20:00	2	178	54	0	7	2	0	1	0	0	0	0	0	0	0	244
20:15	1	213	35	0	6	1	1	3	0	0	0	0	0	0	0	260
20:30	0	216	21	0	8	0	1	2	0	1	0	0	0	0	0	249
20:45	0	166	29	0	6	0	0	0	0	0	0	0	0	0	0	201
	3	773	139	0	27	3	2	6	0	1	0	0	0	0	0	954
21:00	0	197	34	0	2	0	0	0	0	0	0	0	0	0	0	233
21:15	0	156	23	0	7	0	0	1	0	0	0	0	0	0	0	187
21:30	0	157	26	0	3	1	0	1	0	0	0	0	0	0	0	188
21:45	1	164	20	0	3	1	0	0	0	0	0	0	0	0	0	189
	1	674	103	0	15	2	0	2	0	0	0	0	0	0	0	797
22:00	0	141	26	0	4	0	0	0	1	0	0	0	0	0	0	172
22:15	1	136	20	0	1	0	0	1	0	0	0	0	0	0	0	159
22:30	0	97	19	0	2	0	0	0	0	0	0	0	0	0	0	118
22:45	0	88	16	0	2	0	0	0	0	0	0	0	0	0	0	106
	1	462	81	0	9	0	0	1	1	0	0	0	0	0	0	555
23:00	0	99	12	0	0	1	0	0	0	0	0	0	0	0	0	112
23:15	0	76	7	0	5	1	0	0	0	0	0	0	0	0	0	89
23:30	0	48	4	0	3	0	0	0	0	0	0	0	0	0	0	55
23:45	0	63	7	0	2	0	0	0	0	0	0	0	0	0	0	72
	0	286	30	0	10	2	0	0	0	0	0	0	0	0	0	328
Total	74	11126	2844	29	561	87	45	147	27	17	0	0	5	0	0	14962
Percent	0.5%	74.4%	19.0%	0.2%	3.7%	0.6%	0.3%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	306	43203	11810	256	2478	395	200	570	168	60	0	0	11	0	0	59457
Percent	0.5%	72.7%	19.9%	0.4%	4.2%	0.7%	0.3%	1.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

U/C on EB Lane -1
from 7:45 pm 2/19/19 to 4.30 am 2/20/19,

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 130000640000
Station ID: 030340322100
Pine Ridge Rd West of Logan Blvd

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
02/19/1																
9	0	13	5	0	1	0	0	0	0	0	0	0	0	0	0	19
00:15	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
00:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
00:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	37	9	0	2	0	0	0	0	0	0	0	0	0	0	48
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
01:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	36
02:00	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	3
02:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:45	0	3	3	0	0	1	0	1	0	0	0	0	0	0	0	8
	0	11	7	0	0	1	0	2	0	0	0	0	0	0	0	21
03:00	0	5	1	0	1	0	0	0	1	0	0	0	0	0	0	8
03:15	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
03:30	0	15	8	0	1	0	0	0	0	0	0	0	0	0	0	24
03:45	1	18	3	0	2	0	0	0	0	0	0	0	0	0	0	24
	1	50	16	0	4	0	0	0	1	0	0	0	0	0	0	72
04:00	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	17
04:15	0	27	8	0	0	0	0	2	1	0	0	0	0	0	0	38
04:30	1	37	12	0	1	1	0	0	0	0	0	0	0	0	0	52
04:45	1	59	22	0	4	1	0	0	0	0	0	0	0	0	0	87
	3	138	43	0	5	2	0	2	1	0	0	0	0	0	0	194
05:00	1	64	15	0	0	4	0	0	0	0	0	0	0	0	0	84
05:15	0	81	24	0	4	1	0	1	0	0	0	0	0	0	0	111
05:30	0	112	32	1	1	2	0	3	0	0	0	0	0	0	0	151
05:45	0	137	62	1	8	2	0	1	0	0	0	0	0	0	0	211
	1	394	133	2	13	9	0	5	0	0	0	0	0	0	0	557
06:00	3	159	67	1	8	2	0	2	2	0	0	0	0	0	0	244
06:15	3	187	119	0	22	1	1	8	0	0	0	0	0	0	0	341
06:30	5	296	164	0	23	7	0	10	2	1	0	0	1	0	0	509
06:45	3	359	161	1	20	0	0	11	1	0	0	0	0	0	0	556
	14	1001	511	2	73	10	1	31	5	1	0	0	1	0	0	1650
07:00	7	338	136	0	30	2	0	11	2	0	0	0	0	0	0	526
07:15	4	458	192	1	25	8	1	9	0	0	0	0	0	0	0	698
07:30	2	446	150	1	27	4	0	22	0	0	0	0	0	0	0	652
07:45	6	479	148	2	37	3	2	12	0	0	0	0	0	0	0	689
	19	1721	626	4	119	17	3	54	2	0	0	0	0	0	0	2565
08:00	2	433	164	1	22	4	1	14	1	0	0	0	0	0	0	642
08:15	5	406	114	1	11	5	1	8	0	0	0	0	0	0	0	551
08:30	2	379	132	0	18	5	0	5	0	0	0	0	0	0	0	541
08:45	1	305	101	0	11	1	0	8	0	0	0	0	0	0	0	427
	10	1523	511	2	62	15	2	35	1	0	0	0	0	0	0	2161
09:00	4	258	72	0	9	2	0	5	0	1	0	0	0	0	0	351
09:15	4	269	93	0	18	3	1	2	2	0	0	0	0	0	0	392
09:30	3	224	72	0	12	4	0	5	2	0	0	0	0	0	0	322
09:45	0	245	76	0	13	4	2	4	1	0	0	0	0	0	0	345
	11	996	313	0	52	13	3	16	5	1	0	0	0	0	0	1410
10:00	2	220	72	0	8	1	0	7	0	0	0	0	0	0	0	310
10:15	4	204	61	0	5	1	0	5	0	0	0	0	0	0	0	280
10:30	0	225	63	1	4	3	1	10	1	0	0	0	0	0	0	308
10:45	2	204	64	2	12	1	1	6	0	0	0	0	0	0	0	292
	8	853	260	3	29	6	2	28	1	0	0	0	0	0	0	1190
11:00	1	162	63	0	8	0	0	7	0	0	0	0	0	0	0	241
11:15	2	155	71	0	7	3	2	2	1	0	0	0	0	0	0	243
11:30	3	204	58	1	7	2	0	2	1	0	0	0	0	0	0	278
11:45	0	162	66	0	11	2	0	3	1	0	0	0	0	0	0	245
	6	683	258	1	33	7	2	14	3	0	0	0	0	0	0	1007
Total	73	7442	2688	14	392	80	13	187	19	2	0	0	1	0	0	10911
Percent	0.7%	68.2%	24.6%	0.1%	3.6%	0.7%	0.1%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

U/C on EB Lane -1
from 7:45 pm 2/19/19 to 4.30 am 2/20/19,

Site Code: 130000640000
Station ID: 030340322100
Pine Ridge Rd West of Logan Blvd

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	4	185	53	0	12	3	0	3	0	0	0	0	0	0	0	260
12:15	0	192	59	1	9	0	1	8	0	0	0	0	0	0	0	270
12:30	3	230	60	0	8	3	1	5	0	0	0	0	0	0	0	310
12:45	3	200	61	0	11	5	1	5	0	1	0	0	0	0	0	287
	10	807	233	1	40	11	3	21	0	1	0	0	0	0	0	1127
13:00	0	184	70	0	9	3	0	4	2	0	0	0	0	0	0	272
13:15	0	194	64	0	12	1	1	7	0	0	0	0	0	0	0	279
13:30	4	179	54	1	6	2	0	5	0	0	0	0	0	0	0	251
13:45	1	166	51	0	6	1	1	6	1	0	0	0	0	0	0	233
	5	723	239	1	33	7	2	22	3	0	0	0	0	0	0	1035
14:00	2	168	43	0	18	3	0	3	0	0	0	0	0	0	0	237
14:15	4	221	58	0	16	3	1	3	0	0	0	0	0	0	0	306
14:30	3	191	60	1	7	4	0	3	0	1	0	0	0	0	0	270
14:45	2	221	61	0	11	4	0	4	0	0	0	0	0	0	0	303
	11	801	222	1	52	14	1	13	0	1	0	0	0	0	0	1116
15:00	3	205	63	1	7	1	2	4	0	0	0	0	0	0	0	286
15:15	4	174	59	1	12	3	1	3	1	0	0	0	0	0	0	258
15:30	3	197	65	0	11	1	0	1	0	0	0	0	0	0	0	278
15:45	0	212	52	0	12	3	1	2	0	0	0	0	0	0	0	282
	10	788	239	2	42	8	4	10	1	0	0	0	0	0	0	1104
16:00	1	189	59	0	13	3	1	6	1	0	0	0	0	0	0	273
16:15	1	211	69	5	9	2	0	2	0	0	0	0	0	0	0	299
16:30	1	222	79	1	10	4	0	2	0	0	0	0	0	0	0	319
16:45	3	259	70	3	10	0	0	4	0	0	0	0	0	0	0	349
	6	881	277	9	42	9	1	14	1	0	0	0	0	0	0	1240
17:00	1	180	48	0	8	2	0	6	0	0	0	0	0	0	0	245
17:15	0	220	56	0	6	1	0	6	0	0	0	0	0	0	0	289
17:30	3	170	72	0	5	0	0	2	0	0	0	0	0	0	0	252
17:45	2	218	59	0	6	4	1	1	0	0	0	0	0	0	0	291
	6	788	235	0	25	7	1	15	0	0	0	0	0	0	0	1077
18:00	1	201	39	0	10	3	0	1	1	0	0	0	0	0	0	256
18:15	3	203	59	0	4	1	0	1	0	0	0	0	0	0	0	271
18:30	2	181	47	0	3	2	0	0	0	0	0	0	0	0	0	235
18:45	2	173	40	0	5	0	0	2	0	0	0	0	0	0	0	222
	8	758	185	0	22	6	0	4	1	0	0	0	0	0	0	984
19:00	0	161	38	0	2	1	0	1	0	0	0	0	0	0	0	203
19:15	0	117	38	0	6	0	0	1	0	0	0	0	0	0	0	162
19:30	1	99	33	0	5	0	0	1	0	0	0	0	0	0	0	139
19:45	3	83	23	0	2	0	0	1	0	0	0	0	0	0	0	112
	4	460	132	0	15	1	0	4	0	0	0	0	0	0	0	616
20:00	0	78	22	0	1	0	0	1	1	0	0	0	0	0	0	103
20:15	0	84	17	0	3	0	1	0	0	0	0	0	0	0	0	105
20:30	0	98	15	0	0	0	0	0	0	0	0	0	0	0	0	113
20:45	0	84	11	0	0	0	0	2	0	0	0	0	0	0	0	97
	0	344	65	0	4	0	1	3	1	0	0	0	0	0	0	418
21:00	1	56	7	0	1	0	0	0	0	0	0	0	0	0	0	65
21:15	0	56	9	0	2	0	0	1	0	0	0	0	0	0	0	68
21:30	0	65	15	0	1	0	0	1	0	0	0	0	0	0	0	82
21:45	0	42	11	0	2	0	0	0	0	0	0	0	0	0	0	55
	1	219	42	0	6	0	0	2	0	0	0	0	0	0	0	270
22:00	0	35	12	0	0	0	0	0	0	0	0	0	0	0	0	47
22:15	0	41	6	0	2	0	0	0	0	0	0	0	0	0	0	49
22:30	0	38	8	0	0	0	0	0	0	0	0	0	0	0	0	46
22:45	0	38	5	0	0	0	0	1	0	0	0	0	0	0	0	44
	0	152	31	0	2	0	0	1	0	0	0	0	0	0	0	186
23:00	0	19	8	0	1	0	0	0	1	0	0	0	0	0	0	29
23:15	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
23:30	0	22	5	0	1	0	0	0	1	0	0	0	0	0	0	29
23:45	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
	0	66	20	0	2	0	0	0	2	0	0	0	0	0	0	90
Total	61	6787	1920	14	285	63	13	109	9	2	0	0	0	0	0	9263
Percent	0.7%	73.3%	20.7%	0.2%	3.1%	0.7%	0.1%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

U/C on EB Lane -1
from 7:45 pm 2/19/19 to 4.30 am 2/20/19,

Site Code: 130000640000
Station ID: 030340322100
Pine Ridge Rd West of Logan Blvd

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
02/20/1																
9	0	13	6	0	2	0	0	0	0	0	0	0	0	0	0	21
00:15	0	15	1	0	0	0	0	1	0	0	0	0	0	0	0	17
00:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	11
	0	46	8	0	2	0	0	1	1	0	0	0	0	0	0	58
01:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
01:15	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
01:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
01:45	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
	0	23	9	0	1	0	0	0	1	0	0	0	0	0	0	34
02:00	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	7
02:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	3	2	0	0	1	0	1	0	0	0	0	0	0	0	7
02:45	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	7
	0	19	3	0	0	1	0	3	0	0	0	0	0	0	0	26
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
03:15	0	10	2	0	1	0	0	1	0	0	0	0	0	0	0	14
03:30	1	15	4	0	1	0	0	0	0	0	0	0	0	0	0	21
03:45	0	21	8	0	1	0	0	1	0	0	0	0	0	0	0	31
	1	52	16	0	3	0	0	2	0	0	0	0	0	0	0	74
04:00	0	9	6	0	0	1	0	0	0	0	0	0	0	0	0	16
04:15	1	25	9	0	1	0	0	1	2	0	0	0	0	0	0	39
04:30	0	34	10	0	0	0	0	1	0	0	0	0	0	0	0	45
04:45	0	65	23	0	1	4	0	0	0	0	0	0	0	0	0	93
	1	133	48	0	2	5	0	2	2	0	0	0	0	0	0	193
05:00	1	71	17	0	1	4	0	0	0	0	0	0	0	0	0	94
05:15	0	82	28	1	2	2	0	0	1	0	0	0	0	0	0	116
05:30	0	116	47	1	4	0	0	0	1	0	0	0	0	0	0	169
05:45	1	164	56	0	4	4	0	1	0	0	0	0	0	0	0	230
	2	433	148	2	11	10	0	1	2	0	0	0	0	0	0	609
06:00	2	146	70	0	14	3	1	3	0	0	0	0	0	0	0	239
06:15	1	235	114	1	19	3	1	6	0	1	0	0	0	0	0	381
06:30	4	262	169	1	24	8	0	4	1	1	0	0	0	0	0	474
06:45	4	360	160	0	23	6	1	10	0	0	0	0	0	0	0	564
	11	1003	513	2	80	20	3	23	1	2	0	0	0	0	0	1658
07:00	6	300	133	0	23	5	2	9	0	0	0	0	0	0	0	478
07:15	7	425	176	0	28	3	1	15	1	0	0	0	0	0	0	656
07:30	4	455	151	1	33	4	2	12	2	0	0	0	0	0	0	664
07:45	4	483	182	0	24	7	1	9	1	0	0	0	0	0	0	711
	21	1663	642	1	108	19	6	45	4	0	0	0	0	0	0	2509
08:00	8	457	139	1	18	5	1	12	0	0	0	0	0	0	0	641
08:15	3	408	128	1	14	4	2	9	0	0	0	0	0	0	0	569
08:30	3	407	129	0	14	1	1	9	1	0	0	0	0	0	0	565
08:45	4	343	115	0	18	3	0	5	0	2	0	0	0	0	0	490
	18	1615	511	2	64	13	4	35	1	2	0	0	0	0	0	2265
09:00	6	264	96	2	12	3	0	6	0	0	0	0	0	0	0	389
09:15	0	250	80	1	5	2	2	9	0	0	0	0	0	0	0	349
09:30	2	260	81	0	14	3	0	3	0	0	0	0	0	0	0	363
09:45	0	219	77	1	7	1	3	2	0	0	0	0	0	0	0	310
	8	993	334	4	38	9	5	20	0	0	0	0	0	0	0	1411
10:00	1	180	56	0	11	2	1	3	0	0	0	0	0	0	0	254
10:15	0	199	49	0	12	1	0	3	1	0	0	0	1	0	0	266
10:30	3	200	57	0	7	4	1	3	2	0	0	0	0	0	0	277
10:45	1	190	60	1	4	0	1	4	0	0	0	0	0	0	0	261
	5	769	222	1	34	7	3	13	3	0	0	0	1	0	0	1058
11:00	2	191	67	1	8	2	1	8	0	0	0	0	0	0	0	280
11:15	1	182	47	0	12	5	3	4	1	0	0	0	0	0	0	255
11:30	3	198	67	1	5	0	0	3	0	0	0	0	0	0	0	277
11:45	1	169	59	0	11	5	0	1	2	0	0	0	0	0	0	248
	7	740	240	2	36	12	4	16	3	0	0	0	0	0	0	1060
Total	74	7489	2694	14	379	96	25	161	18	4	0	0	1	0	0	10955
Percent	0.7%	68.4%	24.6%	0.1%	3.5%	0.9%	0.2%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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U/C on EB Lane -1
from 7:45 pm 2/19/19 to 4.30 am 2/20/19,

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 130000640000
Station ID: 030340322100
Pine Ridge Rd West of Logan Blvd

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	137	50	0	9	0	0	2	1	0	0	0	0	0	0	200
12:15	0	198	49	0	7	3	2	1	1	0	0	0	0	0	0	261
12:30	3	202	70	0	3	1	2	1	0	0	0	0	0	0	0	282
12:45	1	195	60	0	8	1	4	4	0	1	0	0	0	0	0	274
	5	732	229	0	27	5	8	8	2	1	0	0	0	0	0	1017
13:00	0	184	49	1	8	2	1	6	1	0	0	0	0	0	0	252
13:15	0	179	80	0	12	3	1	5	0	0	0	0	0	0	0	280
13:30	3	197	57	0	6	1	0	4	1	0	0	0	0	0	0	269
13:45	3	187	57	0	6	2	2	2	1	0	0	0	0	0	0	260
	6	747	243	1	32	8	4	17	3	0	0	0	0	0	0	1061
14:00	1	196	55	0	5	2	2	3	1	0	0	0	0	0	0	265
14:15	0	212	61	0	11	3	0	3	0	0	0	0	0	0	0	290
14:30	2	221	50	1	9	1	0	7	0	0	0	0	0	0	0	291
14:45	2	207	57	0	8	1	1	2	1	0	0	0	0	0	0	279
	5	836	223	1	33	7	3	15	2	0	0	0	0	0	0	1125
15:00	0	193	55	0	3	7	0	3	1	0	0	0	0	0	0	262
15:15	0	205	63	1	11	4	1	1	1	0	0	0	1	0	0	288
15:30	1	253	59	1	9	1	1	4	0	0	0	0	0	0	0	329
15:45	1	238	55	0	15	3	0	2	0	0	0	0	0	0	0	314
	2	889	232	2	38	15	2	10	2	0	0	0	1	0	0	1193
16:00	0	211	53	2	10	0	0	4	0	0	0	0	0	0	0	280
16:15	4	213	58	4	14	2	1	4	0	0	0	0	0	0	0	300
16:30	2	180	62	2	16	2	0	3	2	0	0	0	0	0	0	269
16:45	0	255	73	1	4	0	0	9	0	0	0	0	0	0	0	342
	6	859	246	9	44	4	1	20	2	0	0	0	0	0	0	1191
17:00	0	201	52	0	11	1	0	6	0	0	0	0	0	0	0	271
17:15	1	225	56	0	3	1	0	4	0	0	0	0	0	0	0	290
17:30	2	230	57	0	12	1	0	6	0	0	0	0	0	0	0	308
17:45	0	227	52	0	8	0	0	4	1	0	0	0	0	0	0	292
	3	883	217	0	34	3	0	20	1	0	0	0	0	0	0	1161
18:00	2	230	45	0	7	0	0	2	1	0	0	0	0	0	0	287
18:15	0	228	55	0	5	1	1	6	0	0	0	0	0	0	0	296
18:30	1	199	60	0	4	1	1	4	1	0	0	0	0	0	0	271
18:45	1	180	66	0	5	2	0	3	1	0	0	0	0	0	0	258
	4	837	226	0	21	4	2	15	3	0	0	0	0	0	0	1112
19:00	3	160	50	0	3	0	0	5	0	0	0	0	0	0	0	221
19:15	0	122	36	0	4	0	0	0	0	0	0	0	0	0	0	162
19:30	1	103	30	0	3	1	0	0	0	0	0	0	0	0	0	138
19:45	1	100	29	0	1	1	0	1	0	0	0	0	0	0	0	133
	5	485	145	0	11	2	0	6	0	0	0	0	0	0	0	654
20:00	0	83	26	0	1	0	0	1	0	0	0	0	0	0	0	111
20:15	2	99	21	0	2	1	0	1	0	0	0	0	0	0	0	126
20:30	0	99	22	0	3	0	0	0	0	0	1	0	0	0	0	125
20:45	0	75	20	0	2	1	0	1	0	0	0	0	0	0	0	99
	2	356	89	0	8	2	0	3	0	0	1	0	0	0	0	461
21:00	0	68	15	0	3	0	0	1	0	0	0	0	0	0	0	87
21:15	0	66	15	0	0	0	0	0	0	0	0	0	0	0	0	81
21:30	1	49	10	0	2	0	0	0	0	0	0	0	0	0	0	62
21:45	1	51	23	0	0	0	0	0	0	0	0	0	0	0	0	75
	2	234	63	0	5	0	0	1	0	0	0	0	0	0	0	305
22:00	1	51	3	0	1	0	0	2	0	0	0	0	0	0	0	58
22:15	0	42	10	0	0	0	0	1	0	0	0	0	0	0	0	53
22:30	0	38	9	0	0	0	0	0	0	0	0	0	0	0	0	47
22:45	0	35	7	0	0	0	0	0	0	0	0	0	0	0	0	42
	1	166	29	0	1	0	0	3	0	0	0	0	0	0	0	200
23:00	0	20	8	0	1	0	0	0	0	0	0	0	0	0	0	29
23:15	0	26	4	0	1	0	0	1	0	0	0	0	0	0	0	32
23:30	0	15	7	0	0	0	0	0	2	0	0	0	0	0	0	24
23:45	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
	0	83	23	0	2	0	0	1	2	0	0	0	0	0	0	111
Total	41	7107	1965	13	256	50	20	119	17	1	1	0	1	0	0	9591
Percent	0.4%	74.1%	20.5%	0.1%	2.7%	0.5%	0.2%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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U/C on EB Lane -1
from 7:45 pm 2/19/19 to 4.30 am 2/20/19,

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 130000640000
Station ID: 030340322100
Pine Ridge Rd West of Logan Blvd

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
02/21/1																
9	0	21	3	0	1	0	0	1	0	0	0	0	0	0	0	26
00:15	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	0	49	4	0	1	0	0	1	0	0	0	0	0	0	0	55
01:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
01:15	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	16
01:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	35	6	0	1	0	0	0	0	0	0	0	0	0	0	42
02:00	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	9
02:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	7	1	0	3	1	0	0	0	0	0	0	0	0	0	12
	0	21	4	0	4	1	0	0	0	0	0	0	0	0	0	30
03:00	0	4	4	0	0	0	0	1	0	0	0	0	0	0	0	9
03:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
03:30	0	17	6	0	2	0	0	1	0	0	0	0	0	0	0	26
03:45	1	20	6	0	1	1	0	0	0	0	0	0	0	0	0	29
	1	49	17	0	4	1	0	2	0	0	0	0	0	0	0	74
04:00	0	13	5	1	0	1	0	0	2	0	0	0	0	0	0	22
04:15	0	24	5	0	0	0	0	1	0	0	0	0	0	0	0	30
04:30	0	45	14	0	2	1	0	0	1	0	0	0	0	0	0	63
04:45	0	57	21	0	1	1	0	1	1	0	0	0	0	0	0	82
	0	139	45	1	3	3	0	2	4	0	0	0	0	0	0	197
05:00	1	60	17	0	1	0	0	3	0	0	0	0	0	0	0	82
05:15	1	89	30	0	0	4	0	0	1	0	0	0	0	0	0	125
05:30	0	99	43	0	2	3	0	0	0	0	0	0	0	0	0	147
05:45	1	141	59	1	3	3	0	3	1	0	0	0	0	0	0	212
	3	389	149	1	6	10	0	6	2	0	0	0	0	0	0	566
06:00	3	139	62	0	13	2	2	4	1	0	0	0	0	0	0	226
06:15	4	215	140	0	20	4	1	10	1	0	0	0	0	0	0	395
06:30	0	262	147	0	16	4	2	8	0	0	0	0	0	0	0	439
06:45	3	352	180	0	30	3	0	9	1	0	0	0	0	0	0	578
	10	968	529	0	79	13	5	31	3	0	0	0	0	0	0	1638
07:00	3	317	151	0	33	5	0	10	0	0	0	0	0	0	0	519
07:15	6	430	175	0	29	6	0	9	2	0	0	0	0	0	0	657
07:30	6	465	158	1	36	3	0	9	0	1	0	0	0	0	0	679
07:45	2	467	157	2	18	3	0	11	0	0	0	0	0	0	0	660
	17	1679	641	3	116	17	0	39	2	1	0	0	0	0	0	2515
08:00	1	434	158	0	16	5	2	6	0	0	0	0	0	0	0	622
08:15	3	371	116	0	14	1	0	5	1	0	0	0	0	0	0	511
08:30	3	405	110	0	17	7	0	6	0	0	0	0	0	0	0	548
08:45	1	340	90	1	20	2	3	7	1	0	0	0	0	0	0	465
	8	1550	474	1	67	15	5	24	2	0	0	0	0	0	0	2146
09:00	0	272	104	0	10	3	2	3	0	0	0	0	0	0	0	394
09:15	0	262	92	0	9	3	0	3	1	0	0	0	0	0	0	370
09:30	3	266	93	0	9	5	0	8	0	0	0	0	0	0	0	384
09:45	2	226	67	0	10	5	0	0	0	1	0	0	0	0	0	311
	5	1026	356	0	38	16	2	14	1	1	0	0	0	0	0	1459
10:00	1	200	59	0	8	2	2	5	0	0	0	0	0	0	0	277
10:15	2	214	57	0	12	2	0	2	1	0	0	0	0	0	0	290
10:30	0	194	66	1	8	4	1	4	0	0	0	0	0	0	0	278
10:45	1	239	63	0	7	2	2	4	0	0	0	0	0	0	0	318
	4	847	245	1	35	10	5	15	1	0	0	0	0	0	0	1163
11:00	3	171	61	0	12	3	4	4	1	0	0	0	0	0	0	259
11:15	0	196	79	0	9	2	2	3	0	0	0	0	0	0	0	291
11:30	0	192	71	3	14	3	1	3	1	0	0	0	0	0	0	288
11:45	2	186	63	0	6	0	0	1	0	0	0	0	0	0	0	258
	5	745	274	3	41	8	7	11	2	0	0	0	0	0	0	1096
Total	53	7497	2744	10	395	94	24	145	17	2	0	0	0	0	0	10981
Percent	0.5%	68.3%	25.0%	0.1%	3.6%	0.9%	0.2%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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U/C on EB Lane -1
from 7:45 pm 2/19/19 to 4.30 am 2/20/19,

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 130000640000
Station ID: 030340322100
Pine Ridge Rd West of Logan Blvd

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	180	48	0	7	2	1	5	0	0	0	0	0	0	0	243
12:15	3	182	58	0	6	3	1	2	1	0	0	0	0	0	0	256
12:30	1	202	72	0	8	2	2	4	0	0	0	0	0	0	0	291
12:45	2	175	54	1	4	2	1	0	0	0	0	0	0	0	0	239
	6	739	232	1	25	9	5	11	1	0	0	0	0	0	0	1029
13:00	1	207	61	0	10	3	2	6	0	0	0	0	1	0	0	291
13:15	0	198	57	0	8	1	0	4	2	0	0	0	0	0	0	270
13:30	0	195	60	2	8	2	2	2	1	0	0	0	0	0	0	272
13:45	1	175	61	0	4	4	1	3	0	0	0	0	0	0	0	249
	2	775	239	2	30	10	5	15	3	0	0	0	1	0	0	1082
14:00	0	170	61	0	11	0	1	7	0	0	0	0	0	0	0	250
14:15	0	195	68	1	7	1	0	3	0	0	0	0	0	0	0	275
14:30	3	214	68	1	13	2	2	5	2	0	0	0	0	0	0	310
14:45	3	193	73	0	20	2	0	2	0	0	0	0	0	0	0	293
	6	772	270	2	51	5	3	17	2	0	0	0	0	0	0	1128
15:00	0	187	73	0	6	4	2	3	1	0	0	0	0	0	0	276
15:15	2	224	58	2	16	1	0	5	0	0	0	0	0	0	0	308
15:30	2	184	68	1	9	1	0	1	0	0	0	0	0	0	0	266
15:45	0	213	61	0	10	3	0	4	0	0	0	0	0	0	0	291
	4	808	260	3	41	9	2	13	1	0	0	0	0	0	0	1141
16:00	3	218	70	0	18	2	1	7	0	0	0	0	0	0	0	319
16:15	2	206	70	4	16	2	0	3	0	0	0	0	0	0	0	303
16:30	1	206	58	3	12	0	0	1	1	0	0	0	0	0	0	282
16:45	3	208	71	0	15	2	0	7	0	0	0	0	0	0	0	306
	9	838	269	7	61	6	1	18	1	0	0	0	0	0	0	1210
17:00	1	195	53	0	6	0	0	3	0	0	0	0	0	0	0	258
17:15	5	201	58	0	9	2	0	4	0	0	0	0	0	0	0	279
17:30	1	209	70	0	10	1	0	3	1	0	0	0	0	0	0	295
17:45	0	217	57	0	7	1	0	1	0	0	0	0	0	0	0	283
	7	822	238	0	32	4	0	11	1	0	0	0	0	0	0	1115
18:00	1	204	48	1	7	2	0	3	0	0	0	0	0	0	0	266
18:15	0	200	51	0	6	1	1	3	0	0	0	0	0	0	0	262
18:30	0	181	46	0	6	0	0	1	0	0	0	0	0	0	0	234
18:45	2	172	51	0	3	1	0	2	0	0	0	0	0	0	0	231
	3	757	196	1	22	4	1	9	0	0	0	0	0	0	0	993
19:00	1	147	29	0	5	0	0	3	0	0	0	0	0	0	0	185
19:15	1	118	32	0	3	1	0	1	0	0	0	0	0	0	0	156
19:30	0	112	25	0	6	0	1	1	0	0	0	0	0	0	0	145
19:45	3	114	29	0	2	0	0	3	0	0	0	0	0	0	0	151
	5	491	115	0	16	1	1	8	0	0	0	0	0	0	0	637
20:00	0	100	23	0	5	0	0	1	0	0	0	0	0	0	0	129
20:15	1	119	26	0	1	0	0	1	0	0	0	0	0	0	0	148
20:30	0	98	19	0	3	0	0	0	0	0	0	0	0	0	0	120
20:45	0	92	17	0	1	0	0	1	0	0	0	0	0	0	0	111
	1	409	85	0	10	0	0	3	0	0	0	0	0	0	0	508
21:00	0	83	13	0	0	0	0	0	0	0	0	0	0	0	0	96
21:15	0	75	15	1	2	0	0	1	0	0	0	0	0	0	0	94
21:30	0	54	12	0	0	0	0	0	0	0	0	0	0	0	0	66
21:45	0	66	12	0	0	0	0	0	0	0	0	0	0	0	0	78
	0	278	52	1	2	0	0	1	0	0	0	0	0	0	0	334
22:00	0	47	6	0	2	0	0	1	0	0	0	0	0	0	0	56
22:15	1	46	12	0	0	0	0	1	0	0	0	0	0	0	0	60
22:30	0	39	10	0	0	0	0	0	0	0	0	0	0	0	0	49
22:45	0	41	7	0	2	0	0	0	0	0	0	0	0	0	0	50
	1	173	35	0	4	0	0	2	0	0	0	0	0	0	0	215
23:00	0	26	7	0	0	0	0	0	0	0	0	0	0	0	0	33
23:15	0	28	5	0	2	0	0	0	0	0	0	0	0	0	0	35
23:30	0	25	6	0	1	0	0	0	0	0	0	0	0	0	0	32
23:45	0	15	0	0	1	0	0	0	0	0	0	0	0	0	0	16
	0	94	18	0	4	0	0	0	0	0	0	0	0	0	0	116
Total	44	6956	2009	17	298	48	18	108	9	0	0	0	1	0	0	9508
Percent	0.5%	73.2%	21.1%	0.2%	3.1%	0.5%	0.2%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	346	43278	14020	82	2005	431	113	829	89	11	1	0	4	0	0	61209
Percent	0.6%	70.7%	22.9%	0.1%	3.3%	0.7%	0.2%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Pine Ridge Rd & Livingston Rd
Wednesday TMC

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

Count Name: T-1_Pine Ridge Rd & Livingston Rd
Site Code: 1
Start Date: 02-20-2019
Page No: 1

Turning Movement Data

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Livingston Rd Northbound						Livingston Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	6	21	184	34	0	245	1	89	419	67	0	576	1	60	84	36	0	181	1	39	186	42	0	268	1270
7:15	7	30	148	38	0	223	0	108	422	92	1	622	1	59	90	43	0	193	0	65	223	47	0	335	1373
7:30	13	48	167	34	0	262	0	138	442	68	2	648	0	101	158	42	0	301	9	73	244	71	0	397	1608
7:45	8	37	179	43	0	267	0	135	506	106	3	747	1	93	160	65	0	319	5	70	226	78	1	379	1712
Hourly Total	34	136	678	149	0	997	1	470	1789	333	6	2593	3	313	492	186	0	994	15	247	879	238	1	1379	5963
8:00	8	46	219	41	0	314	0	79	440	72	3	591	0	80	157	56	0	293	1	92	223	60	0	376	1574
8:15	9	52	209	36	0	306	0	88	430	86	0	604	0	106	170	77	1	353	3	103	218	57	1	381	1644
8:30	8	43	208	49	0	308	0	99	365	60	1	524	1	91	163	64	0	319	3	73	194	74	0	344	1495
8:45	11	47	231	47	0	336	0	95	427	62	1	584	1	89	122	52	0	264	1	67	193	54	0	315	1499
Hourly Total	36	188	867	173	0	1264	0	361	1662	280	5	2303	2	366	612	249	1	1229	8	335	828	245	1	1416	6212
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	75	427	44	0	547	0	70	301	96	0	467	0	68	176	115	0	359	1	110	180	69	0	360	1733
16:15	10	67	490	88	0	655	0	60	339	118	0	517	0	87	209	131	0	427	1	73	144	44	0	262	1861
16:30	4	55	473	96	0	628	1	49	305	101	2	456	2	84	255	110	0	451	1	107	178	57	1	343	1878
16:45	0	77	514	82	0	673	0	81	363	117	0	561	0	90	202	115	0	407	1	89	160	49	0	299	1940
Hourly Total	15	274	1904	310	0	2503	1	260	1308	432	2	2001	2	329	842	471	0	1644	4	379	662	219	1	1264	7412
17:00	5	62	486	77	0	630	0	59	329	145	2	533	1	57	207	102	0	367	2	70	169	50	0	291	1821
17:15	4	74	479	101	0	658	0	55	295	121	0	471	0	87	234	138	0	459	4	121	175	57	0	357	1945
17:30	4	59	472	95	0	630	0	62	285	96	0	443	0	91	257	133	0	481	2	101	135	35	0	273	1827
17:45	5	86	495	81	0	667	0	32	277	89	0	398	0	74	177	95	0	346	1	70	108	20	0	199	1610
Hourly Total	18	281	1932	354	0	2585	0	208	1186	451	2	1845	1	309	875	468	0	1653	9	362	587	162	0	1120	7203
Grand Total	103	879	5381	986	0	7349	2	1299	5945	1496	15	8742	8	1317	2821	1374	1	5520	36	1323	2956	864	3	5179	26790
Approach %	1.4	12.0	73.2	13.4	-	-	0.0	14.9	68.0	17.1	-	-	0.1	23.9	51.1	24.9	-	-	0.7	25.5	57.1	16.7	-	-	-
Total %	0.4	3.3	20.1	3.7	-	27.4	0.0	4.8	22.2	5.6	-	32.6	0.0	4.9	10.5	5.1	-	20.6	0.1	4.9	11.0	3.2	-	19.3	-
Light Vehicles	103	868	5238	970	0	7179	2	1267	5782	1438	9	8489	7	1301	2734	1352	1	5394	36	1301	2911	855	2	5103	26165
% Light Vehicles	100.0	98.7	97.3	98.4	-	97.7	100.0	97.5	97.3	96.1	60.0	97.1	87.5	98.8	96.9	98.4	100.0	97.7	100.0	98.3	98.5	99.0	66.7	98.5	97.7
Heavy Vehicles	0	11	143	16	0	170	0	32	163	58	6	253	1	16	87	22	0	126	0	22	45	9	1	76	625
% Heavy Vehicles	0.0	1.3	2.7	1.6	-	2.3	0.0	2.5	2.7	3.9	40.0	2.9	12.5	1.2	3.1	1.6	0.0	2.3	0.0	1.7	1.5	1.0	33.3	1.5	2.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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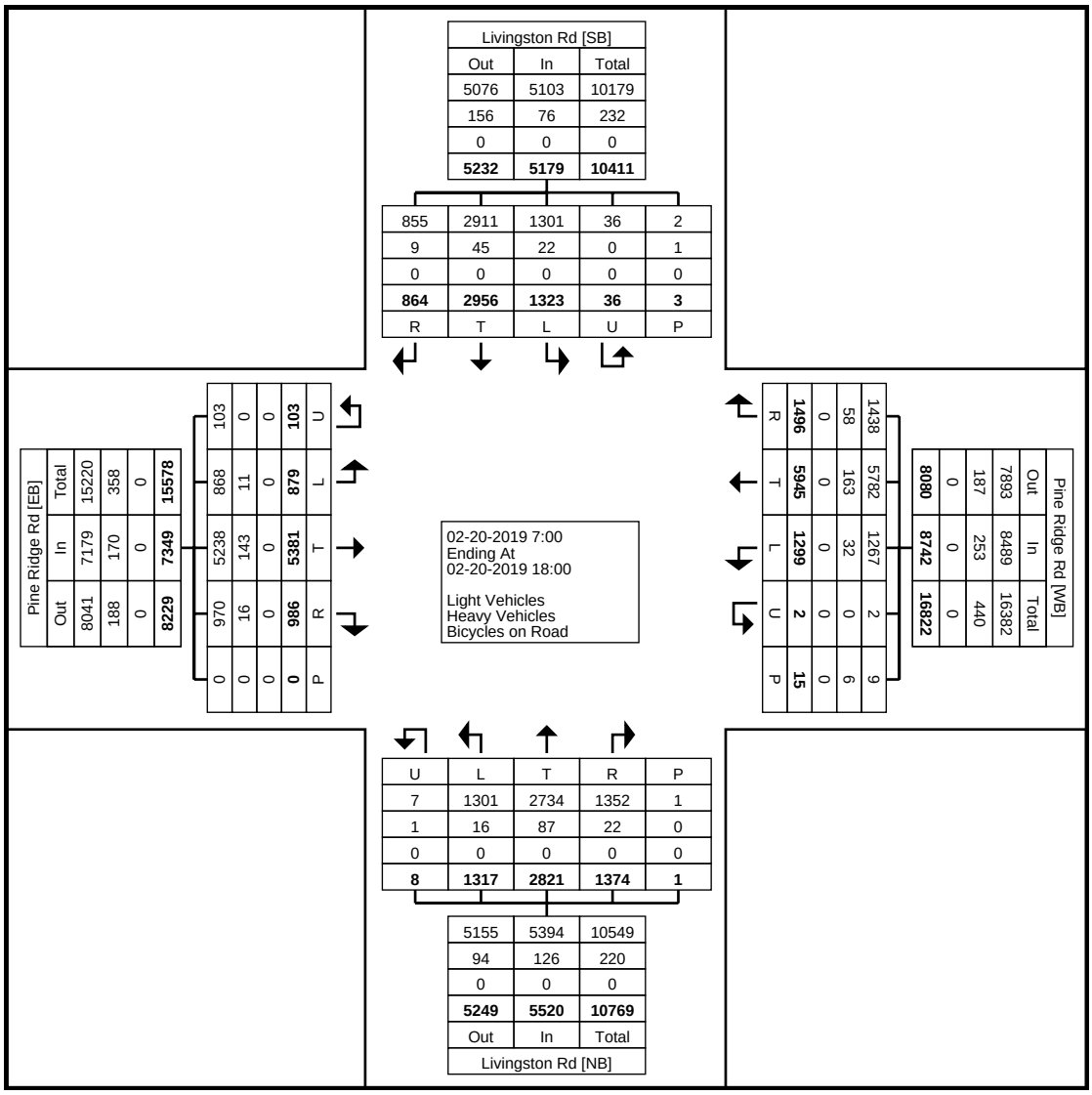
Pine Ridge Rd & Livingston Rd
Wednesday TMC

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

Count Name: T-1_Pine Ridge Rd & Livingston Rd
Site Code: 1
Start Date: 02-20-2019
Page No: 2



Turning Movement Data Plot

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Pine Ridge Rd & Livingston Rd
Wednesday TMC

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

Count Name: T-1_Pine Ridge Rd & Livingston Rd
Site Code: 1
Start Date: 02-20-2019

Turning Movement Peak Hour Data (7:30)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Livingston Rd Northbound						Livingston Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30	13	48	167	34	0	262	0	138	442	68	2	648	0	101	158	42	0	301	9	73	244	71	0	397	1608
7:45	8	37	179	43	0	267	0	135	506	106	3	747	1	93	160	65	0	319	5	70	226	78	1	379	1712
8:00	8	46	219	41	0	314	0	79	440	72	3	591	0	80	157	56	0	293	1	92	223	60	0	376	1574
8:15	9	52	209	36	0	306	0	88	430	86	0	604	0	106	170	77	1	353	3	103	218	57	1	381	1644
Total	38	183	774	154	0	1149	0	440	1818	332	8	2590	1	380	645	240	1	1266	18	338	911	266	2	1533	6538
Approach %	3.3	15.9	67.4	13.4	-	-	0.0	17.0	70.2	12.8	-	-	0.1	30.0	50.9	19.0	-	-	1.2	22.0	59.4	17.4	-	-	-
Total %	0.6	2.8	11.8	2.4	-	17.6	0.0	6.7	27.8	5.1	-	39.6	0.0	5.8	9.9	3.7	-	19.4	0.3	5.2	13.9	4.1	-	23.4	-
PHF	0.731	0.880	0.884	0.895	-	0.915	0.000	0.797	0.898	0.783	-	0.867	0.250	0.896	0.949	0.779	-	0.897	0.500	0.820	0.933	0.853	-	0.965	0.955
Light Vehicles	38	180	732	148	0	1098	0	428	1756	314	7	2498	0	371	624	236	1	1231	18	330	898	261	1	1507	6334
% Light Vehicles	100.0	98.4	94.6	96.1	-	95.6	-	97.3	96.6	94.6	87.5	96.4	0.0	97.6	96.7	98.3	100.0	97.2	100.0	97.6	98.6	98.1	50.0	98.3	96.9
Heavy Vehicles	0	3	42	6	0	51	0	12	62	18	1	92	1	9	21	4	0	35	0	8	13	5	1	26	204
% Heavy Vehicles	0.0	1.6	5.4	3.9	-	4.4	-	2.7	3.4	5.4	12.5	3.6	100.0	2.4	3.3	1.7	0.0	2.8	0.0	2.4	1.4	1.9	50.0	1.7	3.1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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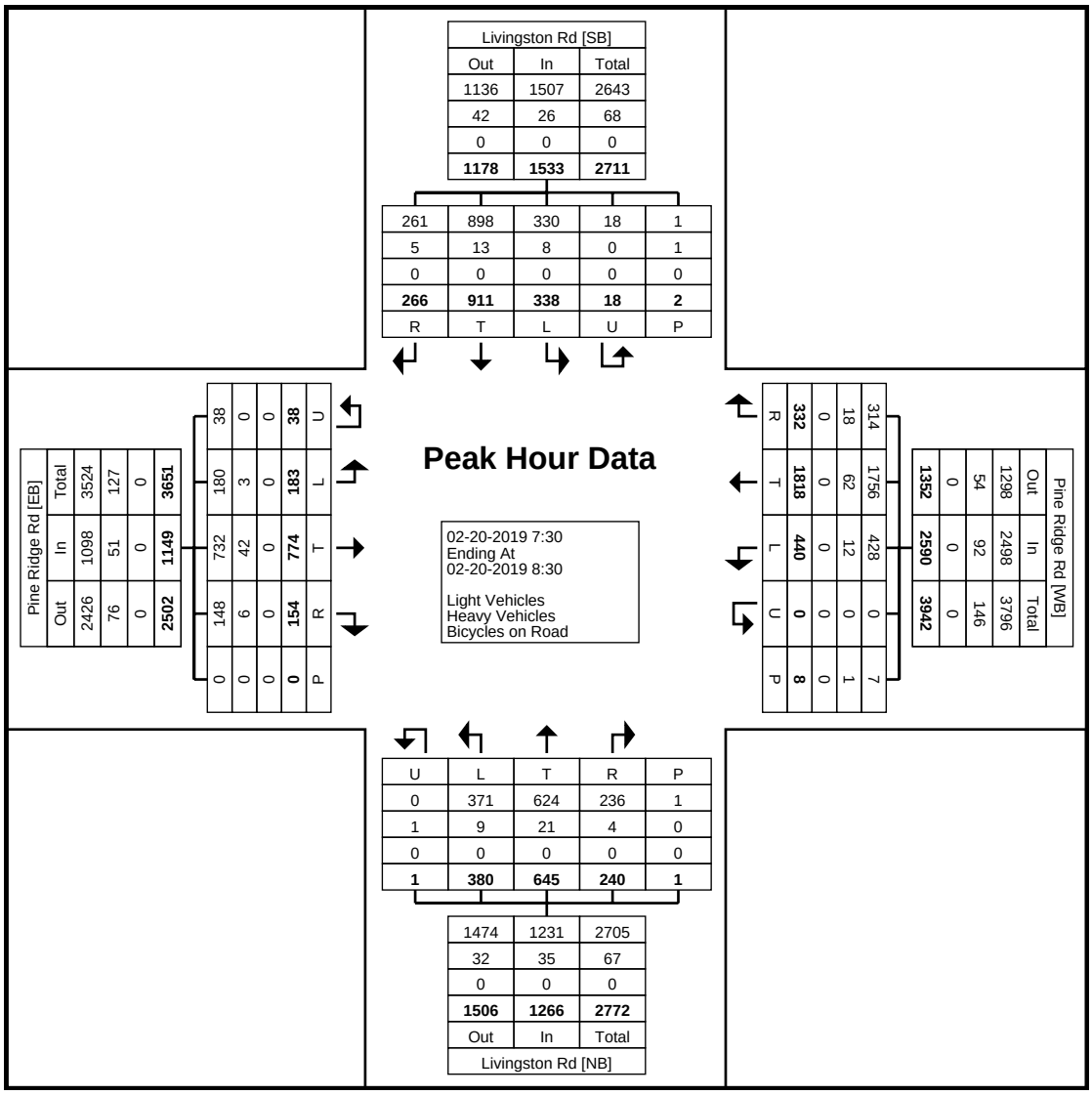
Pine Ridge Rd & Livingston Rd
Wednesday TMC

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

Count Name: T-1_Pine Ridge Rd & Livingston Rd
Site Code: 1
Start Date: 02-20-2019
Page No: 4



Livingston Rd [SB]		
Out	In	Total
1136	1507	2643
42	26	68
0	0	0
1178	**1533**	**2711**

R	T	L	U	P
261	898	330	18	1
5	13	8	0	1
0	0	0	0	0
266	**911**	**338**	**18**	**2**

Pine Ridge Rd [EB]					
	Out	In	Total		
	2426	1098	3524		
	76	51	127		
	0	0	0		
	2502	**1149**	**3651**		

U	L	T	R	P
38	0	0	**38**	U
180	3	0	**183**	L
732	42	0	**774**	T
148	6	0	**154**	R
0	0	0	**0**	P

R	T	L	U	P
314	1756	428	0	7
18	62	12	0	1
0	0	0	0	0
332	**1818**	**440**	**0**	**8**

Pine Ridge Rd [WB]			
Out	In	Total	
1298	2498	3796	
54	92	146	
0	0	0	
1352	**2590**	**3942**	

U	L	T	R	P
0	371	624	236	1
1	9	21	4	0
0	0	0	0	0
1	**380**	**645**	**240**	**1**

1474	1231	2705
32	35	67
0	0	0
1506	**1266**	**2772**
Out	In	Total
Livingston Rd [NB]		

Turning Movement Peak Hour Data Plot (7:30)

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Pine Ridge Rd & Livingston Rd
Wednesday TMC

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

Count Name: T-1_Pine Ridge Rd & Livingston Rd
Site Code: 1
Start Date: 02-20-2019

Turning Movement Peak Hour Data (16:30)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Livingston Rd Northbound						Livingston Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:30	4	55	473	96	0	628	1	49	305	101	2	456	2	84	255	110	0	451	1	107	178	57	1	343	1878
16:45	0	77	514	82	0	673	0	81	363	117	0	561	0	90	202	115	0	407	1	89	160	49	0	299	1940
17:00	5	62	486	77	0	630	0	59	329	145	2	533	1	57	207	102	0	367	2	70	169	50	0	291	1821
17:15	4	74	479	101	0	658	0	55	295	121	0	471	0	87	234	138	0	459	4	121	175	57	0	357	1945
Total	13	268	1952	356	0	2589	1	244	1292	484	4	2021	3	318	898	465	0	1684	8	387	682	213	1	1290	7584
Approach %	0.5	10.4	75.4	13.8	-	-	0.0	12.1	63.9	23.9	-	-	0.2	18.9	53.3	27.6	-	-	0.6	30.0	52.9	16.5	-	-	-
Total %	0.2	3.5	25.7	4.7	-	34.1	0.0	3.2	17.0	6.4	-	26.6	0.0	4.2	11.8	6.1	-	22.2	0.1	5.1	9.0	2.8	-	17.0	-
PHF	0.650	0.870	0.949	0.881	-	0.962	0.250	0.753	0.890	0.834	-	0.901	0.375	0.883	0.880	0.842	-	0.917	0.500	0.800	0.958	0.934	-	0.903	0.975
Light Vehicles	13	264	1932	356	0	2565	1	239	1270	466	1	1976	3	316	877	462	0	1658	8	382	675	212	1	1277	7476
% Light Vehicles	100.0	98.5	99.0	100.0	-	99.1	100.0	98.0	98.3	96.3	25.0	97.8	100.0	99.4	97.7	99.4	-	98.5	100.0	98.7	99.0	99.5	100.0	99.0	98.6
Heavy Vehicles	0	4	20	0	0	24	0	5	22	18	3	45	0	2	21	3	0	26	0	5	7	1	0	13	108
% Heavy Vehicles	0.0	1.5	1.0	0.0	-	0.9	0.0	2.0	1.7	3.7	75.0	2.2	0.0	0.6	2.3	0.6	-	1.5	0.0	1.3	1.0	0.5	0.0	1.0	1.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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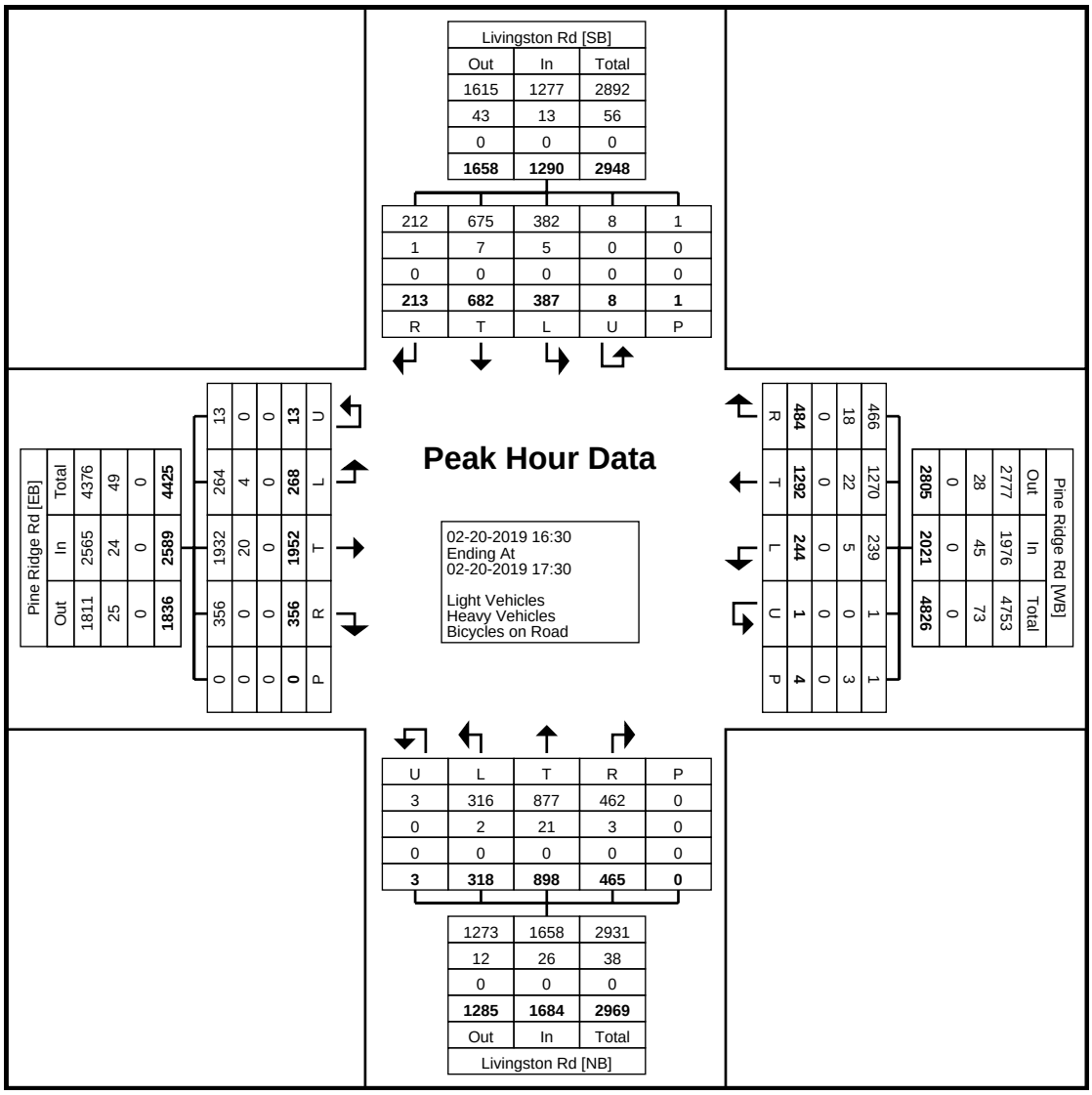
Pine Ridge Rd & Livingston Rd
Wednesday TMC

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

Count Name: T-1_Pine Ridge Rd & Livingston Rd
Site Code: 1
Start Date: 02-20-2019
Page No: 6



Livingston Rd [SB]		
Out	In	Total
1615	1277	2892
43	13	56
0	0	0
1658	**1290**	**2948**

R	T	L	U	P
212	675	382	8	1
1	7	5	0	0
0	0	0	0	0
213	**682**	**387**	**8**	**1**

Pine Ridge Rd [EB]					
	Out	In	Total		
U	13	0	0	**13**	U
L	264	4	0	**268**	L
T	1932	20	0	**1952**	T
R	356	0	0	**356**	R
P	0	0	0	**0**	P
	1811	25	0	**1836**	
In	2565	24	0	**2589**	
Total	4376	49	0	**4425**	

Pine Ridge Rd [WB]					
	Out	In	Total		
R	466	18	0	**484**	R
T	1270	22	0	**1292**	T
L	239	5	0	**244**	L
U	1	0	0	**1**	U
P	1	3	0	**4**	P
	2777	28	0	**2805**	
In	1976	45	0	**2021**	
Total	4753	73	0	**4826**	

U	L	T	R	P
3	316	877	462	0
0	2	21	3	0
0	0	0	0	0
3	**318**	**898**	**465**	**0**

Livingston Rd [NB]		
Out	In	Total
1273	1658	2931
12	26	38
0	0	0
1285	**1684**	**2969**

Turning Movement Peak Hour Data Plot (16:30)

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Pine Ridge Rd & Starbucks
Wednesday TMC

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

Count Name: T-2_Pine Ridge Rd & Starbucks
Site Code: 2
Start Date: 02-20-2019

Turning Movement Data

Start Time	Pine Ridge Rd Eastbound				Pine Ridge Rd Westbound					Starbucks Northbound				
	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Right	Peds	App. Total	Int. Total
7:00	235	10	0	245	0	27	554	0	581	0	13	1	13	839
7:15	248	22	0	270	0	18	632	0	650	0	27	2	27	947
7:30	267	23	0	290	0	31	713	0	744	0	24	1	24	1058
7:45	300	23	0	323	2	27	689	0	718	0	27	0	27	1068
Hourly Total	1050	78	0	1128	2	103	2588	0	2693	0	91	4	91	3912
8:00	324	21	0	345	0	29	592	0	621	0	19	1	19	985
8:15	363	45	0	408	1	52	652	0	705	0	33	5	33	1146
8:30	330	32	0	362	3	36	579	0	618	0	28	3	28	1008
8:45	321	27	0	348	4	31	654	0	689	0	30	0	30	1067
Hourly Total	1338	125	0	1463	8	148	2477	0	2633	0	110	9	110	4206
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	680	16	0	696	6	15	477	0	498	0	34	1	34	1228
16:15	660	17	0	677	6	17	495	0	518	0	37	0	37	1232
16:30	714	18	0	732	11	10	501	0	522	0	62	1	62	1316
16:45	679	18	0	697	10	10	487	0	507	0	24	0	24	1228
Hourly Total	2733	69	0	2802	33	52	1960	0	2045	0	157	2	157	5004
17:00	658	15	0	673	10	14	522	0	546	0	27	1	27	1246
17:15	786	14	0	800	9	14	496	0	519	0	38	0	38	1357
17:30	708	17	0	725	10	8	425	0	443	0	35	3	35	1203
17:45	632	16	0	648	6	5	464	0	475	0	22	1	22	1145
Hourly Total	2784	62	0	2846	35	41	1907	0	1983	0	122	5	122	4951
Grand Total	7905	334	0	8239	78	344	8932	0	9354	0	480	20	480	18073
Approach %	95.9	4.1	-	-	0.8	3.7	95.5	-	-	0.0	100.0	-	-	-
Total %	43.7	1.8	-	45.6	0.4	1.9	49.4	-	51.8	0.0	2.7	-	2.7	-
Light Vehicles	7687	332	0	8019	78	339	8633	0	9050	0	479	13	479	17548
% Light Vehicles	97.2	99.4	-	97.3	100.0	98.5	96.7	-	96.8	-	99.8	65.0	99.8	97.1
Heavy Vehicles	218	2	0	220	0	5	299	0	304	0	1	7	1	525
% Heavy Vehicles	2.8	0.6	-	2.7	0.0	1.5	3.3	-	3.2	-	0.2	35.0	0.2	2.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0

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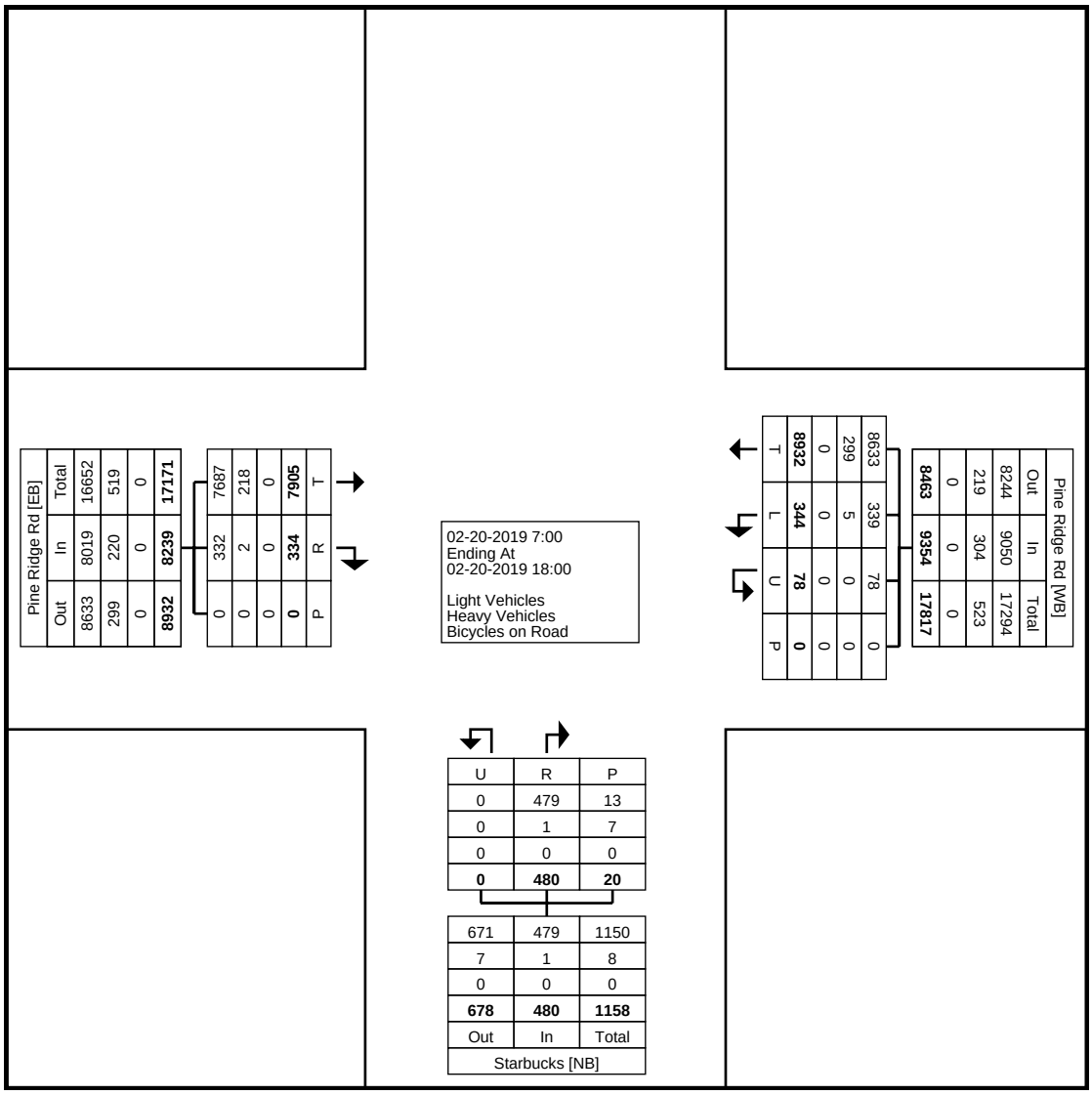
Pine Ridge Rd & Starbucks
Wednesday TMC

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

Count Name: T-2_Pine Ridge Rd & Starbucks
Site Code: 2
Start Date: 02-20-2019
Page No: 2



Turning Movement Data Plot

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Pine Ridge Rd & Starbucks
Wednesday TMC

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

Count Name: T-2_Pine Ridge Rd & Starbucks
Site Code: 2
Start Date: 02-20-2019

Turning Movement Peak Hour Data (7:30)

Start Time	Pine Ridge Rd Eastbound				Pine Ridge Rd Westbound					Starbucks Northbound				
	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Right	Peds	App. Total	Int. Total
7:30	267	23	0	290	0	31	713	0	744	0	24	1	24	1058
7:45	300	23	0	323	2	27	689	0	718	0	27	0	27	1068
8:00	324	21	0	345	0	29	592	0	621	0	19	1	19	985
8:15	363	45	0	408	1	52	652	0	705	0	33	5	33	1146
Total	1254	112	0	1366	3	139	2646	0	2788	0	103	7	103	4257
Approach %	91.8	8.2	-	-	0.1	5.0	94.9	-	-	0.0	100.0	-	-	-
Total %	29.5	2.6	-	32.1	0.1	3.3	62.2	-	65.5	0.0	2.4	-	2.4	-
PHF	0.864	0.622	-	0.837	0.375	0.668	0.928	-	0.937	0.000	0.780	-	0.780	0.929
Light Vehicles	1195	111	0	1306	3	137	2534	0	2674	0	103	6	103	4083
% Light Vehicles	95.3	99.1	-	95.6	100.0	98.6	95.8	-	95.9	-	100.0	85.7	100.0	95.9
Heavy Vehicles	59	1	0	60	0	2	112	0	114	0	0	1	0	174
% Heavy Vehicles	4.7	0.9	-	4.4	0.0	1.4	4.2	-	4.1	-	0.0	14.3	0.0	4.1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0

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Pine Ridge Rd & Starbucks
Wednesday TMC

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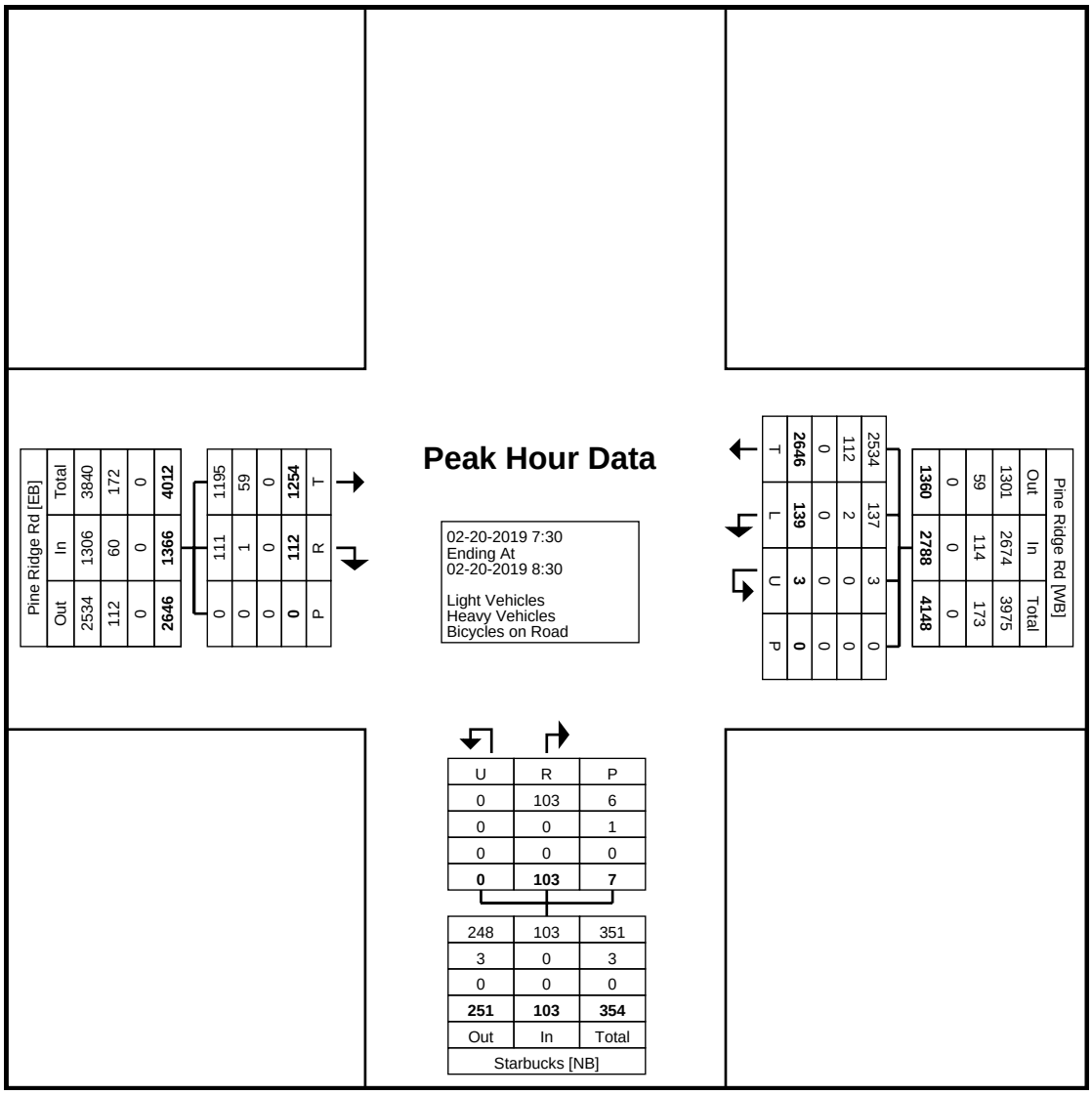
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-2_Pine Ridge Rd & Starbucks
Site Code: 2
Start Date: 02-20-2019
Page No: 4



Turning Movement Peak Hour Data Plot (7:30)

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Pine Ridge Rd & Starbucks
Wednesday TMC

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

Count Name: T-2_Pine Ridge Rd & Starbucks
Site Code: 2
Start Date: 02-20-2019

Turning Movement Peak Hour Data (16:30)

Start Time	Pine Ridge Rd Eastbound				Pine Ridge Rd Westbound					Starbucks Northbound				
	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Right	Peds	App. Total	Int. Total
16:30	714	18	0	732	11	10	501	0	522	0	62	1	62	1316
16:45	679	18	0	697	10	10	487	0	507	0	24	0	24	1228
17:00	658	15	0	673	10	14	522	0	546	0	27	1	27	1246
17:15	786	14	0	800	9	14	496	0	519	0	38	0	38	1357
Total	2837	65	0	2902	40	48	2006	0	2094	0	151	2	151	5147
Approach %	97.8	2.2	-	-	1.9	2.3	95.8	-	-	0.0	100.0	-	-	-
Total %	55.1	1.3	-	56.4	0.8	0.9	39.0	-	40.7	0.0	2.9	-	2.9	-
PHF	0.902	0.903	-	0.907	0.909	0.857	0.961	-	0.959	0.000	0.609	-	0.609	0.948
Light Vehicles	2802	65	0	2867	40	48	1960	0	2048	0	151	1	151	5066
% Light Vehicles	98.8	100.0	-	98.8	100.0	100.0	97.7	-	97.8	-	100.0	50.0	100.0	98.4
Heavy Vehicles	35	0	0	35	0	0	46	0	46	0	0	1	0	81
% Heavy Vehicles	1.2	0.0	-	1.2	0.0	0.0	2.3	-	2.2	-	0.0	50.0	0.0	1.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0

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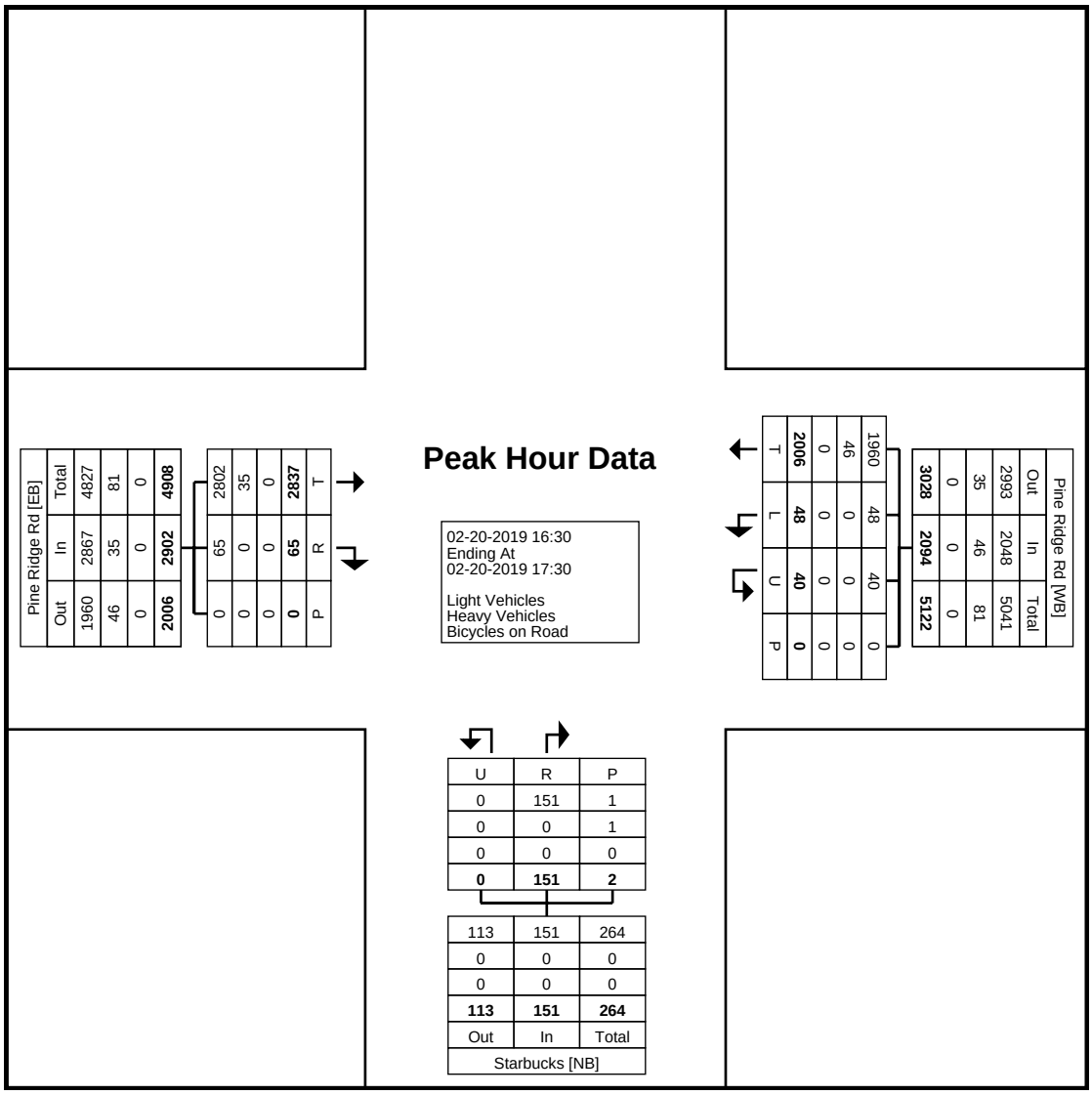
Pine Ridge Rd & Starbucks
Wednesday TMC

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

Count Name: T-2_Pine Ridge Rd & Starbucks
Site Code: 2
Start Date: 02-20-2019
Page No: 6



Turning Movement Peak Hour Data Plot (16:30)

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Pine Ridge Rd at Meridian Mall Ent
Wednesday TMC

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

Count Name: T-3_Pine Ridge Rd at Meridian Mall Ent
Site Code: 3
Start Date: 02-20-2019

Turning Movement Data

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Drive Way Northbound						Meridian Mall Ent Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	0	0	253	0	0	253	0	0	582	17	0	599	0	0	0	0	2	0	0	0	0	3	0	3	855
7:15	0	0	274	0	0	274	0	0	650	16	0	666	0	0	0	0	2	0	0	0	0	8	0	8	948
7:30	0	0	283	3	0	286	0	2	746	30	0	778	0	0	0	0	3	0	0	0	0	3	0	3	1067
7:45	0	0	327	0	0	327	0	1	719	41	0	761	0	0	0	2	1	2	0	0	0	7	0	7	1097
Hourly Total	0	0	1137	3	0	1140	0	3	2697	104	0	2804	0	0	0	2	8	2	0	0	0	21	0	21	3967
8:00	0	0	356	0	0	356	0	0	628	43	0	671	0	0	0	4	1	4	0	0	0	3	0	3	1034
8:15	0	0	372	0	0	372	0	0	699	55	0	754	0	1	0	0	5	1	0	0	0	10	0	10	1137
8:30	0	0	356	0	0	356	0	0	608	32	2	640	0	0	0	1	5	1	0	0	0	11	0	11	1008
8:45	0	0	343	0	0	343	0	0	684	31	0	715	0	0	0	0	0	0	0	2	0	8	0	10	1068
Hourly Total	0	0	1427	0	0	1427	0	0	2619	161	2	2780	0	1	0	5	11	6	0	2	0	32	0	34	4247
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	0	721	0	0	721	0	0	483	17	0	500	0	0	0	0	1	0	0	1	0	24	0	25	1246
16:15	0	0	701	0	0	701	0	0	495	3	0	498	0	0	0	0	0	0	0	0	0	17	0	17	1216
16:30	0	0	773	0	0	773	0	1	491	17	0	509	0	0	0	0	1	0	0	1	0	24	0	25	1307
16:45	0	0	706	0	0	706	0	0	487	14	0	501	0	0	0	0	0	0	0	0	0	16	0	16	1223
Hourly Total	0	0	2901	0	0	2901	0	1	1956	51	0	2008	0	0	0	0	2	0	0	2	0	81	0	83	4992
17:00	0	0	704	0	0	704	0	0	523	4	0	527	0	1	0	0	2	1	0	0	0	21	0	21	1253
17:15	0	0	822	1	0	823	0	0	501	6	0	507	0	0	0	0	1	0	0	0	0	14	0	14	1344
17:30	0	0	751	0	0	751	0	0	442	10	0	452	0	0	0	0	4	0	0	0	0	24	0	24	1227
17:45	0	0	667	0	0	667	0	0	449	14	0	463	0	0	0	0	3	0	0	0	0	12	0	12	1142
Hourly Total	0	0	2944	1	0	2945	0	0	1915	34	0	1949	0	1	0	0	10	1	0	0	0	71	0	71	4966
Grand Total	0	0	8409	4	0	8413	0	4	9187	350	2	9541	0	2	0	7	31	9	0	4	0	205	0	209	18172
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	0.0	96.3	3.7	-	-	0.0	22.2	0.0	77.8	-	-	0.0	1.9	0.0	98.1	-	-	-
Total %	0.0	0.0	46.3	0.0	-	46.3	0.0	0.0	50.6	1.9	-	52.5	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	1.1	-	1.2	-
Light Vehicles	0	0	8192	3	0	8195	0	4	8886	347	2	9237	0	1	0	7	20	8	0	3	0	202	0	205	17645
% Light Vehicles	-	-	97.4	75.0	-	97.4	-	100.0	96.7	99.1	100.0	96.8	-	50.0	-	100.0	64.5	88.9	-	75.0	-	98.5	-	98.1	97.1
Heavy Vehicles	0	0	217	1	0	218	0	0	301	3	0	304	0	1	0	0	11	1	0	1	0	3	0	4	527
% Heavy Vehicles	-	-	2.6	25.0	-	2.6	-	0.0	3.3	0.9	0.0	3.2	-	50.0	-	0.0	35.5	11.1	-	25.0	-	1.5	-	1.9	2.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0

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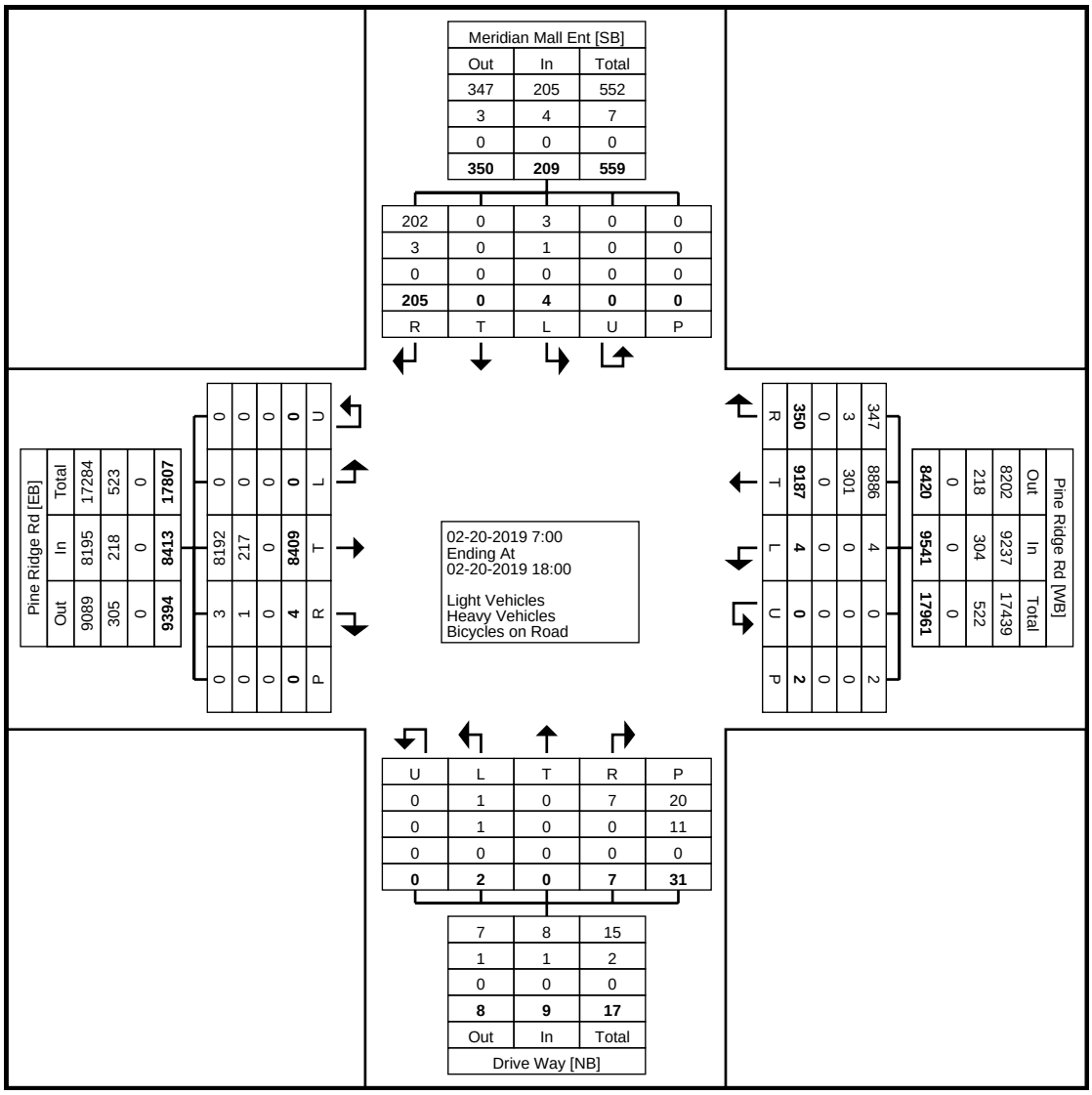
Pine Ridge Rd at Meridian Mall Ent
Wednesday TMC

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

Count Name: T-3_Pine Ridge Rd at Meridian Mall Ent
Site Code: 3
Start Date: 02-20-2019



Turning Movement Data Plot

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Pine Ridge Rd at Meridian Mall Ent
Wednesday TMC

Florida Transportation Engineering, Inc.
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(800) 639-4851

Count Name: T-3_Pine Ridge Rd at Meridian Mall Ent
Site Code: 3
Start Date: 02-20-2019

Turning Movement Peak Hour Data (7:30)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Drive Way Northbound						Meridian Mall Ent Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30	0	0	283	3	0	286	0	2	746	30	0	778	0	0	0	0	3	0	0	0	0	3	0	3	1067
7:45	0	0	327	0	0	327	0	1	719	41	0	761	0	0	0	2	1	2	0	0	0	7	0	7	1097
8:00	0	0	356	0	0	356	0	0	628	43	0	671	0	0	0	4	1	4	0	0	0	3	0	3	1034
8:15	0	0	372	0	0	372	0	0	699	55	0	754	0	1	0	0	5	1	0	0	0	10	0	10	1137
Total	0	0	1338	3	0	1341	0	3	2792	169	0	2964	0	1	0	6	10	7	0	0	0	23	0	23	4335
Approach %	0.0	0.0	99.8	0.2	-	-	0.0	0.1	94.2	5.7	-	-	0.0	14.3	0.0	85.7	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	30.9	0.1	-	30.9	0.0	0.1	64.4	3.9	-	68.4	0.0	0.0	0.0	0.1	-	0.2	0.0	0.0	0.0	0.5	-	0.5	-
PHF	0.000	0.000	0.899	0.250	-	0.901	0.000	0.375	0.936	0.768	-	0.952	0.000	0.250	0.000	0.375	-	0.438	0.000	0.000	0.000	0.575	-	0.575	0.953
Light Vehicles	0	0	1282	3	0	1285	0	3	2675	167	0	2845	0	1	0	6	8	7	0	0	0	22	0	22	4159
% Light Vehicles	-	-	95.8	100.0	-	95.8	-	100.0	95.8	98.8	-	96.0	-	100.0	-	100.0	80.0	100.0	-	-	-	95.7	-	95.7	95.9
Heavy Vehicles	0	0	56	0	0	56	0	0	117	2	0	119	0	0	0	0	2	0	0	0	0	1	0	1	176
% Heavy Vehicles	-	-	4.2	0.0	-	4.2	-	0.0	4.2	1.2	-	4.0	-	0.0	-	0.0	20.0	0.0	-	-	-	4.3	-	4.3	4.1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	-	-	0.0	-	0.0	0.0

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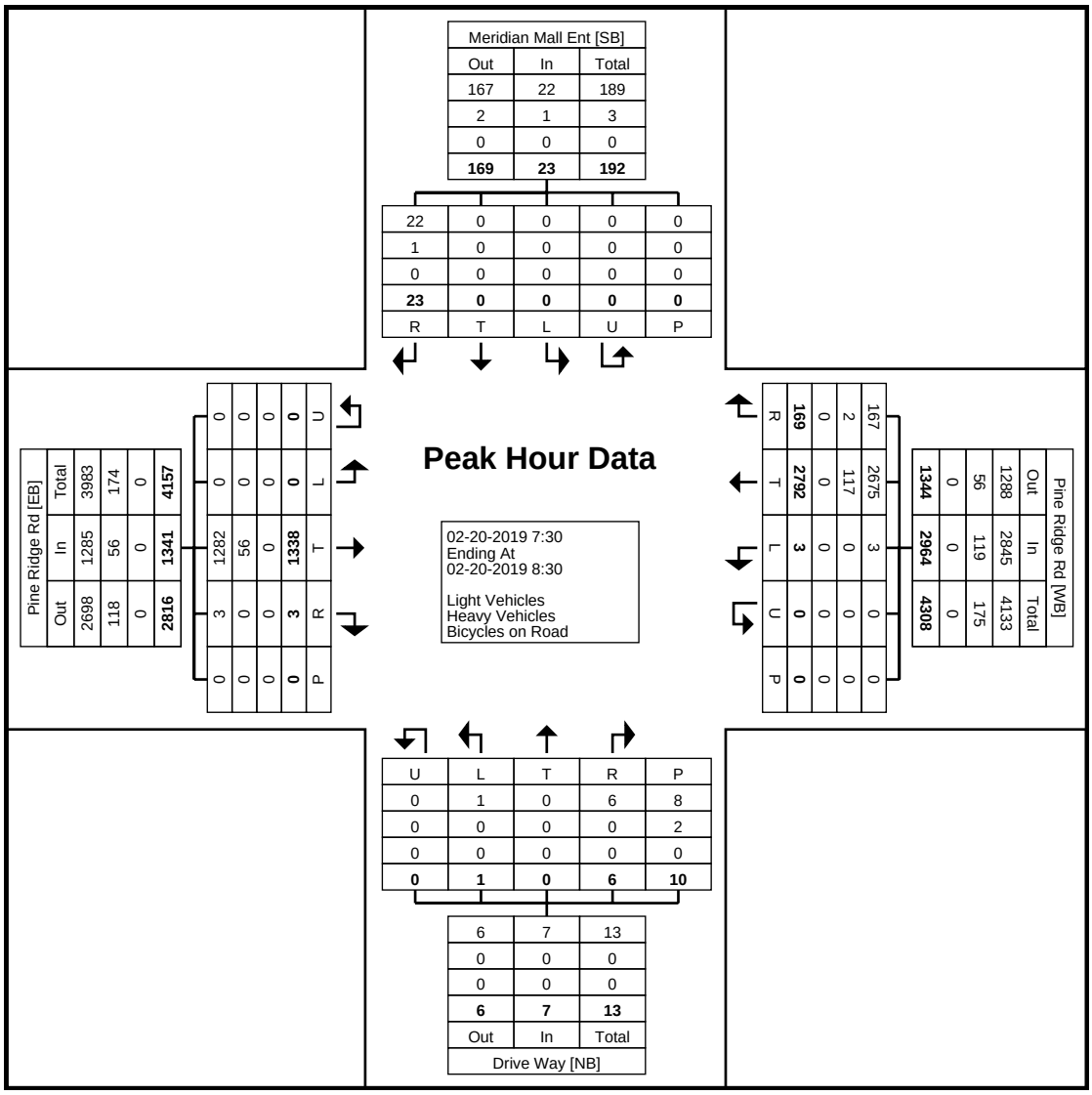
Pine Ridge Rd at Meridian Mall Ent
Wednesday TMC

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

Count Name: T-3_Pine Ridge Rd at Meridian Mall Ent
Site Code: 3
Start Date: 02-20-2019
Page No: 4



Turning Movement Peak Hour Data Plot (7:30)

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Pine Ridge Rd at Meridian Mall Ent
Wednesday TMC

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

Count Name: T-3_Pine Ridge Rd at Meridian Mall Ent
Site Code: 3
Start Date: 02-20-2019

Turning Movement Peak Hour Data (16:30)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Drive Way Northbound						Meridian Mall Ent Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:30	0	0	773	0	0	773	0	1	491	17	0	509	0	0	0	0	1	0	0	1	0	24	0	25	1307
16:45	0	0	706	0	0	706	0	0	487	14	0	501	0	0	0	0	0	0	0	0	0	16	0	16	1223
17:00	0	0	704	0	0	704	0	0	523	4	0	527	0	1	0	0	2	1	0	0	0	21	0	21	1253
17:15	0	0	822	1	0	823	0	0	501	6	0	507	0	0	0	0	1	0	0	0	0	14	0	14	1344
Total	0	0	3005	1	0	3006	0	1	2002	41	0	2044	0	1	0	0	4	1	0	1	0	75	0	76	5127
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	0.0	97.9	2.0	-	-	0.0	100.0	0.0	0.0	-	-	0.0	1.3	0.0	98.7	-	-	-
Total %	0.0	0.0	58.6	0.0	-	58.6	0.0	0.0	39.0	0.8	-	39.9	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	1.5	-	1.5	-
PHF	0.000	0.000	0.914	0.250	-	0.913	0.000	0.250	0.957	0.603	-	0.970	0.000	0.250	0.000	0.000	-	0.250	0.000	0.250	0.000	0.781	-	0.760	0.954
Light Vehicles	0	0	2964	0	0	2964	0	1	1957	41	0	1999	0	0	0	0	3	0	0	1	0	75	0	76	5039
% Light Vehicles	-	-	98.6	0.0	-	98.6	-	100.0	97.8	100.0	-	97.8	-	0.0	-	-	75.0	0.0	-	100.0	-	100.0	-	100.0	98.3
Heavy Vehicles	0	0	41	1	0	42	0	0	45	0	0	45	0	1	0	0	1	1	0	0	0	0	0	0	88
% Heavy Vehicles	-	-	1.4	100.0	-	1.4	-	0.0	2.2	0.0	-	2.2	-	100.0	-	-	25.0	100.0	-	0.0	-	0.0	-	0.0	1.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0

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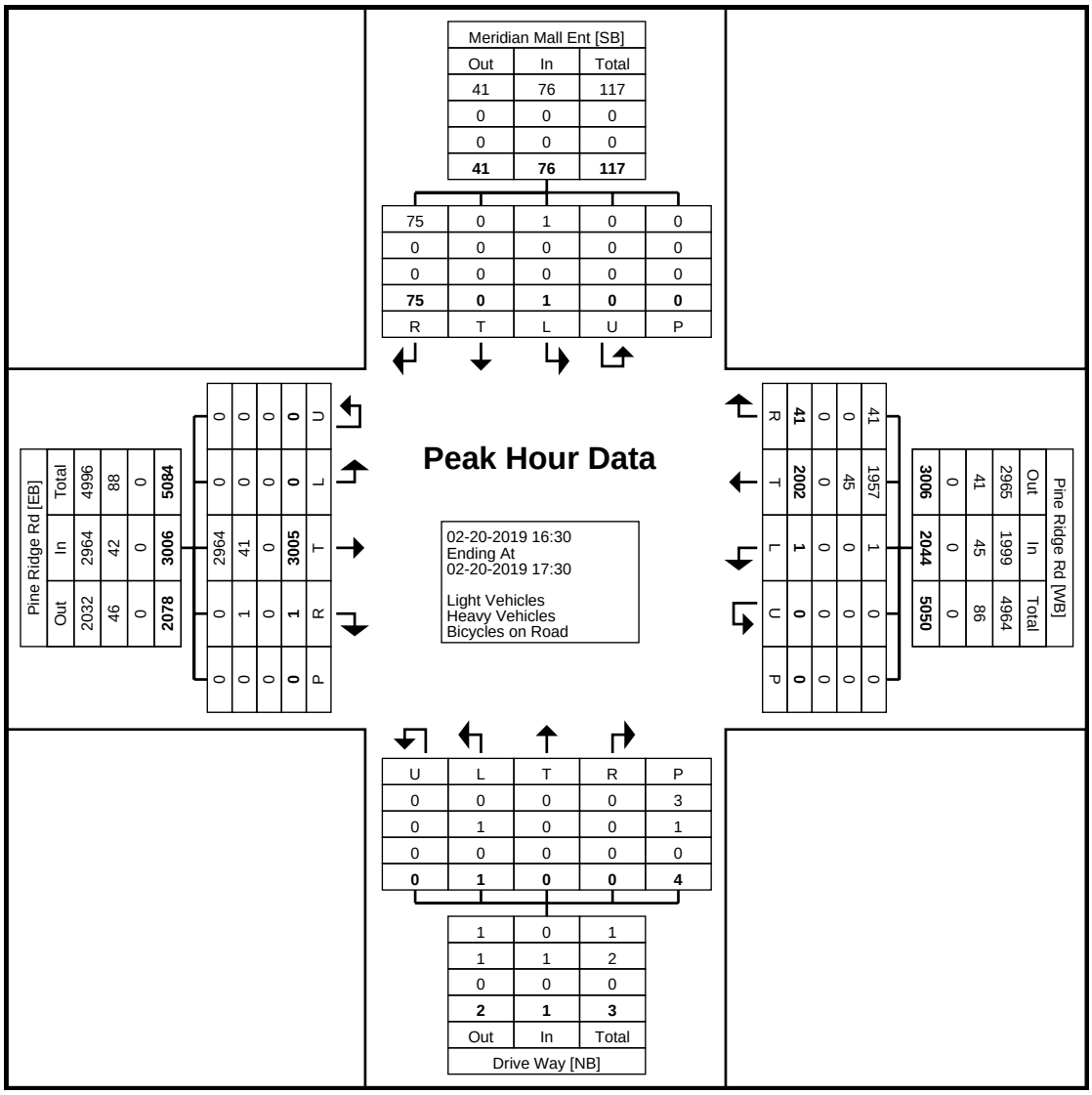
Pine Ridge Rd at Meridian Mall Ent
Wednesday TMC

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

Count Name: T-3_Pine Ridge Rd at Meridian Mall Ent
Site Code: 3
Start Date: 02-20-2019
Page No: 6



Turning Movement Peak Hour Data Plot (16:30)

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Pine Ridge Rd & Kraft Rd
Wednesday TMC

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

Count Name: T-4_Pine Ridge Rd & Kraft Rd
Site Code: 4
Start Date: 02-20-2019

Turning Movement Data

Start Time	Pine Ridge Rd Eastbound				Pine Ridge Rd Westbound						Kraft Rd Northbound				Suites By Wyndham Southbound				
	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	Int. Total
7:00	248	3	0	251	0	13	573	6	0	592	0	1	1	1	0	18	0	18	862
7:15	255	17	0	272	0	16	661	5	0	682	0	2	2	2	0	4	0	4	960
7:30	274	15	0	289	0	16	847	10	0	873	0	5	1	5	0	7	0	7	1174
7:45	320	20	0	340	0	22	801	11	0	834	0	7	0	7	0	21	0	21	1202
Hourly Total	1097	55	0	1152	0	67	2882	32	0	2981	0	15	4	15	0	50	0	50	4198
8:00	336	27	0	363	1	13	644	16	0	674	0	9	0	9	0	18	0	18	1064
8:15	350	22	0	372	3	17	792	10	0	822	0	5	3	5	0	5	5	5	1204
8:30	329	32	0	361	3	19	688	8	0	718	0	5	3	5	0	14	0	14	1098
8:45	327	21	0	348	1	13	714	10	0	738	0	13	0	13	0	14	0	14	1113
Hourly Total	1342	102	0	1444	8	62	2838	44	0	2952	0	32	6	32	0	51	5	51	4479
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	717	6	0	723	0	4	477	10	0	491	0	19	0	19	0	11	1	11	1244
16:15	685	13	0	698	0	2	487	14	0	503	0	22	1	22	0	7	0	7	1230
16:30	754	24	0	778	2	3	522	8	0	535	0	20	1	20	0	19	3	19	1352
16:45	717	12	0	729	2	5	490	13	0	510	0	21	1	21	0	15	0	15	1275
Hourly Total	2873	55	0	2928	4	14	1976	45	0	2039	0	82	3	82	0	52	4	52	5101
17:00	699	10	0	709	1	2	517	16	0	536	0	37	2	37	0	9	1	9	1291
17:15	835	12	0	847	0	1	525	11	3	537	0	22	3	22	0	15	0	15	1421
17:30	745	9	0	754	2	2	410	17	0	431	0	23	1	23	0	10	1	10	1218
17:45	670	10	0	680	2	4	454	13	0	473	0	12	0	12	0	10	0	10	1175
Hourly Total	2949	41	0	2990	5	9	1906	57	3	1977	0	94	6	94	0	44	2	44	5105
Grand Total	8261	253	0	8514	17	152	9602	178	3	9949	0	223	19	223	0	197	11	197	18883
Approach %	97.0	3.0	-	-	0.2	1.5	96.5	1.8	-	-	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	43.7	1.3	-	45.1	0.1	0.8	50.8	0.9	-	52.7	0.0	1.2	-	1.2	0.0	1.0	-	1.0	-
Light Vehicles	8035	248	0	8283	17	148	9289	178	3	9632	0	218	13	218	0	196	7	196	18329
% Light Vehicles	97.3	98.0	-	97.3	100.0	97.4	96.7	100.0	100.0	96.8	-	97.8	68.4	97.8	-	99.5	63.6	99.5	97.1
Heavy Vehicles	226	4	0	230	0	3	312	0	0	315	0	4	6	4	0	1	4	1	550
% Heavy Vehicles	2.7	1.6	-	2.7	0.0	2.0	3.2	0.0	0.0	3.2	-	1.8	31.6	1.8	-	0.5	36.4	0.5	2.9
Bicycles on Road	0	1	0	1	0	1	1	0	0	2	0	1	0	1	0	0	0	0	4
% Bicycles on Road	0.0	0.4	-	0.0	0.0	0.7	0.0	0.0	0.0	0.0	-	0.4	0.0	0.4	-	0.0	0.0	0.0	0.0

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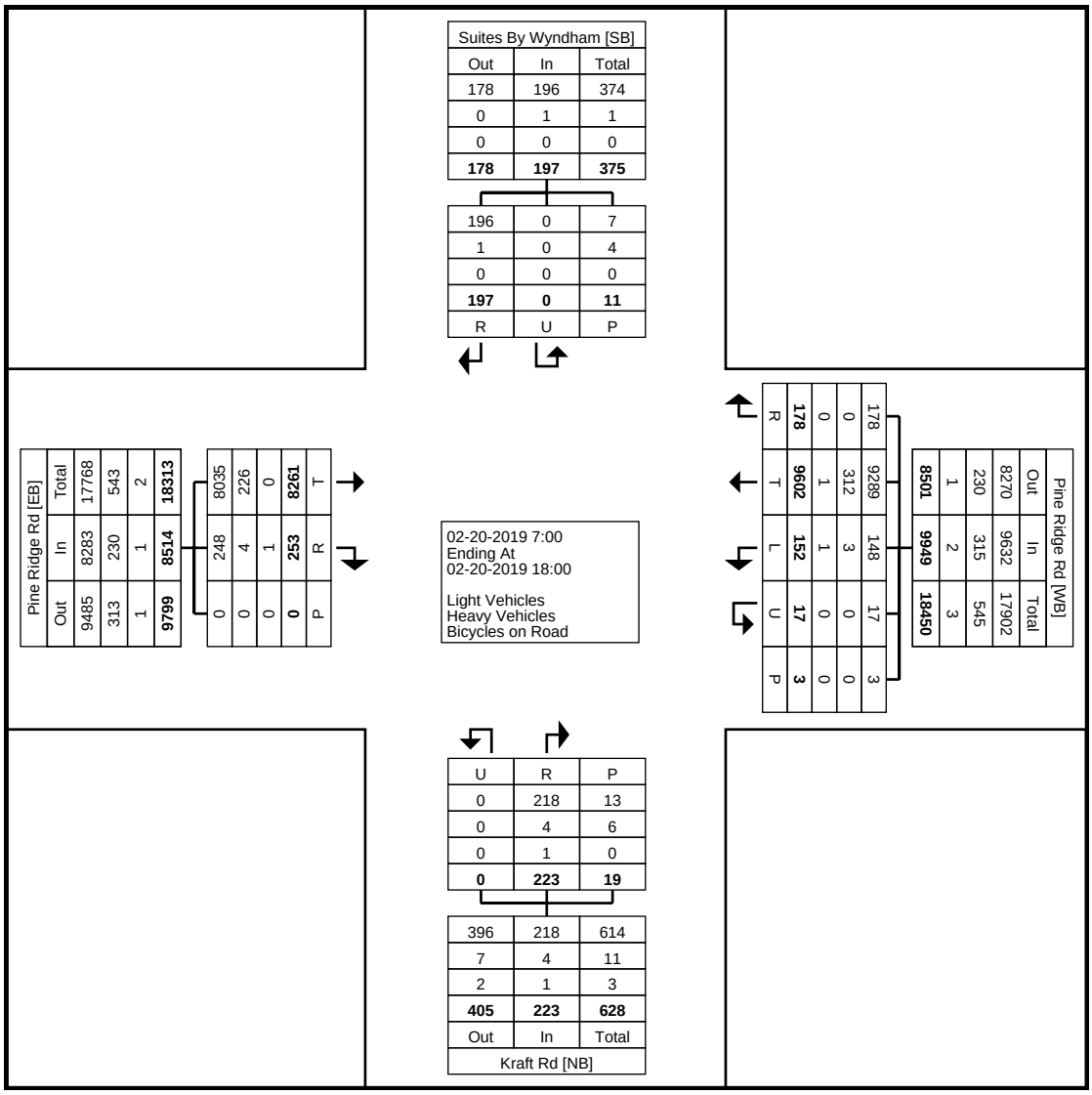
Pine Ridge Rd & Kraft Rd
Wednesday TMC

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

Count Name: T-4_Pine Ridge Rd & Kraft Rd
Site Code: 4
Start Date: 02-20-2019
Page No: 2



Turning Movement Data Plot

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Pine Ridge Rd & Kraft Rd
Wednesday TMC

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

Count Name: T-4_Pine Ridge Rd & Kraft Rd
Site Code: 4
Start Date: 02-20-2019

Turning Movement Peak Hour Data (7:30)

Start Time	Pine Ridge Rd Eastbound				Pine Ridge Rd Westbound						Kraft Rd Northbound				Suites By Wyndham Southbound				
	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	Int. Total
7:30	274	15	0	289	0	16	847	10	0	873	0	5	1	5	0	7	0	7	1174
7:45	320	20	0	340	0	22	801	11	0	834	0	7	0	7	0	21	0	21	1202
8:00	336	27	0	363	1	13	644	16	0	674	0	9	0	9	0	18	0	18	1064
8:15	350	22	0	372	3	17	792	10	0	822	0	5	3	5	0	5	5	5	1204
Total	1280	84	0	1364	4	68	3084	47	0	3203	0	26	4	26	0	51	5	51	4644
Approach %	93.8	6.2	-	-	0.1	2.1	96.3	1.5	-	-	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	27.6	1.8	-	29.4	0.1	1.5	66.4	1.0	-	69.0	0.0	0.6	-	0.6	0.0	1.1	-	1.1	-
PHF	0.914	0.778	-	0.917	0.333	0.773	0.910	0.734	-	0.917	0.000	0.722	-	0.722	0.000	0.607	-	0.607	0.964
Light Vehicles	1218	83	0	1301	4	68	2960	47	0	3079	0	24	4	24	0	51	4	51	4455
% Light Vehicles	95.2	98.8	-	95.4	100.0	100.0	96.0	100.0	-	96.1	-	92.3	100.0	92.3	-	100.0	80.0	100.0	95.9
Heavy Vehicles	62	1	0	63	0	0	124	0	0	124	0	2	0	2	0	0	1	0	189
% Heavy Vehicles	4.8	1.2	-	4.6	0.0	0.0	4.0	0.0	-	3.9	-	7.7	0.0	7.7	-	0.0	20.0	0.0	4.1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0

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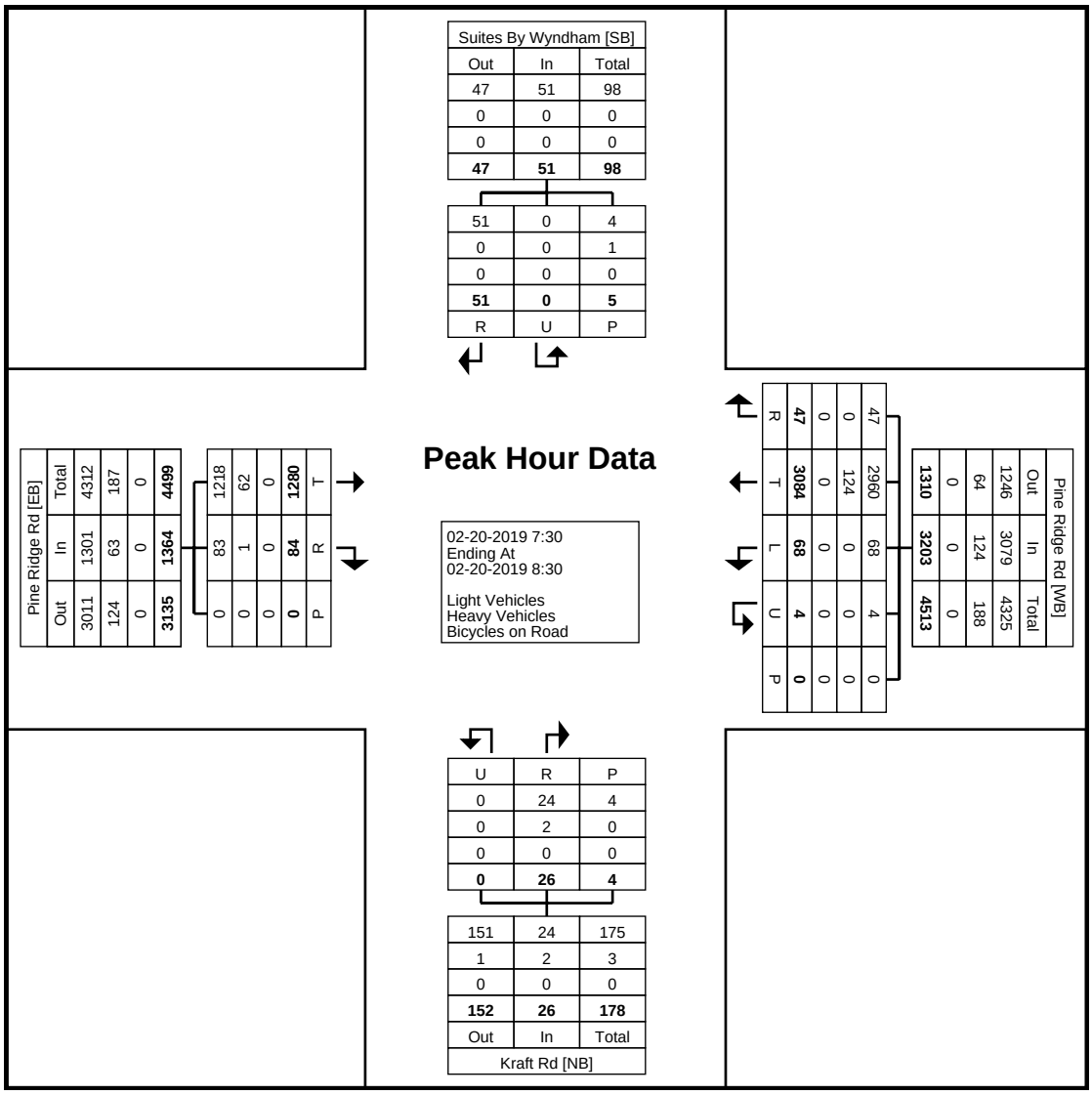
Pine Ridge Rd & Kraft Rd
Wednesday TMC

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

Count Name: T-4_Pine Ridge Rd & Kraft Rd
Site Code: 4
Start Date: 02-20-2019
Page No: 4



Turning Movement Peak Hour Data Plot (7:30)

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Pine Ridge Rd & Kraft Rd
Wednesday TMC

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

Count Name: T-4_Pine Ridge Rd & Kraft Rd
Site Code: 4
Start Date: 02-20-2019

Turning Movement Peak Hour Data (16:30)

Start Time	Pine Ridge Rd Eastbound				Pine Ridge Rd Westbound						Kraft Rd Northbound				Suites By Wyndham Southbound				
	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	Int. Total
16:30	754	24	0	778	2	3	522	8	0	535	0	20	1	20	0	19	3	19	1352
16:45	717	12	0	729	2	5	490	13	0	510	0	21	1	21	0	15	0	15	1275
17:00	699	10	0	709	1	2	517	16	0	536	0	37	2	37	0	9	1	9	1291
17:15	835	12	0	847	0	1	525	11	3	537	0	22	3	22	0	15	0	15	1421
Total	3005	58	0	3063	5	11	2054	48	3	2118	0	100	7	100	0	58	4	58	5339
Approach %	98.1	1.9	-	-	0.2	0.5	97.0	2.3	-	-	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	56.3	1.1	-	57.4	0.1	0.2	38.5	0.9	-	39.7	0.0	1.9	-	1.9	0.0	1.1	-	1.1	-
PHF	0.900	0.604	-	0.904	0.625	0.550	0.978	0.750	-	0.986	0.000	0.676	-	0.676	0.000	0.763	-	0.763	0.939
Light Vehicles	2964	58	0	3022	5	11	2014	48	3	2078	0	99	5	99	0	57	3	57	5256
% Light Vehicles	98.6	100.0	-	98.7	100.0	100.0	98.1	100.0	100.0	98.1	-	99.0	71.4	99.0	-	98.3	75.0	98.3	98.4
Heavy Vehicles	41	0	0	41	0	0	40	0	0	40	0	0	2	0	0	1	1	1	82
% Heavy Vehicles	1.4	0.0	-	1.3	0.0	0.0	1.9	0.0	0.0	1.9	-	0.0	28.6	0.0	-	1.7	25.0	1.7	1.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	1.0	0.0	1.0	-	0.0	0.0	0.0	0.0

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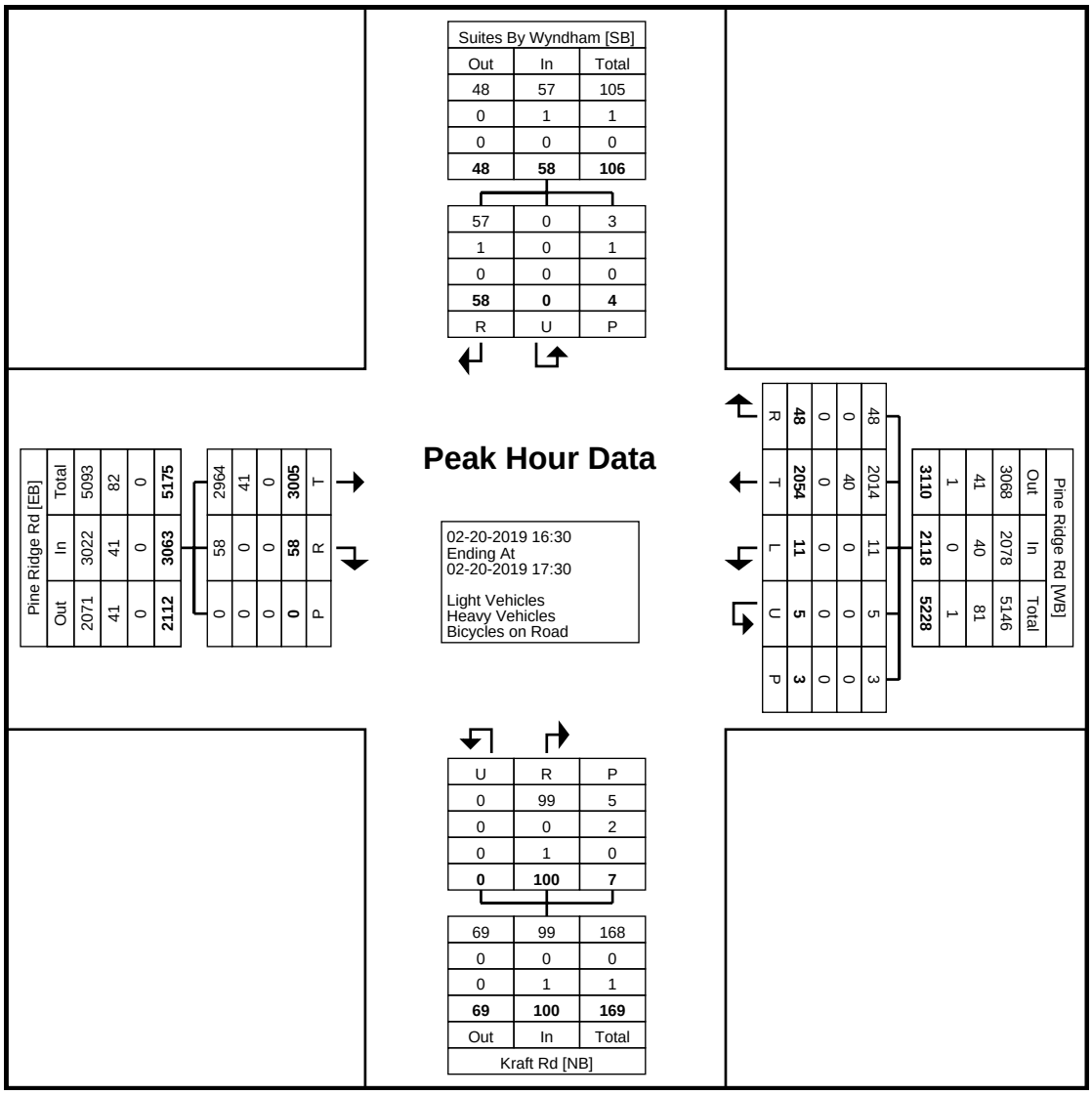
Pine Ridge Rd & Kraft Rd
Wednesday TMC

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

Count Name: T-4_Pine Ridge Rd & Kraft Rd
Site Code: 4
Start Date: 02-20-2019
Page No: 6



Turning Movement Peak Hour Data Plot (16:30)

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Pine Ridge Rd & Whippoorwill Ln
Wednesday TMC

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

Count Name: T-5_Pine Ridge Rd & Whippoorwill Ln
Site Code: 5
Start Date: 02-20-2019

Turning Movement Data

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Whippoorwill Ln Northbound						Whippoorwill Ln Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	10	6	200	26	0	242	1	33	498	26	0	558	0	52	1	38	0	91	0	12	1	18	0	31	922
7:15	4	4	202	18	0	228	6	27	598	21	0	652	0	66	3	40	0	109	0	5	1	21	0	27	1016
7:30	6	7	268	17	0	298	6	23	741	21	0	791	0	90	4	43	0	137	0	8	1	28	0	37	1263
7:45	8	10	258	35	0	311	8	30	715	28	0	781	0	94	5	45	0	144	0	15	0	23	1	38	1274
Hourly Total	28	27	928	96	0	1079	21	113	2552	96	0	2782	0	302	13	166	0	481	0	40	3	90	1	133	4475
8:00	6	13	265	37	0	321	5	59	558	34	0	656	1	95	2	53	0	151	0	10	2	29	0	41	1169
8:15	10	15	286	59	0	370	4	66	626	18	0	714	0	86	3	40	1	129	0	10	1	29	0	40	1253
8:30	9	11	288	46	0	354	7	49	579	35	0	670	0	95	7	38	1	140	0	16	0	24	0	40	1204
8:45	13	11	278	34	2	336	6	54	542	28	0	630	0	84	4	51	0	139	0	11	3	26	2	40	1145
Hourly Total	38	50	1117	176	2	1381	22	228	2305	115	0	2670	1	360	16	182	2	559	0	47	6	108	2	161	4771
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	26	25	600	86	0	737	13	40	377	26	0	456	0	63	2	44	0	109	0	21	0	24	5	45	1347
16:15	22	23	558	87	0	690	8	43	411	28	0	490	0	59	2	42	0	103	0	31	5	18	0	54	1337
16:30	18	22	682	74	0	796	5	42	414	23	0	484	0	65	1	42	0	108	0	18	4	19	0	41	1429
16:45	26	27	626	79	0	758	0	22	397	26	0	445	0	77	2	38	0	117	0	37	2	16	2	55	1375
Hourly Total	92	97	2466	326	0	2981	26	147	1599	103	0	1875	0	264	7	166	0	437	0	107	11	77	7	195	5488
17:00	30	23	585	72	0	710	7	45	435	29	0	516	0	74	3	68	0	145	0	37	7	19	0	63	1434
17:15	20	23	730	99	0	872	7	25	405	27	0	464	0	71	4	45	0	120	0	32	4	18	0	54	1510
17:30	14	21	601	115	0	751	5	38	330	23	0	396	0	74	1	46	0	121	0	35	7	10	0	52	1320
17:45	16	14	539	90	0	659	9	45	398	33	0	485	0	59	1	52	0	112	0	27	10	14	0	51	1307
Hourly Total	80	81	2455	376	0	2992	28	153	1568	112	0	1861	0	278	9	211	0	498	0	131	28	61	0	220	5571
Grand Total	238	255	6966	974	2	8433	97	641	8024	426	0	9188	1	1204	45	725	2	1975	0	325	48	336	10	709	20305
Approach %	2.8	3.0	82.6	11.5	-	-	1.1	7.0	87.3	4.6	-	-	0.1	61.0	2.3	36.7	-	-	0.0	45.8	6.8	47.4	-	-	-
Total %	1.2	1.3	34.3	4.8	-	41.5	0.5	3.2	39.5	2.1	-	45.2	0.0	5.9	0.2	3.6	-	9.7	0.0	1.6	0.2	1.7	-	3.5	-
Light Vehicles	238	249	6772	956	2	8215	95	629	7778	383	0	8885	1	1187	42	716	2	1946	0	311	44	306	6	661	19707
% Light Vehicles	100.0	97.6	97.2	98.2	100.0	97.4	97.9	98.1	96.9	89.9	-	96.7	100.0	98.6	93.3	98.8	100.0	98.5	-	95.7	91.7	91.1	60.0	93.2	97.1
Heavy Vehicles	0	6	194	18	0	218	2	12	246	42	0	302	0	17	3	9	0	29	0	14	4	30	4	48	597
% Heavy Vehicles	0.0	2.4	2.8	1.8	0.0	2.6	2.1	1.9	3.1	9.9	-	3.3	0.0	1.4	6.7	1.2	0.0	1.5	-	4.3	8.3	8.9	40.0	6.8	2.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0

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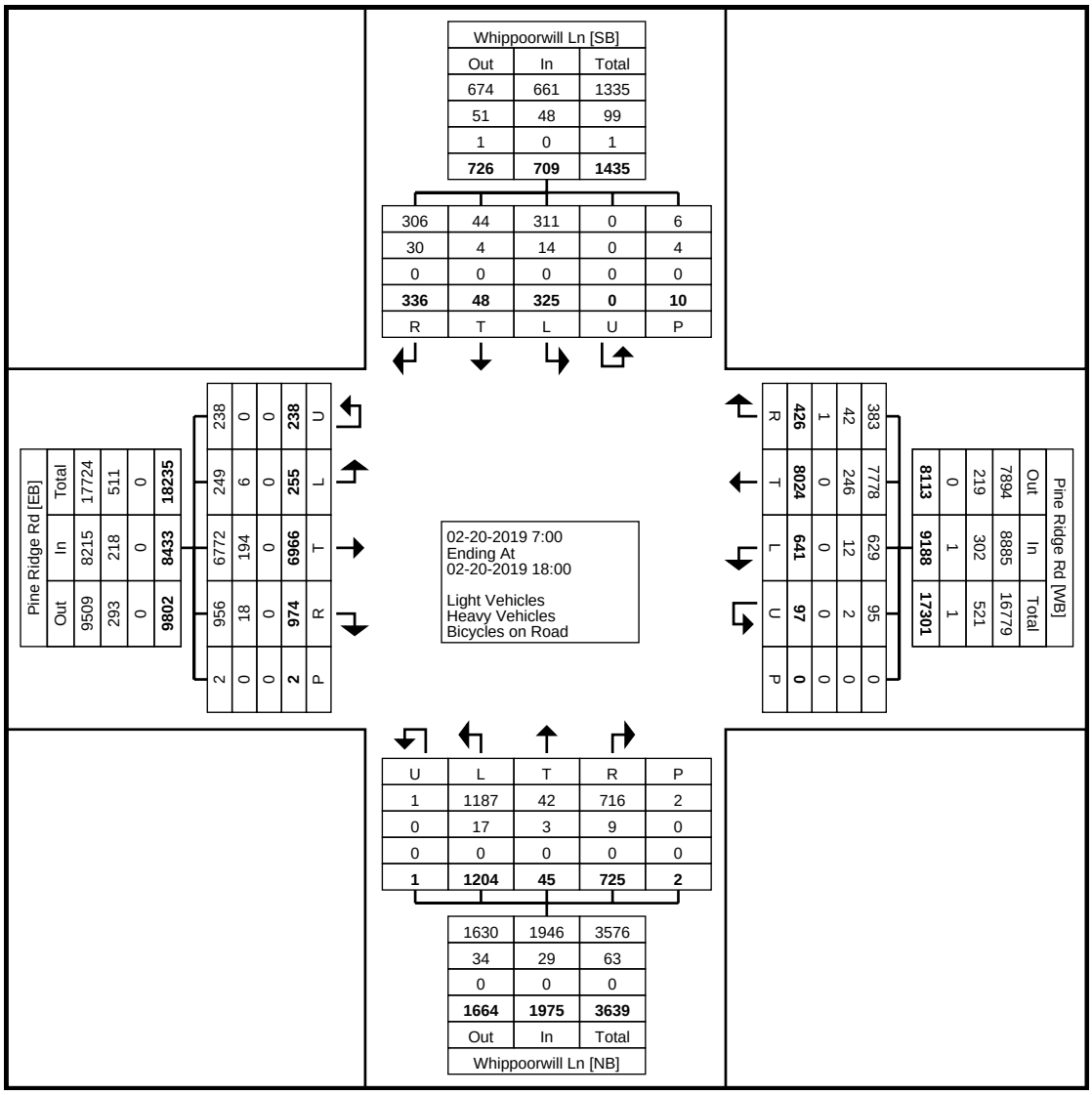
Pine Ridge Rd & Whippoorwill Ln
Wednesday TMC

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

Count Name: T-5_Pine Ridge Rd & Whippoorwill Ln
Site Code: 5
Start Date: 02-20-2019
Page No: 2



Turning Movement Data Plot

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Pine Ridge Rd & Whippoorwill Ln
Wednesday TMC

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

Count Name: T-5_Pine Ridge Rd & Whippoorwill Ln
Site Code: 5
Start Date: 02-20-2019

Turning Movement Peak Hour Data (7:30)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Whippoorwill Ln Northbound						Whippoorwill Ln Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30	6	7	268	17	0	298	6	23	741	21	0	791	0	90	4	43	0	137	0	8	1	28	0	37	1263
7:45	8	10	258	35	0	311	8	30	715	28	0	781	0	94	5	45	0	144	0	15	0	23	1	38	1274
8:00	6	13	265	37	0	321	5	59	558	34	0	656	1	95	2	53	0	151	0	10	2	29	0	41	1169
8:15	10	15	286	59	0	370	4	66	626	18	0	714	0	86	3	40	1	129	0	10	1	29	0	40	1253
Total	30	45	1077	148	0	1300	23	178	2640	101	0	2942	1	365	14	181	1	561	0	43	4	109	1	156	4959
Approach %	2.3	3.5	82.8	11.4	-	-	0.8	6.1	89.7	3.4	-	-	0.2	65.1	2.5	32.3	-	-	0.0	27.6	2.6	69.9	-	-	-
Total %	0.6	0.9	21.7	3.0	-	26.2	0.5	3.6	53.2	2.0	-	59.3	0.0	7.4	0.3	3.6	-	11.3	0.0	0.9	0.1	2.2	-	3.1	-
PHF	0.750	0.750	0.941	0.627	-	0.878	0.719	0.674	0.891	0.743	-	0.930	0.250	0.961	0.700	0.854	-	0.929	0.000	0.717	0.500	0.940	-	0.951	0.973
Light Vehicles	30	43	1023	144	0	1240	22	172	2545	84	0	2823	1	360	13	178	1	552	0	39	2	91	0	132	4747
% Light Vehicles	100.0	95.6	95.0	97.3	-	95.4	95.7	96.6	96.4	83.2	-	96.0	100.0	98.6	92.9	98.3	100.0	98.4	-	90.7	50.0	83.5	0.0	84.6	95.7
Heavy Vehicles	0	2	54	4	0	60	1	6	95	17	0	119	0	5	1	3	0	9	0	4	2	18	1	24	212
% Heavy Vehicles	0.0	4.4	5.0	2.7	-	4.6	4.3	3.4	3.6	16.8	-	4.0	0.0	1.4	7.1	1.7	0.0	1.6	-	9.3	50.0	16.5	100.0	15.4	4.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0

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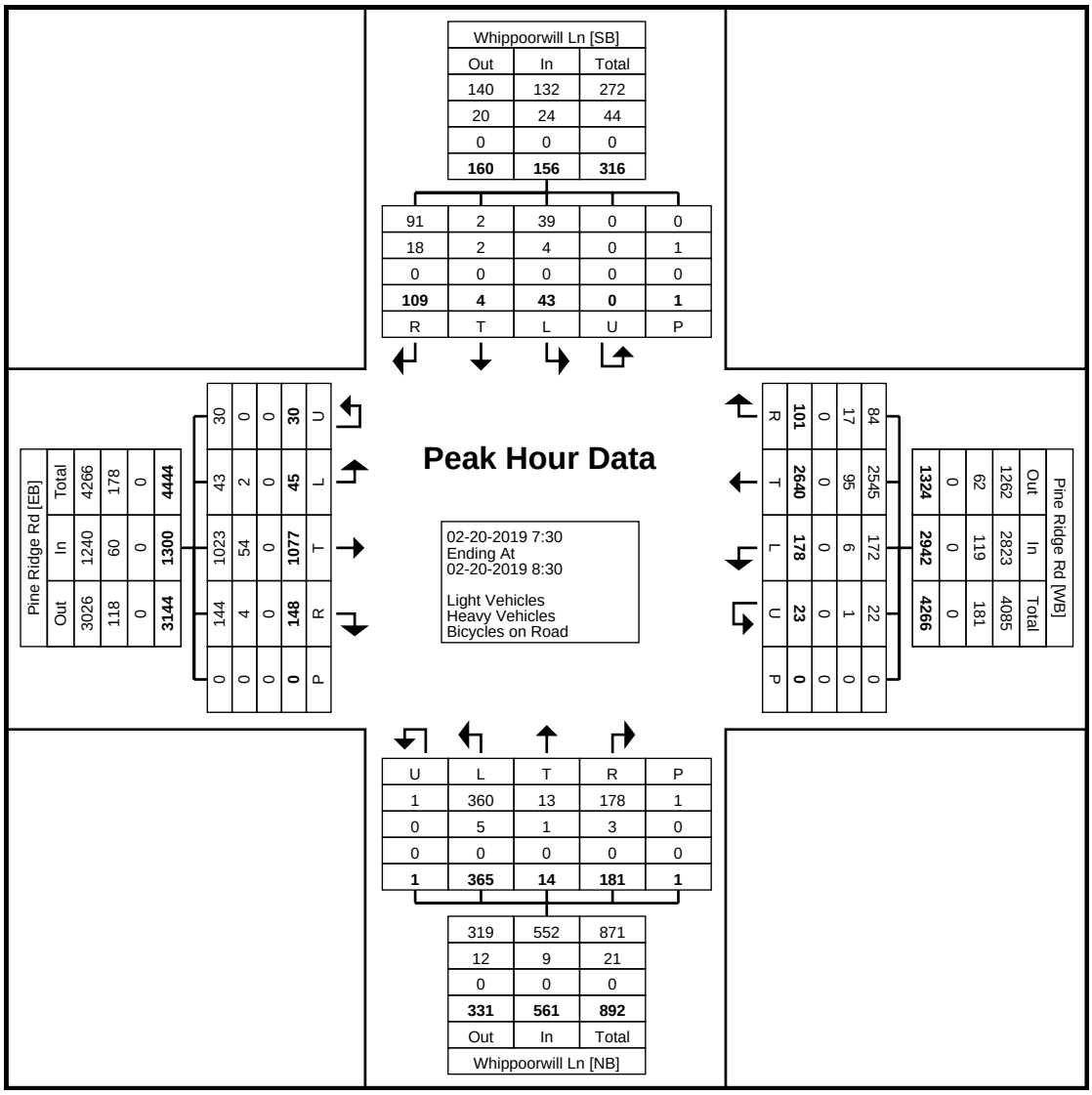
Pine Ridge Rd & Whippoorwill Ln
Wednesday TMC

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

Count Name: T-5_Pine Ridge Rd & Whippoorwill Ln
Site Code: 5
Start Date: 02-20-2019
Page No: 4



Turning Movement Peak Hour Data Plot (7:30)

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Pine Ridge Rd & Whippoorwill Ln
Wednesday TMC

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

Count Name: T-5_Pine Ridge Rd & Whippoorwill Ln
Site Code: 5
Start Date: 02-20-2019

Turning Movement Peak Hour Data (16:30)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Whippoorwill Ln Northbound						Whippoorwill Ln Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:30	18	22	682	74	0	796	5	42	414	23	0	484	0	65	1	42	0	108	0	18	4	19	0	41	1429
16:45	26	27	626	79	0	758	0	22	397	26	0	445	0	77	2	38	0	117	0	37	2	16	2	55	1375
17:00	30	23	585	72	0	710	7	45	435	29	0	516	0	74	3	68	0	145	0	37	7	19	0	63	1434
17:15	20	23	730	99	0	872	7	25	405	27	0	464	0	71	4	45	0	120	0	32	4	18	0	54	1510
Total	94	95	2623	324	0	3136	19	134	1651	105	0	1909	0	287	10	193	0	490	0	124	17	72	2	213	5748
Approach %	3.0	3.0	83.6	10.3	-	-	1.0	7.0	86.5	5.5	-	-	0.0	58.6	2.0	39.4	-	-	0.0	58.2	8.0	33.8	-	-	-
Total %	1.6	1.7	45.6	5.6	-	54.6	0.3	2.3	28.7	1.8	-	33.2	0.0	5.0	0.2	3.4	-	8.5	0.0	2.2	0.3	1.3	-	3.7	-
PHF	0.783	0.880	0.898	0.818	-	0.899	0.679	0.744	0.949	0.905	-	0.925	0.000	0.932	0.625	0.710	-	0.845	0.000	0.838	0.607	0.947	-	0.845	0.952
Light Vehicles	94	94	2590	322	0	3100	19	132	1608	101	0	1860	0	287	10	191	0	488	0	121	17	71	0	209	5657
% Light Vehicles	100.0	98.9	98.7	99.4	-	98.9	100.0	98.5	97.4	96.2	-	97.4	-	100.0	100.0	99.0	-	99.6	-	97.6	100.0	98.6	0.0	98.1	98.4
Heavy Vehicles	0	1	33	2	0	36	0	2	43	4	0	49	0	0	0	2	0	2	0	3	0	1	2	4	91
% Heavy Vehicles	0.0	1.1	1.3	0.6	-	1.1	0.0	1.5	2.6	3.8	-	2.6	-	0.0	0.0	1.0	-	0.4	-	2.4	0.0	1.4	100.0	1.9	1.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0

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Pine Ridge Rd & Whippoorwill Ln
Wednesday TMC

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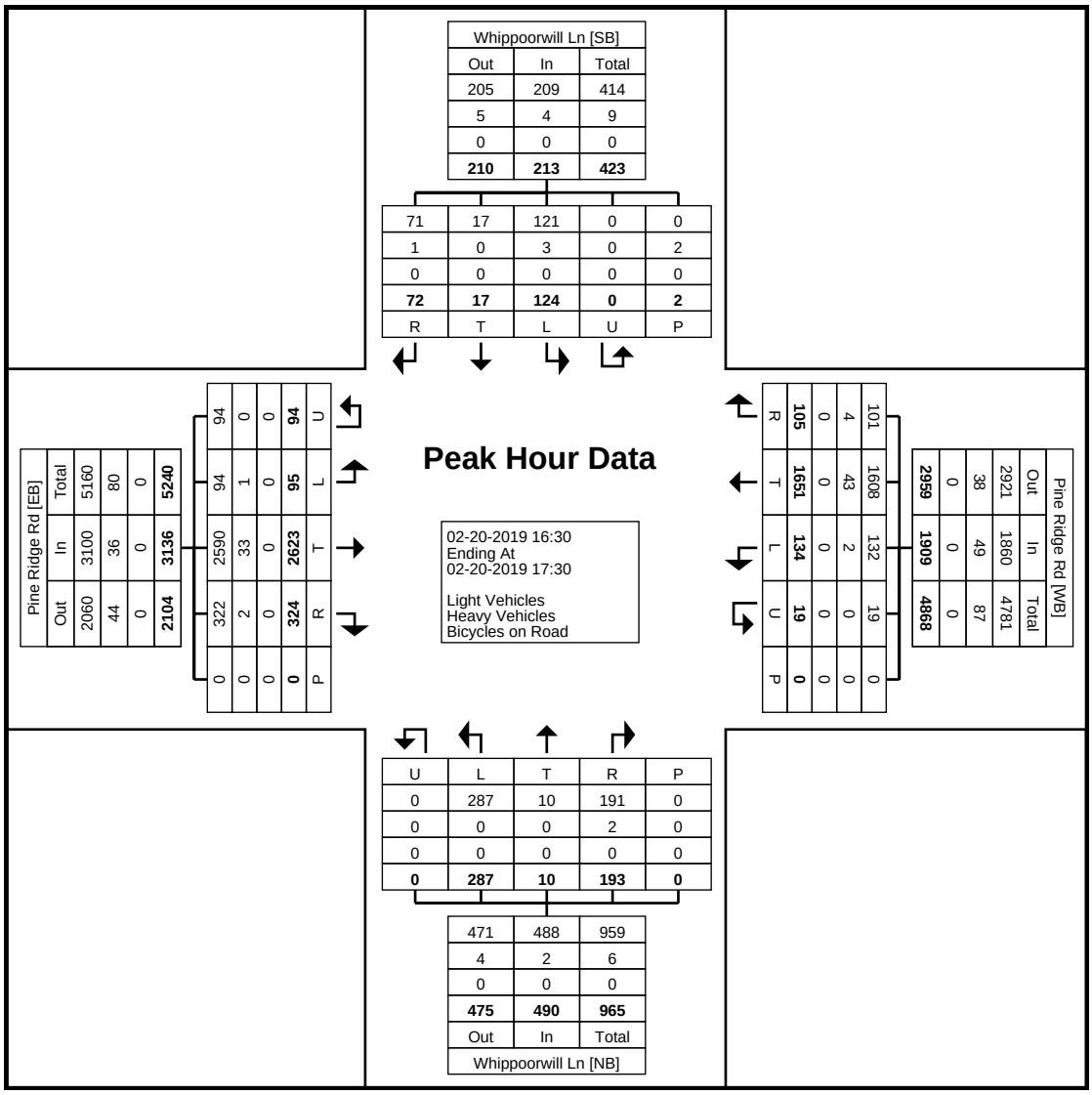
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-5_Pine Ridge Rd & Whippoorwill Ln
Site Code: 5
Start Date: 02-20-2019
Page No: 6



Whippoorwill Ln [SB]		
Out	In	Total
205	209	414
5	4	9
0	0	0
210	**213**	**423**

71	17	121	0	0
1	0	3	0	2
0	0	0	0	0
72	**17**	**124**	**0**	**2**
R	T	L	U	P

Pine Ridge Rd [EB]					
	Out	In	Total		
	2060	3100	5160		
	44	36	80		
	0	0	0		
	2104	**3136**	**5240**		

94	0	0	**94**	U	
94	1	0	**95**	L	
2590	33	0	**2623**	T	
322	2	0	**324**	R	
0	0	0	**0**	P	

R	**105**	0	4	101	
T	**1651**	0	43	1608	
L	**134**	0	2	132	
U	**19**	0	0	19	
P	**0**	0	0	0	

Pine Ridge Rd [WB]			
Out	In	Total	
2921	1860	4781	
38	49	87	
0	0	0	
2959	**1909**	**4868**	

U	L	T	R	P
0	287	10	191	0
0	0	0	2	0
0	0	0	0	0
0	**287**	**10**	**193**	**0**

471	488	959
4	2	6
0	0	0
475	**490**	**965**
Out	In	Total
Whippoorwill Ln [NB]		

Turning Movement Peak Hour Data Plot (16:30)

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

Pine Ridge Rd at Larson Way
Wednesday TMC

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

Count Name: T-6_Pine Ridge Rd at Larson Way
Site Code: 6
Start Date: 02-20-2019

Turning Movement Data

Start Time	Pine Ridge Rd Eastbound				Pine Ridge Rd Westbound			Larson Way Northbound				
	Thru	Right	Peds	App. Total	Thru	Peds	App. Total	U-Turn	Right	Peds	App. Total	Int. Total
7:00	243	9	0	252	567	0	567	0	14	0	14	833
7:15	249	19	0	268	673	0	673	0	22	0	22	963
7:30	286	28	0	314	789	0	789	0	36	0	36	1139
7:45	275	21	0	296	808	0	808	0	32	0	32	1136
Hourly Total	1053	77	0	1130	2837	0	2837	0	104	0	104	4071
8:00	305	23	0	328	687	0	687	1	33	0	34	1049
8:15	328	26	0	354	716	0	716	0	44	0	44	1114
8:30	307	20	0	327	668	0	668	1	32	0	33	1028
8:45	327	20	0	347	641	0	641	0	29	0	29	1017
Hourly Total	1267	89	0	1356	2712	0	2712	2	138	0	140	4208
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-
16:00	665	32	0	697	445	0	445	0	42	0	42	1184
16:15	613	30	0	643	504	0	504	0	28	0	28	1175
16:30	690	32	0	722	475	0	475	0	39	0	39	1236
16:45	686	32	0	718	473	0	473	0	53	0	53	1244
Hourly Total	2654	126	0	2780	1897	0	1897	0	162	0	162	4839
17:00	684	33	0	717	503	0	503	0	36	0	36	1256
17:15	762	41	0	803	476	0	476	0	48	0	48	1327
17:30	688	33	0	721	408	0	408	0	41	0	41	1170
17:45	645	31	0	676	480	0	480	0	50	0	50	1206
Hourly Total	2779	138	0	2917	1867	0	1867	0	175	0	175	4959
Grand Total	7753	430	0	8183	9313	0	9313	2	579	0	581	18077
Approach %	94.7	5.3	-	-	100.0	-	-	0.3	99.7	-	-	-
Total %	42.9	2.4	-	45.3	51.5	-	51.5	0.0	3.2	-	3.2	-
Light Vehicles	7547	410	0	7957	9021	0	9021	2	553	0	555	17533
% Light Vehicles	97.3	95.3	-	97.2	96.9	-	96.9	100.0	95.5	-	95.5	97.0
Heavy Vehicles	206	20	0	226	292	0	292	0	25	0	25	543
% Heavy Vehicles	2.7	4.7	-	2.8	3.1	-	3.1	0.0	4.3	-	4.3	3.0
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	1	1
% Bicycles on Road	0.0	0.0	-	0.0	0.0	-	0.0	0.0	0.2	-	0.2	0.0

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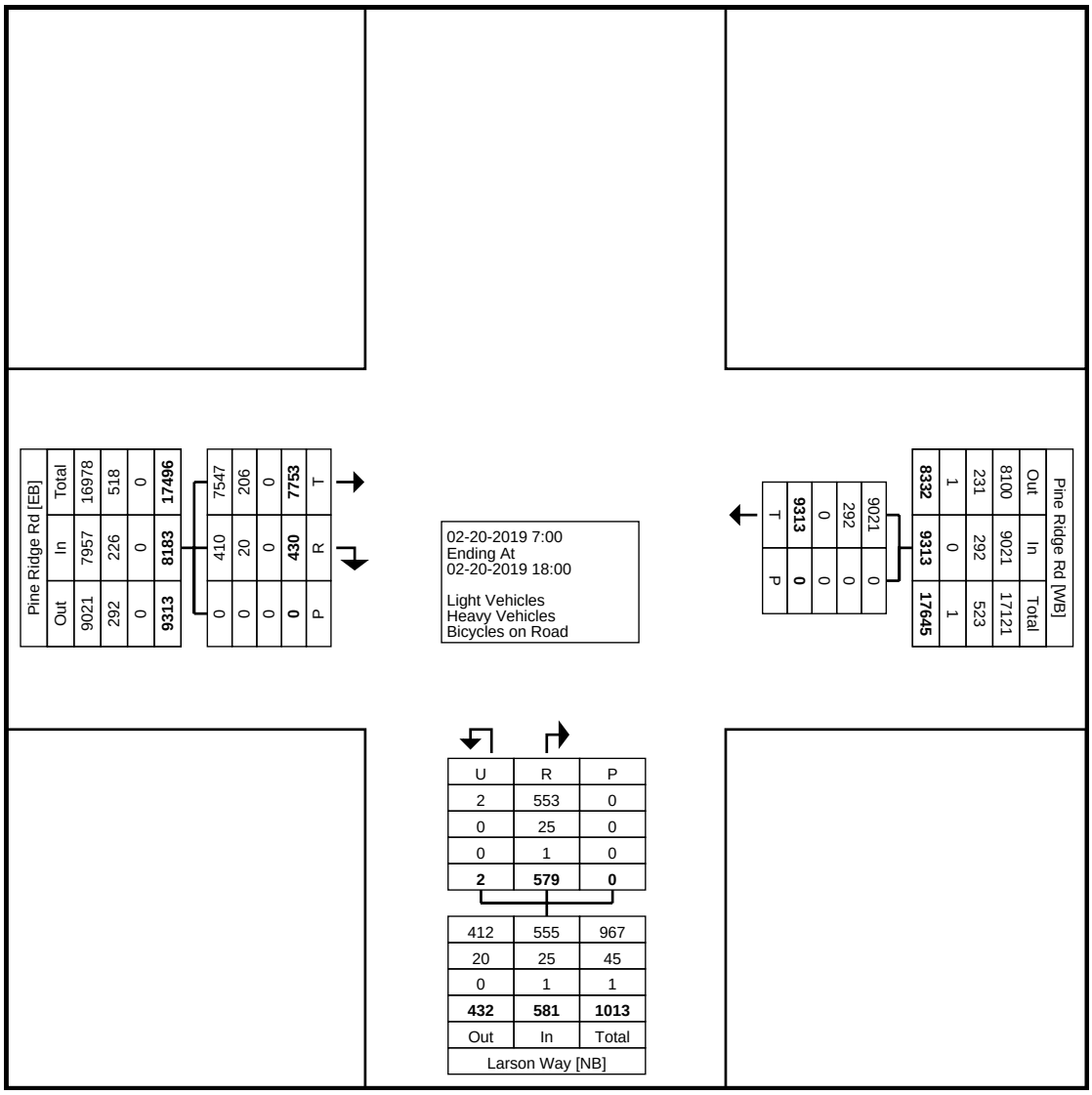
Pine Ridge Rd at Larson Way
Wednesday TMC

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

Count Name: T-6_Pine Ridge Rd at Larson Way
Site Code: 6
Start Date: 02-20-2019
Page No: 2



Turning Movement Data Plot

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Pine Ridge Rd at Larson Way
Wednesday TMC

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

Count Name: T-6_Pine Ridge Rd at Larson Way
Site Code: 6
Start Date: 02-20-2019

Turning Movement Peak Hour Data (7:30)

Start Time	Pine Ridge Rd Eastbound				Pine Ridge Rd Westbound			Larson Way Northbound				
	Thru	Right	Peds	App. Total	Thru	Peds	App. Total	U-Turn	Right	Peds	App. Total	Int. Total
7:30	286	28	0	314	789	0	789	0	36	0	36	1139
7:45	275	21	0	296	808	0	808	0	32	0	32	1136
8:00	305	23	0	328	687	0	687	1	33	0	34	1049
8:15	328	26	0	354	716	0	716	0	44	0	44	1114
Total	1194	98	0	1292	3000	0	3000	1	145	0	146	4438
Approach %	92.4	7.6	-	-	100.0	-	-	0.7	99.3	-	-	-
Total %	26.9	2.2	-	29.1	67.6	-	67.6	0.0	3.3	-	3.3	-
PHF	0.910	0.875	-	0.912	0.928	-	0.928	0.250	0.824	-	0.830	0.974
Light Vehicles	1146	92	0	1238	2882	0	2882	1	138	0	139	4259
% Light Vehicles	96.0	93.9	-	95.8	96.1	-	96.1	100.0	95.2	-	95.2	96.0
Heavy Vehicles	48	6	0	54	118	0	118	0	6	0	6	178
% Heavy Vehicles	4.0	6.1	-	4.2	3.9	-	3.9	0.0	4.1	-	4.1	4.0
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	1	1
% Bicycles on Road	0.0	0.0	-	0.0	0.0	-	0.0	0.0	0.7	-	0.7	0.0

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Pine Ridge Rd at Larson Way
Wednesday TMC

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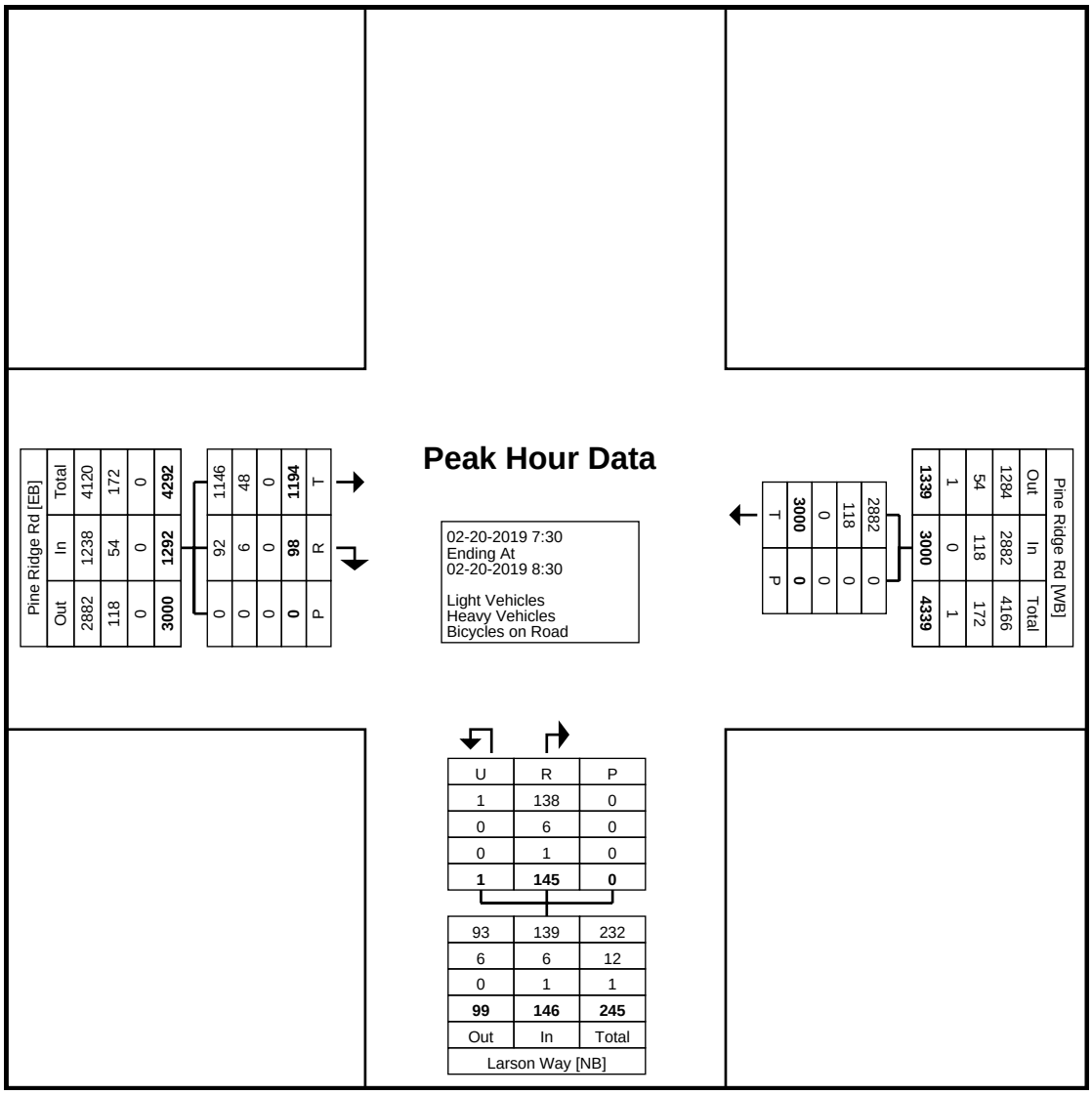
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-6_Pine Ridge Rd at Larson Way
Site Code: 6
Start Date: 02-20-2019
Page No: 4



Turning Movement Peak Hour Data Plot (7:30)

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Pine Ridge Rd at Larson Way
Wednesday TMC

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

Count Name: T-6_Pine Ridge Rd at Larson Way
Site Code: 6
Start Date: 02-20-2019

Turning Movement Peak Hour Data (16:30)

Start Time	Pine Ridge Rd Eastbound				Pine Ridge Rd Westbound			Larson Way Northbound				
	Thru	Right	Peds	App. Total	Thru	Peds	App. Total	U-Turn	Right	Peds	App. Total	Int. Total
16:30	690	32	0	722	475	0	475	0	39	0	39	1236
16:45	686	32	0	718	473	0	473	0	53	0	53	1244
17:00	684	33	0	717	503	0	503	0	36	0	36	1256
17:15	762	41	0	803	476	0	476	0	48	0	48	1327
Total	2822	138	0	2960	1927	0	1927	0	176	0	176	5063
Approach %	95.3	4.7	-	-	100.0	-	-	0.0	100.0	-	-	-
Total %	55.7	2.7	-	58.5	38.1	-	38.1	0.0	3.5	-	3.5	-
PHF	0.926	0.841	-	0.922	0.958	-	0.958	0.000	0.830	-	0.830	0.954
Light Vehicles	2779	135	0	2914	1885	0	1885	0	171	0	171	4970
% Light Vehicles	98.5	97.8	-	98.4	97.8	-	97.8	-	97.2	-	97.2	98.2
Heavy Vehicles	43	3	0	46	42	0	42	0	5	0	5	93
% Heavy Vehicles	1.5	2.2	-	1.6	2.2	-	2.2	-	2.8	-	2.8	1.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0

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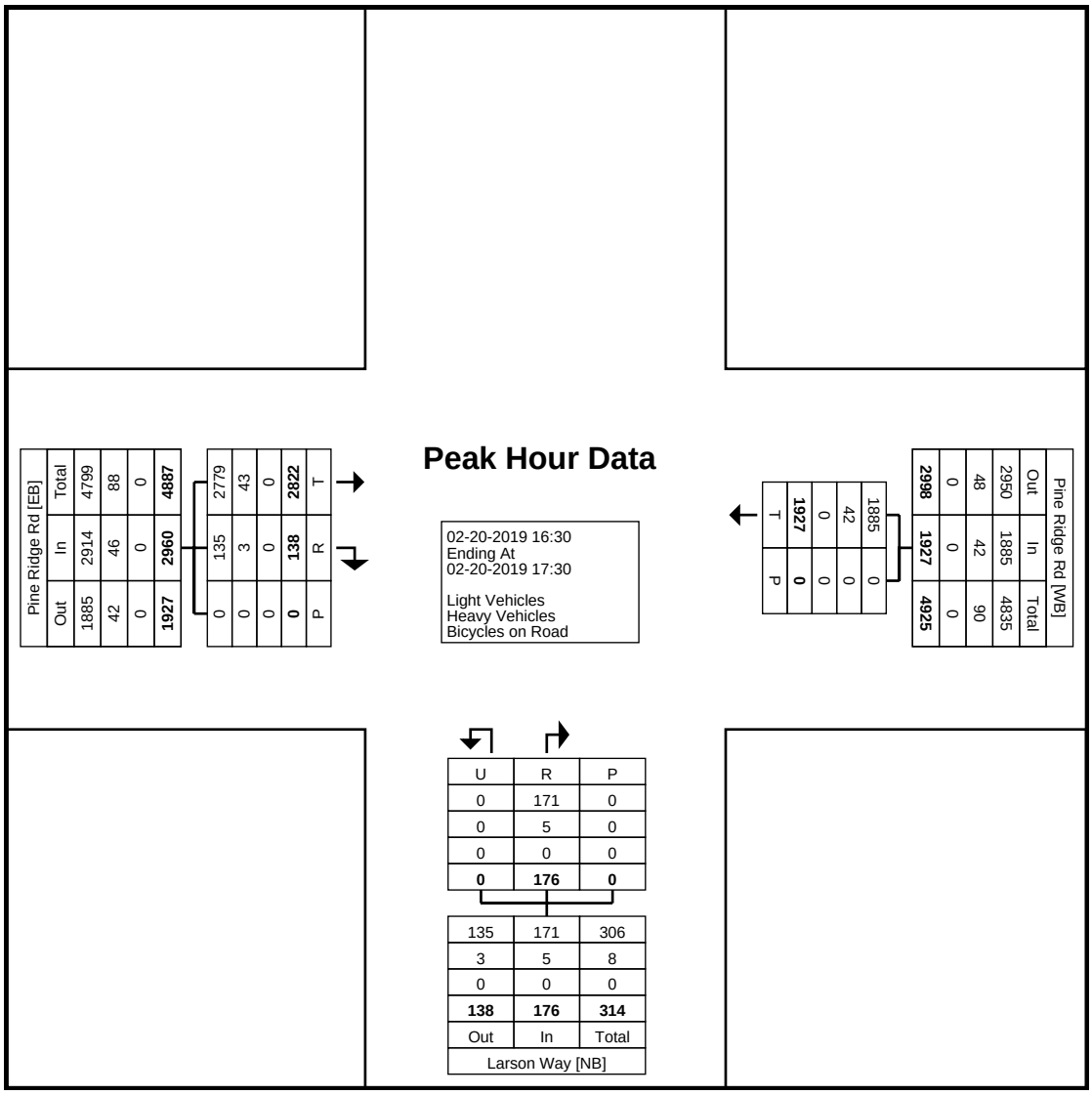
Pine Ridge Rd at Larson Way
Wednesday TMC

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

Count Name: T-6_Pine Ridge Rd at Larson Way
Site Code: 6
Start Date: 02-20-2019
Page No: 6



Turning Movement Peak Hour Data Plot (16:30)

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Pine Ridge Rd & I-75 SB Ramps
Wednesday TMC

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

Count Name: T-7_Pine Ridge Rd & I-75 SB Ramps
Site Code: 7
Start Date: 02-20-2019

Turning Movement Data

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						I-75 SB Ramps Northbound					I-75 SB Ramps Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:00	0	0	192	74	0	266	0	40	388	0	0	428	0	0	0	0	0	98	0	173	0	271	965
7:15	0	0	188	83	0	271	0	62	493	0	0	555	0	0	0	0	0	85	0	181	1	266	1092
7:30	0	0	200	86	0	286	0	70	589	0	0	659	0	0	0	0	0	77	0	192	0	269	1214
7:45	0	0	240	98	0	338	0	65	620	0	0	685	0	0	0	0	0	89	0	186	2	275	1298
Hourly Total	0	0	820	341	0	1161	0	237	2090	0	0	2327	0	0	0	0	0	349	0	732	3	1081	4569
8:00	0	0	263	96	0	359	2	68	536	0	0	606	0	0	0	0	0	52	0	145	1	197	1162
8:15	0	0	268	101	0	369	0	69	529	0	0	598	0	0	0	0	0	68	0	171	3	239	1206
8:30	0	0	239	92	0	331	1	62	514	0	0	577	0	0	0	0	0	56	0	153	1	209	1117
8:45	0	0	282	77	0	359	0	61	438	0	0	499	0	0	0	0	0	77	0	190	0	267	1125
Hourly Total	0	0	1052	366	0	1418	3	260	2017	0	0	2280	0	0	0	0	0	253	0	659	5	912	4610
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	0	493	132	0	625	2	28	345	0	0	375	0	0	0	0	0	101	0	101	3	202	1202
16:15	0	0	577	118	0	695	0	31	385	0	0	416	0	0	0	0	0	92	0	126	0	218	1329
16:30	0	0	547	125	0	672	0	33	347	0	0	380	0	0	0	0	0	95	0	129	0	224	1276
16:45	0	0	636	124	0	760	1	29	382	0	0	412	0	0	0	0	0	101	0	115	1	216	1388
Hourly Total	0	0	2253	499	0	2752	3	121	1459	0	0	1583	0	0	0	0	0	389	0	471	4	860	5195
17:00	0	0	525	124	0	649	0	38	354	0	0	392	0	0	0	0	0	123	0	119	1	242	1283
17:15	0	0	637	117	0	754	0	26	357	0	0	383	0	0	0	0	0	117	0	121	0	238	1375
17:30	0	0	648	132	0	780	0	33	291	0	0	324	0	0	0	0	0	107	0	105	0	212	1316
17:45	0	0	534	100	0	634	1	40	364	0	0	405	0	0	0	0	0	116	0	120	1	236	1275
Hourly Total	0	0	2344	473	0	2817	1	137	1366	0	0	1504	0	0	0	0	0	463	0	465	2	928	5249
Grand Total	0	0	6469	1679	0	8148	7	755	6932	0	0	7694	0	0	0	0	0	1454	0	2327	14	3781	19623
Approach %	0.0	0.0	79.4	20.6	-	-	0.1	9.8	90.1	0.0	-	-	0.0	0.0	0.0	-	-	38.5	0.0	61.5	-	-	-
Total %	0.0	0.0	33.0	8.6	-	41.5	0.0	3.8	35.3	0.0	-	39.2	0.0	0.0	0.0	-	0.0	7.4	0.0	11.9	-	19.3	-
Light Vehicles	0	0	6296	1637	0	7933	7	742	6732	0	0	7481	0	0	0	0	0	1404	0	2225	5	3629	19043
% Light Vehicles	-	-	97.3	97.5	-	97.4	100.0	98.3	97.1	-	-	97.2	-	-	-	-	-	96.6	-	95.6	35.7	96.0	97.0
Heavy Vehicles	0	0	173	42	0	215	0	13	200	0	0	213	0	0	0	0	0	50	0	102	9	152	580
% Heavy Vehicles	-	-	2.7	2.5	-	2.6	0.0	1.7	2.9	-	-	2.8	-	-	-	-	-	3.4	-	4.4	64.3	4.0	3.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	0.0	-	0.0	0.0	0.0	0.0

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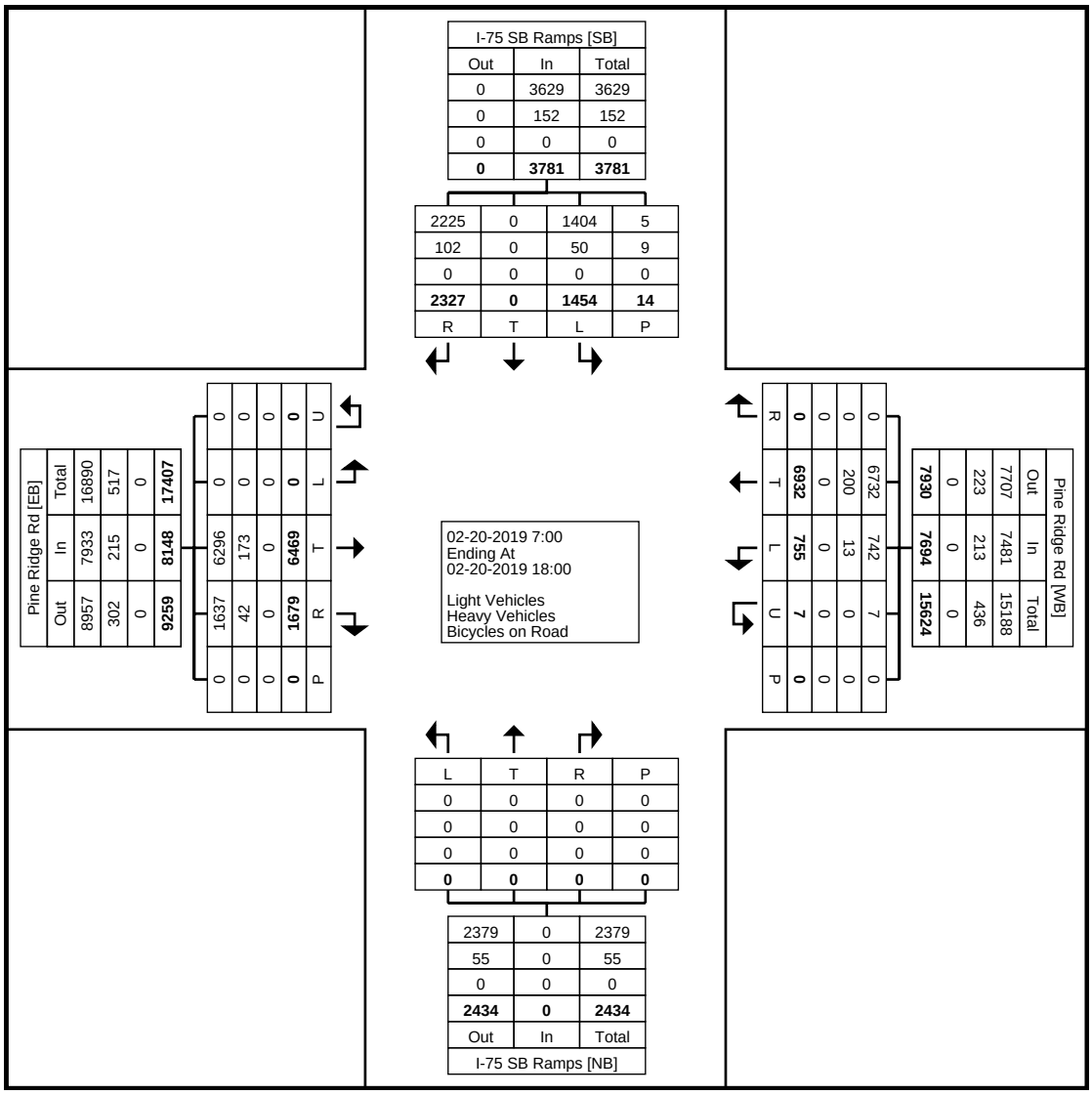
Pine Ridge Rd & I-75 SB Ramps
Wednesday TMC

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

Count Name: T-7_Pine Ridge Rd & I-75 SB Ramps
Site Code: 7
Start Date: 02-20-2019
Page No: 2



Turning Movement Data Plot

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Pine Ridge Rd & I-75 SB Ramps
Wednesday TMC

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

Count Name: T-7_Pine Ridge Rd & I-75 SB Ramps
Site Code: 7
Start Date: 02-20-2019

Turning Movement Peak Hour Data (7:30)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						I-75 SB Ramps Northbound					I-75 SB Ramps Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:30	0	0	200	86	0	286	0	70	589	0	0	659	0	0	0	0	0	77	0	192	0	269	1214
7:45	0	0	240	98	0	338	0	65	620	0	0	685	0	0	0	0	0	89	0	186	2	275	1298
8:00	0	0	263	96	0	359	2	68	536	0	0	606	0	0	0	0	0	52	0	145	1	197	1162
8:15	0	0	268	101	0	369	0	69	529	0	0	598	0	0	0	0	0	68	0	171	3	239	1206
Total	0	0	971	381	0	1352	2	272	2274	0	0	2548	0	0	0	0	0	286	0	694	6	980	4880
Approach %	0.0	0.0	71.8	28.2	-	-	0.1	10.7	89.2	0.0	-	-	0.0	0.0	0.0	-	-	29.2	0.0	70.8	-	-	-
Total %	0.0	0.0	19.9	7.8	-	27.7	0.0	5.6	46.6	0.0	-	52.2	0.0	0.0	0.0	-	0.0	5.9	0.0	14.2	-	20.1	-
PHF	0.000	0.000	0.906	0.943	-	0.916	0.250	0.971	0.917	0.000	-	0.930	0.000	0.000	0.000	-	0.000	0.803	0.000	0.904	-	0.891	0.940
Light Vehicles	0	0	921	371	0	1292	2	266	2197	0	0	2465	0	0	0	0	0	277	0	655	3	932	4689
% Light Vehicles	-	-	94.9	97.4	-	95.6	100.0	97.8	96.6	-	-	96.7	-	-	-	-	-	96.9	-	94.4	50.0	95.1	96.1
Heavy Vehicles	0	0	50	10	0	60	0	6	77	0	0	83	0	0	0	0	0	9	0	39	3	48	191
% Heavy Vehicles	-	-	5.1	2.6	-	4.4	0.0	2.2	3.4	-	-	3.3	-	-	-	-	-	3.1	-	5.6	50.0	4.9	3.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	0.0	-	0.0	0.0	0.0	0.0

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Pine Ridge Rd & I-75 SB Ramps
Wednesday TMC

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8250 Pascal Dr
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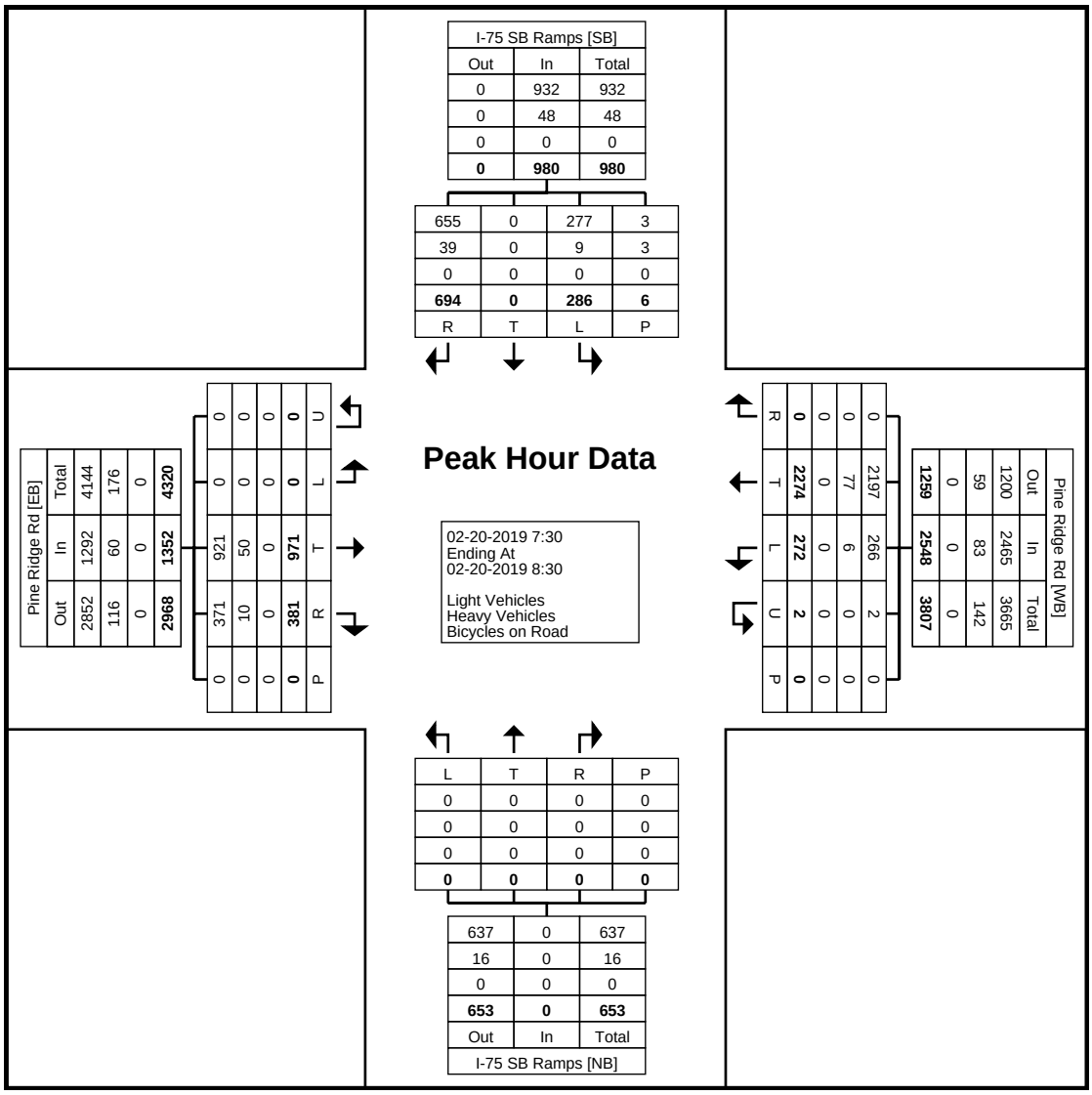
Count Name: T-7_Pine Ridge Rd & I-75 SB Ramps
Site Code: 7
Start Date: 02-20-2019
Page No: 4



Turning Movement Peak Hour Data Plot (7:30)

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Pine Ridge Rd & I-75 SB Ramps
Wednesday TMC

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

Count Name: T-7_Pine Ridge Rd & I-75 SB Ramps
Site Code: 7
Start Date: 02-20-2019

Turning Movement Peak Hour Data (16:45)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						I-75 SB Ramps Northbound					I-75 SB Ramps Southbound					Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
16:45	0	0	636	124	0	760	1	29	382	0	0	412	0	0	0	0	0	101	0	115	1	216	1388
17:00	0	0	525	124	0	649	0	38	354	0	0	392	0	0	0	0	0	123	0	119	1	242	1283
17:15	0	0	637	117	0	754	0	26	357	0	0	383	0	0	0	0	0	117	0	121	0	238	1375
17:30	0	0	648	132	0	780	0	33	291	0	0	324	0	0	0	0	0	107	0	105	0	212	1316
Total	0	0	2446	497	0	2943	1	126	1384	0	0	1511	0	0	0	0	0	448	0	460	2	908	5362
Approach %	0.0	0.0	83.1	16.9	-	-	0.1	8.3	91.6	0.0	-	-	0.0	0.0	0.0	-	-	49.3	0.0	50.7	-	-	-
Total %	0.0	0.0	45.6	9.3	-	54.9	0.0	2.3	25.8	0.0	-	28.2	0.0	0.0	0.0	-	0.0	8.4	0.0	8.6	-	16.9	-
PHF	0.000	0.000	0.944	0.941	-	0.943	0.250	0.829	0.906	0.000	-	0.917	0.000	0.000	0.000	-	0.000	0.911	0.000	0.950	-	0.938	0.966
Light Vehicles	0	0	2422	491	0	2913	1	124	1363	0	0	1488	0	0	0	0	0	433	0	453	0	886	5287
% Light Vehicles	-	-	99.0	98.8	-	99.0	100.0	98.4	98.5	-	-	98.5	-	-	-	-	-	96.7	-	98.5	0.0	97.6	98.6
Heavy Vehicles	0	0	24	6	0	30	0	2	21	0	0	23	0	0	0	0	0	15	0	7	2	22	75
% Heavy Vehicles	-	-	1.0	1.2	-	1.0	0.0	1.6	1.5	-	-	1.5	-	-	-	-	-	3.3	-	1.5	100.0	2.4	1.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	0.0	-	0.0	0.0	0.0	0.0

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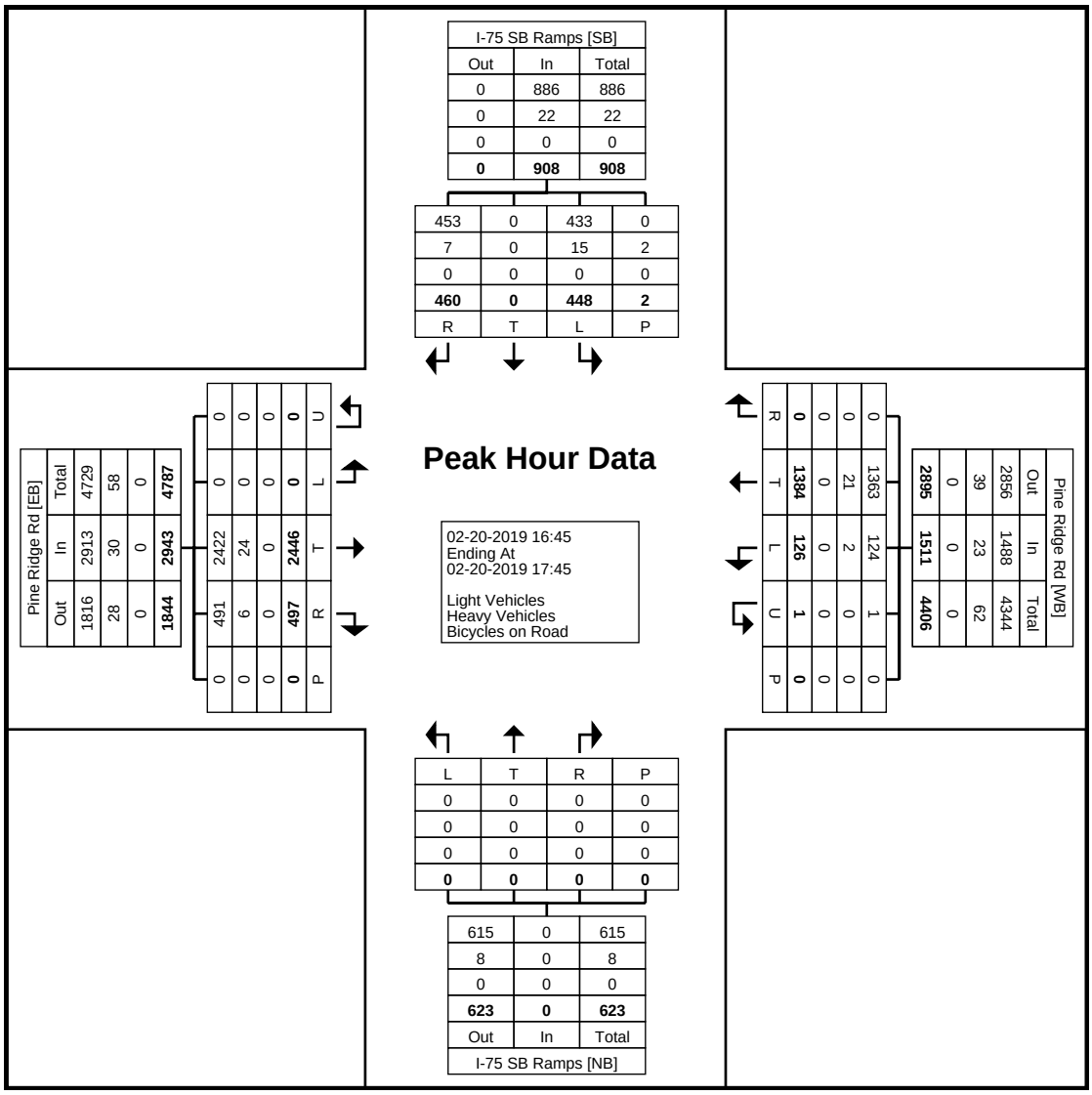
Pine Ridge Rd & I-75 SB Ramps
Wednesday TMC

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

Count Name: T-7_Pine Ridge Rd & I-75 SB Ramps
Site Code: 7
Start Date: 02-20-2019
Page No: 6



Turning Movement Peak Hour Data Plot (16:45)

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Pine Ridge Rd & I-75 NB Ramps
Wednesday TMC

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

Count Name: T-8_Pine Ridge Rd & I-75 NB Ramps
Site Code: 8
Start Date: 02-20-2019

Turning Movement Data

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						I-75 NB Ramps Northbound					I-75 NB Ramps Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:00	0	97	207	0	0	304	0	0	377	136	0	513	74	0	18	0	92	0	0	0	0	0	909
7:15	2	62	199	0	0	263	0	0	507	136	0	643	56	0	23	2	79	0	0	0	1	0	985
7:30	2	81	191	0	0	274	0	0	586	161	0	747	76	0	27	0	103	0	0	0	0	0	1124
7:45	0	87	237	0	0	324	0	0	535	152	0	687	137	0	34	0	171	0	0	0	1	0	1182
Hourly Total	4	327	834	0	0	1165	0	0	2005	585	0	2590	343	0	102	2	445	0	0	0	2	0	4200
8:00	1	107	233	0	0	341	0	0	480	144	0	624	106	0	23	0	129	0	0	0	1	0	1094
8:15	1	101	218	0	0	320	0	0	527	131	0	658	80	0	36	0	116	0	0	0	0	0	1094
8:30	0	84	217	0	0	301	0	0	467	118	0	585	68	0	34	0	102	0	0	0	0	0	988
8:45	0	116	270	0	0	386	0	0	392	97	0	489	89	0	30	0	119	0	0	0	0	0	994
Hourly Total	2	408	938	0	0	1348	0	0	1866	490	0	2356	343	0	123	0	466	0	0	0	1	0	4170
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	2	133	461	0	0	596	0	0	266	81	0	347	106	0	40	0	146	0	0	0	3	0	1089
16:15	0	123	535	0	0	658	0	0	308	89	0	397	107	0	49	0	156	0	0	0	0	0	1211
16:30	3	165	518	0	0	686	0	0	272	81	0	353	95	0	44	0	139	0	0	0	0	0	1178
16:45	2	144	588	0	0	734	0	0	311	82	0	393	89	0	58	0	147	0	0	0	1	0	1274
Hourly Total	7	565	2102	0	0	2674	0	0	1157	333	0	1490	397	0	191	0	588	0	0	0	4	0	4752
17:00	1	139	525	0	0	665	0	0	268	84	0	352	123	0	60	0	183	0	0	0	1	0	1200
17:15	0	164	634	0	0	798	0	0	262	72	0	334	99	0	72	0	171	0	0	0	0	0	1303
17:30	1	156	576	0	0	733	0	0	280	78	0	358	85	0	44	0	129	0	0	0	0	0	1220
17:45	1	125	518	0	0	644	0	0	277	79	0	356	105	0	40	0	145	0	0	0	1	0	1145
Hourly Total	3	584	2253	0	0	2840	0	0	1087	313	0	1400	412	0	216	0	628	0	0	0	2	0	4868
Grand Total	16	1884	6127	0	0	8027	0	0	6115	1721	0	7836	1495	0	632	2	2127	0	0	0	9	0	17990
Approach %	0.2	23.5	76.3	0.0	-	-	0.0	0.0	78.0	22.0	-	-	70.3	0.0	29.7	-	-	0.0	0.0	0.0	-	-	-
Total %	0.1	10.5	34.1	0.0	-	44.6	0.0	0.0	34.0	9.6	-	43.6	8.3	0.0	3.5	-	11.8	0.0	0.0	0.0	-	0.0	-
Light Vehicles	16	1782	5966	0	0	7764	0	0	5955	1646	0	7601	1434	0	612	2	2046	0	0	0	4	0	17411
% Light Vehicles	100.0	94.6	97.4	-	-	96.7	-	-	97.4	95.6	-	97.0	95.9	-	96.8	100.0	96.2	-	-	-	44.4	-	96.8
Heavy Vehicles	0	102	160	0	0	262	0	0	160	75	0	235	61	0	20	0	81	0	0	0	5	0	578
% Heavy Vehicles	0.0	5.4	2.6	-	-	3.3	-	-	2.6	4.4	-	3.0	4.1	-	3.2	0.0	3.8	-	-	-	55.6	-	3.2
Bicycles on Road	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0	-	0.0	0.0	0.0	-	-	-	0.0	-	0.0

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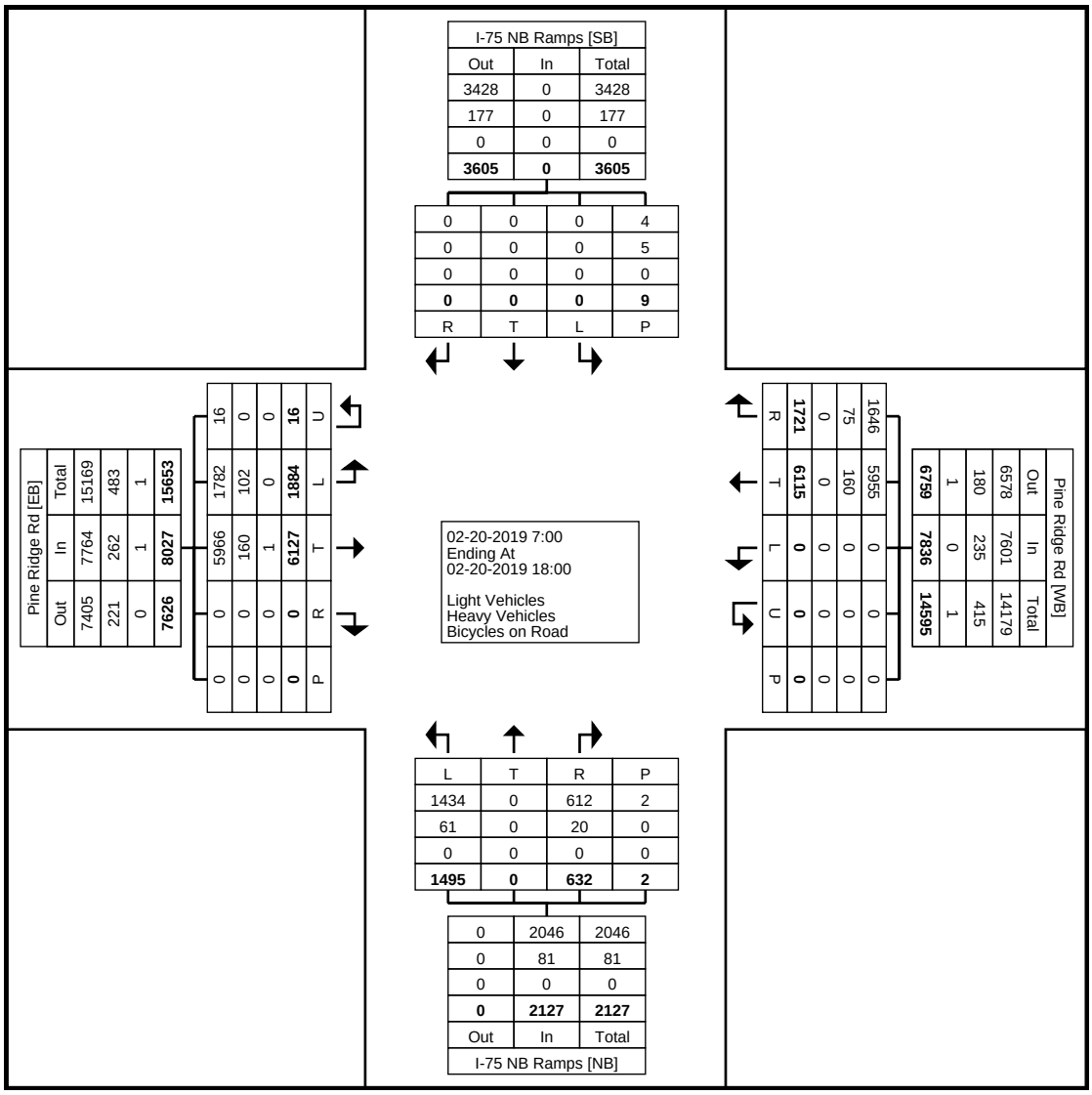
Pine Ridge Rd & I-75 NB Ramps
Wednesday TMC

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

Count Name: T-8_Pine Ridge Rd & I-75 NB Ramps
Site Code: 8
Start Date: 02-20-2019



Turning Movement Data Plot

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Pine Ridge Rd & I-75 NB Ramps
Wednesday TMC

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

Count Name: T-8_Pine Ridge Rd & I-75 NB Ramps
Site Code: 8
Start Date: 02-20-2019

Turning Movement Peak Hour Data (7:30)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						I-75 NB Ramps Northbound					I-75 NB Ramps Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:30	2	81	191	0	0	274	0	0	586	161	0	747	76	0	27	0	103	0	0	0	0	0	1124
7:45	0	87	237	0	0	324	0	0	535	152	0	687	137	0	34	0	171	0	0	0	1	0	1182
8:00	1	107	233	0	0	341	0	0	480	144	0	624	106	0	23	0	129	0	0	0	1	0	1094
8:15	1	101	218	0	0	320	0	0	527	131	0	658	80	0	36	0	116	0	0	0	0	0	1094
Total	4	376	879	0	0	1259	0	0	2128	588	0	2716	399	0	120	0	519	0	0	0	2	0	4494
Approach %	0.3	29.9	69.8	0.0	-	-	0.0	0.0	78.4	21.6	-	-	76.9	0.0	23.1	-	-	0.0	0.0	0.0	-	-	-
Total %	0.1	8.4	19.6	0.0	-	28.0	0.0	0.0	47.4	13.1	-	60.4	8.9	0.0	2.7	-	11.5	0.0	0.0	0.0	-	0.0	-
PHF	0.500	0.879	0.927	0.000	-	0.923	0.000	0.000	0.908	0.913	-	0.909	0.728	0.000	0.833	-	0.759	0.000	0.000	0.000	-	0.000	0.951
Light Vehicles	4	350	837	0	0	1191	0	0	2069	566	0	2635	373	0	117	0	490	0	0	0	1	0	4316
% Light Vehicles	100.0	93.1	95.2	-	-	94.6	-	-	97.2	96.3	-	97.0	93.5	-	97.5	-	94.4	-	-	-	50.0	-	96.0
Heavy Vehicles	0	26	41	0	0	67	0	0	59	22	0	81	26	0	3	0	29	0	0	0	1	0	177
% Heavy Vehicles	0.0	6.9	4.7	-	-	5.3	-	-	2.8	3.7	-	3.0	6.5	-	2.5	-	5.6	-	-	-	50.0	-	3.9
Bicycles on Road	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.1	-	-	0.1	-	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0

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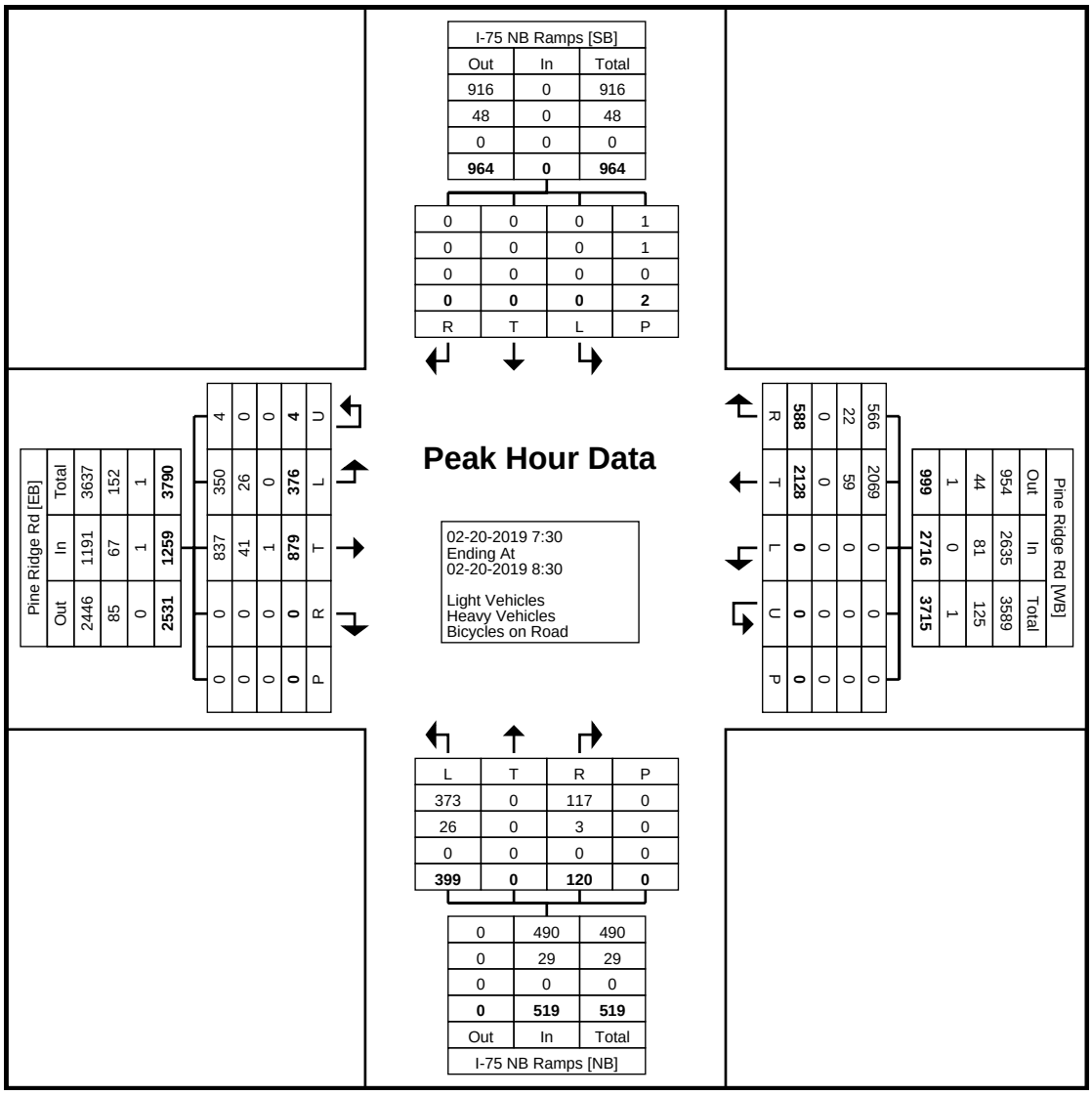
Pine Ridge Rd & I-75 NB Ramps
Wednesday TMC

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

Count Name: T-8_Pine Ridge Rd & I-75 NB Ramps
Site Code: 8
Start Date: 02-20-2019



Turning Movement Peak Hour Data Plot (7:30)

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Pine Ridge Rd & I-75 NB Ramps
Wednesday TMC

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

Count Name: T-8_Pine Ridge Rd & I-75 NB Ramps
Site Code: 8
Start Date: 02-20-2019

Turning Movement Peak Hour Data (16:45)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						I-75 NB Ramps Northbound					I-75 NB Ramps Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:45	2	144	588	0	0	734	0	0	311	82	0	393	89	0	58	0	147	0	0	0	1	0	1274
17:00	1	139	525	0	0	665	0	0	268	84	0	352	123	0	60	0	183	0	0	0	1	0	1200
17:15	0	164	634	0	0	798	0	0	262	72	0	334	99	0	72	0	171	0	0	0	0	0	1303
17:30	1	156	576	0	0	733	0	0	280	78	0	358	85	0	44	0	129	0	0	0	0	0	1220
Total	4	603	2323	0	0	2930	0	0	1121	316	0	1437	396	0	234	0	630	0	0	0	2	0	4997
Approach %	0.1	20.6	79.3	0.0	-	-	0.0	0.0	78.0	22.0	-	-	62.9	0.0	37.1	-	-	0.0	0.0	0.0	-	-	-
Total %	0.1	12.1	46.5	0.0	-	58.6	0.0	0.0	22.4	6.3	-	28.8	7.9	0.0	4.7	-	12.6	0.0	0.0	0.0	-	0.0	-
PHF	0.500	0.919	0.916	0.000	-	0.918	0.000	0.000	0.901	0.940	-	0.914	0.805	0.000	0.813	-	0.861	0.000	0.000	0.000	-	0.000	0.959
Light Vehicles	4	587	2286	0	0	2877	0	0	1108	304	0	1412	388	0	229	0	617	0	0	0	0	0	4906
% Light Vehicles	100.0	97.3	98.4	-	-	98.2	-	-	98.8	96.2	-	98.3	98.0	-	97.9	-	97.9	-	-	-	0.0	-	98.2
Heavy Vehicles	0	16	37	0	0	53	0	0	13	12	0	25	8	0	5	0	13	0	0	0	2	0	91
% Heavy Vehicles	0.0	2.7	1.6	-	-	1.8	-	-	1.2	3.8	-	1.7	2.0	-	2.1	-	2.1	-	-	-	100.0	-	1.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0

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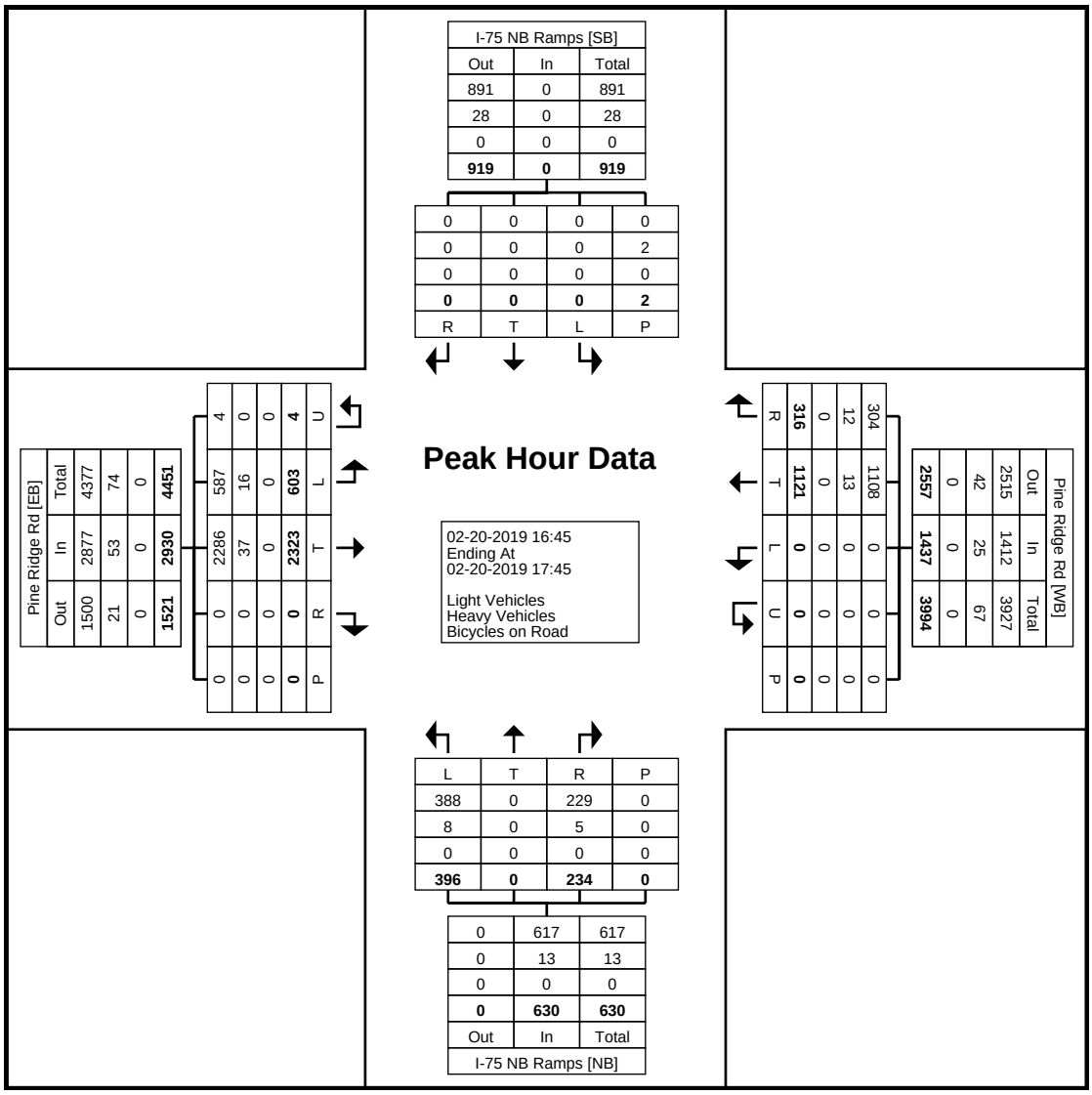
Pine Ridge Rd & I-75 NB Ramps
Wednesday TMC

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

Count Name: T-8_Pine Ridge Rd & I-75 NB Ramps
Site Code: 8
Start Date: 02-20-2019
Page No: 6



Turning Movement Peak Hour Data Plot (16:45)

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Pine Ridge Rd & Napa Blvd
Wednesday TMC

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

Count Name: T-9_Pine Ridge Rd & Napa Blvd
Site Code: 9
Start Date: 02-20-2019

Turning Movement Data

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Napa Blvd Northbound						Napa Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	0	46	156	5	0	207	0	0	445	34	0	479	0	1	2	0	0	3	0	17	0	63	0	80	769
7:15	1	50	178	4	0	233	0	1	542	40	0	583	0	3	0	1	2	4	0	6	0	77	0	83	903
7:30	0	65	153	5	0	223	0	3	654	40	0	697	0	8	1	0	0	9	0	8	0	102	0	110	1039
7:45	0	84	180	7	0	271	0	1	591	39	0	631	0	6	3	1	0	10	0	10	2	112	2	124	1036
Hourly Total	1	245	667	21	0	934	0	5	2232	153	0	2390	0	18	6	2	2	26	0	41	2	354	2	397	3747
8:00	3	83	149	4	0	239	0	4	492	43	0	539	0	7	5	1	0	13	0	7	2	119	1	128	919
8:15	1	64	190	9	0	264	0	7	549	39	0	595	0	4	1	0	0	5	0	5	3	94	0	102	966
8:30	0	69	180	7	0	256	0	2	494	32	0	528	0	4	2	2	0	8	0	7	2	114	1	123	915
8:45	1	74	185	11	0	271	0	3	386	28	1	417	0	4	3	1	0	8	0	8	0	108	0	116	812
Hourly Total	5	290	704	31	0	1030	0	16	1921	142	1	2079	0	19	11	4	0	34	0	27	7	435	2	469	3612
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	82	425	5	0	513	0	1	247	12	1	260	0	5	2	2	0	9	2	17	3	122	1	144	926
16:15	2	102	483	6	0	593	0	1	270	12	0	283	0	6	4	2	0	12	0	17	3	111	2	131	1019
16:30	3	103	443	5	0	554	0	2	249	21	0	272	0	8	4	6	0	18	1	29	1	107	0	138	982
16:45	3	106	537	6	0	652	0	3	263	43	1	309	0	8	3	2	0	13	0	17	2	109	0	128	1102
Hourly Total	9	393	1888	22	0	2312	0	7	1029	88	2	1124	0	27	13	12	0	52	3	80	9	449	3	541	4029
17:00	2	83	496	6	0	587	0	0	222	29	0	251	0	14	2	1	0	17	1	39	9	132	0	181	1036
17:15	4	107	554	6	0	671	0	2	234	15	1	251	0	5	1	3	0	9	0	29	3	115	0	147	1078
17:30	3	82	552	6	0	643	0	2	251	20	0	273	0	1	0	2	0	3	0	14	5	114	0	133	1052
17:45	3	100	495	7	0	605	1	2	262	25	1	290	0	4	2	3	1	9	1	23	2	105	1	131	1035
Hourly Total	12	372	2097	25	0	2506	1	6	969	89	2	1065	0	24	5	9	1	38	2	105	19	466	1	592	4201
Grand Total	27	1300	5356	99	0	6782	1	34	6151	472	5	6658	0	88	35	27	3	150	5	253	37	1704	8	1999	15589
Approach %	0.4	19.2	79.0	1.5	-	-	0.0	0.5	92.4	7.1	-	-	0.0	58.7	23.3	18.0	-	-	0.3	12.7	1.9	85.2	-	-	-
Total %	0.2	8.3	34.4	0.6	-	43.5	0.0	0.2	39.5	3.0	-	42.7	0.0	0.6	0.2	0.2	-	1.0	0.0	1.6	0.2	10.9	-	12.8	-
Light Vehicles	27	1283	5228	97	0	6635	1	34	5979	462	3	6476	0	85	34	27	2	146	5	253	36	1678	2	1972	15229
% Light Vehicles	100.0	98.7	97.6	98.0	-	97.8	100.0	100.0	97.2	97.9	60.0	97.3	-	96.6	97.1	100.0	66.7	97.3	100.0	100.0	97.3	98.5	25.0	98.6	97.7
Heavy Vehicles	0	16	128	2	0	146	0	0	172	10	2	182	0	3	1	0	1	4	0	0	1	25	6	26	358
% Heavy Vehicles	0.0	1.2	2.4	2.0	-	2.2	0.0	0.0	2.8	2.1	40.0	2.7	-	3.4	2.9	0.0	33.3	2.7	0.0	0.0	2.7	1.5	75.0	1.3	2.3
Bicycles on Road	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% Bicycles on Road	0.0	0.1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0

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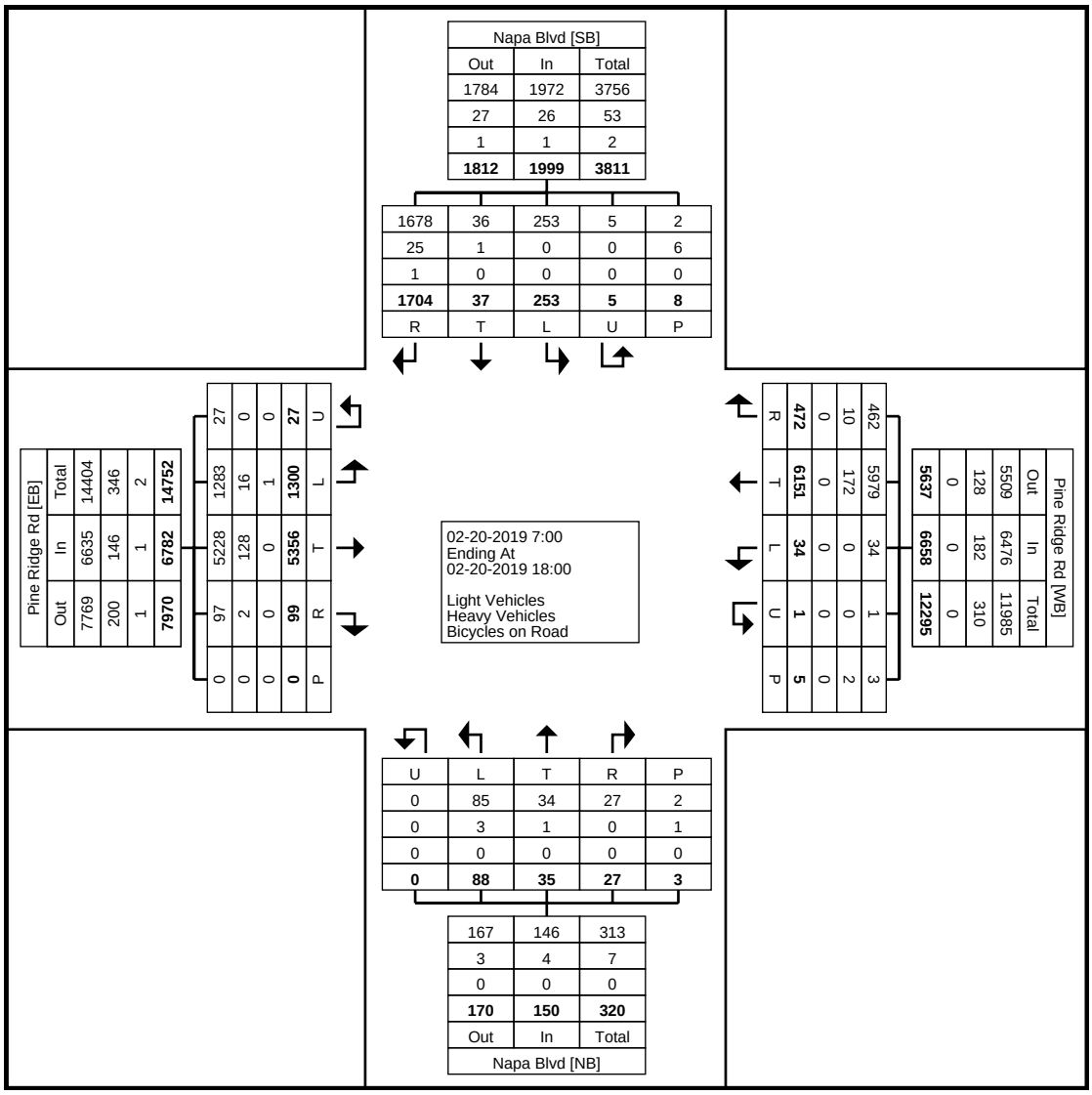
Pine Ridge Rd & Napa Blvd
Wednesday TMC

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

Count Name: T-9_Pine Ridge Rd & Napa Blvd
Site Code: 9
Start Date: 02-20-2019



Turning Movement Data Plot

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

Pine Ridge Rd & Napa Blvd
Wednesday TMC

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

Count Name: T-9_Pine Ridge Rd & Napa Blvd
Site Code: 9
Start Date: 02-20-2019

Turning Movement Peak Hour Data (7:30)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Napa Blvd Northbound						Napa Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30	0	65	153	5	0	223	0	3	654	40	0	697	0	8	1	0	0	9	0	8	0	102	0	110	1039
7:45	0	84	180	7	0	271	0	1	591	39	0	631	0	6	3	1	0	10	0	10	2	112	2	124	1036
8:00	3	83	149	4	0	239	0	4	492	43	0	539	0	7	5	1	0	13	0	7	2	119	1	128	919
8:15	1	64	190	9	0	264	0	7	549	39	0	595	0	4	1	0	0	5	0	5	3	94	0	102	966
Total	4	296	672	25	0	997	0	15	2286	161	0	2462	0	25	10	2	0	37	0	30	7	427	3	464	3960
Approach %	0.4	29.7	67.4	2.5	-	-	0.0	0.6	92.9	6.5	-	-	0.0	67.6	27.0	5.4	-	-	0.0	6.5	1.5	92.0	-	-	-
Total %	0.1	7.5	17.0	0.6	-	25.2	0.0	0.4	57.7	4.1	-	62.2	0.0	0.6	0.3	0.1	-	0.9	0.0	0.8	0.2	10.8	-	11.7	-
PHF	0.333	0.881	0.884	0.694	-	0.920	0.000	0.536	0.874	0.936	-	0.883	0.000	0.781	0.500	0.500	-	0.712	0.000	0.750	0.583	0.897	-	0.906	0.953
Light Vehicles	4	291	644	23	0	962	0	15	2223	155	0	2393	0	23	9	2	0	34	0	30	6	413	0	449	3838
% Light Vehicles	100.0	98.3	95.8	92.0	-	96.5	-	100.0	97.2	96.3	-	97.2	-	92.0	90.0	100.0	-	91.9	-	100.0	85.7	96.7	0.0	96.8	96.9
Heavy Vehicles	0	4	28	2	0	34	0	0	63	6	0	69	0	2	1	0	0	3	0	0	1	14	3	15	121
% Heavy Vehicles	0.0	1.4	4.2	8.0	-	3.4	-	0.0	2.8	3.7	-	2.8	-	8.0	10.0	0.0	-	8.1	-	0.0	14.3	3.3	100.0	3.2	3.1
Bicycles on Road	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	0.3	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0

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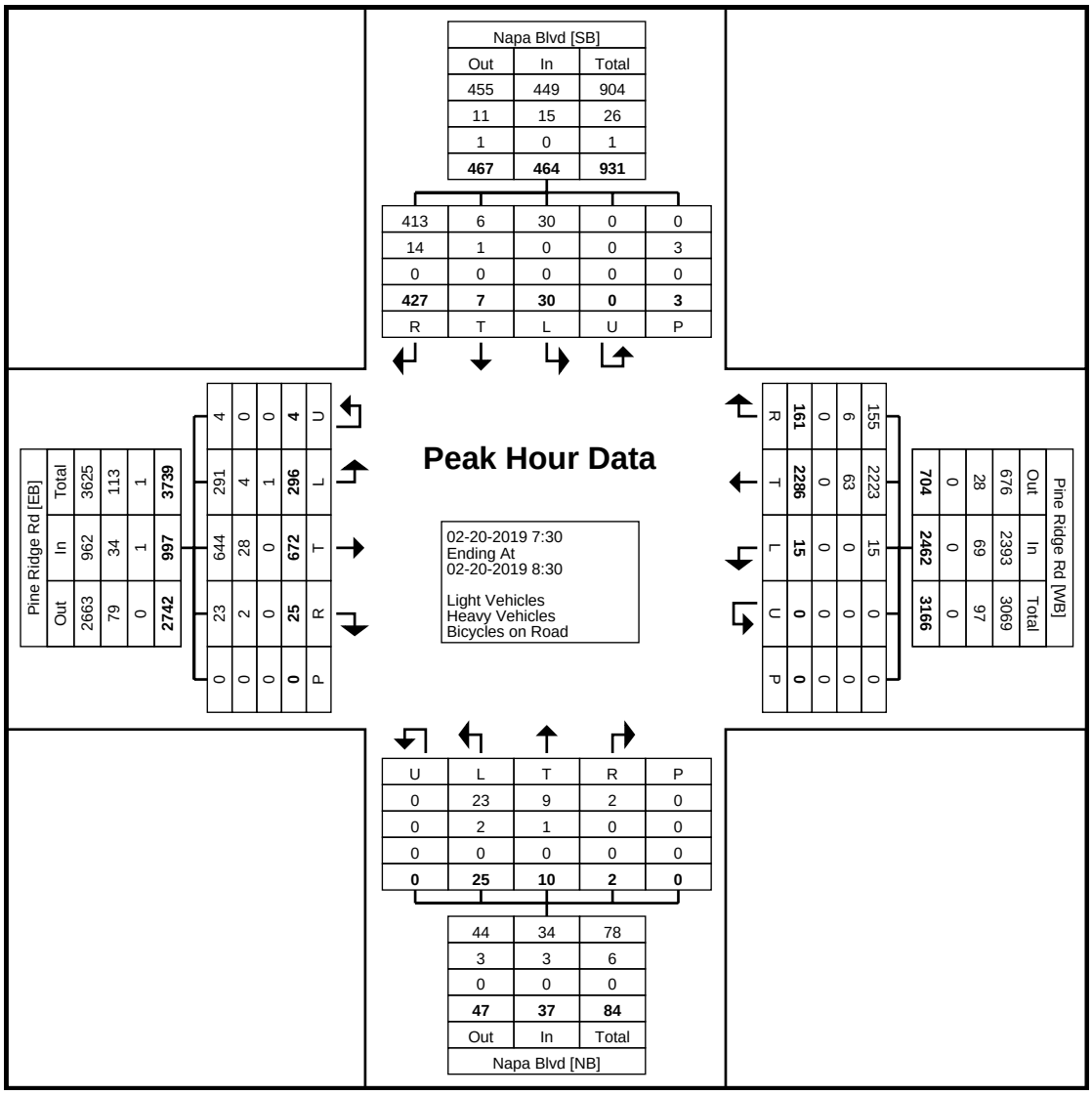
Pine Ridge Rd & Napa Blvd
Wednesday TMC

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

Count Name: T-9_Pine Ridge Rd & Napa Blvd
Site Code: 9
Start Date: 02-20-2019
Page No: 4



Turning Movement Peak Hour Data Plot (7:30)

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Pine Ridge Rd & Napa Blvd
Wednesday TMC

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

Count Name: T-9_Pine Ridge Rd & Napa Blvd
Site Code: 9
Start Date: 02-20-2019

Turning Movement Peak Hour Data (16:45)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Napa Blvd Northbound						Napa Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	3	106	537	6	0	652	0	3	263	43	1	309	0	8	3	2	0	13	0	17	2	109	0	128	1102
17:00	2	83	496	6	0	587	0	0	222	29	0	251	0	14	2	1	0	17	1	39	9	132	0	181	1036
17:15	4	107	554	6	0	671	0	2	234	15	1	251	0	5	1	3	0	9	0	29	3	115	0	147	1078
17:30	3	82	552	6	0	643	0	2	251	20	0	273	0	1	0	2	0	3	0	14	5	114	0	133	1052
Total	12	378	2139	24	0	2553	0	7	970	107	2	1084	0	28	6	8	0	42	1	99	19	470	0	589	4268
Approach %	0.5	14.8	83.8	0.9	-	-	0.0	0.6	89.5	9.9	-	-	0.0	66.7	14.3	19.0	-	-	0.2	16.8	3.2	79.8	-	-	-
Total %	0.3	8.9	50.1	0.6	-	59.8	0.0	0.2	22.7	2.5	-	25.4	0.0	0.7	0.1	0.2	-	1.0	0.0	2.3	0.4	11.0	-	13.8	-
PHF	0.750	0.883	0.965	1.000	-	0.951	0.000	0.583	0.922	0.622	-	0.877	0.000	0.500	0.500	0.667	-	0.618	0.250	0.635	0.528	0.890	-	0.814	0.968
Light Vehicles	12	375	2109	24	0	2520	0	7	956	107	2	1070	0	28	6	8	0	42	1	99	19	466	0	585	4217
% Light Vehicles	100.0	99.2	98.6	100.0	-	98.7	-	100.0	98.6	100.0	100.0	98.7	-	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	99.1	-	99.3	98.8
Heavy Vehicles	0	3	30	0	0	33	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	3	0	3	50
% Heavy Vehicles	0.0	0.8	1.4	0.0	-	1.3	-	0.0	1.4	0.0	0.0	1.3	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.6	-	0.5	1.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.2	-	0.2	0.0

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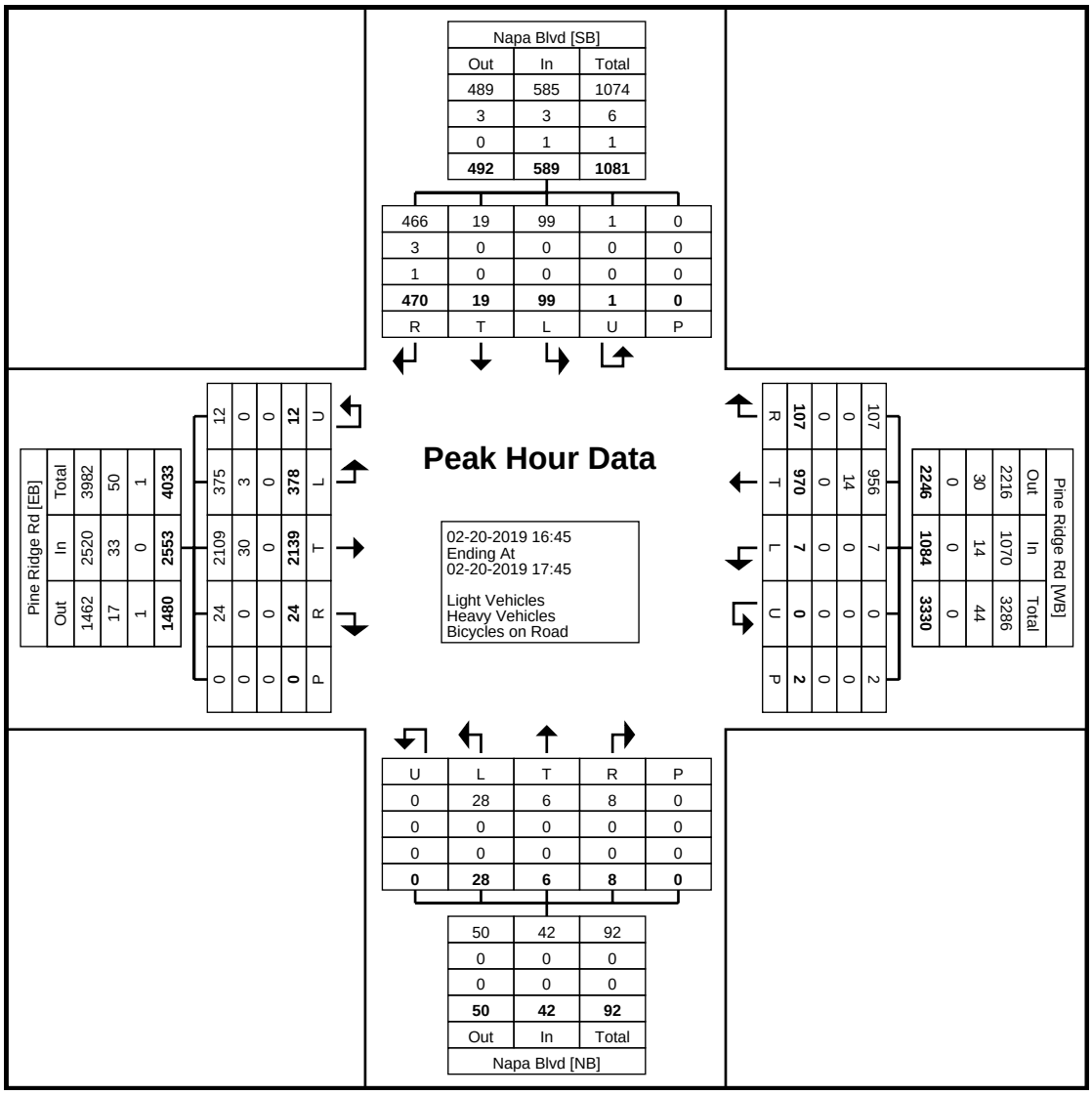
Pine Ridge Rd & Napa Blvd
Wednesday TMC

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

Count Name: T-9_Pine Ridge Rd & Napa Blvd
Site Code: 9
Start Date: 02-20-2019
Page No: 6



Turning Movement Peak Hour Data Plot (16:45)

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

Pine Ridge Rd & Vineyards Blvd
Wednesday TMC

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

Count Name: T-10_Pine Ridge Rd & Vineyards Blvd
Site Code: 10
Start Date: 02-20-2019

Turning Movement Data

Start Time	Pine Ridge Rd Eastbound					Pine Ridge Rd Westbound					Vineyards Blvd Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00	7	6	173	0	186	0	480	30	0	510	0	21	6	0	27	723
7:15	1	6	169	0	176	0	606	47	0	653	0	14	7	0	21	850
7:30	0	10	167	0	177	0	651	62	0	713	0	23	17	1	40	930
7:45	1	28	164	1	193	0	622	73	0	695	0	32	11	0	43	931
Hourly Total	9	50	673	1	732	0	2359	212	0	2571	0	90	41	1	131	3434
8:00	3	19	148	0	170	0	540	79	2	619	0	31	15	1	46	835
8:15	3	30	139	0	172	0	549	39	0	588	0	39	17	0	56	816
8:30	4	38	172	1	214	0	504	47	0	551	0	25	20	1	45	810
8:45	1	39	164	0	204	0	396	50	0	446	0	24	18	0	42	692
Hourly Total	11	126	623	1	760	0	1989	215	2	2204	0	119	70	2	189	3153
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	47	431	0	479	0	234	37	0	271	0	69	22	0	91	841
16:15	0	42	449	0	491	0	255	39	0	294	0	60	21	0	81	866
16:30	0	44	416	0	460	0	251	25	0	276	0	60	23	0	83	819
16:45	3	45	485	0	533	0	294	50	0	344	0	57	10	0	67	944
Hourly Total	4	178	1781	0	1963	0	1034	151	0	1185	0	246	76	0	322	3470
17:00	4	41	496	0	541	0	227	52	0	279	0	70	24	0	94	914
17:15	2	56	486	0	544	0	233	43	0	276	0	79	23	0	102	922
17:30	2	48	497	1	547	0	233	52	0	285	0	70	19	1	89	921
17:45	2	46	485	1	533	0	262	44	0	306	0	60	13	0	73	912
Hourly Total	10	191	1964	2	2165	0	955	191	0	1146	0	279	79	1	358	3669
Grand Total	34	545	5041	4	5620	0	6337	769	2	7106	0	734	266	4	1000	13726
Approach %	0.6	9.7	89.7	-	-	0.0	89.2	10.8	-	-	0.0	73.4	26.6	-	-	-
Total %	0.2	4.0	36.7	-	40.9	0.0	46.2	5.6	-	51.8	0.0	5.3	1.9	-	7.3	-
Light Vehicles	34	534	4945	0	5513	0	6202	754	2	6956	0	726	262	2	988	13457
% Light Vehicles	100.0	98.0	98.1	0.0	98.1	-	97.9	98.0	100.0	97.9	-	98.9	98.5	50.0	98.8	98.0
Heavy Vehicles	0	11	96	4	107	0	135	13	0	148	0	8	4	2	12	267
% Heavy Vehicles	0.0	2.0	1.9	100.0	1.9	-	2.1	1.7	0.0	2.1	-	1.1	1.5	50.0	1.2	1.9
Bicycles on Road	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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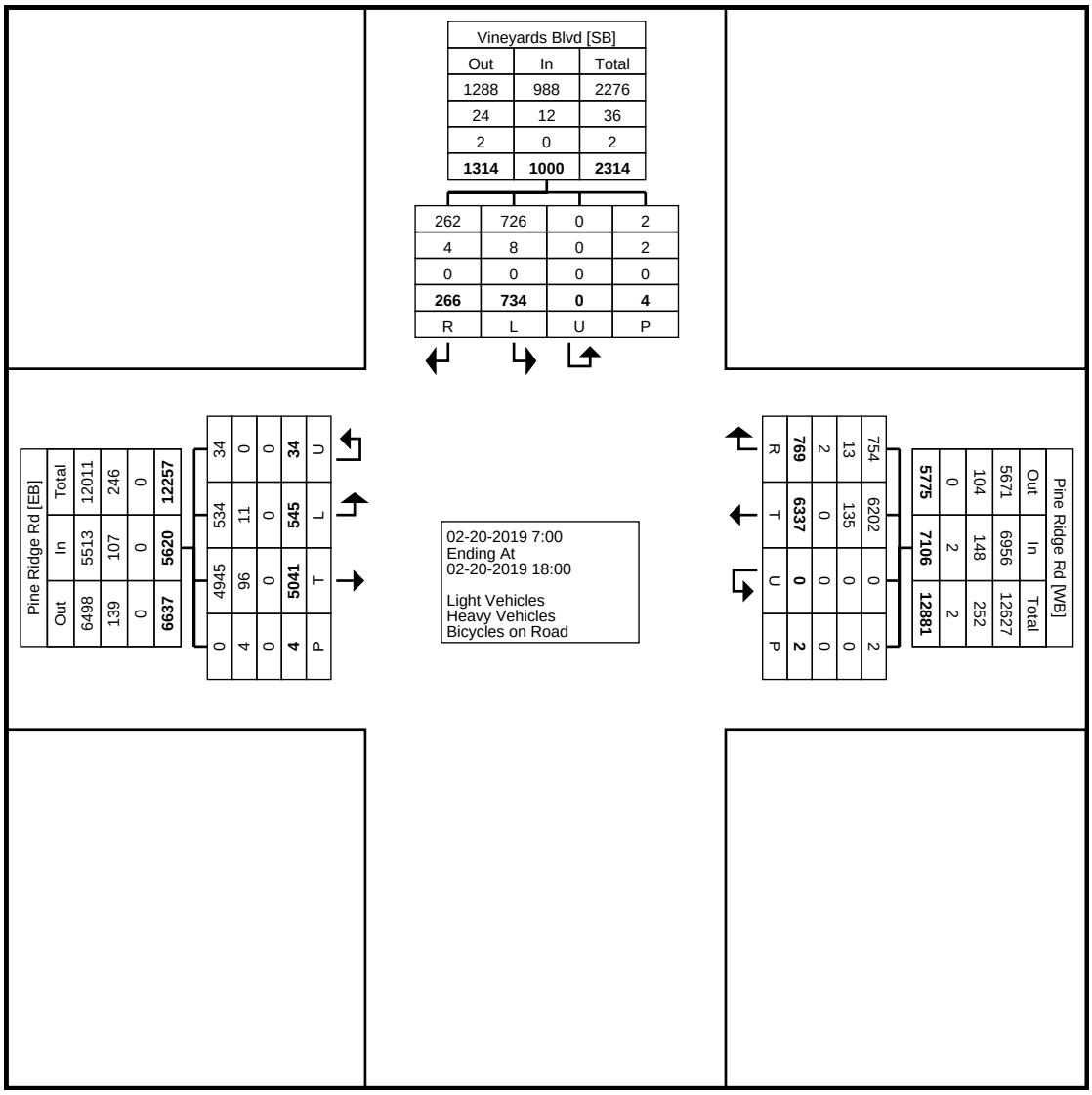
Pine Ridge Rd & Vineyards Blvd
Wednesday TMC

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

Count Name: T-10_Pine Ridge Rd & Vineyards Blvd
Site Code: 10
Start Date: 02-20-2019



Turning Movement Data Plot

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Pine Ridge Rd & Vineyards Blvd
Wednesday TMC

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

Count Name: T-10_Pine Ridge Rd & Vineyards Blvd
Site Code: 10
Start Date: 02-20-2019

Turning Movement Peak Hour Data (7:15)

Start Time	Pine Ridge Rd Eastbound					Pine Ridge Rd Westbound					Vineyards Blvd Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15	1	6	169	0	176	0	606	47	0	653	0	14	7	0	21	850
7:30	0	10	167	0	177	0	651	62	0	713	0	23	17	1	40	930
7:45	1	28	164	1	193	0	622	73	0	695	0	32	11	0	43	931
8:00	3	19	148	0	170	0	540	79	2	619	0	31	15	1	46	835
Total	5	63	648	1	716	0	2419	261	2	2680	0	100	50	2	150	3546
Approach %	0.7	8.8	90.5	-	-	0.0	90.3	9.7	-	-	0.0	66.7	33.3	-	-	-
Total %	0.1	1.8	18.3	-	20.2	0.0	68.2	7.4	-	75.6	0.0	2.8	1.4	-	4.2	-
PHF	0.417	0.563	0.959	-	0.927	0.000	0.929	0.826	-	0.940	0.000	0.781	0.735	-	0.815	0.952
Light Vehicles	5	61	621	0	687	0	2372	256	2	2628	0	99	50	0	149	3464
% Light Vehicles	100.0	96.8	95.8	0.0	95.9	-	98.1	98.1	100.0	98.1	-	99.0	100.0	0.0	99.3	97.7
Heavy Vehicles	0	2	27	1	29	0	47	4	0	51	0	1	0	2	1	81
% Heavy Vehicles	0.0	3.2	4.2	100.0	4.1	-	1.9	1.5	0.0	1.9	-	1.0	0.0	100.0	0.7	2.3
Bicycles on Road	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	0.0	0.4	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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Pine Ridge Rd & Vineyards Blvd
Wednesday TMC

Florida Transportation Engineering, Inc.
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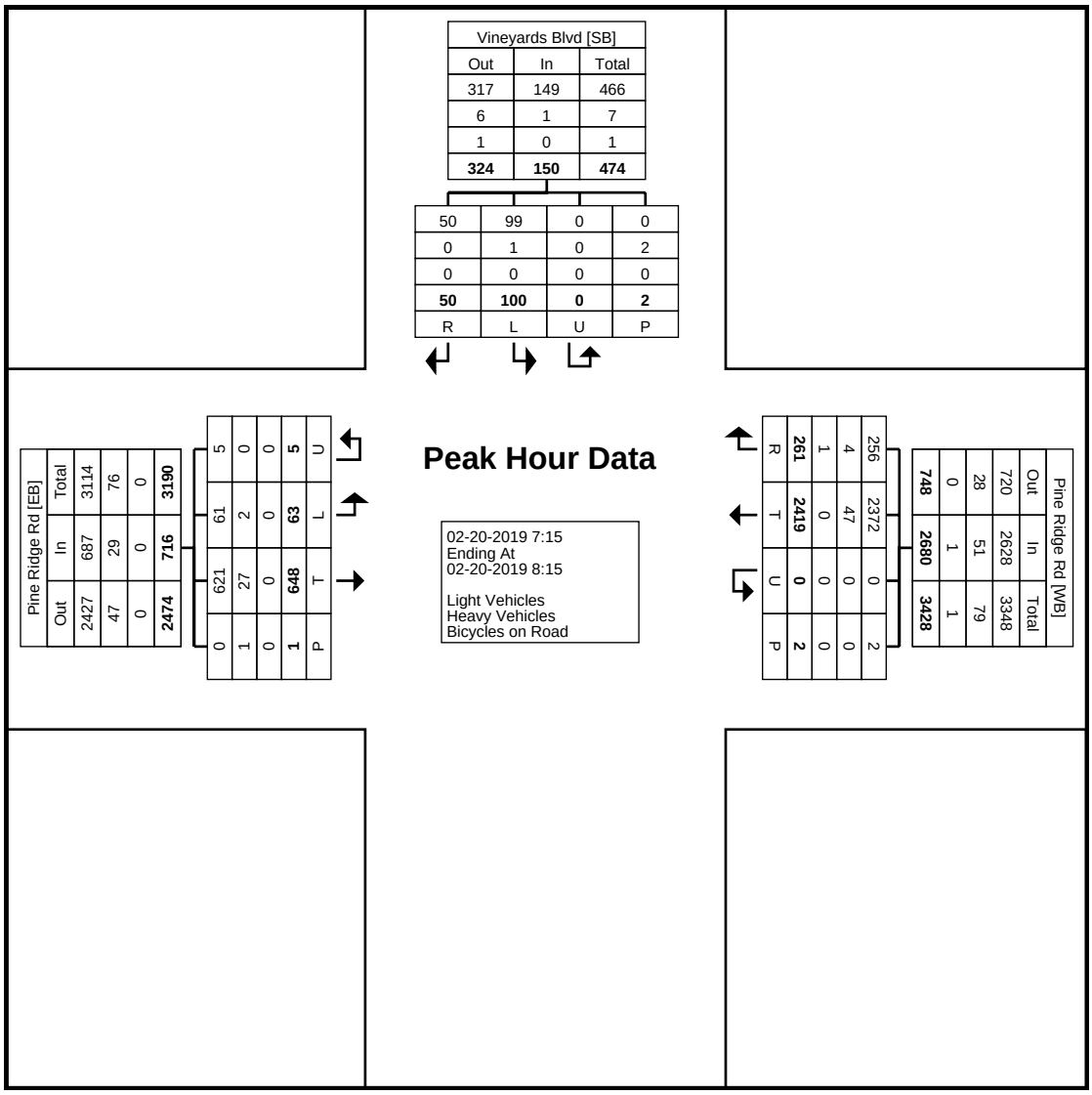
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-10_Pine Ridge Rd & Vineyards Blvd
Site Code: 10
Start Date: 02-20-2019



Turning Movement Peak Hour Data Plot (7:15)

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Pine Ridge Rd & Vineyards Blvd
Wednesday TMC

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(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-10_Pine Ridge Rd & Vineyards Blvd
Site Code: 10
Start Date: 02-20-2019

Turning Movement Peak Hour Data (16:45)

Start Time	Pine Ridge Rd Eastbound					Pine Ridge Rd Westbound					Vineyards Blvd Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
16:45	3	45	485	0	533	0	294	50	0	344	0	57	10	0	67	944
17:00	4	41	496	0	541	0	227	52	0	279	0	70	24	0	94	914
17:15	2	56	486	0	544	0	233	43	0	276	0	79	23	0	102	922
17:30	2	48	497	1	547	0	233	52	0	285	0	70	19	1	89	921
Total	11	190	1964	1	2165	0	987	197	0	1184	0	276	76	1	352	3701
Approach %	0.5	8.8	90.7	-	-	0.0	83.4	16.6	-	-	0.0	78.4	21.6	-	-	-
Total %	0.3	5.1	53.1	-	58.5	0.0	26.7	5.3	-	32.0	0.0	7.5	2.1	-	9.5	-
PHF	0.688	0.848	0.988	-	0.989	0.000	0.839	0.947	-	0.860	0.000	0.873	0.792	-	0.863	0.980
Light Vehicles	11	189	1937	0	2137	0	974	193	0	1167	0	273	76	1	349	3653
% Light Vehicles	100.0	99.5	98.6	0.0	98.7	-	98.7	98.0	-	98.6	-	98.9	100.0	100.0	99.1	98.7
Heavy Vehicles	0	1	27	1	28	0	13	3	0	16	0	3	0	0	3	47
% Heavy Vehicles	0.0	0.5	1.4	100.0	1.3	-	1.3	1.5	-	1.4	-	1.1	0.0	0.0	0.9	1.3
Bicycles on Road	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	0.0	0.5	-	0.1	-	0.0	0.0	0.0	0.0	0.0

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Pine Ridge Rd & Vineyards Blvd
Wednesday TMC

Florida Transportation Engineering, Inc.
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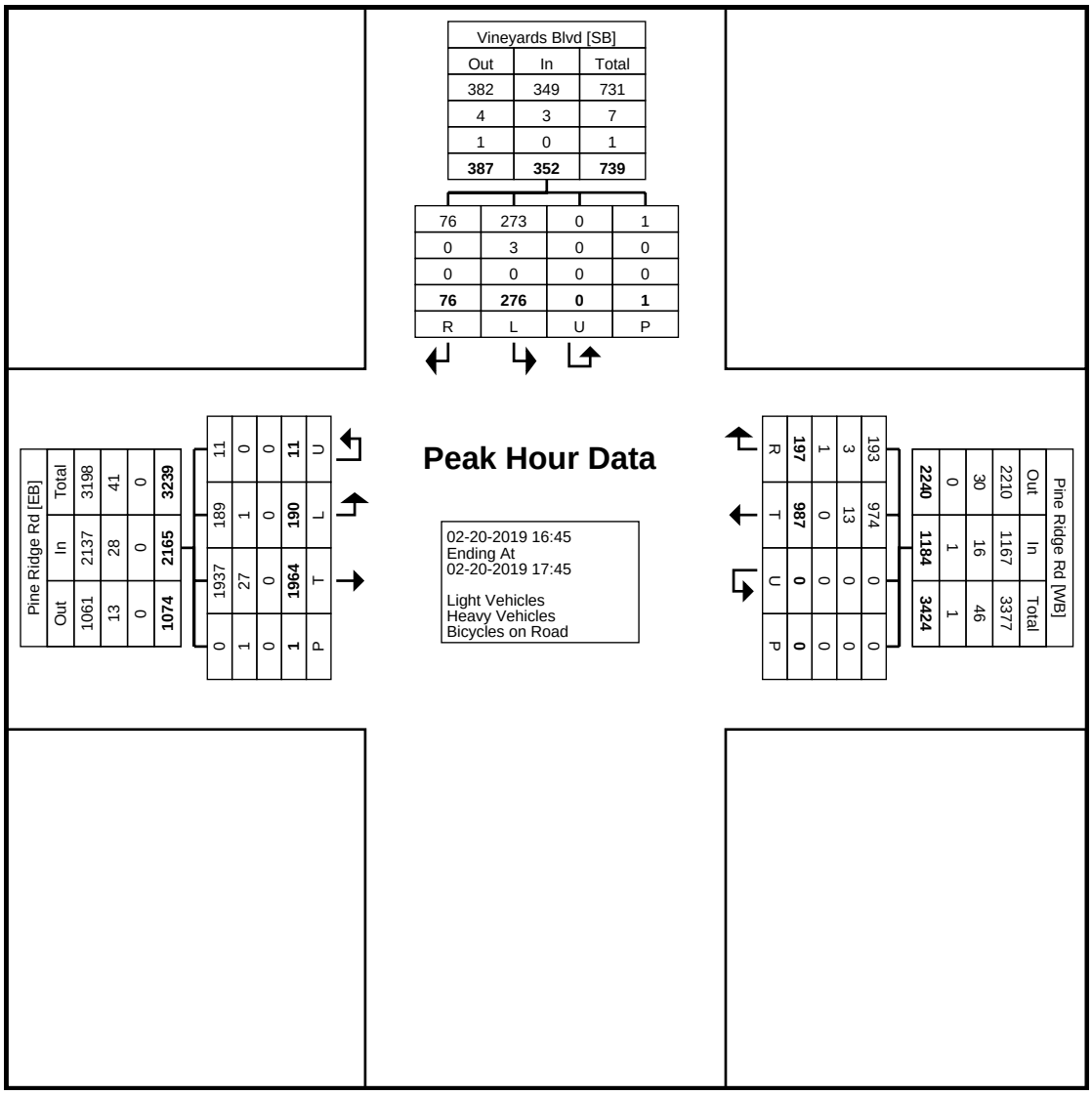
(800) 639-4851

Count Name: T-10_Pine Ridge Rd & Vineyards Blvd
Site Code: 10
Start Date: 02-20-2019
Page No: 6



Turning Movement Peak Hour Data Plot (16:45)

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

Pine Ridge Rd & Logan Blvd
Wednesday TMC

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

Count Name: T-11_Pine Ridge Rd & Logan Blvd
Site Code: 11
Start Date: 02-20-2019

Turning Movement Data

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Logan Blvd Northbound						Logan Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	0	11	73	86	0	170	0	81	322	9	0	412	0	183	63	24	0	270	0	2	83	32	0	117	969
7:15	0	13	92	94	0	199	0	61	379	10	0	450	1	237	84	34	0	356	0	10	81	54	0	145	1150
7:30	0	11	69	82	0	162	0	58	373	11	0	442	0	286	107	44	0	437	0	3	82	51	0	136	1177
7:45	0	10	72	88	0	170	0	58	357	12	0	427	0	308	118	56	0	482	0	14	119	57	0	190	1269
Hourly Total	0	45	306	350	0	701	0	258	1431	42	0	1731	1	1014	372	158	0	1545	0	29	365	194	0	588	4565
8:00	0	20	87	79	0	186	0	84	355	13	0	452	0	236	83	30	0	349	0	3	81	57	0	141	1128
8:15	0	10	108	73	0	191	0	63	307	12	0	382	0	200	97	35	0	332	0	7	73	53	0	133	1038
8:30	1	14	88	79	0	182	1	77	304	14	0	396	0	233	103	35	0	371	0	11	78	46	0	135	1084
8:45	1	19	88	63	0	171	0	63	244	10	0	317	0	175	87	36	1	298	0	17	74	40	0	131	917
Hourly Total	2	63	371	294	0	730	1	287	1210	49	0	1547	0	844	370	136	1	1350	0	38	306	196	0	540	4167
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	50	230	210	1	491	0	39	108	8	1	155	0	153	91	84	0	328	0	6	94	25	0	125	1099
16:15	0	62	212	221	2	495	0	36	125	6	0	167	0	128	105	90	1	323	0	14	116	24	0	154	1139
16:30	0	54	238	220	0	512	0	30	134	13	0	177	0	143	111	88	0	342	0	7	108	26	0	141	1172
16:45	0	56	262	217	0	535	0	22	130	13	0	165	0	162	103	94	0	359	0	14	126	33	1	173	1232
Hourly Total	1	222	942	868	3	2033	0	127	497	40	1	664	0	586	410	356	1	1352	0	41	444	108	1	593	4642
17:00	0	88	261	233	0	582	0	39	116	7	0	162	0	151	91	84	0	326	0	6	128	33	0	167	1237
17:15	0	70	252	280	0	602	0	28	114	9	0	151	0	132	84	103	0	319	0	11	114	35	0	160	1232
17:30	0	57	248	265	0	570	0	33	113	13	0	159	1	170	114	98	0	383	1	15	105	38	0	159	1271
17:45	0	69	227	246	0	542	0	36	120	12	0	168	0	159	84	95	0	338	0	9	117	34	0	160	1208
Hourly Total	0	284	988	1024	0	2296	0	136	463	41	0	640	1	612	373	380	0	1366	1	41	464	140	0	646	4948
Grand Total	3	614	2607	2536	3	5760	1	808	3601	172	1	4582	2	3056	1525	1030	2	5613	1	149	1579	638	1	2367	18322
Approach %	0.1	10.7	45.3	44.0	-	-	0.0	17.6	78.6	3.8	-	-	0.0	54.4	27.2	18.4	-	-	0.0	6.3	66.7	27.0	-	-	-
Total %	0.0	3.4	14.2	13.8	-	31.4	0.0	4.4	19.7	0.9	-	25.0	0.0	16.7	8.3	5.6	-	30.6	0.0	0.8	8.6	3.5	-	12.9	-
Light Vehicles	2	599	2529	2474	1	5604	1	774	3485	160	0	4420	2	2985	1486	998	1	5471	1	142	1549	619	0	2311	17806
% Light Vehicles	66.7	97.6	97.0	97.6	33.3	97.3	100.0	95.8	96.8	93.0	0.0	96.5	100.0	97.7	97.4	96.9	50.0	97.5	100.0	95.3	98.1	97.0	0.0	97.6	97.2
Heavy Vehicles	1	15	78	61	2	155	0	34	116	12	1	162	0	71	39	30	1	140	0	7	30	18	1	55	512
% Heavy Vehicles	33.3	2.4	3.0	2.4	66.7	2.7	0.0	4.2	3.2	7.0	100.0	3.5	0.0	2.3	2.6	2.9	50.0	2.5	0.0	4.7	1.9	2.8	100.0	2.3	2.8
Bicycles on Road	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	1	0	1	4
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0

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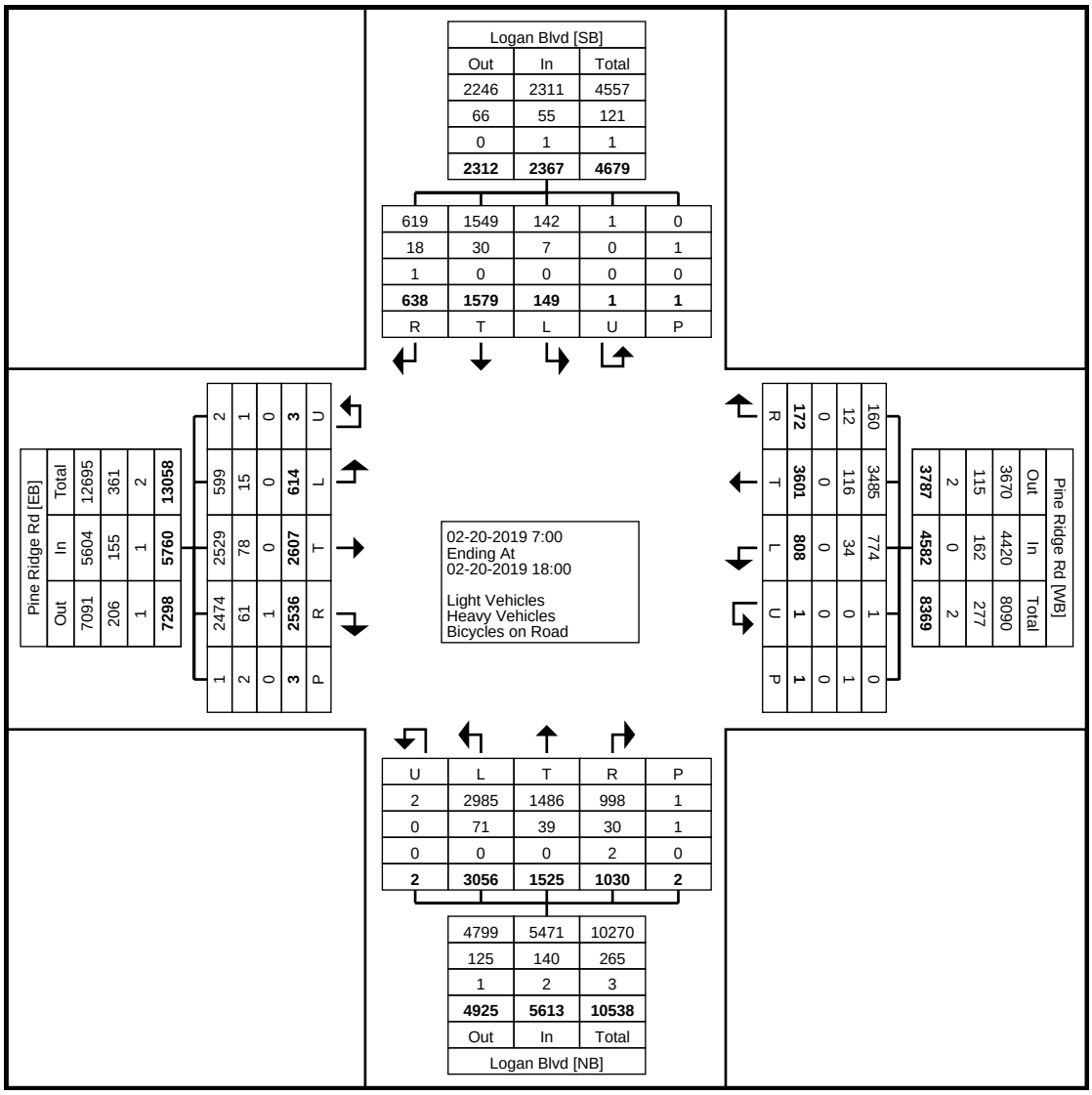
Pine Ridge Rd & Logan Blvd
Wednesday TMC

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

Count Name: T-11_Pine Ridge Rd & Logan Blvd
Site Code: 11
Start Date: 02-20-2019
Page No: 2



Turning Movement Data Plot

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Pine Ridge Rd & Logan Blvd
Wednesday TMC

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

Count Name: T-11_Pine Ridge Rd & Logan Blvd
Site Code: 11
Start Date: 02-20-2019

Turning Movement Peak Hour Data (7:15)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Logan Blvd Northbound						Logan Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15	0	13	92	94	0	199	0	61	379	10	0	450	1	237	84	34	0	356	0	10	81	54	0	145	1150
7:30	0	11	69	82	0	162	0	58	373	11	0	442	0	286	107	44	0	437	0	3	82	51	0	136	1177
7:45	0	10	72	88	0	170	0	58	357	12	0	427	0	308	118	56	0	482	0	14	119	57	0	190	1269
8:00	0	20	87	79	0	186	0	84	355	13	0	452	0	236	83	30	0	349	0	3	81	57	0	141	1128
Total	0	54	320	343	0	717	0	261	1464	46	0	1771	1	1067	392	164	0	1624	0	30	363	219	0	612	4724
Approach %	0.0	7.5	44.6	47.8	-	-	0.0	14.7	82.7	2.6	-	-	0.1	65.7	24.1	10.1	-	-	0.0	4.9	59.3	35.8	-	-	-
Total %	0.0	1.1	6.8	7.3	-	15.2	0.0	5.5	31.0	1.0	-	37.5	0.0	22.6	8.3	3.5	-	34.4	0.0	0.6	7.7	4.6	-	13.0	-
PHF	0.000	0.675	0.870	0.912	-	0.901	0.000	0.777	0.966	0.885	-	0.980	0.250	0.866	0.831	0.732	-	0.842	0.000	0.536	0.763	0.961	-	0.805	0.931
Light Vehicles	0	50	298	331	0	679	0	247	1410	41	0	1698	1	1043	377	153	0	1574	0	29	355	212	0	596	4547
% Light Vehicles	-	92.6	93.1	96.5	-	94.7	-	94.6	96.3	89.1	-	95.9	100.0	97.8	96.2	93.3	-	96.9	-	96.7	97.8	96.8	-	97.4	96.3
Heavy Vehicles	0	4	22	12	0	38	0	14	54	5	0	73	0	24	15	11	0	50	0	1	8	7	0	16	177
% Heavy Vehicles	-	7.4	6.9	3.5	-	5.3	-	5.4	3.7	10.9	-	4.1	0.0	2.2	3.8	6.7	-	3.1	-	3.3	2.2	3.2	-	2.6	3.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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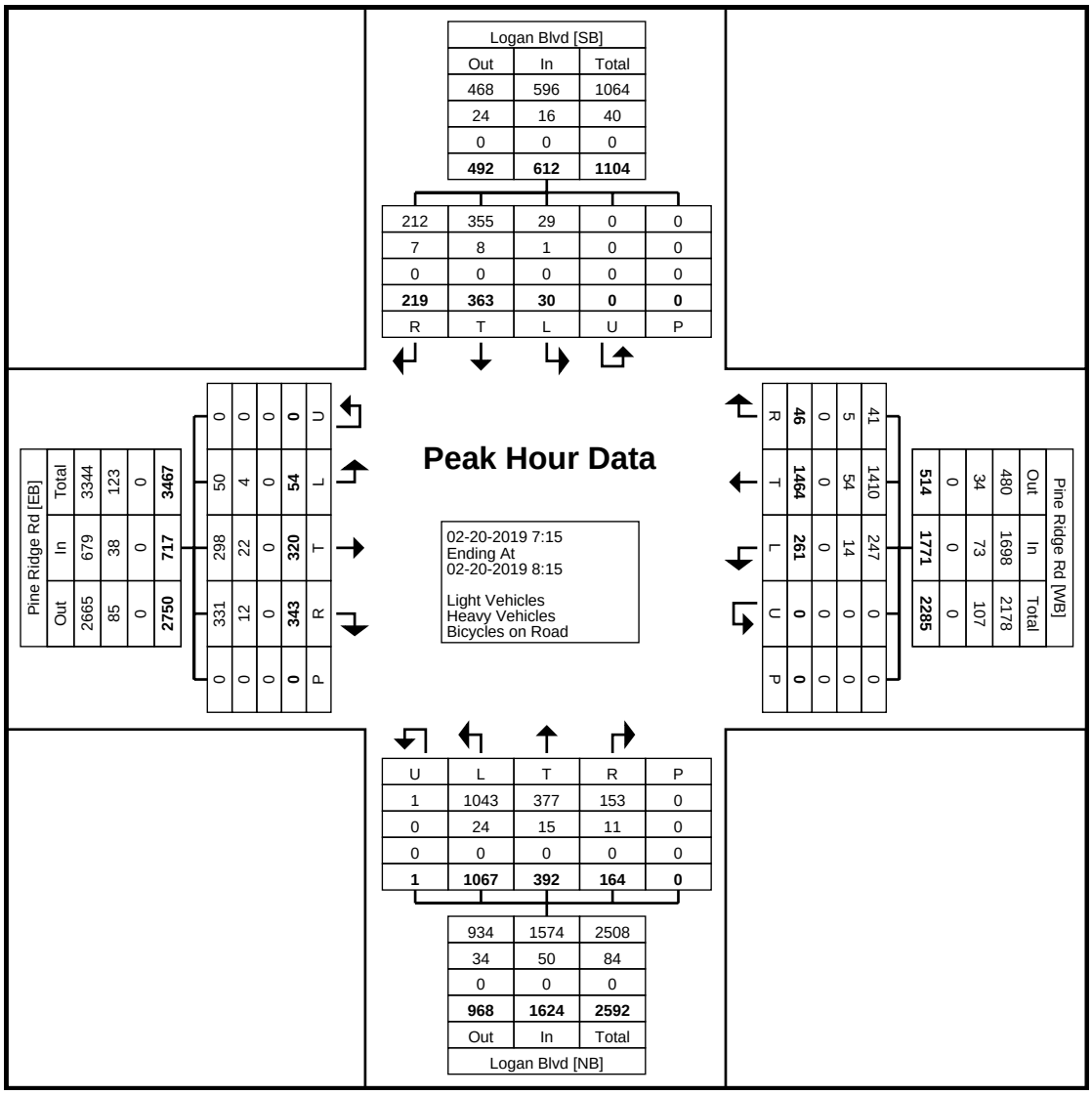
Pine Ridge Rd & Logan Blvd
Wednesday TMC

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

Count Name: T-11_Pine Ridge Rd & Logan Blvd
Site Code: 11
Start Date: 02-20-2019
Page No: 4



Logan Blvd [SB]		
Out	In	Total
468	596	1064
24	16	40
0	0	0
492	**612**	**1104**

R	T	L	U	P
212	355	29	0	0
7	8	1	0	0
0	0	0	0	0
219	**363**	**30**	**0**	**0**

Pine Ridge Rd [EB]					
	Out	In	Total		
	2665	679	3344		
	85	38	123		
	0	0	0		
	2750	**717**	**3467**		

0	0	0	0	**0**	U
50	4	0	0	**54**	L
298	22	0	0	**320**	T
331	12	0	0	**343**	R
0	0	0	0	**0**	P

R	**46**	0	5	41	
T	**1464**	0	54	1410	
L	**261**	0	14	247	
U	**0**	0	0	0	
P	**0**	0	0	0	

Pine Ridge Rd [WB]			
Out	In	Total	
480	1698	2178	
34	73	107	
0	0	0	
514	**1771**	**2285**	

U	L	T	R	P
1	1043	377	153	0
0	24	15	11	0
0	0	0	0	0
1	**1067**	**392**	**164**	**0**

934	1574	2508
34	50	84
0	0	0
968	**1624**	**2592**
Out	In	Total
Logan Blvd [NB]		

Turning Movement Peak Hour Data Plot (7:15)

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Pine Ridge Rd & Logan Blvd
Wednesday TMC

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

Count Name: T-11_Pine Ridge Rd & Logan Blvd
Site Code: 11
Start Date: 02-20-2019

Turning Movement Peak Hour Data (16:45)

Start Time	Pine Ridge Rd Eastbound						Pine Ridge Rd Westbound						Logan Blvd Northbound						Logan Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	56	262	217	0	535	0	22	130	13	0	165	0	162	103	94	0	359	0	14	126	33	1	173	1232
17:00	0	88	261	233	0	582	0	39	116	7	0	162	0	151	91	84	0	326	0	6	128	33	0	167	1237
17:15	0	70	252	280	0	602	0	28	114	9	0	151	0	132	84	103	0	319	0	11	114	35	0	160	1232
17:30	0	57	248	265	0	570	0	33	113	13	0	159	1	170	114	98	0	383	1	15	105	38	0	159	1271
Total	0	271	1023	995	0	2289	0	122	473	42	0	637	1	615	392	379	0	1387	1	46	473	139	1	659	4972
Approach %	0.0	11.8	44.7	43.5	-	-	0.0	19.2	74.3	6.6	-	-	0.1	44.3	28.3	27.3	-	-	0.2	7.0	71.8	21.1	-	-	-
Total %	0.0	5.5	20.6	20.0	-	46.0	0.0	2.5	9.5	0.8	-	12.8	0.0	12.4	7.9	7.6	-	27.9	0.0	0.9	9.5	2.8	-	13.3	-
PHF	0.000	0.770	0.976	0.888	-	0.951	0.000	0.782	0.910	0.808	-	0.965	0.250	0.904	0.860	0.920	-	0.905	0.250	0.767	0.924	0.914	-	0.952	0.978
Light Vehicles	0	265	1003	981	0	2249	0	121	462	41	0	624	1	609	384	377	0	1371	1	45	467	138	0	651	4895
% Light Vehicles	-	97.8	98.0	98.6	-	98.3	-	99.2	97.7	97.6	-	98.0	100.0	99.0	98.0	99.5	-	98.8	100.0	97.8	98.7	99.3	0.0	98.8	98.5
Heavy Vehicles	0	6	20	14	0	40	0	1	11	1	0	13	0	6	8	2	0	16	0	1	6	1	1	8	77
% Heavy Vehicles	-	2.2	2.0	1.4	-	1.7	-	0.8	2.3	2.4	-	2.0	0.0	1.0	2.0	0.5	-	1.2	0.0	2.2	1.3	0.7	100.0	1.2	1.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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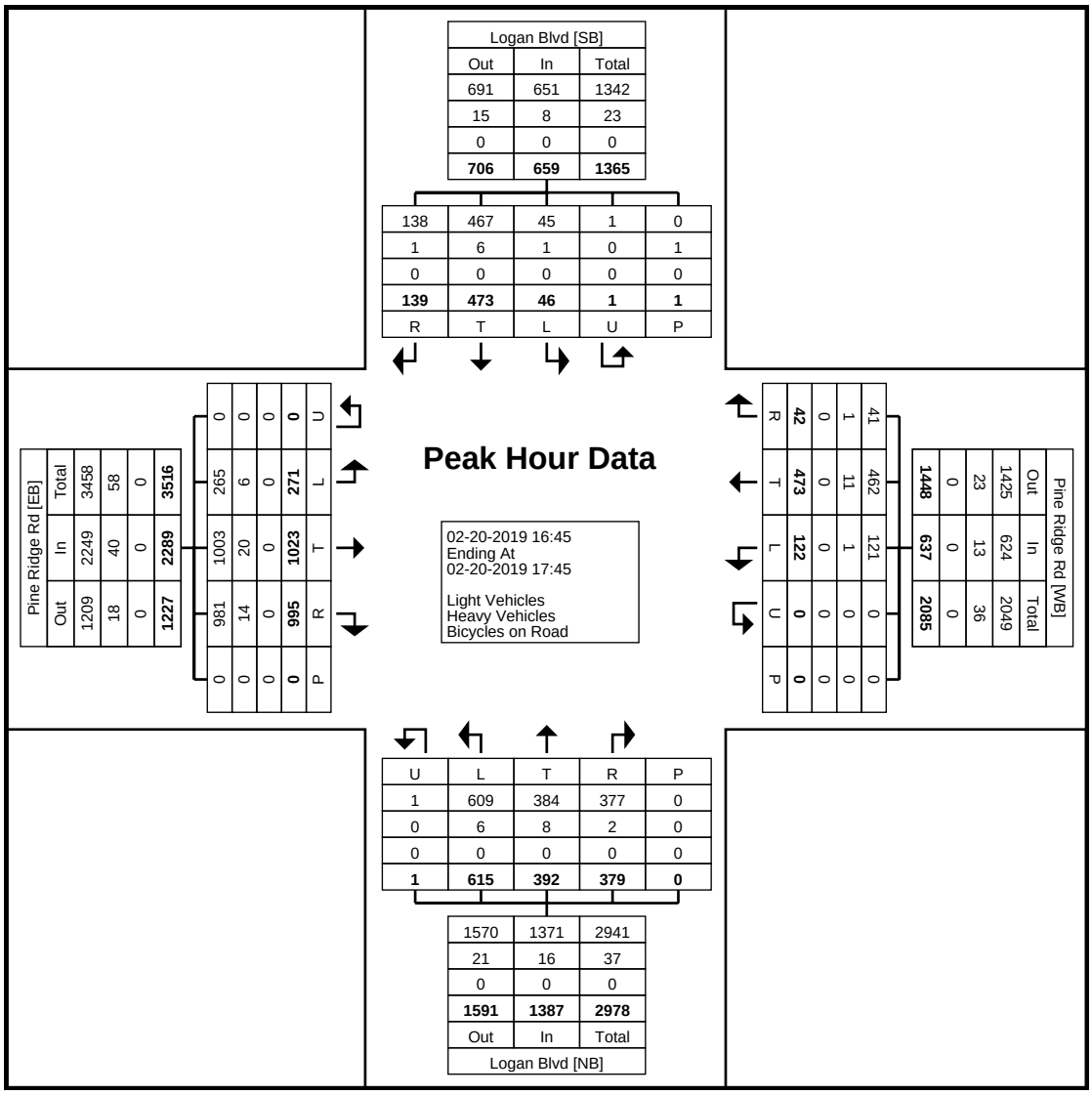
Pine Ridge Rd & Logan Blvd
Wednesday TMC

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

Count Name: T-11_Pine Ridge Rd & Logan Blvd
Site Code: 11
Start Date: 02-20-2019



Logan Blvd [SB]		
Out	In	Total
691	651	1342
15	8	23
0	0	0
706	**659**	**1365**

R	T	L	U	P
138	467	45	1	0
1	6	1	0	1
0	0	0	0	0
139	**473**	**46**	**1**	**1**

Pine Ridge Rd [EB]					
	Total	3458	58	0	**3516**
In	2249	40	0	**2289**	
Out	1209	18	0	**1227**	

U	L	T	R	P
0	0	0	**0**	U
265	6	0	**271**	L
1003	20	0	**1023**	T
981	14	0	**995**	R
0	0	0	**0**	P

R	T	L	U	P
41	462	121	0	0
1	11	1	0	0
0	0	0	0	0
42	**473**	**122**	**0**	**0**

Pine Ridge Rd [WB]		
Out	In	Total
1425	624	2049
23	13	36
1448	**637**	**2085**

U	L	T	R	P
1	609	384	377	0
0	6	8	2	0
0	0	0	0	0
1	**615**	**392**	**379**	**0**

1570	1371	2941
21	16	37
0	0	0
1591	**1387**	**2978**
Out	In	Total
Logan Blvd [NB]		

Turning Movement Peak Hour Data Plot (16:45)

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Livingston Rd & Uniforms Unlimited
Wednesday TMC

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

Count Name: T-12_Livingston Rd & Uniforms Unlimited
Site Code: 12
Start Date: 02-20-2019

Turning Movement Data

Start Time	Drive Way Eastbound						Uniforms Unlimited Westbound						Livingston Rd Northbound						Livingston Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	0	0	0	0	0	0	0	0	0	11	1	11	1	1	177	4	0	183	1	4	299	0	0	304	498
7:15	0	0	0	0	0	0	0	0	0	13	5	13	5	2	199	5	0	211	1	8	365	0	0	374	598
7:30	0	0	0	0	0	0	0	0	0	14	1	14	4	0	275	3	0	282	0	7	374	0	0	381	677
7:45	0	0	0	0	0	0	0	0	0	12	1	12	2	0	329	7	0	338	1	5	414	2	0	422	772
Hourly Total	0	0	0	0	0	0	0	0	0	50	8	50	12	3	980	19	0	1014	3	24	1452	2	0	1481	2545
8:00	0	0	0	0	0	0	0	0	0	20	3	20	2	0	284	23	0	309	0	9	343	0	0	352	681
8:15	0	0	0	0	0	0	0	0	0	39	3	39	3	0	308	15	0	326	1	10	343	0	0	354	719
8:30	0	0	0	3	0	3	0	0	0	27	4	27	3	1	298	7	0	309	3	10	328	3	0	344	683
8:45	0	0	0	1	0	1	0	0	0	30	1	30	3	3	249	14	0	269	1	7	356	2	0	366	666
Hourly Total	0	0	0	4	0	4	0	0	0	116	11	116	11	4	1139	59	0	1213	5	36	1370	5	0	1416	2749
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	0	0	0	0	0	0	1	0	18	1	19	0	1	338	14	0	353	6	7	319	2	0	334	706
16:15	0	0	0	0	0	0	0	0	0	33	0	33	3	0	451	14	0	468	6	7	303	0	0	316	817
16:30	0	0	0	1	0	1	0	0	0	44	2	44	2	0	360	3	0	365	5	11	295	0	0	311	721
16:45	0	0	0	0	0	0	0	0	0	31	0	31	2	0	361	8	0	371	4	9	342	0	0	355	757
Hourly Total	0	0	0	1	0	1	0	1	0	126	3	127	7	1	1510	39	0	1557	21	34	1259	2	0	1316	3001
17:00	0	0	0	0	0	0	0	0	0	23	1	23	1	0	412	10	0	423	0	10	295	0	0	305	751
17:15	0	0	0	0	0	0	0	1	0	33	2	34	3	0	434	15	0	452	2	14	316	0	0	332	818
17:30	0	0	0	0	0	0	0	0	0	24	0	24	0	0	435	12	0	447	3	12	302	1	0	318	789
17:45	0	0	0	0	0	0	0	0	0	17	1	17	3	0	384	7	0	394	3	3	259	1	0	266	677
Hourly Total	0	0	0	0	0	0	0	1	0	97	4	98	7	0	1665	44	0	1716	8	39	1172	2	0	1221	3035
Grand Total	0	0	0	5	0	5	0	2	0	389	26	391	37	8	5294	161	0	5500	37	133	5253	11	0	5434	11330
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	0.5	0.0	99.5	-	-	0.7	0.1	96.3	2.9	-	-	0.7	2.4	96.7	0.2	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	3.4	-	3.5	0.3	0.1	46.7	1.4	-	48.5	0.3	1.2	46.4	0.1	-	48.0	-
Light Vehicles	0	0	0	5	0	5	0	0	0	386	11	386	37	8	5169	158	0	5372	37	131	5115	11	0	5294	11057
% Light Vehicles	-	-	-	100.0	-	100.0	-	0.0	-	99.2	42.3	98.7	100.0	100.0	97.6	98.1	-	97.7	100.0	98.5	97.4	100.0	-	97.4	97.6
Heavy Vehicles	0	0	0	0	0	0	0	0	0	3	15	3	0	0	125	1	0	126	0	2	138	0	0	140	269
% Heavy Vehicles	-	-	-	0.0	-	0.0	-	0.0	-	0.8	57.7	0.8	0.0	0.0	2.4	0.6	-	2.3	0.0	1.5	2.6	0.0	-	2.6	2.4
Bicycles on Road	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	4
% Bicycles on Road	-	-	-	0.0	-	0.0	-	100.0	-	0.0	0.0	0.5	0.0	0.0	0.0	1.2	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0

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Livingston Rd & Uniforms
Unlimited
Wednesday TMC

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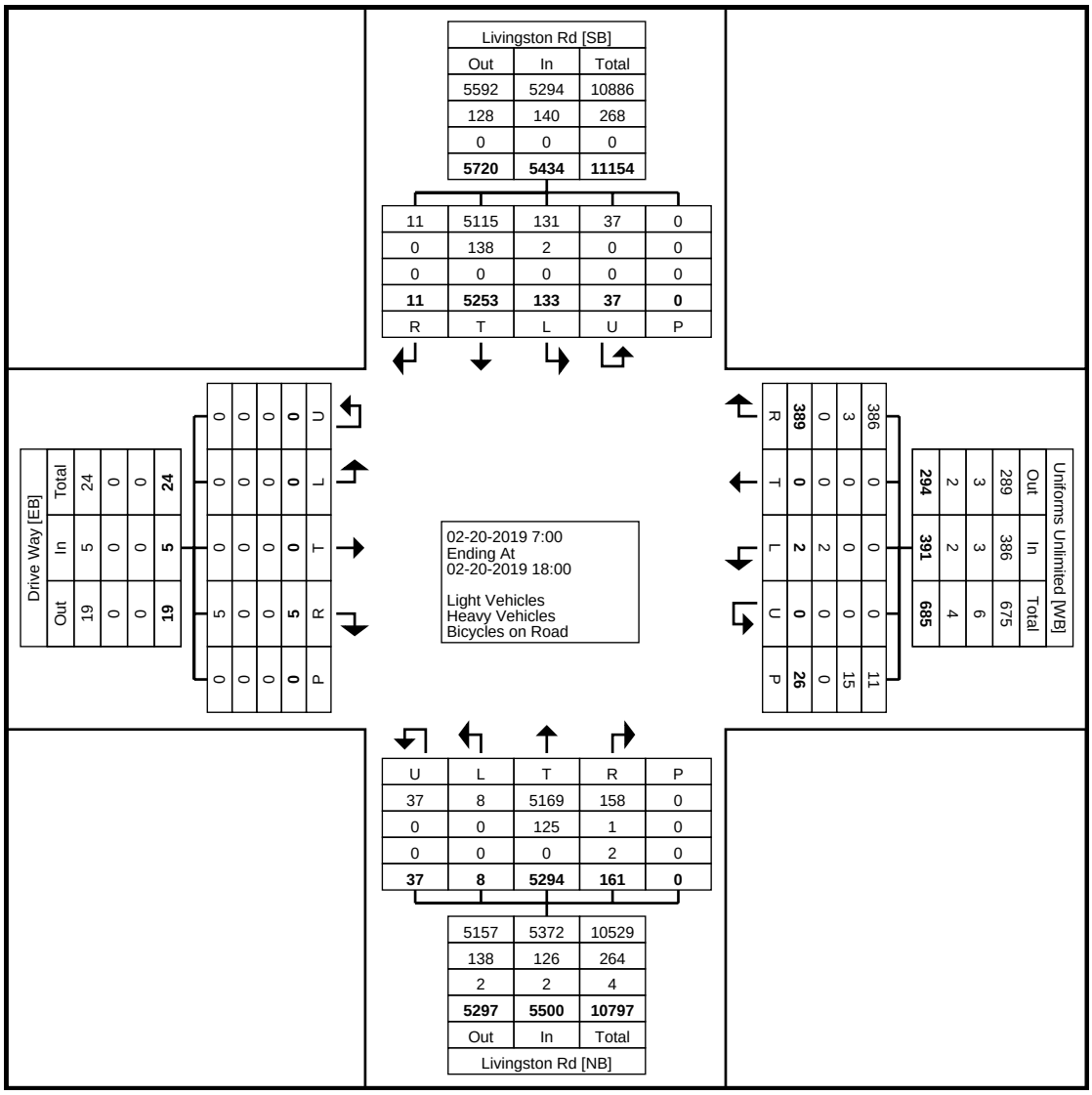
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-12_Livingston Rd & Uniforms Unlimited
Site Code: 12
Start Date: 02-20-2019



Turning Movement Data Plot

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

Livingston Rd & Uniforms
Unlimited
Wednesday TMC

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

Count Name: T-12_Livingston Rd & Uniforms Unlimited
Site Code: 12
Start Date: 02-20-2019

Turning Movement Peak Hour Data (7:45)

Start Time	Drive Way Eastbound						Uniforms Unlimited Westbound						Livingston Rd Northbound						Livingston Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45	0	0	0	0	0	0	0	0	0	12	1	12	2	0	329	7	0	338	1	5	414	2	0	422	772
8:00	0	0	0	0	0	0	0	0	0	20	3	20	2	0	284	23	0	309	0	9	343	0	0	352	681
8:15	0	0	0	0	0	0	0	0	0	39	3	39	3	0	308	15	0	326	1	10	343	0	0	354	719
8:30	0	0	0	3	0	3	0	0	0	27	4	27	3	1	298	7	0	309	3	10	328	3	0	344	683
Total	0	0	0	3	0	3	0	0	0	98	11	98	10	1	1219	52	0	1282	5	34	1428	5	0	1472	2855
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	0.0	0.0	100.0	-	-	0.8	0.1	95.1	4.1	-	-	0.3	2.3	97.0	0.3	-	-	-
Total %	0.0	0.0	0.0	0.1	-	0.1	0.0	0.0	0.0	3.4	-	3.4	0.4	0.0	42.7	1.8	-	44.9	0.2	1.2	50.0	0.2	-	51.6	-
PHF	0.000	0.000	0.000	0.250	-	0.250	0.000	0.000	0.000	0.628	-	0.628	0.833	0.250	0.926	0.565	-	0.948	0.417	0.850	0.862	0.417	-	0.872	0.925
Light Vehicles	0	0	0	3	0	3	0	0	0	96	6	96	10	1	1183	51	0	1245	5	34	1371	5	0	1415	2759
% Light Vehicles	-	-	-	100.0	-	100.0	-	-	-	98.0	54.5	98.0	100.0	100.0	97.0	98.1	-	97.1	100.0	100.0	96.0	100.0	-	96.1	96.6
Heavy Vehicles	0	0	0	0	0	0	0	0	0	2	5	2	0	0	36	1	0	37	0	0	57	0	0	57	96
% Heavy Vehicles	-	-	-	0.0	-	0.0	-	-	-	2.0	45.5	2.0	0.0	0.0	3.0	1.9	-	2.9	0.0	0.0	4.0	0.0	-	3.9	3.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	-	-	0.0	-	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0

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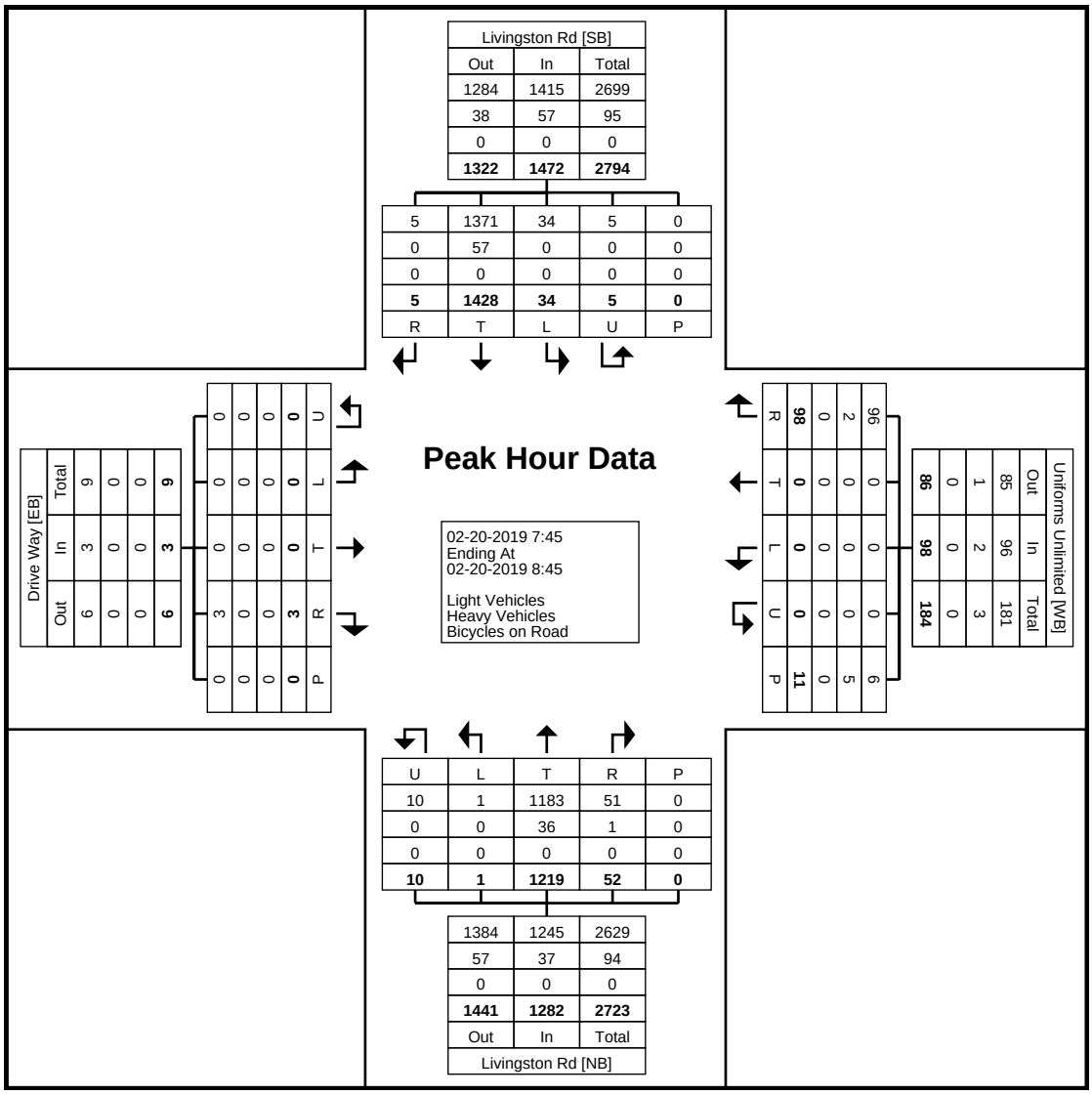
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851



Turning Movement Peak Hour Data Plot (7:45)

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Livingston Rd & Uniforms
Unlimited
Wednesday TMC

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

Count Name: T-12_Livingston Rd & Uniforms Unlimited
Site Code: 12
Start Date: 02-20-2019

Turning Movement Peak Hour Data (16:45)

Start Time	Drive Way Eastbound						Uniforms Unlimited Westbound						Livingston Rd Northbound						Livingston Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	0	0	0	0	0	0	0	0	31	0	31	2	0	361	8	0	371	4	9	342	0	0	355	757
17:00	0	0	0	0	0	0	0	0	0	23	1	23	1	0	412	10	0	423	0	10	295	0	0	305	751
17:15	0	0	0	0	0	0	0	1	0	33	2	34	3	0	434	15	0	452	2	14	316	0	0	332	818
17:30	0	0	0	0	0	0	0	0	0	24	0	24	0	0	435	12	0	447	3	12	302	1	0	318	789
Total	0	0	0	0	0	0	0	1	0	111	3	112	6	0	1642	45	0	1693	9	45	1255	1	0	1310	3115
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	0.9	0.0	99.1	-	-	0.4	0.0	97.0	2.7	-	-	0.7	3.4	95.8	0.1	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	3.6	-	3.6	0.2	0.0	52.7	1.4	-	54.3	0.3	1.4	40.3	0.0	-	42.1	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.250	0.000	0.841	-	0.824	0.500	0.000	0.944	0.750	-	0.936	0.563	0.804	0.917	0.250	-	0.923	0.952
Light Vehicles	0	0	0	0	0	0	0	0	0	111	1	111	6	0	1629	44	0	1679	9	45	1237	1	0	1292	3082
% Light Vehicles	-	-	-	-	-	-	-	0.0	-	100.0	33.3	99.1	100.0	-	99.2	97.8	-	99.2	100.0	100.0	98.6	100.0	-	98.6	98.9
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	13	0	0	13	0	0	18	0	0	18	31
% Heavy Vehicles	-	-	-	-	-	-	-	0.0	-	0.0	66.7	0.0	0.0	-	0.8	0.0	-	0.8	0.0	0.0	1.4	0.0	-	1.4	1.0
Bicycles on Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2
% Bicycles on Road	-	-	-	-	-	-	-	100.0	-	0.0	0.0	0.9	0.0	-	0.0	2.2	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.1

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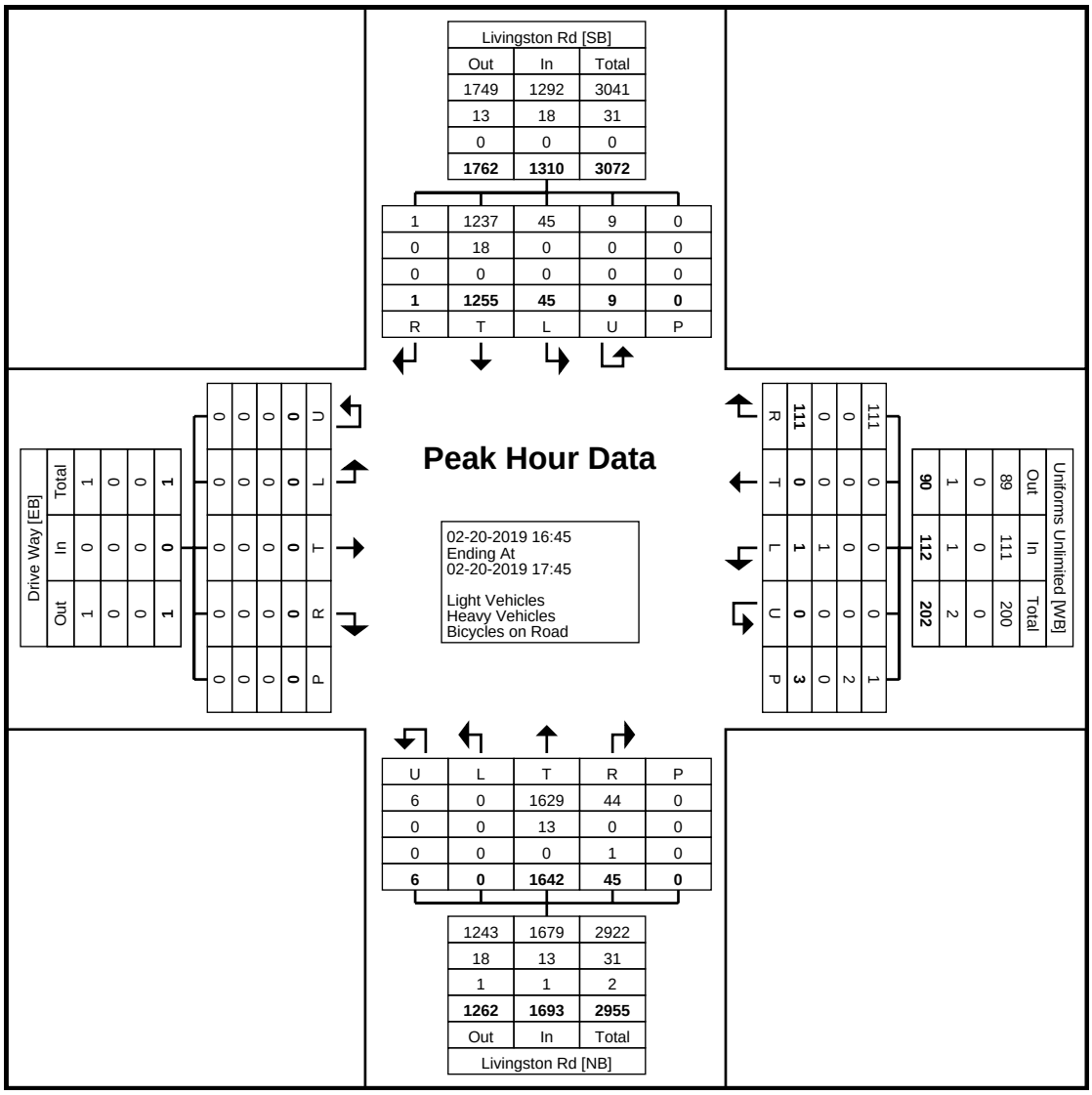
Livingston Rd & Uniforms
Unlimited
Wednesday TMC

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

Count Name: T-12_Livingston Rd & Uniforms Unlimited
Site Code: 12
Start Date: 02-20-2019
Page No: 6



Turning Movement Peak Hour Data Plot (16:45)

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

Whippoorwill Ln & Dudley Dr
Wednesday TMC

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

Count Name: T-13_Whippoorwill Ln & Dudley Dr
Site Code: 13
Start Date: 02-20-2019

Turning Movement Data

Start Time	Dudley Dr Westbound					Whippoorwill Ln Northbound					Whippoorwill Ln Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00	0	4	9	0	13	0	71	4	2	75	0	22	41	0	63	151
7:15	0	2	20	3	22	0	92	8	0	100	0	14	30	0	44	166
7:30	0	1	16	2	17	0	138	7	0	145	0	10	31	0	41	203
7:45	0	6	12	0	18	0	117	11	0	128	0	18	48	0	66	212
Hourly Total	0	13	57	5	70	0	418	30	2	448	0	64	150	0	214	732
8:00	0	5	23	2	28	0	112	14	0	126	1	16	85	0	102	256
8:15	0	2	25	2	27	0	109	6	2	115	1	18	105	0	124	266
8:30	0	4	13	2	17	0	135	7	2	142	0	18	83	0	101	260
8:45	0	4	14	0	18	0	109	5	2	114	0	25	74	0	99	231
Hourly Total	0	15	75	6	90	0	465	32	6	497	2	77	347	0	426	1013
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	4	17	0	21	0	94	9	0	103	0	40	88	0	128	252
16:15	0	2	9	1	11	0	81	7	0	88	0	28	110	1	138	237
16:30	0	8	10	0	18	0	98	10	0	108	1	28	94	0	123	249
16:45	0	7	14	0	21	0	90	5	0	95	0	22	72	1	94	210
Hourly Total	0	21	50	1	71	0	363	31	0	394	1	118	364	2	483	948
17:00	0	5	13	0	18	0	128	11	1	139	1	26	110	0	137	294
17:15	0	10	14	2	24	0	118	13	3	131	1	19	106	0	126	281
17:30	0	6	12	0	18	0	86	10	0	96	0	45	122	0	167	281
17:45	0	9	11	0	20	0	97	7	2	104	0	31	117	0	148	272
Hourly Total	0	30	50	2	80	0	429	41	6	470	2	121	455	0	578	1128
Grand Total	0	79	232	14	311	0	1675	134	14	1809	5	380	1316	2	1701	3821
Approach %	0.0	25.4	74.6	-	-	0.0	92.6	7.4	-	-	0.3	22.3	77.4	-	-	-
Total %	0.0	2.1	6.1	-	8.1	0.0	43.8	3.5	-	47.3	0.1	9.9	34.4	-	44.5	-
Light Vehicles	0	76	223	13	299	0	1660	130	14	1790	4	360	1299	2	1663	3752
% Light Vehicles	-	96.2	96.1	92.9	96.1	-	99.1	97.0	100.0	98.9	80.0	94.7	98.7	100.0	97.8	98.2
Heavy Vehicles	0	2	9	1	11	0	15	2	0	17	1	20	17	0	38	66
% Heavy Vehicles	-	2.5	3.9	7.1	3.5	-	0.9	1.5	0.0	0.9	20.0	5.3	1.3	0.0	2.2	1.7
Bicycles on Road	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3
% Bicycles on Road	-	1.3	0.0	0.0	0.3	-	0.0	1.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1

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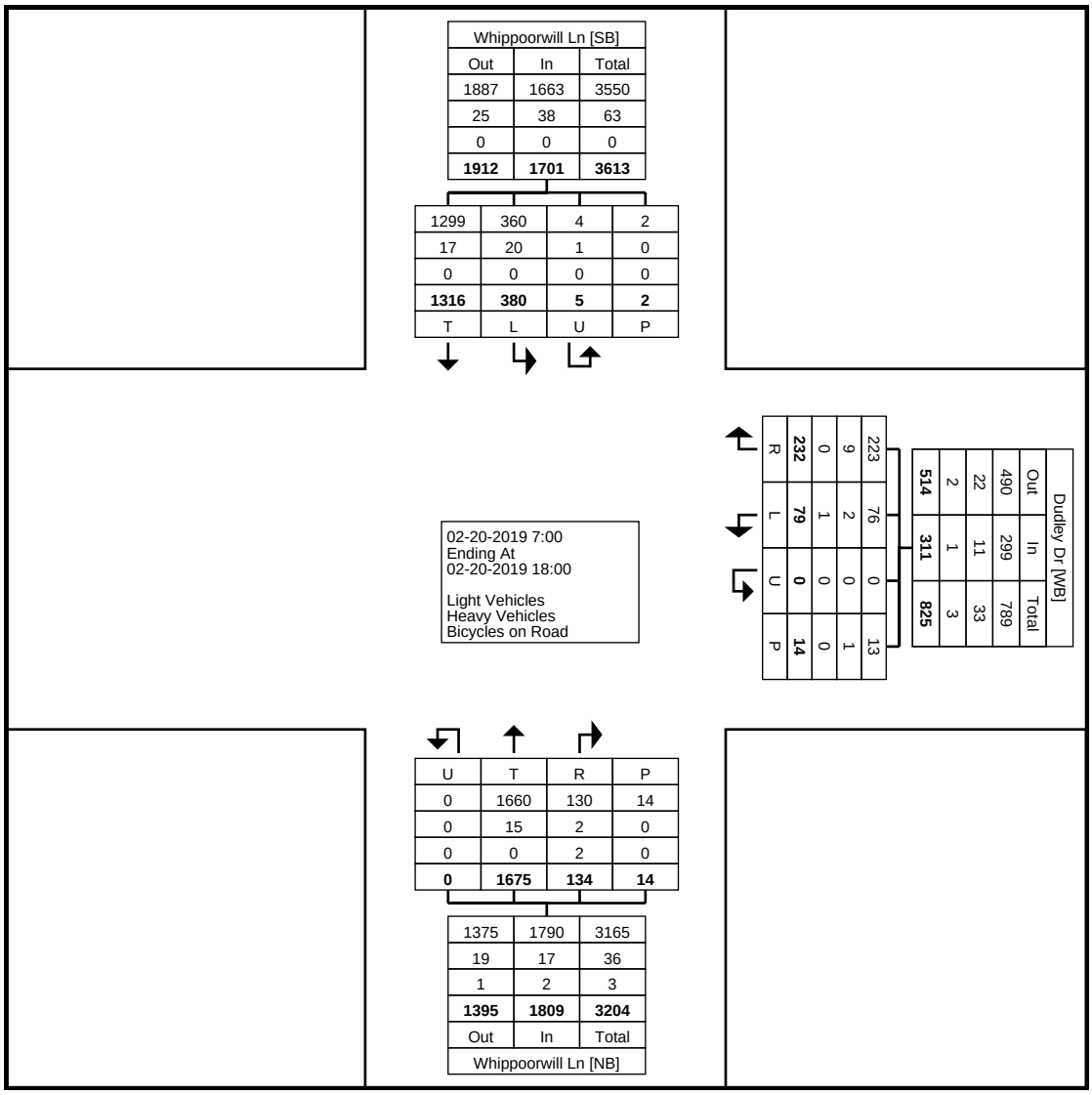
Whippoorwill Ln & Dudley Dr
Wednesday TMC

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

Count Name: T-13_Whippoorwill Ln & Dudley Dr
Site Code: 13
Start Date: 02-20-2019
Page No: 2



Turning Movement Data Plot

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Whippoorwill Ln & Dudley Dr
Wednesday TMC

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

Count Name: T-13_Whippoorwill Ln & Dudley Dr
Site Code: 13
Start Date: 02-20-2019

Turning Movement Peak Hour Data (8:00)

Start Time	Dudley Dr Westbound					Whippoorwill Ln Northbound					Whippoorwill Ln Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
8:00	0	5	23	2	28	0	112	14	0	126	1	16	85	0	102	256
8:15	0	2	25	2	27	0	109	6	2	115	1	18	105	0	124	266
8:30	0	4	13	2	17	0	135	7	2	142	0	18	83	0	101	260
8:45	0	4	14	0	18	0	109	5	2	114	0	25	74	0	99	231
Total	0	15	75	6	90	0	465	32	6	497	2	77	347	0	426	1013
Approach %	0.0	16.7	83.3	-	-	0.0	93.6	6.4	-	-	0.5	18.1	81.5	-	-	-
Total %	0.0	1.5	7.4	-	8.9	0.0	45.9	3.2	-	49.1	0.2	7.6	34.3	-	42.1	-
PHF	0.000	0.750	0.750	-	0.804	0.000	0.861	0.571	-	0.875	0.500	0.770	0.826	-	0.859	0.952
Light Vehicles	0	15	71	6	86	0	461	32	6	493	1	70	341	0	412	991
% Light Vehicles	-	100.0	94.7	100.0	95.6	-	99.1	100.0	100.0	99.2	50.0	90.9	98.3	-	96.7	97.8
Heavy Vehicles	0	0	4	0	4	0	4	0	0	4	1	7	6	0	14	22
% Heavy Vehicles	-	0.0	5.3	0.0	4.4	-	0.9	0.0	0.0	0.8	50.0	9.1	1.7	-	3.3	2.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0

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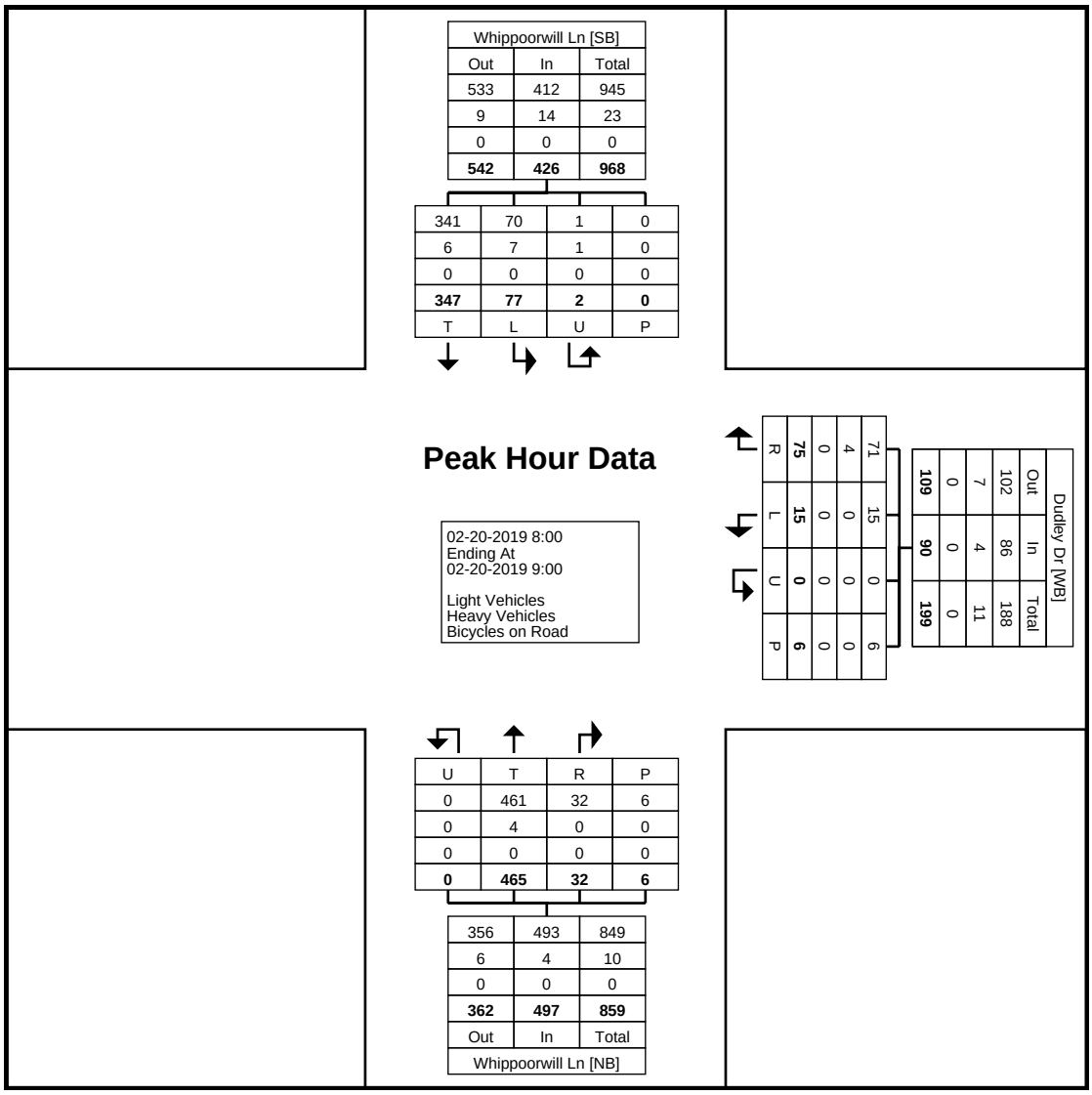

Turning Movement Peak Hour Data Plot (8:00)

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Wednesday TMC

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

Count Name: T-13_Whippoorwill Ln & Dudley Dr
Site Code: 13
Start Date: 02-20-2019

Turning Movement Peak Hour Data (17:00)

Start Time	Dudley Dr Westbound					Whippoorwill Ln Northbound					Whippoorwill Ln Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
17:00	0	5	13	0	18	0	128	11	1	139	1	26	110	0	137	294
17:15	0	10	14	2	24	0	118	13	3	131	1	19	106	0	126	281
17:30	0	6	12	0	18	0	86	10	0	96	0	45	122	0	167	281
17:45	0	9	11	0	20	0	97	7	2	104	0	31	117	0	148	272
Total	0	30	50	2	80	0	429	41	6	470	2	121	455	0	578	1128
Approach %	0.0	37.5	62.5	-	-	0.0	91.3	8.7	-	-	0.3	20.9	78.7	-	-	-
Total %	0.0	2.7	4.4	-	7.1	0.0	38.0	3.6	-	41.7	0.2	10.7	40.3	-	51.2	-
PHF	0.000	0.750	0.893	-	0.833	0.000	0.838	0.788	-	0.845	0.500	0.672	0.932	-	0.865	0.959
Light Vehicles	0	30	49	2	79	0	429	40	6	469	2	118	454	0	574	1122
% Light Vehicles	-	100.0	98.0	100.0	98.8	-	100.0	97.6	100.0	99.8	100.0	97.5	99.8	-	99.3	99.5
Heavy Vehicles	0	0	1	0	1	0	0	1	0	1	0	3	1	0	4	6
% Heavy Vehicles	-	0.0	2.0	0.0	1.3	-	0.0	2.4	0.0	0.2	0.0	2.5	0.2	-	0.7	0.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0

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Whippoorwill Ln & Dudley Dr
Wednesday TMC

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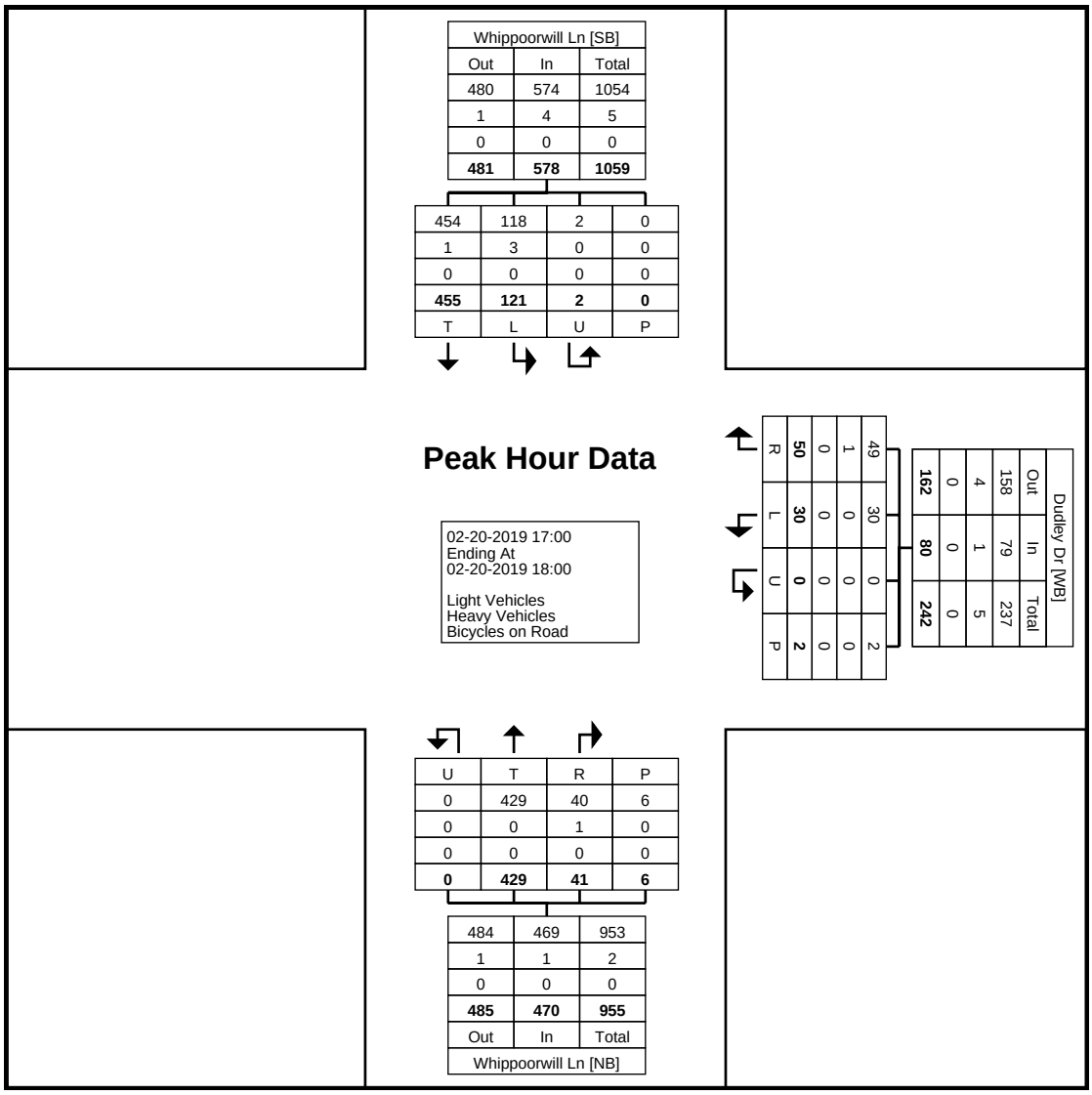

Turning Movement Peak Hour Data Plot (17:00)

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FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150721000000
Station ID: 030341111100
Livingston Rd South of Pine Ridge Rd

Start	19-Feb-19	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	275			5	229				
12:15		7	260			10	249				
12:30		11	274			6	240				
12:45		6	222	35	1031	5	250	26	968	61	1999
01:00		4	260			7	254				
01:15		6	257			7	280				
01:30		9	251			12	242				
01:45		5	269	24	1037	6	256	32	1032	56	2069
02:00		4	284			4	265				
02:15		1	240			4	292				
02:30		3	244			6	234				
02:45		5	280	13	1048	9	257	23	1048	36	2096
03:00		4	278			5	300				
03:15		4	311			6	283				
03:30		6	344			13	302				
03:45		7	371	21	1304	11	276	35	1161	56	2465
04:00		4	329			4	231				
04:15		11	387			7	288				
04:30		15	374			16	286				
04:45		11	339	41	1429	20	270	47	1075	88	2504
05:00		29	410			28	258				
05:15		42	403			25	265				
05:30		52	421			69	271				
05:45		72	320	195	1554	83	258	205	1052	400	2606
06:00		52	218			75	225				
06:15		74	248			163	186				
06:30		140	244			192	163				
06:45		169	191	435	901	228	151	658	725	1093	1626
07:00		145	169			312	146				
07:15		197	132			361	134				
07:30		298	124			351	139				
07:45		294	105	934	530	345	129	1369	548	2303	1078
08:00		299	81			353	120				
08:15		271	84			296	107				
08:30		304	69			283	97				
08:45		276	78	1150	312	313	100	1245	424	2395	736
09:00		264	62			245	94				
09:15		261	76			240	92				
09:30		250	50			248	66				
09:45		243	54	1018	242	239	53	972	305	1990	547
10:00		213	45			254	74				
10:15		256	41			265	76				
10:30		255	22			250	42				
10:45		233	27	957	135	233	30	1002	222	1959	357
11:00		263	30			231	39				
11:15		250	21			250	35				
11:30		258	16			242	16				
11:45		249	12	1020	79	267	9	990	99	2010	178
Total		5843	9602			6604	8659			12447	18261
Percent		37.8%	62.2%			43.3%	56.7%			40.5%	59.5%

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FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150721000000
Station ID: 030341111100
Livingston Rd South of Pine Ridge Rd

Start	20-Feb-19	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	241			14	219				
12:15		9	253			13	239				
12:30		6	271			8	246				
12:45		5	263	27	1028	9	232	44	936	71	1964
01:00		6	268			7	262				
01:15		3	240			10	243				
01:30		4	270			6	218				
01:45		9	242	22	1020	2	236	25	959	47	1979
02:00		1	248			3	256				
02:15		3	292			0	267				
02:30		9	285			3	258				
02:45		3	300	16	1125	5	269	11	1050	27	2175
03:00		2	263			4	300				
03:15		1	337			10	264				
03:30		6	353			8	280				
03:45		5	351	14	1304	10	264	32	1108	46	2412
04:00		5	327			9	298				
04:15		20	430			8	279				
04:30		16	331			14	267				
04:45		15	345	56	1433	20	293	51	1137	107	2570
05:00		25	380			26	286				
05:15		44	393			35	278				
05:30		40	404			54	263				
05:45		72	352	181	1529	92	226	207	1053	388	2582
06:00		51	243			96	223				
06:15		85	266			163	217				
06:30		115	183			193	198				
06:45		150	166	401	858	208	163	660	801	1061	1659
07:00		176	182			293	146				
07:15		210	144			351	130				
07:30		267	128			348	113				
07:45		310	135	963	589	365	150	1357	539	2320	1128
08:00		290	110			341	138				
08:15		307	102			326	178				
08:30		291	81			274	112				
08:45		254	61	1142	354	360	95	1301	523	2443	877
09:00		237	84			257	90				
09:15		283	76			223	87				
09:30		203	58			263	79				
09:45		251	57	974	275	239	66	982	322	1956	597
10:00		217	55			210	50				
10:15		240	50			200	54				
10:30		219	30			243	40				
10:45		235	31	911	166	217	47	870	191	1781	357
11:00		260	24			261	30				
11:15		261	22			258	30				
11:30		264	20			232	24				
11:45		245	11	1030	77	213	21	964	105	1994	182
Total		5737	9758			6504	8724			12241	18482
Percent		37.0%	63.0%			42.7%	57.3%			39.8%	60.2%

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FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150721000000
Station ID: 030341111100
Livingston Rd South of Pine Ridge Rd

Start	21-Feb-19	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		15	249			9	253				
12:15		5	246			19	287				
12:30		10	252			14	254				
12:45		9	262	39	1009	13	258	55	1052	94	2061
01:00		10	221			10	230				
01:15		2	250			9	287				
01:30		9	253			5	229				
01:45		5	239	26	963	3	270	27	1016	53	1979
02:00		2	278			10	267				
02:15		3	269			4	259				
02:30		7	280			7	261				
02:45		5	318	17	1145	7	284	28	1071	45	2216
03:00		5	296			7	300				
03:15		4	288			7	286				
03:30		7	337			17	315				
03:45		4	340	20	1261	10	274	41	1175	61	2436
04:00		5	364			8	244				
04:15		13	427			11	283				
04:30		12	356			18	253				
04:45		16	401	46	1548	18	301	55	1081	101	2629
05:00		25	402			19	278				
05:15		36	382			35	280				
05:30		40	409			67	310				
05:45		50	328	151	1521	76	259	197	1127	348	2648
06:00		51	247			77	197				
06:15		86	232			174	207				
06:30		123	218			193	226				
06:45		179	217	439	914	243	174	687	804	1126	1718
07:00		173	194			322	186				
07:15		250	148			362	134				
07:30		315	111			360	114				
07:45		340	124	1078	577	378	136	1422	570	2500	1147
08:00		356	113			386	107				
08:15		321	98			296	146				
08:30		335	98			375	111				
08:45		301	83	1313	392	332	131	1389	495	2702	887
09:00		291	87			265	110				
09:15		281	70			300	90				
09:30		263	90			260	96				
09:45		234	67	1069	314	239	75	1064	371	2133	685
10:00		229	34			215	74				
10:15		230	32			214	60				
10:30		285	40			250	52				
10:45		250	28	994	134	237	34	916	220	1910	354
11:00		236	25			235	45				
11:15		236	30			241	31				
11:30		259	23			245	16				
11:45		277	9	1008	87	272	15	993	107	2001	194
Total		6200	9865			6874	9089			13074	18954
Percent		38.6%	61.4%			43.1%	56.9%			40.8%	59.2%
Grand Total		17780	29225			19982	26472			37762	55697
Percent		37.8%	62.2%			43.0%	57.0%			40.4%	59.6%
ADT		ADT 31,153		AADT 31,153							

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FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150904000000
Station ID: 030342311100
Pine Ridge Rd West of Livingston Rd

Start Time	19-Feb-19 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		34	480			26	428				
12:15		28	507			31	460				
12:30		22	459			29	462				
12:45		17	513	101	1959	17	502	103	1852	204	3811
01:00		18	493			12	386				
01:15		20	507			16	470				
01:30		24	473			16	463				
01:45		10	500	72	1973	6	441	50	1760	122	3733
02:00		8	511			10	427				
02:15		7	526			4	482				
02:30		12	553			8	438				
02:45		5	571	32	2161	6	472	28	1819	60	3980
03:00		4	567			4	411				
03:15		13	598			11	475				
03:30		12	561			19	402				
03:45		8	589	37	2315	24	401	58	1689	95	4004
04:00		10	552			17	420				
04:15		20	589			29	416				
04:30		18	738			41	350				
04:45		33	612	81	2491	81	400	168	1586	249	4077
05:00		41	620			59	430				
05:15		51	667			93	417				
05:30		40	622			115	364				
05:45		53	587	185	2496	180	423	447	1634	632	4130
06:00		61	510			170	398				
06:15		109	473			256	384				
06:30		141	446			361	385				
06:45		140	462	451	1891	558	325	1345	1492	1796	3383
07:00		216	408			450	259				
07:15		196	384			544	264				
07:30		246	402			582	251				
07:45		259	362	917	1556	606	200	2182	974	3099	2530
08:00		282	334			625	176				
08:15		284	322			584	148				
08:30		289	318			584	156				
08:45		309	317	1164	1291	606	131	2399	611	3563	1902
09:00		343	299			480	120				
09:15		320	197			489	122				
09:30		324	199			527	92				
09:45		337	205	1324	900	590	84	2086	418	3410	1318
10:00		329	211			471	81				
10:15		379	150			530	103				
10:30		389	116			470	68				
10:45		360	147	1457	624	479	47	1950	299	3407	923
11:00		408	147			495	54				
11:15		454	96			483	34				
11:30		451	59			520	32				
11:45		433	60	1746	362	510	34	2008	154	3754	516
Total		7567	20019			12824	14288			20391	34307
Percent		27.4%	72.6%			47.3%	52.7%			37.3%	62.7%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150904000000
Station ID: 030342311100
Pine Ridge Rd West of Livingston Rd

Start	20-Feb-19	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		31	483			23	444				
12:15		34	454			21	441				
12:30		30	482			26	430				
12:45		18	462	113	1881	24	516	94	1831	207	3712
01:00		25	495			19	466				
01:15		22	498			13	454				
01:30		20	448			11	464				
01:45		23	511	90	1952	11	440	54	1824	144	3776
02:00		11	515			10	438				
02:15		11	516			8	422				
02:30		12	509			8	425				
02:45		10	553	44	2093	5	434	31	1719	75	3812
03:00		8	566			7	394				
03:15		15	574			9	445				
03:30		11	559			22	410				
03:45		10	574	44	2273	20	427	58	1676	102	3949
04:00		20	606			18	433				
04:15		17	594			30	419				
04:30		25	662			50	410				
04:45		26	590	88	2452	83	421	181	1683	269	4135
05:00		46	580			52	438				
05:15		34	705			100	401				
05:30		45	632			119	370				
05:45		62	581	187	2498	175	426	446	1635	633	4133
06:00		88	508			143	397				
06:15		114	527			288	366				
06:30		136	495			357	384				
06:45		156	401	494	1931	568	327	1356	1474	1850	3405
07:00		238	417			476	277				
07:15		207	430			531	233				
07:30		228	366			560	219				
07:45		263	321	936	1534	620	206	2187	935	3123	2469
08:00		281	373			561	167				
08:15		279	342			579	181				
08:30		287	268			568	152				
08:45		307	284	1154	1267	644	160	2352	660	3506	1927
09:00		349	260			516	126				
09:15		309	240			505	122				
09:30		345	250			500	100				
09:45		300	162	1303	912	517	97	2038	445	3341	1357
10:00		368	211			468	72				
10:15		398	149			434	92				
10:30		362	132			497	64				
10:45		375	163	1503	655	540	62	1939	290	3442	945
11:00		388	98			462	55				
11:15		472	90			510	54				
11:30		429	70			497	51				
11:45		440	43	1729	301	490	47	1959	207	3688	508
Total		7685	19749			12695	14379			20380	34128
Percent		28.0%	72.0%			46.9%	53.1%			37.4%	62.6%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150904000000
Station ID: 030342311100
Pine Ridge Rd West of Livingston Rd

Start Time	21-Feb-19 Thu	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		50	508			47	473				
12:15		40	465			40	454				
12:30		44	462			24	457				
12:45		31	477	165	1912	35	479	146	1863	311	3775
01:00		30	440			32	458				
01:15		26	485			40	459				
01:30		20	521			21	447				
01:45		17	484	93	1930	19	437	112	1801	205	3731
02:00		18	495			23	450				
02:15		20	538			18	447				
02:30		18	560			10	423				
02:45		12	573	68	2166	14	449	65	1769	133	3935
03:00		8	555			10	356				
03:15		13	528			11	471				
03:30		14	512			18	413				
03:45		16	580	51	2175	32	416	71	1656	122	3831
04:00		19	590			19	359				
04:15		26	568			30	426				
04:30		27	639			52	393				
04:45		27	636	99	2433	68	442	169	1620	268	4053
05:00		29	584			56	422				
05:15		50	659			86	440				
05:30		37	627			121	411				
05:45		60	546	176	2416	171	453	434	1726	610	4142
06:00		76	448			158	382				
06:15		107	477			268	352				
06:30		118	455			322	345				
06:45		133	448	434	1828	561	298	1309	1377	1743	3205
07:00		218	450			522	254				
07:15		205	379			502	284				
07:30		190	358			473	213				
07:45		246	370	859	1557	530	236	2027	987	2886	2544
08:00		264	327			564	189				
08:15		248	334			555	190				
08:30		276	309			606	157				
08:45		332	280	1120	1250	625	154	2350	690	3470	1940
09:00		290	289			507	112				
09:15		324	218			457	134				
09:30		364	220			539	118				
09:45		325	205	1303	932	602	116	2105	480	3408	1412
10:00		335	181			509	91				
10:15		387	155			491	110				
10:30		384	139			484	64				
10:45		377	149	1483	624	482	74	1966	339	3449	963
11:00		365	160			510	43				
11:15		436	100			490	57				
11:30		422	64			516	52				
11:45		434	52	1657	376	516	34	2032	186	3689	562
Total		7508	19599			12786	14494			20294	34093
Percent		27.7%	72.3%			46.9%	53.1%			37.3%	62.7%
Grand Total		22760	59367			38305	43161			61065	102528
Percent		27.7%	72.3%			47.0%	53.0%			37.3%	62.7%
ADT		ADT 54,531		AADT 54,531							

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150369000000
Station ID: 030343111100
Livingston Rd North of Pine Ridge Rd

Start	19-Feb-19	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		10	219			6	252				
12:15		10	224			13	237				
12:30		10	245			12	234				
12:45		10	236	40	924	9	226	40	949	80	1873
01:00		8	246			13	215				
01:15		2	218			8	238				
01:30		9	246			2	232				
01:45		2	237	21	947	7	259	30	944	51	1891
02:00		4	282			5	263				
02:15		1	260			4	269				
02:30		2	255			7	242				
02:45		5	301	12	1098	3	251	19	1025	31	2123
03:00		4	310			3	313				
03:15		2	295			4	318				
03:30		5	300			8	290				
03:45		8	323	19	1228	10	250	25	1171	44	2399
04:00		4	301			3	249				
04:15		8	352			8	271				
04:30		8	372			18	257				
04:45		14	329	34	1354	18	289	47	1066	81	2420
05:00		18	319			21	268				
05:15		26	411			46	309				
05:30		38	362			65	285				
05:45		60	381	142	1473	67	234	199	1096	341	2569
06:00		59	283			88	186				
06:15		82	214			137	237				
06:30		104	234			174	179				
06:45		131	219	376	950	192	165	591	767	967	1717
07:00		154	176			286	135				
07:15		165	149			343	129				
07:30		233	170			315	127				
07:45		273	137	825	632	373	119	1317	510	2142	1142
08:00		257	94			357	111				
08:15		258	116			367	110				
08:30		249	106			344	99				
08:45		291	107	1055	423	305	85	1373	405	2428	828
09:00		201	70			259	111				
09:15		248	84			274	93				
09:30		249	61			249	79				
09:45		223	61	921	276	265	55	1047	338	1968	614
10:00		196	50			243	81				
10:15		213	48			266	68				
10:30		223	28			270	52				
10:45		199	47	831	173	238	47	1017	248	1848	421
11:00		256	36			209	32				
11:15		242	19			239	31				
11:30		225	14			279	20				
11:45		230	19	953	88	246	13	973	96	1926	184
Total		5229	9566			6678	8615			11907	18181
Percent		35.3%	64.7%			43.7%	56.3%			39.6%	60.4%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150369000000
Station ID: 030343111100
Livingston Rd North of Pine Ridge Rd

Start Time	20-Feb-19 Wed	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	228			15	240				
12:15		8	223			18	244				
12:30		9	260			16	253				
12:45		8	247	35	958	6	224	55	961	90	1919
01:00		5	252			9	243				
01:15		6	248			3	249				
01:30		6	215			5	237				
01:45		7	260	24	975	5	229	22	958	46	1933
02:00		4	242			5	237				
02:15		0	264			7	233				
02:30		4	250			3	240				
02:45		3	282	11	1038	10	261	25	971	36	2009
03:00		2	304			2	309				
03:15		3	258			4	269				
03:30		4	310			4	294				
03:45		10	308	19	1180	8	259	18	1131	37	2311
04:00		8	318			6	295				
04:15		7	368			6	293				
04:30		12	359			14	260				
04:45		15	354	42	1399	24	261	50	1109	92	2508
05:00		22	404			26	303				
05:15		36	392			34	266				
05:30		39	346			53	245				
05:45		75	372	172	1514	78	252	191	1066	363	2580
06:00		53	297			107	218				
06:15		75	269			129	220				
06:30		110	205			165	182				
06:45		128	216	366	987	208	153	609	773	975	1760
07:00		158	150			230	135				
07:15		196	150			341	137				
07:30		227	126			350	128				
07:45		276	148	857	574	328	122	1249	522	2106	1096
08:00		287	129			372	158				
08:15		296	123			373	218				
08:30		254	102			348	118				
08:45		237	91	1074	445	321	114	1414	608	2488	1053
09:00		219	79			266	108				
09:15		244	80			255	80				
09:30		228	90			280	74				
09:45		217	63	908	312	256	68	1057	330	1965	642
10:00		231	55			203	73				
10:15		214	59			223	62				
10:30		219	40			275	46				
10:45		210	38	874	192	216	39	917	220	1791	412
11:00		211	34			242	40				
11:15		255	25			254	30				
11:30		260	27			240	19				
11:45		240	12	966	98	222	25	958	114	1924	212
Total		5348	9672			6565	8763			11913	18435
Percent		35.6%	64.4%			42.8%	57.2%			39.3%	60.7%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150369000000
Station ID: 030343111100
Livingston Rd North of Pine Ridge Rd

Start Time	21-Feb-19 Thu	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		23	242			19	245				
12:15		11	232			23	299				
12:30		14	227			15	227				
12:45		8	250	56	951	7	244	64	1015	120	1966
01:00		15	234			7	228				
01:15		35	230			7	232				
01:30		36	207			4	262				
01:45		40	255	126	926	3	259	21	981	147	1907
02:00		37	236			10	256				
02:15		22	248			2	260				
02:30		35	262			6	263				
02:45		6	295	100	1041	8	276	26	1055	126	2096
03:00		4	279			6	281				
03:15		5	270			7	322				
03:30		7	331			10	328				
03:45		10	300	26	1180	8	288	31	1219	57	2399
04:00		11	290			7	249				
04:15		8	366			6	293				
04:30		12	354			24	267				
04:45		10	395	41	1405	15	295	52	1104	93	2509
05:00		24	381			23	298				
05:15		25	344			44	267				
05:30		52	415			64	307				
05:45		47	372	148	1512	77	260	208	1132	356	2644
06:00		55	276			75	212				
06:15		80	245			134	225				
06:30		140	280			182	200				
06:45		178	289	453	1090	242	189	633	826	1086	1916
07:00		214	270			279	161				
07:15		255	194			337	133				
07:30		365	143			377	122				
07:45		468	156	1302	763	419	139	1412	555	2714	1318
08:00		496	128			390	100				
08:15		365	138			450	177				
08:30		311	110			413	125				
08:45		321	108	1493	484	349	139	1602	541	3095	1025
09:00		280	90			331	90				
09:15		261	106			310	97				
09:30		267	93			305	112				
09:45		217	77	1025	366	241	90	1187	389	2212	755
10:00		199	47			238	68				
10:15		215	45			240	79				
10:30		210	45			249	50				
10:45		242	35	866	172	235	42	962	239	1828	411
11:00		205	46			263	47				
11:15		216	32			210	30				
11:30		227	26			253	25				
11:45		237	11	885	115	257	21	983	123	1868	238
Total		6521	10005			7181	9179			13702	19184
Percent		39.5%	60.5%			43.9%	56.1%			41.7%	58.3%
Grand Total		17098	29243			20424	26557			37522	55800
Percent		36.9%	63.1%			43.5%	56.5%			40.2%	59.8%
ADT		ADT 31,107		AADT 31,107							

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150504000000
Station ID: 030344311100
Meridian Plaza East of Livingston Rd

Start Time	19-Feb-19 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	17			0	18				
12:15		0	9			0	5				
12:30		0	17			0	12				
12:45		0	18	0	61	0	10	0	45	0	106
01:00		0	20			0	13				
01:15		0	16			0	9				
01:30		0	23			0	14				
01:45		0	17	0	76	0	9	0	45	0	121
02:00		0	14			0	10				
02:15		0	13			0	8				
02:30		0	14			0	12				
02:45		0	23	0	64	0	15	0	45	0	109
03:00		0	11			0	10				
03:15		0	11			0	9				
03:30		0	9			0	5				
03:45		0	10	0	41	0	7	0	31	0	72
04:00		0	18			0	12				
04:15		0	11			0	7				
04:30		1	18			1	16				
04:45		0	15	1	62	0	12	1	47	2	109
05:00		0	21			0	25				
05:15		7	12			3	8				
05:30		2	25			2	16				
05:45		1	11	10	69	1	7	6	56	16	125
06:00		4	5			2	7				
06:15		2	7			3	5				
06:30		12	5			10	3				
06:45		6	5	24	22	3	5	18	20	42	42
07:00		11	12			11	11				
07:15		5	5			3	1				
07:30		14	7			17	5				
07:45		24	2	54	26	15	1	46	18	100	44
08:00		20	0			21	0				
08:15		28	3			17	1				
08:30		23	2			18	1				
08:45		22	1	93	6	17	2	73	4	166	10
09:00		30	1			18	1				
09:15		19	2			11	2				
09:30		20	0			19	0				
09:45		12	0	81	3	6	0	54	3	135	6
10:00		23	1			15	3				
10:15		12	1			15	1				
10:30		14	1			13	1				
10:45		13	0	62	3	10	0	53	5	115	8
11:00		18	0			18	0				
11:15		17	0			9	0				
11:30		13	0			11	0				
11:45		14	0	62	0	9	0	47	0	109	0
Total		387	433			298	319			685	752
Percent		47.2%	52.8%			48.3%	51.7%			47.7%	52.3%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150504000000
Station ID: 030344311100
Meridian Plaza East of Livingston Rd

Start Time	20-Feb-19 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	21			0	18				
12:15		1	16			1	7				
12:30		0	25			0	12				
12:45		0	21	1	83	0	10	1	47	2	130
01:00		0	14			0	10				
01:15		0	19			0	12				
01:30		0	17			0	13				
01:45		0	17	0	67	0	14	0	49	0	116
02:00		1	13			1	10				
02:15		0	12			0	10				
02:30		0	8			0	9				
02:45		0	12	1	45	0	9	1	38	2	83
03:00		0	21			0	14				
03:15		0	13			0	8				
03:30		0	7			0	7				
03:45		0	18	0	59	0	9	0	38	0	97
04:00		0	18			0	15				
04:15		0	10			0	7				
04:30		1	17			1	16				
04:45		1	20	2	65	0	25	1	63	3	128
05:00		0	20			0	31				
05:15		8	12			3	10				
05:30		0	12			0	10				
05:45		1	4	9	48	1	4	4	55	13	103
06:00		2	8			2	4				
06:15		3	7			3	8				
06:30		10	5			8	3				
06:45		5	8	20	28	4	9	17	24	37	52
07:00		7	7			4	5				
07:15		6	5			6	5				
07:30		27	2			15	2				
07:45		20	6	60	20	20	3	45	15	105	35
08:00		28	9			26	10				
08:15		37	4			32	2				
08:30		26	7			21	4				
08:45		29	3	120	23	15	4	94	20	214	43
09:00		20	2			13	0				
09:15		25	0			17	0				
09:30		27	1			16	0				
09:45		9	0	81	3	6	0	52	0	133	3
10:00		15	1			14	2				
10:15		14	3			10	2				
10:30		19	2			14	2				
10:45		18	1	66	7	13	1	51	7	117	14
11:00		9	1			8	1				
11:15		20	0			16	0				
11:30		10	0			10	0				
11:45		11	0	50	1	11	0	45	1	95	2
Total		410	449			311	357			721	806
Percent		47.7%	52.3%			46.6%	53.4%			47.2%	52.8%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150504000000
Station ID: 030344311100
Meridian Plaza East of Livingston Rd

Start Time	21-Feb-19 Thu	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	26			0	25				
12:15		0	15			0	16				
12:30		0	17			0	12				
12:45		0	22	0	80	0	10	0	63	0	143
01:00		0	19			0	18				
01:15		0	18			0	8				
01:30		0	14			0	13				
01:45		0	22	0	73	0	16	0	55	0	128
02:00		0	11			0	9				
02:15		0	14			0	11				
02:30		0	15			0	9				
02:45		0	16	0	56	0	12	0	41	0	97
03:00		0	8			0	6				
03:15		0	13			0	15				
03:30		0	15			0	10				
03:45		0	21	0	57	0	18	0	49	0	106
04:00		0	22			0	11				
04:15		0	16			0	13				
04:30		0	14			0	12				
04:45		0	24	0	76	0	19	0	55	0	131
05:00		1	21			1	19				
05:15		6	11			2	9				
05:30		0	18			1	26				
05:45		4	11	11	61	5	10	9	64	20	125
06:00		3	8			1	6				
06:15		3	5			1	5				
06:30		10	7			14	7				
06:45		8	10	24	30	4	10	20	28	44	58
07:00		4	9			2	7				
07:15		12	5			9	4				
07:30		25	2			22	2				
07:45		42	4	83	20	52	2	85	15	168	35
08:00		40	10			38	10				
08:15		36	1			35	1				
08:30		20	2			19	0				
08:45		24	8	120	21	18	4	110	15	230	36
09:00		20	5			15	2				
09:15		21	3			11	2				
09:30		25	2			23	1				
09:45		15	4	81	14	15	4	64	9	145	23
10:00		9	1			4	2				
10:15		10	0			6	0				
10:30		18	1			13	1				
10:45		17	1	54	3	15	0	38	3	92	6
11:00		15	1			8	1				
11:15		13	0			8	0				
11:30		20	0			17	0				
11:45		22	0	70	1	9	1	42	2	112	3
Total		443	492			368	399			811	891
Percent		47.4%	52.6%			48.0%	52.0%			47.6%	52.4%
Grand Total		1240	1374			977	1075			2217	2449
Percent		47.4%	52.6%			47.6%	52.4%			47.5%	52.5%
ADT		ADT 1,555		AADT 1,555							

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150414000000
Station ID: 030345111100
Whippoorwill Ln south of Pine Ridge Rd

Start	19-Feb-19	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		21	130			20	122				
12:15		13	132			12	131				
12:30		12	135			13	146				
12:45		14	142	60	539	16	129	61	528	121	1067
01:00		10	121			6	119				
01:15		10	102			8	129				
01:30		12	140			8	107				
01:45		5	134	37	497	10	100	32	455	69	952
02:00		1	125			3	116				
02:15		1	94			5	122				
02:30		7	95			6	104				
02:45		8	116	17	430	1	116	15	458	32	888
03:00		0	109			9	104				
03:15		5	91			5	110				
03:30		3	103			8	136				
03:45		6	89	14	392	2	120	24	470	38	862
04:00		1	102			2	115				
04:15		5	103			10	134				
04:30		13	124			1	138				
04:45		11	115	30	444	2	136	15	523	45	967
05:00		13	151			6	153				
05:15		15	166			5	152				
05:30		40	123			15	146				
05:45		34	135	102	575	10	172	36	623	138	1198
06:00		52	130			35	136				
06:15		73	104			38	128				
06:30		124	96			57	152				
06:45		147	112	396	442	75	118	205	534	601	976
07:00		129	74			105	115				
07:15		147	52			71	122				
07:30		168	75			85	108				
07:45		174	61	618	262	104	111	365	456	983	718
08:00		159	51			131	74				
08:15		150	42			152	107				
08:30		146	49			137	83				
08:45		171	26	626	168	110	78	530	342	1156	510
09:00		133	40			100	77				
09:15		117	28			84	64				
09:30		161	35			89	80				
09:45		132	26	543	129	92	49	365	270	908	399
10:00		132	20			74	62				
10:15		116	17			99	52				
10:30		143	27			99	48				
10:45		93	19	484	83	91	40	363	202	847	285
11:00		125	19			94	39				
11:15		124	22			102	27				
11:30		107	9			113	30				
11:45		125	20	481	70	124	22	433	118	914	188
Total		3408	4031			2444	4979			5852	9010
Percent		45.8%	54.2%			32.9%	67.1%			39.4%	60.6%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150414000000
Station ID: 030345111100
Whippoorwill Ln south of Pine Ridge Rd

Start Time	20-Feb-19 Wed	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		14	126			21	122				
12:15		12	132			22	113				
12:30		11	125			17	114				
12:45		7	110	44	493	8	99	68	448	112	941
01:00		13	95			8	134				
01:15		4	76			10	127				
01:30		7	111			8	90				
01:45		5	105	29	387	9	108	35	459	64	846
02:00		5	75			4	96				
02:15		0	111			8	135				
02:30		7	110			10	107				
02:45		3	97	15	393	4	122	26	460	41	853
03:00		10	120			12	101				
03:15		9	82			4	163				
03:30		9	77			6	127				
03:45		8	102	36	381	2	138	24	529	60	910
04:00		9	143			9	166				
04:15		3	109			6	163				
04:30		16	133			3	152				
04:45		19	136	47	521	10	119	28	600	75	1121
05:00		8	166			10	167				
05:15		32	160			11	146				
05:30		26	109			6	215				
05:45		32	132	98	567	25	173	52	701	150	1268
06:00		50	146			32	151				
06:15		83	92			48	151				
06:30		101	111			47	159				
06:45		140	65	374	414	51	134	178	595	552	1009
07:00		104	88			91	137				
07:15		147	84			60	156				
07:30		162	81			59	124				
07:45		147	75	560	328	91	117	301	534	861	862
08:00		179	71			122	104				
08:15		176	75			137	107				
08:30		169	39			143	85				
08:45		140	56	664	241	125	67	527	363	1191	604
09:00		127	36			103	76				
09:15		114	27			95	69				
09:30		141	29			70	78				
09:45		135	25	517	117	71	39	339	262	856	379
10:00		109	27			87	63				
10:15		82	22			55	51				
10:30		125	22			82	64				
10:45		104	27	420	98	108	32	332	210	752	308
11:00		104	22			87	50				
11:15		145	22			101	36				
11:30		131	16			101	31				
11:45		120	15	500	75	110	19	399	136	899	211
Total		3304	4015			2309	5297			5613	9312
Percent		45.1%	54.9%			30.4%	69.6%			37.6%	62.4%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150414000000
Station ID: 030345111100
Whippoorwill Ln south of Pine Ridge Rd

Start Time	21-Feb-19 Thu	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		24	129			16	128				
12:15		8	140			23	114				
12:30		24	123			22	115				
12:45		11	111	67	503	13	110	74	467	141	970
01:00		12	129			21	99				
01:15		3	107			15	113				
01:30		8	117			8	113				
01:45		15	80	38	433	14	94	58	419	96	852
02:00		4	105			5	86				
02:15		19	107			11	127				
02:30		4	106			2	138				
02:45		14	110	41	428	3	113	21	464	62	892
03:00		9	84			5	143				
03:15		7	106			5	149				
03:30		3	99			4	137				
03:45		4	93	23	382	3	174	17	603	40	985
04:00		9	98			0	148				
04:15		4	96			3	141				
04:30		5	129			0	157				
04:45		12	120	30	443	6	140	9	586	39	1029
05:00		11	176			4	135				
05:15		18	151			16	135				
05:30		38	155			11	160				
05:45		24	138	91	620	25	159	56	589	147	1209
06:00		47	157			18	165				
06:15		59	95			39	141				
06:30		140	110			30	149				
06:45		155	109	401	471	55	177	142	632	543	1103
07:00		113	108			74	135				
07:15		150	73			74	108				
07:30		179	83			99	118				
07:45		166	67	608	331	77	124	324	485	932	816
08:00		176	62			109	79				
08:15		134	63			131	93				
08:30		173	62			155	85				
08:45		114	58	597	245	119	105	514	362	1111	607
09:00		123	62			85	91				
09:15		107	50			110	66				
09:30		127	37			90	83				
09:45		126	41	483	190	97	57	382	297	865	487
10:00		149	30			97	65				
10:15		122	23			67	58				
10:30		107	20			94	50				
10:45		90	34	468	107	103	38	361	211	829	318
11:00		126	23			103	52				
11:15		104	16			93	30				
11:30		129	14			111	19				
11:45		127	20	486	73	132	18	439	119	925	192
Total		3333	4226			2397	5234			5730	9460
Percent		44.1%	55.9%			31.4%	68.6%			37.7%	62.3%
Grand Total		10045	12272			7150	15510			17195	27782
Percent		45.0%	55.0%			31.6%	68.4%			38.2%	61.8%
ADT		ADT 14,992		AADT 14,992							

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FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150729000000
Station ID: 030346311100
Pine Ridge Rd West of I-75 SB Ramps

Start	19-Feb-19	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		46	470			28	408				
12:15		22	474			25	420				
12:30		30	463			21	464				
12:45		24	496	122	1903	15	440	89	1732	211	3635
01:00		23	452			11	410				
01:15		19	513			10	430				
01:30		19	509			20	456				
01:45		19	496	80	1970	19	383	60	1679	140	3649
02:00		7	498			14	392				
02:15		8	536			5	462				
02:30		17	532			7	416				
02:45		4	503	36	2069	10	468	36	1738	72	3807
03:00		8	598			9	424				
03:15		11	574			15	427				
03:30		14	537			24	390				
03:45		16	670	49	2379	27	412	75	1653	124	4032
04:00		10	588			22	388				
04:15		25	673			33	388				
04:30		27	644			42	435				
04:45		40	690	102	2595	100	423	197	1634	299	4229
05:00		51	713			73	426				
05:15		61	736			103	413				
05:30		78	689			149	378				
05:45		69	638	259	2776	197	434	522	1651	781	4427
06:00		110	505			233	374				
06:15		185	513			327	328				
06:30		192	463			438	338				
06:45		164	453	651	1934	601	283	1599	1323	2250	3257
07:00		241	422			549	270				
07:15		258	363			670	235				
07:30		309	348			720	225				
07:45		370	331	1178	1464	662	198	2601	928	3779	2392
08:00		367	297			698	170				
08:15		313	289			633	165				
08:30		368	290			632	159				
08:45		369	265	1417	1141	582	140	2545	634	3962	1775
09:00		371	263			481	119				
09:15		338	205			500	138				
09:30		390	202			513	102				
09:45		367	190	1466	860	496	106	1990	465	3456	1325
10:00		351	193			463	82				
10:15		350	147			431	87				
10:30		396	123			439	72				
10:45		424	134	1521	597	458	70	1791	311	3312	908
11:00		387	141			448	59				
11:15		432	100			451	40				
11:30		400	73			462	46				
11:45		428	63	1647	377	473	32	1834	177	3481	554
Total		8528	20065			13339	13925			21867	33990
Percent		29.8%	70.2%			48.9%	51.1%			39.1%	60.9%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150729000000
Station ID: 030346311100
Pine Ridge Rd West of I-75 SB Ramps

Start	20-Feb-19	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		38	490			28	392				
12:15		49	470			27	404				
12:30		38	453			32	440				
12:45		20	476	145	1889	25	478	112	1714	257	3603
01:00		23	489			16	432				
01:15		21	491			22	448				
01:30		21	491			16	409				
01:45		26	465	91	1936	8	396	62	1685	153	3621
02:00		14	509			15	391				
02:15		18	543			8	403				
02:30		10	507			9	433				
02:45		17	535	59	2094	7	410	39	1637	98	3731
03:00		10	550			10	418				
03:15		12	596			14	392				
03:30		14	631			28	415				
03:45		14	620	50	2397	24	477	76	1702	126	4099
04:00		19	641			23	407				
04:15		26	653			31	461				
04:30		28	668			60	459				
04:45		36	724	109	2686	89	453	203	1780	312	4466
05:00		51	632			76	451				
05:15		49	718			119	431				
05:30		48	722			142	379				
05:45		84	603	232	2675	221	441	558	1702	790	4377
06:00		144	550			215	359				
06:15		176	545			317	387				
06:30		179	473			424	360				
06:45		190	448	689	2016	612	340	1568	1446	2257	3462
07:00		269	385			545	277				
07:15		255	405			635	242				
07:30		299	337			724	187				
07:45		355	369	1178	1496	748	214	2652	920	3830	2416
08:00		341	319			639	162				
08:15		362	360			673	182				
08:30		347	260			633	179				
08:45		360	278	1410	1217	592	150	2537	673	3947	1890
09:00		335	284			500	125				
09:15		380	209			500	134				
09:30		371	227			458	117				
09:45		380	160	1466	880	509	109	1967	485	3433	1365
10:00		399	218			424	72				
10:15		407	166			419	106				
10:30		427	142			444	74				
10:45		371	143	1604	669	481	74	1768	326	3372	995
11:00		400	115			478	64				
11:15		452	90			452	67				
11:30		449	71			458	59				
11:45		506	58	1807	334	424	60	1812	250	3619	584
Total		8840	20289			13354	14320			22194	34609
Percent		30.3%	69.7%			48.3%	51.7%			39.1%	60.9%

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FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150729000000
Station ID: 030346311100
Pine Ridge Rd West of I-75 SB Ramps

Start Time	21-Feb-19 Thu	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		56	443			59	412				
12:15		43	478			34	389				
12:30		43	453			26	427				
12:45		32	462	174	1836	38	453	157	1681	331	3517
01:00		31	448			57	420				
01:15		14	481			73	450				
01:30		18	475			41	404				
01:45		15	505	78	1909	62	418	233	1692	311	3601
02:00		17	519			57	411				
02:15		20	522			54	381				
02:30		24	518			21	426				
02:45		23	554	84	2113	18	444	150	1662	234	3775
03:00		12	572			15	406				
03:15		18	546			14	437				
03:30		14	528			27	409				
03:45		24	601	68	2247	37	434	93	1686	161	3933
04:00		23	605			29	402				
04:15		28	668			37	421				
04:30		32	642			60	450				
04:45		36	698	119	2613	82	469	208	1742	327	4355
05:00		47	664			79	419				
05:15		53	705			121	445				
05:30		55	686			139	435				
05:45		98	677	253	2732	200	421	539	1720	792	4452
06:00		113	529			193	348				
06:15		146	523			335	369				
06:30		170	405			386	369				
06:45		188	415	617	1872	646	301	1560	1387	2177	3259
07:00		222	400			602	298				
07:15		254	361			620	270				
07:30		275	338			683	223				
07:45		309	312	1060	1411	717	247	2622	1038	3682	2449
08:00		272	321			705	191				
08:15		276	333			670	173				
08:30		334	279			655	159				
08:45		359	263	1241	1196	633	153	2663	676	3904	1872
09:00		348	272			473	148				
09:15		389	231			504	144				
09:30		381	227			527	120				
09:45		328	209	1446	939	475	126	1979	538	3425	1477
10:00		388	192			440	114				
10:15		385	169			402	110				
10:30		422	119			466	69				
10:45		370	129	1565	609	486	72	1794	365	3359	974
11:00		405	149			430	61				
11:15		399	104			469	63				
11:30		419	79			522	53				
11:45		440	62	1663	394	456	41	1877	218	3540	612
Total		8368	19871			13875	14405			22243	34276
Percent		29.6%	70.4%			49.1%	50.9%			39.4%	60.6%
Grand Total		25736	60225			40568	42650			66304	102875
Percent		29.9%	70.1%			48.7%	51.3%			39.2%	60.8%
ADT		ADT 56,393		AADT 56,393							

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FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150617000000
Station ID: 030347311100
Pine Ridge Rd East of I-75 NB Ramps

Start	19-Feb-19	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		37	290			22	316				
12:15		20	338			9	340				
12:30		26	351			10	349				
12:45		18	318	101	1297	12	337	53	1342	154	2639
01:00		19	324			9	311				
01:15		13	353			7	339				
01:30		16	384			8	315				
01:45		22	343	70	1404	9	298	33	1263	103	2667
02:00		13	370			8	310				
02:15		7	403			3	354				
02:30		6	330			6	302				
02:45		7	389	33	1492	10	361	27	1327	60	2819
03:00		10	401			11	326				
03:15		17	397			14	322				
03:30		15	450			27	325				
03:45		9	501	51	1749	23	319	75	1292	126	3041
04:00		8	450			17	335				
04:15		9	527			40	316				
04:30		20	479			63	373				
04:45		22	549	59	2005	74	363	194	1387	253	3392
05:00		25	539			76	344				
05:15		35	594			96	299				
05:30		50	580			149	298				
05:45		63	578	173	2291	174	320	495	1261	668	3552
06:00		65	419			231	271				
06:15		132	429			299	254				
06:30		154	380			445	260				
06:45		175	387	526	1615	517	201	1492	986	2018	2601
07:00		157	306			486	205				
07:15		196	309			616	189				
07:30		217	285			696	163				
07:45		254	266	824	1166	612	143	2410	700	3234	1866
08:00		255	229			590	139				
08:15		248	236			593	120				
08:30		238	206			547	126				
08:45		250	237	991	908	420	98	2150	483	3141	1391
09:00		274	208			404	82				
09:15		216	173			413	96				
09:30		277	152			347	88				
09:45		253	157	1020	690	393	67	1557	333	2577	1023
10:00		241	139			343	62				
10:15		256	142			332	68				
10:30		260	107			359	52				
10:45		280	109	1037	497	341	48	1375	230	2412	727
11:00		295	95			329	35				
11:15		286	94			320	20				
11:30		283	56			345	35				
11:45		306	53	1170	298	328	19	1322	109	2492	407
Total		6055	15412			11183	10713			17238	26125
Percent		28.2%	71.8%			51.1%	48.9%			39.8%	60.2%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150617000000
Station ID: 030347311100
Pine Ridge Rd East of I-75 NB Ramps

Start	20-Feb-19	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		41	311			17	287				
12:15		46	331			15	313				
12:30		28	350			12	340				
12:45		16	314	131	1306	17	328	61	1268	192	2574
01:00		14	330			7	290				
01:15		23	337			10	353				
01:30		18	316			11	305				
01:45		18	300	73	1283	6	302	34	1250	107	2533
02:00		16	371			9	320				
02:15		15	423			7	330				
02:30		9	332			10	314				
02:45		9	388	49	1514	10	299	36	1263	85	2777
03:00		7	419			6	320				
03:15		13	390			13	337				
03:30		9	483			25	359				
03:45		11	480	40	1772	29	332	73	1348	113	3120
04:00		8	487			27	345				
04:15		10	540			31	348				
04:30		12	509			50	334				
04:45		23	602	53	2138	80	374	188	1401	241	3539
05:00		26	537			78	338				
05:15		30	614			104	322				
05:30		42	583			166	329				
05:45		72	539	170	2273	187	340	535	1329	705	3602
06:00		94	452			214	319				
06:15		150	470			330	307				
06:30		150	370			419	314				
06:45		150	385	544	1677	534	260	1497	1200	2041	2877
07:00		188	294			476	228				
07:15		215	336			547	189				
07:30		219	289			690	151				
07:45		251	297	873	1216	673	167	2386	735	3259	1951
08:00		210	230			571	136				
08:15		254	282			592	163				
08:30		244	202			567	136				
08:45		245	223	953	937	469	121	2199	556	3152	1493
09:00		267	217			436	86				
09:15		263	188			380	102				
09:30		232	155			376	75				
09:45		280	160	1042	720	351	70	1543	333	2585	1053
10:00		260	157			323	73				
10:15		271	148			336	67				
10:30		281	104			338	54				
10:45		260	105	1072	514	350	43	1347	237	2419	751
11:00		292	100			371	26				
11:15		309	89			336	33				
11:30		303	66			351	33				
11:45		307	63	1211	318	306	20	1364	112	2575	430
Total		6211	15668			11263	11032			17474	26700
Percent		28.4%	71.6%			50.5%	49.5%			39.6%	60.4%

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FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150617000000
Station ID: 030347311100
Pine Ridge Rd East of I-75 NB Ramps

Start	21-Feb-19	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		47	299			30	317				
12:15		31	319			19	310				
12:30		40	349			10	316				
12:45		26	317	144	1284	16	326	75	1269	219	2553
01:00		43	321			30	341				
01:15		31	292			26	327				
01:30		44	337			20	316				
01:45		30	380	148	1330	16	300	92	1284	240	2614
02:00		30	376			16	316				
02:15		26	382			16	308				
02:30		26	353			25	356				
02:45		17	409	99	1520	14	355	71	1335	170	2855
03:00		13	401			12	318				
03:15		11	357			9	373				
03:30		11	463			34	326				
03:45		12	491	47	1712	22	312	77	1329	124	3041
04:00		12	464			31	359				
04:15		10	537			30	333				
04:30		20	510			61	319				
04:45		23	591	65	2102	73	372	195	1383	260	3485
05:00		30	568			73	364				
05:15		39	584			123	293				
05:30		38	626			130	318				
05:45		55	618	162	2396	181	330	507	1305	669	3701
06:00		83	475			221	291				
06:15		105	499			328	284				
06:30		148	383			377	280				
06:45		185	401	521	1758	535	241	1461	1096	1982	2854
07:00		176	345			456	219				
07:15		205	352			577	206				
07:30		232	257			633	195				
07:45		271	267	884	1221	629	189	2295	809	3179	2030
08:00		256	238			598	144				
08:15		268	281			556	146				
08:30		260	220			543	136				
08:45		259	206	1043	945	460	112	2157	538	3200	1483
09:00		254	212			383	125				
09:15		246	194			404	108				
09:30		258	172			422	82				
09:45		245	184	1003	762	363	90	1572	405	2575	1167
10:00		259	149			338	73				
10:15		237	160			317	66				
10:30		243	113			347	52				
10:45		276	99	1015	521	361	49	1363	240	2378	761
11:00		280	101			321	38				
11:15		267	85			333	45				
11:30		288	50			367	32				
11:45		290	63	1125	299	322	19	1343	134	2468	433
Total		6256	15850			11208	11127			17464	26977
Percent		28.3%	71.7%			50.2%	49.8%			39.3%	60.7%
Grand Total		18522	46930			33654	32872			52176	79802
Percent		28.3%	71.7%			50.6%	49.4%			39.5%	60.5%

ADT ADT 43,993 AADT 43,993

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150598000000
Station ID: 037501511100
I-75 SB On Ramp From Pine Ridge Rd

Start Time	19-Feb-19 Tue	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		11	135		
12:15		1	127		
12:30		6	129		
12:45		9	151	27	542
01:00		9	124		
01:15		6	131		
01:30		7	144		
01:45		3	120	25	519
02:00		0	133		
02:15		1	138		
02:30		5	138		
02:45		3	126	9	535
03:00		1	156		
03:15		4	143		
03:30		8	122		
03:45		7	160	20	581
04:00		4	123		
04:15		10	152		
04:30		8	145		
04:45		10	144	32	564
05:00		16	173		
05:15		19	142		
05:30		23	135		
05:45		23	144	81	594
06:00		34	113		
06:15		77	104		
06:30		84	91		
06:45		94	90	289	398
07:00		104	91		
07:15		146	74		
07:30		160	64		
07:45		141	76	551	305
08:00		158	72		
08:15		147	68		
08:30		166	63		
08:45		120	58	591	261
09:00		129	50		
09:15		116	57		
09:30		110	48		
09:45		103	50	458	205
10:00		114	48		
10:15		101	22		
10:30		130	23		
10:45		131	39	476	132
11:00		115	36		
11:15		138	18		
11:30		126	19		
11:45		108	13	487	86
Total		3046	4722		
Percent		39.2%	60.8%		

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150598000000
Station ID: 037501511100
I-75 SB On Ramp From Pine Ridge Rd

Start Time	20-Feb-19 Wed	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		10	137		
12:15		4	114		
12:30		10	123		
12:45		6	131	30	505
01:00		7	130		
01:15		3	124		
01:30		8	132		
01:45		5	118	23	504
02:00		3	135		
02:15		2	123		
02:30		1	141		
02:45		7	152	13	551
03:00		4	142		
03:15		4	140		
03:30		10	160		
03:45		7	129	25	571
04:00		6	153		
04:15		8	142		
04:30		3	156		
04:45		11	149	28	600
05:00		17	154		
05:15		19	135		
05:30		22	159		
05:45		27	138	85	586
06:00		42	118		
06:15		65	124		
06:30		89	119		
06:45		82	89	278	450
07:00		118	84		
07:15		144	90		
07:30		150	73		
07:45		158	80	570	327
08:00		163	80		
08:15		165	90		
08:30		154	65		
08:45		135	51	617	286
09:00		114	58		
09:15		120	48		
09:30		116	50		
09:45		124	34	474	190
10:00		124	39		
10:15		136	36		
10:30		139	34		
10:45		112	26	511	135
11:00		120	21		
11:15		129	21		
11:30		133	12		
11:45		153	13	535	67
Total		3189	4772		
Percent		40.1%	59.9%		

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150598000000
Station ID: 037501511100
I-75 SB On Ramp From Pine Ridge Rd

Start Time	21-Feb-19 Thu	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		10	132		
12:15		17	140		
12:30		8	135		
12:45		13	128	48	535
01:00		9	132		
01:15		4	129		
01:30		4	150		
01:45		4	129	21	540
02:00		7	146		
02:15		4	146		
02:30		9	138		
02:45		8	147	28	577
03:00		7	148		
03:15		8	144		
03:30		8	135		
03:45		8	120	31	547
04:00		9	151		
04:15		6	142		
04:30		5	132		
04:45		8	143	28	568
05:00		13	140		
05:15		13	146		
05:30		25	118		
05:45		37	138	88	542
06:00		40	104		
06:15		67	105		
06:30		82	102		
06:45		90	89	279	400
07:00		109	79		
07:15		133	78		
07:30		160	84		
07:45		145	64	547	305
08:00		144	70		
08:15		140	77		
08:30		159	66		
08:45		162	63	605	276
09:00		117	58		
09:15		150	56		
09:30		140	54		
09:45		118	51	525	219
10:00		126	42		
10:15		125	36		
10:30		126	33		
10:45		110	34	487	145
11:00		130	32		
11:15		116	25		
11:30		134	24		
11:45		122	11	502	92
Total		3189	4746		
Percent		40.2%	59.8%		
Grand Total		9424	14240		
Percent		39.8%	60.2%		
ADT		ADT 7,888		AADT 7,888	

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150470000000
Station ID: 037502111100
I-75 NB Off Ramp to Pine Ridge Rd

Start Time	19-Feb-19 Tue	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		8	98		
12:15		6	99		
12:30		8	126		
12:45		3	120	25	443
01:00		2	107		
01:15		3	120		
01:30		4	120		
01:45		4	102	13	449
02:00		1	94		
02:15		1	102		
02:30		2	129		
02:45		3	111	7	436
03:00		3	102		
03:15		2	108		
03:30		3	110		
03:45		11	104	19	424
04:00		2	90		
04:15		1	99		
04:30		2	108		
04:45		12	120	17	417
05:00		10	124		
05:15		10	151		
05:30		22	139		
05:45		25	126	67	540
06:00		17	115		
06:15		51	93		
06:30		49	95		
06:45		88	77	205	380
07:00		81	71		
07:15		91	56		
07:30		130	61		
07:45		127	54	429	242
08:00		118	48		
08:15		105	45		
08:30		113	39		
08:45		104	50	440	182
09:00		95	40		
09:15		86	37		
09:30		112	25		
09:45		110	33	403	135
10:00		88	30		
10:15		90	23		
10:30		86	17		
10:45		111	12	375	82
11:00		138	14		
11:15		110	16		
11:30		123	9		
11:45		112	16	483	55
Total		2483	3785		
Percent		39.6%	60.4%		

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150470000000
Station ID: 037502111100
I-75 NB Off Ramp to Pine Ridge Rd

Start Time	20-Feb-19 Wed	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		9	98		
12:15		5	119		
12:30		5	126		
12:45		3	125	22	468
01:00		4	114		
01:15		2	117		
01:30		6	106		
01:45		3	102	15	439
02:00		6	102		
02:15		3	114		
02:30		1	115		
02:45		0	104	10	435
03:00		6	117		
03:15		3	103		
03:30		8	121		
03:45		4	135	21	476
04:00		1	147		
04:15		3	145		
04:30		8	140		
04:45		10	165	22	597
05:00		14	164		
05:15		13	154		
05:30		21	138		
05:45		28	121	76	577
06:00		26	133		
06:15		45	120		
06:30		60	106		
06:45		73	86	204	445
07:00		88	65		
07:15		81	49		
07:30		132	61		
07:45		157	57	458	232
08:00		105	42		
08:15		114	39		
08:30		100	47		
08:45		111	34	430	162
09:00		86	37		
09:15		81	33		
09:30		88	27		
09:45		111	24	366	121
10:00		102	26		
10:15		85	36		
10:30		100	13		
10:45		94	20	381	95
11:00		104	23		
11:15		100	16		
11:30		106	15		
11:45		117	10	427	64
Total		2432	4111		
Percent		37.2%	62.8%		

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150470000000
Station ID: 037502111100
I-75 NB Off Ramp to Pine Ridge Rd

Start Time	21-Feb-19 Thu	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		15	100		
12:15		18	116		
12:30		13	117		
12:45		15	128	61	461
01:00		44	110		
01:15		42	102		
01:30		43	117		
01:45		64	118	193	447
02:00		32	103		
02:15		36	91		
02:30		17	110		
02:45		5	112	90	416
03:00		5	110		
03:15		7	116		
03:30		4	130		
03:45		8	116	24	472
04:00		4	107		
04:15		8	137		
04:30		11	104		
04:45		8	160	31	508
05:00		13	123		
05:15		23	161		
05:30		21	146		
05:45		33	132	90	562
06:00		30	123		
06:15		50	124		
06:30		72	86		
06:45		129	94	281	427
07:00		120	96		
07:15		136	94		
07:30		176	67		
07:45		164	57	596	314
08:00		151	41		
08:15		157	31		
08:30		100	44		
08:45		99	49	507	165
09:00		98	37		
09:15		88	34		
09:30		109	40		
09:45		91	30	386	141
10:00		97	32		
10:15		104	28		
10:30		99	24		
10:45		120	16	420	100
11:00		110	23		
11:15		113	19		
11:30		106	12		
11:45		104	12	433	66
Total		3112	4079		
Percent		43.3%	56.7%		
Grand Total		8027	11975		
Percent		40.1%	59.9%		
ADT		ADT 6,667		AADT 6,667	

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150726000000
Station ID: 037503111100
I-75 NB On Ramp from Pine Ridge Rd

Start Time	19-Feb-19 Tue	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		16	167		
12:15		10	208		
12:30		11	186		
12:45		11	186	48	747
01:00		13	196		
01:15		6	184		
01:30		10	175		
01:45		6	205	35	760
02:00		7	208		
02:15		4	216		
02:30		12	177		
02:45		5	225	28	826
03:00		7	220		
03:15		8	218		
03:30		6	252		
03:45		15	211	36	901
04:00		11	240		
04:15		20	236		
04:30		38	286		
04:45		40	264	109	1026
05:00		50	241		
05:15		66	202		
05:30		81	210		
05:45		78	196	275	849
06:00		108	161		
06:15		145	189		
06:30		210	158		
06:45		152	150	615	658
07:00		191	148		
07:15		234	138		
07:30		235	100		
07:45		232	126	892	512
08:00		237	100		
08:15		244	95		
08:30		198	100		
08:45		173	93	852	388
09:00		165	61		
09:15		181	95		
09:30		194	71		
09:45		186	58	726	285
10:00		158	63		
10:15		190	55		
10:30		157	58		
10:45		172	52	677	228
11:00		163	47		
11:15		169	28		
11:30		194	29		
11:45		179	17	705	121
Total		4998	7301		
Percent		40.6%	59.4%		

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150726000000
Station ID: 037503111100
I-75 NB On Ramp from Pine Ridge Rd

Start Time	20-Feb-19 Wed	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		17	177		
12:15		17	196		
12:30		19	170		
12:45		16	197	69	740
01:00		11	177		
01:15		10	180		
01:30		12	185		
01:45		14	211	47	753
02:00		9	206		
02:15		7	200		
02:30		10	213		
02:45		10	200	36	819
03:00		8	179		
03:15		8	257		
03:30		10	250		
03:45		13	233	39	919
04:00		18	207		
04:15		26	232		
04:30		37	228		
04:45		38	228	119	895
05:00		48	210		
05:15		51	236		
05:30		80	250		
05:45		83	205	262	901
06:00		121	203		
06:15		156	208		
06:30		176	183		
06:45		185	195	638	789
07:00		206	151		
07:15		205	157		
07:30		260	101		
07:45		238	127	909	536
08:00		245	95		
08:15		236	130		
08:30		217	76		
08:45		201	99	899	400
09:00		185	90		
09:15		187	79		
09:30		163	77		
09:45		183	58	718	304
10:00		171	76		
10:15		161	61		
10:30		164	45		
10:45		165	62	661	244
11:00		154	35		
11:15		180	31		
11:30		163	33		
11:45		189	12	686	111
Total		5083	7411		
Percent		40.7%	59.3%		

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150726000000
Station ID: 037503111100
I-75 NB On Ramp from Pine Ridge Rd

Start Time	21-Feb-19 Thu	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		26	169		
12:15		22	207		
12:30		19	179		
12:45		10	179	77	734
01:00		15	195		
01:15		0	210		
01:30		1	182		
01:45		0	190	16	777
02:00		3	194		
02:15		5	209		
02:30		13	194		
02:45		13	245	34	842
03:00		10	252		
03:15		10	241		
03:30		8	233		
03:45		19	215	47	941
04:00		23	245		
04:15		29	243		
04:30		40	210		
04:45		43	257	135	955
05:00		53	246		
05:15		70	206		
05:30		55	207		
05:45		100	204	278	863
06:00		116	199		
06:15		150	161		
06:30		149	129		
06:45		154	146	569	635
07:00		127	131		
07:15		181	122		
07:30		26	128		
07:45		98	118	432	499
08:00		134	102		
08:15		185	120		
08:30		171	93		
08:45		160	102	650	417
09:00		171	86		
09:15		199	94		
09:30		165	76		
09:45		170	82	705	338
10:00		177	67		
10:15		190	46		
10:30		214	42		
10:45		177	59	758	214
11:00		155	53		
11:15		158	49		
11:30		187	25		
11:45		201	22	701	149
Total		4402	7364		
Percent		37.4%	62.6%		
Grand Total		14483	22076		
Percent		39.6%	60.4%		
ADT		ADT 12,186		AADT 12,186	

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150305000000
Station ID: 037504511100
I-75 SB Off Ramp to Pine Ridge Rd

Start Time	19-Feb-19 Tue	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		14	186		
12:15		19	176		
12:30		20	203		
12:45		12	178	65	743
01:00		18	189		
01:15		10	187		
01:30		19	205		
01:45		19	182	66	763
02:00		19	207		
02:15		5	229		
02:30		7	191		
02:45		8	209	39	836
03:00		8	217		
03:15		14	210		
03:30		8	223		
03:45		9	243	39	893
04:00		13	232		
04:15		9	247		
04:30		21	220		
04:45		46	234	89	933
05:00		32	214		
05:15		48	225		
05:30		68	232		
05:45		94	235	242	906
06:00		110	226		
06:15		148	180		
06:30		211	194		
06:45		247	180	716	780
07:00		206	144		
07:15		257	135		
07:30		251	132		
07:45		275	128	989	539
08:00		230	85		
08:15		251	123		
08:30		232	88		
08:45		262	84	975	380
09:00		227	90		
09:15		222	93		
09:30		232	70		
09:45		199	63	880	316
10:00		212	61		
10:15		200	58		
10:30		168	70		
10:45		207	70	787	259
11:00		202	53		
11:15		208	40		
11:30		193	26		
11:45		214	27	817	146
Total		5704	7494		
Percent		43.2%	56.8%		

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150305000000
Station ID: 037504511100
I-75 SB Off Ramp to Pine Ridge Rd

Start Time	20-Feb-19 Wed	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		25	168		
12:15		27	190		
12:30		31	183		
12:45		21	226	104	767
01:00		20	187		
01:15		20	192		
01:30		15	180		
01:45		10	200	65	759
02:00		14	181		
02:15		7	186		
02:30		5	221		
02:45		5	200	31	788
03:00		5	208		
03:15		11	209		
03:30		11	220		
03:45		10	248	37	885
04:00		12	200		
04:15		12	215		
04:30		26	216		
04:45		41	220	91	851
05:00		32	230		
05:15		47	230		
05:30		71	217		
05:45		98	236	248	913
06:00		102	175		
06:15		141	183		
06:30		200	177		
06:45		237	180	680	715
07:00		242	160		
07:15		291	147		
07:30		277	107		
07:45		236	108	1046	522
08:00		212	100		
08:15		248	87		
08:30		242	92		
08:45		239	81	941	360
09:00		241	90		
09:15		198	92		
09:30		200	78		
09:45		241	85	880	345
10:00		162	56		
10:15		181	76		
10:30		198	53		
10:45		213	54	754	239
11:00		202	54		
11:15		201	70		
11:30		212	52		
11:45		189	58	804	234
Total		5681	7378		
Percent		43.5%	56.5%		

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150305000000
Station ID: 037504511100
I-75 SB Off Ramp to Pine Ridge Rd

Start Time	21-Feb-19 Thu	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		36	174		
12:15		27	180		
12:30		24	205		
12:45		24	195	111	754
01:00		33	214		
01:15		15	177		
01:30		14	211		
01:45		10	198	72	800
02:00		16	199		
02:15		10	197		
02:30		8	184		
02:45		10	212	44	792
03:00		16	218		
03:15		8	187		
03:30		10	223		
03:45		16	250	50	878
04:00		15	197		
04:15		13	237		
04:30		26	240		
04:45		38	264	92	938
05:00		46	219		
05:15		51	263		
05:30		64	243		
05:45		78	225	239	950
06:00		89	210		
06:15		113	208		
06:30		163	214		
06:45		242	178	607	810
07:00		237	146		
07:15		146	124		
07:30		151	120		
07:45		192	117	726	507
08:00		167	126		
08:15		192	103		
08:30		246	85		
08:45		256	92	861	406
09:00		215	90		
09:15		209	94		
09:30		210	82		
09:45		204	87	838	353
10:00		189	85		
10:15		180	89		
10:30		210	62		
10:45		196	55	775	291
11:00		190	48		
11:15		194	41		
11:30		258	31		
11:45		205	42	847	162
Total		5262	7641		
Percent		40.8%	59.2%		
Grand Total		16647	22513		
Percent		42.5%	57.5%		
ADT		ADT 13,053		AADT 13,053	

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150532A00000
Station ID: 030336111100
Logan Blvd North of Pine Ridge Rd

Start Time	19-Feb-19 Tue	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	86			7	91				
12:15		3	84			10	77				
12:30		6	106			11	93				
12:45		7	92	21	368	10	90	38	351	59	719
01:00		7	75			6	77				
01:15		1	99			4	88				
01:30		5	94			9	103				
01:45		5	116	18	384	6	95	25	363	43	747
02:00		4	114			5	102				
02:15		4	108			4	108				
02:30		2	107			1	138				
02:45		1	115	11	444	3	109	13	457	24	901
03:00		1	112			3	104				
03:15		5	115			5	129				
03:30		8	130			1	126				
03:45		7	144	21	501	4	113	13	472	34	973
04:00		0	135			2	146				
04:15		6	128			4	140				
04:30		11	144			5	134				
04:45		13	163	30	570	9	141	20	561	50	1131
05:00		15	166			8	168				
05:15		17	157			11	140				
05:30		30	170			19	151				
05:45		31	153	93	646	20	126	58	585	151	1231
06:00		33	138			34	116				
06:15		57	125			46	113				
06:30		89	119			58	96				
06:45		83	112	262	494	79	79	217	404	479	898
07:00		92	93			114	54				
07:15		100	84			139	52				
07:30		110	81			152	64				
07:45		152	74	454	332	136	44	541	214	995	546
08:00		106	48			132	51				
08:15		102	56			118	42				
08:30		140	47			147	45				
08:45		98	65	446	216	122	40	519	178	965	394
09:00		115	50			118	48				
09:15		75	54			94	34				
09:30		101	43			92	36				
09:45		78	46	369	193	85	35	389	153	758	346
10:00		90	41			81	46				
10:15		87	19			76	32				
10:30		81	31			85	32				
10:45		87	30	345	121	90	26	332	136	677	257
11:00		61	15			88	30				
11:15		98	7			81	20				
11:30		88	15			84	12				
11:45		96	9	343	46	89	12	342	74	685	120
Total		2413	4315			2507	3948			4920	8263
Percent		35.9%	64.1%			38.8%	61.2%			37.3%	62.7%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150532A00000
Station ID: 030336111100
Logan Blvd North of Pine Ridge Rd

Start	20-Feb-19	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	91			20	99				
12:15		10	100			6	90				
12:30		7	99			7	83				
12:45		6	105	31	395	7	99	40	371	71	766
01:00		4	91			2	74				
01:15		7	103			2	94				
01:30		6	132			6	99				
01:45		2	115	19	441	6	107	16	374	35	815
02:00		6	121			6	103				
02:15		5	133			2	120				
02:30		4	109			2	118				
02:45		2	107	17	470	4	124	14	465	31	935
03:00		2	120			4	105				
03:15		4	127			7	129				
03:30		7	125			2	138				
03:45		10	143	23	515	3	126	16	498	39	1013
04:00		4	140			3	132				
04:15		6	155			2	140				
04:30		9	164			6	153				
04:45		15	171	34	630	10	159	21	584	55	1214
05:00		12	175			11	171				
05:15		20	158			15	157				
05:30		40	180			24	148				
05:45		33	153	105	666	17	157	67	633	172	1299
06:00		45	150			26	128				
06:15		54	120			55	120				
06:30		86	109			59	108				
06:45		91	104	276	483	94	109	234	465	510	948
07:00		87	82			100	75				
07:15		111	103			128	62				
07:30		131	81			140	52				
07:45		141	66	470	332	168	56	536	245	1006	577
08:00		113	56			137	50				
08:15		114	76			135	53				
08:30		125	67			134	50				
08:45		111	63	463	262	116	38	522	191	985	453
09:00		87	55			125	41				
09:15		94	62			112	56				
09:30		97	38			96	35				
09:45		90	45	368	200	78	35	411	167	779	367
10:00		88	39			72	37				
10:15		97	24			92	34				
10:30		107	16			88	29				
10:45		85	22	377	101	85	31	337	131	714	232
11:00		63	20			84	22				
11:15		100	19			98	25				
11:30		89	9			92	20				
11:45		91	17	343	65	84	23	358	90	701	155
Total		2526	4560			2572	4214			5098	8774
Percent		35.6%	64.4%			37.9%	62.1%			36.8%	63.2%

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FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150532A00000
Station ID: 030336111100
Logan Blvd North of Pine Ridge Rd

Start Time	21-Feb-19 Thu	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	101			17	113				
12:15		12	88			9	109				
12:30		11	98			8	95				
12:45		8	90	37	377	10	77	44	394	81	771
01:00		4	77			6	77				
01:15		9	106			7	92				
01:30		11	113			3	90				
01:45		10	87	34	383	4	107	20	366	54	749
02:00		8	127			1	108				
02:15		4	118			2	119				
02:30		9	137			1	112				
02:45		5	136	26	518	3	114	7	453	33	971
03:00		2	118			9	102				
03:15		3	135			4	136				
03:30		6	126			2	102				
03:45		9	138	20	517	8	137	23	477	43	994
04:00		5	123			3	138				
04:15		6	129			4	151				
04:30		11	160			7	131				
04:45		12	170	34	582	15	140	29	560	63	1142
05:00		14	162			9	183				
05:15		23	169			14	174				
05:30		42	168			21	153				
05:45		25	156	104	655	23	146	67	656	171	1311
06:00		38	130			36	130				
06:15		60	128			44	94				
06:30		87	119			54	101				
06:45		112	118	297	495	90	94	224	419	521	914
07:00		116	102			127	85				
07:15		137	87			128	61				
07:30		140	68			143	66				
07:45		192	65	585	322	154	56	552	268	1137	590
08:00		159	70			131	56				
08:15		168	75			142	40				
08:30		156	68			156	54				
08:45		115	60	598	273	148	36	577	186	1175	459
09:00		112	62			100	50				
09:15		96	51			122	47				
09:30		98	60			110	31				
09:45		94	40	400	213	96	56	428	184	828	397
10:00		92	31			80	33				
10:15		73	26			84	40				
10:30		89	16			97	41				
10:45		80	23	334	96	76	29	337	143	671	239
11:00		92	24			90	25				
11:15		108	15			80	19				
11:30		88	9			97	23				
11:45		82	9	370	57	87	10	354	77	724	134
Total		2839	4488			2662	4183			5501	8671
Percent		38.7%	61.3%			38.9%	61.1%			38.8%	61.2%
Grand Total		7778	13363			7741	12345			15519	25708
Percent		36.8%	63.2%			38.5%	61.5%			37.6%	62.4%
ADT		ADT 13,742		AADT 13,742							

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150538000000
Station ID: 030334111100
Logan Blvd South of Pine Ridge Rd

Start	19-Feb-19	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		20	173			30	173				
12:15		10	202			20	176				
12:30		9	235			28	192				
12:45		9	190	48	800	14	174	92	715	140	1515
01:00		11	199			18	165				
01:15		10	208			13	185				
01:30		3	203			19	232				
01:45		6	236	30	846	11	185	61	767	91	1613
02:00		6	191			10	220				
02:15		3	196			9	234				
02:30		9	237			5	246				
02:45		3	253	21	877	8	242	32	942	53	1819
03:00		5	250			6	243				
03:15		11	279			8	276				
03:30		23	277			7	295				
03:45		14	256	53	1062	6	308	27	1122	80	2184
04:00		12	284			8	336				
04:15		26	307			6	338				
04:30		50	307			7	330				
04:45		53	334	141	1232	13	344	34	1348	175	2580
05:00		57	304			15	360				
05:15		65	302			15	380				
05:30		109	327			35	346				
05:45		127	300	358	1233	47	348	112	1434	470	2667
06:00		147	269			67	296				
06:15		211	270			110	288				
06:30		329	254			109	266				
06:45		300	241	987	1034	154	243	440	1093	1427	2127
07:00		293	187			193	207				
07:15		339	167			227	153				
07:30		416	138			212	212				
07:45		402	131	1450	623	226	164	858	736	2308	1359
08:00		354	104			238	139				
08:15		298	105			212	158				
08:30		308	122			239	133				
08:45		250	102	1210	433	193	155	882	585	2092	1018
09:00		233	90			190	144				
09:15		212	95			160	112				
09:30		210	78			158	112				
09:45		186	81	841	344	160	105	668	473	1509	817
10:00		182	58			162	113				
10:15		189	50			140	109				
10:30		188	47			157	91				
10:45		188	58	747	213	172	75	631	388	1378	601
11:00		156	30			162	70				
11:15		166	14			167	79				
11:30		182	34			165	38				
11:45		177	13	681	91	172	35	666	222	1347	313
Total		6567	8788			4503	9825			11070	18613
Percent		42.8%	57.2%			31.4%	68.6%			37.3%	62.7%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150538000000
Station ID: 030334111100
Logan Blvd South of Pine Ridge Rd

Start Time	20-Feb-19 Wed	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		19	173			44	206				
12:15		14	221			28	192				
12:30		12	180			18	178				
12:45		6	213	51	787	13	180	103	756	154	1543
01:00		5	193			6	167				
01:15		10	229			10	196				
01:30		11	236			13	173				
01:45		7	229	33	887	10	186	39	722	72	1609
02:00		6	218			14	235				
02:15		5	213			8	254				
02:30		4	242			5	253				
02:45		6	244	21	917	9	270	36	1012	57	1929
03:00		6	236			12	253				
03:15		8	258			7	284				
03:30		17	291			4	295				
03:45		20	296	51	1081	5	340	28	1172	79	2253
04:00		11	286			5	307				
04:15		24	287			10	350				
04:30		47	343			10	353				
04:45		54	330	136	1246	10	346	35	1356	171	2602
05:00		61	302			25	384				
05:15		72	305			17	391				
05:30		117	321			36	359				
05:45		134	308	384	1236	57	368	135	1502	519	2738
06:00		152	296			65	302				
06:15		213	240			105	273				
06:30		306	231			133	229				
06:45		328	207	999	974	145	263	448	1067	1447	2041
07:00		272	204			217	210				
07:15		366	179			223	196				
07:30		427	142			203	202				
07:45		406	128	1471	653	250	165	893	773	2364	1426
08:00		348	118			246	159				
08:15		305	136			202	153				
08:30		303	140			228	150				
08:45		289	100	1245	494	195	139	871	601	2116	1095
09:00		185	99			185	148				
09:15		226	103			193	140				
09:30		214	73			173	121				
09:45		189	72	814	347	165	107	716	516	1530	863
10:00		186	66			152	145				
10:15		177	53			157	113				
10:30		196	46			149	98				
10:45		155	49	714	214	152	71	610	427	1324	641
11:00		162	30			172	78				
11:15		180	30			178	71				
11:30		193	26			155	59				
11:45		157	31	692	117	173	50	678	258	1370	375
Total		6611	8953			4592	10162			11203	19115
Percent		42.5%	57.5%			31.1%	68.9%			37.0%	63.0%

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150538000000
Station ID: 030334111100
Logan Blvd South of Pine Ridge Rd

Start Time	21-Feb-19 Thu	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		19	211			26	186				
12:15		15	203			22	207				
12:30		7	192			22	201				
12:45		15	200	56	806	22	152	92	746	148	1552
01:00		15	206			16	172				
01:15		11	217			16	181				
01:30		5	210			16	190				
01:45		5	209	36	842	14	202	62	745	98	1587
02:00		4	200			5	222				
02:15		5	230			7	239				
02:30		13	258			8	220				
02:45		8	259	30	947	10	240	30	921	60	1868
03:00		9	256			13	252				
03:15		7	267			8	293				
03:30		19	266			6	292				
03:45		18	295	53	1084	10	308	37	1145	90	2229
04:00		15	329			8	313				
04:15		24	285			12	351				
04:30		49	313			13	349				
04:45		53	310	141	1237	19	343	52	1356	193	2593
05:00		59	296			18	420				
05:15		73	320			21	408				
05:30		115	329			42	354				
05:45		112	321	359	1266	51	374	132	1556	491	2822
06:00		160	265			74	340				
06:15		219	221			97	250				
06:30		307	229			108	251				
06:45		322	219	1008	934	161	238	440	1079	1448	2013
07:00		309	199			202	207				
07:15		378	172			226	194				
07:30		431	160			191	176				
07:45		436	139	1554	670	233	154	852	731	2406	1401
08:00		373	115			267	147				
08:15		314	152			219	148				
08:30		321	120			230	158				
08:45		265	115	1273	502	242	124	958	577	2231	1079
09:00		213	98			190	150				
09:15		207	78			168	119				
09:30		213	91			196	115				
09:45		208	71	841	338	158	138	712	522	1553	860
10:00		175	66			176	128				
10:15		200	54			163	131				
10:30		200	51			160	102				
10:45		177	53	752	224	149	82	648	443	1400	667
11:00		172	44			170	87				
11:15		184	48			151	63				
11:30		208	25			167	54				
11:45		187	16	751	133	173	45	661	249	1412	382
Total		6854	8983			4676	10070			11530	19053
Percent		43.3%	56.7%			31.7%	68.3%			37.7%	62.3%
Grand Total		20032	26724			13771	30057			33803	56781
Percent		42.8%	57.2%			31.4%	68.6%			37.3%	62.7%
ADT		ADT 30,195		AADT 30,195							

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150368000000
Station ID: 030335311100
Pine Ridge Rd East of Logan Blvd

Start	19-Feb-19	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		22	156			10	152				
12:15		13	172			5	160				
12:30		10	160			6	173				
12:45		10	152	55	640	4	124	25	609	80	1249
01:00		8	150			10	144				
01:15		14	166			3	136				
01:30		5	196			4	131				
01:45		6	181	33	693	3	130	20	541	53	1234
02:00		10	196			5	170				
02:15		5	185			4	182				
02:30		4	186			5	158				
02:45		3	223	22	790	9	167	23	677	45	1467
03:00		8	264			7	162				
03:15		8	251			6	155				
03:30		8	247			17	167				
03:45		10	281	34	1043	20	145	50	629	84	1672
04:00		5	264			7	186				
04:15		10	307			25	166				
04:30		10	362			29	174				
04:45		13	304	38	1237	42	167	103	693	141	1930
05:00		9	338			50	140				
05:15		14	422			57	158				
05:30		21	369			97	144				
05:45		35	363	79	1492	128	143	332	585	411	2077
06:00		38	319			141	132				
06:15		79	244			227	138				
06:30		105	206			356	119				
06:45		117	229	339	998	316	100	1040	489	1379	1487
07:00		74	193			383	99				
07:15		99	173			464	73				
07:30		141	145			421	68				
07:45		120	156	434	667	413	63	1681	303	2115	970
08:00		135	151			399	56				
08:15		122	139			353	61				
08:30		144	132			349	69				
08:45		149	113	550	535	257	48	1358	234	1908	769
09:00		140	133			259	37				
09:15		118	110			242	43				
09:30		138	86			219	44				
09:45		127	80	523	409	191	26	911	150	1434	559
10:00		120	69			206	22				
10:15		134	89			149	32				
10:30		124	59			190	31				
10:45		137	49	515	266	163	20	708	105	1223	371
11:00		146	54			142	15				
11:15		147	55			150	8				
11:30		122	35			155	12				
11:45		139	21	554	165	142	9	589	44	1143	209
Total		3176	8935			6840	5059			10016	13994
Percent		26.2%	73.8%			57.5%	42.5%			41.7%	58.3%

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FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150368000000
Station ID: 030335311100
Pine Ridge Rd East of Logan Blvd

Start	20-Feb-19	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		28	180			13	132				
12:15		17	172			5	149				
12:30		16	168			7	168				
12:45		7	160	68	680	6	161	31	610	99	1290
01:00		8	146			4	160				
01:15		7	170			6	150				
01:30		12	176			4	139				
01:45		8	205	35	697	6	150	20	599	55	1296
02:00		10	183			4	182				
02:15		3	210			2	161				
02:30		2	192			6	166				
02:45		3	202	18	787	7	164	19	673	37	1460
03:00		3	249			4	162				
03:15		10	257			7	186				
03:30		5	277			17	167				
03:45		8	266	26	1049	13	159	41	674	67	1723
04:00		4	291			15	150				
04:15		7	317			26	171				
04:30		12	316			28	181				
04:45		10	350	33	1274	40	162	109	664	142	1938
05:00		11	336			52	157				
05:15		14	374			71	138				
05:30		23	340			98	156				
05:45		38	319	86	1369	140	149	361	600	447	1969
06:00		59	280			182	150				
06:15		64	293			228	139				
06:30		78	226			329	138				
06:45		118	208	319	1007	330	124	1069	551	1388	1558
07:00		96	177			376	106				
07:15		121	182			442	68				
07:30		123	164			448	82				
07:45		125	146	465	669	414	69	1680	325	2145	994
08:00		111	155			394	50				
08:15		145	141			388	39				
08:30		125	132			378	55				
08:45		129	115	510	543	271	47	1431	191	1941	734
09:00		144	124			259	41				
09:15		128	118			235	45				
09:30		118	84			191	38				
09:45		120	79	510	405	201	30	886	154	1396	559
10:00		115	71			168	25				
10:15		131	70			168	21				
10:30		154	50			177	22				
10:45		125	48	525	239	146	21	659	89	1184	328
11:00		159	50			183	20				
11:15		131	45			162	10				
11:30		158	39			176	15				
11:45		156	38	604	172	146	10	667	55	1271	227
Total		3199	8891			6973	5185			10172	14076
Percent		26.5%	73.5%			57.4%	42.6%			41.9%	58.1%

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FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150368000000
Station ID: 030335311100
Pine Ridge Rd East of Logan Blvd

Start Time	21-Feb-19 Thu	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		32	165			9	143				
12:15		14	175			10	152				
12:30		17	146			1	140				
12:45		13	161	76	647	8	119	28	554	104	1201
01:00		15	170			3	165				
01:15		10	151			5	126				
01:30		8	164			4	168				
01:45		1	211	34	696	3	162	15	621	49	1317
02:00		8	197			4	160				
02:15		10	173			2	165				
02:30		6	217			4	198				
02:45		8	234	32	821	4	164	14	687	46	1508
03:00		10	250			6	152				
03:15		6	209			5	176				
03:30		7	242			21	170				
03:45		8	298	31	999	14	142	46	640	77	1639
04:00		5	298			18	178				
04:15		10	299			22	162				
04:30		13	334			30	160				
04:45		15	312	43	1243	41	167	111	667	154	1910
05:00		13	317			50	137				
05:15		15	412			69	142				
05:30		23	393			99	161				
05:45		32	344	83	1466	130	141	348	581	431	2047
06:00		37	329			156	133				
06:15		50	288			226	134				
06:30		92	216			300	128				
06:45		92	212	271	1045	338	99	1020	494	1291	1539
07:00		103	228			347	90				
07:15		109	216			444	82				
07:30		127	163			472	61				
07:45		123	160	462	767	353	77	1616	310	2078	1077
08:00		121	147			421	68				
08:15		117	142			349	68				
08:30		144	145			348	58				
08:45		126	122	508	556	299	62	1417	256	1925	812
09:00		153	126			255	60				
09:15		116	97			227	55				
09:30		139	94			244	39				
09:45		104	99	512	416	181	42	907	196	1419	612
10:00		135	80			185	32				
10:15		136	64			161	25				
10:30		113	64			150	18				
10:45		123	50	507	258	168	23	664	98	1171	356
11:00		129	45			171	15				
11:15		145	50			176	18				
11:30		150	27			167	11				
11:45		161	36	585	158	141	10	655	54	1240	212
Total		3144	9072			6841	5158			9985	14230
Percent		25.7%	74.3%			57.0%	43.0%			41.2%	58.8%
Grand Total		9519	26898			20654	15402			30173	42300
Percent		26.1%	73.9%			57.3%	42.7%			41.6%	58.4%

ADT ADT 24,158 AADT 24,158

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 0191 - SR-93/I-75,0.5 MI N OF CR-896,COLLIER CO.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	75323 C	N 37214	S 38109	9.00	56.50	10.60
2019	89215 C	N 43931	S 45284	9.00	56.40	8.00
2018	89362 C	N 44287	S 45075	9.00	56.40	8.00
2017	82348 C	N 40644	S 41704	9.00	56.40	8.00
2016	80453 C	N 39569	S 40884	9.00	56.30	7.90
2015	76809 C	N 37804	S 39005	9.00	56.80	7.80
2014	70332 C	N 34893	S 35439	9.00	56.40	7.40
2013	65423 C	N 32665	S 32758	9.00	56.90	6.90
2012	62897 C	N 31274	S 31623	9.00	56.60	6.90
2011	61224 C	N 30557	S 30667	9.00	55.90	6.90
2010	59784 C	N 29951	S 29833	9.50	56.47	6.80
2009	58578 C	N 29216	S 29362	9.07	55.79	5.90
2008	56985 C	N 28434	S 28551	9.07	55.79	13.10
2007	63147 C	N 31229	S 31918	8.64	51.95	9.50
2006	62001 C	N 30634	S 31367	8.64	51.95	9.50
2005	60821 C	N 30124	S 30697	8.90	51.10	9.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 2003 - SR 93/I-75, SOUTH OF CR 896/PINE RIDGE ROAD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	70000 C	N 34000	S 36000	9.00	55.70	12.10
2019	79000 C	N 38500	S 40500	9.00	55.00	10.20
2018	76500 C	N 37500	S 39000	9.00	56.00	9.50
2017	79000 C	N 38500	S 40500	9.00	55.90	9.10
2016	72500 C	N 35500	S 37000	9.00	56.10	9.30
2015	70000 C	N 34000	S 36000	9.00	56.50	9.70
2014	64000 C	N 31500	S 32500	9.00	56.10	9.30
2013	58000 C	N 28500	S 29500	9.00	56.10	7.70
2012	55000 C	N 27000	S 28000	9.00	55.80	9.30
2011	55000 C	N 27000	S 28000	9.00	55.90	9.30
2010	55000 C	N 27000	S 28000	9.50	56.47	8.80
2009	32500 C	N 16000	S 16500	9.40	55.84	11.10
2008	37000 F	N 18000	S 19000	9.07	55.79	13.60
2007	38000 C	N 18500	S 19500	9.29	52.37	13.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 4526 - CR-896/PINE RIDGE RD, 700 FT W OF LOGAN BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	39000 C	E 19000	W 20000	9.00	56.50	5.90
2019	38500 F	E 19000	W 19500	9.00	56.40	4.60
2018	37500 C	E 18500	W 19000	9.00	56.50	5.10
2017	41500 S	E 21000	W 20500	9.00	56.80	4.00
2016	40500 F	E 20500	W 20000	9.00	57.40	4.00
2015	38500 C	E 19500	W 19000	9.00	57.20	4.00
2014	38000 C	E 19000	W 19000	9.00	56.50	4.30
2013	30000 S	E 15000	W 15000	9.00	56.00	3.50
2012	30000 F	E 15000	W 15000	9.00	56.20	3.50
2011	30000 C	E 15000	W 15000	9.00	56.50	3.50
2009	38500 F	E 19000	W 19500	11.01	56.34	4.60
2008	39500 C	E 19500	W 20000	11.12	56.68	4.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 4575 - LIVINGSTON RD, N OF PINE RIDGE RD/CR 896 CC 575

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	28500 F	N 14000	S 14500	9.00	56.50	4.70
2019	29500 C	N 14500	S 15000	9.00	56.40	4.70
2018	26000 C	N 12500	S 13500	9.00	56.50	4.40
2017	26500 T			9.00	56.80	3.80
2016	25500 S	N 12500	S 13000	9.00	57.40	4.20
2015	24500 F	N 12000	S 12500	9.00	57.20	4.20
2014	23500 C	N 11500	S 12000	9.00	56.50	4.20
2013	23000 S	N 11000	S 12000	9.00	56.00	3.60
2012	23000 F	N 11000	S 12000	9.00	56.20	3.60
2011	23000 C	N 11000	S 12000	9.00	56.50	3.60
2010	25000 S	N 12000	S 13000	10.32	56.59	4.50
2009	26000 F	N 12500	S 13500	11.01	56.34	4.50
2008	27000 C	N 13000	S 14000	11.12	56.68	4.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 4628 - PINE RIDGE RD, E OF CR 881/LIVINGSTON RD NHS CC628

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	48000 C	E 24000	W 24000	9.00	56.50	6.10
2019	58000 C	E 29000	W 29000	9.00	56.40	4.90
2018	51000 C	E 25500	W 25500	9.00	56.50	4.30
2017	51500 C	E 25500	W 26000	9.00	56.80	4.30
2016	57000 C	E 28000	W 29000	9.00	57.40	4.60
2015	56000 C	E 28000	W 28000	9.00	57.20	4.50
2014	52500 F	E 26000	W 26500	9.00	56.50	4.00
2013	51500 C	E 25500	W 26000	9.00	56.00	4.00
2012	47000 S	E 23500	W 23500	9.00	56.20	3.40
2011	48000 F	E 24000	W 24000	9.00	56.50	3.40
2010	48000 C	E 24000	W 24000	10.32	56.59	3.40
2009	57500 F	E 28500	W 29000	11.01	56.34	4.70
2008	58500 C	E 29000	W 29500	11.12	56.68	4.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

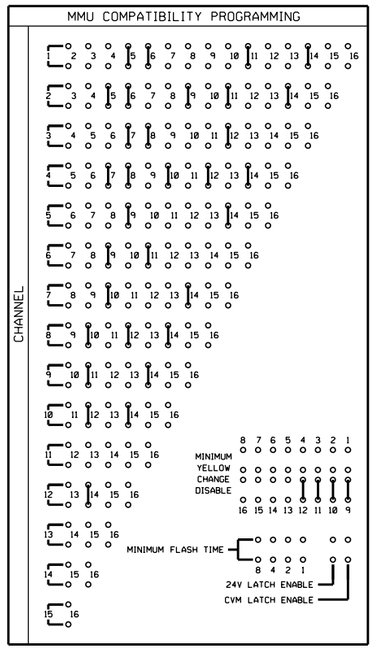
DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

TRAFFIC CONTROLLER NOTES:

1. ALL THROUGH MOVEMENT SIGNALS ARE PERMISSIVE (RED BALL, YELLOW BALL, AND GREEN BALL).
2. ALL LEFT TURN SIGNALS ARE PROTECTED ONLY. (RED LEFT ARROW, YELLOW LEFT ARROW, AND GREEN LEFT ARROW).
3. N.B.L.T. SIGNALS ARE PROTECTED ONLY (RED RIGHT ARROW, YELLOW RIGHT ARROW, AND GREEN RIGHT ARROW).
4. E.B.R.T. SIGNAL IS PERMISSIVE-PROTECTED (RED BALL, YELLOW BALL, GREEN BALL, YELLOW RIGHT ARROW, AND GREEN RIGHT ARROW).
5. CONCURRENT PEDESTRIAN FEATURES ON ALL MOVEMENTS.
6. N.B.R.T. MOVEMENT IS 4+5 OVERLAP B.
7. SIGNAL DRIVER OUTPUTS:

PH 1 VEHICLE CHN 1 = PH 1 RED/YEL/GRN SET 1
OL 2 VEHICLE CHN 2 = PH 2 RED/YEL/GRN SET 2
PH 3 VEHICLE CHN 3 = PH 3 RED/YEL/GRN SET 3
PH 4 VEHICLE CHN 4 = PH 4 RED/YEL/GRN SET 4
PH 5 VEHICLE CHN 5 = PH 5 RED/YEL/GRN SET 5
PH 6 VEHICLE CHN 6 = PH 6 RED/YEL/GRN SET 6
PH 7 VEHICLE CHN 7 = PH 7 RED/YEL/GRN SET 7
PH 8 VEHICLE CHN 8 = PH 8 RED/YEL/GRN SET 8
PH 2 PEDEST CHN 9 = PH 2 DW/PC/WK SET 10
PH 4 PEDEST CHN 10 = PH 4 DW/PC/WK SET 12
PH 6 PEDEST CHN 11 = PH 6 DW/PC/WK SET 14
PH 8 PEDEST CHN 12 = PH 8 DW/PC/WK SET 16
OL A VEHICLE CHN 13 = OL A RED/YEL/GRN SET 17
OL B VEHICLE CHN 14 = OL B RED/YEL/GRN SET 18
OL C VEHICLE CHN 15 = OL C RED/YEL/GRN SET 19
OL D VEHICLE CHN 16 = OL D RED/YEL/GRN SET 20

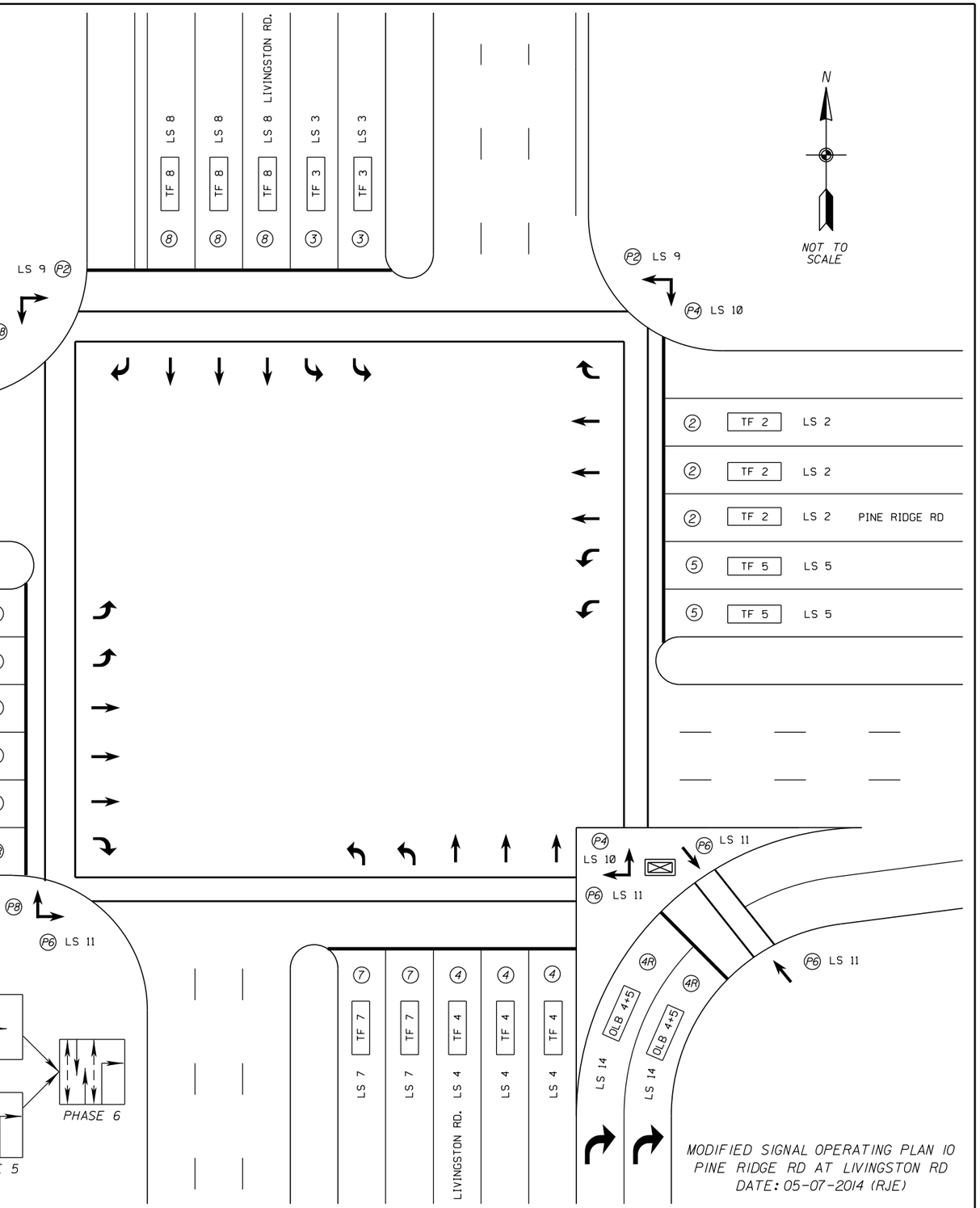
MMU COMPATIBILITY PROGRAMMING



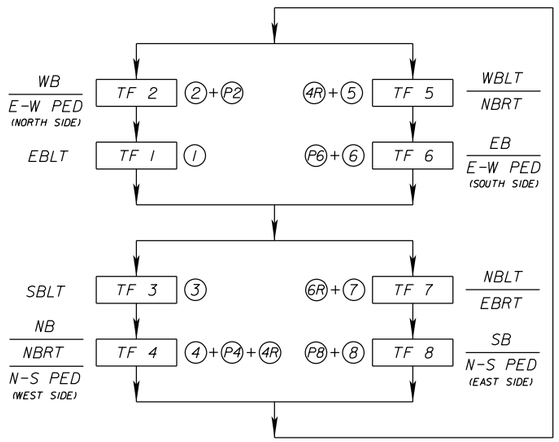
ETHERNET COMMUNICATIONS PROGRAMMING	
IP ADDRESS	10.129.48.55
SUBNET MSK	255.255.255.0
BROADCAST	10.129.48.255
DESTINATION	0.0.0.0
GATEWAY	10.129.48.254
NETMASK	255.255.255.0

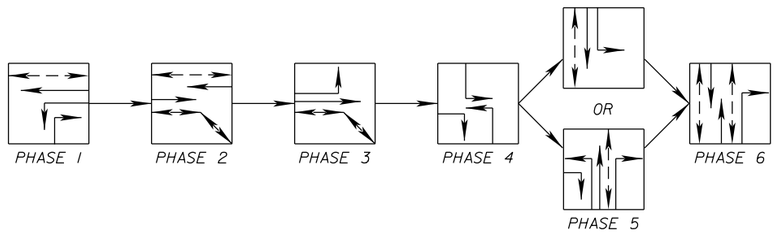
LEGEND

(X) = VEHICLE MOVEMENT
(PX) = PEDESTRIAN MOVEMENT
TF X = TIMING FUNCTION
LS X = LOAD SWITCH
PHASE X = MOVEMENT SEQUENCE



MODIFIED SIGNAL OPERATION PLAN 10





MODIFIED SIGNAL OPERATING PLAN 10
PINE RIDGE RD AT LIVINGSTON RD
DATE: 05-07-2014 (RJE)

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

Collier County Traffic Operations
2885 South Horseshoe Drive
Naples, Florida 34104

Phone: (239) 252-8260
Fax: (239) 252-5868

COLLIER COUNTY
TRANSPORTATION ENGINEERING &
CONSTRUCTION MANAGEMENT DEPARTMENT
2885 S. HORSESHOE DR.
NAPLES, FLORIDA 34104

PINE RIDGE ROAD AT LIVINGSTON ROAD

SHEET NO. T-1

$USER$ $DATE$ $TIME$ $FILE$

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

MaxTime Basic Default Timing Sheet

Controller Number	197
Controller Name	Pine Ridge @ Livingston
Main St.	Pine Ridge Rd
Side St.	Livingston Rd
IP Address	10.129.48.55
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

Unit Parameters

Startup Flash	0	Auto Ped Clr	Disable	Red Revert	4	Backup Time	600	Ext M	
All Red Exit	6	Grn Flash Freq.	60	Yel Flash Freq.	60	MCE Enable	Enable		
MCE Seq.	1	Primary Start	0	Secondary Start	0	Free Seq.	1		

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Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	41	0	35	0	35	0	42	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	7	20	7	10	7	20	7	10	0	0	1	1	1	1	1	1	1	1	1	1
Passage	1	5	1	2	1	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	20	40	20	25	25	40	20	25	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	2.3	2.4	5.1	2.4	2.3	5	2.4	2.4	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Sim Gap Dis	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Additional Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

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Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Start Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ed Clr During OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	5,6		0	EBLT
2	Green No Walk	1	5,6		0	WB
3	Phase Not On	1	7,8		0	SBLT
4	Phase Not On	1	7,8		0	NB
5	Phase Not On	2	2,1		0	WBLT
6	Green No Walk	2	2,1		0	EB
7	Phase Not On	2	3,4		0	NBLT
8	Phase Not On	2	3,4		0	SB
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

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37	None	0			0	
38	None	0			0	
39	None	0			0	
40	None	0			0	

Overlaps

OLP	Type	Included Phases	Modifier Phases	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Walk 2	Ped Clr 2	Delay	Flash	Descriptions
1	Off			0	4	1	0	0	0	0	0	Off	
2	Normal	4,5		0	0	0	0	0	0	0	0	Off	
3	Off			0	0	0	0	0	0	0	0	Off	
4	Off			0	0	0	0	0	0	0	0	Off	
5	Off			0	0	0	0	0	0	0	0	Off	
6	Off			0	0	0	0	0	0	0	0	Off	
7	Off			0	0	0	0	0	0	0	0	Off	
8	Off			0	0	0	0	0	0	0	0	Off	
9	Off			0	0	0	0	0	0	0	0	Off	
10	Off			0	0	0	0	0	0	0	0	Off	
11	Off			0	0	0	0	0	0	0	0	Off	
12	Off			0	0	0	0	0	0	0	0	Off	
13	Off			0	0	0	0	0	0	0	0	Off	
14	Off			0	0	0	0	0	0	0	0	Off	
15	Off			0	0	0	0	0	0	0	0	Off	
16	Off			0	0	0	0	0	0	0	0	Off	
17	Off			0	0	0	0	0	0	0	0	Off	
18	Off			0	0	0	0	0	0	0	0	Off	
19	Off			0	0	0	0	0	0	0	0	Off	
20	Off			0	0	0	0	0	0	0	0	Off	
21	Off			0	0	0	0	0	0	0	0	Off	
22	Off			0	0	0	0	0	0	0	0	Off	
23	Off			0	0	0	0	0	0	0	0	Off	
24	Off			0	0	0	0	0	0	0	0	Off	
25	Off			0	0	0	0	0	0	0	0	Off	
26	Off			0	0	0	0	0	0	0	0	Off	
27	Off			0	0	0	0	0	0	0	0	Off	
28	Off			0	0	0	0	0	0	0	0	Off	
29	Off			0	0	0	0	0	0	0	0	Off	
30	Off			0	0	0	0	0	0	0	0	Off	
31	Off			0	0	0	0	0	0	0	0	Off	
32	Off			0	0	0	0	0	0	0	0	Off	

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Sequence Configuration

Sequence 1

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 9

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 10

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 11

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 12

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

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15	
16	

15	
16	

15	
16	

15	
16	

Sequence 13

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 14

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 15

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 16

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 17

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

Sequence 18

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

Sequence 19

Ring	Phases
1	
2	
3	
4	
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Sequence 20

Ring	Phases
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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	
1	1	0		0	0	0	0	0	0	0	0	
2	2	0		0	0	0	0	0	0	0	0	
3	3	0		0	0	0	0	0	0	0	0	
4	4	0		0	0	0	0	0	0	0	0	
5	5	0		0	0	0	0	0	0	0	0	
6	6	0		0	0	0	0	0	0	0	0	
7	7	0		0	0	0	0	0	0	0	0	
8	8	0		0	0	0	0	0	0	0	0	
9	0	0		0	0	0	0	0	0	0	0	
10	0	0		0	0	0	0	0	0	0	0	
11	0	0		0	0	0	0	0	0	0	0	
12	0	0		0	0	0	0	0	0	0	0	
13	0	0		0	0	0	0	0	0	0	0	
14	0	0		0	0	0	0	0	0	0	0	
15	0	0		0	0	0	0	0	0	0	0	
16	0	0		0	0	0	0	0	0	0	0	
17	0	0		0	0	0	0	0	0	0	0	
18	0	0		0	0	0	0	0	0	0	0	
19	0	0		0	0	0	0	0	0	0	0	
20	0	0		0	0	0	0	0	0	0	0	
21	0	0		0	0	0	0	0	0	0	0	
22	0	0		0	0	0	0	0	0	0	0	
23	0	0		0	0	0	0	0	0	0	0	
24	0	0		0	0	0	0	0	0	0	0	
25	0	0		0	0	0	0	0	0	0	0	
26	0	0		0	0	0	0	0	0	0	0	
27	0	0		0	0	0	0	0	0	0	0	
28	0	0		0	0	0	0	0	0	0	0	
29	0	0		0	0	0	0	0	0	0	0	
30	0	0		0	0	0	0	0	0	0	0	
31	0	0		0	0	0	0	0	0	0	0	
32	0	0		0	0	0	0	0	0	0	0	
33	4	0		0	0	0	0	0	0	0	0	
34	0	0		0	0	0	0	0	0	0	0	
35	0	0		0	0	0	0	0	0	0	0	
36	0	0		0	0	0	0	0	0	0	0	
37	0	0		0	0	0	0	0	0	0	0	
38	0	0		0	0	0	0	0	0	0	0	
39	0	0		0	0	0	0	0	0	0	0	
40	0	0		0	0	0	0	0	0	0	0	
41	0	0		0	0	0	0	0	0	0	0	
42	0	0		0	0	0	0	0	0	0	0	
43	0	0		0	0	0	0	0	0	0	0	
44	0	0		0	0	0	0	0	0	0	0	
45	0	0		0	0	0	0	0	0	0	0	
46	0	0		0	0	0	0	0	0	0	0	
47	0	0		0	0	0	0	0	0	0	0	
48	0	0		0	0	0	0	0	0	0	0	
49	0	0		0	0	0	0	0	0	0	0	
50	0	0		0	0	0	0	0	0	0	0	
51	0	0		0	0	0	0	0	0	0	0	
52	0	0		0	0	0	0	0	0	0	0	

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53	0	0		0	0	0	0	0	0	0	0	
54	0	0		0	0	0	0	0	0	0	0	
55	0	0		0	0	0	0	0	0	0	0	
56	0	0		0	0	0	0	0	0	0	0	
57	0	0		0	0	0	0	0	0	0	0	
58	0	0		0	0	0	0	0	0	0	0	
59	0	0		0	0	0	0	0	0	0	0	
60	0	0		0	0	0	0	0	0	0	0	
61	0	0		0	0	0	0	0	0	0	0	
62	0	0		0	0	0	0	0	0	0	0	
63	0	0		0	0	0	0	0	0	0	0	
64	0	0		0	0	0	0	0	0	0	0	
65	0	0		0	0	0	0	0	0	0	0	
66	0	0		0	0	0	0	0	0	0	0	
67	0	0		0	0	0	0	0	0	0	0	
68	0	0		0	0	0	0	0	0	0	0	
69	0	0		0	0	0	0	0	0	0	0	
70	0	0		0	0	0	0	0	0	0	0	
71	0	0		0	0	0	0	0	0	0	0	
72	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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	X	X	X
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Volume Detector	X	X	X	.	X	X	X	X	X	.	.	.	.	.	.	.	X	X	X	X
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Volume Detector	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	61	62	63	64	65	66	67	68	69	70	71	72
Volume Detector	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.

Data Collection Period	60

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Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.

Pedestrian Detectors

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
1	1	0	0	0	0
2	2	0	0	0	0
3	3	0	0	0	0
4	4	0	0	0	0
5	5	0	0	0	0
6	6	0	0	0	0
7	7	0	0	0	0
8	8	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	0	0	0	0	0
13	0	0	0	0	0
14	0	0	0	0	0
15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
25	0	0	0	0	0
26	0	0	0	0	0
27	0	0	0	0	0
28	0	0	0	0	0
29	0	0	0	0	0
30	0	0	0	0	0
31	0	0	0	0	0
32	0	0	0	0	0
33	0	0	0	0	0
34	0	0	0	0	0
35	0	0	0	0	0
36	0	0	0	0	0
37	0	0	0	0	0
38	0	0	0	0	0
39	0	0	0	0	0
40	0	0	0	0	0

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Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode	Max Cyc Limit %	Min Cyc Limit %
Automatic	Shortway (Auto)	Per Pattern	Floating	25	25

Patterns

Patt.	Cycle	Offset 1	Offset 2	Offset 3	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	120	64	0	0	1	1	Green	Max Inhibit	1	1	1
2	0	0	0	0	2	1	Green	Max Inhibit	1	2	1
3	0	0	0	0	3	1	Green	Max Inhibit	1	2	1
4	0	0	0	0	4	1	Green	Max Inhibit	1	2	1
5	0	0	0	0	5	1	Green	Max Inhibit	1	2	1
6	0	0	0	0	6	1	Green	Max Inhibit	1	2	1
7	150	43	0	0	7	1	Green	Max Inhibit	1	1	1
8	160	133	0	0	8	1	Green	Max Inhibit	1	2	1
9	160	41	0	0	9	1	Green	Max Inhibit	1	1	1
10	150	1	0	0	10	1	Green	Max Inhibit	1	2	1
11	150	2	0	0	11	1	Green	Max Inhibit	1	2	1
12	160	43	0	0	12	1	Green	Max Inhibit	1	1	1
13	140	5	0	0	13	1	Green	Max Inhibit	1	2	1
14	160	140	0	0	14	1	Green	Max Inhibit	1	2	1
15	160	135	0	0	15	1	Green	Max Inhibit	1	2	1
16	160	130	0	0	16	1	Green	Max Inhibit	1	2	1
17	170	41	0	0	17	1	Green	Max Inhibit	1	1	1
18	170	43	0	0	18	1	Green	Max Inhibit	1	1	1
19	170	140	0	0	19	1	Green	Max Inhibit	1	2	1
20	0	0	0	0	20	1	Green	Max Inhibit	1	2	1
21	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
22	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
23	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
24	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
25	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
26	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
27	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
28	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
29	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
30	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
31	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
32	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
33	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
34	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
35	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
36	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
37	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
38	160	0	0	0	0	0	Green	Max Inhibit	1	1	1
39	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
40	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
41	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
42	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
43	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
44	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
45	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
46	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
47	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
48	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
49	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

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50	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
51	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
52	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
53	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
54	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
55	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
56	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
57	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
58	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
59	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
60	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
61	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
62	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
63	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
64	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
65	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
66	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
67	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
68	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
69	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
70	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
71	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
72	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
73	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
74	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
75	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
76	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
77	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
78	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
79	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
80	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
81	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
82	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
83	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
84	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
85	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
86	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
87	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
88	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
89	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
90	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
91	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
92	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
93	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
94	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
95	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
96	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
97	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
98	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
99	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
100	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
101	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
102	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
103	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
104	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

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105	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1

PH.	Time	Coord PH	Ref PH	Mode
1	21	.	.	None
2	54	X	X	None
3	24	.	.	None
4	21	.	.	None
5	21	.	.	None
6	54	X	X	None
7	24	.	.	None
8	21	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None

Split 4

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None

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9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 5		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 6		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 7		Coord	Ref	
PH.	Time	PH	PH	Mode
1	25	.	.	None
2	68	X	X	None
3	27	.	.	None
4	30	.	.	None
5	35	.	.	None
6	58	X	X	None
7	23	.	.	None
8	34	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 8		Coord	Ref	
PH.	Time	PH	PH	Mode
1	25	.	.	None
2	70	X	X	None
3	27	.	.	None
4	38	.	.	None
5	30	.	.	None
6	65	X	X	None
7	35	.	.	None
8	30	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 9		Coord	Ref	
PH.	Time	PH	PH	Mode
1	25	.	.	None
2	75	X	X	None
3	31	.	.	None
4	29	.	.	None
5	40	.	.	None
6	60	X	X	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
1	22	.	.	None
2	68	X	X	None
3	30	.	.	None
4	30	.	.	None
5	30	.	.	None
6	60	X	X	None

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7	25	.	.	None
8	35	.	.	None
9	0	.	.	None

7	30	.	.	None
8	30	.	.	None
9	0	.	.	None

Split 9		Coord	Ref	
PH.	Time	PH	PH	Mode
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 11		Coord	Ref	
PH.	Time	PH	PH	Mode
1	22	.	.	None
2	68	X	X	None
3	30	.	.	None
4	30	.	.	None
5	30	.	.	None
6	60	X	X	None
7	30	.	.	None
8	30	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 12		Coord	Ref	
PH.	Time	PH	PH	Mode
1	25	.	.	None
2	74	X	X	None
3	30	.	.	None
4	31	.	.	None
5	35	.	.	None
6	64	X	X	None
7	28	.	.	None
8	33	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 13		Coord	Ref	
PH.	Time	PH	PH	Mode
1	20	.	.	None
2	58	X	X	None
3	31	.	.	None
4	31	.	.	None
5	29	.	.	None
6	49	X	X	None
7	30	.	.	None
8	32	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 14		Coord	Ref	
PH.	Time	PH	PH	Mode
1	25	.	.	None
2	68	X	X	None
3	34	.	.	None
4	33	.	.	None
5	28	.	.	None
6	65		X	None
7	35	.	.	None
8	32	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 15		Coord	Ref	
PH.	Time	PH	PH	Mode
1	30	.	.	None

Split 16		Coord	Ref	
PH.	Time	PH	PH	Mode
1	25	.	.	None

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2	68	X	X	None
3	31	.	.	None
4	31	.	.	None
5	22	.	.	None
6	76	X	X	None
7	32	.	.	None
8	30	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

2	69	X	X	None
3	31	.	.	None
4	35	.	.	None
5	22	.	.	None
6	72	X	X	None
7	35	.	.	None
8	31	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 17		Coord	Ref	
PH.	Time	PH	PH	Mode
1	25	.	.	None
2	85	X	X	None
3	31	.	.	None
4	29	.	.	None
5	40	.	.	None
6	70	X	X	None
7	25	.	.	None
8	35	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 18		Coord	Ref	
PH.	Time	PH	PH	Mode
1	25	.	.	None
2	84	X	X	None
3	30	.	.	None
4	31	.	.	None
5	35	.	.	None
6	74	X	X	None
7	28	.	.	None
8	33	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
1	29	.	.	None
2	75	X	X	None
3	30	.	.	None
4	36	.	.	None
5	19	.	.	None
6	85	X	X	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
7	33	.	.	None
8	33	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None

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16	0	.	.	None

16	0	.	.	None

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

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
	0

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Schedules

Day Plan	1	Description	Sunday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	2	Description	Weekday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	.	X	X	X	X	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	3	Description	Saturday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	4	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	5	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	6	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	7	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	8	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	9	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 10 Description

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 11 Description New Years

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	.	.	.	.	.	.	.	X	X	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 12 Description MLK

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	

Day Plan 13 Description Early Release

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 14 Description No School

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	X	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 15 Description President's Day

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	X	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 1

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	7
4	9	0	13
5	14	0	8

Day Plan 2

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	17
4	8	25	18
5	9	10	11

Day Plan 3

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	7
4	9	30	13
5	11	30	10

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	

Day Plan 1

Event	Hour	Min.	Act
6	18	0	1
7	21	0	64
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
6	14	0	14
7	15	45	16
8	16	30	19
9	19	0	1
10	23	0	64

Day Plan 3

Event	Hour	Min.	Act
6	14	0	8
7	18	30	1
8	21	0	64
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 5

Day Plan 6

Day Plan 7

Day Plan 8

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Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 9

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 10

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	17
4	8	25	18
5	9	10	11
6	12	45	16
7	13	30	11
8	14	0	14
9	16	30	19
10	19	0	1

Day Plan 11

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	17
4	9	10	11
5	14	0	14
6	16	30	19
7	19	0	1
8	23	0	64
9	0	0	
10	0	0	

Day Plan 12

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 13

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 14

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 15

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 16

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 17

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 18

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 19

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 20

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1	.	.	.								
2	Pattern 2	.	.	.								
3	Pattern 3	.	.	.								
4	Pattern 4	.	.	.								
5	Pattern 5	.	.	.								
6	Pattern 6	.	.	.								
7	Pattern 7	.	.	.								
8	Pattern 8	.	.	.								
9	Pattern 9	.	.	.								
10	Pattern 10	.	.	.								

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
33	Pattern 33	.	.	.								
34	Pattern 34	.	.	.								
35	Pattern 35	.	.	.								
36	Pattern 36	.	.	.								
37	Pattern 37	.	.	.								
38	Pattern 38	.	.	.								
39	Pattern 39	.	.	.								
40	Pattern 40	.	.	.								
41	None	.	.	.								
42	None	.	.	.								

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11	Pattern 11	.	.	.							
12	Pattern 12	.	.	.							
13	Pattern 13	.	.	.							
14	Pattern 14	.	.	.							
15	Pattern 15	.	.	.							
16	Pattern 16	.	.	.							
17	Pattern 17	.	.	.							
18	Pattern 18	.	.	.							
19	Pattern 19	.	.	.							
20	Pattern 20	.	.	.							
21	Pattern 21	.	.	.							
22	Pattern 22	.	.	.							
23	Pattern 23	.	.	.							
24	Pattern 24	.	.	.							
25	Pattern 25	.	.	.							
26	Pattern 26	.	.	.							
27	Pattern 27	.	.	.							
28	Pattern 28	.	.	.							
29	Pattern 29	.	.	.							
30	Pattern 30	.	.	.							
31	Pattern 31	.	.	.							
32	Pattern 32	.	.	.							

43	None	.	.	.							
44	None	.	.	.							
45	None	.	.	.							
46	None	.	.	.							
47	None	.	.	.							
48	None	.	.	.							
49	None	.	.	.							
50	None	.	.	.							
51	None	.	.	.							
52	None	.	.	.							
53	None	.	.	.							
54	None	.	.	.							
55	None	.	.	.							
56	None	.	.	.							
57	None	.	.	.							
58	None	.	.	.							
59	None	.	.	.							
60	None	.	.	.							
61	None	.	.	.							
62	None	.	.	.							
63	None	.	.	.							
64	Free	.	.	.							

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Preemption Parameters

Preempt	1	2	3	4	5	6	7	8
Link	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0	0
Min Green	15	15	15	15	0	0	0	0
Min Walk	7	7	7	7	0	0	0	0
Ent. Ped Clear	255	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0	0
Dwell Green	10	10	10	10	0	0	0	0
Max Presence	90	90	90	90	0	0	0	0
Enter Yellow	26	26	26	26	26	26	26	26
Ent. Red Clear	26	26	26	26	26	26	26	26
Track Yellow	26	26	26	26	26	26	26	26
rack Red Clear	26	26	26	26	26	26	26	26
Exit Red	26	26	26	26	26	26	26	26
Exit Ped Clear	255	255	255	255	255	255	255	255
Exit Yellow	26	26	26	26	26	26	26	26
Exit Red	26	26	26	26	26	26	26	26

Preempt	1	2	3	4	5	6	7	8
Non Lock Mem	.	.	.	.	.	.	.	.
Not Overide Flash	X	X	X	X	.	.	.	.
otOverideNextPre	X	X	X	X	.	.	.	.
Flash Dwell	.	.	.	.	.	.	.	.

Preemption Configuration

Preempt	1	2	3	4	5	6	7	8
Track phase								
Dwell Phase	1,6	3,8	2,5	4,7				
Dwell Ped								
Exit Phase	2,6	4,8	2,6	4,8				
Track Overlap								
Dwell overlap			2	2				
Cycling phase								
Cycling Ped								
Cycling Overlap								

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IO Modules

IO Mod	TYPE
1	1 Small A Conn
2	TS2 MMU
3	TS2 TF1 BIU
4	TS2 TF2 BIU
5	TS2 DR1 BIU
6	None
7	TS2 DR3 BIU
8	None
9	None
10	None

Channel Configuration

Chan	Ctrl Type	Source
1	Phase Vehicle	1
2	Phase Vehicle	2
3	Phase Vehicle	3
4	Phase Vehicle	4
5	Phase Vehicle	5
6	Phase Vehicle	6
7	Phase Vehicle	7
8	Phase Vehicle	8
9	Phase Ped	2
10	Phase Ped	4

Chan	Ctrl Type	Source
11	Phase Ped	6
12	Phase Ped	8
13	None	0
14	Overlap	2
15	None	0
16	None	0
17	None	0
18	None	0
19	None	0
20	None	0

Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Alt Flash	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Alt Flash	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Startup Clearance Hold Type

1=off, 2=On, 3=Flash and 4= Alt Flash

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Red																
Yellow																
Green																
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Red																
Yellow																
Green																

Phase Intervals

Interval	Description	Red	Yel	Grn	Type
1	notActive	On	Off	Off	Red
2	dltGrn	On	Off	Off	Red
3	PreGrn	Off	Off	On	Green
4	minGrn	Off	Off	On	Green
5	grnExt	Off	Off	On	Green
6	grnDwell	Off	Off	On	Green
7	preClear	Off	Off	On	Green
8	yelChange	Off	On	Off	Yellow
9	redClear	On	Off	Off	Red
10	redDwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12					

Pedestrian Intervals

Interval	Description	DWK	CLR	Wlk	Type
1	notActive	On	Off	Off	Dont Wal
2	dltPed	On	Off	Off	Dont Wal
3	walk	Off	Off	On	Walk
4	walkDwell	Off	Off	On	Walk
5	flashDtWlk	Flash	On	Off	Ped Clea
6	dWalk	On	Off	Off	Dont Wal
7					
8					

Countdown Display

Display	Addr	Phase	Time
1			
2			
3			
4			
5			

Display	Addr	Phase	Time
9			
10			
11			
12			
13			

Display	Addr	Phase	Time
17			
18			
19			
20			
21			

Display	Addr	Phase	Time
25			
26			
27			
28			
29			

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6			
7			
8			

14			
15			
16			

22			
23			
24			

30			
31			
32			

Manual Control Phase Groups

Grp 1		Grp 2		Grp 3		Grp 4		Grp 5		Grp 6		Grp 7		Grp 8	
Ring	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**
1	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0
2	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0
3	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0
4	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0
5	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0
6	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0
7	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0
8	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0
9	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0
10	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0
11	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0
12	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0
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

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Peer Configuration

Ctrl	Peer ID	IP address	SNMP Port	Hot Port	Serial Port	Serial Addr.	Master Sect.	P2P TO	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	
4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	
21	0		161	80	0	0	0	15	
22	0		161	80	0	0	0	15	
23	0		161	80	0	0	0	15	
24	0		161	80	0	0	0	15	
25	0		161	80	0	0	0	15	
26	0		161	80	0	0	0	15	
27	0		161	80	0	0	0	15	
28	0		161	80	0	0	0	15	
29	0		161	80	0	0	0	15	
30	0		161	80	0	0	0	15	
31	0		161	80	0	0	0	15	
32	0		161	80	0	0	0	15	
33	0		161	80	0	0	0	15	
34	0		161	80	0	0	0	15	
35	0		161	80	0	0	0	15	
36	0		161	80	0	0	0	15	
37	0		161	80	0	0	0	15	
38	0		161	80	0	0	0	15	
39	0		161	80	0	0	0	15	
40	0		161	80	0	0	0	15	
41	0		161	80	0	0	0	15	
42	0		161	80	0	0	0	15	
43	0		161	80	0	0	0	15	
44	0		161	80	0	0	0	15	
45	0		161	80	0	0	0	15	
46	0		161	80	0	0	0	15	
47	0		161	80	0	0	0	15	
48	0		161	80	0	0	0	15	
49	0		161	80	0	0	0	15	
50	0		161	80	0	0	0	15	
51	0		161	80	0	0	0	15	

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52	0		161	80	0	0	0	15	
53	0		161	80	0	0	0	15	
54	0		161	80	0	0	0	15	
55	0		161	80	0	0	0	15	
56	0		161	80	0	0	0	15	
57	0		161	80	0	0	0	15	
58	0		161	80	0	0	0	15	
59	0		161	80	0	0	0	15	
60	0		161	80	0	0	0	15	
61	0		161	80	0	0	0	15	
62	0		161	80	0	0	0	15	
63	0		161	80	0	0	0	15	
64	0		161	80	0	0	0	15	
65	0		161	80	0	0	0	15	
66	0		161	80	0	0	0	15	
67	0		161	80	0	0	0	15	
68	0		161	80	0	0	0	15	
69	0		161	80	0	0	0	15	
70	0		161	80	0	0	0	15	
71	0		161	80	0	0	0	15	
72	0		161	80	0	0	0	15	
73	0		161	80	0	0	0	15	
74	0		161	80	0	0	0	15	
75	0		161	80	0	0	0	15	
76	0		161	80	0	0	0	15	
77	0		161	80	0	0	0	15	
78	0		161	80	0	0	0	15	
79	0		161	80	0	0	0	15	
80	0		161	80	0	0	0	15	
81	0		161	80	0	0	0	15	
82	0		161	80	0	0	0	15	
83	0		161	80	0	0	0	15	
84	0		161	80	0	0	0	15	
85	0		161	80	0	0	0	15	
86	0		161	80	0	0	0	15	
87	0		161	80	0	0	0	15	
88	0		161	80	0	0	0	15	
89	0		161	80	0	0	0	15	
90	0		161	80	0	0	0	15	
91	0		161	80	0	0	0	15	
92	0		161	80	0	0	0	15	
93	0		161	80	0	0	0	15	
94	0		161	80	0	0	0	15	
95	0		161	80	0	0	0	15	
96	0		161	80	0	0	0	15	
97	0		161	80	0	0	0	15	
98	0		161	80	0	0	0	15	
99	0		161	80	0	0	0	15	
100	0		161	80	0	0	0	15	
101	0		161	80	0	0	0	15	
102	0		161	80	0	0	0	15	
103	0		161	80	0	0	0	15	
104	0		161	80	0	0	0	15	
105	0		161	80	0	0	0	15	
106	0		161	80	0	0	0	15	

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107	0		161	80	0	0	0	15	
108	0		161	80	0	0	0	15	
109	0		161	80	0	0	0	15	
110	0		161	80	0	0	0	15	
111	0		161	80	0	0	0	15	
112	0		161	80	0	0	0	15	
113	0		161	80	0	0	0	15	
114	0		161	80	0	0	0	15	
115	0		161	80	0	0	0	15	
116	0		161	80	0	0	0	15	
117	0		161	80	0	0	0	15	
118	0		161	80	0	0	0	15	
119	0		161	80	0	0	0	15	
120	0		161	80	0	0	0	15	
121	0		161	80	0	0	0	15	
122	0		161	80	0	0	0	15	
123	0		161	80	0	0	0	15	
124	0		161	80	0	0	0	15	
125	0		161	80	0	0	0	15	
126	0		161	80	0	0	0	15	
127	0		161	80	0	0	0	15	
128	0		161	80	0	0	0	15	
129	0		161	80	0	0	0	15	
130	0		161	80	0	0	0	15	
131	0		161	80	0	0	0	15	
132	0		161	80	0	0	0	15	
133	0		161	80	0	0	0	15	
134	0		161	80	0	0	0	15	
135	0		161	80	0	0	0	15	
136	0		161	80	0	0	0	15	
137	0		161	80	0	0	0	15	
138	0		161	80	0	0	0	15	
139	0		161	80	0	0	0	15	
140	0		161	80	0	0	0	15	
141	0		161	80	0	0	0	15	
142	0		161	80	0	0	0	15	
143	0		161	80	0	0	0	15	
144	0		161	80	0	0	0	15	
145	0		161	80	0	0	0	15	
146	0		161	80	0	0	0	15	
147	0		161	80	0	0	0	15	
148	0		161	80	0	0	0	15	
149	0		161	80	0	0	0	15	
150	0		161	80	0	0	0	15	
151	0		161	80	0	0	0	15	
152	0		161	80	0	0	0	15	
153	0		161	80	0	0	0	15	
154	0		161	80	0	0	0	15	
155	0		161	80	0	0	0	15	
156	0		161	80	0	0	0	15	
157	0		161	80	0	0	0	15	
158	0		161	80	0	0	0	15	
159	0		161	80	0	0	0	15	
160	0		161	80	0	0	0	15	
161	0		161	80	0	0	0	15	

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162	0		161	80	0	0	0	15	
163	0		161	80	0	0	0	15	
164	0		161	80	0	0	0	15	
165	0		161	80	0	0	0	15	
166	0		161	80	0	0	0	15	
167	0		161	80	0	0	0	15	
168	0		161	80	0	0	0	15	
169	0		161	80	0	0	0	15	
170	0		161	80	0	0	0	15	
171	0		161	80	0	0	0	15	
172	0		161	80	0	0	0	15	
173	0		161	80	0	0	0	15	
174	0		161	80	0	0	0	15	
175	0		161	80	0	0	0	15	
176	0		161	80	0	0	0	15	
177	0		161	80	0	0	0	15	
178	0		161	80	0	0	0	15	
179	0		161	80	0	0	0	15	
180	0		161	80	0	0	0	15	
181	0		161	80	0	0	0	15	
182	0		161	80	0	0	0	15	
183	0		161	80	0	0	0	15	
184	0		161	80	0	0	0	15	
185	0		161	80	0	0	0	15	
186	0		161	80	0	0	0	15	
187	0		161	80	0	0	0	15	
188	0		161	80	0	0	0	15	
189	0		161	80	0	0	0	15	
190	0		161	80	0	0	0	15	
191	0		161	80	0	0	0	15	
192	0		161	80	0	0	0	15	
193	0		161	80	0	0	0	15	
194	0		161	80	0	0	0	15	
195	0		161	80	0	0	0	15	
196	0		161	80	0	0	0	15	
197	0		161	80	0	0	0	15	
198	0		161	80	0	0	0	15	
199	0		161	80	0	0	0	15	
200	0		161	80	0	0	0	15	
201	0		161	80	0	0	0	15	
202	0		161	80	0	0	0	15	
203	0		161	80	0	0	0	15	
204	0		161	80	0	0	0	15	
205	0		161	80	0	0	0	15	
206	0		161	80	0	0	0	15	
207	0		161	80	0	0	0	15	
208	0		161	80	0	0	0	15	
209	0		161	80	0	0	0	15	
210	0		161	80	0	0	0	15	
211	0		161	80	0	0	0	15	
212	0		161	80	0	0	0	15	
213	0		161	80	0	0	0	15	
214	0		161	80	0	0	0	15	
215	0		161	80	0	0	0	15	
216	0		161	80	0	0	0	15	

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217	0		161	80	0	0	0	15	
218	0		161	80	0	0	0	15	
219	0		161	80	0	0	0	15	
220	0		161	80	0	0	0	15	
221	0		161	80	0	0	0	15	
222	0		161	80	0	0	0	15	
223	0		161	80	0	0	0	15	
224	0		161	80	0	0	0	15	
225	0		161	80	0	0	0	15	
226	0		161	80	0	0	0	15	
227	0		161	80	0	0	0	15	
228	0		161	80	0	0	0	15	
229	0		161	80	0	0	0	15	
230	0		161	80	0	0	0	15	
231	0		161	80	0	0	0	15	
232	0		161	80	0	0	0	15	
233	0		161	80	0	0	0	15	
234	0		161	80	0	0	0	15	
235	0		161	80	0	0	0	15	
236	0		161	80	0	0	0	15	
237	0		161	80	0	0	0	15	
238	0		161	80	0	0	0	15	
239	0		161	80	0	0	0	15	
240	0		161	80	0	0	0	15	
241	0		161	80	0	0	0	15	
242	0		161	80	0	0	0	15	
243	0		161	80	0	0	0	15	
244	0		161	80	0	0	0	15	
245	0		161	80	0	0	0	15	
246	0		161	80	0	0	0	15	
247	0		161	80	0	0	0	15	
248	0		161	80	0	0	0	15	
249	0		161	80	0	0	0	15	
250	0		161	80	0	0	0	15	
251	0		161	80	0	0	0	15	
252	0		161	80	0	0	0	15	
253	0		161	80	0	0	0	15	
254	0		161	80	0	0	0	15	
255	0		161	80	0	0	0	15	

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	

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14	None	60	1	300	240	
15	None	60	1	300	240	
16	None	60	1	300	240	

User Program Info

Pgrm	Description
1	preempt status
2	
3	
4	
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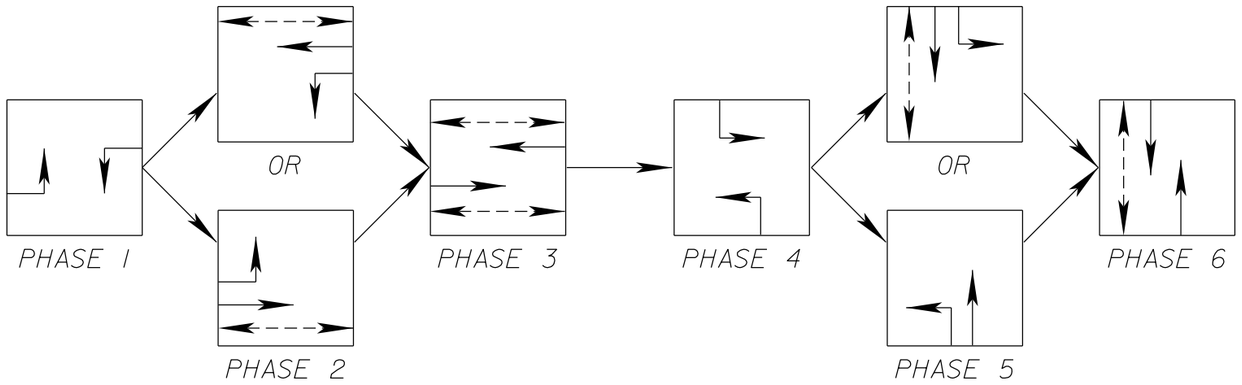
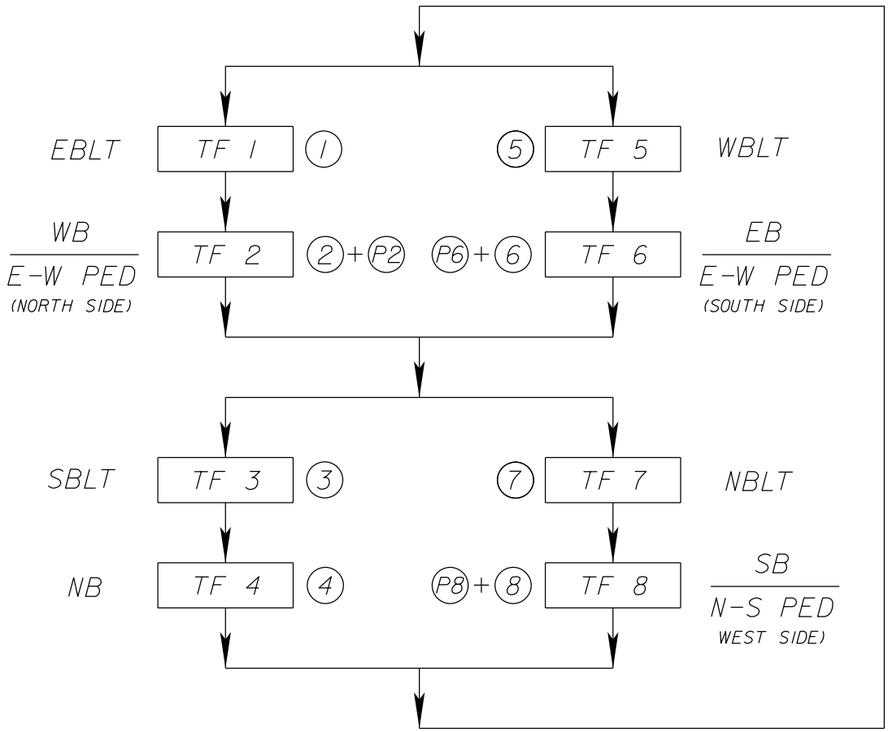
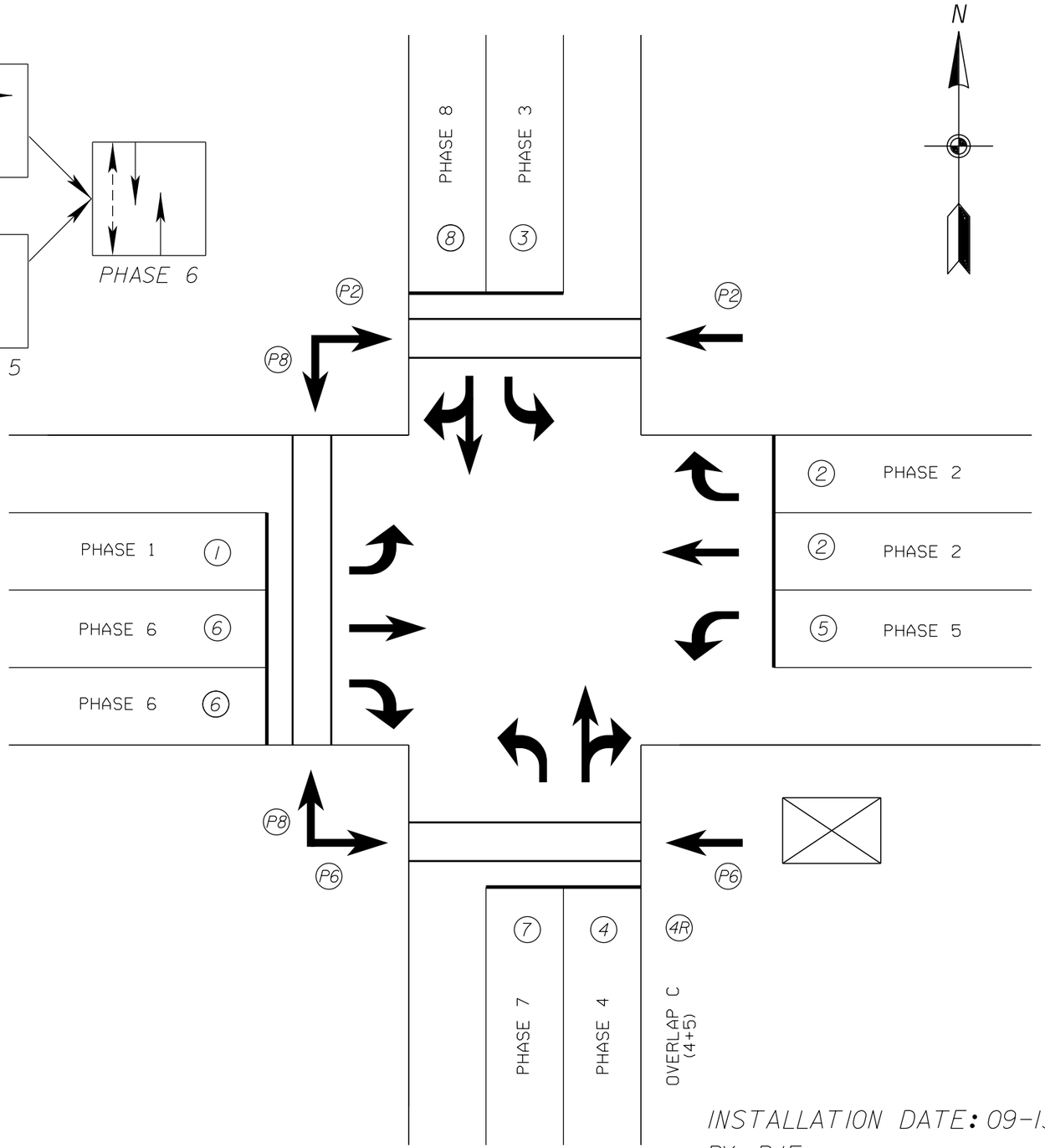
MODIFIED SIGNAL OPERATING PLAN 10







INSTALLATION DATE: 09-13-2012
BY: RJE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

Collier County Traffic Operations
2885 South Horseshoe Drive
Naples, Florida 34104

Phone: (239) 774-8192
Fax: (239) 213-5868

COLLIER COUNTY
TRANSPORTATION ENGINEERING & CONSTRUCTION MANAGEMENT DEPARTMENT
2885 S. HORSESHOE DR.
NAPLES, FLORIDA 34104

PINE RIDGE RD
AT
WHIPPOORWILL LANE

SHEET NO.
T-1

$USER$ $DATE$ $TIME$ $FILE$

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MaxTime Basic Default Timing Sheet

Controller Number	240
Controller Name	Pine Ridge @ Whippoorwill
Main St.	Pine Ridge Rd
Side St.	Whippoorwill Ln
IP Address	10.129.48.65
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

Unit Parameters

Startup Flash	5
All Red Exit	0
MCE Seq.	1

Auto Ped Clr	Disable
Grn Flash Freq.	60
Primary Start	0

Red Revert	4
Yel Flash Freq.	60
Secondary Start	0

Backup Time	600
MCE Enable	Enable
Free Seq.	1

Ext M

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Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	22	0	0	0	22	0	33	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	7	20	5	8	7	20	5	8	0	0	0	0	0	0	0	0	0	0	0	0
Passage	2	5	1	1	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	20	50	20	25	32	50	20	20	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.8	4.8	4.4	4.4	4.8	4.8	4.4	4.4	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	2	2	2.3	2.3	2	2	2.3	2.3	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Sim Gap Dis	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Additional Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

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Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Start Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ed Clr During OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	5,6		0	
2	Green No Walk	1	5,6		0	
3	Phase Not On	1	7,8		0	
4	Phase Not On	1	7,8		0	
5	Phase Not On	2	1,2		0	
6	Green No Walk	2	1,2		0	
7	Phase Not On	2	3,4		0	
8	Phase Not On	2	3,4		0	
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

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37	None	0			0	
38	None	0			0	
39	None	0			0	
40	None	0			0	

Overlaps

OLP	Type	Included Phases	Modifier Phases	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Walk 2	Ped Clr 2	Delay	Flash	Descriptions
1	Off			0	0	0	0	0	0	0	0	Off	
2	Off			0	0	0	0	0	0	0	0	Off	
3	Off			0	0	0	0	0	0	0	0	Off	
4	Off			0	0	0	0	0	0	0	0	Off	
5	Off			0	0	0	0	0	0	0	0	Off	
6	Off			0	0	0	0	0	0	0	0	Off	
7	Off			0	0	0	0	0	0	0	0	Off	
8	Off			0	0	0	0	0	0	0	0	Off	
9	Off			0	0	0	0	0	0	0	0	Off	
10	Off			0	0	0	0	0	0	0	0	Off	
11	Off			0	0	0	0	0	0	0	0	Off	
12	Off			0	0	0	0	0	0	0	0	Off	
13	Off			0	0	0	0	0	0	0	0	Off	
14	Off			0	0	0	0	0	0	0	0	Off	
15	Off			0	0	0	0	0	0	0	0	Off	
16	Off			0	0	0	0	0	0	0	0	Off	
17	Off			0	0	0	0	0	0	0	0	Off	
18	Off			0	0	0	0	0	0	0	0	Off	
19	Off			0	0	0	0	0	0	0	0	Off	
20	Off			0	0	0	0	0	0	0	0	Off	
21	Off			0	0	0	0	0	0	0	0	Off	
22	Off			0	0	0	0	0	0	0	0	Off	
23	Off			0	0	0	0	0	0	0	0	Off	
24	Off			0	0	0	0	0	0	0	0	Off	
25	Off			0	0	0	0	0	0	0	0	Off	
26	Off			0	0	0	0	0	0	0	0	Off	
27	Off			0	0	0	0	0	0	0	0	Off	
28	Off			0	0	0	0	0	0	0	0	Off	
29	Off			0	0	0	0	0	0	0	0	Off	
30	Off			0	0	0	0	0	0	0	0	Off	
31	Off			0	0	0	0	0	0	0	0	Off	
32	Off			0	0	0	0	0	0	0	0	Off	

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Sequence Configuration

Sequence 1

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,4,8,b
2	5,6,a,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 9

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 10

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 11

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 12

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

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15	
16	

15	
16	

15	
16	

15	
16	

Sequence 13

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 14

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 15

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 16

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 17

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

Sequence 18

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

Sequence 19

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

Sequence 20

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

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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	
1	1	0		6	0	0	0	0	0	0	0	
2	2	0		0	0	0	0	0	0	0	0	
3	3	0		0	0	0	0	0	0	0	0	
4	4	0		0	0	0	0	0	0	0	0	
5	5	0		2	0	0	0	0	0	0	0	
6	6	0		0	0	0	0	0	0	0	0	
7	7	0		0	0	0	0	0	0	0	0	
8	8	0		0	0	0	0	0	0	0	0	
9	0	0		0	0	0	0	0	0	0	0	
10	0	0		0	0	0	0	0	0	0	0	
11	0	0		0	0	0	0	0	0	0	0	
12	0	0		0	0	0	0	0	0	0	0	
13	0	0		0	0	0	0	0	0	0	0	
14	0	0		0	0	0	0	0	0	0	0	
15	0	0		0	0	0	0	0	0	0	0	
16	0	0		0	0	0	0	0	0	0	0	
17	0	0		0	0	0	0	0	0	0	0	
18	0	0		0	0	0	0	0	0	0	0	
19	0	0		0	0	0	0	0	0	0	0	
20	0	0		0	0	0	0	0	0	0	0	
21	0	0		0	0	0	0	0	0	0	0	
22	0	0		0	0	0	0	0	0	0	0	
23	0	0		0	0	0	0	0	0	0	0	
24	0	0		0	0	0	0	0	0	0	0	
25	0	0		0	0	0	0	0	0	0	0	
26	0	0		0	0	0	0	0	0	0	0	
27	0	0		0	0	0	0	0	0	0	0	
28	0	0		0	0	0	0	0	0	0	0	
29	0	0		0	0	0	0	0	0	0	0	
30	0	0		0	0	0	0	0	0	0	0	
31	0	0		0	0	0	0	0	0	0	0	
32	0	0		0	0	0	0	0	0	0	0	
33	0	0		0	0	0	0	0	0	0	0	
34	0	0		0	0	0	0	0	0	0	0	
35	0	0		0	0	0	0	0	0	0	0	
36	0	0		0	0	0	0	0	0	0	0	
37	0	0		0	0	0	0	0	0	0	0	
38	0	0		0	0	0	0	0	0	0	0	
39	0	0		0	0	0	0	0	0	0	0	
40	0	0		0	0	0	0	0	0	0	0	
41	0	0		0	0	0	0	0	0	0	0	
42	0	0		0	0	0	0	0	0	0	0	
43	0	0		0	0	0	0	0	0	0	0	
44	0	0		0	0	0	0	0	0	0	0	
45	0	0		0	0	0	0	0	0	0	0	
46	0	0		0	0	0	0	0	0	0	0	
47	0	0		0	0	0	0	0	0	0	0	
48	0	0		0	0	0	0	0	0	0	0	
49	0	0		0	0	0	0	0	0	0	0	
50	0	0		0	0	0	0	0	0	0	0	
51	0	0		0	0	0	0	0	0	0	0	
52	0	0		0	0	0	0	0	0	0	0	

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53	0	0		0	0	0	0	0	0	0	0	
54	0	0		0	0	0	0	0	0	0	0	
55	0	0		0	0	0	0	0	0	0	0	
56	0	0		0	0	0	0	0	0	0	0	
57	0	0		0	0	0	0	0	0	0	0	
58	0	0		0	0	0	0	0	0	0	0	
59	0	0		0	0	0	0	0	0	0	0	
60	0	0		0	0	0	0	0	0	0	0	
61	0	0		0	0	0	0	0	0	0	0	
62	0	0		0	0	0	0	0	0	0	0	
63	0	0		0	0	0	0	0	0	0	0	
64	0	0		0	0	0	0	0	0	0	0	
65	0	0		0	0	0	0	0	0	0	0	
66	0	0		0	0	0	0	0	0	0	0	
67	0	0		0	0	0	0	0	0	0	0	
68	0	0		0	0	0	0	0	0	0	0	
69	0	0		0	0	0	0	0	0	0	0	
70	0	0		0	0	0	0	0	0	0	0	
71	0	0		0	0	0	0	0	0	0	0	
72	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	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Volume Detector	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	X	.	.	.	X
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Volume Detector	X	.	.	X	X	X	.	X	X	.	.	X	.	.	.	X	X	.	.	X
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	61	62	63	64	65	66	67	68	69	70	71	72
Volume Detector	X	X	.	X	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.

Data Collection Period	60

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Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.

Pedestrian Detectors

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
1	1	0	0	0	0
2	2	0	0	0	0
3	3	0	0	0	0
4	4	0	0	0	0
5	5	0	0	0	0
6	6	0	0	0	0
7	7	0	0	0	0
8	8	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	0	0	0	0	0
13	0	0	0	0	0
14	0	0	0	0	0
15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
25	0	0	0	0	0
26	0	0	0	0	0
27	0	0	0	0	0
28	0	0	0	0	0
29	0	0	0	0	0
30	0	0	0	0	0
31	0	0	0	0	0
32	0	0	0	0	0
33	0	0	0	0	0
34	0	0	0	0	0
35	0	0	0	0	0
36	0	0	0	0	0
37	0	0	0	0	0
38	0	0	0	0	0
39	0	0	0	0	0
40	0	0	0	0	0

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Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode	Max Cyc Limit %	Min Cyc Limit %
Automatic	Shortway (Auto)	Per Pattern	Floating	30	30

Patterns

Patt.	Cycle	Offset 1	Offset 2	Offset 3	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	120	118	0	0	1	1	Green	Max Inhibit	1	1	1
2	0	0	0	0	2	1	Green	Max Inhibit	1	2	1
3	0	0	0	0	3	1	Green	Max Inhibit	1	2	1
4	0	0	0	0	4	1	Green	Max Inhibit	1	2	1
5	0	0	0	0	5	1	Green	Max Inhibit	1	2	1
6	0	0	0	0	6	1	Green	Max Inhibit	1	2	1
7	150	139	0	0	7	1	Green	Max Inhibit	1	1	1
8	160	47	0	0	8	1	Green	Max Inhibit	1	2	1
9	160	154	0	0	9	1	Green	Max Inhibit	1	1	1
10	150	70	0	0	10	1	Green	Max Inhibit	1	2	1
11	150	70	0	0	11	1	Green	Max Inhibit	1	2	1
12	160	149	0	0	12	1	Green	Max Inhibit	1	1	1
13	140	115	0	0	13	1	Green	Max Inhibit	1	2	1
14	160	38	0	0	14	1	Green	Max Inhibit	1	2	1
15	160	21	0	0	15	1	Green	Max Inhibit	1	2	1
16	160	38	0	0	16	1	Green	Max Inhibit	1	2	1
17	170	159	0	0	17	1	Green	Max Inhibit	1	1	1
18	170	154	0	0	18	1	Green	Max Inhibit	1	1	1
19	170	26	0	0	19	1	Green	Max Inhibit	1	2	1
20	0	0	0	0	20	1	Green	Max Inhibit	1	2	1
21	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
22	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
23	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
24	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
25	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
26	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
27	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
28	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
29	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
30	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
31	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
32	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
33	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
34	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
35	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
36	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
37	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
38	160	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
39	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
40	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
41	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
42	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
43	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
44	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
45	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
46	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
47	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
48	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
49	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

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50	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
51	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
52	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
53	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
54	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
55	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
56	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
57	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
58	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
59	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
60	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
61	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
62	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
63	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
64	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
65	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
66	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
67	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
68	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
69	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
70	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
71	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
72	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
73	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
74	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
75	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
76	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
77	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
78	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
79	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
80	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
81	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
82	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
83	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
84	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
85	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
86	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
87	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
88	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
89	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
90	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
91	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
92	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
93	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
94	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
95	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
96	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
97	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
98	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
99	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
100	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
101	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
102	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
103	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
104	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

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105	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1

PH.	Time	Coord PH	Ref PH	Mode
1	20	.	.	None
2	60	X	X	None
3	18	.	.	None
4	22	.	.	None
5	20	.	.	None
6	60	X	X	None
7	22	.	.	None
8	18	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None

Split 4

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None

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9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 5		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 6		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 7		Coord	Ref	
PH.	Time	PH	PH	Mode
1	17	.	.	None
2	87	X	X	None
3	22	.	.	None
4	24	.	.	None
5	32	.	.	None
6	72	X	X	None
7	24	.	.	None
8	22	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 8		Coord	Ref	
PH.	Time	PH	PH	Mode
1	23	.	.	None
2	90	X	X	None
3	23	.	.	None
4	24	.	.	None
5	23	.	.	None
6	90	X	X	None
7	24	.	.	None
8	23	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 9		Coord	Ref	
PH.	Time	PH	PH	Mode
1	18	.	.	None
2	93	X	X	None
3	23	.	.	None
4	26	.	.	None
5	34	.	.	None
6	77	X	X	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
1	26	.	.	None
2	73	X	X	None
3	23	.	.	None
4	28	.	.	None
5	26	.	.	None
6	73	X	X	None

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7	26	.	.	None
8	23	.	.	None
9	0	.	.	None

7	28	.	.	None
8	23	.	.	None
9	0	.	.	None

Split 9		Coord	Ref	
PH.	Time	PH	PH	Mode
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 11		Coord	Ref	
PH.	Time	PH	PH	Mode
1	26	.	.	None
2	73	X	X	None
3	23	.	.	None
4	28	.	.	None
5	26	.	.	None
6	73	X	X	None
7	28	.	.	None
8	23	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 12		Coord	Ref	
PH.	Time	PH	PH	Mode
1	18	.	.	None
2	93	X	X	None
3	23	.	.	None
4	26	.	.	None
5	34	.	.	None
6	77	X	X	None
7	26	.	.	None
8	23	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 13		Coord	Ref	
PH.	Time	PH	PH	Mode
1	24	.	.	None
2	68	X	X	None
3	22	.	.	None
4	26	.	.	None
5	24	.	.	None
6	68	X	X	None
7	26	.	.	None
8	22	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 14		Coord	Ref	
PH.	Time	PH	PH	Mode
1	23	.	.	None
2	90	X	X	None
3	23	.	.	None
4	24	.	.	None
5	23	.	.	None
6	90		X	None
7	24	.	.	None
8	23	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 15		Coord	Ref	
PH.	Time	PH	PH	Mode
1	30	.	.	None

Split 16		Coord	Ref	
PH.	Time	PH	PH	Mode
1	23	.	.	None

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2	83	X	X	None
3	23	.	.	None
4	24	.	.	None
5	25	.	.	None
6	88	X	X	None
7	24	.	.	None
8	23	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

2	90	X	X	None
3	23	.	.	None
4	24	.	.	None
5	23	.	.	None
6	90	X	X	None
7	24	.	.	None
8	23	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 17		Coord	Ref	
PH.	Time	PH	PH	Mode
1	18	.	.	None
2	103	X	X	None
3	23	.	.	None
4	26	.	.	None
5	34	.	.	None
6	87	X	X	None
7	26	.	.	None
8	23	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 18		Coord	Ref	
PH.	Time	PH	PH	Mode
1	18	.	.	None
2	103	X	X	None
3	23	.	.	None
4	26	.	.	None
5	34	.	.	None
6	87	X	X	None
7	26	.	.	None
8	23	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
1	30	.	.	None
2	93	X	X	None
3	23	.	.	None
4	24	.	.	None
5	25	.	.	None
6	98	X	X	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
7	24	.	.	None
8	23	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None

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16	0	.	.	None

16	0	.	.	None

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

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
	0

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Schedules

Day Plan	1	Description	Sunday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	2	Description	Weekday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	.	X	X	X	X	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	3	Description	Saturday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	4	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	5	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	6	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	7	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	8	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	9	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 10 Description

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 11 Description New Years

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	.	.	.	.	.	.	.	X	X	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 12 Description MLK

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	

Day Plan 13 Description Early Release

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 14 Description No School

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	X	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 15 Description President's Day

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	X	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 1

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	7
4	9	0	13
5	14	0	8

Day Plan 2

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	17
4	8	25	18
5	9	10	11

Day Plan 3

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	7
4	9	30	13
5	11	30	10

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	

Day Plan 1

Event	Hour	Min.	Act
6	18	0	1
7	21	0	64
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
6	14	0	14
7	15	45	16
8	16	30	19
9	19	0	1
10	23	0	64

Day Plan 3

Event	Hour	Min.	Act
6	14	0	8
7	18	30	1
8	21	0	64
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 5

Day Plan 6

Day Plan 7

Day Plan 8

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Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 9

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 10

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	17
4	8	25	18
5	9	10	11
6	12	45	16
7	13	30	11
8	14	0	14
9	16	30	19
10	19	0	1

Day Plan 11

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	17
4	9	10	11
5	14	0	14
6	16	30	19
7	19	0	1
8	23	0	64
9	0	0	
10	0	0	

Day Plan 12

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 13

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 14

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 15

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 16

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 17

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 18

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 19

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 20

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1	.	.	.								
2	Pattern 2	.	.	.								
3	Pattern 3	.	.	.								
4	Pattern 4	.	.	.								
5	Pattern 5	.	.	.								
6	Pattern 6	.	.	.								
7	Pattern 7	.	.	.								
8	Pattern 8	.	.	.								
9	Pattern 9	.	.	.								
10	Pattern 10	.	.	.								

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
33	Pattern 33	.	.	.								
34	Pattern 34	.	.	.								
35	Pattern 35	.	.	.								
36	Pattern 36	.	.	.								
37	Pattern 37	.	.	.								
38	Pattern 38	.	.	.								
39	Pattern 39	.	.	.								
40	Pattern 40	.	.	.								
41	None	.	.	.								
42	None	.	.	.								

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11	Pattern 11	.	.	.							
12	Pattern 12	.	.	.							
13	Pattern 13	.	.	.							
14	Pattern 14	.	.	.							
15	Pattern 15	.	.	.							
16	Pattern 16	.	.	.							
17	Pattern 17	.	.	.							
18	Pattern 18	.	.	.							
19	Pattern 19	.	.	.							
20	Pattern 20	.	.	.							
21	Pattern 21	.	.	.							
22	Pattern 22	.	.	.							
23	Pattern 23	.	.	.							
24	Pattern 24	.	.	.							
25	Pattern 25	.	.	.							
26	Pattern 26	.	.	.							
27	Pattern 27	.	.	.							
28	Pattern 28	.	.	.							
29	Pattern 29	.	.	.							
30	Pattern 30	.	.	.							
31	Pattern 31	.	.	.							
32	Pattern 32	.	.	.							

43	None	.	.	.							
44	None	.	.	.							
45	None	.	.	.							
46	None	.	.	.							
47	None	.	.	.							
48	None	.	.	.							
49	None	.	.	.							
50	None	.	.	.							
51	None	.	.	.							
52	None	.	.	.							
53	None	.	.	.							
54	None	.	.	.							
55	None	.	.	.							
56	None	.	.	.							
57	None	.	.	.							
58	None	.	.	.							
59	None	.	.	.							
60	None	.	.	.							
61	None	.	.	.							
62	None	.	.	.							
63	None	.	.	.							
64	Free	.	.	.							

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Preemption Parameters

Preempt	1	2	3	4	5	6	7	8
Link	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0	0
Min Green	10	10	10	10	0	0	0	0
Min Walk	10	10	10	10	0	0	0	0
Ent. Ped Clear	255	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0	0
Dwell Green	10	10	10	10	0	0	0	0
Max Presence	80	80	80	80	0	0	0	0
Enter Yellow	26	26	26	26	26	26	26	26
Ent. Red Clear	26	26	26	26	26	26	26	26
Track Yellow	26	26	26	26	26	26	26	26
rack Red Clear	26	26	26	26	26	26	26	26
Exit Red	26	26	26	26	26	26	26	26
Exit Ped Clear	255	255	255	255	255	255	255	255
Exit Yellow	26	26	26	26	26	26	26	26
Exit Red	26	26	26	26	26	26	26	26

Preempt	1	2	3	4	5	6	7	8
Non Lock Mem	.	.	.	.	.	.	.	.
Not Overide Flash	X	X	X	X	.	.	.	.
otOverideNextPre	X	X	X	X	.	.	.	.
Flash Dwell	.	.	.	.	.	.	.	.

Preemption Configuration

Preempt	1	2	3	4	5	6	7	8
Track phase								
Dwell Phase	2,6	3,8	2,6	4,7				
Dwell Ped								
Exit Phase	2,6	4,8	2,6	4,8				
Track Overlap								
Dwell overlap								
Cycling phase								
Cycling Ped								
Cycling Overlap								

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IO Modules

IO Mod	TYPE
1	1 Small A Conn
2	TS2 MMU
3	TS2 TF1 BIU
4	TS2 TF2 BIU
5	TS2 DR1 BIU
6	None
7	TS2 DR3 BIU
8	TS2 DR4 BIU
9	None
10	None

Channel Configuration

Chan	Ctrl Type	Source
1	Phase Vehicle	1
2	Phase Vehicle	2
3	Phase Vehicle	3
4	Phase Vehicle	4
5	Phase Vehicle	5
6	Phase Vehicle	6
7	Phase Vehicle	7
8	Phase Vehicle	8
9	Phase Ped	2
10	None	0

Chan	Ctrl Type	Source
11	Phase Ped	6
12	Phase Ped	8
13	None	0
14	None	0
15	None	0
16	None	0
17	None	0
18	None	0
19	None	0
20	None	0

Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Red	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Alt Flash	X	.	X	X	X	.	X	X	.	.	.	.	.	.	.	.
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Alt Flash	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Startup Clearance Hold Type

1=off, 2=On, 3=Flash and 4= Alt Flash

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Red																
Yellow																
Green																
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Red																
Yellow																
Green																

Phase Intervals

Interval	Description	Red	Yel	Grn	Type
1	notActive	On	Off	Off	Red
2	dltGrn	On	Off	Off	Red
3	PreGrn	Off	Off	On	Green
4	minGrn	Off	Off	On	Green
5	grnExt	Off	Off	On	Green
6	grnDwell	Off	Off	On	Green
7	preClear	Off	Off	On	Green
8	yelChange	Off	On	Off	Yellow
9	redClear	On	Off	Off	Red
10	redDwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12					

Pedestrian Intervals

Interval	Description	DWK	CLR	Wlk	Type
1	notActive	On	Off	Off	Dont Wal
2	dltPed	On	Off	Off	Dont Wal
3	walk	Off	Off	On	Walk
4	walkDwell	Off	Off	On	Walk
5	flashDtWlk	Flash	On	Off	Ped Clea
6	dWalk	On	Off	Off	Dont Wal
7					
8					

Countdown Display

Display	Addr	Phase	Time
1			
2			
3			
4			
5			

Display	Addr	Phase	Time
9			
10			
11			
12			
13			

Display	Addr	Phase	Time
17			
18			
19			
20			
21			

Display	Addr	Phase	Time
25			
26			
27			
28			
29			

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6			
7			
8			

14			
15			
16			

22			
23			
24			

30			
31			
32			

Manual Control Phase Groups

Grp 1		Grp 2		Grp 3		Grp 4		Grp 5		Grp 6		Grp 7		Grp 8	
Ring	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**
1	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0
2	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0
3	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0
4	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0
5	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0
6	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0
7	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0
8	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0
9	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0
10	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0
11	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0
12	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0
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

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Peer Configuration

Ctrl	Peer ID	IP address	SNMP Port	Hot Port	Serial Port	Serial Addr.	Master Sect.	P2P TO	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	
4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	
21	0		161	80	0	0	0	15	
22	0		161	80	0	0	0	15	
23	0		161	80	0	0	0	15	
24	0		161	80	0	0	0	15	
25	0		161	80	0	0	0	15	
26	0		161	80	0	0	0	15	
27	0		161	80	0	0	0	15	
28	0		161	80	0	0	0	15	
29	0		161	80	0	0	0	15	
30	0		161	80	0	0	0	15	
31	0		161	80	0	0	0	15	
32	0		161	80	0	0	0	15	
33	0		161	80	0	0	0	15	
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35	0		161	80	0	0	0	15	
36	0		161	80	0	0	0	15	
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39	0		161	80	0	0	0	15	
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43	0		161	80	0	0	0	15	
44	0		161	80	0	0	0	15	
45	0		161	80	0	0	0	15	
46	0		161	80	0	0	0	15	
47	0		161	80	0	0	0	15	
48	0		161	80	0	0	0	15	
49	0		161	80	0	0	0	15	
50	0		161	80	0	0	0	15	
51	0		161	80	0	0	0	15	

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52	0		161	80	0	0	0	15	
53	0		161	80	0	0	0	15	
54	0		161	80	0	0	0	15	
55	0		161	80	0	0	0	15	
56	0		161	80	0	0	0	15	
57	0		161	80	0	0	0	15	
58	0		161	80	0	0	0	15	
59	0		161	80	0	0	0	15	
60	0		161	80	0	0	0	15	
61	0		161	80	0	0	0	15	
62	0		161	80	0	0	0	15	
63	0		161	80	0	0	0	15	
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65	0		161	80	0	0	0	15	
66	0		161	80	0	0	0	15	
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73	0		161	80	0	0	0	15	
74	0		161	80	0	0	0	15	
75	0		161	80	0	0	0	15	
76	0		161	80	0	0	0	15	
77	0		161	80	0	0	0	15	
78	0		161	80	0	0	0	15	
79	0		161	80	0	0	0	15	
80	0		161	80	0	0	0	15	
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82	0		161	80	0	0	0	15	
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87	0		161	80	0	0	0	15	
88	0		161	80	0	0	0	15	
89	0		161	80	0	0	0	15	
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91	0		161	80	0	0	0	15	
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111	0		161	80	0	0	0	15	
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217	0		161	80	0	0	0	15	
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220	0		161	80	0	0	0	15	
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229	0		161	80	0	0	0	15	
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253	0		161	80	0	0	0	15	
254	0		161	80	0	0	0	15	
255	0		161	80	0	0	0	15	

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	

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14	None	60	1	300	240	
15	None	60	1	300	240	
16	None	60	1	300	240	

User Program Info

Pgrm	Description
1	preempt status
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
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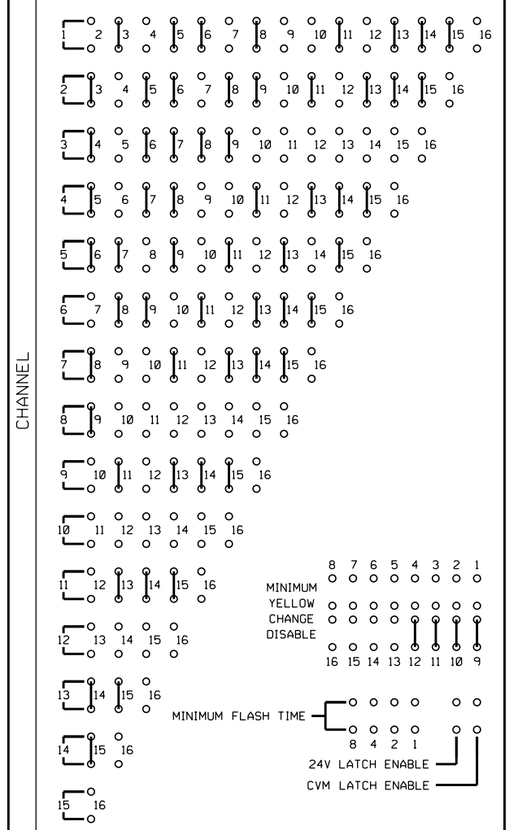
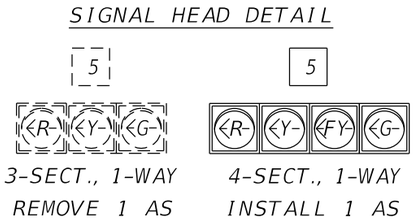
1. MAIN STREET IS PINE RIDGE ROAD, EAST SIDE PHASES 1, 2, AND 6 (MOVEMENTS 1, 2, AND 6) AND WEST SIDE PHASES 10, 14, AND 15 (MOVEMENTS 10, 14, AND 15). SIDE STREET IS I-75 EAST, PHASES 4 AND 7 (MOVEMENTS 4 AND 7) AND I-75 WEST, PHASES 11 AND 16 (MOVEMENTS 11 AND 16).
2. W.B.L.T. 4-SECTION FY OVERLAP PROGRAMMING:
   PROGRAM OVERLAP C -G/Y = 13 (L.S. 15)
   PROGRAM OVERLAP C +GRN = 14 (L.S. 15)
3. CONCURRENT EAST AND/OR WEST BOUND PEDESTRIAN MOVEMENTS ON THE NORTH SIDE OF EAST INTERSECTION ON PHASE 2 (MOVEMENT P2), AND NORTH SIDE OF WEST INTERSECTION ON PHASE 10 (MOVEMENT P10).
5. PROGRAMMED W.B.L.T. 4-SECTION FY INDICATION FOR PROTECTED ONLY OPERATION FROM 1600 TO 1800 WEEKDAYS.
4. SIGNAL DRIVER OUTPUTS:
   PH 1 VEHICLE CHN.. 1 = PH 1 RED/YEL/GRN SET 1
   PH 2 VEHICLE CHN.. 2 = PH 2 RED/YEL/GRN SET 2
   PH 11 VEHICLE CHN.. 3 = PH 3 RED/YEL/GRN SET 3
   PH 4 VEHICLE CHN.. 4 = PH 4 RED/YEL/GRN SET 4
   PH 13 VEHICLE CHN.. 5 = PH 5 RED/YEL/GRN SET 5
   PH 6 VEHICLE CHN.. 6 = PH 6 RED/YEL/GRN SET 6
   PH 7 VEHICLE CHN.. 7 = PH 7 RED/YEL/GRN SET 7
   PH 16 VEHICLE CHN.. 8 = PH 8 RED/YEL/GRN SET 8
   PH 2 PEDEST CHN... 9 = PH 2 DW/PC/WK SET 10
   NU -- PEDEST CHN.. 10 = PH 4 DW/PC/WK SET 12
   PH 10 PEDEST CHN.. 11 = PH 6 DW/PC/WK SET 14
   PH -- PEDEST CHN.. 12 = PH 8 DW/PC/WK SET 16
   PH 10 VEHICLE CHN. 13 = OL A RED/YEL/GRN SET 17
   PH 14 VEHICLE CHN. 14 = OL B RED/YEL/GRN SET 18
   OL C VEHICLE CHN. 15 = OL C RED/YEL/GRN SET 19
   NU -- VEHICLE CHN. 16 = OL D RED/YEL/GRN SET 20

MMU COMPATIBILITY PROGRAMMING



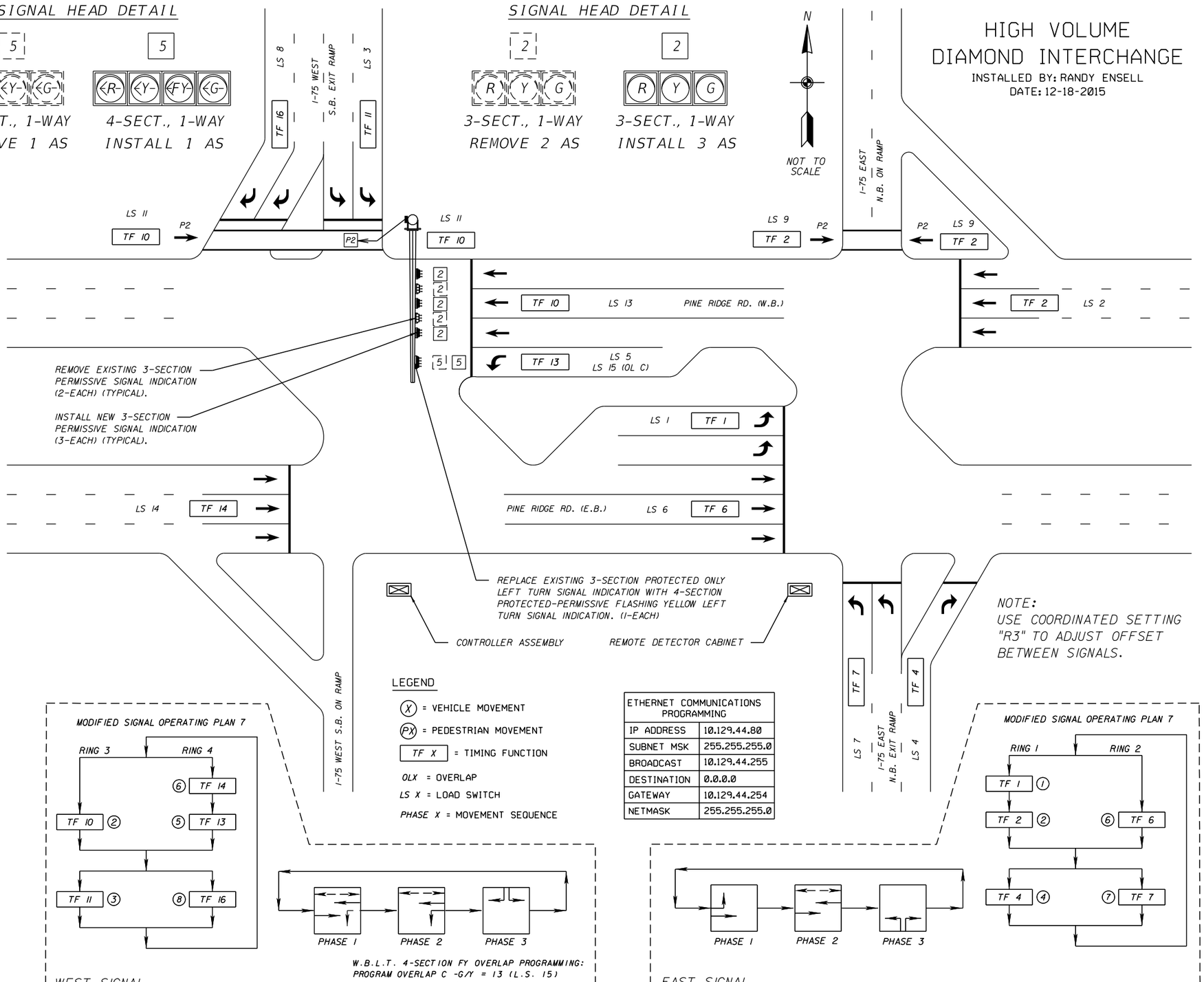
SIGNAL HEAD DETAIL



SIGNAL HEAD DETAIL

HIGH VOLUME DIAMOND INTERCHANGE

INSTALLED BY: RANDY ENSELL
DATE: 12-18-2015



NOTE:
USE COORDINATED SETTING "R3" TO ADJUST OFFSET BETWEEN SIGNALS.

LEGEND

(X) = VEHICLE MOVEMENT
(PX) = PEDESTRIAN MOVEMENT
TF X = TIMING FUNCTION
OLX = OVERLAP
LS X = LOAD SWITCH
PHASE X = MOVEMENT SEQUENCE

ETHERNET COMMUNICATIONS PROGRAMMING	
IP ADDRESS	10.129.44.80
SUBNET MSK	255.255.255.0
BROADCAST	10.129.44.255
DESTINATION	0.0.0.0
GATEWAY	10.129.44.254
NETMASK	255.255.255.0

MODIFIED SIGNAL OPERATING PLAN 7

W.B.L.T. 4-SECTION FY OVERLAP PROGRAMMING:
PROGRAM OVERLAP C -G/Y = 13 (L.S. 15)
PROGRAM OVERLAP C +GRN = 14 (L.S. 15)

WEST SIGNAL

MODIFIED SIGNAL OPERATING PLAN 7

EAST SIGNAL

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

Collier County Traffic Operations
2885 South Horseshoe Drive
Naples, Florida 34104

Phone: (239) 774-8192
Fax: (239) 213-5868

COLLIER COUNTY
TRANSPORTATION ENGINEERING & CONSTRUCTION MANAGEMENT DEPARTMENT
2885 S. HORSESHOE DR.
NAPLES, FLORIDA 34104

PINE RIDGE ROAD
AT
I-75

SHEET NO.
T-1

$USER$ $DATE$ $TIME$ $FILE$

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

MaxTime Basic Default Timing Sheet

Controller Number	227
Controller Name	Pine Ridge @ I-75
Main St.	Pine Ridge Rd
Side St.	I-75
IP Address	10.129.48.70
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

Unit Parameters

Startup Flash	5	Auto Ped Clr	Disable	Red Revert	4	Backup Time	600	Ext M
All Red Exit	5	Grn Flash Freq.	60	Yel Flash Freq.	60	MCE Enable	Enable	
MCE Seq.	1	Primary Start	0	Secondary Start	0	Free Seq.	1	

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Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
Clear Time	0	15	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	7	20	0	7	0	20	7	0	0	20	7	0	7	20	0	7	0	0	0	0
Passage	4	5	0	4	0	5	4	0	0	5	3.5	0	3	5	0	3.5	0	0	0	0
Max-1	30	50	0	20	0	50	20	0	0	50	30	0	20	50	0	30	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.8	4.8	3	5.5	3	4.8	5.5	3	3	4.8	5.5	3	4.8	4.8	3	5.5	3	3	3	3
Red Clear	2	2	0	2	0	2	2	0	0	2	2	0	2	2	0	2	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X	.	X	.	X	X	.	.	X	X	.	X	X	.	X	.	.	.	.
Auto Flash Ent.	.	.	.	X	.	.	X	.	.	.	X	.	.	.	.	X	.	.	.	.
Auto Flash Exit	.	X	.	.	.	X	.	.	.	X	.	.	.	X	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	.	.	.	X	.	.	X	.	.	.	X	.	X	.	.	X	.	.	.	.
Min Veh Recall	.	X	.	.	.	X	.	.	.	X	.	.	.	X	.	.	.	.	.	.
Max Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	X	.	.	X	.	.	.	X	.	.	.	.	X	.	.	.	.
Sim Gap Dis	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Sim Gap Dis	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Additional Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

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Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Start Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ed Clr During OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	6,11,10,16,14,13		0	E - EBLT
2	Green No Walk	1	6,11,10,16,14,13		0	E - WB
3	None	0			0	
4	Phase Not On	1	7,11,10,16,14,13		0	E - NBRT
5	None	0			0	
6	Green No Walk	2	1,2,11,10,16,14,13		0	E - EB
7	Phase Not On	2	4,11,10,16,14,13		0	E - NBLT
8	None	0			0	
9	None	0			0	
10	Green No Walk	3	4,1,2,7,6,14,13		0	W - WB
11	Phase Not On	3	4,1,2,7,6,16		0	W - SBLT
12	None	0			0	
13	Phase Not On	4	4,1,2,7,6,10		0	W - WBLT
14	Green No Walk	4	4,1,2,7,6,10		0	W - EB
15	None	0			0	
16	Phase Not On	4	4,1,2,7,6,11		0	W - SBRT
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

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37	None	0			0	
38	None	0			0	
39	None	0			0	
40	None	0			0	

Overlaps

OLP	Type	Included Phases	Modifier Phases	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Walk 2	Ped Clr 2	Delay	Flash	Descriptions
1	Off			0	0	0	0	0	0	0	0	Off	
2	Off			0	0	0	0	0	0	0	0	Off	
3	FYA - 4 Section	14	13	0	0	0	0	0	0	0	2	Off	
4	Off			0	0	0	0	0	0	0	0	Off	
5	Off			0	0	0	0	0	0	0	0	Off	
6	Off			0	0	0	0	0	0	0	0	Off	
7	Off			0	0	0	0	0	0	0	0	Off	
8	Off			0	0	0	0	0	0	0	0	Off	
9	Off			0	0	0	0	0	0	0	0	Off	
10	Off			0	0	0	0	0	0	0	0	Off	
11	Off			0	0	0	0	0	0	0	0	Off	
12	Off			0	0	0	0	0	0	0	0	Off	
13	Off			0	0	0	0	0	0	0	0	Off	
14	Off			0	0	0	0	0	0	0	0	Off	
15	Off			0	0	0	0	0	0	0	0	Off	
16	Off			0	0	0	0	0	0	0	0	Off	
17	Off			0	0	0	0	0	0	0	0	Off	
18	Off			0	0	0	0	0	0	0	0	Off	
19	Off			0	0	0	0	0	0	0	0	Off	
20	Off			0	0	0	0	0	0	0	0	Off	
21	Off			0	0	0	0	0	0	0	0	Off	
22	Off			0	0	0	0	0	0	0	0	Off	
23	Off			0	0	0	0	0	0	0	0	Off	
24	Off			0	0	0	0	0	0	0	0	Off	
25	Off			0	0	0	0	0	0	0	0	Off	
26	Off			0	0	0	0	0	0	0	0	Off	
27	Off			0	0	0	0	0	0	0	0	Off	
28	Off			0	0	0	0	0	0	0	0	Off	
29	Off			0	0	0	0	0	0	0	0	Off	
30	Off			0	0	0	0	0	0	0	0	Off	
31	Off			0	0	0	0	0	0	0	0	Off	
32	Off			0	0	0	0	0	0	0	0	Off	

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Sequence Configuration

Sequence 1

Ring	Phases
1	1,2,a,4,b
2	6,a,7,b
3	10,c,11,d
4	14,13,c,16,d
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 9

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 10

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 11

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 12

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

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15	
16	

15	
16	

15	
16	

15	
16	

Sequence 13

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 14

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 15

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 16

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 17

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

Sequence 18

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

Sequence 19

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

Sequence 20

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

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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	
1	1	0		0	0	0	0	0	0	0	0	
2	2	0		0	0	0	0	0	0	0	0	
3	14	0		0	0	0	0	0	0	0	0	
4	4	0		0	0	0	0	0	0	0	0	
5	13	0		0	0	0	0	0	0	0	0	
6	6	0		0	0	0	0	0	0	0	0	
7	7	0		0	0	0	0	0	0	0	0	
8	0	0		0	0	0	0	0	0	0	0	
9	0	0		0	0	0	0	0	0	0	0	
10	14	0		0	0	0	0	0	0	0	0	
11	10	0		0	0	0	0	0	0	0	0	
12	10	0		0	0	0	0	0	0	0	0	
13	11	0		0	0	0	0	0	0	0	0	
14	0	0		0	0	0	0	0	0	0	0	
15	16	0		0	0	0	0	0	0	0	0	
16	16	0		0	0	0	0	0	0	0	0	
17	0	0		0	0	0	0	0	0	0	0	
18	0	0		0	0	0	0	0	0	0	0	
19	0	0		0	0	0	0	0	0	0	0	
20	0	0		0	0	0	0	0	0	0	0	
21	0	0		0	0	0	0	0	0	0	0	
22	0	0		0	0	0	0	0	0	0	0	
23	0	0		0	0	0	0	0	0	0	0	
24	0	0		0	0	0	0	0	0	0	0	
25	0	0		0	0	0	0	180	0	0	0	
26	0	0		0	0	0	0	180	0	0	0	
27	0	0		0	0	0	0	180	0	0	0	
28	0	0		0	0	0	0	180	0	0	0	
29	1	0		0	0	0	0	0	0	0	0	
30	0	0		0	0	0	0	180	0	0	0	
31	0	0		0	0	0	0	180	0	0	0	
32	0	0		0	0	0	0	0	0	0	0	
33	0	0		0	0	0	0	0	0	0	0	
34	0	0		0	0	0	0	0	0	0	0	
35	0	0		0	0	0	0	0	0	0	0	
36	0	0		0	0	0	0	0	0	0	0	
37	0	0		0	0	0	0	0	0	0	0	
38	0	0		0	0	0	0	0	0	0	0	
39	0	0		0	0	0	0	0	0	0	0	
40	0	0		0	0	0	0	0	0	0	0	
41	0	0		0	0	0	0	0	0	0	0	
42	0	0		0	0	0	0	0	0	0	0	
43	0	0		0	0	0	0	0	0	0	0	
44	0	0		0	0	0	0	0	0	0	0	
45	0	0		0	0	0	0	0	0	0	0	
46	0	0		0	0	0	0	0	0	0	0	
47	0	0		0	0	0	0	0	0	0	0	
48	0	0		0	0	0	0	0	0	0	0	
49	0	0		0	0	0	0	0	0	0	0	
50	0	0		0	0	0	0	0	0	0	0	
51	0	0		0	0	0	0	0	0	0	0	
52	0	0		0	0	0	0	0	0	0	0	

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53	0	0		0	0	0	0	0	0	0	0	
54	0	0		0	0	0	0	0	0	0	0	
55	0	0		0	0	0	0	0	0	0	0	
56	0	0		0	0	0	0	0	0	0	0	
57	0	0		0	0	0	0	0	0	0	0	
58	0	0		0	0	0	0	0	0	0	0	
59	0	0		0	0	0	0	0	0	0	0	
60	0	0		0	0	0	0	0	0	0	0	
61	0	0		0	0	0	0	0	0	0	0	
62	0	0		0	0	0	0	0	0	0	0	
63	0	0		0	0	0	0	0	0	0	0	
64	0	0		0	0	0	0	0	0	0	0	
65	0	0		0	0	0	0	0	0	0	0	
66	0	0		0	0	0	0	0	0	0	0	
67	0	0		0	0	0	0	0	0	0	0	
68	0	0		0	0	0	0	0	0	0	0	
69	0	0		0	0	0	0	0	0	0	0	
70	0	0		0	0	0	0	0	0	0	0	
71	0	0		0	0	0	0	0	0	0	0	
72	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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	X	X	X
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	X	X	X	X	X	X	X	.	.	X	X	X	X	.	X	X	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Volume Detector	X	X	.	.	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Volume Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	61	62	63	64	65	66	67	68	69	70	71	72
Volume Detector	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.

Data Collection Period	60

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Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.

Pedestrian Detectors

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
1	1	0	0	0	0
2	2	0	0	0	0
3	3	0	0	0	0
4	4	0	0	0	0
5	5	0	0	0	0
6	10	0	0	0	0
7	7	0	0	0	0
8	8	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	0	0	0	0	0
13	0	0	0	0	0
14	0	0	0	0	0
15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
25	0	0	0	0	0
26	0	0	0	0	0
27	0	0	0	0	0
28	0	0	0	0	0
29	0	0	0	0	0
30	0	0	0	0	0
31	0	0	0	0	0
32	0	0	0	0	0
33	0	0	0	0	0
34	0	0	0	0	0
35	0	0	0	0	0
36	0	0	0	0	0
37	0	0	0	0	0
38	0	0	0	0	0
39	0	0	0	0	0
40	0	0	0	0	0

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Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode	Max Cyc Limit %	Min Cyc Limit %
Automatic	Shortway (Auto)	Per Pattern	Floating	30	30

Patterns

Patt.	Cycle	Offset 1	Offset 2	Offset 3	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	120	45	0	0	1	1	Green	Max Inhibit	1	1	1
2	0	0	0	0	2	1	Green	Max Inhibit	1	2	1
3	0	0	0	0	3	1	Green	Max Inhibit	1	2	1
4	160	94	0	0	4	1	Green	Max Inhibit	1	2	1
5	0	0	0	0	5	1	Green	Max Inhibit	1	2	1
6	0	0	0	0	6	1	Green	Max Inhibit	1	2	1
7	150	71	0	0	7	1	Green	Max Inhibit	1	1	1
8	160	53	0	0	8	1	Green	Max Inhibit	1	2	1
9	160	94	0	0	9	1	Green	Max Inhibit	1	1	1
10	150	144	0	0	10	1	Green	Max Inhibit	1	2	1
11	150	144	0	0	11	1	Green	Max Inhibit	1	2	1
12	160	95	0	0	12	1	Green	Max Inhibit	1	1	1
13	140	128	0	0	13	1	Green	Max Inhibit	1	2	1
14	160	110	0	0	14	1	Green	Max Inhibit	1	2	1
15	160	63	0	0	15	1	Green	Max Inhibit	1	2	1
16	160	100	0	0	16	1	Green	Max Inhibit	1	2	1
17	170	99	0	0	17	1	Green	Max Inhibit	1	1	1
18	170	100	0	0	18	1	Green	Max Inhibit	1	1	1
19	170	71	0	0	19	1	Green	Max Inhibit	1	2	1
20	0	0	0	0	20	1	Green	Max Inhibit	1	2	1
21	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
22	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
23	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
24	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
25	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
26	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
27	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
28	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
29	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
30	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
31	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
32	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
33	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
34	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
35	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
36	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
37	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
38	160	0	0	0	0	0	Green	Max Inhibit	1	1	1
39	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
40	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
41	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
42	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
43	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
44	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
45	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
46	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
47	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
48	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
49	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

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50	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
51	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
52	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
53	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
54	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
55	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
56	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
57	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
58	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
59	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
60	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
61	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
62	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
63	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
64	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
65	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
66	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
67	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
68	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
69	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
70	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
71	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
72	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
73	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
74	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
75	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
76	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
77	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
78	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
79	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
80	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
81	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
82	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
83	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
84	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
85	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
86	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
87	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
88	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
89	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
90	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
91	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
92	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
93	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
94	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
95	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
96	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
97	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
98	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
99	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
100	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
101	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
102	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
103	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
104	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

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105	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1

PH.	Time	Coord PH	Ref PH	Mode
1	30	.	.	None
2	69	X	X	None
3	0	.	.	None
4	21	.	.	None
5	0	.	.	None
6	99	X	X	None
7	21	.	.	None
8	0	.	.	None
9	0	.	.	None
10	80	X	X	None
11	40	.	.	None
12	0	.	.	None
13	15	.	.	None
14	65	X	X	None
15	0	.	.	None
16	40	.	.	None

Split 2

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None

Split 4

PH.	Time	Coord PH	Ref PH	Mode
1	37	.	.	None
2	96	X	X	None
3	0	.	.	None
4	27	.	.	None
5	0	.	.	None
6	133	X	X	None
7	27	.	.	None
8	0	.	.	None

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9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

9	0	.	.	None
10	82	X	X	None
11	78	.	.	None
12	0	.	.	None
13	32	.	.	None
14	50	X	X	None
15	0	.	.	None
16	78	.	.	None

Split 5		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 6		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 7		Coord	Ref	
PH.	Time	PH	PH	Mode
1	35	.	.	None
2	90	X	X	None
3	0	.	.	None
4	25	.	.	None
5	0	.	.	None
6	125	X	X	None
7	25	.	.	None
8	0	.	.	None
9	0	.	.	None
10	105	X	X	None
11	45	.	.	None
12	0	.	.	None
13	30	.	.	None
14	75	X	X	None
15	0	.	.	None
16	45	.	.	None

Split 8		Coord	Ref	
PH.	Time	PH	PH	Mode
1	60	.	.	None
2	73	X	X	None
3	0	.	.	None
4	27	.	.	None
5	0	.	.	None
6	133	X	X	None
7	27	.	.	None
8	0	.	.	None
9	0	.	.	None
10	113	X	X	None
11	47	.	.	None
12	0	.	.	None
13	20	.	.	None
14	93	X	X	None
15	0	.	.	None
16	47	.	.	None

Split 9		Coord	Ref	
PH.	Time	PH	PH	Mode
1	37	.	.	None
2	96	X	X	None
3	0	.	.	None
4	27	.	.	None
5	0	.	.	None
6	133	X	X	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
1	53	.	.	None
2	69	X	X	None
3	0	.	.	None
4	28	.	.	None
5	0	.	.	None
6	122	X	X	None

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7	27	.	.	None
8	0	.	.	None
9	0	.	.	None

7	28	.	.	None
8	0	.	.	None
9	0	.	.	None

Split 9		Coord	Ref	
PH.	Time	PH	PH	Mode
10	112	X	X	None
11	48	.	.	None
12	0	.	.	None
13	32	.	.	None
14	80	X	X	None
15	0	.	.	None
16	48	.	.	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
10	96	X	X	None
11	54	.	.	None
12	0	.	.	None
13	18	.	.	None
14	78	X	X	None
15	0	.	.	None
16	54	.	.	None

Split 11		Coord	Ref	
PH.	Time	PH	PH	Mode
1	53	.	.	Min Veh Recall
2	69	X	X	None
3	0	.	.	None
4	28	.	.	None
5	0	.	.	None
6	122	X	X	None
7	28	.	.	None
8	0	.	.	None
9	0	.	.	None
10	96	X	X	None
11	54	.	.	None
12	0	.	.	None
13	18	.	.	None
14	78	X	X	None
15	0	.	.	None
16	54	.	.	None

Split 12		Coord	Ref	
PH.	Time	PH	PH	Mode
1	37	.	.	None
2	96	X	X	None
3	0	.	.	None
4	27	.	.	None
5	0	.	.	None
6	133	X	X	None
7	27	.	.	None
8	0	.	.	None
9	0	.	.	None
10	112	X	X	None
11	48	.	.	None
12	0	.	.	None
13	32	.	.	None
14	80	X	X	None
15	0	.	.	None
16	48	.	.	None

Split 13		Coord	Ref	
PH.	Time	PH	PH	Mode
1	50	.	.	None
2	64	X	X	None
3	0	.	.	None
4	26	.	.	None
5	0	.	.	None
6	114	X	X	None
7	26	.	.	None
8	0	.	.	None
9	0	.	.	None
10	90	X	X	None
11	50	.	.	None
12	0	.	.	None
13	17	.	.	None
14	73	X	X	None
15	0	.	.	None
16	50	.	.	None

Split 14		Coord	Ref	
PH.	Time	PH	PH	Mode
1	60	.	.	None
2	73	X	X	None
3	0	.	.	None
4	27	.	.	None
5	0	.	.	None
6	133		X	None
7	27	.	.	None
8	0	.	.	None
9	0	.	.	None
10	113	X	X	None
11	47	.	.	None
12	0	.	.	None
13	20	.	.	None
14	93	X	X	None
15	0	.	.	None
16	47	.	.	None

Split 15		Coord	Ref	
PH.	Time	PH	PH	Mode
1	60	.	.	None

Split 16		Coord	Ref	
PH.	Time	PH	PH	Mode
1	60	.	.	None

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2	73	X	X	None
3	0	.	.	None
4	27	.	.	None
5	0	.	.	None
6	133	X	X	None
7	27	.	.	None
8	0	.	.	None
9	0	.	.	None
10	113	X	X	None
11	47	.	.	None
12	0	.	.	None
13	23	.	.	None
14	90	X	X	None
15	0	.	.	None
16	47	.	.	None

2	73	X	X	None
3	0	.	.	None
4	27	.	.	None
5	0	.	.	None
6	133	X	X	None
7	27	.	.	None
8	0	.	.	None
9	0	.	.	None
10	113	X	X	None
11	47	.	.	None
12	0	.	.	None
13	20	.	.	None
14	93	X	X	None
15	0	.	.	None
16	47	.	.	None

Split 17		Coord	Ref	
PH.	Time	PH	PH	Mode
1	37	.	.	None
2	106	X	X	None
3	0	.	.	None
4	27	.	.	None
5	0	.	.	None
6	143	X	X	None
7	27	.	.	None
8	0	.	.	None
9	0	.	.	None
10	122	X	X	None
11	48	.	.	None
12	0	.	.	None
13	32	.	.	None
14	90	X	X	None
15	0	.	.	None
16	48	.	.	None

Split 18		Coord	Ref	
PH.	Time	PH	PH	Mode
1	37	.	.	None
2	106	X	X	None
3	0	.	.	None
4	27	.	.	None
5	0	.	.	None
6	143	X	X	None
7	27	.	.	None
8	0	.	.	None
9	0	.	.	None
10	122	X	X	None
11	48	.	.	None
12	0	.	.	None
13	32	.	.	None
14	90	X	X	None
15	0	.	.	None
16	48	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
1	55	.	.	None
2	73	X	X	None
3	0	.	.	None
4	42	.	.	None
5	0	.	.	None
6	128	X	X	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
7	42	.	.	None
8	0	.	.	None
9	0	.	.	None
10	123	X	X	None
11	47	.	.	None
12	0	.	.	None
13	23	.	.	None
14	100	X	X	None
15	0	.	.	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None

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16	47	.	.	None

16	0	.	.	None

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

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
	0

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Schedules

Day Plan	1	Description	Sunday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	2	Description	Weekday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	.	X	X	X	X	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	3	Description	Saturday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	4	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	5	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	6	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	7	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	8	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	9	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 10 Description

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 11 Description New Years

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	.	.	.	.	.	.	.	X	X	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 12 Description MLK

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	

Day Plan 13 Description Early Release

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 14 Description No School

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	X	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 15 Description President's Day

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	X	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 1

Event	Hour	Min.	Act
1	0	0	64
2	6	0	1
3	6	30	7
4	9	0	13
5	14	0	8

Day Plan 2

Event	Hour	Min.	Act
1	0	0	64
2	6	0	1
3	6	30	17
4	8	25	18
5	9	10	11

Day Plan 3

Event	Hour	Min.	Act
1	0	0	64
2	6	0	1
3	6	30	7
4	9	30	13
5	11	30	10

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	

Day Plan 1

Event	Hour	Min.	Act
6	18	0	1
7	21	0	64
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
6	14	0	14
7	15	45	16
8	16	30	19
9	19	0	1
10	23	0	64

Day Plan 3

Event	Hour	Min.	Act
6	14	0	8
7	18	30	1
8	21	0	64
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 5

Day Plan 6

Day Plan 7

Day Plan 8

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Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 9

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 10

Event	Hour	Min.	Act
1	0	0	64
2	6	0	1
3	6	30	17
4	8	25	18
5	9	10	11
6	12	45	16
7	13	30	11
8	14	0	14
9	16	30	19
10	19	0	1

Day Plan 11

Event	Hour	Min.	Act
1	0	0	64
2	6	0	1
3	6	30	17
4	9	10	11
5	14	0	14
6	16	30	19
7	19	0	1
8	23	0	64
9	0	0	
10	0	0	

Day Plan 12

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 13

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 14

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 15

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 16

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 17

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 18

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 19

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 20

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1	.	.	.								
2	Pattern 2	.	.	.								
3	Pattern 3	.	.	.								
4	Pattern 4	.	.	.								
5	Pattern 5	.	.	.								
6	Pattern 6	.	.	.								
7	Pattern 7	.	.	.								
8	Pattern 8	.	.	.								
9	Pattern 9	.	.	.								
10	Pattern 10	.	.	.								

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
33	Pattern 33	.	.	.								
34	Pattern 34	.	.	.								
35	Pattern 35	.	.	.								
36	Pattern 36	.	.	.								
37	Pattern 37	.	.	.								
38	Pattern 38	.	.	.								
39	Pattern 39	.	.	.								
40	Pattern 40	.	.	.								
41	None	.	.	.								
42	None	.	.	.								

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11	Pattern 11	.	.	.							
12	Pattern 12	.	.	.							
13	Pattern 13	.	.	.							
14	Pattern 14	.	.	.							
15	Pattern 15	.	.	.							
16	Pattern 16	.	.	.							
17	Pattern 17	.	.	.							
18	Pattern 18	.	.	.							
19	Pattern 19	.	.	.							
20	Pattern 20	.	.	.							
21	Pattern 21	.	.	.							
22	Pattern 22	.	.	.							
23	Pattern 23	.	.	.							
24	Pattern 24	.	.	.							
25	Pattern 25	.	.	.							
26	Pattern 26	.	.	.							
27	Pattern 27	.	.	.							
28	Pattern 28	.	.	.							
29	Pattern 29	.	.	.							
30	Pattern 30	.	.	.							
31	Pattern 31	.	.	.							
32	Pattern 32	.	.	.							

43	None	.	.	.							
44	None	.	.	.							
45	None	.	.	.							
46	None	.	.	.							
47	None	.	.	.							
48	None	.	.	.							
49	None	.	.	.							
50	None	.	.	.							
51	None	.	.	.							
52	None	.	.	.							
53	None	.	.	.							
54	None	.	.	.							
55	None	.	.	.							
56	None	.	.	.							
57	None	.	.	.							
58	None	.	.	.							
59	None	.	.	.							
60	None	.	.	.							
61	None	.	.	.							
62	None	.	.	.							
63	None	.	.	.							
64	Free	.	.	.							

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Preemption Parameters

Preempt	1	2	3	4	5	6	7	8
Link	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0	0
Min Green	15	15	15	15	0	0	0	0
Min Walk	7	7	7	7	0	0	0	0
Ent. Ped Clear	255	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0	0
Dwell Green	10	10	10	10	0	0	0	0
Max Presence	120	120	120	120	0	0	0	0
Enter Yellow	26	26	26	26	26	26	26	26
Ent. Red Clear	26	26	26	26	26	26	26	26
Track Yellow	26	26	26	26	26	26	26	26
rack Red Clear	26	26	26	26	26	26	26	26
Exit Red	26	26	26	26	26	26	26	26
Exit Ped Clear	255	255	255	255	255	255	255	255
Exit Yellow	26	26	26	26	26	26	26	26
Exit Red	26	26	26	26	26	26	26	26

Preempt	1	2	3	4	5	6	7	8
Non Lock Mem	.	.	.	.	.	.	.	.
Not Overide Flash	X	X	X	X	.	.	.	.
otOverideNextPre	X	X	X	X	.	.	.	.
Flash Dwell	.	.	.	.	.	.	.	.

Preemption Configuration

Preempt	1	2	3	4	5	6	7	8
Track phase								
Dwell Phase	1,6,10,14	1,6,11,16	2,6,10,14	4,7,10,14				
Dwell Ped								
Exit Phase	1,6,10,14	1,6,11,16	2,6,10,14	4,7,10,14				
Track Overlap								
Dwell overlap	3		3	3				
Cycling phase								
Cycling Ped								
Cycling Overlap								

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IO Modules

IO Mod	TYPE
1	1 Small A Conn
2	TS2 MMU
3	TS2 TF1 BIU
4	TS2 TF2 BIU
5	TS2 DR1 BIU
6	TS2 DR2 BIU
7	None
8	None
9	None
10	None

Channel Configuration

Chan	Ctrl Type	Source
1	Phase Vehicle	1
2	Phase Vehicle	2
3	Phase Vehicle	11
4	Phase Vehicle	4
5	Phase Vehicle	13
6	Phase Vehicle	6
7	Phase Vehicle	7
8	Phase Vehicle	16
9	Phase Ped	2
10	None	0

Chan	Ctrl Type	Source
11	Phase Ped	10
12	None	0
13	Phase Vehicle	10
14	Phase Vehicle	14
15	Overlap	3
16	None	0
17	None	0
18	None	0
19	None	0
20	None	0

Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Alt Flash	X	X	X	X	X	X	X	X	.	.	.	.	X	X	X	.
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Alt Flash	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Startup Clearance Hold Type

1=off, 2=On, 3=Flash and 4= Alt Flash

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Red																
Yellow																
Green																
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Red																
Yellow																
Green																

Phase Intervals

Interval	Description	Red	Yel	Grn	Type
1	notActive	On	Off	Off	Red
2	dltGrn	On	Off	Off	Red
3	PreGrn	Off	Off	On	Green
4	minGrn	Off	Off	On	Green
5	grnExt	Off	Off	On	Green
6	grnDwell	Off	Off	On	Green
7	preClear	Off	Off	On	Green
8	yelChange	Off	On	Off	Yellow
9	redClear	On	Off	Off	Red
10	redDwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12					

Pedestrian Intervals

Interval	Description	DWK	CLR	Wlk	Type
1	notActive	On	Off	Off	Dont Wal
2	dltPed	On	Off	Off	Dont Wal
3	walk	Off	Off	On	Walk
4	walkDwell	Off	Off	On	Walk
5	flashDtWlk	Flash	On	Off	Ped Clea
6	dWalk	On	Off	Off	Dont Wal
7					
8					

Countdown Display

Display	Addr	Phase	Time
1			
2			
3			
4			
5			

Display	Addr	Phase	Time
9			
10			
11			
12			
13			

Display	Addr	Phase	Time
17			
18			
19			
20			
21			

Display	Addr	Phase	Time
25			
26			
27			
28			
29			

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6			
7			
8			

14			
15			
16			

22			
23			
24			

30			
31			
32			

Manual Control Phase Groups

Grp 1		Grp 2		Grp 3		Grp 4		Grp 5		Grp 6		Grp 7		Grp 8	
Ring	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**
1	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0
2	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0
3	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0
4	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0
5	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0
6	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0
7	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0
8	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0
9	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0
10	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0
11	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0
12	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0
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

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Peer Configuration

Ctrl	Peer ID	IP address	SNMP Port	Hot Port	Serial Port	Serial Addr.	Master Sect.	P2P TO	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	
4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	
21	0		161	80	0	0	0	15	
22	0		161	80	0	0	0	15	
23	0		161	80	0	0	0	15	
24	0		161	80	0	0	0	15	
25	0		161	80	0	0	0	15	
26	0		161	80	0	0	0	15	
27	0		161	80	0	0	0	15	
28	0		161	80	0	0	0	15	
29	0		161	80	0	0	0	15	
30	0		161	80	0	0	0	15	
31	0		161	80	0	0	0	15	
32	0		161	80	0	0	0	15	
33	0		161	80	0	0	0	15	
34	0		161	80	0	0	0	15	
35	0		161	80	0	0	0	15	
36	0		161	80	0	0	0	15	
37	0		161	80	0	0	0	15	
38	0		161	80	0	0	0	15	
39	0		161	80	0	0	0	15	
40	0		161	80	0	0	0	15	
41	0		161	80	0	0	0	15	
42	0		161	80	0	0	0	15	
43	0		161	80	0	0	0	15	
44	0		161	80	0	0	0	15	
45	0		161	80	0	0	0	15	
46	0		161	80	0	0	0	15	
47	0		161	80	0	0	0	15	
48	0		161	80	0	0	0	15	
49	0		161	80	0	0	0	15	
50	0		161	80	0	0	0	15	
51	0		161	80	0	0	0	15	

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52	0		161	80	0	0	0	15	
53	0		161	80	0	0	0	15	
54	0		161	80	0	0	0	15	
55	0		161	80	0	0	0	15	
56	0		161	80	0	0	0	15	
57	0		161	80	0	0	0	15	
58	0		161	80	0	0	0	15	
59	0		161	80	0	0	0	15	
60	0		161	80	0	0	0	15	
61	0		161	80	0	0	0	15	
62	0		161	80	0	0	0	15	
63	0		161	80	0	0	0	15	
64	0		161	80	0	0	0	15	
65	0		161	80	0	0	0	15	
66	0		161	80	0	0	0	15	
67	0		161	80	0	0	0	15	
68	0		161	80	0	0	0	15	
69	0		161	80	0	0	0	15	
70	0		161	80	0	0	0	15	
71	0		161	80	0	0	0	15	
72	0		161	80	0	0	0	15	
73	0		161	80	0	0	0	15	
74	0		161	80	0	0	0	15	
75	0		161	80	0	0	0	15	
76	0		161	80	0	0	0	15	
77	0		161	80	0	0	0	15	
78	0		161	80	0	0	0	15	
79	0		161	80	0	0	0	15	
80	0		161	80	0	0	0	15	
81	0		161	80	0	0	0	15	
82	0		161	80	0	0	0	15	
83	0		161	80	0	0	0	15	
84	0		161	80	0	0	0	15	
85	0		161	80	0	0	0	15	
86	0		161	80	0	0	0	15	
87	0		161	80	0	0	0	15	
88	0		161	80	0	0	0	15	
89	0		161	80	0	0	0	15	
90	0		161	80	0	0	0	15	
91	0		161	80	0	0	0	15	
92	0		161	80	0	0	0	15	
93	0		161	80	0	0	0	15	
94	0		161	80	0	0	0	15	
95	0		161	80	0	0	0	15	
96	0		161	80	0	0	0	15	
97	0		161	80	0	0	0	15	
98	0		161	80	0	0	0	15	
99	0		161	80	0	0	0	15	
100	0		161	80	0	0	0	15	
101	0		161	80	0	0	0	15	
102	0		161	80	0	0	0	15	
103	0		161	80	0	0	0	15	
104	0		161	80	0	0	0	15	
105	0		161	80	0	0	0	15	
106	0		161	80	0	0	0	15	

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107	0		161	80	0	0	0	15	
108	0		161	80	0	0	0	15	
109	0		161	80	0	0	0	15	
110	0		161	80	0	0	0	15	
111	0		161	80	0	0	0	15	
112	0		161	80	0	0	0	15	
113	0		161	80	0	0	0	15	
114	0		161	80	0	0	0	15	
115	0		161	80	0	0	0	15	
116	0		161	80	0	0	0	15	
117	0		161	80	0	0	0	15	
118	0		161	80	0	0	0	15	
119	0		161	80	0	0	0	15	
120	0		161	80	0	0	0	15	
121	0		161	80	0	0	0	15	
122	0		161	80	0	0	0	15	
123	0		161	80	0	0	0	15	
124	0		161	80	0	0	0	15	
125	0		161	80	0	0	0	15	
126	0		161	80	0	0	0	15	
127	0		161	80	0	0	0	15	
128	0		161	80	0	0	0	15	
129	0		161	80	0	0	0	15	
130	0		161	80	0	0	0	15	
131	0		161	80	0	0	0	15	
132	0		161	80	0	0	0	15	
133	0		161	80	0	0	0	15	
134	0		161	80	0	0	0	15	
135	0		161	80	0	0	0	15	
136	0		161	80	0	0	0	15	
137	0		161	80	0	0	0	15	
138	0		161	80	0	0	0	15	
139	0		161	80	0	0	0	15	
140	0		161	80	0	0	0	15	
141	0		161	80	0	0	0	15	
142	0		161	80	0	0	0	15	
143	0		161	80	0	0	0	15	
144	0		161	80	0	0	0	15	
145	0		161	80	0	0	0	15	
146	0		161	80	0	0	0	15	
147	0		161	80	0	0	0	15	
148	0		161	80	0	0	0	15	
149	0		161	80	0	0	0	15	
150	0		161	80	0	0	0	15	
151	0		161	80	0	0	0	15	
152	0		161	80	0	0	0	15	
153	0		161	80	0	0	0	15	
154	0		161	80	0	0	0	15	
155	0		161	80	0	0	0	15	
156	0		161	80	0	0	0	15	
157	0		161	80	0	0	0	15	
158	0		161	80	0	0	0	15	
159	0		161	80	0	0	0	15	
160	0		161	80	0	0	0	15	
161	0		161	80	0	0	0	15	

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162	0		161	80	0	0	0	15	
163	0		161	80	0	0	0	15	
164	0		161	80	0	0	0	15	
165	0		161	80	0	0	0	15	
166	0		161	80	0	0	0	15	
167	0		161	80	0	0	0	15	
168	0		161	80	0	0	0	15	
169	0		161	80	0	0	0	15	
170	0		161	80	0	0	0	15	
171	0		161	80	0	0	0	15	
172	0		161	80	0	0	0	15	
173	0		161	80	0	0	0	15	
174	0		161	80	0	0	0	15	
175	0		161	80	0	0	0	15	
176	0		161	80	0	0	0	15	
177	0		161	80	0	0	0	15	
178	0		161	80	0	0	0	15	
179	0		161	80	0	0	0	15	
180	0		161	80	0	0	0	15	
181	0		161	80	0	0	0	15	
182	0		161	80	0	0	0	15	
183	0		161	80	0	0	0	15	
184	0		161	80	0	0	0	15	
185	0		161	80	0	0	0	15	
186	0		161	80	0	0	0	15	
187	0		161	80	0	0	0	15	
188	0		161	80	0	0	0	15	
189	0		161	80	0	0	0	15	
190	0		161	80	0	0	0	15	
191	0		161	80	0	0	0	15	
192	0		161	80	0	0	0	15	
193	0		161	80	0	0	0	15	
194	0		161	80	0	0	0	15	
195	0		161	80	0	0	0	15	
196	0		161	80	0	0	0	15	
197	0		161	80	0	0	0	15	
198	0		161	80	0	0	0	15	
199	0		161	80	0	0	0	15	
200	0		161	80	0	0	0	15	
201	0		161	80	0	0	0	15	
202	0		161	80	0	0	0	15	
203	0		161	80	0	0	0	15	
204	0		161	80	0	0	0	15	
205	0		161	80	0	0	0	15	
206	0		161	80	0	0	0	15	
207	0		161	80	0	0	0	15	
208	0		161	80	0	0	0	15	
209	0		161	80	0	0	0	15	
210	0		161	80	0	0	0	15	
211	0		161	80	0	0	0	15	
212	0		161	80	0	0	0	15	
213	0		161	80	0	0	0	15	
214	0		161	80	0	0	0	15	
215	0		161	80	0	0	0	15	
216	0		161	80	0	0	0	15	

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217	0		161	80	0	0	0	15	
218	0		161	80	0	0	0	15	
219	0		161	80	0	0	0	15	
220	0		161	80	0	0	0	15	
221	0		161	80	0	0	0	15	
222	0		161	80	0	0	0	15	
223	0		161	80	0	0	0	15	
224	0		161	80	0	0	0	15	
225	0		161	80	0	0	0	15	
226	0		161	80	0	0	0	15	
227	0		161	80	0	0	0	15	
228	0		161	80	0	0	0	15	
229	0		161	80	0	0	0	15	
230	0		161	80	0	0	0	15	
231	0		161	80	0	0	0	15	
232	0		161	80	0	0	0	15	
233	0		161	80	0	0	0	15	
234	0		161	80	0	0	0	15	
235	0		161	80	0	0	0	15	
236	0		161	80	0	0	0	15	
237	0		161	80	0	0	0	15	
238	0		161	80	0	0	0	15	
239	0		161	80	0	0	0	15	
240	0		161	80	0	0	0	15	
241	0		161	80	0	0	0	15	
242	0		161	80	0	0	0	15	
243	0		161	80	0	0	0	15	
244	0		161	80	0	0	0	15	
245	0		161	80	0	0	0	15	
246	0		161	80	0	0	0	15	
247	0		161	80	0	0	0	15	
248	0		161	80	0	0	0	15	
249	0		161	80	0	0	0	15	
250	0		161	80	0	0	0	15	
251	0		161	80	0	0	0	15	
252	0		161	80	0	0	0	15	
253	0		161	80	0	0	0	15	
254	0		161	80	0	0	0	15	
255	0		161	80	0	0	0	15	

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	

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14	None	60	1	300	240	
15	None	60	1	300	240	
16	None	60	1	300	240	

User Program Info

Pgrm	Description
1	preempt status
2	
3	
4	
5	
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7	
8	
9	
10	
11	
12	
13	
14	
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MaxTime Basic Default Timing Sheet

Controller Number	230
Controller Name	Pine Ridge @ Napa
Main St.	Pine Ridge
Side St.	Napa
IP Address	10.129.48.80
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

Unit Parameters

Startup Flash	5
All Red Exit	0
MCE Seq.	1

Auto Ped Clr	Disable
Grn Flash Freq.	60
Primary Start	0

Red Revert	4
Yel Flash Freq.	60
Secondary Start	0

Backup Time	600
MCE Enable	Enable
Free Seq.	1

Ext M

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Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	27	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	10	20	0	8	7	20	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Passage	4	20	0	4	3	20	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	40	60	0	40	10	60	0	40	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	30	50	0	50	30	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.8	4.8	3	4.4	4.8	4.8	3	4.4	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	2	2	0	2.5	2	2	0	2.5	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X	.	X	X	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Sim Gap Dis	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Additional Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

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Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Start Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ed Clr During OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	5,6		0	
2	Green No Walk	1	5,6		0	
3	None	0			0	
4	Phase Not On	1	8		0	
5	Phase Not On	2	1,2		0	
6	Green No Walk	2	1,2		0	
7	None	0			0	
8	Phase Not On	2	4		0	
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

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37	None	0			0	
38	None	0			0	
39	None	0			0	
40	None	0			0	

Overlaps

OLP	Type	Included Phases	Modifier Phases	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Walk 2	Ped Clr 2	Delay	Flash	Descriptions
1	Off			0	0	0	0	0	0	0	0	Off	
2	Off			0	0	0	0	0	0	0	0	Off	
3	Off			0	0	0	0	0	0	0	0	Off	
4	Off			0	0	0	0	0	0	0	0	Off	
5	Off			0	0	0	0	0	0	0	0	Off	
6	Off			0	0	0	0	0	0	0	0	Off	
7	Off			0	0	0	0	0	0	0	0	Off	
8	Off			0	0	0	0	0	0	0	0	Off	
9	Off			0	0	0	0	0	0	0	0	Off	
10	Off			0	0	0	0	0	0	0	0	Off	
11	Off			0	0	0	0	0	0	0	0	Off	
12	Off			0	0	0	0	0	0	0	0	Off	
13	Off			0	0	0	0	0	0	0	0	Off	
14	Off			0	0	0	0	0	0	0	0	Off	
15	Off			0	0	0	0	0	0	0	0	Off	
16	Off			0	0	0	0	0	0	0	0	Off	
17	Off			0	0	0	0	0	0	0	0	Off	
18	Off			0	0	0	0	0	0	0	0	Off	
19	Off			0	0	0	0	0	0	0	0	Off	
20	Off			0	0	0	0	0	0	0	0	Off	
21	Off			0	0	0	0	0	0	0	0	Off	
22	Off			0	0	0	0	0	0	0	0	Off	
23	Off			0	0	0	0	0	0	0	0	Off	
24	Off			0	0	0	0	0	0	0	0	Off	
25	Off			0	0	0	0	0	0	0	0	Off	
26	Off			0	0	0	0	0	0	0	0	Off	
27	Off			0	0	0	0	0	0	0	0	Off	
28	Off			0	0	0	0	0	0	0	0	Off	
29	Off			0	0	0	0	0	0	0	0	Off	
30	Off			0	0	0	0	0	0	0	0	Off	
31	Off			0	0	0	0	0	0	0	0	Off	
32	Off			0	0	0	0	0	0	0	0	Off	

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Sequence Configuration

Sequence 1

Ring	Phases
1	1,2,a,4,b
2	5,6,a,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,4,8,b
2	5,6,a,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 9

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 10

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 11

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 12

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

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15	
16	

15	
16	

15	
16	

15	
16	

Sequence 13

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 14

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 15

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 16

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 17

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

Sequence 18

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

Sequence 19

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

Sequence 20

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

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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	
1	1	0		0	0	0	0	0	0	0	0	
2	2	0		0	0	0	0	0	0	0	0	
3	0	0		0	0	0	0	0	0	0	0	
4	4	0		0	8	0	0	0	0	0	0	
5	5	0		0	0	0	0	0	0	0	0	
6	6	0		0	0	0	0	0	0	0	0	
7	0	0		0	0	0	0	0	0	0	0	
8	8	0		0	0	0	0	0	0	0	0	
9	1	0		0	0	0	0	0	0	0	0	
10	6	0		0	0	0	0	0	0	0	0	
11	6	0		0	0	0	0	0	0	0	0	
12	2	0		0	0	0	0	0	0	0	0	
13	2	0		0	0	0	0	0	0	0	0	
14	8	0		0	0	0	0	0	0	0	0	
15	0	0		0	0	0	0	0	0	0	0	
16	0	0		0	0	0	0	0	0	0	0	
17	0	0		0	0	0	0	0	0	0	0	
18	0	0		0	0	0	0	0	0	0	0	
19	0	0		0	0	0	0	0	0	0	0	
20	0	0		0	0	0	0	0	0	0	0	
21	0	0		0	0	0	0	0	0	0	0	
22	0	0		0	0	0	0	0	0	0	0	
23	0	0		0	0	0	0	0	0	0	0	
24	0	0		0	0	0	0	0	0	0	0	
25	0	0		0	0	0	0	180	0	0	0	
26	0	0		0	0	0	0	180	0	0	0	
27	0	0		0	0	0	0	180	0	0	0	
28	0	0		0	0	0	0	180	0	0	0	
29	0	0		0	0	0	0	180	0	0	0	
30	0	0		0	0	0	0	0	0	0	0	
31	0	0		0	0	0	0	0	0	0	0	
32	0	0		0	0	0	0	0	0	0	0	
33	0	0		0	0	0	0	0	0	0	0	
34	0	0		0	0	0	0	0	0	0	0	
35	0	0		0	0	0	0	0	0	0	0	
36	0	0		0	0	0	0	0	0	0	0	
37	0	0		0	0	0	0	0	0	0	0	
38	0	0		0	0	0	0	0	0	0	0	
39	0	0		0	0	0	0	0	0	0	0	
40	0	0		0	0	0	0	0	0	0	0	
41	0	0		0	0	0	0	0	0	0	0	
42	0	0		0	0	0	0	0	0	0	0	
43	0	0		0	0	0	0	0	0	0	0	
44	0	0		0	0	0	0	0	0	0	0	
45	0	0		0	0	0	0	0	0	0	0	
46	0	0		0	0	0	0	0	0	0	0	
47	0	0		0	0	0	0	0	0	0	0	
48	0	0		0	0	0	0	0	0	0	0	
49	0	0		0	0	0	0	0	0	0	0	
50	0	0		0	0	0	0	0	0	0	0	
51	0	0		0	0	0	0	0	0	0	0	
52	0	0		0	0	0	0	0	0	0	0	

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53	0	0		0	0	0	0	0	0	0	0	
54	0	0		0	0	0	0	0	0	0	0	
55	0	0		0	0	0	0	0	0	0	0	
56	0	0		0	0	0	0	0	0	0	0	
57	0	0		0	0	0	0	0	0	0	0	
58	0	0		0	0	0	0	0	0	0	0	
59	0	0		0	0	0	0	0	0	0	0	
60	0	0		0	0	0	0	0	0	0	0	
61	0	0		0	0	0	0	0	0	0	0	
62	0	0		0	0	0	0	0	0	0	0	
63	0	0		0	0	0	0	0	0	0	0	
64	0	0		0	0	0	0	0	0	0	0	
65	0	0		0	0	0	0	0	0	0	0	
66	0	0		0	0	0	0	0	0	0	0	
67	0	0		0	0	0	0	0	0	0	0	
68	0	0		0	0	0	0	0	0	0	0	
69	0	0		0	0	0	0	0	0	0	0	
70	0	0		0	0	0	0	0	0	0	0	
71	0	0		0	0	0	0	0	0	0	0	
72	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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	X	X	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	X	X	.	X	X	X	.	X	X	X	X	X	X	X	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Volume Detector	.	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Volume Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	61	62	63	64	65	66	67	68	69	70	71	72
Volume Detector	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.

Data Collection Period	60

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Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.

Pedestrian Detectors

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
1	1	0	0	0	0
2	2	0	0	0	0
3	3	0	0	0	0
4	4	0	0	0	0
5	5	0	0	0	0
6	6	0	0	0	0
7	7	0	0	0	0
8	8	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	0	0	0	0	0
13	0	0	0	0	0
14	0	0	0	0	0
15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
25	0	0	0	0	0
26	0	0	0	0	0
27	0	0	0	0	0
28	0	0	0	0	0
29	0	0	0	0	0
30	0	0	0	0	0
31	0	0	0	0	0
32	0	0	0	0	0
33	0	0	0	0	0
34	0	0	0	0	0
35	0	0	0	0	0
36	0	0	0	0	0
37	0	0	0	0	0
38	0	0	0	0	0
39	0	0	0	0	0
40	0	0	0	0	0

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Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode	Max Cyc Limit %	Min Cyc Limit %
Automatic	Shortway (Auto)	Per Pattern	Floating	30	30

Patterns

Patt.	Cycle	Offset 1	Offset 2	Offset 3	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	120	60	0	0	1	1	Green	Max Inhibit	1	1	1
2	0	0	0	0	2	1	Green	Max Inhibit	1	2	1
3	0	0	0	0	3	1	Green	Max Inhibit	1	2	1
4	0	0	0	0	4	1	Green	Max Inhibit	1	2	1
5	0	0	0	0	5	1	Green	Max Inhibit	1	2	1
6	0	0	0	0	6	1	Green	Max Inhibit	1	2	1
7	150	81	0	0	7	1	Green	Max Inhibit	1	1	1
8	160	83	0	0	8	1	Green	Max Inhibit	1	2	1
9	160	102	0	0	9	1	Green	Max Inhibit	1	1	1
10	150	15	0	0	10	1	Green	Max Inhibit	1	2	1
11	150	15	0	0	11	1	Green	Max Inhibit	1	2	1
12	160	97	0	0	12	1	Green	Max Inhibit	1	1	1
13	140	9	0	0	13	1	Green	Max Inhibit	1	1	1
14	160	144	0	0	14	1	Green	Max Inhibit	1	1	1
15	160	101	0	0	15	1	Green	Max Inhibit	1	1	1
16	160	134	0	0	16	1	Green	Max Inhibit	1	1	1
17	170	107	0	0	17	1	Green	Max Inhibit	1	1	1
18	170	102	0	0	18	1	Green	Max Inhibit	1	1	1
19	170	96	0	0	19	1	Green	Max Inhibit	1	1	1
20	0	0	0	0	20	1	Green	Max Inhibit	1	2	1
21	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
22	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
23	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
24	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
25	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
26	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
27	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
28	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
29	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
30	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
31	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
32	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
33	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
34	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
35	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
36	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
37	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
38	160	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
39	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
40	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
41	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
42	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
43	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
44	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
45	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
46	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
47	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
48	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
49	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

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50	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
51	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
52	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
53	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
54	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
55	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
56	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
57	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
58	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
59	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
60	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
61	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
62	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
63	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
64	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
65	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
66	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
67	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
68	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
69	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
70	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
71	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
72	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
73	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
74	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
75	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
76	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
77	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
78	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
79	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
80	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
81	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
82	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
83	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
84	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
85	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
86	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
87	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
88	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
89	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
90	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
91	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
92	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
93	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
94	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
95	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
96	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
97	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
98	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
99	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
100	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
101	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
102	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
103	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
104	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

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105	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1

PH.	Time	Coord PH	Ref PH	Mode
1	25	.	.	None
2	70	X	X	None
3	0	.	.	None
4	25	.	.	None
5	15	.	.	None
6	80	X	X	None
7	0	.	.	None
8	25	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None

Split 4

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None

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9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 5		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 6		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 7		Coord	Ref	
PH.	Time	PH	PH	Mode
1	22	.	.	None
2	103	X	X	None
3	0	.	.	None
4	25	.	.	None
5	15	.	.	None
6	110	X	X	None
7	0	.	.	None
8	25	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 8		Coord	Ref	
PH.	Time	PH	PH	Mode
1	36	.	.	None
2	85	X	X	None
3	0	.	.	None
4	39	.	.	None
5	22	.	.	None
6	99	X	X	None
7	0	.	.	None
8	39	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 9		Coord	Ref	
PH.	Time	PH	PH	Mode
1	23	.	.	None
2	110	X	X	None
3	0	.	.	None
4	27	.	.	None
5	15	.	.	None
6	118	X	X	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
1	32	.	.	None
2	86	X	X	None
3	0	.	.	None
4	32	.	.	None
5	22	.	.	None
6	96	X	X	None

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7	0	.	.	None
8	27	.	.	None
9	0	.	.	None

7	0	.	.	None
8	32	.	.	None
9	0	.	.	None

Split 9		Coord	Ref	
PH.	Time	PH	PH	Mode
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 11		Coord	Ref	
PH.	Time	PH	PH	Mode
1	32	.	.	None
2	86	X	X	None
3	0	.	.	None
4	32	.	.	None
5	22	.	.	None
6	96	X	X	None
7	0	.	.	None
8	32	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 12		Coord	Ref	
PH.	Time	PH	PH	Mode
1	23	.	.	None
2	110	X	X	None
3	0	.	.	None
4	27	.	.	None
5	15	.	.	None
6	118	X	X	None
7	0	.	.	None
8	27	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 13		Coord	Ref	
PH.	Time	PH	PH	Mode
1	30	.	.	None
2	80	X	X	None
3	0	.	.	None
4	30	.	.	None
5	20	.	.	None
6	90	X	X	None
7	0	.	.	None
8	30	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 14		Coord	Ref	
PH.	Time	PH	PH	Mode
1	36	.	.	None
2	85	X	X	None
3	0	.	.	None
4	39	.	.	None
5	22	.	.	None
6	99		X	None
7	0	.	.	None
8	39	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 15		Coord	Ref	
PH.	Time	PH	PH	Mode
1	38	.	.	None

Split 16		Coord	Ref	
PH.	Time	PH	PH	Mode
1	36	.	.	None

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2	82	X	X	None
3	0	.	.	None
4	40	.	.	None
5	24	.	.	None
6	96	X	X	None
7	0	.	.	None
8	40	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

2	85	X	X	None
3	0	.	.	None
4	39	.	.	None
5	22	.	.	None
6	99	X	X	None
7	0	.	.	None
8	39	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 17		Coord	Ref	
PH.	Time	PH	PH	Mode
1	23	.	.	None
2	120	X	X	None
3	0	.	.	None
4	27	.	.	None
5	15	.	.	None
6	128	X	X	None
7	0	.	.	None
8	27	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 18		Coord	Ref	
PH.	Time	PH	PH	Mode
1	32	.	.	None
2	106	X	X	None
3	0	.	.	None
4	32	.	.	None
5	22	.	.	None
6	116	X	X	None
7	0	.	.	None
8	32	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
1	38	.	.	None
2	92	X	X	None
3	0	.	.	None
4	40	.	.	None
5	24	.	.	None
6	106	X	X	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
7	0	.	.	None
8	40	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None

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16	0	.	.	None

16	0	.	.	None

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

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
	0

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Schedules

Day Plan	1	Description	Sunday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	2	Description	Weekday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	.	X	X	X	X	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	3	Description	Saturday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	4	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	5	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	6	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	7	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	8	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	9	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

.	.	.	.	.	.

.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 10 Description

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 11 Description New Years

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	.	.	.	.	.	.	.	X	X	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 12 Description MLK

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	

Day Plan 13 Description Early Release

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 14 Description No School

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	X	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 15 Description President's Day

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	X	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 1

Event	Hour	Min.	Act
1	0	1	65
2	6	0	1
3	6	30	7
4	9	0	13
5	14	0	8

Day Plan 2

Event	Hour	Min.	Act
1	0	1	65
2	6	0	1
3	6	30	17
4	8	25	18
5	9	10	11

Day Plan 3

Event	Hour	Min.	Act
1	0	1	65
2	6	0	1
3	6	30	7
4	9	30	13
5	11	30	10

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	

Day Plan 1

Event	Hour	Min.	Act
6	18	0	1
7	21	0	64
8	23	0	65
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
6	14	0	14
7	15	45	16
8	16	30	19
9	19	0	1
10	23	0	65

Day Plan 3

Event	Hour	Min.	Act
6	14	0	8
7	18	30	1
8	21	0	64
9	23	0	65
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 5

Day Plan 6

Day Plan 7

Day Plan 8

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Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 9

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 10

Event	Hour	Min.	Act
1	0	1	65
2	6	0	1
3	6	30	17
4	8	25	18
5	9	10	11
6	12	45	16
7	13	30	11
8	14	0	14
9	16	30	19
10	19	0	1

Day Plan 11

Event	Hour	Min.	Act
1	0	1	65
2	6	0	1
3	6	30	17
4	9	10	11
5	14	0	14
6	16	30	19
7	19	0	1
8	23	0	65
9	0	0	
10	0	0	

Day Plan 12

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 13

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 14

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 15

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 16

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 17

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 18

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 19

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 20

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1	.	.	.								
2	Pattern 2	.	.	.								
3	Pattern 3	.	.	.								
4	Pattern 4	.	.	.								
5	Pattern 5	.	.	.								
6	Pattern 6	.	.	.								
7	Pattern 7	.	.	.								
8	Pattern 8	.	.	.								
9	Pattern 9	.	.	.								
10	Pattern 10	.	.	.								

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
33	Pattern 33	.	.	.								
34	Pattern 34	.	.	.								
35	Pattern 35	.	.	.								
36	Pattern 36	.	.	.								
37	Pattern 37	.	.	.								
38	Pattern 38	.	.	.								
39	Pattern 39	.	.	.								
40	Pattern 40	.	.	.								
41	None	.	.	.								
42	None	.	.	.								

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11	Pattern 11	.	.	.							
12	Pattern 12	.	.	.							
13	Pattern 13	.	.	.							
14	Pattern 14	.	.	.							
15	Pattern 15	.	.	.							
16	Pattern 16	.	.	.							
17	Pattern 17	.	.	.							
18	Pattern 18	.	.	.							
19	Pattern 19	.	.	.							
20	Pattern 20	.	.	.							
21	Pattern 21	.	.	.							
22	Pattern 22	.	.	.							
23	Pattern 23	.	.	.							
24	Pattern 24	.	.	.							
25	Pattern 25	.	.	.							
26	Pattern 26	.	.	.							
27	Pattern 27	.	.	.							
28	Pattern 28	.	.	.							
29	Pattern 29	.	.	.							
30	Pattern 30	.	.	.							
31	Pattern 31	.	.	.							
32	Pattern 32	.	.	.							

43	None	.	.	.							
44	None	.	.	.							
45	None	.	.	.							
46	None	.	.	.							
47	None	.	.	.							
48	None	.	.	.							
49	None	.	.	.							
50	None	.	.	.							
51	None	.	.	.							
52	None	.	.	.							
53	None	.	.	.							
54	None	.	.	.							
55	None	.	.	.							
56	None	.	.	.							
57	None	.	.	.							
58	None	.	.	.							
59	None	.	.	.							
60	None	.	.	.							
61	None	.	.	.							
62	None	.	.	.							
63	None	.	.	.							
64	Free	.	.	.							

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Preemption Parameters

Preempt	1	2	3	4	5	6	7	8
Link	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0	0
Min Green	7	7	7	7	0	0	0	0
Min Walk	7	7	7	7	0	0	0	0
Ent. Ped Clear	255	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0	0
Dwell Green	10	10	10	10	0	0	0	0
Max Presence	80	80	80	80	0	0	0	0
Enter Yellow	26	26	26	26	26	26	26	26
Ent. Red Clear	26	26	26	26	26	26	26	26
Track Yellow	26	26	26	26	26	26	26	26
rack Red Clear	26	26	26	26	26	26	26	26
Exit Red	26	26	26	26	26	26	26	26
Exit Ped Clear	255	255	255	255	255	255	255	255
Exit Yellow	26	26	26	26	26	26	26	26
Exit Red	26	26	26	26	26	26	26	26

Preempt	1	2	3	4	5	6	7	8
Non Lock Mem	.	.	.	.	.	.	.	.
Not Overide Flash	X	X	X	X	.	.	.	.
otOverideNextPre	X	X	X	X	.	.	.	.
Flash Dwell	.	.	.	.	.	.	.	.

Preemption Configuration

Preempt	1	2	3	4	5	6	7	8
Track phase								
Dwell Phase	1,6	4,8	2,5	4,8				
Dwell Ped								
Exit Phase	1,6	4,8	2,5	4,8				
Track Overlap								
Dwell overlap								
Cycling phase								
Cycling Ped								
Cycling Overlap								

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IO Modules

IO Mod	TYPE
1	1 Small A Conn
2	TS2 MMU
3	TS2 TF1 BIU
4	TS2 TF2 BIU
5	TS2 DR1 BIU
6	TS2 DR2 BIU
7	None
8	None
9	None
10	None

Channel Configuration

Chan	Ctrl Type	Source
1	Phase Vehicle	1
2	Phase Vehicle	2
3	None	0
4	Phase Vehicle	4
5	Phase Vehicle	5
6	Phase Vehicle	6
7	None	0
8	Phase Vehicle	8
9	Phase Ped	2
10	Phase Ped	4

Chan	Ctrl Type	Source
11	None	0
12	None	6
13	None	0
14	None	0
15	None	0
16	None	0
17	None	0
18	None	0
19	None	0
20	None	0

Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Red	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Alt Flash	X	.	X	X	X	.	X	X	.	.	.	.	.	.	.	.
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Alt Flash	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Startup Clearance Hold Type

1=off, 2=On, 3=Flash and 4= Alt Flash

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Red																
Yellow																
Green																
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Red																
Yellow																
Green																

Phase Intervals

Interval	Description	Red	Yel	Grn	Type
1	notActive	On	Off	Off	Red
2	dltGrn	On	Off	Off	Red
3	PreGrn	Off	Off	On	Green
4	minGrn	Off	Off	On	Green
5	grnExt	Off	Off	On	Green
6	grnDwell	Off	Off	On	Green
7	preClear	Off	Off	On	Green
8	yelChange	Off	On	Off	Yellow
9	redClear	On	Off	Off	Red
10	redDwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12					

Pedestrian Intervals

Interval	Description	DWK	CLR	Wlk	Type
1	notActive	On	Off	Off	Dont Wal
2	dltPed	On	Off	Off	Dont Wal
3	walk	Off	Off	On	Walk
4	walkDwell	Off	Off	On	Walk
5	flashDtWlk	Flash	On	Off	Ped Clea
6	dWalk	On	Off	Off	Dont Wal
7					
8					

Countdown Display

Display	Addr	Phase	Time
1			
2			
3			
4			
5			

Display	Addr	Phase	Time
9			
10			
11			
12			
13			

Display	Addr	Phase	Time
17			
18			
19			
20			
21			

Display	Addr	Phase	Time
25			
26			
27			
28			
29			

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6			
7			
8			

14			
15			
16			

22			
23			
24			

30			
31			
32			

Manual Control Phase Groups

Grp 1		Grp 2		Grp 3		Grp 4		Grp 5		Grp 6		Grp 7		Grp 8	
Ring	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**
1	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0
2	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0
3	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0
4	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0
5	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0
6	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0
7	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0
8	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0
9	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0
10	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0
11	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0
12	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0
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

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Peer Configuration

Ctrl	Peer ID	IP address	SNMP Port	Hot Port	Serial Port	Serial Addr.	Master Sect.	P2P TO	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	
4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	
21	0		161	80	0	0	0	15	
22	0		161	80	0	0	0	15	
23	0		161	80	0	0	0	15	
24	0		161	80	0	0	0	15	
25	0		161	80	0	0	0	15	
26	0		161	80	0	0	0	15	
27	0		161	80	0	0	0	15	
28	0		161	80	0	0	0	15	
29	0		161	80	0	0	0	15	
30	0		161	80	0	0	0	15	
31	0		161	80	0	0	0	15	
32	0		161	80	0	0	0	15	
33	0		161	80	0	0	0	15	
34	0		161	80	0	0	0	15	
35	0		161	80	0	0	0	15	
36	0		161	80	0	0	0	15	
37	0		161	80	0	0	0	15	
38	0		161	80	0	0	0	15	
39	0		161	80	0	0	0	15	
40	0		161	80	0	0	0	15	
41	0		161	80	0	0	0	15	
42	0		161	80	0	0	0	15	
43	0		161	80	0	0	0	15	
44	0		161	80	0	0	0	15	
45	0		161	80	0	0	0	15	
46	0		161	80	0	0	0	15	
47	0		161	80	0	0	0	15	
48	0		161	80	0	0	0	15	
49	0		161	80	0	0	0	15	
50	0		161	80	0	0	0	15	
51	0		161	80	0	0	0	15	

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52	0		161	80	0	0	0	15	
53	0		161	80	0	0	0	15	
54	0		161	80	0	0	0	15	
55	0		161	80	0	0	0	15	
56	0		161	80	0	0	0	15	
57	0		161	80	0	0	0	15	
58	0		161	80	0	0	0	15	
59	0		161	80	0	0	0	15	
60	0		161	80	0	0	0	15	
61	0		161	80	0	0	0	15	
62	0		161	80	0	0	0	15	
63	0		161	80	0	0	0	15	
64	0		161	80	0	0	0	15	
65	0		161	80	0	0	0	15	
66	0		161	80	0	0	0	15	
67	0		161	80	0	0	0	15	
68	0		161	80	0	0	0	15	
69	0		161	80	0	0	0	15	
70	0		161	80	0	0	0	15	
71	0		161	80	0	0	0	15	
72	0		161	80	0	0	0	15	
73	0		161	80	0	0	0	15	
74	0		161	80	0	0	0	15	
75	0		161	80	0	0	0	15	
76	0		161	80	0	0	0	15	
77	0		161	80	0	0	0	15	
78	0		161	80	0	0	0	15	
79	0		161	80	0	0	0	15	
80	0		161	80	0	0	0	15	
81	0		161	80	0	0	0	15	
82	0		161	80	0	0	0	15	
83	0		161	80	0	0	0	15	
84	0		161	80	0	0	0	15	
85	0		161	80	0	0	0	15	
86	0		161	80	0	0	0	15	
87	0		161	80	0	0	0	15	
88	0		161	80	0	0	0	15	
89	0		161	80	0	0	0	15	
90	0		161	80	0	0	0	15	
91	0		161	80	0	0	0	15	
92	0		161	80	0	0	0	15	
93	0		161	80	0	0	0	15	
94	0		161	80	0	0	0	15	
95	0		161	80	0	0	0	15	
96	0		161	80	0	0	0	15	
97	0		161	80	0	0	0	15	
98	0		161	80	0	0	0	15	
99	0		161	80	0	0	0	15	
100	0		161	80	0	0	0	15	
101	0		161	80	0	0	0	15	
102	0		161	80	0	0	0	15	
103	0		161	80	0	0	0	15	
104	0		161	80	0	0	0	15	
105	0		161	80	0	0	0	15	
106	0		161	80	0	0	0	15	

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107	0		161	80	0	0	0	15	
108	0		161	80	0	0	0	15	
109	0		161	80	0	0	0	15	
110	0		161	80	0	0	0	15	
111	0		161	80	0	0	0	15	
112	0		161	80	0	0	0	15	
113	0		161	80	0	0	0	15	
114	0		161	80	0	0	0	15	
115	0		161	80	0	0	0	15	
116	0		161	80	0	0	0	15	
117	0		161	80	0	0	0	15	
118	0		161	80	0	0	0	15	
119	0		161	80	0	0	0	15	
120	0		161	80	0	0	0	15	
121	0		161	80	0	0	0	15	
122	0		161	80	0	0	0	15	
123	0		161	80	0	0	0	15	
124	0		161	80	0	0	0	15	
125	0		161	80	0	0	0	15	
126	0		161	80	0	0	0	15	
127	0		161	80	0	0	0	15	
128	0		161	80	0	0	0	15	
129	0		161	80	0	0	0	15	
130	0		161	80	0	0	0	15	
131	0		161	80	0	0	0	15	
132	0		161	80	0	0	0	15	
133	0		161	80	0	0	0	15	
134	0		161	80	0	0	0	15	
135	0		161	80	0	0	0	15	
136	0		161	80	0	0	0	15	
137	0		161	80	0	0	0	15	
138	0		161	80	0	0	0	15	
139	0		161	80	0	0	0	15	
140	0		161	80	0	0	0	15	
141	0		161	80	0	0	0	15	
142	0		161	80	0	0	0	15	
143	0		161	80	0	0	0	15	
144	0		161	80	0	0	0	15	
145	0		161	80	0	0	0	15	
146	0		161	80	0	0	0	15	
147	0		161	80	0	0	0	15	
148	0		161	80	0	0	0	15	
149	0		161	80	0	0	0	15	
150	0		161	80	0	0	0	15	
151	0		161	80	0	0	0	15	
152	0		161	80	0	0	0	15	
153	0		161	80	0	0	0	15	
154	0		161	80	0	0	0	15	
155	0		161	80	0	0	0	15	
156	0		161	80	0	0	0	15	
157	0		161	80	0	0	0	15	
158	0		161	80	0	0	0	15	
159	0		161	80	0	0	0	15	
160	0		161	80	0	0	0	15	
161	0		161	80	0	0	0	15	

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162	0		161	80	0	0	0	15	
163	0		161	80	0	0	0	15	
164	0		161	80	0	0	0	15	
165	0		161	80	0	0	0	15	
166	0		161	80	0	0	0	15	
167	0		161	80	0	0	0	15	
168	0		161	80	0	0	0	15	
169	0		161	80	0	0	0	15	
170	0		161	80	0	0	0	15	
171	0		161	80	0	0	0	15	
172	0		161	80	0	0	0	15	
173	0		161	80	0	0	0	15	
174	0		161	80	0	0	0	15	
175	0		161	80	0	0	0	15	
176	0		161	80	0	0	0	15	
177	0		161	80	0	0	0	15	
178	0		161	80	0	0	0	15	
179	0		161	80	0	0	0	15	
180	0		161	80	0	0	0	15	
181	0		161	80	0	0	0	15	
182	0		161	80	0	0	0	15	
183	0		161	80	0	0	0	15	
184	0		161	80	0	0	0	15	
185	0		161	80	0	0	0	15	
186	0		161	80	0	0	0	15	
187	0		161	80	0	0	0	15	
188	0		161	80	0	0	0	15	
189	0		161	80	0	0	0	15	
190	0		161	80	0	0	0	15	
191	0		161	80	0	0	0	15	
192	0		161	80	0	0	0	15	
193	0		161	80	0	0	0	15	
194	0		161	80	0	0	0	15	
195	0		161	80	0	0	0	15	
196	0		161	80	0	0	0	15	
197	0		161	80	0	0	0	15	
198	0		161	80	0	0	0	15	
199	0		161	80	0	0	0	15	
200	0		161	80	0	0	0	15	
201	0		161	80	0	0	0	15	
202	0		161	80	0	0	0	15	
203	0		161	80	0	0	0	15	
204	0		161	80	0	0	0	15	
205	0		161	80	0	0	0	15	
206	0		161	80	0	0	0	15	
207	0		161	80	0	0	0	15	
208	0		161	80	0	0	0	15	
209	0		161	80	0	0	0	15	
210	0		161	80	0	0	0	15	
211	0		161	80	0	0	0	15	
212	0		161	80	0	0	0	15	
213	0		161	80	0	0	0	15	
214	0		161	80	0	0	0	15	
215	0		161	80	0	0	0	15	
216	0		161	80	0	0	0	15	

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217	0		161	80	0	0	0	15	
218	0		161	80	0	0	0	15	
219	0		161	80	0	0	0	15	
220	0		161	80	0	0	0	15	
221	0		161	80	0	0	0	15	
222	0		161	80	0	0	0	15	
223	0		161	80	0	0	0	15	
224	0		161	80	0	0	0	15	
225	0		161	80	0	0	0	15	
226	0		161	80	0	0	0	15	
227	0		161	80	0	0	0	15	
228	0		161	80	0	0	0	15	
229	0		161	80	0	0	0	15	
230	0		161	80	0	0	0	15	
231	0		161	80	0	0	0	15	
232	0		161	80	0	0	0	15	
233	0		161	80	0	0	0	15	
234	0		161	80	0	0	0	15	
235	0		161	80	0	0	0	15	
236	0		161	80	0	0	0	15	
237	0		161	80	0	0	0	15	
238	0		161	80	0	0	0	15	
239	0		161	80	0	0	0	15	
240	0		161	80	0	0	0	15	
241	0		161	80	0	0	0	15	
242	0		161	80	0	0	0	15	
243	0		161	80	0	0	0	15	
244	0		161	80	0	0	0	15	
245	0		161	80	0	0	0	15	
246	0		161	80	0	0	0	15	
247	0		161	80	0	0	0	15	
248	0		161	80	0	0	0	15	
249	0		161	80	0	0	0	15	
250	0		161	80	0	0	0	15	
251	0		161	80	0	0	0	15	
252	0		161	80	0	0	0	15	
253	0		161	80	0	0	0	15	
254	0		161	80	0	0	0	15	
255	0		161	80	0	0	0	15	

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	

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14	None	60	1	300	240	
15	None	60	1	300	240	
16	None	60	1	300	240	

User Program Info

Pgrm	Description
1	preempt status
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
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31	
32	

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MaxTime Basic Default Timing Sheet

Controller Number	239
Controller Name	Pine Ridge @ Vineyards Blvd
Main St.	Pine Ridge
Side St.	Vineyards Blvd
IP Address	10.129.48.85
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

Unit Parameters

Startup Flash	0	Auto Ped Clr	Disable	Red Revert	4	Backup Time	600	Ext M	
All Red Exit	0	Grn Flash Freq.	60	Yel Flash Freq.	60	MCE Enable	Enable		
MCE Seq.	1	Primary Start	0	Secondary Start	0	Free Seq.	1		

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Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	35	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	20	0	0	0	20	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3	20	0	0	0	20	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	15	55	0	0	0	55	0	25	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.8	4.8	3	3	3	4.8	3	4	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	2.4	2.4	2	2	2	2.4	2	3	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X	.	.	.	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	X	X	.	.	.	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Min Veh Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Sim Gap Dis	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Sim Gap Dis	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Additional Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

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Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Start Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ed Clr During OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	6		0	
2	Green No Walk	1	6		0	
3	None	0			0	
4	None	0			0	
5	None	0			0	
6	Green No Walk	2	1,2		0	
7	None	0			0	
8	Phase Not On	2			0	
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

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37	None	0			0	
38	None	0			0	
39	None	0			0	
40	None	0			0	

Overlaps

OLP	Type	Included Phases	Modifier Phases	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Walk 2	Ped Clr 2	Delay	Flash	Descriptions
1	Off			0	0	0	0	0	0	0	0	Off	
2	Off			0	0	0	0	0	0	0	0	Off	
3	Off			0	0	0	0	0	0	0	0	Off	
4	Off			0	0	0	0	0	0	0	0	Off	
5	Off			0	0	0	0	0	0	0	0	Off	
6	Off			0	0	0	0	0	0	0	0	Off	
7	Off			0	0	0	0	0	0	0	0	Off	
8	Off			0	0	0	0	0	0	0	0	Off	
9	Off			0	0	0	0	0	0	0	0	Off	
10	Off			0	0	0	0	0	0	0	0	Off	
11	Off			0	0	0	0	0	0	0	0	Off	
12	Off			0	0	0	0	0	0	0	0	Off	
13	Off			0	0	0	0	0	0	0	0	Off	
14	Off			0	0	0	0	0	0	0	0	Off	
15	Off			0	0	0	0	0	0	0	0	Off	
16	Off			0	0	0	0	0	0	0	0	Off	
17	Off			0	0	0	0	0	0	0	0	Off	
18	Off			0	0	0	0	0	0	0	0	Off	
19	Off			0	0	0	0	0	0	0	0	Off	
20	Off			0	0	0	0	0	0	0	0	Off	
21	Off			0	0	0	0	0	0	0	0	Off	
22	Off			0	0	0	0	0	0	0	0	Off	
23	Off			0	0	0	0	0	0	0	0	Off	
24	Off			0	0	0	0	0	0	0	0	Off	
25	Off			0	0	0	0	0	0	0	0	Off	
26	Off			0	0	0	0	0	0	0	0	Off	
27	Off			0	0	0	0	0	0	0	0	Off	
28	Off			0	0	0	0	0	0	0	0	Off	
29	Off			0	0	0	0	0	0	0	0	Off	
30	Off			0	0	0	0	0	0	0	0	Off	
31	Off			0	0	0	0	0	0	0	0	Off	
32	Off			0	0	0	0	0	0	0	0	Off	

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Sequence Configuration

Sequence 1

Ring	Phases
1	1,2,a,b
2	6,a,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 9

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 10

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 11

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 12

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

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15	
16	

15	
16	

15	
16	

15	
16	

Sequence 13

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 14

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 15

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 16

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 17

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

Sequence 18

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

Sequence 19

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

Sequence 20

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

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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	
1	1	0		0	0	0	0	0	0	0	0	
2	2	0		0	0	0	0	0	0	255	0	
3	0	0		0	0	0	0	0	0	0	0	
4	0	0		0	0	0	0	0	0	0	0	
5	0	0		0	0	0	0	0	0	0	0	
6	6	0		0	0	0	0	0	0	0	0	
7	0	0		0	0	0	0	0	0	0	0	
8	8	0		0	0	0	0	0	0	0	0	
9	6	0		0	0	0	0	0	0	0	0	
10	6	0		0	0	0	0	0	0	0	0	
11	2	0		0	0	0	0	0	0	0	0	
12	2	0		0	0	0	0	0	0	0	0	
13	8	0		0	0	0	0	0	0	0	0	
14	0	0		0	0	0	0	0	0	0	0	
15	0	0		0	0	0	0	0	0	0	0	
16	0	0		0	0	0	0	0	0	0	0	
17	0	0		0	0	0	0	0	0	0	0	
18	0	0		0	0	0	0	0	0	0	0	
19	0	0		0	0	0	0	0	0	0	0	
20	0	0		0	0	0	0	0	0	0	0	
21	0	0		0	0	0	0	0	0	0	0	
22	0	0		0	0	0	0	0	0	0	0	
23	0	0		0	0	0	0	0	0	0	0	
24	0	0		0	0	0	0	0	0	0	0	
25	0	0		0	0	0	0	0	0	0	0	
26	0	0		0	0	0	0	0	0	0	0	
27	0	0		0	0	0	0	0	0	0	0	
28	0	0		0	0	0	0	0	0	0	0	
29	0	0		0	0	0	0	0	0	0	0	
30	0	0		0	0	0	0	0	0	0	0	
31	0	0		0	0	0	0	0	0	0	0	
32	0	0		0	0	0	0	0	0	0	0	
33	0	0		0	0	0	0	0	0	0	0	
34	0	0		0	0	0	0	0	0	0	0	
35	0	0		0	0	0	0	0	0	0	0	
36	0	0		0	0	0	0	0	0	0	0	
37	0	0		0	0	0	0	0	0	0	0	
38	0	0		0	0	0	0	0	0	0	0	
39	0	0		0	0	0	0	0	0	0	0	
40	0	0		0	0	0	0	0	0	0	0	
41	0	0		0	0	0	0	0	0	0	0	
42	0	0		0	0	0	0	0	0	0	0	
43	0	0		0	0	0	0	0	0	0	0	
44	0	0		0	0	0	0	0	0	0	0	
45	0	0		0	0	0	0	0	0	0	0	
46	0	0		0	0	0	0	0	0	0	0	
47	0	0		0	0	0	0	0	0	0	0	
48	0	0		0	0	0	0	0	0	0	0	
49	0	0		0	0	0	0	0	0	0	0	
50	0	0		0	0	0	0	0	0	0	0	
51	0	0		0	0	0	0	0	0	0	0	
52	0	0		0	0	0	0	0	0	0	0	

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53	0	0		0	0	0	0	0	0	0	0	
54	0	0		0	0	0	0	0	0	0	0	
55	0	0		0	0	0	0	0	0	0	0	
56	0	0		0	0	0	0	0	0	0	0	
57	0	0		0	0	0	0	0	0	0	0	
58	0	0		0	0	0	0	0	0	0	0	
59	0	0		0	0	0	0	0	0	0	0	
60	0	0		0	0	0	0	0	0	0	0	
61	0	0		0	0	0	0	0	0	0	0	
62	0	0		0	0	0	0	0	0	0	0	
63	0	0		0	0	0	0	0	0	0	0	
64	0	0		0	0	0	0	0	0	0	0	
65	0	0		0	0	0	0	0	0	0	0	
66	0	0		0	0	0	0	0	0	0	0	
67	0	0		0	0	0	0	0	0	0	0	
68	0	0		0	0	0	0	0	0	0	0	
69	0	0		0	0	0	0	0	0	0	0	
70	0	0		0	0	0	0	0	0	0	0	
71	0	0		0	0	0	0	0	0	0	0	
72	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	X	X	.	.	.	X	.	X	X	X	X	X	X	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Volume Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Volume Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	61	62	63	64	65	66	67	68	69	70	71	72
Volume Detector	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.

Data Collection Period	60

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Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.

Pedestrian Detectors

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
1	1	0	0	0	0
2	2	0	0	0	0
3	3	0	0	0	0
4	4	0	0	0	0
5	5	0	0	0	0
6	6	0	0	0	0
7	7	0	0	0	0
8	8	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	0	0	0	0	0
13	0	0	0	0	0
14	0	0	0	0	0
15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
25	0	0	0	0	0
26	0	0	0	0	0
27	0	0	0	0	0
28	0	0	0	0	0
29	0	0	0	0	0
30	0	0	0	0	0
31	0	0	0	0	0
32	0	0	0	0	0
33	0	0	0	0	0
34	0	0	0	0	0
35	0	0	0	0	0
36	0	0	0	0	0
37	0	0	0	0	0
38	0	0	0	0	0
39	0	0	0	0	0
40	0	0	0	0	0

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Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode	Max Cyc Limit %	Min Cyc Limit %
Automatic	Shortway (Auto)	Per Pattern	Floating	30	30

Patterns

Patt.	Cycle	Offset 1	Offset 2	Offset 3	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	120	54	0	0	1	1	Green	Max Inhibit	1	1	1
2	0	0	0	0	2	1	Green	Max Inhibit	1	1	1
3	0	0	0	0	3	1	Green	Max Inhibit	1	1	1
4	0	0	0	0	4	1	Green	Max Inhibit	1	1	1
5	0	0	0	0	5	1	Green	Max Inhibit	1	1	1
6	0	0	0	0	6	1	Green	Max Inhibit	1	1	1
7	150	69	0	0	7	1	Green	Max Inhibit	1	1	1
8	80	56	0	0	8	1	Green	Max Inhibit	1	2	1
9	160	83	0	0	9	1	Green	Max Inhibit	1	1	1
10	75	1	0	0	10	1	Green	Max Inhibit	1	2	1
11	150	0	0	0	11	1	Green	Max Inhibit	1	2	1
12	160	83	0	0	12	1	Green	Max Inhibit	1	1	1
13	70	138	0	0	13	1	Green	Max Inhibit	1	2	1
14	160	128	0	0	14	1	Green	Max Inhibit	1	2	1
15	160	88	0	0	15	1	Green	Max Inhibit	1	2	1
16	160	118	0	0	16	1	Green	Max Inhibit	1	2	1
17	170	88	0	0	17	1	Green	Max Inhibit	1	1	1
18	170	88	0	0	18	1	Green	Max Inhibit	1	1	1
19	170	90	0	0	19	1	Green	Max Inhibit	1	2	1
20	0	0	0	0	20	1	Green	Max Inhibit	1	2	1
21	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
22	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
23	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
24	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
25	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
26	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
27	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
28	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
29	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
30	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
31	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
32	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
33	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
34	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
35	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
36	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
37	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
38	80	0	0	0	0	0	Green	Max Inhibit	1	1	1
39	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
40	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
41	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
42	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
43	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
44	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
45	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
46	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
47	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
48	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
49	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

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50	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
51	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
52	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
53	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
54	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
55	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
56	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
57	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
58	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
59	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
60	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
61	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
62	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
63	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
64	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
65	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
66	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
67	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
68	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
69	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
70	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
71	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
72	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
73	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
74	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
75	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
76	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
77	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
78	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
79	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
80	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
81	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
82	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
83	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
84	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
85	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
86	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
87	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
88	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
89	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
90	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
91	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
92	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
93	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
94	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
95	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
96	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
97	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
98	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
99	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
100	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
101	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
102	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
103	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
104	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

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105	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1		Coord	Ref	
PH.	Time	PH	PH	Mode
1	15	.	.	None
2	77	X	X	None
3	0	.	.	None
4	28	.	.	None
5	0	.	.	None
6	92	X	X	None
7	0	.	.	None
8	28	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None

Split 4		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None

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9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 5		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 6		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 7		Coord	Ref	
PH.	Time	PH	PH	Mode
1	15	.	.	None
2	107	X	X	None
3	0	.	.	None
4	28	.	.	None
5	0	.	.	None
6	122	X	X	None
7	0	.	.	None
8	28	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 8		Coord	Ref	
PH.	Time	PH	PH	Mode
1	14	.	.	None
2	44	X	X	None
3	0	.	.	None
4	22	.	.	None
5	0	.	.	None
6	58	X	X	None
7	0	.	.	None
8	22	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 9		Coord	Ref	
PH.	Time	PH	PH	Mode
1	16	.	.	None
2	114	X	X	None
3	0	.	.	None
4	30	.	.	None
5	0	.	.	None
6	130	X	X	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
1	14	.	.	None
2	38	X	X	None
3	0	.	.	None
4	23	.	.	None
5	0	.	.	None
6	52	X	X	None

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7	0	.	.	None
8	30	.	.	None
9	0	.	.	None

7	0	.	.	None
8	23	.	.	None
9	0	.	.	None

Split 9		Coord	Ref	
PH.	Time	PH	PH	Mode
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 11		Coord	Ref	
PH.	Time	PH	PH	Mode
1	23	.	.	None
2	94	X	X	None
3	94	.	.	None
4	33	.	.	None
5	0	.	.	None
6	117	X	X	None
7	0	.	.	None
8	33	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 12		Coord	Ref	
PH.	Time	PH	PH	Mode
1	16	.	.	None
2	114	X	X	None
3	0	.	.	None
4	30	.	.	None
5	0	.	.	None
6	130	X	X	None
7	0	.	.	None
8	30	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 13		Coord	Ref	
PH.	Time	PH	PH	Mode
1	14	.	.	None
2	34	X	X	None
3	0	.	.	None
4	22	.	.	None
5	0	.	.	None
6	48	X	X	None
7	0	.	.	None
8	22	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 14		Coord	Ref	
PH.	Time	PH	PH	Mode
1	26	.	.	None
2	100	X	X	None
3	0	.	.	None
4	34	.	.	None
5	0	.	.	None
6	126		X	None
7	0	.	.	None
8	34	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 15		Coord	Ref	
PH.	Time	PH	PH	Mode
1	26	.	.	None

Split 16		Coord	Ref	
PH.	Time	PH	PH	Mode
1	26	.	.	None

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2	95	X	X	None
3	0	.	.	None
4	34	.	.	None
5	0	.	.	None
6	121	X	X	None
7	0	.	.	None
8	39	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

2	100	X	X	None
3	0	.	.	None
4	34	.	.	None
5	0	.	.	None
6	126	X	X	None
7	0	.	.	None
8	34	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 17		Coord	Ref	
PH.	Time	PH	PH	Mode
1	16	.	.	None
2	124	X	X	None
3	0	.	.	None
4	30	.	.	None
5	0	.	.	None
6	140	X	X	None
7	0	.	.	None
8	30	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 18		Coord	Ref	
PH.	Time	PH	PH	Mode
1	16	.	.	None
2	124	X	X	None
3	0	.	.	None
4	30	.	.	None
5	0	.	.	None
6	140	X	X	None
7	0	.	.	None
8	30	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
1	26	.	.	None
2	105	X	X	None
3	0	.	.	None
4	34	.	.	None
5	0	.	.	None
6	131	X	X	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
7	0	.	.	None
8	39	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None

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Schedules

Day Plan	1	Description	Sunday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	2	Description	Weekday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	.	X	X	X	X	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	3	Description	Saturday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	4	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	5	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	6	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	7	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	8	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	9	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 10 Description

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 11 Description New Years

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	.	.	.	.	.	.	.	X	X	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 12 Description MLK

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	

Day Plan 13 Description Early Release

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 14 Description No School

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	X	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 15 Description President's Day

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	X	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 1

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	7
4	9	0	13
5	14	0	8

Day Plan 2

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	17
4	8	25	18
5	9	10	11

Day Plan 3

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	7
4	9	30	13
5	11	30	10

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	

Day Plan 1

Event	Hour	Min.	Act
6	18	0	1
7	21	0	64
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
6	14	0	14
7	15	45	16
8	16	30	19
9	19	0	1
10	23	0	64

Day Plan 3

Event	Hour	Min.	Act
6	14	0	8
7	18	30	1
8	21	0	64
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 5

Day Plan 6

Day Plan 7

Day Plan 8

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Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 9

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 10

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	17
4	8	25	18
5	9	10	11
6	12	45	16
7	13	30	11
8	14	0	14
9	16	30	19
10	19	0	1

Day Plan 11

Event	Hour	Min.	Act
1	0	1	64
2	6	0	1
3	6	30	17
4	9	10	11
5	14	0	14
6	16	30	19
7	19	0	1
8	23	0	64
9	0	0	
10	0	0	

Day Plan 12

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 13

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 14

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 15

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 16

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 17

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 18

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 19

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 20

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1	.	.	.								
2	Pattern 2	.	.	.								
3	Pattern 3	.	.	.								
4	Pattern 4	.	.	.								
5	Pattern 5	.	.	.								
6	Pattern 6	.	.	.								
7	Pattern 7	.	.	.								
8	Pattern 8	.	.	.								
9	Pattern 9	.	.	.								
10	Pattern 10	.	.	.								

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
33	Pattern 33	.	.	.								
34	Pattern 34	.	.	.								
35	Pattern 35	.	.	.								
36	Pattern 36	.	.	.								
37	Pattern 37	.	.	.								
38	Pattern 38	.	.	.								
39	Pattern 39	.	.	.								
40	Pattern 40	.	.	.								
41	None	.	.	.								
42	None	.	.	.								

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11	Pattern 11	.	.	.							
12	Pattern 12	.	.	.							
13	Pattern 13	.	.	.							
14	Pattern 14	.	.	.							
15	Pattern 15	.	.	.							
16	Pattern 16	.	.	.							
17	Pattern 17	.	.	.							
18	Pattern 18	.	.	.							
19	Pattern 19	.	.	.							
20	Pattern 20	.	.	.							
21	Pattern 21	.	.	.							
22	Pattern 22	.	.	.							
23	Pattern 23	.	.	.							
24	Pattern 24	.	.	.							
25	Pattern 25	.	.	.							
26	Pattern 26	.	.	.							
27	Pattern 27	.	.	.							
28	Pattern 28	.	.	.							
29	Pattern 29	.	.	.							
30	Pattern 30	.	.	.							
31	Pattern 31	.	.	.							
32	Pattern 32	.	.	.							

43	None	.	.	.							
44	None	.	.	.							
45	None	.	.	.							
46	None	.	.	.							
47	None	.	.	.							
48	None	.	.	.							
49	None	.	.	.							
50	None	.	.	.							
51	None	.	.	.							
52	None	.	.	.							
53	None	.	.	.							
54	None	.	.	.							
55	None	.	.	.							
56	None	.	.	.							
57	None	.	.	.							
58	None	.	.	.							
59	None	.	.	.							
60	None	.	.	.							
61	None	.	.	.							
62	None	.	.	.							
63	None	.	.	.							
64	Free	.	.	.							

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Preemption Parameters

Preempt	1	2	3	4	5	6	7	8
Link	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0	0
Min Green	7	7	7	0	0	0	0	0
Min Walk	7	7	7	0	0	0	0	0
Ent. Ped Clear	255	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0	0
Dwell Green	10	10	10	0	0	0	0	0
Max Presence	80	80	80	0	0	0	0	0
Enter Yellow	26	26	26	26	26	26	26	26
Ent. Red Clear	26	26	26	26	26	26	26	26
Track Yellow	26	26	26	26	26	26	26	26
rack Red Clear	26	26	26	26	26	26	26	26
Exit Red	26	26	26	26	26	26	26	26
Exit Ped Clear	255	255	255	255	255	255	255	255
Exit Yellow	26	26	26	26	26	26	26	26
Exit Red	26	26	26	26	26	26	26	26

Preempt	1	2	3	4	5	6	7	8
Non Lock Mem	.	.	.	.	.	.	.	.
Not Overide Flash	X	X	X	.	.	.	.	.
otOverideNextPre	X	X	X	.	.	.	.	.
Flash Dwell	.	.	.	.	.	.	.	.

Preemption Configuration

Preempt	1	2	3	4	5	6	7	8
Track phase								
Dwell Phase	2,6	8	2,6					
Dwell Ped								
Exit Phase	2,6	8	2,6					
Track Overlap								
Dwell overlap								
Cycling phase								
Cycling Ped								
Cycling Overlap								

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IO Modules

IO Mod	TYPE
1	1 Small A Conn
2	TS2 MMU
3	TS2 TF1 BIU
4	TS2 TF2 BIU
5	TS2 DR1 BIU
6	None
7	None
8	None
9	None
10	None

Channel Configuration

Chan	Ctrl Type	Source
1	Phase Vehicle	1
2	Phase Vehicle	2
3	None	0
4	None	0
5	None	0
6	Phase Vehicle	6
7	None	0
8	Phase Vehicle	8
9	Phase Ped	2
10	None	0

Chan	Ctrl Type	Source
11	None	0
12	Phase Ped	8
13	None	0
14	None	0
15	None	0
16	None	0
17	None	0
18	None	0
19	None	0
20	None	0

Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Red	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Alt Flash	X	.	.	.	X	.	.	X	.	.	.	.	.	.	.	.
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Alt Flash	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Startup Clearance Hold Type

1=off, 2=On, 3=Flash and 4= Alt Flash

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Red																
Yellow																
Green																
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Red																
Yellow																
Green																

Phase Intervals

Interval	Description	Red	Yel	Grn	Type
1	notActive	On	Off	Off	Red
2	dltGrn	On	Off	Off	Red
3	PreGrn	Off	Off	On	Green
4	minGrn	Off	Off	On	Green
5	grnExt	Off	Off	On	Green
6	grnDwell	Off	Off	On	Green
7	preClear	Off	Off	On	Green
8	yelChange	Off	On	Off	Yellow
9	redClear	On	Off	Off	Red
10	redDwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12					

Pedestrian Intervals

Interval	Description	DWK	CLR	Wlk	Type
1	notActive	On	Off	Off	Dont Wal
2	dltPed	On	Off	Off	Dont Wal
3	walk	Off	Off	On	Walk
4	walkDwell	Off	Off	On	Walk
5	flashDtWlk	Flash	On	Off	Ped Clea
6	dWalk	On	Off	Off	Dont Wal
7					
8					

Countdown Display

Display	Addr	Phase	Time
1			
2			
3			
4			
5			

Display	Addr	Phase	Time
9			
10			
11			
12			
13			

Display	Addr	Phase	Time
17			
18			
19			
20			
21			

Display	Addr	Phase	Time
25			
26			
27			
28			
29			

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6			
7			
8			

14			
15			
16			

22			
23			
24			

30			
31			
32			

Manual Control Phase Groups

Grp 1		Grp 2		Grp 3		Grp 4		Grp 5		Grp 6		Grp 7		Grp 8	
Ring	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**
1	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0
2	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0
3	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0
4	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0
5	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0
6	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0
7	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0
8	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0
9	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0
10	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0
11	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0
12	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0
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

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Peer Configuration

Ctrl	Peer ID	IP address	SNMP Port	Hot Port	Serial Port	Serial Addr.	Master Sect.	P2P TO	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	
4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	
21	0		161	80	0	0	0	15	
22	0		161	80	0	0	0	15	
23	0		161	80	0	0	0	15	
24	0		161	80	0	0	0	15	
25	0		161	80	0	0	0	15	
26	0		161	80	0	0	0	15	
27	0		161	80	0	0	0	15	
28	0		161	80	0	0	0	15	
29	0		161	80	0	0	0	15	
30	0		161	80	0	0	0	15	
31	0		161	80	0	0	0	15	
32	0		161	80	0	0	0	15	
33	0		161	80	0	0	0	15	
34	0		161	80	0	0	0	15	
35	0		161	80	0	0	0	15	
36	0		161	80	0	0	0	15	
37	0		161	80	0	0	0	15	
38	0		161	80	0	0	0	15	
39	0		161	80	0	0	0	15	
40	0		161	80	0	0	0	15	
41	0		161	80	0	0	0	15	
42	0		161	80	0	0	0	15	
43	0		161	80	0	0	0	15	
44	0		161	80	0	0	0	15	
45	0		161	80	0	0	0	15	
46	0		161	80	0	0	0	15	
47	0		161	80	0	0	0	15	
48	0		161	80	0	0	0	15	
49	0		161	80	0	0	0	15	
50	0		161	80	0	0	0	15	
51	0		161	80	0	0	0	15	

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52	0		161	80	0	0	0	15	
53	0		161	80	0	0	0	15	
54	0		161	80	0	0	0	15	
55	0		161	80	0	0	0	15	
56	0		161	80	0	0	0	15	
57	0		161	80	0	0	0	15	
58	0		161	80	0	0	0	15	
59	0		161	80	0	0	0	15	
60	0		161	80	0	0	0	15	
61	0		161	80	0	0	0	15	
62	0		161	80	0	0	0	15	
63	0		161	80	0	0	0	15	
64	0		161	80	0	0	0	15	
65	0		161	80	0	0	0	15	
66	0		161	80	0	0	0	15	
67	0		161	80	0	0	0	15	
68	0		161	80	0	0	0	15	
69	0		161	80	0	0	0	15	
70	0		161	80	0	0	0	15	
71	0		161	80	0	0	0	15	
72	0		161	80	0	0	0	15	
73	0		161	80	0	0	0	15	
74	0		161	80	0	0	0	15	
75	0		161	80	0	0	0	15	
76	0		161	80	0	0	0	15	
77	0		161	80	0	0	0	15	
78	0		161	80	0	0	0	15	
79	0		161	80	0	0	0	15	
80	0		161	80	0	0	0	15	
81	0		161	80	0	0	0	15	
82	0		161	80	0	0	0	15	
83	0		161	80	0	0	0	15	
84	0		161	80	0	0	0	15	
85	0		161	80	0	0	0	15	
86	0		161	80	0	0	0	15	
87	0		161	80	0	0	0	15	
88	0		161	80	0	0	0	15	
89	0		161	80	0	0	0	15	
90	0		161	80	0	0	0	15	
91	0		161	80	0	0	0	15	
92	0		161	80	0	0	0	15	
93	0		161	80	0	0	0	15	
94	0		161	80	0	0	0	15	
95	0		161	80	0	0	0	15	
96	0		161	80	0	0	0	15	
97	0		161	80	0	0	0	15	
98	0		161	80	0	0	0	15	
99	0		161	80	0	0	0	15	
100	0		161	80	0	0	0	15	
101	0		161	80	0	0	0	15	
102	0		161	80	0	0	0	15	
103	0		161	80	0	0	0	15	
104	0		161	80	0	0	0	15	
105	0		161	80	0	0	0	15	
106	0		161	80	0	0	0	15	

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107	0		161	80	0	0	0	15	
108	0		161	80	0	0	0	15	
109	0		161	80	0	0	0	15	
110	0		161	80	0	0	0	15	
111	0		161	80	0	0	0	15	
112	0		161	80	0	0	0	15	
113	0		161	80	0	0	0	15	
114	0		161	80	0	0	0	15	
115	0		161	80	0	0	0	15	
116	0		161	80	0	0	0	15	
117	0		161	80	0	0	0	15	
118	0		161	80	0	0	0	15	
119	0		161	80	0	0	0	15	
120	0		161	80	0	0	0	15	
121	0		161	80	0	0	0	15	
122	0		161	80	0	0	0	15	
123	0		161	80	0	0	0	15	
124	0		161	80	0	0	0	15	
125	0		161	80	0	0	0	15	
126	0		161	80	0	0	0	15	
127	0		161	80	0	0	0	15	
128	0		161	80	0	0	0	15	
129	0		161	80	0	0	0	15	
130	0		161	80	0	0	0	15	
131	0		161	80	0	0	0	15	
132	0		161	80	0	0	0	15	
133	0		161	80	0	0	0	15	
134	0		161	80	0	0	0	15	
135	0		161	80	0	0	0	15	
136	0		161	80	0	0	0	15	
137	0		161	80	0	0	0	15	
138	0		161	80	0	0	0	15	
139	0		161	80	0	0	0	15	
140	0		161	80	0	0	0	15	
141	0		161	80	0	0	0	15	
142	0		161	80	0	0	0	15	
143	0		161	80	0	0	0	15	
144	0		161	80	0	0	0	15	
145	0		161	80	0	0	0	15	
146	0		161	80	0	0	0	15	
147	0		161	80	0	0	0	15	
148	0		161	80	0	0	0	15	
149	0		161	80	0	0	0	15	
150	0		161	80	0	0	0	15	
151	0		161	80	0	0	0	15	
152	0		161	80	0	0	0	15	
153	0		161	80	0	0	0	15	
154	0		161	80	0	0	0	15	
155	0		161	80	0	0	0	15	
156	0		161	80	0	0	0	15	
157	0		161	80	0	0	0	15	
158	0		161	80	0	0	0	15	
159	0		161	80	0	0	0	15	
160	0		161	80	0	0	0	15	
161	0		161	80	0	0	0	15	

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162	0		161	80	0	0	0	15	
163	0		161	80	0	0	0	15	
164	0		161	80	0	0	0	15	
165	0		161	80	0	0	0	15	
166	0		161	80	0	0	0	15	
167	0		161	80	0	0	0	15	
168	0		161	80	0	0	0	15	
169	0		161	80	0	0	0	15	
170	0		161	80	0	0	0	15	
171	0		161	80	0	0	0	15	
172	0		161	80	0	0	0	15	
173	0		161	80	0	0	0	15	
174	0		161	80	0	0	0	15	
175	0		161	80	0	0	0	15	
176	0		161	80	0	0	0	15	
177	0		161	80	0	0	0	15	
178	0		161	80	0	0	0	15	
179	0		161	80	0	0	0	15	
180	0		161	80	0	0	0	15	
181	0		161	80	0	0	0	15	
182	0		161	80	0	0	0	15	
183	0		161	80	0	0	0	15	
184	0		161	80	0	0	0	15	
185	0		161	80	0	0	0	15	
186	0		161	80	0	0	0	15	
187	0		161	80	0	0	0	15	
188	0		161	80	0	0	0	15	
189	0		161	80	0	0	0	15	
190	0		161	80	0	0	0	15	
191	0		161	80	0	0	0	15	
192	0		161	80	0	0	0	15	
193	0		161	80	0	0	0	15	
194	0		161	80	0	0	0	15	
195	0		161	80	0	0	0	15	
196	0		161	80	0	0	0	15	
197	0		161	80	0	0	0	15	
198	0		161	80	0	0	0	15	
199	0		161	80	0	0	0	15	
200	0		161	80	0	0	0	15	
201	0		161	80	0	0	0	15	
202	0		161	80	0	0	0	15	
203	0		161	80	0	0	0	15	
204	0		161	80	0	0	0	15	
205	0		161	80	0	0	0	15	
206	0		161	80	0	0	0	15	
207	0		161	80	0	0	0	15	
208	0		161	80	0	0	0	15	
209	0		161	80	0	0	0	15	
210	0		161	80	0	0	0	15	
211	0		161	80	0	0	0	15	
212	0		161	80	0	0	0	15	
213	0		161	80	0	0	0	15	
214	0		161	80	0	0	0	15	
215	0		161	80	0	0	0	15	
216	0		161	80	0	0	0	15	

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217	0		161	80	0	0	0	15	
218	0		161	80	0	0	0	15	
219	0		161	80	0	0	0	15	
220	0		161	80	0	0	0	15	
221	0		161	80	0	0	0	15	
222	0		161	80	0	0	0	15	
223	0		161	80	0	0	0	15	
224	0		161	80	0	0	0	15	
225	0		161	80	0	0	0	15	
226	0		161	80	0	0	0	15	
227	0		161	80	0	0	0	15	
228	0		161	80	0	0	0	15	
229	0		161	80	0	0	0	15	
230	0		161	80	0	0	0	15	
231	0		161	80	0	0	0	15	
232	0		161	80	0	0	0	15	
233	0		161	80	0	0	0	15	
234	0		161	80	0	0	0	15	
235	0		161	80	0	0	0	15	
236	0		161	80	0	0	0	15	
237	0		161	80	0	0	0	15	
238	0		161	80	0	0	0	15	
239	0		161	80	0	0	0	15	
240	0		161	80	0	0	0	15	
241	0		161	80	0	0	0	15	
242	0		161	80	0	0	0	15	
243	0		161	80	0	0	0	15	
244	0		161	80	0	0	0	15	
245	0		161	80	0	0	0	15	
246	0		161	80	0	0	0	15	
247	0		161	80	0	0	0	15	
248	0		161	80	0	0	0	15	
249	0		161	80	0	0	0	15	
250	0		161	80	0	0	0	15	
251	0		161	80	0	0	0	15	
252	0		161	80	0	0	0	15	
253	0		161	80	0	0	0	15	
254	0		161	80	0	0	0	15	
255	0		161	80	0	0	0	15	

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	

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MaxTime Basic Default Timing Sheet

Controller Number	229
Controller Name	Pine Ridge @ Logan
Main St.	Pine Ridge Rd
Side St.	Logan Blvd
IP Address	10.129.48.90
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

Unit Parameters

Startup Flash	0
All Red Exit	6
MCE Seq.	1

Auto Ped Clr	Disable
Grn Flash Freq.	60
Primary Start	0

Red Revert	4
Yel Flash Freq.	60
Secondary Start	0

Backup Time	600
MCE Enable	Enable
Free Seq.	1

Ext M

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Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	30	0	31	0	32	0	45	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	15	5	5	5	15	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Passage	2	3	1	2	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	25	30	10	20	10	30	20	20	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	15	30	15	20	20	25	25	20	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	15	30	15	20	15	30	20	20	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	2.1	2.1	2.6	2.6	2.1	2.1	2.6	2.6	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	25	50	25	35	30	50	30	30	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	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	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.	.
Sim Gap Dis	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Sim Gap Dis	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Additional Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Ped Clr During Yel	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

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Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Start Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ed Clr During OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	5,6		0	
2	Green No Walk	1	5,6		0	
3	Phase Not On	1	8		0	
4	Phase Not On	1	7,8		0	
5	Phase Not On	2	1,2		0	
6	Green No Walk	2	1,2		0	
7	Phase Not On	2	4		0	
8	Phase Not On	2	4,3		0	
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

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37	None	0			0	
38	None	0			0	
39	None	0			0	
40	None	0			0	

Overlaps

OLP	Type	Included Phases	Modifier Phases	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Walk 2	Ped Clr 2	Delay	Flash	Descriptions
1	Normal	6,7		0	0	0	0	0	0	0	0	Off	
2	Off			0	0	0	0	0	0	0	0	Off	
3	Off			0	0	0	0	0	0	0	0	Off	
4	Off			0	0	0	0	0	0	0	0	Off	
5	Off			0	0	0	0	0	0	0	0	Off	
6	Off			0	0	0	0	0	0	0	0	Off	
7	Off			0	0	0	0	0	0	0	0	Off	
8	Off			0	0	0	0	0	0	0	0	Off	
9	Off			0	0	0	0	0	0	0	0	Off	
10	Off			0	0	0	0	0	0	0	0	Off	
11	Off			0	0	0	0	0	0	0	0	Off	
12	Off			0	0	0	0	0	0	0	0	Off	
13	Off			0	0	0	0	0	0	0	0	Off	
14	Off			0	0	0	0	0	0	0	0	Off	
15	Off			0	0	0	0	0	0	0	0	Off	
16	Off			0	0	0	0	0	0	0	0	Off	
17	Off			0	0	0	0	0	0	0	0	Off	
18	Off			0	0	0	0	0	0	0	0	Off	
19	Off			0	0	0	0	0	0	0	0	Off	
20	Off			0	0	0	0	0	0	0	0	Off	
21	Off			0	0	0	0	0	0	0	0	Off	
22	Off			0	0	0	0	0	0	0	0	Off	
23	Off			0	0	0	0	0	0	0	0	Off	
24	Off			0	0	0	0	0	0	0	0	Off	
25	Off			0	0	0	0	0	0	0	0	Off	
26	Off			0	0	0	0	0	0	0	0	Off	
27	Off			0	0	0	0	0	0	0	0	Off	
28	Off			0	0	0	0	0	0	0	0	Off	
29	Off			0	0	0	0	0	0	0	0	Off	
30	Off			0	0	0	0	0	0	0	0	Off	
31	Off			0	0	0	0	0	0	0	0	Off	
32	Off			0	0	0	0	0	0	0	0	Off	

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Sequence Configuration

Sequence 1

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 9

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 10

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 11

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 12

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

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15	
16	

15	
16	

15	
16	

15	
16	

Sequence 13

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 14

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 15

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 16

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 17

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

Sequence 18

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

Sequence 19

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

Sequence 20

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

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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	
1	1	0		0	0	0	0	0	0	0	0	
2	2	0		0	0	0	0	0	0	0	0	
3	7	0		0	0	0	0	0	0	0	0	
4	7	0		0	0	0	0	0	0	0	0	
5	0	0		0	0	0	0	0	0	0	0	
6	0	0		0	0	0	0	0	0	0	0	
7	7	0		0	0	0	0	0	0	0	0	
8	8	0		0	0	0	0	0	0	0	0	
9	6	0		0	0	0	0	0	0	0	0	
10	5	0		0	0	0	0	0	0	0	0	
11	0	0		0	0	0	0	0	0	0	0	
12	8	0		0	0	0	0	0	0	0	0	
13	8	0		0	0	0	0	0	0	0	0	
14	3	0	8	0	0	0	0	0	0	0	0	
15	4	0		0	0	0	0	0	0	0	0	
16	4	0		0	0	0	0	0	0	0	0	
17	6	0		0	0	0	0	0	0	0	0	
18	0	0		0	0	0	0	0	0	0	0	
19	0	0		0	0	0	0	0	0	0	0	
20	0	0		0	0	0	0	0	0	0	0	
21	0	0		0	0	0	0	0	0	0	0	
22	0	0		0	0	0	0	0	0	0	0	
23	0	0		0	0	0	0	0	0	0	0	
24	0	0		0	0	0	0	0	0	0	0	
25	0	0		0	0	0	0	0	0	0	0	
26	0	0		0	0	0	0	0	0	0	0	
27	0	0		0	0	0	0	0	0	0	0	
28	0	0		0	0	0	0	0	0	0	0	
29	0	0		0	0	0	0	0	0	0	0	
30	0	0		0	0	0	0	0	0	0	0	
31	0	0		0	0	0	0	0	0	0	0	
32	0	0		0	0	0	0	0	0	0	0	
33	0	0		0	0	0	0	0	0	0	0	
34	0	0		0	0	0	0	0	0	0	0	
35	0	0		0	0	0	0	0	0	0	0	
36	0	0		0	0	0	0	0	0	0	0	
37	0	0		0	0	0	0	0	0	0	0	
38	0	0		0	0	0	0	0	0	0	0	
39	0	0		0	0	0	0	0	0	0	0	
40	0	0		0	0	0	0	0	0	0	0	
41	0	0		0	0	0	0	0	0	0	0	
42	0	0		0	0	0	0	0	0	0	0	
43	0	0		0	0	0	0	0	0	0	0	
44	0	0		0	0	0	0	0	0	0	0	
45	0	0		0	0	0	0	0	0	0	0	
46	0	0		0	0	0	0	0	0	0	0	
47	0	0		0	0	0	0	0	0	0	0	
48	0	0		0	0	0	0	0	0	0	0	
49	0	0		0	0	0	0	0	0	0	0	
50	0	0		0	0	0	0	0	0	0	0	
51	0	0		0	0	0	0	0	0	0	0	
52	0	0		0	0	0	0	0	0	0	0	

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53	0	0		0	0	0	0	0	0	0	0	
54	0	0		0	0	0	0	0	0	0	0	
55	0	0		0	0	0	0	0	0	0	0	
56	0	0		0	0	0	0	0	0	0	0	
57	0	0		0	0	0	0	0	0	0	0	
58	0	0		0	0	0	0	0	0	0	0	
59	0	0		0	0	0	0	0	0	0	0	
60	0	0		0	0	0	0	0	0	0	0	
61	0	0		0	0	0	0	0	0	0	0	
62	0	0		0	0	0	0	0	0	0	0	
63	0	0		0	0	0	0	0	0	0	0	
64	0	0		0	0	0	0	0	0	0	0	
65	0	0		0	0	0	0	0	0	0	0	
66	0	0		0	0	0	0	0	0	0	0	
67	0	0		0	0	0	0	0	0	0	0	
68	0	0		0	0	0	0	0	0	0	0	
69	0	0		0	0	0	0	0	0	0	0	
70	0	0		0	0	0	0	0	0	0	0	
71	0	0		0	0	0	0	0	0	0	0	
72	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	X	X	X	X	.	.	X	X	X	X	X	X	X	X	X	X	X	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Volume Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Volume Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector	61	62	63	64	65	66	67	68	69	70	71	72
Volume Detector	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.

Data Collection Period	60

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Yellow Lock Call	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock call	.	.	.	.	.	.	.	.	.	.	.	.
Passage	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.
Call	.	.	.	.	.	.	.	.	.	.	.	.
Terminate	.	.	.	.	.	.	.	.	.	.	.	.

Pedestrian Detectors

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
1	1	0	0	0	0
2	2	0	0	0	0
3	3	0	0	0	0
4	4	0	0	0	0
5	5	0	0	0	0
6	6	0	0	0	0
7	7	0	0	0	0
8	8	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	0	0	0	0	0
13	0	0	0	0	0
14	0	0	0	0	0
15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
25	0	0	0	0	0
26	0	0	0	0	0
27	0	0	0	0	0
28	0	0	0	0	0
29	0	0	0	0	0
30	0	0	0	0	0
31	0	0	0	0	0
32	0	0	0	0	0
33	0	0	0	0	0
34	0	0	0	0	0
35	0	0	0	0	0
36	0	0	0	0	0
37	0	0	0	0	0
38	0	0	0	0	0
39	0	0	0	0	0
40	0	0	0	0	0

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Description

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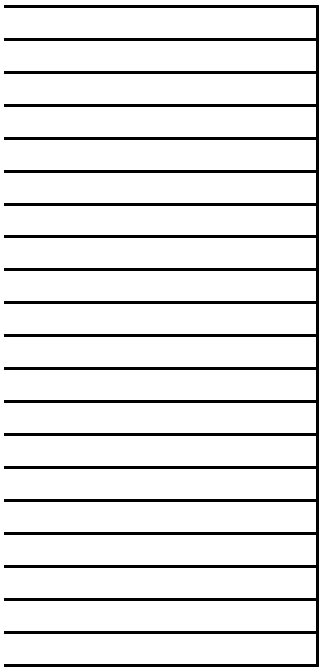

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Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode	Max Cyc Limit %	Min Cyc Limit %
Automatic	Shortway (Auto)	Per Pattern	Floating	30	30

Patterns

Patt.	Cycle	Offset 1	Offset 2	Offset 3	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	0	0	0	0	1	1	Green	Max Inhibit	1	1	1
2	0	0	0	0	2	1	Green	Max Inhibit	1	2	1
3	0	0	0	0	3	1	Green	Max Inhibit	1	2	1
4	0	0	0	0	4	1	Green	Max Inhibit	1	2	1
5	0	0	0	0	5	1	Green	Max Inhibit	1	2	1
6	0	0	0	0	6	1	Green	Max Inhibit	1	2	1
7	0	0	0	0	7	1	Green	Max Inhibit	1	2	1
8	0	0	0	0	8	1	Green	Max Inhibit	1	2	1
9	160	65	0	0	9	2	Green	Max Inhibit	2	1	1
10	0	0	0	0	10	1	Green	Max Inhibit	1	2	1
11	0	0	0	0	11	1	Green	Max Inhibit	1	2	1
12	160	65	0	0	12	2	Green	Max Inhibit	2	1	1
13	0	0	0	0	13	1	Green	Max Inhibit	1	2	1
14	0	0	0	0	14	1	Green	Max Inhibit	1	2	1
15	160	19	0	0	15	1	Green	Max Inhibit	2	2	1
16	0	0	0	0	16	1	Green	Max Inhibit	1	2	1
17	170	70	0	0	17	2	Green	Max Inhibit	2	1	1
18	170	70	0	0	18	2	Green	Max Inhibit	2	1	1
19	170	17	0	0	19	1	Green	Max Inhibit	2	2	1
20	0	0	0	0	20	1	Green	Max Inhibit	1	2	1
21	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
22	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
23	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
24	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
25	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
26	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
27	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
28	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
29	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
30	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
31	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
32	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
33	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
34	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
35	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
36	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
37	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
38	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
39	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
40	0	0	0	0	0	0	Green	Max Inhibit	1	1	1
41	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
42	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
43	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
44	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
45	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
46	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
47	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
48	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
49	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

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50	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
51	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
52	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
53	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
54	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
55	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
56	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
57	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
58	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
59	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
60	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
61	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
62	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
63	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
64	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
65	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
66	0	0	0	0	66	1	Yellow	Max 2	1	1	1
67	0	0	0	0	67	1	Yellow	Max 3	1	2	1
68	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
69	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
70	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
71	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
72	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
73	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
74	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
75	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
76	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
77	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
78	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
79	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
80	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
81	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
82	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
83	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
84	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
85	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
86	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
87	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
88	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
89	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
90	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
91	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
92	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
93	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
94	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
95	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
96	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
97	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
98	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
99	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
100	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
101	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
102	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
103	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
104	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

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105	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None

Split 4		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	X	X	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	X	X	None
7	0	.	.	None
8	0	.	.	None

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9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 5		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	X	X	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	X	X	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 6		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	X	X	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	X	X	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 7		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	X	X	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	X	X	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 8		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	X	X	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	X	X	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 9		Coord	Ref	
PH.	Time	PH	PH	Mode
1	22	.	.	None
2	66	X	X	None
3	22	.	.	None
4	50	.	.	None
5	48	.	.	None
6	40	X	X	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	X	X	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	X	X	None

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7	42	.	.	None
8	30	.	.	None
9	0	.	.	None

7	0	.	.	None
8	0	.	.	None
9	0	.	.	None

Split 9

PH.	Time	Coord PH	Ref PH	Mode
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 10

PH.	Time	Coord PH	Ref PH	Mode
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 11

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	X	X	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	X	X	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 12

PH.	Time	Coord PH	Ref PH	Mode
1	22	.	.	None
2	61	X	X	None
3	22	.	.	None
4	55	.	.	None
5	40	.	.	None
6	43	X	X	None
7	46	.	.	None
8	31	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 13

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	X	X	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	X	X	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 14

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None
2	0	X	X	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0		X	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 15

PH.	Time	Coord PH	Ref PH	Mode
1	40	.	.	None

Split 16

PH.	Time	Coord PH	Ref PH	Mode
1	0	.	.	None

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2	49	X	X	None
3	21	.	.	None
4	50	.	.	None
5	22	.	.	None
6	67	X	X	None
7	35	.	.	None
8	36	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

2	0	X	X	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	X	X	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 17		Coord	Ref	
PH.	Time	PH	PH	Mode
1	22	.	.	None
2	72	X	X	None
3	22	.	.	None
4	54	.	.	None
5	48	.	.	None
6	46	X	X	None
7	46	.	.	None
8	30	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 18		Coord	Ref	
PH.	Time	PH	PH	Mode
1	22	.	.	None
2	71	X	X	None
3	22	.	.	None
4	55	.	.	None
5	40	.	.	None
6	53	X	X	None
7	46	.	.	None
8	31	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
1	40	.	.	None
2	59	X	X	None
3	21	.	.	None
4	50	.	.	None
5	22	.	.	None
6	77	X	X	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
7	35	.	.	None
8	36	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None

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16	0	.	.	None

16	0	.	.	None

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

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
	0

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Schedules

Day Plan	1	Description	Sunday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	2	Description	Weekday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	.	X	X	X	X	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	3	Description	Saturday

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	4	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	5	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	6	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	7	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	8	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan	9	Description	

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

.	.	.	.	.	.

.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 10 Description

Month of Year						Days of Week						
J	F	M	A	M	J	S	M	T	W	T	F	S
.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D							
.	.	.	.	.	.							

Days of Month															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 11 Description New Years

Month of Year						Days of Week						
J	F	M	A	M	J	S	M	T	W	T	F	S
X	.	.	.	.	.	.	.	X	X	.	.	.
J	A	S	O	N	D							
.	.	.	.	.	.							

Days of Month															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 12 Description MLK

Month of Year						Days of Week						
J	F	M	A	M	J	S	M	T	W	T	F	S
X	.	.	.	.	.	.	X	.	.	.	.	.
J	A	S	O	N	D							
.	.	.	.	.	.							

Days of Month															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	

Day Plan 13 Description Early Release

Month of Year						Days of Week						
J	F	M	A	M	J	S	M	T	W	T	F	S
.	X	.	.	.	.	.	.	X	.	.	.	.
J	A	S	O	N	D							
.	.	.	.	.	.							

Days of Month															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 14 Description No School

Month of Year						Days of Week						
J	F	M	A	M	J	S	M	T	W	T	F	S
.	X	.	.	.	.	.	X	.	.	.	.	.
J	A	S	O	N	D							
.	.	.	.	.	.							

Days of Month															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 15 Description President's Day

Month of Year						Days of Week						
J	F	M	A	M	J	S	M	T	W	T	F	S
.	.	X	.	.	.	.	.	.	.	.	X	.
J	A	S	O	N	D							
.	.	.	.	.	.							

Days of Month															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 1

Event	Hour	Min.	Act
1	0	0	64
2	6	0	66
3	9	30	20
4	15	0	67
5	18	30	64

Day Plan 2

Event	Hour	Min.	Act
1	0	0	64
2	6	30	17
3	8	25	18
4	9	10	20
5	15	0	67

Day Plan 3

Event	Hour	Min.	Act
1	0	0	64
2	6	0	66
3	9	30	20
4	15	0	67
5	18	30	64

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	

Day Plan 1

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
6	16	30	19
7	19	0	64
8	0	0	
9	0	0	
10	0	0	

Day Plan 3

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 5

Day Plan 6

Day Plan 7

Day Plan 8

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Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 9

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 10

Event	Hour	Min.	Act
1	0	0	64
2	6	30	17
3	8	25	18
4	9	10	20
5	15	0	67
6	16	30	19
7	19	0	64
8	0	0	
9	0	0	
10	0	0	

Day Plan 11

Event	Hour	Min.	Act
1	0	0	64
2	6	30	17
3	9	10	20
4	15	0	67
5	16	30	19
6	19	0	64
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 12

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 13

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 14

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 15

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 16

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 17

Even	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 18

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 19

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 20

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1	.	.	.								
2	Pattern 2	.	.	.								
3	Pattern 3	.	.	.								
4	Pattern 4	.	.	.								
5	Pattern 5	.	.	.								
6	Pattern 6	.	.	.								
7	Pattern 7	.	.	.								
8	Pattern 8	.	.	.								
9	Pattern 9	.	.	.								
10	Pattern 10	.	.	.								

Actions		Aux.			Special Functions							
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
33	Pattern 33	.	.	.								
34	Pattern 34	.	.	.								
35	Pattern 35	.	.	.								
36	Pattern 36	.	.	.								
37	Pattern 37	.	.	.								
38	Pattern 38	.	.	.								
39	Pattern 39	.	.	.								
40	Pattern 40	.	.	.								
41	None	.	.	.								
42	None	.	.	.								

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11	Pattern 11	.	.	.							
12	Pattern 12	.	.	.							
13	Pattern 13	.	.	.							
14	Pattern 14	.	.	.							
15	Pattern 15	.	.	.							
16	Pattern 16	.	.	.							
17	Pattern 17	.	.	.							
18	Pattern 18	.	.	.							
19	Pattern 19	.	.	.							
20	Pattern 20	.	.	.							
21	Pattern 21	.	.	.							
22	Pattern 22	.	.	.							
23	Pattern 23	.	.	.							
24	Pattern 24	.	.	.							
25	Pattern 25	.	.	.							
26	Pattern 26	.	.	.							
27	Pattern 27	.	.	.							
28	Pattern 28	.	.	.							
29	Pattern 29	.	.	.							
30	Pattern 30	.	.	.							
31	Pattern 31	.	.	.							
32	Pattern 32	.	.	.							

43	None	.	.	.							
44	None	.	.	.							
45	None	.	.	.							
46	None	.	.	.							
47	None	.	.	.							
48	None	.	.	.							
49	None	.	.	.							
50	None	.	.	.							
51	None	.	.	.							
52	None	.	.	.							
53	None	.	.	.							
54	None	.	.	.							
55	None	.	.	.							
56	None	.	.	.							
57	None	.	.	.							
58	None	.	.	.							
59	None	.	.	.							
60	None	.	.	.							
61	None	.	.	.							
62	None	.	.	.							
63	None	.	.	.							
64	Free	.	.	.							

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Preemption Parameters

Preempt	1	2	3	4	5	6	7	8
Link	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0	0
Min Green	0	0	15	15	15	15	0	0
Min Walk	0	0	7	7	7	7	0	0
Ent. Ped Clear	255	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0	0
Dwell Green	0	0	10	10	10	10	0	0
Max Presence	0	0	90	90	90	90	0	0
Enter Yellow	26	26	26	26	26	26	26	26
Ent. Red Clear	26	26	26	26	26	26	26	26
Track Yellow	26	26	26	26	26	26	26	26
rack Red Clear	26	26	26	26	26	26	26	26
Exit Red	26	26	26	26	26	26	26	26
Exit Ped Clear	255	255	255	255	255	255	255	255
Exit Yellow	26	26	26	26	26	26	26	26
Exit Red	26	26	26	26	26	26	26	26

Preempt	1	2	3	4	5	6	7	8
Non Lock Mem	.	.	.	.	.	.	.	.
Not Overide Flash	X	X	X	X	.	.	.	.
otOverideNextPre	X	X	X	X	.	.	.	.
Flash Dwell	.	.	.	.	.	.	.	.

Preemption Configuration

Preempt	1	2	3	4	5	6	7	8
Track phase								
Dwell Phase			1,6	3,8	2,5	4,7		
Dwell Ped								
Exit Phase			2,6	4,8	2,6	4,8		
Track Overlap								
Dwell overlap			1			1		
Cycling phase								
Cycling Ped								
Cycling Overlap								

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IO Modules

IO Mod	TYPE
1	1 Small A Conn
2	TS2 MMU
3	TS2 TF1 BIU
4	TS2 TF2 BIU
5	TS2 DR1 BIU
6	TS2 DR2 BIU
7	None
8	None
9	None
10	None

Channel Configuration

Chan	Ctrl Type	Source
1	Phase Vehicle	1
2	Phase Vehicle	2
3	Phase Vehicle	3
4	Phase Vehicle	4
5	Phase Vehicle	5
6	Phase Vehicle	6
7	Phase Vehicle	7
8	Phase Vehicle	8
9	Phase Ped	2
10	Phase Ped	4

Chan	Ctrl Type	Source
11	Phase Ped	6
12	Phase Ped	8
13	Overlap	1
14	None	0
15	None	0
16	None	0
17	None	0
18	None	0
19	None	0
20	None	0

Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Alt Flash	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Alt Flash	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Startup Clearance Hold Type

1=off, 2=On, 3=Flash and 4= Alt Flash

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Red																
Yellow																
Green																
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Red																
Yellow																
Green																

Phase Intervals

Interval	Description	Red	Yel	Grn	Type
1	notActive	On	Off	Off	Red
2	dltGrn	On	Off	Off	Red
3	PreGrn	Off	Off	On	Green
4	minGrn	Off	Off	On	Green
5	grnExt	Off	Off	On	Green
6	grnDwell	Off	Off	On	Green
7	preClear	Off	Off	On	Green
8	yelChange	Off	On	Off	Yellow
9	redClear	On	Off	Off	Red
10	redDwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12					

Pedestrian Intervals

Interval	Description	DWK	CLR	Wlk	Type
1	notActive	On	Off	Off	Dont Wal
2	dltPed	On	Off	Off	Dont Wal
3	walk	Off	Off	On	Walk
4	walkDwell	Off	Off	On	Walk
5	flashDtWlk	Flash	On	Off	Ped Clea
6	dWalk	On	Off	Off	Dont Wal
7					
8					

Countdown Display

Display	Addr	Phase	Time
1			
2			
3			
4			
5			

Display	Addr	Phase	Time
9			
10			
11			
12			
13			

Display	Addr	Phase	Time
17			
18			
19			
20			
21			

Display	Addr	Phase	Time
25			
26			
27			
28			
29			

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6			
7			
8			

14			
15			
16			

22			
23			
24			

30			
31			
32			

Manual Control Phase Groups

Grp 1		Grp 2		Grp 3		Grp 4		Grp 5		Grp 6		Grp 7		Grp 8	
Ring	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**	**Ring**	**Ph**
1	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0
2	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0	**2**	0
3	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0	**3**	0
4	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0	**4**	0
5	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0	**5**	0
6	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0	**6**	0
7	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0	**7**	0
8	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0	**8**	0
9	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0	**9**	0
10	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0	**10**	0
11	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0	**11**	0
12	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0	**12**	0
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

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Peer Configuration

Ctrl	Peer ID	IP address	SNMP Port	Hot Port	Serial Port	Serial Addr.	Master Sect.	P2P TO	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	
4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	
21	0		161	80	0	0	0	15	
22	0		161	80	0	0	0	15	
23	0		161	80	0	0	0	15	
24	0		161	80	0	0	0	15	
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Section Configuration

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User Program Info

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Appendix C:
Vissim Input Truck Percentage Table

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Vissim Design Truck Percentages			
Input #	Input Name	AM HGV	PM HGV
301	Pine Ridge Rd	4.0%	1.0%
302	Livingston Rd	3.0%	2.0%
303	Meridian Pl	3.0%	2.0%
304	Hanthorn Driveway	2.0%	2.0%
305	Whippoorwil Ln	13.0%	3.0%
306	I-74 SB Off Ramp	4.0%	3.0%
308	Napa Blvd	3.0%	1.0%
309	Vineyards Blvd	2.0%	1.0%
310	Logan Blvd	4.0%	2.0%
311	Pine Ridge Rd	4.0%	2.0%
312	Logan Blvd	3.0%	2.0%
313	Napa Blvd	9.0%	2.0%
314	I-74 NB Off Ramp	4.0%	2.0%
316	Larson Way	4.0%	3.0%
317	Dudley Dr	3.0%	1.0%
318	Whippoorwil Ln	3.0%	1.0%
319	Kraft Rd	3.0%	1.0%
320	Fire Station	13.0%	14.0%
321	Starbucks	2.0%	1.0%
322	Uniforms Unlimited WB	2.0%	2.0%
323	Livingston Rd	4.0%	2.0%
324	Uniforms Unlimited EB	2.0%	2.0%
325	Driveway	3.0%	2.0%
326	Driveway	2.0%	2.0%

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Appendix D:
Existing Conditions Assignment Calibration Memorandum

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Existing Year Design Traffic Validation

Existing Year Design Traffic, as processed through PTV VISUM and TFLOW Fuzzy, was validated against the originally collected traffic counts using the following methods defined in the traffic methodology statement in **Appendix A**. Any divergence from these criteria will be documented.

Turning Movement Counts

- Turning movement counts (TMCs) are within 10% and 35 volume of the count data.
- A systemwide check that the difference between all TMCs and VISUM processed turning movement volumes is less than 5 percent to meet the VISSIM calibration criteria provided in Table 7-7 of the "*FDOT Traffic Analysis Handbook*."
- Relative flows at the TMCs will also be checked to confirm there are no significant changes that might point to changes in distribution patterns.

Link Counts

- AADT will be re-calculated from the maximum of the AM and PM peak hourly volumes at each count location using a standard K factor. This modeled AADT will be compared to the counted AADT value. To measure these differences, percent root mean square error (RMSE) values defined in the FDOT "*Project Traffic Forecasting Handbook*" will be used to define what tolerance is acceptable or preferred. Access and egress for I-75 is a key component of this study. As such, special care will be taken in validating ramp volumes.

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Turning Movement Counts

The first step in validating the model is a check of all turning movement volumes. This validation is based on the collected turning movement counts throughout the study area. There are 121 turning movement counts in the AM Peak Hour and 119 turning movement counts in the PM Peak Hour in the study area. **Figure 1** illustrates variance from the blue y=x line bisecting the graphs. This figure shows that the observed counts and processed volumes match reasonably well throughout with no major outliers.

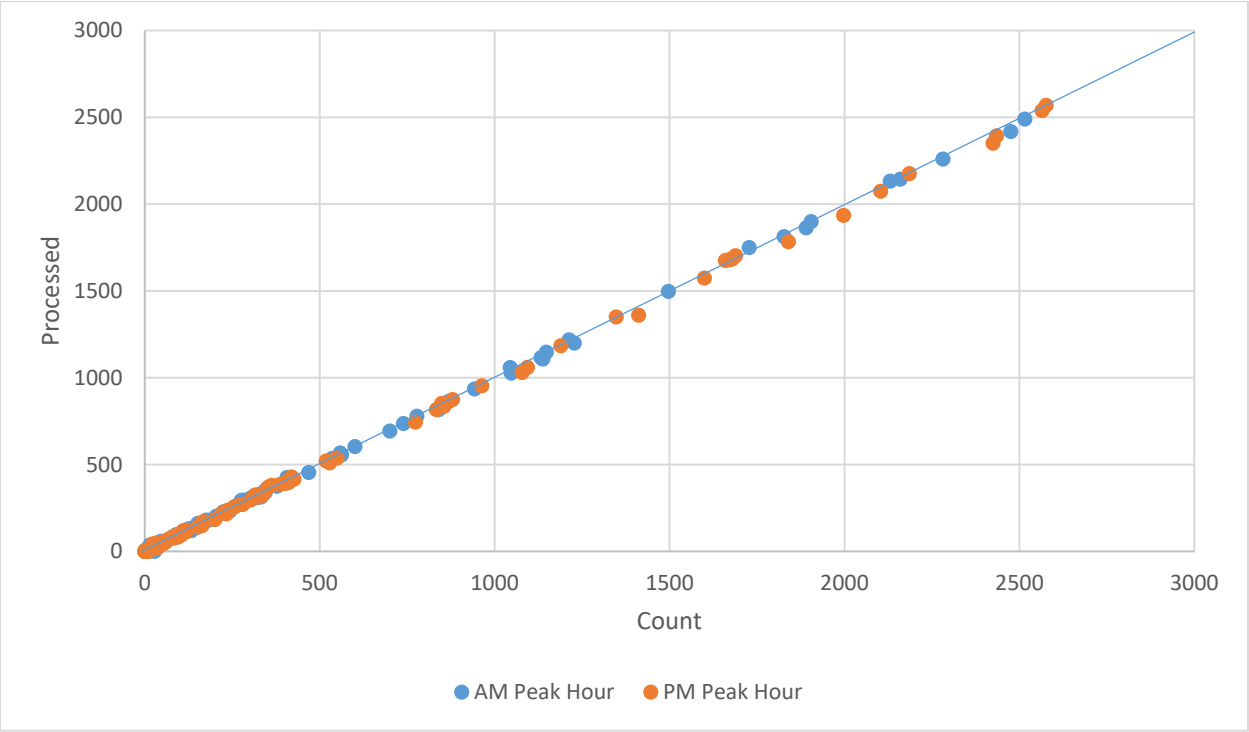

Figure 1: Observed vs. Processed Turning Movement Volumes during the AM and PM Peak Hours

During both the AM and PM Peak Hours, no turning movements fell outside of the 10% and 35 vehicles threshold when comparing the processed volumes to the turning movement counts. There were two turning movements where vehicles made a left turn out of the fire station and a left turn into the fire station. Upon closer inspection, these vehicles were emergency vehicles using a left turn movement that is only allowed for emergency vehicles and were excluded from the existing volume development. An eastbound U-turn at Pine Ridge Road and Livingston Road was also excluded as the only logical path for those U-turns would be from the La Costa Apartments which would necessitate crossing four lanes of traffic in 142 feet to reach the turn bays. During the PM Peak Hour there were four other movements that upon closer inspection were not included in the existing volume processing; eastbound U-turn at Pine Ridge Road and Napa Boulevard, eastbound U-turn at Pine Ridge Road and Vineyards Boulevard, and a southbound U-turn at the Uniforms Unlimited on Livingston Road. None of these movements excluded during the PM Peak Hour exceeded ten vehicles and inspection of aerials indicates that these are likely a combination of congestion or missed turns that should not be forecasted.

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The volumes produced through this process will be used for a micro-simulation effort using PTV VISSIM software. FDOT's Project Traffic Forecasting Handbook (Table 7-7) sets a calibration criterion for microsimulation of no more than 5 percent system-wide deviation between simulation and observed volumes. To that end, observed and estimated volumes in the PTV VISUM model should also not deviate by more than 5 percent system wide. **Table 1** indicates that system-wide volume to capacity ratio for both the AM and PM peak hour meets this criterion.

Table 1: System-Volume to Capacity Ratio

Peak Hour	Total Volume	Total Counts	Percent Variance
AM (7:45 to 8:45)	45,956	45,558	-0.9%
PM (4:45 to 5:45)	52,412	51,626	-1.5%

The final check of processed volumes compared to turning movement counts is a comparison of relative flows at the approaches for all intersections to confirm there are no significant changes that might point to changes in distribution patterns. That is, at each approach, the percent left, through, right, and u turns will be compared against the counted value. **Table 2** below provides a comparison using Root Mean Square Error (RMSE) which is an established measure of estimated values compared to observed values. RMSE is commonly used in validation of travel demand models and has been used and accepted by the Florida Department of Transportation. **Table 2** provides the RMSE value by time of day and by the counted volume for the given movement.

Table 2: Root Mean Square Error of Relative Flows for all Turning Movements

Group	Volume Range	Number of Observations	RMSE
AM Peak Hour			
1	**<=20 VPH**	29	0.91%
2	**20 to 100 VPH**	28	0.07%
3	**100 to 250 VPH**	20	0.00%
4	**250 to 500 VPH**	17	0.00%
5	**500 to 1,000 VPH**	10	0.00%
6	**> 1,000 VPH**	17	0.00%
Total	**Area-wide**	**121**	**0.01%**
PM Peak Hour			
1	**<=20 VPH**	27	2.38%
2	**20 to 100 VPH**	27	0.07%
3	**100 to 250 VPH**	17	0.01%
4	**250 to 500 VPH**	20	0.00%
5	**500 to 1,000 VPH**	9	0.00%
6	**> 1,000 VPH**	19	0.00%
Total	**Area-wide**	**119**	**0.02%**

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This RMSE analysis indicates that during the AM peak hour even for small movements of less than 20 vehicles a comparison of relative flows between the count and processed data is within 1 percent. Overall, this different is just 1/100 of a percent. During the PM peak hour, there is slightly more variation, but still just over 2 percent for less than 20 vehicles and just 1/100ths of a percent overall. This analysis indicates that there is very little variation in relative flow between the observed and processed data which indicates that the method for processing the data did not make any changes to traffic distribution across 121 movements in the study area.

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Link Counts

There are 26 observed directional counts on links in the study area network which were collected as 72-hour machine counts. These counts were collected along Pine Ridge Road, on cross-streets, and on the I-75 ramps. The first check of processed volumes compared to counted volumes an RMSE comparison of the counted daily volume to the back-calculated AADT volume from the processed counts. To back calculate AADT from the processed counts the maximum (AM or PM peak hour) of the bi-directional volume on a link was divided by the standard K-factor 0.09. **Table 3** provides this analysis by volume range. The volume ranges and acceptable tolerances were taken directly from the Department's standard validation procedures for a travel demand model. **Figure 2** is a plot of processed volumes compared to count volumes for the same 15 count locations in the study area. Special attention should be paid to the blue points, which correspond to volumes on the I-75 ramps. The blue line illustrates y=x where the processed count would equal the observed count.

Table 3: RMSE Comparison of Counted Daily Volume and Processed AADT

Group	Volume Range	Number of Observations	RMSE	FSUTMS Standards	
				Acceptable	Preferable
1	**<= 5K VPD**	1	58%	100%	45%
2	**5K - 10K VPD**	2	8%	45%	35%
3	**10K - 15K VPD**	4	18%	35%	27%
4	**15K - 20K VPD**	0	#DIV/0!	30%	25%
5	**20K - 30K VPD**	4	5%	27%	15%
6	**30K - 50K VPD**	4	7%	25%	15%
7	**50k - 60K VPD**	0	#DIV/0!	20%	10%
8	**60k + VPD**	0	#DIV/0!	19%	10%
Total	**Area-wide**	**15**	9%	**45%**	**35%**

Table 3 indicates that for all volume groups, except for the smallest volume group of less than 5,000 vehicles per day, the RMSE is within the preferable tolerances and except for the 10,000 to 15,000 vehicles per day category they are all within 10 percent. The less than 5,000 vehicles per day category has a higher RMSE value, though there is just one observation for this group (a shopping center driveway on Pine Ridge Road). This difference of 58 percent is just a difference of 700. **Figure 2** indicates that there are no significant outliers in processed versus counted daily volumes in the study area.

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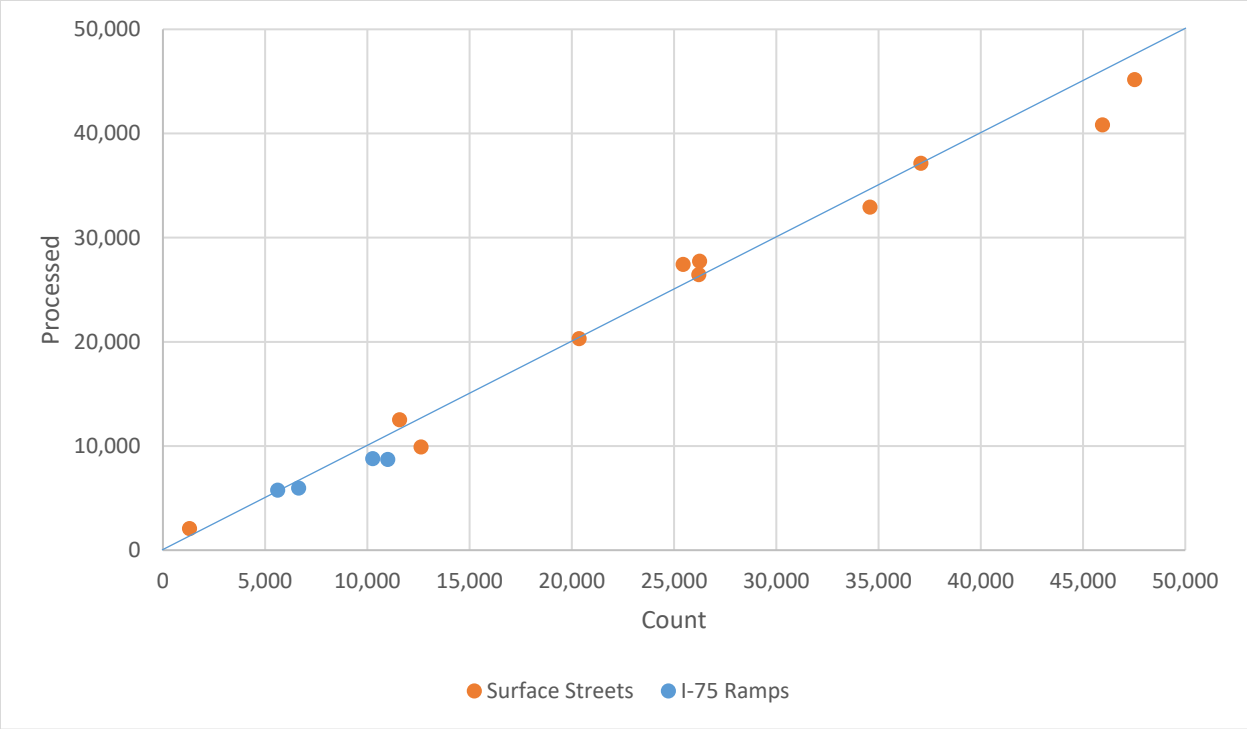

Figure 2: Observed versus Processed AADT

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Appendix E:
Crash Data

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Contributing Cause Descriptions

Lighting Categorization

Lighting	Lighting Category
Dark - Lighted	Dark With Lights
Dark - Not Lighted	Dark - No Lights
Dark - Unknown	Other / Unknown
Day	Daylight
Other	Other / Unknown
Unknown	Other / Unknown

Road Surface Condition Categorization

Road Surface Condition	Road Surface Condition Category
Dry	Dry
Other	Other / Unknown
Slick (Ice, Frost, Oil)	Wet / Slick / Unpaved
Standing Water	Standing Water
Unknown	Other / Unknown
Unpaved (Mud, Dirt, Gravel, Sand)	Wet / Slick / Unpaved
Wet	Wet / Slick / Unpaved

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Contributing Cause Descriptions

FDOT Design Manual Table 122.6.2 FDOT KABCO Crash Costs

Crash Severity	Cost
Fatal (K)	$ 10,670,000
Severe Injury (A)	$ 872,612
Moderate Injury (B)	$ 174,018
Minor Injury (C)	$ 106,215
Property Damage Only (O)	$ 7,700

FDOT Design Manual Table 122.6.4 HSM Crash Distribution for Florida

Type Facility		K	A	B	C	O
Rural Roadways	2-Lane Undivided	0.028	0.094	0.181	0.187	0.509
	4-Lane Undivided	0.033	0.093	0.164	0.186	0.524
	4-Lane Divided	0.028	0.090	0.187	0.196	0.499
Urban & Suburban Arterials	2-Lane Undivided	0.009	0.050	0.150	0.224	0.567
	3-lane TWLTL	N/A				
	4-Lane Undivided	0.004	0.031	0.110	0.204	0.650
	4-Lane Divided	0.008	0.046	0.142	0.234	0.571
	5-lane TWLTL	N/A				
Freeways	Rural	0.017	0.065	0.143	0.163	0.612
	Urban	0.006	0.035	0.113	0.206	0.641
	Ramps	0.004	0.320	0.107	0.210	0.647
All	All Roadways and Ramps	0.007	0.041	0.124	0.217	0.611

Calculated KABCO Cost

Type Facility		Weighted Fatal Cost	Weighted Severe Injury Cost	Weighted Moderate Injury Cost	Weighted Minor Injury Cost	Weighted Property Damage Only Cost	Facility KABCO Cost
Rural Roadways	2-Lane Undivided	$ 298,760	$ 82,026	$ 31,497	$ 19,862	$ 3,919	**$ 436,064**
	4-Lane Undivided	$ 352,110	$ 81,153	$ 28,539	$ 19,756	$ 4,035	**$ 485,593**
	4-Lane Divided	$ 298,760	$ 78,535	$ 32,541	$ 20,818	$ 3,842	**$ 434,497**
Urban & Suburban Arterials	2-Lane Undivided	$ 96,030	$ 43,631	$ 26,103	$ 23,792	$ 4,366	**$ 193,921**
	3-lane TWLTL	N/A					
	4-Lane Undivided	$ 42,680	$ 27,051	$ 19,142	$ 21,668	$ 5,005	**$ 115,546**
	4-Lane Divided	$ 85,360	$ 40,140	$ 24,711	$ 24,854	$ 4,397	**$ 179,462**
	5-lane TWLTL	N/A					
Freeways	Rural	$ 181,390	$ 56,720	$ 24,885	$ 17,313	$ 4,712	**$ 285,020**
	Urban	$ 64,020	$ 30,541	$ 19,664	$ 21,880	$ 4,936	**$ 141,041**
	Ramps	$ 42,680	$ 279,236	$ 18,620	$ 22,305	$ 4,982	**$ 367,823**
All	All Roadways and Ramps	$ 74,690	$ 35,777	$ 21,578	$ 23,049	$ 4,705	**$ 159,799**

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Average Crash Costs by Facility Type for 2014-2018 as of 11/5/2020

	Divided			Undivided		
	Urban	Suburban	Rural	Urban	Suburban	Rural
2-3 Lanes	$ 107,732	$ 201,527	$ 355,183	$ 124,618	$ 267,397	$ 523,727
4-5 Lanes	$ 123,406	$ 225,315	$ 473,637	$ 112,896	$ 190,276	N/A
6+ Lanes	$ 123,598	$ 166,258	$ 451,492	$ 41,650	N/A	N/A
Interstate	$ 153,130	N/A	$ 327,385	N/A	N/A	N/A
Turnpike	$ 132,199	N/A	$ 274,012	N/A	N/A	N/A
All Roads Average Cost/Crash: $159,093.00						

SOURCE: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2014 through 2018. Published by FDOT State Safety Office on 11/5/2020.

The above values were derived from 2014 through 2018 traffic crash and injury severity data for crashes on state roads in Florida using the formulation described in FHWA Technical Advisory 'Motor Vehicle Accident Costs', T7570.2, dated October 31, 1994.Base costs derived from a memorandum from USDOT: 'Guidance on Treatment of the Economic Value of a Statistical Life (VSL) in U.S. Department of Transportation Analyses', dated August 8, 2016 updating the value of a life saved from $9.4 million to $9.6 million for 2015 data with a growth factor applied to increase the base cost to $9.7 million in the current analyses. Costs are computed for the actively state-maintained State Highway System (SHS) only.

NOTE: The information contained within or attached to this message has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements. It is used to develop highway safety construction improvements projects which may be implemented utilizing Federal Aid Highway funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Department of Transportation. See Title 23, United States Code, Section 409. Pursuant to Title 23 U.S.C Section 409, the information provided to you is not subject to discovery and is not admissible into evidence.

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Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
81954123	CARS	4/30/2013	2013	CR-896 (PINE RIDGE RD)	I-75 (SR-93)	NB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Rear End	Cloudy	Day	Wet	NB
82021958	CARS	10/16/2015	2015	CR 896	I-75 / SR 93	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Single Vehicle	Cloudy	Day	Dry	NB
82082507	CARS	4/17/2014	2014	CR896/ PINE RIDGE ROAD	I-75/ SR93 107MM	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Hit Non-Fixed Object	Clear	Day	Dry	SB
82273822	CARS	6/27/2013	2013	CR-896 (PINE RIDGE RD)	I-75 (SR-93)	SB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Rear End	Clear	Dusk	Dry	SB
83143622	CARS	6/10/2013	2013	CR 896	I-75 NB MM 107	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	NB
83143637	CARS	11/30/2013	2013	CR 896	I-75	NB I-75 At Pine Ridge Rd On-Ramp	Minor Injury	Rear End	Clear	Day	Dry	NB
83155563	CARS	3/23/2013	2013	CR896 (PINE RIDGE ROAD)	I-75 (SR93)	NB I-75 At Pine Ridge Rd On-Ramp	Minor Injury	Sideswipe	Clear	Day	Dry	NB
83155564	CARS	3/23/2013	2013	CR896 (PINE RIDGE ROAD)	I-75 (SR93)	SB I-75 At Pine Ridge Rd Off-Ramp	Severe Injury	Pedestrian	Clear	Day	Dry	SB
83182624	CARS	11/3/2013	2013	CR-896 (PINE RIDGE RD.)	I 75 (SR-93)	SB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Hit Fixed Object	Cloudy	Day	Dry	SB
83186182	CARS	4/8/2013	2013	CR 896 (PINE RIDGE RD)	I-75 (SR 93)	SB I-75 At Pine Ridge Rd On-Ramp	Moderate Injury	Overturn/Rollover	Clear	Day	Dry	SB
83192982	CARS	2/10/2013	2013	NB 107 EXIT RAMP	I-75 (SR 93)	NB I-75 Off-Ramp To Pine Ridge Rd	Minor Injury	Rear End	Clear	Day	Dry	NB
83192983	CARS	2/22/2013	2013	MM 108	I-75 (SR 93)	SB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Hit Non-Fixed Object	Clear	Day	Dry	SB
83200031	CARS	7/13/2013	2013	CR 896/PINE RIDGE RD	I-75/SR 93	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Single Vehicle	Cloudy	Day	Wet	SB
83263499	CARS	8/25/2017	2017	CR-896 / PINE RIDGE RD	I-75 / SR-93	NB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Hit Fixed Object	Rain	Day	Wet	NB
83294552	CARS	6/27/2013	2013	CR 896 (PINE RIDGE ROAD)	INTERSTATE 75 (STATE ROAD 93)	SB I-75 At Pine Ridge Rd Off-Ramp	Fatal	Other	Clear	Dark - Lighted	Dry	SB
83317436	CARS	1/22/2014	2014	CR 896 (PINE RIDGE ROAD)	INTERSTATE 75 (STATE ROAD 93)	NB I-75 At Pine Ridge Rd On-Ramp	Severe Injury	Overturn/Rollover	Clear	Day	Dry	NB
83317475	CARS	12/5/2014	2014	COUNTY ROAD 896 (PINE RIDGE ROAD)	INTERSTATE 75 (STATE ROAD 93)	SB I-75 At Pine Ridge Rd Off-Ramp	Minor Injury	Sideswipe	Cloudy	Day	Wet	SB
83317694	CARS	1/23/2014	2014	CR896 (PINE RIDGE ROAD)	I-75 (SR93)	NB I-75 At Pine Ridge Rd Off-Ramp	Moderate Injury	Sideswipe	Clear	Dark - Not Lighted	Dry	NB
83325512	CARS	1/10/2014	2014	CR 896 (PINE RIDGE RD)	I-75 (SR 93) MM107 EXIT RAMP	SB I-75 At Pine Ridge Rd Off-Ramp	Moderate Injury	Rear End	Cloudy	Day	Wet	SB
83337392	CARS	7/8/2013	2013	CR-896 (PINE RIDGE)	I-75 (SR-93)	NB I-75 At Pine Ridge Rd On-Ramp	Moderate Injury	Sideswipe	Clear	Day	Dry	NB
83337402	CARS	8/9/2013	2013	CR-896 (PINE RIDGE RD)	I-75 (SR-93)	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Hit Fixed Object	Rain	Day	Wet	SB
83752616	CARS	9/26/2014	2014	CR-896 (PINE RIDGE RD)	I-75 (SR-93)	NB I-75 At Pine Ridge Rd Off-Ramp	Minor Injury	Rear End	Rain	Day	Wet	NB
83826048	CARS	3/21/2015	2015	PINE RIDGE ROAD	INTERSTATE 75 NORTHBOUND MILE MARKER 107	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Overturn/Rollover	Clear	Day	Dry	NB
83831347	CARS	11/9/2014	2014	CR 896/PINE RIDGE RD	I-75/SR 93	NB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Rear End	Rain	Day	Wet	NB
83831351	CARS	11/26/2014	2014	CR 896/PINE RIDGE RD	I-75/SR 93	NB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Hit Fixed Object	Rain	Day	Wet	NB
83838113	CARS	5/23/2015	2015	COUNTY ROAD 896 (PINE RIDGE ROAD)	INTERSTATE 75 (SR 93)	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Hit Fixed Object	Cloudy	Day	Dry	NB

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Crash Data

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83838156	CARS	2/2/2016	2016	CR 896	I-75 NB MM108	NB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Single Vehicle	Clear	Day	Dry	NB
83838398	CARS	8/4/2014	2014	CR 896 (PINE RIDGE RD)	I75 (SR 93) SB MM 107	SB I-75 At Pine Ridge Rd On-Ramp	Minor Injury	Sideswipe	Cloudy	Day	Wet	SB
83838404	CARS	8/22/2014	2014	PINE RIDGE RD	I-75 (SR 93) SB MM 107	SB I-75 At Pine Ridge Rd On-Ramp	Minor Injury	Hit Fixed Object	Clear	Day	Dry	SB
83845920	CARS	1/10/2013	2013	PINE RIDGE DR	I 75	NB I-75 At Pine Ridge Rd Off-Ramp	Moderate Injury	Single Vehicle	Clear	Day	Dry	NB
84132404	CARS	6/26/2013	2013	PINE RIDGE RD EXTENSION	I 75	SB I-75 At Pine Ridge Rd Off-Ramp	Minor Injury	Hit Fixed Object	Cloudy	Day	Dry	SB
84132419	CARS	6/27/2013	2013	PINE RIDGE RD EXTENSION	I 75	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Hit Non-Fixed Object	Clear	Dark - Lighted	Dry	SB
84132438	CARS	6/29/2013	2013	CR 896	I 75	NB I-75 On-Ramp From Pine Ridge Rd	Property Damage Only	Overturn/Rollover	Clear	Dark - Lighted	Dry	NB
84133998	CARS	9/30/2013	2013	PINE RIDGE RD	I 75	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Hit Non-Fixed Object	Clear	Day	Dry	NB
84317040	CARS	10/29/2013	2013	PINE RIDGE RD	I 75	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Sideswipe	Clear	Dark - Not Lighted	Dry	SB
84317408	CARS	11/17/2013	2013	PINE RIDGE RD	I 75	SB I-75 At Pine Ridge Rd Off-Ramp	Moderate Injury	Rear End	Clear	Dark - Not Lighted	Dry	SB
84531229	CARS	2/15/2015	2015	108 MM	I-75 (SR-93)	NB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	NB
84937773	CARS	9/26/2014	2014	PINE RIDGE RD	I 75	NB I-75 At Pine Ridge Rd Off-Ramp	Moderate Injury	Rear End	Cloudy	Dark - Not Lighted	Wet	NB
84938480	CARS	10/29/2014	2014	PINE RIDGE RD	I 75	NB I-75 At Pine Ridge Rd On-Ramp	Minor Injury	Rear End	Clear	Dark - Not Lighted	Dry	NB
84938746	CARS	11/9/2014	2014	PINE RIDGE RD	I 75	NB I-75 On-Ramp From Pine Ridge Rd	Property Damage Only	Hit Fixed Object	Cloudy	Day	Wet	NB
85111273	CARS	10/29/2015	2015	CR 896 (PINE RIDGE RD)	I-75 (SR 93) MM107	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Hit Non-Fixed Object	Clear	Day	Dry	NB
85111301	CARS	3/23/2016	2016	CR 896 (PINE RIDGE RD)	I-75 (SR 93) MM107	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Hit Fixed Object	Clear	Dark - Lighted	Dry	NB
85119879	CARS	10/19/2015	2015	CR-896 (PINE RIDGE RD)	I-75 (SR-93)	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	NB
85124332	CARS	8/18/2015	2015	CR 896 (PINE RIDGE ROAD)	I-75 (SR-93) SB	SB I-75 Off-Ramp To Pine Ridge Rd	Property Damage Only	Sideswipe	Rain	Day	Wet	SB
85124348	CARS	11/10/2015	2015	CR 896 (PINE RIDGE ROAD)	I-75 (SR 93) NB ON RAMP	NB I-75 On-Ramp From Pine Ridge Rd	Minor Injury	Rear End	Cloudy	Day	Wet	WB
85130618	CARS	7/2/2016	2016	CR 896 (PINE RIDGE RD)	I-75 (SR 93)	NB I-75 At Pine Ridge Rd On-Ramp	Minor Injury	Hit Fixed Object	Clear	Day	Dry	NB
85136951	CARS	3/3/2016	2016	PINE RIDGE RD (CR-896)	NB I-75 (SR-93) 107MM	NB I-75 At Pine Ridge Rd Off-Ramp	Minor Injury	Rear End	Clear	Day	Dry	NB
85143392	CARS	10/28/2015	2015	MM108	I-75 / SR-93 SOUTHBOUND	SB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Hit Fixed Object	Cloudy	Dark - Not Lighted	Wet	SB
85145449	CARS	11/24/2015	2015	COUNTY ROAD 896 (PINE RIDGE RD)	INTERSTATE 75 (SR93)	SB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	SB
85146199	CARS	5/18/2016	2016	COUNTY ROAD 896 (PINE RIDGE ROAD)	INTERSTATE 75 (STATE ROAD 93)	SB I-75 At Pine Ridge Rd Off-Ramp	Moderate Injury	Rear End	Clear	Day	Dry	SB
85146232	CARS	11/7/2016	2016	PINE RIDGE RD (CR-896)	I -75 (SR-93)	NB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Rear End	Clear	Dawn	Dry	NB
85147075	CARS	9/8/2015	2015	CR 896/PINE RIDGE RD	I-75/SR 93	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Hit Non-Fixed Object	Cloudy	Day	Dry	SB

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85171452	CARS	10/28/2015	2015	COUNTY ROAD 896 (PINE RIDGE ROAD)	I-75 (STATE ROAD 93)	SB I-75 At Pine Ridge Rd Off-Ramp	Moderate Injury	Rear End	Cloudy	Day	Wet	SB
85184896	CARS	8/28/2015	2015	PINE RIDGE ROAD	I 75 MM 107	SB I-75 At Pine Ridge Rd On-Ramp	Moderate Injury	Hit Fixed Object	Clear	Day	Dry	SB
85212235	CARS	7/7/2016	2016	CR 896 (PINE RIDGE RD)	I-75 (SR-93)	SB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Hit Fixed Object	Rain	Dark - Not Lighted	Wet	SB
85243142	CARS	3/3/2016	2016	CR-896 (PINE RIDGE RD)	I-75 (SR-93) MILE MARKER 107	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Rear End	Clear	Day	Dry	NB
85243350	CARS	4/9/2016	2016	CR-896 (PINE RIDGE RD)	I-75 (SR-93) NORTHBOUND	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Sideswipe	Clear	Dark - Lighted	Dry	NB
85288584	CARS	6/9/2016	2016	C.R. 896 (PINE RIDGE RD)	I-75 (S.R. 93)	SB I-75 At Pine Ridge Rd On-Ramp	Moderate Injury	Rear End	Cloudy	Dark - Lighted	Wet	SB
85290825	CARS	5/13/2016	2016	COUNTY ROAD 896 (PINE RIDGE RD)	INTERSTATE 75 (SR93)	SB I-75 At Pine Ridge Rd On-Ramp	Moderate Injury	Single Vehicle	Clear	Dusk	Dry	SB
85301735	CARS	12/12/2016	2016	CR-896 (PINE RIDGE ROAD)	I-75 (SR-93)	NB I-75 At Pine Ridge Rd Off-Ramp	Severe Injury	Single Vehicle	Cloudy	Day	Dry	NB
85304813	CARS	5/31/2016	2016	CR-896 (PINE RIDGE RD)	I75 (SR-93)	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	SB
85304842	CARS	8/22/2016	2016	CR-896 (PINE RIDGE RD)	I75 (SR-93)	SB I-75 At Pine Ridge Rd On-Ramp	Minor Injury	Angle	Cloudy	Day	Wet	SB
85317725	CARS	12/22/2016	2016	CR 896 (PINE RIDGE ROAD)	I-75 (SR 93) NB	NB I-75 At Pine Ridge Rd Off-Ramp	Minor Injury	Rear End	Cloudy	Day	Dry	NB
85327412	CARS	6/15/2016	2016	CR 896/PINE RIDGE RD	I-75/SR 93	SB I-75 At Pine Ridge Rd Off-Ramp	Minor Injury	Rear End	Cloudy	Day	Dry	SB
85327427	CARS	8/11/2016	2016	CR 896/PINE RIDGE RD	I-75/SR 93	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Single Vehicle	Rain	Dark - Lighted	Wet	NB
85329516	CARS	7/6/2016	2016	CR-896 (PINE RIDGE RD)	I-75 (SR-93)	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Single Vehicle	Cloudy	Day	Dry	NB
85348910	CARS	1/22/2017	2017	I75 (SR-93)	CR-896 (PINERIDGE RD)	Pine Ridge Rd at I-75 SB Ramps	Minor Injury	Rear End	Cloudy	Dark - Lighted	Wet	EB
85349318	CARS	7/17/2016	2016	PINE RIDGE RD	I-75 (SR93)	NB I-75 At Pine Ridge Rd On-Ramp	Moderate Injury	Sideswipe	Clear	Day	Dry	NB
85364088	CARS	2/23/2017	2017	CR-896 (PINE RIDGE RD)	I-75 (SR-93)	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Single Vehicle	Clear	Dark - Lighted	Dry	SB
85364090	CARS	3/4/2017	2017	CR-896 (GOLDEN GATE PKWY)	I-75 (SR-93)	SB I-75 At Pine Ridge Rd Off-Ramp	Moderate Injury	Hit Fixed Object	Clear	Dark - Not Lighted	Dry	SB
85499475	CARS	7/24/2017	2017	CR 896/PINE RIDGE RD	I-75/SR 93	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Rear End	Cloudy	Day	Dry	SB
85499479	CARS	8/26/2017	2017	CR 896/PINE RIDGE RD	I-75/SR 93	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Angle	Rain	Dark - Lighted	Wet	NB
85541831	CARS	11/12/2017	2017	I-75 (SR-93) NB EXIT RAMP	CR-896 (PINE RIDGE RD)	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Rear End	Clear	Day	Dry	EB
85554841	CARS	9/7/2017	2017	COUNTY ROAD 896 (PINE RIDGE ROAD)	INTERSTATE 75 (STATE ROAD 93)	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Sideswipe	Cloudy	Day	Dry	SB
85554852	CARS	10/24/2017	2017	COUNTY ROAD 896 (PINE RIDGE ROAD)	INTERSTATE 75 (STATE ROAD 93)	SB I-75 At Pine Ridge Rd Off-Ramp	Moderate Injury	Rear End	Rain	Day	Wet	SB
85575312	CARS	8/5/2017	2017	CR 896 (PINE RIDGE ROAD)	I-75 (SR 93)	SB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Sideswipe	Rain	Day	Wet	SB
85578807	CARS	9/28/2017	2017	CR 896 (PINE RIDGE ROAD)	I-75 (SR 93)	SB I-75 At Pine Ridge Rd On-Ramp	Severe Injury	Overturn/Rollover	Rain	Day	Wet	SB
85587504	CARS	8/30/2017	2017	CR-896 (PINE RIDGE ROAD)	I-75 (STATE ROAD 93)	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	NB

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85587509	CARS	10/16/2017	2017	COUNTY ROAD 896 (PINE RIDGE ROAD)	I-75 (STATE ROAD 93)	NB I-75 At Pine Ridge Rd Off-Ramp	Severe Injury	Rear End	Clear	Day	Wet	NB
85587510	CARS	11/18/2017	2017	COUNTY ROAD 896 (PINE RIDGE ROAD)	I-75 (STATE ROAD 93)	NB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Single Vehicle	Clear	Day	Dry	NB
85587512	CARS	11/23/2017	2017	CR 896 (PINE RIDGE ROAD)	I-75 (STATE ROAD 93)	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Hit Fixed Object	Clear	Dark - Not Lighted	Slick (Ice, Frost, Oil)	SB
85835087	CARS	2/24/2015	2015	PINE RIDGE RD	I 75	SB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Rear End	Clear	Dark - Not Lighted	Dry	SB
85939290	CARS	5/13/2015	2015	PINE RIDGE RD	I 75	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Hit Fixed Object	Rain	Day	Wet	SB
85939423	CARS	5/18/2015	2015	PINE RIDGE RD	I 75	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Rear End	Clear	Day	Dry	SB
86164104	CARS	8/25/2015	2015	PINE RIDGE RD	I-75	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	SB
86164568	CARS	9/16/2015	2015	PINE RIDGE RD	I 75	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Rear End	Clear	Dark - Not Lighted	Dry	SB
86165771	CARS	11/6/2015	2015	107 RAMP	I-75	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Sideswipe	Clear	Dark - Not Lighted	Dry	SB
86470544	CARS	4/7/2016	2016	PINE RIDGE RD	I-75	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
86472187	CARS	6/6/2016	2016	PINE RIDGE RD	I-75	NB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Hit Fixed Object	Rain	Day	Wet	NB
86473129	CARS	7/19/2016	2016		I-75	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Single Vehicle	Clear	Day	Dry	NB
86475177	CARS	10/11/2016	2016	PINE RIDGE RD	I75 SB AT 107 MILE MARKER	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	SB
86477795	CARS	1/12/2017	2017	PINE RIDGE RD	I-75	NB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	NB
86478082	CARS	1/21/2017	2017	S I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Rear End	Clear	Day	Dry	WB
86850028	CARS	4/7/2017	2017	S I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Left Turn	Clear	Day	Dry	WB
86850320	CARS	4/18/2017	2017	S I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Sideswipe	Cloudy	Day	Dry	EB
86852300	CARS	7/5/2017	2017	N I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 NB Ramps	Minor Injury	Rear End	Clear	Day	Dry	WB
86852592	CARS	7/18/2017	2017	PINE RIDGE RD	I-75	SB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
87454587	CARS	9/2/2017	2017	PINE RIDGE RD	I-75	SB I-75 On-Ramp From Pine Ridge Rd	Property Damage Only	Sideswipe	Rain	Day	Wet	SB
87454609	CARS	9/2/2017	2017	N I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 NB Ramps	Property Damage Only	Rear End	Rain	Day	Wet	WB
87454886	CARS	9/18/2017	2017	N I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 NB Ramps	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	NB
87455461	CARS	9/29/2017	2017	S I-75	PINE RIDGE RD	SB I-75 At Pine Ridge Rd On-Ramp	Property Damage Only	Sideswipe	Rain	Day	Wet	SB
87455976	CARS	10/24/2017	2017	PINE RIDGE RD	I-75	SB I-75 At Pine Ridge Rd Off-Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
87457053	CARS	12/2/2017	2017	S I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Minor Injury	Left Turn	Clear	Dark - Not Lighted	Dry	WB
87457504	CARS	12/17/2017	2017	S I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Hit Fixed Object	Clear	Dark - Lighted	Dry	EB
87457540	CARS	12/18/2017	2017	S I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Rear End	Other Inclement Weather	Day	Dry	WB
87457752	CARS	12/23/2017	2017	I 75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
81953439	SignalFour	3/1/2017	2017	CR881 (LIVINGSTON RD)	CR896 (PINE RIDGE RD)	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	WB

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Crash Data

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83182614	SignalFour	7/16/2013	2013	VINEYARDS BLVD	CR-896 (PINE RDIGE RD)	Pine Ridge Rd at Vineyards Blvd	Moderate Injury	Left Turn	Cloudy	Dark - Lighted	Dry	EB
83186172	SignalFour	2/8/2013	2013	NAPA BLVD	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at Napa Blvd	Moderate Injury	Rear End	Clear	Day	Dry	WB
83186186	SignalFour	4/27/2013	2013	WHIPPOORWILL LN	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Moderate Injury	Right Turn	Clear	Day	Dry	NB
83234539	SignalFour	1/12/2013	2013	I-75 (SR 93)	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at I-75 NB Ramps	Moderate Injury	Overturn/Rollover	Cloudy	Day	Dry	SB
83272145	SignalFour	10/29/2013	2013	WHIPPOORWILL LANE	CR 896 (PINE RIDGE ROAD)	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Severe Injury	Angle	Clear	Day	Dry	WB
83272162	SignalFour	12/23/2013	2013	I-75	CR 896	Pine Ridge Rd at I-75 NB Ramps	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB
83317477	SignalFour	12/16/2014	2014	COUNTY ROAD 881 (LIVINGSTON ROAD)	COUNTY ROAD 896 (PINE RIDGE ROAD)	Pine Ridge Rd at Livingston Rd	Moderate Injury	Rear End	Clear	Day	Dry	WB
83317663	SignalFour	8/27/2013	2013	NAPA BLVD	CR896 (PINE RIDGE ROAD)	Pine Ridge Rd at Napa Blvd	Moderate Injury	Rear End	Cloudy	Day	Wet	EB
83317669	SignalFour	9/16/2013	2013	CR881 (LIVINGSTON ROAD)	CR896 (PINE RIDGE ROAD)	Pine Ridge Rd at Livingston Rd	Moderate Injury	Rear End	Rain	Day	Wet	WB
83317679	SignalFour	12/3/2013	2013	CR881 (LIVINGSTON ROAD)	CR896 (PINE RIDGE ROAD)	Pine Ridge Rd at Livingston Rd	Moderate Injury	Rear End	Clear	Day	Dry	WB
83337398	SignalFour	8/3/2013	2013	KRAMER DR	CR-896 (PINE RIDGE RD)	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	EB
83677049	SignalFour	9/15/2013	2013	VINEYARDS BLVD	CR 896 (PINE RIDGE ROAD)	Pine Ridge Rd at Vineyards Blvd	Minor Injury	Left Turn	Cloudy	Day	Wet	WB
83677058	SignalFour	10/19/2013	2013	WHIPPOORWILL LANE	CR 896 (PINE RIDGE ROAD)	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	EB
83677103	SignalFour	4/19/2014	2014	I-75 (SR 93)	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at I-75 NB Ramps	Moderate Injury	Rear End	Clear	Day	Dry	WB
83682063	SignalFour	1/15/2014	2014	VINEYARDS BLVD	C.R. 896 (PINE RIDGE ROAD)	Pine Ridge Rd at Vineyards Blvd	Severe Injury	Left Turn	Cloudy	Day	Dry	EB
83706752	SignalFour	2/27/2015	2015	CR 881 (LIVINGSTON RD)	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at Livingston Rd	Moderate Injury	Sideswipe	Clear	Dark - Lighted	Dry	EB
83706773	SignalFour	7/11/2015	2015	WHIPPOORWILL LN	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Moderate Injury	Angle	Cloudy	Day	Dry	EB
83743873	SignalFour	2/1/2014	2014	CR 881 (LIVINGSTON RD)	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at Livingston Rd	Severe Injury	Hit Fixed Object	Clear	Day	Dry	WB
83743880	SignalFour	3/5/2014	2014	WHIPPOORWILL LANE	PINE RIDGE ROAD (CR896)	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Left Turn	Clear	Dusk	Dry	WB
83743916	SignalFour	7/14/2014	2014	WHIPPOORWILL LANE	PINE RIDGE RD (CR896)	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Left Turn	Cloudy	Dusk	Wet	WB
83743938	SignalFour	11/18/2014	2014	VINEYARDS BOULEVARD	CR896 (PINE RIDGE ROAD)	Pine Ridge Rd at Vineyards Blvd	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	WB
83752585	SignalFour	5/17/2014	2014	I-75 (SR-93)	CR-896 (PINE RIDGE RD)	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
83752590	SignalFour	6/4/2014	2014	CR-896 (PINE RIDGE RD)	KRAFT RD	Pine Ridge Rd at Kraft Rd	Moderate Injury	Pedestrian	Cloudy	Day	Dry	NB
83752620	SignalFour	10/10/2014	2014	NAPA BLVD	CR-896 (PINE RIDGE RD)	Pine Ridge Rd at Napa Blvd	Minor Injury	Head On	Clear	Day	Dry	EB
83807200	SignalFour	5/25/2014	2014	LIVINGSTON RD	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at Livingston Rd	Moderate Injury	Angle	Clear	Dark - Lighted	Dry	EB
83826024	SignalFour	11/24/2014	2014	LIVINGSTON ROAD	PINE RIDGE ROAD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	WB
83826037	SignalFour	2/3/2015	2015	INTERSTATE 75	PINE RIDGE ROAD	Pine Ridge Rd at I-75 SB Ramps	Minor Injury	Right Turn	Clear	Day	Dry	NB
83826039	SignalFour	2/12/2015	2015	LIVINGSTON ROAD	PINE RIDGE ROAD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB
83831820	SignalFour	1/3/2015	2015	VINEYARDS BLVD	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at Vineyards Blvd	Property Damage Only	Sideswipe	Cloudy	Day	Wet	EB
83831842	SignalFour	3/24/2015	2015	CR 881 (LIVINGSTON RD)	CR 896 (PINERIDGE RD)	Pine Ridge Rd at Livingston Rd	Moderate Injury	Left Turn	Clear	Dark - Lighted	Dry	NB
83838124	SignalFour	8/6/2015	2015	WHIPOORWILL LANE	COUNTY ROAD 896(PINE RIDGE ROAD)	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Moderate Injury	Left Turn	Clear	Day	Dry	WB

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83838406	SignalFour	8/27/2014	2014	NAPA BLVD	CR-896 (PINE RIDGE ROAD)	Pine Ridge Rd at Napa Blvd	Minor Injury	Rear End	Cloudy	Day	Dry	EB
83839294	SignalFour	8/7/2015	2015	SR-93 (I-75 SOUTHBOUND EXIT RAMP)	CR-896 (PINE RIDGE RD)	Pine Ridge Rd at I-75 SB Ramps	Severe Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
83846000	SignalFour	1/14/2013	2013	KRAFT RD	PINE RIDGE RD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
83880012	SignalFour	1/11/2013	2013	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	EB
83880360	SignalFour	1/31/2013	2013	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Moderate Injury	Rear End	Rain	Day	Wet	WB
83880403	SignalFour	2/1/2013	2013	PINERIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	SB
83880896	SignalFour	2/15/2013	2013	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Cloudy	Day	Dry	NB
83934009	SignalFour	2/27/2013	2013	VINEYARDS BLVD	CR 896	Pine Ridge Rd at Vineyards Blvd	Moderate Injury	Left Turn	Cloudy	Day	Dry	EB
83934335	SignalFour	3/10/2013	2013	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Day	Dry	WB
83935901	SignalFour	5/28/2013	2013	CR 896	VINEYARDS BLVD	Pine Ridge Rd at Vineyards Blvd	Property Damage Only	Rear End	Cloudy	Day	Dry	SB
83935970	SignalFour	5/31/2013	2013	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Larson Way	Property Damage Only	Rear End	Rain	Day	Wet	WB
84132046	SignalFour	6/2/2013	2013	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Larson Way	Property Damage Only	Hit Fixed Object	Clear	Dusk	Dry	EB
84132761	SignalFour	7/21/2013	2013	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Moderate Injury	Rear End	Clear	Day	Dry	WB
84132966	SignalFour	8/5/2013	2013	LARSON WAY	PINE RIDGE RD	Pine Ridge Rd at Larson Way	Minor Injury	Sideswipe	Clear	Day	Dry	EB
84133051	SignalFour	8/9/2013	2013	WHIPPOORWILL LN	CR 896	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Rear End	Rain	Day	Wet	EB
84133135	SignalFour	8/9/2013	2013	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Cloudy	Day	Wet	WB
84133282	SignalFour	8/22/2013	2013	LARSON WAY	CR 896	Pine Ridge Rd at Larson Way	Property Damage Only	Other	Cloudy	Day	Wet	EB
84133621	SignalFour	9/9/2013	2013	PINERIDGE RD	WHIPPOORWILL LN	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Hit Fixed Object	Clear	Dark - Lighted	Dry	NB
84316657	SignalFour	10/9/2013	2013	VINEYARDS BLVD	PINE RIDGE RD	Pine Ridge Rd at Vineyards Blvd	Severe Injury	Sideswipe	Clear	Day	Dry	EB
84316720	SignalFour	10/12/2013	2013	PINE RIDGE RD	NAPA BLVD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Rear End	Clear	Day	Dry	SB
84316723	SignalFour	10/12/2013	2013	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd Between I-75 NB Ramp Terminal and Napa Blvd	Minor Injury	Hit Fixed Object	Clear	Day	Dry	U
84316774	SignalFour	10/15/2013	2013	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Day	Dry	SB
84317091	SignalFour	10/30/2013	2013	PINE RIDGE DR	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Sideswipe	Clear	Dark - Lighted	Dry	NB
84317260	SignalFour	11/9/2013	2013	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Cloudy	Day	Dry	WB
84317314	SignalFour	11/12/2013	2013	NAPA BLVD	CR 896	Pine Ridge Rd at Napa Blvd	Property Damage Only	Sideswipe	Clear	Dusk	Dry	EB
84317493	SignalFour	11/21/2013	2013	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Angle	Clear	Day	Dry	EB
84317520	SignalFour	11/23/2013	2013	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	WB
84317534	SignalFour	11/23/2013	2013	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Other	Rain	Day	Wet	WB
84317655	SignalFour	11/30/2013	2013	LIVINGSTON RD N	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Angle	Clear	Dawn	Dry	EB
84317900	SignalFour	12/11/2013	2013	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Moderate Injury	Rear End	Cloudy	Dark - Lighted	Dry	EB
84317924	SignalFour	12/12/2013	2013	INTERSTATE 75	PINE RIDGE RD	Pine Ridge Rd at I-75 NB Ramps	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
84317993	SignalFour	12/16/2013	2013	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
84318057	SignalFour	12/19/2013	2013	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Hit Fixed Object	Clear	Dawn	Dry	NB
84555332	SignalFour	3/4/2015	2015	NAPA BOULEVARD	COUNTY ROAD 896 (PINE RIDGE ROAD)	Pine Ridge Rd at Napa Blvd	Minor Injury	Angle	Clear	Dark - Lighted	Dry	SB
84602113	SignalFour	1/8/2014	2014	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Rain	Dusk	Wet	SB
84602207	SignalFour	1/4/2014	2014	I 75	PINE RIDGE RD	Pine Ridge Rd Between I-75 SB and NB Ramp Terminal	Minor Injury	Rear End	Rain	Day	Wet	WB
84602422	SignalFour	1/21/2014	2014	PINE RIDGE RD	VINEYARDS BLVD	Pine Ridge Rd at Vineyards Blvd	Property Damage Only	Rear End	Cloudy	Day	Wet	SB
84602587	SignalFour	1/7/2014	2014	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	WB

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84602651	SignalFour	1/29/2014	2014	PINE RIDGE DR	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Moderate Injury	Right Turn	Rain	Day	Wet	EB
84602707	SignalFour	2/1/2014	2014	VINEYARDS BLVD	PINE RIDGE RD	Pine Ridge Rd at Vineyards Blvd	Property Damage Only	Rear End	Clear	Day	Dry	EB
84603184	SignalFour	2/21/2014	2014	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Day	Dry	U
84603186	SignalFour	2/20/2014	2014	PINE RIDGE RD	WHIPPOORWILL LN	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Rear End	Clear	Day	Dry	NB
84603317	SignalFour	2/25/2014	2014	I 75	PINE RIDGE RD	Pine Ridge Rd Between I-75 SB and NB Ramp Terminal	Property Damage Only	Rear End	Other Inclement Weather	Dawn	Dry	WB
84603357	SignalFour	2/26/2014	2014	I 75 NORTHBOUND	PINE RIDGE RD	Pine Ridge Rd at I-75 NB Ramps	Minor Injury	Rear End	Clear	Day	Dry	EB
84603442	SignalFour	3/1/2014	2014	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Sideswipe	Cloudy	Dusk	Dry	EB
84603558	SignalFour	3/6/2014	2014	I 75	PINE RIDGE RD	Pine Ridge Rd at I-75 NB Ramps	Minor Injury	Angle	Rain	Day	Wet	WB
84603698	SignalFour	3/12/2014	2014	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Rear End	Cloudy	Dark - Not Lighted	Dry	EB
84603848	SignalFour	3/18/2014	2014	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	NB
84603944	SignalFour	3/22/2014	2014	GATEWAY LN	CR 896	Pine Ridge Rd WB at Kraft Rd	Property Damage Only	Rear End	Clear	Day	Dry	WB
84604018	SignalFour	3/24/2014	2014	LIVINGSTON RD	PINE RIDGE DR	Pine Ridge Rd at Livingston Rd	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
84714846	SignalFour	4/8/2014	2014	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Left Turn	Rain	Day	Wet	WB
84715001	SignalFour	4/15/2014	2014	I 75	CR 896	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Rear End	Clear	Day	Dry	EB
84715114	SignalFour	4/20/2014	2014	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Cloudy	Day	Dry	NB
84715217	SignalFour	4/24/2014	2014	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Rear End	Clear	Day	Dry	EB
84715311	SignalFour	4/25/2014	2014	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Left Turn	Clear	Day	Dry	WB
84715361	SignalFour	4/30/2014	2014	CR 881	CR 896	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	EB
84715663	SignalFour	5/13/2014	2014	KRAFT RD	PINE RIDGE RD	Pine Ridge Rd at Kraft Rd	Minor Injury	Rear End	Clear	Day	Dry	EB
84715832	SignalFour	5/21/2014	2014	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Angle	Clear	Dark - Lighted	Dry	WB
84715873	SignalFour	5/23/2014	2014	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Day	Dry	NB
84715970	SignalFour	5/29/2014	2014	PINE RIDGE RD	LAWSON WAY	Pine Ridge Rd at Larson Way	Minor Injury	Rear End	Clear	Day	Dry	NB
84716042	SignalFour	6/2/2014	2014	KRAMER DR	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Angle	Cloudy	Day	Dry	WB
84716104	SignalFour	6/5/2014	2014	LAWSON WAY	PINE RIDGE RD	Pine Ridge Rd at Larson Way	Property Damage Only	Rear End	Clear	Day	Dry	EB
84716240	SignalFour	6/14/2014	2014	PINE RIDGE RD	LIVINGSTON RD N	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Cloudy	Day	Dry	EB
84716255	SignalFour	6/15/2014	2014	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	WB
84716297	SignalFour	6/17/2014	2014	LAWSON WAY	PINE RIDGE RD	Pine Ridge Rd at Larson Way	Property Damage Only	Sideswipe	Rain	Day	Wet	EB
84936362	SignalFour	7/14/2014	2014	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Left Turn	Cloudy	Dark - Lighted	Wet	WB
84936435	SignalFour	7/18/2014	2014	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	EB
84936687	SignalFour	8/1/2014	2014	I 75 NORTHBOUND ENTRANCE RAMP	PINE RIDGE RD	Pine Ridge Rd at I-75 NB Ramps	Minor Injury	Sideswipe	Clear	Day	Dry	EB
84936798	SignalFour	8/9/2014	2014	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Rear End	Rain	Day	Wet	WB
84936883	SignalFour	8/13/2014	2014	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd Between Kramer Dr and Larson Way	Property Damage Only	Rear End	Clear	Day	Dry	EB
84937061	SignalFour	8/20/2014	2014	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Moderate Injury	Left Turn	Clear	Day	Dry	SB
84937130	SignalFour	8/25/2014	2014	VINEYARD BLVD	PINE RIDGE RD	Pine Ridge Rd at Vineyards Blvd	Minor Injury	Hit Fixed Object	Rain	Day	Wet	EB
84937240	SignalFour	9/1/2014	2014	I75 NORTH BOUND EXIT RAMP	PINE RIDGE RD	Pine Ridge Rd at I-75 NB Ramps	Property Damage Only	Rear End	Clear	Day	Dry	EB
84937242	SignalFour	8/28/2014	2014	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Minor Injury	Left Turn	Clear	Day	Dry	WB
84937348	SignalFour	9/6/2014	2014	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
84937433	SignalFour	9/10/2014	2014	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Minor Injury	Left Turn	Cloudy	Day	Dry	EB
84937697	SignalFour	9/24/2014	2014	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Moderate Injury	Rear End	Clear	Day	Dry	EB
84937768	SignalFour	9/26/2014	2014	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Right Turn	Rain	Dusk	Wet	NB

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84937897	SignalFour	10/2/2014	2014	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	WB
84938229	SignalFour	10/17/2014	2014	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Angle	Clear	Day	Dry	EB
84938435	SignalFour	10/27/2014	2014	KRAMER DR	CR 896	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Rear End	Clear	Day	Dry	WB
84938459	SignalFour	10/28/2014	2014	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Minor Injury	Rear End	Cloudy	Day	Dry	EB
84938610	SignalFour	11/3/2014	2014	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Severe Injury	Angle	Clear	Day	Dry	WB
84938621	SignalFour	11/4/2014	2014	I75 OVERPASS	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
84938972	SignalFour	11/18/2014	2014	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Rear End	Rain	Day	Wet	WB
84938994	SignalFour	11/18/2014	2014	WHIPPOORWILL LANE	PINE RIDGE RD	Pine Ridge Rd at Larson Way	Property Damage Only	Rear End	Rain	Day	Wet	EB
84939021	SignalFour	11/19/2014	2014	NAPA BLVD	CR 896	Pine Ridge Rd at Napa Blvd	Severe Injury	Rear End	Clear	Dark - Lighted	Dry	WB
84939142	SignalFour	11/24/2014	2014	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Cloudy	Dark - Lighted	Dry	WB
84939191	SignalFour	11/26/2014	2014	I 75	PINE RIDGE RD	Pine Ridge Rd at I-75 NB Ramps	Property Damage Only	Head On	Clear	Dark - Lighted	Dry	WB
84939340	SignalFour	12/3/2014	2014	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Sideswipe	Clear	Dark - Lighted	Dry	EB
84939369	SignalFour	12/4/2014	2014	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Sideswipe	Clear	Dark - Lighted	Dry	EB
84939586	SignalFour	12/12/2014	2014	I 75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
84939588	SignalFour	12/12/2014	2014	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB
84939688	SignalFour	12/17/2014	2014	I 75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	EB
84939736	SignalFour	12/18/2014	2014	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Moderate Injury	Rear End	Clear	Day	Dry	EB
84940224	SignalFour	1/8/2015	2015	I 75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
84940363	SignalFour	1/14/2015	2015	LIVINGSTON RD N	PINE RIDGE RD EXT	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Cloudy	Day	Dry	WB
84940407	SignalFour	1/16/2015	2015	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Hit Fixed Object	Cloudy	Dawn	Wet	WB
84940895	SignalFour	2/2/2015	2015	CR 881	CR 896	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Cloudy	Day	Wet	EB
84940974	SignalFour	2/4/2015	2015	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	NB
84941020	SignalFour	2/6/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd Between Kraft Rd and Kramer Dr	Minor Injury	Rear End	Clear	Day	Dry	WB
84941130	SignalFour	2/9/2015	2015	VINEYARD BLVD	PINE RIDGE RD	Pine Ridge Rd at Vineyards Blvd	Property Damage Only	Rear End	Rain	Day	Wet	WB
84941137	SignalFour	2/10/2015	2015	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Right Turn	Clear	Day	Dry	SB
85111246	SignalFour	7/22/2015	2015	I-75 (SR 93)	CR 896 (PINE RIDGE RD)	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Moderate Injury	Rear End	Clear	Day	Dry	EB
85111248	SignalFour	7/27/2015	2015	WHIPPOORWILL LN	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Moderate Injury	Rear End	Cloudy	Day	Dry	WB
85111259	SignalFour	9/7/2015	2015	KRAFT RD	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at Kraft Rd	Severe Injury	Hit Fixed Object	Clear	Dark - Lighted	Dry	EB
85111284	SignalFour	12/24/2015	2015	CR 881 (LIVINGSTON RD)	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at Livingston Rd	Severe Injury	Rear End	Clear	Dark - Lighted	Dry	EB
85124382	SignalFour	2/18/2016	2016	NAPA WAY	CR-896 (PINE RIDGE ROAD)	Pine Ridge Rd at Napa Blvd	Minor Injury	Left Turn	Clear	Dawn	Dry	EB
85147310	SignalFour	12/15/2015	2015	KRAFT RD	PINE RIDGE RD	Pine Ridge Rd at Kraft Rd	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB

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85187036	SignalFour	10/5/2015	2015	NAPA BOULEVARD	(CR896) PINE RIDGE ROAD	Pine Ridge Rd Between I-75 NB Ramp Terminal and Napa Blvd	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
85209953	SignalFour	6/8/2016	2016	I-75(SR 93) SOUTHBOUND ENTRANCE RAMP	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at I-75 SB Ramps	Moderate Injury	Left Turn	Cloudy	Day	Dry	WB
85243353	SignalFour	4/28/2016	2016	WHIPPORWILL RD	CR-846 (PINE RIDGE RD)	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Angle	Clear	Day	Dry	EB
85301727	SignalFour	10/26/2016	2016	I-75 (SR-93)	CR-896 (PINE RIDGE RD)	Pine Ridge Rd at I-75 NB Ramps	Property Damage Only	Rear End	Clear	Day	Dry	EB
85301732	SignalFour	11/24/2016	2016	I-75 (SR-93)	CR-896 (PINE RIDGE RD)	Pine Ridge Rd at I-75 SB Ramps	Severe Injury	Overturn/Rollover	Cloudy	Day	Wet	WB
85304850	SignalFour	9/29/2016	2016	WHIPPOORWILL LN	CR-896 (PINE RIDGE RD)	Pine Ridge Rd at Larson Way	Moderate Injury	Rear End	Clear	Day	Dry	EB
85317706	SignalFour	9/15/2016	2016	NAPA BLVD	CR-896 (PINE RIDGE ROAD)	Pine Ridge Rd at Napa Blvd	Minor Injury	Rear End	Cloudy	Day	Wet	WB
85317712	SignalFour	10/12/2016	2016	I-75 (SR 93)	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at I-75 NB Ramps	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	EB
85317718	SignalFour	11/24/2016	2016	I-75 (SR 93)	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at I-75 NB Ramps	Property Damage Only	Sideswipe	Cloudy	Day	Wet	NB
85317944	SignalFour	9/23/2016	2016	NAPA BLVD	CR-896 (PINE RIDGE RD)	Pine Ridge Rd at Napa Blvd	Moderate Injury	Angle	Clear	Day	Dry	WB
85360581	SignalFour	3/13/2017	2017	KRAFT ROAD	COUNTY ROAD 896 (PINE RIDGE ROAD)	Pine Ridge Rd at Kraft Rd	Severe Injury	Hit Fixed Object	Clear	Day	Dry	EB
85360586	SignalFour	5/3/2017	2017	WHIPOORWILL LANE	COUNTY ROAD 896 (PINE RIDGE ROAD)	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Moderate Injury	Left Turn	Clear	Day	Dry	WB
85457933	SignalFour	6/8/2017	2017	VINEYARDS BLVD	CR 896 (PINE RIDGE RD)	Pine Ridge Rd at Vineyards Blvd	Moderate Injury	Left Turn	Clear	Dark - Lighted	Dry	EB
85484568	SignalFour	7/12/2017	2017	NAPA BOULEVARD	CR 896 (PINE RIDGE ROAD)	Pine Ridge Rd at Napa Blvd	Severe Injury	Angle	Cloudy	Day	Dry	WB
85834944	SignalFour	2/20/2015	2015	I 75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Rear End	Clear	Day	Dry	WB
85834969	SignalFour	2/20/2015	2015	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Left Turn	Clear	Day	Dry	WB
85835089	SignalFour	2/24/2015	2015	I-75 SOUTH	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Right Turn	Clear	Dusk	Dry	SB
85835114	SignalFour	2/25/2015	2015	PINE RIDGE DR	KRAMER DR	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Moderate Injury	Sideswipe	Clear	Day	Dry	NB
85835238	SignalFour	3/2/2015	2015	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Moderate Injury	Rear End	Clear	Day	Dry	WB
85835286	SignalFour	3/2/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Angle	Clear	Day	Dry	EB
85835337	SignalFour	3/4/2015	2015	KRAFT LN	PINE RIDGE RD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Property Damage Only	Rear End	Clear	Day	Dry	EB
85836118	SignalFour	4/1/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd WB at Kraft Rd	Minor Injury	Rear End	Clear	Day	Dry	WB
85836155	SignalFour	4/1/2015	2015	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Day	Dry	EB
85836320	SignalFour	4/7/2015	2015	KRAMER DR	PINE RIDGE RD	Pine Ridge Rd Between Kramer Dr and Larson Way	Moderate Injury	Rear End	Clear	Day	Dry	WB
85836337	SignalFour	4/7/2015	2015	I 75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB
85836432	SignalFour	4/10/2015	2015	PINE RUN RD	PINE RIDGE RD	Pine Ridge Rd at Vineyards Blvd	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
85836446	SignalFour	4/11/2015	2015	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Day	Dry	NB
85836458	SignalFour	4/10/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Rear End	Clear	Day	Wet	WB
85836601	SignalFour	4/9/2015	2015	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Rear End	Clear	Day	Dry	EB
85836604	SignalFour	4/17/2015	2015	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
85938800	SignalFour	4/25/2015	2015	I 75 NORTHBOUND EXIT	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	EB
85938889	SignalFour	4/28/2015	2015	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Cloudy	Day	Wet	EB

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85938913	SignalFour	4/29/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Minor Injury	Rear End	Cloudy	Day	Dry	EB
85938946	SignalFour	4/30/2015	2015	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd Between I-75 NB Ramp Terminal and Napa Blvd	Minor Injury	Hit Fixed Object	Clear	Day	Dry	EB
85938968	SignalFour	5/1/2015	2015	LIVINGSTON RD N	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	EB
85939169	SignalFour	5/8/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd Between Kramer Dr and Larson Way	Property Damage Only	Sideswipe	Cloudy	Day	Dry	EB
85939402	SignalFour	5/17/2015	2015	PINE RIDGE RD	LIVINGSTON RD N	Pine Ridge Rd at Livingston Rd	Property Damage Only	Right Turn	Clear	Day	Dry	SB
85939524	SignalFour	5/21/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Left Turn	Clear	Day	Dry	WB
85939765	SignalFour	5/13/2015	2015	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Property Damage Only	Rear End	Clear	Day	Dry	EB
85939823	SignalFour	6/2/2015	2015	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Rain	Dusk	Wet	EB
85940053	SignalFour	6/12/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Rear End	Clear	Day	Dry	EB
85940096	SignalFour	5/24/2015	2015	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	U
85940285	SignalFour	6/24/2015	2015	I 75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Moderate Injury	Rear End	Clear	Day	Dry	WB
85940487	SignalFour	7/4/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Angle	Cloudy	Dark - Lighted	Dry	NB
85940568	SignalFour	7/8/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd Between Kramer Dr and Larson Way	Minor Injury	Rear End	Clear	Day	Dry	WB
85940597	SignalFour	7/9/2015	2015	I 75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Minor Injury	Rear End	Cloudy	Day	Dry	EB
85940696	SignalFour	7/11/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Other	Cloudy	Day	Dry	EB
86163544	SignalFour	7/29/2015	2015	LIVINGSTON RD S	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	EB
86163627	SignalFour	7/29/2015	2015	LARSON WAY	PINE RIDGE RD	Pine Ridge Rd at Larson Way	Minor Injury	Rear End	Cloudy	Day	Dry	EB
86163993	SignalFour	8/21/2015	2015	PINE RIDGE RD	NAPA BLVD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Rear End	Clear	Day	Dry	SB
86163995	SignalFour	8/21/2015	2015	I 75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Hit Non-Fixed Object	Clear	Day	Dry	WB
86164195	SignalFour	8/29/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Rear End	Rain	Day	Wet	WB
86164587	SignalFour	9/17/2015	2015	MERIDIAN PL	PINE RIDGE RD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Minor Injury	Rear End	Rain	Day	Wet	WB
86164698	SignalFour	9/22/2015	2015	CR-896	PINE RIDGE RD	Pine Ridge Rd at I-75 NB Ramps	Minor Injury	Rear End	Rain	Day	Wet	WB
86164836	SignalFour	9/29/2015	2015	CR-896	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Minor Injury	Rear End	Rain	Day	Wet	EB
86165089	SignalFour	10/2/2015	2015	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Day	Dry	WB
86165250	SignalFour	10/16/2015	2015	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Angle	Clear	Dark - Lighted	Dry	SB
86165646	SignalFour	11/2/2015	2015	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Day	Dry	EB
86165802	SignalFour	11/9/2015	2015	MERIDIAN PL	PINE RIDGE RD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Property Damage Only	Rear End	Clear	Day	Dry	EB
86165830	SignalFour	11/10/2015	2015	PINE RIDGE RD	KRAMER DR	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Sideswipe	Rain	Day	Wet	U
86165925	SignalFour	11/13/2015	2015	PINE RIDGE RD	LIVINGSTON RD S	Pine Ridge Rd at Livingston Rd	Property Damage Only	Other	Clear	Day	Dry	SB
86166037	SignalFour	11/17/2015	2015	I 75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Moderate Injury	Rear End	Clear	Day	Dry	EB
86166277	SignalFour	11/27/2015	2015	VINEYARDS BLVD	PINE RIDGE RD	Pine Ridge Rd at Vineyards Blvd	Property Damage Only	Rear End	Clear	Day	Dry	EB

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86166610	SignalFour	12/7/2015	2015	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	WB
86166881	SignalFour	12/15/2015	2015	PINE RIDGE RD	LARSON WAY	Pine Ridge Rd at Larson Way	Property Damage Only	Right Turn	Cloudy	Day	Dry	NB
86166980	SignalFour	12/21/2015	2015	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
86167106	SignalFour	12/23/2015	2015	LAWSON WAY	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Minor Injury	Rear End	Clear	Day	Dry	EB
86167833	SignalFour	1/15/2016	2016	CR-896	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Rear End	Clear	Day	Wet	SB
86468872	SignalFour	2/12/2016	2016	I 75	PINE RIDGE RD	Pine Ridge Rd at Larson Way	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
86468874	SignalFour	2/12/2016	2016	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Minor Injury	Rear End	Cloudy	Dark - Lighted	Dry	WB
86469138	SignalFour	2/22/2016	2016	VINEYARDS BLVD	PINE RIDGE RD	Pine Ridge Rd at Vineyards Blvd	Minor Injury	Rear End	Cloudy	Day	Dry	WB
86469201	SignalFour	2/23/2016	2016	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Rear End	Cloudy	Day	Dry	EB
86469239	SignalFour	2/25/2016	2016	I 75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Minor Injury	Rear End	Clear	Day	Dry	EB
86469256	SignalFour	2/24/2016	2016	PINE RIDGE RD	WHIPPOORWILL LN	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Rear End	Rain	Day	Wet	NB
86469445	SignalFour	3/3/2016	2016	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd Between I-75 NB Ramp Terminal and Napa Blvd	Minor Injury	Rear End	Clear	Day	Dry	WB
86469473	SignalFour	3/3/2016	2016	MERIDIAN PL	PINE RIDGE RD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Property Damage Only	Rear End	Clear	Day	Dry	WB
86470039	SignalFour	3/21/2016	2016	N I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 NB Ramps	Property Damage Only	Rear End	Clear	Day	Dry	WB
86470148	SignalFour	3/25/2016	2016	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Rain	Day	Wet	WB
86470242	SignalFour	3/28/2016	2016	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB
86470453	SignalFour	4/2/2016	2016	LIVINGSTON RD S	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
86470589	SignalFour	4/6/2016	2016	S I-75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
86470677	SignalFour	4/11/2016	2016	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Day	Dry	NB
86470695	SignalFour	4/11/2016	2016	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	EB
86470925	SignalFour	4/15/2016	2016	S I-75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Minor Injury	Sideswipe	Clear	Day	Dry	EB
86471173	SignalFour	4/28/2016	2016	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Larson Way	Moderate Injury	Rear End	Clear	Day	Dry	WB
86471206	SignalFour	4/29/2016	2016	S I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	WB
86471266	SignalFour	5/2/2016	2016	S I-75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	EB
86471456	SignalFour	5/6/2016	2016	PINE RIDGE RD	WHIPPOORWILL LN	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Moderate Injury	Left Turn	Clear	Day	Dry	WB
86471504	SignalFour	5/11/2016	2016	S I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Rear End	Clear	Day	Dry	WB
86471552	SignalFour	5/12/2016	2016	KRAFT RD	PINE RIDGE RD	Pine Ridge Rd at Kraft Rd	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
86471721	SignalFour	5/19/2016	2016	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Moderate Injury	Other	Cloudy	Dark - Lighted	Wet	NB
86471921	SignalFour	5/27/2016	2016	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	WB
86471989	SignalFour	5/28/2016	2016	PINE RIDGE RD	WHIPPOORWILL LN	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Sideswipe	Clear	Day	Dry	NB
86472116	SignalFour	6/3/2016	2016	I-75 SOUTH	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Hit Fixed Object	Cloudy	Day	Wet	EB

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86472708	SignalFour	6/30/2016	2016	S I-75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Minor Injury	Rear End	Clear	Day	Dry	WB
86473170	SignalFour	7/21/2016	2016	S I-75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Property Damage Only	Rear End	Cloudy	Day	Wet	EB
86473173	SignalFour	7/21/2016	2016	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Rear End	Cloudy	Day	Wet	EB
86473433	SignalFour	8/2/2016	2016	LAWSON WAY	PINE RIDGE RD	Pine Ridge Rd at Larson Way	Property Damage Only	Sideswipe	Cloudy	Day	Dry	EB
86473569	SignalFour	8/9/2016	2016	S I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Other	Clear	Day	Dry	EB
86473797	SignalFour	8/17/2016	2016	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Cloudy	Day	Wet	WB
86474123	SignalFour	8/25/2016	2016	PINE RIDGE RD	WHIPPOORWILL LN	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Rear End	Rain	Day	Wet	NB
86474133	SignalFour	8/30/2016	2016	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Sideswipe	Rain	Day	Wet	EB
86474146	SignalFour	8/30/2016	2016	MERIDIAN PL	PINE RIDGE RD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Property Damage Only	Rear End	Rain	Day	Wet	WB
86474272	SignalFour	9/4/2016	2016	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Property Damage Only	Rear End	Clear	Day	Dry	EB
86474330	SignalFour	9/7/2016	2016	LAWSON WAY	PINE RIDGE RD	Pine Ridge Rd at Larson Way	Property Damage Only	Rear End	Rain	Day	Wet	EB
86474342	SignalFour	9/7/2016	2016	I 75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	WB
86474629	SignalFour	9/18/2016	2016	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Sideswipe	Rain	Dark - Lighted	Wet	SB
86474680	SignalFour	9/20/2016	2016	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
86474702	SignalFour	9/21/2016	2016	PINE RIDGE RD	LIVINGSTON RD S	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	SB
86474782	SignalFour	9/24/2016	2016	S I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Property Damage Only	Left Turn	Cloudy	Dark - Lighted	Dry	SB
86474949	SignalFour	10/1/2016	2016	GATEWAY LN	PINE RIDGE RD	Pine Ridge Rd WB at Kraft Rd	Minor Injury	Rear End	Clear	Day	Dry	WB
86475463	SignalFour	10/25/2016	2016	I 75	PINE RIDGE RD	Pine Ridge Rd at I-75 SB Ramps	Minor Injury	Rear End	Clear	Day	Dry	WB
86475736	SignalFour	11/3/2016	2016	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
86475769	SignalFour	11/4/2016	2016	S I-75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Minor Injury	Rear End	Clear	Day	Dry	EB
86475955	SignalFour	11/10/2016	2016	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB
86476085	SignalFour	11/15/2016	2016	N I-75	PINE RIDGE RD	Pine Ridge Rd at I-75 NB Ramps	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	WB
86476440	SignalFour	11/28/2016	2016	PINE RIDGE RD	VINEYARDS BLVD	Pine Ridge Rd at Vineyards Blvd	Property Damage Only	Hit Fixed Object	Cloudy	Day	Dry	NB
86476591	SignalFour	12/3/2016	2016	VINEYARDS BLVD	PINE RIDGE RD	Pine Ridge Rd Between Napa Blvd and Vineyards Blvd	Property Damage Only	Rear End	Clear	Day	Dry	WB
86476633	SignalFour	12/5/2016	2016	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Day	Dry	NB
86476638	SignalFour	12/2/2016	2016	VINEYARDS BLVD	PINE RIDGE RD	Pine Ridge Rd at Vineyards Blvd	Property Damage Only	Left Turn	Clear	Day	Dry	EB
86476990	SignalFour	12/16/2016	2016	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Moderate Injury	Rear End	Clear	Day	Dry	EB
86477013	SignalFour	12/17/2016	2016	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Cloudy	Dark - Lighted	Wet	EB
86477177	SignalFour	12/22/2016	2016	GATEWAY LN	PINE RIDGE RD	Pine Ridge Rd WB at Kraft Rd	Property Damage Only	Hit Fixed Object	Clear	Dark - Lighted	Dry	WB
86477337	SignalFour	12/24/2016	2016	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Left Turn	Clear	Day	Dry	EB
86477533	SignalFour	1/5/2017	2017	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Larson Way	Property Damage Only	Rear End	Clear	Day	Dry	WB

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Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
86477617	SignalFour	1/7/2017	2017	S I-75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Property Damage Only	Rear End	Rain	Day	Wet	WB
86477749	SignalFour	1/11/2017	2017	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd Between Kramer Dr and Larson Way	Property Damage Only	Rear End	Clear	Day	Dry	WB
86848272	SignalFour	2/12/2017	2017	S I-75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	EB
86848393	SignalFour	2/15/2017	2017	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd Between Napa Blvd and Vineyards Blvd	Property Damage Only	Hit Fixed Object	Cloudy	Dark - Lighted	Wet	EB
86848825	SignalFour	3/2/2017	2017	KRAFT RD	PINE RIDGE RD	Pine Ridge Rd WB at Kraft Rd	Property Damage Only	Rear End	Clear	Day	Dry	WB
86848990	SignalFour	3/7/2017	2017	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Minor Injury	Rear End	Clear	Day	Dry	EB
86849184	SignalFour	3/13/2017	2017	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Day	Dry	NB
86850082	SignalFour	4/8/2017	2017	PINE RIDGE RD	LIVINGSTON RD	Pine Ridge Rd at Livingston Rd	Moderate Injury	Hit Fixed Object	Clear	Dark - Lighted	Dry	WB
86850187	SignalFour	4/12/2017	2017	S I-75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	EB
86850408	SignalFour	4/21/2017	2017	LIVINGSTON RD S	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	NB
86850819	SignalFour	5/5/2017	2017	GATEWAY LN	PINE RIDGE RD	Pine Ridge Rd Between Kraft Rd and Kramer Dr	Minor Injury	Rear End	Rain	Day	Wet	WB
86850912	SignalFour	5/9/2017	2017	PINE RIDGE RD	LIVINGSTON RD S	Pine Ridge Rd at Livingston Rd	Moderate Injury	Pedestrian	Clear	Day	Dry	NB
86851672	SignalFour	6/7/2017	2017	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Hit Fixed Object	Rain	Dark - Lighted	Wet	EB
86851801	SignalFour	6/12/2017	2017	PINE RIDGE RD	LAWSON WAY	Pine Ridge Rd at Larson Way	Minor Injury	Rear End	Cloudy	Day	Wet	NB
86851933	SignalFour	6/19/2017	2017	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Minor Injury	Rear End	Cloudy	Day	Wet	WB
86852111	SignalFour	6/26/2017	2017	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Minor Injury	Rear End	Clear	Day	Dry	WB
86852312	SignalFour	7/5/2017	2017	LAWSON WAY	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	EB
86852325	SignalFour	7/6/2017	2017	MERIDIAN PL	PINE RIDGE RD	Pine Ridge Rd Between Livingston Rd to Kraft Rd	Property Damage Only	Rear End	Clear	Day	Dry	WB
86852347	SignalFour	7/6/2017	2017	S I-75	PINE RIDGE RD	Pine Ridge Rd Between Larson Way and I-75 SB Ramp Terminal	Minor Injury	Rear End	Cloudy	Day	Wet	EB
86852413	SignalFour	7/10/2017	2017	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Right Turn	Clear	Dark - Lighted	Dry	NB
86852538	SignalFour	7/15/2017	2017	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Minor Injury	Angle	Clear	Day	Dry	WB
87454236	SignalFour	8/20/2017	2017	PINE RIDGE RD	LIVINGSTON RD S	Pine Ridge Rd at Livingston Rd	Property Damage Only	Right Turn	Clear	Day	Wet	EB
87454590	SignalFour	9/2/2017	2017	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Rear End	Rain	Day	Wet	EB
87454691	SignalFour	9/6/2017	2017	PINE RIDGE RD	NAPA BLVD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Rear End	Cloudy	Day	Dry	SB
87454712	SignalFour	9/6/2017	2017	LIVINGSTON RD S	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Cloudy	Day	Dry	EB
87454777	SignalFour	9/13/2017	2017	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	NB
87454922	SignalFour	9/19/2017	2017	KRAFT RD	PINE RIDGE RD	Pine Ridge Rd Between Kraft Rd and Kramer Dr	Minor Injury	Hit Fixed Object	Clear	Day	Dry	EB
87454991	SignalFour	9/21/2017	2017	PINE RIDGE RD	KRAFT RD	Pine Ridge Rd at Kraft Rd	Property Damage Only	Rear End	Clear	Day	Dry	NB
87455254	SignalFour	9/27/2017	2017	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Rear End	Clear	Day	Dry	EB
87455332	SignalFour	10/2/2017	2017	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Rear End	Rain	Day	Wet	EB
87455419	SignalFour	9/8/2017	2017	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Angle	Clear	Day	Dry	WB
87455886	SignalFour	10/20/2017	2017	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Rear End	Clear	Day	Dry	EB

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Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
87455891	SignalFour	10/22/2017	2017	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB
87455903	SignalFour	10/22/2017	2017	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
87455942	SignalFour	10/24/2017	2017	PINE RIDGE RD	LIVINGSTON RD S	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Rain	Dark - Unknown	Wet	WB
87456281	SignalFour	11/4/2017	2017	PINE RIDGE RD	LIVINGSTON RD S	Pine Ridge Rd at Livingston Rd	Moderate Injury	Left Turn	Clear	Dark - Lighted	Dry	EB
87456707	SignalFour	11/19/2017	2017	WHIPPOORWILL LN	PINE RIDGE RD	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Right Turn	Clear	Day	Dry	NB
87456843	SignalFour	11/24/2017	2017	NAPA BLVD	PINE RIDGE RD	Pine Ridge Rd at Napa Blvd	Property Damage Only	Rear End	Clear	Day	Dry	WB
87457552	SignalFour	12/18/2017	2017	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Property Damage Only	Rear End	Clear	Day	Dry	EB
87457685	SignalFour	12/20/2017	2017	PINE RIDGE RD	WHIPPOORWILL LN	Pine Ridge Rd at Kramer Dr/Whippoorwill Ln	Property Damage Only	Rear End	Clear	Day	Dry	NB
87458049	SignalFour	11/28/2017	2017	LIVINGSTON RD	PINE RIDGE RD	Pine Ridge Rd at Livingston Rd	Minor Injury	Rear End	Clear	Day	Dry	EB

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Appendix F:
Vissim Model Calibration Results

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2019 Existing - AM Peak: Pine Ridge Road

Primary Road	Secondary Road	Node #	Approach	Movement	Measured Volume	Simulated Volume	GEH	Difference		Volume Measure	Meets Measure?	Meets GEH?
								vph	%			
Pine Ridge Rd	Livingston Rd	300	EB	EBU	31	29	0.4	-2	-6.5%	+/- 100 vph	Yes	Yes
		300		EBL	151	150	0.1	-1	-0.7%	+/- 100 vph	Yes	Yes
		300		EBT	711	694	0.6	-17	-2.4%	+/- 15%	Yes	Yes
		300		EBR	146	146	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		300	WB	WBL	479	465	0.6	-14	-2.9%	+/- 100 vph	Yes	Yes
		300		WBT	1796	1763	0.8	-33	-1.8%	+/- 15%	Yes	Yes
		300		WBR	353	339	0.8	-14	-4.0%	+/- 100 vph	Yes	Yes
		300	NB	NBL	321	316	0.3	-5	-1.6%	+/- 100 vph	Yes	Yes
		300		NBT	577	563	0.6	-14	-2.4%	+/- 100 vph	Yes	Yes
		300		NBR	216	215	0.1	-1	-0.5%	+/- 100 vph	Yes	Yes
		300	SB	SBU	15	17	0.5	2	13.3%	+/- 100 vph	Yes	Yes
		300		SBL	294	279	0.9	-15	-5.1%	+/- 100 vph	Yes	Yes
		300		SBT	916	904	0.4	-12	-1.3%	+/- 15%	Yes	Yes
		300		SBR	238	241	0.2	3	1.3%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	Kraft Rd	320	EB	EBT	1197	1165	0.9	-32	-2.7%	+/- 15%	Yes	Yes
		320		EBR	87	83	0.4	-4	-4.6%	+/- 100 vph	Yes	Yes
		320	WB	WBL	82	81	0.1	-1	-1.2%	+/- 100 vph	Yes	Yes
		320		WBT	2936	2866	1.3	-70	-2.4%	+/- 400 vph	Yes	Yes
		320		WBR	52	55	0.4	3	5.8%	+/- 100 vph	Yes	Yes
		320	NB	NBR	12	11	0.3	-1	-8.3%	+/- 100 vph	Yes	Yes
		320	SB	SBR	35	33	0.3	-2	-5.7%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	Whippoorwill Ln	325	EB	EBU	25	25	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		325		EBL	46	46	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		325		EBT	1004	980	0.8	-24	-2.4%	+/- 15%	Yes	Yes
		325		EBR	134	127	0.6	-7	-5.2%	+/- 100 vph	Yes	Yes
		325	WB	WBU	26	27	0.2	1	3.8%	+/- 100 vph	Yes	Yes
		325		WBL	175	163	0.9	-12	-6.9%	+/- 100 vph	Yes	Yes
		325		WBT	2605	2554	1.0	-51	-2.0%	+/- 15%	Yes	Yes
		325		WBR	116	114	0.2	-2	-1.7%	+/- 100 vph	Yes	Yes
		325	NB	NBL	352	342	0.5	-10	-2.8%	+/- 100 vph	Yes	Yes
		325		NBT	26	29	0.6	3	11.5%	+/- 100 vph	Yes	Yes
		325		NBR	192	190	0.1	-2	-1.0%	+/- 100 vph	Yes	Yes
		325	SB	SBL	30	28	0.4	-2	-6.7%	+/- 100 vph	Yes	Yes
		325		SBT	4	4	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		325		SBR	88	86	0.2	-2	-2.3%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	Larson Way	335	EB	EBT	1148	1124	0.7	-24	-2.1%	+/- 15%	Yes	Yes
		335		EBR	104	103	0.1	-1	-1.0%	+/- 100 vph	Yes	Yes
		335	NB	NBR	108	107	0.1	-1	-0.9%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	I-75 SB Ramps	340	EB	EBT	920	894	0.9	-26	-2.8%	+/- 15%	Yes	Yes
		340		EBR	336	330	0.3	-6	-1.8%	+/- 100 vph	Yes	Yes
		340	WB	WBL	232	224	0.5	-8	-3.4%	+/- 100 vph	Yes	Yes
		340		WBT	2252	2192	1.3	-60	-2.7%	+/- 15%	Yes	Yes
		340	SB	SBL	298	294	0.2	-4	-1.3%	+/- 100 vph	Yes	Yes
		340		SBR	670	676	0.2	6	0.9%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	I-75 NB Ramps	345	EB	EBU	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		345		EBL	317	307	0.6	-10	-3.2%	+/- 100 vph	Yes	Yes
		345		EBT	901	868	1.1	-33	-3.7%	+/- 15%	Yes	Yes
		345	WB	WBT	2112	2056	1.2	-56	-2.7%	+/- 15%	Yes	Yes
		345		WBR	549	533	0.7	-16	-2.9%	+/- 100 vph	Yes	Yes
		345	NB	NBL	372	381	0.5	9	2.4%	+/- 100 vph	Yes	Yes
		345		NBR	120	118	0.2	-2	-1.7%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	Napa Blvd	350	EB	EBL	297	286	0.6	-11	-3.7%	+/- 100 vph	Yes	Yes
		350		EBT	694	662	1.2	-32	-4.6%	+/- 100 vph	Yes	Yes
		350		EBR	30	30	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		350	WB	WBL	20	19	0.2	-1	-5.0%	+/- 100 vph	Yes	Yes
		350		WBT	2255	2198	1.2	-57	-2.5%	+/- 15%	Yes	Yes
		350		WBR	173	169	0.3	-4	-2.3%	+/- 100 vph	Yes	Yes
		350	NB	NBL	10	11	0.3	1	10.0%	+/- 100 vph	Yes	Yes
		350		NBT	9	8	0.3	-1	-11.1%	+/- 100 vph	Yes	Yes
		350		NBR	2	2	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		350	SB	SBL	31	31	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		350		SBT	3	3	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		350		SBR	396	389	0.4	-7	-1.8%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	Vineyards Blvd	355	EB	EBL	66	64	0.2	-2	-3.0%	+/- 100 vph	Yes	Yes
		355		EBT	661	628	1.3	-33	-5.0%	+/- 100 vph	Yes	Yes
		355	WB	WBT	2410	2357	1.1	-53	-2.2%	+/- 15%	Yes	Yes
		355		WBR	259	257	0.1	-2	-0.8%	+/- 100 vph	Yes	Yes
		355	SB	SBL	94	98	0.4	4	4.3%	+/- 100 vph	Yes	Yes
		355		SBR	38	36	0.3	-2	-5.3%	+/- 100 vph	Yes	Yes

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2019 Existing - PM Peak: Pine Ridge Road

Primary Road	Secondary Road	Node #	Approach	Movement	Measured Volume	Simulated Volume	GEH	Difference		Volume Measure	Meets Measure?	Meets GEH?
								vph	%			
Pine Ridge Rd	Livingston Rd	300	EB	EBU	11	11	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		300		EBL	262	255	0.4	-7	-2.7%	+/- 100 vph	Yes	Yes
		300		EBT	1979	1998	0.4	19	1.0%	+/- 15%	Yes	Yes
		300		EBR	353	346	0.4	-7	-2.0%	+/- 100 vph	Yes	Yes
		300	WB	WBL	263	259	0.2	-4	-1.5%	+/- 100 vph	Yes	Yes
		300		WBT	1219	1210	0.3	-9	-0.7%	+/- 15%	Yes	Yes
		300		WBR	479	462	0.8	-17	-3.5%	+/- 100 vph	Yes	Yes
		300	NB	NBL	317	314	0.2	-3	-0.9%	+/- 100 vph	Yes	Yes
		300		NBT	916	904	0.4	-12	-1.3%	+/- 15%	Yes	Yes
		300		NBR	505	505	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		300	SB	SBU	10	11	0.3	1	10.0%	+/- 100 vph	Yes	Yes
		300		SBL	397	391	0.3	-6	-1.5%	+/- 100 vph	Yes	Yes
		300		SBT	654	647	0.3	-7	-1.1%	+/- 100 vph	Yes	Yes
		300		SBR	177	181	0.3	4	2.3%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	Kraft Rd	320	EB	EBT	3011	3021	0.2	10	0.3%	+/- 400 vph	Yes	Yes
		320		EBR	39	38	0.2	-1	-2.6%	+/- 100 vph	Yes	Yes
		320	WB	WBL	14	13	0.3	-1	-7.1%	+/- 100 vph	Yes	Yes
		320		WBT	1982	1987	0.1	5	0.3%	+/- 15%	Yes	Yes
		320		WBR	63	64	0.1	1	1.6%	+/- 100 vph	Yes	Yes
		320	NB	NBR	106	103	0.3	-3	-2.8%	+/- 100 vph	Yes	Yes
		320	SB	SBR	49	48	0.1	-1	-2.0%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	Whippoorwill Ln	325	EB	EBU	88	86	0.2	-2	-2.3%	+/- 100 vph	Yes	Yes
		325		EBL	93	92	0.1	-1	-1.1%	+/- 100 vph	Yes	Yes
		325		EBT	2529	2552	0.5	23	0.9%	+/- 15%	Yes	Yes
		325		EBR	407	403	0.2	-4	-1.0%	+/- 100 vph	Yes	Yes
		325	WB	WBU	27	26	0.2	-1	-3.7%	+/- 100 vph	Yes	Yes
		325		WBL	152	151	0.1	-1	-0.7%	+/- 100 vph	Yes	Yes
		325		WBT	1609	1603	0.1	-6	-0.4%	+/- 15%	Yes	Yes
		325		WBR	117	118	0.1	1	0.9%	+/- 100 vph	Yes	Yes
		325	NB	NBL	302	299	0.2	-3	-1.0%	+/- 100 vph	Yes	Yes
		325		NBT	6	6	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		325		NBR	204	203	0.1	-1	-0.5%	+/- 100 vph	Yes	Yes
		325	SB	SBL	144	144	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		325		SBT	32	28	0.7	-4	-12.5%	+/- 100 vph	Yes	Yes
		325		SBR	60	59	0.1	-1	-1.7%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	Larson Way	335	EB	EBT	2763	2785	0.4	22	0.8%	+/- 400 vph	Yes	Yes
		335		EBR	141	143	0.2	2	1.4%	+/- 100 vph	Yes	Yes
		335	NB	NBR	171	168	0.2	-3	-1.8%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	I-75 SB Ramps	340	EB	EBT	2468	2487	0.4	19	0.8%	+/- 15%	Yes	Yes
		340		EBR	466	455	0.5	-11	-2.4%	+/- 100 vph	Yes	Yes
		340	WB	WBL	96	92	0.4	-4	-4.2%	+/- 100 vph	Yes	Yes
		340		WBT	1392	1390	0.1	-2	-0.1%	+/- 15%	Yes	Yes
		340	SB	SBL	492	488	0.2	-4	-0.8%	+/- 100 vph	Yes	Yes
		340		SBR	513	509	0.2	-4	-0.8%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	I-75 NB Ramps	345	EB	EBU	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		345		EBL	622	646	1.0	24	3.9%	+/- 100 vph	Yes	Yes
		345		EBT	2338	2337	0.0	-1	0.0%	+/- 15%	Yes	Yes
		345	WB	WBT	1116	1093	0.7	-23	-2.1%	+/- 15%	Yes	Yes
		345		WBR	346	339	0.4	-7	-2.0%	+/- 100 vph	Yes	Yes
		345	NB	NBL	372	371	0.1	-1	-0.3%	+/- 100 vph	Yes	Yes
		345		NBR	204	202	0.1	-2	-1.0%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	Napa Blvd	350	EB	EBL	386	386	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		350		EBT	2126	2113	0.3	-13	-0.6%	+/- 15%	Yes	Yes
		350		EBR	30	32	0.4	2	6.7%	+/- 100 vph	Yes	Yes
		350	WB	WBL	9	10	0.3	1	11.1%	+/- 100 vph	Yes	Yes
		350		WBT	967	948	0.6	-19	-2.0%	+/- 15%	Yes	Yes
		350		WBR	109	105	0.4	-4	-3.7%	+/- 100 vph	Yes	Yes
		350	NB	NBL	26	25	0.2	-1	-3.8%	+/- 100 vph	Yes	Yes
		350		NBT	6	6	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		350		NBR	1	1	0.0	0	0.0%	+/- 100 vph	Yes	Yes
		350	SB	SBL	91	94	0.3	3	3.3%	+/- 100 vph	Yes	Yes
		350		SBT	19	20	0.2	1	5.3%	+/- 100 vph	Yes	Yes
		350		SBR	469	463	0.3	-6	-1.3%	+/- 100 vph	Yes	Yes
Pine Ridge Rd	Vineyards Blvd	355	EB	EBL	201	203	0.1	2	1.0%	+/- 100 vph	Yes	Yes
		355		EBT	2017	2000	0.4	-17	-0.8%	+/- 15%	Yes	Yes
		355	WB	WBT	1008	984	0.8	-24	-2.4%	+/- 15%	Yes	Yes
		355		WBR	199	200	0.1	1	0.5%	+/- 100 vph	Yes	Yes
		355	SB	SBL	271	280	0.5	9	3.3%	+/- 100 vph	Yes	Yes
		355		SBR	77	78	0.1	1	1.3%	+/- 100 vph	Yes	Yes

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Appendix G:
HCS Operational Analysis Reports

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 AM
Project Description	Pine Ridge Road IOAR - NB Basic South of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3155	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1201
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	17.9
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Freeway Diverge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 AM
Project Description	Pine Ridge Road IOAR - NB Off-Ramp Diverge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	1500	220
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3155	440
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	3602	497
Capacity (c), pc/h	7200	2100
Volume-to-Capacity Ratio (v/c)	0.50	0.24

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.343
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1096
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	60.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.647	Outer Lanes Freeway Speed (SO), mi/h	76.4
Flow in Lanes 1 and 2 (v12), pc/h	2506	Ramp Junction Speed (S), mi/h	64.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	18.6
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	23.8

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 AM
Project Description	Pine Ridge Road IOAR - NB at Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2715	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1033
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	15.4
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Freeway Merge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 AM
Project Description	Pine Ridge Road IOAR - NB On-Ramp Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	1500	670
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2715	766
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	3100	865
Capacity (c), pc/h	7200	2200
Volume-to-Capacity Ratio (v/c)	0.55	0.39

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.306
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1252
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.596	Outer Lanes Freeway Speed (SO), mi/h	67.3
Flow in Lanes 1 and 2 (v12), pc/h	1848	Ramp Junction Speed (S), mi/h	63.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	2713	Average Density (D), pc/mi/ln	20.9
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	22.1

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 AM
Project Description	Pine Ridge Road IOAR - NB North of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3481	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1325
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.56
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.7
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 AM
Project Description	Pine Ridge Road IOAR - SB North of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4519	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1720
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	65.4
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	26.3
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Freeway Diverge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 AM
Project Description	Pine Ridge Road IOAR - SB Off-Ramp Diverge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	1500	220
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	4519	782
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	5160	884
Capacity (c), pc/h	7200	2100
Volume-to-Capacity Ratio (v/c)	0.72	0.42

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.378
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1753
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	59.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.590	Outer Lanes Freeway Speed (SO), mi/h	73.9
Flow in Lanes 1 and 2 (v12), pc/h	3407	Ramp Junction Speed (S), mi/h	63.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	27.0
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	31.6

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 AM
Project Description	Pine Ridge Road IOAR - SB at Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3737	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1422
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.1
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Freeway Merge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	Existing
Jurisdiction		Time Period Analyzed	Existing 2019 AM
Project Description	Pine Ridge Road IOAR - SB On-Ramp Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3737	535
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	4267	604
Capacity (c), pc/h	7200	2200
Volume-to-Capacity Ratio (v/c)	0.68	0.27

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.325
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1707
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	60.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.600	Outer Lanes Freeway Speed (SO), mi/h	65.7
Flow in Lanes 1 and 2 (v12), pc/h	2560	Ramp Junction Speed (S), mi/h	62.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	3164	Average Density (D), pc/mi/ln	26.0
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	24.9

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 AM
Project Description	Pine Ridge Road IOAR - SB South of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4272	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1626
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.3
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	24.5
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 PM
Project Description	Pine Ridge Road IOAR - NB South of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4287	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1632
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.69
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	65.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	24.8
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Freeway Diverge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 PM
Project Description	Pine Ridge Road IOAR - NB Off-Ramp Diverge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	1500	220
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	4287	517
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	4895	584
Capacity (c), pc/h	7200	2100
Volume-to-Capacity Ratio (v/c)	0.68	0.28

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.351
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1677
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	60.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.611	Outer Lanes Freeway Speed (SO), mi/h	74.1
Flow in Lanes 1 and 2 (v12), pc/h	3218	Ramp Junction Speed (S), mi/h	64.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	25.4
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	29.9

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 PM
Project Description	Pine Ridge Road IOAR - NB at Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3770	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1435
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.4
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Freeway Merge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 PM
Project Description	Pine Ridge Road IOAR - NB On-Ramp Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	1500	670
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3770	790
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	4304	893
Capacity (c), pc/h	7200	2200
Volume-to-Capacity Ratio (v/c)	0.72	0.41

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.371
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1739
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	59.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.596	Outer Lanes Freeway Speed (SO), mi/h	65.5
Flow in Lanes 1 and 2 (v12), pc/h	2565	Ramp Junction Speed (S), mi/h	61.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	3458	Average Density (D), pc/mi/ln	28.2
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	27.9

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 PM
Project Description	Pine Ridge Road IOAR - NB North of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4560	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1735
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	64.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	26.7
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 PM
Project Description	Pine Ridge Road IOAR - SB North of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3446	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1312
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.4
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Freeway Diverge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 PM
Project Description	Pine Ridge Road IOAR - SB Off-Ramp Diverge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	1500	220
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3446	774
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	3935	875
Capacity (c), pc/h	7200	2100
Volume-to-Capacity Ratio (v/c)	0.55	0.42

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.377
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1160
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	59.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.621	Outer Lanes Freeway Speed (SO), mi/h	76.2
Flow in Lanes 1 and 2 (v12), pc/h	2775	Ramp Junction Speed (S), mi/h	63.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	20.7
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	26.1

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 PM
Project Description	Pine Ridge Road IOAR - SB at Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2672	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1017
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	15.0
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Freeway Merge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	Existing
Jurisdiction		Time Period Analyzed	Existing 2019 PM
Project Description	Pine Ridge Road IOAR - SB On-Ramp Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2672	522
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	3051	590
Capacity (c), pc/h	7200	2200
Volume-to-Capacity Ratio (v/c)	0.51	0.27

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.277
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1220
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.600	Outer Lanes Freeway Speed (SO), mi/h	67.4
Flow in Lanes 1 and 2 (v12), pc/h	1831	Ramp Junction Speed (S), mi/h	63.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	2421	Average Density (D), pc/mi/ln	19.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	19.1

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Existing 2019 PM
Project Description	Pine Ridge Road IOAR - SB South of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3194	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1216
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	18.0
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year AM
Project Description	Pine Ridge Road IOAR - NB South of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3524	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1299
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.3
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Freeway Diverge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year AM
Project Description	Pine Ridge Road IOAR - NB Off-Ramp Diverge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	1500	220
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3524	483
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	3897	529
Capacity (c), pc/h	7200	2100
Volume-to-Capacity Ratio (v/c)	0.54	0.25

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.346
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1219
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	60.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.638	Outer Lanes Freeway Speed (SO), mi/h	75.9
Flow in Lanes 1 and 2 (v12), pc/h	2678	Ramp Junction Speed (S), mi/h	64.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	20.2
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	25.3

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year AM
Project Description	Pine Ridge Road IOAR - NB at Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3041	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1121
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	16.7
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Freeway Merge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year AM
Project Description	Pine Ridge Road IOAR - NB On-Ramp Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	1500	670
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3041	880
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	3362	963
Capacity (c), pc/h	7200	2200
Volume-to-Capacity Ratio (v/c)	0.60	0.44

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.323
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1358
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.596	Outer Lanes Freeway Speed (SO), mi/h	66.9
Flow in Lanes 1 and 2 (v12), pc/h	2004	Ramp Junction Speed (S), mi/h	62.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	2967	Average Density (D), pc/mi/ln	23.0
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	24.0

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year AM
Project Description	Pine Ridge Road IOAR - NB North of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3921	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1445
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.6
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year AM
Project Description	Pine Ridge Road IOAR - SB North of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5260	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1939
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	62.4
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	31.1
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Freeway Diverge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year AM
Project Description	Pine Ridge Road IOAR - SB Off-Ramp Diverge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	1500	220
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	5260	953
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	5816	1043
Capacity (c), pc/h	7200	2100
Volume-to-Capacity Ratio (v/c)	0.81	0.50

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.392
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	2067
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	59.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.567	Outer Lanes Freeway Speed (SO), mi/h	72.6
Flow in Lanes 1 and 2 (v12), pc/h	3749	Ramp Junction Speed (S), mi/h	63.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	30.7
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	34.5

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year AM
Project Description	Pine Ridge Road IOAR - SB at Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4307	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1587
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	23.8
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Freeway Merge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year AM
Project Description	Pine Ridge Road IOAR - SB On-Ramp Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	4307	574
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	4762	628
Capacity (c), pc/h	7200	2200
Volume-to-Capacity Ratio (v/c)	0.75	0.29

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.360
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1905
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	59.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.600	Outer Lanes Freeway Speed (SO), mi/h	64.9
Flow in Lanes 1 and 2 (v12), pc/h	2857	Ramp Junction Speed (S), mi/h	61.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	3485	Average Density (D), pc/mi/ln	29.2
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	27.4

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year AM
Project Description	Pine Ridge Road IOAR - SB South of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4881	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1799
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	64.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	27.9
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year PM
Project Description	Pine Ridge Road IOAR - NB South of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4611	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1699
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	65.3
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	26.0
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Freeway Diverge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year PM
Project Description	Pine Ridge Road IOAR - NB Off-Ramp Diverge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	1500	220
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	4611	539
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	5098	590
Capacity (c), pc/h	7200	2100
Volume-to-Capacity Ratio (v/c)	0.71	0.28

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.351
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1781
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	60.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.605	Outer Lanes Freeway Speed (SO), mi/h	73.7
Flow in Lanes 1 and 2 (v12), pc/h	3317	Ramp Junction Speed (S), mi/h	64.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	26.4
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	30.8

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year PM
Project Description	Pine Ridge Road IOAR - NB at Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4072	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1501
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	22.5
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Freeway Merge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year PM
Project Description	Pine Ridge Road IOAR - NB On-Ramp Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	1500	670
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	4072	918
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	4502	1004
Capacity (c), pc/h	7200	2200
Volume-to-Capacity Ratio (v/c)	0.76	0.46

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.403
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1819
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	58.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.596	Outer Lanes Freeway Speed (SO), mi/h	65.3
Flow in Lanes 1 and 2 (v12), pc/h	2683	Ramp Junction Speed (S), mi/h	60.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	3687	Average Density (D), pc/mi/ln	30.2
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	29.6

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Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year PM
Project Description	Pine Ridge Road IOAR - NB North of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4990	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1839
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.78
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	63.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	28.9
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year PM
Project Description	Pine Ridge Road IOAR - SB North of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3903	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1439
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.4
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.4
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Freeway Diverge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year PM
Project Description	Pine Ridge Road IOAR - SB Off-Ramp Diverge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	1500	220
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3903	892
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	4316	976
Capacity (c), pc/h	7200	2100
Volume-to-Capacity Ratio (v/c)	0.60	0.46

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.386
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1313
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	59.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.607	Outer Lanes Freeway Speed (SO), mi/h	75.6
Flow in Lanes 1 and 2 (v12), pc/h	3003	Ramp Junction Speed (S), mi/h	63.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	22.7
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	28.1

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year PM
Project Description	Pine Ridge Road IOAR - SB at Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3011	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1110
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	16.4
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Freeway Merge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year PM
Project Description	Pine Ridge Road IOAR - SB On-Ramp Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3011	545
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	5.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.952
Flow Rate (vi),pc/h	3329	603
Capacity (c), pc/h	7200	2200
Volume-to-Capacity Ratio (v/c)	0.55	0.27

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.286
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1332
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.600	Outer Lanes Freeway Speed (SO), mi/h	67.0
Flow in Lanes 1 and 2 (v12), pc/h	1997	Ramp Junction Speed (S), mi/h	63.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	2600	Average Density (D), pc/mi/ln	20.6
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	20.5

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2025
Jurisdiction		Time Period Analyzed	Opening Year PM
Project Description	Pine Ridge Road IOAR - SB South of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3556	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1311
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.4
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year AM
Project Description	Pine Ridge Road IOAR - NB South of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4491	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1655
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	65.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.2
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Freeway Diverge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year AM
Project Description	Pine Ridge Road IOAR - NB Off-Ramp Diverge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	1500	220
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	4491	591
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	4966	647
Capacity (c), pc/h	7200	2100
Volume-to-Capacity Ratio (v/c)	0.69	0.31

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.356
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1702
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	60.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.606	Outer Lanes Freeway Speed (SO), mi/h	74.1
Flow in Lanes 1 and 2 (v12), pc/h	3264	Ramp Junction Speed (S), mi/h	64.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	25.8
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	30.3

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year AM
Project Description	Pine Ridge Road IOAR - NB at Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3900	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1437
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.4
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Freeway Merge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year AM
Project Description	Pine Ridge Road IOAR - NB On-Ramp Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	1500	670
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3900	1165
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	4312	1275
Capacity (c), pc/h	7200	2200
Volume-to-Capacity Ratio (v/c)	0.78	0.58

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.430
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1742
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	58.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.596	Outer Lanes Freeway Speed (SO), mi/h	65.5
Flow in Lanes 1 and 2 (v12), pc/h	2570	Ramp Junction Speed (S), mi/h	60.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	3845	Average Density (D), pc/mi/ln	31.0
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	30.8

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year AM
Project Description	Pine Ridge Road IOAR - NB North of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5065	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1867
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	63.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	29.5
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Basic Freeway Report

Project Information

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Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year AM
Project Description	Pine Ridge Road IOAR - SB North of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6678	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2461
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.04
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Freeway Diverge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year AM
Project Description	Pine Ridge Road IOAR - SB Off-Ramp Diverge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	1500	220
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	6678	1379
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	7384	1509
Capacity (c), pc/h	7200	2100
Volume-to-Capacity Ratio (v/c)	1.03	0.72

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	0.0	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	-
Downstream Equilibrium Distance (LEQ), ft	0.0	Flow Outer Lanes (vOA), pc/h/ln	2700
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	-
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.506	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	4684	Ramp Junction Speed (S), mi/h	-
Flow Entering Ramp-Infl. Area (vR12), pc/h	4684	Average Density (D), pc/mi/ln	-
Level of Service (LOS)	F	Density in Ramp Influence Area (DR), pc/mi/ln	-

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year AM
Project Description	Pine Ridge Road IOAR - SB at Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5299	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1953
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	62.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	31.4
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Freeway Merge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year AM
Project Description	Pine Ridge Road IOAR - SB On-Ramp Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	5299	678
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	5859	742
Capacity (c), pc/h	7200	2200
Volume-to-Capacity Ratio (v/c)	0.92	0.34

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.508
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	2344
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	55.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.600	Outer Lanes Freeway Speed (SO), mi/h	63.2
Flow in Lanes 1 and 2 (v12), pc/h	3515	Ramp Junction Speed (S), mi/h	58.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	4257	Average Density (D), pc/mi/ln	37.8
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	33.4

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year AM
Project Description	Pine Ridge Road IOAR - SB South of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5977	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2203
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	38.5
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year PM
Project Description	Pine Ridge Road IOAR - NB South of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5960	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2197
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.1
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	38.5
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Freeway Diverge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year PM
Project Description	Pine Ridge Road IOAR - NB Off-Ramp Diverge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	1500	220
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	5960	594
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	6590	650
Capacity (c), pc/h	7200	2100
Volume-to-Capacity Ratio (v/c)	0.92	0.31

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.357
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	2584
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	60.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.565	Outer Lanes Freeway Speed (SO), mi/h	70.6
Flow in Lanes 1 and 2 (v12), pc/h	4006	Ramp Junction Speed (S), mi/h	63.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	34.4
Level of Service (LOS)	E	Density in Ramp Influence Area (DR), pc/mi/ln	36.7

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year PM
Project Description	Pine Ridge Road IOAR - NB at Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5366	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1978
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.83
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	61.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	32.2
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Freeway Merge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year PM
Project Description	Pine Ridge Road IOAR - NB On-Ramp Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	1500	670
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	5366	1240
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	5933	1357
Capacity (c), pc/h	7200	2200
Volume-to-Capacity Ratio (v/c)	1.01	0.62

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	2332.1	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	-
Downstream Equilibrium Distance (LEQ), ft	0.0	Flow Outer Lanes (vOA), pc/h/ln	2397
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	-
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.596	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	3536	Ramp Junction Speed (S), mi/h	-
Flow Entering Ramp-Infl. Area (vR12), pc/h	4893	Average Density (D), pc/mi/ln	-
Level of Service (LOS)	F	Density in Ramp Influence Area (DR), pc/mi/ln	-

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year PM
Project Description	Pine Ridge Road IOAR - NB North of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6606	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2435
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2372
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2372
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.03
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.2		

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HCS7 Basic Freeway Report

Project Information

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Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year PM
Project Description	Pine Ridge Road IOAR - SB North of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5011	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1847
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.78
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	63.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	28.9
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Freeway Diverge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year PM
Project Description	Pine Ridge Road IOAR - SB Off-Ramp Diverge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	1500	220
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	5011	1194
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	5541	1306
Capacity (c), pc/h	7200	2100
Volume-to-Capacity Ratio (v/c)	0.77	0.62

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.416
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1859
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	58.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.561	Outer Lanes Freeway Speed (SO), mi/h	73.4
Flow in Lanes 1 and 2 (v12), pc/h	3682	Ramp Junction Speed (S), mi/h	62.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	29.5
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	33.9

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Jurisdiction		Time Period Analyzed	Design Year PM
Project Description	Pine Ridge Road IOAR - SB at Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3817	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1407
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	20.8
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Freeway Merge Report

Project Information

Analyst	HDR Inc	Date	11/25/2020
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year PM
Project Description	Pine Ridge Road IOAR - SB On-Ramp Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3817	604
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	5.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.952	0.962
Flow Rate (vi),pc/h	4220	661
Capacity (c), pc/h	7200	2200
Volume-to-Capacity Ratio (v/c)	0.68	0.30

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.328
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1688
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	60.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.600	Outer Lanes Freeway Speed (SO), mi/h	65.7
Flow in Lanes 1 and 2 (v12), pc/h	2532	Ramp Junction Speed (S), mi/h	62.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	3193	Average Density (D), pc/mi/ln	26.1
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	25.1

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HCS7 Basic Freeway Report

Project Information

Analyst	HDR	Date	4/21/2021
Agency	Florida DOT	Analysis Year	2040
Jurisdiction		Time Period Analyzed	Design Year PM
Project Description	Pine Ridge Road IOAR - SB South of Pine Ridge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4421	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1629
Total Trucks, %	5.00	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.69
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.3
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	24.6
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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Appendix H:
Intersection Vissim Analysis Results

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2019 Existing - AM Peak: Pine Ridge Road

Primary Road	Secondary Road	Node #	Approach	Movement	Movement				Intersection	
					Served Volume (vph)	Vehicle Delay (sec)	Movement LOS	Max Queue (ft)	Vehicle Delay (sec)	Intersection LOS
Pine Ridge Rd	Livingston Rd	300	EB	EBU	28	88.4	F	187	47.3	D
		300		EBL	147	81.2	F	187		
		300		EBT	690	36.7	D	298		
		300		EBR	134	8.2	A	106		
		300	WB	WBL	352	83.2	F	339		
		300		WBT	1525	24.3	C	618		
		300		WBR	296	10.8	B	219		
		300	NB	NBL	306	96.3	F	317		
		300		NBT	561	65.4	E	312		
		300		NBR	223	23.6	C	125		
		300	SB	SBU	15	88.7	F	428		
		300		SBL	292	101.7	F	428		
		300		SBT	726	62.0	E	380		
		300		SBR	225	13.6	B	167		
Pine Ridge Rd	Whippoorwill Ln	325	EB	EBU	28	90.1	F	215	29.4	C
		325		EBL	44	91.2	F	215		
		325		EBT	920	24.9	C	394		
		325		EBR	157	6.1	A	95		
		325	WB	WBU	13	70.5	E	428		
		325		WBL	176	70.9	E	428		
		325		WBT	2136	19.2	B	970		
		325		WBR	96	13.5	B	97		
		325	NB	NBL	314	86.8	F	276		
		325		NBT	16	70.9	E	205		
		325		NBR	153	22.5	C	239		
		325	SB	SBL	40	69.4	E	158		
		325		SBT	8	73.7	E	167		
		325		SBR	96	22.7	C	192		
Pine Ridge Rd	I-75 SB Ramps	340	EB	EBT	852	39.0	D	524	26.0	C
		340		EBR	312	7.8	A	308		
		340	WB	WBL	224	67.0	E	602		
		340		WBT	1841	10.3	B	395		
		340	SB	SBL	223	63.1	E	198		
		340		SBR	566	36.8	D	333		
Pine Ridge Rd	I-75 NB Ramps	345	EB	EBU	1	132.4	F	296	25.3	C
		345		EBL	305	126.1	F	296		
		345		EBT	758	5.4	A	170		
		345	WB	WBT	1730	14.6	B	395		
		345		WBR	453	3.4	A	0		
		345	NB	NBL	345	67.7	E	293		
		345		NBR	103	7.0	A	110		
Pine Ridge Rd	Napa Blvd	350	EB	EBL	247	118.2	F	313	23.5	C
		350		EBT	591	3.9	A	212		
		350		EBR	23	3.9	A	228		
		350	WB	WBL	13	97.5	F	70		
		350		WBT	1799	15.2	B	817		
		350		WBR	124	11.3	B	61		
		350	NB	NBL	17	62.5	E	93		
		350		NBT	10	60.3	E	93		
		350		NBR	2	20.3	C	132		
		350	SB	SBL	31	63.1	E	117		
		350		SBT	9	68.3	E	117		
		350		SBR	372	27.6	C	372		
Pine Ridge Rd	Vineyards Blvd	355	EB	EBL	92	12.9	B	92	15.4	B
		355		EBT	532	1.9	A	75		
		355	WB	WBT	1886	15.7	B	814		
		355		WBR	206	11.9	B	53		
		355	SB	SBL	112	67.1	E	217		
		355		SBR	54	50.7	D	236		

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2019 Existing - PM Peak: Pine Ridge Road

Primary Road	Secondary Road	Node #	Approach	Movement	Movement				Intersection	
					Served Volume (vph)	Vehicle Delay (sec)	Movement LOS	Max Queue (ft)	Vehicle Delay (sec)	Intersection LOS
Pine Ridge Rd	Livingston Rd	300	EB	EBU	11	82.9	F	214	49.9	D
		300		EBL	210	76.5	E	214		
		300		EBT	1689	41.4	D	754		
		300		EBR	293	9.6	A	164		
		300	WB	WBL	217	89.7	F	243		
		300		WBT	1047	51.8	D	598		
		300		WBR	395	21.2	C	389		
		300	NB	NBL	266	79.0	E	250		
		300		NBT	731	65.2	E	384		
		300		NBR	439	32.6	C	248		
		300	SB	SBU	6	65.0	E	316		
		300		SBL	319	85.5	F	316		
		300		SBT	537	57.3	E	275		
		300		SBR	151	10.7	B	115		
Pine Ridge Rd	Whippoorwill Ln	325	EB	EBU	77	119.3	F	455	28.3	C
		325		EBL	79	117.4	F	455		
		325		EBT	2202	15.2	B	850		
		325		EBR	316	9.4	A	179		
		325	WB	WBU	14	105.4	F	342		
		325		WBL	118	106.1	F	342		
		325		WBT	1360	22.7	C	523		
		325		WBR	90	10.2	B	99		
		325	NB	NBL	248	81.1	F	241		
		325		NBT	9	75.1	E	191		
		325		NBR	166	20.9	C	225		
		325	SB	SBL	118	80.2	F	313		
		325		SBT	18	82.0	F	175		
		325		SBR	55	30.9	C	200		
Pine Ridge Rd	I-75 SB Ramps	340	EB	EBT	2110	10.7	B	745	16.4	B
		340		EBR	407	3.8	A	56		
		340	WB	WBL	103	46.8	D	236		
		340		WBT	1200	9.5	A	265		
		340	SB	SBL	377	63.5	E	339		
		340		SBR	390	28.4	C	166		
Pine Ridge Rd	I-75 NB Ramps	345	EB	EBU	4	70.6	E	500	26.7	C
		345		EBL	545	96.0	F	500		
		345		EBT	1946	5.1	A	267		
		345	WB	WBT	946	27.5	C	277		
		345		WBR	261	1.3	A	0		
		345	NB	NBL	337	64.4	E	285		
		345		NBR	178	11.4	B	133		
Pine Ridge Rd	Napa Blvd	350	EB	EBL	320	92.6	F	281	15.2	B
		350		EBT	1776	3.0	A	215		
		350		EBR	18	3.3	A	173		
		350	WB	WBL	8	108.8	F	40		
		350		WBT	810	5.2	A	153		
		350		WBR	98	3.7	A	62		
		350	NB	NBL	14	67.1	E	69		
		350		NBT	5	64.1	E	69		
		350		NBR	6	17.7	B	107		
		350	SB	SBL	82	65.4	E	191		
		350		SBT	15	67.0	E	191		
		350		SBR	390	14.8	B	261		
Pine Ridge Rd	Vineyards Blvd	355	EB	EBL	165	7.2	A	78	11.7	B
		355		EBT	1694	3.3	A	109		
		355	WB	WBT	852	11.0	B	208		
		355		WBR	170	5.4	A	8		
		355	SB	SBL	246	66.0	E	334		
		355		SBR	65	61.6	E	354		

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2025 No-Build - AM Peak: Pine Ridge Road

Primary Road	Secondary Road	Node #	Approach	Movement	Movement				Intersection	
					Served Volume (vph)	Vehicle Delay (sec)	Movement LOS	Max Queue (ft)	Vehicle Delay (sec)	Intersection LOS
Pine Ridge Rd	Livingston Rd	300	EB	EBU	33	97.0	F	231	51.8	D
		300		EBL	179	88.9	F	231		
		300		EBT	806	38.6	D	361		
		300		EBR	157	10.4	B	138		
		300	WB	WBL	414	87.5	F	444		
		300		WBT	1772	25.2	C	635		
		300		WBR	329	15.2	B	307		
		300	NB	NBL	353	135.8	F	423		
		300		NBT	665	67.1	E	348		
		300		NBR	259	23.1	C	129		
		300	SB	SBU	15	82.9	F	390		
		300		SBL	323	100.7	F	390		
		300		SBT	861	66.8	E	451		
		300		SBR	272	18.7	B	198		
Pine Ridge Rd	Whippoorwill Ln	325	EB	EBU	33	96.6	F	209	35.1	D
		325		EBL	46	97.0	F	209		
		325		EBT	1079	28.7	C	483		
		325		EBR	183	9.7	A	120		
		325	WB	WBU	16	88.7	F	626		
		325		WBL	210	87.7	F	626		
		325		WBT	2415	22.3	C	1161		
		325		WBR	93	15.7	B	94		
		325	NB	NBL	367	104.1	F	286		
		325		NBT	17	91.3	F	245		
		325		NBR	181	33.0	C	279		
		325	SB	SBL	43	76.0	E	208		
		325		SBT	9	78.0	E	210		
		325		SBR	100	27.4	C	236		
Pine Ridge Rd	I-75 SB Ramps	340	EB	EBT	1022	45.2	D	580	29.0	C
		340		EBR	340	7.8	A	330		
		340	WB	WBL	231	56.2	E	632		
		340		WBT	2028	10.9	B	391		
		340	SB	SBL	270	68.3	E	243		
		340		SBR	699	43.9	D	424		
Pine Ridge Rd	I-75 NB Ramps	345	EB	EBU	2	138.1	F	500	29.0	C
		345		EBL	358	142.4	F	500		
		345		EBT	921	6.8	A	205		
		345	WB	WBT	1892	18.2	B	783		
		345		WBR	509	4.1	A	0		
		345	NB	NBL	380	68.8	E	331		
		345		NBR	115	8.0	A	114		
Pine Ridge Rd	Napa Blvd	350	EB	EBL	267	111.6	F	304	22.0	C
		350		EBT	739	4.9	A	302		
		350		EBR	28	4.0	A	225		
		350	WB	WBL	17	98.7	F	83		
		350		WBT	1983	14.4	B	892		
		350		WBR	142	10.9	B	57		
		350	NB	NBL	19	62.1	E	96		
		350		NBT	10	61.8	E	96		
		350		NBR	5	22.4	C	135		
		350	SB	SBL	36	63.9	E	111		
		350		SBT	8	61.1	E	111		
		350		SBR	405	26.2	C	439		
Pine Ridge Rd	Vineyards Blvd	355	EB	EBL	118	15.0	B	124	16.4	B
		355		EBT	658	2.5	A	181		
		355	WB	WBT	2083	16.5	B	928		
		355		WBR	250	12.8	B	70		
		355	SB	SBL	145	68.7	E	270		
		355		SBR	63	51.9	D	289		

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2025 No-Build - PM Peak: Pine Ridge Road

Primary Road	Secondary Road	Node #	Approach	Movement	Movement				Intersection	
					Served Volume (vph)	Vehicle Delay (sec)	Movement LOS	Max Queue (ft)	Vehicle Delay (sec)	Intersection LOS
Pine Ridge Rd	Livingston Rd	300	EB	EBU	12	78.6	E	237	53.8	D
		300		EBL	240	79.1	E	237		
		300		EBT	1856	45.0	D	961		
		300		EBR	317	12.3	B	241		
		300	WB	WBL	251	112.7	F	312		
		300		WBT	1160	51.8	D	617		
		300		WBR	436	29.5	C	497		
		300	NB	NBL	291	78.6	E	273		
		300		NBT	851	66.4	E	431		
		300		NBR	494	36.9	D	264		
		300	SB	SBU	5	99.6	F	355		
		300		SBL	356	95.8	F	355		
		300		SBT	625	59.3	E	315		
		300		SBR	170	11.2	B	132		
Pine Ridge Rd	Whippoorwill Ln	325	EB	EBU	81	116.1	F	443	31.2	C
		325		EBL	83	110.0	F	443		
		325		EBT	2431	18.6	B	925		
		325		EBR	357	13.9	B	311		
		325	WB	WBU	14	114.9	F	373		
		325		WBL	140	118.0	F	373		
		325		WBT	1498	22.3	C	521		
		325		WBR	88	11.7	B	95		
		325	NB	NBL	287	87.7	F	260		
		325		NBT	9	87.5	F	231		
		325		NBR	199	29.4	C	265		
		325	SB	SBL	122	91.8	F	360		
		325		SBT	21	80.4	F	197		
		325		SBR	57	36.2	D	223		
Pine Ridge Rd	I-75 SB Ramps	340	EB	EBT	2346	12.5	B	1020	17.7	B
		340		EBR	433	4.4	A	57		
		340	WB	WBL	105	43.0	D	207		
		340		WBT	1302	10.0	A	277		
		340	SB	SBL	438	64.0	E	357		
		340		SBR	447	29.0	C	200		
Pine Ridge Rd	I-75 NB Ramps	345	EB	EBU	4	80.4	F	624	26.7	C
		345		EBL	634	89.8	F	624		
		345		EBT	2155	5.7	A	277		
		345	WB	WBT	1035	29.0	C	303		
		345		WBR	296	1.5	A	0		
		345	NB	NBL	349	62.2	E	283		
		345		NBR	185	14.3	B	154		
Pine Ridge Rd	Napa Blvd	350	EB	EBL	334	95.6	F	295	15.2	B
		350		EBT	1969	3.7	A	297		
		350		EBR	25	4.5	A	214		
		350	WB	WBL	11	98.0	F	55		
		350		WBT	912	5.1	A	173		
		350		WBR	101	3.9	A	71		
		350	NB	NBL	18	65.0	E	72		
		350		NBT	6	69.4	E	72		
		350		NBR	8	22.8	C	111		
		350	SB	SBL	88	64.5	E	217		
		350		SBT	17	62.8	E	217		
		350		SBR	408	12.8	B	265		
Pine Ridge Rd	Vineyards Blvd	355	EB	EBL	180	9.5	A	133	12.1	B
		355		EBT	1881	3.7	A	132		
		355	WB	WBT	952	11.2	B	261		
		355		WBR	189	5.8	A	14		
		355	SB	SBL	268	67.3	E	345		
		355		SBR	75	59.3	E	365		

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2040 No-Build - AM Peak: Pine Ridge Road

Primary Road	Secondary Road	Node #	Approach	Movement	Movement				Intersection	
					Served Volume (vph)	Vehicle Delay (sec)	Movement LOS	Max Queue (ft)	Vehicle Delay (sec)	Intersection LOS
Pine Ridge Rd	Livingston Rd	300	EB	EBU	45	505.4	F	1339	115.9	F
		300		EBL	234	442.3	F	1339		
		300		EBT	1100	44.7	D	1107		
		300		EBR	213	17.2	B	199		
		300	WB	WBL	468	108.0	F	571		
		300		WBT	2079	50.3	D	652		
		300		WBR	363	35.9	D	513		
		300	NB	NBL	380	549.3	F	1133		
		300		NBT	864	110.0	F	893		
		300		NBR	335	26.7	C	184		
		300	SB	SBU	15	194.5	F	938		
		300		SBL	387	209.4	F	938		
		300		SBT	1165	138.1	F	1359		
		300		SBR	393	68.1	E	606		
Pine Ridge Rd	Whippoorwill Ln	325	EB	EBU	37	108.5	F	254	70.2	E
		325		EBL	46	104.1	F	254		
		325		EBT	1473	36.0	D	773		
		325		EBR	243	16.4	B	134		
		325	WB	WBU	13	154.4	F	1844		
		325		WBL	251	156.7	F	1844		
		325		WBT	2848	79.7	E	1892		
		325		WBR	97	63.5	E	100		
		325	NB	NBL	379	114.8	F	287		
		325		NBT	15	104.0	F	273		
		325		NBR	191	45.5	D	307		
		325	SB	SBL	56	79.5	E	261		
		325		SBT	11	76.6	E	241		
		325		SBR	105	50.1	D	266		
Pine Ridge Rd	I-75 SB Ramps	340	EB	EBT	1306	175.5	F	1331	107.4	F
		340		EBR	383	39.7	D	343		
		340	WB	WBL	266	54.6	D	825		
		340		WBT	2496	17.9	B	725		
		340	SB	SBL	295	131.6	F	327		
		340		SBR	730	343.5	F	2134		
Pine Ridge Rd	I-75 NB Ramps	345	EB	EBU	1	351.2	F	922	48.8	D
		345		EBL	406	320.9	F	922		
		345		EBT	1155	16.1	B	227		
		345	WB	WBT	2319	28.1	C	1251		
		345		WBR	644	6.2	A	0		
		345	NB	NBL	462	66.0	E	368		
		345		NBR	143	9.8	A	125		
Pine Ridge Rd	Napa Blvd	350	EB	EBL	290	127.1	F	407	24.4	C
		350		EBT	972	4.3	A	347		
		350		EBR	33	4.1	A	312		
		350	WB	WBL	22	88.6	F	87		
		350		WBT	2449	14.1	B	1167		
		350		WBR	168	10.5	B	70		
		350	NB	NBL	31	65.5	E	141		
		350		NBT	12	62.3	E	141		
		350		NBR	7	22.7	C	180		
		350	SB	SBL	42	57.2	E	196		
		350		SBT	10	63.6	E	196		
		350		SBR	491	50.5	D	739		
Pine Ridge Rd	Vineyards Blvd	355	EB	EBL	168	32.9	C	240	21.7	C
		355		EBT	850	4.1	A	189		
		355	WB	WBT	2548	21.8	C	1244		
		355		WBR	368	19.0	B	101		
		355	SB	SBL	221	67.8	E	325		
		355		SBR	94	58.1	E	344		

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2040 No-Build - PM Peak: Pine Ridge Road

Primary Road	Secondary Road	Node #	Approach	Movement	Movement				Intersection	
					Served Volume (vph)	Vehicle Delay (sec)	Movement LOS	Max Queue (ft)	Vehicle Delay (sec)	Intersection LOS
Pine Ridge Rd	Livingston Rd	300	EB	EBU	12	224.0	F	261	145.9	F
		300		EBL	282	230.0	F	261		
		300		EBT	2027	195.6	F	6479		
		300		EBR	347	121.1	F	417		
		300	WB	WBL	270	303.0	F	633		
		300		WBT	1365	44.3	D	630		
		300		WBR	470	46.9	D	634		
		300	NB	NBL	341	80.6	F	299		
		300		NBT	1116	94.3	F	785		
		300		NBR	433	373.0	F	1122		
		300	SB	SBU	4	386.7	F	1718		
		300		SBL	419	390.8	F	1718		
		300		SBT	833	64.8	E	424		
		300		SBR	214	13.7	B	159		
Pine Ridge Rd	Whippoorwill Ln	325	EB	EBU	46	104.0	F	272	54.8	D
		325		EBL	57	94.1	F	272		
		325		EBT	2495	49.2	D	946		
		325		EBR	371	31.3	C	526		
		325	WB	WBU	16	327.9	F	1162		
		325		WBL	172	317.2	F	1162		
		325		WBT	1848	24.4	C	1016		
		325		WBR	98	14.8	B	111		
		325	NB	NBL	342	122.0	F	269		
		325		NBT	10	114.2	F	272		
		325		NBR	243	53.8	D	306		
		325	SB	SBL	133	95.8	F	451		
		325		SBT	24	84.7	F	295		
		325		SBR	61	47.6	D	321		
Pine Ridge Rd	I-75 SB Ramps	340	EB	EBT	2488	23.0	C	1231	24.3	C
		340		EBR	431	6.9	A	87		
		340	WB	WBL	118	41.1	D	294		
		340		WBT	1551	12.1	B	334		
		340	SB	SBL	573	62.9	E	445		
		340		SBR	612	32.9	C	306		
Pine Ridge Rd	I-75 NB Ramps	345	EB	EBU	6	65.9	E	839	28.0	C
		345		EBL	732	85.0	F	839		
		345		EBT	2326	7.9	A	355		
		345	WB	WBT	1260	31.7	C	398		
		345		WBR	392	2.0	A	0		
		345	NB	NBL	386	59.2	E	295		
		345		NBR	203	19.1	B	226		
Pine Ridge Rd	Napa Blvd	350	EB	EBL	334	90.6	F	297	15.2	B
		350		EBT	2155	4.8	A	295		
		350		EBR	29	4.8	A	328		
		350	WB	WBL	16	97.7	F	69		
		350		WBT	1177	5.5	A	160		
		350		WBR	119	4.4	A	69		
		350	NB	NBL	29	64.6	E	114		
		350		NBT	7	59.4	E	114		
		350		NBR	11	26.1	C	153		
		350	SB	SBL	98	62.2	E	267		
		350		SBT	22	69.3	E	267		
		350		SBR	452	17.7	B	363		
Pine Ridge Rd	Vineyards Blvd	355	EB	EBL	191	11.5	B	124	12.5	B
		355		EBT	2071	4.3	A	159		
		355	WB	WBT	1219	10.1	B	376		
		355		WBR	232	6.3	A	25		
		355	SB	SBL	323	65.8	E	359		
		355		SBR	95	59.7	E	378		

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2025 Build - AM Peak: Pine Ridge Road

Primary Road	Secondary Road	Node #	Approach	Movement	Movement				Intersection	
					Served Volume (vph)	Vehicle Delay (sec)	Movement LOS	Max Queue (ft)	Vehicle Delay (sec)	Intersection LOS
Pine Ridge Rd	Livingston Rd	300	EB	EBL	182	85.6	F	201	41.4	D
		300		EBT	845	38.1	D	384		
		300		EBR	158	2.6	A	0		
		300	WB	WBL	404	86.0	F	536		
		300		WBT	1781	31.2	C	566		
		300		WBR	343	8.6	A	0		
		300	NB	NBL	355	48.8	D	328		
		300		NBT	671	48.7	D	324		
		300		NBR	260	26.4	C	135		
		300	SB	SBL	339	58.8	E	338		
		300		SBT	866	51.9	D	448		
		300		SBR	273	18.5	B	230		
Livingston Rd	South Crossover	301	NB	NBT	354	28.9	C	240	7.4	A
		301		NBU	0	0	A	240		
		301	SB	SBT	1270	1.4	A	78		
Livingston Rd	North Crossover	302	NB	NBT	853	1.7	A	67	8.9	A
		302	SB	SBT	340	22	C	292		
		302	EB	EBR	343	13.8	B	281		
Pine Ridge Rd	Whippoorwill - West MUT	324	WB	WBU	68	43.1	D	91	7.1	A
		324	EB	EBT	1391	5	A	320		
Pine Ridge Rd	Whippoorwill Ln	325	EB	EBL	46	49.9	D	143	13.5	B
		325		EBT	1222	4.6	A	180		
		325		EBR	191	4.3	A	74		
		325	WB	WBL	213	51.4	D	334		
		325		WBT	2884	6.6	A	284		
		325		WBR	111	4.4	A	70		
		325	NB	NBR	581	45.8	D	287		
		325	SB	SBR	152	45.9	D	242		
Pine Ridge Rd	Whippoorwill - East MUT	326	WB	WBT	2733	4.7	A	226	23.0	C
		326	EB	EBU	476	128	F	649		
Pine Ridge Rd	I-75 SB Ramps	340	EB	EBT	1029	25.4	C	348	21.2	C
		340		EBR	337	1.8	A	0		
		340	WB	WBL	234	3.4	A	0		
		340		WBT	2044	21.0	C	576		
		340	SB	SBL	261	13.5	B	113		
		340		SBR	689	34.1	C	274		
Pine Ridge Rd	I-75 NB Ramps	345	EB	EBL	362	2.8	A	98	20.8	C
		345		EBT	929	21.3	C	295		
		345	WB	WBT	1907	26.2	C	819		
		345		WBR	509	5.1	A	0		
		345	NB	NBL	368	33.9	C	214		
		345		NBR	115	12.6	B	118		
Pine Ridge Rd	Napa Blvd	350	EB	EBL	268	67.1	E	227	25.0	C
		350		EBT	747	20.2	C	330		
		350		EBR	28	15.8	B	247		
		350	WB	WBL	17	63.5	E	79		
		350		WBT	1995	21.3	C	900		
		350		WBR	143	15.8	B	116		
		350	NB	NBL	19	46.7	D	89		
		350		NBT	10	52.7	D	89		
		350		NBR	5	17.2	B	128		
		350	SB	SBL	35	46.8	D	99		
		350		SBT	8	46.9	D	99		
		350		SBR	404	22.7	C	369		
Pine Ridge Rd	Vineyards Blvd	355	EB	EBL	119	22.2	C	150	15.9	B
		355		EBT	665	8.5	A	256		
		355	WB	WBT	2101	15.9	B	812		
		355		WBR	251	11.4	B	68		
		355	SB	SBL	140	45.9	D	209		
		355		SBR	62	30.7	C	228		

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2025 Build - PM Peak: Pine Ridge Road

Primary Road	Secondary Road	Node #	Approach	Movement	Movement				Intersection	
					Served Volume (vph)	Vehicle Delay (sec)	Movement LOS	Max Queue (ft)	Vehicle Delay (sec)	Intersection LOS
Pine Ridge Rd	Livingston Rd	300	EB	EBL	236	59.3	E	178	29.7	C
		300		EBT	1871	31.1	C	620		
		300		EBR	317	4.1	A	0		
		300	WB	WBL	255	57.2	E	205		
		300		WBT	1177	23.6	C	343		
		300		WBR	446	1.8	A	13		
		300	NB	NBL	288	30.8	C	191		
		300		NBT	858	39.9	D	296		
		300		NBR	495	29.6	C	215		
		300	SB	SBL	360	30.1	C	245		
		300		SBT	631	38.0	D	231		
		300		SBR	171	10.4	B	159		
Livingston Rd	South Crossover	301	NB	NBT	288	16.8	B	134	5.5	A
		301		NBU	0	0	A	134		
		301	SB	SBT	886	1.9	A	65		
Livingston Rd	North Crossover	302	NB	NBT	1094	1.6	A	55	10.4	B
		302	SB	SBT	362	20	C	223		
		302	EB	EBR	446	23.9	C	441		
Pine Ridge Rd	Whippoorwill - West MUT	324	WB	WBU	159	65.7	E	172	7.3	A
		324	EB	EBT	2939	4	A	364		
Pine Ridge Rd	Whippoorwill Ln	325	EB	EBL	84	34.6	C	140	9.0	A
		325		EBT	2641	5.0	A	421		
		325		EBR	374	6.0	A	133		
		325	WB	WBL	141	37.7	D	210		
		325		WBT	1902	2.8	A	147		
		325		WBR	97	2.6	A	29		
		325	NB	NBR	504	34.3	C	220		
		325	SB	SBR	200	34.3	C	230		
Pine Ridge Rd	Whippoorwill - East MUT	326	WB	WBT	1739	3.0	A	102	12.2	B
		326	EB	EBU	402	52	D	217		
Pine Ridge Rd	I-75 SB Ramps	340	EB	EBT	2329	12.9	B	298	23.9	C
		340		EBR	431	2.3	A	0		
		340	WB	WBL	105	2.5	A	0		
		340		WBT	1289	55.5	E	470		
		340	SB	SBL	441	30.1	C	230		
		340		SBR	450	9.7	A	130		
Pine Ridge Rd	I-75 NB Ramps	345	EB	EBL	622	2.2	A	195	17.2	B
		345		EBT	2147	14.7	B	397		
		345	WB	WBT	1046	36.0	D	418		
		345		WBR	299	1.8	A	0		
		345	NB	NBL	352	9.0	A	123		
		345		NBR	187	30.5	C	209		
Pine Ridge Rd	Napa Blvd	350	EB	EBL	328	73.0	E	297	22.0	C
		350		EBT	1978	14.9	B	574		
		350		EBR	25	13.9	B	263		
		350	WB	WBL	11	108.5	F	57		
		350		WBT	915	16.9	B	432		
		350		WBR	101	5.8	A	53		
		350	NB	NBL	18	67.5	E	89		
		350		NBT	6	66.0	E	89		
		350		NBR	7	23.6	C	127		
		350	SB	SBL	88	69.4	E	215		
		350		SBT	17	65.4	E	215		
		350		SBR	408	14.4	B	270		
Pine Ridge Rd	Vineyards Blvd	355	EB	EBL	181	6.3	A	111	15.4	B
		355		EBT	1896	6.6	A	530		
		355	WB	WBT	958	18.1	B	336		
		355		WBR	188	9.4	A	84		
		355	SB	SBL	257	68.9	E	337		
		355		SBR	73	60.5	E	357		

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2040 Build - AM Peak: Pine Ridge Road

Primary Road	Secondary Road	Node #	Approach	Movement	Movement				Intersection	
					Served Volume (vph)	Vehicle Delay (sec)	Movement LOS	Max Queue (ft)	Vehicle Delay (sec)	Intersection LOS
Pine Ridge Rd	Livingston Rd	300	EB	EBL	266	80.6	F	249	50.3	D
		300		EBT	1164	30.6	C	509		
		300		EBR	213	3.1	A	0		
		300	WB	WBL	492	91.0	F	572		
		300		WBT	2367	26.2	C	571		
		300		WBR	401	7.4	A	0		
		300	NB	NBL	491	59.4	E	363		
		300		NBT	935	68.5	E	483		
		300		NBR	347	27.7	C	165		
		300	SB	SBL	418	69.0	E	374		
		300		SBT	1185	102.4	F	917		
		300		SBR	394	39.5	D	525		
Livingston Rd	South Crossover	301	NB	NBT	491	55.6	E	546	13.9	B
		301		NBU	0	0	A	546		
		301	SB	SBT	1676	1.5	A	33		
Livingston Rd	North Crossover	302	NB	NBT	1201	1.3	A	43	11.7	B
		302	SB	SBT	417	37	D	547		
		302	EB	EBR	402	16.4	B	302		
Pine Ridge Rd	Whippoorwill - West MUT	324	WB	WBU	83	43.1	D	102	8.2	A
		324	EB	EBT	1886	7	A	362		
Pine Ridge Rd	Whippoorwill Ln	325	EB	EBL	47	47.4	D	137	25.5	C
		325		EBT	1667	16.4	B	518		
		325		EBR	255	5.3	A	128		
		325	WB	WBL	295	92.0	F	665		
		325		WBT	3629	9.6	A	551		
		325		WBR	115	7.1	A	170		
		325	NB	NBR	611	116.8	F	322		
		325	SB	SBR	172	48.0	D	254		
Pine Ridge Rd	Whippoorwill - East MUT	326	WB	WBT	3524	8.9	A	571	38.5	D
		326	EB	EBU	513	242	F	991		
Pine Ridge Rd	I-75 SB Ramps	340	EB	EBT	1417	32.1	C	591	27.6	C
		340		EBR	389	2.2	A	0		
		340	WB	WBL	267	7.9	A	0		
		340		WBT	2534	29.1	C	848		
		340	SB	SBL	384	15.9	B	162		
		340		SBR	990	37.1	D	367		
Pine Ridge Rd	I-75 NB Ramps	345	EB	EBL	487	4.3	A	323	26.0	C
		345		EBT	1314	26.3	C	549		
		345	WB	WBT	2353	33.7	C	1066		
		345		WBR	650	9.1	A	0		
		345	NB	NBL	448	36.3	D	259		
		345		NBR	142	13.9	B	148		
Pine Ridge Rd	Napa Blvd	350	EB	EBL	329	83.5	F	316	34.0	C
		350		EBT	1092	24.6	C	442		
		350		EBR	37	19.8	B	328		
		350	WB	WBL	22	68.4	E	83		
		350		WBT	2480	30.1	C	1328		
		350		WBR	169	25.9	C	129		
		350	NB	NBL	31	51.9	D	128		
		350		NBT	12	42.3	D	128		
		350		NBR	7	23.6	C	166		
		350	SB	SBL	42	46.6	D	111		
		350		SBT	10	43.2	D	111		
		350		SBR	488	41.5	D	634		
Pine Ridge Rd	Vineyards Blvd	355	EB	EBL	175	43.7	D	242	21.8	C
		355		EBT	964	8.3	A	327		
		355	WB	WBT	2574	23.1	C	1135		
		355		WBR	371	17.8	B	140		
		355	SB	SBL	214	49.2	D	279		
		355		SBR	91	40.3	D	299		

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2040 Build - PM Peak: Pine Ridge Road

Primary Road	Secondary Road	Node #	Approach	Movement	Movement				Intersection	
					Served Volume (vph)	Vehicle Delay (sec)	Movement LOS	Max Queue (ft)	Vehicle Delay (sec)	Intersection LOS
Pine Ridge Rd	Livingston Rd	300	EB	EBL	304	79.0	E	229	41.5	D
		300		EBT	2249	65.6	E	1535		
		300		EBR	392	13.0	B	0		
		300	WB	WBL	332	56.8	E	247		
		300		WBT	1439	25.2	C	486		
		300		WBR	548	3.9	A	136		
		300	NB	NBL	346	28.5	C	228		
		300		NBT	1164	43.7	D	424		
		300		NBR	641	39.5	D	325		
		300	SB	SBL	466	29.2	C	322		
		300		SBT	840	41.0	D	310		
		300		SBR	213	12.4	B	182		
Livingston Rd	South Crossover	301	NB	NBT	345	20.7	C	157	5.9	A
		301		NBU	0	0	A	157		
		301	SB	SBT	1172	1.5	A	68		
Livingston Rd	North Crossover	302	NB	NBT	1468	1.3	A	42	11.9	B
		302	SB	SBT	466	26	C	383		
		302	EB	EBR	548	28.8	C	554		
Pine Ridge Rd	Whippoorwill - West MUT	324	WB	WBU	178	64.8	E	171	7.9	A
		324	EB	EBT	3605	5	A	365		
Pine Ridge Rd	Whippoorwill Ln	325	EB	EBL	86	32.7	C	149	10.3	B
		325		EBT	3207	7.1	A	585		
		325		EBR	490	8.7	A	274		
		325	WB	WBL	190	38.2	D	259		
		325		WBT	2363	3.8	A	203		
		325		WBR	108	2.6	A	31		
		325	NB	NBR	679	32.7	C	273		
		325	SB	SBR	221	31.0	C	228		
Pine Ridge Rd	Whippoorwill - East MUT	326	WB	WBT	2148	3.6	A	116	13.8	B
		326	EB	EBU	513	57	E	261		
Pine Ridge Rd	I-75 SB Ramps	340	EB	EBT	2908	16.7	B	413	27.5	C
		340		EBR	478	2.8	A	0		
		340	WB	WBL	118	3.5	A	0		
		340		WBT	1531	62.5	E	556		
		340	SB	SBL	574	32.5	C	275		
		340		SBR	616	10.9	B	154		
Pine Ridge Rd	I-75 NB Ramps	345	EB	EBL	827	3.0	A	391	19.2	B
		345		EBT	2652	16.9	B	627		
		345	WB	WBT	1265	40.9	D	552		
		345		WBR	392	2.7	A	0		
		345	NB	NBL	388	9.9	A	130		
		345		NBR	204	30.6	C	247		
Pine Ridge Rd	Napa Blvd	350	EB	EBL	359	73.5	E	317	28.3	C
		350		EBT	2458	18.9	B	940		
		350		EBR	33	16.1	B	325		
		350	WB	WBL	15	105.4	F	69		
		350		WBT	1184	33.2	C	579		
		350		WBR	120	10.9	B	72		
		350	NB	NBL	30	62.3	E	122		
		350		NBT	7	59.6	E	122		
		350		NBR	11	27.4	C	161		
		350	SB	SBL	98	66.3	E	253		
		350		SBT	22	68.8	E	253		
		350		SBR	452	20.4	C	377		
Pine Ridge Rd	Vineyards Blvd	355	EB	EBL	212	9.0	A	105	15.0	B
		355		EBT	2353	5.9	A	615		
		355	WB	WBT	1228	17.2	B	376		
		355		WBR	233	9.5	A	122		
		355	SB	SBL	313	67.9	E	380		
		355		SBR	93	65.9	E	399		

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Appendix I:
Traffic Forecast Modeling Technical Memorandum

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TECHNICAL MEMORANDUM

TRAFFIC FORECAST MODELING

INTERSTATE 75 AT PINE RIDGE ROAD

INTERCHANGE STUDY

COLLIER COUNTY, FLORIDA

May 2018

FDOT

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Traffic Forecast Modeling Technical Memorandum

Pine Ridge Rd at I-75 Interchange Study

Collier County, Florida

Introduction

This Technical Memorandum presents the details of the Model Traffic Forecasts developed in support of the interim interchange improvement study at Pine Ridge Rd and I-75 in Lee County, Florida. This study involves evaluating potential operational improvements around the interchange area up to the year 2030.

This effort involved conducting a sub-area base year (2010) validation refinement for the study area, as well as development of a refined forecast (2040) Cost Feasible network model for the No-Build condition.

The traffic model applied for this study was based on the current adopted District 1 Cost Feasible 2040 One Regional Planning Model (D1RPM v1.0.3). The D1RPM is a travel demand forecasting tool developed by FDOT District 1, in conjunction with the six District MPO/TPOs, in support of their current 2040 Long Range Transportation Plans (LRTP). This model was adopted by the Collier County MPO for use in developing traffic forecasts within the County.

Model Sub-Area Validation

The original 2010 base year model validation was refined for the project study area to ensure that the base year model is replicating 2010 traffic conditions and counts. The model refinement was performed by using the guidelines identified in “FDOT Project Traffic Forecasting Handbook”. Validation criteria including volume over count (v/c) ratios were used to assess the accuracy of the base year model.

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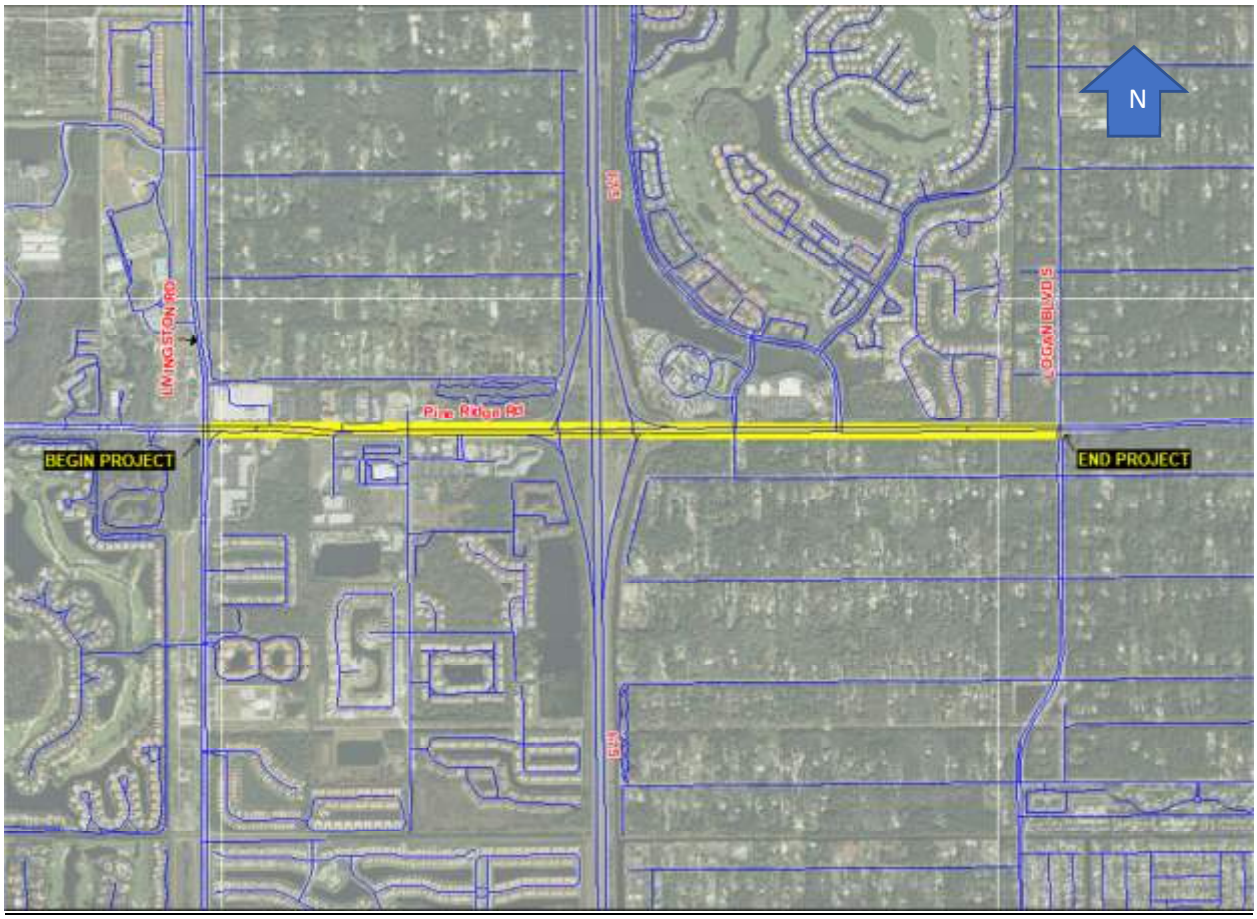
Study Area Map



The following network revisions were incorporated as part of the sub-area validation effort:

- Add Screenline 74 for study area
- Logan Blvd from Pine Ridge to Immokalee - FT 43 to FT 35 (45 mph)
- I-75 / Pine Ridge on/off ramps FT from 71/75 to 73/77
- TAZ 1765 (Physicians Regional Hospital) - change 40 Serv Emp to 700 Serv Emp (per 2014 Infogroup data)
- Add count to Vineyards Blvd (FDOT sta 034124, 2011)

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These revisions resulted in improved validation performance for the study area. The following tables and plots show the original 2010 model level of validation, as well as the level of validation after model sub-area refinement.

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Original Validation

SL	ROADWAY	ATYPE	FTYPE	ANODE	BNODE	VOLUME	COUNT	V/C
74	CR 881 (Livingston Rd)	31	22	22435	22437	14639	13636	1.07
74	CR 881 (Livingston Rd)	31	22	22437	22435	11856	13636	0.87
74	CR 881 (Livingston Rd)	31	22	23287	24982	14012	14205	0.99
74	CR 881 (Livingston Rd)	31	22	24982	23287	15578	14205	1.10
74	CR 896 (Pine Ridge Rd)	42	23	23284	24982	27017	27273	0.99
74	CR 896 (Pine Ridge Rd)	42	23	24982	23284	26178	27273	0.96
74	CR 896 (Pine Ridge Rd)	42	23	24982	25054	25654	25245	1.02
74	CR 896 (Pine Ridge Rd)	42	23	25054	24982	23600	25245	0.93
74	CR 896 (Pine Ridge Rd)	31	23	25549	25755	18289	19965	0.92
74	CR 896 (Pine Ridge Rd)	31	23	25755	25811	10473	11898	0.88
74	CR 896 (Pine Ridge Rd)	31	23	25811	25755	11996	11898	1.01
74	CR 896 (Pine Ridge Rd)	31	23	25755	25549	20210	19965	1.01
74	I-75	33	12	25285	25289	36730	33213	1.11
74	I-75	33	12	25318	25309	35954	33213	1.08
74	I-75	33	12	25324	25334	33998	30556	1.11
74	I-75	33	12	25348	25342	29152	30556	0.95
74	I-75 ramp	31	75	20491	20492	11443	9670	1.18
74	I-75 ramp	31	71	20495	20497	8712	4835	1.80
74	I-75 ramp	31	75	20500	20503	5135	4396	1.17
74	I-75 ramp	31	71	20512	20520	11938	9121	1.31
74	Logan Blvd S	31	43	25750	25755	3611	6150	0.59
74	Logan Blvd S	31	43	25755	25750	3444	6150	0.56
74	Logan Blvd S	31	23	25755	25759	11978	13234	0.91
74	Logan Blvd S	31	23	25759	25755	12209	13234	0.92
					Pine Ridge Rd	**219,502**	**224,444**	**0.98**
					I-75	**173,062**	**155,560**	**1.11**
					Study Area	**423,806**	**418,772**	**1.01**

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Refined Validation

SL	ROADWAY	ATYPE	FTYPE	ANODE	BNODE	VOLUME	COUNT	V/C
74	CR 881 (Livingston Rd)	31	22	22435	22437	14,478	13,636	1.06
74	CR 881 (Livingston Rd)	31	22	22437	22435	12,425	13,636	0.91
74	CR 881 (Livingston Rd)	31	22	23287	24982	13,905	14,205	0.98
74	CR 881 (Livingston Rd)	31	22	24982	23287	14,901	14,205	1.05
74	CR 896 (Pine Ridge Rd)	42	23	23284	24982	26,342	27,273	0.97
74	CR 896 (Pine Ridge Rd)	42	23	24982	23284	26,043	27,273	0.95
74	CR 896 (Pine Ridge Rd)	42	23	24982	25054	25,223	25,245	1.00
74	CR 896 (Pine Ridge Rd)	42	23	25054	24982	23,875	25,245	0.95
74	CR 896 (Pine Ridge Rd)	31	23	25549	25755	18,395	19,965	0.92
74	CR 896 (Pine Ridge Rd)	31	23	25755	25549	19,344	19,965	0.97
74	CR 896 (Pine Ridge Rd)	31	23	25755	25811	10,251	11,898	0.86
74	CR 896 (Pine Ridge Rd)	31	23	25811	25755	10,710	11,898	0.90
74	I-75	33	12	25285	25289	36,194	33,213	1.09
74	I-75	33	12	25318	25309	35,433	33,213	1.07
74	I-75	33	12	25324	25334	31,872	30,556	1.04
74	I-75	33	12	25348	25342	28,685	30,556	0.94
74	I-75 ramp	31	77	20491	20492	10825	9,670	1.12
74	I-75 ramp	31	73	20495	20497	6,500	4,835	1.34
74	I-75 ramp	31	77	20500	20503	4,605	4,396	1.05
74	I-75 ramp	31	73	20512	20520	11,353	9,121	1.24
74	Logan Blvd S	31	35	25750	25755	5,137	6,150	0.84
74	Logan Blvd S	31	35	25755	25750	4,833	6,150	0.79
74	Logan Blvd S	31	23	25755	25759	12,769	13,234	0.96
74	Logan Blvd S	31	23	25759	25755	12,955	13,234	0.98
					Pine Ridge Rd	**215,892**	**224,444**	**0.96**
					I-75	**165,467**	**155,560**	**1.06**
					Study Area	**417,053**	**418,772**	**1.00**

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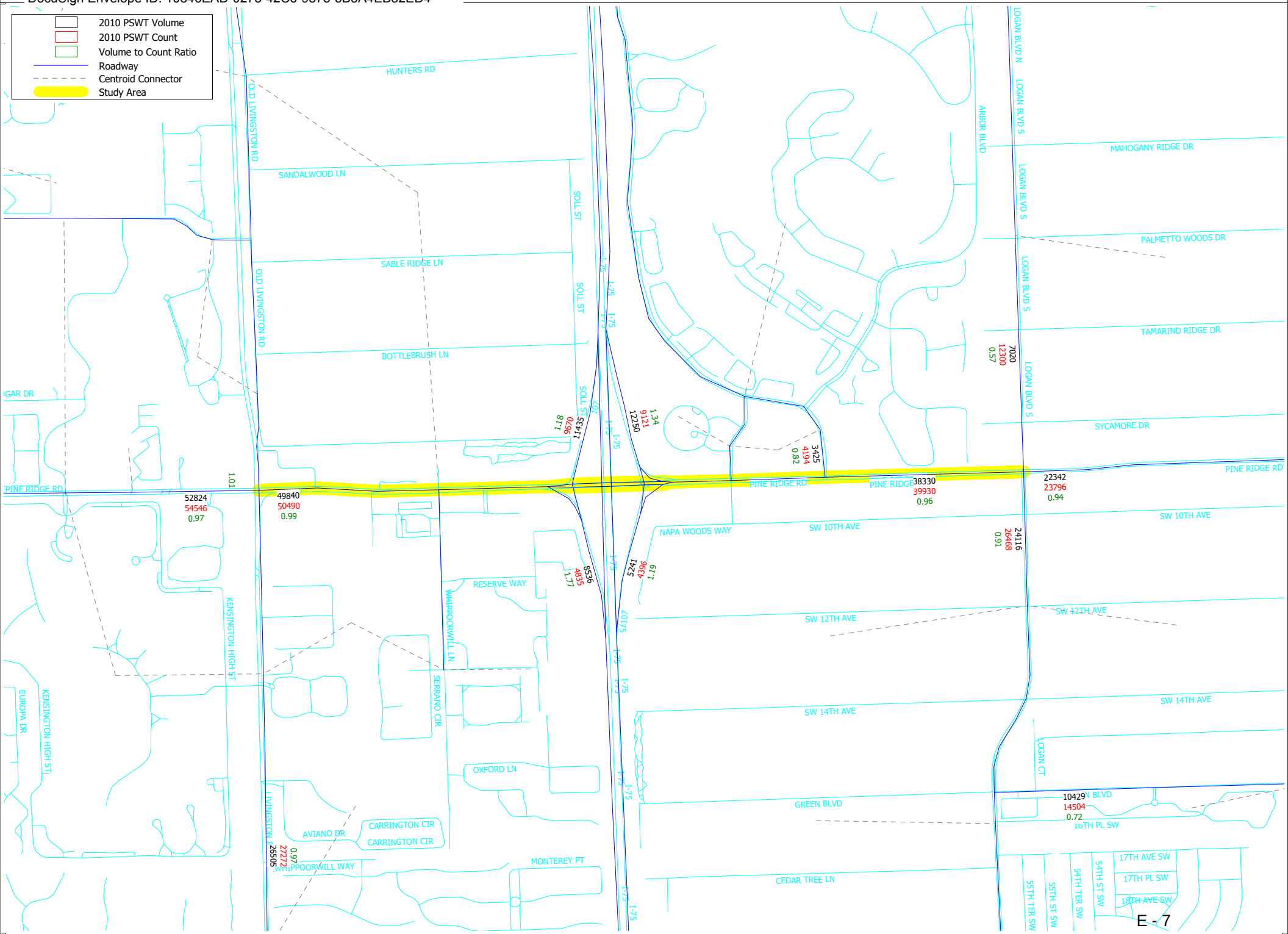

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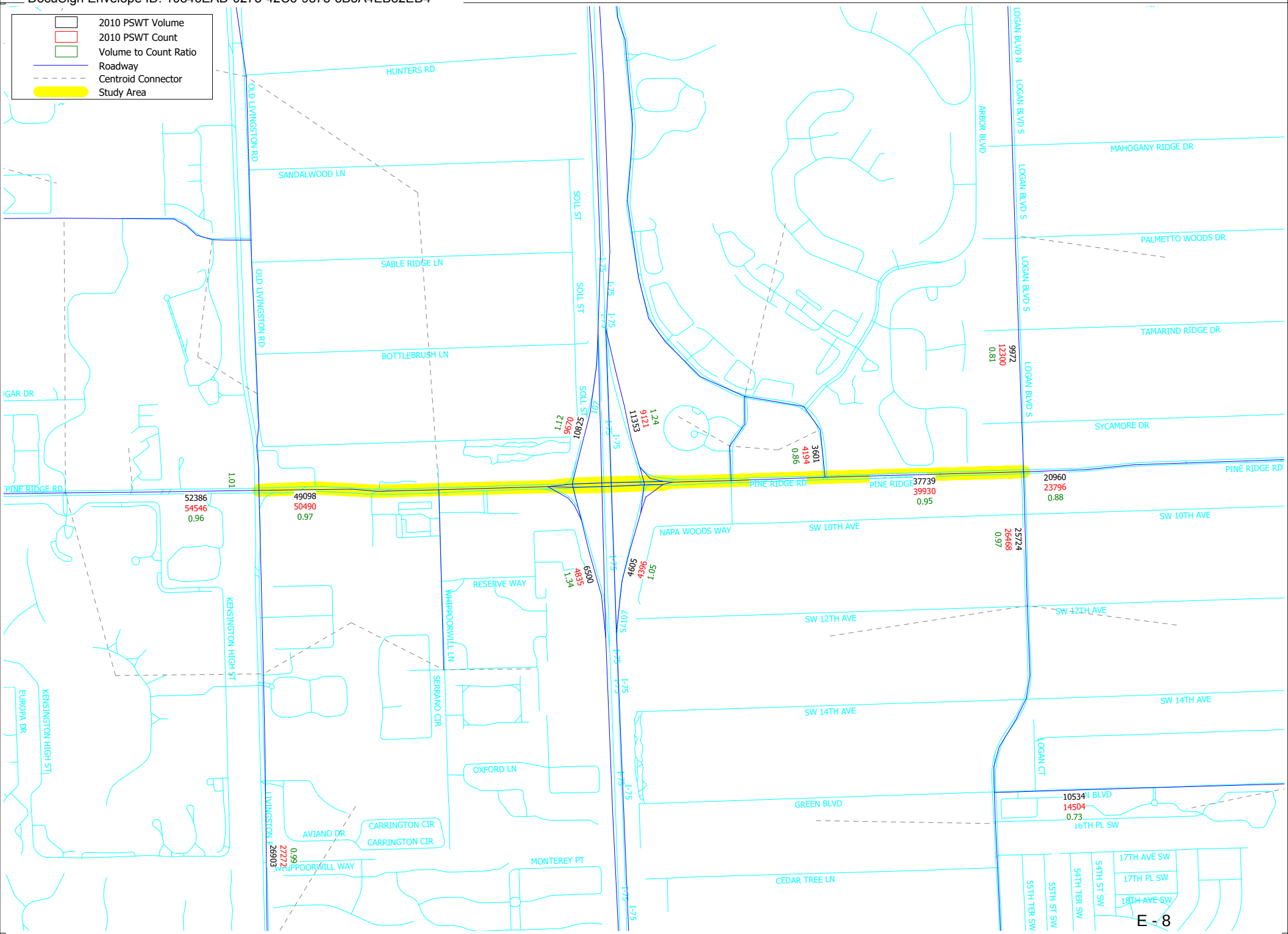

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Forecast Model Development

Forecast model networks were developed by applying appropriate base year validation refinements to the 2040 LRTP Cost Feasible model network. The 2040 model socioeconomic data was refined to include the following changes:

- TAZ 1765 (Physicians Regional Hospital) - change 40 Serv Emp to 700 Serv Emp

The following plot shows the resulting 2040 PSWT volume projections as well as 2010 to 2040 annual model volume growth rates.

D1RPM v1.0.3 Pine Ridge Rd Refined Model - Traffic Growth Projections

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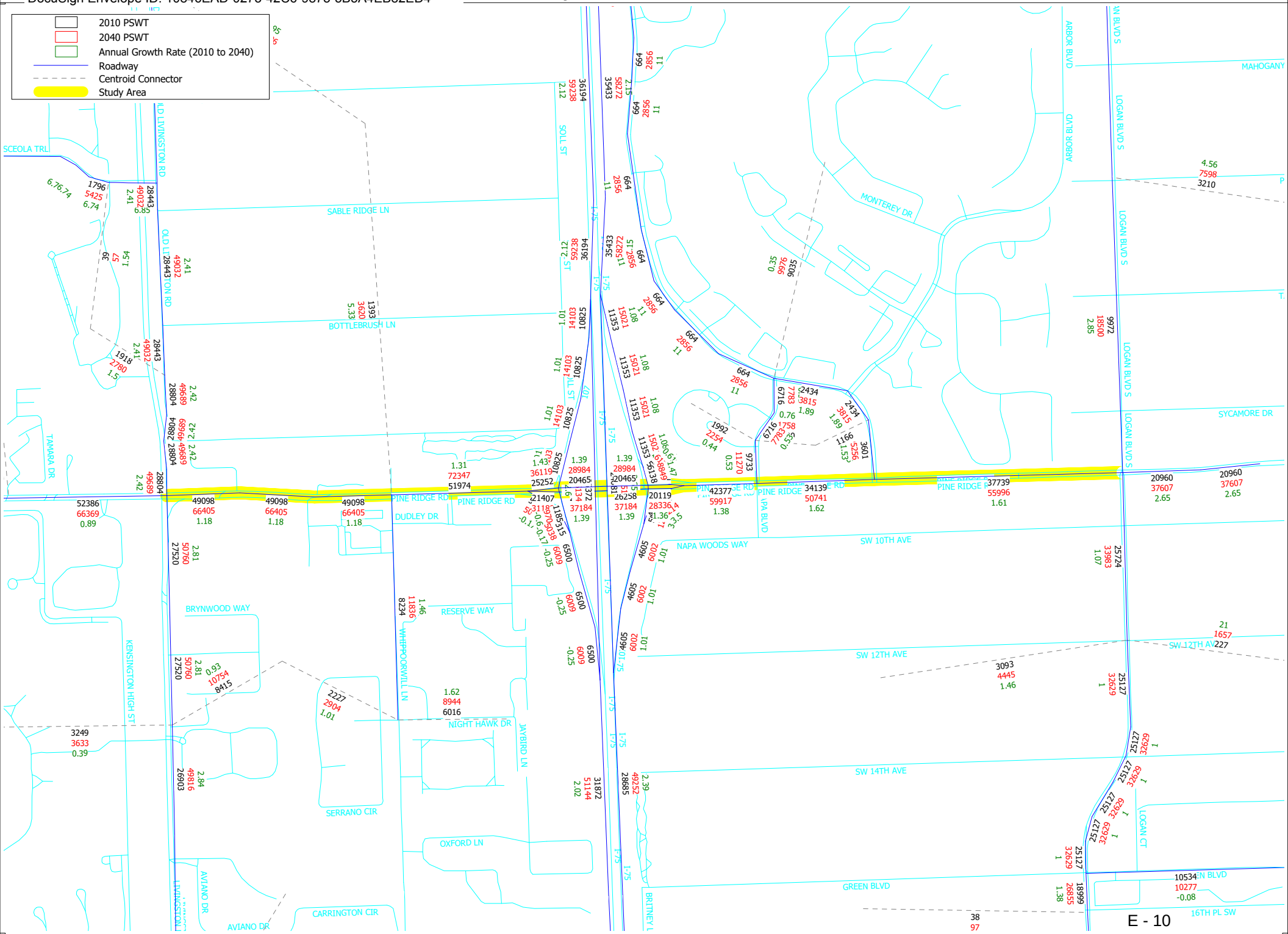

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D1RPM v1.0.3 Pine Ridge Rd Refined Model with Whippoorwill Ln Ext - Traffic Growth Projections

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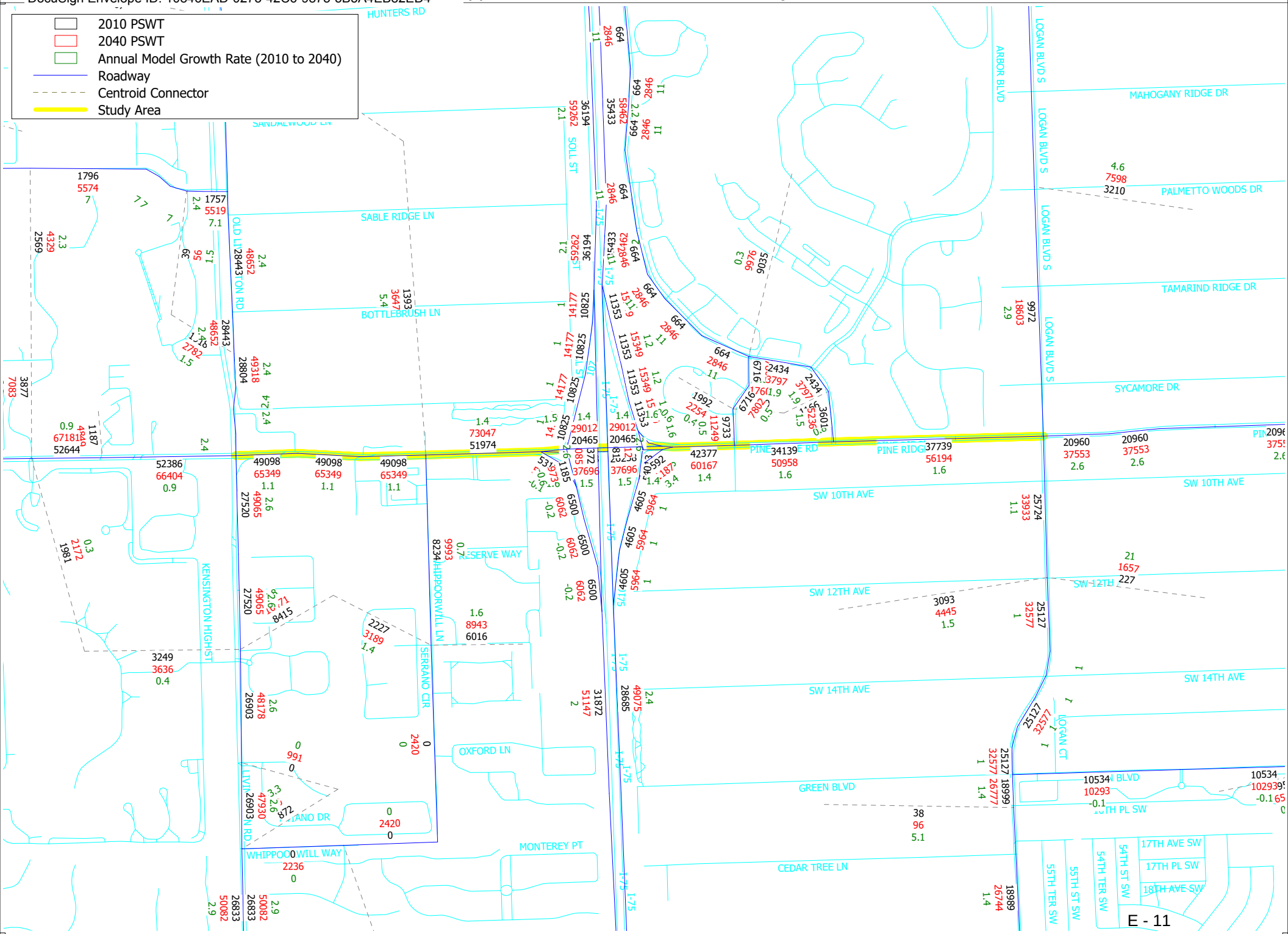

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Appendix J:
FTO 5-Year (2015-2019) Historical Trend Analysis

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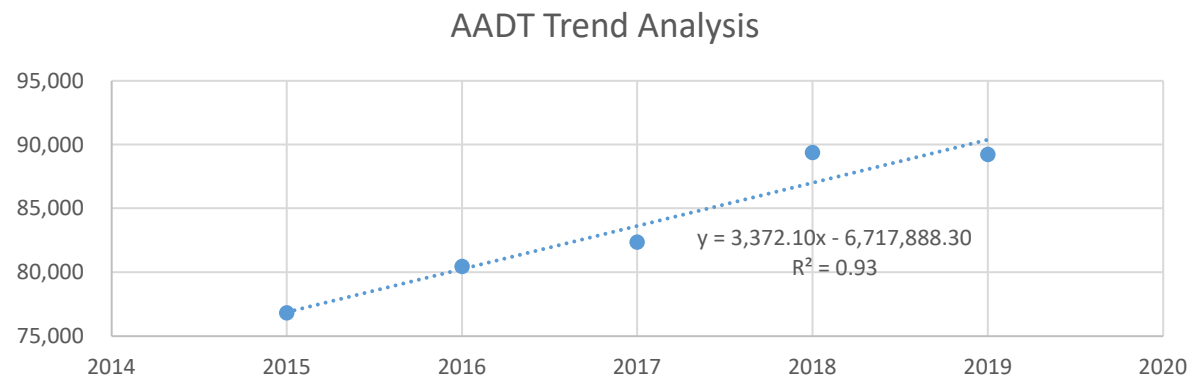
County: *03 - COLLIER*
Site: *0191 - SR-93/I-75, 0.5 MI N OF CR-986, COLLIER CO.*

FTI Count Station Historical Trend Data

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor	Trend AADT
2019	89,215 *C*	*N*	43,931	*S*	45,284	9.0	56.4	8	90382
2018	89,362 *C*	*N*	44,287	*S*	45,075	9.0	56.4	8	87010
2017	82,348 *C*	*N*	40,644	*S*	41,704	9.0	56.4	8	83637
2016	80,453 *C*	*N*	39,569	*S*	40,884	9.0	56.3	7.9	80265
2015	76,809 *C*	*N*	37,804	*S*	39,005	9.0	56.8	7.8	76893
AVG	83,600	**Base Year**				***2019***	**Horizon Year**		***2040***



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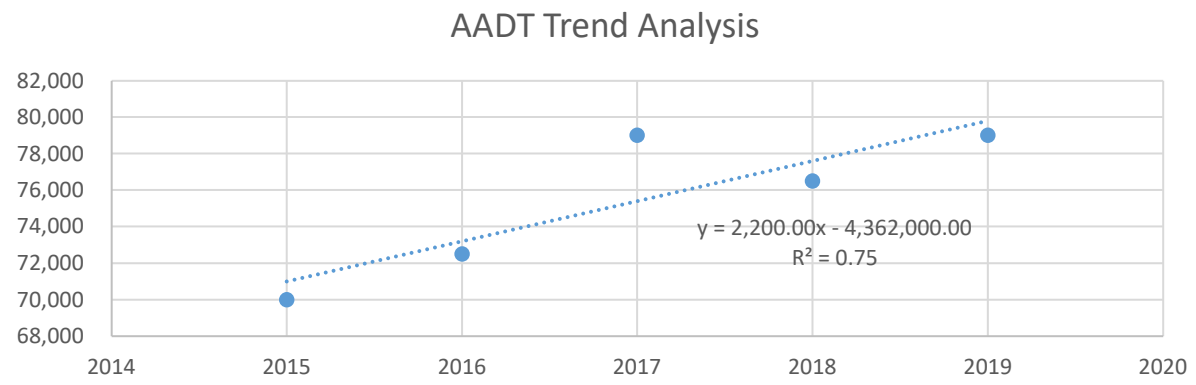
County: *03 - COLLIER*

Site: *2003 - SR 93/I-75, SOUTH OF CR 896/PINE RIDGE ROAD*

FTI Count Station Historical Trend Data

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor	Trend AADT
2019	79,000 *C*	*N*	38,500	*S*	40,500	9.0	55	10.2	79800
2018	76,500 *C*	*N*	37,500	*S*	39,000	9.0	56	9.5	77600
2017	79,000 *C*	*N*	38,500	*S*	40,500	9.0	55.9	9.1	75400
2016	72,500 *C*	*N*	35,500	*S*	37,000	9.0	56.1	9.3	73200
2015	70,000 *C*	*N*	34,000	*S*	36,000	9.0	56.5	9.7	71000
AVG	75,400	**Base Year**				***2019***	**Horizon Year**		***2040***



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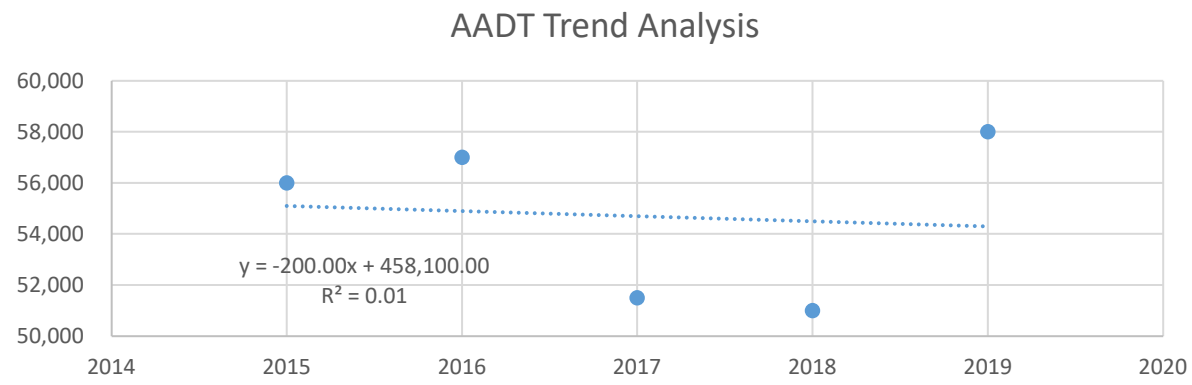
County: *03 - COLLIER*
Site: *4628 - PINE RIDGE RD, E OF CR881/LIVINGSTON RD*

FTI Count Station Historical Trend Data

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor	Trend AADT
2019	58,000 *C*	*E* 29,000	*W* 29,000	9.0	56.4	4.9	54300
2018	51,000 *C*	*E* 25,500	*W* 25,500	9.0	56.5	4.3	54500
2017	51,500 *C*	*E* 25,500	*W* 26,000	9.0	56.8	4.3	54700
2016	57,000 *C*	*E* 28,000	*W* 29,000	9.0	57.4	4.6	54900
2015	56,000 *C*	*E* 28,000	*W* 28,000	9.0	57.2	4.5	55100
AVG	54,700	**Base Year**		***2019***	**Horizon Year**		***2040***



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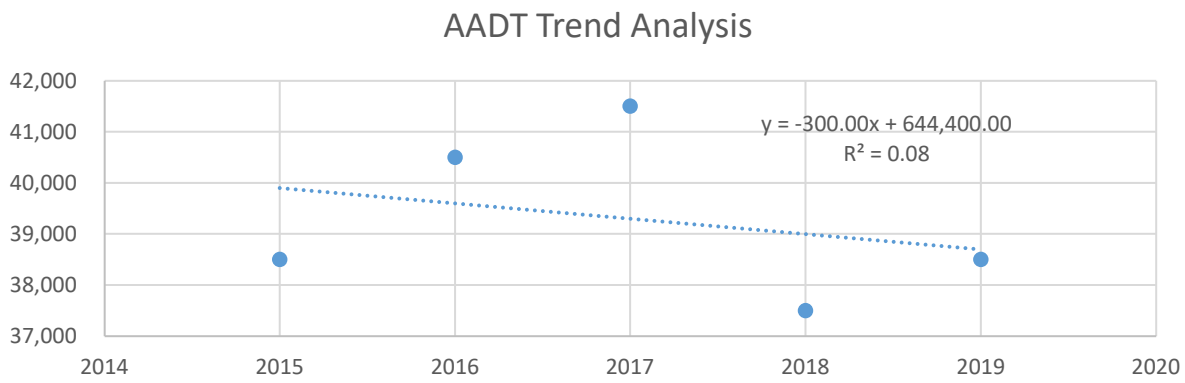
County: *03 - COLLIER*

Site: *4526 - CR-896/PINE RIDGE RD, 700 FT W OF LOGAN BLVD*

FTI Count Station Historical Trend Data

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor	Trend AADT
2019	38,500 *F*	*E* 19,000	*W* 19,500	9.0	56.4	4.6	38700
2018	37,500 *C*	*E* 18,500	*W* 19,000	9.0	56.5	5.1	39000
2017	41,500 *S*	*E* 21,000	*W* 20,500	9.0	56.8	4	39300
2016	40,500 *F*	*E* 20,500	*W* 20,000	9.0	57.4	4	39600
2015	38,500 *C*	*E* 19,500	*W* 19,000	9.0	57.2	4	39900
AVG	39,300	**Base Year**		***2019***	**Horizon Year**		***2040***



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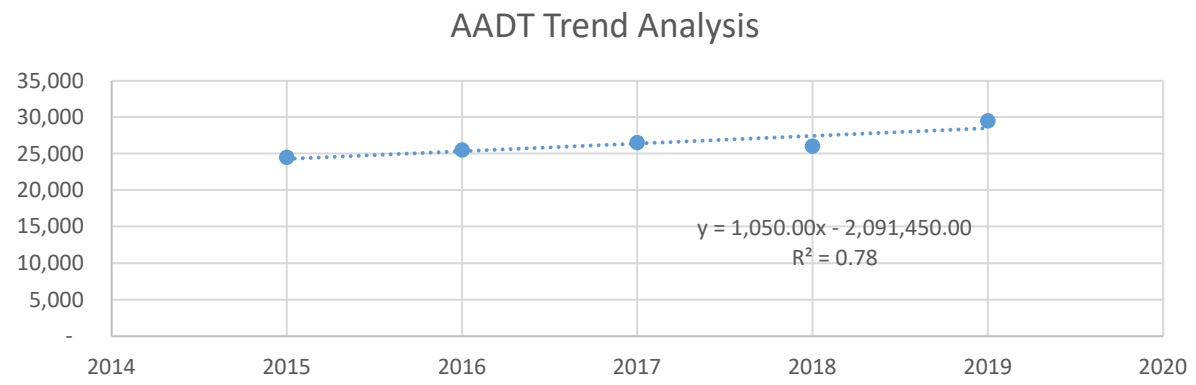
County: *03 - COLLIER*

Site: *4575 - LIVINGSTON RD, N OF PINE RIDGE RD/CR 896*

FTI Count Station Historical Trend Data

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor	Trend AADT
2019	29,500 *C*	*N*	14,500	*S*	15,000	9.0	56.4	4.7	28500
2018	26,000 *C*	*N*	12,500	*S*	13,500	9.0	56.5	4.4	27450
2017	26,500 *T*					9.0	56.8	3.8	26400
2016	25,500 *S*	*N*	12,500	*S*	13,000	9.0	57.4	4.2	25350
2015	24,500 *F*	*N*	12,000	*S*	12,500	9.0	57.2	4.2	24300
AVG	26,400	**Base Year**				***2019***	**Horizon Year**		***2040***



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Appendix K:
Intersection Approach Calculation Checks

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Table 1: 2040 Intersection Approaches

Location	Intersection Leg	Existing Year (2019) AADT	Design Year (2040) AADT	Annual Growth Rate	AM Peak Hour					PM Peak Hour				
					K (AM)	D (AM)	Entering Volume	Leaving Volume	Estimated AADT	K (PM)	D (PM)	Entering Volume	Leaving Volume	Estimated AADT
Pine Ridge Road & Livingston Road	North	26,000	40,000	2.6%	0.09	0.55	1,994	1,603	40,000	0.09	0.57	1,521	2,036	39,500
Pine Ridge Road & Livingston Road	South	26,500	40,500	2.5%	0.09	0.52	1,773	1,938	41,000	0.09	0.58	2,158	1,573	41,500
Pine Ridge Road & Livingston Road	East	45,700	63,000	1.8%	0.08	0.64	3,295	1,862	64,500	0.09	0.59	2,309	3,354	63,000
Pine Ridge Road & Livingston Road	West	46,000	55,000	0.9%	0.09	0.67	1,648	3,307	55,000	0.09	0.60	2,972	1,997	55,000
Pine Ridge Road & Starbucks	South	3,600	4,300	0.9%	0.09	0.70	114	262	4,200	0.05	0.57	132	100	4,600
Pine Ridge Road & Starbucks	East	47,700	65,500	1.8%	0.08	0.65	3,457	1,876	66,500	0.09	0.59	2,407	3,484	65,500
Pine Ridge Road & Starbucks	West	45,700	63,000	1.8%	0.08	0.64	1,862	3,295	64,500	0.09	0.59	3,354	2,309	63,000
Pine Ridge Road at Meridian Place	North	1,900	2,400	1.3%	0.08	0.84	31	167	2,500	0.05	0.70	82	35	2,300
Pine Ridge Road at Meridian Place	South	100	150	2.4%	0.09	0.79	11	3	150	0.04	0.50	3	3	150
Pine Ridge Road at Meridian Place	East	47,300	65,000	1.8%	0.08	0.66	3,593	1,884	68,500	0.09	0.60	2,360	3,484	65,000
Pine Ridge Road at Meridian Place	West	47,700	65,500	1.8%	0.08	0.65	1,876	3,457	66,500	0.09	0.59	3,484	2,407	65,500
Pine Ridge Road & Thrive Drive	South	3,600	4,300	0.9%	0.09	0.68	121	255	4,200	0.03	0.81	92	22	3,800
Pine Ridge Road & Thrive Drive	East	48,100	66,000	1.8%	0.09	0.66	3,746	1,903	63,000	0.09	0.60	2,370	3,564	66,000
Pine Ridge Road & Thrive Drive	West	47,300	65,000	1.8%	0.08	0.66	1,884	3,593	68,500	0.09	0.60	3,484	2,360	65,000
Pine Ridge Road & Kraft Road	North	1,000	1,200	1.0%	0.09	0.59	61	43	1,200	0.09	0.54	52	60	1,200
Pine Ridge Road & Kraft Road	South	1,900	2,200	0.8%	0.09	0.85	29	168	2,200	0.07	0.67	106	53	2,300
Pine Ridge Road & Kraft Road	East	48,900	67,000	1.8%	0.08	0.67	3,793	1,829	70,500	0.09	0.60	2,388	3,627	67,000
Pine Ridge Road & Kraft Road	West	48,100	66,000	1.8%	0.09	0.66	1,903	3,746	63,000	0.09	0.60	3,564	2,370	66,000
Pine Ridge Road & Whippoorwill Lane	North	4,100	4,900	0.9%	0.07	0.50	174	174	5,000	0.09	0.53	224	202	4,700
Pine Ridge Road & Whippoorwill Lane	South	12,500	14,500	0.8%	0.09	0.59	804	558	15,000	0.09	0.51	675	700	15,500
Pine Ridge Road & Whippoorwill Lane	East	45,000	61,500	1.7%	0.09	0.66	3,538	1,820	59,500	0.09	0.61	2,152	3,388	61,500
Pine Ridge Road & Whippoorwill Lane	West	48,900	67,000	1.8%	0.08	0.67	1,829	3,793	70,500	0.09	0.60	3,627	2,388	67,000
Pine Ridge Road at Larson Way	South	3,000	3,500	0.8%	0.07	0.59	143	98	3,400	0.09	0.53	164	147	3,500
Pine Ridge Road at Larson Way	East	47,500	61,500	1.4%	0.09	0.65	3,538	1,865	60,000	0.09	0.61	2,152	3,405	61,500
Pine Ridge Road at Larson Way	West	45,000	61,500	1.7%	0.09	0.66	1,820	3,538	59,500	0.09	0.61	3,388	2,152	61,500
Pine Ridge Road & I-75 SB Ramps	North	11,000	15,500	1.9%	0.09	1.00	1,379	0	15,500	0.08	1.00	1,194	0	15,000
Pine Ridge Road & I-75 SB Ramps	South	6,600	7,500	0.6%	0.09	1.00	0	678	7,500	0.08	1.00	0	604	7,600
Pine Ridge Road & I-75 SB Ramps	East	41,600	57,000	1.8%	0.08	0.60	2,819	1,847	58,500	0.09	0.68	1,652	3,495	57,000
Pine Ridge Road & I-75 SB Ramps	West	47,500	61,500	1.4%	0.09	0.65	1,865	3,538	60,000	0.09	0.61	3,405	2,152	61,500
Pine Ridge Road & I-75 NB Ramps	North	10,500	14,000	1.6%	0.08	1.00	0	1,165	14,500	0.09	1.00	0	1,240	14,000
Pine Ridge Road & I-75 NB Ramps	South	5,600	6,600	0.9%	0.09	1.00	591	0	6,600	0.09	1.00	594	0	6,600
Pine Ridge Road & I-75 NB Ramps	East	37,000	50,500	1.7%	0.09	0.67	3,018	1,472	50,000	0.09	0.63	1,679	2,876	50,500
Pine Ridge Road & I-75 NB Ramps	West	41,600	57,000	1.8%	0.08	0.60	1,847	2,819	58,500	0.09	0.68	3,495	1,652	57,000
Pine Ridge Road & Napa Boulevard	North	10,300	12,000	0.8%	0.09	0.51	543	513	11,500	0.09	0.54	573	489	12,000
Pine Ridge Road & Napa Boulevard	South	900	1,400	2.6%	0.09	0.58	53	72	1,400	0.09	0.60	49	72	1,300
Pine Ridge Road & Napa Boulevard	East	31,000	43,500	1.9%	0.09	0.70	2,685	1,150	42,500	0.09	0.66	1,333	2,591	43,500
Pine Ridge Road & Napa Boulevard	West	37,000	50,500	1.7%	0.09	0.67	1,472	3,018	50,000	0.09	0.63	2,876	1,679	50,500
Pine Ridge Road & Vineyards Boulevard	North	7,000	9,500	1.7%	0.09	0.64	308	551	9,500	0.09	0.53	406	452	9,500
Pine Ridge Road & Vineyards Boulevard	East	34,500	46,500	1.7%	0.09	0.71	2,960	1,182	46,000	0.09	0.65	1,479	2,691	46,500
Pine Ridge Road & Vineyards Boulevard	West	31,000	43,500	1.9%	0.09	0.70	1,150	2,685	42,500	0.09	0.66	2,591	1,333	43,500

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Appendix L:
Crash Reduction Factors

DocuSign Envelope ID: 10846EAD-0273-42C6-9875-5B5A4EB82ED4

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 10301

CONVERT A CONVENTIONAL SIGNALIZED INTERSECTION TO A CONTINUOUS FLOW INTERSECTION (CFI)

DESCRIPTION:

PRIOR CONDITION: CONVENTIONAL SIGNALIZED INTERSECTION

CATEGORY: INTERSECTION GEOMETRY

STUDY: *DEVELOPMENT OF PERFORMANCE MATRICES FOR EVALUATING INNOVATIVE INTERSECTIONS AND INTERCHANGES*, ZLATKOVIC, M., 2015

Star Quality Rating:	★★★☆☆ [VIEW SCORE DETAILS]
Rating Points Total:	95

Crash Modification Factor (CMF)

Value:	0.877
Adjusted Standard Error:	
Unadjusted Standard Error:	0.045

Crash Reduction Factor (CRF)

Value:	12.3 *(This value indicates a **decrease** in crashes)*

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Adjusted Standard Error:	
Unadjusted Standard Error:	4.5

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

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Development Details

Date Range of Data Used:	2008 to 2013
Municipality:	
State:	UT
Country:	
Type of Methodology Used:	2
Sample Size (crashes):	1050 crashes before, 830 crashes after
Sample Size (sites):	7 sites before, 7 sites after
Sample Size (site-years):	20 site-years before, 28 site-years after

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-23-2020
Comments:	

VIEW THE FULL STUDY DETAILS

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For more information, contact Karen Scurry at **karen.scurry@dot.gov**

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 10382

CONVERT INTERSECTION TO RESTRICTED CROSSING U-TURN (RCUT) INTERSECTION

DESCRIPTION: THE RCUT, ALSO REFERRED TO AS THE SUPERSTREET INTERSECTION OR J-TURN INTERSECTION. THE CONVERSION IS FOR EITHER SIGNALIZED OR STOP-CONTROLLED.

PRIOR CONDITION: BOTH SIGNALIZED AND STOP-CONTROLLED INTERSECTIONS

CATEGORY: INTERSECTION GEOMETRY

STUDY: *INVESTIGATING SAFETY IMPACT OF CENTER LINE RUMBLE STRIPS, LANE CONVERSION, ROUNDABOUT AND J-TURN FEATURES ON LOUISIANA HIGHWAYS*, SUN AND RAHMAN, 2019

Star Quality Rating:	★★★★☆ [VIEW SCORE DETAILS]
Rating Points Total:	120

Crash Modification Factor (CMF)

Value:	0.8
Adjusted Standard Error:	
Unadjusted Standard Error:	0.068

Crash Reduction Factor (CRF)

Value:	20 *(This value indicates a **decrease** in crashes)*

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Adjusted Standard Error:	
Unadjusted Standard Error:	6.8

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	4-6
Road Division Type:	Divided by Median
Speed Limit:	>=55mph
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	Not specified
	If countermeasure is intersection-based
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	No values chosen.
Traffic Control:	
Major Road Traffic Volume:	Minimum of 7067 to Maximum of 59833 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

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Development Details

Date Range of Data Used:	2008 to 2016
Municipality:	
State:	LA
Country:	USA
Type of Methodology Used:	2
Sample Size (crashes):	328 crashes before, 226 crashes after
Sample Size (sites):	10 sites before, 10 sites after

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jun-01-2020
Comments:	Safety Performance Function used for this analysis came from the Highway Safety Manual 2010

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 10761

Convert diamond interchange to Diverging Diamond Interchange (DDI) or Double Crossover Diamond (DCD)

Description: Convert a diamond interchange to a Diverging Diamond Interchange (DDI) or a Double Crossover Diamond (DCD)

Prior Condition: ***No Prior Condition(s)***

Category: Interchange design

Study: ***Systematic Safety Evaluation of Diverging Diamond Interchanges Based on Nationwide Implementation Data*****, Abdelrahman et al., 2021**

Star Quality Rating:	★★★★☆

Crash Modification Factor (CMF)	
Value:	0.858
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	14.2 *(This value indicates a* ***decrease*** *in crashes)*

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Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	Divided by Median
Speed Limit:	
Area Type:	Urban and suburban
Traffic Volume:	1295 to 76100 *Annual Average Daily Traffic (AADT)*
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	
Municipality:	

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State:	CO, FL, GA, ID, IN, IA, KS, KY, MI, MN, MO, NV, NM, NY, NC, OH, OR, PA, TN, TX, UT, VA, WI, WY
Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jul-01-2021
Comments:	The AADT values mentioned are for the Arterials.

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Southbound Ramp Terminal CRF Calculation

Start Year of Crash Data	2013
End Year of Crash Data	2017
Confidence Interval	95%
Cumulative Proability (Cprob)	1.96

Improvements

Convert entire interchange from traditional diamond to diverging diamond interchange (DDI)

Crash Group 1: All Crashes

Total Crashes		29
Estimated Crashes Reduced	=Total Crashes*(CRF1+ (1-CRF1))	4.118
Min Crashes Reduced	=Total Crashes*(CRF1-(Cprob*SE1)+(1-CRF1-(Cprob*SE1)))	4.118
Max Crashes Reduced	=Total Crashes*(CRF1+(Cprob*SE1)+(1-CRF1+(Cprob*SE1)))	4.118

CRF Source	CRF ID	CRF Description	CRF	Standard Error (SE)
CMF Clearinghouse	10761	Convert diamond interchange to Diverging Diamond Interchange (DDI) or Double Crossover Diamond (DCD)	14.2%	

Total Crashes	29
Estimated Crash Reduced (ECR)	4.12
Minimum Crashes Reduced (CRMin)	4.12
Maximum Crashes Reduced (CRMax)	4.12
Total Crashes Per Year	5.80
Estimated Crashes Reduced Per Year	0.82
Estimated Overall CRF (ECR/Total Crashes)	14.2%
Minimum Overall CRF (CRMin/Total Crashes)	14.2%
Maximum Overall CRF (CRMax/Total Crashes)	14.2%

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Between Ramp Terminals CRF Calculation

Start Year of Crash Data	2013
End Year of Crash Data	2017
Confidence Interval	95%
Cumulative Proability (Cprob)	1.96

Improvements

Convert entire interchange from traditional diamond to diverging diamond interchange (DDI)

Crash Group 3: All Crashes

Total Crashes		2
Estimated Crashes Reduced	=Total Crashes*(CRF1+ (1-CRF1))	0.284
Min Crashes Reduced	=Total Crashes*(CRF1-(Cprob*SE1)+(1-CRF1-(Cprob*SE1)))	0.284
Max Crashes Reduced	=Total Crashes*(CRF1+(Cprob*SE1)+(1-CRF1+(Cprob*SE1)))	0.284

CRF Source	CRF ID	CRF Description	CRF	Standard Error (SE)
CMF Clearinghouse	10761	Convert diamond interchange to Diverging Diamond Interchange (DDI) or Double Crossover Diamond (DCD)	14.2%	

Total Crashes	2
Estimated Crash Reduced (ECR)	0.28
Minimum Crashes Reduced (CRMin)	0.28
Maximum Crashes Reduced (CRMax)	0.28
Total Crashes Per Year	0.40
Estimated Crashes Reduced Per Year	0.06
Estimated Overall CRF (ECR/Total Crashes)	14.2%
Minimum Overall CRF (CRMin/Total Crashes)	14.2%
Maximum Overall CRF (CRMax/Total Crashes)	14.2%

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Northbound Ramp Terminal CRF Calculation

Start Year of Crash Data	2013
End Year of Crash Data	2017
Confidence Interval	95%
Cumulative Proability (Cprob)	1.96

Improvements

Convert entire interchange from traditional diamond to diverging diamond interchange (DDI)

Crash Group 1: All Crashes

Total Crashes		18
Estimated Crashes Reduced	=Total Crashes*(CRF1+ (1-CRF1))	2.556
Min Crashes Reduced	=Total Crashes*(CRF1-(Cprob*SE1)+(1-CRF1-(Cprob*SE1)))	2.556
Max Crashes Reduced	=Total Crashes*(CRF1+(Cprob*SE1)+(1-CRF1+(Cprob*SE1)))	2.556

CRF Source	CRF ID	CRF Description	CRF	Standard Error (SE)
CMF Clearinghouse	10761	Convert diamond interchange to Diverging Diamond Interchange (DDI) or Double Crossover Diamond (DCD)	14.2%	

Total Crashes	18
Estimated Crash Reduced (ECR)	2.56
Minimum Crashes Reduced (CRMin)	2.56
Maximum Crashes Reduced (CRMax)	2.56
Total Crashes Per Year	3.60
Estimated Crashes Reduced Per Year	0.51
Estimated Overall CRF (ECR/Total Crashes)	14.2%
Minimum Overall CRF (CRMin/Total Crashes)	14.2%
Maximum Overall CRF (CRMax/Total Crashes)	14.2%

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Whippoorwill Lane CRF Calculation

Start Year of Crash Data	2013
End Year of Crash Data	2017
Confidence Interval	95%
Cumulative Proability	1.96

Improvements

Convert intersection to Restricted Crossing U-Turn (RCUT) Intersection

Crash Group 1: All Crashes

Total Crashes		50
Estimated Crashes Reduced	=Total Crashes*(CRF1+ (1-CRF1))	10.000
Min Crashes Reduced	=Total Crashes*(CRF1-(Cprob*SE1)+(1-CRF1-(Cprob*SE1)))	3.336
Max Crashes Reduced	=Total Crashes*(CRF1+(Cprob*SE1)+(1-CRF1+(Cprob*SE1)))	16.664

CRF Source	CRF ID	CRF Description	CRF	Standard Error (SE)
CMF Clearinghouse	10382	Convert intersection to Restricted Crossing U-Turn (RCUT) Intersection	20%	0.068

Total Crashes	50
Estimated Crash Reduced (ECR)	10.00
Minimum Crashes Reduced (CRMin)	3.34
Maximum Crashes Reduced (CRMax)	16.66
Total Crashes Per Year	10.00
Estimated Crashes Reduced Per Year	2.00
Estimated Overall CRF (ECR/Total Crashes)	20.0%
Minimum Overall CRF (CRMin/Total Crashes)	6.7%
Maximum Overall CRF (CRMax/Total Crashes)	33.3%

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Livingston Rd CRF Calculation

Start Year of Crash Data	2013
End Year of Crash Data	2017
Confidence Interval	95%
Cumulative Proability	1.96

Improvements

Convert a conventional signalized intersection to a continuous flow intersection (CFI)

Crash Group 1: All Crashes

Total Crashes		86
Estimated Crashes Reduced	=Total Crashes*CRF1	10.578
Min Crashes Reduced	=Total Crashes*(CRF1-(Cprob*SE1))	2.993
Max Crashes Reduced	=Total Crashes*(CRF1+(Cprob*SE1))	18.163

CRF Source	CRF ID	CRF Description	CRF	Standard Error (SE)
CMF Clearinghouse	10301	Convert a conventional signalized intersection to a continuous flow intersection (CFI)	12%	0.045

Total Crashes	86
Estimated Crash Reduced (ECR)	10.58
Minimum Crashes Reduced (CRMin)	2.99
Maximum Crashes Reduced (CRMax)	18.16
Total Crashes Per Year	17.20
Estimated Crashes Reduced Per Year	2.12
Estimated Overall CRF (ECR/Total Crashes)	12.3%
Minimum Overall CRF (CRMin/Total Crashes)	3.5%
Maximum Overall CRF (CRMax/Total Crashes)	21.1%

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Confidence Interval	95%	Cost Per Crash	$	153,130
Cumulative Probability	1.96	Total Crashes Reduced Per Year	$	5.51
		Estimated Benefit	$	843,318
		Annual Cost of Improvements	$	1,162,670
		BC Ratio		0.73

Summary table of CRF calculations

Sheet	Location	Total Crashes Per Year	Estimated Crashes Reduced Per Year	Estimated CRF	Min CRF	Max CRF
Southbound Ramp Terminal	Pine Ridge Rd at I-75 SB Ramp Terminal	5.80	0.82	14.2%	14.2%	14.2%
Between Ramp Terminals	Pine Ridge Rd Between Ramp Terminals	0.40	0.06	14.2%	14.2%	14.2%
Northbound Ramp Terminal	Pine Ridge Rd at I-75 NB Ramp Terminal	3.60	0.51	14.2%	14.2%	14.2%
Whippoorwill Lane	Pine Ridge Rd at Whippoorwill Ln	10.00	2.00	20.0%	6.7%	33.3%
Livingston Rd	Pine Ridge Rd at Livingston Rd	17.20	2.12	12.3%	3.5%	21.1%
Total	**Total**	**37.00**	**5.51**	**14.9%**	**7.2%**	**22.6%**

Table of all CRFs used

CRF Source	CRF ID	CRF Description	CRF
CMF Clearinghouse	10761	Convert diamond interchange to Diverging Diamond Interchange (DDI) or Double Crossover Diamond (DCD)	14.2%
CMF Clearinghouse	10301	Convert a conventional signalized intersection to a continuous flow intersection (CFI)	12.3%
CMF Clearinghouse	10382	Convert intersection to Restricted Crossing U-Turn (RCUT) Intersection	20.0%

Confidence Interval	Cumulative Probability
90%	1.645
95%	1.960
99%	2.576

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Appendix M:
Conceptual Design Plan

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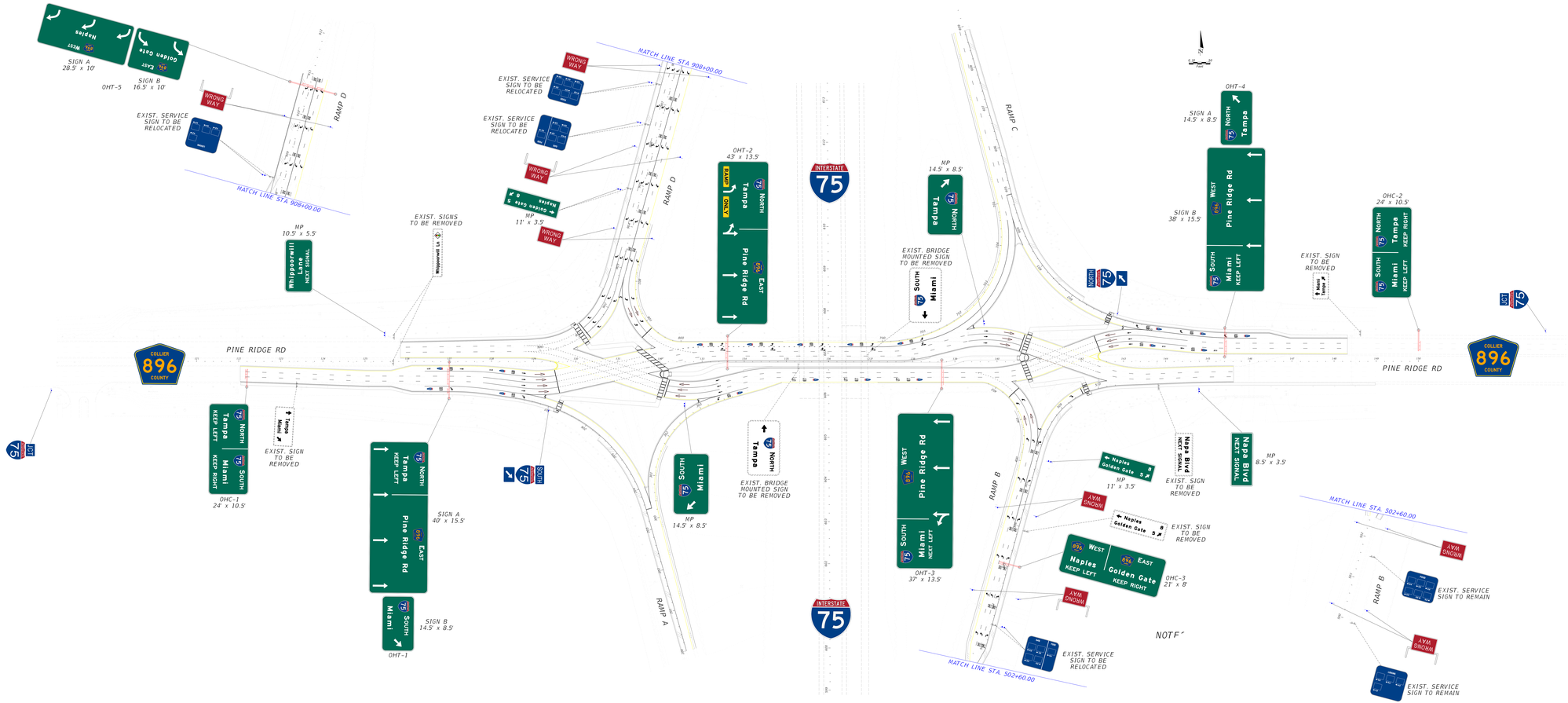

CONCEPT MASTER SIGNING PLAN
PINE RIDGE RD AT SR 93 (I-75) INTERCHANGE
PINE RIDGE RD

SHEET #
ROLL-3