



OSCEOLA PARKWAY

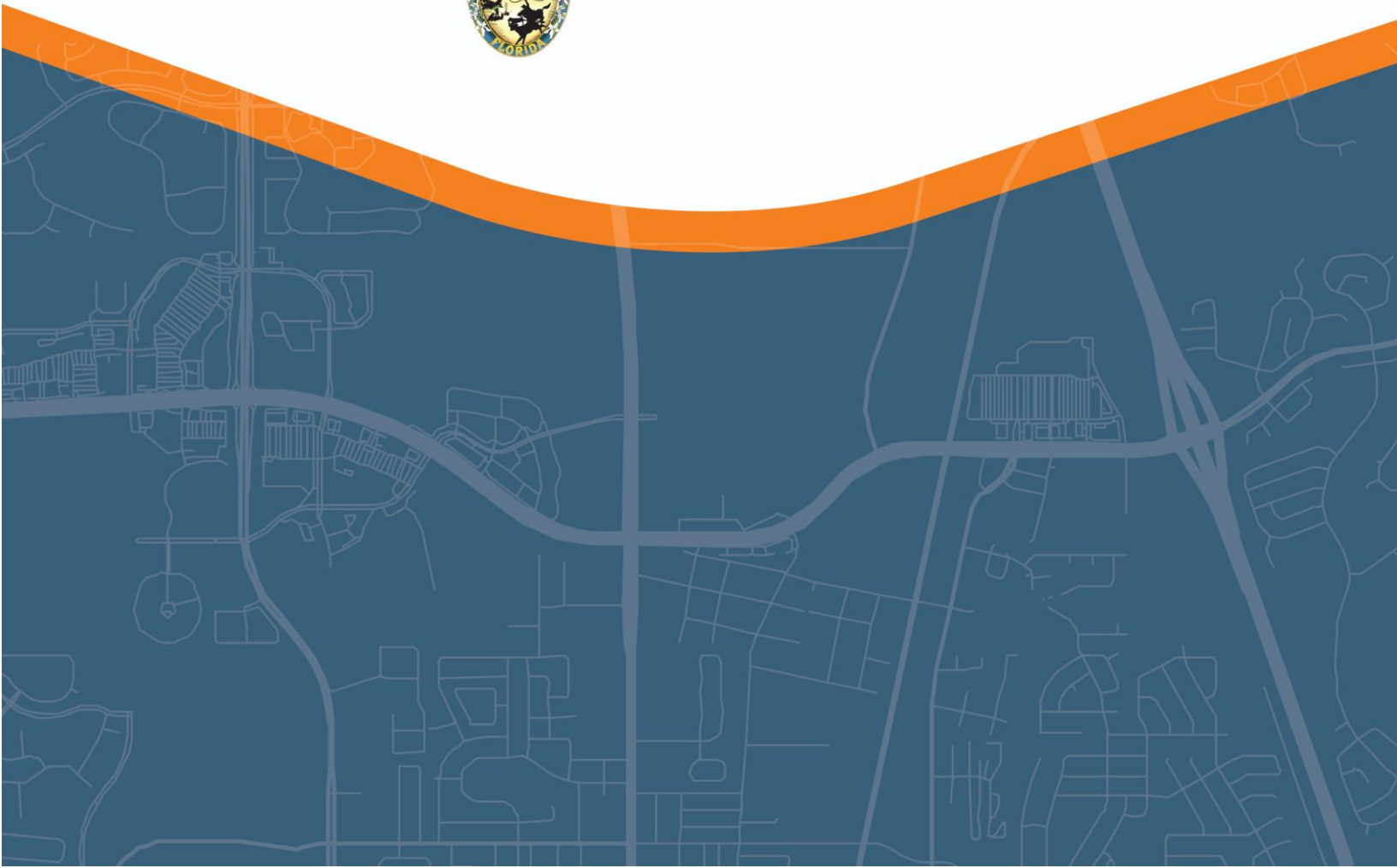
Arterial Analysis ■■■■■■■■■■

prepared for:



prepared by:

Kimley»»Horn



OSCEOLA PARKWAY

Arterial Analysis



Prepared for:
Osceola County

Prepared by:
Kimley-Horn and Associates, Inc.

November 03, 2020

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PE # 70009

Registry 696

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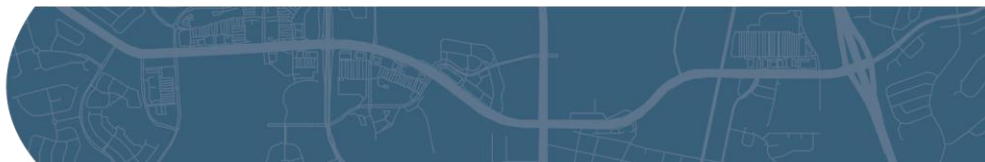
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Introduction

Project Description

Osceola Parkway is an 18.7-mile, partially-tolled arterial road that runs in the East-West direction throughout northern Osceola County, running from Disney's Animal Kingdom Lodge to Simpson Road.

The 3.5-mile study area extends from Flora Boulevard (MM 10.4) to Florida's Turnpike / SR 91 (MM 13.9), as shown in **Figure 1**, and includes all signalized intersections and two significant unsignalized intersections. Major intersections along this corridor include Dyer Boulevard, John Young Parkway (SR 423), which is a single-point urban interchange, Orange Blossom Trail (SR 441), and Michigan Avenue (CR 531).

Purpose of Report

Kimley-Horn was retained by Osceola County to provide a variety of short-term, medium-term, and long-term recommendations to address safety, congestion, and operations along Osceola Parkway.

Data collection, as described herein, included travel time and delay studies, a crash analysis, peak-hour traffic counts, condition diagrams, and field observations. This report documents the existing conditions of the corridor. Recommendations for the corridor will be documented separately.



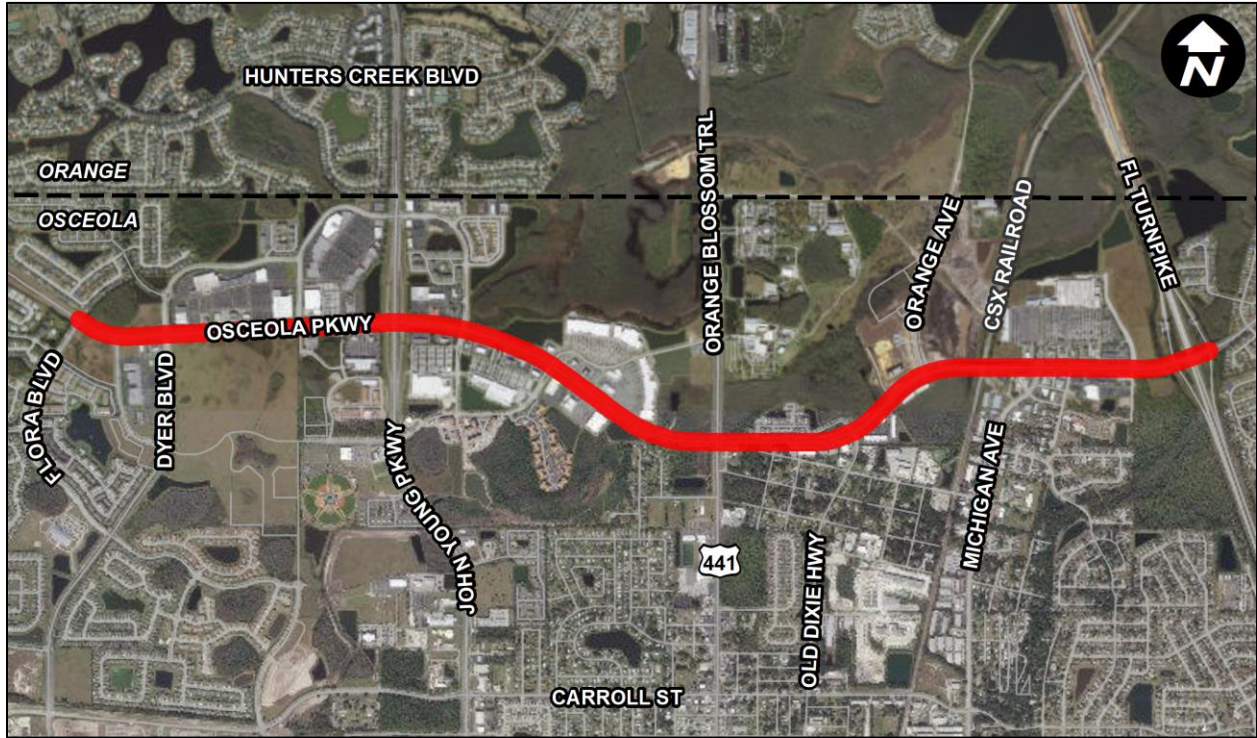


Figure 1: Study Area





Condition Inventory and Traffic Volumes

Condition Inventory

Osceola Parkway is an 18.7-mile, partially-tolled arterial road that runs in the East-West direction throughout northern Osceola County, running from Disney's Animal Kingdom Lodge to Simpson Road.

A general field inventory was performed to document the segment length, speed limits, adjacent land usage, and identification of major traffic generators. Arterial intersection node data was also recorded, which includes number of through lanes, number of turn and/or drop lanes, length of turn lane storage, intersection control type, lane configuration, and pedestrian facilities.

The adjacent land use is shown in **Figure 2**, which displays the current zoning of properties as well as the posted speed limits, number of lanes, County boundaries, and major traffic generators.

Plan sheets showing the condition inventory are provided in **Appendix A**.



Figure 2: Existing Conditions (1 of 2)

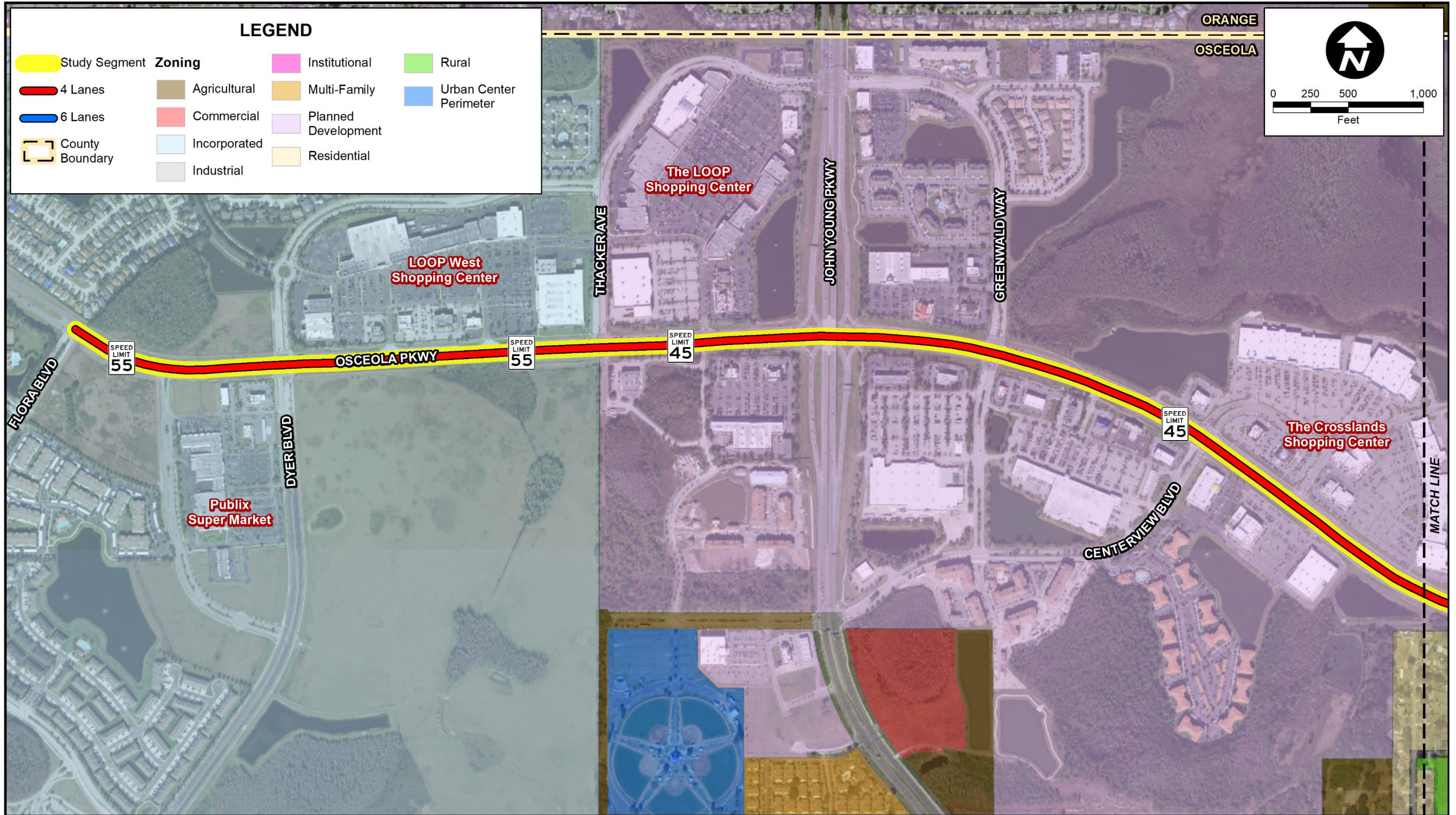
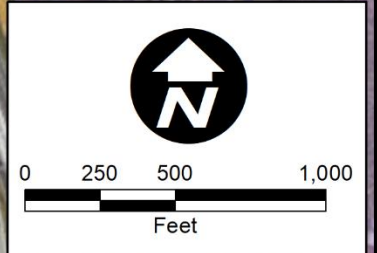
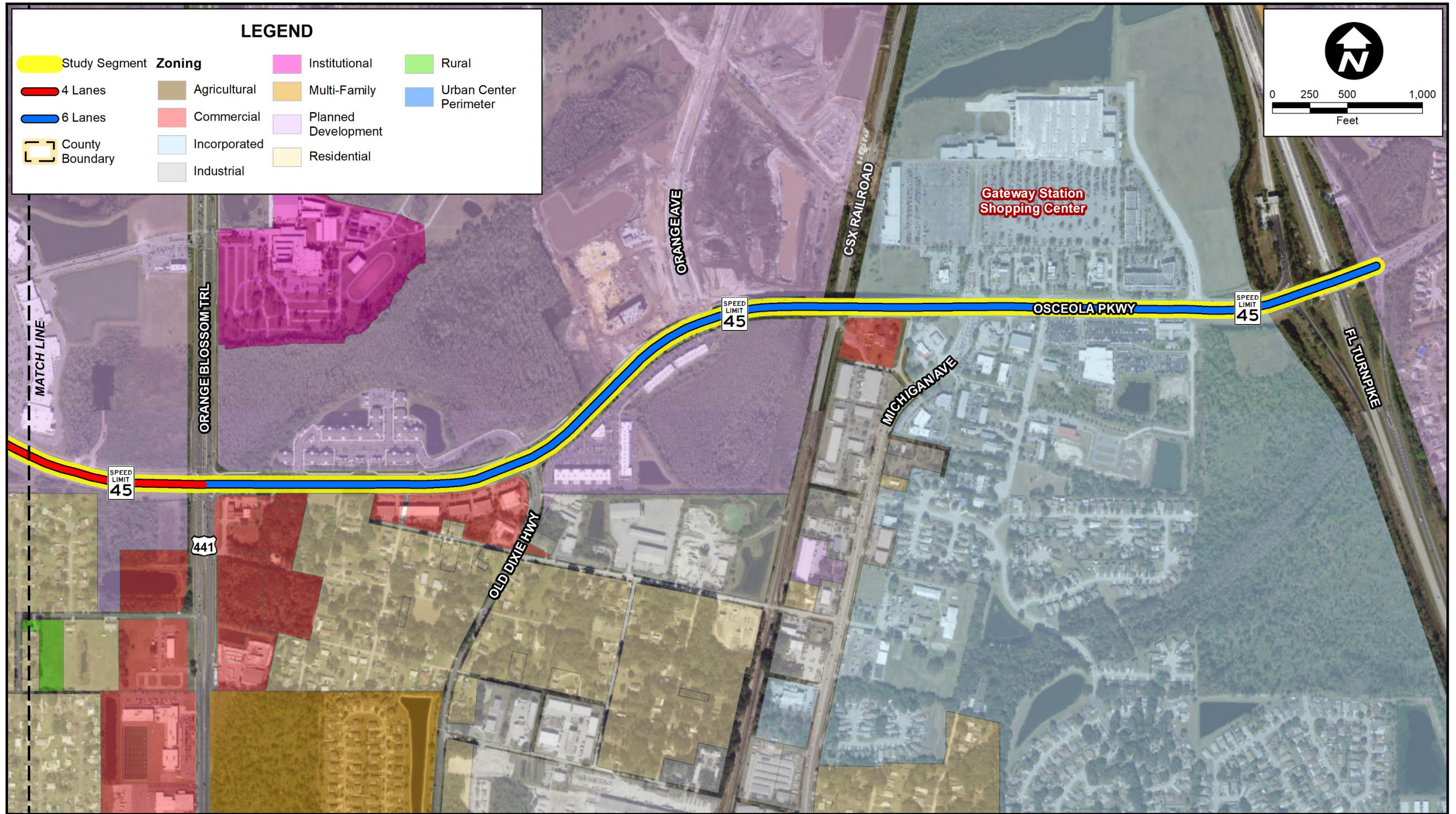
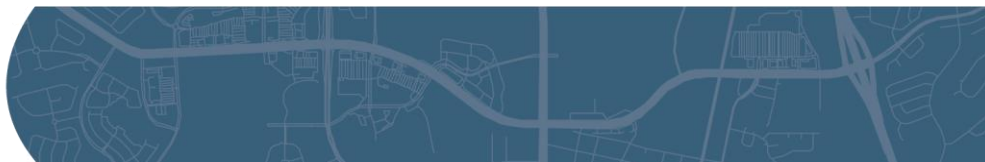




Figure 2: Existing Conditions (2 of 2)





Existing Traffic Volumes

Roadway segment counts were collected May 22, 2019 between Dyer Boulevard and Thacker Avenue, and 72-hour classification counts were collected May 22- May 24, 2019, between Orange Blossom Trail and Old Dixie Highway. The classification counts show that the corridor is primarily used by passenger cars (85%) and pickup trucks (12%), with only 3.1% of the traffic composed of Heavy Vehicles.

Roadway segment volumes are shown in **Table 1**. As seen in the table, volumes along the corridor vary significantly, with lower volumes in the western portion of the study area. Counts were not collected at interim locations throughout the corridor since the analysis was focused on intersection improvements rather than segment data.

Table 1: Roadway Segment Volumes

Count Location	Raw Volume			Seasonal	Average Volumes		
	Daily	AM	PM		AADT	AM	PM
Thacker Ave to Dyer Blvd	36,560	2,208	2,983	1.02	37,000	2,300	3,000
Orange Blossom Tr to Old Dixie Hwy	56,401	3,175	4,044	1.02	58,000	3,200	4,100

The hourly fluctuation of traffic volumes between Thacker Avenue and Dyer Boulevard is shown in **Figure 3** and the hourly fluctuation of traffic volumes between Orange Blossom Trail and Old Dixie Highway is shown in **Figure 4**.

Intersection turning movement counts were collected at all study area intersections on May 23, 2019. Roadway segment counts, classification counts, intersection turning movement counts, and volume development worksheets are provided in **Appendix B**.



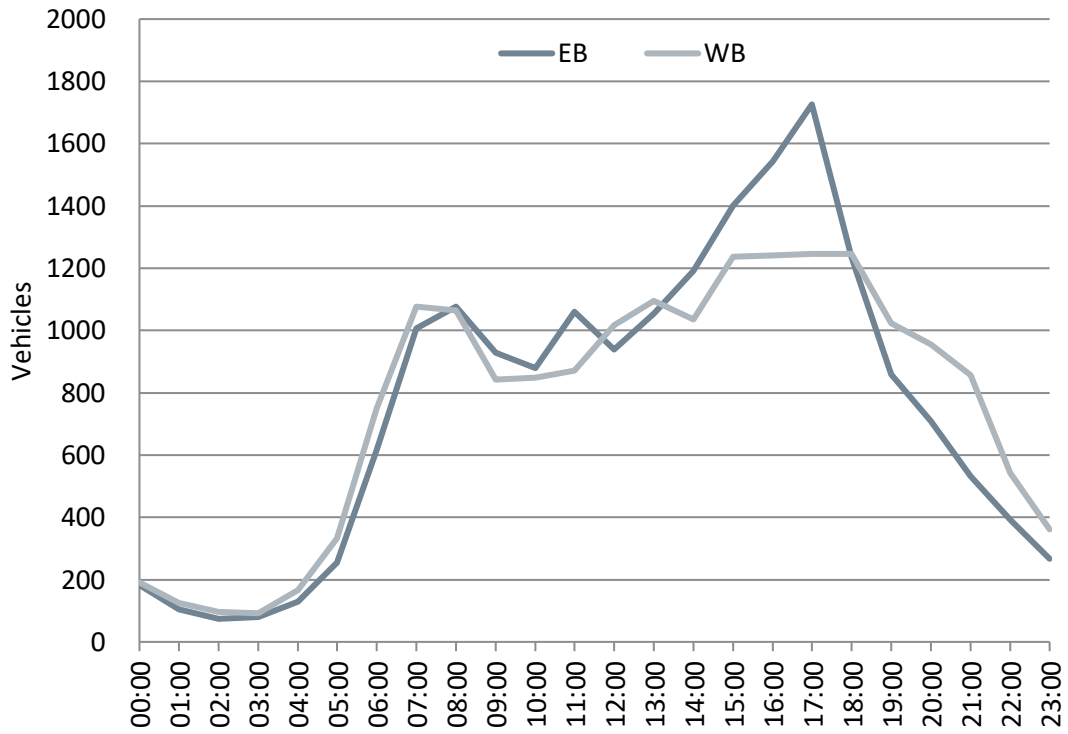


Figure 3: Hourly Fluctuation of Traffic Volumes - Thacker Avenue to Dyer Boulevard



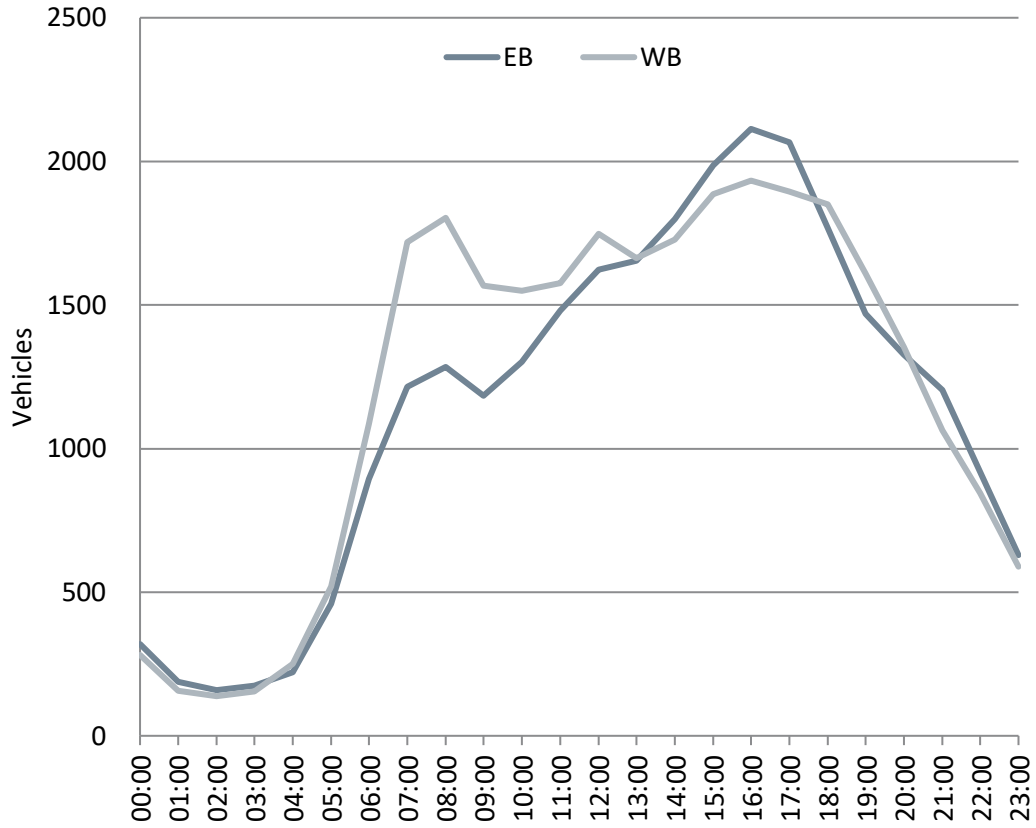
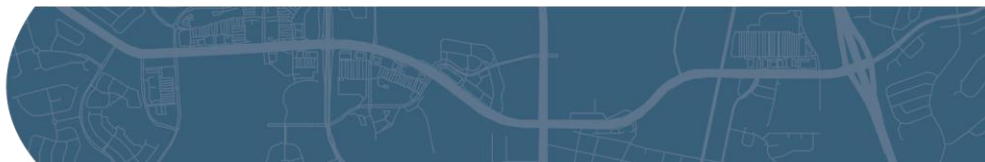


Figure 4: Hourly Fluctuation of Traffic Volumes - Orange Blossom Trail to Old Dixie Highway





Travel Time and Delay Study

A Travel Time and Delay Study was performed in accordance with standards from FDOT's Manual on Uniform Traffic Studies (MUTS) to evaluate the quality of traffic movement and determine the locations, types, and extent of traffic delays. The study was performed Wednesday, May 22, 2019 during AM (7:00 AM - 9:00 AM), Mid-Day (11:30 AM - 1:30 PM) and PM (4:00 PM - 6:00 PM) time periods.

Study Procedures

Before starting the study, control points along Osceola Parkway were defined to consistently document segment travel times. As the eastbound and westbound directions were recorded separately, the following twelve control points (numbered 0-11) were established along Osceola Parkway for both directions and are identified in **Figure 5**:

EASTBOUND

- 0 (START)** → Flora Boulevard
- 1 → Dyer Boulevard
- 2 → N Thacker Avenue
- 3 → N John Young Parkway
- 4 → Greenwald Way N
- 5 → Centerview Boulevard
- 6 → N Orange Blossom Trail
- 7 → Bald Cypress Drive / Old Dixie Hwy
- 8 → S Orange Avenue
- 9 → Michigan Avenue
- 10 → Florida's Turnpike (SB Ramp)
- 11 (END)** → Florida's Turnpike (NB Ramp)

WESTBOUND

- 11 (START)** → Florida's Turnpike (NB Ramp)
- 10 → Florida's Turnpike (SB Ramp)
- 9 → Michigan Avenue
- 8 → S Orange Avenue
- 7 → Bald Cypress Drive / Old Dixie Hwy
- 6 → N Orange Blossom Trail
- 5 → Centerview Boulevard
- 4 → Greenwald Way N
- 3 → N John Young Parkway
- 2 → N Thacker Avenue
- 1 → Dyer Boulevard
- 0 (END)** → Flora Boulevard

Note that while the intersection of Bill Beck Boulevard & Osceola Parkway is an important location, it was not assigned as a control point since it is unsignalized and relatively close to Florida's Turnpike SB Ramp.

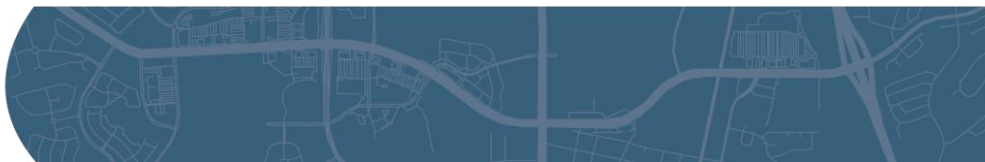
Travel time runs were performed in a test vehicle using the floating-car method, in which the driver "floats" with traffic by passing as many cars that pass the test vehicle. In this manner, the vehicle maintained a speed consistent with the platoon but within the suggested range of permitted error provided by MUTS.

Six runs were performed for each time period.





Figure 5: Hourly Osceola Parkway Control Points



Data Collection

Raw data from the Travel Time and Delay study was collected manually and reported using MUTS field form (*No. 750-020-14*). These data sheets are provided in **Appendix C**.

Cumulative time and intersection delay were collected with two stopwatches. Cumulative time, reported at each control point, consists of the time elapsed from the beginning of the run until the vehicle passes each intersection's stop bar. Delay is the elapsed time from when the vehicle reaches speeds less than 5 mph until the vehicle passes the intersection's stop bar.

Six runs were performed for each direction during each time period. The first run in the AM peak period in the eastbound direction was not used in the analysis due to the significantly lower travel speeds, which are not consistent with other travel speeds for the remainder of the AM peak period. Traffic volumes are relatively low prior to 7:00 AM and begin to pick up after 7:15 AM. As a result, there are minimal congestion-related delays prior to 7:15 AM in the eastbound direction.

Travel Speeds

Average Travel Speed was calculated using MUTS Form *No. 750-020-19* to quantify corridor performance relative to the AM (7:00 AM - 9:00 AM), Mid-Day (11:30 AM - 1:30 PM) and PM (4:00 PM - 6:00 PM) time periods. The form uses the sum of travel time between control points (CP), length between control points and total number of runs to perform this calculation. **Figures 6-11** show the travel speeds between control points for the various times-of-day and directions of travel.



OSCEOLA PARKWAY

Arterial Analysis

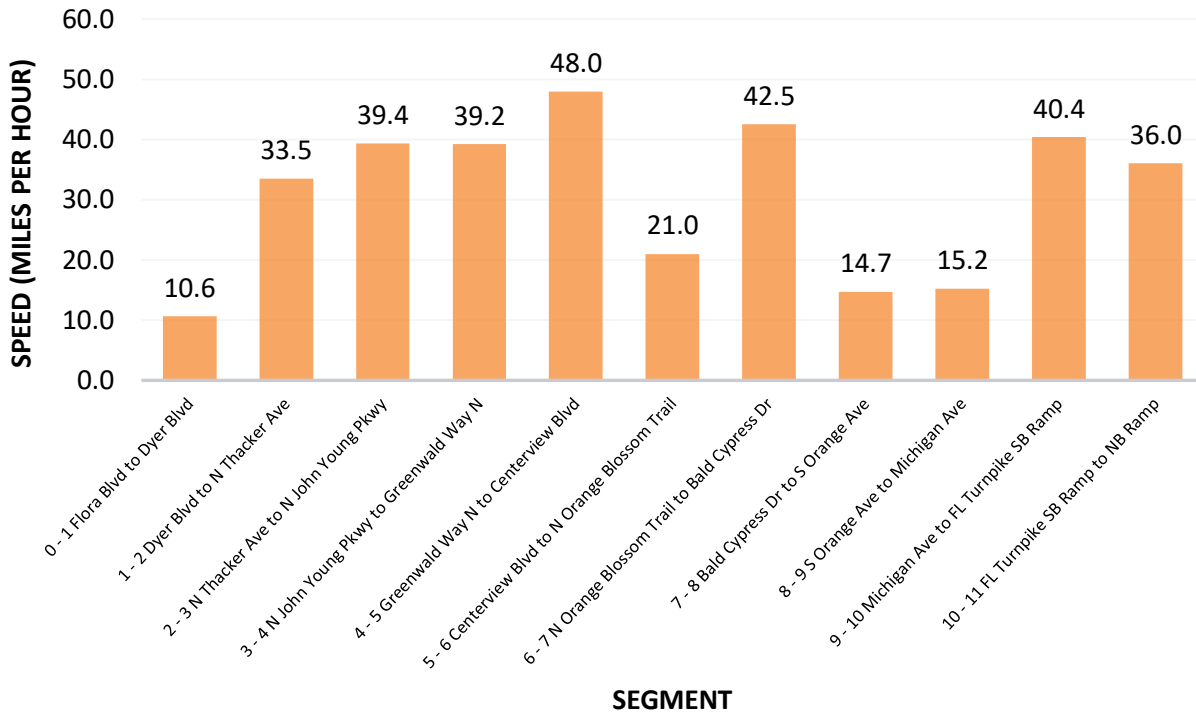


Figure 6: Average Travel Speed - Eastbound AM (7:00 AM - 9:00 AM)

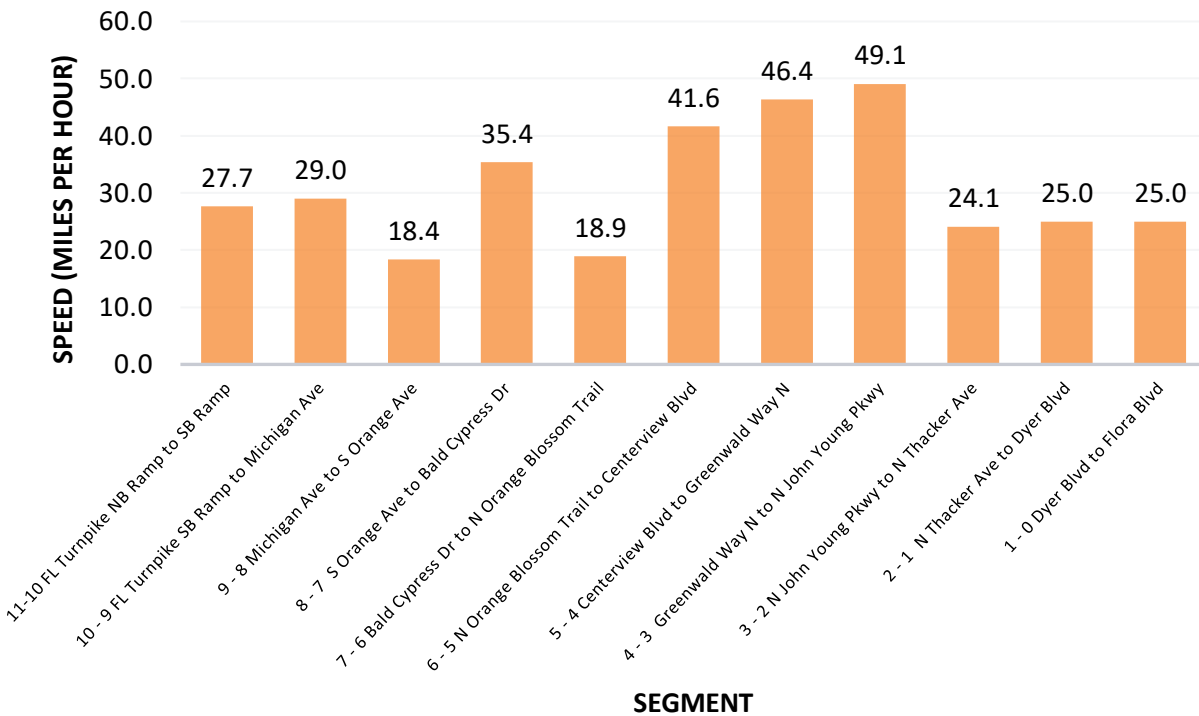


Figure 7: Average Travel Speed - Westbound AM (7:00 AM - 9:00 AM)



OSCEOLA PARKWAY

Arterial Analysis

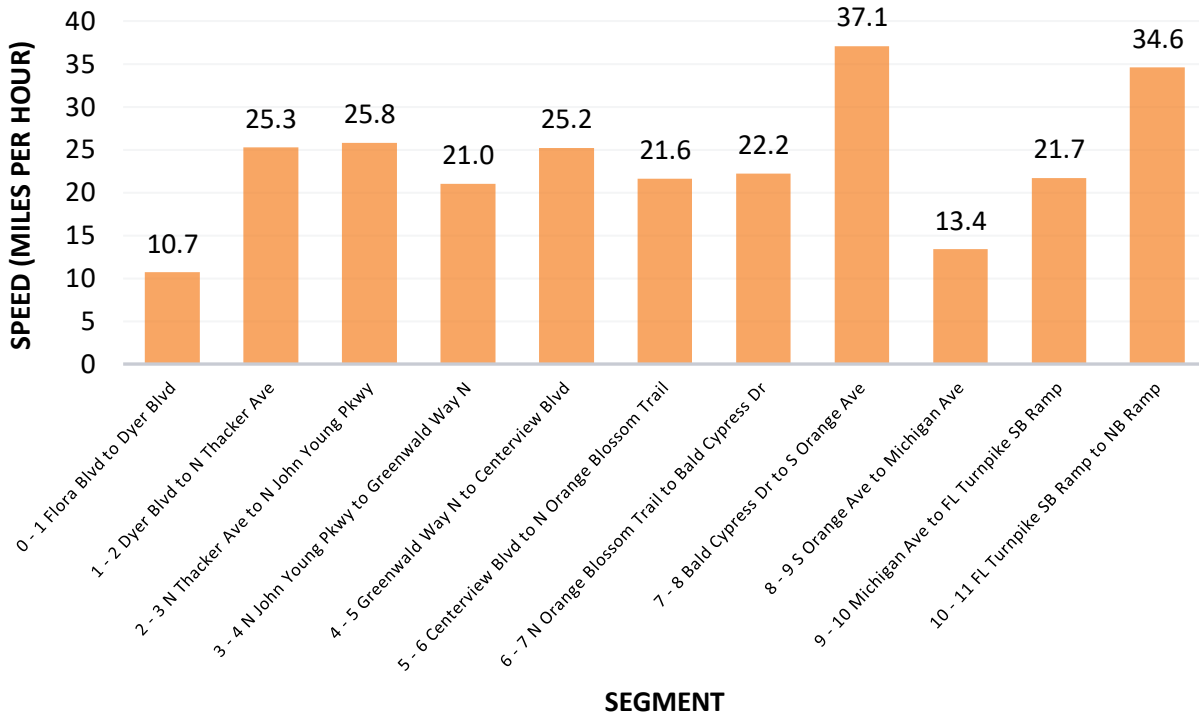


Figure 8: Average Travel Speed - Eastbound Mid-Day (11:30 AM - 1:30 PM)

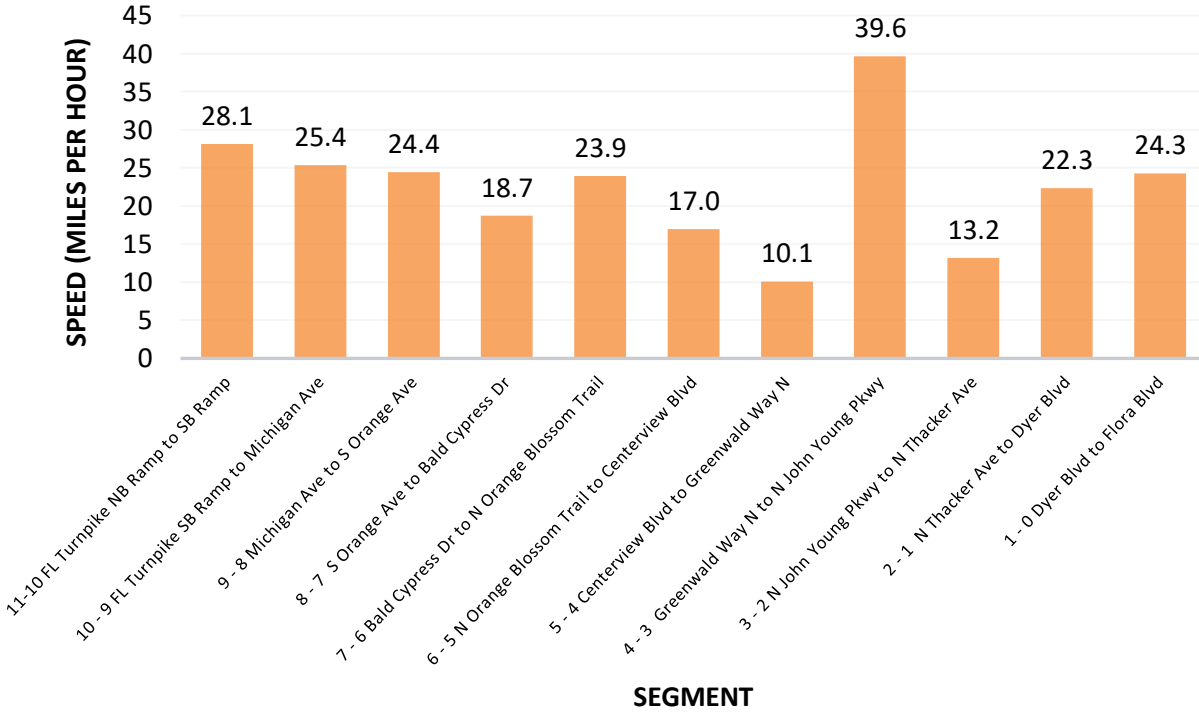


Figure 9: Average Travel Speed - Westbound Mid-Day (11:30 AM - 1:30 PM)



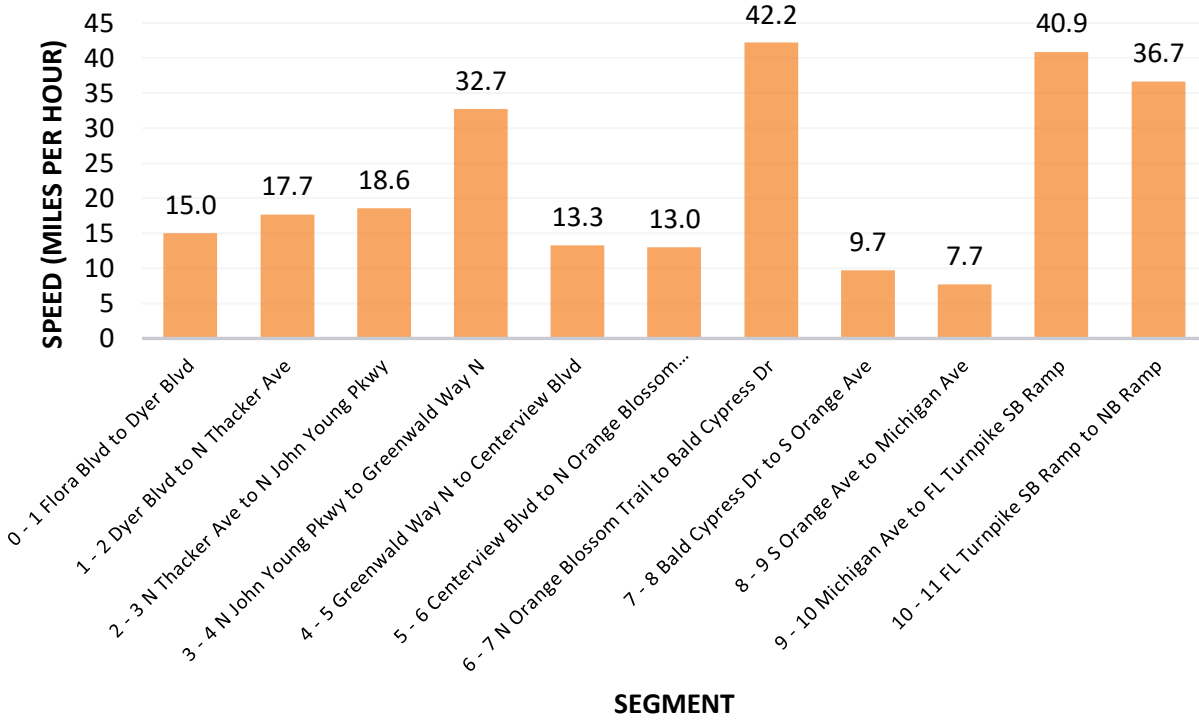


Figure 10: Average Travel Speed - Eastbound PM (4:00 PM - 6:00 PM)

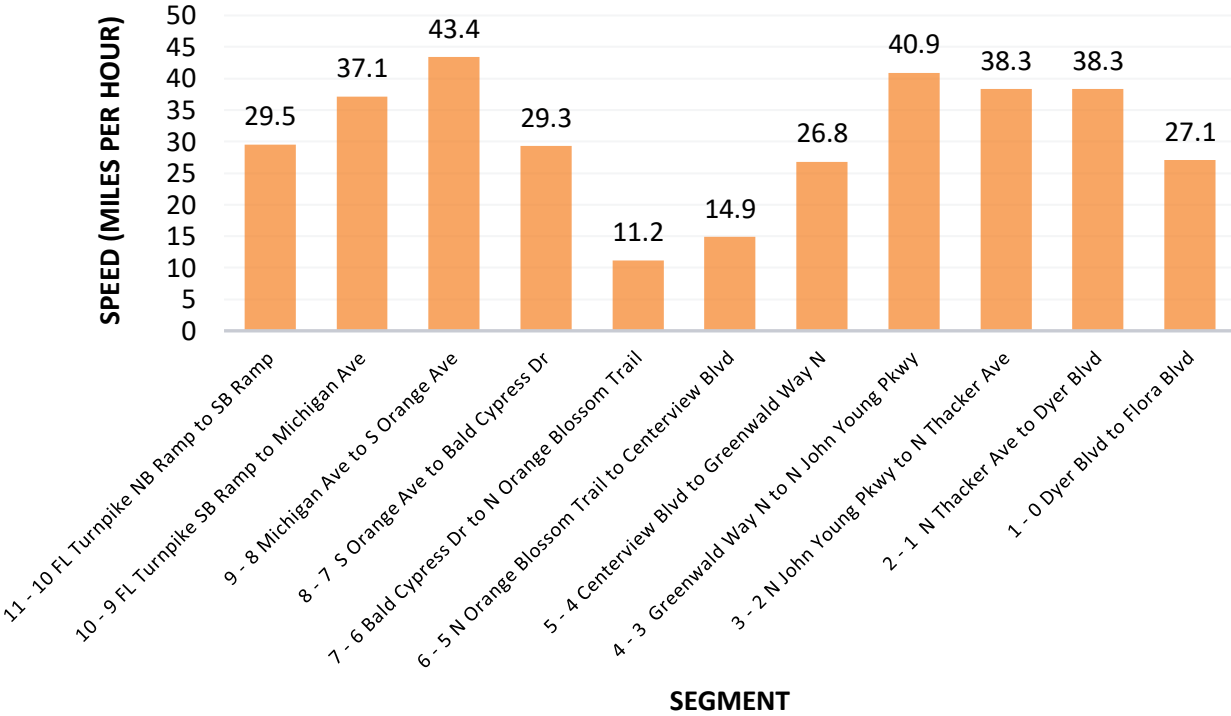


Figure 11: Average Travel Speed - Westbound PM (4:00 PM - 6:00 PM)





Delay

Average delay at each location was calculated for the AM, Mid-Day, and PM peak periods in the eastbound and westbound directions.

Eastbound delay is shown in **Figure 12** and westbound delay is shown in **Figure 13**.

As shown in the graphs, the eastbound and westbound directions experience different delay patterns, with different characteristics by time-of-day. Both eastbound and westbound directions have delays approaching Orange Blossom Trail. The westbound direction has higher overall delays than the eastbound direction. The westbound direction has higher delays at several intersections in the Mid-Day period than in the PM peak period, which is not typical. Overall delays in the eastbound direction have a more typical profile, with higher delays and lower speeds in the PM peak period.

Given the known concerns with westbound left-turns at Michigan Avenue, it is noteworthy that minimal delay exists for the westbound through movement. If more information is known about the ultimate destination of these trips, it may be advisable to provide real-time travel time information that could lead to efficient dynamic routing. The effectiveness of rerouting is likely limited by downstream congestion approaching Orange Blossom Trail and Centerview Boulevard.

Westbound delay experienced at Centerview Boulevard in the Mid-Day and PM Peak periods was higher than anticipated given that Centerview Boulevard is a relatively short road. Since the land uses around Centerview Boulevard are primarily retail, there isn't much delay at this location in the AM Peak period.

Greenwald Way experienced significant delay in the westbound direction during the Mid-Day period, which should be considered further to determine whether signal timing or other minor modifications could increase efficiency.

Eastbound delays are greatest at Orange Blossom Trail, Orange Avenue, and at Michigan Avenue. Other locations with notable eastbound delays include Dyer Boulevard, Thacker Avenue, and Centerview Boulevard. Dyer Boulevard experienced higher delays in the AM and Mid-Day periods than during the PM peak period.

Total travel speeds and delay throughout the corridor are shown in **Table 2**.

Table 2: Corridor Travel Speeds and Delay

Period	Travel Speed (mph)		Delay (sec)	
	Eastbound	Westbound	Eastbound	Westbound
AM Peak	24	28	204	125
Mid-Day	21	19	285	319
PM Peak	16	24	494	195



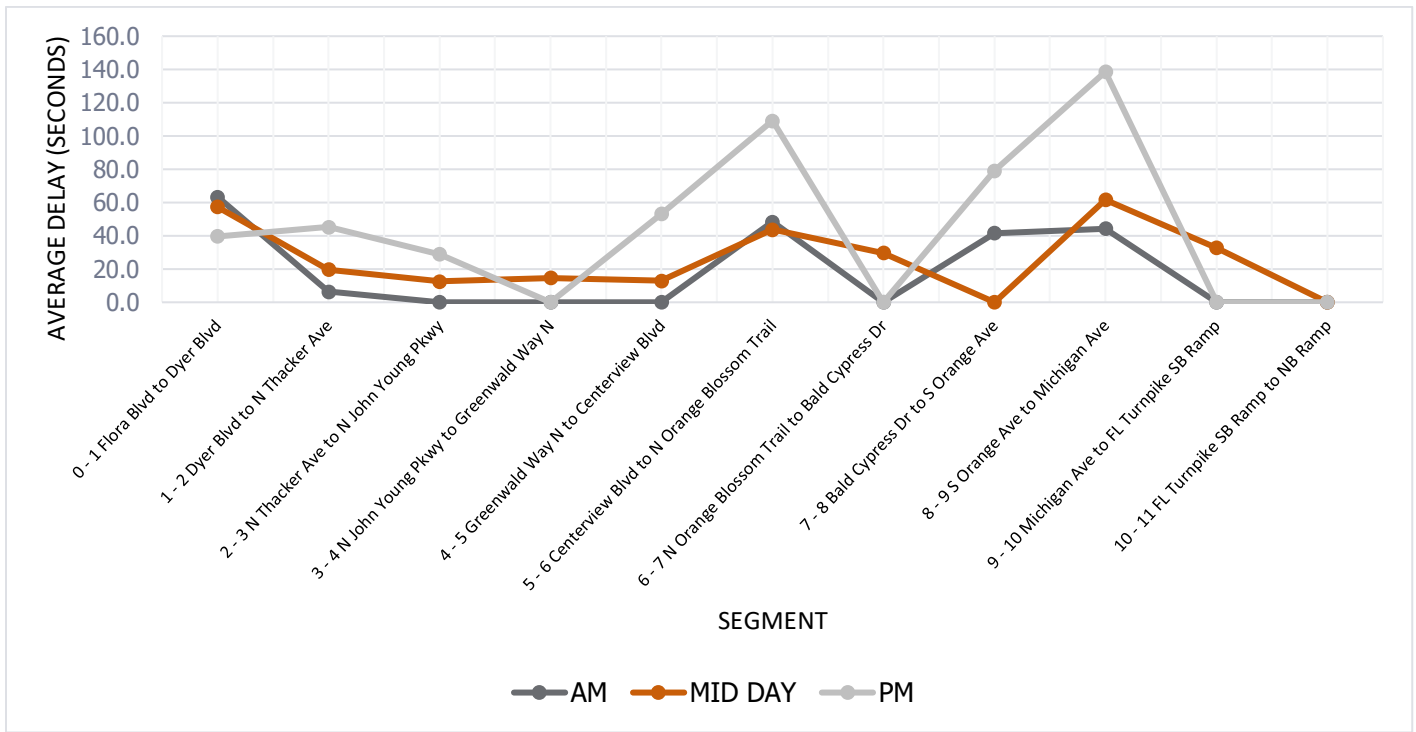


Figure 12: Eastbound Delay

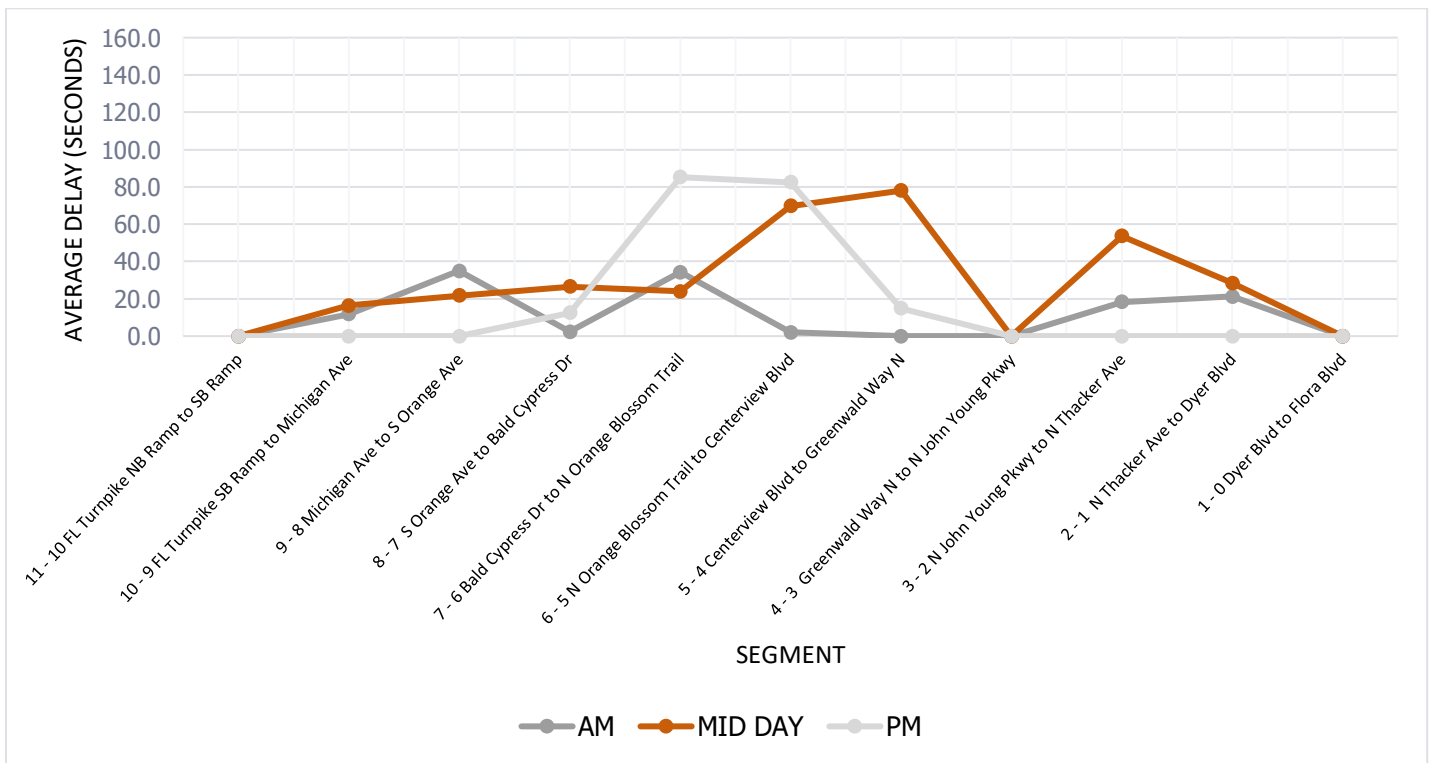
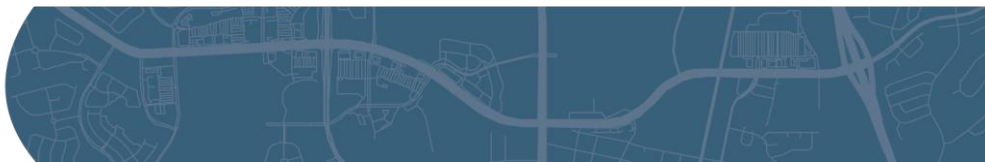


Figure 13: Westbound Delay





Operational Performance

Intersections were evaluated to determine their AM and PM peak-hour operational performance characteristics, with delay and volume to capacity (v/c) ratio as the primary performance measures.

Synchro Outputs

The condition inventory from section 2 of this report, including the length, speed limits, adjacent land usage, and identification of the major traffic generators – was collected during the study. Arterial intersection node data was also recorded, including the number of through lanes, number of turn and/or drop lanes, length of turn lane storage, control type, lane configuration and pedestrian facilities. These parameters, signal timings obtained from Osceola County, and the turning movement volume counts were inputted into Synchro (v10) to analyze existing delay and volume to capacity (v/c) ratios.

Adjustments to default values were performed at the unsignalized intersection of Osceola Parkway and Bill Beck Boulevard to better match observed conditions (as described further in the next section). Default values for the Critical Gap time and the Follow up time for northbound and southbound left-turns were reduced by approximately 1 second for all periods. Since Synchro and Highway Capacity Manual calculations do not consider roadways with seven or eight through lanes, the roadway inputs must be reduced to calculate performance measures. Thus, the output reports for this intersection show it with three eastbound through lanes.

Resulting operational performance measures are shown in **Table 3** and Synchro output reports are provided in **Appendix D**.

Cells highlighted in red are locations with volume to capacity (v/c) ratios that exceed 1.0, indicating congestion. A v/c ratio over 1.0 represents a movement where peak-hour traffic is not able to proceed through the intersection during their green phase, causing vehicles to wait through two or more cycles.



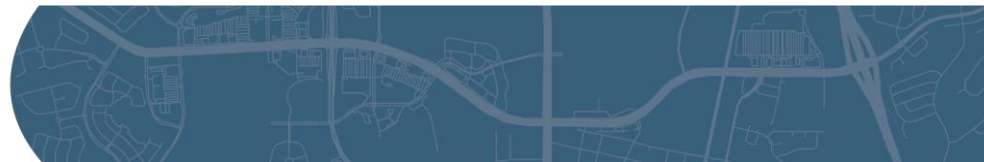


Table 3: Existing Intersection Conditions

Existing Condition - 2019								
Intersection	Control Type	Approach	AM		Mid Day		PM	
			Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio
Flora Blvd & Osceola Pkwy	TWSC	EB (L)	-	-	-	-	-	-
		EB (T)	-	-	-	-	-	-
		EB (R)	-	-	-	-	-	-
		WB (L)	9.4	0.09	9.6	0.12	52.5	0.76
		WB (T)	-	-	-	-	-	-
		WB (R)	-	-	-	-	-	-
		NB (L)	77.0	0.91	19.8	0.17	210.1	0.89
		NB (T)	-	-	-	-	-	-
		NB (R)	13.5	0.41	12.1	0.25	31.6	0.61
		SB (L)	-	-	-	-	-	-
		SB (T)	-	-	-	-	-	-
		SB (R)	-	-	-	-	-	-
		Overall	-	0.91	-	0.25	-	0.89
Dyer Blvd & Osceola Pkwy	Signalized	EB (L)	68.4	0.35	60.9	0.38	117.2	0.91
		EB (T)	30.6	0.36	33.6	0.42	62.9	0.87
		EB (R)	0.2	0.08	0.2	0.09	2.9	0.12
		WB (L)	66.4	0.80	79.3	0.83	117.6	1.02
		WB (T)	36.1	0.55	36.1	0.42	41.7	0.49
		WB (R)	0.1	0.03	0.1	0.04	0.1	0.05
		NB (L)	96.3	0.75	92.5	0.64	115.5	0.79
		NB (T)	69.1	0.49	71.6	0.51	99.3	0.78
		NB (R)	12.0	0.72	12.5	0.69	15.5	0.77
		SB (L)	93.0	0.48	94.0	0.52	78.9	0.24
		SB (T)	87.9	0.70	87.5	0.73	100.5	0.87
		SB (R)	3.4	0.36	1.6	0.22	11.5	0.39
		Overall	44.2	0.80	48.7	0.83	70.6	1.02

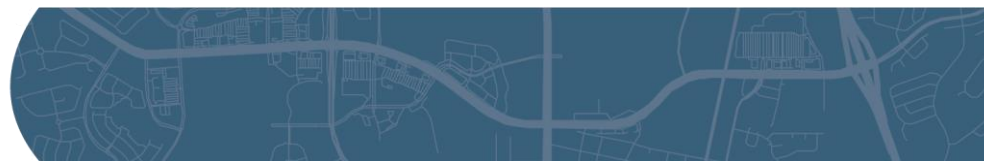


Table 3: Existing Intersection Conditions (continued)

Existing Condition - 2019								
Intersection	Control Type	Approach	AM		Mid Day		PM	
			Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio
Thacker Ave & Osceola Pkwy	Signalized	EB (L)	117.1	0.51	115.4	0.80	71.7	0.61
		EB (T)	29.1	0.44	40.7	0.58	59.0	0.99
		EB (R)	1.5	0.03	0.2	0.08	0.2	0.09
		WB (L)	106.2	0.66	94.4	0.82	85.7	0.78
		WB (T)	16.0	0.54	27.8	0.47	40.3	0.80
		WB (R)	0.0	0.03	7.3	0.15	2.5	0.16
		NB (L)	-	-	-	-	-	-
		NB (L/T)	95.1	0.51	117.7	0.68	82.2	0.62
		NB (R)	0.5	0.06	1.5	0.13	0.6	0.10
		SB (L)	82.7	0.05	108.5	0.79	75.4	0.77
		SB (T)	79.7	0.05	80.9	0.12	55.9	0.18
		SB (R)	1.4	0.05	1.7	0.18	0.7	0.17
		Overall	26.4	0.66	48.8	0.82	51.4	0.99
John Young Pkwy & Osceola Pkwy	Signalized	EB (L)	75.3	0.64	69.4	0.55	88.9	0.81
		EB (T)	22.0	0.42	15.4	0.39	16.2	0.51
		EB (R)	0.1	0.10	0.2	0.17	0.3	0.22
		WB (L)	54.1	0.28	75.9	0.60	91.9	0.67
		WB (T)	16.0	0.46	18.9	0.49	22.0	0.55
		WB (R)	0.0	0.03	0.1	0.06	0.0	0.04
		NB (L)	73.7	0.65	73.3	0.71	89.6	0.69
		NB (T)	-	-	-	-	-	-
		NB (R)	0.1	0.08	0.1	0.11	0.1	0.08
		SB (L)	64.2	0.30	63.5	0.40	82.0	0.50
		SB (T)	-	-	-	-	-	-
		SB (R)	0.1	0.10	0.2	0.12	0.2	0.14
		Overall	26.9	0.65	26.4	0.71	31.8	0.81



Table 3: Existing Intersection Conditions (continued)

Existing Condition - 2019								
Intersection	Control Type	Approach	AM		Mid Day		PM	
			Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio
Greenwald Way & Osceola Pkwy	Signalized	EB (L)	97.6	0.60	95.9	0.63	102.7	0.60
		EB (T)	18.7	0.38	31.7	0.52	37.1	0.66
		EB (R)	0.1	0.07	5.8	0.23	5.7	0.19
		WB (L)	92.9	0.47	67.5	0.63	123.1	0.61
		WB (T)	9.8	0.53	62.0	0.63	28.7	0.71
		WB (R)	1.1	0.29	25.7	0.34	8.3	0.33
		NB (L)	82.2	0.44	93.7	0.74	109.9	0.75
		NB (T)	94.9	0.64	101.9	0.76	115.4	0.75
		NB (R)	1.3	0.17	10.2	0.48	2.7	0.31
		SB (L)	93.8	0.65	93.3	0.85	112.4	0.91
		SB (T)	71.6	0.18	71.6	0.44	79.0	0.36
		SB (R)	0.9	0.12	1.3	0.21	1.5	0.23
		Overall	23.9	0.65	50.8	0.85	45.0	0.91
Centerview Blvd & Osceola Pkwy	Signalized	EB (L)	83.6	0.64	87.9	0.87	107.5	0.91
		EB (T)	14.9	0.40	31.8	0.62	40.5	0.77
		EB (R)	0.3	0.03	1.7	0.08	1.2	0.07
		WB (L)	110.0	0.78	64.7	0.89	91.7	0.93
		WB (T)	10.3	0.61	75.1	0.75	76.4	0.80
		WB (R)	0.0	0.03	2.4	0.05	0.1	0.04
		NB (L)	60.8	0.26	56.7	0.37	66.0	0.44
		NB (T)	82.1	0.55	92.6	0.75	92.6	0.65
		NB (R)	15.0	0.61	13.9	0.65	12.4	0.59
		SB (L)	57.5	0.14	56.7	0.36	63.3	0.37
		SB (T)	84.5	0.45	84.6	0.62	107.6	0.81
		SB (R)	4.5	0.42	14.4	0.67	57.9	0.90
		Overall	25.2	0.78	53.8	0.89	64.4	0.93



Table 3: Existing Intersection Conditions (continued)

Existing Condition - 2019								
Intersection	Control Type	Approach	AM		Mid Day		PM	
			Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio
Orange Blossom Trail & Osceola Pkwy	Signalized	EB (L)	71.0	0.69	106.5	0.64	136.5	0.74
		EB (T)	52.0	0.71	47.2	0.83	67.4	0.88
		EB (R)	17.4	0.47	7.9	0.39	26.7	0.39
		WB (L)	75.6	0.84	84.5	0.84	139.0	1.09
		WB (T)	51.3	0.82	54.3	0.81	56.6	0.85
		WB (R)	15.8	0.53	17.3	0.46	20.9	0.48
		NB (L)	94.1	0.78	83.4	0.77	125.4	0.98
		NB (T)	77.6	0.92	61.5	0.64	82.3	0.82
		NB (R)	0.4	0.26	0.4	0.24	0.6	0.35
		SB (L)	77.4	0.55	83.1	0.76	159.9	1.14
		SB (T)	60.4	0.63	60.8	0.60	101.6	0.99
		SB (R)	0.1	0.05	0.1	0.11	0.2	0.15
		Overall	54.4	0.92	53.2	0.84	77.6	1.14
Old Dixie Hwy / Bald Cypress Dr & Osceola Pkwy	Signalized	EB (L)	89.4	0.19	95.6	0.29	77.9	0.38
		EB (T)	39.5	0.53	37.4	0.55	40.3	0.81
		EB (R)	2.3	0.17	4.8	0.16	4.2	0.26
		WB (L)	103.2	0.83	112.1	0.80	110.9	1.01
		WB (T)	27.4	0.62	31.1	0.57	23.2	0.61
		WB (R)	0.0	0.01	0.0	0.02	0.1	0.04
		NB (L)	100.2	0.76	110.2	0.78	86.3	0.79
		NB (T)	18.7	0.41	18.2	0.36	19.5	0.44
		NB (R)	3.8	0.34	3.3	0.30	2.7	0.34
		SB (L)	-	-	-	-	-	-
		SB (L/T)	73.7	0.32	79.7	0.16	72.5	0.43
		SB (R)	0.8	0.14	0.2	0.05	0.5	0.08
		Overall	36.7	0.83	38.9	0.80	37.1	1.01



Table 3: Existing Intersection Conditions (continued)

Existing Condition - 2019								
Intersection	Control Type	Approach	AM		Mid Day		PM	
			Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio
Orange Ave & Osceola Pkwy	Signalized	EB (L)	82.4	0.87	87.9	0.80	108.0	0.93
		EB (T)	21.7	0.28	24.2	0.44	27.5	0.53
		EB (R)	0.0	0.01	0.0	0.01	0.0	0.01
		WB (L)	86.8	0.35	90.3	0.37	100.2	0.26
		WB (T)	50.3	0.82	36.5	0.60	46.6	0.66
		WB (R)	20.0	0.72	11.7	0.43	14.9	0.48
		NB (L)	-	-	-	-	-	-
		NB (L/T)	81.3	0.14	90.5	0.39	105.9	0.49
		NB (R)	0.0	0.02	0.5	0.08	1.3	0.16
		SB (L)	62.6	0.36	71.6	0.45	96.6	0.89
		SB (T)	65.1	0.35	74.2	0.44	110.6	0.90
		SB (R)	26.4	0.60	30.8	0.53	126.2	1.15
Overall			43.8	0.87	37.4	0.80	63.4	1.15
Michigan Ave & Osceola Pkwy	Signalized	EB (L)	94.2	0.68	101.7	0.83	99.9	0.82
		EB (T)	67.3	0.60	62.6	0.77	60.0	0.84
		EB (R)	9.2	0.52	19.1	0.59	24.5	0.67
		WB (L)	38.7	0.76	37.5	0.71	82.4	0.96
		WB (T)	44.1	0.66	34.8	0.56	21.0	0.57
		WB (R)	5.8	0.12	0.9	0.12	0.8	0.14
		NB (L)	87.5	0.84	94.8	0.87	110.4	0.92
		NB (T)	83.4	0.69	104.0	0.89	123.4	0.94
		NB (R)	40.5	0.67	36.7	0.62	135.0	1.16
		SB (L)	89.5	0.48	102.3	0.81	111.5	0.86
		SB (T)	94.0	0.65	82.9	0.55	99.6	0.74
		SB (R)	15.6	0.61	22.7	0.72	53.9	0.85
Overall			51.1	0.84	54.5	0.89	72.5	1.16

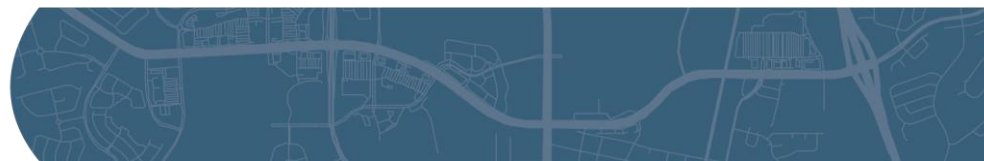


Table 3: Existing Intersection Conditions (continued)

Existing Condition - 2019								
Intersection	Control Type	Approach	AM		Mid Day		PM	
			Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio
Bill Beck Blvd & Osceola Pkwy	TWSC	EB (L)	28.7	0.26	23.0	0.34	19.9	0.22
		EB (T)	-	-	-	-	-	-
		EB (R)	0.0	0.16	0.0	0.21	0.0	0.33
		WB (L)	2.8	0.10	3.6	0.11	5.8	0.11
		WB (T)	-	-	-	-	-	-
		WB (R)	0.0	0.06	0.0	0.09	0.0	0.07
		NB (L)	-	-	-	-	-	-
		NB (LTR)	320.8	1.22	25.9	0.37	96.3	0.85
		NB (R)	-	-	-	-	-	-
		SB (L)	169.9	0.86	136.2	0.97	138.3	0.98
		SB (T)	23.5	0.05	18.1	0.09	22.0	0.14
		SB (R)	-	-	-	-	-	-
		Overall	-	1.22	-	0.97	-	0.98
FL Turnpike SB Ramp & Osceola Pkwy	Signalized	EB (L)	-	-	-	-	-	-
		EB (T)	35.0	0.47	18.2	0.54	14.7	0.69
		EB (R)	7.2	0.19	3.8	0.26	4.4	0.45
		WB (L)	33.1	0.07	48.0	0.07	69.2	0.26
		WB (T)	8.4	0.70	2.3	0.51	5.2	0.54
		WB (R)	-	-	-	-	-	-
		NB (L)	-	-	-	-	-	-
		NB (T)	-	-	-	-	-	-
		NB (R)	-	-	-	-	-	-
		SB (L)	89.5	0.72	89.7	0.72	105.7	0.93
		SB (T)	-	-	-	-	-	-
		SB (R)	1.3	0.52	0.8	0.39	0.8	0.40
		Overall	19.3	0.72	14.0	0.72	19.0	0.93

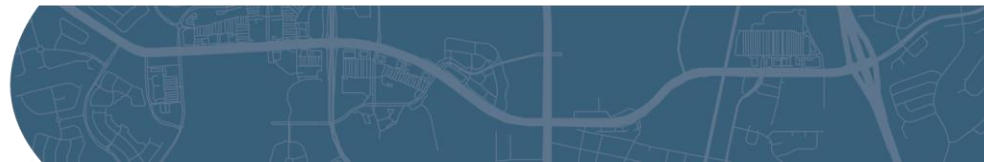


Table 3: Existing Intersection Conditions (continued)

Existing Condition - 2019								
Intersection	Control Type	Approach	AM		Mid Day		PM	
			Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio	Delay (sec/veh)	V/C Ratio
FL Turnpike NB Ramp & Osceola Pkwy	Signalized	EB (L)	71.7	0.81	48.2	0.58	49.5	0.71
		EB (T)	5.4	0.23	2.9	0.37	3.7	0.58
		EB (R)	-	-	-	-	-	-
		WB (L)	-	-	-	-	-	-
		WB (T)	90.7	1.05	59.1	0.89	54.8	0.80
		WB (R)	25.3	0.58	7.6	0.27	10.9	0.27
		NB (L)	107.6	0.96	99.3	0.81	126.4	0.94
		NB (T)	47.6	0.71	12.0	0.48	25.1	0.56
		NB (R)	-	-	-	-	-	-
		SB (L)	-	-	-	-	-	-
		SB (T)	-	-	-	-	-	-
		SB (R)	-	-	-	-	-	-
Overall			60.9	1.05	33.3	0.89	29.8	0.94

As noted previously, cells highlighted in red are locations with volume to capacity (v/c) ratios that exceed 1.0, indicating congestion.



In-Field Observations

AM Peak-Hour

AM peak-hour observations were conducted along the study area by driving the corridor, walking along sections, and observing specific locations. General observations are as follows:

- Traffic prior to 7:00 AM generally flows well, without observed difficulty, as shown in **Figure 14**.

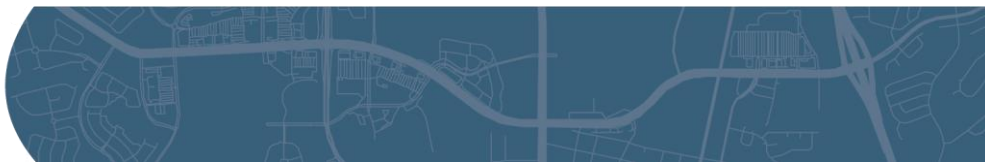


Figure 14: Minimal Traffic at 7:00 AM Near Flora Boulevard

- New mast arms do not have internally illuminated street name signs (the signs are not illuminated)
- Signal head backplates are missing from multiple intersections:
 - Dyer Boulevard (westbound)
 - Michigan Avenue (eastbound)
 - Florida's Turnpike Southbound Ramps (one is missing in the eastbound direction, two are missing in the westbound direction)
 - Florida's Turnpike Northbound Ramps (both directions)
- Cyclists were sporadically observed along the corridor, with one example heading westbound near Bill Beck Boulevard.
- The segment from the Turnpike to Michigan Avenue is the heaviest segment and includes the most traffic conflicts during the AM.

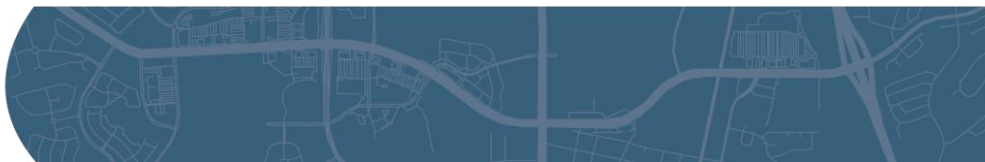
Observations at specific locations are described below:





- Thacker Avenue:
 - The future north/south segment connecting from Flora Boulevard to Osceola Parkway is under construction.
 - No significant concerns were observed.
- Osceola Parkway from Dyer Road to N Thacker Avenue:
 - Trees are blocking or limiting visibility to some signage heading east.
- Orange Blossom Trail:
 - Large queues were observed traveling southbound on Orange Blossom Trail.
- Orange Avenue:
 - Eastbound left-turn queues often extend beyond the storage lane.
 - Long westbound through queues.
- Michigan Avenue:
 - The westbound queue backs up all the way to Bill Beck Boulevard, and the leftmost lane is utilized the heaviest since westbound left-turning traffic is mixed with through traffic upstream of the turn lane. This is a concern throughout the AM peak period.
 - The westbound left has double leading and lagging phases. Short green, then long green in the same cycle.
 - Cycle failures were observed for the westbound left turn movement.
 - The westbound left-turn lane could be extended by approximately 500 ft, near the start of the eastbound left-turn lane for Bill Beck Boulevard.
 - More green time is needed for the westbound left turn movement.
 - More green time is needed for the northbound left-turn movement, and less time is needed by the eastbound through movement.
 - The northbound right-turn lane has a long queue and experiences cycle failures.
 - When pedestrians are present, they provide additional time (approximately 35 extra seconds) to the southbound movement, which otherwise does not need the time.
 - Consider adding a “Do Not Block Intersection” (R10-7) sign at Ridge Street - on Michigan Avenue, south of Osceola Parkway
 - The southbound queue appears to back up for approximately a quarter of a mile.
- Bill Beck Boulevard:
 - This intersection is occasionally blocked by the westbound left-turn queue from Michigan Avenue.
 - Though access management restrictions might be helpful, an agreement is in place requiring a full median opening (see OR Book 1331, Pages 1282-1285) at the intersection.
 - Unless a significant crash problem manifests at the intersection, it is likely most efficient to mitigate concerns when the Bill Beck Boulevard extension connects to Osceola Parkway as a signalized intersection.





- Florida's Turnpike:
 - The westbound left turn lane has a long queue, but it clears during the corresponding signal phase. The queue extends back to the signalized intersection at Coralwood Circle.
 - By 8:30 AM, the eastbound left turn lane queue to head North on the Turnpike extends back to Bill Beck Boulevard.
 - There is space to extend the eastbound left-turn lane back to Bill Beck Boulevard. The second eastbound left turn lane cannot be extended without reconfiguring the drainage system, which includes an inlet in the median area in the alignment of the potential second left-turn lane.

PM Peak-Hour

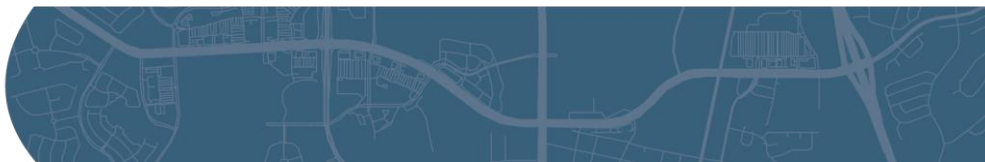
PM peak-hour observations were conducted along the study area by driving the corridor, walking along sections, and observing specific locations. General observations are as follows:

- Cycle lengths are long, resulting in long queues. The queues could be reduced by reducing cycle lengths.
- Pedestrians and bicyclists are infrequent, likely due to the lack of density, relatively long distance from/to residential uses, lack of facilities, and lack of comfort on existing facilities.
- Progression through signals is working well and appears to be best in the eastbound direction.
- The western portion of the corridor (west of John Young Parkway) seems to have fewer concerns / congestion than the eastern portion.

Observations at specific locations are described below:

- Flora Boulevard – no significant concerns.
 - It is common for several westbound left-turning vehicles to queue up, with a maximum observed left-turning queue of 6 vehicles.
 - Within minutes, large gaps in traffic allow all of the queued vehicles to turn.
 - There are no vehicles to/from the north, simplifying operations at the intersection.
- John Young Parkway: pedestrian signage should be replaced (eastbound).
- Centerview Boulevard:
 - Left-turn queues routinely back up in the eastbound and westbound direction.
 - The left-turn lane storage length is recommended to be extended.
- Orange Blossom Trail: Long queues were observed.
- Orange Avenue: The southern leg is often used for U-turns (vehicles turning eastbound right, U-turning in the shopping center (tire marks from U-turns were noted on the new curb) then turning northbound left at the signal. This movement appears to be attractive for some vehicles in lieu of U-turning at the eastbound left-turn lane.





- Michigan Avenue:
 - Left-turn queues back up in the eastbound and westbound direction.
 - The northbound direction experiences long queues, as shown in **Figure 15**.
 - Consider extending the left-turn lanes, particularly the westbound left-turn lane.
 - More green time is needed for the westbound left-turn lane.
 - The eastbound left-turn and northbound right-turn lanes experience starvation delay as vehicles are unable to enter the turn lanes because they are blocked by the adjacent through queue. Lag phasing could reduce delay for these movements.
 - Eastbound queues extend back to Orange Avenue and beyond.
 - Westbound queues at Michigan Avenue extend back to Bill Beck Boulevard
 - If there are eastbound rear-end collisions near Michigan Avenue (east of the crest of the bridge), consider an additional beacon to notify vehicles of the signal ahead. This would only be a concern during non-peak hours since the queue extends over the bridge during peak hours (and drivers are therefore aware that they will need to stop).
 - It is not clear why northbound right-turns are not allowed on red (from Michigan Avenue to Osceola Parkway).
 - There is no sidewalk along the east side of Michigan Avenue for approximately 400' south of Osceola Parkway.



Figure 15: Long Queues Traveling Northbound on Michigan Avenue Near the Intersection with Osceola Parkway





- Bill Beck Boulevard:
 - There were frequent occurrences of multiple vehicles using the median from multiple directions, as shown in **Figure 16**.
 - It was common to see three, four, or even five vehicles stored in the median at one time.
 - Tractor-trailer trucks leaving the Walmart Shopping Center use the median, blocking westbound traffic on Osceola Parkway.
 - Based on the observed near-miss crashes, it is likely that this intersection experiences a high crash rate given the relatively low side-street volume.
 - Significant increases in side-street volumes would exacerbate concerns at the intersection.
 - Eastbound queues from the Turnpike extend back to Michigan Avenue at times.



Figure 16: Multiple Vehicles in the Median at Bill Beck Boulevard





Crash Analysis

Crash data on Osceola Parkway was analyzed for the period beginning June 1, 2017 and ending June 1, 2019. The crash data was obtained from *Signal Four Analytics* online, a crash database created by the University of Florida. The database compiles statewide crash data from the Florida Highway Patrol (FHP) and local law enforcement agencies. The data includes both long- and short-form crash reports. Cross-street influence areas at the 13 major intersections were assumed to be 250 feet in each direction north and south of Osceola Parkway. Extracted crash data was reviewed for all crashes, and crash reports and narratives were reviewed to investigate severe crashes and for clarification in some cases. This analysis details the overall trends, bike/pedestrian crashes, fatalities and injuries, intersections of concentration and recommendations. The summary crash data tables and collision diagrams are provided in **Appendix E**.

Overall Trends

A total of 739 crashes were reported for the 24-month time-period. Of the 739 crashes reported, 238 were injury crashes and two were fatal crashes, resulting in 411 injuries and two fatalities. The total number of crashes remained relatively constant from year one (6/1/17 to 5/31/18) to year two (6/1/18-5/29/19) as shown in **Table 4**. The volume on Osceola Parkway from Orange Blossom Trail to Florida’s Turnpike decreased slightly over the same period, with an AADT of 56,000 in 2017 and 53,000 in 2018 (per Florida Traffic Online site 920010). **Table 4** summarizes the crashes throughout the study area.

Table 4: Summary of Crashes

Year	Total Number of Crashes	Number of Injury Crashes	Number of Fatal Crashes	Number of Bike/Ped Crashes
1	371	108	2	4
2	368	130	0	4
Total	739	238	2	8
Percent		32.21%	0.27%	1.08%

Crash causes are shown in **Table 5**. Distracted driving was the largest contributor to crashes, with 25% of reported crashes due to distracted driving. Only 1% of crashes were due to drugs or alcohol. About 5% of all crashes occurred under dark, not-lighted conditions and about 10% of all crashes occurred during wet pavement conditions. Approximately 50% of dark, not-lighted crashes occurred at the Orange Blossom Trail intersection.





Table 5: Summary of Crash Causation

Year	Total Number of Crashes	Number of Distraction Related Crashes	Number of Dark Crashes	Number of Wet Crashes	Number of Alcohol/Drug Related Crashes
1	371	96	21	34	3
2	368	92	19	42	6
Total	739	188	40	76	9
	Percent	25%	5%	10%	1%

As expected, most crashes occurred on weekdays and peaked on Fridays (129), as shown in **Figure 17**. The fewest crashes occurred on Sundays (70) and Wednesdays (86). The decrease in crashes on Wednesdays is significant, but there are no apparent reasons or factors that explain the reduction in crashes. It is likely possible to rule out one possible explanatory factor – if volumes were lower on Wednesdays but rates were steady, we would expect fewer crashes. This does not appear to be the case since it is not likely that volumes are lower on Wednesdays. While daily volume fluctuations are not known for this corridor, the County’s VantageLive software data indicates that volumes on Wednesdays on US 192 (relevant because it is a parallel corridor in Osceola County) were slightly higher than on an average weekday during the second half of year 2019. Given this information, it is not likely that volumes along Osceola Parkway are lower on Wednesdays.

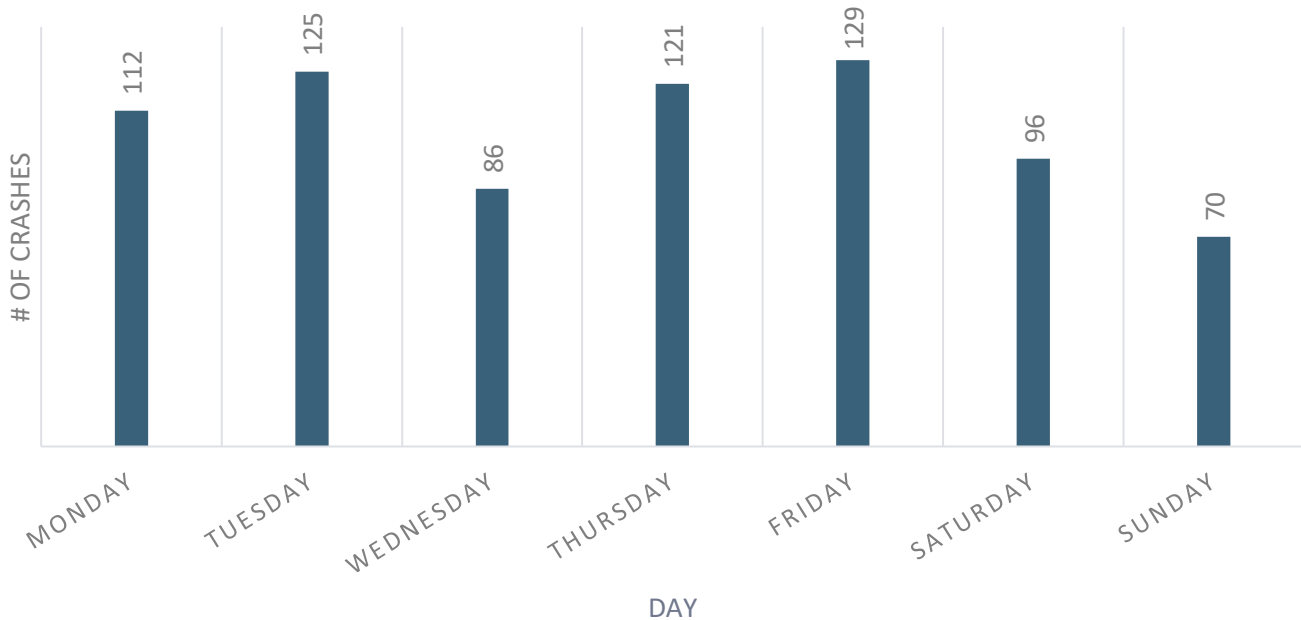




Figure 17: Summary of Crashes by Day

Crash frequency peaked from 2:00 PM to 3:00 PM and spiked up again at 5:00 PM before dropping significantly, as shown in **Figure 18**. While volumes show a significant peak from 7:00 AM to 8:00 AM, the crashes do not have a corresponding peak. The crashes begin to increase considerably from 11:00 AM to 3:00 PM even though volumes only increase moderately through the same period.

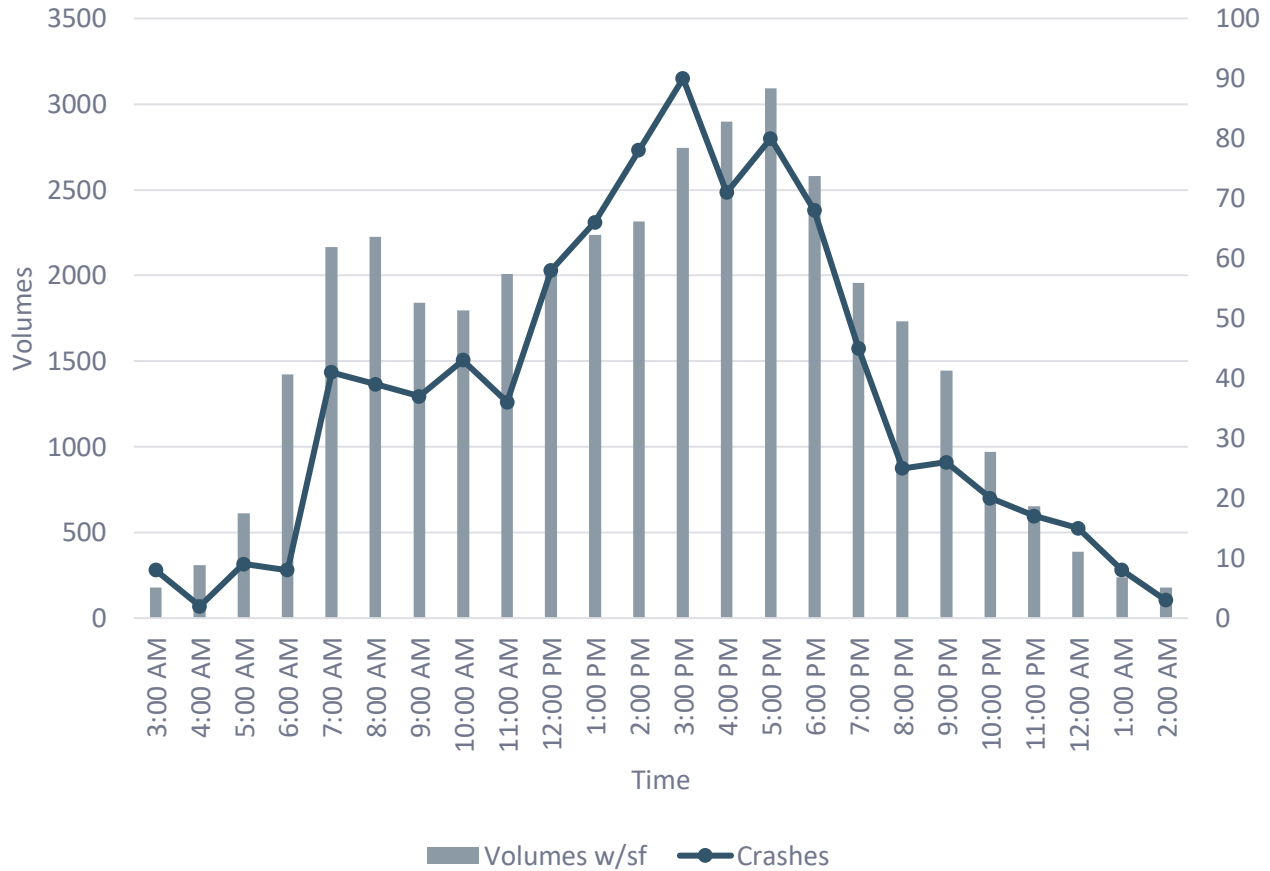


Figure 18: Summary of Crash Time

Crash Types

Rear-end crashes were the predominant crash type, as shown in **Figure 19**. The second most common crash type was sideswipe-same direction (15%), followed by angle (11%). Most rear-end crashes occurred at Orange Blossom Trail, most sideswipe-same direction crashes occurred at Michigan Avenue and most angle crashes occurred at Bill Beck Boulevard. Crash types with 1% or less of crashes include animal, backed into, right turn, bicycle, head on, hit concrete barrier wall, guardrail, sign/sign post, tree/shrubbery,





median crossover, other, other fixed object, overturned, parked car, pedestrian, ran into ditch/culvert, ran off road, and sideswipe-opposing direction crash types.

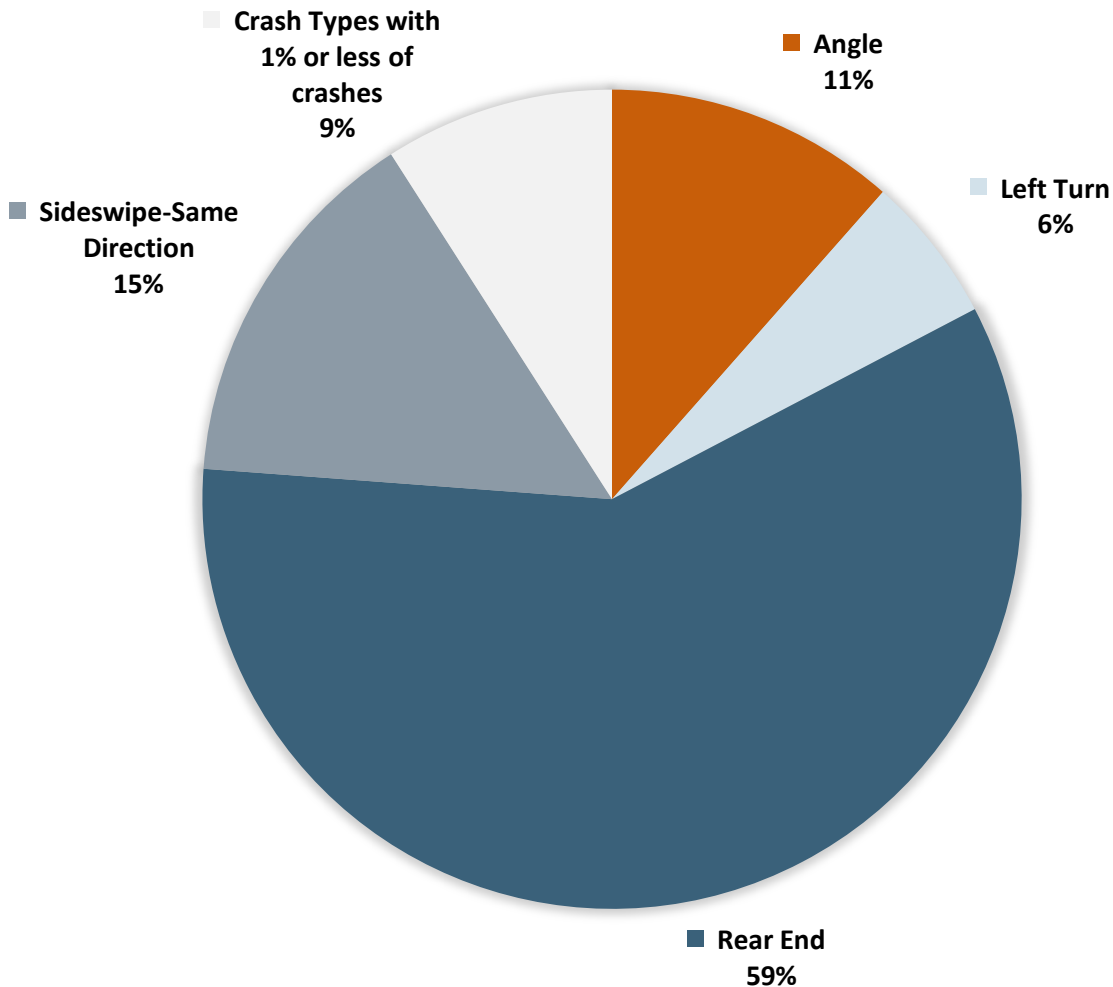


Figure 19: Summary of Crash Types

Bicycle and Pedestrian Crashes

There was a total of eight bicycle or pedestrian crashes throughout the corridor. The bicycle and pedestrian crashes occurred at the intersections of Bill Beck Boulevard, Michigan Avenue, John Young Parkway and Orange Blossom Trail. These crashes account for 1% of all crashes occurring on Osceola Parkway. A disproportionate amount of the crashes occurred at night, with 50% of the bike/pedestrian crashes occurring during dark, lighted conditions and 25% occurring during dark, not-lighted conditions. Though only 1% of total crashes involved drugs or alcohol, 25% of the bike/pedestrian crashes (2) were alcohol-related incidents. In both alcohol-related incidents the pedestrian was under the influence.





Most of the bicycle and pedestrian crashes were injury crashes (seven of the eight). One of the injury crashes was incapacitating, and one was fatal. The incapacitating crash occurred when a bicyclist crossed the road mid-block during dark conditions. Alcohol was not involved. The fatal crash involved someone walking into the road at night and is discussed further in the injury and fatal crashes section.

One crash occurred during a left-turn movement, two crashes occurred during through movements, two crashes occurred where pedestrians were crossing the cross-walk, and one where the pedestrian crossed at mid-block. Pedestrians were listed to be at fault in most of bicycle and pedestrian crashes. **Table 6** summarizes the pedestrian and bicycle crashes.

Table 6: Summary of Bicycle and Pedestrian Crashes

No.	HSMV No.	Intersection	Crash Date	Day of Week	Crash Type	Light Condition	Wet/Dry	Fatalities	Injuries	Incapacitating	Distracted	Drugs/Alcohol
83	85590701	Orange Blossom Tr.	10/1/2017	Sunday	Pedestrian	Dark - Lighted	Dry	1	0	0	Yes	No
117	86809255	Bill Beck Blvd.	6/22/2017	Thursday	Bicycle	Daylight	Dry	0	1	0	No	No
182	87055632	Michigan Ave.	10/26/2017	Thursday	Bicycle	Dark - Lighted	Dry	0	1	1	No	No
499	87830957	Bill Beck Blvd.	4/19/2018	Thursday	Pedestrian	Dark - Lighted	Dry	0	1	0	No	No
594	87833126	Michigan Ave.	1/10/2019	Thursday	Pedestrian	Dark - Lighted	Dry	0	1	0	No	No
620	87833598	Michigan Ave.	3/7/2019	Thursday	Pedestrian	Daylight	Dry	0	1	0	No	No
747	88025462	John Young Pkwy.	12/17/2018	Monday	Bicycle	Dark - Not Lighted	Dry	0	1	0	Yes	No
822	88087893	Orange Blossom Tr.	3/5/2019	Tuesday	Pedestrian	Dark - Not Lighted	Dry	0	1	0	No	No

All bicycle and pedestrian crash reports are provided in **Appendix F**.

Fatal and Injury Crashes

Of the 739 crashes that occurred there were 411 injuries, 34 incapacitating injuries and two fatalities. Florida Highway Administration (FHWA) defines an incapacitating injury as a “disabling injury, such as broken bones, severed limbs, etc.” Most (59%) injury crashes were a result of a rear-end collision and 26% were the result of an angle or left turn collision. Nearly all bike/pedestrian crashes resulted in injury (7 of 8). High crash intersections include Orange Blossom Trail with 21% of the injury crashes, Michigan Avenue with 16% of the injury crashes and Bill Beck Boulevard with 15% of the injury crashes. Twenty-five percent of the injury crashes occurred during dark conditions and 10% occurred during wet conditions. Most injury crashes occurred on Thursday (18%),





the second most occurred on Tuesday (17%) and the fewest occurred on Sunday (10%). Injury crashes peaked from 5:00 PM to 11:00 PM.

The first fatal crash occurred on September 23, 2017 at 1:44 AM at the intersection of Osceola Parkway and Florida's Turnpike (SR-91) northbound entrance ramp. The first vehicle (VO1), a passenger car, was traveling east in the outside left-turn lane of Osceola Parkway approaching the SR-91 northbound entrance ramp. The second vehicle (VO2), a dump truck, was in front of VO1 and was stopped at the signal in the same turn lane as VO1. The driver of VO1 failed to stop behind VO2 and the front left corner of VO1 struck the rear right corner of VO2, pushing VO2 a few feet forward. After the initial collision, VO1 spun counter-clockwise to face west after a half rotation and came to final rest blocking the center eastbound lane on Osceola Parkway. The driver of VO2 was unharmed. The driver of VO1 was pronounced deceased at Osceola Regional Medical Center at 3:04 am, September 23, 2017. Following a toxicology report it was found that the driver of VO1 was driving under the influence of alcohol with a blood-alcohol content (BAC) of 0.130. Though sight distance standards are met at this location, the intersection is located east of the crest of the Turnpike Bridge, which limits visibility from farther away. The crash occurred under dark-lighted and dry pavement conditions. There was no determination if VO1 was speeding at the time of the crash. The crash report number is 85576876 and this report is provided in **Appendix G**.

The second fatal crash occurred on October 1, 2017 at 12:07 AM under dark-not lighted conditions at the intersection of Osceola Parkway and Orange Blossom Trail. According to crash report number 85605737, pedestrian one (PO1) had just rear-ended a car on Orange Blossom Trail and was in the parking lot of the adjacent 7-Eleven in the south-east quadrant of the intersection resolving the crash. PO1 discovered that their wallet was in the middle of the Orange Blossom Trail and walked to retrieve it. Vehicle one (VO1) was traveling north in the middle lane of Orange Blossom Trail and struck PO1 as she was walking to retrieve her wallet. PO1 was projected north and came to final rest in the outside lane, north of the 7-Eleven driveway. VO1 left the scene of the crash and according to an online article by CBS 12 News, was tracked down from a tip and witness reports. VO1 was found to be an unlicensed driver. PO1 was pronounced deceased at Osceola Regional at 12:47 am, October 1, 2017. Following toxicology reports, it was found that PO1 had a (BAC) of 0.140. The crash report number is 85590701 and it is provided in **Appendix G**.





Crash Location Concentrations

The total number of crashes at all study area intersections for year one and year two are shown in **Figure 20**.

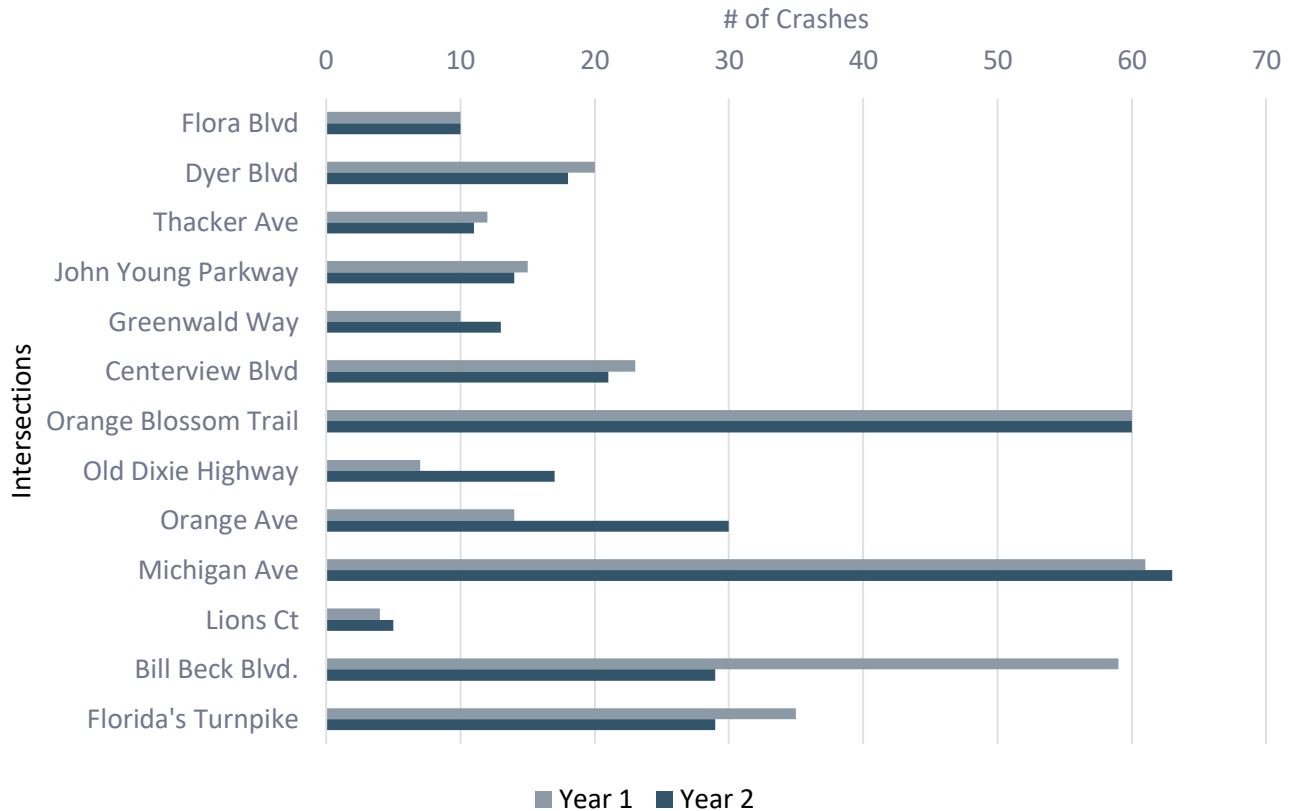


Figure 20: Summary of Crashes by Location

The crash data was analyzed for the three specific areas of concern, and one additional area with high crash rates. **Figure 21** compares the number of crashes at key intersections to the total entering volumes. The number of crashes has a strong correlation with the volumes, with exception to Flora Boulevard, which experiences a significantly lower crash rate compared to its entering volume.



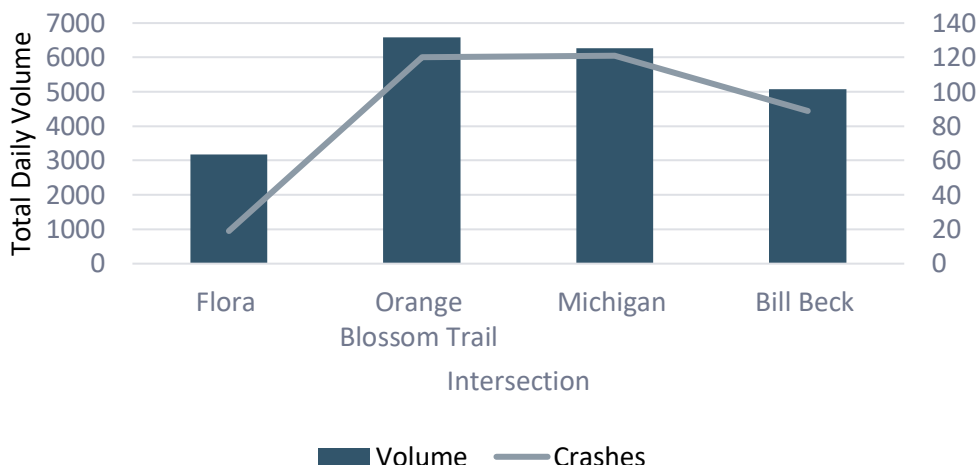


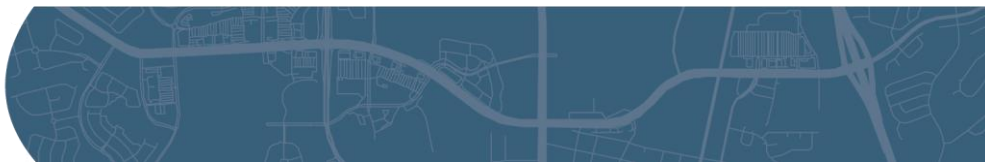
Figure 21: Summary of Total Daily Volume vs Crashes

Osceola Parkway & Flora Boulevard

The three-way unsignalized intersection of Flora Boulevard and Osceola Parkway experienced 20 total crashes of which the majority were left turn (25%), rear-end (25%) and sideswipe-same direction (25%) crashes. There were also two overturned vehicles, one angle collision, one other and one sideswipe-opposing direction crash. Two of the rear-end collisions occurred in the north direction of travel and the other three occurred in the west direction of travel. Of the rear-end collisions in the westbound direction, one occurred due to a turtle, one occurred in the turn lane, and one from a car merging in front of a truck from the outside westbound lane to the inside westbound lane. Approximately 90% of crashes occurred during the day with about 10% occurring during the dark and dusk hours. Crash frequency peaks at 5:00 PM, which is generally, consistent with the overall trend of the roadway. There was a total of five injury crashes, of which two occurred in year one and three in year two. All injury crashes were during dry conditions and four were during daylight conditions. Injury crash types were angle (1), left-turn (1), overturned (2), and rear-end (1).

The only incapacitating crash occurred at 7:37 PM under dark, lighted conditions. Vehicle one (VO1), a motorcycle was traveling westbound on Osceola Parkway and attempted about to merge into the left-turn lane to access Flora Boulevard when an unknown vehicle merged in front of VO1. This caused VO1 to swerve off the road and run into the grassy median to the left. Once in the median VO1 lost control of the motorcycle and the motorcycle rolled multiple times. The driver of VO1 was wearing a helmet and protective gear but still suffered serious injuries. This account was confirmed by two witnesses. This crash report is provided in **Appendix G**. This intersection experiences enough crashes to consider the lower volume threshold criteria when evaluating signal warrants.





Osceola Parkway & Orange Blossom Trail

Approximately 16% of all crashes occurring in the study area occurred at this intersection. 44 injury crashes occurred at this intersection resulting in 85 total injuries representing 16% of the injuries in the study area. Seventy-five percent of the crashes that occurred were rear-end collisions. Most crashes occurred in the westbound direction (40% of all crashes and 37% of rear-end crashes) which is where a red-light camera is located. This could indicate that people are stopping early to avoid a ticket for running the red-light. Twenty percent of crashes occurred during wet conditions and 13% occurred during dark, not-lighted conditions. One fatal crash occurred at this intersection (further discussed in the fatality and injury crash section).

Five of the injury crashes were incapacitating. Three of the incapacitating crashes were rear-end collisions due to inattention, alcohol, or tiredness. One of the injury crashes was an angle collision caused when the driver turning left ran a red light and one of the injury crashes was caused by a driver under the influence of alcohol losing control during a right-turn and overturning. The crash reports for incapacitating crashes are included in **Appendix G**.

Osceola Parkway & Michigan Avenue

This signalized intersection is a significant north/south route between the CSX Rail Line and Florida's Turnpike. The bridge over the railroad limits visibility to and from the west. This is high-crash location, with 17% of the study area crashes occurring here. The majority of these crashes were rear-end collisions (54%) with a significant amount of angle (17%) and sideswipe-same direction crashes (16%). Twenty-eight of the rear-end collisions occurred in the westbound direction, twenty-five in the eastbound direction and five in the southbound direction. Rear-end and sideswipe crash types occurring at this intersection are likely congestion-related. The rear-end crashes could be exacerbated by the red-light cameras facing the westbound traffic, causing people to stop earlier than they otherwise would. The majority of crashes occurred during the day (75%) and 22% occurred during dark, lighted conditions. Most of the crashes occurred from 1:00 PM to 3:00 PM, which is consistent with the overall trends of the roadway.

Crashes occurring in the eastbound direction just east of the intersection were evaluated to see if their occurrence was affected by the short distance between the intersection and the adjacent gas station driveway. Of the five crashes that occurred in this area east of the intersection, one may be influenced by the driveway, and the other four were related to other issues. The driveway therefore does not appear to significantly impact crashes.

Crashes occurring in the northbound direction were evaluated to better understand if there are safety concerns with left turns. Two of the angle collisions and one of the sideswipe collisions were caused by vehicles crashing into one another while turning right from the dual northbound right-turn lanes. Two of the angle collisions were caused by





vehicles entering Michigan Avenue from the upstream driveway, and the remaining angle collisions were due to vehicles running red lights.

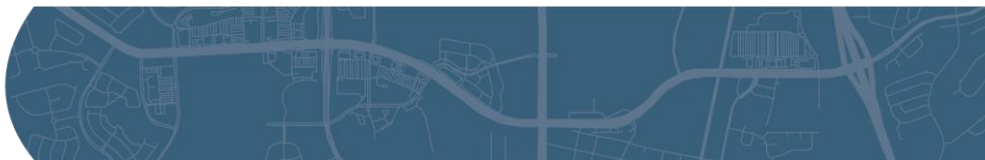
Of the 33 injuries that occurred at this intersection, four were incapacitating. One of the incapacitating crashes was a pedestrian crash which occurred at 10:09 PM when the pedestrian suddenly entered the roadway into the path of a vehicle. The other incapacitating crash occurred at 11:20 PM and involved three vehicles. Vehicle one (VO1) was traveling northbound on Michigan Avenue in the through lane, Vehicle two (VO2) was traveling westbound on Osceola Parkway, and VO3 was stopped at the traffic light on Michigan Avenue in the southbound left-turn lane. VO1 ran the red light which caused VO2 to collide with the rear right side of VO1 resulting in VO1 spinning out and hitting VO3. The driver of VO1, VO3 and the passenger of VO3 suffered incapacitating injuries. The crash reports for both incapacitating crashes are provided in **Appendix G**.

Osceola Parkway & Bill Beck Boulevard

Bill Beck Boulevard is a four-leg unsignalized full median opening intersection accessing the Walmart Shopping Center and other retail to the north and connecting to a gas station to the south. Bill Beck Boulevard is also located within 0.1 miles of the southbound exit ramp of Florida's Turnpike. Bill Beck Boulevard experienced 35 angle crashes over the study period, 16 of which resulted in injuries. The angle crashes account for about 40% of all crashes at this intersection, with rear-end crashes accounting for 32% of all crashes, and left-turn crashes account for 15% of all crashes. Twelve percent of crashes occurred during wet conditions, and 3% occurred during dark-not lighted conditions. Thirty-one injury crashes occurred at this intersection, resulting in fifty-two injuries. 15% of the injury crashes occurred during dark-lighted conditions. The majority of crashes occurred in the southbound and westbound directions. A significant amount of crashes occurred in year one (59) compared to year two (29). Fourteen percent of crashes occurred at 5:00 PM and overall crashes peak from 2:00 PM to 6:00 PM.

There was one incapacitating crash which occurred at 8:59 AM Vehicle one (VO1) was stopped for traffic in the southbound lane on Bill Beck Boulevard. Vehicle 2 (VO2), a motorcycle, was traveling westbound in the outside through lane on Osceola Parkway approaching Bill Beck Boulevard. VO1 failed to see VO2 approaching and proceeded to drive south into the intersection where VO1's front left fender collided with VO2's front tire. The driver of VO2 was ejected from the motorcycle and sustained serious injuries. The driver of VO1 was found at fault for failure to yield right-of-way. The crash report is provided in **Appendix G**.





Planned Improvements

Several improvements are planned for Osceola Parkway and adjacent facilities within the study area. These improvements are outlined below:

Widening of Osceola Parkway

Osceola Parkway is currently shown on MetroPlan Orlando's Transportation Improvement Program as a Locally Funded Highway Project but the County does not currently have plans to widen the road at this time. As such, the improvement is not included in this analyses.

ITS Improvements

Osceola Parkway is currently shown on MetroPlan Orlando's Prioritized Project List as a new project for the next 5th year (beyond Fiscal Year 24/25) for an Adaptive Signal System from Dyer Boulevard to Florida's Turnpike. This is essentially the same study area as evaluated in this analysis, and includes all of the signalized intersections. This is an unfunded phase that will be programmed in Fiscal Year 2024/2025.

Fiber communication, an additional CCTV for traffic monitoring, a blue tooth reader and a DMS will be installed between Flora Blvd and Dyer Blvd as part of the Osceola Pkwy ITS project.

Thacker Avenue Extension

Thacker Avenue is in the process of being extended from its current terminus at Flora Boulevard to Osceola Parkway as a 4-lane divided facility. This extension will include modifications at the intersection with Osceola Parkway. This project is shown on MetroPlan Orlando's Transportation Improvement Program as a Locally Funded Highway Project for fiscal year 2023/2024.

A development is proposed on the south side of Osceola Parkway between Dyer Boulevard and Thacker Avenue that will include adding lanes on the south leg of the intersection and extending Thacker Avenue south to Ball Park Road.

Bill Beck Boulevard Extension

Previous plans were from year 2009 for the extension of Bill Beck Boulevard are in the process of being updated to comply with current standards. At the time of this report, the plans are at the 90% phase. The limits are from the current terminus up to Osceola Parkway, including plans for signalizing the intersection with Osceola Parkway.

Turnpike Widening

The Turnpike widening project # 436194-1 includes the addition of sidewalk along the north side of Osceola Parkway.





Project Recommendations

A series of short-term, medium-term, and long-term improvements have been identified to improve safety and operational performance along Osceola Parkway. Some improvements are dependent on outside factors, such as future development or FDOT projects, while others, such as extending the length of turn lanes, can begin to be implemented as soon as funding is available.

The recommendations described in subsequent sections are shown in concept plan sheets provided in **Appendix H**, along with a table describing the short-term, medium-term, and long-term improvement recommendations. An Engineering Opinion of Probable Construction Costs (EOPC) is provided in **Appendix I** for each location.

Multi-Modal Improvements

Transit service along the corridor is limited to routes that travel through Osceola Parkway along roadways like Orange Blossom Trail and John Young Parkway. LYNX Route 155 runs during morning and evening rush hours along Osceola Parkway from the The Loop (Dyer Boulevard) to the Tupperware SunRail Station to Simpson Road, east of the project study area. The route is relatively new and lacks ADA connectivity between stops and the sidewalks. ADA accessible ramps connecting from the road to the sidewalk are recommended at all stops along the corridor, with a total of six locations.

Several opportunities exist to implement pedestrian improvements. Many signalized intersections lack pedestrian crosswalks on one or more legs, and there are several sidewalk gaps. Recommendations include installation of crosswalks and sidewalks at the locations described below. Note that crosswalk implementation will also require a signal modification to add the phases, pedestrian signal heads, and pedestrian detection (push-buttons):

- Thacker Avenue: Add crosswalks to the eastern and northern legs. Once Thacker Avenue is extended, a crosswalk should be added on the western leg. Timing for implementation is dependent whether the County desires to advance the crosswalks prior to the planned extension of Thacker Avenue in fiscal year 2023/2024.
- John Young Parkway: Update all crosswalk striping and signage. While crosswalk signage and striping are currently in place, they are faded and do not meet retroreflectivity standards. It is recommended that replacement is prioritized as a maintenance project.
- John Young Parkway to Greenwald Way: A new sidewalk is recommended on the south side of Osceola Parkway, for approximately 900'. While it is possible to implement a sidewalk within the right-of-way, it is recommended to coordinate with property owners to obtain an easement to build the sidewalk with further separation





from the travel lanes, consistent with the sidewalk just to the east (on the south side of Osceola Parkway).

- Greenwald Way: There are no existing pedestrian facilities at the intersection. It is recommended to install pedestrian crosswalks on all four legs of the intersection.
 - The crosswalks should be connected to the sidewalk in the northwest quadrant, to a new recommended sidewalk in the southwest quadrant (see above), to the existing sidewalk in the southeast quadrant, and to a recommended new sidewalk in the northeast quadrant.
 - A new sidewalk is recommended in the northeast quadrant for approximately 400' east from the intersection, to connect to the existing sidewalk along the north side of Osceola Parkway.
- Centerview Boulevard: While there are existing crosswalks along the north and south legs of the intersection, they are faded and in need of replacement. It is recommended to install/replace crosswalks on all legs of the intersection, including ancillary sidewalk ramps and connections.
- Orange Blossom Trail:
 - It is recommended to install a sidewalk on the south side of the intersection for approximately 750' to the west to connect to the existing sidewalk.
 - It is recommended to replace the existing crosswalk striping with high-emphasis crosswalk striping.
- Michigan Avenue: Crosswalks are recommended to be added on the eastern and northern legs of the intersection.

Access Management Improvements

Osceola Parkway is currently classified by the County as a Class 3 facility. This classification is no longer appropriate and includes spacing requirements that are inconsistent with the functional usage of Osceola Parkway. It is recommended to modify Chapter 4 of the County's Land Development Code to classify Osceola Parkway as a Class 5 facility east of Flora Boulevard. The current driveway and intersection spacing is much more consistent with a Class 5 facility.

It is recommended to close the right-in / right-out driveway that is approximately 160' west of Old Dixie Highway. The existing driveway is located within the influence area of the eastbound left-turn lane. While the driveway has a right-turn lane, it functions more like an auxiliary lane since it continues through the driveway to the adjacent intersection at Old Dixie Highway. The affected properties have additional access to Osceola Parkway via a right-in / right-out driveway to the west, and a full access driveway to the south on Old Dixie Highway.

While spacing criteria are not met for the driveways east of Michigan Avenue on the south side of Osceola Parkway, crashes do not appear to be a significant concern. No recommendations are provided herein, but the driveways should be monitored for future crashes. If crashes become problematic, it is recommended to consider





countermeasures, including potentially closing the driveways that are approximately 190' and 660' east of the intersection.

Safety Improvements

The extension of Bill Beck Boulevard will include conversion of the intersection to signalized control. Signalization is anticipated to alleviate most of the existing crash concerns at the intersection.

Many intersections experience sideswipe and rear-end collisions associated with accessing turn lanes that are too short. Most of the recommendations described under "Operational Improvements" consist of extending turn lanes or providing additional turn lanes. These modifications will improve safety by providing sufficient space for storage and decelerations to occur within the turn lanes rather than in the through lanes.

Lighting is recommended at the Orange Blossom Trail intersection.

ITS Improvements

Recommended Intelligent Transportation Systems (ITS) improvements are shown in **Table 7**. As shown in the table and described above, Adaptive Signal Control is currently prioritized but unfunded through MetroPlan Orlando.

Table 7: Recommended ITS Improvements

ITS Improvement	Applications / Considerations	Timeframe
Remote Traffic Monitoring	Need to understand how to store, process & publish data. Include all signalized intersections.	Short-term
Adaptive Signal Control	Implement for all signals.	As funding allows. Currently in MPO's PPL.
Transit signal priority	Links 155 and 18 travel along Osc Pkwy. Link 57 on JYP, Links 108 & 441 on OBT. FDOT's TSP project includes Osceola Parkway intersections with Greenwald Way, Centerview Boulevard, and at Orange Avenue.	Short - Medium Term





Lighting Improvements

Approximately half of the crashes that took place in dark/unlighted areas within the corridor occurred at the intersection of Orange Blossom Trail and Osceola Parkway. Based on this concentration of crashes, it is recommended to conduct a Lighting Justification Report for the intersection.

Operational Improvements

As shown in **Table 8**, existing queue lengths at many of the study area intersections exceed the available storage length. Some locations experience spillover where the queue extends beyond the entire turn lane.

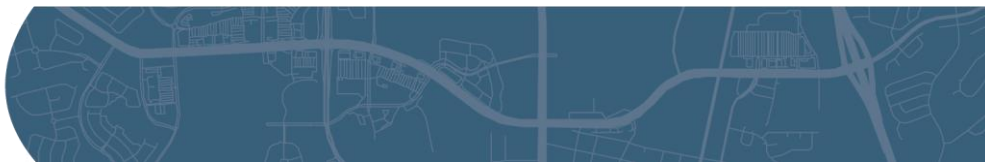
Signal Retiming

Signal retiming recommendations are included for study area intersections, as shown in the synchro output files in **Appendix D**. Retiming recommendations include reallocation of green time, coordinating the entire system, changing phase orders to lead-lag, and revising offsets.



Table 8: Intersection Queue Lengths

Intersection	Speed Limit (mph)	Decel Distance (ft)	Direction	Turn Lane Length (ft)	Existing Queue (ft)		Sufficient?	Additional Distance Needed (ft)	Extend by #'	Proposed Turn Lane Length (ft)
					AM	PM				
Flora Boulevard	55	350	EBR	330	0	0	NO	20	--	--
		350	WBL	370	10	145	NO	125	--	--
Dyer Boulevard	45	185	EBL	420	185	520	NO	285	300	720
		185	EBR	400	0	22	YES	--	--	--
		185	WBL	610	285	620	NO	195	250	860
		185	WBR	400	0	475	NO	260	150	550
Thacker Avenue	45	185	EBL	480	95	255	YES	--	--	--
		185	EBR	375	5	0	YES	--	--	--
		185	WBL	260	115	230	NO	155	200	460
		185	WBR	Drop Lane	0	25	--	--	--	--
John Young Parkway	45	185	EBL	640	140	285	YES	--	--	--
		185	EBR	360	0	0	YES	--	--	--
		185	WBL	540	70	160	YES	--	--	--
		185	WBR	400	0	0	YES	--	--	--
Greenwald Way	45	185	EBL	280	130	205	NO	110	200	480
		185	EBR	Drop Lane	0	65	--	--	--	--
		185	WBL	430	80	110	YES	--	--	--
		185	WBR	410	20	95	YES	--	--	--
Centerview Boulevard	45	185	EBL	460	175	530	NO	255	300	760
		185	EBR	460	5	10	YES	--	--	--
		185	WBL	470	210	530	NO	245	300	770
		185	WBR	340	0	0	YES	--	--	--
Orange Blossom Trail	45	185	EBL	370	145	165	YES	--	--	--
		185	EBR	385	165	185	YES	--	--	--
		185	WBL	470	385	530	NO	245	350	820
		185	WBR	Drop Lane	200	250	--	--	--	--
Bald Cypress Drive / Old Dixie	45	185	EBL	270	45	70	YES	--	--	--
		185	EBR	490	23	50	YES	--	--	--
		185	WBL	390	315	505	NO	300	300	690
		185	WBR	215	0	0	YES	--	--	--
Orange Avenue	45	185	EBL	460	380	425	NO	150	200	660
		185	EBR	370	0	0	YES	--	--	--
		185	WBL	300	80	60	YES	--	--	--
		185	WBR	330	390	220	NO	245	300	630
Michigan Avenue	45	185	EBL	430	150	280	NO	35	0	430
		185	EBR	290	90	385	NO	280	300	590
		185	WBL	495	285	600	NO	290	400	895
		185	WBR	275	30	10	YES	--	--	--
Bill Beck Boulevard	45	185	EBL	340	25	75	YES	--	--	--
		185	WBR	Drop Lane	0	0	--	--	--	--
Turnpike SB Ramps	40eb /45wb	155/185	EBR	Drop Lane	40	90	--	--	--	--
		155/185	WBL	380	40	75	YES	--	--	--
Turnpike NB Ramps	40eb /45wb	155/185	EBL	760	365	445	YES	-160	220	980
		155/185	WBR	Drop Lane	335	110	--	--	--	--



Intersection Recommendations

Signal retiming recommendations

Location specific intersection improvement recommendations are described below:

- Flora Boulevard:
 - Short-term recommendations consist of adding speed limit signs (55 mph) just west of the intersection for westbound traffic and just east of the intersection for eastbound traffic.
 - A preliminary signal warrant investigation indicates that side street volumes at the intersection are near the signal warrant thresholds. As development continues to move forward along Flora Boulevard, future volumes will likely justify installation of a traffic signal. It is recommended to monitor development in the area and perform a formal signal warrant analysis when volumes increase. The preliminary warrant analysis table is provided in **Appendix J**. Crosswalks should be implemented during signalization, likely along the south and east legs of the intersection.
 - While turn lanes should be lengthened, it is recommended that they are implemented as part of the anticipated future signalization. The turn lane lengths should be based on needs corresponding to the future traffic volumes that justify signalization.
- Dyer Boulevard: Short-term improvement recommendations include extending the eastbound left-turn lane by 300', extending the westbound left-turn lane by 250', and extending the westbound right-turn lane by 150'. Additional extension of the westbound right-turn lane is limited by the location of the adjacent driveway.
- Thacker Avenue: Short-term improvement recommendations include extending the westbound left-turn lane by 200' and adding a second westbound left-turn lane. These improvements should be implemented during the extension of Thacker Avenue.
- John Young Parkway: No turn lane modifications are recommended.
- Greenwald Way:
 - Short-term improvement recommendations include extending the eastbound left-turn lane by 200'.
 - Medium-term improvements include adding a second southbound left-turn lane.
- Centerview Boulevard: Short-term improvement recommendations include extending the eastbound and westbound left-turn lanes by 300'. Additional capacity could be provided by adding second left turn lanes in the eastbound and westbound directions.
- Orange Blossom Trail: Short-term improvement recommendations include extending the westbound left-turn lane by 350'.
- Bald Cypress Drive / Old Dixie Highway:





- Short-term improvement recommendations include extending the westbound left-turn lane by 300’.
- It is recommended to remove/close the adjacent driveway west of the intersection, as explained further in the Access Management section of this report.
- A medium-term improvement at this location is to consider extension of the eastbound left-turn lane if volumes increase due to development associated with the northeast quadrant of the intersection.
- If development or redevelopment provide an opportunity to widen Old Dixie Highway, a second westbound left-turn lane should be added on Osceola Parkway.
- Orange Avenue:
 - Short-term improvement recommendations consist of extending the eastbound left-turn lane by 200’.
 - No recommendations are included for the westbound left-turn lane, but this need should be re-evaluated when development moves forward on the south side of Orange Avenue.
 - A medium-term recommendation is to extend the westbound right-turn lane by 300’. While this is needed in the short term, it is not likely cost-feasible since it requires reconstruction of the railroad bridge.
 - A long-term study should be performed to determine whether this intersection should be reconstructed as a crossover displaced left-turn (XDL) intersection.
- Michigan Avenue:
 - Short-term improvement recommendations include extending the westbound left-turn lane by 400’.
 - Additional green time is recommended for the westbound left-turn movement.
 - Wayfinding signage should be added along Michigan Avenue to improve lane utilization for northbound traffic (south of Osceola Parkway), in advance of the intersection.
 - An access management improvement is recommended to restrict the gas station driveway on Michigan Avenue (southeast quadrant) by converting it to inbound only. Patrons can exit via the driveway on Osceola Parkway or they can circulate through the adjacent parcel to access Michigan Avenue via Ridge Street.
 - A medium-term recommendation is to extend the eastbound right-turn lane by 300’. While this is needed in the short term, it is not likely cost-feasible since it requires reconstruction of the railroad bridge.
 - Alternative intersection configurations are not likely feasible for various reasons, with constraints including the bridge over the railroad immediately west of the intersection and the need to acquire significant right-of-way:





- An initial analysis was performed using synchro software to determine whether this intersection should be reconstructed as a crossover displaced left-turn (XDL) intersection. Initial findings indicate that the intersection would not see significant benefits even if all directions were converted to the XDL configuration. Compared to signal timing improvements, the XDL would not further reduce delay or increase the intersection throughput. As such, it is not recommended to further pursue a XDL configuration.
 - A Single Point Urban Interchange (SPUI), similar to the interchange at John Young Parkway but rotated, would perform well at this location, but would require acquisition of properties from all four quadrants as well as a new bridge over the railroad tracks. These factors make the SPUI option likely not feasible.
 - A quadrant intersection in the southeast quadrant would address the heavy westbound to southbound movement (and the corresponding northbound to eastbound movement). If the roads were public roads, this could be accomplished by modifying the existing network of Ridge Street and Lions Court. It is recommended that the County consider this modification when the adjacent properties redevelop.
 - A Median U-turn intersection and a Restricted Crossing U-Turn intersection are not likely feasible because they would require property acquisition and a new bridge to provide enough space for downstream U-turns.
- Bill Beck Boulevard:
 - Short/Medium-term improvements include signaling the intersection when Bill Beck Boulevard is extended.
 - Florida's Turnpike:
 - The eastbound left-turn lane (to travel northbound on the Turnpike) is recommended to be extended in the short term. A longer-term improvement is to modify the median on the bridge to extend the dual eastbound left-turn lanes.
 - A flashing beacon is recommended in the short term to warn drivers when they need to "Stop Ahead".





Improvements Involving Other Agencies

Florida's Turnpike

The previously mentioned sidewalk across the Turnpike is dependent on the Turnpike's production schedule and design. Osceola County should continue to coordinate with Turnpike staff on the sidewalk connections.

Preliminary Intersection Control Evaluation (ICE) analysis indicates that the interchange may perform better as a single point interchange, diverging diamond interchange (DDI), or partial cloverleaf interchange.

FDOT

Preliminary Intersection Control Evaluation (ICE) analyses were performed at intersections with state roads. The following alternative intersection types should be considered by FDOT in future studies of Orange Blossom Trail:

- Diverging Diamond Intersection (DDI)
- Single point intersection
- Crossover displaced left-turn (XDL) intersection





Implementation Plan

The project recommendations are divided between short-term, medium-term, and long-term improvements, with several dependent on other changes in the area. The improvements are shown in Table 9, which includes the priority and next steps.

Table 9 – Implementation Recommendations

Number	Location	Improvement	Project Cost	Priority	Next Steps
1	Dyer Boulevard	Extend Turn Lanes (EBL, WBL, WBR), Crosswalks	\$330,000	High	Design then Construction
2	Thacker Avenue	Extend / Add WBL Turn Lanes, Crosswalks	\$110,000	High	Design then Construction
3	John Young Parkway	800' Sidewalk (SE quadrant), Signing and markings	\$100,000	High	Design then Construction
4	Greenwald Way	Extend EBL Turn Lane, add Second SBL turn Lane, add 400' New Sidewalk & Multiple Ramps, Crosswalks	\$190,000	High	Design then Construction. More efficient to combine the improvements.
5a	Centerview Boulevard (A)	Extend EBL & WBL Turn Lanes, add crosswalks	\$100,000	High	Design then Construction
5b	Centerview Boulevard (B)	Extend and add second EBL & WBL Turn Lanes, add crosswalks	\$500,000	Medium / High	Design when funding is available
6	Orange Blossom Trail	Extend Turn Lanes, 750' New Sidewalk	\$300,000	High	Design then Construction
7	Orange Blossom Trail	Consider Alternative Intersection	\$\$\$ TBD	Low	Coordination with FDOT
8	Bald Cypress / Old Dixie	Close Driveway, Extend Turn Lane (WBL)	\$150,000	High	Design then Construction
9	Orange Avenue	Extend Turn Lane (EBL)	\$140,000	High	Design then Construction
10	Orange Avenue	Extend Turn Lane (WBR)	\$ TBD	Low	Hold for reconstruction of bridge
11	Orange Avenue	Consider Alternative Intersection	\$ TBD	Low	Future consideration of XDL
12	Michigan Avenue	Extend Turn Lanes (WBL), Replace Crosswalk	\$250,000	High	Design then Construction
13	Michigan Avenue	Extend Turn Lanes (EBR)	\$ TBD	Low	Hold for reconstruction of bridge
14	Florida's Turnpike	Extend Turn Lane (EBL)	\$200,000	High	Design then Construction. More efficient to combine the improvements.
15	Florida's Turnpike	Modify Median to Extend Dual Turn Lane (EBL)	\$ TBD	Low	Hold for Turnpike Improvements
16	160' west of Old Dixie Highway	Close Driveway	\$ TBD	High	Property Owner Coordiantion
17	Michigan Avenue (southeast quadrant)	Restrict driveway to inbound only	\$ TBD	High	Property Owner Coordiantion





Conclusion

The striping, access, retiming, multimodal, and operational improvements recommended herein are intended to improve the operational efficiency and performance of the corridor while reducing crashes.

This report documents existing conditions, planned improvements, as well as short-term, medium-term, and long-term project recommendations. While some of the improvements can be implemented immediately (such as signing and signal retiming improvements), other improvements are long-term and require collaboration with other agencies (such as an alternative intersection configuration at Orange Blossom Trail).










The appendix to this report includes plan sheets showing conceptual project recommendations and an Engineer's Opinion of Probable Construction Costs.

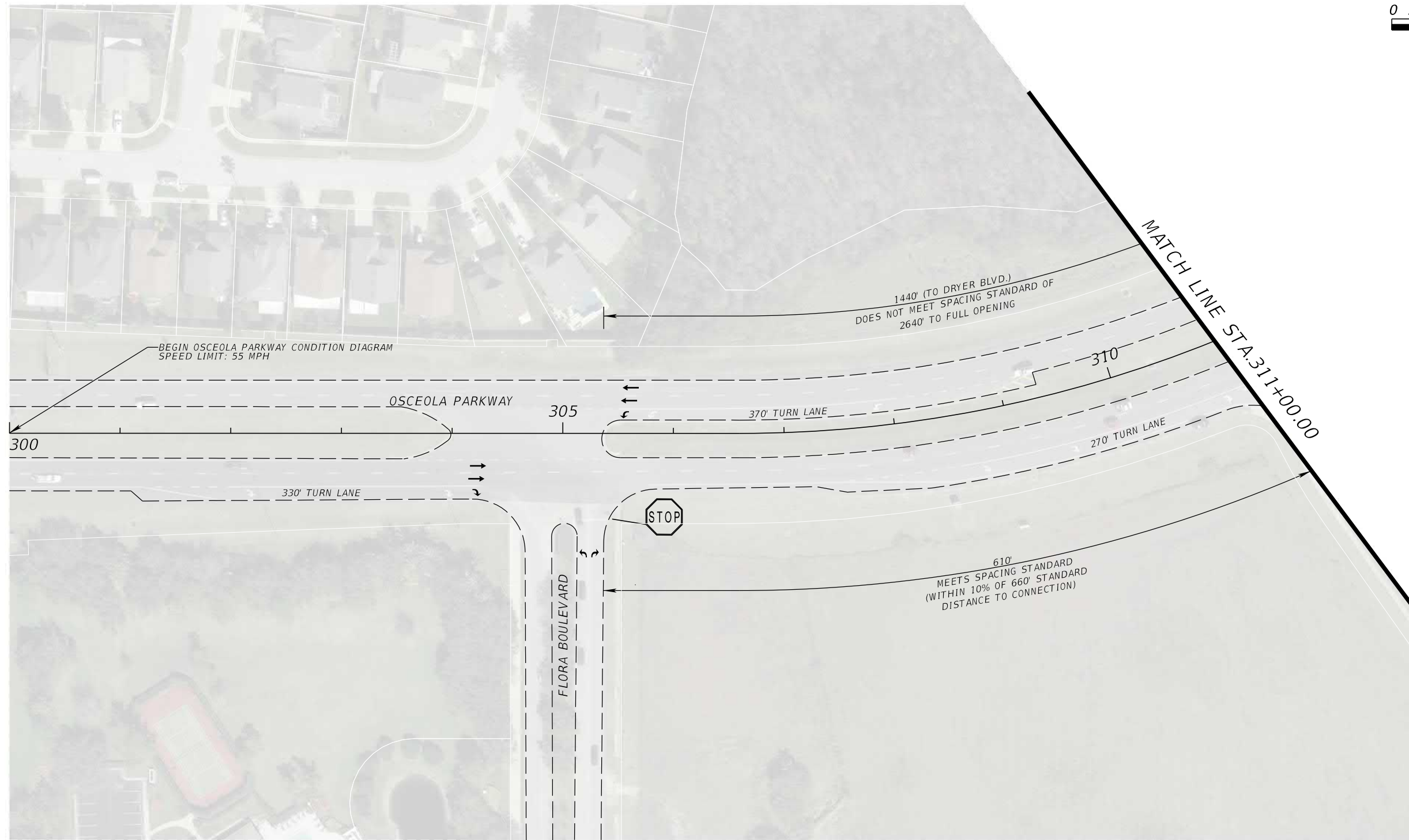
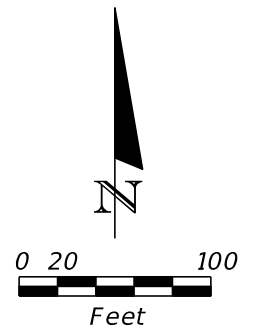













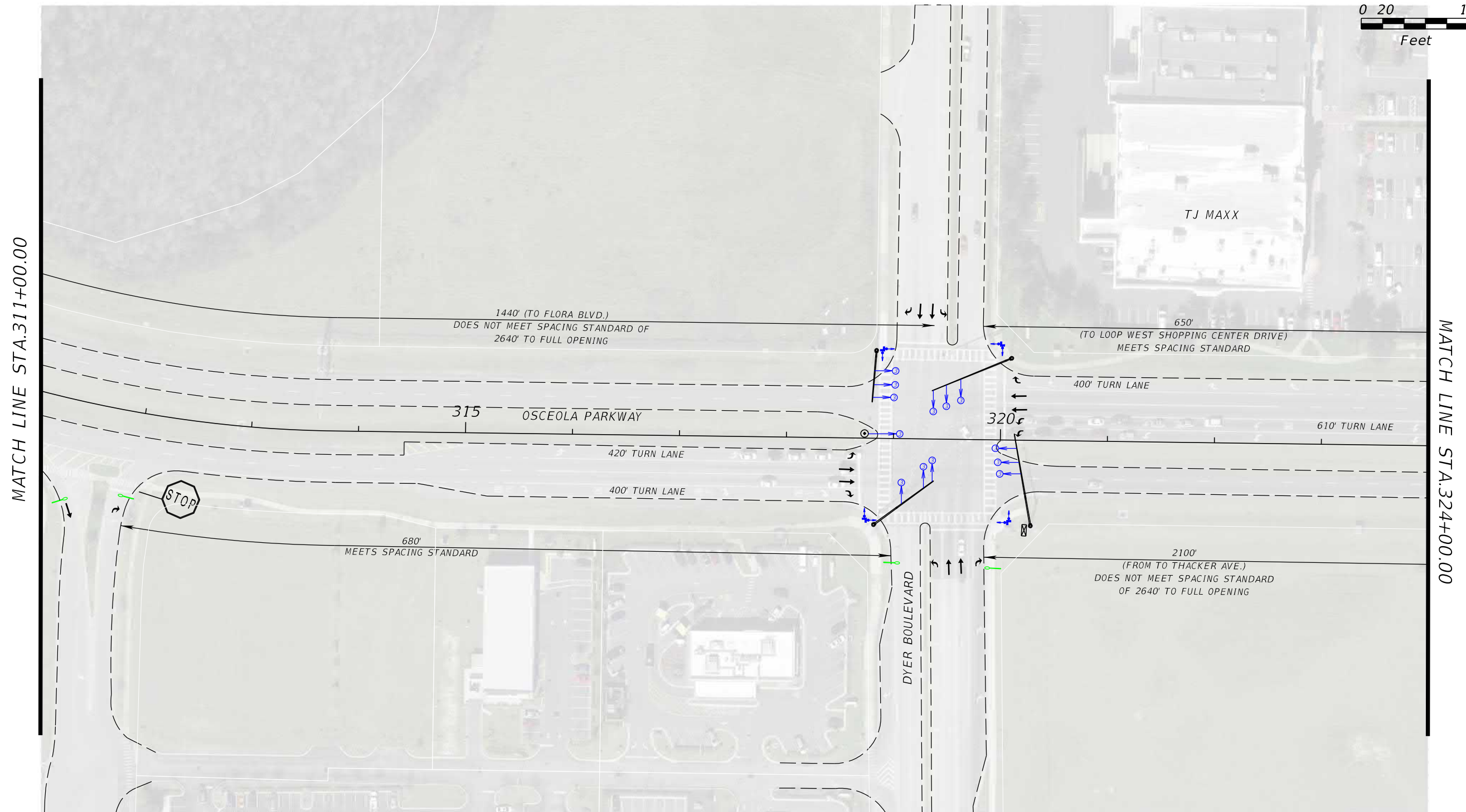
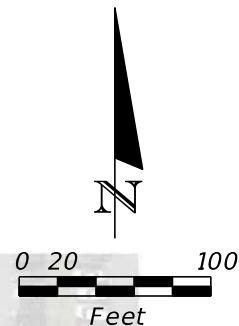
APPENDIX A










Condition Diagrams

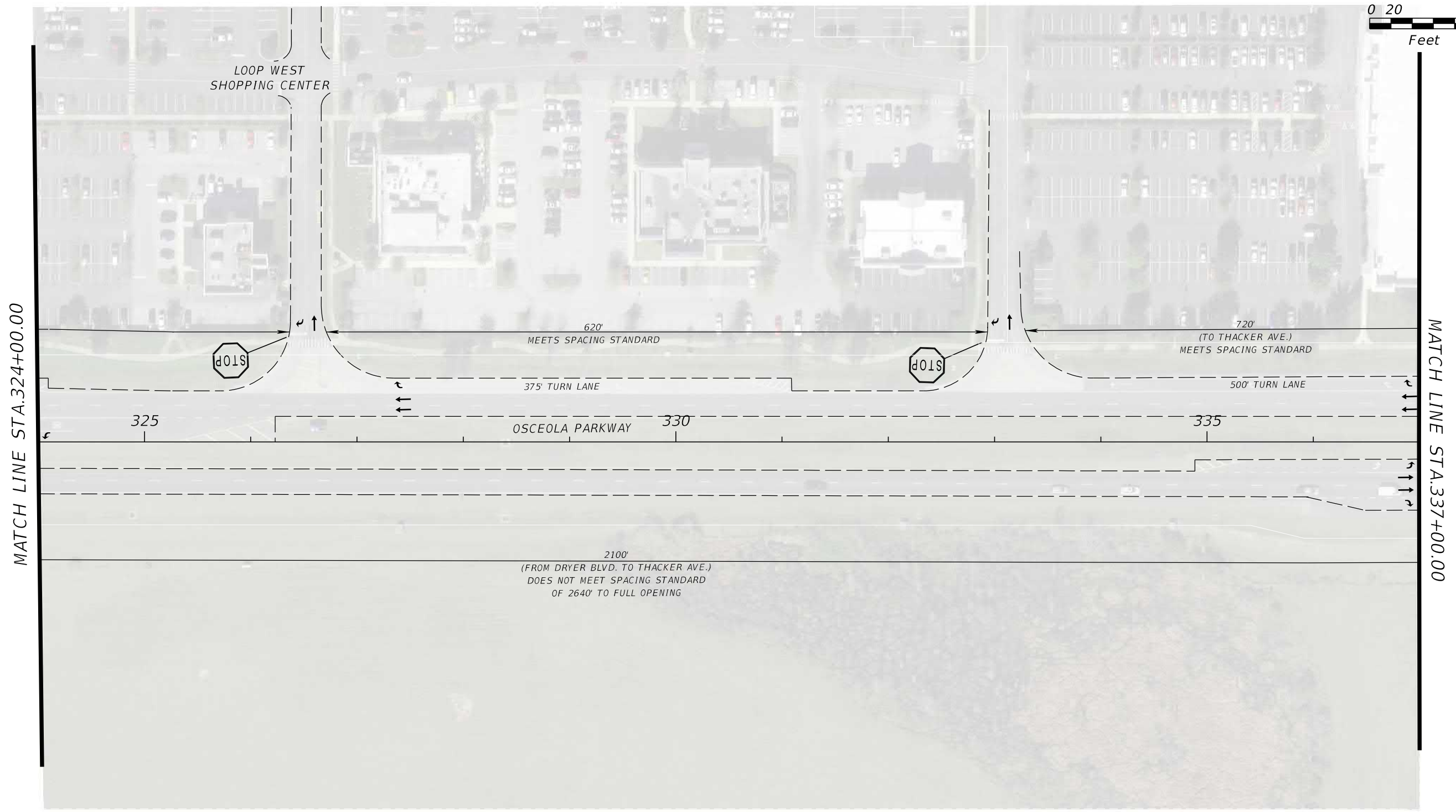
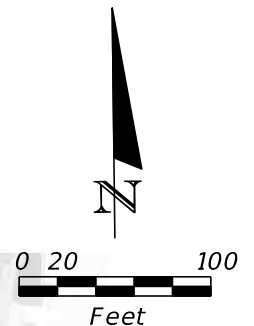
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-  PUSH BUTTON / PED SIGNAL
-  LIGHT POLE
-  CCTV
-  FIRE HYDRANT












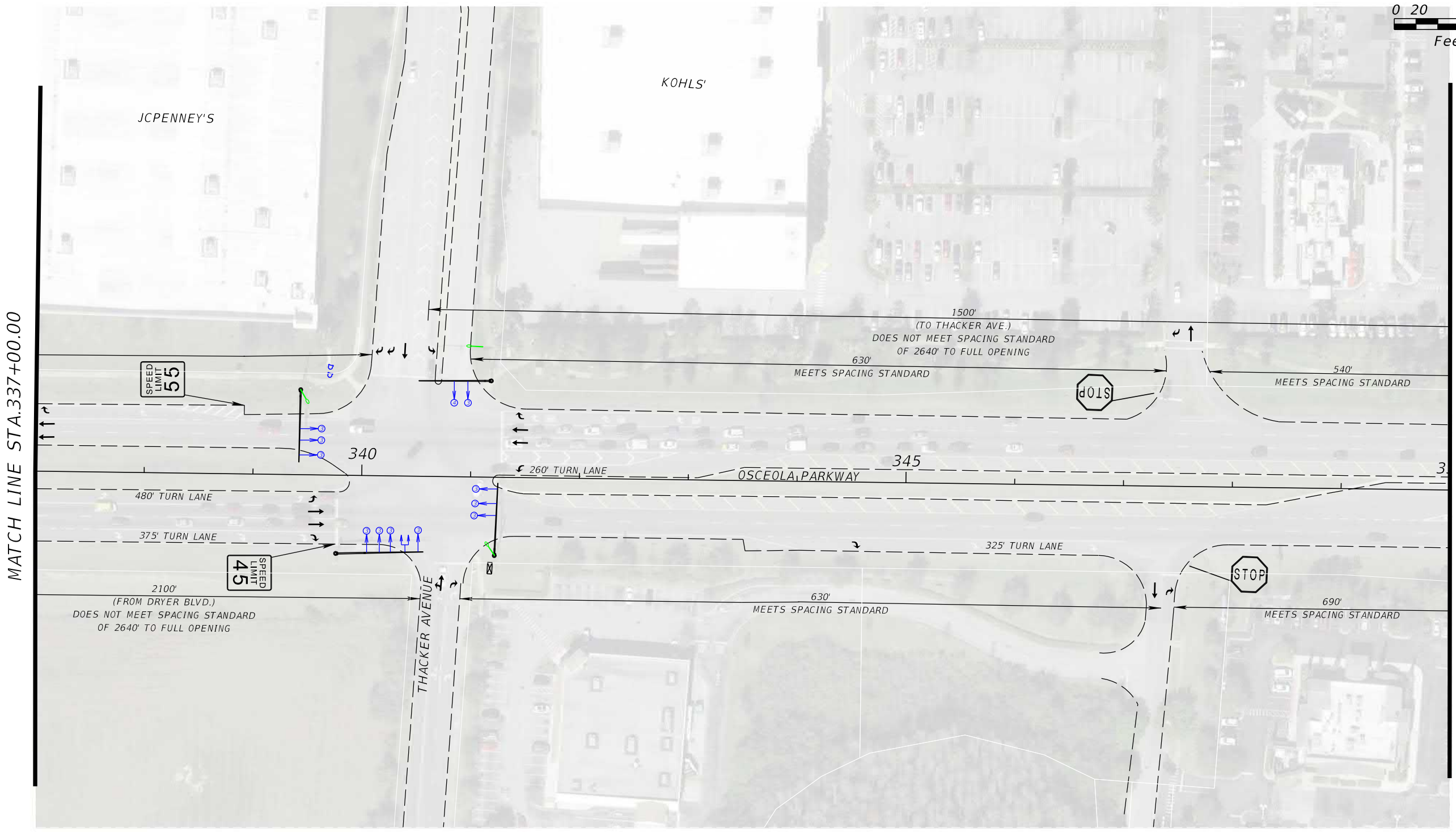
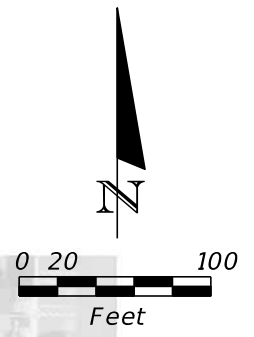
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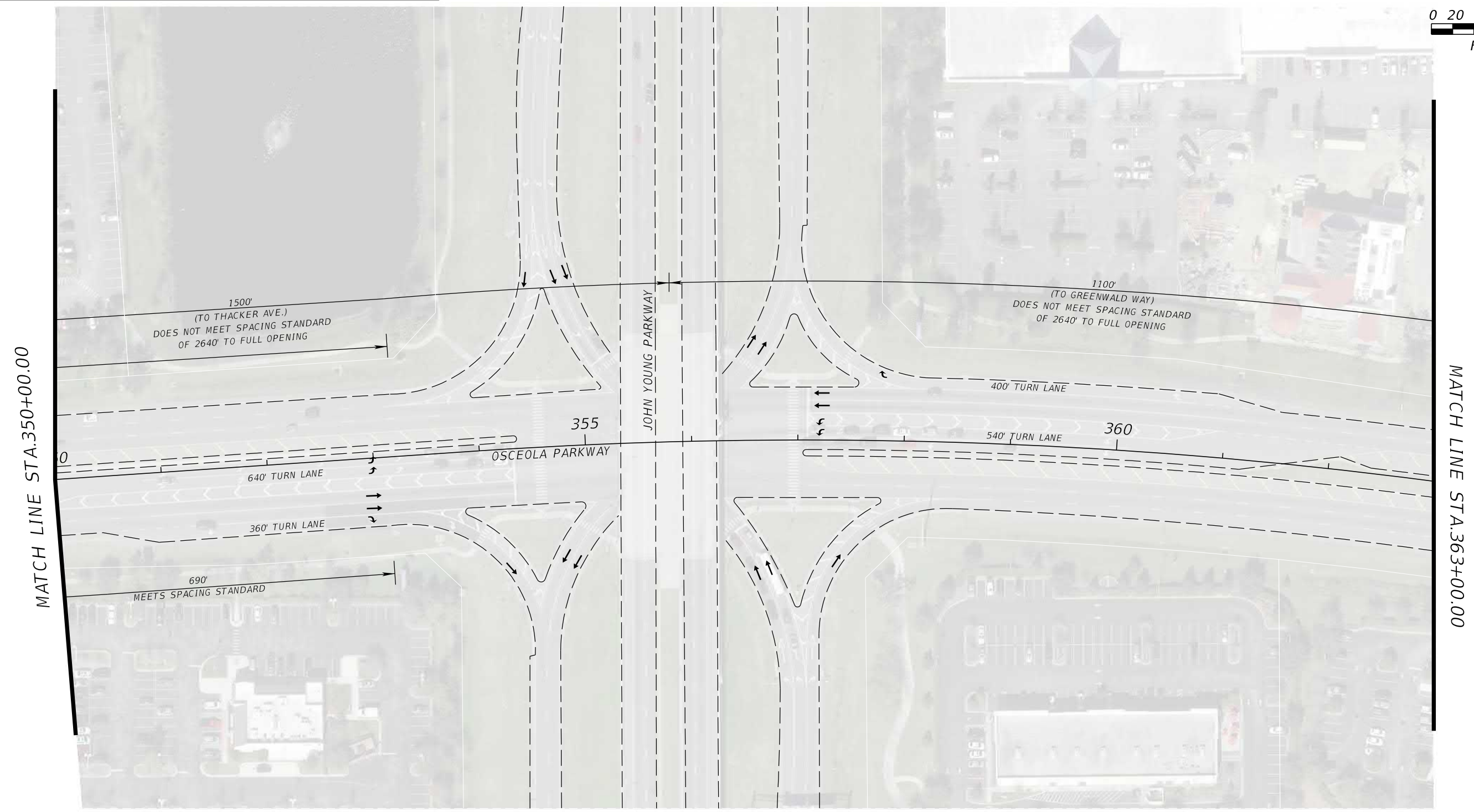
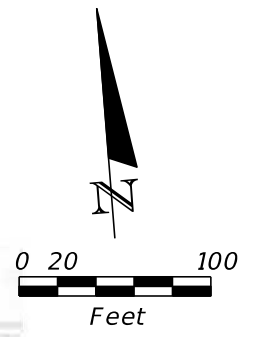
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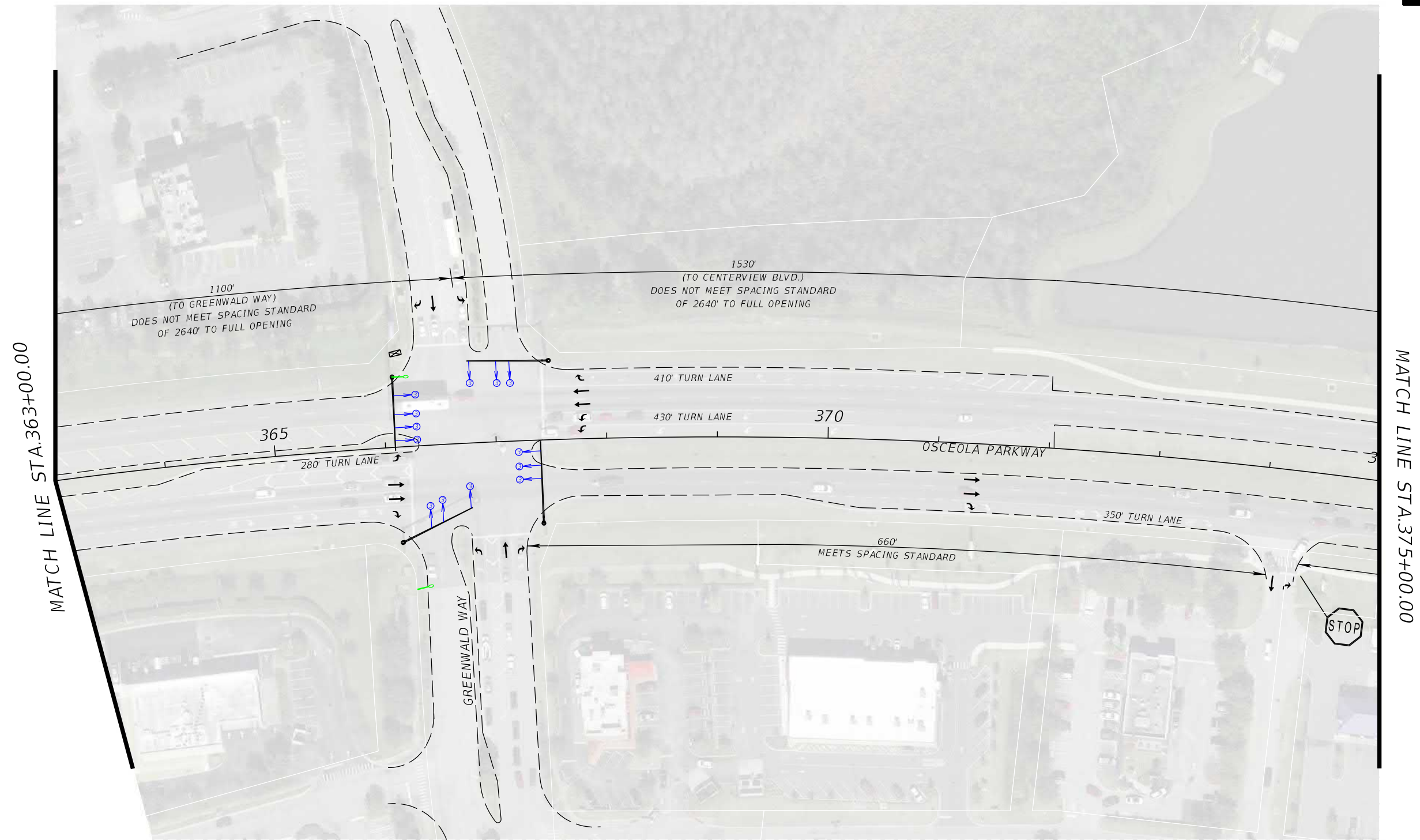
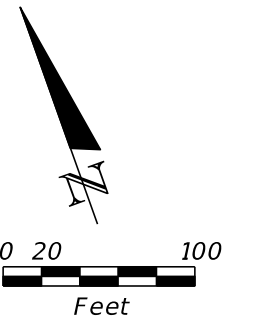
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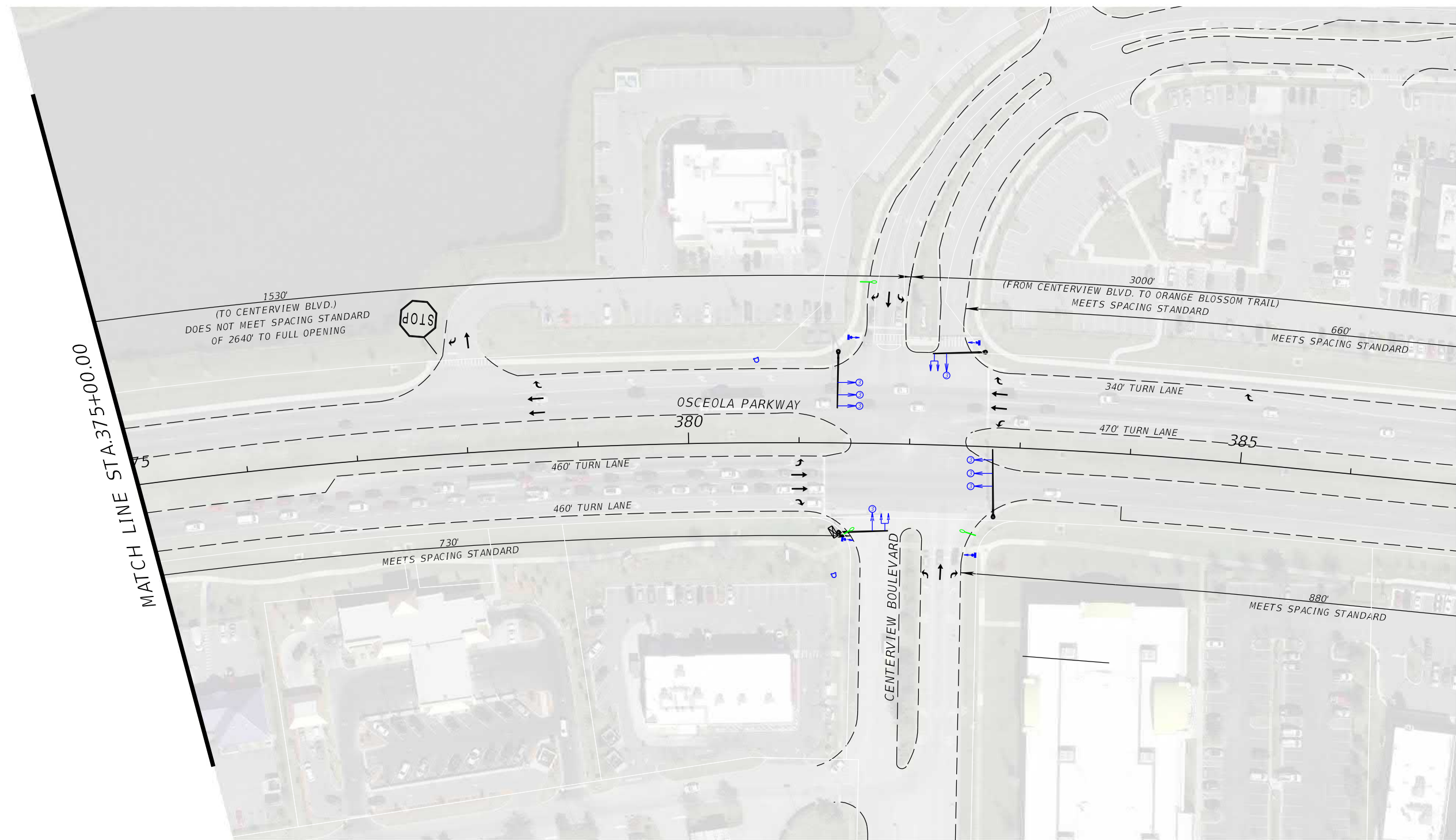
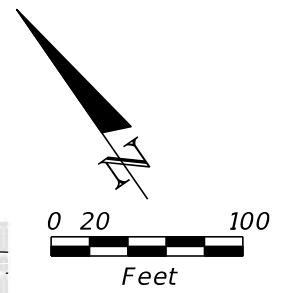
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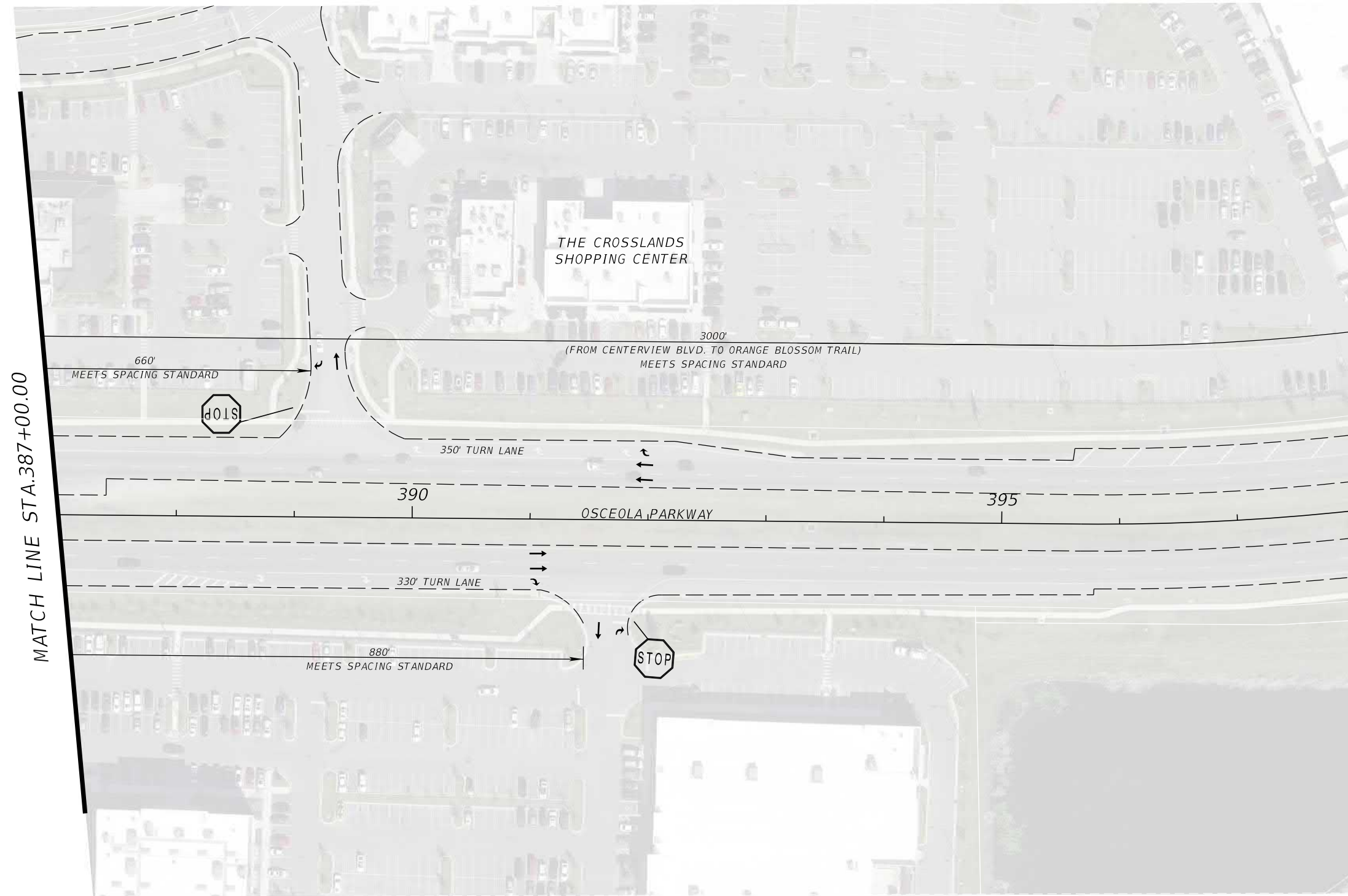
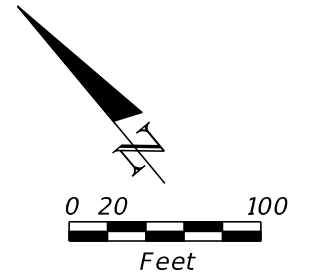
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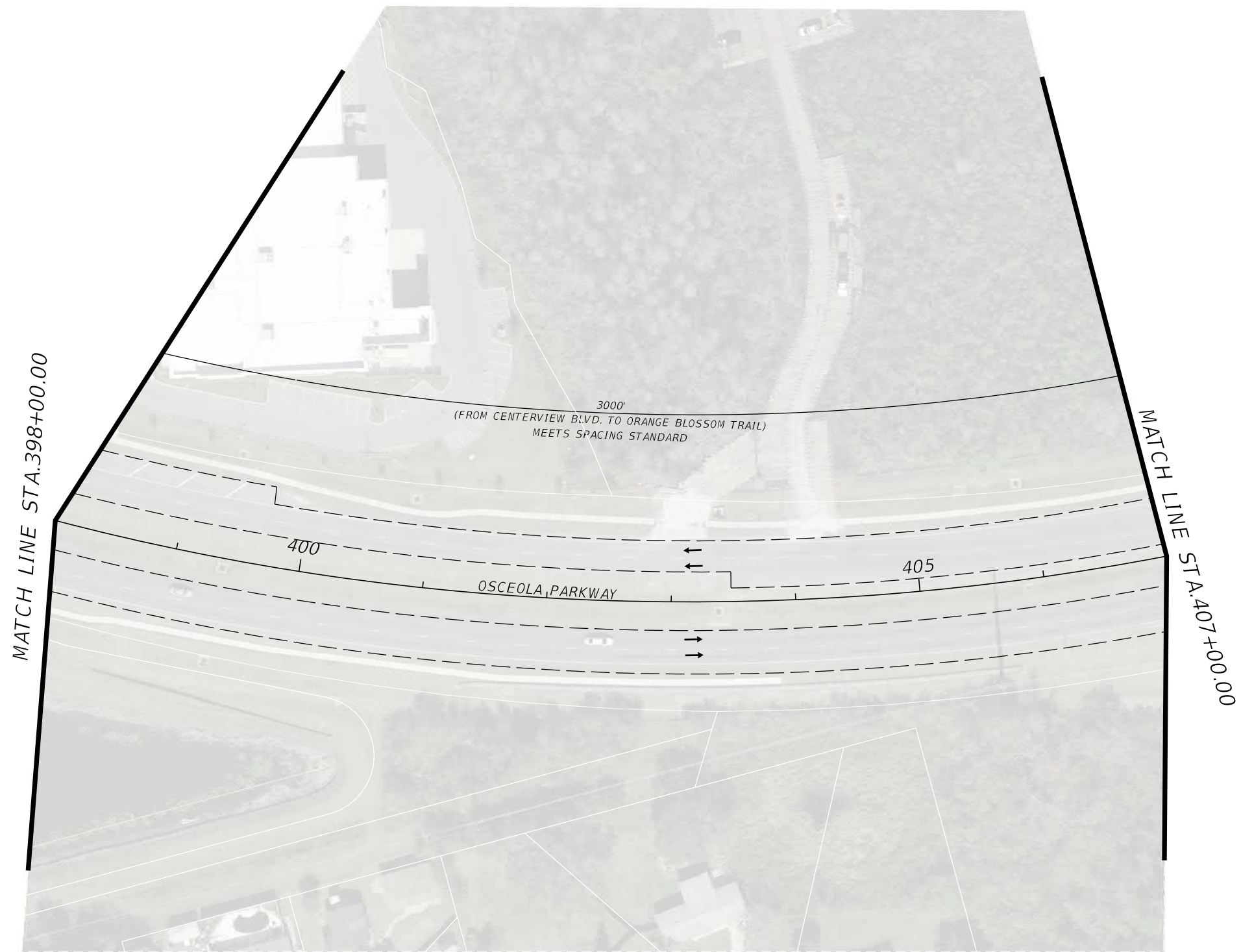
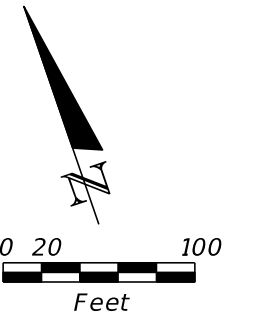
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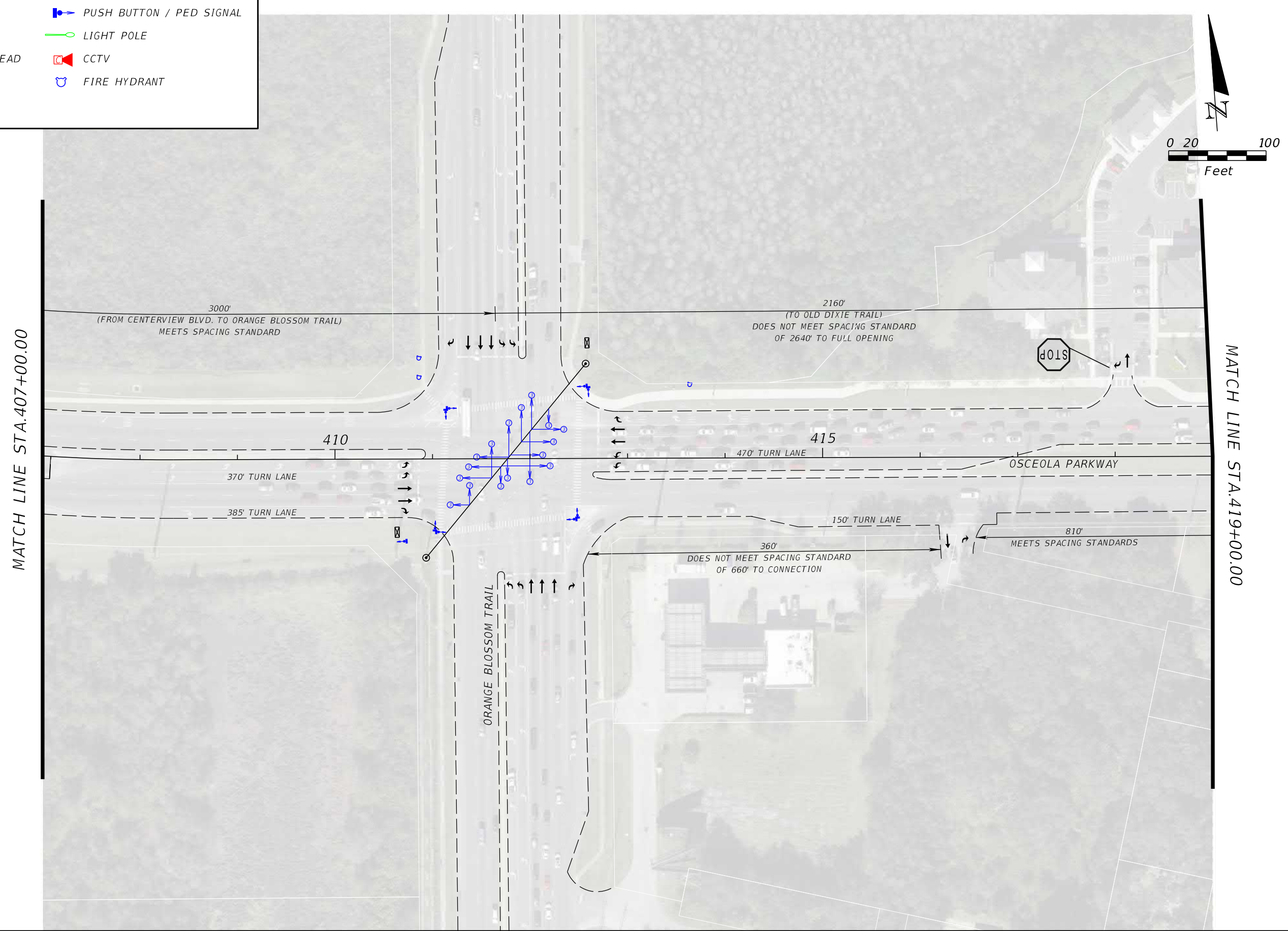
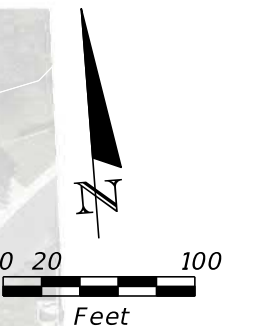
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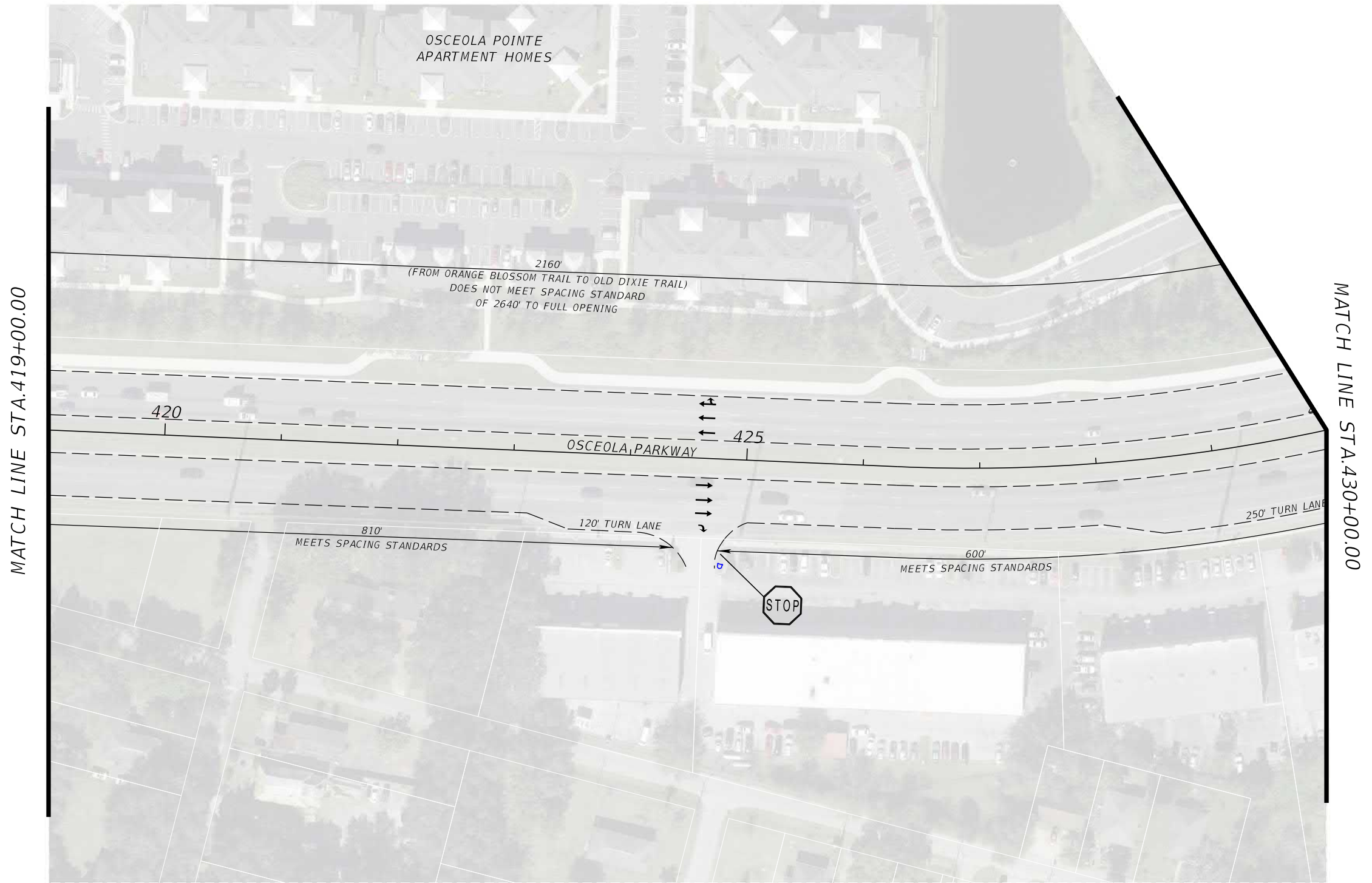
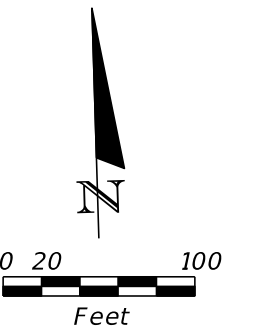
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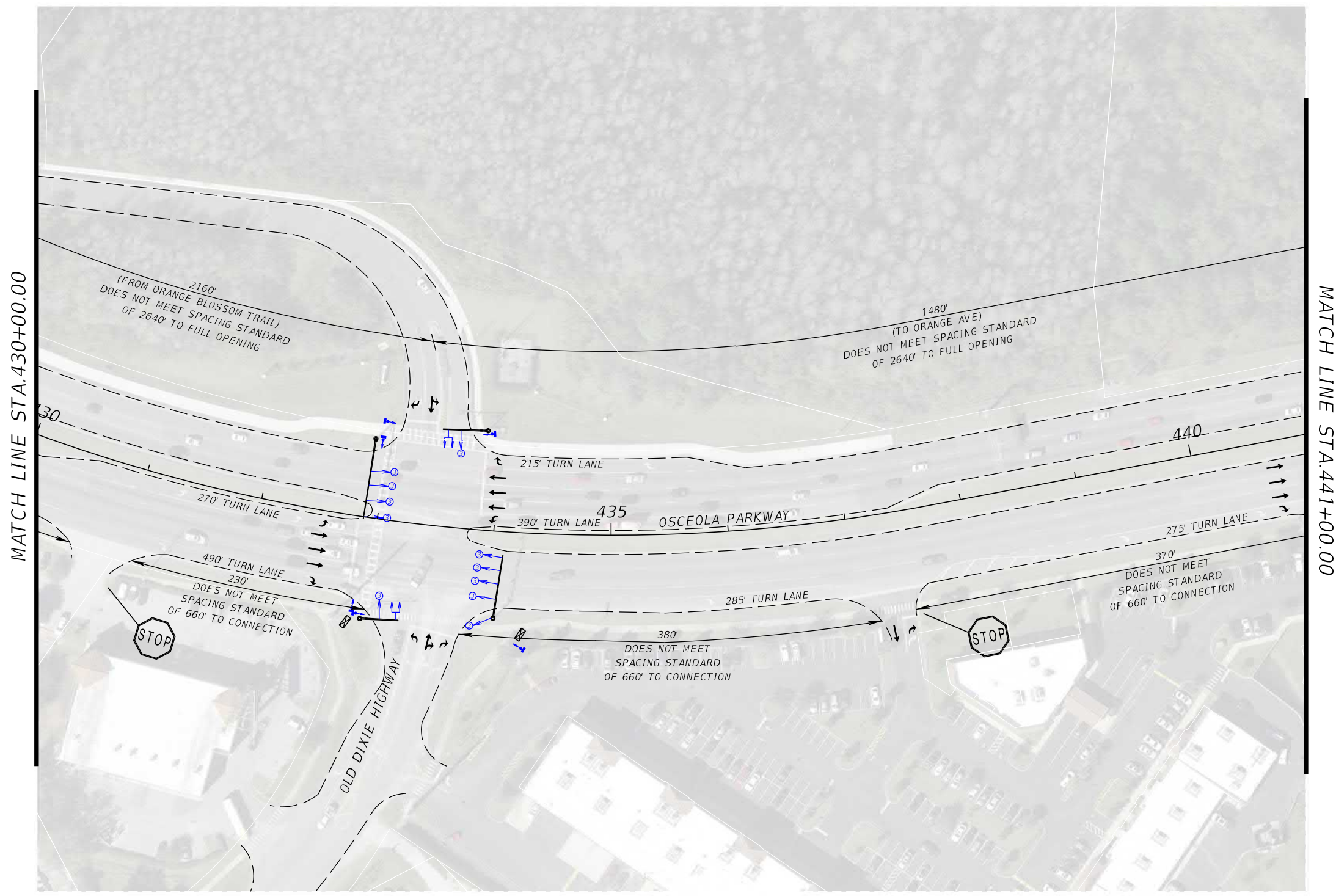
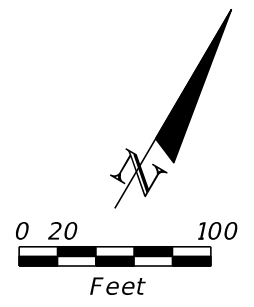
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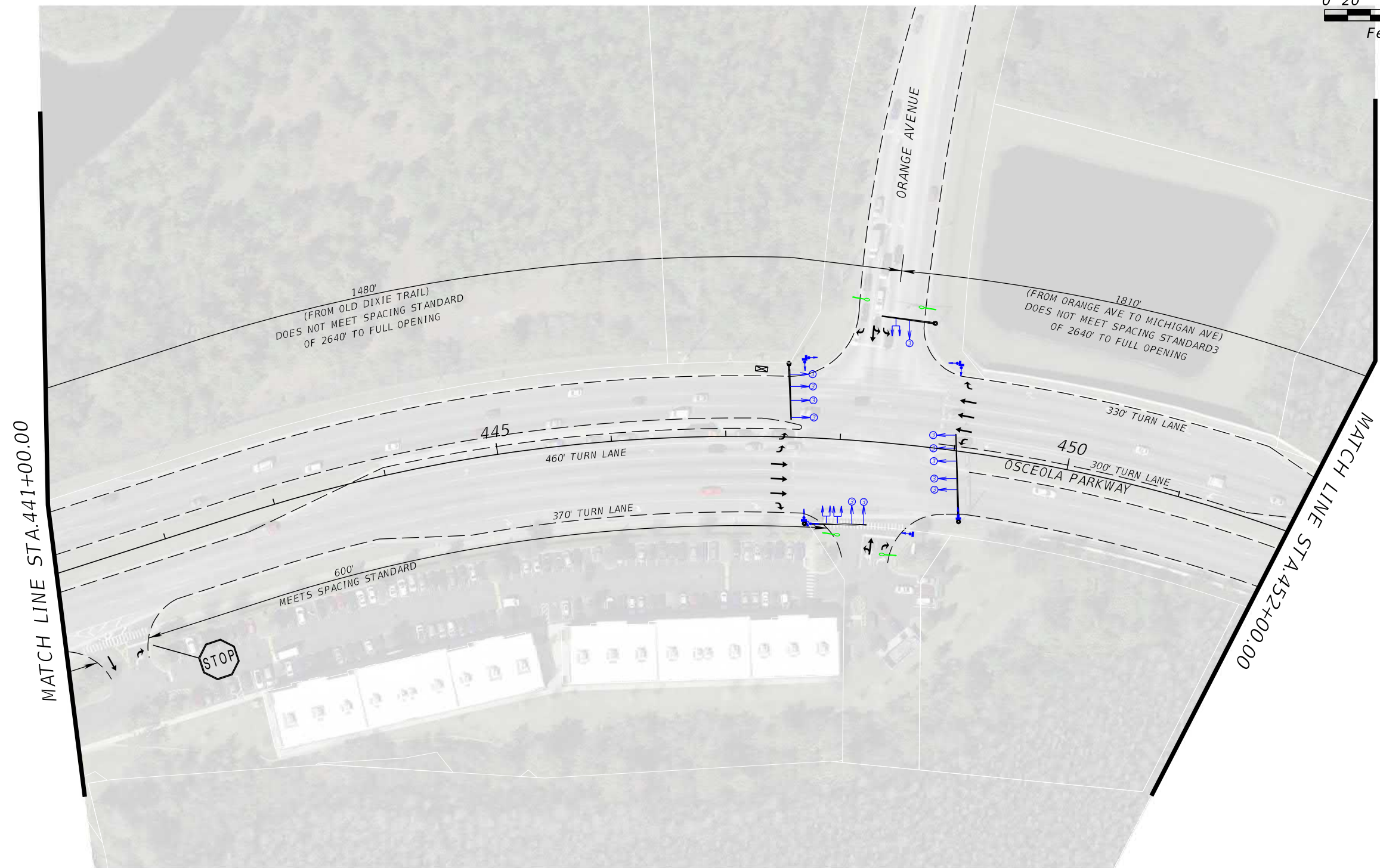
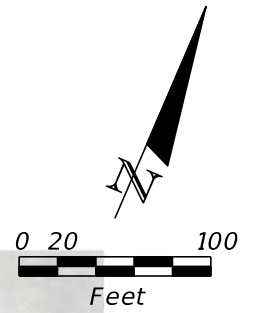
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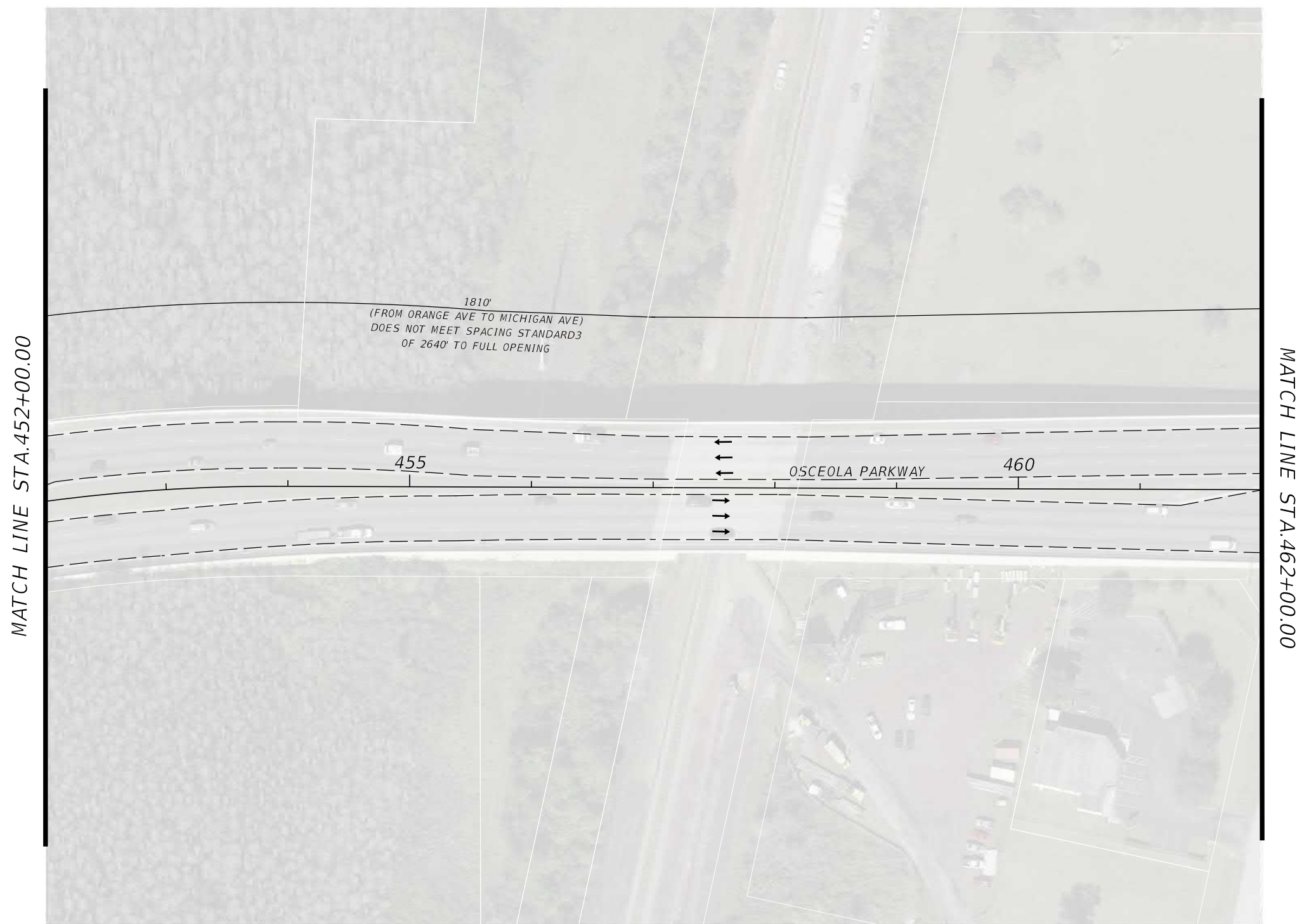
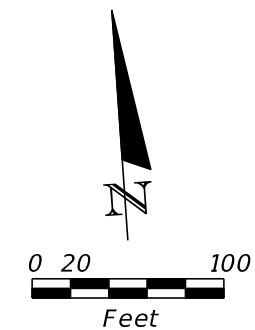
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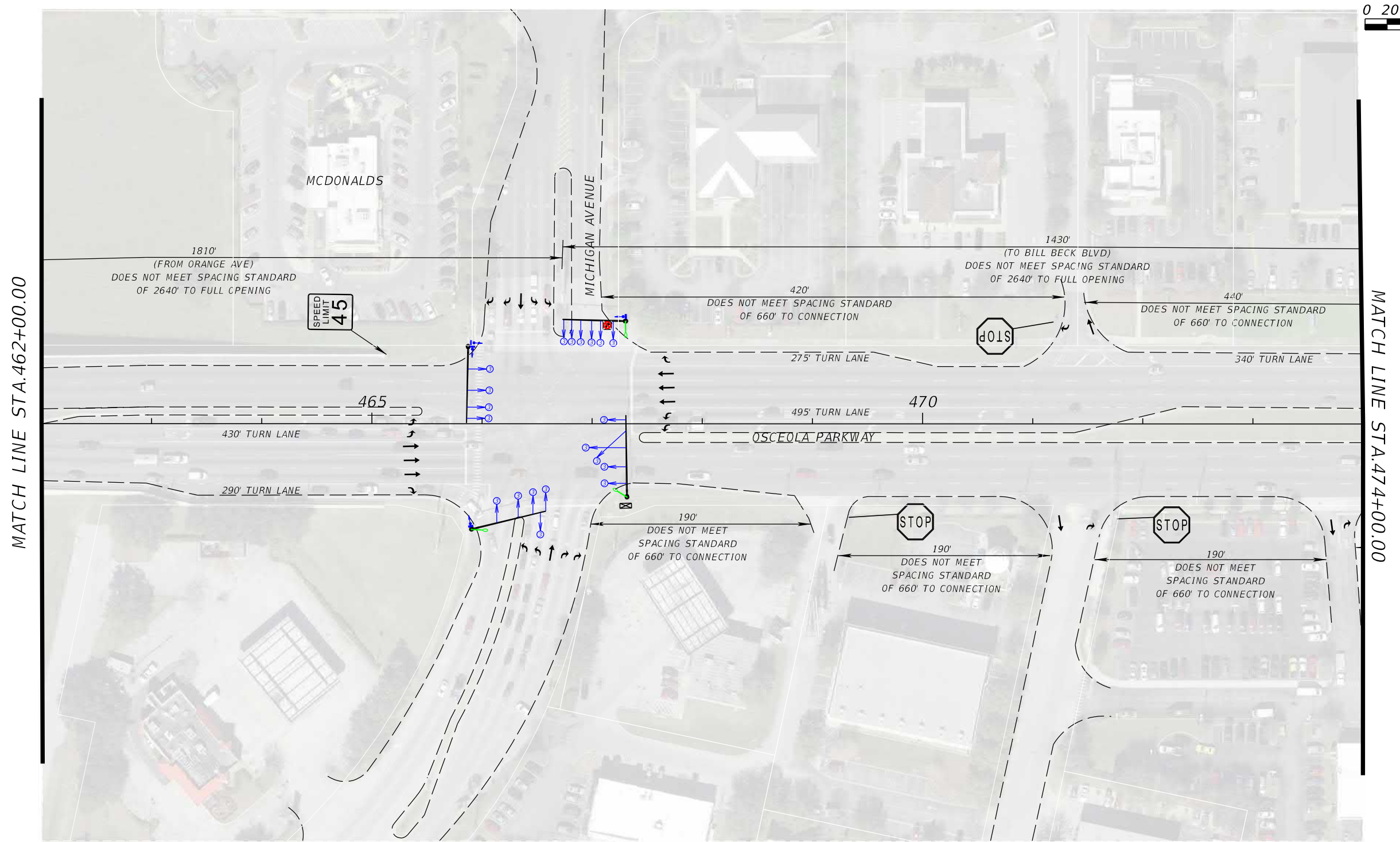
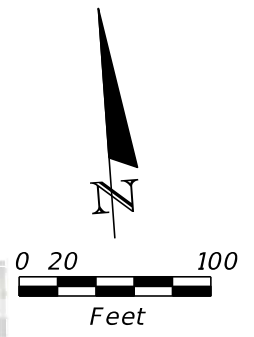
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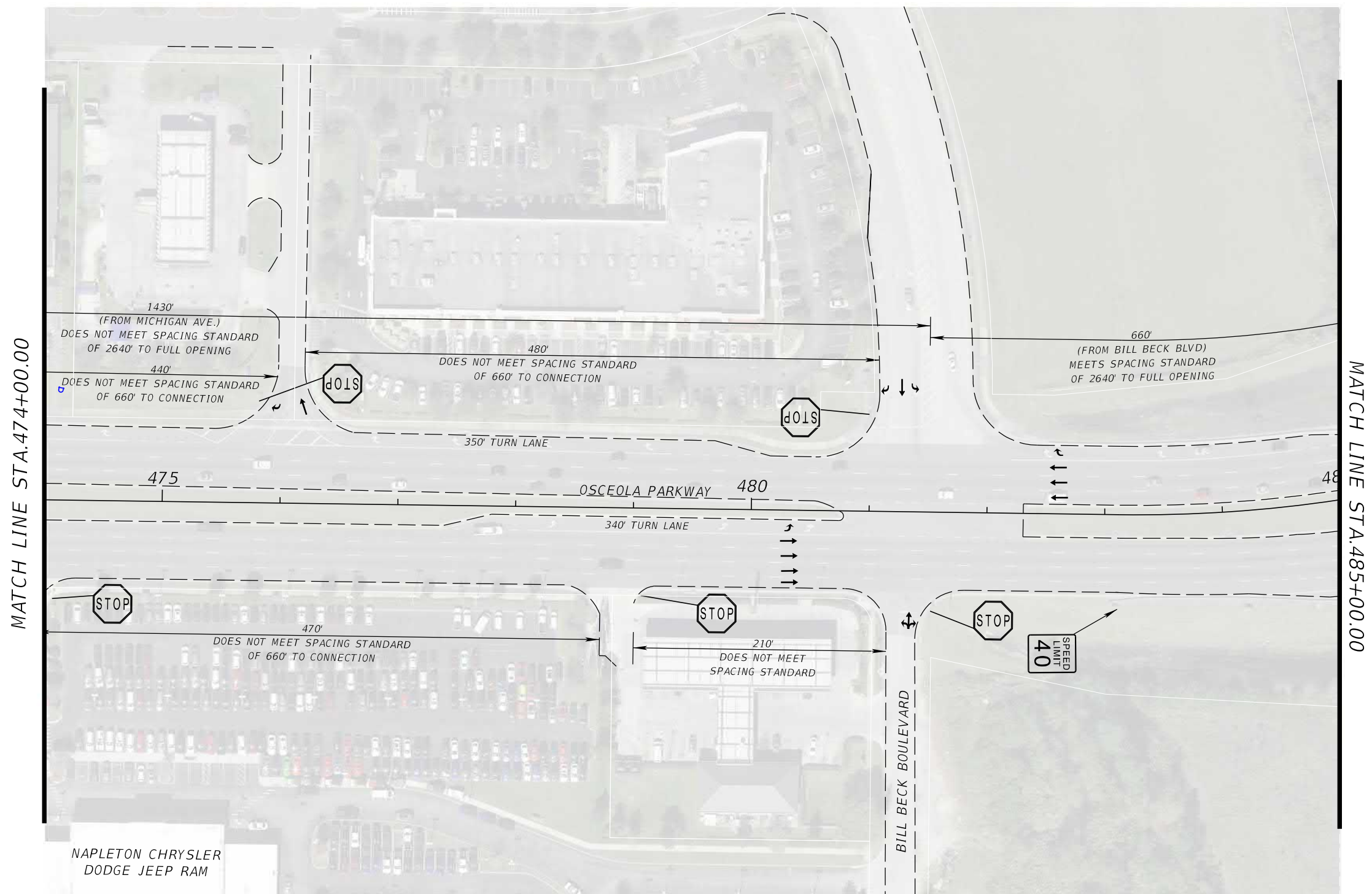
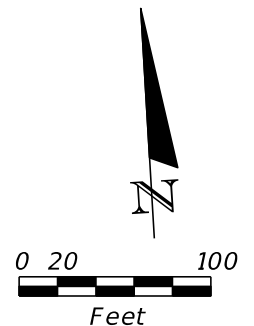
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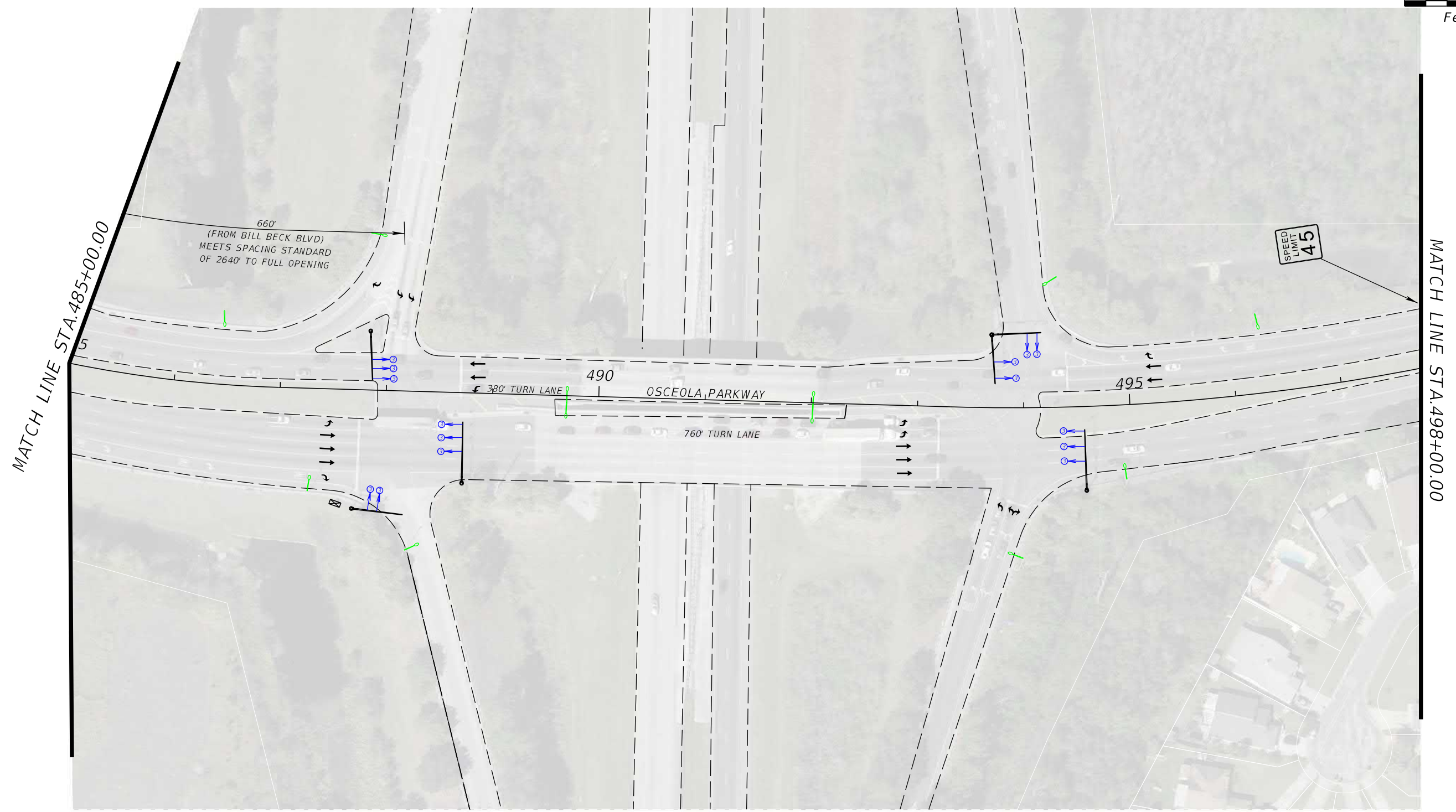
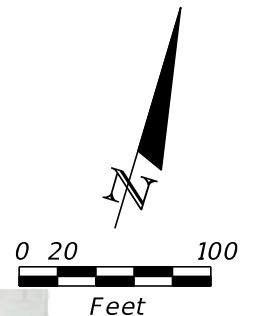
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APPENDIX B
Traffic Counts and Volume Development
Worksheets

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9200 OSCEOLA COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2018 - 01/06/2018	1.01	1.03
2	01/07/2018 - 01/13/2018	1.03	1.05
3	01/14/2018 - 01/20/2018	1.04	1.06
4	01/21/2018 - 01/27/2018	1.02	1.04
5	01/28/2018 - 02/03/2018	1.01	1.03
* 6	02/04/2018 - 02/10/2018	0.99	1.01
* 7	02/11/2018 - 02/17/2018	0.97	0.99
* 8	02/18/2018 - 02/24/2018	0.97	0.99
* 9	02/25/2018 - 03/03/2018	0.97	0.99
*10	03/04/2018 - 03/10/2018	0.97	0.99
*11	03/11/2018 - 03/17/2018	0.96	0.98
*12	03/18/2018 - 03/24/2018	0.97	0.99
*13	03/25/2018 - 03/31/2018	0.97	0.99
*14	04/01/2018 - 04/07/2018	0.98	1.00
*15	04/08/2018 - 04/14/2018	0.98	1.00
*16	04/15/2018 - 04/21/2018	0.98	1.00
*17	04/22/2018 - 04/28/2018	0.99	1.01
*18	04/29/2018 - 05/05/2018	1.00	1.02
19	05/06/2018 - 05/12/2018	1.01	1.03
20	05/13/2018 - 05/19/2018	1.02	1.04
21	05/20/2018 - 05/26/2018	1.02	1.04
22	05/27/2018 - 06/02/2018	1.01	1.03
23	06/03/2018 - 06/09/2018	1.01	1.03
24	06/10/2018 - 06/16/2018	1.01	1.03
25	06/17/2018 - 06/23/2018	1.01	1.03
26	06/24/2018 - 06/30/2018	1.01	1.03
27	07/01/2018 - 07/07/2018	1.01	1.03
28	07/08/2018 - 07/14/2018	1.01	1.03
29	07/15/2018 - 07/21/2018	1.01	1.03
30	07/22/2018 - 07/28/2018	1.01	1.03
31	07/29/2018 - 08/04/2018	1.01	1.03
32	08/05/2018 - 08/11/2018	1.00	1.02
33	08/12/2018 - 08/18/2018	1.00	1.02
34	08/19/2018 - 08/25/2018	1.01	1.03
35	08/26/2018 - 09/01/2018	1.01	1.03
36	09/02/2018 - 09/08/2018	1.02	1.04
37	09/09/2018 - 09/15/2018	1.03	1.05
38	09/16/2018 - 09/22/2018	1.02	1.04
39	09/23/2018 - 09/29/2018	1.02	1.04
40	09/30/2018 - 10/06/2018	1.02	1.04
41	10/07/2018 - 10/13/2018	1.01	1.03
42	10/14/2018 - 10/20/2018	1.01	1.03
43	10/21/2018 - 10/27/2018	1.01	1.03
44	10/28/2018 - 11/03/2018	1.00	1.02
45	11/04/2018 - 11/10/2018	1.00	1.02
46	11/11/2018 - 11/17/2018	0.99	1.01
47	11/18/2018 - 11/24/2018	1.00	1.02
48	11/25/2018 - 12/01/2018	1.00	1.02
49	12/02/2018 - 12/08/2018	1.01	1.03
50	12/09/2018 - 12/15/2018	1.01	1.03
51	12/16/2018 - 12/22/2018	1.02	1.04
52	12/23/2018 - 12/29/2018	1.03	1.05
53	12/30/2018 - 12/31/2018	1.04	1.06

* PEAK SEASON

25-FEB-2019 16:26:28

830UPD

5_9200_PKSEASON.TXT

VOLUME

Osceola Pkwy Bet. Thacker Ave & Dyer Blvd

Day: Wednesday
Date: 5/22/2019

City: Kissimmee
Project #: FL19_3378_002

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	18,241	18,319	36,560	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			49	55	104	12:00			224	271	495
00:15			36	66	102	12:15			241	261	502
00:30			52	34	86	12:30			237	257	494
00:45			46	183	36	12:45			236	938	228
					191					1017	464
01:00			30	35	65	13:00			255	302	557
01:15			36	33	69	13:15			277	245	522
01:30			16	37	53	13:30			252	279	531
01:45			22	104	21	13:45			271	1055	269
					126					1095	540
02:00			18	25	43	14:00			279	224	503
02:15			21	33	54	14:15			267	254	521
02:30			20	20	40	14:30			322	290	612
02:45			15	74	19	14:45			324	1192	268
					97					1036	592
03:00			21	22	43	15:00			270	312	582
03:15			20	18	38	15:15			339	297	636
03:30			21	29	50	15:30			409	318	727
03:45			17	79	23	15:45			384	1402	310
					92					1237	694
04:00			27	20	47	16:00			388	342	730
04:15			31	47	78	16:15			397	299	696
04:30			38	51	89	16:30			367	307	674
04:45			33	129	49	16:45			392	1544	294
					167					1242	686
05:00			37	51	88	17:00			455	317	772
05:15			55	80	135	17:15			448	314	762
05:30			87	86	173	17:30			437	326	763
05:45			76	255	116	17:45			386	1726	289
					333					1246	675
06:00			125	136	261	18:00			380	340	720
06:15			137	183	320	18:15			314	318	632
06:30			173	198	371	18:30			279	316	595
06:45			182	617	232	18:45			261	1234	272
					749					1246	533
07:00			214	218	432	19:00			247	271	518
07:15			255	255	510	19:15			203	228	431
07:30			272	312	584	19:30			226	269	495
07:45			266	1007	292	19:45			183	859	255
					1077					1023	438
08:00			284	268	552	20:00			201	206	407
08:15			242	272	514	20:15			190	223	413
08:30			276	283	559	20:30			161	263	424
08:45			274	1076	242	20:45			156	708	264
					1065					956	420
09:00			256	215	471	21:00			136	249	385
09:15			217	227	444	21:15			117	186	303
09:30			198	212	410	21:30			133	221	354
09:45			258	929	188	21:45			146	532	200
					842					856	346
10:00			216	196	412	22:00			110	156	266
10:15			208	236	444	22:15			115	145	260
10:30			214	228	442	22:30			86	130	216
10:45			241	879	189	22:45			81	392	112
					849					543	193
11:00			238	210	448	23:00			78	109	187
11:15			266	209	475	23:15			69	109	178
11:30			319	221	540	23:30			63	71	134
11:45			237	1060	232	23:45			57	267	73
					872					362	130
TOTALS			6392	6460	12852	TOTALS			11849	11859	23708
SPLIT %			49.7%	50.3%	35.2%	SPLIT %			50.0%	50.0%	64.8%

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	18,241	18,319	36,560

AM Peak Hour			07:15	07:30	07:30	PM Peak Hour			16:45	17:30	16:45
AM Pk Volume			1077	1144	2208	PM Pk Volume			1732	1273	2983
PK Hr Factor			0.948	0.917	0.945	PK Hr Factor			0.952	0.936	0.966
7 - 9 Volume	0	0	2083	2142	4225	4 - 6 Volume	0	0	3270	2488	5758
7 - 9 Peak Hour			07:15	07:30	07:30	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	1077	1144	2208	4 - 6 Pk Volume	0	0	1732	1251	2983
PK Hr Factor	0.948	0.917	0.948	0.917	0.945	PK Hr Factor	0.952	0.936	0.952	0.959	0.966

VOLUME

Osceola Pkwy Bet. US 441/Orange Blossom Trail & Old Dixie Hwy

Day: Wednesday
 Date: 5/22/2019

City: Kissimmee
 Project #: FL19_3378_001

DAILY TOTALS						NB	SB	EB		WB	Total				
						0	0	27,744		27,435	55,179				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	84	75	159	12:00	0	0	401	459	860				
00:15	0	0	79	61	140	12:15	0	0	380	395	775				
00:30	0	0	61	62	123	12:30	0	0	388	411	799				
00:45	0	0	52	276	56	254	12:45	0	0	462	1631	383	1648	845	3279
01:00	0	0	51	41	92	13:00	0	0	442	397	839				
01:15	0	0	50	51	101	13:15	0	0	378	417	795				
01:30	0	0	27	34	61	13:30	0	0	425	417	842				
01:45	0	0	34	162	30	156	13:45	0	0	426	1671	383	1614	809	3285
02:00	0	0	34	32	66	14:00	0	0	450	367	817				
02:15	0	0	54	40	94	14:15	0	0	438	367	805				
02:30	0	0	31	28	59	14:30	0	0	464	447	911				
02:45	0	0	25	144	34	134	14:45	0	0	472	1824	446	1627	918	3451
03:00	0	0	52	33	85	15:00	0	0	514	465	979				
03:15	0	0	48	39	87	15:15	0	0	464	457	921				
03:30	0	0	37	48	85	15:30	0	0	574	479	1053				
03:45	0	0	49	186	30	150	15:45	0	0	487	2039	424	1825	911	3864
04:00	0	0	38	50	88	16:00	0	0	586	476	1062				
04:15	0	0	63	58	121	16:15	0	0	559	449	1008				
04:30	0	0	55	78	133	16:30	0	0	570	514	1084				
04:45	0	0	68	224	73	259	16:45	0	0	541	2256	435	1874	976	4130
05:00	0	0	74	86	160	17:00	0	0	568	535	1103				
05:15	0	0	89	115	204	17:15	0	0	531	472	1003				
05:30	0	0	135	147	282	17:30	0	0	576	476	1052				
05:45	0	0	152	450	183	531	17:45	0	0	498	2173	383	1866	881	4039
06:00	0	0	204	184	388	18:00	0	0	488	481	969				
06:15	0	0	227	268	495	18:15	0	0	480	438	918				
06:30	0	0	261	305	566	18:30	0	0	418	470	888				
06:45	0	0	237	929	319	1076	18:45	0	0	396	1782	381	1770	777	3552
07:00	0	0	265	374	639	19:00	0	0	353	395	748				
07:15	0	0	344	395	739	19:15	0	0	339	375	714				
07:30	0	0	367	552	919	19:30	0	0	386	395	781				
07:45	0	0	318	1294	464	1785	19:45	0	0	360	1438	372	1537	732	2975
08:00	0	0	347	417	764	20:00	0	0	364	300	664				
08:15	0	0	344	510	854	20:15	0	0	330	312	642				
08:30	0	0	319	482	801	20:30	0	0	357	277	634				
08:45	0	0	336	1346	448	1857	20:45	0	0	335	1386	288	1177	623	2563
09:00	0	0	322	382	704	21:00	0	0	336	245	581				
09:15	0	0	270	398	668	21:15	0	0	296	223	519				
09:30	0	0	334	329	663	21:30	0	0	262	224	486				
09:45	0	0	310	1236	344	1453	21:45	0	0	264	1158	221	913	485	2071
10:00	0	0	321	331	652	22:00	0	0	219	194	413				
10:15	0	0	316	400	716	22:15	0	0	203	194	397				
10:30	0	0	318	388	706	22:30	0	0	189	143	332				
10:45	0	0	327	1282	381	1500	22:45	0	0	168	779	140	671	308	1450
11:00	0	0	371	330	701	23:00	0	0	130	127	257				
11:15	0	0	384	356	740	23:15	0	0	127	98	225				
11:30	0	0	376	362	738	23:30	0	0	147	74	221				
11:45	0	0	439	1570	345	1393	23:45	0	0	104	508	66	365	170	873
TOTALS			9099	10548	19647	TOTALS			18645	16887	35532				
SPLIT %			46.3%	53.7%	35.6%	SPLIT %			52.5%	47.5%	64.4%				

DAILY TOTALS						NB	SB	EB		WB	Total
						0	0	27,744		27,435	55,179

AM Peak Hour			11:45	07:30	07:30	PM Peak Hour			16:00	16:30	16:15
AM Pk Volume			1608	1943	3319	PM Pk Volume			2256	1956	4171
PK Hr Factor			0.916	0.880	0.903	PK Hr Factor			0.962	0.914	0.945
7 - 9 Volume	0	0	2640	3642	6282	4 - 6 Volume	0	0	4429	3740	8169
7 - 9 Peak Hour			07:15	07:30	07:30	4 - 6 Peak Hour			16:00	16:30	16:15
7 - 9 Pk Volume	0	0	1376	1943	3319	PK Hr Factor	0	0	2256	1956	4171
PK Hr Factor	0.933	0.933	0.937	0.880	0.903	PK Hr Factor	0.933	0.933	0.962	0.914	0.945

VOLUME

Osceola Pkwy Bet. US 441/Orange Blossom Trail & Old Dixie Hwy

Day: Thursday
 Date: 5/23/2019

City: Kissimmee
 Project #: FL19_3378_001

DAILY TOTALS						NB	SB	EB		WB	Total			
						0	0	26,875		28,196	55,071			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	93	86	179	12:00	0	0	385	451	836			
00:15	0	0	82	55	137	12:15	0	0	403	447	850			
00:30	0	0	63	72	135	12:30	0	0	378	431	809			
00:45	0	0	69	307	66	12:45	0	0	427	1593	431	1760	858	3353
01:00	0	0	58	30	88	13:00	0	0	389	427	816			
01:15	0	0	57	55	112	13:15	0	0	407	390	797			
01:30	0	0	53	35	88	13:30	0	0	425	415	840			
01:45	0	0	26	194	42	13:45	0	0	388	1609	393	1625	781	3234
02:00	0	0	46	26	72	14:00	0	0	430	380	810			
02:15	0	0	38	43	81	14:15	0	0	419	425	844			
02:30	0	0	42	34	76	14:30	0	0	449	434	883			
02:45	0	0	37	163	29	14:45	0	0	442	1740	395	1634	837	3374
03:00	0	0	41	29	70	15:00	0	0	508	501	1009			
03:15	0	0	44	35	79	15:15	0	0	458	443	901			
03:30	0	0	40	43	83	15:30	0	0	513	507	1020			
03:45	0	0	50	175	39	15:45	0	0	488	1967	448	1899	936	3866
04:00	0	0	47	51	98	16:00	0	0	551	495	1046			
04:15	0	0	54	72	126	16:15	0	0	514	496	1010			
04:30	0	0	45	66	111	16:30	0	0	499	446	945			
04:45	0	0	64	210	56	16:45	0	0	534	2098	437	1874	971	3972
05:00	0	0	77	88	165	17:00	0	0	523	468	991			
05:15	0	0	118	135	253	17:15	0	0	504	455	959			
05:30	0	0	147	148	295	17:30	0	0	547	490	1037			
05:45	0	0	149	491	167	17:45	0	0	492	2066	420	1833	912	3899
06:00	0	0	202	178	380	18:00	0	0	479	474	953			
06:15	0	0	225	259	484	18:15	0	0	420	418	838			
06:30	0	0	243	329	572	18:30	0	0	479	468	947			
06:45	0	0	199	869	329	18:45	0	0	427	1805	388	1748	815	3553
07:00	0	0	265	354	619	19:00	0	0	368	384	752			
07:15	0	0	282	424	706	19:15	0	0	417	331	748			
07:30	0	0	329	494	823	19:30	0	0	337	394	731			
07:45	0	0	311	1187	466	19:45	0	0	318	1440	359	1468	677	2908
08:00	0	0	344	474	818	20:00	0	0	342	303	645			
08:15	0	0	301	468	769	20:15	0	0	331	316	647			
08:30	0	0	297	471	768	20:30	0	0	319	327	646			
08:45	0	0	342	1284	446	20:45	0	0	283	1275	323	1269	606	2544
09:00	0	0	292	439	731	21:00	0	0	301	292	593			
09:15	0	0	267	384	651	21:15	0	0	288	239	527			
09:30	0	0	310	383	693	21:30	0	0	299	235	534			
09:45	0	0	281	1150	394	21:45	0	0	263	1151	217	983	480	2134
10:00	0	0	349	386	735	22:00	0	0	207	237	444			
10:15	0	0	356	367	723	22:15	0	0	228	172	400			
10:30	0	0	295	327	622	22:30	0	0	192	163	355			
10:45	0	0	309	1309	396	22:45	0	0	183	810	158	730	341	1540
11:00	0	0	338	379	717	23:00	0	0	171	152	323			
11:15	0	0	346	373	719	23:15	0	0	162	127	289			
11:30	0	0	362	408	770	23:30	0	0	116	122	238			
11:45	0	0	361	1407	449	23:45	0	0	126	575	93	494	219	1069
TOTALS			8746	10879	19625	TOTALS			18129	17317	35446			
SPLIT %			44.6%	55.4%	35.6%	SPLIT %			51.1%	48.9%	64.4%			

DAILY TOTALS						NB	SB	EB		WB	Total
						0	0	26,875		28,196	55,071

AM Peak Hour			11:45	07:30	11:45	PM Peak Hour			16:45	15:30	15:30
AM Pk Volume			1527	1902	3305	PM Pk Volume			2108	1946	4012
PK Hr Factor			0.947	0.963	0.972	PK Hr Factor			0.963	0.960	0.959
7 - 9 Volume	0	0	2471	3597	6068	4 - 6 Volume	0	0	4164	3707	7871
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:45	16:00	16:00
7 - 9 Pk Volume	0	0	1285	1902	3187	4 - 6 Pk Volume	0	0	2108	1874	3972
PK Hr Factor	0.000	0.000	0.934	0.963	0.968	PK Hr Factor	0.000	0.000	0.963	0.945	0.949

VOLUME

Osceola Pkwy Bet. US 441/Orange Blossom Trail & Old Dixie Hwy

Day: Friday
 Date: 5/24/2019

City: Kissimmee
 Project #: FL19_3378_001

DAILY TOTALS						NB	SB	EB		WB	Total	
						0	0	27,703		31,257	58,960	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	113	102	215	12:00	0	0	422	484	906	
00:15	0	0	111	84	195	12:15	0	0	379	410	789	
00:30	0	0	83	66	149	12:30	0	0	409	453	862	
00:45	0	0	66	373	61	12:45	0	0	432	1642	485	1832
01:00	0	0	54	56	110	13:00	0	0	359	414	773	
01:15	0	0	55	38	93	13:15	0	0	425	458	883	
01:30	0	0	57	31	88	13:30	0	0	450	487	937	
01:45	0	0	46	212	29	13:45	0	0	452	1686	389	1748
02:00	0	0	44	35	79	14:00	0	0	401	452	853	
02:15	0	0	43	41	84	14:15	0	0	469	459	928	
02:30	0	0	35	36	71	14:30	0	0	491	530	1021	
02:45	0	0	47	169	36	14:45	0	0	468	1829	481	1922
03:00	0	0	31	30	61	15:00	0	0	517	535	1052	
03:15	0	0	35	48	83	15:15	0	0	479	427	906	
03:30	0	0	45	41	86	15:30	0	0	484	485	969	
03:45	0	0	53	164	47	15:45	0	0	474	1954	486	1933
04:00	0	0	42	49	91	16:00	0	0	517	538	1055	
04:15	0	0	55	60	115	16:15	0	0	484	493	977	
04:30	0	0	63	64	127	16:30	0	0	492	544	1036	
04:45	0	0	70	230	73	16:45	0	0	492	1985	476	2051
05:00	0	0	69	70	139	17:00	0	0	500	508	1008	
05:15	0	0	85	108	193	17:15	0	0	509	475	984	
05:30	0	0	132	158	290	17:30	0	0	483	517	1000	
05:45	0	0	153	439	156	17:45	0	0	469	1961	483	1983
06:00	0	0	195	192	387	18:00	0	0	484	537	1021	
06:15	0	0	207	264	471	18:15	0	0	448	496	944	
06:30	0	0	255	286	541	18:30	0	0	423	529	952	
06:45	0	0	229	886	342	18:45	0	0	358	1713	473	2035
07:00	0	0	241	302	543	19:00	0	0	445	496	941	
07:15	0	0	278	412	690	19:15	0	0	411	420	831	
07:30	0	0	320	508	828	19:30	0	0	347	455	802	
07:45	0	0	325	1164	413	19:45	0	0	327	1530	452	1823
08:00	0	0	291	393	684	20:00	0	0	362	412	774	
08:15	0	0	321	446	767	20:15	0	0	336	404	740	
08:30	0	0	320	434	754	20:30	0	0	315	406	721	
08:45	0	0	294	1226	419	20:45	0	0	307	1320	390	1612
09:00	0	0	276	430	706	21:00	0	0	352	344	696	
09:15	0	0	309	408	717	21:15	0	0	359	360	719	
09:30	0	0	303	408	711	21:30	0	0	307	299	606	
09:45	0	0	275	1163	403	21:45	0	0	289	1307	292	1295
10:00	0	0	327	405	732	22:00	0	0	299	295	594	
10:15	0	0	333	428	761	22:15	0	0	266	301	567	
10:30	0	0	313	407	720	22:30	0	0	303	284	587	
10:45	0	0	339	1312	433	22:45	0	0	298	1166	256	1136
11:00	0	0	387	400	787	23:00	0	0	224	252	476	
11:15	0	0	374	438	812	23:15	0	0	227	255	482	
11:30	0	0	362	438	800	23:30	0	0	198	189	387	
11:45	0	0	343	1466	454	23:45	0	0	157	806	209	905
TOTALS			8804	10982	19786	TOTALS			18899	20275	39174	
SPLIT %			44.5%	55.5%	33.6%	SPLIT %			48.2%	51.8%	66.4%	

DAILY TOTALS						NB	SB	EB		WB	Total
						0	0	27,703		31,257	58,960

AM Peak Hour			11:45	11:15	11:45	PM Peak Hour			16:30	15:45	16:00
AM Pk Volume			1553	1814	3354	PM Pk Volume			1993	2061	4036
PK Hr Factor			0.920	0.937	0.925	PK Hr Factor			0.979	0.947	0.956
7 - 9 Volume	0	0	2390	3327	5717	4 - 6 Volume	0	0	3946	4034	7980
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:30	16:00	16:00
7 - 9 Pk Volume	0	0	1257	1760	3017	PK Hr Factor	0	0	1993	2051	4036
PK Hr Factor	0.000	0.000	0.967	0.866	0.911	PK Hr Factor	0.000	0.000	0.979	0.943	0.956

VOLUME: 3-DAY AVERAGE

Osceola Pkwy Bet. US 441/Orange Blossom Trail & Old Dixie Hwy

Day: Wednesday - Friday
Date: 5/22/19 - 5/24/19

City: Kissimmee
Project #: FL19_3378_001

DAILY TOTALS						NB	SB					Total		
						0	0					56,401		
								EB		WB				
								27,437		28,964				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	97	88	185	12:00	0	0	403	465	868			
00:15	0	0	91	67	158	12:15	0	0	387	417	804			
00:30	0	0	69	67	136	12:30	0	0	392	432	824			
00:45	0	0	62	319	61	12:45	0	0	440	1622	433	1747	873	3369
01:00	0	0	54	42	96	13:00	0	0	397	413	810			
01:15	0	0	54	48	102	13:15	0	0	403	422	825			
01:30	0	0	46	33	79	13:30	0	0	433	440	873			
01:45	0	0	35	189	34	13:45	0	0	422	1655	388	1663	810	3318
02:00	0	0	41	31	72	14:00	0	0	427	400	827			
02:15	0	0	45	41	86	14:15	0	0	442	417	859			
02:30	0	0	36	33	69	14:30	0	0	468	470	938			
02:45	0	0	36	158	33	14:45	0	0	461	1798	441	1728	902	3526
03:00	0	0	41	31	72	15:00	0	0	513	500	1013			
03:15	0	0	42	41	83	15:15	0	0	467	442	909			
03:30	0	0	41	44	85	15:30	0	0	524	490	1014			
03:45	0	0	51	175	39	15:45	0	0	483	1987	453	1885	936	3872
04:00	0	0	42	50	92	16:00	0	0	551	503	1054			
04:15	0	0	57	63	120	16:15	0	0	519	479	998			
04:30	0	0	54	69	123	16:30	0	0	520	501	1021			
04:45	0	0	67	220	67	16:45	0	0	522	2112	449	1932	971	4044
05:00	0	0	73	81	154	17:00	0	0	530	504	1034			
05:15	0	0	97	119	216	17:15	0	0	515	467	982			
05:30	0	0	138	151	289	17:30	0	0	535	494	1029			
05:45	0	0	151	459	169	17:45	0	0	486	2066	429	1894	915	3960
06:00	0	0	200	185	385	18:00	0	0	484	497	981			
06:15	0	0	220	264	484	18:15	0	0	449	451	900			
06:30	0	0	253	307	560	18:30	0	0	440	489	929			
06:45	0	0	222	895	330	18:45	0	0	394	1767	414	1851	808	3618
07:00	0	0	257	343	600	19:00	0	0	389	425	814			
07:15	0	0	301	410	711	19:15	0	0	389	375	764			
07:30	0	0	339	518	857	19:30	0	0	357	415	772			
07:45	0	0	318	1215	448	19:45	0	0	335	1470	394	1609	729	3079
08:00	0	0	327	428	755	20:00	0	0	356	338	694			
08:15	0	0	322	475	797	20:15	0	0	332	344	676			
08:30	0	0	312	462	774	20:30	0	0	330	337	667			
08:45	0	0	324	1285	438	20:45	0	0	308	1326	334	1353	642	2679
09:00	0	0	297	417	714	21:00	0	0	330	294	624			
09:15	0	0	282	397	679	21:15	0	0	314	274	588			
09:30	0	0	316	373	689	21:30	0	0	289	253	542			
09:45	0	0	289	1184	380	21:45	0	0	272	1205	243	1064	515	2269
10:00	0	0	332	374	706	22:00	0	0	242	242	484			
10:15	0	0	335	398	733	22:15	0	0	232	222	454			
10:30	0	0	309	374	683	22:30	0	0	228	197	425			
10:45	0	0	325	1301	403	22:45	0	0	216	918	185	846	401	1764
11:00	0	0	365	370	735	23:00	0	0	175	177	352			
11:15	0	0	368	389	757	23:15	0	0	172	160	332			
11:30	0	0	367	403	770	23:30	0	0	154	128	282			
11:45	0	0	381	1481	416	23:45	0	0	129	630	123	588	252	1218
TOTALS			8881	10804	19685	TOTALS			18556	18160	36716			
SPLIT %			45.1%	54.9%	34.9%	SPLIT %			50.5%	49.5%	65.1%			

DAILY TOTALS						NB	SB					Total	
						0	0					56,401	
								EB		WB			
								27,437		28,964			

AM Peak Hour			11:45	07:30	11:45	PM Peak Hour			16:00	15:45	16:00		
AM Pk Volume			1563	1869	3293	PM Pk Volume			2112	1936	4044		
PK Hr Factor			0.970	0.902	0.948	PK Hr Factor			0.958	0.962	0.959		
7 - 9 Volume	0	0	2500	3522	6022	4 - 6 Volume	0	0	4178	3826	8004		
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:00	16:15	16:00		
7 - 9 Pk Volume	0	0	1306	1869	3175	PK Hr Factor	0	0	2112	1933	4044		
PK Hr Factor	0.000	0.000	0.963	0.902	0.926	PK Hr Factor	0.000	0.000	0.958	0.959	0.959		

CLASSIFICATION

Osceola Pkwy Bet. US 441/Orange Blossom Trail & Old Dixie Hwy

Day: Wednesday

City: Kissimmee

Date: 5/22/2019

Project #: FL19_3378_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	451	66	0	13	0	0	0	0	0	0	0	0	530
01:00	0	266	46	0	5	0	0	0	1	0	0	0	0	318
02:00	0	242	28	0	4	0	0	1	3	0	0	0	0	278
03:00	0	287	31	0	5	1	0	12	0	0	0	0	0	336
04:00	0	408	63	0	11	0	0	1	0	0	0	0	0	483
05:00	0	832	122	0	23	0	0	1	3	0	0	0	0	981
06:00	0	1680	274	5	41	0	0	3	2	0	0	0	0	2005
07:00	3	2597	389	9	55	4	1	14	6	0	1	0	0	3079
08:00	7	2714	379	9	71	3	0	9	10	0	1	0	0	3203
09:00	2	2235	350	1	67	8	1	17	7	0	1	0	0	2689
10:00	2	2371	319	4	53	9	1	16	7	0	0	0	0	2782
11:00	3	2436	409	4	90	12	1	4	3	0	1	0	0	2963
12:00 PM	4	2761	392	5	91	12	2	2	10	0	0	0	0	3279
13:00	3	2774	389	8	81	10	3	2	15	0	0	0	0	3285
14:00	5	2896	405	9	107	11	3	5	8	1	1	0	0	3451
15:00	7	3255	461	7	112	5	3	5	9	0	0	0	0	3864
16:00	5	3510	476	8	104	9	1	6	10	1	0	0	0	4130
17:00	6	3422	482	4	110	3	0	4	8	0	0	0	0	4039
18:00	6	3008	421	7	100	2	0	4	4	0	0	0	0	3552
19:00	3	2557	309	4	87	4	0	3	6	0	2	0	0	2975
20:00	0	2216	275	4	57	6	0	3	2	0	0	0	0	2563
21:00	0	1779	239	2	47	0	0	2	2	0	0	0	0	2071
22:00	1	1245	160	0	37	2	2	1	1	1	0	0	0	1450
23:00	0	753	90	0	27	1	1	0	1	0	0	0	0	873
Totals	57	46695	6575	90	1398	102	19	115	118	3	7			55179
% of Totals	0%	85%	12%	0%	3%	0%	0%	0%	0%	0%	0%			100%

AM Volumes	17	16519	2476	32	438	37	4	78	42	0	4	0	0	19647
% AM	0%	30%	4%	0%	1%	0%	0%	0%	0%		0%			36%
AM Peak Hour	08:00	08:00	11:00	07:00	11:00	11:00	07:00	09:00	08:00		07:00			08:00
Volume	7	2714	409	9	90	12	1	17	10		1			3203
PM Volumes	40	30176	4099	58	960	65	15	37	76	3	3	0	0	35532
% PM	0%	55%	7%	0%	2%	0%	0%	0%	0%	0%	0%			64%
PM Peak Hour	15:00	16:00	17:00	14:00	15:00	12:00	13:00	16:00	13:00	14:00	19:00			16:00
Volume	7	3510	482	9	112	12	3	6	15	1	2			4130

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	6282	↔ 11%	6564	↔ 12%	8169	↔ 15%	34164	↔ 62%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Osceola Pkwy Bet. US 441/Orange Blossom Trail & Old Dixie Hwy

Day: Thursday
Date: 5/23/2019City: Kissimmee
Project #: FL19_3378_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	475	65	1	42	1	0	1	1	0	0	0	0	586
01:00	1	292	45	0	14	3	0	0	1	0	0	0	0	356
02:00	0	248	33	1	8	0	0	4	1	0	0	0	0	295
03:00	0	270	36	0	7	1	0	6	1	0	0	0	0	321
04:00	0	387	50	1	14	0	0	3	0	0	0	0	0	455
05:00	1	847	142	5	27	0	0	3	4	0	0	0	0	1029
06:00	2	1598	294	6	59	1	0	3	1	0	0	0	0	1964
07:00	1	2440	388	7	66	6	2	12	1	0	2	0	0	2925
08:00	1	2615	401	9	88	7	0	17	4	0	1	0	0	3143
09:00	3	2252	373	16	88	6	0	8	3	0	1	0	0	2750
10:00	2	2326	356	3	67	8	0	14	9	0	0	0	0	2785
11:00	4	2541	370	2	77	9	0	8	5	0	0	0	0	3016
12:00 PM	3	2838	410	3	62	15	0	13	6	1	2	0	0	3353
13:00	9	2759	381	1	56	11	0	13	3	0	1	0	0	3234
14:00	7	2846	407	3	80	10	1	13	7	0	0	0	0	3374
15:00	4	3277	463	3	82	12	1	11	12	1	0	0	0	3866
16:00	1	3385	481	8	75	5	0	10	6	1	0	0	0	3972
17:00	4	3327	460	4	80	1	1	13	6	0	3	0	0	3899
18:00	4	3072	395	1	64	4	1	7	4	0	1	0	0	3553
19:00	1	2543	301	6	49	3	0	1	3	0	1	0	0	2908
20:00	4	2232	264	2	40	0	0	1	1	0	0	0	0	2544
21:00	0	1875	218	1	33	4	0	1	2	0	0	0	0	2134
22:00	1	1366	149	1	20	1	0	1	1	0	0	0	0	1540
23:00	1	937	107	2	17	1	0	2	2	0	0	0	0	1069
Totals	54	46748	6589	86	1215	109	6	165	84	3	12			55071
% of Totals	0%	85%	12%	0%	2%	0%	0%	0%	0%	0%	0%			100%

AM Volumes	15	16291	2553	51	557	42	2	79	31	0	4	0	0	19625
% AM	0%	30%	5%	0%	1%	0%	0%	0%	0%		0%			36%
AM Peak Hour	11:00	08:00	08:00	09:00	08:00	11:00	07:00	08:00	10:00		07:00			08:00
Volume	4	2615	401	16	88	9	2	17	9		2			3143
PM Volumes	39	30457	4036	35	658	67	4	86	53	3	8	0	0	35446
% PM	0%	55%	7%	0%	1%	0%	0%	0%	0%	0%	0%			64%
PM Peak Hour	13:00	16:00	16:00	16:00	15:00	12:00	14:00	12:00	15:00	12:00	17:00			16:00
Volume	9	3385	481	8	82	15	1	13	12	1	3			3972

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	6068	↔ 11%	6587	↔ 12%	7871	↔ 14%	34545	↔ 63%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Osceola Pkwy Bet. US 441/Orange Blossom Trail & Old Dixie Hwy

Day: Friday

City: Kissimmee

Date: 5/24/2019

Project #: FL19_3378_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	598	75	0	12	0	0	1	0	0	0	0	0	686
01:00	0	310	42	2	9	1	0	2	0	0	0	0	0	366
02:00	0	269	35	0	6	0	0	7	0	0	0	0	0	317
03:00	0	278	39	0	8	0	0	5	0	0	0	0	0	330
04:00	0	401	63	0	11	0	0	1	0	0	0	0	0	476
05:00	1	767	136	5	18	0	0	2	2	0	0	0	0	931
06:00	0	1578	315	7	57	2	0	11	0	0	0	0	0	1970
07:00	1	2346	351	5	71	5	3	11	5	0	1	0	0	2799
08:00	2	2460	351	13	78	2	0	9	2	1	0	0	0	2918
09:00	6	2301	393	8	80	2	5	8	7	2	0	0	0	2812
10:00	1	2489	383	3	73	6	0	18	8	4	0	0	0	2985
11:00	7	2691	389	9	71	6	1	11	9	2	0	0	0	3196
12:00 PM	5	2884	459	4	73	19	4	19	6	0	1	0	0	3474
13:00	8	2886	435	5	71	10	2	7	6	3	1	0	0	3434
14:00	9	3179	475	3	53	10	1	10	11	0	0	0	0	3751
15:00	6	3316	472	4	63	7	1	7	11	0	0	0	0	3887
16:00	5	3414	502	10	79	2	1	12	8	1	2	0	0	4036
17:00	3	3399	453	6	61	2	2	13	5	0	0	0	0	3944
18:00	2	3236	426	5	56	3	2	14	4	0	0	0	0	3748
19:00	3	2936	348	3	43	3	1	10	6	0	0	0	0	3353
20:00	1	2556	322	2	39	1	4	4	3	0	0	0	0	2932
21:00	0	2276	281	0	38	1	0	5	1	0	0	0	0	2602
22:00	1	2031	230	0	34	0	0	6	0	0	0	0	0	2302
23:00	0	1516	164	0	23	2	0	1	5	0	0	0	0	1711
Totals	61	50117	7139	94	1127	84	27	194	99	13	5			58960
% of Totals	0%	85%	12%	0%	2%	0%	0%	0%	0%	0%	0%			100%

AM Volumes	18	16488	2572	52	494	24	9	86	33	9	1	0	0	19786
% AM	0%	28%	4%	0%	1%	0%	0%	0%	0%	0%	0%			34%
AM Peak Hour	11:00	11:00	09:00	08:00	09:00	10:00	09:00	10:00	11:00	10:00	07:00			11:00
Volume	7	2691	393	13	80	6	5	18	9	4	1			3196
PM Volumes	43	33629	4567	42	633	60	18	108	66	4	4	0	0	39174
% PM	0%	57%	8%	0%	1%	0%	0%	0%	0%	0%	0%			66%
PM Peak Hour	14:00	16:00	16:00	16:00	16:00	12:00	12:00	12:00	14:00	13:00	16:00			16:00
Volume	9	3414	502	10	79	19	4	19	11	3	2			4036

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	5717	↔ 10%	6908	↔ 12%	7980	↔ 14%	38355	↔ 65%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Osceola Pkwy Bet. US 441/Orange Blossom Trail & Old Dixie Hwy

Day: Wednesday - Friday
Date: 5/22/19 - 5/24/19

City: Kissimmee
Project #: FL19_3378_001w

Eastbound & Westbound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	508	69	0	22	0	0	1	0	0	0	0	0	600
01:00	0	289	44	1	9	1	0	1	1	0	0	0	0	346
02:00	0	253	32	0	6	0	0	4	1	0	0	0	0	296
03:00	0	278	35	0	7	1	0	8	0	0	0	0	0	329
04:00	0	399	59	0	12	0	0	2	0	0	0	0	0	472
05:00	1	815	133	3	23	0	0	2	3	0	0	0	0	980
06:00	1	1619	294	6	52	1	0	6	1	0	0	0	0	1980
07:00	2	2461	376	7	64	5	2	12	4	0	1	0	0	2934
08:00	3	2596	377	10	79	4	0	12	5	0	1	0	0	3087
09:00	4	2263	372	8	78	5	2	11	6	1	1	0	0	2751
10:00	2	2395	353	3	64	8	0	16	8	1	0	0	0	2850
11:00	5	2556	389	5	79	9	1	8	6	1	0	0	0	3059
12:00 PM	4	2828	420	4	75	15	2	11	7	0	1	0	0	3367
13:00	7	2806	402	5	69	10	2	7	8	1	1	0	0	3318
14:00	7	2974	429	5	80	10	2	9	9	0	0	0	0	3525
15:00	6	3283	465	5	86	8	2	8	11	0	0	0	0	3874
16:00	4	3436	486	9	86	5	1	9	8	1	1	0	0	4046
17:00	4	3383	465	5	84	2	1	10	6	0	1	0	0	3961
18:00	4	3105	414	4	73	3	1	8	4	0	0	0	0	3616
19:00	2	2679	319	4	60	3	0	5	5	0	1	0	0	3078
20:00	2	2335	287	3	45	2	1	3	2	0	0	0	0	2680
21:00	0	1977	246	1	39	2	0	3	2	0	0	0	0	2270
22:00	1	1547	180	0	30	1	1	3	1	0	0	0	0	1764
23:00	0	1069	120	1	22	1	0	1	3	0	0	0	0	1217
Totals	59	47854	6766	89	1244	96	18	160	101	5	8			56400
% of Totals	0.1%	85%	12%	0%	2%	0%	0%	0%	0%	0%	0%			100%

96.9%

AM Volumes	18	16432	2533	43	495	34	5	83	35	3	3	0	0	19684
% AM	0%	29%	4%	0%	1%	0%	0%	0%	0%	0%	0%			35%
AM Peak Hour	11:00	08:00	11:00	08:00	08:00	11:00	07:00	10:00	10:00	09:00	07:00			08:00
Volume	5	2596	389	10	79	9	2	16	8	1	1			3087
PM Volumes	41	31422	4233	46	749	62	13	77	66	2	5	0	0	36716
% PM	0%	56%	8%	0%	1%	0%	0%	0%	0%	0%	0%			65%
PM Peak Hour	13:00	16:00	16:00	16:00	15:00	12:00	12:00	12:00	15:00	13:00	12:00			16:00
Volume	7	3436	486	9	86	15	2	11	11	1	1			4046

Peak Periods All Classes	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
Volume 6021	↔	Volume 6685	↔	Volume 8007
% 11%		% 12%		% 14%
				Volume 35687
				↔
				% 63%

Classification Definitions

- | | | | | |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| 1 Motorcycles | 4 Buses | 7 >=4-Axle Single Units | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| 2 Passenger Cars | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers | |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units | 9 5-Axle Single Trailers | 12 6-Axle Multi-Trailers | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Flora Blvd & Osceola Pkwy
 City: Kissimmee
 Control: 1-Way Stop(NB)

Project ID: 19-03377-001
 Date: 5/23/2019

Total

NS/EW Streets:	Flora Blvd				Flora Blvd				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	34	0	43	0	0	0	0	0	0	82	4	0	11	173	0	1	348
7:15 AM	59	0	71	0	0	0	0	0	0	107	19	0	18	216	0	2	492
7:30 AM	63	0	64	0	0	0	0	0	0	125	8	0	17	291	0	0	568
7:45 AM	42	0	53	0	0	0	0	0	0	142	13	0	14	220	0	2	486
8:00 AM	38	0	57	0	0	0	0	0	0	94	9	0	16	217	0	0	431
8:15 AM	21	0	63	0	0	0	0	0	0	123	8	0	19	225	0	0	459
8:30 AM	34	0	63	0	0	0	0	0	0	124	9	0	16	220	0	3	469
8:45 AM	32	0	41	0	0	0	0	0	0	145	8	0	15	204	0	2	447
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	323	0	455	0	0	0	0	0	0	942	78	0	126	1766	0	10	3700
	41.52%	0.00%	58.48%	0.00%					0.00%	92.35%	7.65%	0.00%	6.62%	92.85%	0.00%	0.53%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	202	0	245	0	0	0	0	0	0	468	49	0	65	944	0	4	1977
PEAK HR FACTOR :	0.802	0.000	0.863	0.000	0.000	0.000	0.000	0.000	0.000	0.824	0.645	0.000	0.903	0.811	0.000	0.500	0.870
	0.860								0.834				0.822				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	13	0	40	0	0	0	0	0	0	132	8	0	21	131	0	2	347
11:15 AM	8	0	37	0	0	0	0	0	0	142	13	0	19	152	0	1	372
11:30 AM	19	0	42	0	0	0	0	0	0	126	8	0	21	125	0	3	344
11:45 AM	14	0	32	0	0	0	0	0	0	128	7	0	19	121	0	2	323
12:00 PM	15	0	39	0	0	0	0	0	0	154	18	1	23	137	0	3	390
12:15 PM	11	0	32	0	0	0	0	0	0	157	13	0	23	161	0	2	399
12:30 PM	8	0	33	0	0	0	0	0	0	143	11	0	22	135	0	5	357
12:45 PM	7	0	41	0	0	0	0	0	0	136	18	0	20	144	0	1	367
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	95	0	296	0	0	0	0	0	0	1118	96	1	168	1106	0	19	2899
	24.30%	0.00%	75.70%	0.00%					0.00%	92.02%	7.90%	0.08%	12.99%	85.54%	0.00%	1.47%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	41	0	145	0	0	0	0	0	0	590	60	1	88	577	0	11	1513
PEAK HR FACTOR :	0.683	0.000	0.884	0.000	0.000	0.000	0.000	0.000	0.000	0.939	0.833	0.250	0.957	0.896	0.000	0.550	0.948
	0.861								0.941				0.909				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	25	0	36	0	0	0	0	0	0	254	39	0	37	187	0	5	583
4:15 PM	20	0	39	1	0	0	0	0	0	270	61	0	54	208	0	4	657
4:30 PM	19	0	36	0	0	0	0	0	0	277	40	0	46	196	0	1	615
4:45 PM	12	0	38	2	0	0	0	0	0	347	73	0	37	179	0	1	689
5:00 PM	2	0	34	0	0	0	0	0	0	380	69	2	40	216	0	1	744
5:15 PM	11	0	43	0	0	0	0	0	0	335	100	1	46	191	0	4	731
5:30 PM	15	0	43	3	0	0	0	0	0	357	137	0	39	213	0	3	810
5:45 PM	6	0	38	2	0	0	0	0	0	379	134	0	49	162	0	3	773
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	245	0	603	12	0	0	0	0	0	4457	1028	5	670	3028	0	44	10092
	28.49%	0.00%	70.12%	1.40%					0.00%	81.18%	18.72%	0.09%	17.90%	80.92%	0.00%	1.18%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	34	0	158	5	0	0	0	0	0	1451	440	3	174	782	0	11	3058
PEAK HR FACTOR :	0.567	0.000	0.919	0.417	0.000	0.000	0.000	0.000	0.000	0.955	0.803	0.375	0.888	0.905	0.000	0.688	0.944
	0.807								0.923				0.941				

National Data & Surveying Services Intersection Turning Movement Count

Location: Flora Blvd & Osceola Pkwy
 City: Kissimmee
 Control: 1-Way Stop(NB)

Project ID: 19-03377-001
 Date: 5/23/2019

HT

NS/EW Streets:	Flora Blvd				Flora Blvd				Osceola Pkwy				Osceola Pkwy					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	0	9
	7:15 AM	0	0	2	0	0	0	0	0	0	1	0	0	4	9	0	0	16
	7:30 AM	1	0	1	0	0	0	0	0	0	7	1	0	1	13	0	0	24
	7:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	9	0	0	15
	8:00 AM	0	0	0	0	0	0	0	0	0	5	1	0	0	13	0	0	19
	8:15 AM	0	0	1	0	0	0	0	0	0	6	3	0	0	10	0	0	20
	8:30 AM	0	0	1	0	0	0	0	0	0	8	3	0	0	16	0	0	28
8:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	11	0	0	17	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	1	0	5	0	0	0	0	0	0	41	8	0	5	88	0	0	148	
	16.67%	0.00%	83.33%	0.00%					0.00%	83.67%	16.33%	0.00%	5.38%	94.62%	0.00%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	1	0	3	0	0	0	0	0	0	19	2	0	5	44	0	0	74	
PEAK HR FACTOR :	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.679	0.500	0.000	0.313	0.846	0.000	0.000	0.771	
	0.500								0.656				0.875					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	11:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	0	12
	11:15 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	22
	11:30 AM	0	0	0	0	0	0	0	0	0	8	1	0	0	9	0	0	18
	11:45 AM	1	0	0	0	0	0	0	0	0	7	0	0	0	8	0	0	16
	12:00 PM	0	0	0	0	0	0	0	0	0	11	1	0	0	6	0	0	18
	12:15 PM	1	0	0	0	0	0	0	0	0	6	0	0	0	13	0	0	20
	12:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
12:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	2	0	0	0	0	0	0	0	0	61	2	0	0	61	0	0	126	
	100.00%	0.00%	0.00%	0.00%					0.00%	96.83%	3.17%	0.00%	0.00%	100.00%	0.00%	0.00%		
PEAK HR :	12:00 PM - 01:00 PM																TOTAL	
PEAK HR VOL :	1	0	3	0	0	0	0	0	0	28	1	0	0	28	0	0	58	
PEAK HR FACTOR :	0.25	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.636	0.250	0.000	0.000	0.538	0.000	0.000	0.725	
	0.250								0.604				0.538					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	1	0	0	0	0	0	0	0	0	4	2	0	1	6	0	0	14
	4:15 PM	2	0	2	0	0	0	0	0	0	5	0	0	2	9	0	0	20
	4:30 PM	1	0	1	0	0	0	0	0	0	7	0	0	1	5	0	0	15
	4:45 PM	0	0	2	0	0	0	0	0	0	7	1	0	0	5	0	0	15
	5:00 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	1	0	0	8
	5:15 PM	0	0	0	0	0	0	0	0	0	3	2	0	0	2	0	0	7
	5:30 PM	0	0	0	0	0	0	0	0	0	7	1	0	0	2	0	0	10
5:45 PM	0	0	1	0	0	0	0	0	0	5	1	0	1	0	0	0	8	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	4	0	11	0	0	0	0	0	0	81	10	0	9	66	0	0	181	
	26.67%	0.00%	73.33%	0.00%					0.00%	89.01%	10.99%	0.00%	12.00%	88.00%	0.00%	0.00%		
PEAK HR :	05:00 PM - 06:00 PM																TOTAL	
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	21	5	0	1	5	0	0	33	
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.625	0.000	0.250	0.625	0.000	0.000	0.825	
	0.250								0.813				0.750					

INTERSECTION VOLUME SHEET

Flora Blvd

&

Osceola Pkwy

Weekday AM Peak Hour 07:15 AM - 08:15 AM	Flora Blvd						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	202	0	245	0	0	0	0	468	49	69	944	0
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	0%	#DIV/0!	1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4%	4%	8%	5%	#DIV/0!
Peak Hour Factor	0.86						0.83			0.82		
Existing Volume (2019)	206	0	250	0	0	0	0	477	50	70	963	0

Weekday Mid-Day Peak Hour 12:00 PM - 01:00 PM	Flora Blvd						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	41	0	145	0	0	0	1	590	60	99	577	0
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	2%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	5%	2%	0%	5%	#DIV/0!
Peak Hour Factor	0.86						0.94			0.91		
Existing Volume (2019)	42	0	148	0	0	0	1	602	61	101	589	0

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Flora Blvd						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	39	0	158	0	0	0	3	1,451	440	185	782	0
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	0%	#DIV/0!	1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	1%	1%	1%	#DIV/0!
Peak Hour Factor	0.81						0.92			0.94		
Existing Volume (2019)	40	0	161	0	0	0	3	1,480	449	189	798	0

National Data & Surveying Services Intersection Turning Movement Count

Location: Dyer Blvd & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-002
 Date: 5/23/2019

Total

NS/EW Streets:	Dyer Blvd				Dyer Blvd				Osceola Pkwy				Osceola Pkwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	26	61	67	0	5	28	14	0	7	97	10	5	53	146	1	0	
7:15 AM	39	54	95	0	7	23	20	0	18	158	13	2	65	170	4	0	
7:30 AM	41	62	109	0	17	49	24	0	25	150	8	0	78	236	5	0	
7:45 AM	37	47	93	0	6	48	21	1	21	141	16	5	110	179	6	2	
8:00 AM	24	72	97	0	6	43	24	0	14	129	17	2	97	186	6	0	
8:15 AM	25	61	95	0	11	43	23	0	30	137	20	2	82	174	5	1	
8:30 AM	34	69	91	0	6	52	25	0	26	133	19	0	87	178	1	0	
8:45 AM	22	50	83	1	9	26	23	0	19	147	18	4	97	191	4	1	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
APPROACH %'s :	248	476	730	1	67	312	174	1	160	1092	121	32	669	1460	32	4	
PEAK HR :	07:30 AM - 08:30 AM																
PEAK HR VOL :	127	242	394	0	40	183	92	1	90	557	61	9	367	775	22	3	
PEAK HR FACTOR :	0.774	0.840	0.904	0.000	0.588	0.934	0.958	0.250	0.750	0.928	0.763	0.450	0.834	0.821	0.917	0.375	
	0.900				0.878				0.948				0.915				0.921
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	16	42	84	0	6	38	12	0	31	124	21	1	108	137	4	12	
11:15 AM	18	48	78	0	7	30	15	0	32	149	15	0	78	127	9	8	
11:30 AM	22	56	95	0	10	59	15	2	26	122	9	3	76	101	1	5	
11:45 AM	19	67	82	1	9	40	15	0	17	124	20	2	121	110	5	2	
12:00 PM	15	54	77	0	8	48	22	0	30	163	19	3	100	124	7	10	
12:15 PM	22	49	83	2	13	42	10	0	32	147	14	5	74	136	6	5	
12:30 PM	29	61	80	0	11	61	16	0	24	131	19	2	109	120	8	8	
12:45 PM	20	65	97	1	15	66	10	0	28	153	14	1	121	146	5	12	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
APPROACH %'s :	161	442	676	4	79	384	115	2	220	1113	131	17	787	1001	45	62	
PEAK HR :	12:00 PM - 01:00 PM																
PEAK HR VOL :	86	229	337	3	47	217	58	0	114	594	66	11	404	526	26	35	
PEAK HR FACTOR :	0.741	0.881	0.869	0.375	0.783	0.822	0.659	0.000	0.891	0.911	0.868	0.550	0.835	0.901	0.813	0.729	
	0.895				0.885				0.913				0.872				0.913
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	22	54	92	1	7	67	38	0	31	217	22	4	147	164	8	12	
4:15 PM	28	49	90	1	15	102	35	1	40	275	31	4	117	192	9	5	
4:30 PM	38	59	90	2	7	79	36	1	33	217	26	2	150	169	11	5	
4:45 PM	25	45	77	2	4	72	33	0	44	305	30	0	110	163	9	5	
5:00 PM	27	65	104	1	12	95	37	0	44	281	23	5	164	191	7	5	
5:15 PM	33	49	81	0	18	111	24	0	55	313	20	3	131	173	9	7	
5:30 PM	35	90	93	2	7	97	35	0	56	285	14	6	158	181	9	6	
5:45 PM	24	64	88	0	16	113	33	0	63	304	22	0	123	149	9	4	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
APPROACH %'s :	419	913	1338	12	191	1358	498	4	631	3926	399	45	2192	2767	142	108	
PEAK HR :	05:00 PM - 06:00 PM																
PEAK HR VOL :	119	268	366	3	53	416	129	0	218	1183	79	14	576	694	34	22	
PEAK HR FACTOR :	0.850	0.744	0.880	0.375	0.736	0.920	0.872	0.000	0.865	0.945	0.859	0.583	0.878	0.908	0.944	0.786	
	0.859				0.923				0.955				0.903				0.972

National Data & Surveying Services Intersection Turning Movement Count

Location: Dyer Blvd & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-002
 Date: 5/23/2019

HT

NS/EW Streets:	Dyer Blvd				Dyer Blvd				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	2	1	0	1	0	2	0	0	1	0	0	1	9	0	0	17
7:15 AM	1	3	4	0	1	0	1	0	1	1	1	0	2	8	1	0	24
7:30 AM	1	1	1	0	0	1	1	0	0	5	1	0	1	11	1	0	24
7:45 AM	1	0	2	0	0	0	0	0	0	4	1	0	3	10	1	0	22
8:00 AM	0	0	1	0	1	1	0	0	0	6	0	0	3	13	0	0	25
8:15 AM	0	1	2	0	0	1	0	0	1	6	0	1	2	7	1	0	22
8:30 AM	0	1	3	0	0	1	0	0	1	5	2	0	4	15	0	0	32
8:45 AM	0	0	1	0	0	0	1	0	0	8	2	1	1	10	0	0	24
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	8	15	0	3	4	5	0	3	36	7	2	17	83	4	0	190
PEAK HR VOL :	07:30 AM - 08:30 AM																TOTAL
PEAK HR FACTOR :	2	2	6	0	1	3	1	0	1	21	2	1	9	41	3	0	93
	0.500	0.500	0.750	0.000	0.250	0.750	0.250	0.000	0.250	0.875	0.500	0.250	0.750	0.788	0.750	0.000	0.930
	0.833				0.625				0.781				0.828				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	0	0	2	0	0	1	0	0	0	6	0	0	1	6	0	0	16
11:15 AM	0	0	2	0	0	1	1	0	2	9	2	0	2	9	0	0	28
11:30 AM	2	0	2	0	0	0	0	0	2	4	0	0	1	7	0	0	18
11:45 AM	1	0	2	0	0	1	1	0	0	7	0	0	2	6	0	0	20
12:00 PM	0	1	1	0	0	0	0	0	0	13	0	0	2	8	1	0	26
12:15 PM	0	0	2	0	0	1	0	0	0	8	0	0	1	10	0	0	22
12:30 PM	1	0	0	0	0	2	1	0	0	3	1	0	0	2	0	0	10
12:45 PM	0	0	1	0	0	0	1	0	0	7	0	0	1	6	0	0	16
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	1	12	0	0	6	4	0	4	57	3	0	10	54	1	0	156
PEAK HR VOL :	12:00 PM - 01:00 PM																TOTAL
PEAK HR FACTOR :	1	1	4	0	0	3	2	0	0	31	1	0	4	26	1	0	74
	0.25	0.250	0.500	0.000	0.000	0.375	0.500	0.000	0.000	0.596	0.250	0.000	0.500	0.650	0.250	0.000	0.712
	0.750				0.417				0.615				0.705				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	2	0	0	4	0	0	0	4	0	0	1	5	0	0	16
4:15 PM	0	3	4	0	0	3	0	0	2	2	3	0	0	11	1	0	29
4:30 PM	1	2	1	0	0	4	1	0	0	9	1	0	2	4	0	0	25
4:45 PM	1	0	2	0	0	0	1	0	0	6	2	0	0	3	1	0	16
5:00 PM	0	0	0	0	0	2	0	0	1	3	0	0	1	1	0	0	8
5:15 PM	0	0	0	0	0	1	0	0	0	5	1	0	0	2	1	0	10
5:30 PM	0	0	0	0	0	3	0	0	0	5	0	0	1	2	0	0	11
5:45 PM	0	0	1	0	0	1	0	0	1	5	1	0	0	1	1	0	11
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	5	6	19	1	3	20	7	0	4	80	11	0	25	63	8	0	252
PEAK HR VOL :	05:00 PM - 06:00 PM																TOTAL
PEAK HR FACTOR :	0	0	1	0	0	7	0	0	2	18	2	0	2	6	2	0	40
	0.00	0.000	0.250	0.000	0.000	0.583	0.000	0.000	0.500	0.900	0.500	0.000	0.500	0.750	0.500	0.000	0.909
	0.250				0.583				0.786				0.833				

INTERSECTION VOLUME SHEET

Dyer Blvd

&

Osceola Pkwy

Weekday AM Peak Hour 07:30 AM - 08:30 AM	Dyer Blvd						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	127	242	394	41	183	92	99	557	61	370	775	22
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	2%	1%	2%	3%	2%	1%	1%	4%	3%	2%	5%	14%
Peak Hour Factor		0.90			0.88			0.95			0.91	
Existing Volume (2019)	130	247	402	42	187	94	101	568	62	377	791	22

Weekday Mid-Day Peak Hour 12:00 PM - 01:00 PM	Dyer Blvd						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	89	229	337	47	217	58	125	594	66	439	526	26
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	1%	0%	1%	0%	1%	3%	0%	5%	2%	1%	5%	4%
Peak Hour Factor		0.89			0.88			0.91			0.87	
Existing Volume (2019)	91	234	344	48	221	59	128	606	67	448	537	27

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Dyer Blvd						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	122	268	366	53	416	129	232	1,183	79	598	694	34
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	0%	0%	0%	0%	2%	0%	1%	2%	3%	0%	1%	6%
Peak Hour Factor		0.86			0.92			0.96			0.90	
Existing Volume (2019)	124	273	373	54	424	132	237	1,207	81	610	708	35

National Data & Surveying Services Intersection Turning Movement Count

Location: Thacker Ave & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-003
 Date: 5/23/2019

Total

NS/EW Streets:	Thacker Ave				Thacker Ave				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	8	1	8	0	7	1	7	0	3	157	2	0	6	186	3	3	392
7:15 AM	3	1	0	0	5	4	6	0	11	245	5	0	1	232	2	1	516
7:30 AM	8	0	0	0	9	2	6	0	14	254	5	0	3	337	6	7	651
7:45 AM	5	1	6	0	6	2	13	0	11	224	8	1	6	270	6	8	567
8:00 AM	8	5	2	0	8	3	12	0	5	217	9	0	4	261	5	10	549
8:15 AM	9	0	3	0	2	0	16	0	11	228	5	0	5	259	10	9	557
8:30 AM	8	1	6	0	8	2	7	0	6	223	10	0	5	279	10	4	569
8:45 AM	11	2	4	0	5	1	7	0	11	220	6	1	11	269	11	6	565
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	60	11	29	0	50	15	74	0	72	1768	50	2	41	2093	53	48	4366
	60.00%	11.00%	29.00%	0.00%	35.97%	10.79%	53.24%	0.00%	3.81%	93.45%	2.64%	0.11%	1.83%	93.65%	2.37%	2.15%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	30	6	11	0	25	7	47	0	41	923	27	1	18	1127	27	34	2324
PEAK HR FACTOR :	0.833	0.300	0.458	0.000	0.694	0.583	0.734	0.000	0.732	0.908	0.750	0.250	0.750	0.836	0.675	0.850	0.892
	0.783				0.859				0.908				0.854				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	13	4	5	0	21	7	16	0	19	201	13	3	18	204	33	23	580
11:15 AM	17	5	11	0	41	8	19	0	22	197	12	2	14	193	33	22	596
11:30 AM	8	4	5	0	51	8	13	1	27	190	8	1	23	198	33	26	596
11:45 AM	15	3	7	0	39	6	22	0	22	190	13	2	13	200	41	36	609
12:00 PM	13	3	6	0	43	6	20	0	31	212	13	4	21	197	44	38	651
12:15 PM	14	4	7	0	50	6	16	0	31	206	8	0	22	203	27	52	646
12:30 PM	10	7	5	0	48	6	15	0	24	190	13	2	20	231	36	45	652
12:45 PM	12	7	5	0	55	3	15	0	35	229	17	3	16	234	26	40	697
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	102	37	51	0	348	50	136	1	211	1615	97	17	147	1660	273	282	5027
	53.68%	19.47%	26.84%	0.00%	65.05%	9.35%	25.42%	0.19%	10.88%	83.25%	5.00%	0.88%	6.22%	70.28%	11.56%	11.94%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	49	21	23	0	196	21	66	0	121	837	51	9	79	865	133	175	2646
PEAK HR FACTOR :	0.875	0.750	0.821	0.000	0.891	0.875	0.825	0.000	0.864	0.914	0.750	0.563	0.898	0.924	0.756	0.841	0.949
	0.930				0.969				0.896				0.943				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	18	7	9	0	68	11	26	0	29	257	22	5	20	236	23	44	775
4:15 PM	17	2	5	0	37	9	19	0	18	353	21	3	11	332	34	30	891
4:30 PM	14	13	7	0	57	11	32	0	22	262	15	1	15	254	31	31	765
4:45 PM	19	3	4	0	47	4	34	0	16	365	23	1	14	284	32	16	862
5:00 PM	26	5	5	0	68	12	39	0	28	329	18	2	12	270	27	25	866
5:15 PM	15	3	4	0	41	10	22	1	32	402	12	0	8	317	31	19	917
5:30 PM	19	5	4	0	56	10	21	0	43	328	11	2	18	251	32	32	832
5:45 PM	16	1	6	0	50	8	14	0	28	367	24	0	9	299	33	29	884
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	252	85	87	0	879	138	409	4	401	4849	280	30	208	4478	503	428	13031
	59.43%	20.05%	20.52%	0.00%	61.47%	9.65%	28.60%	0.28%	7.21%	87.21%	5.04%	0.54%	3.70%	79.72%	8.95%	7.62%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	62	15	25	0	212	38	77	3	133	1458	66	4	45	1146	116	106	3506
PEAK HR FACTOR :	0.816	0.625	0.568	0.000	0.815	0.950	0.875	0.375	0.773	0.907	0.688	0.500	0.625	0.904	0.879	0.828	0.956
	0.879				0.851				0.931				0.942				

National Data & Surveying Services Intersection Turning Movement Count

Location: Thacker Ave & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-003
 Date: 5/23/2019

HT

NS/EW Streets:	Thacker Ave				Thacker Ave				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	5	0	0	0	0	0	0	2	0	0	1	12	1	0	21
7:15 AM	1	0	0	0	0	3	1	0	0	5	0	0	0	11	0	0	21
7:30 AM	2	0	0	0	0	0	0	0	0	7	0	0	2	9	1	0	21
7:45 AM	0	0	5	0	0	0	2	0	1	6	0	0	3	14	0	0	31
8:00 AM	1	0	0	0	0	0	0	0	0	6	3	0	0	14	0	0	24
8:15 AM	2	0	2	0	0	0	1	0	0	7	0	0	3	7	0	0	22
8:30 AM	1	0	3	0	0	1	0	0	0	9	0	0	2	18	0	0	34
8:45 AM	1	0	0	0	0	0	0	0	0	7	1	0	2	10	0	0	21
TOTAL VOLUMES :	8	0	15	0	0	4	4	0	1	49	4	0	13	95	2	0	195
APPROACH %'s :	34.78%	0.00%	65.22%	0.00%	0.00%	50.00%	50.00%	0.00%	1.85%	90.74%	7.41%	0.00%	11.82%	86.36%	1.82%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	5	0	7	0	0	0	3	0	1	26	3	0	8	44	1	0	98
PEAK HR FACTOR :	0.625	0.000	0.350	0.000	0.000	0.000	0.375	0.000	0.250	0.929	0.250	0.000	0.667	0.786	0.250	0.000	0.790
	0.600																
	0.375																
	0.833																
	0.779																

NS/EW Streets:	Thacker Ave				Thacker Ave				Osceola Pkwy				Osceola Pkwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	0	0	1	0	0	2	0	0	0	6	1	0	3	5	1	0	19
11:15 AM	2	0	3	0	1	0	0	0	0	8	2	0	3	7	0	0	26
11:30 AM	2	0	2	0	0	0	1	0	0	7	1	0	1	6	0	0	20
11:45 AM	0	0	0	0	0	0	0	0	1	9	0	0	1	10	0	0	21
12:00 PM	2	0	4	0	1	0	0	0	0	10	4	0	4	8	0	0	33
12:15 PM	2	0	2	0	0	0	0	0	0	9	0	0	1	9	0	0	23
12:30 PM	0	0	0	0	0	0	0	0	1	1	1	0	1	3	0	0	7
12:45 PM	1	0	1	0	0	0	0	0	0	6	2	0	2	6	0	0	18
TOTAL VOLUMES :	9	0	13	0	2	2	1	0	2	56	11	0	16	54	1	0	167
APPROACH %'s :	40.91%	0.00%	59.09%	0.00%	40.00%	40.00%	20.00%	0.00%	2.90%	81.16%	15.94%	0.00%	22.54%	76.06%	1.41%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	5	0	7	0	1	0	0	0	1	26	7	0	8	26	0	0	81
PEAK HR FACTOR :	0.63	0.000	0.438	0.000	0.250	0.000	0.000	0.000	0.250	0.650	0.438	0.000	0.500	0.722	0.000	0.000	0.614
	0.500																
	0.250																
	0.607																
	0.708																

NS/EW Streets:	Thacker Ave				Thacker Ave				Osceola Pkwy				Osceola Pkwy				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	2	0	0	0	0	1	0	0	0	2	4	0	0	7	0	0	16
4:15 PM	2	0	0	0	1	0	1	0	0	3	3	0	0	6	0	0	16
4:30 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	5	0	0	14
4:45 PM	1	0	0	0	1	0	1	0	0	9	0	0	0	4	0	0	16
5:00 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	2	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	2	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
5:45 PM	0	0	2	0	0	0	1	0	0	6	0	0	0	0	0	0	9
TOTAL VOLUMES :	9	0	7	0	3	1	7	0	1	88	13	0	5	80	4	0	218
APPROACH %'s :	56.25%	0.00%	43.75%	0.00%	27.27%	9.09%	63.64%	0.00%	0.98%	86.27%	12.75%	0.00%	5.62%	89.89%	4.49%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	0	2	0	0	0	3	0	1	23	1	0	0	7	0	0	37
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.250	0.821	0.250	0.000	0.000	0.583	0.000	0.000	0.771
	0.250																
	0.375																
	0.781																
	0.583																

INTERSECTION VOLUME SHEET

Thacker Ave

&

Osceola Pkwy

Weekday AM Peak Hour 07:30 AM - 08:30 AM	Thacker Ave						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	30	6	11	25	7	47	42	923	27	52	1,127	27
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	17%	0%	64%	0%	0%	6%	2%	3%	11%	44%	4%	4%
Peak Hour Factor	0.78			0.86			0.91			0.85		
Existing Volume (2019)	31	6	11	26	7	48	43	941	28	53	1,150	28

Weekday Mid-Day Peak Hour 12:00 PM - 01:00 PM	Thacker Ave						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	49	21	23	196	21	66	130	837	51	254	865	133
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	10%	0%	30%	1%	0%	0%	1%	3%	14%	10%	3%	0%
Peak Hour Factor	0.93			0.97			0.90			0.94		
Existing Volume (2019)	50	21	23	200	21	67	133	854	52	259	882	136

Weekday PM Peak Hour 05:15 PM - 06:15 PM	Thacker Ave						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	62	15	25	215	38	77	137	1,458	66	151	1,146	116
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	0%	0%	8%	0%	0%	4%	1%	2%	2%	0%	1%	0%
Peak Hour Factor	0.88			0.85			0.93			0.94		
Existing Volume (2019)	63	15	26	219	39	79	140	1,487	67	154	1,169	118

National Data & Surveying Services Intersection Turning Movement Count

Location: John Young Pkwy & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-004
 Date: 5/23/2019

Total

NS/EW Streets:	John Young Pkwy				John Young Pkwy				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	28	0	31	0	11	0	21	0	32	137	24	1	27	162	10	0	484
7:15 AM	37	0	22	0	23	0	33	0	39	148	26	0	34	177	10	0	549
7:30 AM	55	0	26	0	23	0	40	0	47	186	48	0	44	240	12	0	721
7:45 AM	52	0	31	0	22	0	40	0	45	177	34	0	28	210	10	0	649
8:00 AM	33	0	14	0	21	0	29	0	42	167	28	0	40	220	9	1	604
8:15 AM	38	0	25	0	20	0	32	1	42	171	25	0	21	195	16	1	587
8:30 AM	30	0	26	0	20	0	46	0	48	172	36	1	26	213	8	1	627
8:45 AM	37	0	37	0	28	0	39	0	45	156	34	0	32	253	11	1	673
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	310	0	212	0	168	0	280	1	340	1314	255	2	252	1670	86	4	4894
APPROACH %'s :	59.39%	0.00%	40.61%	0.00%	37.42%	0.00%	62.36%	0.22%	17.79%	68.76%	13.34%	0.10%	12.52%	83.00%	4.27%	0.20%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	178	0	96	0	86	0	141	1	176	701	135	0	133	865	47	2	2561
PEAK HR FACTOR :	0.809	0.000	0.774	0.000	0.935	0.000	0.881	0.250	0.936	0.942	0.703	0.000	0.756	0.901	0.734	0.500	0.888
	0.825				0.905				0.900				0.884				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	57	0	39	0	28	0	42	1	42	162	28	4	26	207	13	0	649
11:15 AM	48	0	39	0	30	0	44	0	41	191	45	5	31	216	23	1	714
11:30 AM	44	0	42	0	29	0	44	0	45	184	50	2	27	201	24	1	693
11:45 AM	84	0	47	0	38	0	42	0	40	179	47	7	24	203	20	0	731
12:00 PM	71	0	38	0	33	0	43	0	33	185	60	5	34	249	19	1	771
12:15 PM	60	0	47	0	35	0	43	0	45	199	76	2	37	243	33	1	821
12:30 PM	57	0	43	0	40	0	46	1	58	189	51	5	35	247	18	2	792
12:45 PM	76	0	37	0	40	0	45	0	39	187	62	3	41	237	18	0	785
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	497	0	332	0	273	0	349	2	343	1476	419	33	255	1803	168	6	5956
APPROACH %'s :	59.95%	0.00%	40.05%	0.00%	43.75%	0.00%	55.93%	0.32%	15.10%	64.99%	18.45%	1.45%	11.42%	80.78%	7.53%	0.27%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	264	0	165	0	148	0	177	1	175	760	249	15	147	976	88	4	3169
PEAK HR FACTOR :	0.868	0.000	0.878	0.000	0.925	0.000	0.962	0.250	0.754	0.955	0.819	0.750	0.896	0.980	0.667	0.500	0.965
	0.949				0.937				0.931				0.967				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	51	0	36	0	48	0	46	0	67	266	86	2	41	292	19	1	955
4:15 PM	42	0	41	1	46	0	44	0	55	258	87	9	57	280	17	1	938
4:30 PM	44	0	26	0	36	0	44	0	46	276	63	4	43	295	20	0	897
4:45 PM	63	0	44	0	53	0	46	0	56	289	74	1	47	238	12	0	923
5:00 PM	51	0	41	1	21	0	38	0	62	304	72	1	38	293	13	1	936
5:15 PM	61	0	20	1	41	0	56	0	80	280	84	3	48	261	11	3	949
5:30 PM	50	0	34	0	24	0	40	1	78	270	92	5	47	293	18	1	953
5:45 PM	52	0	34	1	37	0	46	0	114	253	65	2	40	286	22	0	952
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	842	0	548	6	599	0	732	3	994	4140	1162	54	695	4461	247	12	14495
APPROACH %'s :	60.32%	0.00%	39.26%	0.43%	44.90%	0.00%	54.87%	0.22%	15.65%	65.20%	18.30%	0.85%	12.83%	82.38%	4.56%	0.22%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	216	0	116	2	139	0	192	1	341	1132	318	13	173	1133	62	4	3842
PEAK HR FACTOR :	0.885	0.000	0.853	0.500	0.848	0.000	0.857	0.250	0.748	0.860	0.864	0.650	0.901	0.967	0.705	0.333	0.972
	0.960				0.856				0.944				0.955				

National Data & Surveying Services Intersection Turning Movement Count

Location: John Young Pkwy & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-004
 Date: 5/23/2019

HT

NS/EW Streets:	John Young Pkwy				John Young Pkwy				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	3	0	0	0	0	0	2	0	0	7	1	0	2	9	0	0	24
7:15 AM	2	0	1	0	1	0	1	0	3	3	0	1	6	1	0	19	
7:30 AM	0	0	1	0	1	0	1	0	5	3	0	4	11	1	0	27	
7:45 AM	1	0	2	0	1	0	0	0	1	8	0	3	15	0	0	31	
8:00 AM	2	0	1	0	1	0	1	0	5	2	0	3	10	0	0	25	
8:15 AM	2	0	0	0	1	0	0	0	9	1	0	4	8	0	0	25	
8:30 AM	2	0	0	0	0	0	1	0	11	0	0	3	19	0	0	37	
8:45 AM	0	0	2	0	0	0	1	0	1	8	1	2	11	0	0	26	
TOTAL VOLUMES :	12	0	7	0	5	0	7	0	3	56	11	0	22	89	2	0	214
APPROACH %'s :	63.16%	0.00%	36.84%	0.00%	41.67%	0.00%	58.33%	0.00%	4.29%	80.00%	15.71%	0.00%	19.47%	78.76%	1.77%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	5	0	4	0	4	0	2	0	1	27	6	0	14	44	1	0	108
PEAK HR FACTOR :	0.625	0.000	0.500	0.000	1.000	0.000	0.500	0.000	0.250	0.750	0.500	0.000	0.875	0.733	0.250	0.000	0.871
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	0	0	2	0	0	0	1	0	0	7	0	0	4	9	0	0	23
11:15 AM	2	0	2	0	0	0	1	0	1	6	2	0	0	9	0	0	23
11:30 AM	0	0	1	0	1	0	0	0	8	3	0	0	5	1	0	19	
11:45 AM	4	0	4	0	3	0	1	0	2	9	0	0	1	6	1	0	31
12:00 PM	2	0	3	0	0	0	1	0	0	9	3	0	1	11	0	0	30
12:15 PM	1	0	1	0	0	0	0	0	1	12	0	0	6	9	1	0	31
12:30 PM	0	0	0	0	0	0	0	0	1	1	2	0	1	4	0	0	9
12:45 PM	1	0	0	0	0	0	0	0	0	6	0	0	2	7	0	0	16
TOTAL VOLUMES :	10	0	13	0	4	0	4	0	5	58	10	0	15	60	3	0	182
APPROACH %'s :	43.48%	0.00%	56.52%	0.00%	50.00%	0.00%	50.00%	0.00%	6.85%	79.45%	13.70%	0.00%	19.23%	76.92%	3.85%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	4	0	4	0	0	0	1	0	2	28	5	0	10	31	1	0	86
PEAK HR FACTOR :	0.50	0.000	0.333	0.000	0.000	0.000	0.250	0.000	0.500	0.583	0.417	0.000	0.417	0.705	0.250	0.000	0.694
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	1	0	4	0	0	0	3	0	1	0	1	0	0	4	0	0	14
4:15 PM	0	0	2	0	0	0	0	0	1	2	1	0	4	5	0	0	15
4:30 PM	0	0	1	0	0	0	0	0	2	6	0	0	1	5	0	0	15
4:45 PM	1	0	1	0	0	0	1	0	1	6	2	0	2	2	1	0	17
5:00 PM	2	0	0	1	0	0	0	0	1	5	0	0	2	2	0	0	13
5:15 PM	0	0	3	0	0	0	0	0	2	4	1	0	0	2	0	0	12
5:30 PM	1	0	2	0	0	0	0	0	1	4	0	0	0	2	0	0	10
5:45 PM	0	0	1	0	0	0	0	0	3	2	1	0	0	0	0	0	7
TOTAL VOLUMES :	7	0	21	1	3	0	8	0	16	70	16	0	16	74	3	1	236
APPROACH %'s :	24.14%	0.00%	72.41%	3.45%	27.27%	0.00%	72.73%	0.00%	15.69%	68.63%	15.69%	0.00%	17.02%	78.72%	3.19%	1.06%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	1	0	7	0	0	0	0	0	6	13	4	0	2	6	0	0	39
PEAK HR FACTOR :	0.25	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.500	0.813	0.500	0.000	0.250	0.750	0.000	0.000	0.813

INTERSECTION VOLUME SHEET

John Young Pkwy

&

Osceola Pkwy

Weekday AM Peak Hour 07:30 AM - 08:30 AM	John Young Pkwy						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	178	0	96	87	0	141	176	701	135	135	865	47
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	3%	#DIV/0!	4%	5%	#DIV/0!	1%	1%	4%	4%	11%	5%	2%
Peak Hour Factor		0.83			0.90			0.90			0.88	
Existing Volume (2019)	182	0	98	89	0	144	180	715	138	138	882	48

Weekday Mid-Day Peak Hour 12:00 PM - 01:00 PM	John Young Pkwy						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	264	0	165	149	0	177	190	760	249	151	976	88
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	2%	#DIV/0!	2%	0%	#DIV/0!	1%	1%	4%	2%	7%	3%	1%
Peak Hour Factor		0.95			0.94			0.93			0.97	
Existing Volume (2019)	269	0	168	152	0	181	194	775	254	154	996	90

Weekday PM Peak Hour 05:15 PM - 06:15 PM	John Young Pkwy						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	218	0	116	140	0	192	354	1,132	318	177	1,133	62
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	0%	#DIV/0!	6%	0%	#DIV/0!	0%	2%	1%	1%	1%	1%	0%
Peak Hour Factor		0.96			0.86			0.94			0.96	
Existing Volume (2019)	222	0	118	143	0	196	361	1,155	324	181	1,156	63

National Data & Surveying Services Intersection Turning Movement Count

Location: Greenwald Way & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-005
 Date: 5/23/2019

Total

NS/EW Streets:	Greenwald Way				Greenwald Way				Osceola Pkwy				Osceola Pkwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	11	1	0	9	3	8	1	5	161	14	0	6	191	45	0	461
7:15 AM	11	9	2	0	21	0	4	0	3	176	12	1	11	197	33	1	481
7:30 AM	7	27	5	0	15	4	8	0	7	200	19	0	15	287	34	0	628
7:45 AM	10	23	7	0	15	6	10	0	6	220	15	0	13	240	47	4	616
8:00 AM	12	18	7	0	17	7	4	0	7	185	12	1	8	252	50	2	582
8:15 AM	20	22	11	0	14	8	4	0	14	176	20	0	20	196	59	0	564
8:30 AM	12	19	8	0	19	4	8	0	21	177	17	1	19	229	86	1	621
8:45 AM	15	16	12	1	25	5	11	0	19	190	19	0	17	267	70	2	669
TOTAL VOLUMES :	NL 93	NT 145	NR 53	NU 1	SL 135	ST 37	SR 57	SU 1	EL 82	ET 1485	ER 128	EU 3	WL 109	WT 1859	WR 424	WU 10	TOTAL 4622
APPROACH %'s :	31.85%	49.66%	18.15%	0.34%	58.70%	16.09%	24.78%	0.43%	4.83%	87.46%	7.54%	0.18%	4.54%	77.39%	17.65%	0.42%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	59	75	38	1	75	24	27	0	61	728	68	2	64	944	265	5	2436
PEAK HR FACTOR :	0.738	0.852	0.792	0.250	0.750	0.750	0.614	0.000	0.726	0.958	0.850	0.500	0.800	0.884	0.770	0.625	0.910
	0.816				0.768				0.942				0.897				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	39	18	26	3	55	24	16	0	19	171	40	1	33	184	75	2	706
11:15 AM	31	25	27	2	42	18	17	1	14	200	32	2	32	236	54	3	736
11:30 AM	25	19	25	1	50	26	16	1	7	208	45	2	18	196	63	4	706
11:45 AM	30	23	35	0	54	12	14	0	19	202	43	0	21	219	74	2	748
12:00 PM	31	31	37	0	46	23	15	0	10	186	47	2	40	259	69	6	802
12:15 PM	28	30	40	3	66	22	23	1	15	220	54	5	31	258	61	2	859
12:30 PM	44	30	27	3	52	32	20	0	22	217	42	6	28	233	82	3	841
12:45 PM	31	34	35	1	55	26	11	0	14	193	44	4	16	231	84	9	788
TOTAL VOLUMES :	NL 259	NT 210	NR 252	NU 13	SL 420	ST 183	SR 132	SU 3	EL 120	ET 1597	ER 347	EU 22	WL 219	WT 1816	WR 562	WU 31	TOTAL 6186
APPROACH %'s :	35.29%	28.61%	34.33%	1.77%	56.91%	24.80%	17.89%	0.41%	5.75%	76.56%	16.63%	1.05%	8.33%	69.10%	21.39%	1.18%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	134	125	139	7	219	103	69	1	61	816	187	17	115	981	296	20	3290
PEAK HR FACTOR :	0.761	0.919	0.869	0.583	0.830	0.805	0.750	0.250	0.693	0.927	0.866	0.708	0.719	0.947	0.881	0.556	0.958
	0.974				0.875				0.919				0.944				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	13	23	24	0	50	20	26	0	17	314	42	2	15	296	90	5	937
4:15 PM	31	30	23	0	73	29	14	0	21	262	36	5	26	310	72	2	934
4:30 PM	26	20	19	3	51	19	26	0	23	299	42	2	26	302	78	1	937
4:45 PM	36	30	21	1	55	16	17	0	13	302	38	2	19	255	54	6	865
5:00 PM	25	25	19	1	59	24	16	0	25	303	44	2	25	294	78	6	946
5:15 PM	21	26	23	1	73	23	14	3	14	254	66	2	24	289	50	2	885
5:30 PM	31	25	20	2	46	23	11	0	21	295	43	3	10	305	63	2	900
5:45 PM	28	25	16	0	57	13	11	0	17	266	28	3	21	306	66	5	862
TOTAL VOLUMES :	NL 403	NT 391	NR 352	NU 18	SL 878	ST 299	SR 278	SU 4	EL 297	ET 4320	ER 658	EU 32	WL 348	WT 4702	WR 1027	WU 46	TOTAL 14053
APPROACH %'s :	34.62%	33.59%	30.24%	1.55%	60.18%	20.49%	19.05%	0.27%	5.60%	81.40%	12.40%	0.60%	5.68%	76.79%	16.77%	0.75%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	118	105	82	5	238	88	73	0	82	1166	160	11	96	1161	282	15	3682
PEAK HR FACTOR :	0.819	0.875	0.891	0.417	0.815	0.759	0.702	0.000	0.820	0.962	0.909	0.550	0.923	0.936	0.904	0.625	0.973
	0.881				0.860				0.949				0.948				

National Data & Surveying Services Intersection Turning Movement Count

Location: Greenwald Way & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-005
 Date: 5/23/2019

HT

NS/EW Streets:	Greenwald Way				Greenwald Way				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	0	1	0	0	0	7	0	0	0	11	4	0	24
7:15 AM	0	0	0	0	1	0	0	0	0	4	1	0	1	8	0	0	15
7:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	1	15	0	0	20
7:45 AM	0	0	0	0	1	0	1	0	1	13	0	0	0	18	1	0	35
8:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	1	13	1	0	22
8:15 AM	0	0	0	0	2	0	0	0	0	7	1	0	0	12	3	0	25
8:30 AM	1	0	0	0	2	0	2	0	0	12	1	0	1	18	2	0	39
8:45 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	14	4	0	28
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	1	0	0	6	1	3	0	1	64	3	0	4	109	15	0	208
PEAK HR :	08:00 AM - 09:00 AM																
PEAK HR VOL :	1	0	0	0	4	0	2	0	0	36	2	0	2	57	10	0	114
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.750	0.500	0.000	0.500	0.792	0.625	0.000	0.731
	0.250				0.375				0.731				0.821				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	0	0	0	0	2	0	0	0	1	7	1	0	0	11	0	0	22
11:15 AM	0	0	0	0	2	0	1	0	0	8	0	0	1	9	0	0	21
11:30 AM	1	0	0	0	0	1	0	0	0	6	3	0	0	6	0	0	17
11:45 AM	1	0	1	0	1	0	0	0	0	15	2	0	1	7	0	0	28
12:00 PM	1	0	0	0	0	0	0	0	0	11	0	0	1	11	1	0	25
12:15 PM	0	0	1	0	0	2	0	0	0	13	1	0	1	16	1	0	35
12:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	5	0	0	7
12:45 PM	0	1	0	0	0	0	1	0	0	6	0	0	0	8	1	0	17
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	1	3	0	5	3	2	0	1	67	7	0	4	73	3	0	172
PEAK HR :	12:00 PM - 01:00 PM																
PEAK HR VOL :	1	1	2	0	0	2	1	0	0	31	1	0	2	40	3	0	84
PEAK HR FACTOR :	0.25	0.250	0.500	0.000	0.000	0.250	0.250	0.000	0.000	0.596	0.250	0.000	0.500	0.625	0.750	0.000	0.600
	1.000				0.375				0.571				0.625				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	4	1	0	10
4:15 PM	0	0	2	0	0	0	1	0	0	4	0	0	2	8	1	0	18
4:30 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	6	1	0	14
4:45 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	5	0	0	12
5:00 PM	0	0	1	0	1	0	0	0	0	5	0	0	0	4	1	0	12
5:15 PM	0	0	0	0	1	0	0	0	0	7	0	0	0	2	0	0	10
5:30 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	2	0	0	8
5:45 PM	0	1	0	0	0	1	0	0	0	2	0	0	0	0	1	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	2	3	0	8	3	4	0	3	84	8	0	3	87	11	0	219
PEAK HR :	04:15 PM - 05:15 PM																
PEAK HR VOL :	0	0	3	0	1	0	1	0	0	21	2	0	2	23	3	0	56
PEAK HR FACTOR :	0.00	0.000	0.375	0.000	0.250	0.000	0.250	0.000	0.000	0.875	0.500	0.000	0.250	0.719	0.750	0.000	0.778
	0.375				0.500				0.821				0.636				

INTERSECTION VOLUME SHEET

Greenwald Way

&

Osceola Pkwy

Weekday AM Peak Hour 08:00 AM - 09:00 AM	Greenwald Way						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	60	75	38	75	24	27	63	728	68	69	944	265
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	2%	0%	0%	5%	0%	7%	0%	5%	3%	3%	6%	4%
Peak Hour Factor	0.82			0.77			0.94			0.90		
Existing Volume (2019)	61	77	39	77	24	28	64	743	69	70	963	270

Weekday Mid-Day Peak Hour 12:00 PM - 01:00 PM	Greenwald Way						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	141	125	139	220	103	69	78	816	187	135	981	296
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	1%	1%	1%	0%	2%	1%	0%	4%	1%	2%	4%	1%
Peak Hour Factor	0.97			0.88			0.92			0.94		
Existing Volume (2019)	144	128	142	224	105	70	80	832	191	138	1,001	302

Weekday PM Peak Hour 04:15 PM - 05:15 PM	Greenwald Way						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	123	105	82	238	88	73	93	1,166	160	111	1,161	282
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	0%	0%	4%	0%	0%	1%	0%	2%	1%	2%	2%	1%
Peak Hour Factor	0.88			0.86			0.95			0.95		
Existing Volume (2019)	125	107	84	243	90	74	95	1,189	163	113	1,184	288

National Data & Surveying Services Intersection Turning Movement Count

Location: Centerview Blvd & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-006
 Date: 5/23/2019

HT

NS/EW Streets:	Centerview Blvd				Centerview Blvd				Osceola Pkwy				Osceola Pkwy							
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
7:00 AM	1	1	2	0	0	0	1	0	1	3	0	0	0	14	0	0				
7:15 AM	0	0	2	0	0	0	0	0	1	5	1	0	0	9	0	0				
7:30 AM	0	0	2	0	1	0	0	0	0	2	1	0	0	16	0	1				
7:45 AM	0	0	2	0	0	0	1	0	0	9	0	0	2	17	0	0				
8:00 AM	1	0	1	0	0	0	1	0	1	11	0	0	0	12	0	0				
8:15 AM	0	0	0	0	0	1	2	0	1	9	0	0	0	12	0	0				
8:30 AM	0	1	2	0	0	0	0	0	1	10	0	0	1	22	0	0				
8:45 AM	0	0	2	0	1	0	1	0	1	8	0	0	2	16	0	0				
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :	11.76%	11.76%	76.47%	0.00%	22.22%	11.11%	66.67%	0.00%	9.23%	87.69%	3.08%	0.00%	4.03%	95.16%	0.00%	0.81%				
PEAK HR :	08:00 AM - 09:00 AM																TOTAL			
PEAK HR VOL :	1	1	5	0	1	1	4	0	4	38	0	0	3	62	0	0	120			
PEAK HR FACTOR :	0.250	0.250	0.625	0.000	0.250	0.250	0.500	0.000	1.000	0.864	0.000	0.000	0.375	0.705	0.000	0.000	0.811			
	0.583				0.500				0.875				0.707							
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
11:00 AM	0	0	0	0	0	1	0	0	0	7	0	0	3	16	0	0				
11:15 AM	0	0	1	0	0	0	0	0	1	10	0	0	1	5	0	0				
11:30 AM	0	0	1	0	0	0	0	0	0	5	0	0	0	6	0	0				
11:45 AM	0	0	2	0	0	0	1	0	0	16	0	0	1	10	0	0				
12:00 PM	2	0	0	0	0	0	0	0	0	12	0	0	1	8	0	0				
12:15 PM	0	0	1	0	0	0	1	0	0	11	0	0	0	17	0	0				
12:30 PM	0	0	1	0	0	0	0	0	0	5	0	0	0	5	0	0				
12:45 PM	0	0	2	0	0	0	0	0	0	5	0	0	0	12	0	0				
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :	20.00%	0.00%	80.00%	0.00%	0.00%	33.33%	66.67%	0.00%	1.39%	98.61%	0.00%	0.00%	7.06%	92.94%	0.00%	0.00%				
PEAK HR :	12:00 PM - 01:00 PM																TOTAL			
PEAK HR VOL :	2	0	4	0	0	0	1	0	0	33	0	0	1	42	0	0	83			
PEAK HR FACTOR :	0.25	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.688	0.000	0.000	0.250	0.618	0.000	0.000	0.692			
	0.750				0.250				0.688				0.632							
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
4:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0				
4:15 PM	1	0	1	0	0	0	0	0	0	6	0	0	1	10	0	0				
4:30 PM	1	0	0	0	0	1	1	0	0	3	0	0	0	4	0	0				
4:45 PM	0	0	1	0	0	0	0	0	0	5	0	0	0	7	0	0				
5:00 PM	1	1	0	0	0	0	1	0	2	7	0	0	0	2	0	0				
5:15 PM	0	1	1	0	0	0	0	0	1	6	0	0	0	2	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0				
5:45 PM	0	1	0	0	0	0	1	0	1	3	0	0	0	0	0	0				
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :	37.50%	31.25%	31.25%	0.00%	14.29%	14.29%	71.43%	0.00%	9.68%	90.32%	0.00%	0.00%	6.19%	91.75%	0.00%	2.06%				
PEAK HR :	03:45 PM - 04:45 PM																TOTAL			
PEAK HR VOL :	2	1	1	0	1	1	1	0	0	19	0	0	2	28	0	0	56			
PEAK HR FACTOR :	0.50	0.250	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.792	0.000	0.000	0.500	0.700	0.000	0.000	0.737			
	0.500				0.375				0.792				0.682							

INTERSECTION VOLUME SHEET

Centerview Blvd

&

Osceola Pkwy

Weekday AM Peak Hour 08:00 AM - 09:00 AM	Centerview Blvd						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	43	95	195	18	53	101	93	742	31	158	1,118	25
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	2%	1%	3%	6%	2%	4%	5%	5%	0%	2%	6%	0%
Peak Hour Factor	0.87			0.86			0.96			0.90		
Existing Volume (2019)	44	97	199	18	54	103	95	757	32	161	1,140	26

Weekday Mid-Day Peak Hour 12:00 PM - 01:00 PM	Centerview Blvd						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	70	138	232	64	114	256	273	856	55	295	1,079	39
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	3%	0%	2%	0%	0%	0%	0%	4%	0%	0%	4%	0%
Peak Hour Factor	0.85			0.89			0.92			0.96		
Existing Volume (2019)	71	141	237	65	116	261	278	873	56	301	1,101	40

Weekday PM Peak Hour 03:45 PM - 04:45 PM	Centerview Blvd						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	70	143	228	64	164	292	284	1,122	52	305	1,197	31
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	3%	1%	0%	2%	1%	0%	0%	2%	0%	1%	2%	0%
Peak Hour Factor	0.85			0.82			0.95			0.95		
Existing Volume (2019)	71	146	233	65	167	298	290	1,144	53	311	1,221	32

National Data & Surveying Services Intersection Turning Movement Count

Location: Orange Blossom Trail/US 441 & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-007
 Date: 5/23/2019

Total

NS/EW Streets:	Orange Blossom Trail/US 441				Orange Blossom Trail/US 441				Osceola Pkwy				Osceola Pkwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	31	227	87	0	25	111	13	0	29	109	27	1	68	176	59	2	965
7:15 AM	53	252	108	0	18	116	8	0	37	142	58	0	100	223	70	2	1187
7:30 AM	36	223	99	0	45	159	18	0	48	164	76	0	145	267	118	1	1399
7:45 AM	67	271	76	0	39	199	15	0	51	143	70	1	126	211	79	0	1348
8:00 AM	51	187	80	0	51	132	22	0	45	169	50	2	121	233	85	1	1229
8:15 AM	52	184	74	0	33	139	16	0	40	136	36	0	118	250	87	0	1165
8:30 AM	51	247	78	1	53	141	31	0	54	133	38	1	125	250	95	2	1300
8:45 AM	58	209	96	0	67	188	23	0	41	150	39	2	122	260	75	3	1333
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	399	1800	698	1	331	1185	146	0	345	1146	394	7	925	1870	668	11	9926
APPROACH %'s :	13.77%	62.11%	24.09%	0.03%	19.92%	71.30%	8.78%	0.00%	18.23%	60.57%	20.82%	0.37%	26.63%	53.83%	19.23%	0.32%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	207	933	363	0	153	606	63	0	181	618	254	3	492	934	352	4	5163
PEAK HR FACTOR :	0.772	0.861	0.840	0.000	0.750	0.761	0.716	0.000	0.887	0.914	0.836	0.375	0.848	0.875	0.746	0.500	0.923
	0.908				0.812				0.917				0.839				
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	67	136	71	0	60	122	34	0	31	182	47	1	76	202	69	5	1103
11:15 AM	56	168	85	0	71	143	30	0	26	179	44	4	75	212	59	0	1152
11:30 AM	73	158	71	1	46	138	22	0	31	199	55	2	106	228	66	3	1199
11:45 AM	70	144	83	2	55	131	32	0	38	199	40	5	92	286	58	3	1238
12:00 PM	107	184	72	1	86	138	47	0	34	193	56	5	93	259	70	1	1346
12:15 PM	66	189	91	0	79	153	36	0	37	190	58	6	100	218	87	1	1311
12:30 PM	52	155	82	2	51	175	48	0	40	206	58	3	103	256	80	7	1318
12:45 PM	72	135	78	1	88	177	27	1	42	222	51	7	97	258	72	3	1331
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	563	1269	633	7	536	1177	276	1	279	1570	409	33	742	1919	561	23	9998
APPROACH %'s :	22.78%	51.33%	25.61%	0.28%	26.93%	59.15%	13.87%	0.05%	12.18%	68.53%	17.85%	1.44%	22.87%	59.14%	17.29%	0.71%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	297	663	323	4	304	643	158	1	153	811	223	21	393	991	309	12	5306
PEAK HR FACTOR :	0.694	0.877	0.887	0.500	0.864	0.908	0.823	0.250	0.911	0.913	0.961	0.750	0.954	0.957	0.888	0.429	0.986
	0.884				0.944				0.938				0.956				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	71	173	123	0	84	194	51	0	26	281	59	3	143	314	102	4	1628
4:15 PM	84	174	118	3	115	268	58	1	41	243	72	5	119	263	61	1	1626
4:30 PM	50	151	87	1	85	221	39	0	33	276	59	4	144	281	67	5	1503
4:45 PM	74	169	113	0	105	269	60	0	27	266	50	3	112	208	76	3	1535
5:00 PM	52	185	124	0	95	212	45	0	23	282	54	1	145	301	63	2	1584
5:15 PM	61	224	109	0	119	234	27	0	35	228	57	1	126	213	73	0	1507
5:30 PM	50	158	100	2	95	221	45	0	35	275	76	0	141	286	88	1	1573
5:45 PM	74	214	88	0	122	293	49	0	31	240	54	4	98	225	72	1	1565
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	1077	2695	1562	12	1578	3689	744	3	565	4080	935	42	1972	4175	1151	33	24313
APPROACH %'s :	20.15%	50.41%	29.22%	0.22%	26.24%	61.34%	12.37%	0.05%	10.05%	72.57%	16.63%	0.75%	26.90%	56.95%	15.70%	0.45%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	328	721	457	3	391	893	194	1	149	1024	244	14	482	1104	324	10	6339
PEAK HR FACTOR :	0.745	0.808	0.929	0.250	0.821	0.833	0.836	0.250	0.828	0.911	0.847	0.700	0.843	0.879	0.794	0.625	0.973
	0.854				0.837				0.954				0.853				

National Data & Surveying Services Intersection Turning Movement Count

Location: Orange Blossom Trail/US 441 & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-007
 Date: 5/23/2019

HT

NS/EW Streets:	Orange Blossom Trail/US 441				Orange Blossom Trail/US 441				Osceola Pkwy				Osceola Pkwy					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	2	3	3	0	0	2	0	0	0	0	6	1	0	12	8	1	0	38
7:15 AM	1	2	1	0	1	2	1	0	2	6	0	0	3	10	3	0	32	
7:30 AM	1	10	1	0	1	5	0	0	1	4	1	0	5	19	1	0	49	
7:45 AM	5	2	3	0	5	6	0	0	1	10	1	0	6	11	2	0	52	
8:00 AM	1	4	3	0	1	5	4	0	1	7	2	0	7	9	0	0	44	
8:15 AM	0	7	4	0	1	2	0	0	0	7	0	0	5	19	6	0	51	
8:30 AM	2	12	3	0	6	3	3	0	3	10	0	0	1	14	5	0	62	
8:45 AM	0	5	2	0	3	13	3	0	3	8	0	0	4	16	3	0	60	
TOTAL VOLUMES :	12	45	20	0	18	38	11	0	11	58	5	0	43	106	21	0	388	
APPROACH %'s :	15.58%	58.44%	25.97%	0.00%	26.87%	56.72%	16.42%	0.00%	14.86%	78.38%	6.76%	0.00%	25.29%	62.35%	12.35%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	8	18	8	0	8	18	5	0	5	27	4	0	21	49	6	0	177	
PEAK HR FACTOR :	0.400	0.450	0.667	0.000	0.400	0.750	0.313	0.000	0.625	0.675	0.500	0.000	0.750	0.645	0.500	0.000	0.851	
	0.708				0.705				0.750				0.760					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
11:00 AM	2	3	7	0	0	7	1	0	2	3	1	0	7	18	4	0	55	
11:15 AM	0	0	0	0	2	5	2	0	0	8	4	0	4	3	1	0	29	
11:30 AM	2	5	5	0	1	3	2	0	0	6	0	0	3	6	0	0	33	
11:45 AM	1	8	4	0	0	4	1	0	3	12	2	0	4	9	2	1	51	
12:00 PM	1	4	3	0	2	2	2	0	0	7	4	0	7	6	1	0	39	
12:15 PM	2	4	3	0	1	2	4	0	2	9	0	0	2	8	2	0	39	
12:30 PM	1	6	5	0	1	11	0	0	2	4	4	0	5	4	2	0	45	
12:45 PM	0	2	4	0	3	4	0	0	1	5	1	0	4	13	1	0	38	
TOTAL VOLUMES :	9	32	31	0	10	38	12	0	10	54	16	0	36	67	13	1	329	
APPROACH %'s :	12.50%	44.44%	43.06%	0.00%	16.67%	63.33%	20.00%	0.00%	12.50%	67.50%	20.00%	0.00%	30.77%	57.26%	11.11%	0.85%		
PEAK HR :	12:00 PM - 01:00 PM																TOTAL	
PEAK HR VOL :	4	16	15	0	7	19	6	0	5	25	9	0	18	31	6	0	161	
PEAK HR FACTOR :	0.50	0.667	0.750	0.000	0.583	0.432	0.375	0.000	0.625	0.694	0.563	0.000	0.643	0.596	0.750	0.000	0.894	
	0.729				0.667				0.886				0.764					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	3	8	4	0	3	5	1	0	0	6	0	0	6	1	3	0	40	
4:15 PM	2	4	1	0	6	9	6	0	1	4	1	0	3	2	0	0	39	
4:30 PM	0	1	3	0	1	4	0	0	2	3	1	0	2	5	3	0	25	
4:45 PM	0	7	6	0	2	3	0	0	0	5	1	0	1	5	0	0	30	
5:00 PM	3	1	6	0	1	1	1	0	0	5	0	0	1	3	0	0	22	
5:15 PM	1	3	3	0	3	4	0	0	1	3	0	0	2	1	0	0	21	
5:30 PM	0	1	2	0	2	2	0	0	1	5	1	0	0	2	1	0	17	
5:45 PM	0	2	5	0	0	1	0	0	2	4	0	0	2	1	1	0	18	
TOTAL VOLUMES :	16	78	58	0	21	59	19	0	17	65	10	0	48	62	22	0	475	
APPROACH %'s :	10.53%	51.32%	38.16%	0.00%	21.21%	59.60%	19.19%	0.00%	18.48%	70.65%	10.87%	0.00%	36.36%	46.97%	16.67%	0.00%		
PEAK HR :	03:30 PM - 04:30 PM																TOTAL	
PEAK HR VOL :	5	31	11	0	10	24	7	0	7	19	3	0	20	17	10	0	164	
PEAK HR FACTOR :	0.42	0.775	0.688	0.000	0.417	0.667	0.292	0.000	0.350	0.792	0.375	0.000	0.833	0.531	0.625	0.000	0.891	
	0.783				0.488				0.659				0.653					

INTERSECTION VOLUME SHEET

Orange Blossom Trail/US 441

&

Osceola Pkwy

Weekday AM Peak Hour 07:15 AM - 08:15 AM	Orange Blossom Trail/US 441						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	207	933	363	153	606	63	184	618	254	496	934	352
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	4%	2%	2%	5%	3%	8%	3%	4%	2%	4%	5%	2%
Peak Hour Factor	0.91			0.81			0.92			0.84		
Existing Volume (2019)	211	952	370	156	618	64	188	630	259	506	953	359

Weekday Mid-Day Peak Hour 12:00 PM - 01:00 PM	Orange Blossom Trail/US 441						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	301	663	323	305	643	158	174	811	223	405	991	309
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	1%	2%	5%	2%	3%	4%	3%	3%	4%	5%	3%	2%
Peak Hour Factor	0.88			0.94			0.94			0.96		
Existing Volume (2019)	307	676	329	311	656	161	177	827	227	413	1,011	315

Weekday PM Peak Hour 03:30 PM - 04:30 PM	Orange Blossom Trail/US 441						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	331	721	457	392	893	194	163	1,024	244	492	1,104	324
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	2%	4%	2%	3%	3%	4%	5%	2%	1%	4%	2%	3%
Peak Hour Factor	0.85			0.84			0.95			0.85		
Existing Volume (2019)	338	735	466	400	911	198	166	1,044	249	502	1,126	330

National Data & Surveying Services Intersection Turning Movement Count

Location: Old Dixie Hwy / Bald Cypress Dr & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-008
 Date: 5/23/2019

Total

NS/EW Streets:	Old Dixie Hwy / Bald Cypress Dr				Old Dixie Hwy / Bald Cypress Dr				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	18	0	26	0	4	3	5	0	1	205	8	0	25	320	7	0	622
7:15 AM	23	1	47	0	7	5	8	0	2	229	17	2	27	390	1	4	763
7:30 AM	29	0	57	0	5	4	12	0	1	292	21	0	38	445	1	2	907
7:45 AM	38	1	46	0	5	14	13	1	1	236	39	1	45	414	5	1	860
8:00 AM	30	3	35	0	3	6	4	0	3	247	25	0	51	412	2	4	825
8:15 AM	23	3	31	0	4	3	2	0	4	261	29	2	39	440	2	2	845
8:30 AM	33	2	32	0	4	1	8	0	4	233	27	1	35	447	3	1	831
8:45 AM	22	4	44	0	5	2	7	0	2	255	26	1	49	389	3	4	813
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	216	14	318	0	37	38	59	1	18	1958	192	7	309	3257	24	18	6466
APPROACH %'s :	39.42%	2.55%	58.03%	0.00%	27.41%	28.15%	43.70%	0.74%	0.83%	90.02%	8.83%	0.32%	8.56%	90.27%	0.67%	0.50%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	120	7	169	0	17	27	31	1	9	1036	114	3	173	1711	10	9	3437
PEAK HR FACTOR :	0.789	0.583	0.741	0.000	0.850	0.482	0.596	0.250	0.563	0.887	0.731	0.375	0.848	0.961	0.500	0.563	0.947
	0.860				0.576				0.925				0.979				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	25	1	27	0	0	1	2	0	2	264	30	1	44	339	3	2	741
11:15 AM	29	3	32	0	7	1	4	0	3	307	24	4	27	324	2	4	771
11:30 AM	34	2	29	0	4	3	4	0	4	331	21	5	23	370	4	4	838
11:45 AM	32	1	24	0	3	3	3	0	2	273	31	1	43	399	3	2	820
12:00 PM	44	1	40	0	6	0	3	0	5	295	32	3	32	393	4	1	859
12:15 PM	30	3	34	0	2	2	2	0	4	348	31	4	32	398	0	2	892
12:30 PM	33	0	44	0	3	3	4	0	3	318	21	2	46	394	7	0	878
12:45 PM	29	1	40	0	5	4	4	0	3	318	40	6	37	371	3	3	864
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	256	12	270	0	30	17	26	0	26	2454	230	26	284	2988	26	18	6663
APPROACH %'s :	47.58%	2.23%	50.19%	0.00%	41.10%	23.29%	35.62%	0.00%	0.95%	89.69%	8.41%	0.95%	8.56%	90.11%	0.78%	0.54%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	136	5	158	0	16	9	13	0	15	1279	124	15	147	1556	14	6	3493
PEAK HR FACTOR :	0.773	0.417	0.898	0.000	0.667	0.563	0.813	0.000	0.750	0.919	0.775	0.625	0.799	0.977	0.500	0.500	0.979
	0.879				0.731				0.926				0.964				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	33	4	44	0	4	5	6	0	6	465	40	2	59	446	6	5	1125
4:15 PM	41	3	46	0	1	2	4	0	3	406	35	4	63	421	12	1	1042
4:30 PM	43	2	45	0	7	6	5	0	5	403	42	2	68	395	10	0	1033
4:45 PM	46	6	38	0	4	9	4	0	6	406	57	5	66	381	15	6	1049
5:00 PM	40	5	58	0	6	4	4	0	4	464	34	1	78	451	8	1	1158
5:15 PM	29	5	56	0	9	11	3	0	3	389	41	4	66	411	11	1	1039
5:30 PM	40	2	47	0	1	1	9	0	7	413	60	2	67	437	6	2	1094
5:45 PM	43	3	47	1	6	5	10	0	6	396	72	8	41	366	7	2	1013
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	561	51	720	1	62	64	83	0	89	6400	680	57	931	6684	127	32	16542
APPROACH %'s :	42.09%	3.83%	54.01%	0.08%	29.67%	30.62%	39.71%	0.00%	1.23%	88.57%	9.41%	0.79%	11.98%	85.98%	1.63%	0.41%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	155	18	199	0	20	25	20	0	20	1672	192	12	277	1680	40	10	4340
PEAK HR FACTOR :	0.842	0.750	0.858	0.000	0.556	0.568	0.556	0.000	0.714	0.901	0.800	0.600	0.888	0.931	0.667	0.417	0.937
	0.903				0.707				0.942				0.933				

INTERSECTION VOLUME SHEET

Old Dixie Hwy / Bald Cypress Dr

&

Osceola Pkwy

Weekday AM Peak Hour 07:30 AM - 08:30 AM	Old Dixie Hwy / Bald Cypress Dr						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	120	7	169	18	27	31	12	1,036	114	182	1,711	10
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	12%	0%	9%	0%	0%	0%	0%	4%	7%	9%	4%	0%
Peak Hour Factor	0.86			0.58			0.93			0.98		
Existing Volume (2019)	122	7	172	18	28	32	12	1,057	116	186	1,745	10

Weekday Mid-Day Peak Hour 12:00 PM - 01:00 PM	Old Dixie Hwy / Bald Cypress Dr						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	136	5	158	16	9	13	30	1,279	124	153	1,556	14
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	8%	0%	8%	6%	0%	0%	0%	3%	9%	7%	3%	0%
Peak Hour Factor	0.88			0.73			0.93			0.96		
Existing Volume (2019)	139	5	161	16	9	13	31	1,305	126	156	1,587	14

Weekday PM Peak Hour 04:45 PM - 05:45 PM	Old Dixie Hwy / Bald Cypress Dr						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	155	18	199	20	25	20	32	1,672	192	287	1,680	40
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	0%	0%	2%	0%	0%	0%	0%	2%	4%	2%	1%	0%
Peak Hour Factor	0.90			0.71			0.94			0.93		
Existing Volume (2019)	158	18	203	20	26	20	33	1,705	196	293	1,714	41

National Data & Surveying Services Intersection Turning Movement Count

Location: Orange Ave & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-009
 Date: 5/23/2019

Total

NS/EW Streets:	Orange Ave				Orange Ave				Osceola Pkwy				Osceola Pkwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	41	0	67	0	135	106	0	0	1	324	119	0	793
7:15 AM	0	0	0	0	61	4	86	0	135	134	1	0	2	336	158	2	919
7:30 AM	0	2	2	0	67	1	95	0	145	173	2	1	0	380	152	1	1021
7:45 AM	0	2	0	0	84	2	107	0	155	151	4	1	12	370	159	1	1048
8:00 AM	0	1	1	0	56	2	96	1	112	205	2	0	5	398	149	2	1030
8:15 AM	0	1	0	0	63	5	101	0	100	169	2	0	9	368	120	2	940
8:30 AM	0	2	1	0	50	6	102	1	91	163	4	0	10	380	104	1	915
8:45 AM	1	1	0	0	68	5	89	0	126	201	4	1	13	359	105	1	974
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	9	4	0	490	25	743	2	999	1302	19	3	52	2915	1066	10	7640
APPROACH %'s :	7.14%	64.29%	28.57%	0.00%	38.89%	1.98%	58.97%	0.16%	43.00%	56.05%	0.82%	0.13%	1.29%	72.10%	26.37%	0.25%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	6	3	0	270	10	399	1	512	698	10	2	26	1516	580	6	4039
PEAK HR FACTOR :	0.000	0.750	0.375	0.000	0.804	0.500	0.932	0.250	0.826	0.851	0.625	0.500	0.542	0.952	0.912	0.750	0.964
	0.563				0.881				0.952				0.960				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	2	2	6	0	52	3	75	0	61	249	2	0	4	297	66	1	820
11:15 AM	1	1	7	0	75	5	85	0	58	273	2	2	6	296	90	0	901
11:30 AM	4	4	7	0	95	1	85	0	73	274	1	0	3	321	64	3	935
11:45 AM	3	2	3	0	64	1	71	0	63	224	3	1	6	361	67	2	871
12:00 PM	4	3	4	1	69	1	64	0	56	301	4	3	6	371	83	1	971
12:15 PM	6	1	8	0	73	4	68	0	82	315	1	2	6	341	100	0	1007
12:30 PM	4	0	0	0	51	0	72	0	78	248	2	3	8	336	76	3	881
12:45 PM	3	1	3	0	66	3	76	0	79	296	1	2	6	336	92	2	966
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	27	14	38	1	545	18	596	0	550	2180	16	13	45	2659	638	12	7352
APPROACH %'s :	33.75%	17.50%	47.50%	1.25%	47.02%	1.55%	51.42%	0.00%	19.93%	79.01%	0.58%	0.47%	1.34%	79.28%	19.02%	0.36%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	17	5	15	1	259	8	280	0	295	1160	8	10	26	1384	351	6	3825
PEAK HR FACTOR :	0.708	0.417	0.469	0.250	0.887	0.500	0.921	0.000	0.899	0.921	0.500	0.833	0.813	0.933	0.878	0.500	0.950
	0.633				0.943				0.921				0.958				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	1	3	0	106	2	142	1	97	388	1	0	1	376	77	0	1197
4:15 PM	2	2	2	0	155	0	152	0	114	367	1	2	4	349	92	2	1244
4:30 PM	2	2	6	0	145	1	137	0	87	338	2	0	4	306	78	2	1110
4:45 PM	2	1	4	0	158	0	175	0	121	375	0	0	4	304	75	4	1223
5:00 PM	6	10	4	0	163	1	162	0	87	319	4	0	6	351	99	1	1213
5:15 PM	0	5	8	0	192	4	186	0	124	364	3	0	2	311	81	0	1280
5:30 PM	2	8	13	0	134	3	137	0	88	347	0	1	1	351	90	0	1175
5:45 PM	1	6	9	1	161	3	163	0	108	337	4	0	2	268	91	3	1157
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	26	49	76	1	2143	30	2357	2	1495	5665	23	6	45	5286	1315	26	18545
APPROACH %'s :	17.11%	32.24%	50.00%	0.66%	47.29%	0.66%	52.01%	0.04%	20.80%	78.80%	0.32%	0.08%	0.67%	79.23%	19.71%	0.39%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	10	24	29	0	647	8	660	0	420	1405	7	1	13	1317	345	5	4891
PEAK HR FACTOR :	0.417	0.600	0.558	0.000	0.842	0.500	0.887	0.000	0.847	0.937	0.438	0.250	0.542	0.938	0.871	0.313	0.955
	0.685				0.861				0.924				0.919				

National Data & Surveying Services **Intersection Turning Movement Count**

Location: Orange Ave & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-009
 Date: 5/23/2019

HT

NS/EW Streets:	Orange Ave				Orange Ave				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	2	0	5	0	3	7	0	0	0	14	2	0	33
7:15 AM	0	0	0	0	1	0	10	0	3	7	0	0	0	12	9	0	42
7:30 AM	0	0	0	0	2	0	6	0	5	3	0	0	0	11	2	0	29
7:45 AM	0	0	0	0	4	0	4	0	5	13	0	0	0	14	7	0	47
8:00 AM	0	0	0	0	5	0	1	0	3	10	0	0	0	14	6	0	39
8:15 AM	0	0	0	0	7	0	10	0	0	13	0	0	1	18	10	0	59
8:30 AM	0	0	0	0	3	0	2	0	5	12	0	0	0	17	9	0	48
8:45 AM	0	0	0	0	4	1	3	0	4	10	0	0	0	21	11	0	54
TOTAL VOLUMES :	0	0	0	0	28	1	41	0	28	75	0	0	1	121	56	0	351
APPROACH %'s :					40.00%	1.43%	58.57%	0.00%	27.18%	72.82%	0.00%	0.00%	0.56%	67.98%	31.46%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	18	0	21	0	13	39	0	0	1	57	25	0	174
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.643	0.000	0.525	0.000	0.650	0.750	0.000	0.000	0.250	0.792	0.625	0.000	0.737
					0.574				0.722				0.716				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	0	0	0	0	3	0	6	0	7	7	0	0	0	18	7	0	48
11:15 AM	0	0	0	0	5	0	2	0	2	7	0	0	0	10	8	0	34
11:30 AM	0	0	0	0	6	0	2	0	5	9	0	0	0	5	6	0	33
11:45 AM	0	0	1	0	2	0	2	0	8	6	0	0	0	18	11	0	48
12:00 PM	0	1	0	0	4	0	6	0	6	8	0	0	0	12	7	0	44
12:15 PM	0	0	0	0	3	0	4	0	4	13	0	0	0	7	2	0	33
12:30 PM	0	0	0	0	5	0	3	0	6	7	0	0	1	9	8	0	39
12:45 PM	0	0	0	0	6	0	4	0	1	9	0	0	0	10	5	0	35
TOTAL VOLUMES :	0	1	1	0	34	0	29	0	39	66	0	0	1	89	54	0	314
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	53.97%	0.00%	46.03%	0.00%	37.14%	62.86%	0.00%	0.00%	0.69%	61.81%	37.50%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	18	0	17	0	17	37	0	0	1	38	22	0	151
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.750	0.000	0.708	0.000	0.708	0.712	0.000	0.000	0.250	0.792	0.688	0.000	0.858
		0.250			0.875				0.794				0.803				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	8	0	8	0	4	6	0	0	0	8	5	0	39
4:15 PM	0	0	0	0	2	0	1	0	7	10	0	0	0	3	6	0	29
4:30 PM	0	0	0	0	4	0	5	0	1	1	0	0	0	6	6	0	23
4:45 PM	0	0	0	0	3	0	7	0	5	2	0	0	0	4	2	0	23
5:00 PM	0	0	0	0	2	0	3	0	7	5	0	0	0	0	4	0	21
5:15 PM	0	0	0	0	3	0	1	0	3	7	0	0	0	1	8	0	23
5:30 PM	0	0	0	0	6	0	0	0	4	6	0	0	0	4	5	0	25
5:45 PM	0	0	0	0	2	0	4	0	7	2	0	0	1	0	4	0	20
TOTAL VOLUMES :	1	1	0	0	60	0	58	0	76	72	0	0	1	92	80	0	441
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	50.85%	0.00%	49.15%	0.00%	51.35%	48.65%	0.00%	0.00%	0.58%	53.18%	46.24%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	14	0	11	0	19	20	0	0	0	9	19	0	92
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.583	0.000	0.393	0.000	0.679	0.714	0.000	0.000	0.000	0.563	0.594	0.000	0.920
					0.625				0.813				0.778				

INTERSECTION VOLUME SHEET

Orange Ave

&

Osceola Pkwy

Weekday AM Peak Hour 07:30 AM - 08:30 AM	Orange Ave						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	0	6	3	271	10	399	514	698	10	32	1,516	580
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	#DIV/0!	0%	0%	7%	0%	5%	3%	6%	0%	4%	4%	4%
Peak Hour Factor	0.56			0.88			0.95			0.96		
Existing Volume (2019)	0	6	3	276	10	407	524	712	10	33	1,546	592

Weekday Mid-Day Peak Hour 12:00 PM - 01:00 PM	Orange Ave						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	18	5	15	259	8	280	305	1,160	8	32	1,384	351
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	0%	20%	0%	7%	0%	6%	6%	3%	0%	4%	3%	6%
Peak Hour Factor	0.63			0.94			0.92			0.96		
Existing Volume (2019)	18	5	15	264	8	286	311	1,183	8	33	1,412	358

Weekday PM Peak Hour 04:45 PM - 05:45 PM	Orange Ave						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	10	24	29	647	8	660	421	1,405	7	18	1,317	345
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	0%	0%	0%	2%	0%	2%	5%	1%	0%	0%	1%	6%
Peak Hour Factor	0.68			0.86			0.92			0.92		
Existing Volume (2019)	10	24	30	660	8	673	429	1,433	7	18	1,343	352

National Data & Surveying Services Intersection Turning Movement Count

Location: Michigan Ave & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-010
 Date: 5/23/2019

HT

NS/EW Streets:	Michigan Ave				Michigan Ave				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	1	0	6	0	2	0	3	0	0	8	1	0	2	12	0	0	35
7:15 AM	6	1	4	0	0	0	2	0	0	7	1	0	3	13	0	0	37
7:30 AM	2	0	9	0	1	0	0	0	0	3	2	0	5	14	1	0	37
7:45 AM	2	1	7	0	3	1	0	0	1	15	3	0	5	22	1	0	61
8:00 AM	2	1	8	0	1	0	0	0	1	9	3	0	6	11	0	0	42
8:15 AM	4	0	12	0	1	0	2	0	1	17	2	0	3	25	0	0	67
8:30 AM	4	0	6	0	1	1	1	0	1	10	4	0	4	22	1	0	55
8:45 AM	2	1	5	0	1	2	0	0	0	12	2	0	5	28	1	0	59
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	23	4	57	0	10	4	8	0	4	81	18	0	33	147	4	0	393
	27.38%	4.76%	67.86%	0.00%	45.45%	18.18%	36.36%	0.00%	3.88%	78.64%	17.48%	0.00%	17.93%	79.89%	2.17%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	12	2	33	0	6	2	3	0	4	51	12	0	18	80	2	0	225
PEAK HR FACTOR :	0.750	0.500	0.688	0.000	0.500	0.500	0.375	0.000	1.000	0.750	0.750	0.000	0.750	0.800	0.500	0.000	0.840
	0.734				0.688				0.838				0.893				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	4	0	5	0	3	1	1	0	1	5	1	0	7	17	1	0	46
11:15 AM	3	1	5	0	0	1	1	0	3	8	5	0	6	12	1	0	46
11:30 AM	1	2	6	0	1	0	2	0	0	10	2	0	6	12	1	0	43
11:45 AM	2	0	7	0	1	1	1	0	1	8	4	0	5	29	1	0	60
12:00 PM	0	2	4	0	1	0	2	0	0	8	2	0	6	14	0	0	39
12:15 PM	3	0	4	0	1	1	1	0	3	12	1	0	5	9	0	0	40
12:30 PM	3	0	2	0	0	0	3	0	2	8	2	0	6	8	2	0	36
12:45 PM	1	1	5	0	2	2	3	0	1	11	3	0	8	10	1	0	48
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	17	6	38	0	9	6	14	0	11	70	20	0	49	111	7	0	358
	27.87%	9.84%	62.30%	0.00%	31.03%	20.69%	48.28%	0.00%	10.89%	69.31%	19.80%	0.00%	29.34%	66.47%	4.19%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	6	4	21	0	4	2	6	0	4	38	9	0	22	64	2	0	182
PEAK HR FACTOR :	0.50	0.500	0.750	0.000	1.000	0.500	0.750	0.000	0.333	0.792	0.563	0.000	0.917	0.552	0.500	0.000	0.758
	0.861				1.000				0.797				0.629				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	2	0	7	0	0	0	1	0	1	13	1	0	3	8	0	0	36
4:15 PM	3	1	5	0	1	2	0	0	2	11	0	0	4	7	0	0	36
4:30 PM	4	1	2	0	0	0	0	0	0	5	0	0	2	4	0	0	18
4:45 PM	1	0	1	0	1	1	1	0	0	3	2	0	1	3	1	0	15
5:00 PM	1	0	0	0	0	1	0	0	0	7	0	0	3	4	0	0	16
5:15 PM	1	0	1	0	1	0	0	0	0	7	2	0	7	9	0	0	28
5:30 PM	2	0	4	0	0	0	0	0	0	14	0	0	2	5	1	0	28
5:45 PM	0	1	0	0	2	1	1	0	1	1	0	0	2	5	1	0	15
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	39	7	47	0	12	11	6	0	6	113	13	0	57	128	8	0	447
	41.94%	7.53%	50.54%	0.00%	41.38%	37.93%	20.69%	0.00%	4.55%	85.61%	9.85%	0.00%	29.53%	66.32%	4.15%	0.00%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	14	2	24	0	3	4	2	0	3	36	3	0	16	38	2	0	147
PEAK HR FACTOR :	0.50	0.500	0.750	0.000	0.750	0.500	0.500	0.000	0.375	0.692	0.750	0.000	0.571	0.792	0.250	0.000	0.835
	0.625				0.750				0.700				0.700				

INTERSECTION VOLUME SHEET

Michigan Ave

&

Osceola Pkwy

Weekday AM Peak Hour 07:45 AM - 08:45 AM	Michigan Ave						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	406	190	526	90	145	164	155	527	250	768	1,523	94
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	3%	1%	6%	7%	1%	2%	3%	10%	5%	2%	5%	2%
Peak Hour Factor		0.92			0.94			0.90			0.93	
Existing Volume (2019)	414	194	537	92	148	167	158	538	255	783	1,553	96

Weekday Mid-Day Peak Hour 11:30 AM - 12:30 PM	Michigan Ave						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	385	240	532	223	190	267	342	821	313	606	1,098	85
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	2%	2%	4%	2%	1%	2%	1%	5%	3%	4%	6%	2%
Peak Hour Factor		0.96			0.98			0.90			0.93	
Existing Volume (2019)	393	245	543	227	194	272	349	837	319	618	1,120	87

Weekday PM Peak Hour 03:30 PM - 04:30 PM	Michigan Ave						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	362	214	744	255	236	234	317	1,218	415	711	1,212	100
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	4%	1%	3%	1%	2%	1%	1%	3%	1%	2%	3%	2%
Peak Hour Factor		0.87			0.86			0.97			0.92	
Existing Volume (2019)	369	218	759	260	241	239	323	1,242	423	725	1,236	102

National Data & Surveying Services Intersection Turning Movement Count

Location: Bill Beck Blvd & Osceola Pkwy
 City: Kissimmee
 Control: 2-Way Stop(NB/SB)

Project ID: 19-03377-011
 Date: 5/23/2019

Total

NS/EW Streets:	Bill Beck Blvd				Bill Beck Blvd				Osceola Pkwy				Osceola Pkwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	10	0	7	0	0	0	3	207	1	6	15	488	13	0	753
7:15 AM	5	0	6	0	5	1	2	0	0	275	1	0	11	619	11	1	937
7:30 AM	2	1	10	0	3	2	3	0	3	268	0	3	7	613	22	0	937
7:45 AM	4	0	9	0	6	0	0	0	8	291	3	3	12	622	24	0	982
8:00 AM	0	0	10	0	9	0	1	0	4	301	2	4	16	587	30	0	964
8:15 AM	2	2	12	0	8	0	1	0	9	316	3	8	14	576	27	0	978
8:30 AM	4	0	12	0	12	1	5	0	6	280	1	6	8	580	23	0	938
8:45 AM	2	1	10	0	5	1	4	0	8	304	1	5	5	589	28	0	963
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	22	4	79	0	55	5	16	0	41	2242	12	35	88	4674	178	1	7452
APPROACH %'s :	20.95%	3.81%	75.24%	0.00%	72.37%	6.58%	21.05%	0.00%	1.76%	96.22%	0.52%	1.50%	1.78%	94.60%	3.60%	0.02%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	10	2	43	0	35	1	7	0	27	1188	9	21	50	2365	104	0	3862
PEAK HR FACTOR :	0.625	0.250	0.896	0.000	0.729	0.250	0.350	0.000	0.750	0.940	0.750	0.656	0.781	0.951	0.867	0.000	0.983
PEAK HR FACTOR :	0.859																
PEAK HR FACTOR :	0.597																
PEAK HR FACTOR :	0.926																
PEAK HR FACTOR :	0.957																
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	3	0	11	0	19	0	5	0	8	352	1	5	4	368	25	0	801
11:15 AM	4	0	8	0	17	0	12	0	13	356	1	7	2	391	29	0	840
11:30 AM	2	0	11	0	23	2	5	0	10	408	2	11	5	414	26	1	920
11:45 AM	3	1	9	0	30	1	6	0	13	378	2	12	7	425	34	2	923
12:00 PM	2	0	16	0	30	0	9	0	16	391	0	6	9	434	36	0	949
12:15 PM	0	1	18	0	26	0	11	0	12	427	1	10	11	469	30	0	1016
12:30 PM	1	0	20	0	28	3	12	0	8	355	1	9	5	453	35	0	930
12:45 PM	2	1	21	0	29	1	5	0	16	396	5	15	7	423	34	0	955
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	17	3	114	0	202	7	65	0	96	3063	13	75	50	3377	249	3	7334
APPROACH %'s :	12.69%	2.24%	85.07%	0.00%	73.72%	2.55%	23.72%	0.00%	2.96%	94.33%	0.40%	2.31%	1.36%	91.79%	6.77%	0.08%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	5	2	75	0	113	4	37	0	52	1569	7	40	32	1779	135	0	3850
PEAK HR FACTOR :	0.625	0.500	0.893	0.000	0.942	0.333	0.771	0.000	0.813	0.919	0.350	0.667	0.727	0.948	0.938	0.000	0.947
PEAK HR FACTOR :	0.854																
PEAK HR FACTOR :	0.895																
PEAK HR FACTOR :	0.927																
PEAK HR FACTOR :	0.954																
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	0	17	0	30	0	9	0	6	567	1	8	7	494	29	1	1173
4:15 PM	3	0	24	0	25	1	11	0	14	631	4	10	4	470	33	0	1230
4:30 PM	2	0	22	0	28	2	6	0	5	593	2	9	5	435	30	0	1139
4:45 PM	4	0	17	0	26	2	11	0	12	651	6	10	3	454	29	2	1227
5:00 PM	5	0	27	0	31	1	11	0	8	615	1	5	4	486	25	0	1219
5:15 PM	2	0	21	0	29	0	7	0	8	678	1	7	3	434	33	1	1224
5:30 PM	0	1	22	0	26	0	9	2	4	646	1	8	2	471	21	0	1213
5:45 PM	1	0	17	0	35	0	7	0	9	655	1	9	7	413	26	2	1182
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	38	2	307	0	439	14	125	2	134	9456	29	116	82	7340	468	10	18562
APPROACH %'s :	10.95%	0.58%	88.47%	0.00%	75.69%	2.41%	21.55%	0.34%	1.38%	97.13%	0.30%	1.19%	1.04%	92.91%	5.92%	0.13%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	11	1	87	0	112	3	38	2	32	2590	9	30	12	1845	108	3	4883
PEAK HR FACTOR :	0.550	0.250	0.806	0.000	0.903	0.375	0.864	0.250	0.667	0.955	0.375	0.750	0.750	0.949	0.818	0.375	0.995
PEAK HR FACTOR :	0.773																
PEAK HR FACTOR :	0.901																
PEAK HR FACTOR :	0.959																
PEAK HR FACTOR :	0.955																

National Data & Surveying Services Intersection Turning Movement Count

Location: Bill Beck Blvd & Osceola Pkwy
 City: Kissimmee
 Control: 2-Way Stop(NB/SB)

Project ID: 19-03377-011
 Date: 5/23/2019

HT

NS/EW Streets:	Bill Beck Blvd				Bill Beck Blvd				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	1	0	0	0	0	15	0	0	0	19	1	0	36
7:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	13	1	0	26
7:30 AM	0	0	1	0	0	0	0	0	0	12	0	0	0	23	1	0	37
7:45 AM	1	0	0	0	0	0	0	0	0	25	0	0	0	21	0	0	47
8:00 AM	0	0	1	0	0	0	0	0	0	20	0	0	0	21	1	0	43
8:15 AM	0	0	2	0	0	0	0	0	0	26	0	0	0	27	1	0	56
8:30 AM	0	0	2	0	0	0	0	0	0	18	0	0	0	26	1	0	47
8:45 AM	0	0	0	0	1	0	0	0	1	19	0	0	0	32	0	0	53
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	6	0	2	0	0	0	1	147	0	0	0	182	6	0	345
	14.29%	0.00%	85.71%	0.00%	100.00%	0.00%	0.00%	0.00%	0.68%	99.32%	0.00%	0.00%	0.00%	96.81%	3.19%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																
PEAK HR VOL :	1	0	5	0	0	0	0	0	0	89	0	0	0	95	3	0	193
PEAK HR FACTOR :	0.250	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.856	0.000	0.000	0.000	0.880	0.750	0.000	0.862
	0.750								0.856				0.875				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	1	0	0	15	1	1	0	21	1	0	40
11:15 AM	0	0	1	0	0	0	0	0	1	10	0	1	0	18	1	0	32
11:30 AM	0	0	0	0	1	0	0	0	0	18	0	0	0	18	0	0	37
11:45 AM	0	0	1	0	1	0	1	0	0	13	0	0	0	32	0	0	48
12:00 PM	1	0	0	0	0	0	0	0	0	16	0	0	0	18	1	0	36
12:15 PM	0	0	0	0	1	0	0	0	1	17	0	0	2	16	0	0	37
12:30 PM	0	0	0	0	0	0	0	0	0	14	0	0	1	18	2	0	35
12:45 PM	0	0	0	0	0	0	0	0	1	15	0	1	0	19	0	0	36
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	2	0	3	0	2	0	3	118	1	3	3	160	5	0	301
	33.33%	0.00%	66.67%	0.00%	60.00%	0.00%	40.00%	0.00%	2.40%	94.40%	0.80%	2.40%	1.79%	95.24%	2.98%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																
PEAK HR VOL :	1	0	5	0	1	0	0	0	2	62	0	1	3	71	3	0	144
PEAK HR FACTOR :	0.25	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.912	0.000	0.250	0.375	0.934	0.375	0.000	0.973
	0.250				0.250				0.903				0.917				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	1	0	0	0	0	0	0	0	0	20	0	0	0	11	1	0	33
4:15 PM	0	0	2	0	0	0	1	0	0	18	0	0	0	9	1	0	31
4:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17
4:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	5	1	0	14
5:00 PM	0	0	1	0	0	0	0	0	2	7	0	0	0	6	0	0	16
5:15 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	17	1	0	27
5:30 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	10	0	0	27
5:45 PM	0	0	1	0	0	0	0	0	0	7	0	0	0	6	1	0	15
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	0	6	0	0	0	2	0	2	175	0	0	1	190	10	0	389
	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	1.13%	98.87%	0.00%	0.00%	0.50%	94.53%	4.98%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																
PEAK HR VOL :	0	0	1	0	0	0	0	0	2	41	0	0	0	38	2	0	84
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.603	0.000	0.000	0.000	0.559	0.500	0.000	0.778
	0.250								0.632				0.556				

INTERSECTION VOLUME SHEET

Bill Beck Blvd

&

Osceola Pkwy

Weekday AM Peak Hour 07:45 AM - 08:45 AM	Bill Beck Blvd						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	10	2	43	35	1	7	48	1,188	9	50	2,365	104
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	10%	0%	12%	0%	0%	0%	0%	7%	0%	0%	4%	3%
Peak Hour Factor	0.86			0.60			0.93			0.96		
Existing Volume (2019)	10	2	44	36	1	7	49	1,212	9	51	2,412	106

Weekday Mid-Day Peak Hour 12:00 PM - 01:00 PM	Bill Beck Blvd						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	5	2	75	113	4	37	92	1,569	7	32	1,779	135
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	20%	0%	0%	1%	0%	0%	4%	4%	0%	9%	4%	2%
Peak Hour Factor	0.85			0.90			0.93			0.95		
Existing Volume (2019)	5	2	77	115	4	38	94	1,600	7	33	1,815	138

Weekday PM Peak Hour 04:45 PM - 05:45 PM	Bill Beck Blvd						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	11	1	87	114	3	38	62	2,590	9	15	1,845	108
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	0%	0%	1%	0%	0%	0%	6%	2%	0%	0%	2%	2%
Peak Hour Factor	0.77			0.90			0.96			0.96		
Existing Volume (2019)	11	1	89	116	3	39	63	2,642	9	15	1,882	110

National Data & Surveying Services Intersection Turning Movement Count

Location: Florida's Turnpike/US 91 SB Ramps & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-012
 Date: 5/23/2019

Total

NS/EW Streets:	Florida's Turnpike/US 91 SB Ramps				Florida's Turnpike/US 91 SB Ramps				Osceola Pkwy				Osceola Pkwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	57	0	147	0	0	204	28	0	8	353	0	0	797
7:15 AM	0	0	0	0	53	0	167	0	0	253	26	0	4	466	0	0	969
7:30 AM	0	0	0	0	50	0	148	0	0	253	34	0	6	500	0	0	991
7:45 AM	0	0	0	0	64	0	187	0	0	260	28	0	17	469	0	0	1025
8:00 AM	0	0	0	0	50	0	190	0	0	313	27	0	7	467	0	0	1054
8:15 AM	0	0	0	0	64	0	184	0	0	288	31	0	5	404	0	0	976
8:30 AM	0	0	0	0	52	0	181	0	0	259	37	0	7	454	0	0	990
8:45 AM	0	0	0	0	56	0	185	0	0	289	46	0	8	431	0	0	1015
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	0	0	446	0	1389	0	0	2119	257	0	62	3544	0	0	7817
PEAK HR:	07:30 AM - 08:30 AM				24.31%	0.00%	75.69%	0.00%	0.00%	89.18%	10.82%	0.00%	1.72%	98.28%	0.00%	0.00%	TOTAL
PEAK HR VOL:	0	0	0	0	228	0	709	0	0	1114	120	0	35	1840	0	0	4046
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.891	0.000	0.933	0.000	0.000	0.890	0.882	0.000	0.515	0.920	0.000	0.000	0.960
0.933																	
0.907																	
0.926																	

NS/EW Streets:	Florida's Turnpike/US 91 SB Ramps				Florida's Turnpike/US 91 SB Ramps				Osceola Pkwy				Osceola Pkwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	0	0	0	0	41	0	113	0	0	327	37	0	4	293	0	0	815
11:15 AM	0	0	0	0	38	0	128	0	0	351	35	0	9	292	0	0	853
11:30 AM	0	0	0	0	48	0	112	0	0	396	63	0	10	327	0	0	956
11:45 AM	0	0	0	0	52	0	132	0	0	345	55	0	3	341	0	0	928
12:00 PM	0	0	0	0	53	0	123	0	0	389	39	0	7	353	0	0	964
12:15 PM	0	0	0	0	52	0	138	0	0	428	45	0	6	367	0	0	1036
12:30 PM	0	0	0	0	58	0	141	0	0	380	60	0	5	357	0	2	1003
12:45 PM	0	0	0	0	65	0	141	0	0	356	56	0	7	321	0	0	946
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	0	0	407	0	1028	0	0	2972	390	0	51	2651	0	2	7501
PEAK HR:	12:00 PM - 01:00 PM				28.36%	0.00%	71.64%	0.00%	0.00%	88.40%	11.60%	0.00%	1.89%	98.04%	0.00%	0.07%	TOTAL
PEAK HR VOL:	0	0	0	0	228	0	543	0	0	1553	200	0	25	1398	0	2	3949
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.877	0.000	0.963	0.000	0.000	0.907	0.833	0.000	0.893	0.952	0.000	0.250	0.953
0.936																	
0.927																	
0.955																	

NS/EW Streets:	Florida's Turnpike/US 91 SB Ramps				Florida's Turnpike/US 91 SB Ramps				Osceola Pkwy				Osceola Pkwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	102	0	178	0	0	508	101	0	13	365	0	0	1267
4:15 PM	0	0	0	0	104	0	164	0	0	577	96	0	10	353	0	0	1304
4:30 PM	0	0	0	0	91	1	167	0	0	551	113	0	10	310	0	0	1243
4:45 PM	0	0	0	0	100	0	163	0	0	592	83	0	10	336	0	0	1284
5:00 PM	0	0	0	0	111	0	144	0	0	558	114	0	12	358	0	0	1297
5:15 PM	0	0	0	0	103	0	123	0	0	643	83	0	11	359	0	1	1323
5:30 PM	0	0	0	0	108	0	132	0	0	596	115	0	15	348	0	0	1314
5:45 PM	0	0	0	0	138	0	149	0	0	603	125	0	9	314	0	0	1338
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	0	0	1753	1	2491	0	0	8728	1487	0	174	5417	0	6	20057
PEAK HR:	05:00 PM - 06:00 PM				41.30%	0.02%	58.68%	0.00%	0.00%	85.44%	14.56%	0.00%	3.11%	96.78%	0.00%	0.11%	TOTAL
PEAK HR VOL:	0	0	0	0	460	0	548	0	0	2400	437	0	47	1379	0	1	5272
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.833	0.000	0.919	0.000	0.000	0.933	0.874	0.000	0.783	0.960	0.000	0.250	0.985
0.878																	
0.974																	
0.962																	

National Data & Surveying Services Intersection Turning Movement Count

Location: Florida's Turnpike/US 91 SB Ramps & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-012
 Date: 5/23/2019

HT

NS/EW Streets:	Florida's Turnpike/US 91 SB Ramps				Florida's Turnpike/US 91 SB Ramps				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	3	0	9	0	0	11	5	0	0	10	0	0	38
7:15 AM	0	0	0	0	6	0	5	0	0	10	4	0	1	11	0	0	37
7:30 AM	0	0	0	0	6	0	10	0	0	9	2	0	0	10	0	0	37
7:45 AM	0	0	0	0	5	0	9	0	0	20	5	0	2	16	0	0	57
8:00 AM	0	0	0	0	0	0	11	0	0	17	7	0	0	14	0	0	49
8:15 AM	0	0	0	0	7	0	11	0	0	16	6	0	0	14	0	0	54
8:30 AM	0	0	0	0	1	0	14	0	0	15	11	0	0	14	0	0	55
8:45 AM	0	0	0	0	2	0	11	0	0	11	5	0	0	18	0	0	47
TOTAL VOLUMES :	0	0	0	0	30	0	80	0	0	109	45	0	3	107	0	0	374
APPROACH %'s :					27.27%	0.00%	72.73%	0.00%	0.00%	70.78%	29.22%	0.00%	2.73%	97.27%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	18	0	41	0	0	62	20	0	2	54	0	0	197
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.643	0.000	0.932	0.000	0.000	0.775	0.714	0.000	0.250	0.844	0.000	0.000	0.864
							0.819				0.820				0.778		
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	0	0	0	0	1	0	16	0	0	11	4	0	1	6	0	0	39
11:15 AM	0	0	0	0	3	0	14	0	0	4	3	0	1	5	0	0	30
11:30 AM	0	0	0	0	3	0	10	0	0	14	9	0	0	8	0	0	44
11:45 AM	0	0	0	0	3	0	13	0	0	13	4	0	0	19	0	0	52
12:00 PM	0	0	0	0	5	0	12	0	0	9	2	0	1	7	0	0	36
12:15 PM	0	0	0	0	3	0	10	0	0	16	6	0	0	8	0	0	43
12:30 PM	0	0	0	0	1	0	10	0	0	9	4	0	0	9	0	0	33
12:45 PM	0	0	0	0	3	0	12	0	0	10	5	0	0	9	0	0	39
TOTAL VOLUMES :	0	0	0	0	22	0	97	0	0	86	37	0	3	71	0	0	316
APPROACH %'s :					18.49%	0.00%	81.51%	0.00%	0.00%	69.92%	30.08%	0.00%	4.05%	95.95%	0.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	12	0	44	0	0	44	17	0	1	33	0	0	151
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.600	0.000	0.917	0.000	0.000	0.688	0.708	0.000	0.250	0.917	0.000	0.000	0.878
							0.824				0.693				0.944		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	3	0	5	0	0	14	7	0	0	8	0	0	37
4:15 PM	0	0	0	0	1	0	5	0	0	15	3	0	0	7	0	0	31
4:30 PM	0	0	0	0	1	0	3	0	0	6	3	0	1	6	0	0	20
4:45 PM	0	0	0	0	0	0	3	0	0	5	2	0	0	3	0	0	13
5:00 PM	0	0	0	0	1	0	3	0	0	5	3	0	1	3	0	0	16
5:15 PM	0	0	0	0	1	0	9	0	0	7	2	0	0	9	0	0	28
5:30 PM	0	0	0	0	0	0	2	0	0	11	4	0	0	8	0	0	25
5:45 PM	0	0	0	0	1	0	4	0	0	4	5	0	0	3	0	0	17
TOTAL VOLUMES :	0	0	0	0	25	0	94	0	0	125	56	0	2	107	0	0	409
APPROACH %'s :					21.01%	0.00%	78.99%	0.00%	0.00%	69.06%	30.94%	0.00%	1.83%	98.17%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	18	0	0	27	14	0	1	23	0	0	86
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.750	0.000	0.500	0.000	0.000	0.614	0.700	0.000	0.250	0.639	0.000	0.000	0.768
							0.525				0.683				0.667		

INTERSECTION VOLUME SHEET

Florida's Turnpike/US 91 SB Ramps & Osceola Pkwy

Weekday AM Peak Hour 07:30 AM - 08:30 AM	Florida's Turnpike/US 91 SB Ramps						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	0	0	0	228	0	709	0	1,114	120	35	1,840	0
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	#DIV/0!	#DIV/0!	#DIV/0!	8%	#DIV/0!	6%	#DIV/0!	6%	17%	6%	3%	#DIV/0!
Peak Hour Factor					0.93			0.91			0.93	
Existing Volume (2019)	0	0	0	233	0	723	0	1,136	122	36	1,877	0

Weekday Mid-Day Peak Hour 12:00 PM - 01:00 PM	Florida's Turnpike/US 91 SB Ramps						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	0	0	0	228	0	543	0	1,553	200	27	1,398	0
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	#DIV/0!	#DIV/0!	#DIV/0!	5%	#DIV/0!	8%	#DIV/0!	3%	9%	4%	2%	#DIV/0!
Peak Hour Factor					0.94			0.93			0.96	
Existing Volume (2019)	0	0	0	233	0	554	0	1,584	204	28	1,426	0

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Florida's Turnpike/US 91 SB Ramps						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	0	0	0	460	0	548	0	2,400	437	48	1,379	0
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	#DIV/0!	#DIV/0!	#DIV/0!	1%	#DIV/0!	3%	#DIV/0!	1%	3%	2%	2%	#DIV/0!
Peak Hour Factor					0.88			0.97			0.96	
Existing Volume (2019)	0	0	0	469	0	559	0	2,448	446	49	1,407	0

National Data & Surveying Services Intersection Turning Movement Count

Location: Florida's Turnpike/US 91 NB Ramps & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-013
 Date: 5/23/2019

Total

NS/EW Streets:	Florida's Turnpike/US 91 NB Ramps				Florida's Turnpike/US 91 NB Ramps				Osceola Pkwy				Osceola Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	100	0	11	0	0	0	0	0	114	149	0	1	0	266	98	0	739
7:15 AM	134	0	8	0	0	0	0	0	119	180	0	0	0	353	128	0	922
7:30 AM	154	0	9	0	0	0	0	0	118	189	0	0	0	350	120	0	940
7:45 AM	124	0	14	0	0	0	0	0	135	187	0	1	0	359	76	0	896
8:00 AM	122	0	10	0	0	0	0	0	138	214	0	0	0	335	65	0	884
8:15 AM	108	0	8	0	0	0	0	0	130	233	0	0	0	317	79	0	875
8:30 AM	116	1	9	0	0	0	0	0	110	205	0	0	0	327	77	0	845
8:45 AM	89	0	8	0	0	0	0	0	105	229	0	3	0	347	64	0	845
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	947	1	77	0	0	0	0	0	969	1586	0	5	0	2654	707	0	6946
APPROACH %'s :	92.39%	0.10%	7.51%	0.00%					37.85%	61.95%	0.00%	0.20%	0.00%	78.96%	21.04%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																
PEAK HR VOL :	534	0	41	0	0	0	0	0	510	770	0	1	0	1397	389	0	3642
PEAK HR FACTOR :	0.867	0.000	0.732	0.000	0.000	0.000	0.000	0.000	0.924	0.900	0.000	0.250	0.000	0.973	0.760	0.000	0.969
			0.882							0.910				0.928			
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	44	3	5	0	0	0	0	0	99	287	0	0	0	249	43	0	730
11:15 AM	54	0	7	0	0	0	0	0	121	244	0	0	0	237	40	0	703
11:30 AM	56	1	5	0	0	0	0	0	131	303	0	1	0	296	47	0	840
11:45 AM	71	1	7	0	0	0	0	0	112	296	0	0	0	278	48	0	813
12:00 PM	81	0	6	0	0	0	0	0	139	298	0	0	0	273	46	0	843
12:15 PM	54	0	8	0	0	0	0	0	116	368	0	0	0	318	42	0	906
12:30 PM	80	0	11	0	0	0	0	0	119	308	0	0	0	278	43	0	839
12:45 PM	49	0	7	0	0	0	0	0	104	336	0	0	0	288	48	0	832
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	489	5	56	0	0	0	0	0	941	2440	0	1	0	2217	357	0	6506
APPROACH %'s :	88.91%	0.91%	10.18%	0.00%					27.82%	72.15%	0.00%	0.03%	0.00%	86.13%	13.87%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																
PEAK HR VOL :	264	0	32	0	0	0	0	0	478	1310	0	0	0	1157	179	0	3420
PEAK HR FACTOR :	0.815	0.000	0.727	0.000	0.000	0.000	0.000	0.000	0.860	0.890	0.000	0.000	0.000	0.910	0.932	0.000	0.944
			0.813							0.924				0.928			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	49	0	10	0	0	0	0	0	162	454	0	0	0	302	37	0	1014
4:15 PM	50	0	9	0	0	0	0	0	140	533	0	0	0	336	63	0	1131
4:30 PM	33	0	11	0	0	0	0	0	181	477	0	0	0	264	50	0	1016
4:45 PM	51	0	5	0	0	0	0	0	122	543	0	0	0	311	48	0	1080
5:00 PM	84	0	13	0	0	0	0	0	174	504	0	0	0	268	63	0	1106
5:15 PM	86	0	11	0	0	0	0	0	153	577	0	0	0	304	50	0	1181
5:30 PM	93	0	13	0	0	0	0	0	187	532	0	2	0	260	41	0	1128
5:45 PM	40	0	15	0	0	0	0	0	120	614	0	0	0	289	36	0	1114
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	971	1	124	0	0	0	0	0	2225	8248	0	7	0	4609	703	0	16888
APPROACH %'s :	88.59%	0.09%	11.31%	0.00%					21.23%	78.70%	0.00%	0.07%	0.00%	86.77%	13.23%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																
PEAK HR VOL :	303	0	52	0	0	0	0	0	634	2227	0	2	0	1121	190	0	4529
PEAK HR FACTOR :	0.815	0.000	0.867	0.000	0.000	0.000	0.000	0.000	0.848	0.907	0.000	0.250	0.000	0.922	0.754	0.000	0.959
			0.837							0.975				0.926			

National Data & Surveying Services Intersection Turning Movement Count

Location: Florida's Turnpike/US 91 NB Ramps & Osceola Pkwy
 City: Kissimmee
 Control: Signalized

Project ID: 19-03377-013
 Date: 5/23/2019

HT

NS/EW Streets:	Florida's Turnpike/US 91 NB Ramps				Florida's Turnpike/US 91 NB Ramps				Osceola Pkwy				Osceola Pkwy					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
7:15 AM	6	0	0	0	0	0	0	0	7	8	0	0	0	4	0	0	0	27
7:30 AM	6	0	0	0	0	0	0	0	9	5	0	0	0	6	1	0	0	32
7:45 AM	10	0	0	0	0	0	0	0	16	8	0	0	0	5	0	0	0	39
8:00 AM	8	0	1	0	0	0	0	0	15	1	0	0	0	2	0	0	0	27
8:15 AM	12	0	0	0	0	0	0	0	14	12	0	0	0	6	0	0	0	44
8:30 AM	9	0	0	0	0	0	0	0	9	3	0	0	0	4	0	0	0	25
8:45 AM	13	0	0	0	0	0	0	0	6	10	0	0	0	5	0	0	0	34
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	72	0	1	0	0	0	0	0	85	54	0	0	0	38	3	0	253	
PEAK HR :	07:15 AM - 08:15 AM																	
PEAK HR VOL :	32	0	1	0	0	0	0	0	49	21	0	0	0	19	3	0	125	
PEAK HR FACTOR :	0.800	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.766	0.656	0.000	0.000	0.000	0.792	0.375	0.000	0.801	
	0.825 0.729 0.688																	
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	7	0	0	0	0	0	0	0	5	8	0	0	0	3	0	0	23	
11:30 AM	3	0	1	0	0	0	0	0	6	2	0	0	0	2	2	0	16	
11:45 AM	3	0	0	0	0	0	0	0	13	2	0	0	0	3	3	0	24	
12:00 PM	15	0	0	0	0	0	0	0	10	6	0	0	0	4	0	0	35	
12:15 PM	6	0	0	0	0	0	0	0	11	5	0	0	0	2	1	0	25	
12:30 PM	2	0	0	0	0	0	0	0	8	8	0	0	0	7	0	0	25	
12:45 PM	5	0	2	0	0	0	0	0	8	3	0	0	0	5	0	0	23	
	4	0	0	0	0	0	0	0	9	3	0	0	0	3	3	0	22	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	45	0	3	0	0	0	0	0	70	37	0	0	0	29	9	0	193	
PEAK HR :	12:00 PM - 01:00 PM																	
PEAK HR VOL :	17	0	2	0	0	0	0	0	36	19	0	0	0	17	4	0	95	
PEAK HR FACTOR :	0.71	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.818	0.594	0.000	0.000	0.000	0.607	0.333	0.000	0.950	
	0.679 0.859 0.750																	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	3	0	0	0	0	0	0	0	12	3	0	0	0	3	1	0	22	
4:30 PM	3	0	0	0	0	0	0	0	9	8	0	0	0	4	1	0	25	
4:45 PM	1	0	0	0	0	0	0	0	2	7	0	0	0	5	0	0	15	
5:00 PM	0	0	0	0	0	0	0	0	2	3	0	0	0	4	3	0	12	
5:15 PM	2	0	0	0	0	0	0	0	1	5	0	0	0	2	3	0	13	
5:30 PM	7	0	0	0	0	0	0	0	5	3	0	0	0	3	0	0	18	
5:45 PM	4	0	0	0	0	0	0	0	7	3	0	0	0	3	0	0	17	
	0	0	0	0	0	0	0	0	1	5	0	0	0	3	0	0	9	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	53	0	1	0	0	0	0	0	90	60	0	0	0	55	19	0	278	
PEAK HR :	05:00 PM - 06:00 PM																	
PEAK HR VOL :	13	0	0	0	0	0	0	0	14	16	0	0	0	11	3	0	57	
PEAK HR FACTOR :	0.46	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.800	0.000	0.000	0.000	0.917	0.250	0.000	0.792	
	0.464 0.750 0.700																	

INTERSECTION VOLUME SHEET

Florida's Turnpike/US 91 NB Ramps & Osceola Pkwy

Weekday AM Peak Hour 07:15 AM - 08:15 AM	Florida's Turnpike/US 91 NB Ramps						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	534	0	41	0	0	0	511	770	0	0	1,397	389
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	6%	#DIV/0!	2%	#DIV/0!	#DIV/0!	#DIV/0!	10%	3%	#DIV/0!	#DIV/0!	1%	1%
Peak Hour Factor	0.88						0.91			0.93		
Existing Volume (2019)	545	0	42	0	0	0	521	785	0	0	1,425	397

Weekday Mid-Day Peak Hour 12:00 PM - 01:00 PM	Florida's Turnpike/US 91 NB Ramps						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	264	0	32	0	0	0	478	1,310	0	0	1,157	179
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	6%	#DIV/0!	6%	#DIV/0!	#DIV/0!	#DIV/0!	8%	1%	#DIV/0!	#DIV/0!	1%	2%
Peak Hour Factor	0.81						0.92			0.93		
Existing Volume (2019)	269	0	33	0	0	0	488	1,336	0	0	1,180	183

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Florida's Turnpike/US 91 NB Ramps						Osceola Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	303	0	52	0	0	0	636	2,227	0	0	1,121	190
Seasonal Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Heavy Vehicle	4%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	2%	1%	#DIV/0!	#DIV/0!	1%	2%
Peak Hour Factor	0.84						0.98			0.93		
Existing Volume (2019)	309	0	53	0	0	0	649	2,272	0	0	1,143	194



APPENDIX C
Raw Travel Time and Delay Data

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION				GENERAL INFORMATION			
Roadway ID:	<u>W Osceola Pkwy</u>			Analyst/Observer:	<u>MAH</u>		
Site:	<u>Flora Blvd through Florida's Turnpike (Eastbound)</u>			Agency or Company:	<u>Kimley-Horn</u>		
City:	<u>Kissimmee</u>			Date:	<u>Wednesday, May 22nd, 2019</u>		
County:	<u>Osceola</u>			Time Period:	From: <u>7:00 AM</u>	To: <u>9:00 AM</u>	
Milepost (MP):	BMP: <u>0.000</u>	EMP: <u>3.580</u>		Weather/Road Condition:	<u>Clear, dry</u>		
Posted Speed (mph):	<u>55 mph before Thacker Ave, 45 mph after</u>			Remarks:			

DELAY CODES		TS = TRAFFIC SIGNAL		SS = STOP SIGN		LT = LEFT TURNS		P=PARKING CARS										
		PED = PEDESTRIANS		I = INCIDENT		B = BUS STOPPING		C = CONGESTION										
		OTHER: 																
CONTROL PT	0	DELAY		1	DELAY		2	DELAY		3	DELAY		4	DELAY		5		
LOCATION	Flora Blvd.			Dyer Blvd.			Thacker			John Young			Greenwald			Centerview		
MP		Sec.	Cause	0.270	Sec.	Cause	0.670	Sec.	Cause	0.950	Sec.	Cause	1.170	Sec.	Cause	1.450		
R U N N U M B E R	1	Time		Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)		
				26			59			82			102			126		
		8:46 AM		Lapse (s)					Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				26			33			23			20			24		
	2	Time	44	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)	
					65			99			120			135			154	
		7:28 AM		Lapse (s)					Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				65			34			21			15			19		
	3	Time	90	TS	Cum Time (s)	12	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)	
					122			176			203			224			245	
		7:48 AM		Lapse (s)					Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				122			54			27			21			21		
	4	Time	96	TS	Cum Time (s)	20	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)	
					126			186			215			234			254	
		8:07 AM		Lapse (s)					Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				126			60			29			19			20		
	5	Time	87	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)	
					118			152			180			191			212	
		8:27 AM		Lapse (s)					Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				118			34			28			11			21		
	6	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)	
				Lapse (s)					Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				0			0			0			0			0		

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION								GENERAL INFORMATION									
Roadway ID:	<u>W Osceola Pkwy</u>							Analyst/Observer:	<u>MAH</u>								
Site:	<u>Flora Blvd through Florida's Turnpike (Eastbound)</u>							Agency or Company:	<u>Kimley-Horn</u>								
City:	<u>Kissimmee</u>							Date:	<u>Wednesday, May 22nd, 2019</u>								
County:	<u>Osceola</u>							Time Period:	From:	<u>7:00 AM</u>			To:	<u>9:00 AM</u>			
Milepost (MP):	BMP:	<u>0.000</u>		EMP:	<u>3.580</u>			Weather/Road Condition:	<u>Clear, dry</u>								
Posted Speed (mph):	<u>55 mph before Thacker Ave, 45 mph after</u>											Remarks:					

DELAY CODES		TS = TRAFFIC SIGNAL			SS = STOP SIGN			LT = LEFT TURNS			P=PARKING CARS						
		PED = PEDESTRIANS			I = INCIDENT			B = BUS STOPPING			C = CONGESTION						
OTHER:																	
CONTROL PT	LOCATION	DELAY		5	DELAY		6	DELAY		7	DELAY		8	DELAY		9	
		Sec.	Cause	Centerview	Sec.	Cause	Or. Bl. Tr	Sec.	Cause	Bald Cy.	Sec.	Cause	S Orange	Sec.	Cause	Michigan	
MP		Sec.	Cause	1.450	Sec.	Cause	2.020	Sec.	Cause	2.440	Sec.	Cause	2.720	Sec.	Cause	3.060	
R U N N U M B E R	1	Time		Cum Time (s)			Cum Time (s)			Cum Time (s)	18	TS	Cum Time (s)	16	TS	Cum Time (s)	
				126			297			337			422			471	
			7:13 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				19			171			40			85			49	
	2	Time			Cum Time (s)	5	C	Cum Time (s)			Cum Time (s)	2	C	Cum Time (s)	100	TS	Cum Time (s)
					154			218			259	4	TS	308			425
			7:28 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				19			64			41			49			117	
	3	Time			Cum Time (s)	118	TS	Cum Time (s)			Cum Time (s)	55	TS	Cum Time (s)			Cum Time (s)
					245			417			453			532			566
			7:48 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				21			172			36			79			34	
	4	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)	33	TS	Cum Time (s)	26	TS	Cum Time (s)
					254			293			323			369			452
			8:07 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				20			39			30			46			83	
	5	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)	57	TS	Cum Time (s)	83	TS	Cum Time (s)
					212			254			285			369			489
			8:27 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				21			42			31			84			120	
	6	Time			Cum Time (s)	119	TS	Cum Time (s)			Cum Time (s)	57	TS	Cum Time (s)	12	TS	Cum Time (s)
			8:46 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				24			0			0			0			0	

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION				GENERAL INFORMATION			
Roadway ID:	<u>W Osceola Pkwy</u>			Analyst/Observer:	<u>MAH</u>		
Site:	<u>Flora Blvd through Florida's Turnpike (Eastbound)</u>			Agency or Company:	<u>Kimley-Horn</u>		
City:	<u>Kissimmee</u>			Date:	<u>Wednesday, May 22nd, 2019</u>		
County:	<u>Osceola</u>			Time Period:	From: <u>7:00 AM</u>	To: <u>9:00 AM</u>	
Milepost (MP):	BMP: <u>0.000</u>	EMP: <u>3.580</u>		Weather/Road Condition:	<u>Clear, dry</u>		
Posted Speed (mph):	<u>55 mph before Thacker Ave, 45 mph after</u>			Remarks:			

DELAY CODES		TS = TRAFFIC SIGNAL			SS = STOP SIGN			LT = LEFT TURNS			P=PARKING CARS						
		PED = PEDESTRIANS			I = INCIDENT			B = BUS STOPPING			C = CONGESTION						
		OTHER: 															
CONTROL PT		DELAY		9	DELAY		10	DELAY		11	DELAY		DELAY				
LOCATION				Michigan			FL TP (SB)			FL TP (NB)							
MP		Sec.	Cause	3.060	Sec.	Cause	3.480	Sec.	Cause	3.580	Sec.	Cause		Sec.	Cause		
R U N N U M B E R	1	Time		Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)	
				471			510			520							
		7:13 AM		Lapse (s)			Lapse (s)			Lapse (s)				Lapse (s)			Lapse (s)
					56			39			10						
	2	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					425			467			477						
		7:28 AM		Lapse (s)			Lapse (s)			Lapse (s)				Lapse (s)			Lapse (s)
					117			42			10						
	3	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					566			597			607						
		7:48 AM		Lapse (s)			Lapse (s)			Lapse (s)				Lapse (s)			Lapse (s)
					34			31			10						
	4	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					452			492			502						
		8:07 AM		Lapse (s)			Lapse (s)			Lapse (s)				Lapse (s)			Lapse (s)
					165			40			10						
	5	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					489			524			534						
		8:27 AM		Lapse (s)			Lapse (s)			Lapse (s)				Lapse (s)			Lapse (s)
					120			35			10						
	6	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
		8:46 AM		Lapse (s)			Lapse (s)			Lapse (s)				Lapse (s)			Lapse (s)
					49			0			0						

TRAVEL TIME AND DELAY STUDY FIELD SUMMARY

SITE INFORMATION

GENERAL INFORMATION

Roadway ID: W Osceola Pkwy
 Site: Flora Blvd through Florida's Turnpike (Eastbound)
 City: Kissimmee
 County: Osceola
 Milepost (MP): BMP: 0.000 EMP: 3.580
 Posted Speed (mph): 55 mph before Thacker Ave, 45 mph after

Analyst/Observer: MAH
 Agency or Company: Kimley-Horn
 Date: Wednesday, May 22nd, 2019
 Time Period From: 7:00 AM To: 9:00 AM
 Weather/Road Condition: Clear, dry
 Remarks:

Sheet **1** of **1**

CONTROL POINT	TRIP LENGTH (MILES)	RUN NUMBER (Travel Time and Delay in seconds)												AVG. TRAVEL TIME (ATT)	AVG. TRAVEL SPEED (ATS)	AVG. DELAY (AD)	AVG. RUNNING TIME (ART)	AVG. RUNNING SPEED (ARS)
		1		2		3		4		5		6						
		Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay					
0	0.270	26	0	65	44	122	90	126	96	118	87			91.4	10.6	63.4	28.0	34.7
1																		
1	0.400	33	0	34	0	54	12	60	20	34	0			43.0	33.5	6.4	36.6	39.3
2																		
2	0.280	23	0	21	0	27	0	29	0	28	0			25.6	39.4	0.0	25.6	39.4
3																		
3	0.220	24	0	15	0	21	0	20	0	21	0			20.2	39.2	0.0	20.2	39.2
4																		
4	0.280	24	0	19	0	21	0	20	0	21	0			21.0	48.0	0.0	21.0	48.0
5																		
5	0.570	171	119	64	5	172	118	39	0	42	0			97.6	21.0	48.4	49.2	41.7
6																		
6	0.420	40	0	41	0	36	0	30	0	31	0			35.6	42.5	0.0	35.6	42.5
7																		
7	0.280	85	57	49	6	79	55	46	33	84	57			68.6	14.7	41.6	27.0	37.3
8																		
8	0.340	49	12	117	100	34	0	83	26	120	83			80.6	15.2	44.2	36.4	33.6
9																		
9	0.420	39	0	42	0	31	0	40	0	35	0			37.4	40.4	0.0	37.4	40.4
10																		
10	0.100	10	0	10	0	10	0	10	0	10	0			10.0	36.0	0.0	10.0	36.0
11																		
11																		
12																		
13																		
14																		
TOTAL TRIP LENGTH	3.580	SUM OF TRAVEL TIME AND DELAY PER RUN												TOTAL AVERAGES				
		524	188	477	155	607	275	503	175	544	227			(ATTT)	(ATTS)	(ATTD)	(ATRT)	(ATRS)
RUNNING TIME PER RUN		336		322		332		328		317				531.0	24.3	204.0	327.0	39.4

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION								GENERAL INFORMATION								
Roadway ID:	<u>W Osceola Pkwy</u>							Analyst/Observer:	<u>MAH</u>							
Site:	<u>Flora Blvd through Florida's Turnpike (Westbound)</u>							Agency or Company:	<u>Kimley-Horn</u>							
City:	<u>Kissimmee</u>							Date:	<u>Wednesday, May 22nd, 2019</u>							
County:	<u>Osceola</u>							Time Period:	From:	<u>7:00 AM</u>			To:	<u>9:00 AM</u>		
Milepost (MP):	BMP:	<u>0.000</u>		EMP:	<u>3.460</u>			Weather/Road Condition:	<u>Clear, dry</u>							
Posted Speed (mph):	<u>45 mph before Thacker Ave, 55 mph after</u>															
Remarks: 																

Sheet 1 of 3

DELAY CODES		TS = TRAFFIC SIGNAL				SS = STOP SIGN				LT = LEFT TURNS				P=PARKING CARS			
		PED = PEDESTRIANS				I = INCIDENT				B = BUS STOPPING				C = CONGESTION			
		OTHER: 															
CONTROL PT	11	DELAY		10	DELAY		9	DELAY		8	DELAY		7	DELAY		6	
LOCATION	FL TP (NB)	Sec.	Cause	FL TP (SB)	Sec.	Cause	Michigan	Sec.	Cause	S Orange	Sec.	Cause	Bald Cyp.	Sec.	Cause	Or. Bl. Dr	
MP	0.000			0.100			0.500			0.850			1.130			1.530	
R U N N U M B E R	1	Time		Cum Time (s)	71	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)	6	TS	Cum Time (s)	
				11			128			172			194			241	
		7:00 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					11			117			44			22			47
	2	Time			Cum Time (s)			Cum Time (s)	55	TS	Cum Time (s)			Cum Time (s)	6	TS	Cum Time (s)
					14			49			136			161			209
		7:20 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					14			35			87			25			48
	3	Time			Cum Time (s)			Cum Time (s)	8	TS	Cum Time (s)			Cum Time (s)	93	TS	Cum Time (s)
					14			48			97			122			273
		7:37 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					14			34			49			25			151
	4	Time			Cum Time (s)			Cum Time (s)	67	TS	Cum Time (s)	14	TS	Cum Time (s)			Cum Time (s)
					11			45			142			188			229
		8:00 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					11			34			97			46			41
	5	Time			Cum Time (s)			Cum Time (s)	80	TS	Cum Time (s)			Cum Time (s)	101	TS	Cum Time (s)
					15			56			158			190			329
		8:18 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					15			41			102			32			139
	6	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					13			50			81			102			132
		8:38 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					13			37			31			21			30

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION

GENERAL INFORMATION

Roadway ID: W Osceola Pkwy
 Site: Flora Blvd through Florida's Turnpike (Westbound)
 City: Kissimmee
 County: Osceola
 Milepost (MP): BMP: 0.000 EMP: 3.460
 Posted Speed (mph): 45 mph before Thacker Ave, 55 mph after

Analyst/Observer: MAH
 Agency or Company: Kimley-Horn
 Date: Wednesday, May 22nd, 2019
 Time Period: From: 7:00 AM To: 9:00 AM
 Weather/Road Condition: Clear, dry
 Remarks:

Sheet 2 of 3

DELAY CODES		TS = TRAFFIC SIGNAL		SS = STOP SIGN		LT = LEFT TURNS		P=PARKING CARS								
		PED = PEDESTRIANS		I = INCIDENT		B = BUS STOPPING		C = CONGESTION								
		OTHER: <u></u>														
CONTROL PT		DELAY		6	DELAY		5	DELAY		4	DELAY		3	DELAY		2
LOCATION				Or. Bl. Dr			Centerview			Greenwald			John Young			Thacker
MP		Sec.	Cause	1.530	Sec.	Cause	2.100	Sec.	Cause	2.390	Sec.	Cause	2.590	Sec.	Cause	2.890
R U N N U M B E R	1	Time 7:00 AM		Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)	55	TS	Cum Time (s)
				241			291			312			327			412
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				47			50			21			15			85
	2	Time 7:20 AM		Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				209			254			277			292			315
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				48			45			23			15			23
	3	Time 7:37 AM		Cum Time (s)	12	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				273			336			361			378			402
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				151			63			25			17			24
	4	Time 8:00 AM		Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				229			271			290			303			328
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				41			42			19			13			25
	5	Time 8:18 AM		Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				329			385			410			424			449
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				139			56			25			14			25
	6	Time 8:38 AM		Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)	55	TS	Cum Time (s)
				132			172			194			208			295
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				30			40			22			14			87

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION

GENERAL INFORMATION

Roadway ID: W Osceola Pkwy
 Site: Flora Blvd through Florida's Turnpike (Westbound)
 City: Kissimmee
 County: Osceola
 Milepost (MP): BMP: 0.000 EMP: 3.460
 Posted Speed (mph): 45 mph before Thacker Ave, 55 mph after

Analyst/Observer: MAH
 Agency or Company: Kimley-Horn
 Date: Wednesday, May 22nd, 2019
 Time Period: From: 7:00 AM To: 9:00 AM
 Weather/Road Condition: Clear, dry
 Remarks:

Sheet **3** of **3**

DELAY CODES		TS = TRAFFIC SIGNAL		SS = STOP SIGN		LT = LEFT TURNS		P=PARKING CARS							
		PED = PEDESTRIANS		I = INCIDENT		B = BUS STOPPING		C = CONGESTION							
OTHER:															
CONTROL PT	LOCATION	DELAY		2	DELAY		1	DELAY		0	DELAY		DELAY		
MP		Sec.	Cause	Thacker	Sec.	Cause	Dyer Blvd	Sec.	Cause	Flora Blvd	Sec.	Cause	Sec.	Cause	
R U N N U M B E R	1	Time 7:00 AM		Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)		Cum Time (s)
				412			447			469					
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)		
					85			35			22				
	2	Time 7:20 AM		Cum Time (s)	10	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)		Cum Time (s)
				315			363			384			21		
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)		Lapse (s)
					23			48			21				
	3	Time 7:37 AM		Cum Time (s)	16	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)		Cum Time (s)
				402			457			482					
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)		Lapse (s)
					24			55			25				
	4	Time 8:00 AM		Cum Time (s)	24	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)		Cum Time (s)
				328			381			406					
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)		Lapse (s)
					25			53			25				
	5	Time 8:18 AM		Cum Time (s)	15	C	Cum Time (s)			Cum Time (s)			Cum Time (s)		Cum Time (s)
				449			502			530					
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)		Lapse (s)
					25			53			28				
	6	Time 8:38 AM		Cum Time (s)	62	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)		Cum Time (s)
				295			397			423					
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)		Lapse (s)
					87			102			26				

TRAVEL TIME AND DELAY STUDY FIELD SUMMARY

SITE INFORMATION

GENERAL INFORMATION

Roadway ID: W Osceola Pkwy
 Site: Flora Blvd through Florida's Turnpike (Westbound)
 City: Kissimmee
 County: Osceola
 Milepost (MP): BMP: 0.000 EMP: 3.460
 Posted Speed (mph): 45 mph before Thacker Ave, 55 mph after

Analyst/Observer: MAH
 Agency or Company: Kimley-Horn
 Date: Wednesday, May 22nd, 2019
 Time Period From: 7:00 AM To: 9:00 AM
 Weather/Road Condition: Clear, dry
 Remarks:

Sheet 1 of 1

CONTROL POINT	TRIP LENGTH (MILES)	RUN NUMBER (Travel Time and Delay in seconds)												AVG. TRAVEL TIME (ATT)	AVG. TRAVEL SPEED (ATS)	AVG. DELAY (AD)	AVG. RUNNING TIME (ART)	AVG. RUNNING SPEED (ARS)
		1		2		3		4		5		6						
		Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay					
0	0.170	22	0	21	0	25	0	25	0	28	0	26	0	24.5	25.0	0.0	24.5	25.0
1																		
1	0.400	35	0	48	10	55	16	53	24	53	15	102	62	57.7	25.0	21.2	36.5	39.5
2																		
2	0.300	85	55	23	0	24	0	25	0	25	0	87	55	44.8	24.1	18.3	26.5	40.8
3																		
3	0.200	15	0	15	0	17	0	13	0	14	0	14	0	14.7	49.1	0.0	14.7	49.1
4																		
4	0.290	21	0	23	0	25	0	19	0	25	0	22	0	22.5	46.4	0.0	22.5	46.4
5																		
5	0.570	50	0	45	0	63	12	42	0	56	0	40	0	49.3	41.6	2.0	47.3	43.4
6																		
6	0.400	47	6	48	6	151	93	41	0	139	101	30	0	76.0	18.9	34.3	41.7	34.6
7																		
7	0.280	22	0	25	0	25	0	46	14	32	0	21	0	28.5	35.4	2.3	26.2	38.5
8																		
8	0.350	44	0	87	55	49	8	97	67	102	80	31	0	68.3	18.4	35.0	33.3	37.8
9																		
9	0.400	117	71	35	0	34	0	34	0	41	0	37	0	49.7	29.0	11.8	37.8	38.1
10																		
10	0.100	11	0	14	0	14	0	11	0	15	0	13	0	13.0	27.7	0.0	13.0	27.7
11																		
11																		
12																		
13																		
14																		
TOTAL TRIP LENGTH	3.460	SUM OF TRAVEL TIME AND DELAY PER RUN												TOTAL AVERAGES				
		469	132	384	71	482	129	406	105	530	196	423	117	(ATTT)	(ATTS)	(ATTD)	(ATRT)	(ATRS)
RUNNING TIME PER RUN		337		313		353		301		334		306		449.0	27.7	125.0	324.0	38.4

TRAVEL TIME AND DELAY STUDY FIELD SUMMARY

SITE INFORMATION

GENERAL INFORMATION

Roadway ID: W Osceola Pkwy
 Site: Flora Blvd through Florida's Turnpike (EB)
 City: Kissimmee
 County: Osceola
 Milepost (MP): BMP: 0.000 EMP: 3.580
 Posted Speed (mph): 55 mph before Thacker, 45 mph after

Analyst/Observer: MAH
 Agency or Company: Kimley-Horn
 Date: Wednesday, May 22nd, 2019
 Time Period From: 11:30 AM To: 1:30 PM
 Weather/Road Condition: Clear, dry
 Remarks:

Sheet **1** of **1**

CONTROL POINT	TRIP LENGTH (MILES)	RUN NUMBER (Travel Time and Delay in seconds)												AVG. TRAVEL TIME (ATT)	AVG. TRAVEL SPEED (ATS)	AVG. DELAY (AD)	AVG. RUNNING TIME (ART)	AVG. RUNNING SPEED (ARS)
		1		2		3		4		5		6						
		Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay					
0	0.270	113	80	64	30	115	86	70	30	91	61			90.6	10.7	57.4	33.2	29.3
1																		
1	0.400	42	0	31	0	38	0	36	0	138	98			57.0	25.3	19.6	37.4	38.5
2																		
2	0.280	31	0	22	0	25	0	89	63	28	0			39.0	25.8	12.6	26.4	38.2
3																		
3	0.220	99	73	20	0	18	0	32	0	20	0			37.8	21.0	14.6	23.2	34.1
4																		
4	0.280	65	38	25	0	27	0	58	27	25	0			40.0	25.2	13.0	27.0	37.3
5																		
5	0.570	58	0	160	109	155	110	59	0	43	0			95.0	21.6	43.8	51.2	40.1
6																		
6	0.420	111	73	56	15	34	0	41	0	98	60			68.0	22.2	29.6	38.4	39.4
7																		
7	0.280	33	0	29	0	22	0	28	0	24	0			27.2	37.1	0.0	27.2	37.1
8																		
8	0.340	27	0	161	126	106	78	136	104	26	0			91.2	13.4	61.6	29.6	41.4
9																		
9	0.420	111	74	36	0	41	0	34	0	127	90			69.8	21.7	32.8	37.0	40.9
10																		
10	0.100	12	0	9	0	11	0	9	0	11	0			10.4	34.6	0.0	10.4	34.6
11																		
11																		
12																		
13																		
14																		
TOTAL TRIP LENGTH	3.580	SUM OF TRAVEL TIME AND DELAY PER RUN												TOTAL AVERAGES				
		702	338	613	280	592	274	592	224	631	309			(ATTT)	(ATTS)	(ATTD)	(ATRT)	(ATRS)
RUNNING TIME PER RUN		364		333		318		368		322				626.0	20.6	285.0	341.0	37.8

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION				GENERAL INFORMATION			
Roadway ID:	<u>W Osceola Pkwy</u>			Analyst/Observer:	<u>MAH</u>		
Site:	<u>Flora Blvd through Florida's Turnpike (Westbound)</u>			Agency or Company:	<u>Kimley-Horn</u>		
City:	<u>Kissimmee</u>			Date:	<u>Wednesday, May 22nd, 2019</u>		
County:	<u>Osceola</u>			Time Period:	From: <u>11:30 AM</u>	To: <u>1:30 PM</u>	
Milepost (MP):	BMP: <u>0.000</u>	EMP: <u>3.460</u>		Weather/Road Condition:	<u>Clear, dry</u>		
Posted Speed (mph):	<u>45 mph before Thacker Ave, 55 mph after</u>			Remarks:			

Sheet 1 of 3

DELAY CODES		TS = TRAFFIC SIGNAL		SS = STOP SIGN		LT = LEFT TURNS		P=PARKING CARS									
		PED = PEDESTRIANS		I = INCIDENT		B = BUS STOPPING		C = CONGESTION									
OTHER:																	
CONTROL PT	11	DELAY		10	DELAY		9	DELAY		8	DELAY		7	DELAY		6	
LOCATION	FL TP (NB)	Sec.	Cause	FL TP (SB)	Sec.	Cause	Michigan	Sec.	Cause	S Orange	Sec.	Cause	Bald Cyp.	Sec.	Cause	Or. Bl. Dr	
MP	0.000			0.100			0.500			0.850			1.130			1.530	
R U N N U M B E R	1	Time		Cum Time (s)			Cum Time (s)			Cum Time (s)	40	TS	Cum Time (s)	20	C	Cum Time (s)	
				14			52			79			148			205	
		11:44 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					14			38			27			69			57
	2	Time			Cum Time (s)	82	TS	Cum Time (s)	92	TS	Cum Time (s)			Cum Time (s)	18	C	Cum Time (s)
					14			52			179			207			259
		12:09 PM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					14			38			127			28			52
	3	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)	38	TS	Cum Time (s)	25	C	Cum Time (s)
					11			43			68			130			205
		12:33 PM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					11			32			25			62			75
	4	Time			Cum Time (s)	82	TS	Cum Time (s)	17	C	Cum Time (s)			Cum Time (s)	25	C	Cum Time (s)
					12			140			190			217			270
		12:57 PM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					12			128			50			27			53
	5	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)	55	TS	Cum Time (s)	32	C	Cum Time (s)
					13			47			76			160			224
		1:23 PM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					13			34			29			84			64
	6	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION

GENERAL INFORMATION

Roadway ID: W Osceola Pkwy
 Site: Flora Blvd through Florida's Turnpike (Westbound)
 City: Kissimmee
 County: Osceola
 Milepost (MP): BMP: 0.000 EMP: 3.460
 Posted Speed (mph): 45 mph before Thacker Ave, 55 mph after

Analyst/Observer: MAH
 Agency or Company: Kimley-Horn
 Date: Wednesday, May 22nd, 2019
 Time Period: From: 11:30 AM To: 1:30 PM
 Weather/Road Condition: Clear, dry
 Remarks:

DELAY CODES		TS = TRAFFIC SIGNAL		SS = STOP SIGN		LT = LEFT TURNS		P=PARKING CARS									
		PED = PEDESTRIANS		I = INCIDENT		B = BUS STOPPING		C = CONGESTION									
		OTHER: <u></u>															
CONTROL PT		DELAY		6	DELAY		5	DELAY		4	DELAY		3	DELAY		2	
LOCATION				Or. Bl. Dr			Centerview			Greenwald			John Young			Thacker	
MP		Sec.	Cause	1.530	Sec.	Cause	2.100	Sec.	Cause	2.390	Sec.	Cause	2.590	Sec.	Cause	2.890	
R U N N U M B E R	1	Time		Cum Time (s)	77	TS	Cum Time (s)	73	TS	Cum Time (s)			Cum Time (s)	94	TS	Cum Time (s)	
				205			337			438			455			581	
		11:44 AM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					57			132			101			17			126
	2	Time			Cum Time (s)	77	TS	Cum Time (s)	75	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					259			388			492			511			534
		12:09 PM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					52			129			104			19			23
	3	Time			Cum Time (s)	70	TS	Cum Time (s)	81	TS	Cum Time (s)			Cum Time (s)	91	TS	Cum Time (s)
					205			325			430			448			566
		12:33 PM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					75			120			105			18			118
	4	Time			Cum Time (s)	57	TS	Cum Time (s)	74	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					270			378			477			495			518
		12:57 PM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					53			108			99			18			23
	5	Time			Cum Time (s)	68	TS	Cum Time (s)	87	TS	Cum Time (s)			Cum Time (s)	83	TS	Cum Time (s)
					224			338			448			467			587
		1:23 PM		Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	
					64			114			110			19			120
	6	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)	

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION

GENERAL INFORMATION

Roadway ID: W Osceola Pkwy
 Site: Flora Blvd through Florida's Turnpike (Westbound)
 City: Kissimmee
 County: Osceola
 Milepost (MP): BMP: 0.000 EMP: 3.460
 Posted Speed (mph): 45 mph before Thacker Ave, 55 mph after

Analyst/Observer: MAH
 Agency or Company: Kimley-Horn
 Date: Wednesday, May 22nd, 2019
 Time Period: From 11:30 AM To 1:30 PM
 Weather/Road Condition: Clear, dry
 Remarks:

DELAY CODES		TS = TRAFFIC SIGNAL		SS = STOP SIGN		LT = LEFT TURNS		P=PARKING CARS								
		PED = PEDESTRIANS		I = INCIDENT		B = BUS STOPPING		C = CONGESTION								
OTHER:																
CONTROL PT	LOCATION	DELAY		2	DELAY		1	DELAY		0	DELAY		DELAY			
MP		Sec.	Cause	Thacker	Sec.	Cause	Dyer Blvd	Sec.	Cause	Flora Blvd	Sec.	Cause	Sec.	Cause		
R U N N U M B E R	1	Time		Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)		Cum Time (s)	
		11:44 AM		581			616			642						
				Lapse (s)			Lapse (s)			Lapse (s)				Lapse (s)		Lapse (s)
					126			35			26					
	2	Time			Cum Time (s)	73	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)		Cum Time (s)
		12:09 PM			534			643			670					
				Lapse (s)			Lapse (s)			Lapse (s)				Lapse (s)		Lapse (s)
					23			109			27					
	3	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)		Cum Time (s)
		12:33 PM			566			600			627					
				Lapse (s)			Lapse (s)			Lapse (s)				Lapse (s)		Lapse (s)
					118			34			27					
	4	Time			Cum Time (s)	69	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)		Cum Time (s)
		12:57 PM			518			622			648					
				Lapse (s)			Lapse (s)			Lapse (s)				Lapse (s)		Lapse (s)
					23			104			26					
	5	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)		Cum Time (s)
		1:23 PM			587			628			648					
				Lapse (s)			Lapse (s)			Lapse (s)				Lapse (s)		Lapse (s)
					120			41			20					
	6	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)		Cum Time (s)
				Lapse (s)			Lapse (s)			Lapse (s)				Lapse (s)		Lapse (s)

TRAVEL TIME AND DELAY STUDY FIELD SUMMARY

SITE INFORMATION

GENERAL INFORMATION

Roadway ID: W Osceola Pkwy
 Site: Flora Blvd through Florida's Turnpike (Westbound)
 City: Kissimmee
 County: Osceola
 Milepost (MP): BMP: 0.000 EMP: 3.460
 Posted Speed (mph): 45 before Thacker Ave, 55 mph after

Analyst/Observer: MAH
 Agency or Company: Kimley-Horn
 Date: Wednesday, May 22nd, 2019
 Time Period From: 11:30 AM To: 1:30 PM
 Weather/Road Condition: Clear, dry
 Remarks:

Sheet 1 of 1

CONTROL POINT	TRIP LENGTH (MILES)	RUN NUMBER (Travel Time and Delay in seconds)												AVG. TRAVEL TIME (ATT)	AVG. TRAVEL SPEED (ATS)	AVG. DELAY (AD)	AVG. RUNNING TIME (ART)	AVG. RUNNING SPEED (ARS)
		1		2		3		4		5		6						
		Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay					
0	0.170	26	0	27	0	27	0	26	0	20	0			25.2	24.3	0.0	25.2	24.3
1																		
1	0.400	35	0	109	73	34	0	104	69	41	0			64.6	22.3	28.4	36.2	39.8
2																		
2	0.300	126	94	23	0	118	91	23	0	120	83			82.0	13.2	53.6	28.4	38.0
3																		
3	0.200	17	0	19	0	18	0	18	0	19	0			18.2	39.6	0.0	18.2	39.6
4																		
4	0.290	101	73	104	75	105	81	99	74	110	87			103.8	10.1	78.0	25.8	40.5
5																		
5	0.570	132	77	129	77	120	70	108	57	114	68			120.6	17.0	69.8	50.8	40.4
6																		
6	0.400	57	20	52	18	75	25	53	25	64	32			60.2	23.9	24.0	36.2	39.8
7																		
7	0.280	69	40	28	0	62	38	27	0	84	55			54.0	18.7	26.6	27.4	36.8
8																		
8	0.350	27	0	127	92	25	0	50	17	29	0			51.6	24.4	21.8	29.8	42.3
9																		
9	0.400	52	0	38	0	32	0	128	82	34	0			56.8	25.4	16.4	40.4	35.6
10																		
10	0.100	14	0	14	0	11	0	12	0	13	0			12.8	28.1	0.0	12.8	28.1
11																		
11																		
12																		
13																		
14																		
TOTAL TRIP LENGTH	3.460	SUM OF TRAVEL TIME AND DELAY PER RUN												TOTAL AVERAGES				
		656	304	670	335	627	305	648	324	648	325			(ATTT)	(ATTS)	(ATTD)	(ATRT)	(ATRS)
RUNNING TIME PER RUN		352		335		322		324		323				649.8	19.2	318.6	331.2	37.6

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION								GENERAL INFORMATION								
Roadway ID:	<u>W Osceola Pkwy</u>							Analyst/Observer:	<u>MAH</u>							
Site:	<u>Flora Blvd through Florida's Turnpike (Eastbound)</u>							Agency or Company:	<u>Kimley-Horn</u>							
City:	<u>Kissimmee</u>							Date:	<u>Wednesday, May 22nd, 2019</u>							
County:	<u>Osceola</u>							Time Period:	From:	<u>4:00 PM</u>			To:	<u>6:00 PM</u>		
Milepost (MP):	BMP:	<u>0.000</u>		EMP:	<u>3.580</u>			Weather/Road Condition:	<u>Clear, dry</u>							
Posted Speed (mph):	<u>55 mph before Thacker Ave, 45 mph after</u>															
Remarks: 																

DELAY CODES		TS = TRAFFIC SIGNAL				SS = STOP SIGN				LT = LEFT TURNS				P=PARKING CARS			
		PED = PEDESTRIANS				I = INCIDENT				B = BUS STOPPING				C = CONGESTION			
		OTHER: 															
CONTROL PT	0	DELAY		1	DELAY		2	DELAY		3	DELAY		4	DELAY		5	
LOCATION	Flora Blvd.			Dyer Blvd.			Thacker			John Young			Greenwald			Centerview	
MP	0.000	Sec.	Cause	0.270	Sec.	Cause	0.670	Sec.	Cause	0.950	Sec.	Cause	1.170	Sec.	Cause	1.450	
R U N N U M B E R	1	Time			Cum Time (s)			Cum Time (s)	66	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					29			75			168			196			225
		4:09 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				29			46			93			28			29	
	2	Time	18	C	Cum Time (s)			Cum Time (s)	78	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					45			82			187			220			251
		4:32 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				45			37			105			33			31	
	3	Time	180	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)	108	TS	Cum Time (s)
			115	TS	186			218			241			259			392
		4:56 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				186			32			23			18			133	
	4	Time			Cum Time (s)	110	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)	135	C	Cum Time (s)
					27			183			207			225	97	TS	369
		5:23 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				27			156			24			18			144	
	5	Time			Cum Time (s)	116	C	Cum Time (s)			Cum Time (s)			Cum Time (s)	23	C	Cum Time (s)
					36	81	TS	171			197			221			262
		5:53 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
				36			135			26			24			41	
	6	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)

TRAVEL TIME AND DELAY STUDY FIELD SUMMARY

SITE INFORMATION

GENERAL INFORMATION

Roadway ID: W Osceola Pkwy
 Site: Flora Blvd through Florida's Turnpike (Eastbound)
 City: Kissimmee
 County: Osceola
 Milepost (MP): BMP: 0.000 EMP: 3.580
 Posted Speed (mph): 55 mph before Thacker Ave, 45 mph after

Analyst/Observer: MAH
 Agency or Company: Kimley-Horn
 Date: Wednesday, May 22nd, 2019
 Time Period From: 4:00 PM To: 6:00 PM
 Weather/Road Condition: Clear, dry
 Remarks:

Sheet 1 of 1

CONTROL POINT	TRIP LENGTH (MILES)	RUN NUMBER (Travel Time and Delay in seconds)												AVG. TRAVEL TIME (ATT)	AVG. TRAVEL SPEED (ATS)	AVG. DELAY (AD)	AVG. RUNNING TIME (ART)	AVG. RUNNING SPEED (ARS)
		1		2		3		4		5		6						
		Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay					
0	0.270	29	0	45	18	186	180	27	0	36	0			64.6	15.0	39.6	25.0	38.9
1																		
1	0.400	46	0	37	0	32	0	156	110	135	116			81.2	17.7	45.2	36.0	40.0
2																		
2	0.280	93	66	105	78	23	0	24	0	26	0			54.2	18.6	28.8	25.4	39.7
3																		
3	0.220	28	0	33	0	18	0	18	0	24	0			24.2	32.7	0.0	24.2	32.7
4																		
4	0.280	29	0	31	0	133	108	144	135	41	23			75.6	13.3	53.2	22.4	45.0
5																		
5	0.570	189	133	174	125	56	0	216	178	157	110			158.4	13.0	109.2	49.2	41.7
6																		
6	0.420	35	0	38	0	32	0	39	0	35	0			35.8	42.2	0.0	35.8	42.2
7																		
7	0.280	22	0	108	78	107	82	141	115	144	121			104.4	9.7	79.2	25.2	40.0
8																		
8	0.340	149	127	46	16	196	175	205	190	203	185			159.8	7.7	138.6	21.2	57.7
9																		
9	0.420	33	0	37	0	42	0	37	0	36	0			37.0	40.9	0.0	37.0	40.9
10																		
10	0.100	9	0	10	0	10	0	10	0	10	0			9.8	36.7	0.0	9.8	36.7
11																		
11																		
12																		
13																		
14																		
TOTAL TRIP LENGTH	3.580	SUM OF TRAVEL TIME AND DELAY PER RUN												TOTAL AVERAGES				
		662	326	664	315	835	545	1017	728	847	555			(ATTT)	(ATTS)	(ATTD)	(ATRT)	(ATRS)
RUNNING TIME PER RUN		336		349		290		289		292				805.0	16.0	493.8	311.2	41.4

TRAVEL TIME AND DELAY STUDY FIELD SUMMARY

SITE INFORMATION

GENERAL INFORMATION

Roadway ID: W Osceola Pkwy
 Site: Flora Blvd through Florida's Turnpike (Westbound)
 City: Kissimmee
 County: Osceola
 Milepost (MP): BMP: 0.000 EMP: 3.460
 Posted Speed (mph): 45 mph before Thacker Ave, 55 mph after

Analyst/Observer: MAH
 Agency or Company: Kimley-Horn
 Date: Wednesday, May 22nd, 2019
 Time Period From: 4:00 PM To: 6:00 PM
 Weather/Road Condition: Clear, dry
 Remarks:

Sheet 1 of 1

CONTROL POINT	TRIP LENGTH (MILES)	RUN NUMBER (Travel Time and Delay in seconds)												AVG. TRAVEL TIME (ATT)	AVG. TRAVEL SPEED (ATS)	AVG. DELAY (AD)	AVG. RUNNING TIME (ART)	AVG. RUNNING SPEED (ARS)
		1		2		3		4		5		6						
		Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay	Travel Time	Delay					
0	0.170	22	0	20	0	27	0	23	0	21	0			22.6	27.1	0.0	22.6	27.1
1																		
1	0.400	38	0	32	0	41	0	40	0	37	0			37.6	38.3	0.0	37.6	38.3
2																		
2	0.300	28	0	27	0	34	0	25	0	27	0			28.2	38.3	0.0	28.2	38.3
3																		
3	0.200	17	0	16	0	21	0	17	0	17	0			17.6	40.9	0.0	17.6	40.9
4																		
4	0.290	27	0	27	0	97	74	26	0	18	0			39.0	26.8	14.8	24.2	43.1
5																		
5	0.570	163	109	149	90	46	0	166	114	164	99			137.6	14.9	82.4	55.2	37.2
6																		
6	0.400	132	98	78	33	140	100	149	102	142	93			128.2	11.2	85.2	43.0	33.5
7																		
7	0.280	20	0	84	62	21	0	28	0	19	0			34.4	29.3	12.4	22.0	45.8
8																		
8	0.350	24	0	27	0	35	0	33	0	26	0			29.0	43.4	0.0	29.0	43.4
9																		
9	0.400	37	0	40	0	44	0	37	0	36	0			38.8	37.1	0.0	38.8	37.1
10																		
10	0.100	12	0	11	0	14	0	13	0	11	0			12.2	29.5	0.0	12.2	29.5
11																		
11																		
12																		
13																		
14																		
TOTAL TRIP LENGTH	3.460	SUM OF TRAVEL TIME AND DELAY PER RUN												TOTAL AVERAGES				
		520	207	511	185	520	174	557	216	518	192			(ATTT)	(ATTS)	(ATTD)	(ATRT)	(ATRS)
RUNNING TIME PER RUN		313		326		346		341		326				525.2	23.7	194.8	330.4	37.7



APPENDIX D

Synchro Outputs

Existing AM / Mid Day / PM

Retimed AM / Mid Day / PM

Timing Plan: AM Peak
 1: Flora Boulevard & Osceola Parkway

11/04/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵			
Traffic Volume (veh/h)	477	50	70	963	206	250			
Future Volume (Veh/h)	477	50	70	963	206	250			
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Peak Hour Factor	0.83	0.83	0.82	0.82	0.86	0.86			
Hourly flow rate (vph)	575	60	85	1174	240	291			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	Raised			Raised					
Median storage (veh)	1			1					
Upstream signal (ft)									
pX, platoon unblocked									
vC, conflicting volume			635			1332	288		
vC1, stage 1 conf vol						575			
vC2, stage 2 conf vol						757			
vCu, unblocked vol			635			1332	288		
tC, single (s)			4.3			6.8	6.9		
tC, 2 stage (s)						5.8			
tF (s)			2.3			3.5	3.3		
p0 queue free %			91			9	59		
cM capacity (veh/h)			905			262	712		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	
Volume Total	288	288	60	85	587	587	240	291	
Volume Left	0	0	0	85	0	0	240	0	
Volume Right	0	0	60	0	0	0	0	291	
cSH	1700	1700	1700	905	1700	1700	262	712	
Volume to Capacity	0.17	0.17	0.04	0.09	0.35	0.35	0.91	0.41	
Queue Length 95th (ft)	0	0	0	8	0	0	205	50	
Control Delay (s)	0.0	0.0	0.0	9.4	0.0	0.0	77.0	13.5	
Lane LOS				A				F	B
Approach Delay (s)	0.0			0.6			42.2		
Approach LOS							E		
Intersection Summary									
Average Delay			9.6						
Intersection Capacity Utilization			44.7%		ICU Level of Service		A		
Analysis Period (min)			15						

Timing Plan: AM Peak
2: Dyer Boulevard & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	568	62	377	791	22	130	247	402	42	187	94
Future Volume (vph)	101	568	62	377	791	22	130	247	402	42	187	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		350	520		350	315		200	350		185
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	60			100			50			50		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3471	1568	3433	3438	1417	1770	3574	1583	1752	3539	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3471	1568	3433	3438	1417	1770	3574	1583	1752	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			126			126			447			175
Link Speed (mph)		55			55			40				40
Link Distance (ft)		1439			2129			1558				541
Travel Time (s)		17.8			26.4			26.6				9.2
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	1%	4%	3%	2%	5%	14%	2%	1%	2%	3%	2%	1%
Adj. Flow (vph)	106	598	65	414	869	24	144	274	447	48	213	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	598	65	414	869	24	144	274	447	48	213	107
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	13.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	12.7	47.5	47.5	12.7	41.5	41.5	20.4	59.6	59.6	15.4	56.6	56.6
Total Split (s)	35.0	76.0	76.0	35.0	76.0	76.0	30.0	36.0	36.0	23.0	29.0	29.0
Total Split (%)	20.6%	44.7%	44.7%	20.6%	44.7%	44.7%	17.6%	21.2%	21.2%	13.5%	17.1%	17.1%
Maximum Green (s)	27.3	68.5	68.5	27.3	68.5	68.5	22.6	28.4	28.4	15.6	21.4	21.4
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.2	2.0	2.0	2.2	2.0	2.0	3.4	3.6	3.6	3.4	3.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.5	7.5	7.7	7.5	7.5	7.4	7.6	7.6	7.4	7.6	7.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	3.0	3.5	3.5	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Ped	Ped	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		33.0	33.0		27.0	27.0		45.0	45.0		42.0	42.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	28.9	81.1	81.1	25.6	77.9	77.9	18.5	26.4	26.4	9.8	14.6	14.6
Actuated g/C Ratio	0.17	0.48	0.48	0.15	0.46	0.46	0.11	0.16	0.16	0.06	0.09	0.09
v/c Ratio	0.35	0.36	0.08	0.80	0.55	0.03	0.75	0.49	0.72	0.48	0.70	0.36
Control Delay	68.4	30.6	0.2	66.4	36.1	0.1	96.3	69.1	12.0	93.0	87.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: AM Peak
 2: Dyer Boulevard & Osceola Parkway

11/04/2019

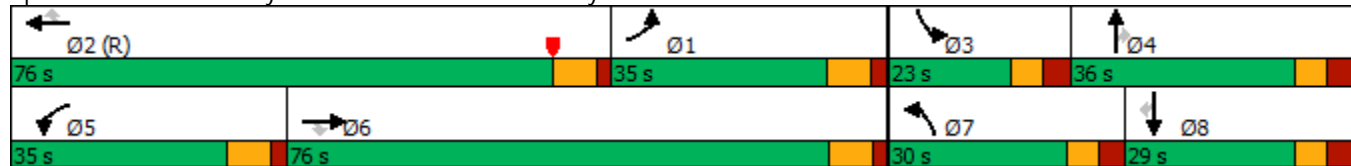


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	68.4	30.6	0.2	66.4	36.1	0.1	96.3	69.1	12.0	93.0	87.9	3.4
LOS	E	C	A	E	D	A	F	E	B	F	F	A
Approach Delay	33.3			45.1			44.1			64.0		
Approach LOS	C			D			D			E		
Queue Length 50th (ft)	106	218	0	234	454	0	159	152	0	53	123	0
Queue Length 95th (ft)	183	320	0	286	563	m0	233	194	112	97	164	0
Internal Link Dist (ft)	1359			2049			1478			461		
Turn Bay Length (ft)	350		350	520		350	315		200	350		185
Base Capacity (vph)	322	1670	820	570	1575	717	240	616	642	160	445	354
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.36	0.08	0.73	0.55	0.03	0.60	0.44	0.70	0.30	0.48	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 160 (94%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 44.2
 Intersection LOS: D
 Intersection Capacity Utilization 69.5%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Dyer Boulevard & Osceola Parkway



Timing Plan: AM Peak
 3: N Thacker Avenue & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	941	28	53	1150	28	31	6	11	26	7	48
Future Volume (vph)	43	941	28	53	1150	28	31	6	11	26	7	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		325	180		0	0		0	340		200
Storage Lanes	1		1	1		1	0		1	2		1
Taper Length (ft)	50			50			25			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.960		0.950		
Satd. Flow (prot)	1770	3505	1455	1253	3471	1553	0	1598	985	3502	1900	2682
Flt Permitted	0.950			0.950				0.960		0.726		
Satd. Flow (perm)	1770	3505	1455	1253	3471	1553	0	1598	985	2676	1900	2682
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			131			182			182
Link Speed (mph)		55			45			30				30
Link Distance (ft)		2129			1493			559				1018
Travel Time (s)		26.4			22.6			12.7				23.1
Peak Hour Factor	0.91	0.91	0.91	0.85	0.85	0.85	0.78	0.78	0.78	0.86	0.86	0.86
Heavy Vehicles (%)	2%	3%	11%	44%	4%	4%	17%	0%	64%	0%	0%	6%
Adj. Flow (vph)	47	1034	31	62	1353	33	40	8	14	30	8	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1034	31	62	1353	33	0	48	14	30	8	56
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		8	8				7
Permitted Phases			6			2			8	7		7
Detector Phase	1	6	6	5	2	2	8	8	8	7	7	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	25.7	25.7	13.0	25.7	25.7	25.7	25.7	25.7	25.7	25.7	25.7
Total Split (s)	33.0	74.0	74.0	36.0	77.0	77.0	26.0	26.0	26.0	34.0	34.0	34.0
Total Split (%)	19.4%	43.5%	43.5%	21.2%	45.3%	45.3%	15.3%	15.3%	15.3%	20.0%	20.0%	20.0%
Maximum Green (s)	25.0	66.3	66.3	28.0	69.3	69.3	18.3	18.3	18.3	26.3	26.3	26.3
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.2	2.2	2.5	2.2	2.2	3.7	3.7	3.7	3.7	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	7.7	7.7	8.0	7.7	7.7		7.7	7.7	7.7	7.7	7.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	2.0	3.5	3.5	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	9.0	114.2	114.2	12.8	122.1	122.1		10.1	10.1	8.1	8.1	8.1
Actuated g/C Ratio	0.05	0.67	0.67	0.08	0.72	0.72		0.06	0.06	0.05	0.05	0.05
v/c Ratio	0.51	0.44	0.03	0.66	0.54	0.03		0.51	0.06	0.24	0.09	0.19
Control Delay	117.1	29.1	1.5	106.2	16.0	0.0		95.1	0.5	82.7	79.7	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	117.1	29.1	1.5	106.2	16.0	0.0		95.1	0.5	82.7	79.7	1.4
LOS	F	C	A	F	B	A		F	A	F	E	A
Approach Delay		32.0			19.5			73.8			34.0	

Timing Plan: AM Peak
 3: N Thacker Avenue & Osceola Parkway

11/04/2019

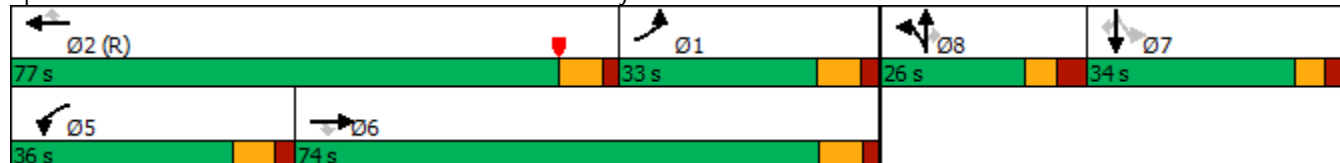


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			B			E			C		
Queue Length 50th (ft)	54	494	0	69	416	0		53	0	17	9	0
Queue Length 95th (ft)	m93	570	m5	114	501	0		86	0	35	27	0
Internal Link Dist (ft)	2049			1413			479			938		
Turn Bay Length (ft)	430		325	180						340		200
Base Capacity (vph)	260	2354	1020	206	2493	1152		172	268	413	293	568
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.18	0.44	0.03	0.30	0.54	0.03		0.28	0.05	0.07	0.03	0.10

Intersection Summary

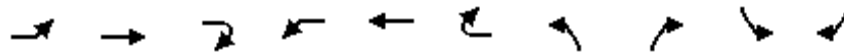
Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 92 (54%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 26.4
 Intersection LOS: C
 Intersection Capacity Utilization 64.4%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: N Thacker Avenue & Osceola Parkway



Timing Plan: AM Peak
 4: John Young Parkway & Osceola Parkway

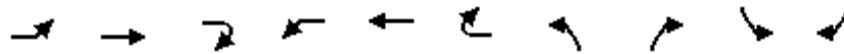
11/04/2019



Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations	↔↔	↑↑	↔	↔↔	↑↑	↔	↔↔	↔	↔↔	↔
Traffic Volume (vph)	180	715	138	138	882	48	182	98	89	144
Future Volume (vph)	180	715	138	138	882	48	182	98	89	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			400			0		0	
Storage Lanes	2			2			2		2	
Taper Length (ft)	150			100			25		25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	0.97	1.00
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3467	3471	1553	3155	3438	1583	3400	1553	3335	1599
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3467	3471	1553	3155	3438	1583	3400	1553	3335	1599
Right Turn on Red			Yes			Yes		Yes		Yes
Satd. Flow (RTOR)			240			240		240		240
Link Speed (mph)		45			45					
Link Distance (ft)		1493			1097					
Travel Time (s)		22.6			16.6					
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.83	0.83	0.90	0.90
Heavy Vehicles (%)	1%	4%	4%	11%	5%	2%	3%	4%	5%	1%
Adj. Flow (vph)	200	794	153	157	1002	55	219	118	99	160
Shared Lane Traffic (%)										
Lane Group Flow (vph)	200	794	153	157	1002	55	219	118	99	160
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Detector Phase	1	6		5	2		7		3	
Switch Phase										
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0		5.0	
Minimum Split (s)	13.9	27.1		13.9	27.1		26.9		13.9	
Total Split (s)	34.0	79.0		40.0	85.0		31.0		31.0	
Total Split (%)	22.7%	52.7%		26.7%	56.7%		20.7%		20.7%	
Maximum Green (s)	25.1	69.9		31.1	75.9		22.1		22.1	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0		4.0	
All-Red Time (s)	4.1	4.3		4.1	4.3		4.9		4.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)	8.9	9.1		8.9	9.1		8.9		8.9	
Lead/Lag	Lead	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Vehicle Extension (s)	2.5	3.5		2.5	3.5		3.0		3.0	
Recall Mode	None	C-Min		None	C-Min		None		None	
Walk Time (s)		7.0			7.0					
Flash Dont Walk (s)		10.0			10.0					
Pedestrian Calls (#/hr)		0			0					
Act Effct Green (s)	13.5	81.0	150.0	27.1	94.6	150.0	15.0	150.0	15.0	150.0
Actuated g/C Ratio	0.09	0.54	1.00	0.18	0.63	1.00	0.10	1.00	0.10	1.00
v/c Ratio	0.64	0.42	0.10	0.28	0.46	0.03	0.65	0.08	0.30	0.10
Control Delay	75.3	22.0	0.1	54.1	16.0	0.0	73.7	0.1	64.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: AM Peak
 4: John Young Parkway & Osceola Parkway

11/04/2019

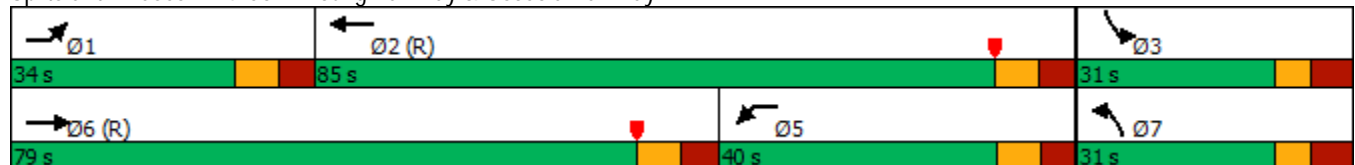


Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Total Delay	75.3	22.0	0.1	54.1	16.0	0.0	73.7	0.1	64.2	0.1
LOS	E	C	A	D	B	A	E	A	E	A
Approach Delay	28.4			20.2						
Approach LOS	C			C						
Queue Length 50th (ft)	98	237	0	69	255	0	108	0	46	0
Queue Length 95th (ft)	139	314	0	100	341	0	137	0	75	0
Internal Link Dist (ft)	1413			1017						
Turn Bay Length (ft)	500		250	400		270				
Base Capacity (vph)	580	1874	1553	654	2169	1583	500	1553	491	1599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.42	0.10	0.24	0.46	0.03	0.44	0.08	0.20	0.10

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	57 (38%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	26.9
Intersection LOS:	C
Intersection Capacity Utilization	57.1%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 4: John Young Parkway & Osceola Parkway



Timing Plan: AM Peak

5: Greenwald Way N & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↘	↘↘	↗↗	↘	↘	↗	↘	↘	↗	↘↘
Traffic Volume (vph)	64	743	69	70	963	270	61	77	39	77	24	28
Future Volume (vph)	64	743	69	70	963	270	61	77	39	77	24	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	350		350	220		0	0		145
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			40			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3438	1568	3400	3406	1553	1770	1900	1615	1719	1900	1509
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3438	1568	3400	3406	1553	1770	1900	1615	1719	1900	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			128			300			171			171
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1097			1536			1137				938
Travel Time (s)		16.6			23.3			25.8				21.3
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.82	0.82	0.82	0.77	0.77	0.77
Heavy Vehicles (%)	0%	5%	3%	3%	6%	4%	2%	0%	0%	5%	0%	7%
Adj. Flow (vph)	68	790	73	78	1070	300	74	94	48	100	31	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	790	73	78	1070	300	74	94	48	100	31	36
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.4	25.0	25.0	12.4	25.0	25.0	12.8	25.7	25.7	12.8	25.7	25.7
Total Split (s)	28.0	89.0	89.0	20.0	81.0	81.0	32.0	28.0	28.0	33.0	29.0	29.0
Total Split (%)	16.5%	52.4%	52.4%	11.8%	47.6%	47.6%	18.8%	16.5%	16.5%	19.4%	17.1%	17.1%
Maximum Green (s)	20.6	82.0	82.0	12.6	74.0	74.0	24.2	20.3	20.3	25.2	21.3	21.3
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.2	2.2	2.6	2.2	2.2	3.8	3.7	3.7	3.8	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.0	7.0	7.4	7.0	7.0	7.8	7.7	7.7	7.8	7.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	2.0	3.5	3.5	3.0	2.0	2.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	10.8	103.4	103.4	8.3	100.9	100.9	16.4	13.2	13.2	15.2	15.6	15.6
Actuated g/C Ratio	0.06	0.61	0.61	0.05	0.59	0.59	0.10	0.08	0.08	0.09	0.09	0.09
v/c Ratio	0.60	0.38	0.07	0.47	0.53	0.29	0.44	0.64	0.17	0.65	0.18	0.12
Control Delay	97.6	18.7	0.1	92.9	9.8	1.1	82.2	94.9	1.3	93.8	71.6	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.6	18.7	0.1	92.9	9.8	1.1	82.2	94.9	1.3	93.8	71.6	0.9
LOS	F	B	A	F	A	A	F	F	A	F	E	A
Approach Delay		23.0			12.5			69.8			69.6	

Timing Plan: AM Peak

5: Greenwald Way N & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			B			E			E		
Queue Length 50th (ft)	75	225	0	45	135	0	81	104	0	110	33	0
Queue Length 95th (ft)	129	329	0	m77	144	19	124	150	0	147	57	0
Internal Link Dist (ft)	1017			1456			1057			858		
Turn Bay Length (ft)	185			350			220			145		
Base Capacity (vph)	218	2091	1003	252	2021	1043	257	226	343	254	238	338
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.38	0.07	0.31	0.53	0.29	0.29	0.42	0.14	0.39	0.13	0.11

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 79 (46%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 23.9
 Intersection LOS: C
 Intersection Capacity Utilization 60.1%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

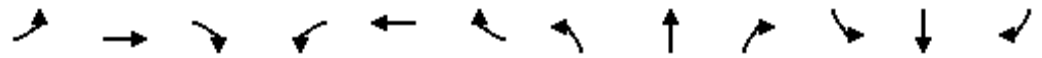
Splits and Phases: 5: Greenwald Way N & Osceola Parkway



Timing Plan: AM Peak

6: Centerview Boulevard & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	757	32	161	1140	26	44	97	199	18	54	103
Future Volume (vph)	95	757	32	161	1140	26	44	97	199	18	54	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		415	450		230	0		0	280		120
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3438	1615	1770	3406	1615	1770	1881	1568	1703	1863	1553
Flt Permitted	0.950			0.950			0.567			0.685		
Satd. Flow (perm)	1719	3438	1615	1770	3406	1615	1056	1881	1568	1228	1863	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			137			137			229			184
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1536			2408			1171				957
Travel Time (s)		23.3			36.5			26.6				21.8
Peak Hour Factor	0.96	0.96	0.96	0.90	0.90	0.90	0.87	0.87	0.87	0.86	0.86	0.86
Heavy Vehicles (%)	5%	5%	0%	2%	6%	0%	2%	1%	3%	6%	2%	4%
Adj. Flow (vph)	99	789	33	179	1267	29	51	111	229	21	63	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	789	33	179	1267	29	51	111	229	21	63	120
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.9	45.6	45.6	12.9	43.6	43.6	13.3	26.2	26.2	13.3	26.2	26.2
Total Split (s)	31.0	83.0	83.0	32.0	84.0	84.0	21.0	34.0	34.0	21.0	34.0	34.0
Total Split (%)	18.2%	48.8%	48.8%	18.8%	49.4%	49.4%	12.4%	20.0%	20.0%	12.4%	20.0%	20.0%
Maximum Green (s)	23.1	75.4	75.4	24.1	76.4	76.4	12.7	25.8	25.8	12.7	25.8	25.8
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.1	2.8	2.8	3.1	2.8	2.8	4.3	4.2	4.2	4.3	4.2	4.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.6	7.6	7.9	7.6	7.6	8.3	8.2	8.2	8.3	8.2	8.2
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	3.5	3.5	2.5	3.5	3.5	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		31.0	31.0		29.0	29.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	15.3	96.4	96.4	22.0	103.2	103.2	24.9	18.3	18.3	18.4	12.9	12.9
Actuated g/C Ratio	0.09	0.57	0.57	0.13	0.61	0.61	0.15	0.11	0.11	0.11	0.08	0.08
v/c Ratio	0.64	0.40	0.03	0.78	0.61	0.03	0.26	0.55	0.61	0.14	0.45	0.42
Control Delay	83.6	14.9	0.3	110.0	10.3	0.0	60.8	82.1	15.0	57.5	84.5	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: AM Peak

6: Centerview Boulevard & Osceola Parkway

11/04/2019

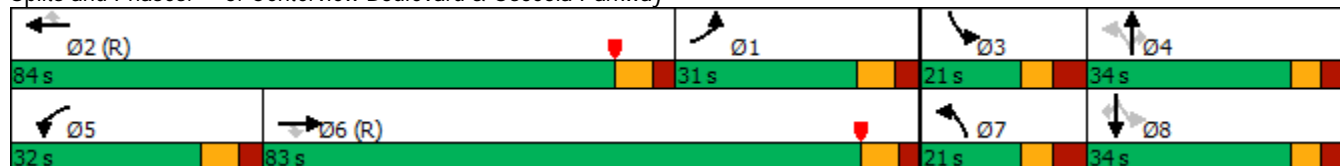


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	83.6	14.9	0.3	110.0	10.3	0.0	60.8	82.1	15.0	57.5	84.5	4.5
LOS	F	B	A	F	B	A	E	F	B	E	F	A
Approach Delay		21.7			22.2			40.0			34.7	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	110	292	0	212	157	0	49	122	0	20	69	0
Queue Length 95th (ft)	174	411	4	m208	60	m0	84	180	74	43	114	0
Internal Link Dist (ft)		1456			2328			1091			877	
Turn Bay Length (ft)	390		415	450		230				280		120
Base Capacity (vph)	233	1950	975	263	2067	1034	217	287	434	205	282	391
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.40	0.03	0.68	0.61	0.03	0.24	0.39	0.53	0.10	0.22	0.31

Intersection Summary

Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	70 (41%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	25.2
Intersection LOS:	C
Intersection Capacity Utilization:	65.6%
ICU Level of Service:	C
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 6: Centerview Boulevard & Osceola Parkway



Timing Plan: AM Peak

7: N Orange Blossom Trail & Osceola Parkway

11/04/2019

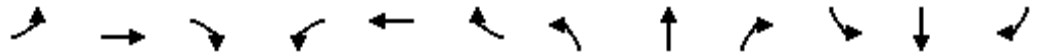


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (vph)	188	630	259	506	953	359	211	952	370	156	618	64
Future Volume (vph)	188	630	259	506	953	359	211	952	370	156	618	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		325	375		0	360		250	490		250
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3471	1583	3367	3438	1583	3367	5085	1583	3335	5036	1495
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3471	1583	3367	3438	1583	3367	5085	1583	3335	5036	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			215			273			273			273
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		558			2163			2279			2152	
Travel Time (s)		8.5			32.8			31.1			29.3	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.91	0.91	0.91	0.81	0.81	0.81
Heavy Vehicles (%)	3%	4%	2%	4%	5%	2%	4%	2%	2%	5%	3%	8%
Adj. Flow (vph)	204	685	282	602	1135	427	232	1046	407	193	763	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	685	282	602	1135	427	232	1046	407	193	763	79
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			Free			Free
Detector Phase	1	6	6	5	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	12.0	20.0	20.0	7.0	10.0		12.0	10.0	
Minimum Split (s)	17.7	52.8	52.8	19.7	51.8	51.8	14.3	48.5		19.3	48.5	
Total Split (s)	22.0	54.0	54.0	42.0	74.0	74.0	23.0	43.0		31.0	51.0	
Total Split (%)	12.9%	31.8%	31.8%	24.7%	43.5%	43.5%	13.5%	25.3%		18.2%	30.0%	
Maximum Green (s)	14.3	46.2	46.2	34.3	66.2	66.2	15.7	35.5		23.7	43.5	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.9	3.0	3.0	2.9	3.0	3.0	3.3	3.5		3.3	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.7	7.8	7.8	7.7	7.8	7.8	7.3	7.5		7.3	7.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.5		3.0	2.5	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Ped		None	Ped	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		38.0	38.0		37.0	37.0		34.0			34.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	14.9	47.6	47.6	36.1	68.8	68.8	15.0	37.9	170.0	18.1	41.0	170.0
Actuated g/C Ratio	0.09	0.28	0.28	0.21	0.40	0.40	0.09	0.22	1.00	0.11	0.24	1.00
v/c Ratio	0.69	0.71	0.47	0.84	0.82	0.53	0.78	0.92	0.26	0.55	0.63	0.05
Control Delay	71.0	52.0	17.4	75.6	51.3	15.8	94.1	77.6	0.4	77.4	60.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: AM Peak

7: N Orange Blossom Trail & Osceola Parkway

11/04/2019

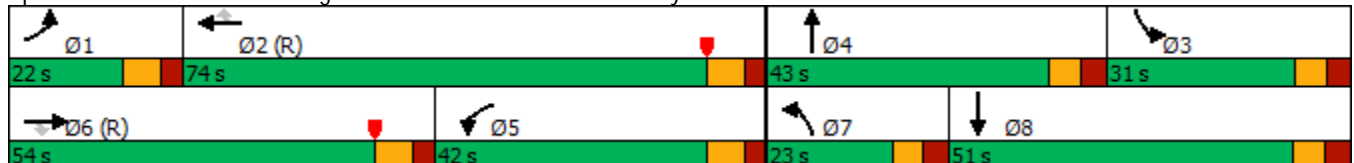


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	71.0	52.0	17.4	75.6	51.3	15.8	94.1	77.6	0.4	77.4	60.4	0.1
LOS	E	D	B	E	D	B	F	E	A	E	E	A
Approach Delay		47.0			51.0			61.2			59.0	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	116	396	145	325	597	126	132	430	0	104	281	0
Queue Length 95th (ft)	141	446	165	382	632	197	#183	#532	0	132	291	0
Internal Link Dist (ft)		478			2083			2199			2072	
Turn Bay Length (ft)	300		325	375			360		250	490		250
Base Capacity (vph)	311	984	602	720	1391	803	310	1134	1583	464	1288	1495
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.70	0.47	0.84	0.82	0.53	0.75	0.92	0.26	0.42	0.59	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 133 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 54.4
 Intersection LOS: D
 Intersection Capacity Utilization 88.3%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: N Orange Blossom Trail & Osceola Parkway



Timing Plan: AM Peak

8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1057	116	186	1745	10	122	7	172	18	28	32
Future Volume (vph)	12	1057	116	186	1745	10	122	7	172	18	28	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		450	340		170	130		120	0		0
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.862	0.850			0.850
Flt Protected	0.950			0.950			0.950				0.981	
Satd. Flow (prot)	1805	4988	1509	1656	4988	1615	1612	1437	1408	0	1864	1615
Flt Permitted	0.950			0.950			0.000				0.838	
Satd. Flow (perm)	1805	4988	1509	1656	4988	1615	0	1437	1408	0	1592	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154			110		96	156			157
Link Speed (mph)		45		45			40			40		40
Link Distance (ft)		2163		1489			1086			493		
Travel Time (s)		32.8		22.6			18.5			8.4		
Peak Hour Factor	0.93	0.93	0.93	0.98	0.98	0.98	0.86	0.86	0.86	0.58	0.58	0.58
Heavy Vehicles (%)	0%	4%	7%	9%	4%	0%	12%	0%	9%	0%	0%	0%
Adj. Flow (vph)	13	1137	125	190	1781	10	142	8	200	31	48	55
Shared Lane Traffic (%)									48%			
Lane Group Flow (vph)	13	1137	125	190	1781	10	142	104	104	0	79	55
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2	8		8	4		4
Detector Phase	1	6	6	5	2	2	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	12.3	50.3	50.3	12.3	35.3	35.3	15.0	25.0	25.0	14.8	55.8	55.8
Total Split (s)	20.0	80.0	80.0	37.0	97.0	97.0	36.0	36.0	36.0	27.0	27.0	27.0
Total Split (%)	11.1%	44.4%	44.4%	20.6%	53.9%	53.9%	20.0%	20.0%	20.0%	15.0%	15.0%	15.0%
Maximum Green (s)	12.7	72.7	72.7	29.7	89.7	89.7	29.0	29.0	29.0	20.2	20.2	20.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.6	2.6	2.6	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.0	7.0	7.0		6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0					7.0	7.0
Flash Dont Walk (s)		36.0	36.0		21.0	21.0					42.0	42.0
Pedestrian Calls (#/hr)		0	0		0	0					0	0
Act Effct Green (s)	6.9	77.5	77.5	24.9	103.5	103.5	21.1	21.1	21.1		28.1	28.1
Actuated g/C Ratio	0.04	0.43	0.43	0.14	0.58	0.58	0.12	0.12	0.12		0.16	0.16
v/c Ratio	0.19	0.53	0.17	0.83	0.62	0.01	0.76	0.41	0.34		0.32	0.14
Control Delay	89.4	39.5	2.3	103.2	27.4	0.0	100.2	18.7	3.8		73.7	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0

Timing Plan: AM Peak

8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

11/04/2019

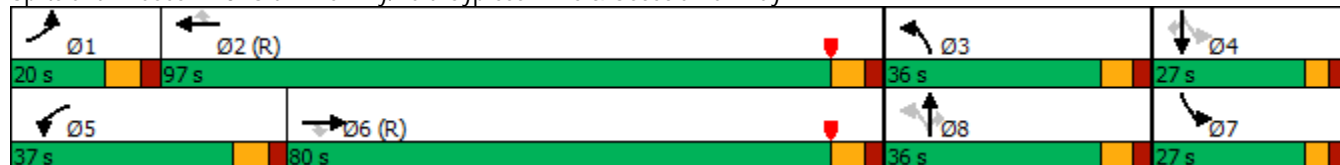


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	89.4	39.5	2.3	103.2	27.4	0.0	100.2	18.7	3.8		73.7	0.8
LOS	F	D	A	F	C	A	F	B	A		E	A
Approach Delay		36.4			34.5			47.4			43.7	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	15	364	0	221	453	0	165	9	0		84	0
Queue Length 95th (ft)	42	428	23	312	618	0	228	64	0		94	0
Internal Link Dist (ft)		2083			1409			1006			413	
Turn Bay Length (ft)	225		450	340		170	130		120			
Base Capacity (vph)	127	2147	737	273	2868	975	259	312	357		248	384
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.10	0.53	0.17	0.70	0.62	0.01	0.55	0.33	0.29		0.32	0.14

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	81 (45%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	36.7
Intersection LOS:	D
Intersection Capacity Utilization	69.3%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway



Timing Plan: AM Peak
 9: S Orange Avenue & Osceola Parkway

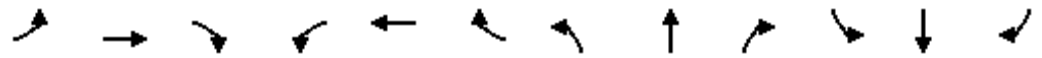
11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	524	712	10	33	1546	592	0	6	3	276	10	407
Future Volume (vph)	524	712	10	33	1546	592	0	6	3	276	10	407
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		290	250		250	80		0	360		204
Storage Lanes	2		1	1		1	1		1	2		0
Taper Length (ft)	100			50			50			100		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950	0.957	
Satd. Flow (prot)	3400	4893	1615	1736	4988	1553	0	1900	1615	3070	1557	1538
Flt Permitted	0.950			0.950						0.950	0.957	
Satd. Flow (perm)	3400	4893	1615	1736	4988	1553	0	1900	1615	3070	1557	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			150			398			231			168
Link Speed (mph)		45			45			35				35
Link Distance (ft)		1489			1829			417				1630
Travel Time (s)		22.6			27.7			8.1				31.8
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.56	0.56	0.56	0.88	0.88	0.88
Heavy Vehicles (%)	3%	6%	0%	4%	4%	4%	0%	0%	0%	7%	0%	5%
Adj. Flow (vph)	552	749	11	34	1610	617	0	11	5	314	11	463
Shared Lane Traffic (%)										31%		
Lane Group Flow (vph)	552	749	11	34	1610	617	0	11	5	217	108	463
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA	Perm	Split	NA	custom
Protected Phases	1	6		5	2		4	4		3	3	3
Permitted Phases			6			2			4			3
Detector Phase	1	6	6	5	2	2	4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	9.0	15.0	15.0	8.0	15.0	15.0	4.0	4.0	4.0	7.0	7.0	
Minimum Split (s)	19.0	46.0	46.0	18.0	46.0	46.0	56.4	56.4	56.4	46.0	46.0	
Total Split (s)	43.0	96.0	96.0	22.0	75.0	75.0	19.0	19.0	19.0	32.0	32.0	
Total Split (%)	25.4%	56.8%	56.8%	13.0%	44.4%	44.4%	11.2%	11.2%	11.2%	18.9%	18.9%	
Maximum Green (s)	33.0	86.0	86.0	12.0	65.0	65.0	11.6	11.6	11.6	23.2	23.2	
Yellow Time (s)	5.2	5.2	5.2	5.2	5.2	5.2	3.4	3.4	3.4	4.8	4.8	
All-Red Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		7.4	7.4	8.8	8.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		29.0	29.0		29.0	29.0	42.0	42.0	42.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			
Act Effct Green (s)	31.4	92.3	92.3	9.3	66.6	66.6		7.1	7.1	33.1	33.1	74.5
Actuated g/C Ratio	0.19	0.55	0.55	0.06	0.39	0.39		0.04	0.04	0.20	0.20	0.44
v/c Ratio	0.87	0.28	0.01	0.35	0.82	0.72		0.14	0.02	0.36	0.35	0.60
Control Delay	82.4	21.7	0.0	86.8	50.3	20.0		81.3	0.0	62.6	65.1	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0

Timing Plan: AM Peak
 9: S Orange Avenue & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	82.4	21.7	0.0	86.8	50.3	20.0		81.3	0.0	62.6	65.1	26.4
LOS	F	C	A	F	D	C		F	A	E	E	C
Approach Delay		47.1			42.6			55.9			41.7	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	306	165	0	37	592	220		12	0	120	119	260
Queue Length 95th (ft)	378	204	0	76	657	386		22	0	167	193	378
Internal Link Dist (ft)		1409			1749			337			1550	
Turn Bay Length (ft)	365		290	250		250				360		204
Base Capacity (vph)	663	2670	949	123	1966	853		130	325	601	305	785
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.83	0.28	0.01	0.28	0.82	0.72		0.08	0.02	0.36	0.35	0.59

Intersection Summary

Area Type: Other
 Cycle Length: 169
 Actuated Cycle Length: 169
 Offset: 134 (79%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 170
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 43.8
 Intersection LOS: D
 Intersection Capacity Utilization 80.8%
 ICU Level of Service D
 Analysis Period (min) 15

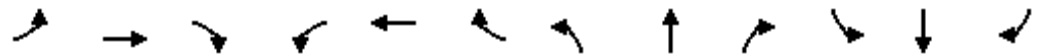
Splits and Phases: 9: S Orange Avenue & Osceola Parkway



Timing Plan: AM Peak

10: Michigan Avenue & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑	↗	↖↖	↑	↖↖	↖↖	↑↑	↗
Traffic Volume (vph)	158	538	255	783	1553	96	414	194	537	92	148	167
Future Volume (vph)	158	538	255	783	1553	96	414	194	537	92	148	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		220	400		215	200		240	0		85
Storage Lanes	2		1	2		1	2		1	2		3
Taper Length (ft)	100			100			100			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	0.88	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	4715	1538	3433	4940	1583	3400	1881	2682	3273	3574	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	4715	1538	3433	4940	1583	3400	1881	2682	3273	3574	1583
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			283			129						196
Link Speed (mph)		45			45			40				40
Link Distance (ft)		1829			1480			839				1322
Travel Time (s)		27.7			22.4			14.3				22.5
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	3%	10%	5%	2%	5%	2%	3%	1%	6%	7%	1%	2%
Adj. Flow (vph)	176	598	283	842	1670	103	450	211	584	98	157	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	598	283	842	1670	103	450	211	584	98	157	178
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	custom	Prot	NA	Perm
Protected Phases	1	6		5 9	2		7	4	4 5	3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5 9	2	2	7	4	4 5	3	8	8
Switch Phase												
Minimum Initial (s)	8.0	18.0	18.0		18.0	18.0	7.0	10.0		7.0	10.0	10.0
Minimum Split (s)	17.3	27.3	27.3		56.3	56.3	14.5	22.7		14.5	59.5	59.5
Total Split (s)	27.0	63.0	63.0		99.0	99.0	32.0	35.0		19.0	22.0	22.0
Total Split (%)	15.0%	35.0%	35.0%		55.0%	55.0%	17.8%	19.4%		10.6%	12.2%	12.2%
Maximum Green (s)	17.7	53.7	53.7		89.7	89.7	24.5	27.5		11.5	14.5	14.5
Yellow Time (s)	5.3	5.3	5.3		5.3	5.3	3.7	3.7		3.7	3.7	3.7
All-Red Time (s)	4.0	4.0	4.0		4.0	4.0	3.8	3.8		3.8	3.8	3.8
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	9.3	9.3	9.3		9.3	9.3	7.5	7.5		7.5	7.5	7.5
Lead/Lag	Lead	Lag	Lag		Lag	Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5		3.5	3.5	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min	C-Min		C-Min	C-Min	None	None		None	None	None
Walk Time (s)					7.0	7.0					7.0	7.0
Flash Dont Walk (s)					40.0	40.0					45.0	45.0
Pedestrian Calls (#/hr)					0	0					0	0
Act Effct Green (s)	13.7	38.1	38.1	58.4	92.1	92.1	28.3	29.3	58.9	11.3	12.3	12.3
Actuated g/C Ratio	0.08	0.21	0.21	0.32	0.51	0.51	0.16	0.16	0.33	0.06	0.07	0.07
v/c Ratio	0.68	0.60	0.52	0.76	0.66	0.12	0.84	0.69	0.67	0.48	0.65	0.61
Control Delay	94.2	67.3	9.2	38.7	44.1	5.8	87.5	83.4	40.5	89.5	94.0	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: AM Peak
 10: Michigan Avenue & Osceola Parkway

11/04/2019

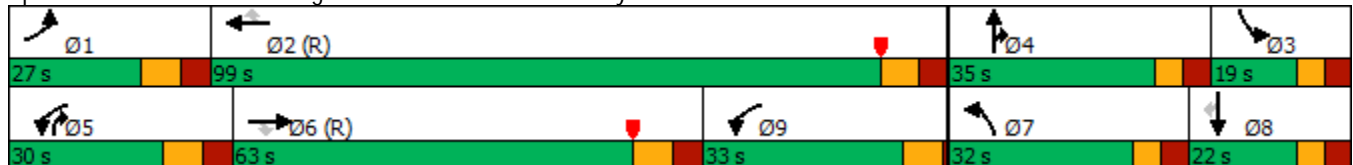


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	94.2	67.3	9.2	38.7	44.1	5.8	87.5	83.4	40.5	89.5	94.0	15.6
LOS	F	E	A	D	D	A	F	F	D	F	F	B
Approach Delay	56.2			40.8			64.8			60.8		
Approach LOS	E			D			E			E		
Queue Length 50th (ft)	106	241	0	322	565	12	266	238	240	58	96	0
Queue Length 95th (ft)	148	283	87	285	583	m28	#392	343	353	93	139	60
Internal Link Dist (ft)	1749			1400			759			1242		
Turn Bay Length (ft)	335		220	400		215	200		240		85	
Base Capacity (vph)	334	1406	657	1114	2552	880	534	309	882	215	287	307
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.43	0.43	0.76	0.65	0.12	0.84	0.68	0.66	0.46	0.55	0.58

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 34 (19%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 51.1
 Intersection LOS: D
 Intersection Capacity Utilization 85.5%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

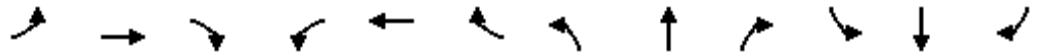
Splits and Phases: 10: Michigan Avenue & Osceola Parkway



Timing Plan: AM Peak

11: Bill Beck Boulevard & Osceola Parkway

11/04/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑			↑↑↑	↗		↕		↗	↑	↗
Traffic Volume (veh/h)	49	1212	9	51	2412	106	10	2	44	36	1	7
Future Volume (Veh/h)	49	1212	9	51	2412	106	10	2	44	36	1	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.86	0.86	0.86	0.60	0.60	0.60
Hourly flow rate (vph)	53	1303	10	53	2513	110	12	2	51	60	2	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												7
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (ft)					665							
pX, platoon unblocked	0.79						0.79	0.79		0.79	0.79	0.79
vC, conflicting volume	2623			1313			2359	4143	439	3211	4038	838
vC1, stage 1 conf vol							1414	1414		2619	2619	
vC2, stage 2 conf vol							945	2729		592	1419	
vCu, unblocked vol	2135			1313			1802	4050	439	2877	3918	0
tC, single (s)	4.1			4.1			*6.0	6.5	7.1	*6.0	6.5	6.9
tC, 2 stage (s)							5.0	5.5		5.0	5.5	
tF (s)	2.2			2.2			*3.0	4.0	3.4	*3.0	4.0	3.3
p0 queue free %	74			90			93	0	91	14	95	99
cM capacity (veh/h)	204			533			170	2	539	70	36	866

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2
Volume Total	53	521	521	271	556	1005	1005	110	65	60	14
Volume Left	53	0	0	0	53	0	0	0	12	60	0
Volume Right	0	0	0	10	0	0	0	110	51	0	12
cSH	204	1700	1700	1700	533	1700	1700	1700	53	70	255
Volume to Capacity	0.26	0.31	0.31	0.16	0.10	0.59	0.59	0.06	1.22	0.86	0.05
Queue Length 95th (ft)	25	0	0	0	8	0	0	0	143	104	4
Control Delay (s)	28.7	0.0	0.0	0.0	2.8	0.0	0.0	0.0	320.8	169.9	23.5
Lane LOS	D				A				F	F	C
Approach Delay (s)	1.1				0.6				320.8	142.2	
Approach LOS									F	F	

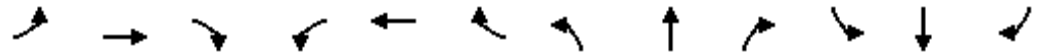
Intersection Summary

Average Delay	8.2
Intersection Capacity Utilization	91.3%
ICU Level of Service	F
Analysis Period (min)	15

* User Entered Value

Timing Plan: AM Peak
 12: Osceola Parkway & FL Turnpike SB

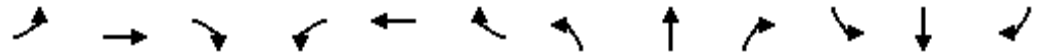
11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑					↖		↗
Traffic Volume (vph)	0	1136	122	36	1877	0	0	0	0	233	0	723
Future Volume (vph)	0	1136	122	36	1877	0	0	0	0	233	0	723
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	300		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	2		1
Taper Length (ft)	140			100			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6346	1482	1736	3539	0	0	0	0	3335	0	1495
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6346	1482	1736	3539	0	0	0	0	3335	0	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134									318
Link Speed (mph)		45			45			30				30
Link Distance (ft)		665			591			692				757
Travel Time (s)		10.1			9.0			15.7				17.2
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	9%	4%	2%	0%	0%	0%	0%	5%	0%	8%
Adj. Flow (vph)	0	1248	134	39	2018	0	0	0	0	251	0	777
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1248	134	39	2018	0	0	0	0	251	0	777
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		6		4 5	1 2 4 5					3		
Permitted Phases			6									Free
Detector Phase		6	6	4 5	1 2 4 5					3		
Switch Phase												
Minimum Initial (s)		15.0	15.0							10.0		
Minimum Split (s)		26.3	26.3							24.3		
Total Split (s)		84.0	84.0							46.0		
Total Split (%)		46.7%	46.7%							25.6%		
Maximum Green (s)		75.7	75.7							39.7		
Yellow Time (s)		4.8	4.8							3.4		
All-Red Time (s)		3.5	3.5							2.9		
Lost Time Adjust (s)		0.0	0.0							0.0		
Total Lost Time (s)		8.3	8.3							6.3		
Lead/Lag		Lead	Lead							Lead		
Lead-Lag Optimize?		Yes	Yes							Yes		
Vehicle Extension (s)		3.5	3.5							3.0		
Recall Mode		C-Max	C-Max							None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		75.7	75.7	54.2	146.5					18.9		180.0
Actuated g/C Ratio		0.42	0.42	0.30	0.81					0.10		1.00
v/c Ratio		0.47	0.19	0.07	0.70					0.72		0.52
Control Delay		35.0	7.2	33.5	6.6					89.5		1.3
Queue Delay		0.0	0.0	0.0	1.8					0.0		0.0

Timing Plan: AM Peak
 12: Osceola Parkway & FL Turnpike SB

11/04/2019

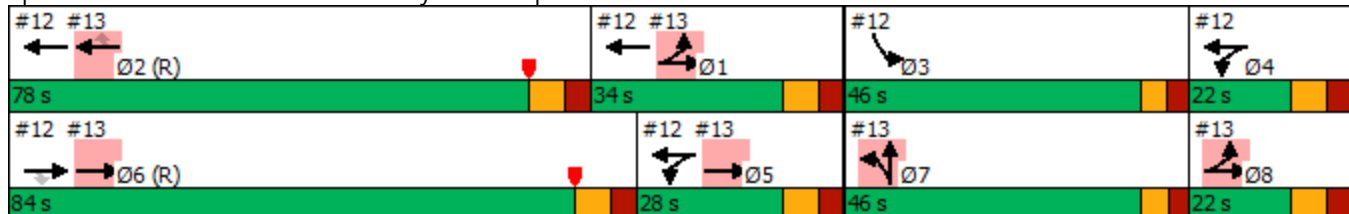


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		35.0	7.2	33.5	8.4					89.5		1.3
LOS		D	A	C	A					F		A
Approach Delay		32.3			8.9						22.8	
Approach LOS		C			A						C	
Queue Length 50th (ft)		261	18	36	315					150		0
Queue Length 95th (ft)		271	39	m36	m339					197		0
Internal Link Dist (ft)		585			511			612			677	
Turn Bay Length (ft)				300								
Base Capacity (vph)		2668	700	522	2880					735		1495
Starvation Cap Reductn		0	0	0	658					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.47	0.19	0.07	0.91					0.34		0.52

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 65 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 19.3
 Intersection LOS: B
 Intersection Capacity Utilization 89.8%
 ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

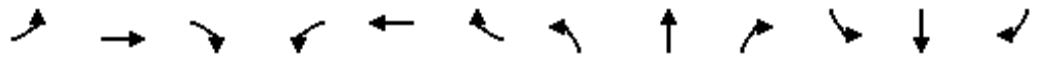
Splits and Phases: 12: Osceola Parkway & FL Turnpike SB



Timing Plan: AM Peak

13: Osceola Parkway & FL Turnpike NB

11/04/2019

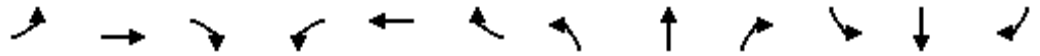


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑	↔	↔	↔				
Traffic Volume (vph)	521	785	0	0	1425	397	545	0	42	0	0	0
Future Volume (vph)	521	785	0	0	1425	397	545	0	42	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	0.97	*1.00	1.00	1.00	*1.00	1.00	0.95	*1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.978				
Flt Protected	0.950						0.950	0.959				
Satd. Flow (prot)	3183	5534	0	0	3762	1599	1618	1690	0	0	0	0
Flt Permitted	0.950						0.950	0.959				
Satd. Flow (perm)	3183	5534	0	0	3762	1599	1618	1690	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						200		133				
Link Speed (mph)		45			45			30				30
Link Distance (ft)		591			1515			769				796
Travel Time (s)		9.0			23.0			17.5				18.1
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.88	0.88	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	10%	3%	0%	0%	1%	1%	6%	0%	2%	0%	0%	0%
Adj. Flow (vph)	573	863	0	0	1532	427	619	0	48	0	0	0
Shared Lane Traffic (%)							46%					
Lane Group Flow (vph)	573	863	0	0	1532	427	334	333	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	1 8	1 5 6 8			2		7	7				
Permitted Phases						2						
Detector Phase	1 8	1 5 6 8			2	2	7	7				
Switch Phase												
Minimum Initial (s)					15.0	15.0	10.0	10.0				
Minimum Split (s)					28.5	28.5	24.4	24.4				
Total Split (s)					78.0	78.0	46.0	46.0				
Total Split (%)					43.3%	43.3%	25.6%	25.6%				
Maximum Green (s)					69.7	69.7	39.6	39.6				
Yellow Time (s)					4.8	4.8	3.7	3.7				
All-Red Time (s)					3.5	3.5	2.7	2.7				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					8.3	8.3	6.4	6.4				
Lead/Lag					Lead	Lead	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)					3.5	3.5	3.0	3.0				
Recall Mode					C-Max	C-Max	None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	40.2	124.2			69.7	69.7	38.8	38.8				
Actuated g/C Ratio	0.22	0.69			0.39	0.39	0.22	0.22				
v/c Ratio	0.81	0.23			1.05	0.58	0.96	0.71				
Control Delay	71.7	5.4			90.7	25.3	107.6	47.6				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0				

Timing Plan: AM Peak

13: Osceola Parkway & FL Turnpike NB

11/04/2019

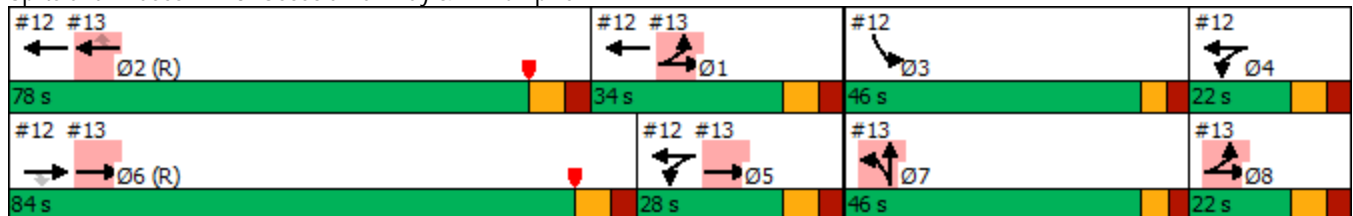


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	71.7	5.4			90.7	25.3	107.6	47.6				
LOS	E	A			F	C	F	D				
Approach Delay		31.9			76.5			77.7				
Approach LOS		C			E			E				
Queue Length 50th (ft)	307	60			-982	213	413	226				
Queue Length 95th (ft)	361	67			#1112	333	#602	336				
Internal Link Dist (ft)		511			1435			689				716
Turn Bay Length (ft)	345											
Base Capacity (vph)	711	3819			1456	741	355	475				
Starvation Cap Reductn	0	0			0	0	0	0				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.81	0.23			1.05	0.58	0.94	0.70				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 65 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 60.9
 Intersection LOS: E
 Intersection Capacity Utilization 89.8%
 ICU Level of Service E
 Analysis Period (min) 15
 * User Entered Value
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 13: Osceola Parkway & FL Turnpike NB



Timing Plan: Mid Day
 1: Flora Boulevard & Osceola Parkway

11/04/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵			
Traffic Volume (veh/h)	602	61	101	589	42	148			
Future Volume (Veh/h)	602	61	101	589	42	148			
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Peak Hour Factor	0.94	0.94	0.91	0.91	0.86	0.86			
Hourly flow rate (vph)	640	65	111	647	49	172			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	Raised			Raised					
Median storage (veh)	1			1					
Upstream signal (ft)									
pX, platoon unblocked									
vC, conflicting volume			705			1186	320		
vC1, stage 1 conf vol					640				
vC2, stage 2 conf vol					546				
vCu, unblocked vol			705			1186	320		
tC, single (s)			4.1			6.8	6.9		
tC, 2 stage (s)					5.8				
tF (s)			2.2			3.5	3.3		
p0 queue free %			88			83	75		
cM capacity (veh/h)			896			293	679		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	
Volume Total	320	320	65	111	324	324	49	172	
Volume Left	0	0	0	111	0	0	49	0	
Volume Right	0	0	65	0	0	0	0	172	
cSH	1700	1700	1700	896	1700	1700	293	679	
Volume to Capacity	0.19	0.19	0.04	0.12	0.19	0.19	0.17	0.25	
Queue Length 95th (ft)	0	0	0	11	0	0	15	25	
Control Delay (s)	0.0	0.0	0.0	9.6	0.0	0.0	19.8	12.1	
Lane LOS				A				C	B
Approach Delay (s)	0.0			1.4			13.8		
Approach LOS							B		
Intersection Summary									
Average Delay			2.4						
Intersection Capacity Utilization			35.6%	ICU Level of Service			A		
Analysis Period (min)			15						

Timing Plan: Mid Day
 2: Dyer Boulevard & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	606	67	448	537	27	91	234	344	48	221	59
Future Volume (vph)	128	606	67	448	537	27	91	234	344	48	221	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		350	520		350	315		200	350		185
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			50			50		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3438	1583	3467	3438	1553	1787	3574	1599	1787	3574	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3438	1583	3467	3438	1553	1787	3574	1599	1787	3574	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			126			126			387			175
Link Speed (mph)		55			55			40			40	
Link Distance (ft)		1439			2129			937			541	
Travel Time (s)		17.8			26.4			16.0			9.2	
Peak Hour Factor	0.91	0.91	0.91	0.87	0.87	0.87	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	1%	5%	2%	1%	5%	4%	1%	1%	1%	1%	1%	3%
Adj. Flow (vph)	141	666	74	515	617	31	102	263	387	55	251	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	666	74	515	617	31	102	263	387	55	251	67
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	13.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	12.7	47.5	47.5	12.7	41.5	41.5	20.4	59.6	59.6	15.4	56.6	56.6
Total Split (s)	30.0	69.0	69.0	43.0	82.0	82.0	30.0	31.0	31.0	27.0	28.0	28.0
Total Split (%)	17.6%	40.6%	40.6%	25.3%	48.2%	48.2%	17.6%	18.2%	18.2%	15.9%	16.5%	16.5%
Maximum Green (s)	22.3	61.5	61.5	35.3	74.5	74.5	22.6	23.4	23.4	19.6	20.4	20.4
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.2	2.0	2.0	2.2	2.0	2.0	3.4	3.6	3.6	3.4	3.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.5	7.5	7.7	7.5	7.5	7.4	7.6	7.6	7.4	7.6	7.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	3.0	3.5	3.5	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		33.0	33.0		27.0	27.0		45.0	45.0		42.0	42.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	35.6	77.9	77.9	30.4	72.7	72.7	15.2	24.4	24.4	10.1	16.3	16.3
Actuated g/C Ratio	0.21	0.46	0.46	0.18	0.43	0.43	0.09	0.14	0.14	0.06	0.10	0.10
v/c Ratio	0.38	0.42	0.09	0.83	0.42	0.04	0.64	0.51	0.69	0.52	0.73	0.22
Control Delay	60.9	33.6	0.2	79.3	36.1	0.1	92.5	71.6	12.5	94.0	87.5	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: Mid Day
 2: Dyer Boulevard & Osceola Parkway

11/04/2019

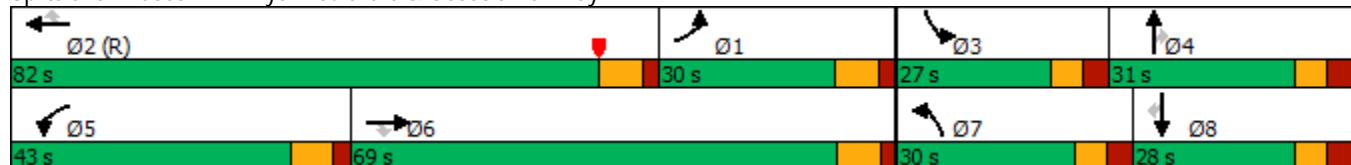


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	60.9	33.6	0.2	79.3	36.1	0.1	92.5	71.6	12.5	94.0	87.5	1.6
LOS	E	C	A	E	D	A	F	E	B	F	F	A
Approach Delay	35.2			54.3			44.0			73.0		
Approach LOS	D			D			D			E		
Queue Length 50th (ft)	137	256	0	289	247	0	113	148	0	61	145	0
Queue Length 95th (ft)	207	370	0	329	327	0	174	191	100	108	187	0
Internal Link Dist (ft)	1359			2049			857			461		
Turn Bay Length (ft)	350		350	520		350	315		200	350		185
Base Capacity (vph)	373	1575	794	725	1542	766	237	542	570	206	429	342
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.42	0.09	0.71	0.40	0.04	0.43	0.49	0.68	0.27	0.59	0.20

Intersection Summary

Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	89 (52%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	48.7
Intersection LOS:	D
Intersection Capacity Utilization	71.5%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 2: Dyer Boulevard & Osceola Parkway



Timing Plan: Mid Day

3: N Thacker Avenue & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	854	52	259	882	136	50	21	23	200	21	67
Future Volume (vph)	133	854	52	259	882	136	50	21	23	200	21	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		325	180		0	0		0	340		200
Storage Lanes	1		1	1		1	0		1	2		1
Taper Length (ft)	50			50			25			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.966		0.950		
Satd. Flow (prot)	1787	3505	1417	1641	3505	1599	0	1715	1242	3467	1881	2814
Flt Permitted	0.950			0.950				0.966		0.707		
Satd. Flow (perm)	1787	3505	1417	1641	3505	1599	0	1715	1242	2580	1881	2814
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111			111			111			111
Link Speed (mph)		55			45			30				30
Link Distance (ft)		2129			1493			559				1018
Travel Time (s)		26.4			22.6			12.7				23.1
Peak Hour Factor	0.90	0.90	0.90	0.94	0.94	0.94	0.93	0.93	0.93	0.97	0.97	0.97
Heavy Vehicles (%)	1%	3%	14%	10%	3%	1%	10%	0%	30%	1%	1%	1%
Adj. Flow (vph)	148	949	58	276	938	145	54	23	25	206	22	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	949	58	276	938	145	0	77	25	206	22	69
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		8	8				7
Permitted Phases			6			2			8	7		7
Detector Phase	1	6	6	5	2	2	8	8	8	7	7	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	25.7	25.7	13.0	25.7	25.7	25.7	25.7	25.7	25.7	25.7	25.7
Total Split (s)	40.0	98.0	98.0	40.0	98.0	98.0	30.0	30.0	30.0	32.0	32.0	32.0
Total Split (%)	20.0%	49.0%	49.0%	20.0%	49.0%	49.0%	15.0%	15.0%	15.0%	16.0%	16.0%	16.0%
Maximum Green (s)	32.0	90.3	90.3	32.0	90.3	90.3	22.3	22.3	22.3	24.3	24.3	24.3
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.2	2.2	2.5	2.2	2.2	3.7	3.7	3.7	3.7	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	7.7	7.7	8.0	7.7	7.7		7.7	7.7	7.7	7.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	2.0	3.5	3.5	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	20.9	94.2	94.2	41.0	114.3	114.3		13.4	13.4	20.3	20.3	20.3
Actuated g/C Ratio	0.10	0.47	0.47	0.20	0.57	0.57		0.07	0.07	0.10	0.10	0.10
v/c Ratio	0.80	0.58	0.08	0.82	0.47	0.15		0.68	0.13	0.79	0.12	0.18
Control Delay	115.4	40.7	0.2	94.4	27.8	7.3		117.7	1.5	108.5	80.9	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	115.4	40.7	0.2	94.4	27.8	7.3		117.7	1.5	108.5	80.9	1.7
LOS	F	D	A	F	C	A		F	A	F	F	A
Approach Delay		48.2			39.2			89.2			81.6	

Timing Plan: Mid Day
 3: N Thacker Avenue & Osceola Parkway

11/04/2019

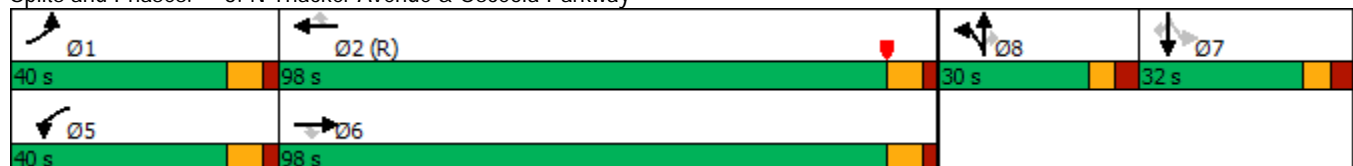


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			D			F			F		
Queue Length 50th (ft)	194	487	0	346	373	19		101	0	139	27	0
Queue Length 95th (ft)	274	566	0	#587	529	69		163	0	185	60	2
Internal Link Dist (ft)	2049			1413			479			938		
Turn Bay Length (ft)	430		325	180						340		200
Base Capacity (vph)	285	1650	726	336	2003	961		191	237	318	232	444
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.52	0.58	0.08	0.82	0.47	0.15		0.40	0.11	0.65	0.09	0.16

Intersection Summary

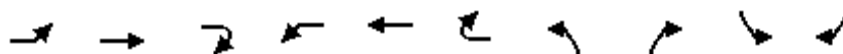
Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 67 (34%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 48.8
 Intersection LOS: D
 Intersection Capacity Utilization 69.8%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: N Thacker Avenue & Osceola Parkway



Timing Plan: Mid Day
 4: John Young Parkway & Osceola Parkway

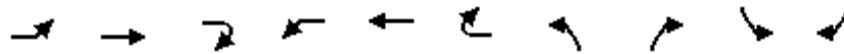
11/04/2019



Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations										
Traffic Volume (vph)	194	775	254	154	996	90	269	168	152	181
Future Volume (vph)	194	775	254	154	996	90	269	168	152	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			400			0		0	
Storage Lanes	2			2			2		2	
Taper Length (ft)	150			100			25		25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	0.97	1.00
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3467	3471	1583	3273	3505	1599	3433	1583	3502	1599
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3467	3471	1583	3273	3505	1599	3433	1583	3502	1599
Right Turn on Red			Yes			Yes		Yes		Yes
Satd. Flow (RTOR)			240			240		240		240
Link Speed (mph)		45			45					
Link Distance (ft)		1493			1091					
Travel Time (s)		22.6			16.5					
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	1%	4%	2%	7%	3%	1%	2%	2%	0%	1%
Adj. Flow (vph)	209	833	273	159	1027	93	283	177	162	193
Shared Lane Traffic (%)										
Lane Group Flow (vph)	209	833	273	159	1027	93	283	177	162	193
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Detector Phase	1	6		5	2		7		3	
Switch Phase										
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0		5.0	
Minimum Split (s)	13.9	27.1		13.9	27.1		26.9		13.9	
Total Split (s)	33.0	88.0		34.0	89.0		28.0		28.0	
Total Split (%)	22.0%	58.7%		22.7%	59.3%		18.7%		18.7%	
Maximum Green (s)	24.1	78.9		25.1	79.9		19.1		19.1	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0		4.0	
All-Red Time (s)	4.1	4.3		4.1	4.3		4.9		4.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)	8.9	9.1		8.9	9.1		8.9		8.9	
Lead/Lag	Lag	Lag		Lead	Lead					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Vehicle Extension (s)	2.5	3.5		2.5	3.5		3.0		3.0	
Recall Mode	None	C-Min		None	C-Min		None		None	
Walk Time (s)		7.0			7.0					
Flash Dont Walk (s)		10.0			10.0					
Pedestrian Calls (#/hr)		0			0					
Act Effct Green (s)	16.4	93.4	150.0	12.1	89.2	150.0	17.6	150.0	17.6	150.0
Actuated g/C Ratio	0.11	0.62	1.00	0.08	0.59	1.00	0.12	1.00	0.12	1.00
v/c Ratio	0.55	0.39	0.17	0.60	0.49	0.06	0.71	0.11	0.40	0.12
Control Delay	69.4	15.4	0.2	75.9	18.9	0.1	73.3	0.1	63.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: Mid Day
 4: John Young Parkway & Osceola Parkway

11/04/2019

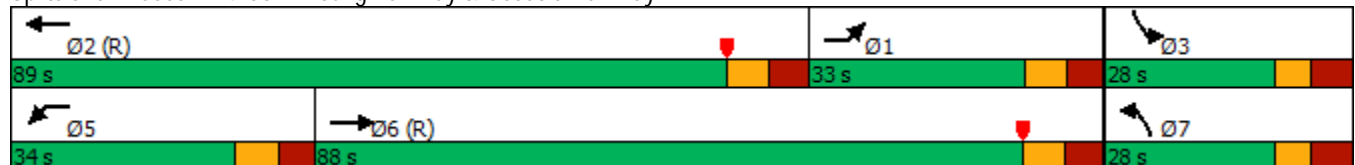


Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Total Delay	69.4	15.4	0.2	75.9	18.9	0.1	73.3	0.1	63.5	0.2
LOS	E	B	A	E	B	A	E	A	E	A
Approach Delay	20.8			24.6						
Approach LOS	C			C						
Queue Length 50th (ft)	102	202	0	78	289	0	139	0	76	0
Queue Length 95th (ft)	144	284	0	115	384	0	185	0	111	0
Internal Link Dist (ft)	1413			1011						
Turn Bay Length (ft)	500		250	400		270				
Base Capacity (vph)	557	2161	1583	547	2083	1599	452	1583	460	1599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.39	0.17	0.29	0.49	0.06	0.63	0.11	0.35	0.12

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	94 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	26.4
Intersection LOS:	C
Intersection Capacity Utilization	63.2%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 4: John Young Parkway & Osceola Parkway



Timing Plan: Mid Day

5: Greenwald Way N & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	832	191	138	1001	302	144	128	142	224	105	70
Future Volume (vph)	80	832	191	138	1001	302	144	128	142	224	105	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	350		350	220		0	0		145
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			40			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3471	1599	3433	3471	1599	1787	1881	1599	1805	1863	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3471	1599	3433	3471	1599	1787	1881	1599	1805	1863	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			321			171			171
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1091			1534			1137			938	
Travel Time (s)		16.5			23.2			25.8			21.3	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.97	0.97	0.97	0.88	0.88	0.88
Heavy Vehicles (%)	0%	4%	1%	2%	4%	1%	1%	1%	1%	0%	2%	1%
Adj. Flow (vph)	87	904	208	147	1065	321	148	132	146	255	119	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	904	208	147	1065	321	148	132	146	255	119	80
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.4	25.0	25.0	12.4	25.0	25.0	12.8	25.7	25.7	12.8	25.7	25.7
Total Split (s)	24.0	82.0	82.0	25.0	83.0	83.0	33.0	27.0	27.0	36.0	30.0	30.0
Total Split (%)	14.1%	48.2%	48.2%	14.7%	48.8%	48.8%	19.4%	15.9%	15.9%	21.2%	17.6%	17.6%
Maximum Green (s)	16.6	75.0	75.0	17.6	76.0	76.0	25.2	19.3	19.3	28.2	22.3	22.3
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.2	2.2	2.6	2.2	2.2	3.8	3.7	3.7	3.8	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.0	7.0	7.4	7.0	7.0	7.8	7.7	7.7	7.8	7.7	7.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	2.0	3.5	3.5	3.0	2.0	2.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	13.0	84.6	84.6	11.7	83.3	83.3	19.1	15.7	15.7	28.2	24.7	24.7
Actuated g/C Ratio	0.08	0.50	0.50	0.07	0.49	0.49	0.11	0.09	0.09	0.17	0.15	0.15
v/c Ratio	0.63	0.52	0.23	0.63	0.63	0.34	0.74	0.76	0.48	0.85	0.44	0.21
Control Delay	95.9	31.7	5.8	67.5	62.0	25.7	93.7	101.9	10.2	93.3	71.6	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.9	31.7	5.8	67.5	62.0	25.7	93.7	101.9	10.2	93.3	71.6	1.3
LOS	F	C	A	E	E	C	F	F	B	F	E	A
Approach Delay		31.9			54.9			67.6			71.4	

Timing Plan: Mid Day

5: Greenwald Way N & Osceola Parkway

11/04/2019

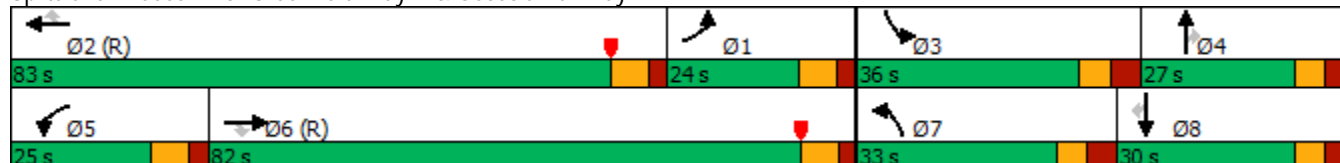


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			D			E			E		
Queue Length 50th (ft)	96	367	15	87	632	188	162	146	0	275	121	0
Queue Length 95th (ft)	157	456	66	m120	718	261	237	221	43	#418	194	0
Internal Link Dist (ft)	1011			1454			1057			858		
Turn Bay Length (ft)	185			350			220			145		
Base Capacity (vph)	177	1728	887	355	1713	952	264	213	333	315	277	383
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.52	0.23	0.41	0.62	0.34	0.56	0.62	0.44	0.81	0.43	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 105 (62%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 50.8 Intersection LOS: D
 Intersection Capacity Utilization 77.7% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Greenwald Way N & Osceola Parkway



Timing Plan: Mid Day

6: Centerview Boulevard & Osceola Parkway

11/04/2019

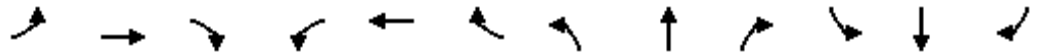


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	278	873	56	301	1101	40	71	141	237	65	116	261
Future Volume (vph)	278	873	56	301	1101	40	71	141	237	65	116	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		415	450		230	0		0	280		120
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3471	1615	1805	3471	1615	1752	1900	1583	1805	1900	1615
Flt Permitted	0.950			0.950			0.516			0.446		
Satd. Flow (perm)	1805	3471	1615	1805	3471	1615	952	1900	1583	847	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			137			137			279			293
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1534			2431			1171				957
Travel Time (s)		23.2			36.8			26.6				21.8
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.85	0.85	0.85	0.89	0.89	0.89
Heavy Vehicles (%)	0%	4%	0%	0%	4%	0%	3%	0%	2%	0%	0%	0%
Adj. Flow (vph)	302	949	61	314	1147	42	84	166	279	73	130	293
Shared Lane Traffic (%)												
Lane Group Flow (vph)	302	949	61	314	1147	42	84	166	279	73	130	293
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.9	45.6	45.6	12.9	43.6	43.6	13.3	26.2	26.2	13.3	26.2	26.2
Total Split (s)	37.0	72.0	72.0	44.0	79.0	79.0	21.0	33.0	33.0	21.0	33.0	33.0
Total Split (%)	21.8%	42.4%	42.4%	25.9%	46.5%	46.5%	12.4%	19.4%	19.4%	12.4%	19.4%	19.4%
Maximum Green (s)	29.1	64.4	64.4	36.1	71.4	71.4	12.7	24.8	24.8	12.7	24.8	24.8
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.1	2.8	2.8	3.1	2.8	2.8	4.3	4.2	4.2	4.3	4.2	4.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.6	7.6	7.9	7.6	7.6	8.3	8.2	8.2	8.3	8.2	8.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	3.5	3.5	2.5	3.5	3.5	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		31.0	31.0		29.0	29.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	32.8	74.7	74.7	33.3	75.2	75.2	31.1	19.9	19.9	28.8	18.7	18.7
Actuated g/C Ratio	0.19	0.44	0.44	0.20	0.44	0.44	0.18	0.12	0.12	0.17	0.11	0.11
v/c Ratio	0.87	0.62	0.08	0.89	0.75	0.05	0.37	0.75	0.65	0.36	0.62	0.67
Control Delay	87.9	31.8	1.7	64.7	75.1	2.4	56.7	92.6	13.9	56.7	84.6	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: Mid Day

6: Centerview Boulevard & Osceola Parkway

11/04/2019

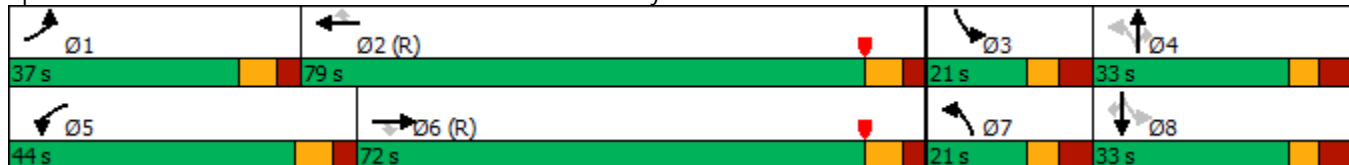


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	87.9	31.8	1.7	64.7	75.1	2.4	56.7	92.6	13.9	56.7	84.6	14.4
LOS	F	C	A	E	E	A	E	F	B	E	F	B
Approach Delay	43.3			70.9			45.4			39.0		
Approach LOS	D			E			D			D		
Queue Length 50th (ft)	204	440	6	313	703	0	77	182	0	66	141	0
Queue Length 95th (ft)	m#528	609	m12	m#474	776	m0	115	246	66	108	207	89
Internal Link Dist (ft)	1454			2351			1091			877		
Turn Bay Length (ft)	390		415	450		230				280		120
Base Capacity (vph)	347	1527	787	389	1543	794	243	277	469	227	277	485
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.62	0.08	0.81	0.74	0.05	0.35	0.60	0.59	0.32	0.47	0.60

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 161 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 53.8
 Intersection LOS: D
 Intersection Capacity Utilization 85.0%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Centerview Boulevard & Osceola Parkway



Timing Plan: Mid Day

7: N Orange Blossom Trail & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (vph)	177	827	227	413	1011	315	307	676	329	311	656	161
Future Volume (vph)	177	827	227	413	1011	315	307	676	329	311	656	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		325	375		0	360		250	490		250
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3505	1553	3335	3505	1583	3467	5085	1538	3433	5036	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1553	3335	3505	1583	3467	5085	1538	3433	5036	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			214			204			310			225
Link Speed (mph)		45		45			50			50		
Link Distance (ft)		543		2163			2279			2152		
Travel Time (s)		8.2		32.8			31.1			29.3		
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	5%	3%	2%	1%	2%	5%	2%	3%	4%
Adj. Flow (vph)	188	880	241	430	1053	328	349	768	374	331	698	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	880	241	430	1053	328	349	768	374	331	698	171
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			Free			Free
Detector Phase	1	6	6	5	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	12.0	20.0	20.0	7.0	10.0		12.0	10.0	
Minimum Split (s)	17.7	52.8	52.8	19.7	51.8	51.8	14.3	48.5		19.3	48.5	
Total Split (s)	29.0	55.0	55.0	37.0	63.0	63.0	34.0	44.0		34.0	44.0	
Total Split (%)	17.1%	32.4%	32.4%	21.8%	37.1%	37.1%	20.0%	25.9%		20.0%	25.9%	
Maximum Green (s)	21.3	47.2	47.2	29.3	55.2	55.2	26.7	36.5		26.7	36.5	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.9	3.0	3.0	2.9	3.0	3.0	3.3	3.5		3.3	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.7	7.8	7.8	7.7	7.8	7.8	7.3	7.5		7.3	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.5		3.0	2.5	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Ped		None	Ped	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		38.0	38.0		37.0	37.0		34.0			34.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	14.7	51.7	51.7	26.2	63.2	63.2	22.1	40.2	170.0	21.6	39.6	170.0
Actuated g/C Ratio	0.09	0.30	0.30	0.15	0.37	0.37	0.13	0.24	1.00	0.13	0.23	1.00
v/c Ratio	0.64	0.83	0.39	0.84	0.81	0.46	0.77	0.64	0.24	0.76	0.60	0.11
Control Delay	106.5	47.2	7.9	84.5	54.3	17.3	83.4	61.5	0.4	83.1	60.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: Mid Day

7: N Orange Blossom Trail & Osceola Parkway

11/04/2019

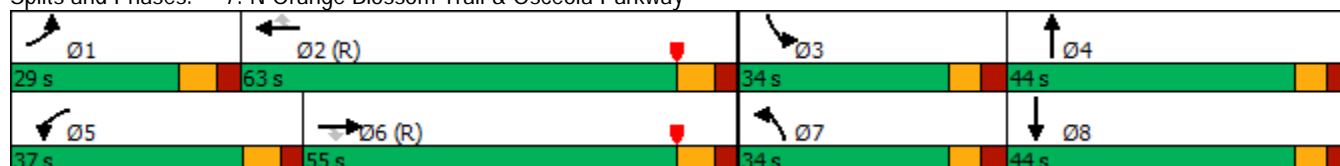


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	106.5	47.2	7.9	84.5	54.3	17.3	83.4	61.5	0.4	83.1	60.8	0.1
LOS	F	D	A	F	D	B	F	E	A	F	E	A
Approach Delay		48.5			54.8			51.3			58.3	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	112	518	9	242	562	100	196	281	0	186	253	0
Queue Length 95th (ft)	159	#530	69	302	681	204	242	336	0	236	312	0
Internal Link Dist (ft)		463			2083			2199			2072	
Turn Bay Length (ft)	300		325	375			360		250	490		250
Base Capacity (vph)	426	1066	621	574	1303	716	544	1201	1538	539	1173	1553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.83	0.39	0.75	0.81	0.46	0.64	0.64	0.24	0.61	0.60	0.11

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 8 (5%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 53.2
 Intersection LOS: D
 Intersection Capacity Utilization 84.6%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: N Orange Blossom Trail & Osceola Parkway



Timing Plan: Mid Day

8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

11/04/2019

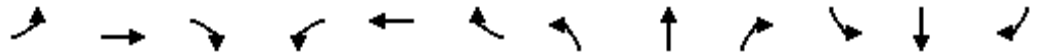


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↗		↗	↗
Traffic Volume (vph)	31	1305	126	156	1587	14	139	5	161	16	9	13
Future Volume (vph)	31	1305	126	156	1587	14	139	5	161	16	9	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		450	340		170	130		120	0		0
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.859	0.850			0.850
Flt Protected	0.950			0.950			0.950				0.969	
Satd. Flow (prot)	1805	5036	1482	1687	5036	1615	1671	1550	1534	0	1772	1615
Flt Permitted	0.950			0.950			0.000				0.763	
Satd. Flow (perm)	1805	5036	1482	1687	5036	1615	0	1550	1534	0	1396	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			99		90	140			141
Link Speed (mph)		45		45			40			40		40
Link Distance (ft)		2163		1489			1086			493		
Travel Time (s)		32.8		22.6			18.5			8.4		
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.88	0.88	0.88	0.73	0.73	0.73
Heavy Vehicles (%)	0%	3%	9%	7%	3%	0%	8%	0%	0%	6%	0%	0%
Adj. Flow (vph)	33	1403	135	163	1653	15	158	6	183	22	12	18
Shared Lane Traffic (%)									49%			
Lane Group Flow (vph)	33	1403	135	163	1653	15	158	96	93	0	34	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2	8		8	4		4
Detector Phase	1	6	6	5	2	2	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	12.3	50.3	50.3	12.3	35.3	35.3	15.0	25.0	25.0	15.0	55.8	55.8
Total Split (s)	22.0	86.0	86.0	46.0	110.0	110.0	43.0	43.0	43.0	25.0	25.0	25.0
Total Split (%)	11.0%	43.0%	43.0%	23.0%	55.0%	55.0%	21.5%	21.5%	21.5%	12.5%	12.5%	12.5%
Maximum Green (s)	14.7	78.7	78.7	38.7	102.7	102.7	36.0	36.0	36.0	18.2	18.2	18.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.6	2.6	2.6	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.0	7.0	7.0		6.8	6.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0	3.0	2.5	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0					7.0	7.0
Flash Dont Walk (s)		26.0	26.0		21.0	21.0					42.0	42.0
Pedestrian Calls (#/hr)		0	0		0	0					0	0
Act Effct Green (s)	12.8	102.2	102.2	24.2	116.1	116.1	24.2	24.2	24.2		30.0	30.0
Actuated g/C Ratio	0.06	0.51	0.51	0.12	0.58	0.58	0.12	0.12	0.12		0.15	0.15
v/c Ratio	0.29	0.55	0.16	0.80	0.57	0.02	0.78	0.36	0.30		0.16	0.05
Control Delay	94.5	37.4	4.8	112.1	31.1	0.0	110.2	18.2	3.3		79.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0

Timing Plan: Mid Day

8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

11/04/2019

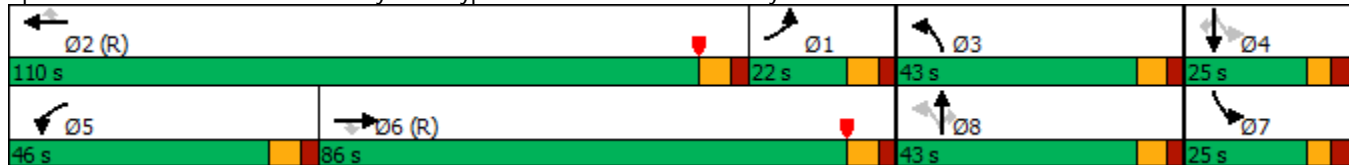


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	94.5	37.4	4.8	112.1	31.1	0.0	110.2	18.2	3.3		79.7	0.2
LOS	F	D	A	F	C	A	F	B	A		E	A
Approach Delay	35.8			38.0			56.1			52.2		
Approach LOS	D			D			E			D		
Queue Length 50th (ft)	42	498	0	213	571	0	206	7	0		40	0
Queue Length 95th (ft)	85	590	47	295	619	0	279	66	1		68	0
Internal Link Dist (ft)	2083			1409			1006			413		
Turn Bay Length (ft)	225		450	340		170	130		120			
Base Capacity (vph)	132	2573	823	326	2922	978	300	352	390		209	362
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.25	0.55	0.16	0.50	0.57	0.02	0.53	0.27	0.24		0.16	0.05

Intersection Summary

Area Type:	Other
Cycle Length:	200
Actuated Cycle Length:	200
Offset:	78 (39%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	38.9
Intersection LOS:	D
Intersection Capacity Utilization	67.2%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway



Timing Plan: Mid Day
 9: S Orange Avenue & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑↑	↔		↔	↔	↔↔	↔	↔
Traffic Volume (vph)	311	1183	8	33	1412	358	18	5	15	264	8	286
Future Volume (vph)	311	1183	8	33	1412	358	18	5	15	264	8	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		290	250		250	80		0	360		204
Storage Lanes	2		1	1		1	1		1	2		0
Taper Length (ft)	100			50			50			100		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.962		0.950	0.957	
Satd. Flow (prot)	3303	5036	1615	1736	5036	1524	0	1752	1615	3070	1556	1524
Flt Permitted	0.950			0.950				0.962		0.950	0.957	
Satd. Flow (perm)	3303	5036	1615	1736	5036	1524	0	1752	1615	3070	1556	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			259			223			117
Link Speed (mph)		45			45			35				35
Link Distance (ft)		1489			1829			417				871
Travel Time (s)		22.6			27.7			8.1				17.0
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.63	0.63	0.63	0.94	0.94	0.94
Heavy Vehicles (%)	6%	3%	0%	4%	3%	6%	0%	20%	0%	7%	0%	6%
Adj. Flow (vph)	338	1286	9	34	1471	373	29	8	24	281	9	304
Shared Lane Traffic (%)										31%		
Lane Group Flow (vph)	338	1286	9	34	1471	373	0	37	24	194	96	304
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	custom
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases			6			2			4			3
Detector Phase	1	6	6	5	2	2	4	4	4	3	3	3 1
Switch Phase												
Minimum Initial (s)	9.0	15.0	15.0	8.0	15.0	15.0	4.0	4.0	4.0	7.0	7.0	
Minimum Split (s)	19.0	46.0	46.0	18.0	46.0	46.0	56.4	56.4	56.4	57.8	57.8	
Total Split (s)	36.0	90.0	90.0	25.0	79.0	79.0	21.0	21.0	21.0	39.0	39.0	
Total Split (%)	20.6%	51.4%	51.4%	14.3%	45.1%	45.1%	12.0%	12.0%	12.0%	22.3%	22.3%	
Maximum Green (s)	26.0	80.0	80.0	15.0	69.0	69.0	13.6	13.6	13.6	30.2	30.2	
Yellow Time (s)	5.2	5.2	5.2	5.2	5.2	5.2	3.4	3.4	3.4	4.8	4.8	
All-Red Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		7.4	7.4	8.8	8.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		29.0	29.0		29.0	29.0	42.0	42.0	42.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			
Act Effct Green (s)	22.6	101.7	101.7	9.4	85.0	85.0		9.6	9.6	24.4	24.4	56.9
Actuated g/C Ratio	0.13	0.58	0.58	0.05	0.49	0.49		0.05	0.05	0.14	0.14	0.33
v/c Ratio	0.80	0.44	0.01	0.37	0.60	0.43		0.39	0.08	0.45	0.44	0.53
Control Delay	87.9	24.2	0.0	90.3	36.5	11.7		90.5	0.5	71.6	74.2	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0

Timing Plan: Mid Day
 9: S Orange Avenue & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	87.9	24.2	0.0	90.3	36.5	11.7		90.5	0.5	71.6	74.2	30.8
LOS	F	C	A	F	D	B		F	A	E	E	C
Approach Delay		37.3			32.5			55.1			51.1	
Approach LOS		D			C			E			D	
Queue Length 50th (ft)	196	324	0	39	465	78		42	0	113	112	173
Queue Length 95th (ft)	251	424	0	79	586	191		58	0	154	178	255
Internal Link Dist (ft)		1409			1749			337			791	
Turn Bay Length (ft)	365		290	250		250				360		204
Base Capacity (vph)	490	2927	999	148	2446	873		136	331	531	269	583
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.69	0.44	0.01	0.23	0.60	0.43		0.27	0.07	0.37	0.36	0.52

Intersection Summary

Area Type:	Other
Cycle Length:	175
Actuated Cycle Length:	175
Offset:	85 (49%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	180
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	37.4
Intersection LOS:	D
Intersection Capacity Utilization	71.8%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 9: S Orange Avenue & Osceola Parkway



Timing Plan: Mid Day
 10: Michigan Avenue & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↗	↑↑↑	↖	↗↗	↑↑↑	↖	↗↗	↑	↗↗	↗↗	↑↑	↖
Traffic Volume (vph)	349	837	319	618	1120	87	393	245	543	227	194	272
Future Volume (vph)	349	837	319	618	1120	87	393	245	543	227	194	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		220	400		215	200		240	0		85
Storage Lanes	2		1	2		1	2		1	2		3
Taper Length (ft)	100			100			100			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	0.88	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	4940	1568	3367	4893	1583	3433	1863	2733	3433	3574	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	4940	1568	3367	4893	1583	3433	1863	2733	3433	3574	1583
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			279			185						253
Link Speed (mph)		45			45			40				40
Link Distance (ft)		1829			1480			839				1249
Travel Time (s)		27.7			22.4			14.3				21.3
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.96	0.96	0.96	0.98	0.98	0.98
Heavy Vehicles (%)	1%	5%	3%	4%	6%	2%	2%	2%	4%	2%	1%	2%
Adj. Flow (vph)	388	930	354	665	1204	94	409	255	566	232	198	278
Shared Lane Traffic (%)												
Lane Group Flow (vph)	388	930	354	665	1204	94	409	255	566	232	198	278
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	custom	Prot	NA	Perm
Protected Phases	1	6		5 9	2		7	4	4 5	3		8
Permitted Phases			6			2						8
Detector Phase	1	6	6	5 9	2	2	7	4	4 5	3		8
Switch Phase												
Minimum Initial (s)	8.0	18.0	18.0		18.0	18.0	7.0	10.0		7.0	10.0	10.0
Minimum Split (s)	17.3	27.3	27.3		56.3	56.3	14.5	22.7		14.5	59.5	59.5
Total Split (s)	39.0	58.0	58.0		80.0	80.0	35.0	38.0		23.0	26.0	26.0
Total Split (%)	21.7%	32.2%	32.2%		44.4%	44.4%	19.4%	21.1%		12.8%	14.4%	14.4%
Maximum Green (s)	29.7	48.7	48.7		70.7	70.7	27.5	30.5		15.5	18.5	18.5
Yellow Time (s)	5.3	5.3	5.3		5.3	5.3	3.7	3.7		3.7	3.7	3.7
All-Red Time (s)	4.0	4.0	4.0		4.0	4.0	3.8	3.8		3.8	3.8	3.8
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	9.3	9.3	9.3		9.3	9.3	7.5	7.5		7.5	7.5	7.5
Lead/Lag	Lead	Lag	Lag		Lag	Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5		3.5	3.5	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min	C-Min		C-Min	C-Min	None	None		None	None	None
Walk Time (s)					7.0	7.0					7.0	7.0
Flash Dont Walk (s)					40.0	40.0					45.0	45.0
Pedestrian Calls (#/hr)					0	0					0	0
Act Effct Green (s)	24.4	44.2	44.2	50.0	79.2	79.2	24.7	27.9	59.9	15.0	18.1	18.1
Actuated g/C Ratio	0.14	0.25	0.25	0.28	0.44	0.44	0.14	0.16	0.33	0.08	0.10	0.10
v/c Ratio	0.83	0.77	0.59	0.71	0.56	0.12	0.87	0.89	0.62	0.81	0.55	0.72
Control Delay	90.8	67.5	16.9	37.5	34.6	0.9	94.8	104.0	36.7	102.3	82.9	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: Mid Day
 10: Michigan Avenue & Osceola Parkway

11/04/2019

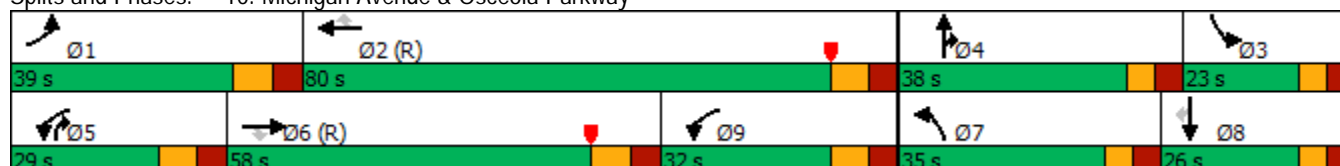


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	90.8	67.5	16.9	37.5	34.6	0.9	94.8	104.0	36.7	102.3	82.9	22.7
LOS	F	E	B	D	C	A	F	F	D	F	F	C
Approach Delay	62.2			34.0			70.0			65.6		
Approach LOS	E			C			E			E		
Queue Length 50th (ft)	234	375	72	196	290	0	246	295	241	140	116	27
Queue Length 95th (ft)	287	419	183	297	321	10	308	#433	318	#204	167	138
Internal Link Dist (ft)	1749			1400			759			1169		
Turn Bay Length (ft)	335		220	400		215	200		240			85
Base Capacity (vph)	572	1336	627	990	2151	799	524	315	949	300	380	394
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.70	0.56	0.67	0.56	0.12	0.78	0.81	0.60	0.77	0.52	0.71

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 45 (25%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 54.4
 Intersection LOS: D
 Intersection Capacity Utilization 81.3%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Michigan Avenue & Osceola Parkway



Timing Plan: Mid Day
 11: Bill Beck Boulevard & Osceola Parkway

11/04/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑			↑↑↑	↗		↕		↗	↑	↗
Traffic Volume (veh/h)	94	1600	7	33	1815	138	5	2	77	115	4	38
Future Volume (Veh/h)	94	1600	7	33	1815	138	5	2	77	115	4	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.85	0.85	0.85	0.90	0.90	0.90
Hourly flow rate (vph)	101	1720	8	35	1911	145	6	2	91	128	4	42
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												7
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (ft)					665							
pX, platoon unblocked	0.90						0.90	0.90		0.90	0.90	0.90
vC, conflicting volume	2056			1728			2635	4052	577	2848	3911	637
vC1, stage 1 conf vol							1926	1926		1981	1981	
vC2, stage 2 conf vol							709	2126		867	1930	
vCu, unblocked vol	1799			1728			2439	4005	577	2675	3849	231
tC, single (s)	4.2			4.3			*6.0	*6.0	6.9	*5.5	*6.0	6.9
tC, 2 stage (s)							5.0	5.0		4.5	5.0	
tF (s)	2.2			2.3			3.7	4.0	3.3	*2.5	4.0	3.3
p0 queue free %	66			89			93	90	80	3	91	94
cM capacity (veh/h)	299			332			82	20	465	131	42	703
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2	
Volume Total	101	688	688	352	417	764	764	145	99	128	46	
Volume Left	101	0	0	0	35	0	0	0	6	128	0	
Volume Right	0	0	0	8	0	0	0	145	91	0	42	
cSH	299	1700	1700	1700	332	1700	1700	1700	269	131	488	
Volume to Capacity	0.34	0.40	0.40	0.21	0.11	0.45	0.45	0.09	0.37	0.97	0.09	
Queue Length 95th (ft)	36	0	0	0	9	0	0	0	41	168	8	
Control Delay (s)	23.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	25.9	136.2	18.1	
Lane LOS	C				A				D	F	C	
Approach Delay (s)	1.3				0.7				25.9	105.0		
Approach LOS									D	F		
Intersection Summary												
Average Delay			5.9									
Intersection Capacity Utilization			89.8%		ICU Level of Service				E			
Analysis Period (min)			15									

* User Entered Value

Timing Plan: Mid Day
 12: Osceola Parkway & FL Turnpike SB

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	Ø1
Lane Configurations		↑↑↑	↗	↖	↑↑		↗↖		↗			
Traffic Volume (vph)	0	1584	204	28	1426	0	233	0	554	0	0	
Future Volume (vph)	0	1584	204	28	1426	0	233	0	554	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	90		0	300		0		0	0	0	0	
Storage Lanes	1		1	1		0		2	1	0	0	
Taper Length (ft)	140			100				25		25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	
Frt			0.850						0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	6346	1482	1736	3539	0	3335	0	1495	0	0	
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	6346	1482	1736	3539	0	3335	0	1495	0	0	
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			190						317			
Link Speed (mph)		45			45			30		30		
Link Distance (ft)		665			591			806		692		
Travel Time (s)		10.1			9.0			18.3		15.7		
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.94	0.94	0.94	0.92	0.92	
Heavy Vehicles (%)	0%	3%	9%	4%	2%	0%	5%	0%	8%	0%	0%	
Adj. Flow (vph)	0	1703	219	29	1485	0	248	0	589	0	0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1703	219	29	1485	0	248	0	589	0	0	
Turn Type		NA	Perm	Prot	NA		Prot		Free			
Protected Phases		6		4 5	1 2 4 5		3					1
Permitted Phases			6						Free			
Detector Phase		6	6	4 5	1 2 4 5		3					
Switch Phase												
Minimum Initial (s)		15.0	15.0				10.0					5.0
Minimum Split (s)		26.3	26.3				24.3					26.3
Total Split (s)		96.0	96.0				40.0					36.0
Total Split (%)		53.3%	53.3%				22.2%					20%
Maximum Green (s)		87.7	87.7				33.7					27.7
Yellow Time (s)		4.8	4.8				3.4					4.8
All-Red Time (s)		3.5	3.5				2.9					3.5
Lost Time Adjust (s)		0.0	0.0				0.0					
Total Lost Time (s)		8.3	8.3				6.3					
Lead/Lag		Lead	Lead				Lead					Lag
Lead-Lag Optimize?		Yes	Yes				Yes					Yes
Vehicle Extension (s)		3.5	3.5				3.0					3.0
Recall Mode		C-Max	C-Max				None					None
Act Effct Green (s)		89.1	89.1	41.0	146.7		18.7		180.0			
Actuated g/C Ratio		0.50	0.50	0.23	0.82		0.10		1.00			
v/c Ratio		0.54	0.26	0.07	0.51		0.72		0.39			
Control Delay		18.0	3.8	48.1	2.2		89.7		0.8			
Queue Delay		0.0	0.0	0.0	0.3		0.0		0.0			
Total Delay		18.0	3.8	48.1	2.5		89.7		0.8			
LOS		B	A	D	A		F		A			
Approach Delay		16.3			3.4			27.1				

Timing Plan: Mid Day
 12: Osceola Parkway & FL Turnpike SB

11/04/2019



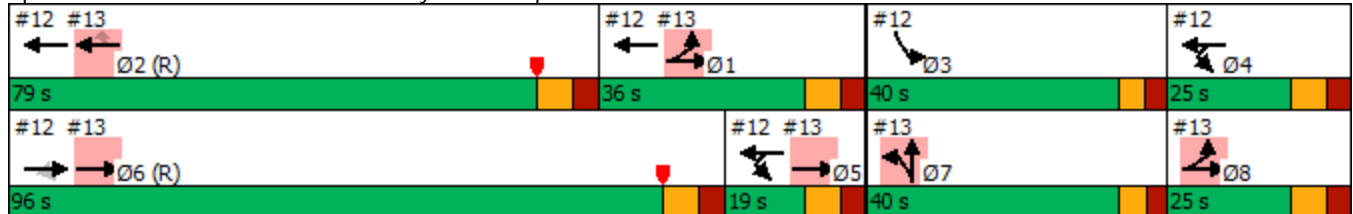
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	Ø1
Approach LOS	B			A			C					
Queue Length 50th (ft)		284	19	31	128		148		0			
Queue Length 95th (ft)		274	m40	m38	155		195		0			
Internal Link Dist (ft)		585			511			726		612		
Turn Bay Length (ft)				300								
Base Capacity (vph)		3140	829	395	2884		624		1495			
Starvation Cap Reductn		0	0	0	689		0		0			
Spillback Cap Reductn		0	0	0	0		0		0			
Storage Cap Reductn		0	0	0	0		0		0			
Reduced v/c Ratio		0.54	0.26	0.07	0.68		0.40		0.39			

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	59 (33%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	125
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	13.9
Intersection LOS:	B
Intersection Capacity Utilization	74.2%
ICU Level of Service	D
Analysis Period (min)	15

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
























Splits and Phases: 12: Osceola Parkway & FL Turnpike SB



Timing Plan: Mid Day

13: Osceola Parkway & FL Turnpike NB

11/04/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			 			 				
Traffic Volume (vph)	488	1336	0	0	1180	183	269	0	33	0	0	0
Future Volume (vph)	488	1336	0	0	1180	183	269	0	33	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850		0.967				
Flt Protected	0.950						0.950	0.963				
Satd. Flow (prot)	3242	5136	0	0	3574	1583	1618	1586	0	0	0	0
Flt Permitted	0.950						0.950	0.963				
Satd. Flow (perm)	3242	5136	0	0	3574	1583	1618	1586	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						172		183				
Link Speed (mph)		45			45			30				30
Link Distance (ft)		591			1219			769				796
Travel Time (s)		9.0			18.5			17.5				18.1
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	8%	1%	0%	0%	1%	2%	6%	0%	6%	0%	0%	0%
Adj. Flow (vph)	530	1452	0	0	1269	197	332	0	41	0	0	0
Shared Lane Traffic (%)							43%					
Lane Group Flow (vph)	530	1452	0	0	1269	197	189	184	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	1 8	1 5 6 8			2		7	7				
Permitted Phases						2						
Detector Phase	1 8	1 5 6 8			2	2	7	7				
Switch Phase												
Minimum Initial (s)					15.0	15.0	10.0	10.0				
Minimum Split (s)					26.3	26.3	24.4	24.4				
Total Split (s)					79.0	79.0	40.0	40.0				
Total Split (%)					43.9%	43.9%	22.2%	22.2%				
Maximum Green (s)					70.7	70.7	33.6	33.6				
Yellow Time (s)					4.8	4.8	3.7	3.7				
All-Red Time (s)					3.5	3.5	2.7	2.7				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					8.3	8.3	6.4	6.4				
Lead/Lag					Lead	Lead	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)					3.5	3.5	3.0	3.0				
Recall Mode					C-Max	C-Max	None	None				
Act Effct Green (s)	50.6	139.3			72.1	72.1	26.0	26.0				
Actuated g/C Ratio	0.28	0.77			0.40	0.40	0.14	0.14				
v/c Ratio	0.58	0.37			0.89	0.27	0.81	0.48				
Control Delay	48.5	2.9			59.1	7.6	99.3	12.0				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0				
Total Delay	48.5	2.9			59.1	7.6	99.3	12.0				
LOS	D	A			E	A	F	B				
Approach Delay		15.1			52.2			56.2				

Timing Plan: Mid Day

13: Osceola Parkway & FL Turnpike NB

11/04/2019

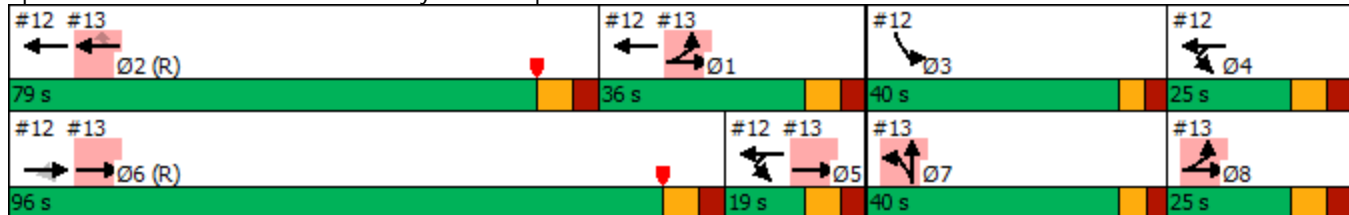


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B			D				E				
Queue Length 50th (ft)	296	86			742	18	231	1				
Queue Length 95th (ft)	352	92			846	76	282	49				
Internal Link Dist (ft)		511			1139			689			716	
Turn Bay Length (ft)	345											
Base Capacity (vph)	911	3974			1431	737	302	444				
Starvation Cap Reductn	0	494			0	0	0	0				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.58	0.42			0.89	0.27	0.63	0.41				

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	59 (33%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	125
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	33.3
Intersection LOS:	C
Intersection Capacity Utilization	74.2%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 13: Osceola Parkway & FL Turnpike NB



Timing Plan: PM Peak-Hour
1: Flora Boulevard & Osceola Parkway

11/04/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑			
Traffic Volume (veh/h)	1480	449	189	798	40	161			
Future Volume (Veh/h)	1480	449	189	798	40	161			
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Peak Hour Factor	0.92	0.92	0.94	0.94	0.81	0.81			
Hourly flow rate (vph)	1609	488	201	849	49	199			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	Raised			Raised					
Median storage (veh)	1			1					
Upstream signal (ft)									
pX, platoon unblocked									
vC, conflicting volume			2097			2436	804		
vC1, stage 1 conf vol					1609				
vC2, stage 2 conf vol					826				
vCu, unblocked vol			2097			2436	804		
tC, single (s)			4.1			6.8	6.9		
tC, 2 stage (s)					5.8				
tF (s)			2.2			3.5	3.3		
p0 queue free %			24			11	39		
cM capacity (veh/h)			263			55	328		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	
Volume Total	804	804	488	201	424	424	49	199	
Volume Left	0	0	0	201	0	0	49	0	
Volume Right	0	0	488	0	0	0	0	199	
cSH	1700	1700	1700	263	1700	1700	55	328	
Volume to Capacity	0.47	0.47	0.29	0.76	0.25	0.25	0.89	0.61	
Queue Length 95th (ft)	0	0	0	141	0	0	98	94	
Control Delay (s)	0.0	0.0	0.0	52.5	0.0	0.0	210.1	31.6	
Lane LOS				F				F	D
Approach Delay (s)	0.0		10.0				66.9		
Approach LOS							F		
Intersection Summary									
Average Delay			8.0						
Intersection Capacity Utilization			64.7%		ICU Level of Service		C		
Analysis Period (min)			15						

Timing Plan: PM Peak-Hour
 2: Dyer Boulevard & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	237	1207	81	610	708	35	124	273	373	54	424	132
Future Volume (vph)	237	1207	81	610	708	35	124	273	373	54	424	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		350	520		350	315		200	350		185
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			50			50		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3539	1568	3467	3574	1524	1787	3574	1599	1787	3539	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3539	1568	3467	3574	1524	1787	3574	1599	1787	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107			107			434			149
Link Speed (mph)		55		55			40			40		
Link Distance (ft)		1439		2129			937			826		
Travel Time (s)		17.8		26.4			16.0			14.1		
Peak Hour Factor	0.96	0.96	0.96	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	3%	1%	1%	6%	1%	1%	1%	1%	2%	1%
Adj. Flow (vph)	247	1257	84	678	787	39	144	317	434	59	461	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	247	1257	84	678	787	39	144	317	434	59	461	143
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	13.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	12.7	47.5	47.5	12.7	41.5	41.5	20.4	59.6	59.6	15.4	56.6	56.6
Total Split (s)	37.0	82.0	82.0	46.0	91.0	91.0	36.0	38.0	38.0	34.0	36.0	36.0
Total Split (%)	18.5%	41.0%	41.0%	23.0%	45.5%	45.5%	18.0%	19.0%	19.0%	17.0%	18.0%	18.0%
Maximum Green (s)	29.3	74.5	74.5	38.3	83.5	83.5	28.6	30.4	30.4	26.6	28.4	28.4
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.2	2.0	2.0	2.2	2.0	2.0	3.4	3.6	3.6	3.4	3.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.5	7.5	7.7	7.5	7.5	7.4	7.6	7.6	7.4	7.6	7.6
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	3.0	3.5	3.5	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		33.0	33.0		27.0	27.0		45.0	45.0		42.0	42.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	30.4	81.2	81.2	38.3	89.2	89.2	20.5	22.8	22.8	27.5	29.8	29.8
Actuated g/C Ratio	0.15	0.41	0.41	0.19	0.45	0.45	0.10	0.11	0.11	0.14	0.15	0.15
v/c Ratio	0.91	0.87	0.12	1.02	0.49	0.05	0.79	0.78	0.77	0.24	0.87	0.39
Control Delay	117.2	62.9	2.9	117.6	41.7	0.1	115.5	99.3	15.5	78.9	100.5	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: PM Peak-Hour
 2: Dyer Boulevard & Osceola Parkway

11/04/2019

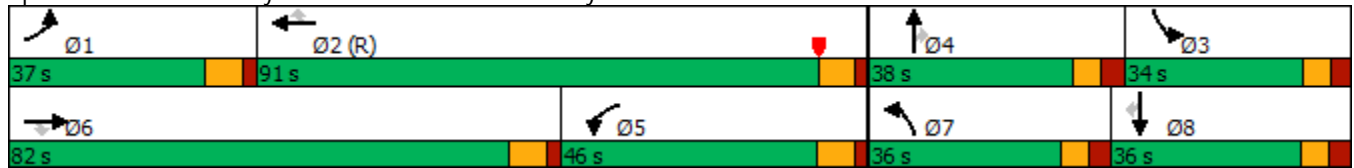


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	117.2	62.9	2.9	117.6	41.7	0.1	115.5	99.3	15.5	78.9	100.5	11.5
LOS	F	E	A	F	D	A	F	F	B	E	F	B
Approach Delay	68.2			74.8			61.2			79.3		
Approach LOS	E			E			E			E		
Queue Length 50th (ft)	318	817	0	~485	407	0	189	217	0	70	314	0
Queue Length 95th (ft)	#518	#995	22	#620	475	0	254	255	80	125	#415	64
Internal Link Dist (ft)	1359			2049			857			746		
Turn Bay Length (ft)	350		350	520		350	315		200	350		185
Base Capacity (vph)	275	1437	700	663	1593	738	255	543	611	253	538	369
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.87	0.12	1.02	0.49	0.05	0.56	0.58	0.71	0.23	0.86	0.39

Intersection Summary

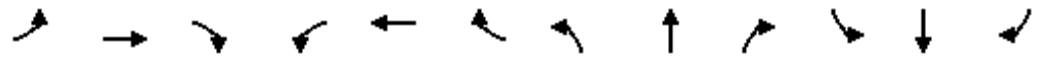
Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 42 (21%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 70.6
 Intersection LOS: E
 Intersection Capacity Utilization 96.2%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Dyer Boulevard & Osceola Parkway



Timing Plan: PM Peak-Hour
 3: N Thacker Avenue & Osceola Parkway

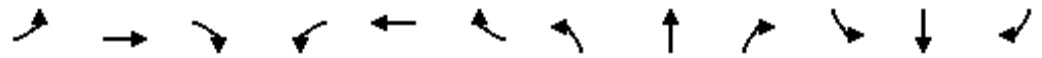
11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	1487	67	154	1169	118	63	15	26	219	39	79
Future Volume (vph)	140	1487	67	154	1169	118	63	15	26	219	39	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		325	180		0	0		0	340		200
Storage Lanes	1		1	1		1	0		1	2		1
Taper Length (ft)	50			50			25			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.961		0.950		
Satd. Flow (prot)	1787	3539	1583	1787	3574	1599	0	1826	1495	3502	1900	2733
Flt Permitted	0.950			0.950				0.961		0.699		
Satd. Flow (perm)	1787	3539	1583	1787	3574	1599	0	1826	1495	2577	1900	2733
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			153			214			214
Link Speed (mph)		55			45			30				30
Link Distance (ft)		2129			1493			559				1018
Travel Time (s)		26.4			22.6			12.7				23.1
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.88	0.88	0.88	0.85	0.85	0.85
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%	0%	0%	8%	0%	0%	4%
Adj. Flow (vph)	151	1599	72	164	1244	126	72	17	30	258	46	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	1599	72	164	1244	126	0	89	30	258	46	93
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		8	8				7
Permitted Phases			6			2			8	7		7
Detector Phase	1	6	6	5	2	2	8	8	8	7	7	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	25.7	25.7	13.0	25.7	25.7	25.7	25.7	25.7	25.7	25.7	25.7
Total Split (s)	24.0	59.0	59.0	29.0	64.0	64.0	23.0	23.0	23.0	34.0	34.0	34.0
Total Split (%)	16.6%	40.7%	40.7%	20.0%	44.1%	44.1%	15.9%	15.9%	15.9%	23.4%	23.4%	23.4%
Maximum Green (s)	16.0	51.3	51.3	21.0	56.3	56.3	15.3	15.3	15.3	26.3	26.3	26.3
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.2	2.2	2.5	2.2	2.2	3.7	3.7	3.7	3.7	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	7.7	7.7	8.0	7.7	7.7		7.7	7.7	7.7	7.7	7.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	2.0	3.5	3.5	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	20.0	66.2	66.2	17.1	63.4	63.4		11.5	11.5	19.0	19.0	19.0
Actuated g/C Ratio	0.14	0.46	0.46	0.12	0.44	0.44		0.08	0.08	0.13	0.13	0.13
v/c Ratio	0.61	0.99	0.09	0.78	0.80	0.16		0.62	0.10	0.77	0.18	0.17
Control Delay	71.7	59.0	0.2	85.7	40.3	2.5		82.2	0.6	75.4	55.9	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	71.7	59.0	0.2	85.7	40.3	2.5		82.2	0.6	75.4	55.9	0.7
LOS	E	E	A	F	D	A		F	A	E	E	A
Approach Delay		57.7			42.0			61.7			55.6	

Timing Plan: PM Peak-Hour
 3: N Thacker Avenue & Osceola Parkway

11/04/2019

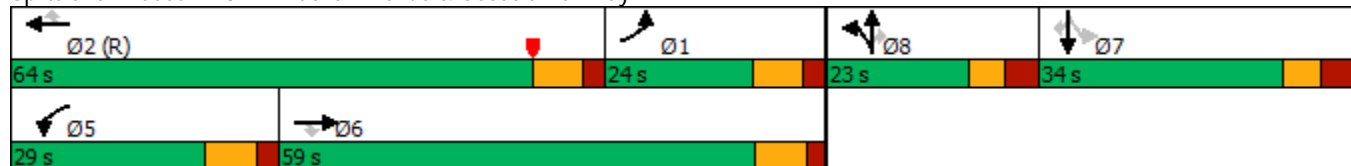


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	E			D			E			E		
Queue Length 50th (ft)	141	778	0	152	497	0		83	0	123	39	0
Queue Length 95th (ft)	#252	#1142	0	228	672	25		136	0	155	72	0
Internal Link Dist (ft)	2049			1413			479			938		
Turn Bay Length (ft)	430		325	180						340		200
Base Capacity (vph)	246	1616	805	260	1562	785		192	349	467	344	670
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.61	0.99	0.09	0.63	0.80	0.16		0.46	0.09	0.55	0.13	0.14

Intersection Summary

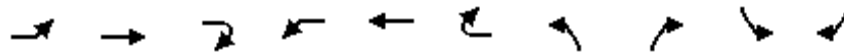
Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 145
 Offset: 39 (27%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 51.4
 Intersection LOS: D
 Intersection Capacity Utilization 82.1%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: N Thacker Avenue & Osceola Parkway



Timing Plan: PM Peak-Hour
 4: John Young Parkway & Osceola Parkway

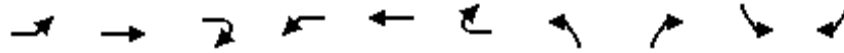
11/04/2019



Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations	↔↔	↑↑	↔	↔↔	↑↑	↔	↔↔	↔	↔↔	↔
Traffic Volume (vph)	361	1155	324	181	1156	63	222	118	143	196
Future Volume (vph)	361	1155	324	181	1156	63	222	118	143	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			400			0		0	
Storage Lanes	2			2			2		2	
Taper Length (ft)	150			100			25		25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	0.97	1.00
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3433	3574	1599	3467	3574	1615	3502	1524	3502	1615
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3433	3574	1599	3467	3574	1615	3502	1524	3502	1615
Right Turn on Red			Yes			Yes		Yes		Yes
Satd. Flow (RTOR)			145			145		145		228
Link Speed (mph)		45			45					
Link Distance (ft)		1493			1091					
Travel Time (s)		22.6			16.5					
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.96	0.96	0.86	0.86
Heavy Vehicles (%)	2%	1%	1%	1%	1%	0%	0%	6%	0%	0%
Adj. Flow (vph)	384	1229	345	189	1204	66	231	123	166	228
Shared Lane Traffic (%)										
Lane Group Flow (vph)	384	1229	345	189	1204	66	231	123	166	228
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Detector Phase	1	6		5	2		7		3	
Switch Phase										
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0		5.0	
Minimum Split (s)	13.9	27.1		13.9	27.1		26.9		13.9	
Total Split (s)	38.0	103.0		38.0	103.0		39.0		39.0	
Total Split (%)	21.1%	57.2%		21.1%	57.2%		21.7%		21.7%	
Maximum Green (s)	29.1	93.9		29.1	93.9		30.1		30.1	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0		4.0	
All-Red Time (s)	4.1	4.3		4.1	4.3		4.9		4.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)	8.9	9.1		8.9	9.1		8.9		8.9	
Lead/Lag	Lead	Lag		Lead	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Vehicle Extension (s)	2.5	3.5		2.5	3.5		3.0		3.0	
Recall Mode	None	C-Max		None	C-Max		None		None	
Walk Time (s)		7.0			7.0					
Flash Dont Walk (s)		10.0			10.0					
Pedestrian Calls (#/hr)		0			0					
Act Effct Green (s)	24.9	121.2	180.0	14.7	111.0	180.0	17.2	180.0	17.2	180.0
Actuated g/C Ratio	0.14	0.67	1.00	0.08	0.62	1.00	0.10	1.00	0.10	1.00
v/c Ratio	0.81	0.51	0.22	0.67	0.55	0.04	0.69	0.08	0.50	0.14
Control Delay	88.9	16.2	0.3	91.9	22.0	0.0	89.6	0.1	82.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: PM Peak-Hour
 4: John Young Parkway & Osceola Parkway

11/04/2019

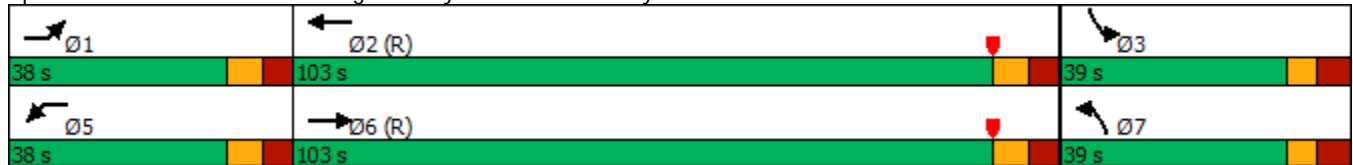


Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Total Delay	88.9	16.2	0.3	91.9	22.0	0.0	89.6	0.1	82.0	0.2
LOS	F	B	A	F	C	A	F	A	F	A
Approach Delay	27.6			30.0						
Approach LOS	C			C						
Queue Length 50th (ft)	230	361	0	113	418	0	138	0	97	0
Queue Length 95th (ft)	282	478	0	156	554	0	185	0	130	0
Internal Link Dist (ft)	1413			1011						
Turn Bay Length (ft)	500		250	400		270				
Base Capacity (vph)	561	2407	1599	560	2204	1615	585	1524	585	1615
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.51	0.22	0.34	0.55	0.04	0.39	0.08	0.28	0.14

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	62 (34%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	31.8
Intersection LOS:	C
Intersection Capacity Utilization	71.0%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 4: John Young Parkway & Osceola Parkway



Timing Plan: PM Peak-Hour
5: Greenwald Way N & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1189	163	113	1184	288	125	107	84	243	90	74
Future Volume (vph)	95	1189	163	113	1184	288	125	107	84	243	90	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	350		350	220		0	0		145
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			40			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3539	1599	3433	3539	1599	1805	1900	1553	1805	1900	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3539	1599	3433	3539	1599	1805	1900	1553	1805	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151			229			188			145
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1091			1534			1137				938
Travel Time (s)		16.5			23.2			25.8				21.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.88	0.88	0.88	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	1%	2%	2%	1%	0%	0%	4%	0%	0%	1%
Adj. Flow (vph)	100	1252	172	119	1246	303	142	122	95	283	105	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	1252	172	119	1246	303	142	122	95	283	105	86
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.4	25.0	25.0	12.4	25.0	25.0	12.8	25.7	25.7	12.8	25.7	25.7
Total Split (s)	26.0	88.0	88.0	36.0	98.0	98.0	36.0	31.0	31.0	45.0	40.0	40.0
Total Split (%)	13.0%	44.0%	44.0%	18.0%	49.0%	49.0%	18.0%	15.5%	15.5%	22.5%	20.0%	20.0%
Maximum Green (s)	18.6	81.0	81.0	28.6	91.0	91.0	28.2	23.3	23.3	37.2	32.3	32.3
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.2	2.2	2.6	2.2	2.2	3.8	3.7	3.7	3.8	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.0	7.0	7.4	7.0	7.0	7.8	7.7	7.7	7.8	7.7	7.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	2.0	3.5	3.5	3.0	2.0	2.0	3.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	18.6	107.1	107.1	11.3	99.8	99.8	21.0	17.2	17.2	34.5	30.7	30.7
Actuated g/C Ratio	0.09	0.54	0.54	0.06	0.50	0.50	0.10	0.09	0.09	0.17	0.15	0.15
v/c Ratio	0.60	0.66	0.19	0.61	0.71	0.33	0.75	0.75	0.31	0.91	0.36	0.23
Control Delay	102.7	37.1	5.7	123.1	28.7	8.3	109.9	115.4	2.7	112.4	79.0	1.5
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.7	37.5	5.7	123.1	28.7	8.3	109.9	115.4	2.7	112.4	79.0	1.5
LOS	F	D	A	F	C	A	F	F	A	F	E	A
Approach Delay		38.1			31.7			83.4			84.9	

Timing Plan: PM Peak-Hour
 5: Greenwald Way N & Osceola Parkway

11/04/2019

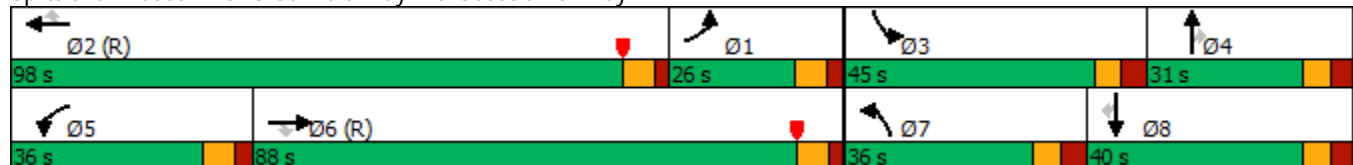


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			C			F			F		
Queue Length 50th (ft)	129	634	13	84	282	7	185	160	0	365	124	0
Queue Length 95th (ft)	204	790	63	m106	458	m94	256	229	0	#480	185	0
Internal Link Dist (ft)	1011			1454			1057			858		
Turn Bay Length (ft)	185			350			220			145		
Base Capacity (vph)	167	1894	926	490	1766	912	254	221	347	335	310	382
Starvation Cap Reductn	0	222	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.75	0.19	0.24	0.71	0.33	0.56	0.55	0.27	0.84	0.34	0.23

Intersection Summary

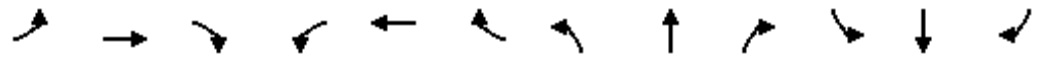
Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 47 (24%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 45.0 Intersection LOS: D
 Intersection Capacity Utilization 76.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Greenwald Way N & Osceola Parkway



Timing Plan: PM Peak-Hour
6: Centerview Boulevard & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	1144	53	311	1221	32	71	146	233	65	167	298
Future Volume (vph)	290	1144	53	311	1221	32	71	146	233	65	167	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		415	450		230	0		0	280		120
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3539	1615	1787	3539	1615	1752	1881	1615	1770	1881	1615
Flt Permitted	0.950			0.950			0.288			0.439		
Satd. Flow (perm)	1805	3539	1615	1787	3539	1615	531	1881	1615	818	1881	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			117			117			274			218
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1534			2404			1171				957
Travel Time (s)		23.2			36.4			26.6				21.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.85	0.82	0.82	0.82
Heavy Vehicles (%)	0%	2%	0%	1%	2%	0%	3%	1%	0%	2%	1%	0%
Adj. Flow (vph)	305	1204	56	327	1285	34	84	172	274	79	204	363
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	1204	56	327	1285	34	84	172	274	79	204	363
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.9	45.6	45.6	12.9	43.6	43.6	13.3	26.2	26.2	13.3	26.2	26.2
Total Split (s)	50.0	85.0	85.0	50.0	85.0	85.0	27.0	38.0	38.0	27.0	38.0	38.0
Total Split (%)	25.0%	42.5%	42.5%	25.0%	42.5%	42.5%	13.5%	19.0%	19.0%	13.5%	19.0%	19.0%
Maximum Green (s)	42.1	77.4	77.4	42.1	77.4	77.4	18.7	29.8	29.8	18.7	29.8	29.8
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.1	2.8	2.8	3.1	2.8	2.8	4.3	4.2	4.2	4.3	4.2	4.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.6	7.6	7.9	7.6	7.6	8.3	8.2	8.2	8.3	8.2	8.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	3.5	3.5	2.5	3.5	3.5	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		31.0	31.0		29.0	29.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	37.4	88.6	88.6	39.4	90.6	90.6	41.2	28.1	28.1	38.6	26.8	26.8
Actuated g/C Ratio	0.19	0.44	0.44	0.20	0.45	0.45	0.21	0.14	0.14	0.19	0.13	0.13
v/c Ratio	0.91	0.77	0.07	0.93	0.80	0.04	0.44	0.65	0.59	0.37	0.81	0.90
Control Delay	107.5	40.5	1.2	91.7	76.4	0.1	66.0	92.6	12.4	63.3	107.6	57.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: PM Peak-Hour
 6: Centerview Boulevard & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	107.5	40.5	1.2	91.7	76.4	0.1	66.0	92.6	12.4	63.3	107.6	57.9
LOS	F	D	A	F	E	A	E	F	B	E	F	E
Approach Delay		52.1			77.9			46.9			74.3	
Approach LOS		D			E			D			E	
Queue Length 50th (ft)	423	347	0	451	901	0	89	217	0	83	264	204
Queue Length 95th (ft)	m#527	638	m6	m#529	m#973	m0	129	285	68	118	325	274
Internal Link Dist (ft)		1454			2324			1091			877	
Turn Bay Length (ft)	390		415	450		230				280		120
Base Capacity (vph)	379	1567	780	377	1603	795	236	295	484	273	289	433
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.77	0.07	0.87	0.80	0.04	0.36	0.58	0.57	0.29	0.71	0.84

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 49 (25%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 64.4
 Intersection LOS: E
 Intersection Capacity Utilization 89.4%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Centerview Boulevard & Osceola Parkway



Timing Plan: PM Peak-Hour

7: N Orange Blossom Trail & Osceola Parkway

11/04/2019

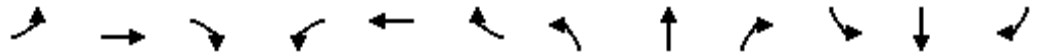


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (vph)	166	1044	249	502	1126	330	338	735	466	400	911	198
Future Volume (vph)	166	1044	249	502	1126	330	338	735	466	400	911	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		325	375		0	360		250	490		250
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3539	1599	3367	3539	1568	3433	4988	1583	3400	5036	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3539	1599	3367	3539	1568	3433	4988	1583	3400	5036	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			195			342			232
Link Speed (mph)		45		45			50			50		
Link Distance (ft)		581		2163			2279			2152		
Travel Time (s)		8.8		32.8			31.1			29.3		
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.85	0.85	0.85	0.84	0.84	0.84
Heavy Vehicles (%)	5%	2%	1%	4%	2%	3%	2%	4%	2%	3%	3%	4%
Adj. Flow (vph)	175	1099	262	591	1325	388	398	865	548	476	1085	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	1099	262	591	1325	388	398	865	548	476	1085	236
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			Free			Free
Detector Phase	1	6	6	5	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	12.0	20.0	20.0	7.0	10.0		12.0	10.0	
Minimum Split (s)	17.7	52.8	52.8	19.7	51.8	51.8	14.3	48.5		19.3	48.5	
Total Split (s)	23.0	78.0	78.0	40.0	95.0	95.0	31.0	50.0		32.0	51.0	
Total Split (%)	11.5%	39.0%	39.0%	20.0%	47.5%	47.5%	15.5%	25.0%		16.0%	25.5%	
Maximum Green (s)	15.3	70.2	70.2	32.3	87.2	87.2	23.7	42.5		24.7	43.5	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.9	3.0	3.0	2.9	3.0	3.0	3.3	3.5		3.3	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.7	7.8	7.8	7.7	7.8	7.8	7.3	7.5		7.3	7.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.5		3.0	2.5	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Ped		Max	Ped	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		38.0	38.0		37.0	37.0		34.0			34.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	14.3	70.2	70.2	32.3	88.2	88.2	23.7	42.5	200.0	24.7	43.5	200.0
Actuated g/C Ratio	0.07	0.35	0.35	0.16	0.44	0.44	0.12	0.21	1.00	0.12	0.22	1.00
v/c Ratio	0.74	0.88	0.39	1.09	0.85	0.48	0.98	0.82	0.35	1.14	0.99	0.15
Control Delay	136.5	67.4	26.7	139.0	56.6	20.9	125.4	82.3	0.6	159.9	101.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: PM Peak-Hour

7: N Orange Blossom Trail & Osceola Parkway

11/04/2019

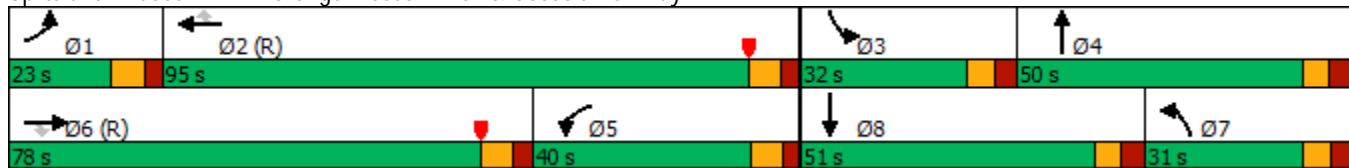


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	136.5	67.4	26.7	139.0	56.6	20.9	125.4	82.3	0.6	159.9	101.6	0.2
LOS	F	E	C	F	E	C	F	F	A	F	F	A
Approach Delay	68.3			71.7			67.1			103.7		
Approach LOS	E			E			E			F		
Queue Length 50th (ft)	124	451	96	~447	826	180	274	403	0	-373	529	0
Queue Length 95th (ft)	m164	593	182	#526	844	249	#354	428	0	#446	#548	0
Internal Link Dist (ft)	501			2083			2199			2072		
Turn Bay Length (ft)	300		325	375			360		250	490		250
Base Capacity (vph)	255	1242	675	543	1561	800	406	1059	1583	419	1095	1553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.88	0.39	1.09	0.85	0.48	0.98	0.82	0.35	1.14	0.99	0.15

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 48 (24%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 77.6
 Intersection LOS: E
 Intersection Capacity Utilization 95.7%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: N Orange Blossom Trail & Osceola Parkway



Timing Plan: PM Peak-Hour

8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1705	196	293	1714	41	158	18	203	20	26	20
Future Volume (vph)	33	1705	196	293	1714	41	158	18	203	20	26	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		450	340		170	130		120	0		0
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.874	0.850			0.850
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1805	5085	1553	1770	5136	1615	1805	1552	1504	0	1860	1615
Flt Permitted	0.950			0.950			0.000				0.800	
Satd. Flow (perm)	1805	5085	1553	1770	5136	1615	0	1552	1504	0	1520	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209			136		104	193			195
Link Speed (mph)		45		45			40			40		40
Link Distance (ft)		2163		1489			1086			493		
Travel Time (s)		32.8		22.6			18.5			8.4		
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.90	0.90	0.90	0.71	0.71	0.71
Heavy Vehicles (%)	0%	2%	4%	2%	1%	0%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	35	1814	209	315	1843	44	176	20	226	28	37	28
Shared Lane Traffic (%)									46%			
Lane Group Flow (vph)	35	1814	209	315	1843	44	176	124	122	0	65	28
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2	8		8	4		4
Detector Phase	1	6	6	5	2	2	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	12.3	40.3	40.3	12.3	35.3	35.3	15.0	25.0	25.0	14.8	55.8	55.8
Total Split (s)	19.0	66.0	66.0	33.0	80.0	80.0	27.0	27.0	27.0	19.0	19.0	19.0
Total Split (%)	13.1%	45.5%	45.5%	22.8%	55.2%	55.2%	18.6%	18.6%	18.6%	13.1%	13.1%	13.1%
Maximum Green (s)	11.7	58.7	58.7	25.7	72.7	72.7	20.0	20.0	20.0	12.2	12.2	12.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.6	2.6	2.6	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.0	7.0	7.0		6.8	6.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0	3.0	2.5	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0					7.0	7.0
Flash Dont Walk (s)		26.0	26.0		21.0	21.0					42.0	42.0
Pedestrian Calls (#/hr)		0	0		0	0					0	0
Act Effct Green (s)	7.4	63.9	63.9	25.7	84.7	84.7	17.9	17.9	17.9		14.3	14.3
Actuated g/C Ratio	0.05	0.44	0.44	0.18	0.58	0.58	0.12	0.12	0.12		0.10	0.10
v/c Ratio	0.38	0.81	0.26	1.01	0.61	0.04	0.79	0.44	0.34		0.43	0.08
Control Delay	77.9	40.3	4.2	110.9	23.2	0.1	86.3	19.5	2.7		72.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0

Timing Plan: PM Peak-Hour
 8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

11/04/2019

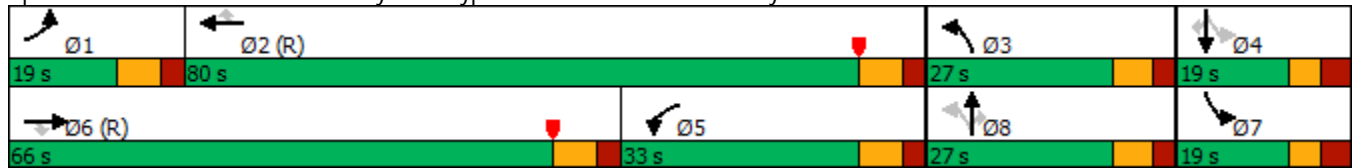


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	77.9	40.3	4.2	110.9	23.2	0.1	86.3	19.5	2.7		72.5	0.5
LOS	E	D	A	F	C	A	F	B	A		E	A
Approach Delay		37.3			35.3			42.5			50.9	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	33	576	0	~303	452	0	162	17	0		60	0
Queue Length 95th (ft)	70	644	50	#504	529	0	#260	84	0		87	0
Internal Link Dist (ft)		2083			1409			1006			413	
Turn Bay Length (ft)	225		450	340		170	130		120			
Base Capacity (vph)	145	2241	801	313	3000	1000	248	303	373		150	335
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.24	0.81	0.26	1.01	0.61	0.04	0.71	0.41	0.33		0.43	0.08

Intersection Summary

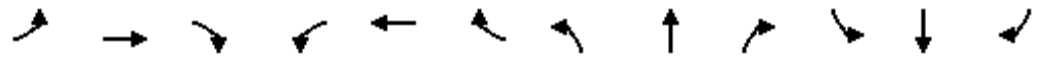
Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 145
 Offset: 46 (32%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 37.1
 Intersection LOS: D
 Intersection Capacity Utilization 82.6%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway



Timing Plan: PM Peak-Hour
 9: S Orange Avenue & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↗	↑↑↑	↖	↖	↑↑↑	↖		↖	↖	↗↗	↖	↖
Traffic Volume (vph)	429	1433	7	18	1343	352	10	24	30	660	8	673
Future Volume (vph)	429	1433	7	18	1343	352	10	24	30	660	8	673
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		290	250		250	80		0	360		204
Storage Lanes	2		1	1		1	1		1	2		0
Taper Length (ft)	100			50			50			100		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.985		0.950	0.954	
Satd. Flow (prot)	3335	5136	1615	1805	5136	1524	0	1872	1615	3221	1618	1583
Flt Permitted	0.950			0.950				0.985		0.950	0.954	
Satd. Flow (perm)	3335	5136	1615	1805	5136	1524	0	1872	1615	3221	1618	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			251			196			131
Link Speed (mph)		45		45				35			35	
Link Distance (ft)		1489		1829				417			871	
Travel Time (s)		22.6		27.7				8.1			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.68	0.68	0.68	0.86	0.86	0.86
Heavy Vehicles (%)	5%	1%	0%	0%	1%	6%	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	466	1558	8	20	1460	383	15	35	44	767	9	783
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	466	1558	8	20	1460	383	0	50	44	514	262	783
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	custom
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases			6			2			4			3
Detector Phase	1	6	6	5	2	2	4	4	4	3	3	3 1
Switch Phase												
Minimum Initial (s)	9.0	15.0	15.0	8.0	15.0	15.0	4.0	4.0	4.0	7.0	7.0	
Minimum Split (s)	19.0	46.0	46.0	18.0	46.0	46.0	56.4	56.4	56.4	57.8	57.8	
Total Split (s)	40.0	110.0	110.0	26.0	96.0	96.0	22.0	22.0	22.0	41.0	41.0	
Total Split (%)	20.1%	55.3%	55.3%	13.1%	48.2%	48.2%	11.1%	11.1%	11.1%	20.6%	20.6%	
Maximum Green (s)	30.0	100.0	100.0	16.0	86.0	86.0	14.6	14.6	14.6	32.2	32.2	
Yellow Time (s)	5.2	5.2	5.2	5.2	5.2	5.2	3.4	3.4	3.4	4.8	4.8	
All-Red Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		7.4	7.4	8.8	8.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		29.0	29.0		29.0	29.0	42.0	42.0	42.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			
Act Effct Green (s)	30.0	114.6	114.6	8.6	86.0	86.0		11.0	11.0	35.8	35.8	75.8
Actuated g/C Ratio	0.15	0.58	0.58	0.04	0.43	0.43		0.06	0.06	0.18	0.18	0.38
v/c Ratio	0.93	0.53	0.01	0.26	0.66	0.48		0.49	0.16	0.89	0.90	1.15
Control Delay	108.0	27.5	0.0	100.2	46.6	14.9		105.9	1.3	96.6	110.6	126.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0

Timing Plan: PM Peak-Hour
 9: S Orange Avenue & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	108.0	27.5	0.0	100.2	46.6	14.9		105.9	1.3	96.6	110.6	126.2
LOS	F	C	A	F	D	B		F	A	F	F	F
Approach Delay		45.8			40.6			56.9			113.8	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	315	483	0	26	555	117		65	0	367	375	~1087
Queue Length 95th (ft)	#424	539	0	60	606	218		86	0	#474	#571	#1280
Internal Link Dist (ft)		1409			1749			337			791	
Turn Bay Length (ft)	365		290	250		250				360		204
Base Capacity (vph)	502	2958	984	145	2219	801		137	300	578	290	683
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.93	0.53	0.01	0.14	0.66	0.48		0.36	0.15	0.89	0.90	1.15

Intersection Summary

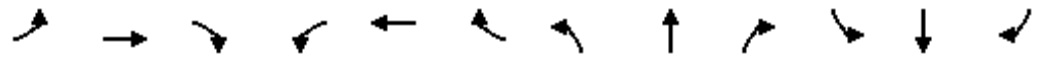
Area Type: Other
 Cycle Length: 199
 Actuated Cycle Length: 199
 Offset: 60 (30%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 180
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 63.4
 Intersection LOS: E
 Intersection Capacity Utilization 92.8%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 9: S Orange Avenue & Osceola Parkway



Timing Plan: PM Peak-Hour
 10: Michigan Avenue & Osceola Parkway

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑	↔↔	↔↔	↑↑	↔
Traffic Volume (vph)	323	1242	423	725	1236	102	369	218	759	260	241	239
Future Volume (vph)	323	1242	423	725	1236	102	369	218	759	260	241	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		220	400		215	200		240	0		85
Storage Lanes	2		1	2		1	2		1	2		3
Taper Length (ft)	100			100			100			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	0.88	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5036	1599	3433	5036	1583	3367	1881	2760	3467	3539	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	5036	1599	3433	5036	1583	3367	1881	2760	3467	3539	1599
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			235			116						177
Link Speed (mph)		45		45			40			40		40
Link Distance (ft)		1829		1480			839			1337		
Travel Time (s)		27.7		22.4			14.3			22.8		
Peak Hour Factor	0.97	0.97	0.97	0.92	0.92	0.92	0.87	0.87	0.87	0.86	0.86	0.86
Heavy Vehicles (%)	1%	3%	1%	2%	3%	2%	4%	1%	3%	1%	2%	1%
Adj. Flow (vph)	333	1280	436	788	1343	111	424	251	872	302	280	278
Shared Lane Traffic (%)												
Lane Group Flow (vph)	333	1280	436	788	1343	111	424	251	872	302	280	278
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	custom	Prot	NA	Perm
Protected Phases	1	6		5 9	2		7	4	4 5	3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5 9	2	2	7	4	4 5	3	8	8
Switch Phase												
Minimum Initial (s)	8.0	18.0	18.0		18.0	18.0	7.0	10.0		7.0	10.0	10.0
Minimum Split (s)	17.3	27.3	27.3		56.3	56.3	14.5	22.7		14.5	59.5	59.5
Total Split (s)	38.0	70.0	70.0		97.0	97.0	36.0	36.0		29.0	29.0	29.0
Total Split (%)	19.0%	35.0%	35.0%		48.5%	48.5%	18.0%	18.0%		14.5%	14.5%	14.5%
Maximum Green (s)	28.7	60.7	60.7		87.7	87.7	28.5	28.5		21.5	21.5	21.5
Yellow Time (s)	5.3	5.3	5.3		5.3	5.3	3.7	3.7		3.7	3.7	3.7
All-Red Time (s)	4.0	4.0	4.0		4.0	4.0	3.8	3.8		3.8	3.8	3.8
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	9.3	9.3	9.3		9.3	9.3	7.5	7.5		7.5	7.5	7.5
Lead/Lag	Lead	Lag	Lag		Lag	Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5		3.5	3.5	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max		C-Max	C-Max	None	None		None	None	None
Walk Time (s)					7.0	7.0					7.0	7.0
Flash Dont Walk (s)					40.0	40.0					45.0	45.0
Pedestrian Calls (#/hr)					0	0					0	0
Act Effct Green (s)	23.4	60.7	60.7	47.7	94.3	94.3	27.4	28.5	54.3	20.2	21.3	21.3
Actuated g/C Ratio	0.12	0.30	0.30	0.24	0.47	0.47	0.14	0.14	0.27	0.10	0.11	0.11
v/c Ratio	0.82	0.84	0.67	0.96	0.57	0.14	0.92	0.94	1.16	0.86	0.74	0.85
Control Delay	102.6	71.0	32.5	82.5	20.8	0.7	110.4	123.4	135.0	111.5	99.6	53.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: PM Peak-Hour
 10: Michigan Avenue & Osceola Parkway

11/04/2019

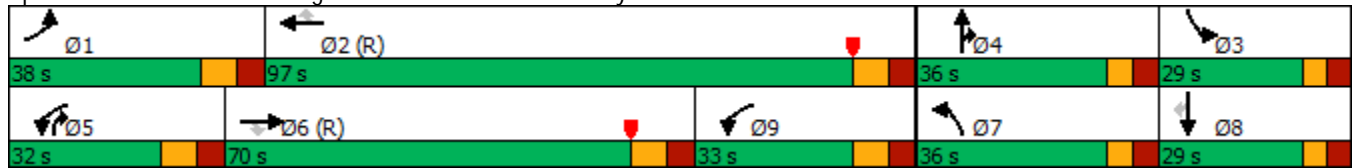


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	102.6	71.0	32.5	82.5	20.8	0.7	110.4	123.4	135.0	111.5	99.6	53.9
LOS	F	E	C	F	C	A	F	F	F	F	F	D
Approach Delay	67.9			41.5			126.4			89.0		
Approach LOS	E			D			F			F		
Queue Length 50th (ft)	224	582	242	449	270	1	287	333	~517	204	191	138
Queue Length 95th (ft)	278	642	384	#597	335	8	#356	#493	#618	251	237	#255
Internal Link Dist (ft)	1749			1400			759			1257		
Turn Bay Length (ft)	335		220	400		215	200		240			85
Base Capacity (vph)	497	1528	648	818	2373	807	479	268	749	372	380	329
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.84	0.67	0.96	0.57	0.14	0.89	0.94	1.16	0.81	0.74	0.84

Intersection Summary

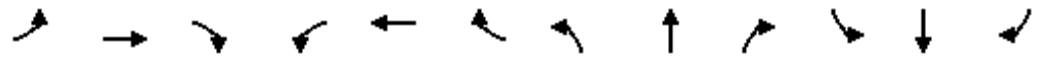
Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 18 (9%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 75.3
 Intersection LOS: E
 Intersection Capacity Utilization 91.6%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Michigan Avenue & Osceola Parkway



Timing Plan: PM Peak-Hour
 11: Bill Beck Boulevard & Osceola Parkway

11/04/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	63	2642	9	15	1882	110	11	1	89	116	3	39		
Future Volume (Veh/h)	63	2642	9	15	1882	110	11	1	89	116	3	39		
Sign Control	Free			Free			Stop			Stop				
Grade	0%			0%			0%			0%				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.77	0.77	0.77	0.90	0.90	0.90		
Hourly flow rate (vph)	66	2752	9	16	1960	115	14	1	116	129	3	43		
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)	7													
Median type	Raised				Raised									
Median storage (veh)	1				1									
Upstream signal (ft)					665									
pX, platoon unblocked	0.86						0.86	0.86			0.86	0.86	0.86	
vC, conflicting volume	2075				2761			3575	4996	922	3158	4885	653	
vC1, stage 1 conf vol									2888	2888			1992	1992
vC2, stage 2 conf vol									687	2107			1166	2893
vCu, unblocked vol	1695				2761			3431	5073	922	2948	4945	51	
tC, single (s)	4.2				4.1			*6.0	6.5	6.9	*5.0	*6.0	6.9	
tC, 2 stage (s)									5.0	5.5			4.0	5.0
tF (s)	2.3				2.2			3.5	4.0	3.3	*2.5	4.0	3.3	
p0 queue free %	78				89			63	94	58	2	86	95	
cM capacity (veh/h)	307				146			38	16	274	131	21	875	

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2	
Volume Total	66	1101	1101	559	408	784	784	115	131	129	46	
Volume Left	66	0	0	0	16	0	0	0	14	129	0	
Volume Right	0	0	0	9	0	0	0	115	116	0	43	
cSH	307	1700	1700	1700	146	1700	1700	1700	153	131	322	
Volume to Capacity	0.22	0.65	0.65	0.33	0.11	0.46	0.46	0.07	0.85	0.98	0.14	
Queue Length 95th (ft)	20	0	0	0	9	0	0	0	144	170	12	
Control Delay (s)	19.9	0.0	0.0	0.0	5.8	0.0	0.0	0.0	96.3	138.3	22.0	
Lane LOS	C				A				F		F	C
Approach Delay (s)	0.5				1.1				96.3		107.8	
Approach LOS									F		F	

Intersection Summary		
Average Delay	6.7	
Intersection Capacity Utilization	74.2%	ICU Level of Service
Analysis Period (min)	15	

* User Entered Value

Timing Plan: PM Peak-Hour
 12: Osceola Parkway & FL Turnpike SB

11/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	Ø1
Lane Configurations		↑↑↑	↗	↖	↑↑		↘↗		↗			
Traffic Volume (vph)	0	2448	446	49	1407	0	469	0	559	0	0	
Future Volume (vph)	0	2448	446	49	1407	0	469	0	559	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	90		0	300		0		0	0	0	0	
Storage Lanes	1		1	1		0		2	1	0	0	
Taper Length (ft)	140			100				25		25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	
Frt			0.850						0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	6471	1568	1770	3539	0	3467	0	1568	0	0	
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	6471	1568	1770	3539	0	3467	0	1568	0	0	
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			288						274			
Link Speed (mph)		45			45			30		30		
Link Distance (ft)		665			591			806		692		
Travel Time (s)		10.1			9.0			18.3		15.7		
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.88	0.88	0.88	0.92	0.92	
Heavy Vehicles (%)	0%	1%	3%	2%	2%	0%	1%	0%	3%	0%	0%	
Adj. Flow (vph)	0	2524	460	51	1466	0	533	0	635	0	0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2524	460	51	1466	0	533	0	635	0	0	
Turn Type		NA	Perm	Prot	NA		Prot		Free			
Protected Phases		6		4 5	1 2 4 5		3					1
Permitted Phases			6						Free			
Detector Phase		6	6	4 5	1 2 4 5		3					
Switch Phase												
Minimum Initial (s)		15.0	15.0				10.0					5.0
Minimum Split (s)		26.3	26.3				24.3					26.3
Total Split (s)		122.0	122.0				40.0					46.0
Total Split (%)		61.0%	61.0%				20.0%					23%
Maximum Green (s)		113.7	113.7				33.7					37.7
Yellow Time (s)		4.8	4.8				3.4					4.8
All-Red Time (s)		3.5	3.5				2.9					3.5
Lost Time Adjust (s)		0.0	0.0				0.0					
Total Lost Time (s)		8.3	8.3				6.3					
Lead/Lag		Lead	Lead				Lead					Lag
Lead-Lag Optimize?		Yes	Yes				Yes					Yes
Vehicle Extension (s)		3.5	3.5				3.0					3.0
Recall Mode		C-Min	C-Min				None					None
Act Effct Green (s)		113.7	113.7	22.1	152.4		33.0		200.0			
Actuated g/C Ratio		0.57	0.57	0.11	0.76		0.16		1.00			
v/c Ratio		0.69	0.45	0.26	0.54		0.93		0.40			
Control Delay		14.7	4.4	69.5	5.1		105.7		0.8			
Queue Delay		0.0	0.0	0.0	0.5		0.0		0.0			
Total Delay		14.7	4.4	69.5	5.7		105.7		0.8			
LOS		B	A	E	A		F		A			
Approach Delay		13.1			7.8			48.7				

Timing Plan: PM Peak-Hour
 12: Osceola Parkway & FL Turnpike SB

11/04/2019

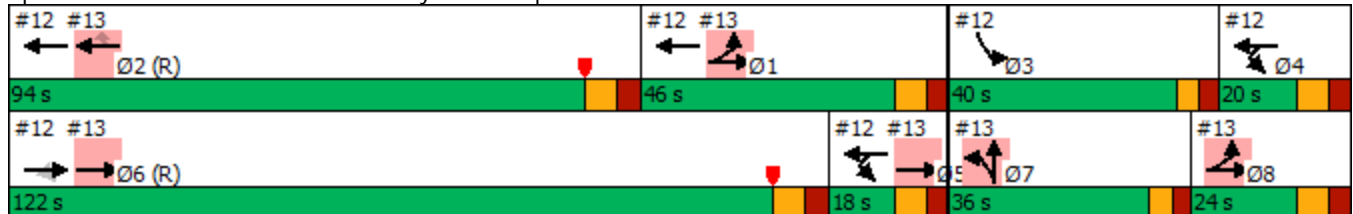


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	Ø1
Approach LOS	B			A			D					
Queue Length 50th (ft)		397	73	58	192		361		0			
Queue Length 95th (ft)		m380	m86	m72	221		#447		0			
Internal Link Dist (ft)		585			511			726		612		
Turn Bay Length (ft)				300								
Base Capacity (vph)		3678	1015	195	2697		584		1568			
Starvation Cap Reductn		0	0	0	700		0		0			
Spillback Cap Reductn		0	0	0	0		0		0			
Storage Cap Reductn		0	0	0	0		0		0			
Reduced v/c Ratio		0.69	0.45	0.26	0.73		0.91		0.40			

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 24 (12%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 19.0 Intersection LOS: B
 Intersection Capacity Utilization 79.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Osceola Parkway & FL Turnpike SB



Timing Plan: PM Peak-Hour
 13: Osceola Parkway & FL Turnpike NB

11/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	649	2272	0	0	1143	194	309	0	53	0	0	0
Future Volume (vph)	649	2272	0	0	1143	194	309	0	53	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850		0.955				
Flt Protected	0.950						0.950	0.966				
Satd. Flow (prot)	3433	5136	0	0	3574	1583	1649	1620	0	0	0	0
Flt Permitted	0.950						0.950	0.966				
Satd. Flow (perm)	3433	5136	0	0	3574	1583	1649	1620	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						154		165				
Link Speed (mph)		45			45			30				30
Link Distance (ft)		591			1267			769				796
Travel Time (s)		9.0			19.2			17.5				18.1
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.84	0.84	0.84	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	0%	0%	1%	2%	4%	0%	0%	0%	0%	0%
Adj. Flow (vph)	662	2318	0	0	1229	209	368	0	63	0	0	0
Shared Lane Traffic (%)							40%					
Lane Group Flow (vph)	662	2318	0	0	1229	209	221	210	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	1 8	1 5 6 8			2		7	7				
Permitted Phases						2						
Detector Phase	1 8	1 5 6 8			2	2	7	7				
Switch Phase												
Minimum Initial (s)					15.0	15.0	10.0	10.0				
Minimum Split (s)					26.3	26.3	24.4	24.4				
Total Split (s)					94.0	94.0	36.0	36.0				
Total Split (%)					47.0%	47.0%	18.0%	18.0%				
Maximum Green (s)					85.7	85.7	29.6	29.6				
Yellow Time (s)					4.8	4.8	3.7	3.7				
All-Red Time (s)					3.5	3.5	2.7	2.7				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					8.3	8.3	6.4	6.4				
Lead/Lag					Lead	Lead	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)					3.5	3.5	3.0	3.0				
Recall Mode					C-Min	C-Min	None	None				
Act Effct Green (s)	54.3	156.6			85.7	85.7	28.7	28.7				
Actuated g/C Ratio	0.27	0.78			0.43	0.43	0.14	0.14				
v/c Ratio	0.71	0.58			0.80	0.27	0.94	0.56				
Control Delay	49.6	3.7			54.8	10.9	126.4	25.1				
Queue Delay	0.0	0.1			0.0	0.0	0.0	0.0				
Total Delay	49.6	3.8			54.8	10.9	126.4	25.1				
LOS	D	A			D	B	F	C				
Approach Delay		14.0			48.4			77.1				

Timing Plan: PM Peak-Hour
 13: Osceola Parkway & FL Turnpike NB

11/04/2019

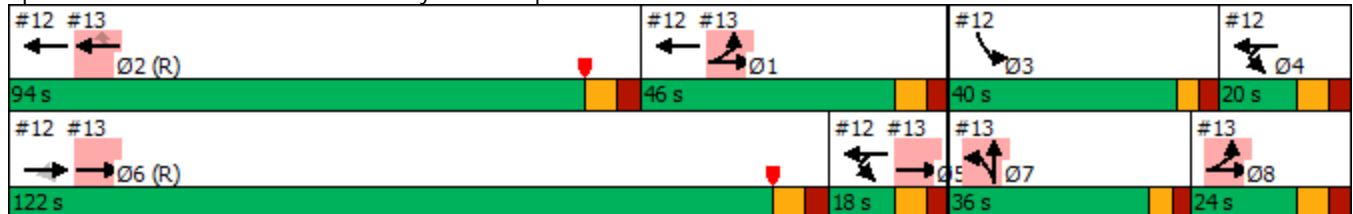


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B			D			E					
Queue Length 50th (ft)	388	205			742	43	306	55				
Queue Length 95th (ft)	m444	212			835	106	#432	129				
Internal Link Dist (ft)		511			1187			689			716	
Turn Bay Length (ft)	345											
Base Capacity (vph)	932	4022			1531	766	244	380				
Starvation Cap Reductn	0	348			0	0	0	0				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.71	0.63			0.80	0.27	0.91	0.55				

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 24 (12%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 29.8 Intersection LOS: C
 Intersection Capacity Utilization 79.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

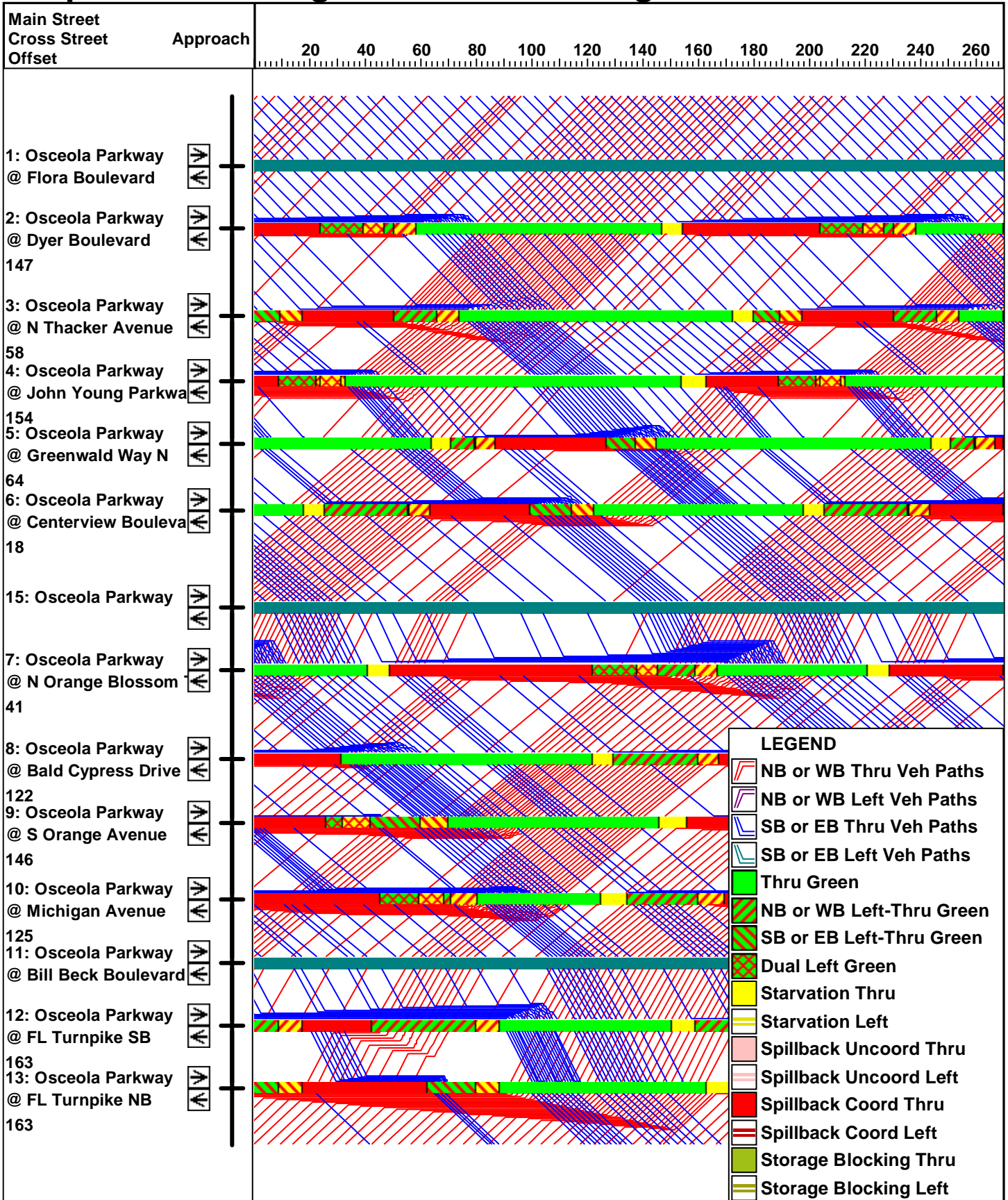
Splits and Phases: 13: Osceola Parkway & FL Turnpike NB



Time-Space Diagram - Osceola Parkway

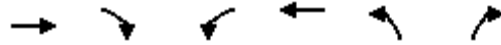
Proposed Retiming

Timing Plan: AM Peak-Hour



03/09/2020

Retimed_Osceola Parkway AM.syn



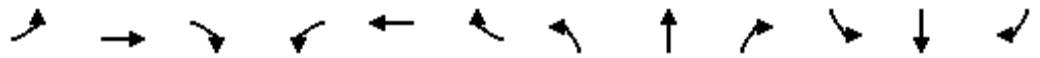
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (vph)	477	50	70	963	206	250
Future Volume (vph)	477	50	70	963	206	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	315		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3471	1553	1671	3438	1787	1599
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3471	1553	1671	3438	1787	1599
Link Speed (mph)	55			55	35	
Link Distance (ft)	1799			1439	1857	
Travel Time (s)	22.3			17.8	36.2	
Peak Hour Factor	0.83	0.83	0.82	0.82	0.86	0.86
Heavy Vehicles (%)	4%	4%	8%	5%	1%	1%
Adj. Flow (vph)	575	60	85	1174	240	291
Shared Lane Traffic (%)						
Lane Group Flow (vph)	575	60	85	1174	240	291
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.7% ICU Level of Service A
Analysis Period (min)	15

Timing Plan: AM Peak-Hour
2: Dyer Boulevard & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	568	62	377	791	22	130	247	402	42	187	94
Future Volume (vph)	101	568	62	377	791	22	130	247	402	42	187	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		350	520		350	315		200	350		185
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			50			50		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3471	1568	3433	3438	1417	1770	3574	1583	1752	3539	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3471	1568	3433	3438	1417	1770	3574	1583	1752	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			211			164			368			210
Link Speed (mph)		55			55			40			40	
Link Distance (ft)		1439			2129			937			826	
Travel Time (s)		17.8			26.4			16.0			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	1%	4%	3%	2%	5%	14%	2%	1%	2%	3%	2%	1%
Adj. Flow (vph)	106	598	65	414	869	24	144	274	447	48	213	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	598	65	414	869	24	144	274	447	48	213	107
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	13.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	12.7	47.5	47.5	12.7	41.5	41.5	20.4	59.6	59.6	15.4	56.6	56.6
Total Split (s)	22.0	84.0	84.0	36.0	98.0	98.0	28.0	42.0	42.0	18.0	32.0	32.0
Total Split (%)	12.2%	46.7%	46.7%	20.0%	54.4%	54.4%	15.6%	23.3%	23.3%	10.0%	17.8%	17.8%
Maximum Green (s)	14.3	76.5	76.5	28.3	90.5	90.5	20.6	34.4	34.4	10.6	24.4	24.4
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.2	2.0	2.0	2.2	2.0	2.0	3.4	3.6	3.6	3.4	3.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.5	7.5	7.7	7.5	7.5	7.4	7.6	7.6	7.4	7.6	7.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	3.0	3.5	3.5	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		33.0	33.0		27.0	27.0		45.0	45.0		42.0	42.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	14.2	89.7	89.7	25.9	101.5	101.5	18.0	27.9	27.9	9.3	16.2	16.2
Actuated g/C Ratio	0.08	0.50	0.50	0.14	0.56	0.56	0.10	0.16	0.16	0.05	0.09	0.09
v/c Ratio	0.76	0.35	0.07	0.84	0.45	0.03	0.82	0.49	0.80	0.53	0.67	0.32
Control Delay	111.0	29.5	0.2	105.0	17.1	0.0	111.6	72.7	25.7	104.2	89.2	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: AM Peak-Hour
 2: Dyer Boulevard & Osceola Parkway

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	111.0	29.5	0.2	105.0	17.1	0.0	111.6	72.7	25.7	104.2	89.2	2.5
LOS	F	C	A	F	B	A	F	E	C	F	F	A
Approach Delay	38.3			44.6			54.9			66.0		
Approach LOS	D			D			D			E		
Queue Length 50th (ft)	124	225	0	258	72	0	169	161	93	56	131	0
Queue Length 95th (ft)	#227	312	0	327	349	m0	#263	201	235	104	167	0
Internal Link Dist (ft)	1359			2049			857			746		
Turn Bay Length (ft)	350		350	520		350	315		200	350		185
Base Capacity (vph)	151	1730	887	543	1938	870	202	683	600	103	479	398
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.35	0.07	0.76	0.45	0.03	0.71	0.40	0.74	0.47	0.44	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 147 (82%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 48.2
 Intersection LOS: D
 Intersection Capacity Utilization 69.5%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Dyer Boulevard & Osceola Parkway



Timing Plan: AM Peak-Hour
3: N Thacker Avenue & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	941	28	53	1150	28	31	6	11	26	7	48
Future Volume (vph)	43	941	28	53	1150	28	31	6	11	26	7	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		325	180		0	0		0	340		200
Storage Lanes	1		1	1		1	0		1	2		1
Taper Length (ft)	50			50			25			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.960		0.950		
Satd. Flow (prot)	1770	3505	1455	1253	3471	1553	0	1598	985	3502	1900	2682
Flt Permitted	0.950			0.950				0.960		0.726		
Satd. Flow (perm)	1770	3505	1455	1253	3471	1553	0	1598	985	2676	1900	2682
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124			124			172			172
Link Speed (mph)		55			45			30				30
Link Distance (ft)		2129			1493			559				1018
Travel Time (s)		26.4			22.6			12.7				23.1
Peak Hour Factor	0.91	0.91	0.91	0.85	0.85	0.85	0.78	0.78	0.78	0.86	0.86	0.86
Heavy Vehicles (%)	2%	3%	11%	44%	4%	4%	17%	0%	64%	0%	0%	6%
Adj. Flow (vph)	47	1034	31	62	1353	33	40	8	14	30	8	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1034	31	62	1353	33	0	48	14	30	8	56
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		8	8				7
Permitted Phases			6			2			8	7		7
Detector Phase	1	6	6	5	2	2	8	8	8	7	7	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	25.7	25.7	13.0	25.7	25.7	25.7	25.7	25.7	25.7	25.7	25.7
Total Split (s)	18.0	126.0	126.0	18.0	126.0	126.0	18.0	18.0	18.0	18.0	18.0	18.0
Total Split (%)	10.0%	70.0%	70.0%	10.0%	70.0%	70.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%
Maximum Green (s)	10.0	118.3	118.3	10.0	118.3	118.3	10.3	10.3	10.3	10.3	10.3	10.3
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.2	2.2	2.5	2.2	2.2	3.7	3.7	3.7	3.7	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	7.7	7.7	8.0	7.7	7.7		7.7	7.7	7.7	7.7	7.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	2.0	3.5	3.5	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	9.2	121.6	121.6	15.2	131.8	131.8		10.3	10.3	8.1	8.1	8.1
Actuated g/C Ratio	0.05	0.68	0.68	0.08	0.73	0.73		0.06	0.06	0.04	0.04	0.04
v/c Ratio	0.52	0.44	0.03	0.59	0.53	0.03		0.53	0.06	0.25	0.09	0.20
Control Delay	99.1	12.3	0.2	105.4	15.8	0.2		101.9	0.5	88.3	84.9	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	99.1	12.3	0.2	105.4	15.8	0.2		101.9	0.5	88.3	84.9	1.5
LOS	F	B	A	F	B	A		F	A	F	F	A
Approach Delay		15.7			19.3			79.0			36.3	

Timing Plan: AM Peak-Hour
 3: N Thacker Avenue & Osceola Parkway

Proposed Retiming
 03/09/2020

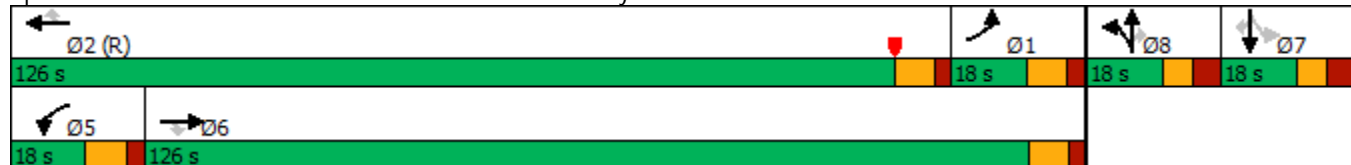


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B			B			E			D		
Queue Length 50th (ft)	56	140	0	66	598	0	56	0	18	9	0	0
Queue Length 95th (ft)	m88	503	m2	107	759	m1	90	0	36	29	0	0
Internal Link Dist (ft)	2049			1413			479			938		
Turn Bay Length (ft)	430	325		180					340		200	
Base Capacity (vph)	106	2447	1053	105	2561	1178	100	223	153	108	315	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.42	0.03	0.59	0.53	0.03	0.48	0.06	0.20	0.07	0.18	

Intersection Summary

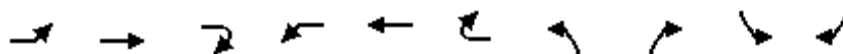
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 58 (32%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 19.8
 Intersection LOS: B
 Intersection Capacity Utilization 64.4%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: N Thacker Avenue & Osceola Parkway

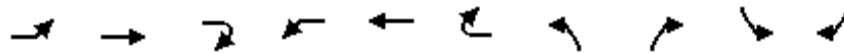


Timing Plan: AM Peak-Hour
4: John Young Parkway & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations	↔↔	↑↑	↔	↔↔	↑↑	↔	↔↔	↔	↔↔	↔
Traffic Volume (vph)	180	715	138	138	882	48	182	98	89	144
Future Volume (vph)	180	715	138	138	882	48	182	98	89	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			400			0		0	
Storage Lanes	2			2			2		2	
Taper Length (ft)	150			100			25		25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	0.97	1.00
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3467	3471	1553	3155	3438	1583	3400	1553	3335	1599
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3467	3471	1553	3155	3438	1583	3400	1553	3335	1599
Right Turn on Red			Yes			Yes		Yes		Yes
Satd. Flow (RTOR)			145			145		145		160
Link Speed (mph)		45			45					
Link Distance (ft)		1493			1091					
Travel Time (s)		22.6			16.5					
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.83	0.83	0.90	0.90
Heavy Vehicles (%)	1%	4%	4%	11%	5%	2%	3%	4%	5%	1%
Adj. Flow (vph)	200	794	153	157	1002	55	219	118	99	160
Shared Lane Traffic (%)										
Lane Group Flow (vph)	200	794	153	157	1002	55	219	118	99	160
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Detector Phase	1	6		5	2		7		3	
Switch Phase										
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0		5.0	
Minimum Split (s)	13.9	27.1		13.9	27.1		26.9		13.9	
Total Split (s)	30.0	124.0		28.0	122.0		28.0		28.0	
Total Split (%)	16.7%	68.9%		15.6%	67.8%		15.6%		15.6%	
Maximum Green (s)	21.1	114.9		19.1	112.9		19.1		19.1	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0		4.0	
All-Red Time (s)	4.1	4.3		4.1	4.3		4.9		4.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)	8.9	9.1		8.9	9.1		8.9		8.9	
Lead/Lag	Lead	Lag		Lead	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Vehicle Extension (s)	2.5	3.5		2.5	3.5		3.0		3.0	
Recall Mode	None	C-Max		None	C-Max		None		None	
Walk Time (s)		7.0			7.0					
Flash Dont Walk (s)		10.0			10.0					
Pedestrian Calls (#/hr)		0			0					
Act Effct Green (s)	15.2	122.9	180.0	13.8	121.5	180.0	16.4	180.0	16.4	180.0
Actuated g/C Ratio	0.08	0.68	1.00	0.08	0.68	1.00	0.09	1.00	0.09	1.00
v/c Ratio	0.68	0.34	0.10	0.65	0.43	0.03	0.71	0.08	0.33	0.10
Control Delay	78.4	14.3	0.1	90.7	22.0	0.0	92.0	0.1	78.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

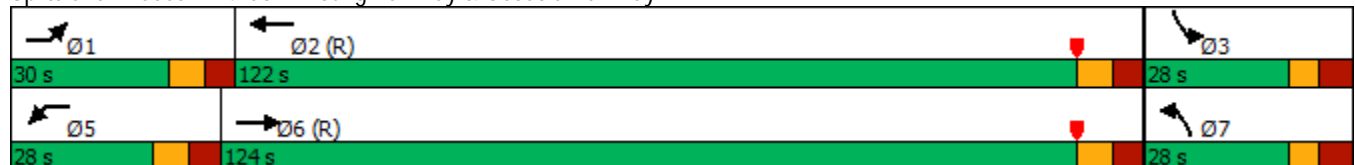


Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Total Delay	78.4	14.3	0.1	90.7	22.0	0.0	92.0	0.1	78.9	0.1
LOS	E	B	A	F	C	A	F	A	E	A
Approach Delay	23.6			29.9						
Approach LOS	C			C						
Queue Length 50th (ft)	124	146	0	100	276	0	131	0	57	0
Queue Length 95th (ft)	166	376	0	137	506	0	163	0	90	0
Internal Link Dist (ft)	1413			1011						
Turn Bay Length (ft)	500		250	400		270				
Base Capacity (vph)	406	2369	1553	334	2319	1583	360	1553	353	1599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.34	0.10	0.47	0.43	0.03	0.61	0.08	0.28	0.10

Intersection Summary

























Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	154 (86%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	30.9
Intersection LOS:	C
Intersection Capacity Utilization	57.1%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 4: John Young Parkway & Osceola Parkway



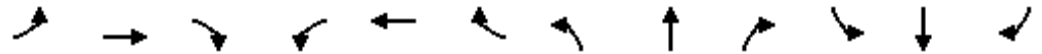
Timing Plan: AM Peak-Hour
5: Greenwald Way N & Osceola Parkway

Proposed Retiming
03/09/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	743	69	70	963	270	61	77	39	77	24	28
Future Volume (vph)	64	743	69	70	963	270	61	77	39	77	24	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	350		350	220		0	0		145
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			40			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3438	1568	3400	3406	1553	1770	1900	1615	1719	1900	1509
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3438	1568	3400	3406	1553	1770	1900	1615	1719	1900	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			300			161			161
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1091			1534			1137			938	
Travel Time (s)		16.5			23.2			25.8			21.3	
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.82	0.82	0.82	0.77	0.77	0.77
Heavy Vehicles (%)	0%	5%	3%	3%	6%	4%	2%	0%	0%	5%	0%	7%
Adj. Flow (vph)	68	790	73	78	1070	300	74	94	48	100	31	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	790	73	78	1070	300	74	94	48	100	31	36
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.4	25.0	25.0	12.4	25.0	25.0	12.8	25.7	25.7	12.8	25.7	25.7
Total Split (s)	18.0	124.0	124.0	16.0	122.0	122.0	21.0	19.0	19.0	21.0	19.0	19.0
Total Split (%)	10.0%	68.9%	68.9%	8.9%	67.8%	67.8%	11.7%	10.6%	10.6%	11.7%	10.6%	10.6%
Maximum Green (s)	10.6	117.0	117.0	8.6	115.0	115.0	13.2	11.3	11.3	13.2	11.3	11.3
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.2	2.2	2.6	2.2	2.2	3.8	3.7	3.7	3.8	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.0	7.0	7.4	7.0	7.0	7.8	7.7	7.7	7.8	7.7	7.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	2.0	3.5	3.5	3.0	2.0	2.0	3.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.6	117.7	117.7	8.6	116.7	116.7	15.8	11.0	11.0	12.7	11.6	11.6
Actuated g/C Ratio	0.05	0.65	0.65	0.05	0.65	0.65	0.09	0.06	0.06	0.07	0.06	0.06
v/c Ratio	0.71	0.35	0.07	0.48	0.48	0.27	0.48	0.81	0.19	0.82	0.25	0.15
Control Delay	120.2	12.3	3.3	64.9	4.6	0.6	91.1	125.5	1.7	125.2	85.7	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.2	12.3	3.3	64.9	4.6	0.6	91.1	125.5	1.7	125.2	85.7	1.2
LOS	F	B	A	E	A	A	F	F	A	F	F	A
Approach Delay		19.5			7.0			86.2			91.2	

Timing Plan: AM Peak-Hour
 5: Greenwald Way N & Osceola Parkway

Proposed Retiming
 03/09/2020

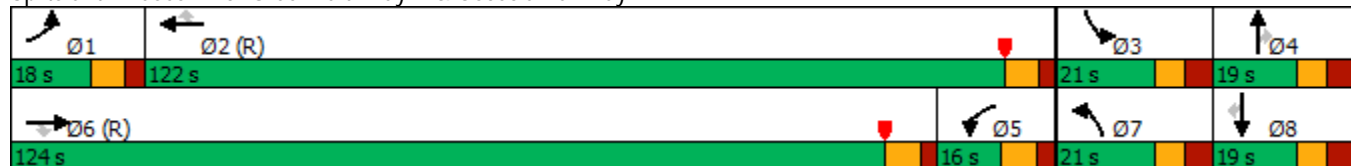


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B						A			F		
Queue Length 50th (ft)	72	228	4	43	46	0	86	112	0	119	36	0
Queue Length 95th (ft)	#158	258	32	76	54	0	134	#184	0	#174	64	0
Internal Link Dist (ft)	1011			1454			1057			858		
Turn Bay Length (ft)	185			350			220		145			
Base Capacity (vph)	106	2248	1067	162	2208	1112	159	119	252	126	124	249
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.35	0.07	0.48	0.48	0.27	0.47	0.79	0.19	0.79	0.25	0.14

Intersection Summary

























Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 64 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 22.5
 Intersection LOS: C
 Intersection Capacity Utilization 60.1%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Greenwald Way N & Osceola Parkway



Timing Plan: AM Peak-Hour
6: Centerview Boulevard & Osceola Parkway

Proposed Retiming
03/09/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	757	32	161	1140	26	44	97	199	18	54	103
Future Volume (vph)	95	757	32	161	1140	26	44	97	199	18	54	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		415	450		230	0		0	280		120
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3438	1615	1770	3406	1615	1770	1881	1568	1703	1863	1553
Flt Permitted	0.950			0.950			0.635			0.637		
Satd. Flow (perm)	1719	3438	1615	1770	3406	1615	1183	1881	1568	1142	1863	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			130			229			174
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1534			2404			1171				957
Travel Time (s)		23.2			36.4			26.6				21.8
Peak Hour Factor	0.96	0.96	0.96	0.90	0.90	0.90	0.87	0.87	0.87	0.86	0.86	0.86
Heavy Vehicles (%)	5%	5%	0%	2%	6%	0%	2%	1%	3%	6%	2%	4%
Adj. Flow (vph)	99	789	33	179	1267	29	51	111	229	21	63	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	789	33	179	1267	29	51	111	229	21	63	120
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.9	45.6	45.6	12.9	43.6	43.6	13.3	26.2	26.2	13.3	26.2	26.2
Total Split (s)	23.0	106.0	106.0	38.0	121.0	121.0	16.0	20.0	20.0	16.0	20.0	20.0
Total Split (%)	12.8%	58.9%	58.9%	21.1%	67.2%	67.2%	8.9%	11.1%	11.1%	8.9%	11.1%	11.1%
Maximum Green (s)	15.1	98.4	98.4	30.1	113.4	113.4	7.7	11.8	11.8	7.7	11.8	11.8
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.1	2.8	2.8	3.1	2.8	2.8	4.3	4.2	4.2	4.3	4.2	4.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.6	7.6	7.9	7.6	7.6	8.3	8.2	8.2	8.3	8.2	8.2
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	3.5	3.5	2.5	3.5	3.5	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		31.0	31.0		29.0	29.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	13.6	101.8	101.8	30.1	118.3	118.3	19.5	15.0	15.0	17.1	11.6	11.6
Actuated g/C Ratio	0.08	0.57	0.57	0.17	0.66	0.66	0.11	0.08	0.08	0.10	0.06	0.06
v/c Ratio	0.76	0.41	0.03	0.61	0.57	0.03	0.34	0.71	0.67	0.16	0.53	0.46
Control Delay	125.9	14.6	0.2	61.5	18.9	0.0	74.0	102.6	19.2	68.8	97.8	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: AM Peak-Hour
6: Centerview Boulevard & Osceola Parkway

Proposed Retiming
03/09/2020

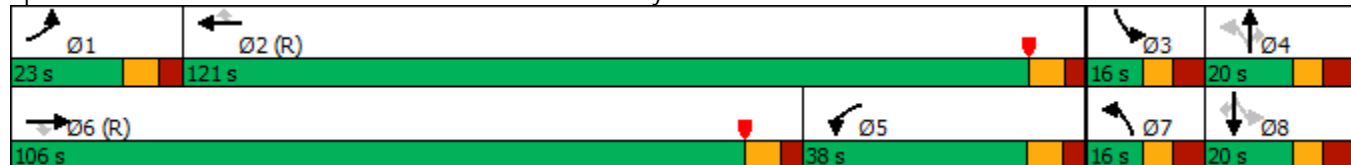


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	125.9	14.6	0.2	61.5	18.9	0.0	74.0	102.6	19.2	68.8	97.8	6.8
LOS	F	B	A	E	B	A	E	F	B	E	F	A
Approach Delay		26.1			23.7			50.0			41.3	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	118	172	0	155	314	0	53	132	0	22	73	0
Queue Length 95th (ft)	m#194	162	m1	m239	423	m0	96	#250	81	49	124	0
Internal Link Dist (ft)		1454			2324			1091			877	
Turn Bay Length (ft)	390		415	450		230				280		120
Base Capacity (vph)	144	1944	969	295	2238	1105	153	156	340	136	124	265
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.41	0.03	0.61	0.57	0.03	0.33	0.71	0.67	0.15	0.51	0.45

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 18 (10%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 29.1
 Intersection LOS: C
 Intersection Capacity Utilization 65.6%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Centerview Boulevard & Osceola Parkway



Timing Plan: AM Peak-Hour
7: N Orange Blossom Trail & Osceola Parkway

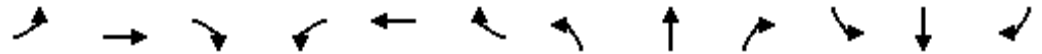
Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (vph)	188	630	259	506	953	359	211	952	370	156	618	64
Future Volume (vph)	188	630	259	506	953	359	211	952	370	156	618	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		325	375		0	360		250	490		250
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3471	1583	3367	3438	1583	3367	5085	1583	3335	5036	1495
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3471	1583	3367	3438	1583	3367	5085	1583	3335	5036	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			208			253			234			212
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		581			2163			2279			2152	
Travel Time (s)		8.8			32.8			31.1			29.3	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.91	0.91	0.91	0.81	0.81	0.81
Heavy Vehicles (%)	3%	4%	2%	4%	5%	2%	4%	2%	2%	5%	3%	8%
Adj. Flow (vph)	204	685	282	602	1135	427	232	1046	407	193	763	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	685	282	602	1135	427	232	1046	407	193	763	79
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			Free			Free
Detector Phase	1	6	6	5	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	12.0	20.0	20.0	7.0	10.0		12.0	10.0	
Minimum Split (s)	17.7	52.8	52.8	19.7	51.8	51.8	14.3	48.5		19.3	48.5	
Total Split (s)	24.0	57.0	57.0	50.0	83.0	83.0	26.0	50.0		23.0	47.0	
Total Split (%)	13.3%	31.7%	31.7%	27.8%	46.1%	46.1%	14.4%	27.8%		12.8%	26.1%	
Maximum Green (s)	16.3	49.2	49.2	42.3	75.2	75.2	18.7	42.5		15.7	39.5	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.9	3.0	3.0	2.9	3.0	3.0	3.3	3.5		3.3	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.7	7.8	7.8	7.7	7.8	7.8	7.3	7.5		7.3	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.5		3.0	2.5	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Ped		Max	Ped	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		38.0	38.0		37.0	37.0		34.0			34.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	15.0	55.2	55.2	36.9	77.1	77.1	16.8	41.9	180.0	15.7	40.8	180.0
Actuated g/C Ratio	0.08	0.31	0.31	0.20	0.43	0.43	0.09	0.23	1.00	0.09	0.23	1.00
v/c Ratio	0.72	0.64	0.45	0.87	0.77	0.52	0.74	0.88	0.26	0.67	0.67	0.05
Control Delay	118.9	38.6	8.7	76.0	39.5	14.2	93.8	76.4	0.4	91.5	67.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: AM Peak-Hour
 7: N Orange Blossom Trail & Osceola Parkway

Proposed Retiming
 03/09/2020

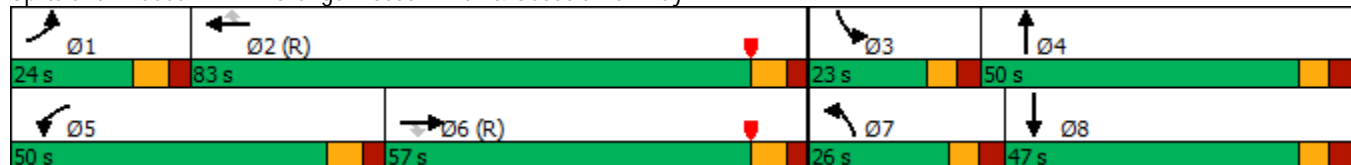


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	118.9	38.6	8.7	76.0	39.5	14.2	93.8	76.4	0.4	91.5	67.0	0.1
LOS	F	D	A	E	D	B	F	E	A	F	E	A
Approach Delay	45.4			44.7			60.5			66.4		
Approach LOS	D			D			E			E		
Queue Length 50th (ft)	128	287	96	333	685	157	139	440	0	115	305	0
Queue Length 95th (ft)	170	355	113	334	702	300	189	500	0	145	316	0
Internal Link Dist (ft)	501			2083			2199			2072		
Turn Bay Length (ft)	300		325	375			360		250	490		250
Base Capacity (vph)	307	1064	629	791	1473	822	349	1200	1583	290	1142	1495
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.64	0.45	0.76	0.77	0.52	0.66	0.87	0.26	0.67	0.67	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 41 (23%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 52.9
 Intersection LOS: D
 Intersection Capacity Utilization 88.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 7: N Orange Blossom Trail & Osceola Parkway



Timing Plan: AM Peak-Hour
8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1057	116	186	1745	10	122	7	172	18	28	32
Future Volume (vph)	12	1057	116	186	1745	10	122	7	172	18	28	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		450	340		170	130		120	0		0
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.862	0.850			0.850
Flt Protected	0.950			0.950			0.950				0.981	
Satd. Flow (prot)	1805	4988	1509	1656	4988	1615	1612	1437	1408	0	1864	1615
Flt Permitted	0.950			0.950			0.950				0.981	
Satd. Flow (perm)	1805	4988	1509	1656	4988	1615	1612	1437	1408	0	1864	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			110		96	156			157
Link Speed (mph)		45		45			40			40		40
Link Distance (ft)		2163		1489			1086			493		
Travel Time (s)		32.8		22.6			18.5			8.4		
Peak Hour Factor	0.93	0.93	0.93	0.98	0.98	0.98	0.86	0.86	0.86	0.58	0.58	0.58
Heavy Vehicles (%)	0%	4%	7%	9%	4%	0%	12%	0%	9%	0%	0%	0%
Adj. Flow (vph)	13	1137	125	190	1781	10	142	8	200	31	48	55
Shared Lane Traffic (%)									48%			
Lane Group Flow (vph)	13	1137	125	190	1781	10	142	104	104	0	79	55
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6			2			8			4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	12.3	40.3	40.3	12.3	35.3	35.3	25.0	25.0	25.0	55.8	55.8	55.8
Total Split (s)	12.0	98.0	98.0	38.0	124.0	124.0	26.0	26.0	26.0	18.0	18.0	18.0
Total Split (%)	6.7%	54.4%	54.4%	21.1%	68.9%	68.9%	14.4%	14.4%	14.4%	10.0%	10.0%	10.0%
Maximum Green (s)	4.7	90.7	90.7	30.7	116.7	116.7	19.0	19.0	19.0	11.2	11.2	11.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.6	2.6	2.6	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.0	7.0	7.0		6.8	6.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0	3.0	2.5	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0				7.0	7.0	7.0
Flash Dont Walk (s)		26.0	26.0		21.0	21.0				42.0	42.0	42.0
Pedestrian Calls (#/hr)		0	0		0	0				0	0	0
Act Effct Green (s)	4.8	92.3	92.3	30.7	125.5	125.5	18.2	18.2	18.2		10.4	10.4
Actuated g/C Ratio	0.03	0.51	0.51	0.17	0.70	0.70	0.10	0.10	0.10		0.06	0.06
v/c Ratio	0.27	0.44	0.15	0.67	0.51	0.01	0.87	0.45	0.37		0.74	0.23
Control Delay	116.5	13.0	1.1	52.0	5.5	0.0	121.3	21.5	4.5		119.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0

Timing Plan: AM Peak-Hour
 8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

Proposed Retiming
 03/09/2020

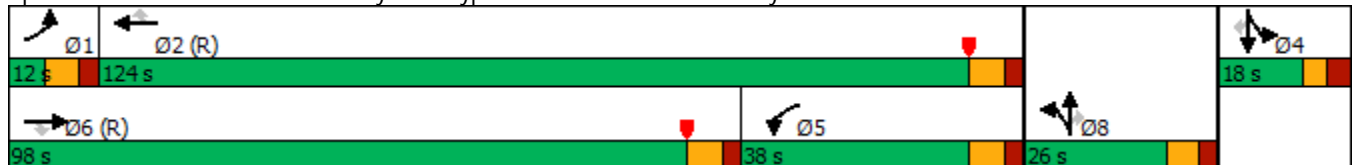


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	116.5	13.0	1.1	52.0	5.5	0.0	121.3	21.5	4.5		119.0	2.2
LOS	F	B	A	D	A	A	F	C	A		F	A
Approach Delay		12.9			9.9			56.9			71.1	
Approach LOS		B			A			E			E	
Queue Length 50th (ft)	14	288	12	191	97	0	168	9	0		93	0
Queue Length 95th (ft)	m28	242	2	298	174	m0	#276	68	0		99	0
Internal Link Dist (ft)		2083			1409			1006			413	
Turn Bay Length (ft)	225		450	340		170	130		120			
Base Capacity (vph)	48	2557	834	282	3477	1159	170	237	288		115	247
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.27	0.44	0.15	0.67	0.51	0.01	0.84	0.44	0.36		0.69	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 122 (68%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 17.5
 Intersection LOS: B
 Intersection Capacity Utilization 69.3%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

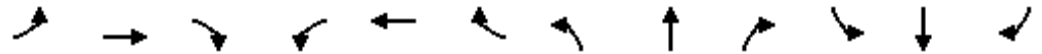


Timing Plan: AM Peak-Hour
9: S Orange Avenue & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖	↑↑↑	↗		↑	↗	↖↖	↑	↗
Traffic Volume (vph)	524	712	10	33	1546	592	0	6	3	276	10	407
Future Volume (vph)	524	712	10	33	1546	592	0	6	3	276	10	407
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		290	250		250	80		0	360		204
Storage Lanes	2		1	1		1	1		1	2		0
Taper Length (ft)	100			50			50			100		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950	0.957	
Satd. Flow (prot)	3400	4893	1615	1736	4988	1553	0	1900	1615	3070	1557	1538
Flt Permitted	0.950			0.950						0.950	0.957	
Satd. Flow (perm)	3400	4893	1615	1736	4988	1553	0	1900	1615	3070	1557	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			398			217			104
Link Speed (mph)		45			45			35				35
Link Distance (ft)		1489			1829			417				871
Travel Time (s)		22.6			27.7			8.1				17.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.56	0.56	0.56	0.88	0.88	0.88
Heavy Vehicles (%)	3%	6%	0%	4%	4%	4%	0%	0%	0%	7%	0%	5%
Adj. Flow (vph)	552	749	11	34	1610	617	0	11	5	314	11	463
Shared Lane Traffic (%)										31%		
Lane Group Flow (vph)	552	749	11	34	1610	617	0	11	5	217	108	463
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA	Perm	Split	NA	custom
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases			6			2			4			3
Detector Phase	1	6	6	5	2	2	4	4	4	3	3	3 1
Switch Phase												
Minimum Initial (s)	9.0	15.0	15.0	8.0	15.0	15.0	4.0	4.0	4.0	7.0	7.0	
Minimum Split (s)	19.0	46.0	46.0	18.0	46.0	46.0	56.4	56.4	56.4	57.8	57.8	
Total Split (s)	44.0	114.0	114.0	16.0	86.0	86.0	15.0	15.0	15.0	35.0	35.0	
Total Split (%)	24.4%	63.3%	63.3%	8.9%	47.8%	47.8%	8.3%	8.3%	8.3%	19.4%	19.4%	
Maximum Green (s)	34.0	104.0	104.0	6.0	76.0	76.0	7.6	7.6	7.6	26.2	26.2	
Yellow Time (s)	5.2	5.2	5.2	5.2	5.2	5.2	3.4	3.4	3.4	4.8	4.8	
All-Red Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		7.4	7.4	8.8	8.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		29.0	29.0		29.0	29.0	42.0	42.0	42.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			
Act Effct Green (s)	32.7	110.0	110.0	6.8	80.5	80.5		6.9	6.9	29.1	29.1	71.8
Actuated g/C Ratio	0.18	0.61	0.61	0.04	0.45	0.45		0.04	0.04	0.16	0.16	0.40
v/c Ratio	0.89	0.25	0.01	0.52	0.72	0.68		0.15	0.02	0.44	0.43	0.68
Control Delay	126.5	2.6	0.0	111.2	29.1	8.9		88.2	0.0	71.9	74.9	40.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0

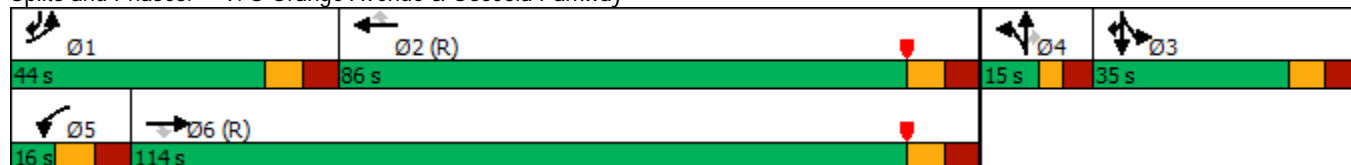


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	126.5	2.6	0.0	111.2	29.1	8.9		88.2	0.0	71.9	74.9	40.2
LOS	F	A	A	F	C	A		F	A	E	E	D
Approach Delay		54.7			24.8			60.6			53.7	
Approach LOS		D			C			E			D	
Queue Length 50th (ft)	307	23	0	43	335	95		13	0	131	130	362
Queue Length 95th (ft)	#382	32	m0	m64	364	128		23	0	178	204	487
Internal Link Dist (ft)		1409			1749			337			791	
Turn Bay Length (ft)	365		290	250		250				360		204
Base Capacity (vph)	642	2991	1042	65	2232	914		80	276	495	251	686
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.86	0.25	0.01	0.52	0.72	0.68		0.14	0.02	0.44	0.43	0.67

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 146 (81%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 180
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 39.1
 Intersection LOS: D
 Intersection Capacity Utilization 80.8%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: S Orange Avenue & Osceola Parkway



Timing Plan: AM Peak-Hour
10: Michigan Avenue & Osceola Parkway

Proposed Retiming
08/20/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑	↗	↖↖	↑	↖↖	↖↖	↑↑	↗
Traffic Volume (vph)	158	538	255	783	1553	96	414	194	537	92	148	167
Future Volume (vph)	158	538	255	783	1553	96	414	194	537	92	148	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		220	400		215	200		240	0		85
Storage Lanes	2		1	2		1	2		1	2		3
Taper Length (ft)	100			100			100			25		
Satd. Flow (prot)	3400	4715	1538	3433	4940	1583	3400	1881	2682	3273	3574	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	4715	1538	3433	4940	1583	3400	1881	2682	3273	3574	1583
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			283			129						253
Link Speed (mph)		45			45			40				40
Link Distance (ft)		1829			1480			839				1337
Travel Time (s)		27.7			22.4			14.3				22.8
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	3%	10%	5%	2%	5%	2%	3%	1%	6%	7%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	598	283	842	1670	103	450	211	584	98	157	178
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pt+ov	Prot	NA	Perm
Protected Phases	1	6		5 9	2		7	4	4 5 9	3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5 9	2	2	7	4	4 5 9	3	8	8
Switch Phase												
Minimum Initial (s)	8.0	18.0	18.0		18.0	18.0	7.0	10.0		7.0	10.0	10.0
Minimum Split (s)	17.3	27.3	27.3		56.3	56.3	14.5	22.7		14.5	59.5	59.5
Total Split (s)	21.0	54.0	54.0		100.0	100.0	35.0	36.0		23.0	24.0	24.0
Total Split (%)	11.7%	30.0%	30.0%		55.6%	55.6%	19.4%	20.0%		12.8%	13.3%	13.3%
Maximum Green (s)	11.7	44.7	44.7		90.7	90.7	27.5	28.5		15.5	16.5	16.5
Yellow Time (s)	5.3	5.3	5.3		5.3	5.3	3.7	3.7		3.7	3.7	3.7
All-Red Time (s)	4.0	4.0	4.0		4.0	4.0	3.8	3.8		3.8	3.8	3.8
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	9.3	9.3	9.3		9.3	9.3	7.5	7.5		7.5	7.5	7.5
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5		3.5	3.5	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max		C-Max	C-Max	None	None		None	None	None
Walk Time (s)					7.0	7.0					7.0	7.0
Flash Dont Walk (s)					40.0	40.0					45.0	45.0
Pedestrian Calls (#/hr)					0	0					0	0
Act Effct Green (s)	11.7	48.4	48.4	49.1	95.0	95.0	27.1	29.8	90.0	9.8	12.5	12.5
Actuated g/C Ratio	0.06	0.27	0.27	0.27	0.53	0.53	0.15	0.17	0.50	0.05	0.07	0.07
v/c Ratio	0.80	0.47	0.46	0.90	0.64	0.11	0.88	0.68	0.44	0.55	0.63	0.52
Control Delay	100.3	41.6	9.5	47.7	43.5	7.4	93.2	82.0	18.2	94.1	92.8	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.3	41.6	9.5	47.7	43.5	7.4	93.2	82.0	18.2	94.1	92.8	5.5
LOS	F	D	A	D	D	A	F	F	B	F	F	A
Approach Delay		42.8			43.4			56.1			57.2	
Approach LOS		D			D			E			E	

Lane Group	Ø5	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	5.0
Minimum Split (s)	17.3	14.3
Total Split (s)	32.0	35.0
Total Split (%)	18%	19%
Maximum Green (s)	22.7	25.7
Yellow Time (s)	5.3	5.3
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Timing Plan: AM Peak-Hour
 10: Michigan Avenue & Osceola Parkway

Proposed Retiming
 08/20/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	111	174	73	237	543	12	269	236	163	59	96	0
Queue Length 95th (ft)	#174	213	95	#331	608	m43	#352	335	202	93	137	0
Internal Link Dist (ft)	1749			1400			759			1257		
Turn Bay Length (ft)	335		220	400		215	200		240		85	
Base Capacity (vph)	221	1266	620	943	2608	896	536	318	1311	281	327	374
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.47	0.46	0.89	0.64	0.11	0.84	0.66	0.45	0.35	0.48	0.48

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 125 (69%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 47.4 Intersection LOS: D

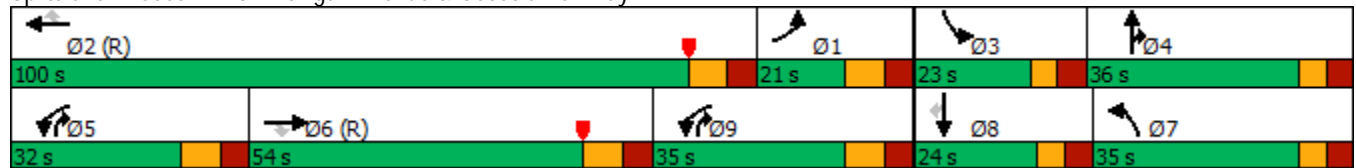
Intersection Capacity Utilization 85.5% ICU Level of Service E

Analysis Period (min) 15

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

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

Splits and Phases: 10: Michigan Avenue & Osceola Parkway



Lane Group	Ø5	Ø9
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Timing Plan: AM Peak-Hour
 11: Bill Beck Boulevard & Osceola Parkway

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1212	9	51	2412	106	10	2	44	36	1	7
Future Volume (vph)	49	1212	9	51	2412	106	10	2	44	36	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		1000	0		250	0		0	200		175
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	50			25			25			120		
Lane Util. Factor	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.894				0.850
Flt Protected	0.950				0.999			0.991		0.950		
Satd. Flow (prot)	1805	4845	0	0	4986	1568	0	1513	0	1805	1900	1615
Flt Permitted	0.950				0.999			0.991		0.950		
Satd. Flow (perm)	1805	4845	0	0	4986	1568	0	1513	0	1805	1900	1615
Link Speed (mph)		45			45			35				35
Link Distance (ft)		1480			665			639				754
Travel Time (s)		22.4			10.1			12.4				14.7
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.86	0.86	0.86	0.60	0.60	0.60
Heavy Vehicles (%)	0%	7%	0%	0%	4%	3%	10%	0%	12%	0%	0%	0%
Adj. Flow (vph)	53	1303	10	53	2513	110	12	2	51	60	2	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	1313	0	0	2566	110	0	65	0	60	2	12
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	91.3%
Analysis Period (min)	15
	ICU Level of Service F

Timing Plan: AM Peak-Hour
 12: Osceola Parkway & FL Turnpike SB

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	Ø1
Lane Configurations		↑↑↑	↗	↘	↑↑		↗↘		↗			
Traffic Volume (vph)	0	1136	122	36	1877	0	233	0	723	0	0	
Future Volume (vph)	0	1136	122	36	1877	0	233	0	723	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	90		0	300		0		0	0	0	0	
Storage Lanes	1		1	1		0		2	1	0	0	
Taper Length (ft)	140			100				25		25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	
Frt			0.850						0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	6471	1568	1770	3539	0	3467	0	1568	0	0	
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	6471	1568	1770	3539	0	3467	0	1568	0	0	
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			159						210			
Link Speed (mph)		45			45			30		30		
Link Distance (ft)		665			591			806		692		
Travel Time (s)		10.1			9.0			18.3		15.7		
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.88	0.88	0.88	0.92	0.92	
Heavy Vehicles (%)	0%	1%	3%	2%	2%	0%	1%	0%	3%	0%	0%	
Adj. Flow (vph)	0	1171	126	38	1955	0	265	0	822	0	0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1171	126	38	1955	0	265	0	822	0	0	
Turn Type		NA	Perm	Prot	NA		Prot		Free			
Protected Phases		6		4 5	1 2 4 5		3					1
Permitted Phases			6						Free			
Detector Phase		6	6	4 5	1 2 4 5		3					
Switch Phase												
Minimum Initial (s)		15.0	15.0				10.0					5.0
Minimum Split (s)		26.3	26.3				24.3					26.3
Total Split (s)		84.4	84.4				29.0					26.0
Total Split (%)		46.9%	46.9%				16.1%					14%
Maximum Green (s)		76.1	76.1				22.7					17.7
Yellow Time (s)		4.8	4.8				3.4					4.8
All-Red Time (s)		3.5	3.5				2.9					3.5
Lost Time Adjust (s)		0.0	0.0				0.0					
Total Lost Time (s)		8.3	8.3				6.3					
Lead/Lag		Lead	Lead				Lead					Lag
Lead-Lag Optimize?		Yes	Yes				Yes					Yes
Vehicle Extension (s)		3.5	3.5				3.0					3.0
Recall Mode		C-Min	C-Min				None					None
Act Effct Green (s)		62.0	62.0	68.0	145.8		18.8		180.0			
Actuated g/C Ratio		0.34	0.34	0.38	0.81		0.10		1.00			
v/c Ratio		0.53	0.20	0.06	0.68		0.73		0.52			
Control Delay		40.1	3.6	26.7	4.7		90.2		1.3			
Queue Delay		0.0	0.0	0.0	1.0		0.0		0.0			
Total Delay		40.1	3.6	26.7	5.7		90.2		1.3			
LOS		D	A	C	A		F		A			
Approach Delay		36.6			6.1			22.9				

Lane Group	Ø2	Ø4	Ø5	Ø7	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Heavy Vehicles (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	2	4	5	7	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	15.0	5.0	5.0	10.0	5.0
Minimum Split (s)	26.3	26.3	26.3	24.4	26.3
Total Split (s)	83.0	42.0	24.6	45.0	26.0
Total Split (%)	46%	23%	14%	25%	14%
Maximum Green (s)	74.7	33.7	16.3	38.6	17.7
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	3.5	3.5	3.5	2.7	3.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5	3.0	3.0	3.0
Recall Mode	C-Min	None	None	None	None
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					

Timing Plan: AM Peak-Hour
 12: Osceola Parkway & FL Turnpike SB

Proposed Retiming
 03/09/2020

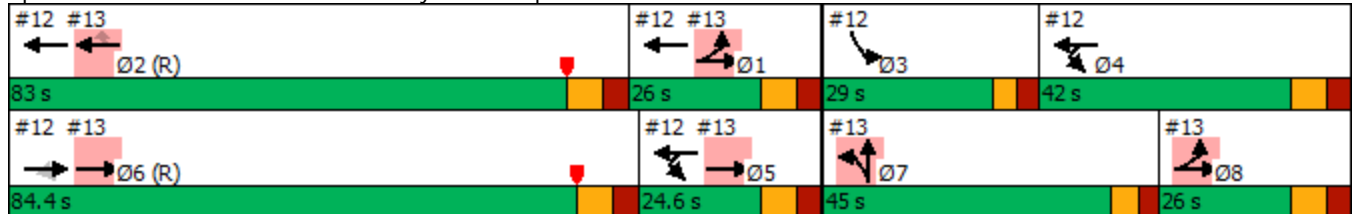


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	Ø1
Approach LOS	D			A			C					
Queue Length 50th (ft)		237	7	28	298		159		0			
Queue Length 95th (ft)		252	18	m36	m344		203		0			
Internal Link Dist (ft)		585			511			726		612		
Turn Bay Length (ft)				300								
Base Capacity (vph)		2735	754	668	2866		437		1568			
Starvation Cap Reductn		0	0	0	585		0		0			
Spillback Cap Reductn		0	0	0	0		0		0			
Storage Cap Reductn		0	0	0	0		0		0			
Reduced v/c Ratio		0.43	0.17	0.06	0.86		0.61		0.52			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 163 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 19.3
 Intersection LOS: B
 Intersection Capacity Utilization 89.8%
 ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

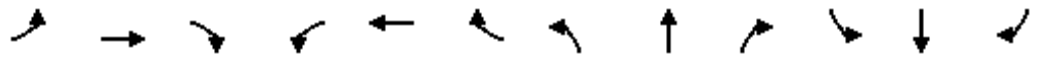
Splits and Phases: 12: Osceola Parkway & FL Turnpike SB



Lane Group	Ø2	Ø4	Ø5	Ø7	Ø8
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					
Intersection Summary					

Timing Plan: AM Peak-Hour
 13: Osceola Parkway & FL Turnpike NB

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑			↑↑	↗	↖	↕				
Traffic Volume (vph)	521	785	0	0	1425	397	545	0	42	0	0	0
Future Volume (vph)	521	785	0	0	1425	397	545	0	42	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	0.97	*1.00	1.00	1.00	*1.00	1.00	0.95	*1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.978				
Flt Protected	0.950						0.950	0.959				
Satd. Flow (prot)	3183	5534	0	0	3762	1599	1618	1690	0	0	0	0
Flt Permitted	0.950						0.950	0.959				
Satd. Flow (perm)	3183	5534	0	0	3762	1599	1618	1690	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						210		133				
Link Speed (mph)		45			45			30				30
Link Distance (ft)		591			1267			769				796
Travel Time (s)		9.0			19.2			17.5				18.1
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.88	0.88	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	10%	3%	0%	0%	1%	1%	6%	0%	2%	0%	0%	0%
Adj. Flow (vph)	573	863	0	0	1532	427	619	0	48	0	0	0
Shared Lane Traffic (%)							46%					
Lane Group Flow (vph)	573	863	0	0	1532	427	334	333	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	1 8	1 5 6 8			2		7	7				
Permitted Phases						2						
Detector Phase	1 8	1 5 6 8			2	2	7	7				
Switch Phase												
Minimum Initial (s)					15.0	15.0	10.0	10.0				
Minimum Split (s)					26.3	26.3	24.4	24.4				
Total Split (s)					83.0	83.0	45.0	45.0				
Total Split (%)					46.1%	46.1%	25.0%	25.0%				
Maximum Green (s)					74.7	74.7	38.6	38.6				
Yellow Time (s)					4.8	4.8	3.7	3.7				
All-Red Time (s)					3.5	3.5	2.7	2.7				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					8.3	8.3	6.4	6.4				
Lead/Lag					Lead	Lead	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)					3.5	3.5	3.0	3.0				
Recall Mode					C-Min	C-Min	None	None				
Act Effct Green (s)	35.7	125.7			74.7	74.7	38.3	38.3				
Actuated g/C Ratio	0.20	0.70			0.42	0.42	0.21	0.21				
v/c Ratio	0.91	0.22			0.98	0.54	0.97	0.72				
Control Delay	92.4	5.9			70.1	21.8	111.0	48.4				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0				
Total Delay	92.4	5.9			70.1	21.8	111.0	48.4				
LOS	F	A			E	C	F	D				
Approach Delay		40.4			59.5			79.8				

Lane Group	Ø1	Ø3	Ø4	Ø5	Ø6	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	3	4	5	6	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	10.0	5.0	5.0	15.0	5.0
Minimum Split (s)	26.3	24.3	26.3	26.3	26.3	26.3
Total Split (s)	26.0	29.0	42.0	24.6	84.4	26.0
Total Split (%)	14%	16%	23%	14%	47%	14%
Maximum Green (s)	17.7	22.7	33.7	16.3	76.1	17.7
Yellow Time (s)	4.8	3.4	4.8	4.8	4.8	4.8
All-Red Time (s)	3.5	2.9	3.5	3.5	3.5	3.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.5	3.0	3.5	3.0
Recall Mode	None	None	None	None	C-Min	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						

Timing Plan: AM Peak-Hour
 13: Osceola Parkway & FL Turnpike NB

Proposed Retiming
 03/09/2020

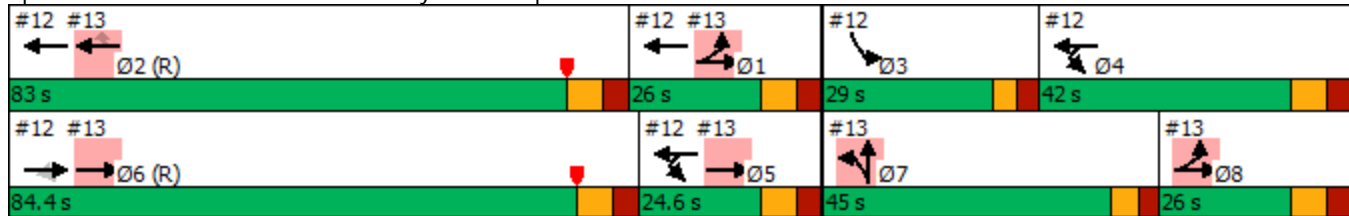


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D		E						E			
Queue Length 50th (ft)	301	66			891	192	416	228				
Queue Length 95th (ft)	#385	74			#1048	305	#613	338				
Internal Link Dist (ft)		511			1187			689			716	
Turn Bay Length (ft)	345											
Base Capacity (vph)	631	3848			1561	786	346	466				
Starvation Cap Reductn	0	0			0	0	0	0				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.91	0.22			0.98	0.54	0.97	0.71				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 163 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 56.1 Intersection LOS: E
 Intersection Capacity Utilization 89.8% ICU Level of Service E
 Analysis Period (min) 15
 * User Entered Value
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 13: Osceola Parkway & FL Turnpike NB

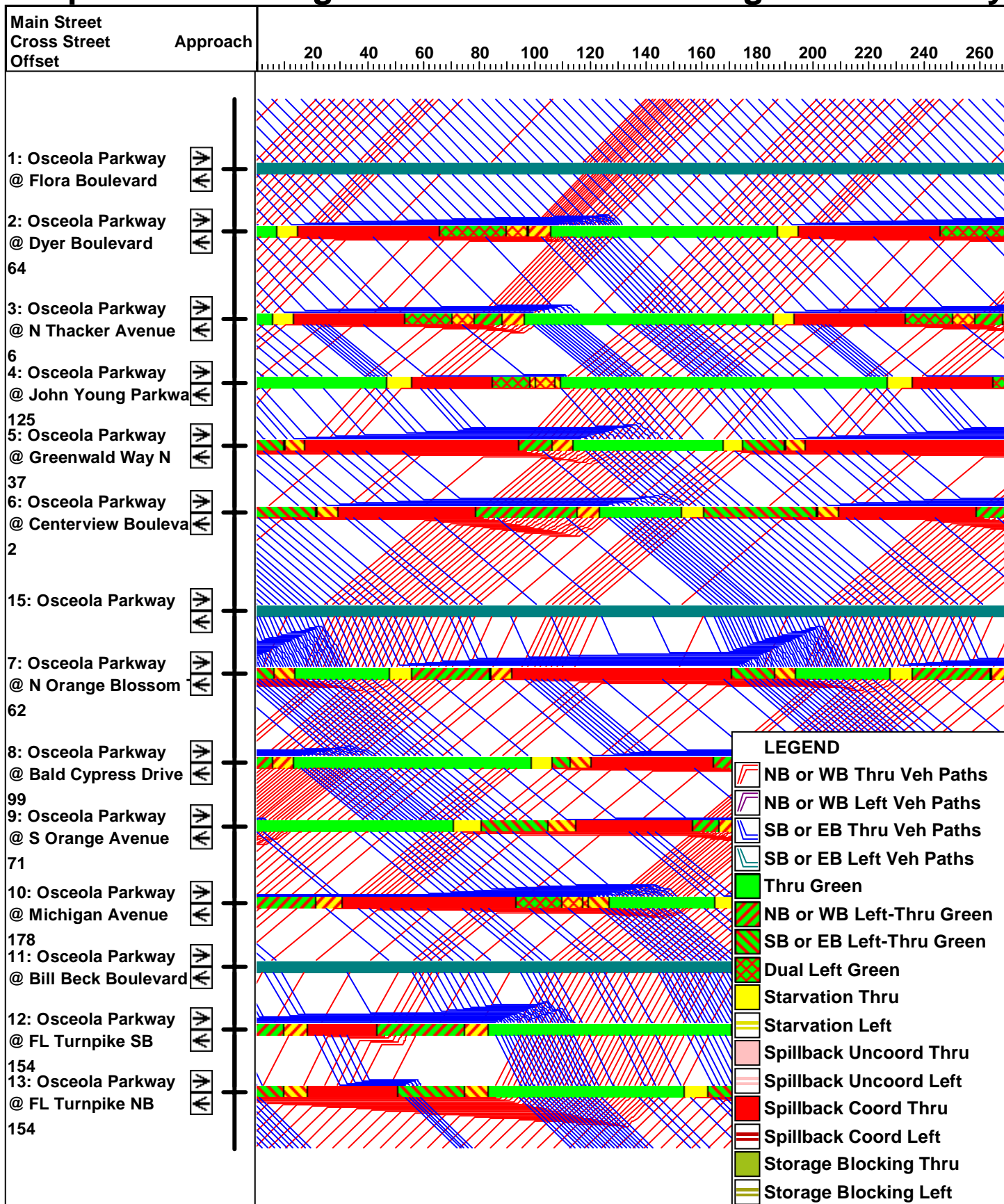


Lane Group	Ø1	Ø3	Ø4	Ø5	Ø6	Ø8
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Time-Space Diagram - Osceola Parkway

Proposed Retiming

Timing Plan: Mid Day

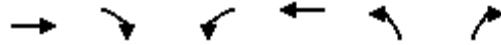


03/09/2020

Retimed_Osceola Parkway Mid Day.syn

Timing Plan: Mid Day
 1: Flora Boulevard & Osceola Parkway

Proposed Retiming
 03/09/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (vph)	602	61	101	589	42	148
Future Volume (vph)	602	61	101	589	42	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	315		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3266	1583	1787	3438	1770	1599
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3266	1583	1787	3438	1770	1599
Link Speed (mph)	55			55	35	
Link Distance (ft)	1799			1439	968	
Travel Time (s)	22.3			17.8	18.9	
Peak Hour Factor	0.94	0.94	0.91	0.91	0.86	0.86
Heavy Vehicles (%)	5%	2%	1%	5%	2%	1%
Parking (#/hr)	0					
Adj. Flow (vph)	640	65	111	647	49	172
Shared Lane Traffic (%)						
Lane Group Flow (vph)	640	65	111	647	49	172
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.6% ICU Level of Service A
Analysis Period (min)	15

Timing Plan: Mid Day
2: Dyer Boulevard & Osceola Parkway

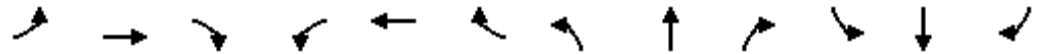
Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	606	67	448	537	27	91	234	344	48	221	59
Future Volume (vph)	128	606	67	448	537	27	91	234	344	48	221	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		350	520		350	315		200	350		185
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			50			50		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3438	1583	3467	3438	1553	1787	3574	1599	1787	3574	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3438	1583	3467	3438	1553	1787	3574	1599	1787	3574	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166			119			387			165
Link Speed (mph)		55			55			40			40	
Link Distance (ft)		1439			2129			937			541	
Travel Time (s)		17.8			26.4			16.0			9.2	
Peak Hour Factor	0.91	0.91	0.91	0.87	0.87	0.87	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	1%	5%	2%	1%	5%	4%	1%	1%	1%	1%	1%	3%
Adj. Flow (vph)	141	666	74	515	617	31	102	263	387	55	251	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	666	74	515	617	31	102	263	387	55	251	67
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	13.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	12.7	47.5	47.5	12.7	41.5	41.5	20.4	59.6	59.6	15.4	56.6	56.6
Total Split (s)	19.0	96.0	96.0	44.0	121.0	121.0	15.0	23.0	23.0	17.0	25.0	25.0
Total Split (%)	10.6%	53.3%	53.3%	24.4%	67.2%	67.2%	8.3%	12.8%	12.8%	9.4%	13.9%	13.9%
Maximum Green (s)	11.3	88.5	88.5	36.3	113.5	113.5	7.6	15.4	15.4	9.6	17.4	17.4
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.2	2.0	2.0	2.2	2.0	2.0	3.4	3.6	3.6	3.4	3.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.5	7.5	7.7	7.5	7.5	7.4	7.6	7.6	7.4	7.6	7.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	3.0	3.5	3.5	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		33.0	33.0		27.0	27.0		45.0	45.0		42.0	42.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	25.5	80.1	80.1	31.8	86.5	86.5	20.9	30.5	30.5	10.4	16.9	16.9
Actuated g/C Ratio	0.14	0.44	0.44	0.18	0.48	0.48	0.12	0.17	0.17	0.06	0.09	0.09
v/c Ratio	0.56	0.44	0.09	0.84	0.37	0.04	0.49	0.43	0.65	0.53	0.75	0.23
Control Delay	81.9	36.4	0.2	101.1	25.8	0.2	84.1	71.0	11.3	100.3	93.2	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: Mid Day
 2: Dyer Boulevard & Osceola Parkway

Proposed Retiming
 03/09/2020

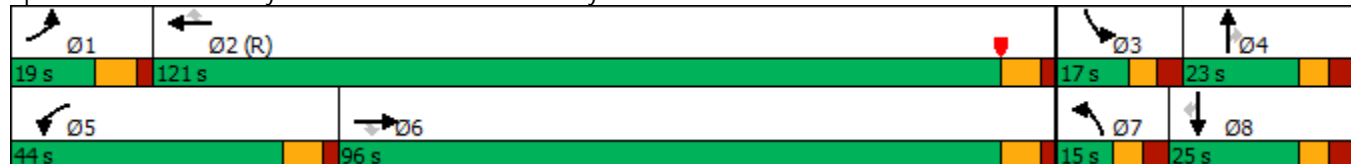


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	81.9	36.4	0.2	101.1	25.8	0.2	84.1	71.0	11.3	100.3	93.2	1.8
LOS	F	D	A	F	C	A	F	E	B	F	F	A
Approach Delay		40.6			58.4			42.1			77.8	
Approach LOS		D			E			D			E	
Queue Length 50th (ft)	160	278	0	329	120	0	116	153	0	65	155	0
Queue Length 95th (ft)	240	377	0	280	321	m2	184	201	101	114	198	0
Internal Link Dist (ft)		1359			2049			857			461	
Turn Bay Length (ft)	350		350	520		350	315		200	350		185
Base Capacity (vph)	252	1690	862	707	2167	1023	207	605	592	109	366	308
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.39	0.09	0.73	0.28	0.03	0.49	0.43	0.65	0.50	0.69	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 64 (36%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 51.9
 Intersection LOS: D
 Intersection Capacity Utilization 71.5%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Dyer Boulevard & Osceola Parkway



Timing Plan: Mid Day
3: N Thacker Avenue & Osceola Parkway

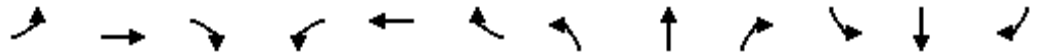
Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	854	52	259	882	136	50	21	23	200	21	67
Future Volume (vph)	133	854	52	259	882	136	50	21	23	200	21	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		325	180		0	0		0	340		200
Storage Lanes	1		1	1		1	0		1	2		1
Taper Length (ft)	50			50			25			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.966		0.950		
Satd. Flow (prot)	1787	3505	1417	1641	3505	1599	0	1715	1242	3467	1881	2814
Flt Permitted	0.950			0.950				0.966		0.950		
Satd. Flow (perm)	1787	3505	1417	1641	3505	1599	0	1715	1242	3467	1881	2814
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172			145			172			172
Link Speed (mph)		55			45			30				30
Link Distance (ft)		2129			1493			559				1018
Travel Time (s)		26.4			22.6			12.7				23.1
Peak Hour Factor	0.90	0.90	0.90	0.94	0.94	0.94	0.93	0.93	0.93	0.97	0.97	0.97
Heavy Vehicles (%)	1%	3%	14%	10%	3%	1%	10%	0%	30%	1%	1%	1%
Adj. Flow (vph)	148	949	58	276	938	145	54	23	25	206	22	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	949	58	276	938	145	0	77	25	206	22	69
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		8	8		7	7	
Permitted Phases			6			2			8			7
Detector Phase	1	6	6	5	2	2	8	8	8	7	7	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	25.7	25.7	13.0	25.7	25.7	25.7	25.7	25.7	25.7	25.7	25.7
Total Split (s)	25.0	97.0	97.0	43.0	115.0	115.0	17.0	17.0	17.0	23.0	23.0	23.0
Total Split (%)	13.9%	53.9%	53.9%	23.9%	63.9%	63.9%	9.4%	9.4%	9.4%	12.8%	12.8%	12.8%
Maximum Green (s)	17.0	89.3	89.3	35.0	107.3	107.3	9.3	9.3	9.3	15.3	15.3	15.3
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.2	2.2	2.5	2.2	2.2	3.7	3.7	3.7	3.7	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	7.7	7.7	8.0	7.7	7.7		7.7	7.7	7.7	7.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	2.0	3.5	3.5	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	16.4	92.6	92.6	32.6	108.8	108.8		9.7	9.7	13.9	13.9	13.9
Actuated g/C Ratio	0.09	0.51	0.51	0.18	0.60	0.60		0.05	0.05	0.08	0.08	0.08
v/c Ratio	0.91	0.53	0.07	0.93	0.44	0.14		0.84	0.11	0.77	0.15	0.18
Control Delay	122.8	22.9	0.2	107.1	15.9	3.8		137.4	1.0	100.3	79.2	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	122.8	22.9	0.2	107.1	15.9	3.8		137.4	1.0	100.3	79.2	1.1
LOS	F	C	A	F	B	A		F	A	F	E	A
Approach Delay		34.6			33.1			104.0			75.7	

Timing Plan: Mid Day
 3: N Thacker Avenue & Osceola Parkway

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			C			F			E		
Queue Length 50th (ft)	183	218	0	297	223	1		92	0	124	25	0
Queue Length 95th (ft)	#321	341	m0	#496	312	48		#205	0	173	58	0
Internal Link Dist (ft)	2049			1413			479			938		
Turn Bay Length (ft)	430		325	180						340		200
Base Capacity (vph)	168	1803	812	319	2118	1023		92	230	294	159	396
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.88	0.53	0.07	0.87	0.44	0.14		0.84	0.11	0.70	0.14	0.17

Intersection Summary

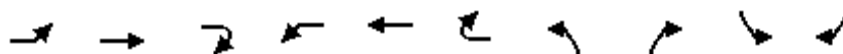
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 6 (3%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 40.5
 Intersection LOS: D
 Intersection Capacity Utilization 69.8%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: N Thacker Avenue & Osceola Parkway

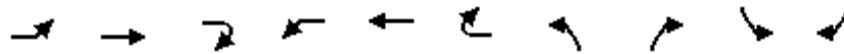


Timing Plan: Mid Day
4: John Young Parkway & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations										
Traffic Volume (vph)	194	775	254	154	996	90	269	168	152	181
Future Volume (vph)	194	775	254	154	996	90	269	168	152	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			400			0		0	
Storage Lanes	2			2			2		2	
Taper Length (ft)	150			100			25		25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	0.97	1.00
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3467	3471	1583	3273	3505	1599	3433	1583	3502	1599
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3467	3471	1583	3273	3505	1599	3433	1583	3502	1599
Right Turn on Red			Yes			Yes		Yes		Yes
Satd. Flow (RTOR)			145			145		177		193
Link Speed (mph)		45			45					
Link Distance (ft)		1493			1091					
Travel Time (s)		22.6			16.5					
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	1%	4%	2%	7%	3%	1%	2%	2%	0%	1%
Adj. Flow (vph)	209	833	273	159	1027	93	283	177	162	193
Shared Lane Traffic (%)										
Lane Group Flow (vph)	209	833	273	159	1027	93	283	177	162	193
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Detector Phase	1	6		5	2		7		3	
Switch Phase										
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0		5.0	
Minimum Split (s)	13.9	27.1		13.9	27.1		26.9		13.9	
Total Split (s)	26.0	126.0		24.0	124.0		30.0		30.0	
Total Split (%)	14.4%	70.0%		13.3%	68.9%		16.7%		16.7%	
Maximum Green (s)	17.1	116.9		15.1	114.9		21.1		21.1	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0		4.0	
All-Red Time (s)	4.1	4.3		4.1	4.3		4.9		4.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)	8.9	9.1		8.9	9.1		8.9		8.9	
Lead/Lag	Lead	Lag		Lead	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Vehicle Extension (s)	2.5	3.5		2.5	3.5		3.0		3.0	
Recall Mode	None	C-Min		None	C-Min		None		None	
Walk Time (s)		7.0			7.0					
Flash Dont Walk (s)		10.0			10.0					
Pedestrian Calls (#/hr)		0			0					
Act Effct Green (s)	15.7	119.5	180.0	13.6	117.4	180.0	20.0	180.0	20.0	180.0
Actuated g/C Ratio	0.09	0.66	1.00	0.08	0.65	1.00	0.11	1.00	0.11	1.00
v/c Ratio	0.69	0.36	0.17	0.64	0.45	0.06	0.74	0.11	0.42	0.12
Control Delay	111.7	4.3	0.2	124.6	6.7	0.1	89.4	0.1	77.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

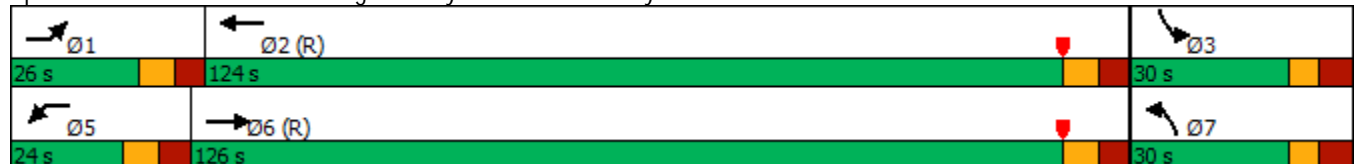


Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Total Delay	111.7	4.3	0.2	124.6	6.7	0.1	89.4	0.1	77.2	0.2
LOS	F	A	A	F	A	A	F	A	E	A
Approach Delay	20.5			20.9						
Approach LOS	C			C						
Queue Length 50th (ft)	133	23	0	102	22	0	170	0	93	0
Queue Length 95th (ft)	169	197	0	140	566	m0	218	0	131	0
Internal Link Dist (ft)	1413			1011						
Turn Bay Length (ft)	500		250	400		270				
Base Capacity (vph)	341	2331	1583	283	2317	1599	420	1583	428	1599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.36	0.17	0.56	0.44	0.06	0.67	0.11	0.38	0.12

Intersection Summary

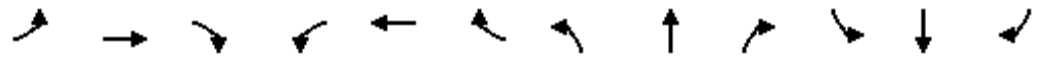
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 125 (69%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 26.9
 Intersection LOS: C
 Intersection Capacity Utilization 63.2%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: John Young Parkway & Osceola Parkway



Timing Plan: Mid Day
5: Greenwald Way N & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	832	191	138	1001	302	144	128	142	224	105	70
Future Volume (vph)	80	832	191	138	1001	302	144	128	142	224	105	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	350		350	220		0	0		145
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			40			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3471	1599	3433	3471	1599	1787	1881	1599	1805	1863	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3471	1599	3433	3471	1599	1787	1881	1599	1805	1863	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			208			321			161			161
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1091			1534			1137				938
Travel Time (s)		16.5			23.2			25.8				21.3
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.97	0.97	0.97	0.88	0.88	0.88
Heavy Vehicles (%)	0%	4%	1%	2%	4%	1%	1%	1%	1%	0%	2%	1%
Adj. Flow (vph)	87	904	208	147	1065	321	148	132	146	255	119	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	904	208	147	1065	321	148	132	146	255	119	80
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.4	25.0	25.0	12.4	25.0	25.0	12.8	25.7	25.7	12.8	25.7	25.7
Total Split (s)	17.0	118.0	118.0	20.0	121.0	121.0	25.0	20.0	20.0	22.0	17.0	17.0
Total Split (%)	9.4%	65.6%	65.6%	11.1%	67.2%	67.2%	13.9%	11.1%	11.1%	12.2%	9.4%	9.4%
Maximum Green (s)	9.6	111.0	111.0	12.6	114.0	114.0	17.2	12.3	12.3	14.2	9.3	9.3
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.2	2.2	2.6	2.2	2.2	3.8	3.7	3.7	3.8	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.0	7.0	7.4	7.0	7.0	7.8	7.7	7.7	7.8	7.7	7.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	2.0	3.5	3.5	3.0	2.0	2.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	14.6	75.9	75.9	11.4	72.8	72.8	21.4	17.0	17.0	45.7	41.4	41.4
Actuated g/C Ratio	0.08	0.42	0.42	0.06	0.40	0.40	0.12	0.09	0.09	0.25	0.23	0.23
v/c Ratio	0.60	0.62	0.26	0.67	0.76	0.38	0.70	0.74	0.49	0.56	0.28	0.16
Control Delay	88.5	35.6	4.5	117.5	22.3	1.9	93.0	100.7	13.0	66.4	64.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.5	35.6	4.5	117.5	22.3	1.9	93.0	100.7	13.0	66.4	64.5	0.7
LOS	F	D	A	F	C	A	F	F	B	E	E	A
Approach Delay		34.0			27.1			68.0			54.3	

Timing Plan: Mid Day
 5: Greenwald Way N & Osceola Parkway

Proposed Retiming
 03/09/2020

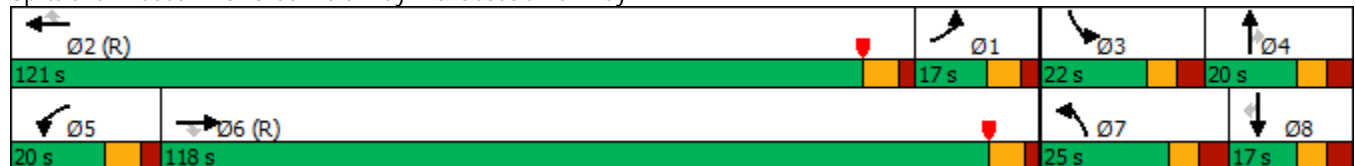


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			C			E			D		
Queue Length 50th (ft)	93	321	10	88	217	6	170	152	0	273	119	0
Queue Length 95th (ft)	157	282	31	127	181	8	247	#320	59	#417	#218	0
Internal Link Dist (ft)	1011			1454			1057			858		
Turn Bay Length (ft)	185			350			220			145		
Base Capacity (vph)	146	2140	1065	243	2198	1130	216	178	297	458	428	491
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.42	0.20	0.60	0.48	0.28	0.69	0.74	0.49	0.56	0.28	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 37 (21%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 37.7
 Intersection LOS: D
 Intersection Capacity Utilization 77.7%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Greenwald Way N & Osceola Parkway



Timing Plan: Mid Day
6: Centerview Boulevard & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	278	873	56	301	1101	40	71	141	237	65	116	261
Future Volume (vph)	278	873	56	301	1101	40	71	141	237	65	116	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		415	450		230	0		0	280		120
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3471	1615	1805	3471	1615	1752	1900	1583	1805	1900	1615
Flt Permitted	0.950			0.950			0.490			0.389		
Satd. Flow (perm)	1805	3471	1615	1805	3471	1615	904	1900	1583	739	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			130			279			293
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1534			2431			1171				957
Travel Time (s)		23.2			36.8			26.6				21.8
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.85	0.85	0.85	0.89	0.89	0.89
Heavy Vehicles (%)	0%	4%	0%	0%	4%	0%	3%	0%	2%	0%	0%	0%
Adj. Flow (vph)	302	949	61	314	1147	42	84	166	279	73	130	293
Shared Lane Traffic (%)												
Lane Group Flow (vph)	302	949	61	314	1147	42	84	166	279	73	130	293
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.9	45.6	45.6	12.9	43.6	43.6	13.3	26.2	26.2	13.3	26.2	26.2
Total Split (s)	35.0	101.0	101.0	37.0	103.0	103.0	14.0	28.0	28.0	14.0	28.0	28.0
Total Split (%)	19.4%	56.1%	56.1%	20.6%	57.2%	57.2%	7.8%	15.6%	15.6%	7.8%	15.6%	15.6%
Maximum Green (s)	27.1	93.4	93.4	29.1	95.4	95.4	5.7	19.8	19.8	5.7	19.8	19.8
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.1	2.8	2.8	3.1	2.8	2.8	4.3	4.2	4.2	4.3	4.2	4.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.6	7.6	7.9	7.6	7.6	8.3	8.2	8.2	8.3	8.2	8.2
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	3.5	3.5	2.5	3.5	3.5	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		31.0	31.0		29.0	29.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	41.4	84.0	84.0	36.4	79.0	79.0	28.2	19.0	19.0	26.8	18.2	18.2
Actuated g/C Ratio	0.23	0.47	0.47	0.20	0.44	0.44	0.16	0.11	0.11	0.15	0.10	0.10
v/c Ratio	0.73	0.59	0.07	0.86	0.75	0.05	0.45	0.83	0.67	0.45	0.68	0.69
Control Delay	64.2	27.5	0.2	72.3	20.2	0.3	70.8	109.1	15.7	71.3	95.5	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: Mid Day
 6: Centerview Boulevard & Osceola Parkway

Proposed Retiming
 03/09/2020

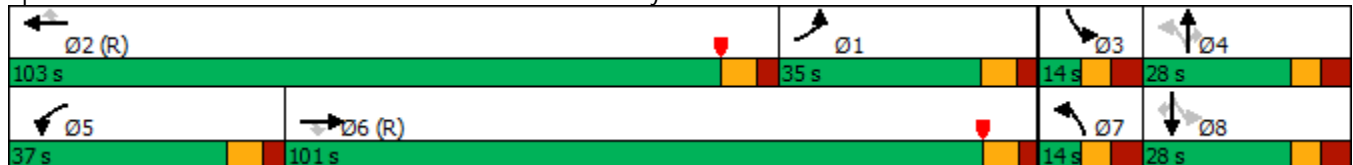


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	64.2	27.5	0.2	72.3	20.2	0.3	70.8	109.1	15.7	71.3	95.5	15.9
LOS	E	C	A	E	C	A	E	F	B	E	F	B
Approach Delay	34.7			30.5			53.7			44.9		
Approach LOS	C			C			D			D		
Queue Length 50th (ft)	346	221	0	329	567	0	82	192	0	70	149	0
Queue Length 95th (ft)	#505	285	0	#617	580	m0	135	#287	71	126	226	96
Internal Link Dist (ft)	1454			2351			1091			877		
Turn Bay Length (ft)	390		415	450		230				280		120
Base Capacity (vph)	415	1801	900	364	1839	917	185	213	425	161	210	439
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.53	0.07	0.86	0.62	0.05	0.45	0.78	0.66	0.45	0.62	0.67

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 2 (1%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 37.0
 Intersection LOS: D
 Intersection Capacity Utilization 85.0%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Centerview Boulevard & Osceola Parkway



Timing Plan: Mid Day
7: N Orange Blossom Trail & Osceola Parkway

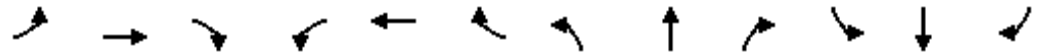
Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (vph)	177	827	227	413	1011	315	307	676	329	311	656	161
Future Volume (vph)	177	827	227	413	1011	315	307	676	329	311	656	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		325	375		0	360		250	490		250
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3505	1553	3335	3505	1583	3467	5085	1538	3433	5036	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1553	3335	3505	1583	3467	5085	1538	3433	5036	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			229			233			293			213
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		543			2163			2279			2152	
Travel Time (s)		8.2			32.8			31.1			29.3	
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	5%	3%	2%	1%	2%	5%	2%	3%	4%
Adj. Flow (vph)	188	880	241	430	1053	328	349	768	374	331	698	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	880	241	430	1053	328	349	768	374	331	698	171
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			Free			Free
Detector Phase	1	6	6	5	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	12.0	20.0	20.0	7.0	10.0		12.0	10.0	
Minimum Split (s)	17.7	52.8	52.8	19.7	51.8	51.8	14.3	48.5		19.3	48.5	
Total Split (s)	23.0	73.0	73.0	37.0	87.0	87.0	34.0	36.0		34.0	36.0	
Total Split (%)	12.8%	40.6%	40.6%	20.6%	48.3%	48.3%	18.9%	20.0%		18.9%	20.0%	
Maximum Green (s)	15.3	65.2	65.2	29.3	79.2	79.2	26.7	28.5		26.7	28.5	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.9	3.0	3.0	2.9	3.0	3.0	3.3	3.5		3.3	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.7	7.8	7.8	7.7	7.8	7.8	7.3	7.5		7.3	7.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.5		3.0	2.5	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Ped		None	Ped	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		38.0	38.0		37.0	37.0		34.0			34.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	14.1	61.8	61.8	27.7	75.4	75.4	22.9	37.9	180.0	22.3	37.3	180.0
Actuated g/C Ratio	0.08	0.34	0.34	0.15	0.42	0.42	0.13	0.21	1.00	0.12	0.21	1.00
v/c Ratio	0.71	0.73	0.35	0.84	0.72	0.41	0.79	0.72	0.24	0.78	0.67	0.11
Control Delay	109.2	34.4	2.1	63.3	24.0	2.4	89.6	70.3	0.4	89.1	69.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: Mid Day
 7: N Orange Blossom Trail & Osceola Parkway

Proposed Retiming
 03/09/2020

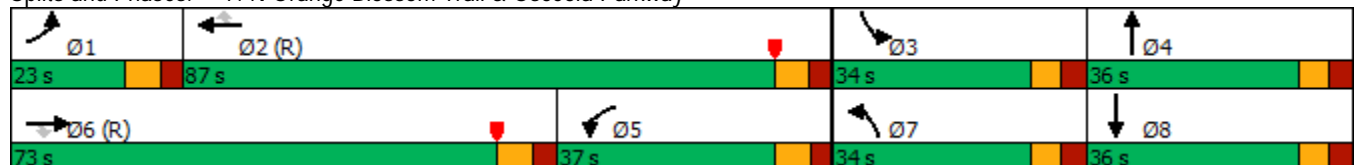


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	109.2	34.4	2.1	63.3	24.0	2.4	89.6	70.3	0.4	89.1	69.6	0.1
LOS	F	C	A	E	C	A	F	E	A	F	E	A
Approach Delay	39.2			29.4			57.3			65.1		
Approach LOS	D			C			E			E		
Queue Length 50th (ft)	95	410	3	264	284	14	209	304	0	198	273	0
Queue Length 95th (ft)	154	487	13	326	256	9	257	#405	0	251	#356	0
Internal Link Dist (ft)	463			2083			2199			2072		
Turn Bay Length (ft)	300		325	375			360		250	490		250
Base Capacity (vph)	289	1282	713	555	1544	828	514	1070	1538	509	1044	1553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.69	0.34	0.77	0.68	0.40	0.68	0.72	0.24	0.65	0.67	0.11

Intersection Summary

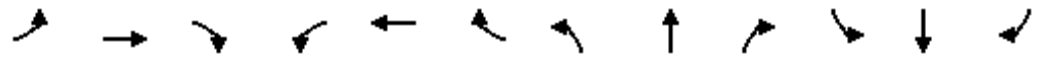
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 62 (34%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 46.1
 Intersection LOS: D
 Intersection Capacity Utilization 84.6%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: N Orange Blossom Trail & Osceola Parkway



Timing Plan: Mid Day
 8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	1305	126	156	1587	14	139	5	161	16	9	13
Future Volume (vph)	31	1305	126	156	1587	14	139	5	161	16	9	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		450	340		170	130		120	0		0
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.859	0.850			0.850
Flt Protected	0.950			0.950			0.950				0.969	
Satd. Flow (prot)	1805	5036	1482	1687	5036	1615	1671	1550	1534	0	1772	1615
Flt Permitted	0.950			0.950			0.950				0.969	
Satd. Flow (perm)	1805	5036	1482	1687	5036	1615	1671	1550	1534	0	1772	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			110		90	156			157
Link Speed (mph)		45		45			40			40		40
Link Distance (ft)		2163		1489			1086			493		
Travel Time (s)		32.8		22.6			18.5			8.4		
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.88	0.88	0.88	0.73	0.73	0.73
Heavy Vehicles (%)	0%	3%	9%	7%	3%	0%	8%	0%	0%	6%	0%	0%
Adj. Flow (vph)	33	1403	135	163	1653	15	158	6	183	22	12	18
Shared Lane Traffic (%)									49%			
Lane Group Flow (vph)	33	1403	135	163	1653	15	158	96	93	0	34	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6			2			8			4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	12.3	50.3	50.3	12.3	35.3	35.3	25.0	25.0	25.0	55.8	55.8	55.8
Total Split (s)	14.0	107.0	107.0	26.0	119.0	119.0	33.0	33.0	33.0	14.0	14.0	14.0
Total Split (%)	7.8%	59.4%	59.4%	14.4%	66.1%	66.1%	18.3%	18.3%	18.3%	7.8%	7.8%	7.8%
Maximum Green (s)	6.7	99.7	99.7	18.7	111.7	111.7	26.0	26.0	26.0	7.2	7.2	7.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.6	2.6	2.6	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.0	7.0	7.0		6.8	6.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0	3.0	2.5	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0				7.0	7.0	7.0
Flash Dont Walk (s)		26.0	26.0		21.0	21.0				42.0	42.0	42.0
Pedestrian Calls (#/hr)		0	0		0	0				0	0	0
Act Effct Green (s)	6.4	105.4	105.4	19.9	121.4	121.4	21.5	21.5	21.5		7.8	7.8
Actuated g/C Ratio	0.04	0.59	0.59	0.11	0.67	0.67	0.12	0.12	0.12		0.04	0.04
v/c Ratio	0.52	0.48	0.15	0.88	0.49	0.01	0.79	0.36	0.29		0.45	0.08
Control Delay	105.6	17.1	4.0	142.5	5.4	0.0	103.7	17.7	2.3		102.8	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0

Timing Plan: Mid Day
 8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	105.6	17.1	4.0	142.5	5.4	0.0	103.7	17.7	2.3		102.8	0.7
LOS	F	B	A	F	A	A	F	B	A		F	A
Approach Delay		17.9			17.5			52.7			67.4	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	41	210	16	182	101	0	184	6	0		40	0
Queue Length 95th (ft)	m67	228	m32	#352	119	m0	260	65	0		67	0
Internal Link Dist (ft)		2083			1409			1006			413	
Turn Bay Length (ft)	225		450	340		170	130		120			
Base Capacity (vph)	67	2948	923	188	3396	1124	241	300	355		76	220
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.49	0.48	0.15	0.87	0.49	0.01	0.66	0.32	0.26		0.45	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 99 (55%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 21.6
 Intersection LOS: C
 Intersection Capacity Utilization 67.2%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway



Timing Plan: Mid Day
9: S Orange Avenue & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑↑	↔		↔	↔	↔↔	↔	↔
Traffic Volume (vph)	311	1183	8	33	1412	358	18	5	15	264	8	286
Future Volume (vph)	311	1183	8	33	1412	358	18	5	15	264	8	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		290	250		250	80		0	360		204
Storage Lanes	2		1	1		1	1		1	2		0
Taper Length (ft)	100			50			50			100		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.962		0.950	0.957	
Satd. Flow (prot)	3303	5036	1615	1736	5036	1524	0	1752	1615	3070	1556	1524
Flt Permitted	0.950			0.950				0.962		0.950	0.957	
Satd. Flow (perm)	3303	5036	1615	1736	5036	1524	0	1752	1615	3070	1556	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			301			217			148
Link Speed (mph)		45		45				35			35	
Link Distance (ft)		1489		1829				417			871	
Travel Time (s)		22.6		27.7				8.1			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.63	0.63	0.63	0.94	0.94	0.94
Heavy Vehicles (%)	6%	3%	0%	4%	3%	6%	0%	20%	0%	7%	0%	6%
Adj. Flow (vph)	338	1286	9	34	1471	373	29	8	24	281	9	304
Shared Lane Traffic (%)										31%		
Lane Group Flow (vph)	338	1286	9	34	1471	373	0	37	24	194	96	304
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	custom
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases			6			2			4			3
Detector Phase	1	6	6	5	2	2	4	4	4	3	3	3 1
Switch Phase												
Minimum Initial (s)	9.0	15.0	15.0	8.0	15.0	15.0	4.0	4.0	4.0	7.0	7.0	
Minimum Split (s)	19.0	46.0	46.0	18.0	46.0	46.0	56.4	56.4	56.4	57.8	57.8	
Total Split (s)	34.0	118.0	118.0	15.0	99.0	99.0	15.0	15.0	15.0	32.0	32.0	
Total Split (%)	18.9%	65.6%	65.6%	8.3%	55.0%	55.0%	8.3%	8.3%	8.3%	17.8%	17.8%	
Maximum Green (s)	24.0	108.0	108.0	5.0	89.0	89.0	7.6	7.6	7.6	23.2	23.2	
Yellow Time (s)	5.2	5.2	5.2	5.2	5.2	5.2	3.4	3.4	3.4	4.8	4.8	
All-Red Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		7.4	7.4	8.8	8.8	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		29.0	29.0		29.0	29.0	42.0	42.0	42.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			
Act Effct Green (s)	24.0	117.0	117.0	7.5	96.9	96.9		7.3	7.3	18.3	18.3	45.2
Actuated g/C Ratio	0.13	0.65	0.65	0.04	0.54	0.54		0.04	0.04	0.10	0.10	0.25
v/c Ratio	0.77	0.39	0.01	0.47	0.54	0.39		0.53	0.09	0.62	0.61	0.62
Control Delay	55.3	4.8	0.0	116.4	16.8	2.6		110.4	0.6	86.1	93.1	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0

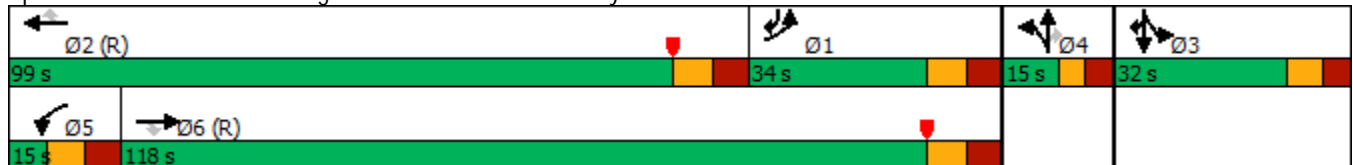


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	55.3	4.8	0.0	116.4	16.8	2.6		110.4	0.6	86.1	93.1	27.3
LOS	E	A	A	F	B	A		F	A	F	F	C
Approach Delay		15.2			15.8			67.2			57.1	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	206	57	0	35	364	10		44	0	123	121	137
Queue Length 95th (ft)	253	78	m0	m#72	511	m43		62	0	167	192	221
Internal Link Dist (ft)		1409			1749			337			791	
Turn Bay Length (ft)	365		290	250		250				360		204
Base Capacity (vph)	440	3273	1099	72	2712	959		73	276	395	200	531
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.77	0.39	0.01	0.47	0.54	0.39		0.51	0.09	0.49	0.48	0.57

Intersection Summary

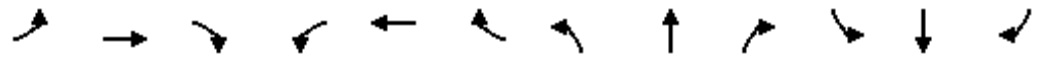
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 71 (39%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 180
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 22.2
 Intersection LOS: C
 Intersection Capacity Utilization 71.8%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: S Orange Avenue & Osceola Parkway



Timing Plan: Mid Day
10: Michigan Avenue & Osceola Parkway

Proposed Retiming
08/20/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	349	837	319	618	1120	87	393	245	543	227	194	272
Future Volume (vph)	349	837	319	618	1120	87	393	245	543	227	194	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		220	400		215	200		240	0		85
Storage Lanes	2		1	2		1	2		1	2		3
Taper Length (ft)	100			100			100			25		
Satd. Flow (prot)	3467	4940	1568	3367	4893	1583	3433	1863	2733	3433	3574	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	4940	1568	3367	4893	1583	3433	1863	2733	3433	3574	1583
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			302			185						253
Link Speed (mph)		45			45			40				40
Link Distance (ft)		1829			1480			839				1249
Travel Time (s)		27.7			22.4			14.3				21.3
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.96	0.96	0.96	0.98	0.98	0.98
Heavy Vehicles (%)	1%	5%	3%	4%	6%	2%	2%	2%	4%	2%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	388	930	354	665	1204	94	409	255	566	232	198	278
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	custom	Prot	NA	Perm
Protected Phases	1	6		5 9	2		7	4	4 5	3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5 9	2	2	7	4	4 5	3	8	8
Switch Phase												
Minimum Initial (s)	8.0	18.0	18.0		18.0	18.0	7.0	10.0		7.0	10.0	10.0
Minimum Split (s)	17.3	27.3	27.3		56.3	56.3	14.5	22.7		14.5	59.5	59.5
Total Split (s)	36.0	68.0	68.0		84.0	84.0	34.0	38.0		22.0	26.0	26.0
Total Split (%)	20.0%	37.8%	37.8%		46.7%	46.7%	18.9%	21.1%		12.2%	14.4%	14.4%
Maximum Green (s)	26.7	58.7	58.7		74.7	74.7	26.5	30.5		14.5	18.5	18.5
Yellow Time (s)	5.3	5.3	5.3		5.3	5.3	3.7	3.7		3.7	3.7	3.7
All-Red Time (s)	4.0	4.0	4.0		4.0	4.0	3.8	3.8		3.8	3.8	3.8
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	9.3	9.3	9.3		9.3	9.3	7.5	7.5		7.5	7.5	7.5
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5		3.5	3.5	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min	C-Min		C-Min	C-Min	None	None		None	None	None
Walk Time (s)					7.0	7.0					7.0	7.0
Flash Dont Walk (s)					40.0	40.0					45.0	45.0
Pedestrian Calls (#/hr)					0	0					0	0
Act Effct Green (s)	43.8	45.8	45.8	48.2	59.5	59.5	24.5	28.5	51.1	14.6	18.6	18.6
Actuated g/C Ratio	0.24	0.25	0.25	0.27	0.33	0.33	0.14	0.16	0.28	0.08	0.10	0.10
v/c Ratio	0.46	0.74	0.57	0.74	0.74	0.15	0.88	0.87	0.73	0.83	0.54	0.71
Control Delay	69.0	57.4	22.5	45.4	52.6	1.3	96.1	100.4	44.9	105.4	82.2	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.0	57.4	22.5	45.4	52.6	1.3	96.1	100.4	44.9	105.4	82.2	22.3
LOS	E	E	C	D	D	A	F	F	D	F	F	C
Approach Delay		52.7			47.7			73.4			66.3	
Approach LOS		D			D			E			E	

Lane Group	Ø5	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	5.0
Minimum Split (s)	17.3	14.3
Total Split (s)	26.0	26.0
Total Split (%)	14%	14%
Maximum Green (s)	16.7	16.7
Yellow Time (s)	5.3	5.3
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.0	2.0
Recall Mode	Max	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Timing Plan: Mid Day
 10: Michigan Avenue & Osceola Parkway

Proposed Retiming
 08/20/2020

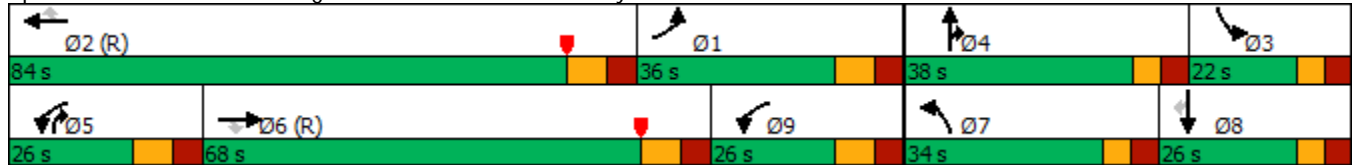


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	227	351	191	308	346	0	246	293	261	140	116	27
Queue Length 95th (ft)	273	391	235	#410	341	11	310	#433	332	#216	167	138
Internal Link Dist (ft)		1749			1400			759			1169	
Turn Bay Length (ft)	335		220	400		215	200		240			85
Base Capacity (vph)	843	1610	714	901	2030	765	505	317	808	285	382	395
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.58	0.50	0.74	0.59	0.12	0.81	0.80	0.70	0.81	0.52	0.70

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 178 (99%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 57.2
 Intersection LOS: E
 Intersection Capacity Utilization 81.3%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Michigan Avenue & Osceola Parkway



Lane Group	Ø5	Ø9
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Timing Plan: Mid Day
 11: Bill Beck Boulevard & Osceola Parkway

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	1600	7	33	1815	138	5	2	77	115	4	38
Future Volume (vph)	94	1600	7	33	1815	138	5	2	77	115	4	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		1000	0		250	0		0	200		175
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	50			25			25			120		
Lane Util. Factor	1.00	0.86	0.86	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.876				0.850
Flt Protected	0.950				0.999			0.997		0.950		
Satd. Flow (prot)	1736	6279	0	0	4978	1583	0	1640	0	1787	1900	1615
Flt Permitted	0.950				0.999			0.997		0.950		
Satd. Flow (perm)	1736	6279	0	0	4978	1583	0	1640	0	1787	1900	1615
Link Speed (mph)		45			45			35				35
Link Distance (ft)		1480			665			639				754
Travel Time (s)		22.4			10.1			12.4				14.7
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.85	0.85	0.85	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	0%	9%	4%	2%	20%	0%	0%	1%	0%	0%
Adj. Flow (vph)	101	1720	8	35	1911	145	6	2	91	128	4	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	1728	0	0	1946	145	0	99	0	128	4	42
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	82.1%
Analysis Period (min)	15
	ICU Level of Service E

Timing Plan: Mid Day
 12: Osceola Parkway & FL Turnpike SB

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	Ø1
Lane Configurations		↑↑↑	↗	↖	↑↑		↗↖		↗			
Traffic Volume (vph)	0	1584	204	28	1426	0	233	0	554	0	0	
Future Volume (vph)	0	1584	204	28	1426	0	233	0	554	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	90		0	300		0		0	0	0	0	
Storage Lanes	1		1	1		0		2	1	0	0	
Taper Length (ft)	140			100				25		25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	
Frt			0.850						0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	6346	1482	1736	3539	0	3335	0	1495	0	0	
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	6346	1482	1736	3539	0	3335	0	1495	0	0	
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			190						317			
Link Speed (mph)		45			45			30		30		
Link Distance (ft)		665			591			806		692		
Travel Time (s)		10.1			9.0			18.3		15.7		
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.94	0.94	0.94	0.92	0.92	
Heavy Vehicles (%)	0%	3%	9%	4%	2%	0%	5%	0%	8%	0%	0%	
Adj. Flow (vph)	0	1703	219	29	1485	0	248	0	589	0	0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1703	219	29	1485	0	248	0	589	0	0	
Turn Type		NA	Perm	Prot	NA		Prot		Free			
Protected Phases		6		4 5	1 2 4 5		3					1
Permitted Phases			6						Free			
Detector Phase		6	6	4 5	1 2 4 5		3					
Switch Phase												
Minimum Initial (s)		15.0	15.0				10.0					5.0
Minimum Split (s)		26.3	26.3				24.3					26.3
Total Split (s)		96.0	96.0				40.0					36.0
Total Split (%)		53.3%	53.3%				22.2%					20%
Maximum Green (s)		87.7	87.7				33.7					27.7
Yellow Time (s)		4.8	4.8				3.4					4.8
All-Red Time (s)		3.5	3.5				2.9					3.5
Lost Time Adjust (s)		0.0	0.0				0.0					
Total Lost Time (s)		8.3	8.3				6.3					
Lead/Lag		Lead	Lead				Lead					Lag
Lead-Lag Optimize?		Yes	Yes				Yes					Yes
Vehicle Extension (s)		3.5	3.5				3.0					3.0
Recall Mode		C-Max	C-Max				None					None
Act Effct Green (s)		89.1	89.1	41.0	146.7		18.7		180.0			
Actuated g/C Ratio		0.50	0.50	0.23	0.82		0.10		1.00			
v/c Ratio		0.54	0.26	0.07	0.51		0.72		0.39			
Control Delay		27.1	5.6	48.1	2.2		89.7		0.8			
Queue Delay		0.0	0.0	0.0	0.3		0.0		0.0			
Total Delay		27.1	5.6	48.1	2.5		89.7		0.8			
LOS		C	A	D	A		F		A			
Approach Delay		24.6			3.4			27.1				

Lane Group	Ø2	Ø4	Ø5	Ø7	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Heavy Vehicles (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	2	4	5	7	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	15.0	5.0	5.0	10.0	5.0
Minimum Split (s)	26.3	26.3	26.3	24.4	26.3
Total Split (s)	79.0	25.0	19.0	40.0	25.0
Total Split (%)	44%	14%	11%	22%	14%
Maximum Green (s)	70.7	16.7	10.7	33.6	16.7
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	3.5	3.5	3.5	2.7	3.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5	3.0	3.0	3.0
Recall Mode	C-Max	None	None	None	None
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					



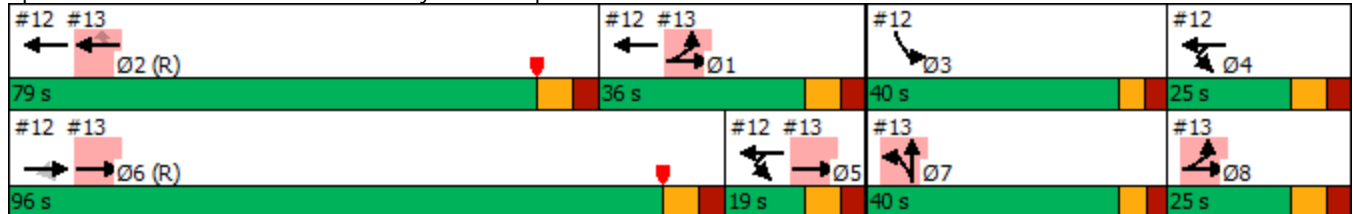
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	Ø1
Approach LOS		C				A			C			
Queue Length 50th (ft)		305	17	31	128		148		0			
Queue Length 95th (ft)		341	m47	m38	155		195		0			
Internal Link Dist (ft)		585				511			726		612	
Turn Bay Length (ft)				300								
Base Capacity (vph)		3140	829	395	2884		624		1495			
Starvation Cap Reductn		0	0	0	689		0		0			
Spillback Cap Reductn		0	0	0	0		0		0			
Storage Cap Reductn		0	0	0	0		0		0			
Reduced v/c Ratio		0.54	0.26	0.07	0.68		0.40		0.39			

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	154 (86%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	125
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	17.6
Intersection LOS:	B
Intersection Capacity Utilization	74.2%
ICU Level of Service	D
Analysis Period (min)	15

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

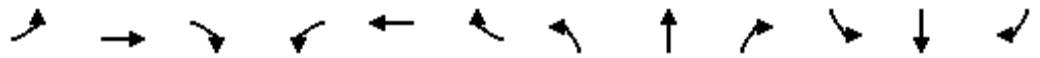
Splits and Phases: 12: Osceola Parkway & FL Turnpike SB



Lane Group	Ø2	Ø4	Ø5	Ø7	Ø8
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					
Intersection Summary					

Timing Plan: Mid Day
 13: Osceola Parkway & FL Turnpike NB

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑			↑↑	↗	↖	↕				
Traffic Volume (vph)	488	1336	0	0	1180	183	269	0	33	0	0	0
Future Volume (vph)	488	1336	0	0	1180	183	269	0	33	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850		0.967				
Flt Protected	0.950						0.950	0.963				
Satd. Flow (prot)	3242	5136	0	0	3574	1583	1618	1586	0	0	0	0
Flt Permitted	0.950						0.950	0.963				
Satd. Flow (perm)	3242	5136	0	0	3574	1583	1618	1586	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						172		183				
Link Speed (mph)		45			45			30				30
Link Distance (ft)		591			1219			769				796
Travel Time (s)		9.0			18.5			17.5				18.1
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	8%	1%	0%	0%	1%	2%	6%	0%	6%	0%	0%	0%
Adj. Flow (vph)	530	1452	0	0	1269	197	332	0	41	0	0	0
Shared Lane Traffic (%)							43%					
Lane Group Flow (vph)	530	1452	0	0	1269	197	189	184	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	1 8	1 5 6 8			2		7	7				
Permitted Phases						2						
Detector Phase	1 8	1 5 6 8			2	2	7	7				
Switch Phase												
Minimum Initial (s)					15.0	15.0	10.0	10.0				
Minimum Split (s)					26.3	26.3	24.4	24.4				
Total Split (s)					79.0	79.0	40.0	40.0				
Total Split (%)					43.9%	43.9%	22.2%	22.2%				
Maximum Green (s)					70.7	70.7	33.6	33.6				
Yellow Time (s)					4.8	4.8	3.7	3.7				
All-Red Time (s)					3.5	3.5	2.7	2.7				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					8.3	8.3	6.4	6.4				
Lead/Lag					Lead	Lead	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)					3.5	3.5	3.0	3.0				
Recall Mode					C-Max	C-Max	None	None				
Act Effct Green (s)	50.6	139.3			72.1	72.1	26.0	26.0				
Actuated g/C Ratio	0.28	0.77			0.40	0.40	0.14	0.14				
v/c Ratio	0.58	0.37			0.89	0.27	0.81	0.48				
Control Delay	48.0	2.9			59.1	7.6	99.3	12.0				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0				
Total Delay	48.0	2.9			59.1	7.6	99.3	12.0				
LOS	D	A			E	A	F	B				
Approach Delay		15.0			52.2			56.2				

Lane Group	Ø1	Ø3	Ø4	Ø5	Ø6	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	3	4	5	6	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	10.0	5.0	5.0	15.0	5.0
Minimum Split (s)	26.3	24.3	26.3	26.3	26.3	26.3
Total Split (s)	36.0	40.0	25.0	19.0	96.0	25.0
Total Split (%)	20%	22%	14%	11%	53%	14%
Maximum Green (s)	27.7	33.7	16.7	10.7	87.7	16.7
Yellow Time (s)	4.8	3.4	4.8	4.8	4.8	4.8
All-Red Time (s)	3.5	2.9	3.5	3.5	3.5	3.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.5	3.0	3.5	3.0
Recall Mode	None	None	None	None	C-Max	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						

Timing Plan: Mid Day
 13: Osceola Parkway & FL Turnpike NB

Proposed Retiming
 03/09/2020

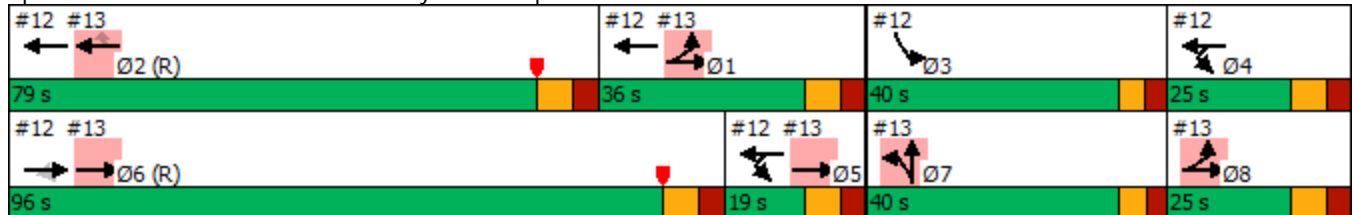


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B			D			E					
Queue Length 50th (ft)	296	86			742	18	231	1				
Queue Length 95th (ft)	352	92			846	76	282	49				
Internal Link Dist (ft)		511			1139			689			716	
Turn Bay Length (ft)	345											
Base Capacity (vph)	911	3974			1431	737	302	444				
Starvation Cap Reductn	0	494			0	0	0	0				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.58	0.42			0.89	0.27	0.63	0.41				

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	154 (86%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	125
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	33.3
Intersection LOS:	C
Intersection Capacity Utilization	74.2%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 13: Osceola Parkway & FL Turnpike NB

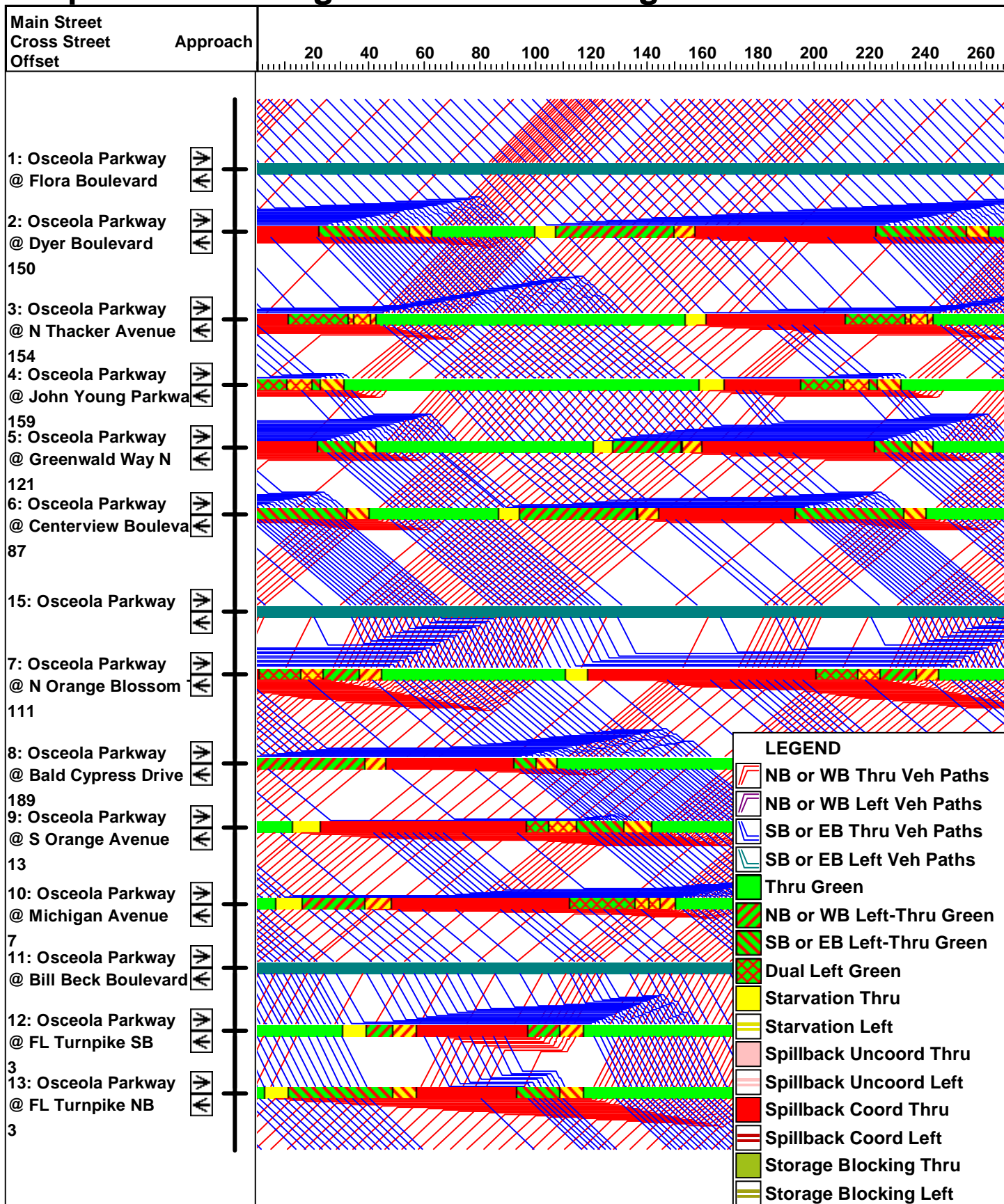


Lane Group	Ø1	Ø3	Ø4	Ø5	Ø6	Ø8
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Time-Space Diagram - Osceola Parkway

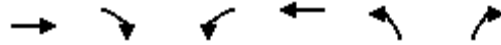
Proposed Retiming

Timing Plan: PM Peak-Hour



03/09/2020

Retimed_Osceola Parkway PM.syn



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1480	449	189	798	40	161
Future Volume (vph)	1480	449	189	798	40	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	315		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3574	1599	1787	3574	1787	1599
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3574	1599	1787	3574	1787	1599
Link Speed (mph)	55			55	35	
Link Distance (ft)	1799			1439	1857	
Travel Time (s)	22.3			17.8	36.2	
Peak Hour Factor	0.92	0.92	0.94	0.94	0.81	0.81
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1609	488	201	849	49	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1609	488	201	849	49	199
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.7% ICU Level of Service C
Analysis Period (min)	15

Timing Plan: PM Peak-Hour
2: Dyer Boulevard & Osceola Parkway

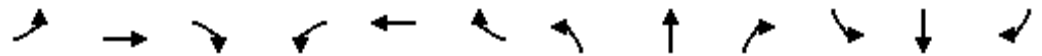
Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	237	1207	81	610	708	35	124	273	373	54	424	132
Future Volume (vph)	237	1207	81	610	708	35	124	273	373	54	424	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		350	520		350	315		200	350		185
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			50			50		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3539	1568	3467	3574	1524	1787	3574	1599	1787	3539	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3539	1568	3467	3574	1524	1787	3574	1599	1787	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107			107			422			149
Link Speed (mph)		55		55			40			40		
Link Distance (ft)		1439		2129			937			826		
Travel Time (s)		17.8		26.4			16.0			14.1		
Peak Hour Factor	0.96	0.96	0.96	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	3%	1%	1%	6%	1%	1%	1%	1%	2%	1%
Adj. Flow (vph)	247	1257	84	678	787	39	144	317	434	59	461	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	247	1257	84	678	787	39	144	317	434	59	461	143
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	13.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	12.7	47.5	47.5	12.7	41.5	41.5	20.4	59.6	59.6	15.4	56.6	56.6
Total Split (s)	42.0	85.0	85.0	50.0	93.0	93.0	28.0	41.0	41.0	24.0	37.0	37.0
Total Split (%)	21.0%	42.5%	42.5%	25.0%	46.5%	46.5%	14.0%	20.5%	20.5%	12.0%	18.5%	18.5%
Maximum Green (s)	34.3	77.5	77.5	42.3	85.5	85.5	20.6	33.4	33.4	16.6	29.4	29.4
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.2	2.0	2.0	2.2	2.0	2.0	3.4	3.6	3.6	3.4	3.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.5	7.5	7.7	7.5	7.5	7.4	7.6	7.6	7.4	7.6	7.6
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	3.0	3.5	3.5	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		33.0	33.0		27.0	27.0		45.0	45.0		42.0	42.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	30.6	80.5	80.5	42.3	92.1	92.1	18.8	35.7	35.7	11.3	28.3	28.3
Actuated g/C Ratio	0.15	0.40	0.40	0.21	0.46	0.46	0.09	0.18	0.18	0.06	0.14	0.14
v/c Ratio	0.90	0.88	0.12	0.92	0.48	0.05	0.86	0.50	0.69	0.58	0.92	0.40
Control Delay	116.6	64.2	2.8	76.6	24.7	0.1	128.3	76.9	12.6	114.0	108.8	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: PM Peak-Hour
 2: Dyer Boulevard & Osceola Parkway

Proposed Retiming
 03/09/2020

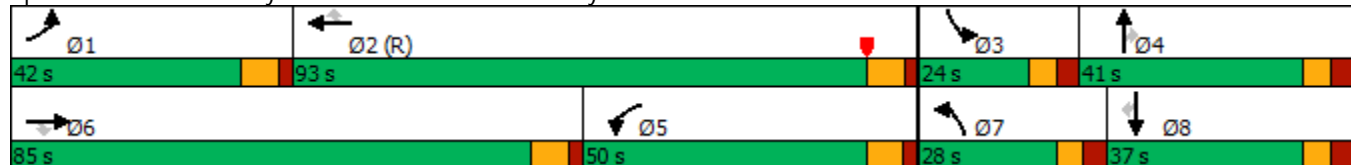


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	116.6	64.2	2.8	76.6	24.7	0.1	128.3	76.9	12.6	114.0	108.8	11.8
LOS	F	E	A	E	C	A	F	E	B	F	F	B
Approach Delay	69.1			47.5			54.0			88.4		
Approach LOS	E			D			D			F		
Queue Length 50th (ft)	321	830	0	444	228	0	189	196	13	78	318	0
Queue Length 95th (ft)	#457	934	21	#570	190	m0	#283	247	97	134	#415	64
Internal Link Dist (ft)	1359			2049			857			746		
Turn Bay Length (ft)	350		350	520		350	315		200	350		185
Base Capacity (vph)	306	1424	695	733	1646	759	184	648	635	148	520	362
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.88	0.12	0.92	0.48	0.05	0.78	0.49	0.68	0.40	0.89	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 150 (75%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 61.9
 Intersection LOS: E
 Intersection Capacity Utilization 96.2%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Dyer Boulevard & Osceola Parkway



Timing Plan: PM Peak-Hour
3: N Thacker Avenue & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	1487	67	154	1169	118	63	15	26	219	39	79
Future Volume (vph)	140	1487	67	154	1169	118	63	15	26	219	39	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		325	180		0	0		0	340		200
Storage Lanes	1		1	1		1	0		1	2		1
Taper Length (ft)	50			50			25			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.961		0.950		
Satd. Flow (prot)	1787	3539	1583	1787	3574	1599	0	1826	1495	3502	1900	2733
Flt Permitted	0.950			0.950				0.961		0.699		
Satd. Flow (perm)	1787	3539	1583	1787	3574	1599	0	1826	1495	2577	1900	2733
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111			155			155			155
Link Speed (mph)		55			45			30				30
Link Distance (ft)		2129			1493			559				1018
Travel Time (s)		26.4			22.6			12.7				23.1
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.88	0.88	0.88	0.85	0.85	0.85
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%	0%	0%	8%	0%	0%	4%
Adj. Flow (vph)	151	1599	72	164	1244	126	72	17	30	258	46	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	1599	72	164	1244	126	0	89	30	258	46	93
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		8	8				7
Permitted Phases			6			2			8	7		7
Detector Phase	1	6	6	5	2	2	8	8	8	7	7	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	25.7	25.7	13.0	25.7	25.7	25.7	25.7	25.7	25.7	25.7	25.7
Total Split (s)	43.0	118.0	118.0	32.0	107.0	107.0	18.0	18.0	18.0	32.0	32.0	32.0
Total Split (%)	21.5%	59.0%	59.0%	16.0%	53.5%	53.5%	9.0%	9.0%	9.0%	16.0%	16.0%	16.0%
Maximum Green (s)	35.0	110.3	110.3	24.0	99.3	99.3	10.3	10.3	10.3	24.3	24.3	24.3
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.2	2.2	2.5	2.2	2.2	3.7	3.7	3.7	3.7	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	7.7	7.7	8.0	7.7	7.7		7.7	7.7	7.7	7.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	2.0	3.5	3.5	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	21.3	113.3	113.3	21.3	113.4	113.4		11.6	11.6	22.7	22.7	22.7
Actuated g/C Ratio	0.11	0.57	0.57	0.11	0.57	0.57		0.06	0.06	0.11	0.11	0.11
v/c Ratio	0.79	0.80	0.08	0.86	0.61	0.13		0.85	0.13	0.88	0.21	0.21
Control Delay	130.5	17.4	0.1	120.7	26.9	1.8		141.4	1.2	116.3	82.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	130.5	17.4	0.1	120.7	26.9	1.8		141.4	1.2	116.3	82.4	1.1
LOS	F	B	A	F	C	A		F	A	F	F	A
Approach Delay		26.1			34.9			106.1			85.4	

Timing Plan: PM Peak-Hour
 3: N Thacker Avenue & Osceola Parkway

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			C			F			F		
Queue Length 50th (ft)	207	1101	0	226	448	7		119	0	174	56	0
Queue Length 95th (ft)	m250	1204	m0	#335	491	m16		#242	0	#219	97	0
Internal Link Dist (ft)	2049			1413			479			938		
Turn Bay Length (ft)	430		325	180						340		200
Base Capacity (vph)	312	2005	944	214	2026	973		105	232	313	230	468
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.48	0.80	0.08	0.77	0.61	0.13		0.85	0.13	0.82	0.20	0.20

Intersection Summary

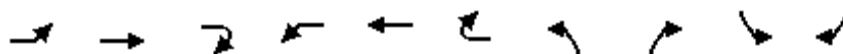
Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 154 (77%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 38.1
 Intersection LOS: D
 Intersection Capacity Utilization 82.1%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: N Thacker Avenue & Osceola Parkway

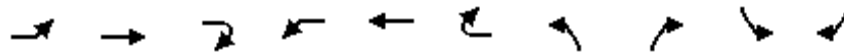


Timing Plan: PM Peak-Hour
4: John Young Parkway & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations	↔↔	↑↑	↔	↔↔	↑↑	↔	↔↔	↔	↔↔	↔
Traffic Volume (vph)	361	1155	324	181	1156	63	222	118	143	196
Future Volume (vph)	361	1155	324	181	1156	63	222	118	143	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			400			0		0	
Storage Lanes	2			2			2		2	
Taper Length (ft)	150			100			25		25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	0.97	1.00
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3433	3574	1599	3467	3574	1615	3502	1524	3502	1615
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3433	3574	1599	3467	3574	1615	3502	1524	3502	1615
Right Turn on Red			Yes			Yes		Yes		Yes
Satd. Flow (RTOR)			179			179		179		228
Link Speed (mph)		45			45					
Link Distance (ft)		1493			1091					
Travel Time (s)		22.6			16.5					
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.96	0.96	0.86	0.86
Heavy Vehicles (%)	2%	1%	1%	1%	1%	0%	0%	6%	0%	0%
Adj. Flow (vph)	384	1229	345	189	1204	66	231	123	166	228
Shared Lane Traffic (%)										
Lane Group Flow (vph)	384	1229	345	189	1204	66	231	123	166	228
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Detector Phase	1	6		5	2		7		3	
Switch Phase										
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0		5.0	
Minimum Split (s)	13.9	27.1		13.9	27.1		26.9		13.9	
Total Split (s)	50.0	140.0		32.0	122.0		28.0		28.0	
Total Split (%)	25.0%	70.0%		16.0%	61.0%		14.0%		14.0%	
Maximum Green (s)	41.1	130.9		23.1	112.9		19.1		19.1	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0		4.0	
All-Red Time (s)	4.1	4.3		4.1	4.3		4.9		4.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)	8.9	9.1		8.9	9.1		8.9		8.9	
Lead/Lag	Lead	Lag		Lead	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Vehicle Extension (s)	2.5	3.5		2.5	3.5		3.0		3.0	
Recall Mode	None	C-Max		None	C-Max		None		None	
Walk Time (s)		7.0			7.0					
Flash Dont Walk (s)		10.0			10.0					
Pedestrian Calls (#/hr)		0			0					
Act Effct Green (s)	27.2	140.0	200.0	15.7	128.5	200.0	17.4	200.0	17.4	200.0
Actuated g/C Ratio	0.14	0.70	1.00	0.08	0.64	1.00	0.09	1.00	0.09	1.00
v/c Ratio	0.82	0.49	0.22	0.69	0.52	0.04	0.76	0.08	0.55	0.14
Control Delay	96.9	6.3	0.2	95.6	11.5	0.0	105.5	0.1	94.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

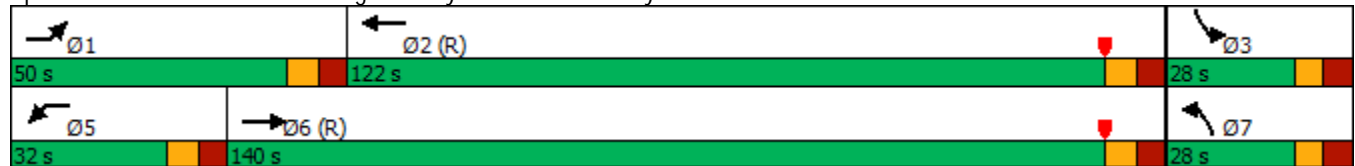


Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Total Delay	96.9	6.3	0.2	95.6	11.5	0.0	105.5	0.1	94.2	0.2
LOS	F	A	A	F	B	A	F	A	F	A
Approach Delay	23.0			21.9						
Approach LOS	C			C						
Queue Length 50th (ft)	252	151	0	135	165	0	155	0	109	0
Queue Length 95th (ft)	m313	223	m0	183	173	m0	207	0	146	0
Internal Link Dist (ft)	1413			1011						
Turn Bay Length (ft)	500		250	400		270				
Base Capacity (vph)	705	2501	1599	400	2295	1615	334	1524	334	1615
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.49	0.22	0.47	0.52	0.04	0.69	0.08	0.50	0.14

Intersection Summary

























Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 159 (80%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 28.1
 Intersection LOS: C
 Intersection Capacity Utilization 71.0%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: John Young Parkway & Osceola Parkway



Timing Plan: PM Peak-Hour
5: Greenwald Way N & Osceola Parkway

Proposed Retiming
03/09/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1189	163	113	1184	288	125	107	84	243	90	74
Future Volume (vph)	95	1189	163	113	1184	288	125	107	84	243	90	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	350		350	220		0	0		145
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			40			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3539	1599	3433	3539	1599	1805	1900	1553	1805	1900	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3539	1599	3433	3539	1599	1805	1900	1553	1805	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			277			145			145
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1091			1534			1137				938
Travel Time (s)		16.5			23.2			25.8				21.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.88	0.88	0.88	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	1%	2%	2%	1%	0%	0%	4%	0%	0%	1%
Adj. Flow (vph)	100	1252	172	119	1246	303	142	122	95	283	105	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	1252	172	119	1246	303	142	122	95	283	105	86
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.4	25.0	25.0	12.4	25.0	25.0	12.8	25.7	25.7	12.8	25.7	25.7
Total Split (s)	21.0	106.0	106.0	32.0	117.0	117.0	38.0	22.0	22.0	40.0	24.0	24.0
Total Split (%)	10.5%	53.0%	53.0%	16.0%	58.5%	58.5%	19.0%	11.0%	11.0%	20.0%	12.0%	12.0%
Maximum Green (s)	13.6	99.0	99.0	24.6	110.0	110.0	30.2	14.3	14.3	32.2	16.3	16.3
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.2	2.2	2.6	2.2	2.2	3.8	3.7	3.7	3.8	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.0	7.0	7.4	7.0	7.0	7.8	7.7	7.7	7.8	7.7	7.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.5	3.5	2.0	3.5	3.5	3.0	2.0	2.0	3.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	13.0	99.2	99.2	24.6	110.8	110.8	21.0	14.1	14.1	32.2	25.3	25.3
Actuated g/C Ratio	0.06	0.50	0.50	0.12	0.55	0.55	0.10	0.07	0.07	0.16	0.13	0.13
v/c Ratio	0.85	0.71	0.20	0.28	0.64	0.30	0.75	0.92	0.39	0.98	0.44	0.26
Control Delay	152.4	43.2	16.8	58.1	16.3	1.0	109.8	147.0	5.2	127.8	88.9	1.9
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	152.4	43.3	16.8	58.1	16.3	1.0	109.8	147.0	5.2	127.8	88.9	1.9
LOS	F	D	B	E	B	A	F	F	A	F	F	A
Approach Delay		47.5			16.5			94.7			96.3	

Timing Plan: PM Peak-Hour
 5: Greenwald Way N & Osceola Parkway

Proposed Retiming
 03/09/2020

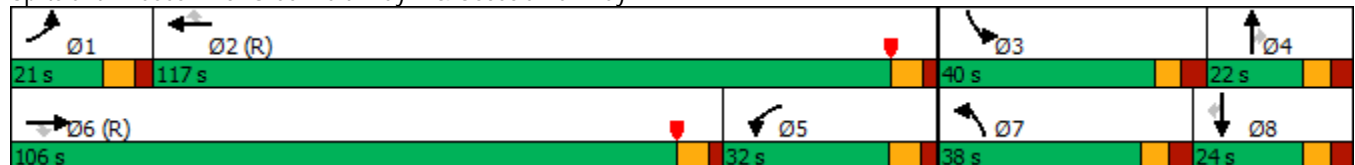


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			B			F			F		
Queue Length 50th (ft)	138	622	65	69	227	3	185	163	0	377	130	0
Queue Length 95th (ft)	#255	713	108	m93	m240	m15	256	#292	0	#541	201	0
Internal Link Dist (ft)	1011			1454			1057			858		
Turn Bay Length (ft)	185			350			220			145		
Base Capacity (vph)	122	1755	848	422	1960	1009	272	135	245	290	240	328
Starvation Cap Reductn	0	37	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.73	0.20	0.28	0.64	0.30	0.52	0.90	0.39	0.98	0.44	0.26

Intersection Summary

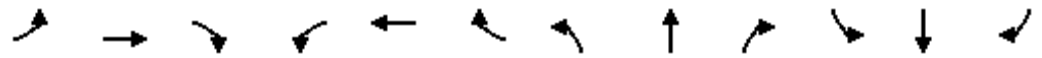
Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 121 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 44.6
 Intersection LOS: D
 Intersection Capacity Utilization 76.5%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Greenwald Way N & Osceola Parkway



Timing Plan: PM Peak-Hour
6: Centerview Boulevard & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	1144	53	311	1221	32	71	146	233	65	167	298
Future Volume (vph)	290	1144	53	311	1221	32	71	146	233	65	167	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		415	450		230	0		0	280		120
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3539	1615	1787	3539	1615	1752	1881	1615	1770	1881	1615
Flt Permitted	0.950			0.950			0.237			0.362		
Satd. Flow (perm)	1805	3539	1615	1787	3539	1615	437	1881	1615	674	1881	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			117			117			274			211
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1534			2404			1171				957
Travel Time (s)		23.2			36.4			26.6				21.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.85	0.82	0.82	0.82
Heavy Vehicles (%)	0%	2%	0%	1%	2%	0%	3%	1%	0%	2%	1%	0%
Adj. Flow (vph)	305	1204	56	327	1285	34	84	172	274	79	204	363
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	1204	56	327	1285	34	84	172	274	79	204	363
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.9	45.6	45.6	12.9	43.6	43.6	13.3	26.2	26.2	13.3	26.2	26.2
Total Split (s)	50.0	101.0	101.0	50.0	101.0	101.0	17.0	32.0	32.0	17.0	32.0	32.0
Total Split (%)	25.0%	50.5%	50.5%	25.0%	50.5%	50.5%	8.5%	16.0%	16.0%	8.5%	16.0%	16.0%
Maximum Green (s)	42.1	93.4	93.4	42.1	93.4	93.4	8.7	23.8	23.8	8.7	23.8	23.8
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.1	2.8	2.8	3.1	2.8	2.8	4.3	4.2	4.2	4.3	4.2	4.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.6	7.6	7.9	7.6	7.6	8.3	8.2	8.2	8.3	8.2	8.2
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	3.5	3.5	2.5	3.5	3.5	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		31.0	31.0		29.0	29.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	37.4	94.0	94.0	42.1	98.7	98.7	32.0	23.4	23.4	31.7	23.2	23.2
Actuated g/C Ratio	0.19	0.47	0.47	0.21	0.49	0.49	0.16	0.12	0.12	0.16	0.12	0.12
v/c Ratio	0.91	0.72	0.07	0.87	0.74	0.04	0.67	0.79	0.64	0.52	0.94	0.97
Control Delay	123.2	38.3	1.2	62.0	19.4	0.1	93.6	109.3	14.6	80.5	131.6	74.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: PM Peak-Hour
6: Centerview Boulevard & Osceola Parkway

Proposed Retiming
03/09/2020

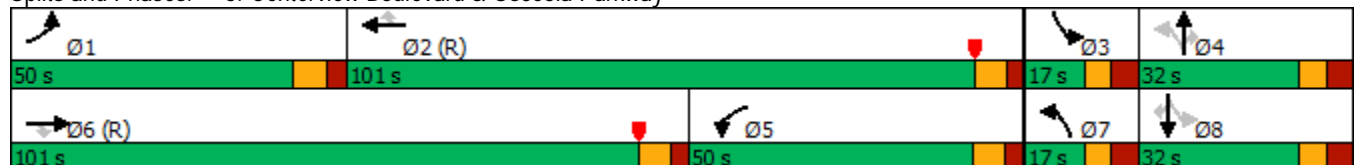


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	123.2	38.3	1.2	62.0	19.4	0.1	93.6	109.3	14.6	80.5	131.6	74.3
LOS	F	D	A	E	B	A	F	F	B	F	F	E
Approach Delay	53.6			27.4			57.9			93.2		
Approach LOS	D			C			E			F		
Queue Length 50th (ft)	423	465	0	376	318	0	94	224	0	88	271	220
Queue Length 95th (ft)	m514	m557	m3	m#493	m464	m0	145	#301	72	132	#373	#336
Internal Link Dist (ft)	1454			2324			1091			877		
Turn Bay Length (ft)	390		415	450		230				280		120
Base Capacity (vph)	379	1662	820	376	1746	856	126	223	433	154	223	378
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.72	0.07	0.87	0.74	0.04	0.67	0.77	0.63	0.51	0.91	0.96

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 87 (44%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 50.1
 Intersection LOS: D
 Intersection Capacity Utilization 89.4%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Centerview Boulevard & Osceola Parkway



Timing Plan: PM Peak-Hour
7: N Orange Blossom Trail & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (vph)	166	1044	249	502	1126	330	338	735	466	400	911	198
Future Volume (vph)	166	1044	249	502	1126	330	338	735	466	400	911	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		325	375		0	360		250	490		250
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3539	1599	3367	3539	1568	3433	4988	1583	3400	5036	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3539	1599	3367	3539	1568	3433	4988	1583	3400	5036	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			171			195			342			191
Link Speed (mph)		45		45			50			50		
Link Distance (ft)		581		2163			2279			2152		
Travel Time (s)		8.8		32.8			31.1			29.3		
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.85	0.85	0.85	0.84	0.84	0.84
Heavy Vehicles (%)	5%	2%	1%	4%	2%	3%	2%	4%	2%	3%	3%	4%
Adj. Flow (vph)	175	1099	262	591	1325	388	398	865	548	476	1085	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	1099	262	591	1325	388	398	865	548	476	1085	236
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			Free			Free
Detector Phase	1	6	6	5	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	12.0	20.0	20.0	7.0	10.0		12.0	10.0	
Minimum Split (s)	17.7	52.8	52.8	19.7	51.8	51.8	14.3	48.5		19.3	48.5	
Total Split (s)	23.0	74.0	74.0	44.0	95.0	95.0	31.0	46.0		36.0	51.0	
Total Split (%)	11.5%	37.0%	37.0%	22.0%	47.5%	47.5%	15.5%	23.0%		18.0%	25.5%	
Maximum Green (s)	15.3	66.2	66.2	36.3	87.2	87.2	23.7	38.5		28.7	43.5	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.9	3.0	3.0	2.9	3.0	3.0	3.3	3.5		3.3	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.7	7.8	7.8	7.7	7.8	7.8	7.3	7.5		7.3	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.5		3.0	2.5	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Ped		Max	Ped	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		38.0	38.0		37.0	37.0		34.0			34.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	14.3	66.2	66.2	36.3	88.2	88.2	23.7	38.5	200.0	28.7	43.5	200.0
Actuated g/C Ratio	0.07	0.33	0.33	0.18	0.44	0.44	0.12	0.19	1.00	0.14	0.22	1.00
v/c Ratio	0.74	0.94	0.41	0.97	0.85	0.48	0.98	0.90	0.35	0.98	0.99	0.15
Control Delay	126.5	57.2	6.8	95.8	55.4	21.8	125.4	91.7	0.6	118.7	101.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timing Plan: PM Peak-Hour
7: N Orange Blossom Trail & Osceola Parkway

Proposed Retiming
03/09/2020

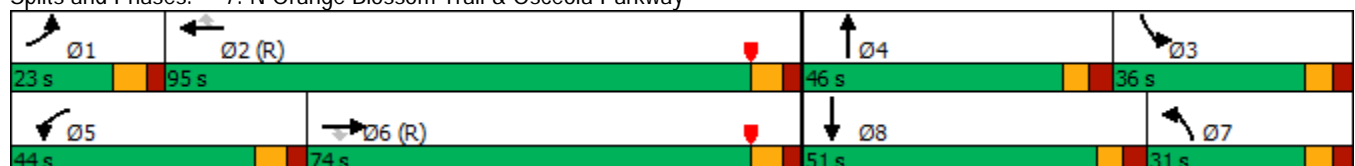


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	126.5	57.2	6.8	95.8	55.4	21.8	125.4	91.7	0.6	118.7	101.6	0.2
LOS	F	E	A	F	E	C	F	F	A	F	F	A
Approach Delay	56.5			60.1			71.6			92.8		
Approach LOS	E			E			E			F		
Queue Length 50th (ft)	123	644	43	395	918	256	274	413	0	327	529	0
Queue Length 95th (ft)	165	#867	53	#473	928	362	#354	440	0	#398	#548	0
Internal Link Dist (ft)	501			2083			2199			2072		
Turn Bay Length (ft)	300		325	375			360		250	490		250
Base Capacity (vph)	255	1172	643	611	1561	800	406	960	1583	487	1095	1553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.94	0.41	0.97	0.85	0.48	0.98	0.90	0.35	0.98	0.99	0.15

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 111 (56%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 70.0
 Intersection LOS: E
 Intersection Capacity Utilization 95.7%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: N Orange Blossom Trail & Osceola Parkway



Timing Plan: PM Peak-Hour
8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

Proposed Retiming
03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1705	196	293	1714	41	158	18	203	20	26	20
Future Volume (vph)	33	1705	196	293	1714	41	158	18	203	20	26	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		450	340		170	130		120	0		0
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.874	0.850			0.850
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1805	5085	1553	1770	5136	1615	1805	1552	1504	0	1860	1615
Flt Permitted	0.950			0.950			0.950				0.979	
Satd. Flow (perm)	1805	5085	1553	1770	5136	1615	1805	1552	1504	0	1860	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			208			99		104	140			141
Link Speed (mph)		45		45			40			40		40
Link Distance (ft)		2163		1489			1086			493		
Travel Time (s)		32.8		22.6			18.5			8.4		
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.90	0.90	0.90	0.71	0.71	0.71
Heavy Vehicles (%)	0%	2%	4%	2%	1%	0%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	35	1814	209	315	1843	44	176	20	226	28	37	28
Shared Lane Traffic (%)									46%			
Lane Group Flow (vph)	35	1814	209	315	1843	44	176	124	122	0	65	28
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6			2			8			4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	12.3	40.3	40.3	12.3	35.3	35.3	25.0	25.0	25.0	55.8	55.8	55.8
Total Split (s)	16.0	104.0	104.0	50.0	138.0	138.0	30.0	30.0	30.0	16.0	16.0	16.0
Total Split (%)	8.0%	52.0%	52.0%	25.0%	69.0%	69.0%	15.0%	15.0%	15.0%	8.0%	8.0%	8.0%
Maximum Green (s)	8.7	96.7	96.7	42.7	130.7	130.7	23.0	23.0	23.0	9.2	9.2	9.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.6	2.6	2.6	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.0	7.0	7.0		6.8	6.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0	3.0	2.5	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0				7.0	7.0	7.0
Flash Dont Walk (s)		26.0	26.0		21.0	21.0				42.0	42.0	42.0
Pedestrian Calls (#/hr)		0	0		0	0				0	0	0
Act Effct Green (s)	7.5	97.9	97.9	42.7	135.5	135.5	22.0	22.0	22.0		9.0	9.0
Actuated g/C Ratio	0.04	0.49	0.49	0.21	0.68	0.68	0.11	0.11	0.11		0.04	0.04
v/c Ratio	0.52	0.73	0.24	0.84	0.53	0.04	0.89	0.47	0.42		0.78	0.14
Control Delay	119.0	47.2	5.8	60.1	5.4	0.0	126.1	25.2	10.9		143.4	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0

Timing Plan: PM Peak-Hour
 8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

Proposed Retiming
 03/09/2020

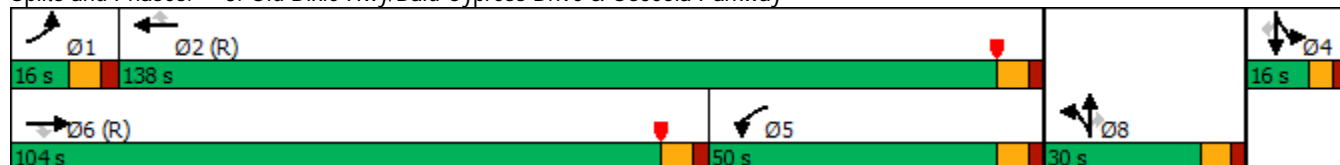


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	119.0	47.2	5.8	60.1	5.4	0.0	126.1	25.2	10.9		143.4	1.4
LOS	F	D	A	E	A	A	F	C	B		F	A
Approach Delay		44.2			13.1			63.1			100.6	
Approach LOS		D			B			E			F	
Queue Length 50th (ft)	43	882	31	416	189	0	232	25	0		87	0
Queue Length 95th (ft)	m57	m923	m41	m490	m196	m0	#376	105	50		#116	0
Internal Link Dist (ft)		2083			1409			1006			413	
Turn Bay Length (ft)	225		450	340		170	130		120			
Base Capacity (vph)	78	2488	866	377	3480	1126	207	270	296		85	208
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.45	0.73	0.24	0.84	0.53	0.04	0.85	0.46	0.41		0.76	0.13

Intersection Summary

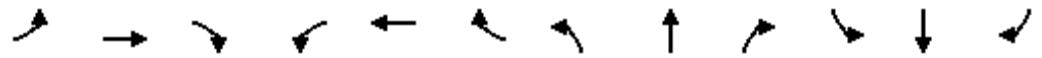
Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 189 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 32.6
 Intersection LOS: C
 Intersection Capacity Utilization 82.6%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Old Dixie Hwy/Bald Cypress Drive & Osceola Parkway

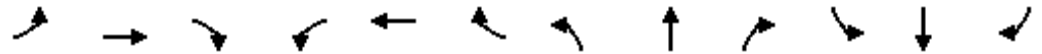


Timing Plan: PM Peak-Hour
 9: S Orange Avenue & Osceola Parkway

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑↑	↔		↑	↔	↔↔	↔	↔
Traffic Volume (vph)	429	1433	7	18	1343	352	10	24	30	660	8	673
Future Volume (vph)	429	1433	7	18	1343	352	10	24	30	660	8	673
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		290	250		250	80		0	360		204
Storage Lanes	2		1	1		1	1		1	2		0
Taper Length (ft)	100			50			50			100		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.985		0.950	0.954	
Satd. Flow (prot)	3335	5136	1615	1805	5136	1524	0	1872	1615	3221	1618	1583
Flt Permitted	0.950			0.950				0.985		0.950	0.954	
Satd. Flow (perm)	3335	5136	1615	1805	5136	1524	0	1872	1615	3221	1618	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			220			195			79
Link Speed (mph)		45			45			35				35
Link Distance (ft)		1489			1829			417				871
Travel Time (s)		22.6			27.7			8.1				17.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.68	0.68	0.68	0.86	0.86	0.86
Heavy Vehicles (%)	5%	1%	0%	0%	1%	6%	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	466	1558	8	20	1460	383	15	35	44	767	9	783
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	466	1558	8	20	1460	383	0	50	44	514	262	783
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	custom
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases			6			2			4			3
Detector Phase	1	6	6	5	2	2	4	4	4	3	3	3 1
Switch Phase												
Minimum Initial (s)	9.0	15.0	15.0	8.0	15.0	15.0	4.0	4.0	4.0	7.0	7.0	
Minimum Split (s)	19.0	46.0	46.0	18.0	46.0	46.0	56.4	56.4	56.4	57.8	57.8	
Total Split (s)	45.0	108.0	108.0	18.0	81.0	81.0	15.0	15.0	15.0	59.0	59.0	
Total Split (%)	22.5%	54.0%	54.0%	9.0%	40.5%	40.5%	7.5%	7.5%	7.5%	29.5%	29.5%	
Maximum Green (s)	35.0	98.0	98.0	8.0	71.0	71.0	7.6	7.6	7.6	50.2	50.2	
Yellow Time (s)	5.2	5.2	5.2	5.2	5.2	5.2	3.4	3.4	3.4	4.8	4.8	
All-Red Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		7.4	7.4	8.8	8.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		29.0	29.0		29.0	29.0	42.0	42.0	42.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			
Act Effct Green (s)	35.0	105.2	105.2	8.0	71.0	71.0		7.6	7.6	50.2	50.2	95.2
Actuated g/C Ratio	0.18	0.53	0.53	0.04	0.36	0.36		0.04	0.04	0.25	0.25	0.48
v/c Ratio	0.80	0.58	0.01	0.28	0.80	0.56		0.70	0.18	0.64	0.65	0.99
Control Delay	113.6	4.1	0.0	112.1	52.2	19.8		138.1	1.6	70.9	75.4	74.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	113.6	4.1	0.0	112.1	52.2	19.8		138.1	1.6	70.9	75.4	74.1
LOS	F	A	A	F	D	B		F	A	E	E	E
Approach Delay		29.2			46.2			74.2			73.3	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	260	57	0	27	429	121		67	0	335	342	950
Queue Length 95th (ft)	342	72	m0	m44	485	m204		90	0	386	442	#1152
Internal Link Dist (ft)		1409			1749			337			791	
Turn Bay Length (ft)	365		290	250		250				360		204
Base Capacity (vph)	583	2701	910	72	1823	682		71	248	808	406	794
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.80	0.58	0.01	0.28	0.80	0.56		0.70	0.18	0.64	0.65	0.99

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 13 (7%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 180
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 48.0
 Intersection LOS: D
 Intersection Capacity Utilization 92.8%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: S Orange Avenue & Osceola Parkway



Timing Plan: PM Peak-Hour
10: Michigan Avenue & Osceola Parkway

Proposed Retiming
08/20/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑	↔↔	↔↔	↑↑	↔
Traffic Volume (vph)	323	1242	423	725	1236	102	369	218	759	260	241	239
Future Volume (vph)	323	1242	423	725	1236	102	369	218	759	260	241	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		220	400		215	200		240	0		85
Storage Lanes	2		1	2		1	2		1	2		3
Taper Length (ft)	100			100			100			25		
Satd. Flow (prot)	3467	5036	1599	3433	5036	1583	3367	1881	2760	3467	3539	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	5036	1599	3433	5036	1583	3367	1881	2760	3467	3539	1599
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			229			157						218
Link Speed (mph)		45			45			40				40
Link Distance (ft)		1829			1480			839				1337
Travel Time (s)		27.7			22.4			14.3				22.8
Peak Hour Factor	0.97	0.97	0.97	0.92	0.92	0.92	0.87	0.87	0.87	0.86	0.86	0.86
Heavy Vehicles (%)	1%	3%	1%	2%	3%	2%	4%	1%	3%	1%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	333	1280	436	788	1343	111	424	251	872	302	280	278
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pt+ov	Prot	NA	Perm
Protected Phases	1	6		5 9	2		7	4	4 5 9	3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5 9	2	2	7	4	4 5 9	3	8	8
Switch Phase												
Minimum Initial (s)	8.0	18.0	18.0		18.0	18.0	7.0	10.0		7.0	10.0	10.0
Minimum Split (s)	17.3	27.3	27.3		56.3	56.3	14.5	22.7		14.5	59.5	59.5
Total Split (s)	41.0	66.0	66.0		95.0	95.0	36.0	37.0		27.0	28.0	28.0
Total Split (%)	20.5%	33.0%	33.0%		47.5%	47.5%	18.0%	18.5%		13.5%	14.0%	14.0%
Yellow Time (s)	5.3	5.3	5.3		5.3	5.3	3.7	3.7		3.7	3.7	3.7
All-Red Time (s)	4.0	4.0	4.0		4.0	4.0	3.8	3.8		3.8	3.8	3.8
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	9.3	9.3	9.3		9.3	9.3	7.5	7.5		7.5	7.5	7.5
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max		C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	31.7	59.9	59.9	49.5	87.0	87.0	28.8	28.6	89.2	19.1	18.9	18.9
Actuated g/C Ratio	0.16	0.30	0.30	0.25	0.44	0.44	0.14	0.14	0.45	0.10	0.09	0.09
v/c Ratio	0.61	0.85	0.68	0.93	0.61	0.14	0.88	0.93	0.71	0.91	0.84	0.80
Control Delay	84.5	49.0	24.2	69.7	34.4	1.8	102.6	122.9	29.1	119.7	110.1	37.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.5	49.0	24.2	69.7	34.4	1.8	102.6	122.9	29.1	119.7	110.1	37.8
LOS	F	D	C	E	C	A	F	F	C	F	F	D
Approach Delay		49.5			45.2			64.5				90.1
Approach LOS		D			D			E				F
Queue Length 50th (ft)	235	575	255	388	355	2	287	331	339	206	193	77
Queue Length 95th (ft)	294	631	381	#440	434	17	#356	#480	378	#273	239	174
Internal Link Dist (ft)		1749			1400			759				1257
Turn Bay Length (ft)	335		220	400		215	200		240			85
Base Capacity (vph)	549	1507	639	882	2189	777	488	277	1269	338	362	359

Lane Group	Ø5	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	5.0
Minimum Split (s)	17.3	14.3
Total Split (s)	38.0	32.0
Total Split (%)	19%	16%
Yellow Time (s)	5.3	5.3
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		

Timing Plan: PM Peak-Hour
 10: Michigan Avenue & Osceola Parkway

Proposed Retiming
 08/20/2020

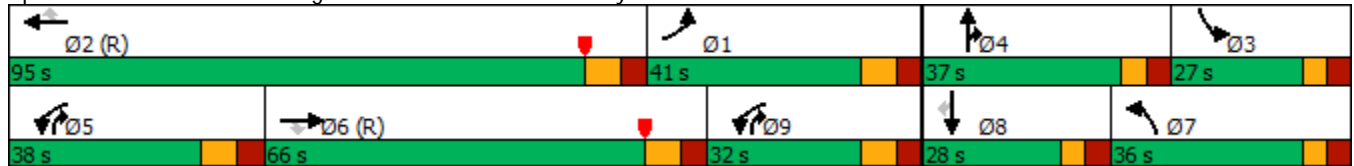


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.85	0.68	0.89	0.61	0.14	0.87	0.91	0.69	0.89	0.77	0.77

Intersection Summary

Area Type:	Other
Cycle Length:	200
Actuated Cycle Length:	200
Offset:	7 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	56.7
Intersection LOS:	E
Intersection Capacity Utilization	91.6%
ICU Level of Service	F
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

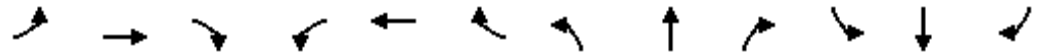
Splits and Phases: 10: Michigan Avenue & Osceola Parkway



Lane Group	Ø5	Ø9
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Timing Plan: PM Peak-Hour
 11: Bill Beck Boulevard & Osceola Parkway

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	2642	9	15	1882	110	11	1	89	116	3	39
Future Volume (vph)	63	2642	9	15	1882	110	11	1	89	116	3	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		1000	0		250	0		0	200		175
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	50			25			25			120		
Lane Util. Factor	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.880				0.850
Flt Protected	0.950							0.995		0.950		
Satd. Flow (prot)	1703	5086	0	0	5086	1583	0	1649	0	1805	1900	1615
Flt Permitted	0.950							0.995		0.950		
Satd. Flow (perm)	1703	5086	0	0	5086	1583	0	1649	0	1805	1900	1615
Link Speed (mph)		45			45			35				35
Link Distance (ft)		1480			665			639				754
Travel Time (s)		22.4			10.1			12.4				14.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.77	0.77	0.77	0.90	0.90	0.90
Heavy Vehicles (%)	6%	2%	0%	0%	2%	2%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	66	2752	9	16	1960	115	14	1	116	129	3	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	2761	0	0	1976	115	0	131	0	129	3	43
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	74.2%
Analysis Period (min)	15
	ICU Level of Service D

Timing Plan: PM Peak-Hour
 12: Osceola Parkway & FL Turnpike SB

Proposed Retiming
 03/09/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	Ø1
Lane Configurations		↑↑↑	↗	↖	↑↑		↗↖		↗			
Traffic Volume (vph)	0	2448	446	49	1407	0	469	0	559	0	0	
Future Volume (vph)	0	2448	446	49	1407	0	469	0	559	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	90		0	300		0		0	0	0	0	
Storage Lanes	1		1	1		0		2	1	0	0	
Taper Length (ft)	140			100				25		25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	
Frt			0.850						0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	6471	1568	1770	3539	0	3467	0	1568	0	0	
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	6471	1568	1770	3539	0	3467	0	1568	0	0	
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			288						274			
Link Speed (mph)		45			45			30		30		
Link Distance (ft)		665			591			806		692		
Travel Time (s)		10.1			9.0			18.3		15.7		
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.88	0.88	0.88	0.92	0.92	
Heavy Vehicles (%)	0%	1%	3%	2%	2%	0%	1%	0%	3%	0%	0%	
Adj. Flow (vph)	0	2524	460	51	1466	0	533	0	635	0	0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2524	460	51	1466	0	533	0	635	0	0	
Turn Type		NA	Perm	Prot	NA		Prot		Free			
Protected Phases		6		4 5	1 2 4 5		3					1
Permitted Phases			6						Free			
Detector Phase		6	6	4 5	1 2 4 5		3					
Switch Phase												
Minimum Initial (s)		15.0	15.0				10.0					5.0
Minimum Split (s)		26.3	26.3				24.3					26.3
Total Split (s)		122.0	122.0				40.0					46.0
Total Split (%)		61.0%	61.0%				20.0%					23%
Maximum Green (s)		113.7	113.7				33.7					37.7
Yellow Time (s)		4.8	4.8				3.4					4.8
All-Red Time (s)		3.5	3.5				2.9					3.5
Lost Time Adjust (s)		0.0	0.0				0.0					
Total Lost Time (s)		8.3	8.3				6.3					
Lead/Lag		Lead	Lead				Lead					Lag
Lead-Lag Optimize?		Yes	Yes				Yes					Yes
Vehicle Extension (s)		3.5	3.5				3.0					3.0
Recall Mode		C-Min	C-Min				None					None
Act Effct Green (s)		113.7	113.7	22.1	152.4		33.0		200.0			
Actuated g/C Ratio		0.57	0.57	0.11	0.76		0.16		1.00			
v/c Ratio		0.69	0.45	0.26	0.54		0.93		0.40			
Control Delay		23.3	6.3	69.5	5.1		105.7		0.8			
Queue Delay		0.0	0.0	0.0	0.5		0.0		0.0			
Total Delay		23.3	6.3	69.5	5.7		105.7		0.8			
LOS		C	A	E	A		F		A			
Approach Delay		20.6			7.8			48.7				

Lane Group	Ø2	Ø4	Ø5	Ø7	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Heavy Vehicles (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	2	4	5	7	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	15.0	5.0	5.0	10.0	5.0
Minimum Split (s)	26.3	26.3	26.3	24.4	26.3
Total Split (s)	94.0	20.0	18.0	36.0	24.0
Total Split (%)	47%	10%	9%	18%	12%
Maximum Green (s)	85.7	11.7	9.7	29.6	15.7
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	3.5	3.5	3.5	2.7	3.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5	3.0	3.0	3.0
Recall Mode	C-Min	None	None	None	None
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					

Timing Plan: PM Peak-Hour
 12: Osceola Parkway & FL Turnpike SB

Proposed Retiming
 03/09/2020

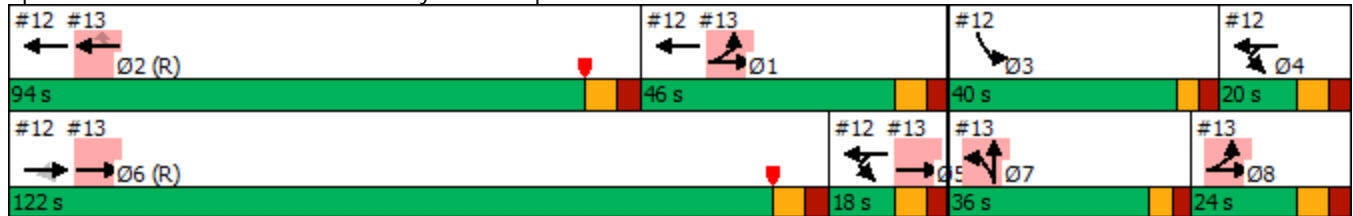


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	Ø1
Approach LOS	C			A			D					
Queue Length 50th (ft)	448	49	58	192	361	0						
Queue Length 95th (ft)	520	m102	m72	221	#447	0						
Internal Link Dist (ft)	585			511	726	612						
Turn Bay Length (ft)				300								
Base Capacity (vph)	3678	1015	195	2697	584	1568						
Starvation Cap Reductn	0	0	0	700	0	0						
Spillback Cap Reductn	0	0	0	0	0	0						
Storage Cap Reductn	0	0	0	0	0	0						
Reduced v/c Ratio	0.69	0.45	0.26	0.73	0.91	0.40						

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 23.0 Intersection LOS: C
 Intersection Capacity Utilization 79.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Osceola Parkway & FL Turnpike SB



Lane Group	Ø2	Ø4	Ø5	Ø7	Ø8
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					
Intersection Summary					

Timing Plan: PM Peak-Hour
 13: Osceola Parkway & FL Turnpike NB

Proposed Retiming
 03/09/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	649	2272	0	0	1143	194	309	0	53	0	0	0
Future Volume (vph)	649	2272	0	0	1143	194	309	0	53	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850		0.955				
Flt Protected	0.950						0.950	0.966				
Satd. Flow (prot)	3433	5136	0	0	3574	1583	1649	1620	0	0	0	0
Flt Permitted	0.950						0.950	0.966				
Satd. Flow (perm)	3433	5136	0	0	3574	1583	1649	1620	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						154		165				
Link Speed (mph)		45			45			30				30
Link Distance (ft)		591			1267			769				796
Travel Time (s)		9.0			19.2			17.5				18.1
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.84	0.84	0.84	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	0%	0%	1%	2%	4%	0%	0%	0%	0%	0%
Adj. Flow (vph)	662	2318	0	0	1229	209	368	0	63	0	0	0
Shared Lane Traffic (%)							40%					
Lane Group Flow (vph)	662	2318	0	0	1229	209	221	210	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	1 8	1 5 6 8			2		7	7				
Permitted Phases						2						
Detector Phase	1 8	1 5 6 8			2	2	7	7				
Switch Phase												
Minimum Initial (s)					15.0	15.0	10.0	10.0				
Minimum Split (s)					26.3	26.3	24.4	24.4				
Total Split (s)					94.0	94.0	36.0	36.0				
Total Split (%)					47.0%	47.0%	18.0%	18.0%				
Maximum Green (s)					85.7	85.7	29.6	29.6				
Yellow Time (s)					4.8	4.8	3.7	3.7				
All-Red Time (s)					3.5	3.5	2.7	2.7				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					8.3	8.3	6.4	6.4				
Lead/Lag					Lead	Lead	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)					3.5	3.5	3.0	3.0				
Recall Mode					C-Min	C-Min	None	None				
Act Effct Green (s)	54.3	156.6			85.7	85.7	28.7	28.7				
Actuated g/C Ratio	0.27	0.78			0.43	0.43	0.14	0.14				
v/c Ratio	0.71	0.58			0.80	0.27	0.94	0.56				
Control Delay	47.7	3.7			54.8	10.9	126.4	25.1				
Queue Delay	0.0	0.1			0.0	0.0	0.0	0.0				
Total Delay	47.7	3.8			54.8	10.9	126.4	25.1				
LOS	D	A			D	B	F	C				
Approach Delay		13.5			48.4			77.1				

Lane Group	Ø1	Ø3	Ø4	Ø5	Ø6	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	3	4	5	6	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	10.0	5.0	5.0	15.0	5.0
Minimum Split (s)	26.3	24.3	26.3	26.3	26.3	26.3
Total Split (s)	46.0	40.0	20.0	18.0	122.0	24.0
Total Split (%)	23%	20%	10%	9%	61%	12%
Maximum Green (s)	37.7	33.7	11.7	9.7	113.7	15.7
Yellow Time (s)	4.8	3.4	4.8	4.8	4.8	4.8
All-Red Time (s)	3.5	2.9	3.5	3.5	3.5	3.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.5	3.0	3.5	3.0
Recall Mode	None	None	None	None	C-Min	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						

Timing Plan: PM Peak-Hour
 13: Osceola Parkway & FL Turnpike NB

Proposed Retiming
 03/09/2020

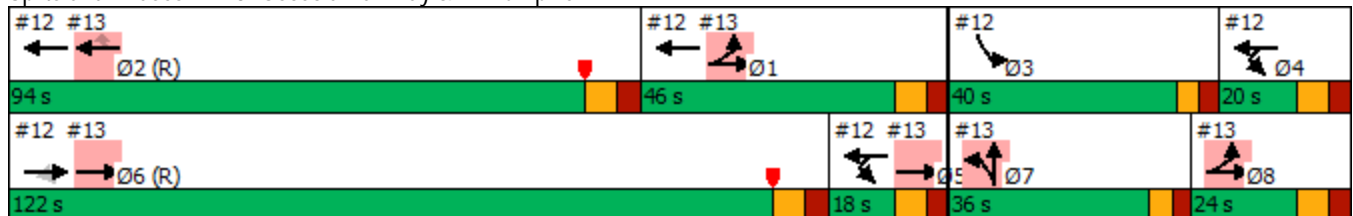


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B			D				E				
Queue Length 50th (ft)	376	205			742	43	306	55				
Queue Length 95th (ft)	m445	212			835	106	#432	129				
Internal Link Dist (ft)		511			1187			689			716	
Turn Bay Length (ft)	345											
Base Capacity (vph)	932	4022			1531	766	244	380				
Starvation Cap Reductn	0	348			0	0	0	0				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.71	0.63			0.80	0.27	0.91	0.55				

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 29.5
 Intersection LOS: C
 Intersection Capacity Utilization 79.5%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Osceola Parkway & FL Turnpike NB



Lane Group	Ø1	Ø3	Ø4	Ø5	Ø6	Ø8
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						



APPENDIX E
Summary Crash Data Tables
and Collision Diagrams

OSCEOLA PARKWAY: CRASH DATA DETAIL 6/1/2017 - 6/1/2019

No	HS/MV No	In study area?	Crash Date	Weekday	Year no	Crash Time	Crash Type	Light Condition	Wet/Dry	Fatalities	Injuries	Incapacitating Injuries	Distraction	City:	Kissimmee	County:	Osceola		
																D1	D2	Street 1	Street 2
1	85448326	No	7/14/2017	Friday	1	11	-	Daylight	Wet	0	1	0	N	No	No	-	-	-	n/a
2	85454949	Yes	11/19/2017	Sunday	1	20	Rear End	Dark - Lighted	Dry	0	0	0	N	No	E	-	-	CR 522	OLD DIXIE HIGHWAY
3	85454954	Yes	12/11/2017	Monday	1	18	Angle	Dark - Lighted	Dry	0	0	0	N	No	N	E	-	ORANGE BLOSSOM TRAIL	CR 522
4	85457581	Yes	6/16/2017	Friday	1	23	Rear End	Dark - Lighted	Dry	0	0	0	N	No	E	-	-	CR 522	ORANGE AVE
5	85488245	No	1/10/2018	Wednesday	1	10	-	Dark - Lighted	Dry	0	0	0	N	No	-	-	-	-	n/a
6	85488721	No	7/28/2017	Friday	1	17	-	Daylight	Wet	0	1	0	Y	No	-	-	-	-	n/a
7	85508098	Yes	3/5/2019	Tuesday	2	15	Rear End	Daylight	Dry	0	1	0	N	No	N	-	-	CENTERVIEW BLVD	CR 522
8	85508098	no	3/5/2019	Tuesday	2	15	Rear End	Daylight	Dry	0	1	0	N	No	N	-	-	CENTERVIEW BLVD	CR 522
9	85508105	Yes	5/12/2019	Sunday	2	14	Rear End	Daylight	Dry	0	2	0	Y	No	E	-	-	CR 522	CR 522
10	85516362	Yes	1/20/2018	Saturday	1	18	Sideswipe	Dark - Lighted	Dry	0	0	0	Y	No	N	-	-	SR 91	CR 522
11	85524228	Yes	6/13/2017	Tuesday	1	11	Other	Daylight	Dry	0	0	0	N	No	W	-	-	CR 522	ORANGE AVE
12	85525236	Yes	6/1/2017	Thursday	1	11	Rear End	Daylight	Dry	0	2	0	N	No	E	-	-	CR 522	CENTERVIEW BLVD
13	85525331	Yes	6/5/2017	Monday	1	16	Rear End	Daylight	Dry	0	0	0	N	No	S	-	-	THACKER AVE	CR 522
14	85525492	Yes	7/27/2017	Thursday	1	13	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	N	-	-	SR 91	CR 522
15	85531413	Yes	6/5/2017	Monday	1	13	Sideswipe-Same Direction	Daylight	Wet	0	0	0	N	No	W	-	-	CR 522	GREENWALD WAY
16	85531431	Yes	6/13/2017	Tuesday	1	14	Sideswipe-Same Direction	Daylight	Wet	0	0	0	N	No	S	-	-	MICHIGAN AVE	CR 522
17	85534103	Yes	6/3/2017	Saturday	1	16	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	-	CR 522	SR 423
18	85534108	Yes	6/4/2017	Sunday	1	18	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	-	CR 522	GREENWALD WAY
19	85534645	Yes	6/26/2017	Monday	1	3	Rear End	Dark - Not Lighted	Dry	0	0	0	N	No	W	-	-	CR 522	ORANGE BLOSSOM TRAIL
20	85539596	Yes	6/17/2017	Thursday	1	18	Hit Sign/Sign Post	Daylight	Wet	0	0	0	N	No	W	-	-	ORANGE BLOSSOM TRAIL	CR 522
21	85539609	Yes	6/7/2017	Wednesday	1	17	Sideswipe-Same Direction	Daylight	Wet	0	0	0	N	No	E	-	-	CR 522	CENTERVIEW BLVD
22	85539612	Yes	6/8/2017	Thursday	1	13	Sideswipe-Same Direction	Daylight	Wet	0	0	0	N	No	S	-	-	ORANGE BLOSSOM TRAIL	CR 522
23	85539628	Yes	6/16/2017	Friday	1	12	Rear End	Daylight	Wet	0	0	0	N	No	W	-	-	CR 522	ORANGE BLOSSOM TRAIL
24	85544777	Yes	7/14/2017	Friday	1	10	Rear End	Daylight	Dry	0	2	0	Y	No	W	-	-	CR 522	ORANGE AVE
25	85544788	Yes	7/26/2017	Wednesday	1	8	Rear End	Daylight	Dry	0	1	0	Y	No	W	-	-	CR 522	ORANGE BLOSSOM TRAIL
26	85544790	No	7/27/2017	Thursday	1	10	-	Daylight	Dry	0	1	0	Y	No	-	-	-	-	n/a
27	85545074	Yes	6/18/2017	Sunday	1	14	Rear End	Daylight	Dry	0	0	0	N	No	E	-	-	CR 522	SR 91
28	85545800	Yes	10/26/2017	Thursday	1	9	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	-	CR 522	SR 91
29	85545822	Yes	2/9/2018	Friday	1	9	Rear End	Daylight	Dry	0	0	0	N	No	W	-	-	CR 522	ORANGE AVE
30	85546096	Yes	6/18/2017	Sunday	1	0	Rear End	Dark - Lighted	Wet	0	4	0	Y	No	E	-	-	CR 522	THACKER AVE
31	85547147	No	6/29/2017	Thursday	1	18	-	Daylight	Dry	0	0	0	N	No	-	-	-	-	n/a
32	85548354	Yes	7/9/2017	Sunday	1	15	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	-	CR 522	CENTERVIEW BLVD
33	85548387	Yes	8/2/2017	Wednesday	1	18	Rear End	Daylight	Wet	0	1	0	N	No	W	-	-	CR 522	ORANGE BLOSSOM TRAIL
34	85548808	Yes	6/22/2017	Thursday	1	15	Rear End	Daylight	Dry	0	0	0	N	No	E	-	-	CR 522	BILL BECK BLVD
35	85549632	Yes	6/16/2017	Friday	1	11	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	E	-	-	CR 522	SR 91
36	85551246	Yes	8/11/2017	Tuesday	1	14	Rear End	Daylight	Dry	0	0	0	N	No	S	-	-	ORANGE BLOSSOM TRAIL	CR 522
37	85551247	Yes	8/11/2017	Tuesday	1	16	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	-	CR 522	OLD DIXIE HIGHWAY
38	85551259	Yes	8/3/2017	Thursday	1	17	Rear End	Daylight	Dry	0	1	1	N	No	E	-	-	CR 522	ORANGE BLOSSOM TRAIL
39	85551709	No	7/3/2017	Monday	1	21	-	Dark - Lighted	Wet	0	0	0	N	No	-	-	-	-	n/a
40	8555196	Yes	7/22/2017	Saturday	1	1	Angle	Dark - Not Lighted	Dry	0	0	0	N	No	W	-	-	ORANGE BLOSSOM TRAIL	CR 522
41	85554919	No	12/18/2017	Monday	1	13	-	Daylight	Dry	0	0	0	N	No	-	-	-	-	n/a
42	85556339	Yes	6/29/2017	Thursday	1	7	Rear End	Daylight	Dry	0	0	0	N	No	N	-	-	CENTERVIEW BLVD	CR 522
43	85556370	Yes	8/4/2017	Friday	1	13	Rear End	Daylight	Dry	0	1	0	N	No	W	-	-	CR 522	ORANGE BLOSSOM TRAIL
44	85556386	no	8/14/2017	Monday	1	8	Pedestrian	Daylight	Dry	0	1	0	N	No	N	-	-	ORANGE BLOSSOM TRAIL	CENTERVIEW BLVD
45	85556402	Yes	8/27/2017	Sunday	1	13	Left Turn	Daylight	Dry	0	0	0	Y	No	S	-	-	CR 522	BILL BECK BLVD
46	85558587	Yes	8/11/2017	Friday	1	13	Rear End	Daylight	Dry	0	1	0	N	No	S	-	-	SR 91	CR 522
47	85558604	No	10/27/2017	Friday	1	12	-	Daylight	Dry	0	1	0	N	No	-	-	-	-	n/a
48	85558612	No	12/11/2017	Friday	1	8	-	Daylight	Dry	0	0	0	N	No	-	-	-	-	n/a
49	85559293	No	10/31/2017	Tuesday	1	22	-	Dark - Lighted	Dry	0	0	0	Y	No	-	-	-	-	n/a
50	85561113	Yes	7/30/2017	Sunday	1	5	Parked Car	Dark - Not Lighted	Dry	0	1	1	N	No	W	-	-	CR 522	SR 91
51	85561131	Yes	8/20/2017	Sunday	1	1	Rear End	Dark - Not Lighted	Dry	0	0	0	N	No	N	-	-	ORANGE BLOSSOM TRAIL	CR 522
52	85561141	Yes	9/11/2017	Monday	1	14	Left Turn	Daylight	Dry	0	0	0	N	No	S	-	-	SR 423	CR 522
53	85561933	No	7/7/2017	Friday	1	12	Right Turn	Daylight	Dry	0	0	0	N	No	S	-	-	CR 522	CENTERVIEW BLVD
54	85561959	Yes	7/16/2017	Sunday	1	14	Rear End	Daylight	Dry	0	0	0	N	No	W	-	-	CR 522	SR 91
55	85565164	Yes	7/14/2017	Friday	1	14	Other	Daylight	Dry	0	3	0	N	No	E	-	-	CR 522	ORANGE BLOSSOM TRAIL
56	85565172	Yes	7/16/2017	Sunday	1	15	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	-	CR 522	SR 423
57	85565189	Yes	7/23/2017	Sunday	1	14	Rear End	Daylight	Dry	0	4	0	Y	No	W	-	-	CR 522	GREENWALD WAY
58	85565202	Yes	8/8/2017	Tuesday	1	10	Rear End	Daylight	Dry	0	2	0	N	No	W	-	-	CR 522	ORANGE BLOSSOM TRAIL
59	85566265	Yes	7/19/2017	Wednesday	1	21	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	-	CR 522	BILL BECK BLVD
60	85572345	Yes	10/10/2017	Tuesday	1	8	Rear End	Daylight	Dry	0	0	0	N	No	W	-	-	CR 522	SR 91
61	85576325	Yes	9/30/2017	Saturday	1	15	Rear End	Daylight	Dry	0	0	0	N	No	W	-	-	CR 522	ORANGE BLOSSOM TRAIL
62	85576646	No	10/24/2017	Tuesday	1	16	-	Dawn	Dry	0	0	0	Y	No	-	-	-	-	n/a
63	85576876	Yes	9/25/2017	Saturday	1	1	Rear End	Dark - Lighted	Dry	1	1	0	Y	No	E	-	-	CR 522	SR 91
64	85576880	no	9/24/2017	Sunday	1	22	Rear End	Dark - Not Lighted	Dry	0	3	1	N	No	S	-	-	ORANGE BLOSSOM TRAIL	CR 522
65	85577490	Yes	8/5/2017	Saturday	1	14	Rear End	Daylight	Dry	0	0	0	N	No	S	-	-	CR 522	CENTERVIEW BLVD
66	85577498	Yes	8/6/2017	Sunday	1	18	Rear End	Daylight	Dry	0	1	0	N	No	E	-	-	CR 522	ORANGE AVE
67	85577536	Yes	9/13/2017	Wednesday	1	20	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	-	CR 522	THACKER AVE
68	85582925	Yes	8/13/2017	Sunday	1	13	Rear End	Daylight	Wet	0	1	0	N	No	E	-	-	CR 522	ORANGE BLOSSOM TRAIL
69	85582931	Yes	8/15/2017	Tuesday	1	18	Rear End	Daylight	Dry	0	0	0	N	No	E	-	-	CR 522	SR 423
70	85582936	Yes	8/20/2017	Sunday	1	14	Rear End	Daylight	Dry	0	0	0	N	No	W	-	-	CR 522	ORANGE BLOSSOM TRAIL
71	85582977	No	9/18/2017	Monday	1	18	-	Daylight	Dry	0	3	0	N	No	-	-	-	-	n/a
72	85582995	Yes	9/27/2017	Wednesday	1	15	Rear End	Daylight	Dry	0	2	0	Y	No	W	-	-	CR 522	ORANGE BLOSSOM TRAIL
73	85582999	Yes	8/15/2017	Tuesday	1	16	Rear End	Daylight	Dry	0	0	0	N	No	S	-	-	CENTERVIEW BLVD	CR 522
74	85583015	Yes	8/24/2017	Thursday	1	16	Backed Into	Daylight	Dry	0	0	0	N	No	W	-	-	CR 522	SR 423
75	85583022	No	8/23/2017	Thursday	1	17	Rear End	Daylight	Dry	0	1	0	N	No	W	-	-	OLD DIXIE HIGHWAY	CR 522
76	85583033	Yes	9/14/2017	Thursday	1	19	Other	Dark - Lighted	Wet	0	0	0	N	No	N	-	-	CR 522	MICHIGAN AVE
77	85583051	Yes	9/25/2017	Monday	1	18	Rear End	Dark - Lighted	Dry	0	0	0	N	No	E	-	-	CR 522	BILL BECK BLVD
78	85583065	No	10/10/2017	Tuesday	1	14	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	E	-	-	CR 522	SR 423
79	85583151	Yes	8/20/2017	Sunday	1	15	Rear End	Daylight	Dry	0	0	0	N	No	E	-	-	CR 522	MICHIGAN AVE
80	85583178	Yes	9/14/2017	Thursday	1	19	Rear End	Dusk	Dry	0	0	0	Y	No	W	-	-	CR 522	BILL BECK BLVD
81	85590644	yes	8/30/2017	Wednesday	1	8	Rear End	Daylight	Dry	0	4	0	Y	No	W	-	-	CR 522	CENTERVIEW BLVD
82	85590682	Yes	9/20/2017	Wednesday	1	22	Rear End	Dark - Not Lighted	Dry	0	0	0	N	No	W	-	-		

87	85591345	No	10/2/2017	Monday	1	11	Right Turn	Daylight	Dry	0	2	2	N	No	E	-	CENTERVIEW BLVD	ORANGE BLOSSOM TRAIL
88	85592373	Yes	11/9/2017	Thursday	1	9	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
89	85592396	No	12/22/2017	Friday	1	9	-	Daylight	Dry	0	0	0	N	No	-	-	-	n/a
90	85593177	No	12/10/2018	Monday	2	13	-	Daylight	Dry	0	0	0	N	No	-	-	-	n/a
91	85593179	No	12/20/2018	Monday	2	10	-	Daylight	Wet	0	5	0	N	No	-	-	-	n/a
92	85593508	Yes	9/9/2017	Saturday	1	10	Rear End	Daylight	Dry	0	1	0	Y	No	W	-	CR 522	CENTERVIEW BLVD
93	85599392	Yes	12/1/2017	Friday	1	7	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	CENTERVIEW BLVD
94	85599401	Yes	12/5/2017	Tuesday	1	9	Rear End	Daylight	Dry	0	2	0	Y	No	W	-	CR 522	ORANGE AVE
95	85599422	Yes	10/19/2017	Thursday	1	8	Rear End	Daylight	Dry	0	5	0	Y	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
96	85599425	Yes	10/20/2017	Friday	1	8	Rear End	Daylight	Dry	0	2	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
97	85601193	No	12/19/2017	Tuesday	1	8	-	Daylight	Dry	0	0	0	N	No	-	-	-	n/a
98	85604104	Yes	10/20/2017	Friday	1	20	Rear End	Dawn	Dry	0	0	0	Y	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
99	85605737	Yes	9/30/2017	Saturday	1	23	Rear End	Dark - Not Lighted	Wet	0	2	1	Y	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
100	85605769	Yes	10/25/2017	Wednesday	1	16	Rear End	Daylight	Dry	0	0	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
101	85605788	Yes	11/2/2017	Thursday	1	19	Other Fixed Object	Dark - Lighted	Dry	0	1	0	Y	No	W	-	CR 522	SR 423
102	85605789	Yes	11/3/2017	Friday	1	16	Rear End	Daylight	Dry	0	1	0	N	No	E	-	CR 522	GREENWALD WAY
103	85606375	Yes	4/24/2018	Tuesday	1	14	Rear End	Daylight	Dry	0	0	0	N	No	N	-	SR 91	CR 522
104	85607438	Yes	11/3/2017	Friday	1	15	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	ORANGE AVE
105	85607468	Yes	12/29/2017	Friday	1	20	Rear End	Dark - Lighted	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
106	85609279	Yes	1/14/2018	Sunday	1	23	Rear End	Dark - Lighted	Dry	0	0	0	N	No	N	-	SR 91	CR 522
107	86809102	Yes	6/1/2017	Thursday	1	9	Overtaken	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	BILL BECK BLVD
108	86809112	Yes	6/4/2017	Sunday	1	16	Rear End	Daylight	Dry	0	0	0	N	No	N	-	LIONS CT	CR 522
109	86809132	Yes	6/5/2017	Monday	1	10	Angle	Daylight	Dry	0	0	0	N	No	S	-	CR 522	BILL BECK BLVD
110	86809153	Yes	6/8/2017	Thursday	1	22	Sideswipe-Same Direction	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
111	86809154	Yes	6/10/2017	Saturday	1	13	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
112	86809173	Yes	6/11/2017	Sunday	1	15	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
113	86809225	Yes	6/16/2017	Friday	1	16	Angle	Daylight	Wet	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD
114	86809229	Yes	6/19/2017	Monday	1	9	Backed Into	Daylight	Dry	0	0	0	Y	No	S	-	CR 522	MICHIGAN AVE
115	86809235	Yes	6/19/2017	Monday	1	9	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
116	86809253	No	6/22/2017	Thursday	1	9	Rear End	Daylight	Dry	0	0	0	N	No	S	-	MICHIGAN AVE	CR 522
117	86809255	No	6/22/2017	Thursday	1	18	Bicycle	Daylight	Dry	0	1	0	N	No	W	-	CR 522	BILL BECK BLVD
118	86991304	Yes	6/15/2017	Thursday	1	13	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	SR 91
119	86991317	Yes	6/19/2017	Monday	1	16	Rear End	Daylight	Wet	0	0	0	Y	No	E	-	CR 522	CENTERVIEW BLVD
120	87054636	Yes	6/24/2017	Saturday	1	19	Rear End	Daylight	Dry	0	1	0	N	No	E	-	CR 522	BILL BECK BLVD
121	87054660	Yes	6/27/2017	Tuesday	1	11	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
122	87054685	Yes	6/29/2017	Thursday	1	14	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	MICHIGAN AVE
123	87054694	Yes	7/1/2017	Saturday	1	9	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	FLORA BLVD
124	87054701	Yes	6/29/2017	Thursday	1	15	Backed Into	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
125	87054702	Yes	6/30/2017	Friday	1	13	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
126	87054707	Yes	7/1/2017	Saturday	1	15	Rear End	Daylight	Wet	0	0	0	N	No	S	-	BILL BECK BLVD	CR 522
127	87054741	Yes	7/6/2017	Thursday	1	9	Angle	Daylight	Dry	0	1	0	Y	No	S	E	CR 522	BILL BECK BLVD
128	87054750	Yes	7/7/2017	Friday	1	18	Rear End	Daylight	Dry	0	2	0	Y	No	W	-	CR 522	BILL BECK BLVD
129	87054754	Yes	7/7/2017	Friday	1	16	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD
130	87054768	Yes	7/10/2017	Monday	1	14	Left Turn	Daylight	Dry	0	2	0	N	No	S	-	CR 522	BILL BECK BLVD
131	87054779	Yes	7/11/2017	Tuesday	1	13	Rear End	Daylight	Dry	0	0	0	Y	No	S	-	MICHIGAN AVE	CR 522
132	87054782	Yes	7/11/2017	Tuesday	1	20	Angle	Daylight	Dry	0	1	0	N	No	N	E	CR 522	FLORA BLVD
133	87054785	Yes	7/12/2017	Wednesday	1	13	Rear End	Daylight	Dry	0	2	0	N	No	W	-	CR 522	MICHIGAN AVE
134	87054803	Yes	7/13/2017	Thursday	1	10	Rear End	Daylight	Dry	0	1	0	Y	No	E	-	CR 522	DYER BLVD
135	87054823	Yes	7/16/2017	Sunday	1	16	Overtaken	Daylight	Dry	0	1	0	Y	No	W	-	CR 522	DYER BLVD
136	87054825	Yes	7/14/2017	Friday	1	21	Sideswipe-Same Direction	Dark - Lighted	Dry	0	0	0	Y	No	N	-	DYER BLVD	CR 522
137	87054831	Yes	7/17/2017	Monday	1	17	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	DYER BLVD
138	87054895	Yes	7/26/2017	Wednesday	1	22	Rear End	Dark - Lighted	Dry	0	0	0	Y	No	E	-	CR 522	MICHIGAN AVE
139	87054898	Yes	7/26/2017	Wednesday	1	13	Angle	Daylight	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD
140	87054912	Yes	7/30/2017	Sunday	1	17	Angle	Daylight	Wet	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
141	87054931	Yes	7/31/2017	Monday	1	14	Rear End	Daylight	Wet	0	1	0	N	No	W	-	CR 522	BILL BECK BLVD
142	87054933	Yes	7/31/2017	Monday	1	16	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
143	87054938	Yes	8/1/2017	Tuesday	1	18	Sideswipe	Daylight	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD
144	87054940	Yes	8/1/2017	Tuesday	1	17	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	BILL BECK BLVD
145	87054960	Yes	8/5/2017	Saturday	1	18	Angle	Daylight	Wet	0	2	0	N	No	S	E	CR 522	BILL BECK BLVD
146	87054985	Yes	8/2/2017	Wednesday	1	15	Rear End	Daylight	Wet	0	0	0	Y	No	E	-	CR 522	BILL BECK BLVD
147	87055023	Yes	8/11/2017	Friday	1	10	Angle	Daylight	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD
148	87055031	Yes	8/11/2017	Friday	1	15	Left Turn	Daylight	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD
149	87055058	Yes	8/15/2017	Tuesday	1	20	Rear End	Dark - Lighted	Dry	0	1	0	N	No	E	-	CR 522	MICHIGAN AVE
150	87055093	Yes	8/18/2017	Friday	1	15	Left Turn	Daylight	Dry	0	0	0	N	No	S	-	CR 522	BILL BECK BLVD
151	87055113	No	8/22/2017	Tuesday	1	10	-	Daylight	Dry	0	2	0	N	No	-	-	-	-
152	87055120	Yes	8/22/2017	Tuesday	1	16	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
153	87055139	Yes	8/25/2017	Friday	1	8	Left Turn	Daylight	Dry	0	1	0	N	No	E	-	CR 522	MICHIGAN AVE
154	87055144	Yes	8/25/2017	Friday	1	8	Angle	Daylight	Dry	0	1	0	N	No	E	-	CR 522	MICHIGAN AVE
155	87055212	Yes	9/2/2017	Saturday	1	15	Rear End	Daylight	Dry	0	2	0	N	No	W	-	CR 522	MICHIGAN AVE
156	87055217	Yes	9/5/2017	Tuesday	1	5	Left Turn	Dark - Lighted	Dry	0	1	0	N	No	N	-	CR 522	MICHIGAN AVE
157	87055247	Yes	9/8/2017	Friday	1	12	Angle	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
158	87055255	Yes	9/8/2017	Friday	1	8	Angle	Daylight	Dry	0	1	1	N	No	S	W	CR 522	BILL BECK BLVD
159	87055262	Yes	9/9/2017	Saturday	1	17	Rear End	Daylight	Dry	0	1	0	Y	No	S	-	MICHIGAN AVE	CR 522
160	87055279	Yes	9/14/2017	Thursday	1	16	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD
161	87055319	Yes	9/19/2017	Tuesday	1	16	Left Turn	Daylight	Dry	0	0	0	N	No	N	-	CR 522	BILL BECK BLVD
162	87055323	Yes	9/19/2017	Tuesday	1	17	Rear End	Daylight	Dry	0	1	0	N	No	E	-	CR 522	BILL BECK BLVD
163	87055336	Yes	9/20/2017	Wednesday	1	15	Angle	Daylight	Dry	0	3	0	Y	No	S	E	CR 522	BILL BECK BLVD
164	87055359	Yes	9/22/2017	Friday	1	7	Angle	Daylight	Dry	0	3	0	N	No	N	-	BILL BECK BLVD	CR 522
165	87055371	Yes	9/22/2017	Friday	1	13	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	N	-	CR 522	FLORA BLVD
166	87055379	Yes	9/25/2017	Monday	1	19	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	DYER BLVD
167	87055402	Yes	9/15/2017	Friday	1	12	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
168	87055418	Yes	9/30/2017	Saturday	1	11	Angle	Daylight	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD
169	87055425	Yes	9/29/2017	Friday	1	19	Rear End	Dawn	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD
170	87055443	Yes	10/4/2017	Wednesday	1	15	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
171	87055455	Yes	10/6/2017	Friday	1	16	Angle	Daylight	Wet	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD
172	87055458	Yes	10/6/2017	Friday	1	18	Rear End	Daylight	Wet	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD
173	87055466	Yes	10/6/2017	Friday	1	12	Rear											

178	87055603	Yes	10/23/2017	Monday	1	14	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE	
179	87055604	Yes	10/23/2017	Monday	1	7	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE	
180	87055612	No	10/24/2017	Tuesday	1	18	-	-	Dusk	0	0	0	N	No	-	-	-	-	
181	87055631	Yes	10/25/2017	Wednesday	1	17	Angle	Daylight	Dry	0	3	0	N	No	E	-	CR 522	BILL BECK BLVD	
182	87055632	Yes	10/26/2017	Thursday	1	22	Bicycle	Dark - Lighted	Dry	0	1	1	N	No	W	-	CR 522	MICHIGAN AVE	
183	87055634	Yes	10/27/2017	Friday	1	9	Rear End	Daylight	Dry	0	2	0	N	No	W	-	CR 522	MICHIGAN AVE	
184	87055643	Yes	10/28/2017	Saturday	1	15	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	FLORA BLVD	
185	87055651	Yes	10/27/2017	Friday	1	20	Rear End	Dark - Not Lighted	Dry	0	0	0	N	No	E	-	CR 522	DYER BLVD	
186	87055656	Yes	10/27/2017	Friday	1	17	Angle	Daylight	Dry	0	2	0	N	No	S	E	CR 522	BILL BECK BLVD	
187	87055679	Yes	10/31/2017	Tuesday	1	15	Rear End	Daylight	Dry	0	0	0	N	No	S	-	MICHIGAN AVE	CR 522	
188	87055708	No	11/4/2017	Saturday	1	2	-	Dark - Not Lighted	Dry	0	1	1	N	No	-	-	-	-	
189	87055743	Yes	11/8/2017	Wednesday	1	14	Angle	Daylight	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD	
190	87055760	Yes	11/9/2017	Thursday	1	7	Right Turn	Daylight	Dry	0	0	0	N	No	E	-	MICHIGAN AVE	CR 522	
191	87055761	Yes	11/12/2017	Sunday	1	13	Rear End	Daylight	Dry	0	2	0	Y	No	W	-	CR 522	MICHIGAN AVE	
192	87055766	Yes	11/10/2017	Friday	1	19	Rear End	Dark - Lighted	Dry	0	0	0	Y	No	N	-	DYER BLVD	CR 522	
193	87055796	Yes	11/13/2017	Monday	1	8	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	BILL BECK BLVD	
194	87055811	Yes	11/15/2017	Wednesday	1	6	Sideswipe-Opposing Direction	Dusk	Dry	0	0	0	N	No	E	W	CR 522	FLORA BLVD	
195	87055838	Yes	11/19/2017	Sunday	1	13	Angle	Daylight	Dry	0	0	0	N	No	E	-	MICHIGAN AVE	CR 522	
196	87055846	No	11/19/2017	Sunday	1	3	-	Dark - Lighted	Dry	0	0	0	N	No	-	-	-	-	
197	87055872	Yes	11/24/2017	Friday	1	22	Rear End	Dark - Lighted	Dry	0	0	0	N	No	E	-	MICHIGAN AVE	CR 522	
198	87055903	Yes	11/29/2017	Wednesday	1	10	Angle	Daylight	Dry	0	1	0	N	No	S	E	CR 522	BILL BECK BLVD	
199	87055909	Yes	11/29/2017	Wednesday	1	15	Angle	Daylight	Dry	0	0	0	N	No	S	-	DYER BLVD	CR 522	
200	87055911	Yes	11/30/2017	Thursday	1	5	Angle	Dark - Lighted	Dry	0	0	0	N	No	N	W	MICHIGAN AVE	CR 522	
201	87055919	Yes	11/30/2017	Thursday	1	23	Sideswipe-Same Direction	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE	
202	87055974	Yes	12/5/2017	Tuesday	1	17	Left Turn	Daylight	Dry	0	0	0	N	No	N	-	BILL BECK BLVD	CR 522	
203	87055994	Yes	12/10/2017	Sunday	1	8	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	BILL BECK BLVD	
204	87056037	Yes	12/12/2017	Tuesday	1	18	Rear End	Dark - Not Lighted	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD	
205	87056045	Yes	12/11/2017	Monday	1	16	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE	
206	87056053	Yes	12/11/2017	Wednesday	1	19	Sideswipe-Same Direction	Dusk	Dry	0	0	0	N	No	N	-	MICHIGAN AVE	CR 522	
207	87056108	Yes	12/22/2017	Friday	1	10	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE	
208	87056127	Yes	12/21/2017	Tuesday	1	19	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	DYER BLVD	
209	87056153	Yes	12/27/2017	Wednesday	1	17	Angle	Dark - Lighted	Dry	0	1	0	N	No	E	W	CR 522	BILL BECK BLVD	
210	87056158	No	12/28/2017	Thursday	1	18	-	Dark - Lighted	Dry	0	0	0	N	No	-	-	-	-	
211	87056191	Yes	1/4/2018	Thursday	1	19	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE	
212	87056204	Yes	1/6/2018	Saturday	1	15	Angle	Daylight	Dry	0	0	0	N	No	E	-	CR 522	DYER BLVD	
213	87056223	Yes	1/8/2018	Monday	1	18	Rear End	Dark - Lighted	Dry	0	0	0	Y	No	W	-	CR 522	BILL BECK BLVD	
214	87056268	Yes	1/13/2018	Saturday	1	18	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	DYER BLVD	
215	87056276	Yes	1/16/2018	Tuesday	1	6	Sideswipe-Same Direction	Dark - Lighted	Dry	0	0	0	Y	No	W	-	CR 522	MICHIGAN AVE	
216	87056311	Yes	1/17/2018	Wednesday	1	18	Left Turn	Dark - Not Lighted	Dry	0	1	0	N	No	S	-	CR 522	BILL BECK BLVD	
217	87056333	Yes	1/20/2018	Saturday	1	15	Angle	Daylight	Dry	0	0	0	N	No	S	E	CR 522	BILL BECK BLVD	
218	87056364	Yes	1/24/2018	Wednesday	1	18	Angle	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD	
219	87056381	Yes	1/27/2018	Saturday	1	9	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD	
220	87056384	Yes	1/26/2018	Friday	1	14	Angle	Daylight	Dry	0	0	0	N	No	S	E	CR 522	MICHIGAN AVE	
221	87056385	No	1/28/2018	Sunday	1	17	Angle	Dusk	Wet	0	1	0	N	No	S	-	DYER BLVD	CR 522	
222	87056397	Yes	1/30/2018	Tuesday	1	17	Angle	Dusk	Dry	0	1	0	Y	No	E	W	CR 522	BILL BECK BLVD	
223	87056417	Yes	2/1/2018	Thursday	1	18	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD	
224	87056433	Yes	2/2/2018	Friday	1	12	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD	
225	87056436	Yes	2/4/2018	Sunday	1	23	Angle	Dark - Lighted	Wet	0	0	0	Y	No	S	W	CR 522	BILL BECK BLVD	
226	87056450	Yes	2/5/2018	Monday	1	18	Angle	Dark - Not Lighted	Dry	0	0	0	N	No	N	S	CR 522	BILL BECK BLVD	
227	87056453	Yes	2/6/2018	Tuesday	1	8	Left Turn	Daylight	Dry	0	0	0	N	No	N	-	CR 522	FLORA BLVD	
228	87056465	Yes	2/7/2018	Wednesday	1	14	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	MICHIGAN AVE	
229	87056473	No	2/9/2018	Friday	1	8	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE	
230	87056476	No	2/9/2018	Friday	1	7	-	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
231	87056483	No	2/11/2018	Sunday	1	17	-	Dark - Lighted	Dry	0	2	0	N	No	-	-	-	-	-
232	87056484	Yes	2/9/2018	Friday	1	22	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	S	-	MICHIGAN AVE	CR 522	
233	87056505	Yes	2/9/2018	Friday	1	19	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE	
234	87056513	Yes	2/12/2018	Monday	1	14	Angle	Daylight	Dry	0	0	0	N	No	S	E	CR 522	BILL BECK BLVD	
235	87056549	Yes	2/17/2018	Saturday	1	9	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	MICHIGAN AVE	
236	87056555	Yes	2/16/2018	Friday	1	18	Angle	Dark - Lighted	Dry	0	2	0	N	No	S	-	CR 522	BILL BECK BLVD	
237	87056585	Yes	2/21/2018	Wednesday	1	21	Rear End	Dark - Lighted	Dry	0	0	0	Y	No	E	-	CR 522	MICHIGAN AVE	
238	87056618	Yes	2/23/2018	Friday	1	8	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	DYER BLVD	
239	87104137	No	8/9/2018	Thursday	2	18	-	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
240	87104506	Yes	10/19/2017	Thursday	1	14	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	THACKER AVE	
241	87104517	No	10/24/2017	Tuesday	1	7	-	-	Dawn	Dry	0	0	0	N	No	-	-	-	-
242	87105130	No	10/14/2017	Saturday	1	18	Left Turn	Daylight	Dry	0	0	0	Y	No	N	-	Michigan Ave.	Ridge St.	
243	87105133	Yes	10/15/2017	Sunday	1	14	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	GREENWALD WAY	
244	87105142	No	10/21/2017	Saturday	1	16	-	-	Daylight	Dry	0	2	2	N	No	-	-	CR 522	417
245	87106495	No	11/2/2017	Sunday	1	7	Angle	Daylight	Wet	0	1	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL	
246	87106514	No	11/17/2017	Friday	1	13	-	-	Daylight	Dry	0	1	0	N	No	-	-	-	-
247	87108020	Yes	10/15/2017	Sunday	1	13	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	CENTERVIEW BLVD	
248	87108036	Yes	10/30/2017	Monday	1	13	Rear End	Daylight	Dry	0	1	0	N	No	N	W	CR 522	SR 91	
249	87108062	Yes	11/16/2017	Thursday	1	19	Right Turn	Dark - Lighted	Dry	0	0	0	N	No	N	-	CR 522	SR 423	
250	87108684	No	1/6/2018	Saturday	1	13	-	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
251	87111624	Yes	11/13/2017	Monday	1	8	Rear End	Daylight	Dry	0	3	1	Y	No	W	-	CR 522	SR 91	
252	87115741	Yes	10/25/2017	Wednesday	1	7	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	SR 423	
253	87115753	Yes	11/2/2017	Thursday	1	8	Other	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	FLORA BLVD	
31	87115759	Yes	11/6/2017	Monday	1	12	Rear End	Daylight	Dry	0	7	0	N	No	W	-	CR 522	John Young Parkway	
255	87115760	Yes	11/6/2017	Monday	1	13	Rear End	Daylight	Dry	0	2	0	Y	No	E	-	CR 522	SR 423	
256	87115762	Yes	11/8/2017	Wednesday	1	7	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL	
257	87115780	Yes	11/21/2017	Tuesday	1	12	Rear End	Daylight	Wet	0	0	0	Y	No	E	-	CR 522	CENTERVIEW BLVD	
258	87115782	No	11/26/2017	Sunday	1	12	-	-	Daylight	Dry	0	2	0	N	No	-	-	-	-
259	87115785	Yes	11/28/2017	Tuesday	1	12	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	SR 423	
260	87115831	Yes	11/9/2017	Thursday	1	18	Rear End	Dawn	Dry	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL	
261	87115843	Yes	11/16/2017	Thursday	1	18	Rear End	Dawn	Dry	0	1	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522	
262	87115844	No	11/16/2017	Thursday	1	19	Rear End	Dawn	Dry	0	2	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CENTERVIEW BLVD	
263	87115862	No	11/27/2017	Monday	1	18	-	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
264	87118818	Yes	12/23/2017	Saturday	1														

269	87130333	Yes	12/4/2017	Monday	1	16	Rear End	Daylight	Dry	0	3	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
270	87130341	Yes	12/11/2017	Monday	1	18	Rear End	Dark - Lighted	Dry	0	2	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
271	87130377	Yes	1/11/2018	Thursday	1	15	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	ORANGE AVE
272	87132683	Yes	12/7/2017	Thursday	1	8	Angle	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
273	87134958	Yes	12/17/2017	Sunday	1	1	Angle	Dark - Lighted	Dry	0	0	0	N	No	N	E	CR 522	ORANGE BLOSSOM TRAIL
274	87134964	Yes	12/22/2017	Friday	1	19	Sidewipe-Same Direction	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	SR 423
275	87135012	Yes	2/9/2018	Friday	1	1	Animal	Dark - Not Lighted	Dry	0	0	0	N	No	W	-	CR 522	SR 423
276	87135457	Yes	12/8/2017	Friday	1	13	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	BILL BECK BLVD
277	87135473	Yes	12/16/2017	Saturday	1	16	Backed Into	Daylight	Dry	0	0	0	N	No	E	-	CR 522	OLD DIXIE HIGHWAY
278	87135481	Yes	12/17/2017	Sunday	1	19	Rear End	Dawn	Dry	0	0	0	N	No	E	-	CR 522	CENTERVIEW BLVD
279	87135741	Yes	12/18/2017	Monday	1	17	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
280	87135770	Yes	1/16/2018	Tuesday	1	7	Rear End	Daylight	Dry	0	2	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
281	87141584	Yes	12/14/2017	Thursday	1	8	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	SR 91
282	87141589	Yes	12/19/2017	Tuesday	1	12	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	THACKER AVE
283	87141617	Yes	1/8/2018	Monday	1	9	Rear End	Daylight	Dry	0	1	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
284	87145330	Yes	12/18/2017	Monday	1	2	Ran into Ditch/Culvert	Dark - Not Lighted	Dry	0	1	1	N	No	E	-	CR 522	CENTERVIEW BLVD
285	87148965	Yes	12/31/2017	Sunday	1	19	Rear End	Dark - Not Lighted	Dry	0	1	1	N	No	W	-	CR 522	OLD DIXIE HIGHWAY
286	87148973	Yes	1/7/2018	Sunday	1	18	Left Turn	Dark - Lighted	Dry	0	0	0	Y	No	W	-	CR 522	SR 423
287	87148987	Yes	1/23/2018	Tuesday	1	19	Angle	Daylight	Dry	0	0	0	Y	No	-	-	CR 522	ORANGE BLOSSOM TRAIL
288	87149922	Yes	1/8/2018	Monday	1	17	Sidewipe-Same Direction	Dawn	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
289	87149923	No	1/8/2018	Monday	1	19		Dawn	Dry	0	0	0	N	No	-	-	-	-
290	87149938	Yes	1/16/2018	Tuesday	1	16	Rear End	Daylight	Dry	0	1	0	N	No	S	-	CENTERVIEW BLVD	CR 522
291	87149952	Yes	1/24/2018	Wednesday	1	15	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	CENTERVIEW BLVD
292	87149966	Yes	1/28/2018	Sunday	1	14	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	CENTERVIEW BLVD
293	87151456	Yes	12/29/2017	Friday	1	20	Rear End	Dark - Lighted	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
294	87151462	Yes	1/5/2018	Friday	1	19	Rear End	Dark - Lighted	Dry	0	1	0	N	No	E	-	CR 522	THACKER AVE
295	87151473	Yes	1/12/2018	Friday	1	17	Sidewipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	ORANGE AVE
296	87151483	Yes	1/20/2018	Saturday	1	17	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
297	87151496	Yes	1/31/2018	Wednesday	1	20	Sidewipe-Same Direction	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	SR 91
298	87153119	Yes	2/13/2018	Tuesday	1	18	Backed Into	Daylight	Dry	0	0	0	N	No	N	-	GREENWALD WAY	CR 522
299	87156561	Yes	2/18/2018	Sunday	1	12	Rear End	Daylight	Dry	0	1	0	N	No	N	-	CENTERVIEW BLVD	CR 522
300	87166306	No	2/16/2018	Friday	1	16		Daylight	Dry	0	1	0	Y	No	-	-	-	-
301	87166306	No	2/16/2018	Friday	1	16	Right Turn	Daylight	Dry	0	1	0	Y	No	N	-	CENTERVIEW BLVD	CR 522
302	87166872	Yes	1/17/2018	Wednesday	1	13	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	GREENWALD WAY
303	87172176	Yes	2/24/2018	Saturday	1	23	Rear End	Dark - Lighted	Dry	0	0	0	Y	No	S	-	CR 522	SR 91
304	87173385	Yes	2/2/2018	Friday	1	17	Rear End	Daylight	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
305	87173389	Yes	2/3/2018	Saturday	1	19	Rear End	Dawn	Dry	0	1	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
306	87173390	Yes	2/4/2018	Sunday	1	15	Rear End	Daylight	Wet	0	1	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
307	87173422	Yes	2/27/2018	Tuesday	1	16	Sidewipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
308	87173428	Yes	3/1/2018	Thursday	1	15	Rear End	Daylight	Dry	0	2	0	Y	No	E	-	CR 522	ORANGE AVE
309	87175251	Yes	3/7/2018	Wednesday	1	13	Sidewipe-Same Direction	Daylight	Dry	0	0	0	N	No	N	-	CR 522	SR 91
310	87179931	Yes	2/22/2018	Thursday	1	5	Left Turn	Dark - Lighted	Dry	0	3	0	N	No	W	-	CR 522	SR 91
311	87179992	Yes	4/24/2018	Tuesday	1	7	Left Turn	Daylight	Dry	0	3	0	N	No	W	-	CR 522	ORANGE AVE
312	87180893	Yes	3/15/2018	Thursday	1	13	Rear End	Daylight	Dry	0	2	0	Y	No	W	-	CR 522	THACKER AVE
313	87180895	No	3/19/2018	Monday	1	7		Dusk	Dry	0	0	0	Y	No	-	-	-	-
314	87180910	No	4/3/2018	Tuesday	1	12		Daylight	Dry	0	2	0	Y	No	-	-	-	-
315	87181340	No	3/28/2018	Wednesday	1	14		Daylight	Dry	0	0	0	N	No	-	-	-	-
316	87183304	Yes	3/13/2018	Tuesday	1	17	Right Turn	Daylight	Dry	0	0	0	N	No	N	-	CR 522	CENTERVIEW BLVD
317	87183330	Yes	4/13/2018	Friday	1	15	Left Turn	Daylight	Dry	0	2	0	Y	No	E	-	ORANGE BLOSSOM TRAIL	CR 522
318	87188996	Yes	4/13/2018	Friday	1	10	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	SR 91
319	87191331	No	3/15/2018	Thursday	1	12		Daylight	Dry	0	0	0	N	No	-	-	-	-
320	87191559	Yes	3/26/2018	Monday	1	16	Rear End	Daylight	Wet	0	1	0	Y	No	S	-	THACKER AVE	CR 522
321	87191603	Yes	5/4/2018	Friday	1	18	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	OLD DIXIE HIGHWAY
322	87194069	Yes	3/13/2018	Tuesday	1	20	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	DYER BLVD
323	87194097	No	4/2/2018	Monday	1	16		Daylight	Dry	0	0	0	Y	No	-	-	-	-
324	87194116	Yes	4/23/2018	Monday	1	16	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	MICHIGAN AVE
325	87194886	Yes	5/26/2018	Saturday	1	21	Rear End	Dark - Not Lighted	Dry	0	3	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
326	87194890	Yes	5/29/2018	Tuesday	1	16	Angle	Daylight	Dry	0	5	0	N	No	-	-	CR 522	GREENWALD WAY
327	87194894	Yes	6/2/2018	Saturday	2	18	Rear End	Daylight	Dry	0	2	0	N	No	W	-	CR 522	CENTERVIEW BLVD
328	87195161	Yes	8/14/2018	Tuesday	2	21	Rear End	Dark - Not Lighted	Dry	0	0	0	N	No	S	-	SR 91	CR 522
329	87197250	Yes	6/10/2018	Sunday	2	18	Rear End	Daylight	Dry	0	10	0	Y	No	W	-	CR 522	SR 423
330	87197254	Yes	6/21/2018	Thursday	2	15	Sidewipe-Same Direction	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
331	87198890	Yes	4/28/2018	Saturday	1	10	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	THACKER AVE
332	87201291	Yes	3/22/2018	Thursday	1	16	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	CENTERVIEW BLVD
333	87201314	Yes	4/7/2018	Saturday	1	0	Sidewipe-Same Direction	Dark - Not Lighted	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
334	87201317	Yes	4/8/2018	Sunday	1	1	Rear End	Dark - Not Lighted	Wet	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
335	87201321	Yes	4/17/2018	Tuesday	1	21	Rear End	Dark - Not Lighted	Dry	0	0	0	N	No	W	-	CR 522	GREENWALD WAY
336	87201356	Yes	5/11/2018	Friday	1	13	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	OLD DIXIE HIGHWAY
337	87208290	Yes	5/29/2018	Tuesday	1	5	Rear End	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	SR 91
338	87209825	Yes	4/21/2018	Saturday	1	14	Rear End	Daylight	Dry	0	0	0	N	No	N	-	CENTERVIEW BLVD	CR 522
339	87209838	Yes	5/1/2018	Tuesday	1	14	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
340	87214013	Yes	4/15/2018	Sunday	1	0	Ran off Road	Dark - Not Lighted	Dry	0	0	0	N	No	E	-	CR 522	OLD DIXIE HIGHWAY
341	87214077	Yes	6/26/2018	Tuesday	2	9	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE AVE
342	87217949	No	4/20/2018	Friday	1	11	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	SR 91
343	87217965	Yes	4/29/2018	Sunday	1	12	Rear End	Daylight	Dry	0	2	0	N	No	W	-	CR 522	ORANGE AVE
344	87217970	Yes	5/5/2018	Saturday	1	6	Sidewipe-Same Direction	Dark - Lighted	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
345	87217990	Yes	5/24/2018	Thursday	1	11	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
346	87218001	Yes	6/1/2018	Friday	2	9	Rear End	Daylight	Dry	0	1	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
347	87218014	Yes	6/15/2018	Friday	2	10	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
348	87220620	Yes	5/19/2018	Saturday	1	18	Sidewipe-Same Direction	Daylight	Wet	0	0	0	Y	No	E	-	CR 522	BILL BECK BLVD
349	87220622	No	5/20/2018	Sunday	1	14		Daylight	Wet	0	0	0	N	No	-	-	-	-
350	87220645	No	6/9/2018	Saturday	2	13		Daylight	Dry	0	0	0	Y	No	-	-	-	-
351	87221191	Yes	5/15/2018	Tuesday	1	17	Rear End	Daylight	Wet	0	0	0	Y	No	S	-	SR 91	CR 522
352	87221237	No	1/9/2019	Wednesday	2	19		Dark - Not Lighted	Dry	0	1	0	Y	No	-	-	-	-
353	87226055	Yes	5/6/2018	Sunday	1	17	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	GREENWALD WAY
354	87226063	Yes	5/12/2018	Saturday	1	21	Rear End	Dark - Not Lighted	Dry	0	2	0	Y	No	E	-	CR 522	ORANGE AVE
355	87226102	Yes	6/17/2018	Sunday														

360	8722882	Yes	6/30/2018	Saturday	2	21	Rear End	Dark - Not Lighted	Dry	0	0	0	Y	No	E	-	CR 522	OLD DIXIE HIGHWAY
361	87229325	Yes	5/19/2018	Saturday	1	12	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	GREENWALD WAY
362	87229340	Yes	5/26/2018	Saturday	1	12	Rear End	Daylight	Dry	0	1	0	Y	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
363	87229341	no	5/26/2018	Saturday	1	12	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	S	-	CR 522	CR 522
364	87229356	Yes	6/10/2018	Sunday	2	9	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	THACKER AVE
365	87230823	Yes	6/31/2018	Thursday	2	5	Left Turn	Dark - Lighted	Wet	0	3	1	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
366	87230537	Yes	6/11/2018	Monday	2	5	Left Turn	Dark - Lighted	Dry	0	4	0	Y	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
367	87230570	Yes	7/18/2018	Wednesday	2	13	Sideswipe-Same Direction	Daylight	Wet	0	0	0	Y	No	E	-	CR 522	ORANGE AVE
368	87233582	Yes	12/1/2018	Saturday	2	21	Angle	Dark - Lighted	Dry	0	0	0	N	No	N	-	SR 91	CR 522
369	87234422	No	6/25/2018	Monday	2	12	-	-	Dry	0	1	0	N	No	-	-	-	-
370	87234438	No	8/28/2018	Tuesday	2	12	-	-	Dry	0	0	0	N	No	-	-	-	-
371	87234480	No	1/3/2019	Thursday	2	22	Sideswipe-Same Direction	Dark - Lighted	Dry	0	0	0	N	No	N	-	SR 91	CR 522
372	87234482	no	1/7/2019	Monday	2	0	Rear End	Dark - Lighted	Dry	0	0	0	N	No	S	-	SR 91	CR 522
373	87235000	Yes	5/30/2018	Wednesday	1	12	Rear End	Daylight	Wet	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
374	87235020	Yes	6/5/2018	Tuesday	2	17	Rear End	Daylight	Dry	0	2	0	N	No	W	-	CR 522	ORANGE AVE
375	87235033	Yes	6/11/2018	Monday	2	12	Angle	Daylight	Dry	0	1	0	N	No	S	W	CR 522	SR 423
376	87235043	Yes	6/14/2018	Thursday	2	10	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	GREENWALD WAY
377	87241254	Yes	8/5/2018	Sunday	2	1	Sideswipe-Same Direction	Dark - Lighted	Dry	0	4	0	Y	No	W	-	CR 522	ORANGE AVE
378	87241753	Yes	6/8/2018	Friday	2	17	Rear End	Daylight	Wet	0	1	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
379	87241779	Yes	6/29/2018	Friday	2	17	Rear End	Daylight	Wet	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
380	87241780	Yes	6/29/2018	Friday	2	19	Rear End	Daylight	Wet	0	3	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
381	87241889	Yes	7/17/2018	Tuesday	2	0	Rear End	Daylight	Dry	0	0	0	N	No	N	-	ORANGE AVE	CR 522
382	87242869	Yes	6/25/2018	Monday	2	13	Rear End	Daylight	Dry	0	3	0	Y	No	E	-	CR 522	SR 91
383	87243986	Yes	7/10/2018	Tuesday	2	10	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	SR 91
384	87244007	Yes	7/27/2018	Friday	2	7	Angle	Daylight	Dry	0	1	0	N	No	S	E	CR 522	CENTERVIEW BLVD
385	87251171	No	11/10/2018	Saturday	2	17	-	Dark - Lighted	Dry	0	0	0	N	No	-	-	-	-
386	87251172	Yes	11/10/2018	Saturday	2	18	Left Turn	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	SR 91
387	87251839	No	8/16/2018	Thursday	2	16	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
388	87252795	Yes	7/10/2018	Tuesday	2	16	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	OLD DIXIE HIGHWAY
389	87252804	Yes	7/19/2018	Thursday	2	13	Rear End	Daylight	Wet	0	0	0	N	No	E	-	CR 522	ORANGE AVE
390	87252805	Yes	7/19/2018	Thursday	2	13	Sideswipe-Same Direction	Daylight	Wet	0	0	0	N	No	W	-	ORANGE BLOSSOM TRAIL	CR 522
391	87252825	Yes	8/2/2018	Thursday	2	19	Rear End	Daylight	Dry	0	0	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
392	87254597	Yes	7/3/2018	Tuesday	2	13	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
393	87254625	Yes	8/6/2018	Monday	2	23	Rear End	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	CENTERVIEW BLVD
394	87254642	No	8/22/2018	Wednesday	2	10	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
395	87256685	No	11/25/2018	Sunday	2	16	-	Daylight	Dry	0	0	0	Y	No	-	-	-	-
396	87259973	Yes	7/8/2018	Sunday	2	15	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
397	87259986	Yes	7/19/2018	Thursday	2	18	Rear End	Daylight	Dry	0	1	1	Y	No	W	-	CR 522	GREENWALD WAY
398	87260010	Yes	8/6/2018	Monday	2	18	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	CENTERVIEW BLVD
399	87260194	Yes	8/7/2018	Tuesday	2	12	Left Turn	Daylight	Dry	0	0	0	N	No	S	-	OLD DIXIE HIGHWAY	CR 522
400	87262882	Yes	10/4/2018	Thursday	2	16	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	ORANGE AVE
401	87262902	Yes	10/12/2018	Friday	2	17	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
402	87264551	Yes	8/24/2018	Friday	2	9	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE AVE
403	87265676	Yes	9/16/2018	Sunday	2	9	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	S	-	ORANGE AVE	CR 522
404	87268481	Yes	7/29/2018	Sunday	2	15	Angle	Daylight	Dry	0	2	0	N	No	N	E	CR 522	CENTERVIEW BLVD
405	87271658	Yes	8/1/2018	Wednesday	2	7	Left Turn	Daylight	Dry	0	2	0	N	No	E	-	CR 522	SR 91
406	87271678	Yes	8/9/2018	Thursday	2	17	Rear End	Daylight	Wet	0	1	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
407	87274137	No	8/28/2018	Tuesday	2	15	-	Daylight	Wet	0	1	0	N	No	-	-	-	-
408	87274151	No	9/3/2018	Monday	2	16	-	Daylight	Dry	0	2	0	Y	No	-	-	-	-
409	87274651	Yes	8/19/2018	Sunday	2	16	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
410	87274685	Yes	9/11/2018	Tuesday	2	15	Rear End	Daylight	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
411	87277797	No	12/15/2018	Saturday	2	15	-	Daylight	Wet	0	0	0	N	No	-	-	-	-
412	87277813	No	2/15/2019	Friday	2	0	-	Dark - Lighted	Dry	0	0	0	N	No	-	-	-	-
413	87277820	No	3/12/2019	Tuesday	2	16	-	Daylight	Dry	0	0	0	Y	No	-	-	-	-
414	87280484	No	8/9/2018	Thursday	2	21	Hit Sign/Sign Post	Dark - Lighted	Dry	0	0	0	N	No	-	-	-	-
415	87282944	No	8/27/2018	Friday	2	15	-	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE AVE
416	87284756	No	9/6/2018	Thursday	2	14	-	Daylight	Dry	0	0	0	Y	No	-	-	-	-
417	87285654	No	11/25/2018	Sunday	2	16	-	Daylight	Dry	0	0	0	Y	No	-	-	-	-
418	87285678	Yes	2/4/2019	Monday	2	15	Rear End	Daylight	Dry	0	2	0	N	No	S	-	SR 91	CR 522
419	87287506	Yes	9/3/2018	Monday	2	14	Hit Concrete Barrier Wall	Daylight	Wet	0	1	1	Y	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
420	87287544	Yes	9/27/2018	Thursday	2	17	Rear End	Daylight	Dry	0	3	1	Y	No	E	-	CR 522	OLD DIXIE HIGHWAY
421	87288658	Yes	9/18/2018	Tuesday	2	7	Rear End	Daylight	Dry	0	5	0	Y	No	E	-	CR 522	BILL BECK BLVD
422	87288710	Yes	10/27/2018	Saturday	2	13	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
423	87289479	Yes	9/24/2018	Monday	2	11	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	GREENWALD WAY
424	87290444	Yes	9/19/2018	Wednesday	2	19	Rear End	Dark - Not Lighted	Wet	0	1	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
425	87290455	no	9/26/2018	Wednesday	2	17	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	S	-	CR 522	Greenwald Way
426	87290467	Yes	10/5/2018	Friday	2	14	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
427	87290471	Yes	10/5/2018	Friday	2	17	Rear End	Daylight	Dry	0	0	0	N	No	S	-	BILL BECK BLVD	CR 522
428	87293171	Yes	10/1/2018	Monday	2	17	Rear End	Daylight	Dry	0	2	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
429	87294944	Yes	10/10/2018	Wednesday	2	16	Sideswipe-Same Direction	Daylight	Wet	0	0	0	Y	No	E	-	CR 522	SR 91
430	87294960	Yes	11/15/2018	Thursday	2	1	Rear End	Dark - Not Lighted	Dry	0	1	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
431	87294976	Yes	11/29/2018	Thursday	2	3	Hit Sign/Sign Post	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	ORANGE AVE
432	87295254	Yes	10/8/2018	Monday	2	7	Left Turn	Daylight	Dry	0	1	0	N	No	E	-	CR 522	SR 91
433	87295265	Yes	10/11/2018	Thursday	2	11	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	SR 91
434	87295266	Yes	10/11/2018	Thursday	2	12	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE AVE
435	87295267	No	10/11/2018	Thursday	2	15	-	Daylight	Wet	0	0	0	N	No	-	-	-	-
436	87413594	Yes	7/10/2017	Monday	1	14	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
437	87413596	No	7/10/2017	Monday	1	16	-	Daylight	Wet	0	0	0	Y	No	-	-	-	-
438	87413602	Yes	7/11/2017	Tuesday	1	13	Angle	Daylight	Dry	0	0	0	N	No	N	E	CR 522	THACKER AVE
439	87413603	Yes	7/11/2017	Tuesday	1	17	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	S	-	SR 91	CR 522
440	87413716	Yes	8/9/2017	Wednesday	1	15	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	N	-	SR 423	CR 522
441	87413758	Yes	8/18/2017	Friday	1	12	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	SR 91
442	87413802	Yes	8/29/2017	Tuesday	1	11	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	SR 91
443	87413806	No	8/28/2017	Monday	1	11	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
444	87413812	Yes	8/30/2017	Wednesday	1	15	Rear End	Daylight	Dry	0	0	0	Y	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
445	87413833	No	9/5/2017	Tuesday	1	15	-	Daylight	Dry	0	0	0	Y	No	-	-	-	-
446	87413837	Yes	9/6/2017	Wednesday	1	16	Rear End	Daylight	Wet	0	0	0	Y	No	E	-	CR 522	CENTERVIEW BLVD

451	87413914	Yes	10/4/2017	Wednesday	1	15	Rear End	Daylight	Wet	0	0	0	Y	No	E	-	CR 522	ORANGE BLOSSOM TRAIL	
452	87413921	Yes	10/6/2017	Friday	1	11	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL	
453	87413928	Yes	10/10/2017	Tuesday	1	13	Angle	Daylight	Dry	0	0	0	N	No	N	-	CENTERVIEW BLVD	CR 522	
454	87414009	No	11/3/2017	Friday	1	17	-	Daylight	Dry	0	0	0	N	No	-	-	-	-	
455	87414041	No	11/13/2017	Monday	1	22	-	Dark - Lighted	Dry	0	0	0	N	No	-	-	-	-	
456	87414100	Yes	12/2/2017	Saturday	1	13	Rear End	Daylight	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522	
457	87414148	No	12/12/2017	Tuesday	1	17	-	Daylight	Dry	0	1	0	N	No	-	-	-	-	
458	87414160	Yes	12/19/2017	Tuesday	1	11	Rear End	Daylight	Dry	0	2	0	N	No	W	-	CR 522	CENTERVIEW BLVD	
459	87414178	Yes	12/22/2017	Friday	1	14	Sideswipe-Same Direction	Daylight	Dry	0	1	0	N	No	E	-	CR 522	GREENWALD WAY	
460	87414294	Yes	1/18/2018	Thursday	1	15	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	N	-	SR 423	CR 522	
461	87414295	No	1/19/2018	Friday	1	7	-	Daylight	Dry	0	0	0	N	No	-	-	-	-	
462	87414304	Yes	1/22/2018	Monday	1	10	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL	
463	87414319	Yes	1/25/2018	Thursday	1	13	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	SR 91	
464	87414325	Yes	1/26/2018	Friday	1	7	Rear End	Daylight	Dry	0	0	0	N	No	S	-	SR 91	CR 522	
465	87414340	No	1/31/2018	Wednesday	1	8	-	Daylight	Dry	0	0	0	N	No	-	-	-	-	
466	87414345	Yes	1/31/2018	Wednesday	1	17	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL	
467	87414356	Yes	2/5/2018	Monday	1	13	Rear End	Daylight	Dry	0	0	0	N	No	S	-	John Young Parkway	CR 522	
468	87414372	No	2/9/2018	Friday	1	14	-	Daylight	Dry	0	0	0	N	No	-	-	-	-	
469	87414373	Yes	2/1/2018	Thursday	1	15	Backed Into	Daylight	Dry	0	0	0	N	No	W	-	CR 522	CENTERVIEW BLVD	
470	87414378	Yes	2/10/2018	Saturday	1	13	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	SR 91	
471	87414387	Yes	2/12/2018	Monday	1	14	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL	
472	87414407	Yes	2/19/2018	Monday	1	12	Rear End	Daylight	Dry	0	0	0	N	No	S	-	THACKER AVE	CR 522	
473	87414422	Yes	2/20/2018	Tuesday	1	12	Rear End	Daylight	Dry	0	0	0	Y	No	N	-	GREENWALD WAY	CR 522	
474	87414517	Yes	3/15/2018	Thursday	1	15	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	SR 91	
475	87830509	Yes	2/26/2018	Monday	1	14	Left Turn	Daylight	Dry	0	0	0	N	No	S	-	CR 522	BILL BECK BLVD	
476	87830528	Yes	2/28/2018	Wednesday	1	16	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	S	-	MICHIGAN AVE	CR 522	
477	87830587	Yes	3/5/2018	Monday	1	16	Angle	Daylight	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD	
478	87830602	Yes	3/8/2018	Thursday	1	5	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	DYER BLVD	
479	87830603	Yes	3/8/2018	Thursday	1	15	Angle	Daylight	Dry	0	0	0	N	No	S	E	-	CR 522	BILL BECK BLVD
480	87830608	Yes	3/7/2018	Wednesday	1	14	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	LIONS CT	
481	87830608	Yes	3/8/2018	Thursday	1	10	Rear End	Daylight	Dry	0	1	0	N	No	E	-	CR 522	MICHIGAN AVE	
482	87830621	Yes	3/11/2018	Sunday	1	15	Left Turn	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	FLORA BLVD	
483	87830624	Yes	3/9/2018	Friday	1	15	Angle	Daylight	Dry	0	0	0	N	No	-	-	CR 522	MICHIGAN AVE	
484	87830630	Yes	3/9/2018	Friday	1	10	Left Turn	Daylight	Dry	0	0	0	N	No	S	-	CR 522	MICHIGAN AVE	
485	87830680	Yes	3/17/2018	Saturday	1	23	Angle	Dark - Lighted	Dry	0	6	3	N	No	N	W	CR 522	MICHIGAN AVE	
486	87830706	Yes	3/22/2018	Thursday	1	12	Rear End	Daylight	Dry	0	0	0	N	No	N	-	DYER BLVD	CR 522	
487	87830741	Yes	3/24/2018	Saturday	1	16	Rear End	Daylight	Dry	0	1	0	Y	No	E	-	CR 522	BILL BECK BLVD	
488	87830745	Yes	3/26/2018	Monday	1	15	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	FLORA BLVD	
489	87830751	Yes	3/26/2018	Monday	1	15	Rear End	Daylight	Wet	0	0	0	N	No	S	-	MICHIGAN AVE	CR 522	
490	87830756	Yes	3/27/2018	Tuesday	1	20	Angle	Dark - Lighted	Dry	0	0	0	N	No	N	W	CR 522	MICHIGAN AVE	
491	87830793	Yes	4/1/2018	Sunday	1	22	Sideswipe-Same Direction	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE	
492	87830802	Yes	4/2/2018	Monday	1	8	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE	
493	87830805	Yes	4/2/2018	Monday	1	11	Rear End	Daylight	Dry	0	0	0	Y	No	N	-	DYER BLVD	CR 522	
494	87830810	Yes	3/29/2018	Thursday	1	9	Left Turn	Daylight	Dry	0	1	0	N	No	S	-	MICHIGAN AVE	CR 522	
495	87830822	Yes	4/3/2018	Tuesday	1	16	Sideswipe-Same Direction	Daylight	Dry	0	1	0	Y	No	N	-	LIONS CT	CR 522	
496	87830843	No	4/3/2018	Tuesday	1	17	-	Daylight	Dry	0	0	0	N	No	-	-	-	-	
497	87830893	Yes	4/12/2018	Thursday	1	0	Left Turn	Dark - Lighted	Dry	0	0	0	N	No	S	-	CR 522	BILL BECK BLVD	
498	87830955	Yes	4/19/2018	Thursday	1	17	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	DYER BLVD	
499	87830957	Yes	4/19/2018	Thursday	1	21	Pedestrian	Dark - Lighted	Dry	0	1	0	N	No	E	-	CR 522	BILL BECK BLVD	
500	87830982	Yes	4/24/2018	Tuesday	1	13	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	THACKER AVE	
501	87830985	No	4/24/2018	Tuesday	1	11	-	Daylight	Dry	0	0	0	N	No	-	-	-	-	
502	87830999	Yes	4/25/2018	Wednesday	1	12	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	DYER BLVD	
503	87831027	Yes	4/29/2018	Sunday	1	16	Rear End	Daylight	Dry	0	1	0	N	No	E	-	CR 522	DYER BLVD	
504	87831031	Yes	4/30/2018	Monday	1	10	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	BILL BECK BLVD	
505	87831034	Yes	4/30/2018	Monday	1	7	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	N	-	MICHIGAN AVE	CR 522	
506	87831046	Yes	4/30/2018	Monday	1	17	Angle	Daylight	Dry	0	2	0	N	No	-	-	CR 522	BILL BECK BLVD	
507	87831073	Yes	5/4/2018	Friday	1	18	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE	
508	87831074	no	5/6/2018	Sunday	1	14	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	-	
509	87831131	Yes	5/10/2018	Thursday	1	23	Sideswipe-Same Direction	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD	
510	87831171	Yes	4/30/2018	Monday	1	14	Rear End	Daylight	Dry	0	2	0	Y	No	S	-	CR 522	MICHIGAN AVE	
511	87831182	Yes	5/15/2018	Tuesday	1	16	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE	
512	87831219	Yes	5/19/2018	Saturday	1	13	Angle	Daylight	Dry	0	0	0	N	No	W	-	CR 522	LIONS CT	
513	87831225	Yes	5/21/2018	Monday	1	9	Angle	Daylight	Dry	0	2	0	N	No	N	E	CR 522	DYER BLVD	
514	87831226	Yes	5/17/2018	Thursday	1	13	Left Turn	Daylight	Dry	0	0	0	N	No	W	-	CR 522	FLORA BLVD	
515	87831256	Yes	5/24/2018	Thursday	1	22	Sideswipe-Same Direction	Dark - Not Lighted	Dry	0	0	0	N	No	W	-	CR 522	FLORA BLVD	
516	87831283	no	5/28/2018	Monday	1	13	Rear End	Daylight	Dry	0	0	0	N	No	S	-	CR 522	-	
517	87831346	No	6/5/2018	Tuesday	2	17	-	Daylight	Dry	0	0	0	N	No	-	-	-	-	
518	87831365	Yes	6/7/2018	Thursday	2	15	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE	
519	87831439	Yes	6/16/2018	Saturday	2	15	Angle	Daylight	Wet	0	0	0	N	No	S	E	BILL BECK BLVD	CR 522	
520	87831477	Yes	6/21/2018	Thursday	2	18	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	MICHIGAN AVE	
521	87831478	Yes	6/20/2018	Wednesday	2	13	Rear End	Daylight	Dry	0	1	0	Y	No	E	-	CR 522	DYER BLVD	
522	87831506	Yes	6/26/2018	Tuesday	2	14	Rear End	Daylight	Dry	0	2	0	N	No	N	-	DYER BLVD	CR 522	
523	87831542	No	6/29/2018	Friday	2	15	-	Daylight	Wet	0	0	0	N	No	-	-	-	-	
524	87831563	Yes	7/3/2018	Tuesday	2	20	Rear End	Dusk	Dry	0	0	0	N	No	W	-	CR 522	DYER BLVD	
525	87831596	Yes	7/6/2018	Friday	2	17	Rear End	Daylight	Wet	0	0	0	Y	No	E	-	CR 522	MICHIGAN AVE	
526	87831640	Yes	7/14/2018	Saturday	2	20	Rear End	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE	
527	87831641	Yes	7/14/2018	Saturday	2	18	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE	
528	87831649	Yes	7/17/2018	Tuesday	2	14	Rear End	Daylight	Dry	0	1	0	N	No	E	-	CR 522	MICHIGAN AVE	
529	87831657	Yes	7/18/2018	Wednesday	2	10	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD	
530	87831678	Yes	7/20/2018	Friday	2	12	Rear End	Daylight	Wet	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE	
531	87831684	Yes	7/20/2018	Friday	2	21	Sideswipe-Same Direction	Dark - Lighted	Dry	0	1	0	N	No	W	-	CR 522	BILL BECK BLVD	
532	87831701	No	7/23/2018	Monday	2	20	-	Dark - Not Lighted	Dry	0	1	0	Y	No	-	-	-	-	
533	87831724	Yes	7/26/2018	Thursday	2	16	Sideswipe-Same Direction	Daylight	Wet	0	0	0	N	No	W	-	CR 522	DYER BLVD	
534	87831738	Yes	7/28/2018	Saturday	2	13	Angle	Daylight	Dry	0	1	0	N	No	S	E	CR 522	BILL BECK BLVD	
535	87831752	Yes	7/31/2018	Tuesday	2	17	Sideswipe-Same Direction	Daylight	Wet	0	0	0	N	No	E	-	CR 522	LIONS CT	
536	87831778	Yes	8/2/2018	Thursday	2	17	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD	
537	87831798	Yes	8/3/2018	Friday	2	15	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522		

542	87832076	No	9/6/2018	Thursday	2	18	-	Daylight	Dry	0	0	0	Y	No	-	-	-	-
543	87832098	Yes	9/6/2018	Thursday	2	17	Angle	Daylight	Dry	0	3	0	N	No	N	W	DYER BLVD	CR 522
544	87832114	Yes	9/11/2018	Tuesday	2	19	Right Turn	Dark - Lighted	Dry	0	0	0	N	No	W	-	MICHIGAN AVE	CR 522
545	87832126	Yes	9/13/2018	Thursday	2	11	Sideswipe	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	BILL BECK BLVD
546	87832156	Yes	9/15/2018	Saturday	2	17	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	MICHIGAN AVE
547	87832159	Yes	9/14/2018	Friday	2	22	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
548	87832179	No	9/18/2018	Tuesday	2	14	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
549	87832184	Yes	9/19/2018	Wednesday	2	18	Angle	Daylight	Wet	0	0	0	N	No	S	E	CR 522	MICHIGAN AVE
550	87832186	No	9/19/2018	Wednesday	2	17	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
551	87832268	Yes	9/29/2018	Saturday	2	20	Rear End	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
552	87832276	Yes	10/1/2018	Monday	2	17	Angle	Daylight	Dry	0	0	0	N	No	N	W	CR 522	BILL BECK BLVD
553	87832284	Yes	10/2/2018	Tuesday	2	19	Sideswipe-Same Direction	Dark - Lighted	Dry	0	0	0	N	No	N	-	DYER BLVD	CR 522
554	87832299	Yes	10/4/2018	Thursday	2	14	Left Turn	Daylight	Dry	0	3	0	N	No	N	-	BILL BECK BLVD	CR 522
555	87832304	Yes	10/6/2018	Saturday	2	22	Sideswipe-Opposing Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD
556	87832315	Yes	10/3/2018	Wednesday	2	11	Left Turn	Daylight	Dry	0	1	0	N	No	E	-	BILL BECK BLVD	CR 522
557	87832346	Yes	10/9/2018	Tuesday	2	12	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
558	87832370	Yes	10/12/2018	Friday	2	14	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD
559	87832399	No	10/15/2018	Monday	2	14	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
560	87832410	Yes	10/12/2018	Friday	2	13	Rear End	Daylight	Dry	0	1	0	N	No	N	-	MICHIGAN AVE	CR 522
561	87832468	Yes	10/22/2018	Monday	2	21	Angle	Dark - Lighted	Dry	0	2	0	N	No	-	-	MICHIGAN AVE	CR 522
562	87832512	Yes	10/28/2018	Sunday	2	19	Rear End	Dark - Lighted	Dry	0	0	0	N	No	S	-	DYER BLVD	CR 522
563	87832530	Yes	10/30/2018	Tuesday	2	7	Angle	Daylight	Dry	0	0	0	N	No	N	-	MICHIGAN AVE	CR 522
564	87832550	Yes	10/31/2018	Wednesday	2	17	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	N	-	MICHIGAN AVE	CR 522
565	87832554	Yes	11/1/2018	Thursday	2	15	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
566	87832561	Yes	11/1/2018	Thursday	2	11	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
567	87832591	No	11/5/2018	Monday	2	13	-	Daylight	Dry	0	1	0	N	No	-	-	-	-
568	87832599	Yes	11/6/2018	Tuesday	2	12	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	FLORA BLVD
569	87832608	Yes	11/6/2018	Tuesday	2	11	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	N	-	LIONS CT	CR 522
570	87832632	Yes	11/12/2018	Monday	2	7	Left Turn	Daylight	Dry	0	0	0	N	No	N	-	FLORA BLVD	CR 522
571	87832656	Yes	11/12/2018	Monday	2	19	Angle	Dark - Lighted	Dry	0	0	0	N	No	N	-	CR 522	BILL BECK BLVD
572	87832670	Yes	11/13/2018	Tuesday	2	13	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	MICHIGAN AVE
573	87832674	Yes	11/14/2018	Wednesday	2	9	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
574	87832678	Yes	11/14/2018	Wednesday	2	15	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	MICHIGAN AVE
575	87832740	Yes	11/26/2018	Monday	2	5	Angle	Dark - Lighted	Dry	0	0	0	N	No	W	-	MICHIGAN AVE	CR 522
576	87832742	Yes	11/24/2018	Saturday	2	12	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD
577	87832766	Yes	11/27/2018	Tuesday	2	14	Angle	Daylight	Dry	0	0	0	N	No	-	-	CR 522	MICHIGAN AVE
578	87832774	Yes	11/28/2018	Wednesday	2	15	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
579	87832806	Yes	11/30/2018	Friday	2	19	Rear End	Dark - Not Lighted	Dry	0	1	0	Y	No	W	-	CR 522	DYER BLVD
580	87832809	No	12/2/2018	Sunday	2	13	-	Daylight	Dry	0	0	0	Y	No	-	-	-	-
581	87832829	No	12/5/2018	Wednesday	2	7	-	Daylight	Dry	0	1	0	N	No	-	-	-	-
582	87832835	No	12/5/2018	Wednesday	2	15	-	Daylight	Dry	0	1	0	N	No	-	-	-	-
583	87832845	Yes	12/6/2018	Thursday	2	10	Rear End	Daylight	Dry	0	0	0	N	No	N	-	MICHIGAN AVE	CR 522
584	87832874	Yes	12/8/2018	Saturday	2	18	Head On	Dark - Not Lighted	Dry	0	4	0	N	No	E	W	CR 522	MICHIGAN AVE
585	87832895	No	12/11/2018	Tuesday	2	19	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
586	87832938	Yes	12/15/2018	Saturday	2	10	Rear End	Daylight	Wet	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
587	87832957	Yes	12/18/2018	Tuesday	2	12	Angle	Daylight	Dry	0	1	0	N	No	E	-	CR 522	DYER BLVD
588	87832973	No	12/19/2018	Wednesday	2	10	-	Daylight	Dry	0	1	0	N	No	-	-	-	-
589	87833022	Yes	12/21/2018	Friday	2	16	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD
590	87833024	Yes	12/22/2018	Saturday	2	17	Rear End	Dusk	Dry	0	0	0	Y	No	E	-	CR 522	DYER BLVD
591	87833053	Yes	12/29/2018	Saturday	2	12	Rear End	Daylight	Dry	0	0	0	N	No	N	-	FLORA BLVD	CR 522
592	87833061	Yes	1/1/2019	Tuesday	2	3	Angle	Dark - Lighted	Dry	0	3	0	N	No	N	E	DYER BLVD	CR 522
593	87833096	No	1/6/2019	Sunday	2	15	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
594	87833126	Yes	1/10/2019	Thursday	2	19	Pedestrian	Dark - Lighted	Dry	0	1	0	N	No	W	-	CR 522	MICHIGAN AVE
595	87833154	Yes	1/14/2019	Monday	2	16	Rear End	Daylight	Dry	0	0	0	N	No	S	-	CR 522	BILL BECK BLVD
596	87833189	Yes	1/19/2019	Saturday	2	9	Rear End	Daylight	Dry	0	2	0	N	No	W	-	CR 522	MICHIGAN AVE
597	87833193	Yes	1/19/2019	Saturday	2	9	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
598	87833200	Yes	1/18/2019	Friday	2	9	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
599	87833218	Yes	1/19/2019	Saturday	2	19	Overtuned	Dark - Lighted	Dry	0	1	1	N	No	W	-	CR 522	FLORA BLVD
600	87833221	Yes	1/18/2019	Friday	2	7	Angle	Daylight	Dry	0	1	0	N	No	S	E	CR 522	BILL BECK BLVD
601	87833223	Yes	1/21/2019	Monday	2	19	Rear End	Dark - Lighted	Dry	0	1	0	N	No	W	-	CR 522	DYER BLVD
602	87833235	Yes	1/23/2019	Wednesday	2	12	Angle	Daylight	Dry	0	0	0	N	No	N	-	MICHIGAN AVE	CR 522
603	87833237	Yes	1/23/2019	Wednesday	2	20	Rear End	Dark - Not Lighted	Dry	0	0	0	Y	No	W	-	CR 522	DYER BLVD
604	87833258	No	1/24/2019	Thursday	2	17	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
605	87833263	Yes	1/27/2019	Sunday	2	19	Rear End	Dark - Lighted	Wet	0	0	0	N	No	S	-	BILL BECK BLVD	CR 522
606	87833288	No	1/28/2019	Monday	2	15	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
607	87833303	No	1/31/2019	Thursday	2	17	-	Dusk	Dry	0	0	0	N	No	-	-	-	-
608	87833353	Yes	2/5/2019	Tuesday	2	12	Rear End	Daylight	Dry	0	1	0	N	No	E	-	CR 522	MICHIGAN AVE
609	87833385	Yes	2/6/2019	Friday	2	18	Overtuned	Dark - Lighted	Dry	0	2	0	N	No	E	-	CR 522	MICHIGAN AVE
610	87833409	Yes	2/13/2019	Wednesday	2	11	Rear End	Daylight	Wet	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
611	87833421	Yes	2/12/2019	Tuesday	2	17	Rear End	Daylight	Wet	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
612	87833435	Yes	2/17/2019	Sunday	2	11	Rear End	Daylight	Dry	0	0	0	N	No	N	-	MICHIGAN AVE	CR 522
613	87833441	Yes	2/16/2019	Saturday	2	17	Rear End	Dusk	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
614	87833445	Yes	2/18/2019	Monday	2	12	Rear End	Daylight	Dry	0	1	0	N	No	N	-	MICHIGAN AVE	CR 522
615	87833463	No	2/19/2019	Tuesday	2	17	-	Dark - Lighted	Dry	0	0	0	N	No	-	-	-	-
616	87833496	Yes	2/22/2019	Friday	2	16	Rear End	Daylight	Dry	0	4	0	Y	No	E	-	BILL BECK BLVD	CR 522
617	87833510	Yes	2/26/2019	Tuesday	2	18	Rear End	Dark - Lighted	Wet	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
618	87833518	Yes	2/26/2019	Tuesday	2	20	Rear End	Dark - Lighted	Wet	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
619	87833569	Yes	3/4/2019	Monday	2	20	Angle	Dark - Lighted	Dry	0	2	0	N	No	E	-	DYER BLVD	CR 522
620	87833598	Yes	3/7/2019	Thursday	2	16	Pedestrian	Daylight	Dry	0	1	0	N	No	N	-	CR 522	MICHIGAN AVE
621	87833627	Yes	3/11/2019	Monday	2	8	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
622	87833647	Yes	3/14/2019	Thursday	2	8	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	N	-	CR 522	FLORA BLVD
623	87833653	Yes	3/14/2019	Thursday	2	16	Rear End	Daylight	Dry	0	1	0	N	No	N	-	LIONS CT	CR 522
624	87833658	Yes	3/16/2019	Saturday	2	11	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	S	-	MICHIGAN AVE	CR 522
625	87833667	Yes	3/15/2019	Friday	2	14	Angle	Daylight	Dry	0	0	0	N	No	S	-	MICHIGAN AVE	CR 522
626	87833695	Yes	3/19/2019	Tuesday	2	17	Rear End	Daylight	Wet	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD
627	87833698	No	3/19/2019	Tuesday	2	15	-	Daylight	Dry	0	0	0	N	No	-	-	Michigan Ave.	Ridge St.
628	87833704	Yes	3/21/2019	Thursday	2	0	Left Turn	Dark - Lighted	Dry	0	1	0	N	No	N	-	CR 522	MICHIGAN AVE
629	87833714	Yes																

633	87833750	Yes	3/25/2019	Monday	2	16	Sideswipe-Same Direction	Daylight	Dry	0	1	0	N	No	E	-	CR 522	MICHIGAN AVE
634	87833753	Yes	3/25/2019	Monday	2	12	Angle	Daylight	Dry	0	0	0	N	No	N	W	MICHIGAN AVE	CR 522
635	87833780	Yes	3/27/2019	Wednesday	2	15	Angle	Daylight	Dry	0	0	0	N	No	-	-	CR 522	MICHIGAN AVE
636	87833815	Yes	4/1/2019	Monday	2	17	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	DYER BLVD
637	87833832	Yes	3/31/2019	Sunday	2	17	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
638	87833841	Yes	4/23/2019	Wednesday	2	10	Angle	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
639	87833843	Yes	4/4/2019	Thursday	2	7	Angle	Daylight	Dry	0	0	0	N	No	W	-	CR 522	MICHIGAN AVE
640	87833848	Yes	4/4/2019	Thursday	2	12	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD
641	87833868	Yes	4/6/2019	Saturday	2	12	Rear End	Daylight	Dry	0	0	0	N	No	N	-	MICHIGAN AVE	CR 522
642	87833874	Yes	4/8/2019	Monday	2	18	Backed Into	Daylight	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD
643	87833883	Yes	4/9/2019	Tuesday	2	16	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	BILL BECK BLVD
644	87833898	Yes	4/11/2019	Thursday	2	10	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
645	87833932	Yes	4/11/2019	Thursday	2	13	Sideswipe-Same Direction	Daylight	Dry	0	1	0	N	No	W	-	BILL BECK BLVD	CR 522
646	87833941	Yes	4/15/2019	Monday	2	15	Left Turn	Daylight	Dry	0	0	0	N	No	N	-	CR 522	BILL BECK BLVD
647	87833943	Yes	4/16/2019	Tuesday	2	9	Rear End	Daylight	Dry	0	1	0	N	No	N	-	MICHIGAN AVE	CR 522
648	87833953	Yes	4/17/2019	Wednesday	2	19	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	DYER BLVD
649	87833956	Yes	4/17/2019	Wednesday	2	16	Angle	Daylight	Dry	0	0	0	N	No	N	-	CR 522	BILL BECK BLVD
650	87833974	no	4/19/2019	Friday	2	15	Rear End	Daylight	Wet	0	0	0	N	No	N	-	SR 91	CR 522
651	87833999	Yes	4/23/2019	Tuesday	2	8	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD
652	87834053	Yes	4/30/2019	Tuesday	2	8	Rear End	Daylight	Dry	0	0	0	N	No	N	-	DYER BLVD	CR 522
653	87834056	Yes	4/30/2019	Tuesday	2	13	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	MICHIGAN AVE
654	87834059	Yes	4/30/2019	Tuesday	2	16	Rear End	Daylight	Dry	0	0	0	N	No	N	-	FLORA BLVD	CR 522
655	87834064	Yes	5/1/2019	Wednesday	2	15	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	MICHIGAN AVE	CR 522
656	87834069	Yes	5/1/2019	Wednesday	2	11	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
657	87834071	Yes	5/2/2019	Thursday	2	10	Rear End	Daylight	Wet	0	1	0	N	No	N	-	MICHIGAN AVE	CR 522
658	87834098	Yes	5/3/2019	Friday	2	18	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
659	87834116	Yes	5/8/2019	Wednesday	2	10	Rear End	Daylight	Dry	0	0	0	N	No	N	-	MICHIGAN AVE	CR 522
660	87834125	Yes	5/9/2019	Thursday	2	14	Angle	Daylight	Dry	0	1	0	N	No	N	E	CR 522	BILL BECK BLVD
661	87834154	Yes	5/10/2019	Friday	2	19	Angle	Dusk	Dry	0	0	0	N	No	W	-	BILL BECK BLVD	CR 522
662	87834157	Yes	5/13/2019	Monday	2	17	Sideswipe-Same Direction	Daylight	Wet	0	0	0	N	No	W	-	CR 522	BILL BECK BLVD
663	87834174	Yes	5/14/2019	Tuesday	2	11	Angle	Daylight	Dry	0	1	0	N	No	-	-	CR 522	MICHIGAN AVE
664	87834185	No	5/16/2019	Thursday	2	17	Angle	Daylight	Dry	0	0	0	N	No	-	-	Michigan Ave.	Ridge St
665	87834263	Yes	5/24/2019	Friday	2	18	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	DYER BLVD
666	87834265	Yes	5/27/2019	Monday	2	19	Sideswipe-Opposing Direction	Dusk	Dry	0	0	0	N	No	E	W	CR 522	LIONS CT
667	87834268	Yes	5/25/2019	Saturday	2	15	Left Turn	Daylight	Dry	0	1	0	Y	No	N	-	CR 522	FLORA BLVD
668	87866732	Yes	3/26/2018	Monday	1	10	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	CENTERVIEW BLVD
669	87866734	Yes	3/27/2018	Tuesday	1	9	Right Turn	Daylight	Dry	0	0	0	Y	No	W	-	ORANGE BLOSSOM TRAIL	CR 522
670	87866755	Yes	3/30/2018	Friday	1	14	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	SR 91
671	87866763	Yes	4/2/2018	Monday	1	16	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE AVE
672	87866814	Yes	4/12/2018	Thursday	1	18	Rear End	Daylight	Dry	0	2	0	N	No	E	-	CR 522	SR 91
673	87866821	Yes	4/16/2018	Monday	1	10	Rear End	Daylight	Dry	0	0	0	Y	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
674	87866823	Yes	4/17/2018	Tuesday	1	21	Sideswipe-Same Direction	Dark - Lighted	Dry	0	0	0	Y	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
675	87866849	Yes	4/24/2018	Tuesday	1	12	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	CENTERVIEW BLVD
676	87866880	Yes	5/4/2018	Friday	1	10	Rear End	Daylight	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
677	87866889	Yes	5/8/2018	Tuesday	1	12	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
678	87866937	Yes	5/25/2018	Friday	1	12	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	SR 91
679	87866948	Yes	5/30/2018	Wednesday	1	12	Rear End	Daylight	Wet	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
680	87866957	Yes	6/1/2018	Friday	2	21	Sideswipe-Same Direction	Dark - Lighted	Dry	0	0	0	Y	No	W	-	CR 522	CENTERVIEW BLVD
681	87866978	Yes	6/11/2018	Monday	2	16	Angle	Daylight	Wet	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
682	87866980	Yes	6/12/2018	Tuesday	2	13	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	OLD DIXIE HIGHWAY
683	87866990	Yes	6/15/2018	Friday	2	13	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	GREENWALD WAY
684	87866994	Yes	6/15/2018	Friday	2	14	Rear End	Daylight	Wet	0	0	0	N	No	W	-	CR 522	SR 91
685	87867026	Yes	6/29/2018	Friday	2	9	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
686	87867044	Yes	7/9/2018	Monday	2	11	Rear End	Daylight	Dry	0	0	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
687	87867061	No	7/13/2018	Friday	2	16	Rear End	Daylight	Dry	0	0	0	Y	No	-	-	-	-
688	87867062	No	7/13/2018	Friday	2	13	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	OLD DIXIE HIGHWAY
689	87867086	No	7/19/2018	Thursday	2	11	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	ORANGE AVE
690	87867097	Yes	7/23/2018	Monday	2	13	Rear End	Daylight	Dry	0	0	0	N	No	S	-	THACKER AVE	CR 522
691	87867157	Yes	8/13/2018	Monday	2	15	Rear End	Daylight	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
692	87867163	Yes	8/14/2018	Tuesday	2	13	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE AVE
693	87867187	Yes	8/22/2018	Wednesday	2	7	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
694	87867218	Yes	8/28/2018	Tuesday	2	15	Sideswipe-Same Direction	Daylight	Wet	0	0	0	N	No	E	-	CR 522	CENTERVIEW BLVD
695	87867220	Yes	8/28/2018	Tuesday	2	18	Rear End	Daylight	Wet	0	0	0	N	No	E	-	CR 522	THACKER AVE
696	87867224	Yes	8/29/2018	Wednesday	2	15	Rear End	Daylight	Wet	0	0	0	N	No	S	-	CENTERVIEW BLVD	CR 522
697	87867257	Yes	9/8/2018	Saturday	2	12	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	OLD DIXIE HIGHWAY
698	87867275	Yes	9/15/2018	Saturday	2	21	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	OLD DIXIE HIGHWAY
699	87867298	Yes	9/20/2018	Thursday	2	15	Rear End	Daylight	Dry	0	0	0	N	No	N	-	GREENWALD WAY	CR 522
700	87867303	Yes	9/24/2018	Monday	2	10	Rear End	Daylight	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
701	87867307	Yes	9/24/2018	Monday	2	10	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	SR 423
702	87867314	Yes	9/25/2018	Tuesday	2	14	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	ORANGE AVE
703	87867351	Yes	10/3/2018	Wednesday	2	10	Backed Into	Daylight	Dry	0	0	0	N	No	E	-	CR 522	SR 91
704	87867367	Yes	10/8/2018	Monday	2	15	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE AVE
705	87867382	Yes	10/11/2018	Thursday	2	15	Sideswipe-Same Direction	Daylight	Wet	0	0	0	N	No	E	-	CR 522	ORANGE AVE
706	87867388	Yes	10/12/2018	Friday	2	16	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	SR 423	CR 522
707	87867440	Yes	10/26/2018	Friday	2	19	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
708	87867448	Yes	11/2/2018	Friday	2	13	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	MICHIGAN AVE
709	87867465	Yes	11/13/2018	Tuesday	2	10	Rear End	Daylight	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
710	87867497	Yes	11/30/2018	Friday	2	14	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
711	87867552	Yes	12/21/2018	Friday	2	17	Rear End	Dusk	Dry	0	0	0	N	No	N	-	TRIATHLON DR	CR 522
712	87867610	Yes	1/12/2019	Saturday	2	22	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
713	87867649	Yes	1/25/2019	Friday	2	22	Rear End	Dark - Lighted	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
714	87867650	Yes	1/25/2019	Friday	2	23	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
715	87867690	no	2/8/2019	Friday	2	7	Backed Into	Daylight	Dry	0	0	0	Y	No	-	-	CR 522	CENTERVIEW BLVD
716	87867705	Yes	2/11/2019	Monday	2	13	Rear End	Daylight	Dry	0	0	0	N	No	N	-	TRIATHLON DR	CR 522
717	87996996	Yes	9/11/2018	Tuesday	2	14	Rear End	Daylight	Dry	0	1	0	N	No	S	-	THACKER AVE	CR 522
718	87997013	Yes	9/21/2018	Friday	2	17	Rear End	Daylight	Dry	0	0	0	Y	No	W			

724	88009127	Yes	10/29/2018	Monday	2	6	Rear End	Daylight	Dry	0	2	0	N	No	S	-	ORANGE AVE	CR 522
725	88012617	Yes	9/26/2018	Wednesday	2	9	Sideways-Same Direction	Daylight	Dry	0	3	0	Y	No	W	-	CR 522	ORANGE AVE
726	88012619	Yes	9/26/2018	Wednesday	2	15	Rear End	Daylight	Dry	0	1	0	N	No	E	-	CR 522	OLD DIXIE HIGHWAY
727	88015056	Yes	10/4/2018	Thursday	2	23	Rear End	Dark - Not Lighted	Dry	0	0	0	N	No	E	-	CR 522	SR 91
728	88015086	Yes	10/26/2018	Friday	2	17	Sideways-Same Direction	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	FLORA BLVD
729	88015089	Yes	10/28/2018	Sunday	2	0	Rear End	Dark - Not Lighted	Dry	0	1	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
730	88016998	No	12/22/2018	Saturday	2	15	-	Daylight	Dry	0	1	0	Y	No	-	-	-	-
731	88016999	Yes	12/22/2018	Saturday	2	17	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	SR 91
732	88017007	Yes	1/2/2019	Wednesday	2	14	Other	Daylight	Dry	0	4	0	N	No	W	-	ORANGE BLOSSOM TRAIL	CR 522
733	88017010	Yes	1/2/2019	Wednesday	2	19	Angle	Dark - Lighted	Dry	0	1	0	N	No	S	W	GREENWALD WAY	CR 522
734	88017071	Yes	12/17/2018	Monday	2	3	Rear End	Dark - Lighted	Dry	0	1	0	N	No	W	-	CR 522	CENTERVIEW BLVD
735	88019548	No	1/3/2019	Thursday	2	17	-	Daylight	Dry	0	0	0	Y	No	-	-	-	-
736	88019549	No	1/4/2019	Friday	2	19	-	Dark - Lighted	Wet	0	0	0	N	No	-	-	-	-
737	88019571	Yes	11/23/2018	Friday	2	11	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
738	88021402	Yes	11/6/2018	Tuesday	2	9	Right Turn	Daylight	Dry	0	1	0	Y	No	E	-	CR 522	SR 91
739	88022781	Yes	10/29/2018	Monday	2	14	Rear End	Daylight	Dry	0	1	1	N	No	E	-	CR 522	ORANGE AVE
740	88022900	Yes	11/5/2018	Monday	2	23	Median Crossover	Dark - Not Lighted	Dry	0	2	2	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
741	88023726	Yes	10/18/2018	Thursday	2	21	Rear End	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	ORANGE AVE
742	88023732	Yes	10/20/2018	Saturday	2	14	Rear End	Daylight	Dry	0	3	0	Y	No	E	-	CR 522	OLD DIXIE HIGHWAY
743	88023736	Yes	10/20/2018	Saturday	2	20	Sideways-Same Direction	Dusk	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE AVE
744	88023777	Yes	11/6/2018	Tuesday	2	14	Rear End	Daylight	Dry	0	0	0	Y	No	N	-	CR 522	SR 423
745	88023778	Yes	11/6/2018	Tuesday	2	16	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
746	88023779	Yes	11/6/2018	Tuesday	2	17	Rear End	Daylight	Dry	0	1	0	Y	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
747	88025462	Yes	12/17/2018	Monday	2	6	Bicycle	Dark - Not Lighted	Dry	0	1	0	Y	No	W	-	CR 522	SR 423
748	88025483	Yes	12/30/2018	Sunday	2	12	Sideways-Same Direction	Daylight	Dry	0	1	0	N	No	W	-	CR 522	ORANGE AVE
749	88027962	Yes	11/14/2018	Wednesday	2	10	Rear End	Daylight	Dry	0	0	0	Y	No	N	-	SR 423	CR 522
750	88027964	Yes	11/15/2018	Thursday	2	8	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
751	88027988	Yes	11/29/2018	Thursday	2	7	Right Turn	Daylight	Dry	0	0	0	N	No	E	-	SR 423	CR 522
752	88029472	Yes	10/25/2018	Thursday	2	11	Sideways-Same Direction	Daylight	Dry	0	2	0	N	No	W	-	CR 522	ORANGE AVE
753	88029839	No	12/2/2018	Friday	2	12	-	Daylight	Wet	0	0	0	N	No	-	-	-	-
754	88037197	Yes	11/17/2018	Monday	2	20	Rear End	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	SR 423
755	88037207	No	11/18/2018	Sunday	2	15	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
756	88037213	Yes	11/23/2018	Friday	2	17	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
757	88037237	Yes	12/4/2018	Tuesday	2	18	Rear End	Dusk	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
758	88038597	Yes	4/16/2019	Tuesday	2	21	Hit Guardrail	Unknown	Unknown	0	0	0	Y	No	S	-	SR 91	CR 522
759	88039147	Yes	12/13/2018	Thursday	2	0	Angle	Dark - Not Lighted	Dry	0	1	0	N	No	S	E	CR 522	OLD DIXIE HIGHWAY
760	88039356	Yes	1/8/2019	Tuesday	2	21	Left Turn	Dark - Lighted	Dry	0	2	0	N	No	E	-	CR 522	SR 91
761	88039371	Yes	1/19/2019	Saturday	2	12	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	ORANGE AVE
762	88039629	Yes	11/13/2018	Tuesday	2	14	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
763	88039651	Yes	11/23/2018	Friday	2	15	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	GREENWALD WAY
764	88039677	Yes	12/18/2018	Tuesday	2	14	Rear End	Daylight	Dry	0	1	0	Y	No	E	-	CR 522	CENTERVIEW BLVD
765	88039693	Yes	1/4/2019	Friday	2	0	Sideways-Same Direction	Dusk	Wet	0	0	0	Y	No	E	-	CR 522	ORANGE AVE
766	88042305	No	12/8/2018	Saturday	2	23	Rear End	Dark - Not Lighted	Dry	0	2	0	Y	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
767	88042310	Yes	12/9/2018	Sunday	2	23	Rear End	Dark - Lighted	Wet	0	0	0	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
768	88042325	Yes	12/15/2018	Saturday	2	21	Rear End	Dark - Lighted	Dry	0	7	0	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
769	88042332	Yes	12/18/2018	Tuesday	2	0	Rear End	Dark - Lighted	Dry	0	2	0	Y	No	W	-	CR 522	CENTERVIEW BLVD
770	88043773	No	1/11/2019	Friday	2	14	-	Daylight	Dry	0	0	0	Y	No	-	-	-	-
771	88043773	No	1/11/2019	Friday	2	14	Left Turn	Daylight	Dry	0	0	0	N	No	W	-	CENTERVIEW BLVD	CR 522
772	88043796	No	1/31/2019	Thursday	2	14	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
773	88044581	Yes	12/18/2018	Tuesday	2	14	Rear End	Daylight	Dry	0	0	0	Y	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
774	88047621	Yes	12/3/2018	Monday	2	8	Rear End	Daylight	Dry	0	2	0	Y	No	E	-	CR 522	ORANGE AVE
775	88048538	Yes	12/15/2018	Saturday	2	16	Sideways-Same Direction	Daylight	Dry	0	0	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
776	88048569	Yes	1/22/2019	Tuesday	2	15	Rear End	Daylight	Dry	0	0	0	N	No	N	-	CR 522	SR 91
777	88048571	Yes	1/23/2019	Wednesday	2	13	Rear End	Daylight	Dry	0	0	0	N	No	S	-	SR 423	CR 522
778	88051599	Yes	12/19/2018	Wednesday	2	14	Rear End	Daylight	Dry	0	1	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
779	88051605	Yes	12/20/2018	Thursday	2	16	Rear End	Daylight	Wet	0	1	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
780	88051621	Yes	12/29/2018	Saturday	2	17	Rear End	Daylight	Dry	0	3	0	N	No	W	-	CR 522	BILL BECK BLVD
781	88051622	Yes	12/29/2018	Saturday	2	18	Rear End	Dark - Not Lighted	Dry	0	2	1	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
782	88051634	No	1/13/2019	Sunday	2	14	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
783	88051634	No	1/13/2019	Sunday	2	14	Right Turn	Daylight	Dry	0	0	0	N	No	N	-	CR 522	CENTERVIEW BLVD
784	88052752	No	3/18/2019	Monday	2	15	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
785	88057640	Yes	12/18/2018	Tuesday	2	7	Rear End	Daylight	Dry	0	1	0	N	No	E	-	CR 522	CENTERVIEW BLVD
786	88057666	Yes	12/31/2018	Monday	2	11	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	THACKER AVE
787	88057668	Yes	1/1/2019	Tuesday	2	7	Angle	Daylight	Dry	0	1	0	N	No	E	-	CR 522	CENTERVIEW BLVD
788	88061589	No	12/28/2018	Friday	2	14	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
789	88061597	No	1/11/2019	Friday	2	18	-	Dusk	Dry	0	0	0	Y	No	-	-	-	-
790	88061603	No	1/22/2019	Tuesday	2	18	-	Dusk	Dry	0	0	0	Y	No	-	-	-	-
791	88061604	No	1/26/2019	Saturday	2	18	-	Dusk	Dry	0	0	0	Y	No	-	-	-	-
792	88061622	No	3/22/2019	Friday	2	14	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
793	88061624	No	3/24/2019	Sunday	2	15	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
794	88061776	Yes	12/24/2018	Monday	2	18	Rear End	Dark - Not Lighted	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
795	88061799	No	1/5/2019	Saturday	2	15	-	Daylight	Dry	0	1	0	N	No	-	-	-	-
796	88061813	Yes	1/12/2019	Saturday	2	18	Rear End	Dusk	Dry	0	0	0	N	No	E	-	CR 522	OLD DIXIE HIGHWAY
797	88061816	Yes	1/18/2019	Friday	2	14	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
798	88063962	Yes	1/23/2019	Wednesday	2	17	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	OLD DIXIE HIGHWAY
799	88063985	Yes	2/5/2019	Tuesday	2	19	Rear End	Dark - Not Lighted	Dry	0	1	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
800	88064129	Yes	12/25/2018	Tuesday	2	3	Hit Sign/Sign Post	Dark - Lighted	Dry	0	2	0	Y	No	E	-	CR 522	OLD DIXIE HIGHWAY
801	88064131	Yes	1/2/2019	Wednesday	2	11	Rear End	Daylight	Dry	0	2	0	Y	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
802	88064177	Yes	2/3/2019	Sunday	2	7	Hit Guardrail	Daylight	Dry	0	1	0	Y	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
803	88064186	Yes	2/9/2019	Saturday	2	6	Rear End	Dark - Lighted	Dry	0	3	0	Y	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
804	88064581	No	1/5/2019	Saturday	2	13	-	Daylight	Dry	0	0	0	Y	No	-	-	-	SR 423
805	88071132	Yes	1/16/2019	Wednesday	2	14	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE AVE
806	88071812	Yes	2/17/2019	Sunday	2	0	Hit Guardrail	Dark - Lighted	Dry	0	0	0	Y	No	W	-	SR 91	CR 522
807	88071821	No	3/29/2019	Friday	2	15	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
808	88071822	No	3/29/2019	Friday	2	16	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
809	88072341	Yes	1/25/2019	Friday	2	23	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
810	88072342	Yes	1/26/2019	Saturday	2	21	Angle	Dark - Lighted	Dry	0	2	0	N	No	W	-		

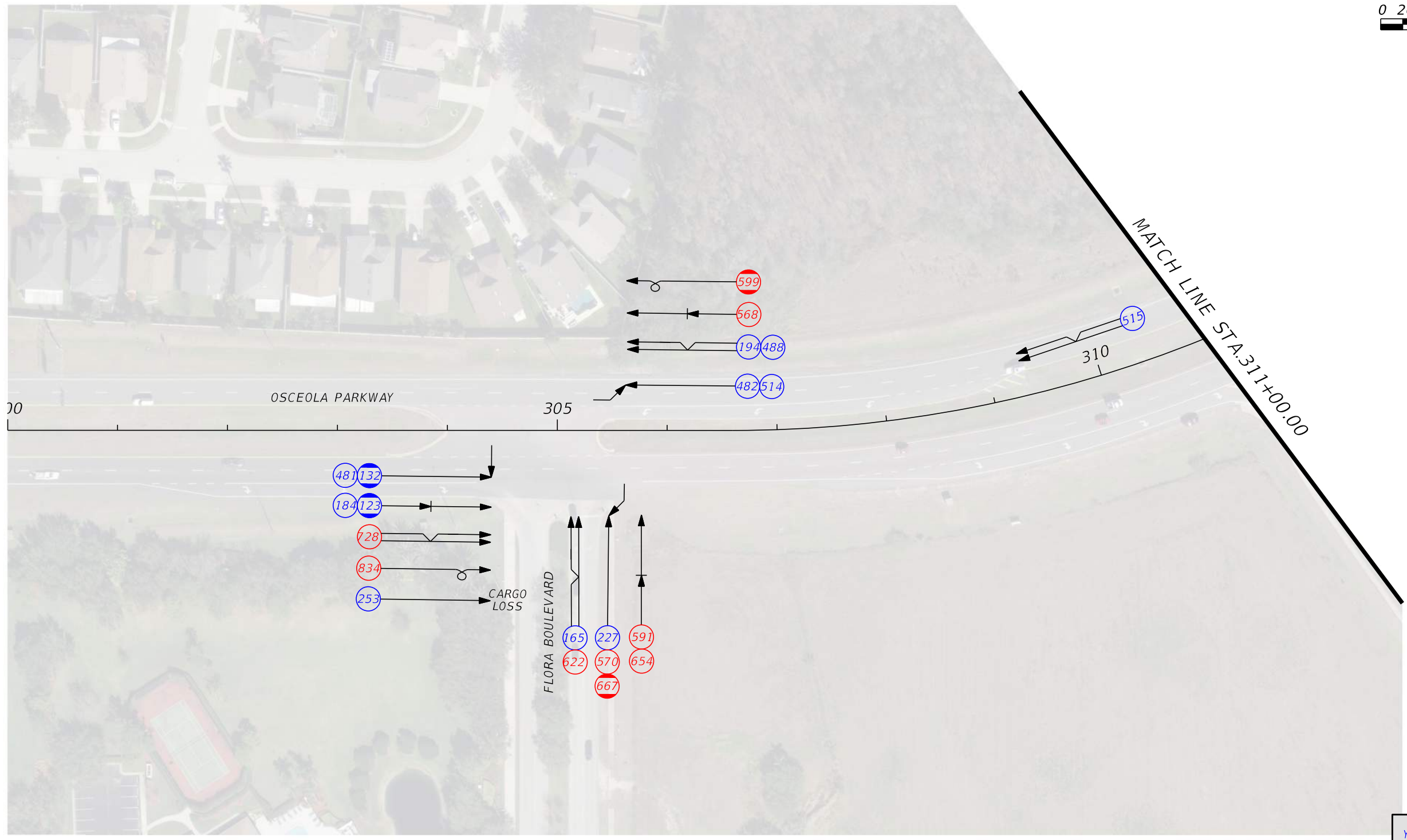
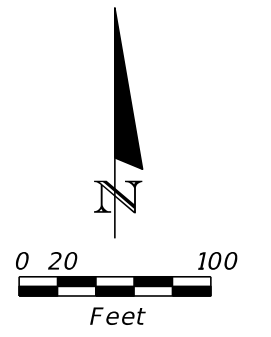
815	88083630	No	1/31/2019	Thursday	2	21	-	Dark - Lighted	Dry	0	0	0	N	No	-	-	-	-
816	88083659	Yes	2/21/2019	Thursday	2	18	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
817	88083661	Yes	2/22/2019	Friday	2	15	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	ORANGE AVE
818	88083662	Yes	2/22/2019	Friday	2	17	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
819	88083669	Yes	2/24/2019	Sunday	2	15	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
820	88087885	Yes	2/28/2019	Thursday	2	20	Left Turn	Dark - Not Lighted	Dry	0	2	0	N	No	W	-	ORANGE BLOSSOM TRAIL	CR 522
821	88087886	Yes	3/1/2019	Friday	2	3	Left Turn	Dark - Not Lighted	Dry	0	0	0	N	No	W	-	CR 522	ORANGE AVE
822	88087893	Yes	3/5/2019	Tuesday	2	4	Pedestrian	Dark - Not Lighted	Dry	0	1	0	N	No	W	-	ORANGE BLOSSOM TRAIL	CR 522
823	88087894	Yes	3/16/2019	Saturday	2	8	Rear End	Daylight	Dry	0	2	0	N	No	W	-	CR 522	CENTERVIEW BLVD
824	88087900	Yes	3/18/2019	Monday	2	8	Right Turn	Daylight	Dry	0	0	0	N	No	S	-	CR 522	ORANGE AVE
825	88093102	Yes	3/21/2019	Thursday	2	20	Rear End	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	THACKER AVE
826	88093103	No	3/23/2019	Saturday	2	14	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
827	88093114	Yes	4/1/2019	Monday	2	22	Sideswipe-Same Direction	Dark - Lighted	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
828	88093123	Yes	4/8/2019	Monday	2	17	Right Turn	Daylight	Dry	0	0	0	N	No	W	-	GREENWALD WAY	CR 522
829	88093940	no	4/18/2019	Thursday	2	10	Angle	Daylight	Dry	0	0	0	N	No	-	-	SR 91	CR 522
830	88097244	Yes	2/20/2019	Wednesday	2	9	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
831	88097259	No	2/26/2019	Tuesday	2	8	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
832	88097266	Yes	3/4/2019	Monday	2	10	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	E	-	CR 522	SR 91
833	88097286	Yes	3/19/2019	Tuesday	2	4	Hit Tree/Shrubbery	Dark - Lighted	Wet	0	1	0	N	No	W	-	CR 522	CENTERVIEW BLVD
834	88100006	Yes	3/21/2019	Thursday	2	12	Overturned	Daylight	Dry	0	1	0	N	No	E	-	CR 522	FLORA BLVD
835	88100028	no	4/15/2019	Monday	2	6	Angle	Dawn	Dry	0	2	0	Y	No	S	W	ORANGE BLOSSOM TRAIL	CR 522
836	88102432	no	3/1/2019	Friday	2	13	Ranoff Road/Into Water	Daylight	Dry	0	1	0	N	No	W	-	CR 522	CENTERVIEW BLVD
837	88102466	Yes	4/3/2019	Wednesday	2	18	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	OLD DIXIE HIGHWAY
838	88102470	Yes	4/4/2019	Thursday	2	19	Rear End	Dusk	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
839	88102471	no	4/4/2019	Thursday	2	20	Backed Into	Dusk	Dry	0	0	0	Y	No	S	-	CR 522	CENTERVIEW BLVD
840	88103858	Yes	4/15/2019	Monday	2	16	Rear End	Daylight	Dry	0	0	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
841	88103864	Yes	4/25/2019	Thursday	2	13	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	GREENWALD WAY
842	88103869	Yes	4/26/2019	Friday	2	20	Rear End	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	GREENWALD WAY
843	88105611	no	4/23/2019	Tuesday	2	17	Rear End	Daylight	Dry	0	0	0	N	No	N	-	SR 91	CR 522
844	88106315	Yes	4/12/2019	Friday	2	15	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	THACKER AVE
845	88106331	Yes	4/20/2019	Saturday	2	14	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	CENTERVIEW BLVD
846	88107319	Yes	3/29/2019	Friday	2	16	Rear End	Daylight	Dry	0	4	0	N	No	W	-	CR 522	ORANGE AVE
847	88110414	Yes	3/21/2019	Thursday	2	12	Left Turn	Daylight	Dry	0	1	0	Y	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
848	88110423	Yes	3/26/2019	Tuesday	2	8	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
849	88110427	Yes	3/30/2019	Saturday	2	9	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	THACKER AVE
850	88110471	No	5/8/2019	Wednesday	2	8	-	Daylight	Dry	0	0	0	Y	No	-	-	Parking Lot	CR 522
851	88119968	Yes	5/1/2019	Wednesday	2	21	Rear End	Dark - Lighted	Wet	0	0	0	N	No	E	-	CR 522	CENTERVIEW BLVD
852	88119976	Yes	5/11/2019	Saturday	2	23	Rear End	Dark - Lighted	Dry	0	0	0	N	No	E	-	CR 522	SR 91
853	88122936	No	4/12/2019	Friday	2	11	-	Daylight	Dry	0	0	0	N	No	-	-	CR 522	Parking Lot
854	88122963	Yes	5/3/2019	Friday	2	6	Sideswipe-Same Direction	Daylight	Dry	0	1	0	N	No	W	-	CR 522	OLD DIXIE HIGHWAY
855	88122975	No	5/16/2019	Thursday	2	7	-	Daylight	Dry	0	0	0	N	No	-	-	John Young Parkway	Parking Lot
856	88126529	Yes	4/28/2019	Sunday	2	14	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	CENTERVIEW BLVD
857	88126530	Yes	4/28/2019	Sunday	2	15	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	CENTERVIEW BLVD
858	88126538	Yes	5/4/2019	Saturday	2	15	Sideswipe-Same Direction	Daylight	Wet	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
859	88126547	Yes	5/11/2019	Saturday	2	17	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	SR 423
860	88129620	Yes	4/20/2019	Saturday	2	16	Hit Sign/Sign Post	Daylight	Dry	0	1	0	Y	No	E	-	CR 522	THACKER AVE
861	88129650	Yes	5/6/2019	Monday	2	14	Left Turn	Daylight	Dry	0	2	0	N	No	E	-	CENTERVIEW BLVD	CR 522
862	88129657	Yes	5/11/2019	Saturday	2	16	Rear End	Daylight	Dry	0	1	0	N	No	W	-	CR 522	ORANGE AVE
863	88129658	Yes	5/11/2019	Saturday	2	20	Rear End	Dark - Lighted	Dry	0	1	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
864	88131734	Yes	5/24/2019	Friday	2	17	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	S	-	SR 91	CR 522
865	88131739	no	5/29/2019	Wednesday	2	21	Sideswipe-Same Direction	Dark - Lighted	Dry	0	0	0	N	No	-	-	SR 91	CR 522
866	88132247	Yes	5/19/2019	Sunday	2	17	Overturned	Daylight	Dry	0	0	0	N	No	N	-	CENTERVIEW BLVD	CR 522
867	88133257	Yes	5/4/2019	Saturday	2	7	Angle	Saturn	Dry	0	2	1	N	No	W	-	CR 522	ORANGE AVE
868	88133264	No	5/13/2019	Monday	2	8	Other	Daylight	Dry	0	0	0	N	No	S	-	GREENWALD WAY	CR 522
869	88133269	No	5/20/2019	Monday	2	7	Rear End	Daylight	Dry	0	0	0	N	No	N	-	SR 423	CR 522
870	88133270	No	5/20/2019	Monday	2	8	Rear End	Daylight	Dry	0	0	0	N	No	N	-	John Young Parkway	CR 522
871	88133742	Yes	5/13/2019	Monday	2	10	Rear End	Daylight	Dry	0	2	0	N	No	W	-	CR 522	OLD DIXIE HIGHWAY
872	88148769	Yes	5/26/2019	Sunday	2	16	Rear End	Daylight	Dry	0	1	0	Y	No	N	-	TRIATHLON DR	CR 522
873	89086903	Yes	2/15/2019	Friday	2	21	Rear End	Dark - Not Lighted	Dry	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
874	89086934	Yes	2/21/2019	Thursday	2	15	Rear End	Daylight	Dry	0	0	0	Y	No	W	-	CR 522	CENTERVIEW BLVD
875	89086946	Yes	2/23/2019	Saturday	2	7	Rear End	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
876	89086953	Yes	2/24/2019	Sunday	2	18	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	SR 91
877	89086956	Yes	2/25/2019	Monday	2	12	Rear End	Daylight	Dry	0	0	0	N	No	S	-	GREENWALD WAY	CR 522
878	89086986	Yes	3/5/2019	Tuesday	2	9	Rear End	Daylight	Wet	0	0	0	N	No	S	-	ORANGE BLOSSOM TRAIL	CR 522
879	89087006	Yes	3/9/2019	Saturday	2	15	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
880	89087022	No	3/12/2019	Tuesday	2	13	-	Daylight	Dry	0	0	0	N	No	-	-	-	-
881	89087033	Yes	3/14/2019	Thursday	2	19	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
882	89087041	Yes	3/13/2019	Wednesday	2	15	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	Orange Blossom Trail
883	89087085	Yes	3/27/2019	Wednesday	2	9	Left Turn	Daylight	Dry	0	0	0	N	No	N	-	ORANGE BLOSSOM TRAIL	CR 522
884	89087096	Yes	3/28/2019	Thursday	2	14	Other	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	ORANGE AVE
885	89087136	Yes	4/7/2019	Sunday	2	11	Other	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE AVE
886	89087163	Yes	4/13/2019	Saturday	2	14	Rear End	Daylight	Dry	0	0	0	N	No	E	-	CR 522	ORANGE BLOSSOM TRAIL
887	89087176	Yes	4/16/2019	Tuesday	2	12	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	ORANGE BLOSSOM TRAIL
888	89087182	Yes	4/4/2019	Thursday	2	18	Sideswipe-Same Direction	Daylight	Dry	0	0	0	N	No	W	-	CR 522	CR 522
889	89087211	Yes	4/24/2019	Wednesday	2	11	Rear End	Daylight	Dry	0	0	0	N	No	N	-	John Young Parkway	CR 522
890	89087225	Yes	4/29/2019	Monday	2	17	Rear End	Daylight	Dry	0	3	0	Y	No	E	-	CR 522	CENTERVIEW BLVD
891	89087307	Yes	5/20/2019	Monday	2	8	Sideswipe-Same Direction	Daylight	Dry	0	0	0	Y	No	E	-	CR 522	SR 91
892	89087327	no	5/24/2019	Friday	2	12	Rear End	Daylight	Dry	0	0	0	N	No	W	-	CR 522	CENTERVIEW BLVD
893	878XXXX	No	-	-	2	12	-	N	Front to Rear	-	-	0	N	Yes	-	-	-	CR 522
894	881XXXX	No	-	-	2	-	-	-	-	-	-	-	N	Yes	-	-	-	-



APPENDIX F
Bicycle and Pedestrian Crash Reports

LEGEND:

← VEHICLE PATH	← ← REAR-END COLLISION	☁ TREE
← ← BACKING VEHICLE	← ← HEAD-ON COLLISION	→ OTHER
← ← PEDESTRIAN PATH	← ← SIDESWIPE	→ ANGLE
□ FIXED OBJECT	← ← OUT OF CONTROL	→ ANIMAL
● FATALITY	← ← OVERTURNED VEHICLE	→ RIGHT-TURN COLLISION
⊕ INJURY	← ← LEFT-TURN COLLISION	→ BICYCLE

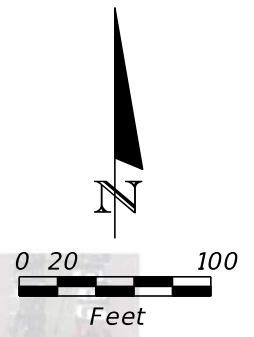


Year 1 ← ⊕

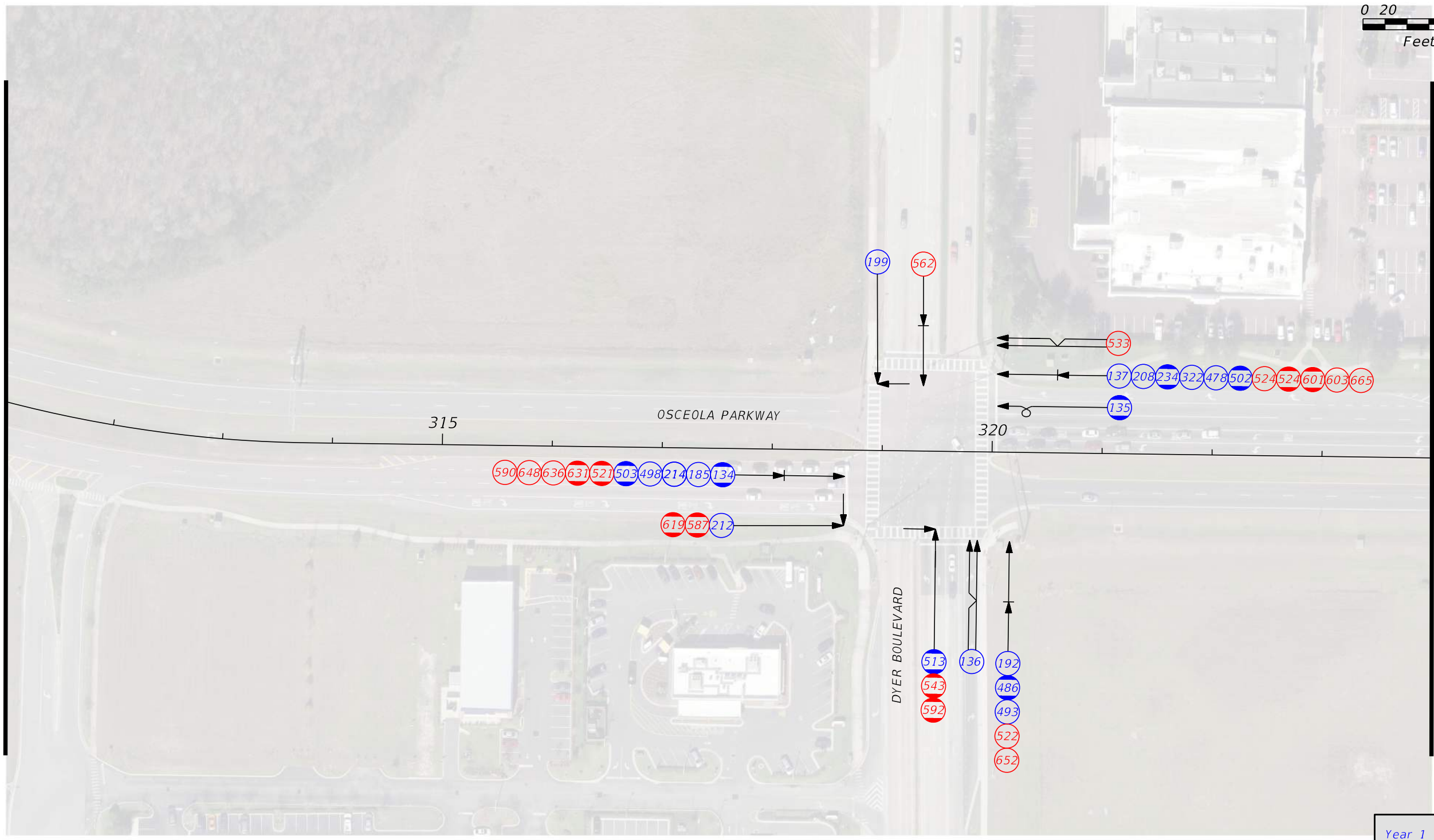
Year 2 ← ⊕

LEGEND:

← VEHICLE PATH	← REAR-END COLLISION	☁ TREE
↔ BACKING VEHICLE	↔ HEAD-ON COLLISION	↑ OTHER
↔ PEDESTRIAN PATH	↔ SIDESWIPE	↔ ANGLE
□ FIXED OBJECT	↔ OUT OF CONTROL	↔ ANIMAL
● FATALITY	↔ OVERTURNED VEHICLE	↔ RIGHT-TURN COLLISION
⊕ INJURY	↔ LEFT-TURN COLLISION	↔ BICYCLE



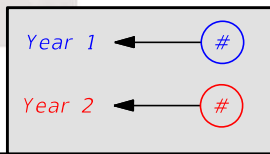
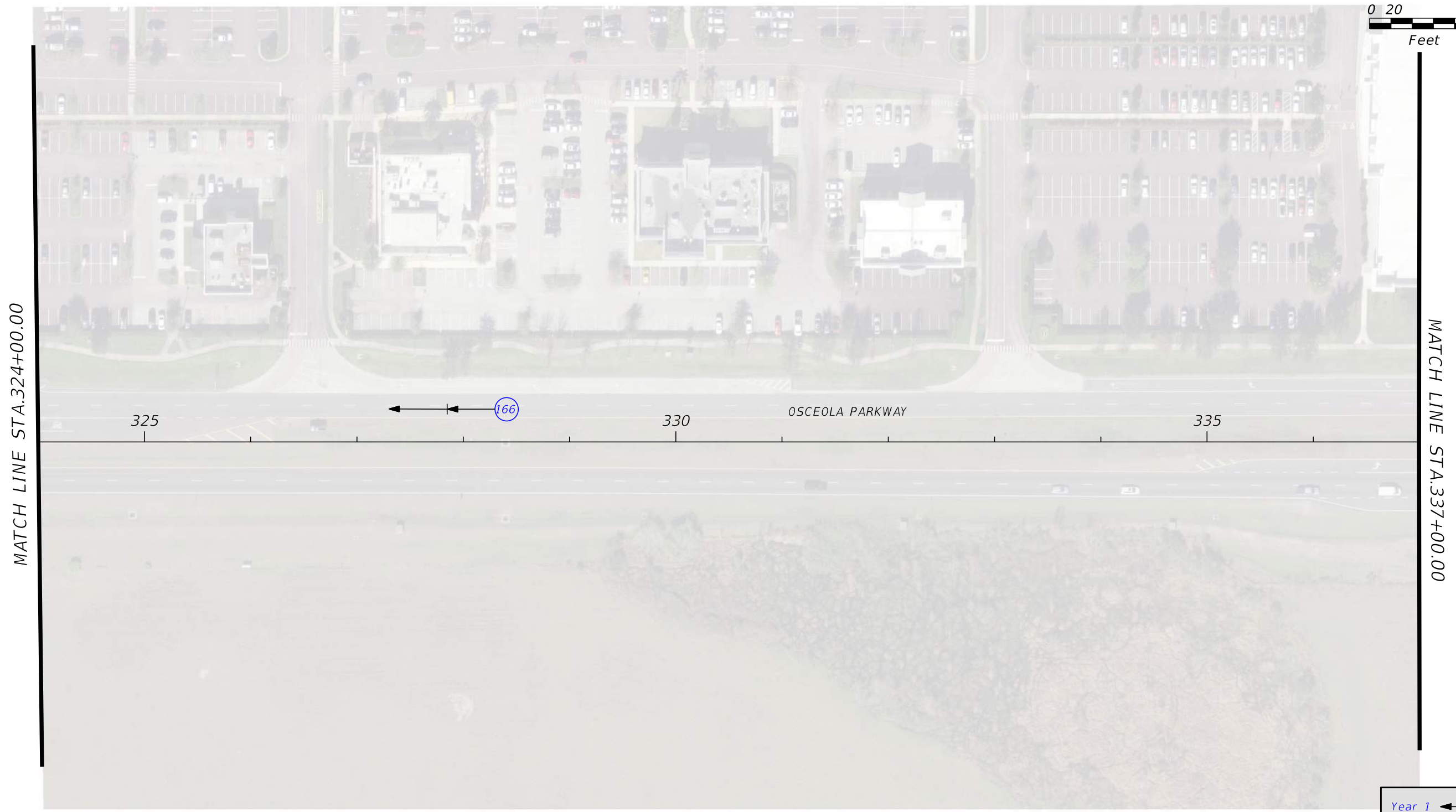
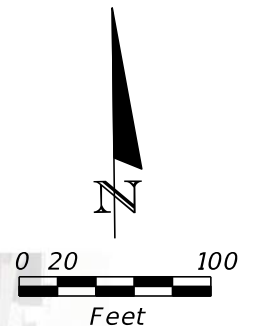
MATCH LINE STA. 311+00.00



Year 1	←	⊕
Year 2	←	⊕

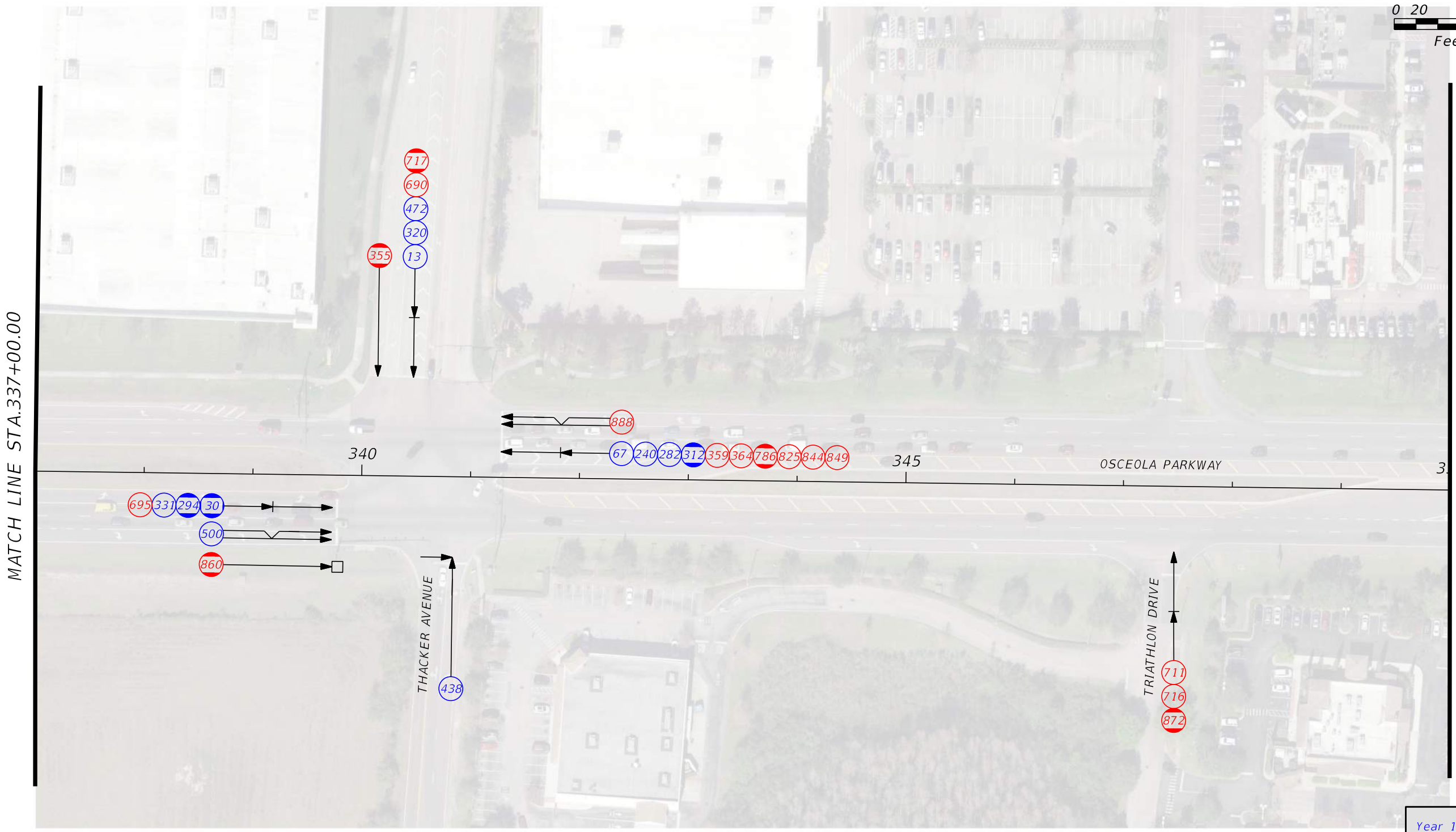
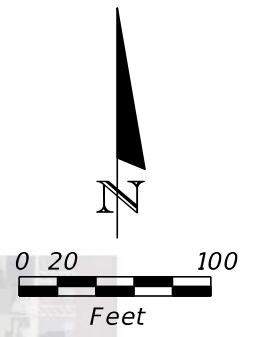
LEGEND:

← VEHICLE PATH	←→ REAR-END COLLISION	☁ TREE
↔ BACKING VEHICLE	↔ HEAD-ON COLLISION	↑ OTHER
↔ PEDESTRIAN PATH	↔ SIDESWIPE	↔ ANGLE
□ FIXED OBJECT	↔ OUT OF CONTROL	↔ ANIMAL
● FATALITY	↔ OVERTURNED VEHICLE	↔ RIGHT-TURN COLLISION
⊕ INJURY	↔ LEFT-TURN COLLISION	↔ BICYCLE



LEGEND:

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● FATALITY	↘ OVERTURNED VEHICLE	↘ RIGHT-TURN COLLISION
⊕ INJURY	↘ LEFT-TURN COLLISION	🚲 BICYCLE

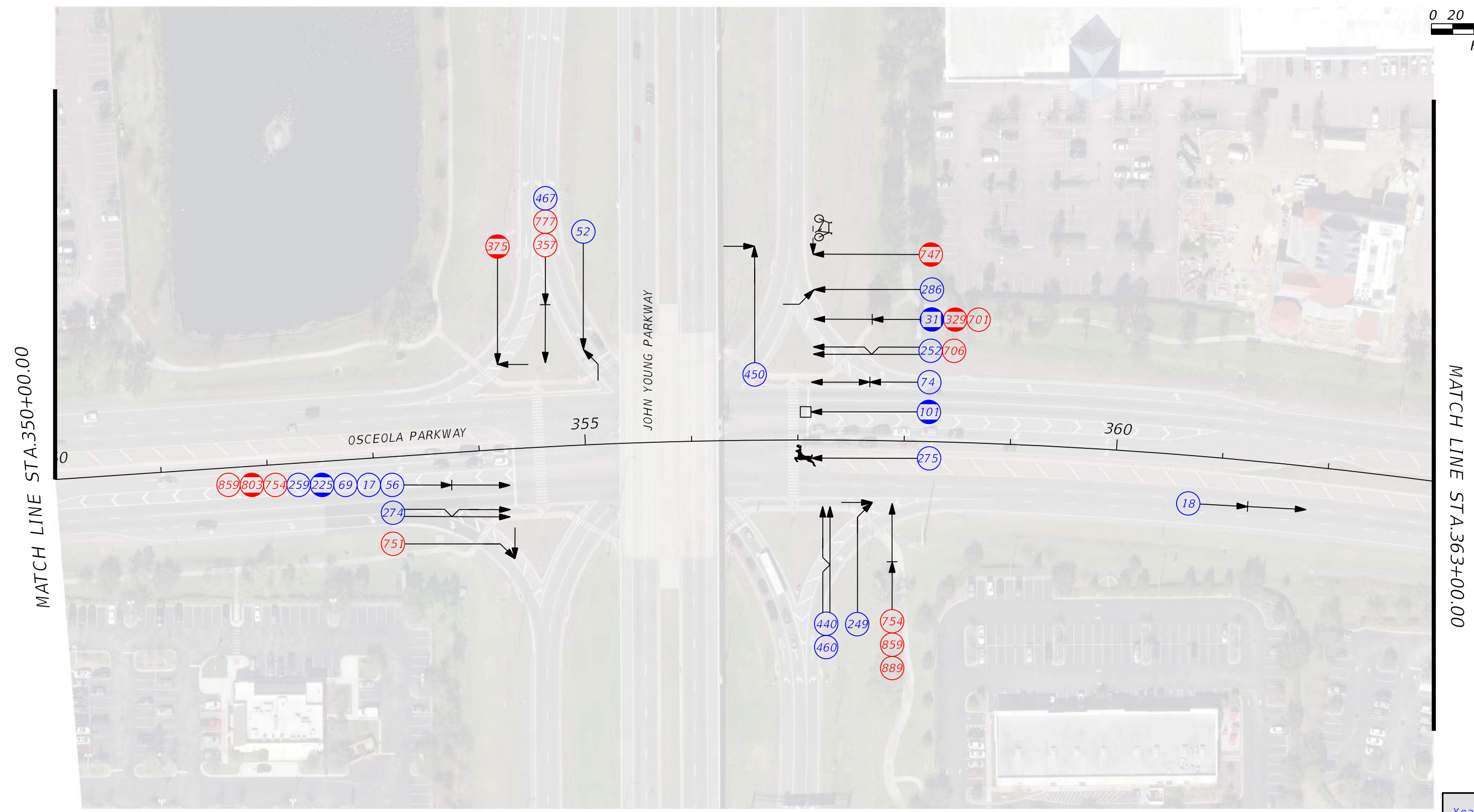
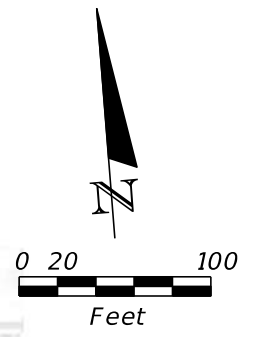


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LEGEND:

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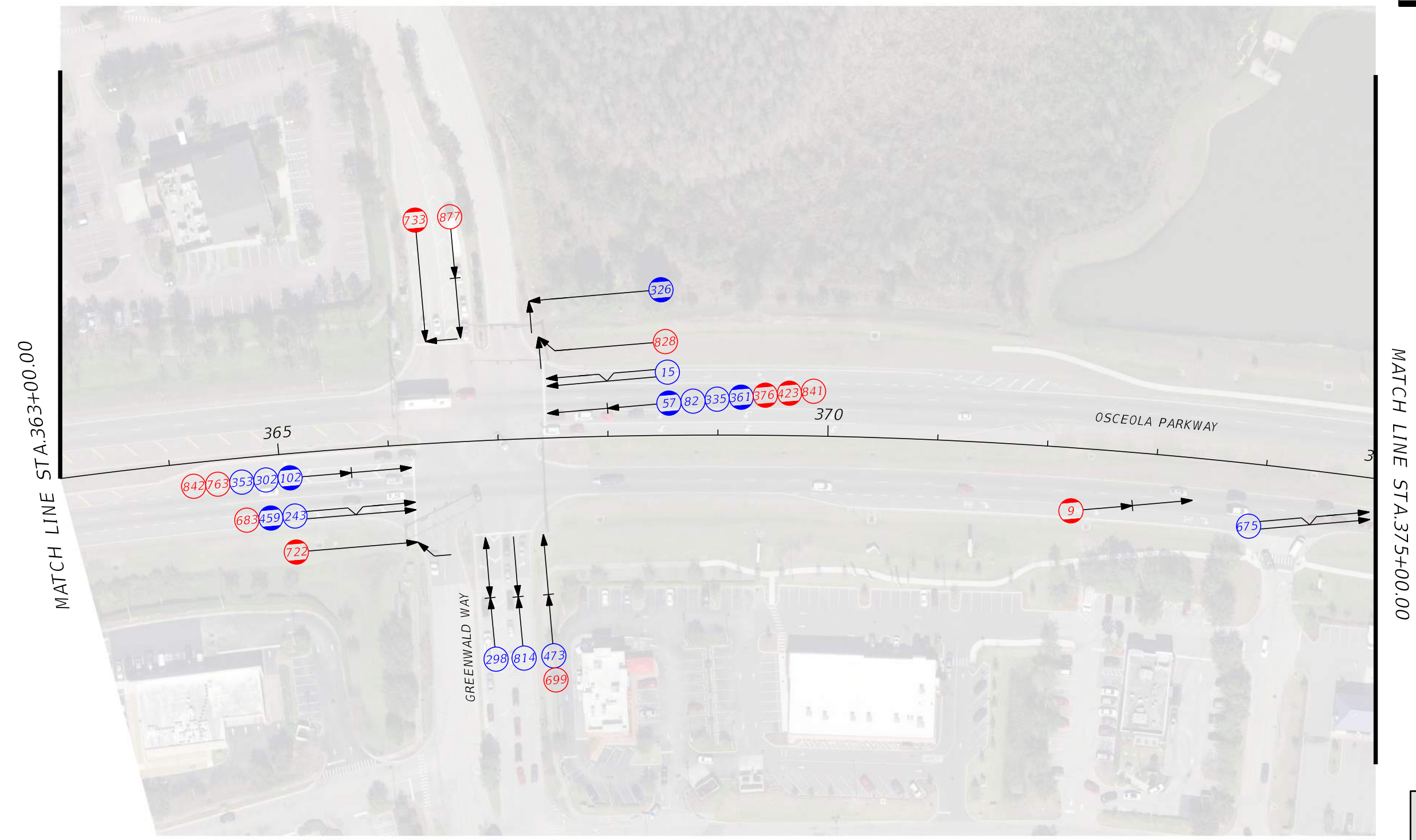
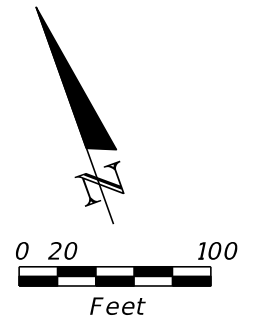


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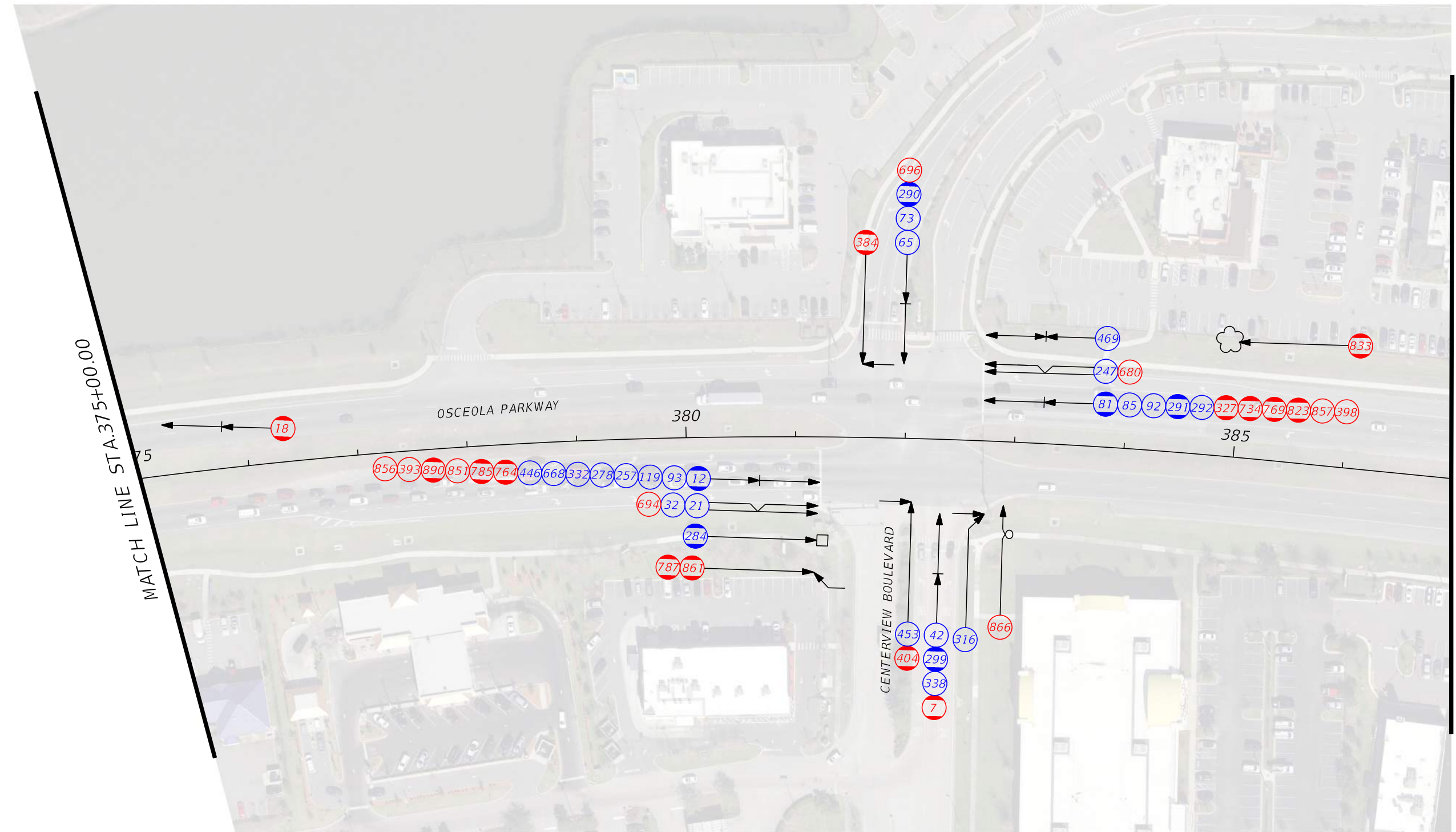
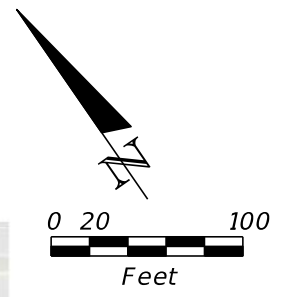


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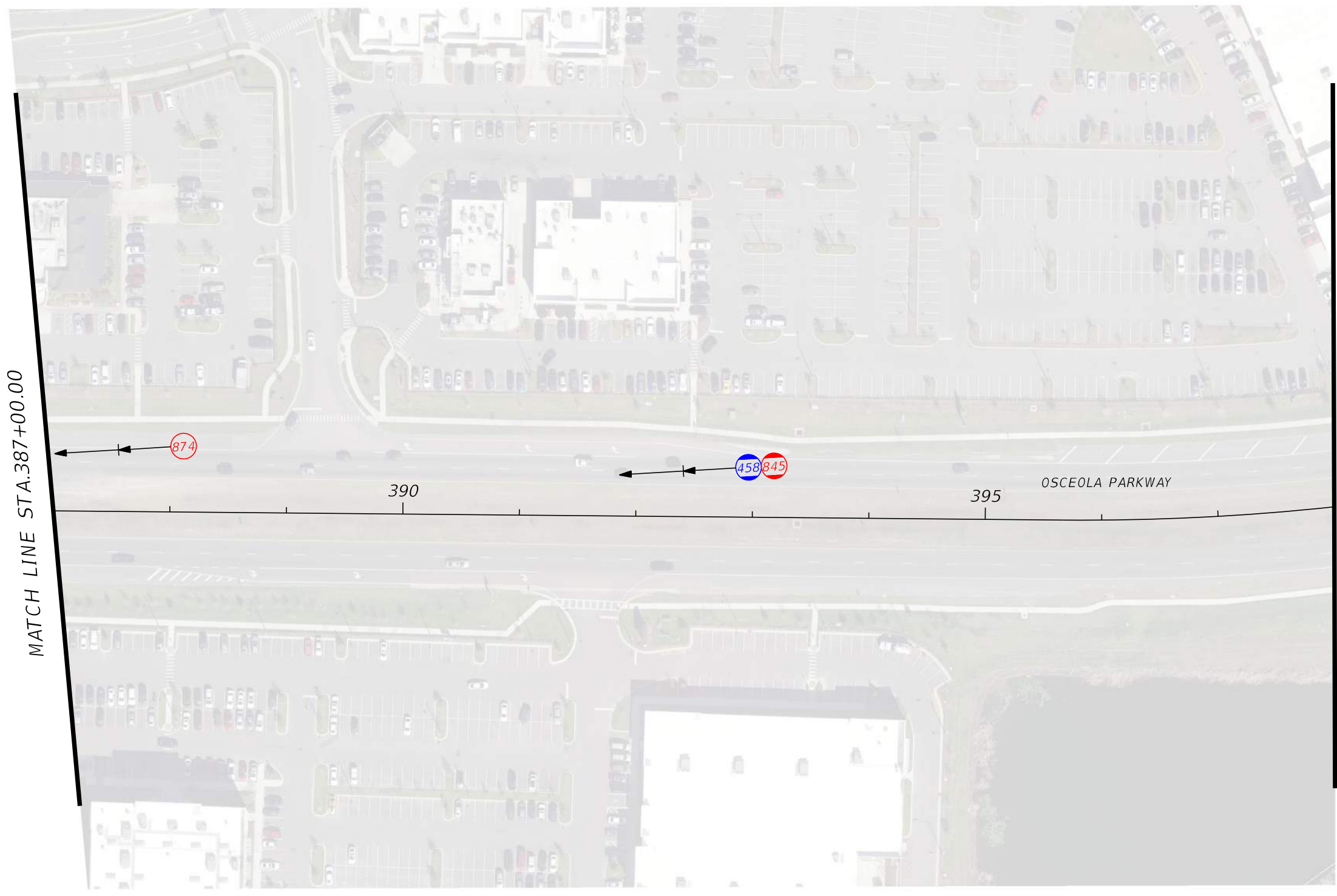
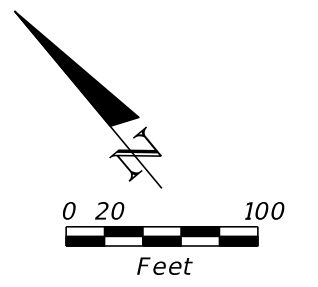


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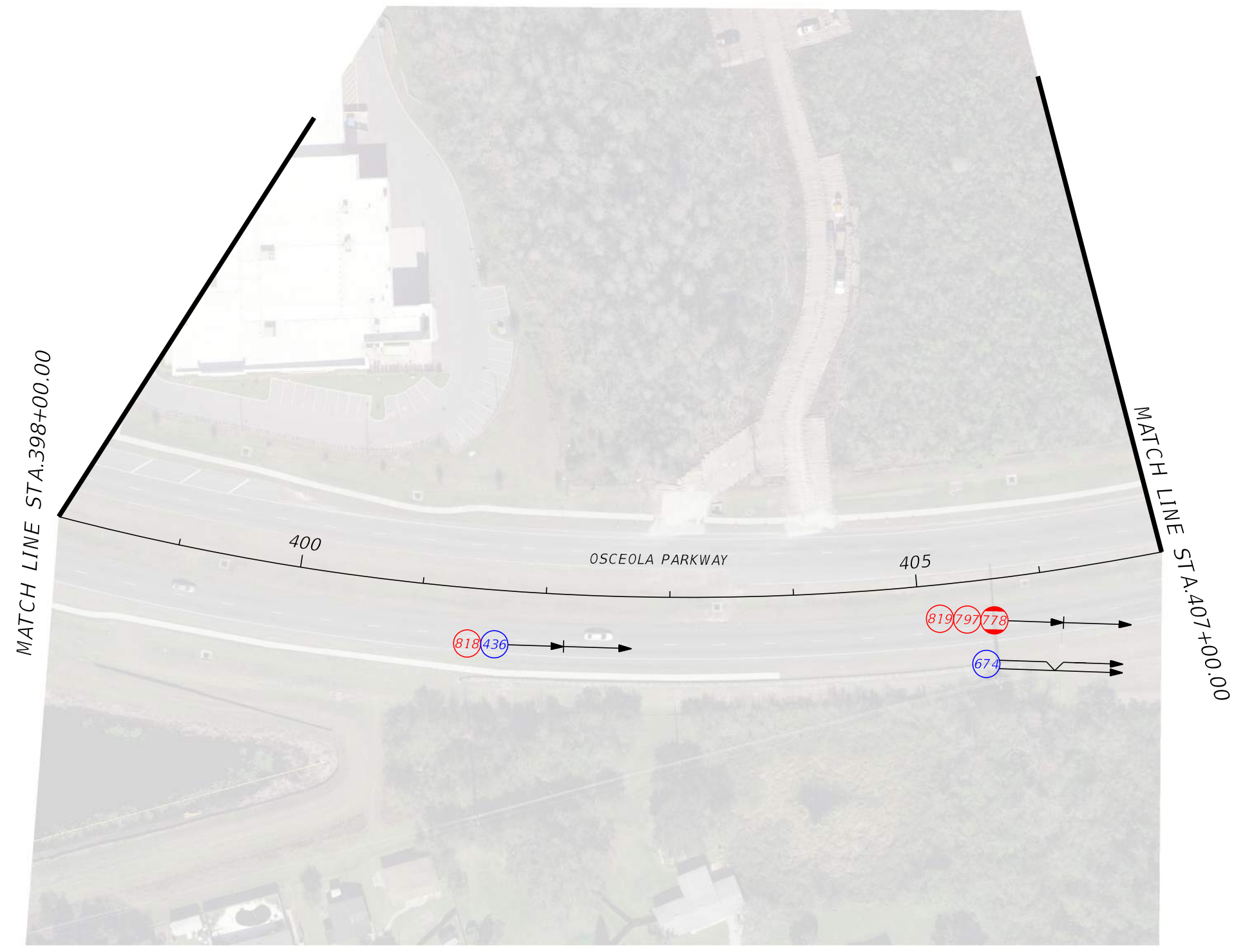
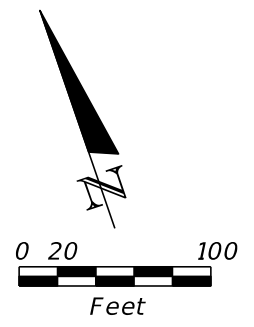
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Year 2	←	⊕

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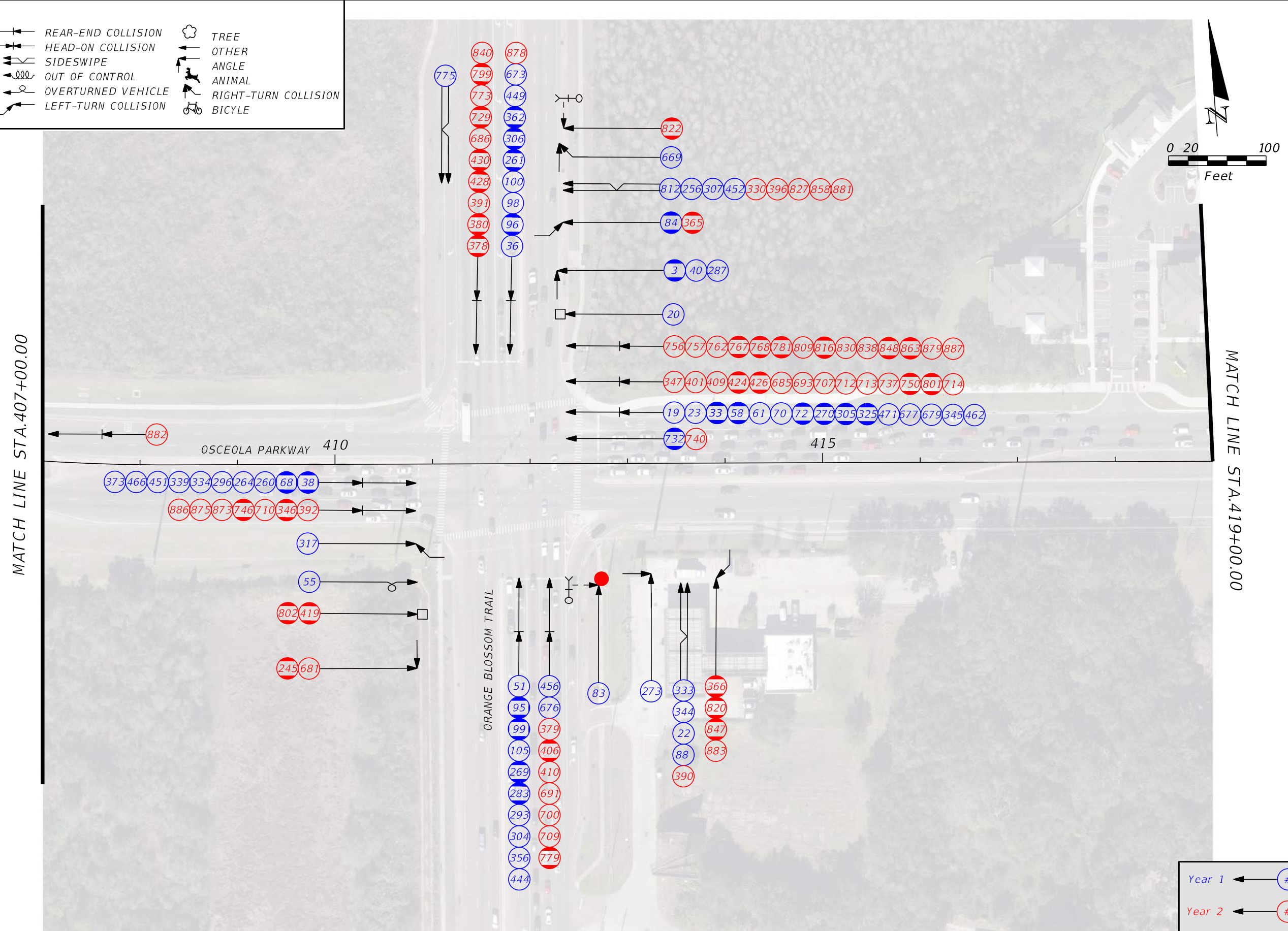
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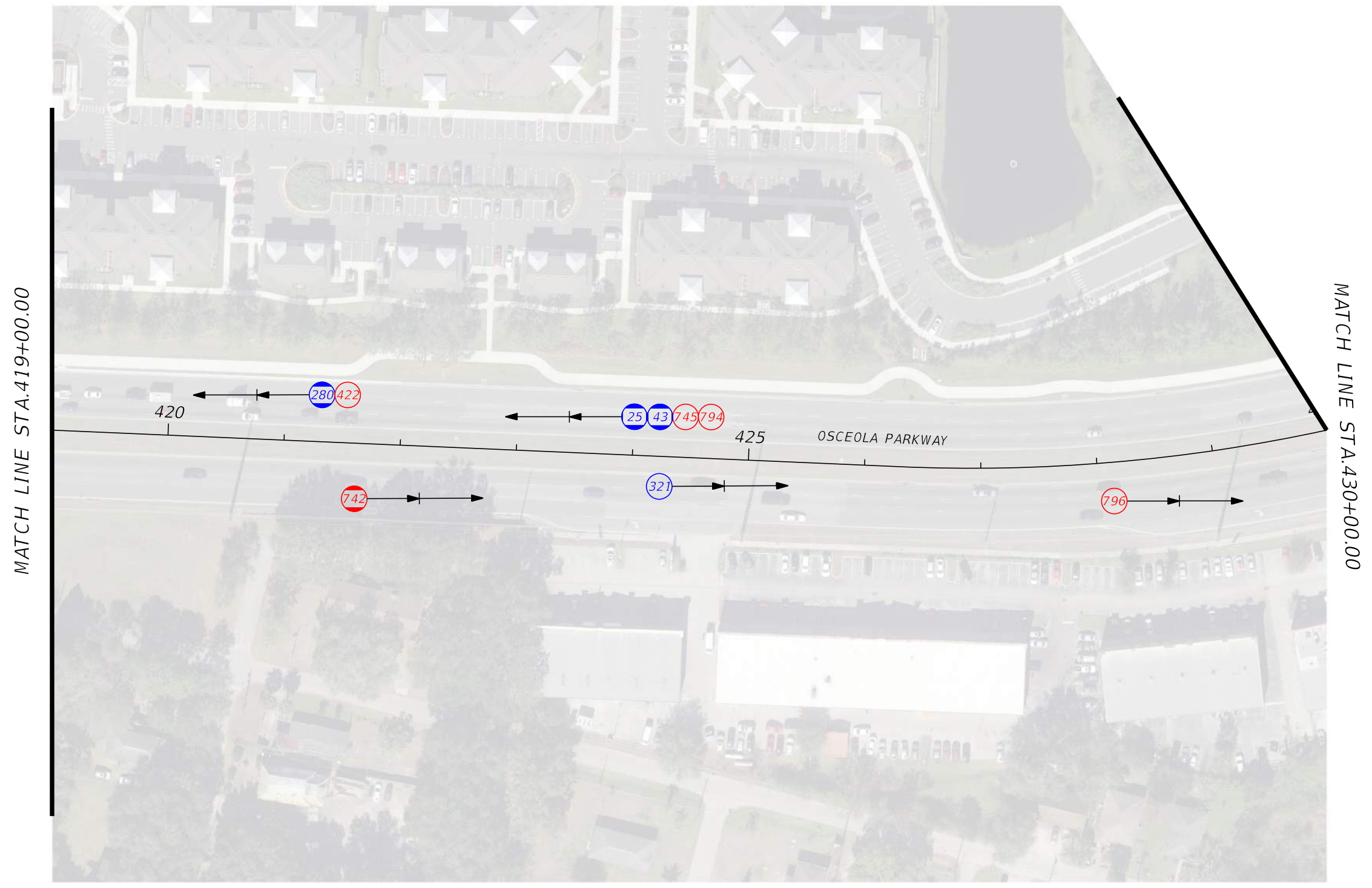
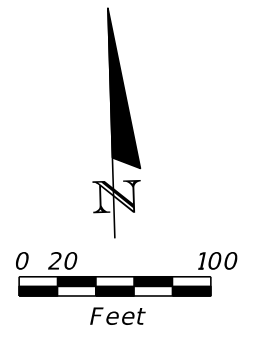
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Year 1 ← (blue circle with #)
 Year 2 ← (red circle with #)

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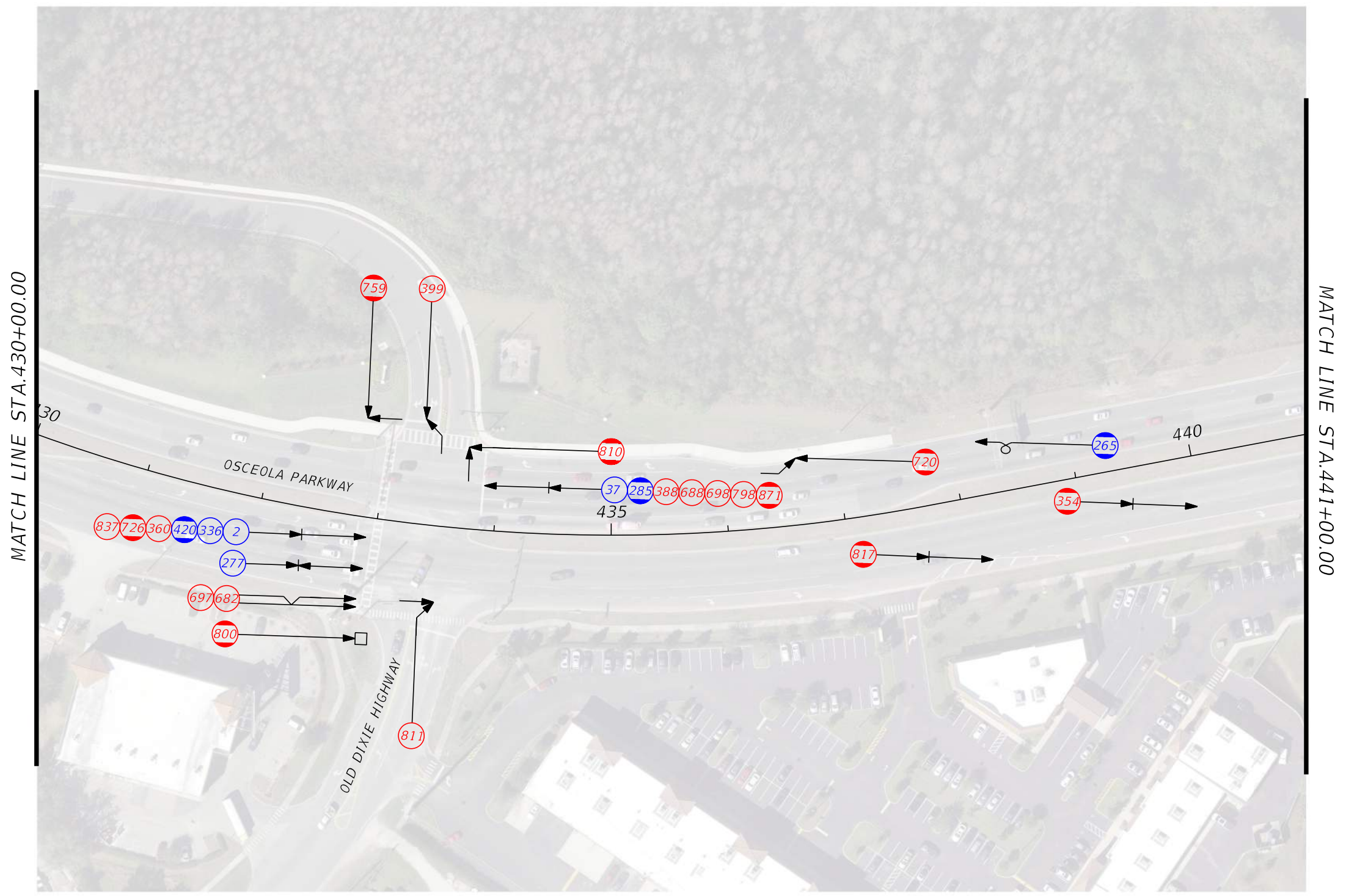
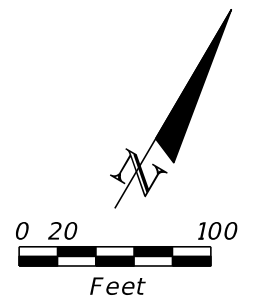


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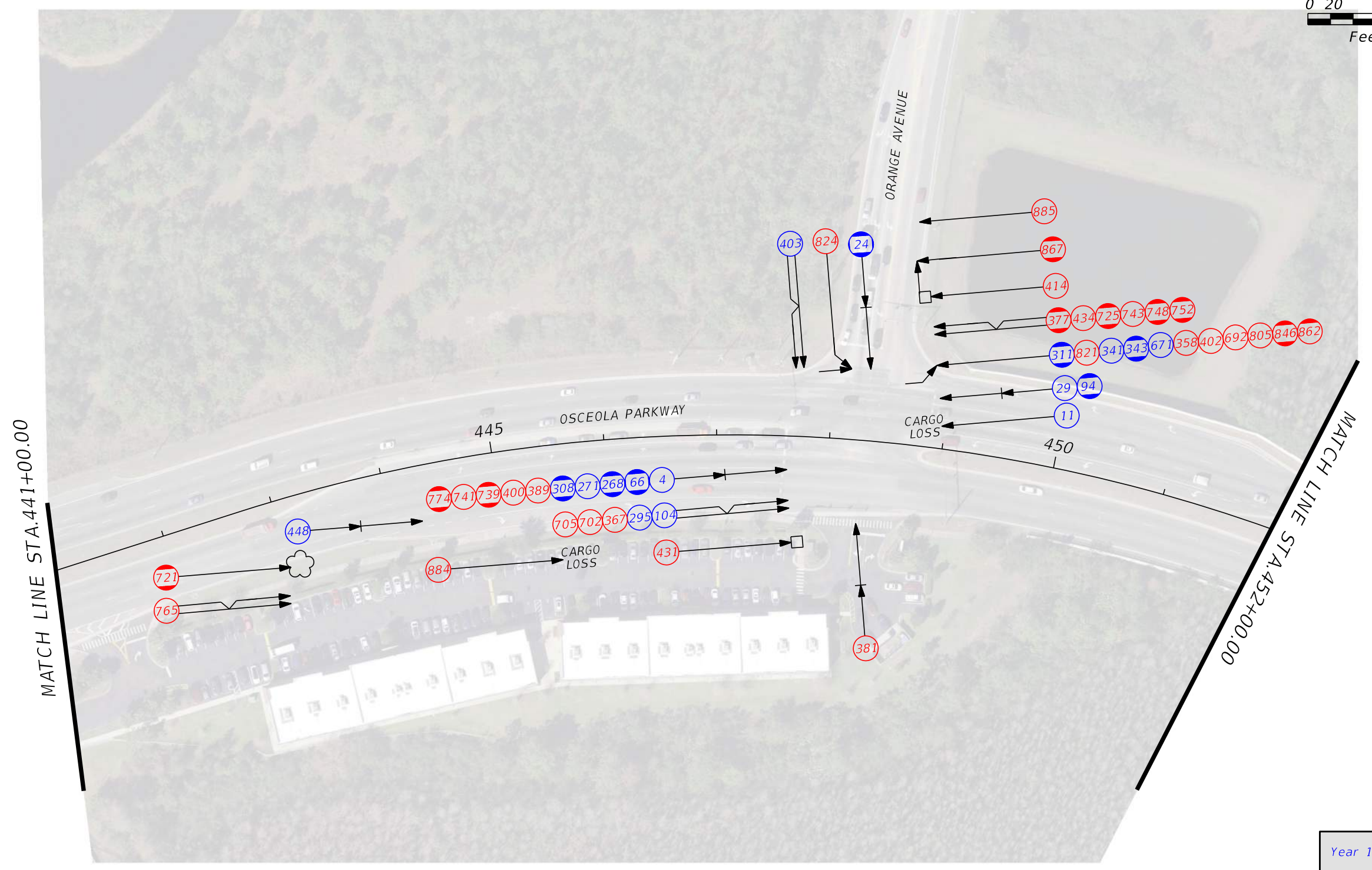
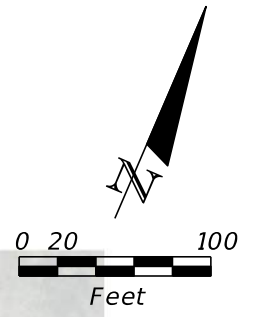


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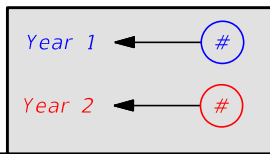
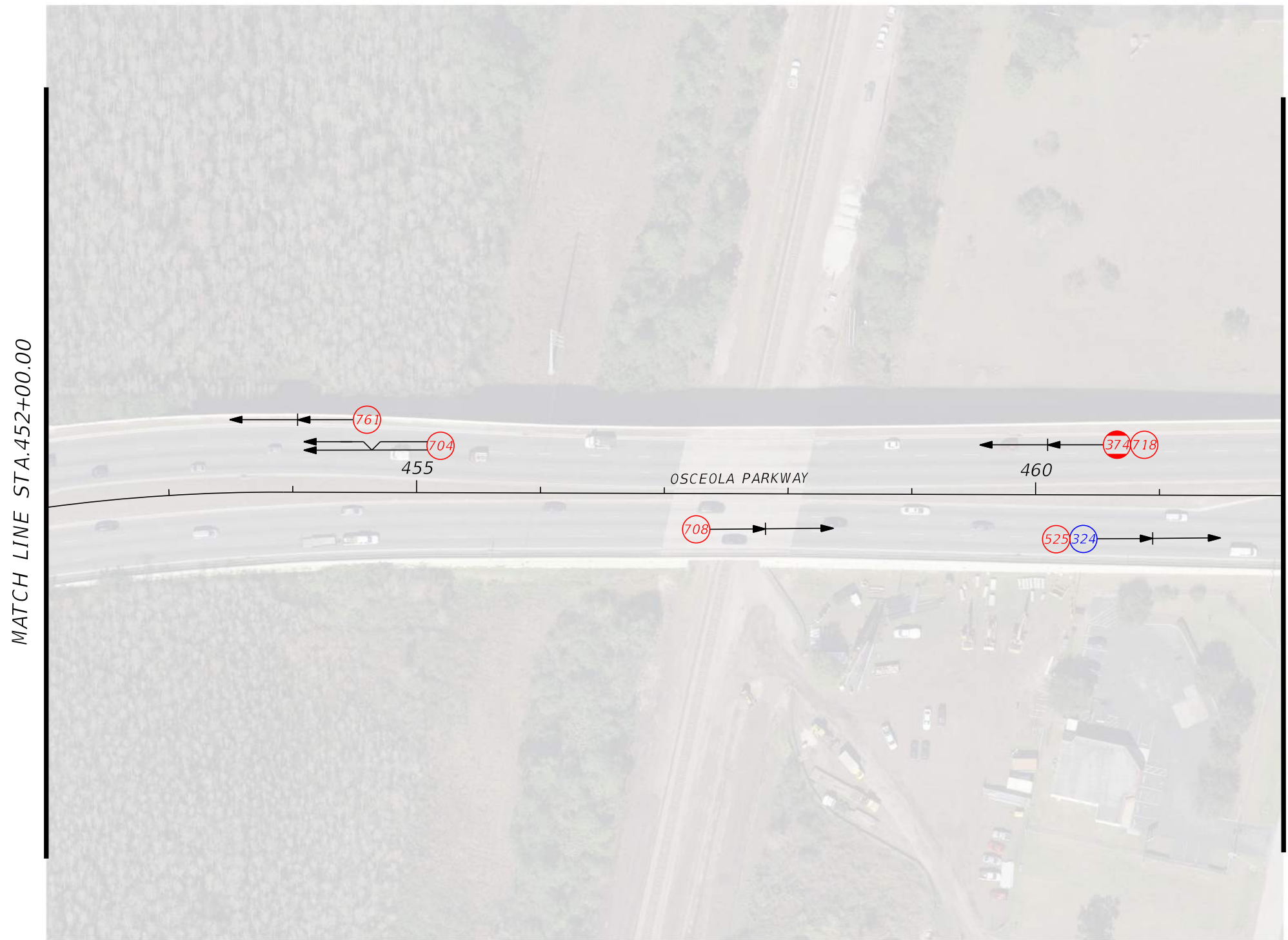
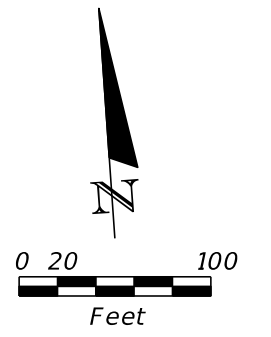
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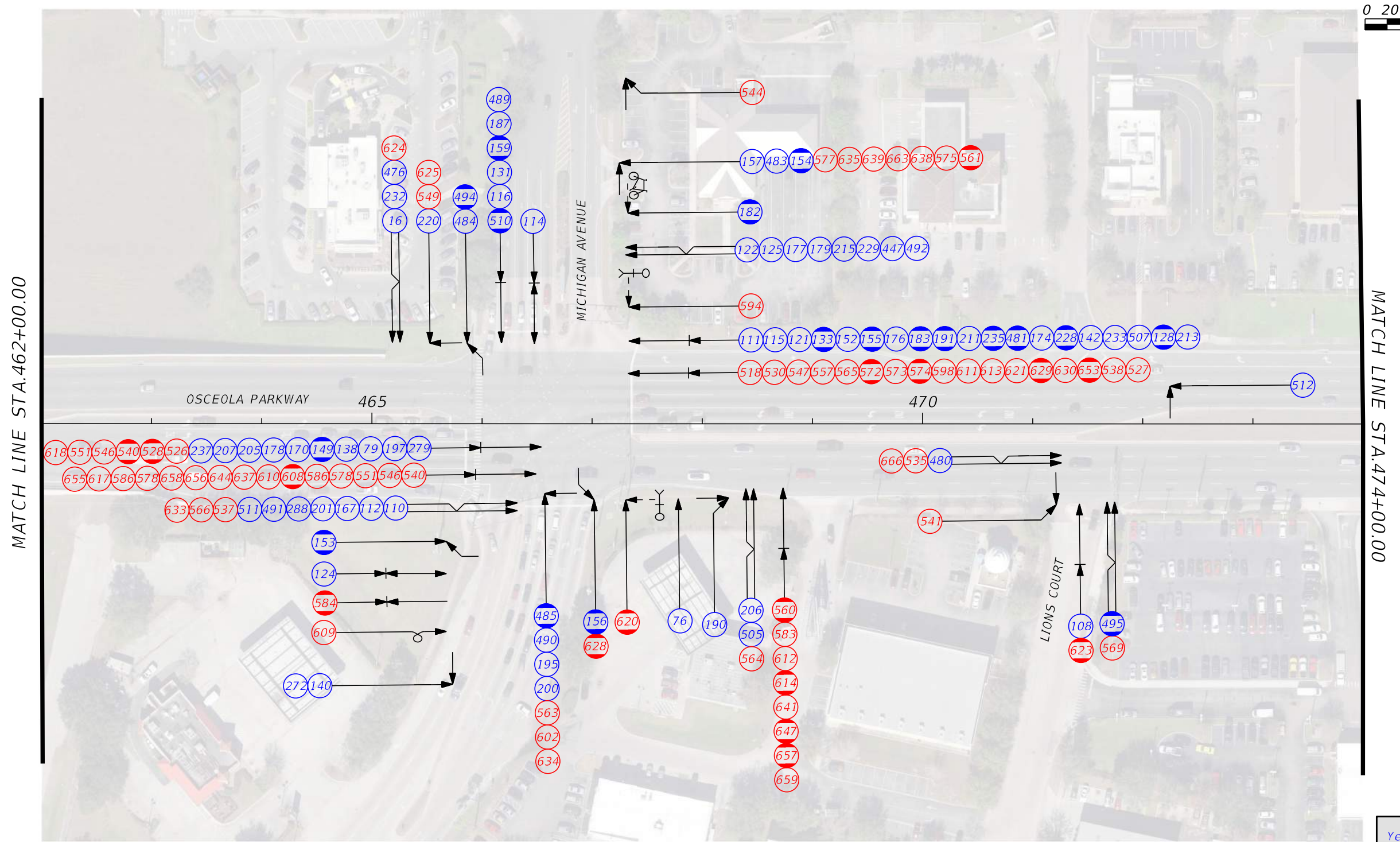
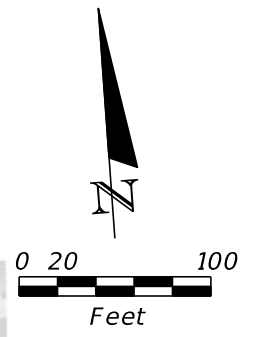
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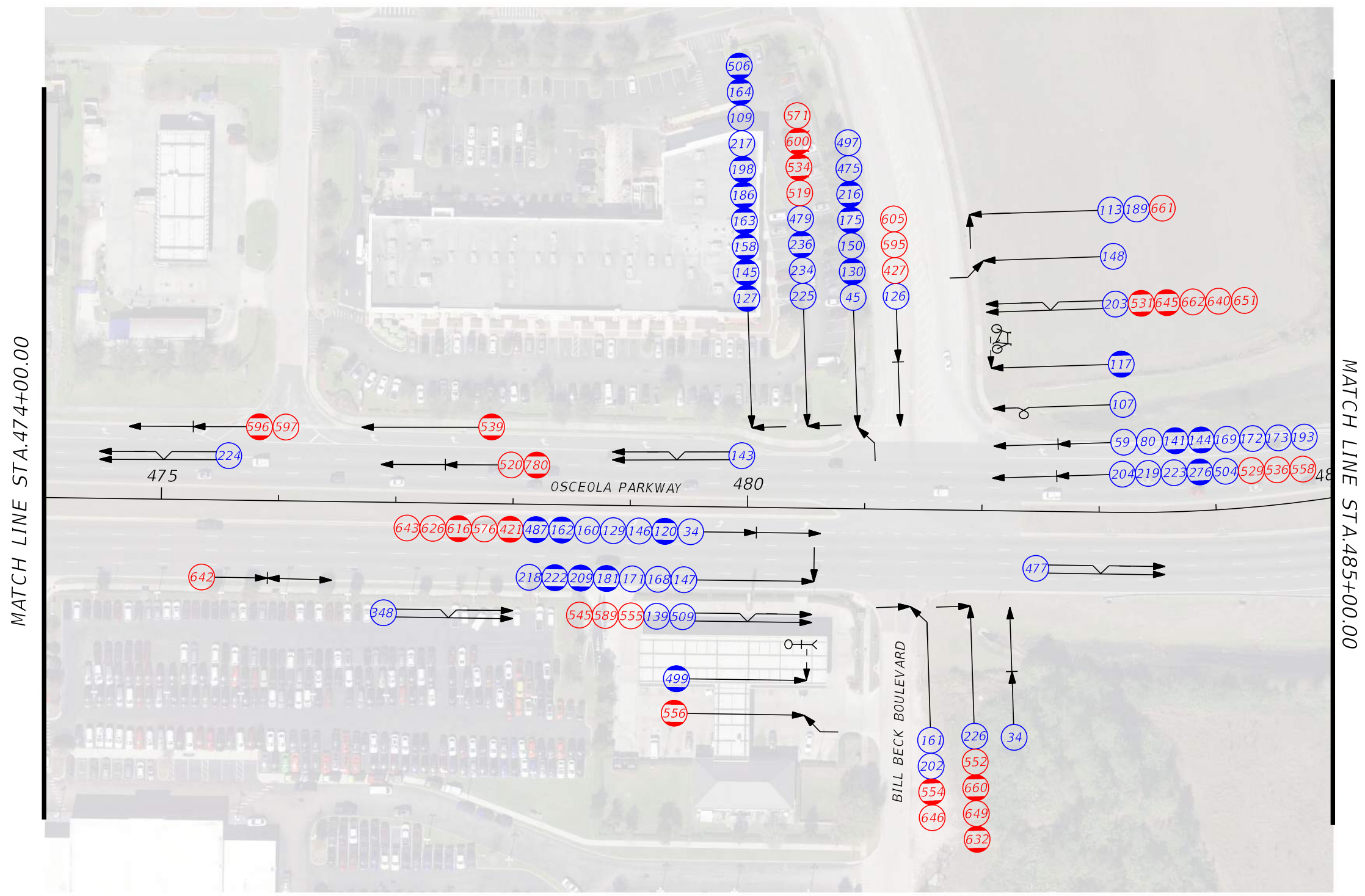
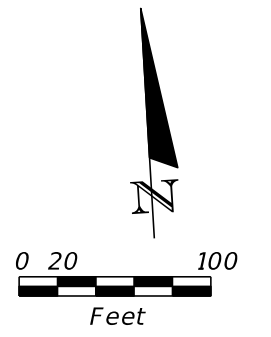


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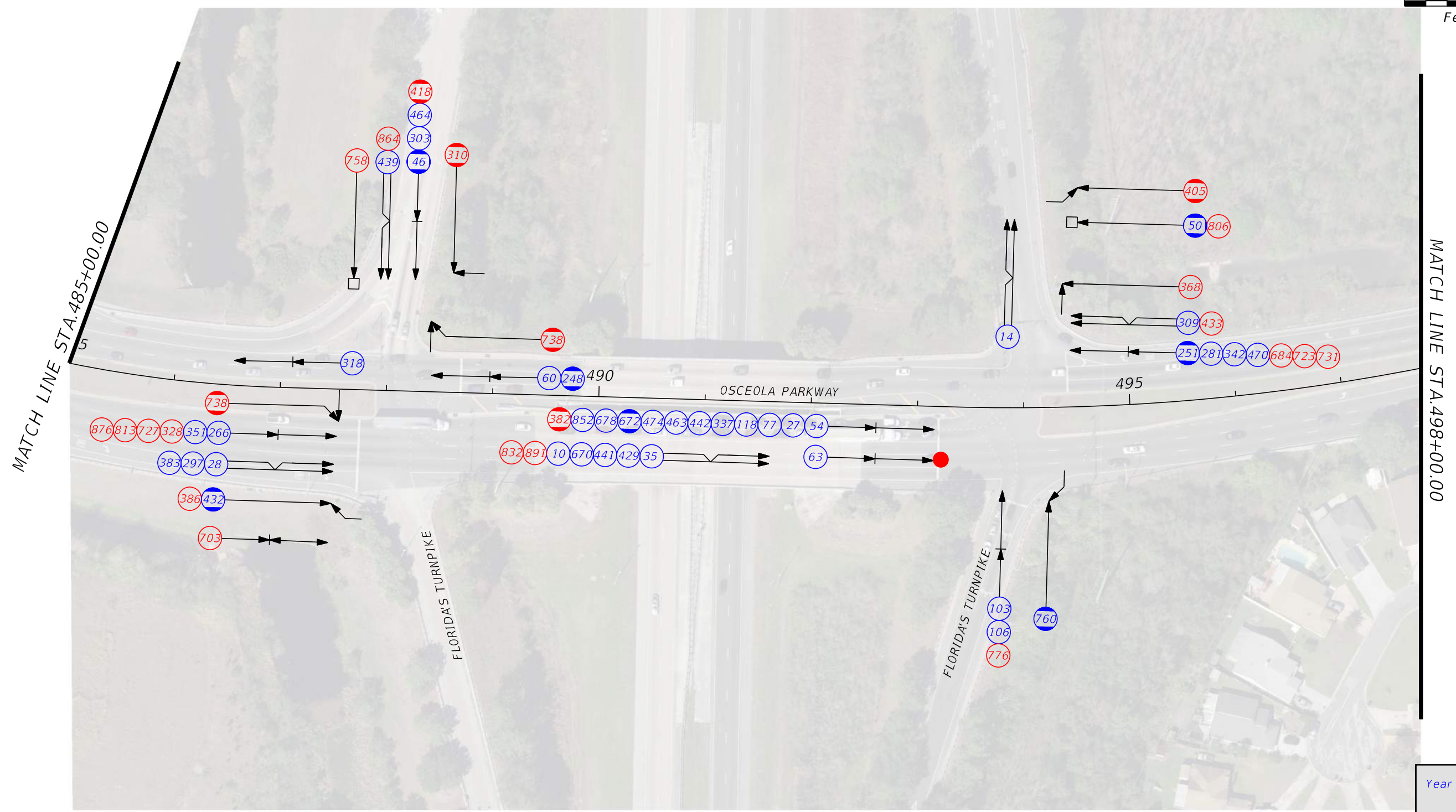
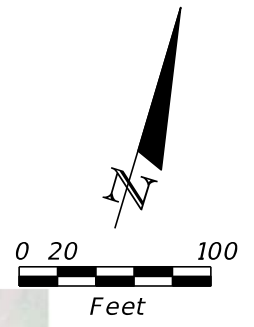
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Year 1 ← (#)

Year 2 ← (#)

FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 01/Oct/2017 12:07 AM	Time of Crash 01/Oct/2017 12:07 AM	Date of Report 04/Jul/2018 08:08 AM	Invest. Agency Report Number FHPD17OFF098711	HSMV Crash Report Number 85590701
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits No	Time Reported 01/Oct/2017 12:12 AM	Time Dispatched 01/Oct/2017 12:34 AM
Time on Scene 01/Oct/2017 12:47 AM	Time Cleared Scene 01/Oct/2017 06:22 AM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway US 17-92 (NORTH ORANGE BLOSSOM TRAIL)		At Street Address# 1	At Latitude 28.336371649056701	Longitude -81.403724458068595
At Feet 179	Or Miles	Direction South	From Intersection With Street, Road, Highway COUNTY ROAD 522 (OSCEOLA PARKWAY)	Or From Milepost #
Road System Identifier 2 U.S.	Type Of Shoulder 2 Unpaved	Type Of Intersection 1 Not at Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 4 Dark-Lighted	Weather Condition 2 Cloudy	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 77 Other, Explain in Narrative
First Harmful Event Type	First Harmful Event 10	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 3 Intersection.Related
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 2 Yes	Veh License Number Y65GLH	State FL	Reg. Expires 13/Nov/2017	Permanent Reg. No	VIN 4N2XN11T4YD844896		
Year 2000	Make NISS	Model QUEST	Style VN	Color SIL	Extent of Damage Functional	Est. Damage 1000	Towed Due To Damage No	Vehicle Removed By	Rotation
Insurance Company NOT ON FILE				Insurance Policy Number NOT ON FILE					
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/> EDDA MIRIAM RIOS			Current Address (Number and Street) 2331 SAND ARBOR CIR			City and State ORLANDO FL		Zip Code 32824-0000	
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Vehicle Traveling:	Direction North	On Street, Road, Highway US 17-92 (ORANGE BLOSSOM TRAIL)				At Est. Speed 45	Posted Speed 45	Total Lanes 6	
CMV Configuration			Cargo Body Type			Area of Initial Impact		Most Damaged Area	
Comm GVWR/GCWR			Trailer Type (trailer one)		Trailer Type (trailer two)				
Haz. Mat. Release		Haz Mat. Placard	Number	Class					
Motor Carrier Name				US DOT Number					
Motor Carrier Address			City and State			Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 2 Passenger Van	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function		
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier	Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 10 Pedestrian	
Traffic Control Device For This Vehicle 5 Traffic Control Signal	First (1) Sequence of Events 2 Collision with Non-Fixed Object		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events		
		10 Pedestrian							

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 1	Name VICTOR ROBERTO BARADIT FERNANDEZ	Date of Birth 13/Jun/1958	Sex 1 Male	Phone Number	Re-Exam No
Address 2331 SAND ARBOR CIR		City ORLANDO	State FL	Zip Code 32824			
Driver License Number B633876582130	State FL	Expires 13/Jun/2022	DL Type 7 None	Req. End. 2 No	Injury Severity 1 None	Ejection 1 Not Ejected	

Date of Crash 01/Oct/2017 12:07 AM	Date of Report 01/Oct/2017 12:07 AM	Invest. Agency Report Number FHPD17OFF098711	HSMV Crash Report Number 85590701
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Restraint System 77 Other, Explain in Narrative	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other 1 Not Applicable		
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 88 Unknown	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 88 Unknown				
Suspected Alcohol Use 88 Unknown	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 88 Unknown	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To			

PERSON RECORD

Person# 1	Description 2 Non-Motorist	Name MARGARITA CONTRERAS	Date of Birth 09/May/1959	Sex 2 Female	Injury Severity 5 Fatal (within 30 days)	Phone Number		
Address 22274 SW 63RD AVE		City BOCA RATON	State FL		Zip Code 33428			
Non-Motorist Description Detail 1 Pedestrian		Non-Motorist Action Prior to Crash 6 In Roadway --Other (working, playing, etc.)		Non-Motorist Location at Time of Crash 5 Travel Lane - Other Location				
Non-Motorist Actions/Circumstance (First) 5 In Roadway Improperly (standing, lying, working, playing)		Non-Motorist Actions/Circumstance (Second)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)		
Suspected Alcohol Use 2 Yes	Alcohol Tested 3 Test Given	Alcohol Test Type 1 Blood	Alcohol Test Result 2 Completed	BAC 0.140	Suspected Drug Use 1 No	Drug Tested 3 Test Given	Drug Test Type 1 Blood	Drug Test Result 2 Negative
Source of Transport to Medical Facility 2 EMS	EMS Agency Name or ID OCFR		EMS Run Number 170010171		Medical Facility Transported To OSC REGIONAL HOSPITAL			

VIOLATIONS

Person# 2	Name VICTOR ROBERTO BARADIT FERNANDEZ	Florida Statute Number 322.03(1)	Charge NO DRIVER LICENSE - NEVER HAD ONE ISSUED	Citation A6FCK2E
Person# 2	Name VICTOR ROBERTO BARADIT FERNANDEZ	Florida Statute Number 316.027(2)(c)	Charge CRASH - LEAVING SCENE ON PUBLIC/PRIVATE PROPERTY WITHOUT REN	Citation A6FCK0E

NARRATIVE

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Oct 01, 2017

Vehicle One (V01 unknown) was traveling north in the middle lane of US Highway 17-92 (North Orange Blossom Trail) just south of County Road 522 (Osceola Parkway) approaching the driveway of the 7-Eleven (2975 North Orange Blossom Trail). Pedestrian One (P01) was walking west from the driveway of 7-Eleven to the middle lane of US Highway 17-92 into the path of V01. P01 was attempting to retrieve her wallet that was dropped in the outside lane. An unknown part of the front of V01 collided with P01. P01 was projected north and came to final rest in the outside lane north of the 7-Eleven driveway. V01 left the scene of the crash traveling north on US Highway 17-92.

V-1's possible description: Tan, gold, or silver Toyota Camry

The Medical Examiner's Report and the toxicology report concerning NM01 have not been completed. This report will be updated to reflect this information when it is received.

Name of the Deceased: Margarita Contreras
Date of Birth: 05/09/1959
Date of Death: 10/01/2017
Time of Death: 12:47 AM
Pronounced by: Dr. Gray (Osceola Regional)
Traffic Homicide Case #: FHP717-26-033
Traffic Homicide Investigator: Corporal Christopher Durrance 1300
Photos taken by: Corporal Eric Sutton 757

This traffic investigation is now complete, however, a separate Traffic Homicide Investigation has been initiated. Any pending toxicology results as well as other information obtained by the Homicide Investigator will be included in a separate report.

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Nov 26, 2017

Pending THI

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Dec 27, 2017

Pending THI.

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Jan 28, 2018

Pending THI.

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Mar 02, 2018

Pending THI.

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	May 03, 2018

Pending THI.

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
3526	SERGEANT	C. Q. DURRANCE	D	FLORIDA HIGHWAY PATROL	407-737-2300	Jul 04, 2018

THI Investigation complete.
Case Closed.

REPORTING OFFICER			
ID/Badge # 3526	Rank and Name SERGEANT C. Q. DURRANCE	Department FLORIDA HIGHWAY PATROL	Type of Department FHP

US Highway 17-92 (North Orange Blossom Trail)

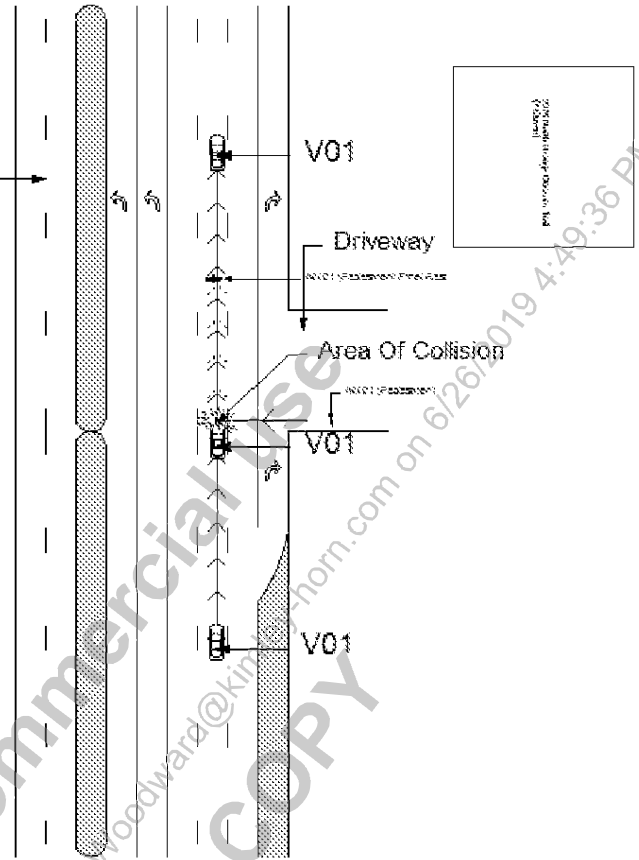


Diagram Not To Scale

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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 22/Jun/2017 06:45 PM	Time of Crash 22/Jun/2017 06:45 PM	Date of Report 22/Jun/2017 12:00 AM	Invest. Agency Report Number 17005097	HSMV Crash Report Number 86809255
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits Yes	Time Reported 22/Jun/2017 06:45 PM	Time Dispatched 22/Jun/2017 06:47 PM
Time on Scene 22/Jun/2017 06:51 PM	Time Cleared Scene 22/Jun/2017 07:30 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Motorist

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway E OSCEOLA PKWY		At Street Address# 1515	At Latitude and Longitude
At Feet	Or Miles	Direction	From Intersection With Street, Road, Highway
Road System Identifier 3 State		Type Of Shoulder 3 Curb	Type Of Intersection 1 Not at Intersection

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 1 Daylight	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 3 Angle
First Harmful Event Type	First Harmful Event 11	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 1 Non-Junction
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number 375QKF	State FL	Reg. Expires 08/Feb/2018	Permanent Reg. No	VIN 2T1BURHE2EC128304				
Year 2014	Make TOYT	Model	Style 4D	Color BLU	Extent of Damage Functional	Est. Damage 1500	Towed Due To Damage No	Vehicle Removed By DRIVER	Rotation		
Insurance Company WINDHAVEN INSURANCE COMPANY					Insurance Policy Number WIN01326276						
Name of Vehicle Owner (Check Box If Business) JOSEPH MARIO APONTE			Current Address (Number and Street) 2635 EAGLE MEADOW LN			City and State KISSIMMEE FL		Zip Code 34746			
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Vehicle Traveling: West	Direction	On Street, Road, Highway E OSCEOLA PKWY				At Est. Speed 20	Posted Speed 40	Total Lanes 9			
CMV Configuration			Cargo Body Type			Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR			Trailer Type (trailer one)			Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard		Number		Class					
Motor Carrier Name					US DOT Number						
Motor Carrier Address			City and State			Zip Code		Phone Number			
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function				
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier	Roadway Grade 1 Level	Roadway Alignment 1 Straight	Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 11 Pedalcycle					
Traffic Control Device For This Vehicle 1 No Controls	First (1) Sequence of Events 2 Collision with Non-Fixed Object 11 Pedalcycle		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events				

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 1	Name JOSEPH MARIO APONTE	Date of Birth 08/Feb/1993	Sex 1 Male	Phone Number (407)580-3997	Re-Exam No
Address 2635 EAGLE MEADOW LN		City KISSIMMEE	State FL	Zip Code 34746			
Driver License Number A153493930480	State FL	Expires 08/Feb/2020	DL Type 5 E/Operator	Req. End.	Injury Severity 1 None	Ejection 1 Not Ejected	

Date of Crash 22/Jun/2017 06:45 PM	Date of Report 22/Jun/2017 06:45 PM	Invest. Agency Report Number 17005097	HSMV Crash Report Number 86809255
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Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other 1 Not Applicable		
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal				
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To			

PERSON RECORD

Person# 3	Description 3 Passenger	Vehicle # 1	Name JASHUALINE CHAVIANO	Date of Birth 31/Oct/1995	Sex 2 Female	Injury Severity 1 None	Ejection 1 Not Ejected
Address 2122 FLINTLOCK BLVD			City KISSIMMEE	State FL	Zip Code 34743		
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection 3 Not Applicable	Seating Location Seat 3	Seating Location Row 1	Seating Location Other 1	
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 1	Description 2 Non-Motorist	Name SANTOS R SOTO J	Date of Birth	Sex	Injury Severity 3 Non-incapacitating	Phone Number (321)250-0612		
Address 3174B BILL BECK BLVD		City KISSIMMEE	State FL	Zip Code 34744				
Non-Motorist Description Detail 3 Bicyclist		Non-Motorist Action Prior to Crash 3 Walking/Cycling Along Roadway with Traffic (in or adjacent to travel lane)		Non-Motorist Location at Time of Crash 7 Shoulder/Roadside				
Non-Motorist Actions/Circumstance (First) 1 No Improper Action		Non-Motorist Actions/Circumstance (Second)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)		
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To			

NARRATIVE

P1 WAS TRAVELING WESTBOUND ON OSCEOLA PARKWAY IN FRONT OF 1515 E. OSCEOLA PARKWAY (DENNY'S) IN THE OUTSIDE STRAIGHT LANE AGAINST THE SOLID WHITE LINE.

V1 WAS TRAVELING WESTBOUND ON OSCEOLA PARKWAY IN FRONT OF 1515 E. OSCEOLA PARKWAY (DENNY'S) IN THE OUTSIDE STRAIGHT LANE.

P1 SWERVED IN FRONT OF V1 CAUSING THE RIGHT FRONT BUMPER TO STRIKE THE REAR TIRE OF THE BICYCLE OPERATED BY P1.

THE DAMAGE TO THE BICYCLE OPERATED BY P1 CONSISTED OF A BENT REAR RIM.

THE DAMAGE TO V1 CONSISTED OF SCRATCHES TO THE RIGHT FRONT BUMPER APPROXIMATELY 12 INCHES BY 12 INCHES, DENT TO THE RIGHT FRONT FENDER APPROXIMATELY 2 FEET BY 3 FEET AND TWO SMALL DENTS TO THE TOP OF THE RIGHT FRONT DOOR AND RIGHT REAR DOOR APPROXIMATELY 2 INCHES BY 2 INCHES EACH.

P1 SUSTAINED MULTIPLE SCRATCHES ALL OVER HIS BODY ALONG WITH A BUMP ON THE BACK OF HIS HEAD. P1 WAS NOT WEARING A HELMET AT THE TIME OF THE INCIDENT. P1 REFUSED MEDICAL TREATMENT FOR HIS INJURIES.

NO OTHER INJURIES WERE REPORTED ON SCENE.

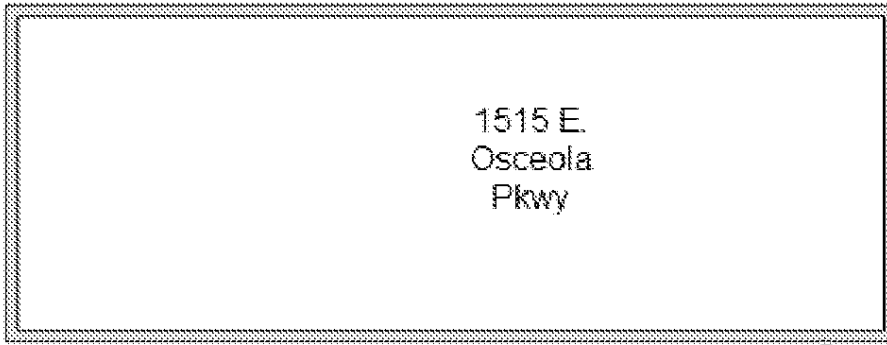
V1 WAS REMOVED FROM SCENE BY THE OWNER/OPERATORS.

P1 WAS FOUND AT FAULT FOR FAILING TO MAINTAIN HIS LANE OF TRAVEL.

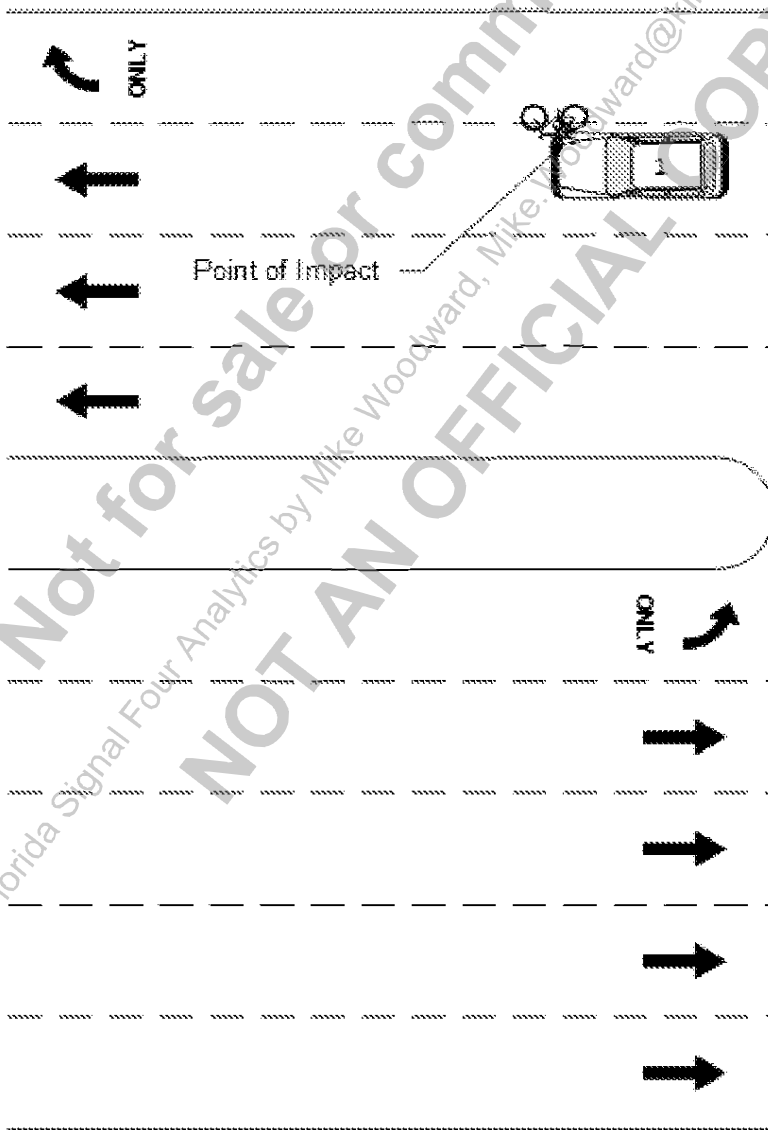
NO CITATIONS WERE ISSUED ON SCENE.

REPORTING OFFICER

ID/Badge # 762	Rank and Name POLICE OFFICER W. TEAL	Department KISSIMMEE POLICE DEPARTMENT	Type of Department PD
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Indicate North
Drawing Not To
Scale
Area 10



E OSCEOLA PKWY

Retrieved from Florida Signal Four Analytics by Mike Woodward, Mike.Woodward@simley-horn.com on 6/27/2019 9:22:15 AM

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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 26/Oct/2017 10:09 PM	Time of Crash 26/Oct/2017 10:09 PM	Date of Report 26/Oct/2017 12:00 AM	Invest. Agency Report Number 17008705	HSMV Crash Report Number 87055632
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits Yes	Time Reported 26/Oct/2017 10:09 PM	Time Dispatched 26/Oct/2017 10:09 PM
Time on Scene 26/Oct/2017 10:09 PM	Time Cleared Scene 26/Oct/2017 11:00 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway E OSCEOLA PKWY			At Street Address#	At Latitude	and	Longitude
At Feet 250	Or Miles	Direction East	From Intersection With Street, Road, Highway MICHIGAN AVE			Or From Milepost #
Road System Identifier 4 County		Type Of Shoulder 3 Curb		Type Of Intersection 1 Not at Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 4 Dark-Lighted	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 3 Angle
First Harmful Event Type	First Harmful Event 11	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 1 Non-Junction
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number DZT253	State FL	Reg. Expires 30/Jun/2018	Permanent Reg. No	VIN KMHCT5AE0FU224331				
Year 2015	Make HYUN	Model	Style 4D	Color BLU	Extent of Damage Functional	Est. Damage 3000	Towed Due To Damage No	Vehicle Removed By DRIVER	Rotation		
Insurance Company PROGRESSIVE EXPRESS INSURANCE COMPA					Insurance Policy Number 02578957						
Name of Vehicle Owner (Check Box If Business) <input checked="" type="checkbox"/>			Current Address (Number and Street) 937 COUNTS CREST CIRCLE			City and State APOPKA FL		Zip Code 32712			
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Vehicle Traveling:	Direction West	On Street, Road, Highway E OSCEOLA PKWY				At Est. Speed 40	Posted Speed 40	Total Lanes 7			
CMV Configuration			Cargo Body Type			Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR			Trailer Type (trailer one)			Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard		Number		Class					
Motor Carrier Name					US DOT Number						
Motor Carrier Address				City and State			Zip Code		Phone Number		
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function			
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level	Roadway Alignment 1 Straight	Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 11 Pedalcycle				
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object 11 Pedalcycle		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events			

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 1	Name JAMES CLARENCE POOLER 1			Date of Birth 11/Nov/1990	Sex 1 Male	Phone Number (407)558-7103	Re-Exam No
Address 14573 LYCASTLE CIR		City ORLANDO		State FL		Zip Code 32826			
Driver License Number P460443904110		State FL	Expires 11/Nov/2019	DL Type 5 E/Operator	Req. End.	Injury Severity 1 None		Ejection 1 Not Ejected	

Date of Crash 26/Oct/2017 10:09 PM	Date of Report 26/Oct/2017 10:09 PM	Invest. Agency Report Number 17008705	HSMV Crash Report Number 87055632
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Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use 3 No Helmet	Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other 1 Not Applicable		
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal				
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number	Medical Facility Transported To			

PERSON RECORD

Person# 1	Description 2 Non-Motorist	Name ALEXANDER EDWARD BOKALITZ	Date of Birth	Sex	Injury Severity 4 Incapacitating	Phone Number (413)218-7931		
Address 2012 WALDEN PARK CIR 304		City KISSIMMEE	State FL		Zip Code 34744			
Non-Motorist Description Detail 3 Bicyclist		Non-Motorist Action Prior to Crash 6 In Roadway --Other (working, playing, etc.)			Non-Motorist Location at Time of Crash 77 Other, Explain in Narrative			
Non-Motorist Actions/Circumstance (First) 5 In Roadway Improperly (standing, lying, working, playing)		Non-Motorist Actions/Circumstance (Second)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)		
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID KISSIMMEE FIRE DEPARTMENT		EMS Run Number 17001187	Medical Facility Transported To OSCEOLA REGIONAL MEDICAL CENTER			

WITNESSES

Name JOSE JAVIER MATOS	Address 509 STILL ST	City KISSIMMEE	State FL	Zip Code 34744
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NARRATIVE

THE PEDESTRIAN STATED HE DID NOT REMEMBER WHAT HAPPENED. HE STATED HE REMEMBERS BEING INSIDE WALMART AND NOTHING AFTER THAT.

THE DRIVER OF V1 STATED HE WAS HEADING WESTBOUND ON E. OSCEOLA PARKWAY IN THE INSIDE LANE. THE DRIVER OF V1 STATED HE DID NOT SEE ANYTHING IN FRONT OF HIM AND JUST HEARD AN IMPACT AGAINST HIS VEHICLE.

WITNESS 1 STATED HE SAW THE PEDESTRIAN ON THE BICYCLE ATTEMPT TO CROSS OVER E. OSCEOLA PARKWAY. WITNESS 1 STATED AS SOON THE PEDESTRIAN GOT TO THE INSIDE LANE, HE WAS STRUCK BY V1.

THE PEDESTRIAN SUFFERED INJURIES TO HIS HEAD AND ARMS. THE PEDESTRIAN ON THE BICYCLE WAS TRANSPORTED TO OSCEOLA REGIONAL MEDIAL CENTER DUE TO HIS INJURIES BY THE KISSIMMEE FIRE DEPARTMENT.

THE PEDESTRIAN WAS FOUND AT FAULT FOR SUDDENLY RUN INTO VEHICLE PATH F.S.S. 316.130(8).

NO CITATIONS WERE ISSUED.

REPORTING OFFICER

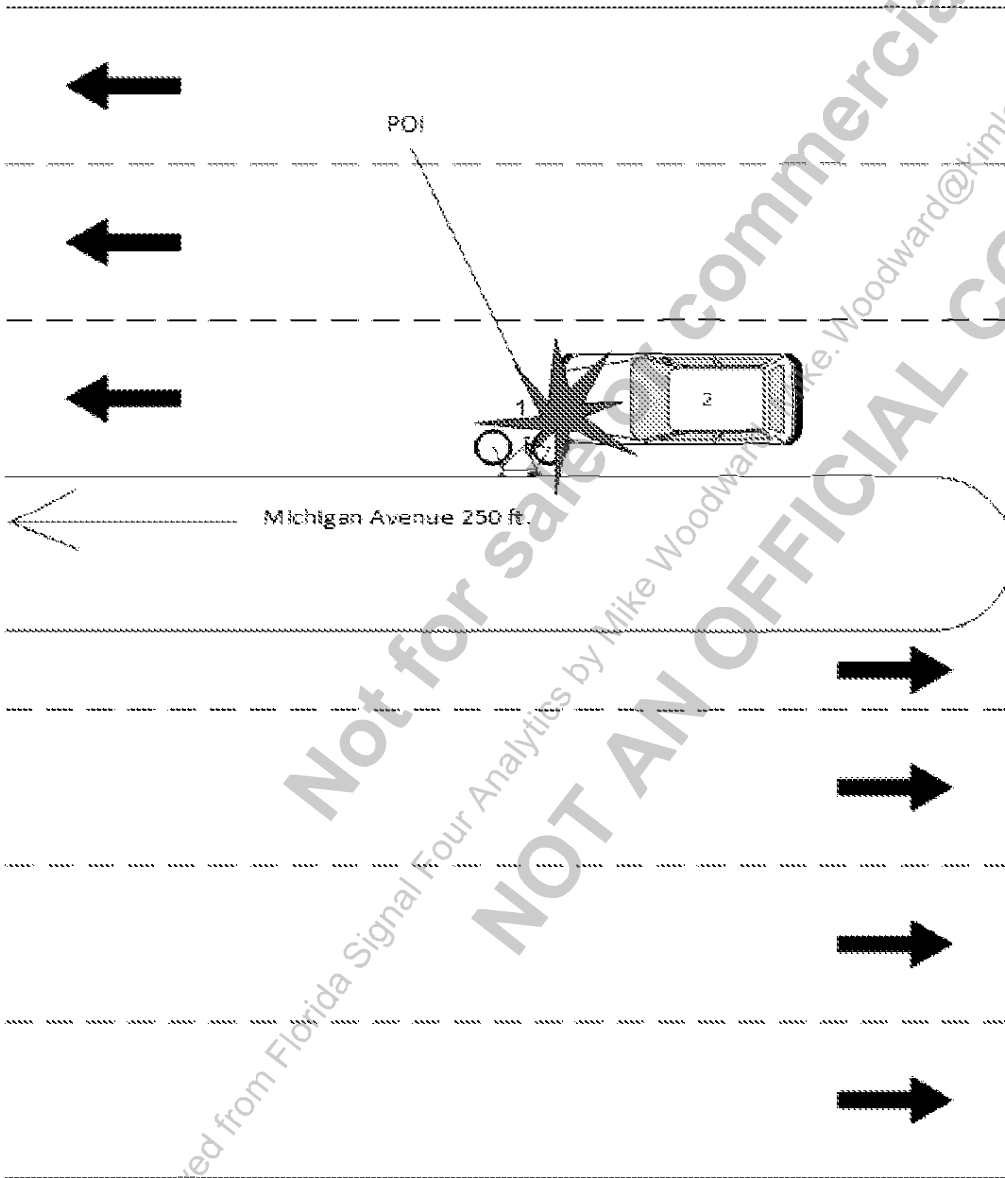
ID/Badge # 761	Rank and Name POLICE OFFICER P. ALLEN	Department KISSIMMEE POLICE DEPARTMENT	Type of Department PD
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1479 E. Osceola Pkwy.



Indicate North
Beat 10



Michigan Avenue 250 ft.

E OSCEOLA PKWY

Drawing Not To Scale.

FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 19/Apr/2018 09:18 PM	Time of Crash 19/Apr/2018 09:18 PM	Date of Report 19/Apr/2018 12:00 AM	Invest. Agency Report Number 18003082	HSMV Crash Report Number 87830957
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits Yes	Time Reported 19/Apr/2018 09:19 PM	Time Dispatched 19/Apr/2018 09:19 PM
Time on Scene 19/Apr/2018 09:25 PM	Time Cleared Scene 19/Apr/2018 09:47 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Motorist

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway E OSCEOLA PKWY			At Street Address#	At Latitude	and Longitude
At Feet 10	Or Miles	Direction East	From Intersection With Street, Road, Highway BILL BECK BLVD		Or From Milepost #
Road System Identifier 4 County		Type Of Shoulder 3 Curb	Type Of Intersection 1 Not at Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 4 Dark-Lighted	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 4 Sideswipe, same direction
First Harmful Event Type	First Harmful Event 10	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 1 Non-Junction
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number 9101YA	State FL	Reg. Expires 31/Jan/1920	Permanent Reg. No	VIN 2GCEC19T521320244				
Year 2002	Make CHEV	Model	Style PK	Color RED	Extent of Damage Functional	Est. Damage 100	Towed Due To Damage No	Vehicle Removed By DRIVER	Rotation		
Insurance Company PROGRESSIVE EXPRESS INSURANCE COMPA					Insurance Policy Number 03284270						
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>			Current Address (Number and Street) 428 MARLBERRY LEAF AVE			City and State POINCIANA FL		Zip Code 34758			
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Vehicle Traveling:	Direction East	On Street, Road, Highway E OSCEOLA PKWY				At Est. Speed 45	Posted Speed 45	Total Lanes 7			
CMV Configuration			Cargo Body Type			Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR			Trailer Type (trailer one)			Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard		Number		Class					
Motor Carrier Name					US DOT Number						
Motor Carrier Address				City and State			Zip Code		Phone Number		
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function			
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 4 Downhill	Roadway Alignment 1 Straight	Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 10 Pedestrian				
Traffic Control Device For This Vehicle 1 No Controls	First (1) Sequence of Events 2 Collision with Non-Fixed Object		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events 10 Pedestrian				

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name ASTLEY BENNETT	Date of Birth 28/Oct/1945	Sex 1 Male	Phone Number (917)459-5460	Re-Exam No
Address 428 MARLBERRY LEAF AVE		City POINCIANA		State FL		Zip Code 34758	
Driver License Number B530000453880		State FL	Expires 28/Oct/2025	DL Type 5 E/Operator	Req. End.	Injury Severity 1 None	Ejection 1 Not Ejected

Date of Crash 19/Apr/2018 09:18 PM	Date of Report 19/Apr/2018 09:18 PM	Invest. Agency Report Number 18003082	HSMV Crash Report Number 87830957
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Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other		
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal				
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To			

PERSON RECORD

Person# 2	Description 2 Non-Motorist	Name DANIEL GONZALEZ	Date of Birth	Sex	Injury Severity 3 Non-incapacitating	Phone Number (407)922-9671		
Address 144 SENECA POINT TRL		City KISSIMMEE	State FL		Zip Code 34746			
Non-Motorist Description Detail 3 Bicyclist		Non-Motorist Action Prior to Crash 1 Crossing Roadway		Non-Motorist Location at Time of Crash 9 Median/Crossing Island				
Non-Motorist Actions/Circumstance (First) 3 Failure to Yield Right-of-Way		Non-Motorist Actions/Circumstance (Second)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)		
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To			

NARRATIVE

V1 WAS TRAVELING WESTBOUND ON EAST OSCEOLA PARKWAY AT THE INTERSECTION OF EAST OSCEOLA PARKWAY AND BILL BECK BOULEVARD.
P1 WAS CROSSING EAST OSCEOLA PARKWAY FROM THE SOUTH SIDE TO THE NORTH SIDE AT THE INTERSECTION OF EAST OSCEOLA PARKWAY AND BILL BECK BOULEVARD.
THE DRIVER OF V1 STATED HE WAS IN THE INSIDE LANE OF EAST OSCEOLA PARKWAY COMING OFF THE OVERPASS WHEN HE SAW P1 CROSSING EAST OSCEOLA PARKWAY NORTHBOUND FROM THE MEDIAN. THE DRIVER OF V1 ATTEMPTED TO SWERVE TO PREVENT HITTING P1, BUT HIT P1 IN THE RIGHT SIDE WITH HIS DRIVER'S SIDE VIEW MIRROR.
P1 STATED THAT HE WAS HIT IN THE RIGHT SIDE WITH THE SIDE VIEW MIRROR.
P1 HAD A LARGE BRUISE ON THE RIGHT SIDE OF HIS TORSO.
I FIND P1 TO BE AT FAULT FOR FAILURE TO YIELD RIGHT OF WAY.
NO CITATIONS WERE ISSUED

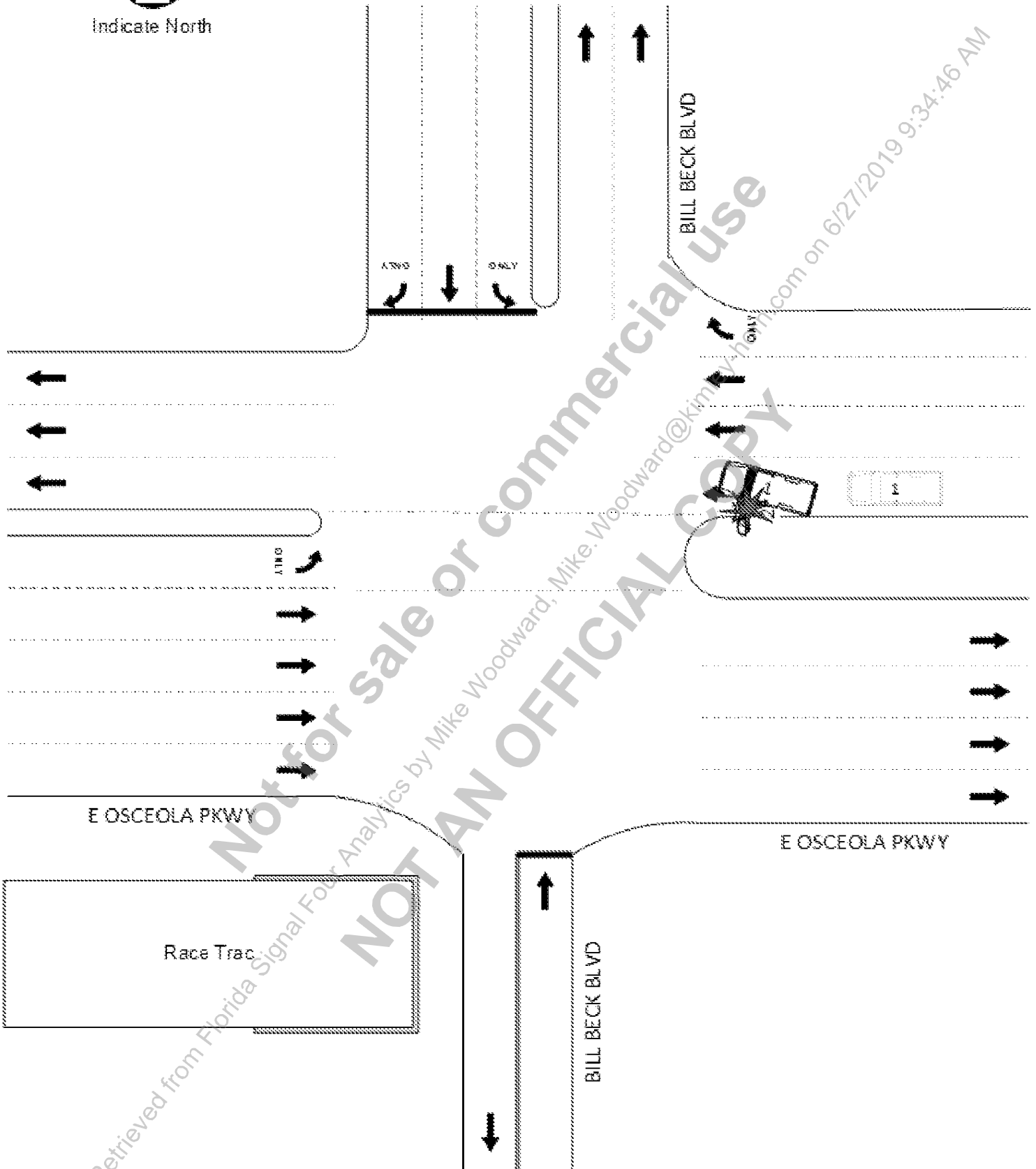
REPORTING OFFICER

ID/Badge # 798	Rank and Name POLICE OFFICER D. VAZQUEZ	Department KISSIMMEE POLICE DEPARTMENT	Type of Department PD
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Beat 10

Indicate North



Drawing Not To Scale.

FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 10/Jan/2019 07:20 PM	Time of Crash 10/Jan/2019 07:20 PM	Date of Report 10/Jan/2019 12:00 AM	Invest. Agency Report Number 19000260	HSMV Crash Report Number 87833126
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits Yes	Time Reported 10/Jan/2019 07:25 PM	Time Dispatched 10/Jan/2019 07:25 PM
Time on Scene 10/Jan/2019 07:33 PM	Time Cleared Scene 10/Jan/2019 09:06 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway E OSCEOLA PKWY			At Street Address#	At Latitude	and	Longitude
At Feet 50	Or Miles	Direction West	From Intersection With Street, Road, Highway MICHIGAN AVE			Or From Milepost #
Road System Identifier 1 Interstate		Type Of Shoulder 3 Curb		Type Of Intersection 2 Four-Way Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 4 Dark-Lighted	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 77 Other, Explain in Narrative
First Harmful Event Type	First Harmful Event 10	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 1 Non-Junction
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number ETAN42	State FL	Reg. Expires 15/Aug/2019	Permanent Reg. No	VIN JHMGE8H46AS018580				
Year 2010	Make HOND	Model	Style 4D	Color BLK	Extent of Damage Minor	Est. Damage 400	Towed Due To Damage No	Vehicle Removed By DRIVER	Rotation		
Insurance Company GEICO				Insurance Policy Number 4460909544							
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>			Current Address (Number and Street)			City and State		Zip Code			
LYLIANA FATIMA GUTIERREZ			1120 NORTH HAMPTON DR			DAVENPORT FL		33897			
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Vehicle Traveling:	Direction West	On Street, Road, Highway EAST OSCEOLA PARKWAY				At Est. Speed 45	Posted Speed 45	Total Lanes 3			
CMV Configuration			Cargo Body Type			Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR			Trailer Type (trailer one)			Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard		Number		Class					
Motor Carrier Name					US DOT Number						
Motor Carrier Address				City and State			Zip Code		Phone Number		
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function			
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 3 Uphill	Roadway Alignment 1 Straight	Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 10 Pedestrian				
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events 10 Pedestrian			

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 1	Name LYLIANA FATIMA GUTIERREZ			Date of Birth 15/Aug/1994	Sex 2 Female	Phone Number	Re-Exam No
Address 1120 NORTH HAMPTON DR		City DAVENPORT	State FL		Zip Code 33897				
Driver License Number G362526947950		State FL	Expires 15/Aug/2026	DL Type 5 E/Operator	Req. End.	Injury Severity 1 None		Ejection 1 Not Ejected	

Date of Crash 10/Jan/2019 07:20 PM	Date of Report 10/Jan/2019 07:20 PM	Invest. Agency Report Number 19000260	HSMV Crash Report Number 87833126
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Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use 3 No Helmet	Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other 1 Not Applicable		
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal				
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number	Medical Facility Transported To			

PERSON RECORD

Person# 1	Description 2 Non-Motorist	Name CHRISTOPHER ROBERT MCNEIL	Date of Birth	Sex	Injury Severity 2 Possible	Phone Number		
Address 1755 KING EDWARD DR		City KISSIMMEE	State FL		Zip Code 34744			
Non-Motorist Description Detail 1 Pedestrian		Non-Motorist Action Prior to Crash 1 Crossing Roadway		Non-Motorist Location at Time of Crash 5 Travel Lane - Other Location				
Non-Motorist Actions/Circumstance (First) 5 In Roadway Improperly (standing, lying, working, playing)		Non-Motorist Actions/Circumstance (Second)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)		
Suspected Alcohol Use 2 Yes	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 88 Unknown	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID KISSIMMEE FIRE DEPARTMENT		EMS Run Number 190000393	Medical Facility Transported To OSCEOLA REGIONAL MEDICAL CENTER			

NARRATIVE

P1 WAS RUNNING NORTH BOUND ACROSS EAST OSCEOLA PARKWAY TOWARDS MCDONALD'S, LOCATED AT 1305 EAST OSCEOLA PARKWAY.

V2 WAS HEADING WEST ON EAST OSCEOLA PARKWAY APPROACHING THE INTERSECTION OF MICHIGAN AVENUE. V2 DID NOT SEE P1 WHO WAS CROSSING THE ROAD WITHOUT A CROSSWALK.

V2'S RIGHT SIDE MIRROR STRUCK P1'S BACK ON HIS RIGHT SIDE.

V2 CIRCLED AROUND AND WENT INTO THE WAL-MART PARKING LOT WHERE I MADE CONTACT WITH HER.

P1 STATED HE HAD LOWER BACK PAIN WHERE V1'S MIRROR STRUCK HIM.

V2 WAS REMOVED BY THE DRIVER AND P1 WAS TRANSPORTED TO OSCEOLA REGIONAL HOSPITAL BY THE KISSIMMEE FIRE DEPARTMENT'S EMS; RUN #190000393

I FIND P1 VIOLATED FLORIDA STATE STATUTE 316.130(12), PEDESTRIAN VIOLATION, WHEN HE DID NOT USE THE MARKED CROSSWALK TO GET ACROSS THE HIGHWAY TO GET TO THE OPPOSITE CURB.

NO CITATIONS WERE ISSUED.

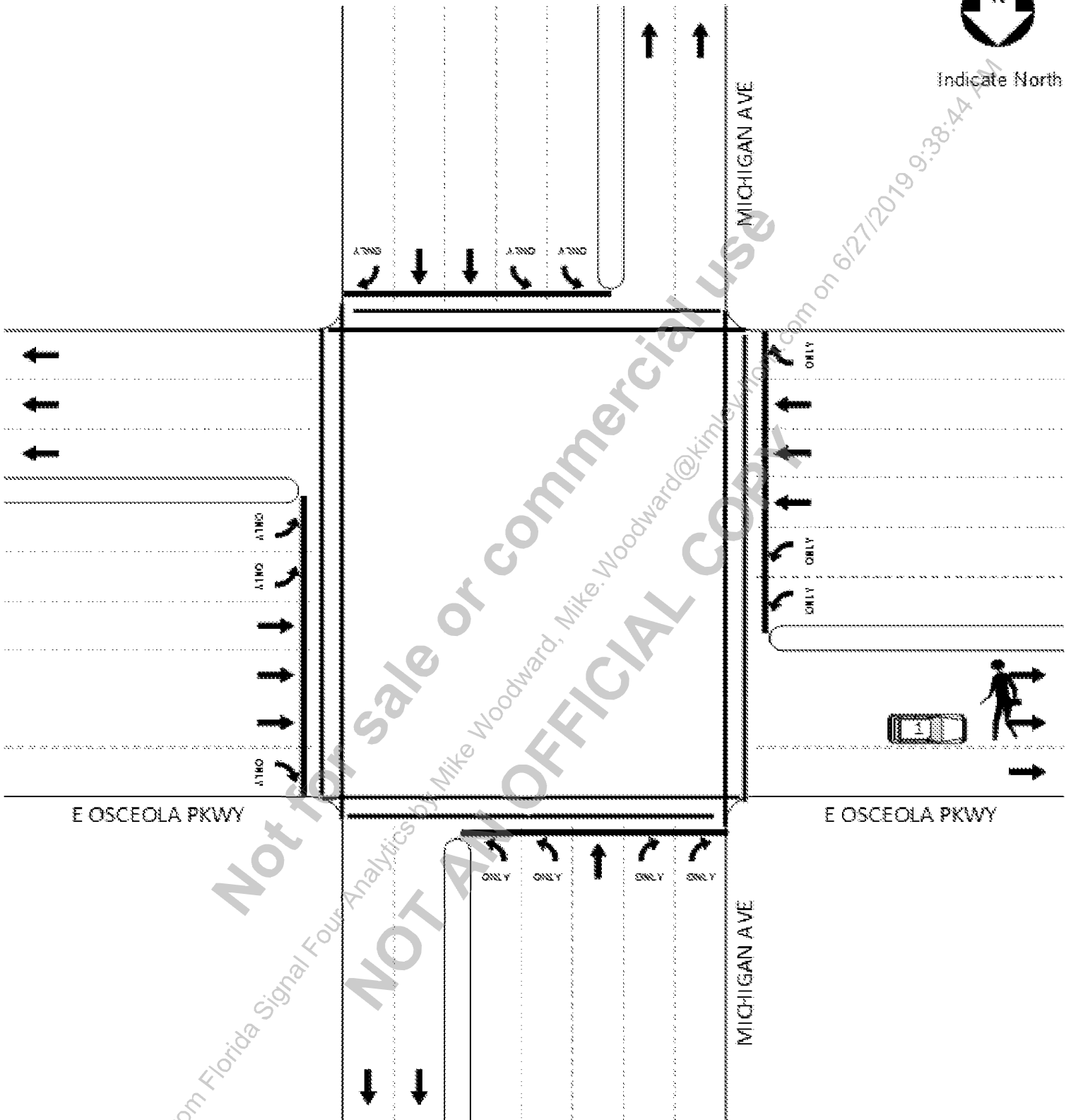
A PORTION OF THIS INCIDENT WAS CAPTURED ON A DEPARTMENT BODY WORN CAMERA, WORN BY FTO LUGO, AND THE UNIT AND RECORDING ARE MAINTAINED BY THE KISSIMMEE POLICE DEPARTMENT.

REPORTING OFFICER

ID/Badge # 795	Rank and Name POLICE OFFICER L. WOOTEN	Department KISSIMMEE POLICE DEPARTMENT	Type of Department PD
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Indicate North



Drawing Not To Scale.

FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 07/Mar/2019 04:04 PM	Time of Crash 07/Mar/2019 04:04 PM	Date of Report 07/Mar/2019 12:00 AM	Invest. Agency Report Number 19002051	HSMV Crash Report Number 87833598
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits Yes	Time Reported 07/Mar/2019 04:07 PM	Time Dispatched 07/Mar/2019 04:19 PM
Time on Scene 07/Mar/2019 04:23 PM	Time Cleared Scene 07/Mar/2019 05:20 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Motorist

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway E OSCEOLA PKWY			At Street Address#	At Latitude	and Longitude
At Feet	Or Miles	Direction	From Intersection With Street, Road, Highway MICHIGAN AVE		Or From Milepost #
Road System Identifier 2 U.S.		Type Of Shoulder 3 Curb	Type Of Intersection 2 Four-Way Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 1 Daylight	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 77 Other, Explain in Narrative
First Harmful Event Type	First Harmful Event 10	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 2 Intersection
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 2 Yes	Veh License Number ETSH76	State FL	Reg. Expires 15/Apr/2019	Permanent Reg. No	VIN ZFBERFAT7G6B03257				
Year 2016	Make RAM	Model	Style VN	Color WHI	Extent of Damage Functional	Est. Damage 1000	Towed Due To Damage No	Vehicle Removed By DRIVER	Rotation		
Insurance Company GEICO INDEMNITY COMPANY					Insurance Policy Number 4341223107						
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>			Current Address (Number and Street) 2589 HUNLEY LOOP			City and State KISSIMMEE FL		Zip Code 34743			
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Vehicle Traveling:	Direction North	On Street, Road, Highway MICHIGAN AVE				At Est. Speed 20	Posted Speed 40	Total Lanes 4			
CMV Configuration			Cargo Body Type			Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR			Trailer Type (trailer one)			Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard		Number		Class					
Motor Carrier Name					US DOT Number						
Motor Carrier Address				City and State			Zip Code		Phone Number		
Comm/Non-Commercial	Vehicle Body Type 17 Cargo Van (10,000 lbs (4,536 kg) or less)		Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function		
Vehicle Maneuver Action 3 Turning Left		Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 10 Pedestrian	
Traffic Control Device For This Vehicle 5 Traffic Control Signal		First (1) Sequence of Events 2 Collision with Non-Fixed Object 10 Pedestrian		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events			

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name MARIA I ZAYAS RIVERA	Date of Birth 20/Feb/1961	Sex 2 Female	Phone Number (407)361-7102	Re-Exam No
Address 2896 TAMPA AVE		City KISSIMMEE		State FL		Zip Code 34744	
Driver License Number Z261549615600		State FL	Expires 20/Feb/2026	DL Type 5 E/Operator	Req. End.	Injury Severity 1 None	Ejection 1 Not Ejected

Date of Crash 07/Mar/2019 04:04 PM	Date of Report 07/Mar/2019 04:04 PM	Invest. Agency Report Number 19002051	HSMV Crash Report Number 87833598
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Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use 3 No Helmet	Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other 1 Not Applicable		
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal				
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 2	Description 2 Non-Motorist	Name JOHN DOE 19002051	Date of Birth	Sex	Injury Severity 2 Possible	Phone Number		
Address		City	State		Zip Code			
Non-Motorist Description Detail 1 Pedestrian		Non-Motorist Action Prior to Crash 1 Crossing Roadway		Non-Motorist Location at Time of Crash 1 Intersection - Marked Crosswalk				
Non-Motorist Actions/Circumstance (First) 4 Failure to Obey Traffic Signs, Signals, or Officer		Non-Motorist Actions/Circumstance (Second)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)		
Suspected Alcohol Use 88 Unknown	Alcohol Tested 88 Unknown, if Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 88 Unknown	Drug Tested 88 Unknown, if Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

WITNESSES

Name RAMON G ALVARADO	Address 2555 GREENWOOD DR	City KISSIMMEE	State FL	Zip Code 34744
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NARRATIVE

ON 03/07/19, I, CSO M. RIVERA ID#611, RESPONDED TO MCDONALD'S, 1305 EAST OSCEOLA PARKWAY, KISSIMMEE, IN REFERENCE TO A HIT AND RUN.

UPON MY ARRIVAL I MET WITH MARIA ZAYAS RIVERA (DOB: 02/20/61), WHO PROVIDED A VERBAL AND SWORN WRITTEN STATEMENT TO THE FOLLOWING: MARIA WAS STOPPED FACING NORTH IN THE LEFT TURN LANE ON MICHIGAN AVENUE. MARIA ADVISED ME THAT THE TRAFFIC LIGHT TURNED GREEN SO SHE BEGAN MAKING A LEFT TURN AND THEN SUDDENLY FELT AN IMPACT TO V1'S FRONT WINDSHIELD. MARIA QUICKLY STOPPED AND OBSERVED THE WINDSHIELD FRACTURED. SHE THEN EXITED OUT OF HER VEHICLE AND SAW A MALE ON THE GROUND. THE MALE, P1, GOT UP AND BEGAN RUNNING AWAY FROM THE INTERSECTION ALTHOUGH MARIA TOLD HIM TO STAY AT THE SCENE. P1 WAS LAST SEEN BY MARIA, LIMPING AWAY AND THEN ENTERING INSIDE MCDONALD'S. MARIA THEN CALLED THE POLICE.

MARIA DID NOT COMPLAIN OF INJURIES AND ESTIMATED THE DAMAGE VALUE TO BE AT \$1,000 DOLLARS.

AFTER SPEAKING WITH MARIA, I INTERVIEWED W1 WHO STATED THAT HE WAS STOPPED FACING SOUTH ON MICHIGAN AVENUE WHEN HE OBSERVED P1 FAILING TO STOP FOR THE RED CROSSWALK LIGHT AND DART OUT IN THE MIDDLE OF THE INTERSECTION. V1'S FRONT BUMPER STRUCK P1'S RIGHT SIDE AND DUE TO THE COLLISION P1 WAS PROJECTED FORWARD INTO THE WINDSHIELD. P1 THEN TUMBLED ONTO THE GROUND UNTIL HE CAME TO REST ON THE WESTBOUND LANES OF OSCEOLA PARKWAY.

I REQUESTED TO REVIEW MCDONALD'S VIDEO SURVEILLANCE TO BOTH THE INTERIOR AND EXTERIOR OF THE BUSINESS, AND OBSERVED THE FOLLOWING:

AT 1604 HOURS, V1 IS SEEN MAKING A LEFT TURN HEADING NORTH ON MICHIGAN AVENUE TO ENTER ONTO OSCEOLA PARKWAY AND P1 IS SEEN HEADING NORTH ON THE CROSSWALK. V1'S FRONT BUMPER COLLIDES WITH P1 RIGHT SIDE AND P1 IS THEN THRUSTED INTO THE FRONT WINDSHIELD OF V1. P1 FALLS ONTO THE GROUND BUT QUICKLY GETS UP. P1 RUNS AWAY FROM THE SCENE AND ENTERS INSIDE THE MCDONALD'S AT 1605 HOURS. P1 GOES INTO THE MALE'S BATHROOM AND EXITS OUT. P1 WAS LAST SEEN HEADING NORTH ON FOOT IN THE PARKING LOT OF MCDONALD'S.

KPD OFFICERS RESPONDED TO THE SCENE TO ATTEMPT TO LOCATE P1 BUT WERE UNABLE TO.

A KPD BULLETIN WAS SENT VIA EMPLOYEE EMAIL TO ATTEMPT TO LOCATE P1.

P1 IS AT FAULT FOR FAILING TO OBEY TRAFFIC SIGNAL AND FOR FAILING TO PROVIDE CONTACT INFORMATION AT A CRASH SCENE. NO CITATIONS AT THIS TIME HAVE BEEN ISSUED.

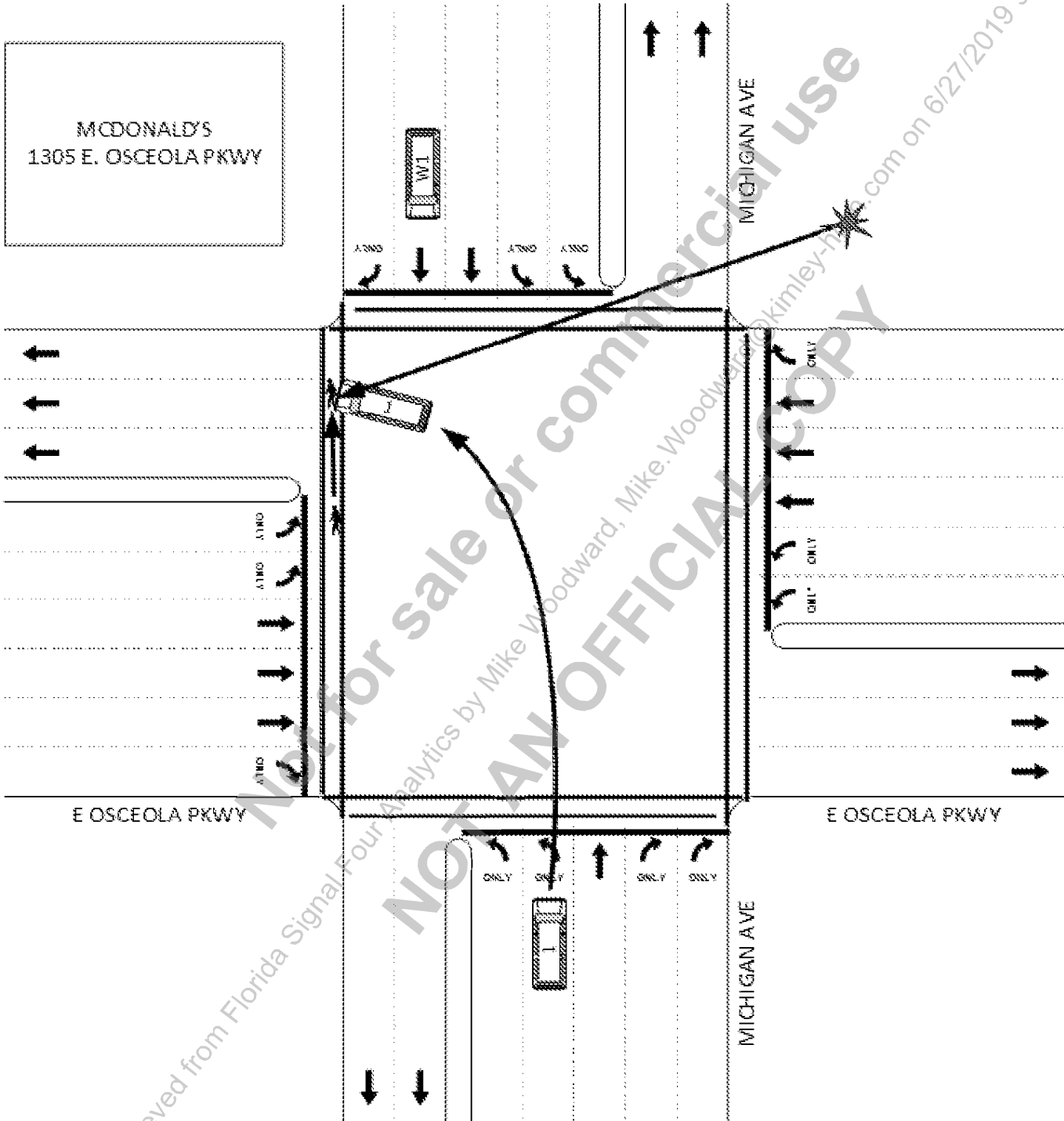
THIS REPORT WILL BE FORWARDED TO THE TRAFFIC DIVISION.

REPORTING OFFICER

ID/Badge # 611	Rank and Name CIVILIAN-GENERAL EMPLOYEE M. RIVERA	Department KISSIMMEE POLICE DEPARTMENT	Type of Department PD
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Indicate North



Drawing Not To Scale.

FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 17/Dec/2018 06:35 AM	Time of Crash 17/Dec/2018 06:35 AM	Date of Report 17/Dec/2018 07:12 AM	Invest. Agency Report Number FHPD18OFF127931	HSMV Crash Report Number 88025462
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits No	Time Reported 17/Dec/2018 06:35 AM	Time Dispatched 17/Dec/2018 06:37 AM
Time on Scene 17/Dec/2018 06:58 AM	Time Cleared Scene 17/Dec/2018 07:55 AM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway OSCEOLA PKWY		At Street Address#	At Latitude 28.34253778807198	Longitude -81.419847085528303	
At Feet	Or Miles	Direction	From Intersection With Street, Road, Highway JOHN YOUNG PKWY		
Road System Identifier 4 County		Type Of Shoulder 3 Curb	Type Of Intersection 2 Four-Way Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 5 Dark-Not Lighted	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 77 Other, Explain in Narrative
First Harmful Event Type	First Harmful Event 11	First Harmful Event Location 1 On Roadway	Within Interchange Yes	First Harmful Event Relation to Junction 2 Intersection
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number 2856VH	State FL	Reg. Expires 31/Oct/2019	Permanent Reg. No	VIN 2B3HD46R9XH776560		
Year 1999	Make DODG	Model INTREPID	Style 4D	Color SIL	Extent of Damage Functional	Est. Damage 1000	Towed Due To Damage No	Vehicle Removed By	Rotation
Insurance Company STATEFARM				Insurance Policy Number E456571C1059B					
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>			Current Address (Number and Street)			City and State		Zip Code	
JORGE GUZMAN			1310 MILL CREEK CIR			KISSIMMEE FL		34744-2616	
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Vehicle Traveling: West	Direction	On Street, Road, Highway OSCEOLA PKWY				At Est. Speed 45	Posted Speed 45	Total Lanes 4	
CMV Configuration			Cargo Body Type			Area of Initial Impact		Most Damaged Area	
Comm GVWR/GCWR			Trailer Type (trailer one)		Trailer Type (trailer two)				
Haz. Mat. Release		Haz Mat. Placard	Number	Class					
Motor Carrier Name				US DOT Number					
Motor Carrier Address			City and State			Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function		
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier	Roadway Grade 1 Level	Roadway Alignment 1 Straight	Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 11 Pedalcycle			
Traffic Control Device For This Vehicle 5 Traffic Control Signal	First (1) Sequence of Events 2 Collision with Non-Fixed Object 11 Pedalcycle		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events		

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name JORGE GUZMAN	Date of Birth 31/Oct/1960	Sex 1 Male	Phone Number 407-947-7919	Re-Exam No
Address 1310 MILL CREEK CIR		City KISSIMMEE	State FL	Zip Code 34744			
Driver License Number G255420603910	State FL	Expires 31/Oct/2019	DL Type 5 E/Operator	Req. End. 2 No	Injury Severity 1 None	Ejection 1 Not Ejected	

Date of Crash 17/Dec/2018 06:35 AM	Date of Report 17/Dec/2018 06:35 AM	Invest. Agency Report Number FHPD18OFF127931	HSMV Crash Report Number 88025462
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Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other		
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal				
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To			

PERSON RECORD

Person# 2	Description 2 Non-Motorist	Name ALLAN RIOS	Date of Birth 18/Jan/1993	Sex 1 Male	Injury Severity 3 Non-incapacitating	Phone Number		
Address 1926 WELCH CT		City KISSIMMEE	State FL		Zip Code 34741			
Non-Motorist Description Detail 3 Bicyclist		Non-Motorist Action Prior to Crash 1 Crossing Roadway		Non-Motorist Location at Time of Crash 1 Intersection - Marked Crosswalk				
Non-Motorist Actions/Circumstance (First) 1 No Improper Action		Non-Motorist Actions/Circumstance (Second)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)		
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 2 EMS	EMS Agency Name or ID OCFR		EMS Run Number		Medical Facility Transported To OSCEOLA REGIONAL			

WITNESSES

Name JULIANA GALLEGO	Address UNKNOWN	City KISSIMMEE	State FL	Zip Code 00000
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NON VEHICLE PROPERTY DAMAGE

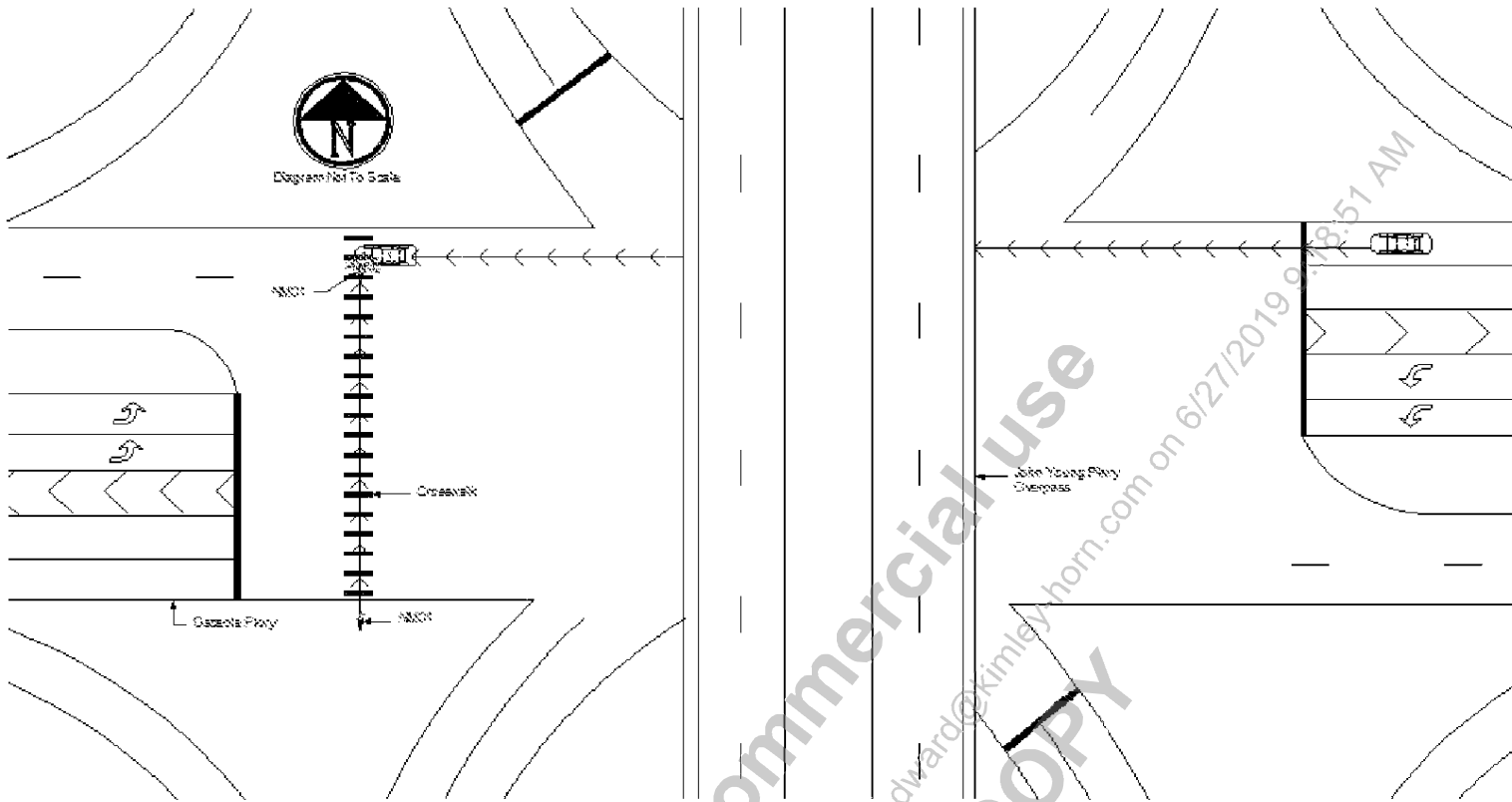
Vehicle#	Person#	Property Damage - Other Than Vehicle BICYCLE, MONGOOSE LEDGE 2.1, SN: 9NFSD15	Est. Amount 150	Business No	Owner's Name ALLAN RIOS	Address 1926 WELCH CT	City & State KISSIMMEE FL	Zip Code 34741
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NARRATIVE

ID Number 3737	Rank TROOPER	Name HENDERSON, D E	Troop / Post D	Officer Agency FLORIDA HIGHWAY PATROL	Phone Number 407-737-2300	Date Created Dec 17, 2018
<p>Vehicle 1 (V01) was traveling west in the right lane on Osceola Pkwy approaching John Young Pkwy. Bicyclist (NM01) was traveling north from the south side of Osceola Pkwy to the north side of Osceola Pkwy in the marked crosswalk west of John Young Pkwy.</p> <p>The driver of V01 stated he had a solid green traffic signal. NM01 stated he had the walk signal to cross the road. NM01 traveled into the path of V01. As a result the right side of NM01 struck the left front of V01.</p> <p>V01 was moved to the north shoulder of Osceola Pkwy west of John Young Pkwy. NM01 was transported to Osceola Regional Medical Center.</p> <p>The driver of V01 stated he had a green traffic signal and as he was going thru the intersection he did not see NM01 until he felt the impact.</p> <p>NM01 stated he was in the crosswalk crossing Osceola Pkwy and had the signal to cross when he was hit by V01. He also stated he thinks V01 was trying to beat the yellow light.</p> <p>The witness stated she saw NM01 crossing the road in front of her when he was hit by V01. She also stated she was in the left turn lane facing eastbound on Osceola Pkwy and had a red light but did not know what color light V01 had or if NM01 had the cross sign for the crosswalk.</p> <p>After the crash NM01's bicycle was run over by a truck that did not stop.</p> <p>Due to the lack of evidence I am unable to determine the contributing vehicle or person.</p>						

REPORTING OFFICER

ID/Badge # 3737	Rank and Name TROOPER HENDERSON, D E	Department FLORIDA HIGHWAY PATROL	Type of Department FHP
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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 05/Mar/2019 04:30 AM	Time of Crash 05/Mar/2019 04:30 AM	Date of Report 05/Mar/2019 04:44 AM	Invest. Agency Report Number FHPD19OFF020190	HSMV Crash Report Number 88087893
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits No	Time Reported 05/Mar/2019 04:32 AM	Time Dispatched 05/Mar/2019 04:33 AM
Time on Scene 05/Mar/2019 04:35 AM	Time Cleared Scene 05/Mar/2019 05:58 AM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occurred On Street, Road, Highway N ORANGE BLOSSOM TRL		At Street Address# 1	At Latitude 28.33719	Longitude -81.40364999999999
At Feet	Or Miles	Direction	From Intersection With Street, Road, Highway OSCEOLA PARKWAY	
Road System Identifier 2 U.S.		Type Of Shoulder 2 Unpaved	Type Of Intersection 2 Four-Way Intersection	

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 5 Dark-Not Lighted	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 77 Other, Explain in Narrative
First Harmful Event Type	First Harmful Event 10	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 2 Intersection
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

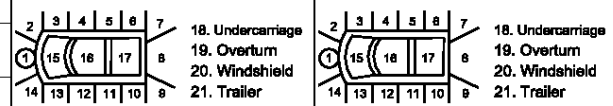
Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number IGKG23	State FL	Reg. Expires 07/Aug/2019	Permanent Reg. No	VIN KNAGD128925111886
Year 2002	Make KIA	Model 4D	Style 4D	Color GRN	Extent of Damage None	Est. Damage	Towed Due To No
Insurance Company INFINITY AUTO INSURANCE COMPANY				Insurance Policy Number 109900805404001			

Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/> GABRIEL DAVID POLANCO QUINONES	Current Address (Number and Street) 1606 COLUMBIA ARMS CIR APT 123	City and State KISSIMMEE FL	Zip Code 34741-2840
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Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles

Vehicle Traveling: West	Direction	On Street, Road, Highway N ORANGE BLOSSOM TRL	At Est. Speed 45	Posted Speed 45	Total Lanes 6
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CMV Configuration	Cargo Body Type	Area of Initial Impact	Most Damaged Area
Comm GVWR/GCWR	Trailer Type (trailer one)	Trailer Type (trailer two)	
Haz. Mat. Release	Haz Mat. Placard	Number	Class
Motor Carrier Name		US DOT Number	
Motor Carrier Address		City and State	Zip Code Phone Number



Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car	Vehicle Defects (one) 1 None	Vehicle Defects (two)	Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier	Roadway Grade 1 Level	Roadway Alignment 1 Straight	Most Harmful Event 2 Collision with Non-Fixed Object	Most Harmful Event Detail 10 Pedestrian
Traffic Control Device For This Vehicle 1 No Controls	First (1) Sequence of Events 2 Collision with Non-Fixed Object 10 Pedestrian	Second (2) Sequence of Events	Third (3) Sequence of Events	Fourth (4) Sequence of Events	

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name GABRIEL DAVID POLANCO QUINONES	Date of Birth 07/Aug/1988	Sex 1 Male	Phone Number	Re-Exam No
Address 1606 COLUMBIA ARMS CIR APT 123		City KISSIMMEE	State FL	Zip Code 34741			
Driver License Number P452284882870	State FL	Expires 07/Aug/2024	DL Type 5 E/Operator	Req. End. 3 No Req Endorsement	Injury Severity 1 None	Ejection 1 Not Ejected	

Date of Crash 05/Mar/2019 04:30 AM	Date of Report 05/Mar/2019 04:30 AM	Invest. Agency Report Number FHPD19OFF020190	HSMV Crash Report Number 88087893
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Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other		
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal				
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number	Medical Facility Transported To			

PERSON RECORD

Person# 2	Description 2 Non-Motorist	Name ALICIA MARIE DRENNEN	Date of Birth 17/Apr/1983	Sex 2 Female	Injury Severity 3 Non-incapacitating	Phone Number		
Address 5151 LITTLE LN		City ST CLOUD	State FL		Zip Code 34771			
Non-Motorist Description Detail 1 Pedestrian		Non-Motorist Action Prior to Crash 1 Crossing Roadway		Non-Motorist Location at Time of Crash 1 Intersection - Marked Crosswalk				
Non-Motorist Actions/Circumstance (First) 3 Failure to Yield Right-of-Way		Non-Motorist Actions/Circumstance (Second) 9 Not Visible (dark clothing, no lighting, etc.)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)		
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID OCFD		EMS Run Number	Medical Facility Transported To OSCEOLA REGIONAL			

WITNESSES

Name JASON C HOLMBERG	Address 2936 CLAREBELLE CT	City KISSIMMEE	State FL	Zip Code 34743
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VIOLATIONS

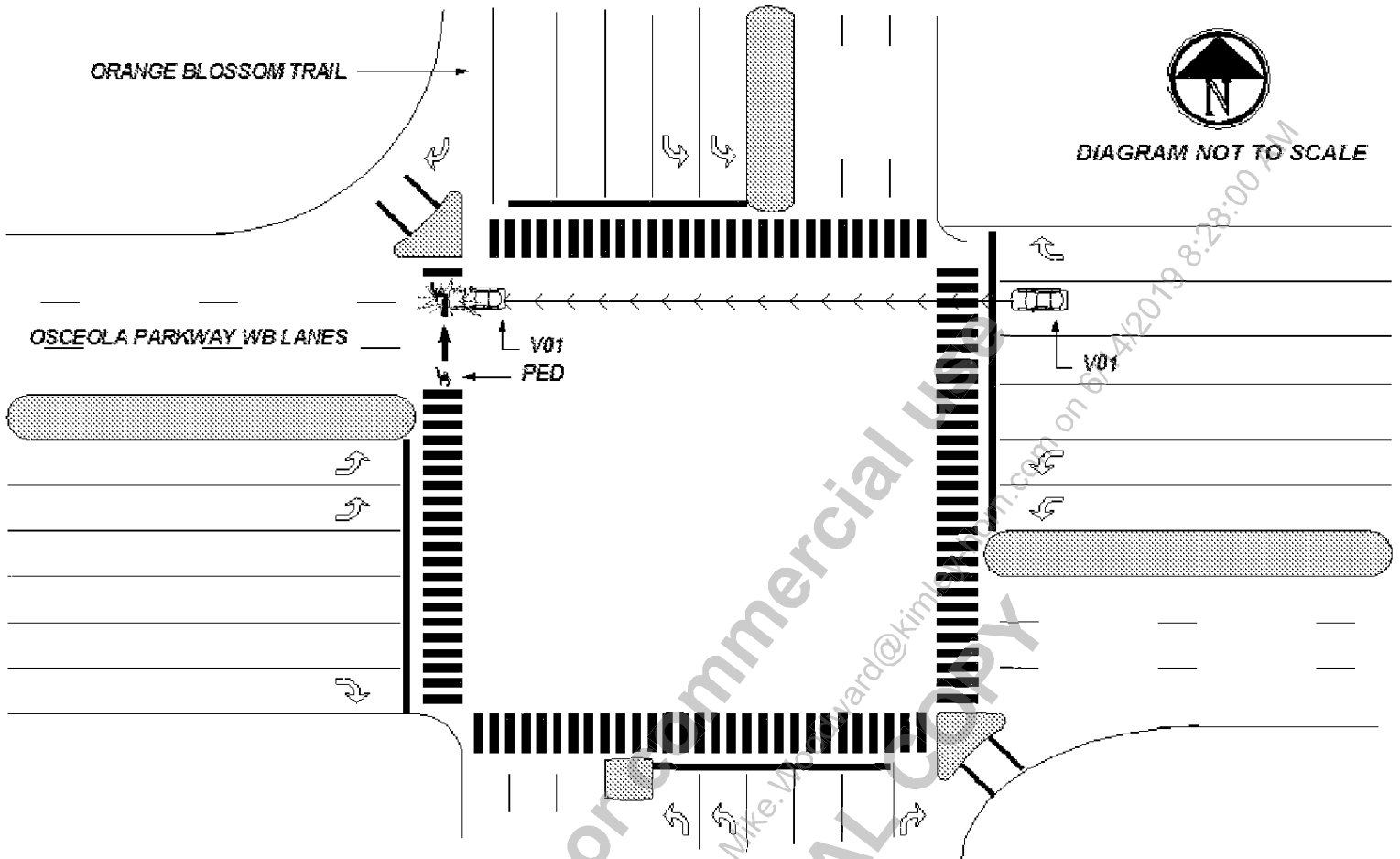
Person# 2	Name ALICIA MARIE DRENNEN	Florida Statute Number 316.130(10)	Charge PEDESTRIAN FAILED TO YIELD TO TRAFFIC	Citation AAR023E
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NARRATIVE

ID Number 4250	Rank TROOPER	Name BAQUERO, D. H.	Troop / Post D	Officer Agency FLORIDA HIGHWAY PATROL	Phone Number 407-737-2300	Date Created Mar 05, 2019
<p>Vehicle 1 (V01) was traveling westbound on Osceola Parkway, approaching the intersection of Orange Blossom Trail in the outside travel lane. The pedestrian was walking northbound on Osceola Parkway in a marked crosswalk.</p> <p>The witness listed in the report stated he was behind V01. The witness stated V01 and himself had a solid green traffic light. The witness stated the pedestrian ran into the path of V01 causing the front right of V01 to collide into the pedestrian.</p> <p>The pedestrian failed to yield the right of way to V01 which caused the front right of V01 to collide into the right side of the pedestrian.</p> <p>V01 was moved from final rest.</p> <p>Note 1: The pedestrian was wearing a black shirt, and black pants.</p> <p>Note 2: I observed little to no damage to V01.</p>						

REPORTING OFFICER

ID/Badge # 4250	Rank and Name TROOPER BAQUERO, D. H.	Department FLORIDA HIGHWAY PATROL	Type of Department FHP
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APPENDIX G

Fatal and Injury Crash Reports

FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 23/Sep/2017 01:44 AM	Time of Crash 23/Sep/2017 01:44 AM	Date of Report 01/May/2018 07:28 AM	Invest. Agency Report Number FHPD17OFF095690	HSMV Crash Report Number 85576876
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits No	Time Reported 23/Sep/2017 01:49 AM	Time Dispatched 23/Sep/2017 01:57 AM
Time on Scene 23/Sep/2017 02:12 AM	Time Cleared Scene 23/Sep/2017 02:30 AM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occurred On Street, Road, Highway CR-522 (OSCEOLA PARKWAY)		At Street Address# 1	At Latitude 28.34113567	Longitude -81.3803515210748
At Feet 20	Or Miles	Direction West	From Intersection With Street, Road, Highway SR-91 (FLORIDAS TURNPIKE)	Or From Milepost #
Road System Identifier 4 County	Type Of Shoulder 1 Paved	Type Of Intersection 2 Four-Way Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 4 Dark-Lighted	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 1 Front to Rear
First Harmful Event Type	First Harmful Event 14	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 3 Intersection.Related
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 2	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number N0061Y	State FL	Reg. Expires 31/Dec/2017	Permanent Reg. No	VIN 1M2AX13C8HM038376			
Year 2017	Make MACK	Model DUMP TRUCK	Style DP	Color WHI	Extent of Damage Disabling	Est. Damage 5000	Towed Due To Damage Yes	Vehicle Removed By RUSSELL'S	Rotation Rotation	
Insurance Company AUTO OWNERS INSURANCE CO					Insurance Policy Number 50 754 728 00					
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>			Current Address (Number and Street) 9388 SIDNEY HAYES RD			City and State ORLANDO FL		Zip Code 32824-0000		
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles	
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles	
Vehicle Traveling:	Direction East	On Street, Road, Highway CR-522 (OSCEOLA PARKWAY)				At Est. Speed	Posted Speed 45	Total Lanes 6		
CMV Configuration 3			Cargo Body Type 8			Area of Initial Impact			Most Damaged Area	
Comm GVWR/GCWR 3 More than 26,000 lbs (11,793 kg)			Trailer Type (trailer one)		Trailer Type (trailer two)					
Haz. Mat. Release 1	Haz Mat. Placard 1	Number	Class							
Motor Carrier Name SEMINOLE SHOTCRETE INC				US DOT Number 832169						
Motor Carrier Address 1700 TIMOCUAN WAY				City and State LONGWOOD FL		Zip Code 32750		Phone Number		
Comm/Non-Commercial 1	Vehicle Body Type 20 Medium/Heavy Trucks (more than 10,000 lbs (4,536 kg))		Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function	
Vehicle Maneuver Action 13 Stopped in Traffic		Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport
Traffic Control Device For This Vehicle 5 Traffic Control Signal		First (1) Sequence of Events 2 Collision with Non-Fixed Object 14 Motor Vehicle in Transport		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events		

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number 220VNJ	State MN	Reg. Expires 09/Mar/2018	Permanent Reg. No	VIN 1C3CC5FB3AN219926		
Year 2010	Make CHRY	Model SEBRING	Style 4D	Color BLK	Extent of Damage Disabling	Est. Damage 20000	Towed Due To Damage Yes	Vehicle Removed By RK TOWING	Rotation Rotation

Insurance Company UNKNOWN		Insurance Policy Number UNKNOWN	
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/> EDISON STEVEN PARRA GARZON		Current Address (Number and Street) 1 EHLERS AVE	
City and State CHASKA MN		Zip Code 55318	
Trailer One:	License Number	State	Reg. Expires
Trailer Two:	License Number	State	Reg. Expires
Vehicle Traveling:	Direction East	On Street, Road, Highway CR-522 (OSCEOLA PARKWAY)	
At Est. Speed 90		Posted Speed 45	
Total Lanes 6			
CMV Configuration		Cargo Body Type	
Comm GVWR/GCWR		Trailer Type (trailer one)	
Trailer Type (trailer two)		Area of Initial Impact	
Haz. Mat. Release		Haz Mat. Placard	
Number		Class	
Motor Carrier Name		US DOT Number	
Motor Carrier Address		City and State	
Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car	Vehicle Defects (one) 1 None	Vehicle Defects (two)
Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function		
Vehicle Maneuver Action 77 Other, Explain in Narrative	Trafficway 4 Two-Way, Divided, Positive Median Barrier	Roadway Grade 1 Level	Roadway Alignment 1 Straight
Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport	
Traffic Control Device For This Vehicle 5 Traffic Control Signal	First (1) Sequence of Events 2 Collision with Non-Fixed Object	Second (2) Sequence of Events	Third (3) Sequence of Events
Fourth (4) Sequence of Events 14 Motor Vehicle in Transport			

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name EDISON STIVEN PARRA GARZON		Date of Birth 09/Mar/1990	Sex 1 Male	Phone Number 952-687-0418	Re-Exam No
Address 1 EHLERS AVE		City CHASKA		State MN	Zip Code 55318			
Driver License Number UK	State	Expires	DL Type 7 None	Req. End.	Injury Severity 5 Fatal (within 30 days)		Ejection 1 Not Ejected	
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 3 Deployed-Front	Helmet Use	Eye Protection	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other		
Drivers Actions at Time of Crash (first) 2 Operated MV in Careless or Negligent Manner			Drivers Actions at Time of Crash (second)		Driver Distracted By 7 Inattentive	Vision Obstruction 1 Vision Not Obscured		
Drivers Actions at Time of Crash (third)			Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 88 Unknown			
Suspected Alcohol Use 1 No	Alcohol Tested 3 Test Given	Alcohol Test Type 1 Blood	Alcohol Test Result 2 Completed	BAC 0.130	Suspected Drug Use 1 No	Drug Tested 3 Test Given	Drug Test Type 1 Blood	Drug Test Result 2 Negative
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID OCFR		EMS Run Number	Medical Facility Transported To OSCEOLA REGIONAL			

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 2	Name YOSBANI REYMUNDO ALMAGUER CUTINO		Date of Birth 18/Feb/1970	Sex 1 Male	Phone Number 786-290-1579	Re-Exam No
Address 3842 SPRING BREEZE DRIVE		City ORLANDO		State FL	Zip Code 32829			
Driver License Number A452976700580	State FL	Expires 18/Feb/2022	DL Type 2 B	Req. End. 1 Yes	Injury Severity 1 None		Ejection 1 Not Ejected	
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other		
Drivers Actions at Time of Crash (first) 1 No Contributing Action			Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted	Vision Obstruction 1 Vision Not Obscured		
Drivers Actions at Time of Crash (third)			Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal			
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number	Medical Facility Transported To			

NARRATIVE

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
3785	TROOPER	SILVA, EMILIANO R	D	FLORIDA HIGHWAY PATROL	407-737-2300	Sep 23, 2017

Vehicle 1 (V01) was traveling east on the outside left turn lane, on County Road 522 (Osceola Parkway), west of the State Road 91 (Florida's Turnpike) northbound entrance ramp. Vehicle 2 (V02) was stopped for a red traffic light in the outside left turn lane on County Road 522 (Osceola Parkway), facing east, at the intersection of the State Road 91 (Florida's Turnpike) northbound entrance ramp.

The driver of V01 failed to observe V02 stopped directly ahead of him and continued traveling east. As a result, the front left corner of V01 struck the rear right corner of V02. The impact propelled V02 a few feet forward, where it then came to final rest facing east, blocking in the outside left turn lane. As a result of the same impact, V01 did a half rotation, counter clockwise, and came to final rest blocking the center eastbound lane on County Road 522 (Osceola Parkway) facing west.

Edison Stiven Parra Garzon was pronounced deceased at Osceola Regional by Dr. Bogdana at 3:04 a.m. on 9/23/17.

Traffic Homicide Investigator; Corporal Scott J. Stoltz
ID # 1405
Traffic Homicide Case #: 717-26-032
Photographs by; Corporal Scott J. Stoltz

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
3691	CORPORAL	STOLTZ, SCOTT J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Oct 03, 2017

V-2 information was changed.

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
3691	CORPORAL	STOLTZ, SCOTT J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Dec 01, 2017

Exception: By Deceased Person: The investigation is complete and no charges will be filed because the at-fault person expired as a result of the crash

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
3691	CORPORAL	STOLTZ, SCOTT J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Feb 28, 2018

Toxicology results were recieved and have been entered for D-1.

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
3691	CORPORAL	STOLTZ, SCOTT J	D	FLORIDA HIGHWAY PATROL	407-737-2300	May 01, 2018

Case Closed.

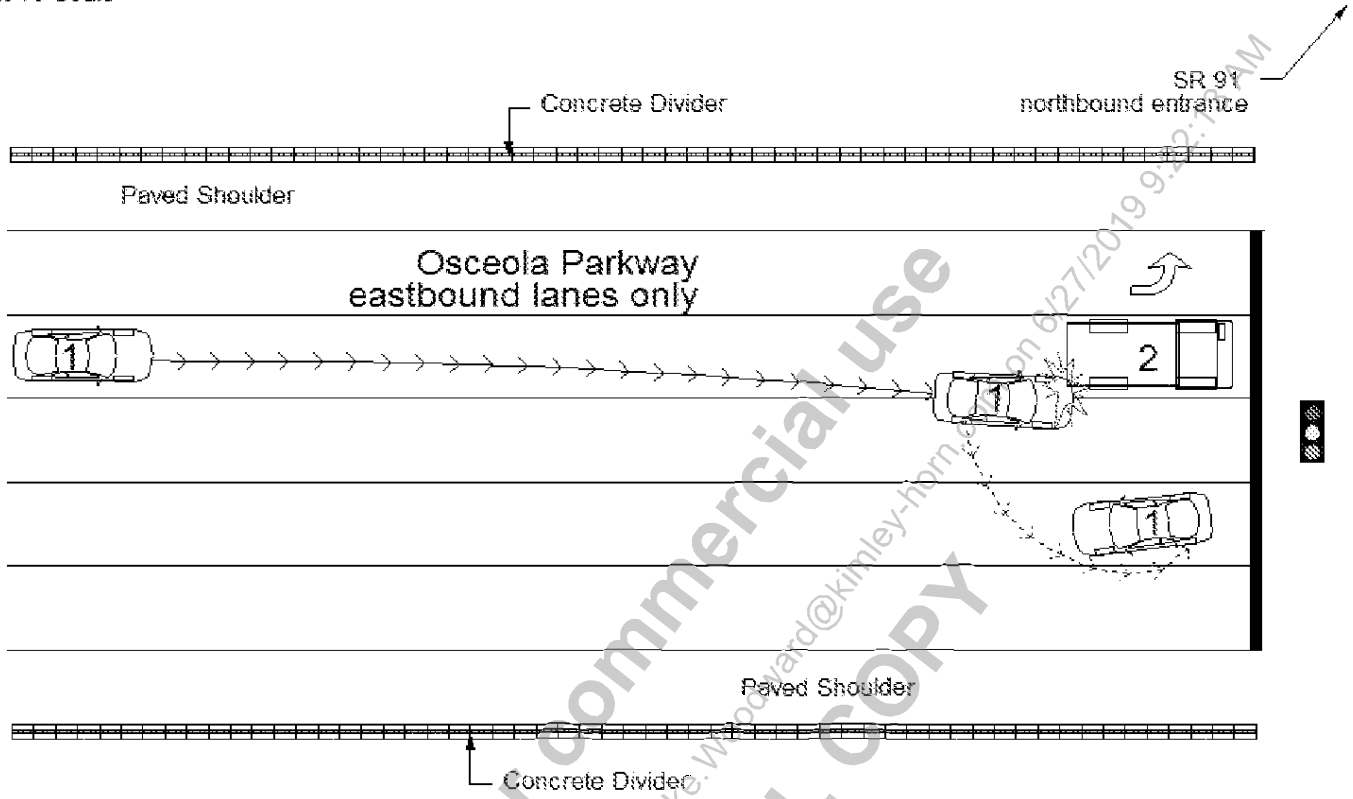
REPORTING OFFICER

ID/Badge #	Rank and Name	Department	Type of Department
3691	CORPORAL STOLTZ, SCOTT J	FLORIDA HIGHWAY PATROL	FHP

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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 01/Oct/2017 12:07 AM	Time of Crash 01/Oct/2017 12:07 AM	Date of Report 04/Jul/2018 08:08 AM	Invest. Agency Report Number FHPD17OFF098711	HSMV Crash Report Number 85590701
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits No	Time Reported 01/Oct/2017 12:12 AM	Time Dispatched 01/Oct/2017 12:34 AM
Time on Scene 01/Oct/2017 12:47 AM	Time Cleared Scene 01/Oct/2017 06:22 AM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway US 17-92 (NORTH ORANGE BLOSSOM TRAIL)		At Street Address# 1	At Latitude 28.336371649056701	Longitude -81.403724458068595
At Feet 179	Or Miles	Direction South	From Intersection With Street, Road, Highway COUNTY ROAD 522 (OSCEOLA PARKWAY)	Or From Milepost #
Road System Identifier 2 U.S.	Type Of Shoulder 2 Unpaved	Type Of Intersection 1 Not at Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 4 Dark-Lighted	Weather Condition 2 Cloudy	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 77 Other, Explain in Narrative
First Harmful Event Type	First Harmful Event 10	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 3 Intersection.Related
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 2 Yes	Veh License Number Y65GLH	State FL	Reg. Expires 13/Nov/2017	Permanent Reg. No	VIN 4N2XN11T4YD844896		
Year 2000	Make NISS	Model QUEST	Style VN	Color SIL	Extent of Damage Functional	Est. Damage 1000	Towed Due To Damage No	Vehicle Removed By	Rotation
Insurance Company NOT ON FILE				Insurance Policy Number NOT ON FILE					
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/> EDDA MIRIAM RIOS			Current Address (Number and Street) 2331 SAND ARBOR CIR			City and State ORLANDO FL		Zip Code 32824-0000	
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Vehicle Traveling:	Direction North	On Street, Road, Highway US 17-92 (ORANGE BLOSSOM TRAIL)				At Est. Speed 45	Posted Speed 45	Total Lanes 6	
CMV Configuration			Cargo Body Type			Area of Initial Impact		Most Damaged Area	
Comm GVWR/GCWR			Trailer Type (trailer one)		Trailer Type (trailer two)				
Haz. Mat. Release		Haz Mat. Placard	Number	Class					
Motor Carrier Name				US DOT Number					
Motor Carrier Address			City and State			Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 2 Passenger Van	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function		
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier	Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 10 Pedestrian	
Traffic Control Device For This Vehicle 5 Traffic Control Signal	First (1) Sequence of Events 2 Collision with Non-Fixed Object		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events 10 Pedestrian		

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 1	Name VICTOR ROBERTO BARADIT FERNANDEZ	Date of Birth 13/Jun/1958	Sex 1 Male	Phone Number	Re-Exam No
Address 2331 SAND ARBOR CIR		City ORLANDO	State FL	Zip Code 32824			
Driver License Number B633876582130	State FL	Expires 13/Jun/2022	DL Type 7 None	Req. End. 2 No	Injury Severity 1 None	Ejection 1 Not Ejected	

Date of Crash 01/Oct/2017 12:07 AM	Date of Report 01/Oct/2017 12:07 AM	Invest. Agency Report Number FHPD17OFF098711	HSMV Crash Report Number 85590701
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Restraint System 77 Other, Explain in Narrative	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other 1 Not Applicable		
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 88 Unknown	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 88 Unknown				
Suspected Alcohol Use 88 Unknown	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 88 Unknown	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To			

PERSON RECORD

Person# 1	Description 2 Non-Motorist	Name MARGARITA CONTRERAS	Date of Birth 09/May/1959	Sex 2 Female	Injury Severity 5 Fatal (within 30 days)	Phone Number		
Address 22274 SW 63RD AVE		City BOCA RATON	State FL		Zip Code 33428			
Non-Motorist Description Detail 1 Pedestrian		Non-Motorist Action Prior to Crash 6 In Roadway --Other (working, playing, etc.)		Non-Motorist Location at Time of Crash 5 Travel Lane - Other Location				
Non-Motorist Actions/Circumstance (First) 5 In Roadway Improperly (standing, lying, working, playing)		Non-Motorist Actions/Circumstance (Second)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)		
Suspected Alcohol Use 2 Yes	Alcohol Tested 3 Test Given	Alcohol Test Type 1 Blood	Alcohol Test Result 2 Completed	BAC 0.140	Suspected Drug Use 1 No	Drug Tested 3 Test Given	Drug Test Type 1 Blood	Drug Test Result 2 Negative
Source of Transport to Medical Facility 2 EMS	EMS Agency Name or ID OCFR		EMS Run Number 170010171		Medical Facility Transported To OSC REGIONAL HOSPITAL			

VIOLATIONS

Person# 2	Name VICTOR ROBERTO BARADIT FERNANDEZ	Florida Statute Number 322.03(1)	Charge NO DRIVER LICENSE - NEVER HAD ONE ISSUED	Citation A6FCK2E
Person# 2	Name VICTOR ROBERTO BARADIT FERNANDEZ	Florida Statute Number 316.027(2)(c)	Charge CRASH - LEAVING SCENE ON PUBLIC/PRIVATE PROPERTY WITHOUT REN	Citation A6FCK0E

NARRATIVE

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ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Oct 01, 2017

Vehicle One (V01 unknown) was traveling north in the middle lane of US Highway 17-92 (North Orange Blossom Trail) just south of County Road 522 (Osceola Parkway) approaching the driveway of the 7-Eleven (2975 North Orange Blossom Trail). Pedestrian One (P01) was walking west from the driveway of 7-Eleven to the middle lane of US Highway 17-92 into the path of V01. P01 was attempting to retrieve her wallet that was dropped in the outside lane. An unknown part of the front of V01 collided with P01. P01 was projected north and came to final rest in the outside lane north of the 7-Eleven driveway. V01 left the scene of the crash traveling north on US Highway 17-92.

V-1's possible description: Tan, gold, or silver Toyota Camry

The Medical Examiner's Report and the toxicology report concerning NM01 have not been completed. This report will be updated to reflect this information when it is received.

Name of the Deceased: Margarita Contreras
 Date of Birth: 05/09/1959
 Date of Death: 10/01/2017
 Time of Death: 12:47 AM
 Pronounced by: Dr. Gray (Osceola Regional)
 Traffic Homicide Case #: FHP717-26-033
 Traffic Homicide Investigator: Corporal Christopher Durrance 1300
 Photos taken by: Corporal Eric Sutton 757

This traffic investigation is now complete, however, a separate Traffic Homicide Investigation has been initiated. Any pending toxicology results as well as other information obtained by the Homicide Investigator will be included in a separate report.

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Nov 26, 2017

Pending THI

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Dec 27, 2017

Pending THI.

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Jan 28, 2018

Pending THI.

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	Mar 02, 2018

Pending THI.

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	May 03, 2018

Pending THI.

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
3526	SERGEANT	C. Q. DURRANCE	D	FLORIDA HIGHWAY PATROL	407-737-2300	Jul 04, 2018

THI Investigation complete.
Case Closed.

REPORTING OFFICER

ID/Badge # 3526	Rank and Name SERGEANT C. Q. DURRANCE	Department FLORIDA HIGHWAY PATROL	Type of Department FHP
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US Highway 17-92 (North Orange Blossom Trail)

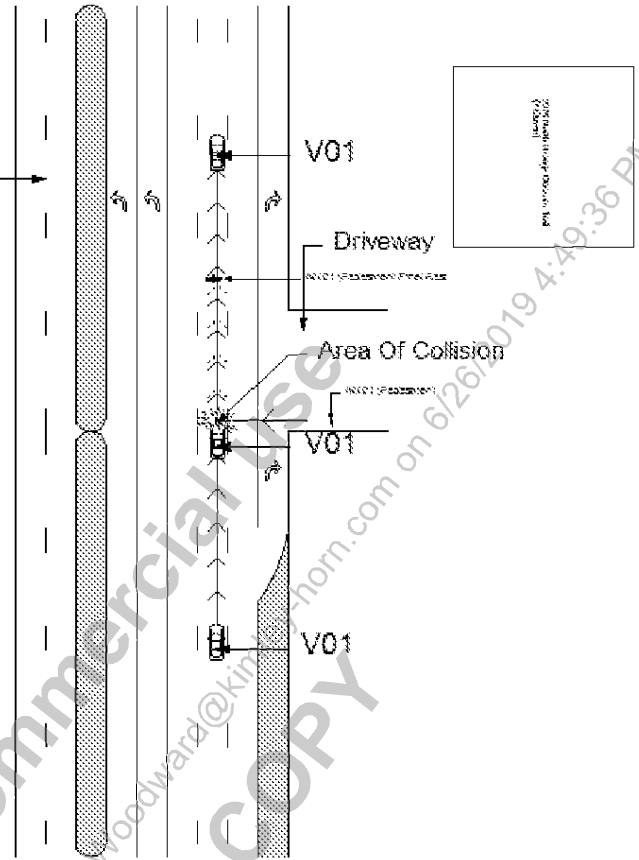


Diagram Not To Scale

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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 19/Jan/2019 07:37 PM	Time of Crash 19/Jan/2019 07:37 PM	Date of Report 19/Jan/2019 12:00 AM	Invest. Agency Report Number 19000540	HSMV Crash Report Number 87833218
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits Yes	Time Reported 19/Jan/2019 07:37 PM	Time Dispatched 19/Jan/2019 07:37 PM
Time on Scene 19/Jan/2019 07:41 PM	Time Cleared Scene 19/Jan/2019 08:41 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Motorist

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway W OSCEOLA PKWY		At Street Address#	At Latitude	and	Longitude
At Feet 150	Or Miles	Direction East	From Intersection With Street, Road, Highway FLORA BLVD		Or From Milepost #
Road System Identifier 5 Local		Type Of Shoulder 2 Unpaved	Type Of Intersection 1 Not at Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 4 Dark-Lighted	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 77 Other, Explain in Narrative
First Harmful Event Type	First Harmful Event 1	First Harmful Event Location 2 Off Roadway	Within Interchange No	First Harmful Event Relation to Junction 1 Non-Junction
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number 39BTU	State FL	Reg. Expires 16/Dec/1920	Permanent Reg. No	VIN JYARJ18E1BA006571		
Year 2011	Make YAMA	Model	Style MC	Color BLK	Extent of Damage Disabling	Est. Damage 5000	Towed Due To Damage Yes	Vehicle Removed By CENTERSTATE TOWING	Rotation Rotation
Insurance Company PROGRESSIVE INS				Insurance Policy Number 926688012					
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>			Current Address (Number and Street)			City and State		Zip Code	
HUNTER MILES SERRANO			1574 TALLAHASSEE BLVD			INTERCESSION CITY FL		33848	
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Vehicle Traveling: West	Direction	On Street, Road, Highway W OSCEOLA PKWY				At Est. Speed 40	Posted Speed 45	Total Lanes 5	
CMV Configuration			Cargo Body Type			Area of Initial Impact		Most Damaged Area	
Comm GVWR/GCWR			Trailer Type (trailer one)		Trailer Type (trailer two)				
Haz. Mat. Release		Haz Mat. Placard	Number	Class					
Motor Carrier Name					US DOT Number				
Motor Carrier Address			City and State			Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 11 Motorcycle	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function		
Vehicle Maneuver Action 17 Entering Traffic Lane	Trafficway 3 Two-Way, Divided, Unprotected (painted >4 feet) Median	Roadway Grade 1 Level	Roadway Alignment 1 Straight	Most Harmful Event 1 Non-Collision		Most Harmful Event Detail 1 Overturn/Rollover			
Traffic Control Device For This Vehicle 1 No Controls	First (1) Sequence of Events 43 Ran Off Roadway, Left		Second (2) Sequence of Events 1 Overturn/Rollover		Third (3) Sequence of Events 6 Fell/Jumped From Motor Vehicle		Fourth (4) Sequence of Events		

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name HUNTER MILES SERRANO	Date of Birth 16/Dec/1998	Sex 1 Male	Phone Number (407)844-8411	Re-Exam No
Address 1574 TALLAHASSEE BLVD		City INTERCESSION CITY	State FL	Zip Code 33848			
Driver License Number S650333984560	State FL	Expires 16/Dec/2024	DL Type 5 E/Operator	Req. End.	Injury Severity 4 Incapacitating	Ejection 1 Not Ejected	

Date of Crash 19/Jan/2019 07:37 PM	Date of Report 19/Jan/2019 07:37 PM	Invest. Agency Report Number 19000540	HSMV Crash Report Number 87833218
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Restraint System 77 Other, Explain in Narrative	Air Bag Deployed 1 Not Applicable	Helmet Use 1 DOT-Compliant Motorcycle Helmet	Eye Protection 1 Yes	Seating Location Seat 77 Other (explain in narrative)	Seating Location Row 77 Other Row	Seating Location Other 1 Not Applicable		
Drivers Actions at Time of Crash (first) 30 Swerved or Avoided : Due to Wind, Slippery Surface, MV, Object, Non-Motorist in Roadway, etc.		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal				
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID KISSIMMEE FIRE DEPT		EMS Run Number 190000695	Medical Facility Transported To ORLANDO HEALTH - OTHER			

WITNESSES

Name JOAQUIN ARMANDO FLORES	Address 4534 PHILADELPHIA CIR	City KISSIMMEE	State FL	Zip Code 34746
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WITNESSES

Name JORDAN MICHAEL PARTAIN	Address 3163 HANGING MOSS CIR	City KISSIMMEE	State FL	Zip Code 34741
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NARRATIVE

V1 (MOTORCYCLE) WAS WESTBOUND ON WEST OSCEOLA PARKWAY AND WAS ATTEMPTING TO ENTER THE TURNING LANE TO TURN LEFT ONTO FLORA BOULEVARD.

AS V1 MERGED INTO THE TURNING LANE, AN UNKNOWN VEHICLE MERGED IN FRONT OF V1. THE DRIVER OF V1 SWERVED TO THE LEFT TO AVOID A COLLISION AND LEFT THE ROADWAY.

AFTER LEAVING THE ROADWAY, V1 RAN INTO THE GRASSY MEDIAN WHERE THE DRIVER LOST CONTROL. V1 BEGAN ROLLING OVER CAUSING THE DRIVER TO FALL OFF. V1 CAME TO A REST IN THE MEDIAN AND THE DRIVER CAME TO A REST IN THE TURNING LANE.

THE DRIVER OF V1 WAS WEARING A DOT APPROVED HELMET AND LEATHER PROTECTOR GEAR. THE DRIVER OF V1 SUFFERED NON-LIFE THREATENING INJURIES TO HIS LEGS, ARMS, AND BACK. THE DRIVER OF V1 WAS TRANSPORTED TO ORLANDO HEALTH HOSPITAL BY THE KISSIMMEE FIRE DEPARTMENT. CENTER STATE TOWING REMOVED V1 FROM THE SCENE.

W1 ADVISED HE WAS DIRECTLY BEHIND V1. W1 STATED AN UNKNOWN VEHICLE POSSIBLY SWERVED OVER IN FRONT OF V1 CAUSING V1 TO SWERVE OFF THE ROADWAY. W1 ADVISED HE DID SEE V1 ROLLING OVER AND THE DRIVER FALLING OFF.

W2 ADVISED HE WAS STOPPED AT THE STOP SIGN AT THE INTERSECTION OF FLORA BLVD AND WEST OSCEOLA PARKWAY. W2 ADVISED HE ONLY SAW V1'S HEADLIGHTS AS IT WAS ROLLING OVER AND NOTICED THE DRIVER ON THE GROUND.

NO OTHER WITNESSES WERE LOCATED.

NO CITATIONS WERE ISSUED AS A RESULT OF THIS VEHICLE ACCIDENT.

REPORTING OFFICER

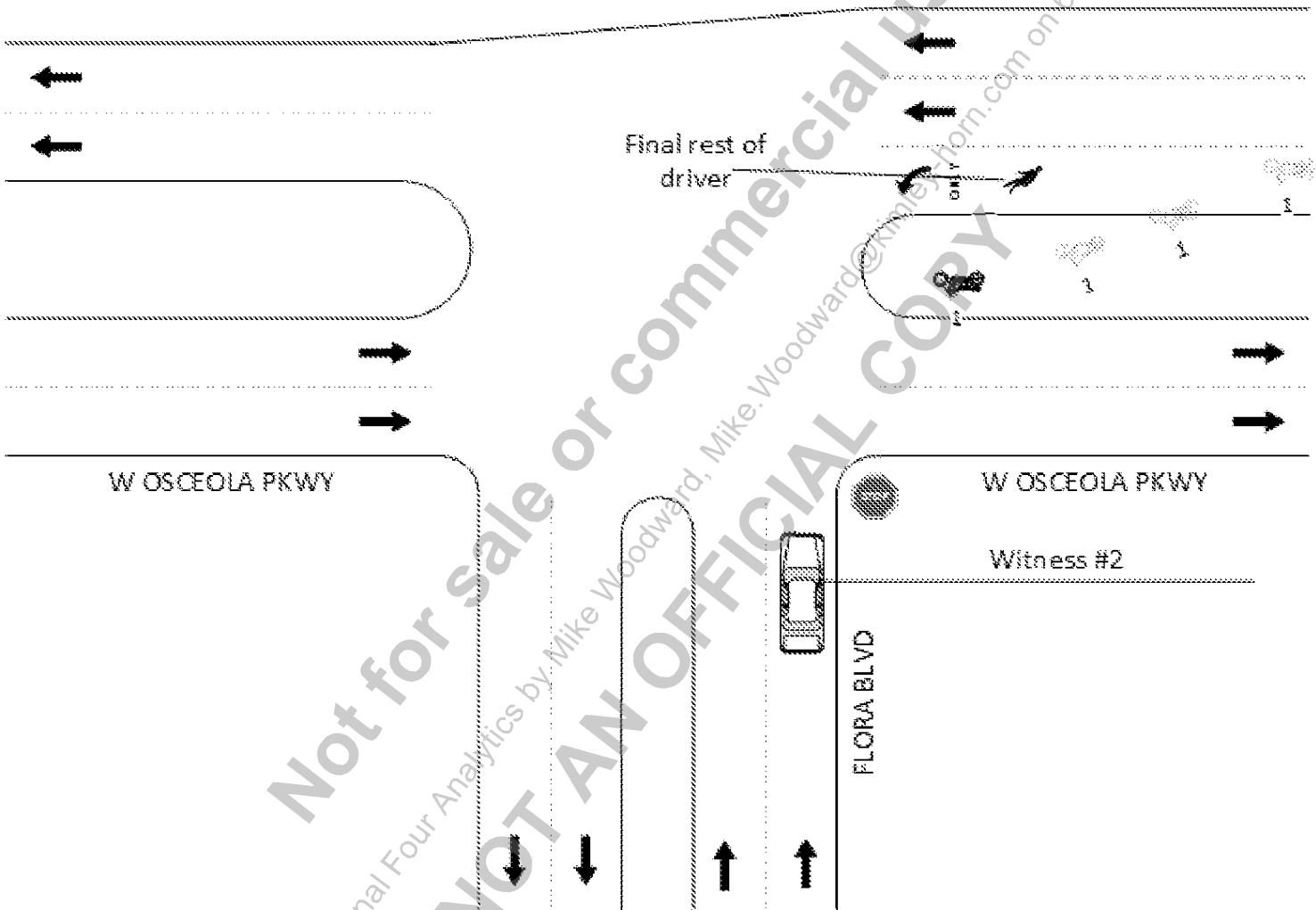
ID/Badge # 673	Rank and Name POLICE OFFICER G. GARRETT	Department KISSIMMEE POLICE DEPARTMENT	Type of Department PD
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Indicate North

Beat 50



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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 03/Aug/2017 05:01 PM	Time of Crash 03/Aug/2017 05:01 PM	Date of Report 08/Aug/2017 06:14 PM	Invest. Agency Report Number FHPD17OFF077275	HSMV Crash Report Number 85551259
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits No	Time Reported 03/Aug/2017 05:06 PM	Time Dispatched 03/Aug/2017 05:53 PM
Time on Scene 03/Aug/2017 05:57 PM	Time Cleared Scene 03/Aug/2017 06:14 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway CR-522 (OSCEOLA PARKWAY)		At Street Address# 1	At Latitude 28.337291982024901	Longitude -81.405302183702602
At Feet 50	Or Miles	Direction West	From Intersection With Street, Road, Highway US-441 (ORANGE BLOSSOM TRAIL)	Or From Milepost #
Road System Identifier 4 County		Type Of Shoulder 1 Paved	Type Of Intersection 1 Not at Intersection	

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 1 Daylight	Weather Condition 2 Cloudy	Roadway Surface Condition 2 Wet	School Bus Related 1 No	Manner Of Collision 1 Front to Rear
First Harmful Event Type	First Harmful Event 14	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 1 Non-Junction
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number YL76G	State FL	Reg. Expires 30/May/2019	Permanent Reg. No	VIN NM0GE9F75E1142092			
Year 2014	Make FORD	Model TRANSIT CONN	Style VN	Color GLD	Extent of Damage Functional	Est. Damage 1000	Towed Due To Damage No	Vehicle Removed By	Rotation	
Insurance Company ALLSTATE				Insurance Policy Number 971 663 417						
Name of Vehicle Owner (Check Box If Business) DANIEL RODRIGUEZ			Current Address (Number and Street) 13353 LAVFR LN			City and State ORLANDO FL		Zip Code 32824-0000		
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles	
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles	
Vehicle Traveling:	Direction East	On Street, Road, Highway CR-522 (OSCEOLA PARKWAY)				At Est. Speed 30	Posted Speed 45	Total Lanes 6		
CMV Configuration			Cargo Body Type			Area of Initial Impact		Most Damaged Area		
Comm GVWR/GCWR			Trailer Type (trailer one)		Trailer Type (trailer two)					
Haz. Mat. Release	Haz Mat. Placard	Number	Class							
Motor Carrier Name				US DOT Number						
Motor Carrier Address				City and State			Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 2 Passenger Van	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function			
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier	Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport		
Traffic Control Device For This Vehicle 1 No Controls	First (1) Sequence of Events 2 Collision with Non-Fixed Object		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events			

VEHICLE (Check if Commercial)

Vehicle 3	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number 467QVY	State FL	Reg. Expires 29/Sep/2017	Permanent Reg. No	VIN JT5FG02T5X0056275		
Year 1999	Make TOYOT	Model CELICA	Style CV	Color BLK	Extent of Damage Minor	Est. Damage 500	Towed Due To Damage No	Vehicle Removed By	Rotation
Insurance Company INFINITY				Insurance Policy Number 109545571765001					

Name of Vehicle Owner (Check Box If Business) DENTON EMANUEL CRAWFORD <input type="checkbox"/>				Current Address (Number and Street) 12841 MONTANA WOODS LN				City and State ORLANDO FL		Zip Code 32824-8621		
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles			
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles			
Vehicle Traveling:	Direction East	On Street, Road, Highway CR-522 (OSCEOLA PARKWAY)					At Est. Speed	Posted Speed 45	Total Lanes 6			
CMV Configuration				Cargo Body Type			Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR				Trailer Type (trailer one)			Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard		Number		Class						
Motor Carrier Name					US DOT Number							
Motor Carrier Address						City and State			Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car		Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function			
Vehicle Maneuver Action 13 Stopped in Traffic		Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport		
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object			Second (2) Sequence of Events 14 Motor Vehicle in Transport			Third (3) Sequence of Events		Fourth (4) Sequence of Events		

VEHICLE (Check if Commercial)

Vehicle 2	Motor Vehicle Type 1 Vehicle in Transport		Hit and Run 1 No	Veh License Number YQ35Y		State FL	Reg. Expires 22/Jan/2019	Permanent Reg. No	VIN 2T1BURHE8HC853765			
Year 2017	Make TOYOT	Model CAMRY	Style 4D	Color GRY	Extent of Damage Functional	Est. Damage 1000	Towed Due To Damage No	Vehicle Removed By FELD'S TOWING		Rotation Rotation		
Insurance Company ALLSTATE					Insurance Policy Number 071 491 292							
Name of Vehicle Owner (Check Box If Business) TULIA M BEST-CLARKE <input type="checkbox"/>				Current Address (Number and Street) 3311 WINDING TRL				City and State KISSIMMEE FL		Zip Code 34746-0000		
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles			
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles			
Vehicle Traveling:	Direction East	On Street, Road, Highway CR-522 (OSCEOLA PARKWAY)					At Est. Speed	Posted Speed 45	Total Lanes 6			
CMV Configuration				Cargo Body Type			Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR				Trailer Type (trailer one)			Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard		Number		Class						
Motor Carrier Name					US DOT Number							
Motor Carrier Address						City and State			Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car		Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function			
Vehicle Maneuver Action 13 Stopped in Traffic		Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport		
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object			Second (2) Sequence of Events 14 Motor Vehicle in Transport			Third (3) Sequence of Events		Fourth (4) Sequence of Events		

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name DANIEL RODRIGUEZ				Date of Birth 30/May/1938	Sex 1 Male	Phone Number 718-300-3400	Re-Exam No	
Address 13353 LAVER LN			City ORLANDO			State FL		Zip Code 32824			
Driver License Number R362160381900		State FL	Expires 30/May/2021	DL Type 5 E/Operator		Req. End. 3 No Req Endorsement	Injury Severity 1 None		Ejection 1 Not Ejected		
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 2 Not Deployed		Helmet Use		Eye Protection		Seating Location Seat 1 Left		Seating Location Row 1 Front	

Date of Crash 03/Aug/2017 05:01 PM	Date of Report 03/Aug/2017 05:01 PM	Invest. Agency Report Number FHPD17OFF077275	HSMV Crash Report Number 85551259
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Drivers Actions at Time of Crash (first) 2 Operated MV in Careless or Negligent Manner		Drivers Actions at Time of Crash (second)			Driver Distracted By 7 Inattentive		Vision Obstruction 1 Vision Not Obscured	
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)			Drivers Condition at Time of Crash 1 Apparently Normal			
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 4	Description 3 Passenger	Vehicle # 1	Name LEONOR RODRIGUEZ		Date of Birth 10/Jun/1944	Sex 2 Female	Injury Severity 1 None	Ejection 1 Not Ejected
Address 13353 LAVER LN			City ORLANDO			State FL	Zip Code 32824	
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 3	Seating Location Row 1	Seating Location Other		
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 2	Name KEVAN HERBERT PROCTOR J		Date of Birth 20/Jun/1985	Sex 1 Male	Phone Number 929-234-8356	Re-Exam No
Address 1144 LINCOLN PL		City BROOKLYN			State NY	Zip Code 11213		
Driver License Number 524199049	State NY	Expires 20/Jun/2017	DL Type 5 E/Operator	Req. End. 3 No Req Endorsement	Injury Severity 1 None	Ejection 1 Not Ejected		
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other		
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)			Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured	
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)			Drivers Condition at Time of Crash 1 Apparently Normal			
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 5	Description 3 Passenger	Vehicle # 2	Name TULIA BEST CLARKE		Date of Birth 22/Jan/1931	Sex 2 Female	Injury Severity 1 None	Ejection 1 Not Ejected
Address 3311 WINDING TRL		City KISSIMMEE			State FL	Zip Code 34746		
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 3	Seating Location Row 1	Seating Location Other		
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 6	Description 3 Passenger	Vehicle # 2	Name ROBERT CLARKE		Date of Birth 29/Sep/1932	Sex 1 Male	Injury Severity 4 Incapacitating	Ejection 1 Not Ejected
Address 3311 WINDING TRL		City KISSIMMEE			State FL	Zip Code 34746		
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 3	Seating Location Row 2	Seating Location Other		
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID OCFR		EMS Run Number		Medical Facility Transported To FLORIDA HOSPITAL KISSIMMEE		

PERSON RECORD

Person# 3	Description 1 Driver	Vehicle # 3	Name DENTON EMANUEL CRAWFORD		Date of Birth 29/Sep/1967	Sex 1 Male	Phone Number 407-655-6557	Re-Exam No
Address 12841 MONTANA WOODS LN		City ORLANDO			State FL	Zip Code 32824		
Driver License Number C616165673490	State FL	Expires 29/Sep/2024	DL Type 5 E/Operator	Req. End. 3 No Req Endorsement	Injury Severity 1 None	Ejection 1 Not Ejected		

Date of Crash 03/Aug/2017 05:01 PM	Date of Report 03/Aug/2017 05:01 PM	Invest. Agency Report Number FHPD17OFF077275	HSMV Crash Report Number 85551259
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Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other		
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal				
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To			

PERSON RECORD

Person# 7	Description 3 Passenger	Vehicle # 3	Name CAMERON OWENS	Date of Birth 25/Jul/1983	Sex 1 Male	Injury Severity 1 None	Ejection 1 Not Ejected
Address 12841 MONTANA WOODS LN			City ORLANDO	State FL	Zip Code 32824		
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 3	Seating Location Row 1	Seating Location Other	
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

VIOLATIONS

Person# 1	Name DANIEL RODRIGUEZ	Florida Statute Number 316.1925(1)	Charge CARELESS DRIVING	Citation A7Q9IBE
Person# 2	Name KEVAN HERBERT PROCTOR	Florida Statute Number 322.065	Charge EXPIRED DL (6 MONTHS OR LESS)	Citation A7Q9ICE

NARRATIVE

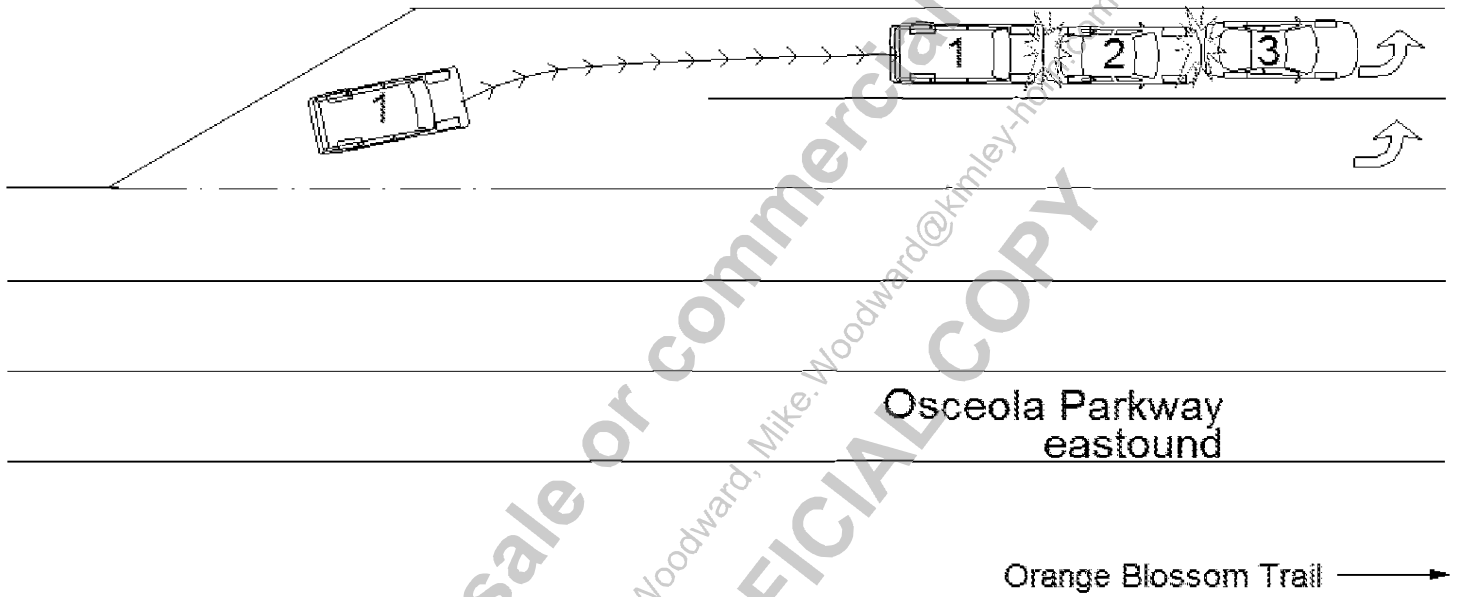
ID Number 3785	Rank TROOPER	Name SILVA, EMILIANO R	Troop / Post D	Officer Agency FLORIDA HIGHWAY PATROL	Phone Number 407-737-2300	Date Created Aug 03, 2017
<p>Vehicle 1 (V01) was traveling east in the inside left turn lane on County Road 522 (Osceola Parkway) approaching United States 441 (Orange Blossom Trail). Vehicle 2 (V02) and Vehicle 3 (V03) were stopped for traffic in the inside left turn lane on County Road 522 (Osceola Parkway), at the intersection of United States 441 (Orange Blossom Trail), facing east. V01 was behind V02, and V02 was behind V03.</p> <p>The driver of V01 failed to stop in time and avoid a collision and as a result the front of V01 struck the rear of V02. The impact propelled V02 into V03, and as a result the front of V02 collided with the rear right side of V03. All three vehicles came to final rest in the inside left turn lane facing east.</p>						

REPORTING OFFICER

ID/Badge # 3785	Rank and Name TROOPER SILVA, EMILIANO R	Department FLORIDA HIGHWAY PATROL	Type of Department FHP
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Diagram Not To Scale



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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 30/Sep/2017 11:35 PM	Time of Crash 30/Sep/2017 11:35 PM	Date of Report 01/Oct/2017 01:05 AM	Invest. Agency Report Number FHPD17OFF098707	HSMV Crash Report Number 85605737
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits No	Time Reported 30/Sep/2017 11:40 PM	Time Dispatched 01/Oct/2017 12:37 AM
Time on Scene 01/Oct/2017 12:55 AM	Time Cleared Scene 01/Oct/2017 01:06 AM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway US-441 (ORANGE BLOSSOM TRAIL)			At Street Address#	At Latitude 28.337107580155099	Longitude -81.403663018718404
At Feet 200	Or Miles	Direction South	From Intersection With Street, Road, Highway CR-522 (OSCEOLA PARKWAY)		Or From Milepost #
Road System Identifier 2 U.S.		Type Of Shoulder 1 Paved	Type Of Intersection 1 Not at Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 5 Dark-Not Lighted	Weather Condition 2 Cloudy	Roadway Surface Condition 2 Wet	School Bus Related 1 No	Manner Of Collision 1 Front to Rear
First Harmful Event Type	First Harmful Event 14	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 1 Non-Junction
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number DFSW83	State FL	Reg. Expires 30/Jun/2018	Permanent Reg. No	VIN KMHD74LF5HU077905		
Year 2017	Make HYUN	Model ELANTRA	Style 4D	Color RED	Extent of Damage Disabling	Est. Damage 15000	Towed Due To Damage Yes	Vehicle Removed By PRESTON'S TOWING	Rotation Rotation
Insurance Company SELF INSURED				Insurance Policy Number SELF INSURED					
Name of Vehicle Owner (Check Box If Business) <input checked="" type="checkbox"/> LLC EAN HOLDINGS			Current Address (Number and Street) 14002 E 21ST ST STE 1500			City and State TULSA OK		Zip Code 74134-1424	
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Vehicle Traveling:	Direction North	On Street, Road, Highway US-441 (ORANGE BLOSSOM TRAIL)				At Est. Speed 45	Posted Speed 45	Total Lanes 6	
CMV Configuration			Cargo Body Type			Area of Initial Impact		Most Damaged Area	
Comm GVWR/GCWR			Trailer Type (trailer one)		Trailer Type (trailer two)				
Haz. Mat. Release		Haz Mat. Placard		Number		Class			
Motor Carrier Name				US DOT Number					
Motor Carrier Address			City and State			Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function	
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level	Roadway Alignment 1 Straight	Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport		
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events	
		14 Motor Vehicle in Transport							

VEHICLE (Check if Commercial)

Vehicle 2	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number 865QCP	State FL	Reg. Expires 16/Sep/2018	Permanent Reg. No	VIN 1FTRX17W62NB33936		
Year 2002	Make FORD	Model F150 PICKUP	Style PK	Color WHI	Extent of Damage Functional	Est. Damage 1000	Towed Due To Damage No	Vehicle Removed By	Rotation
Insurance Company STATE FARM				Insurance Policy Number C513889594					

Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/> VICTOR CRUZ-RAMIREZ	Current Address (Number and Street) 1222 EPSON OAKS WAY	City and State ORLANDO FL	Zip Code 32837-6322
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Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles

Vehicle Traveling:	Direction North	On Street, Road, Highway US-441 (ORANGE BLOSSOM TRAIL)	At Est. Speed	Posted Speed 45	Total Lanes 6
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CMV Configuration	Cargo Body Type	Area of Initial Impact	Most Damaged Area
Comm GVWR/GCWR	Trailer Type (trailer one)	Trailer Type (trailer two)	
Haz. Mat. Release	Haz Mat. Placard	Number	Class
Motor Carrier Name	US DOT Number		

Motor Carrier Address	City and State	Zip Code	Phone Number
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Comm/Non-Commercial	Vehicle Body Type 3 Pickup	Vehicle Defects (one) 1 None	Vehicle Defects (two)	Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function
Vehicle Maneuver Action 13 Stopped in Traffic	Trafficway 4 Two-Way, Divided, Positive Median Barrier	Roadway Grade 1 Level	Roadway Alignment 1 Straight	Most Harmful Event 2 Collision with Non-Fixed Object	Most Harmful Event Detail 14 Motor Vehicle in Transport
Traffic Control Device For This Vehicle 1 No Controls	First (1) Sequence of Events 2 Collision with Non-Fixed Object	Second (2) Sequence of Events 14 Motor Vehicle in Transport	Third (3) Sequence of Events	Fourth (4) Sequence of Events	

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name MARGARITA CONTRERAS	Date of Birth 09/May/1959	Sex 2 Female	Phone Number	Re-Exam No	
Address 22274 SW 63RD AVE		City BOCA RATON	State FL	Zip Code 33428				
Driver License Number C536540596690	State FL	Expires 09/May/2022	DL Type 5 E/Operator	Req. End. 3 No Req Endorsement	Injury Severity 1 None	Ejection 1 Not Ejected		
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 3 Deployed-Front	Helmet Use	Eye Protection	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other		
Drivers Actions at Time of Crash (first) 2 Operated MV in Careless or Negligent Manner		Drivers Actions at Time of Crash (second)		Driver Distracted By 7 Inattentive	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 77 Other, Explain in Narrative				
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To			

PERSON RECORD

Person# 5	Description 3 Passenger	Vehicle # 1	Name MELITON TALAVERA MARTINEZ	Date of Birth 18/Jul/1976	Sex 1 Male	Injury Severity 1 None	Ejection 1 Not Ejected
Address 22274 SW 63RD AVE		City BOCA RATON	State FL	Zip Code 33428			
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 3 Deployed-Front	Helmet Use	Eye Protection	Seating Location Seat 3	Seating Location Row 1	Seating Location Other	
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 2	Name VICTOR CRUZ-RAMIREZ	Date of Birth 16/Sep/1973	Sex 1 Male	Phone Number 407-485-8497	Re-Exam No
Address 1222 EPSON OAKS WAY		City ORLANDO	State FL	Zip Code 32837			
Driver License Number C626860733360	State FL	Expires 16/Sep/2019	DL Type 5 E/Operator	Req. End. 3 No Req Endorsement	Injury Severity 1 None	Ejection 1 Not Ejected	
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other	
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted	Vision Obstruction 1 Vision Not Obscured		
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal			

Date of Crash 30/Sep/2017 11:35 PM	Date of Report 30/Sep/2017 11:35 PM	Invest. Agency Report Number FHPD17OFF098707	HSMV Crash Report Number 85605737
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Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 3	Description 3 Passenger	Vehicle # 2	Name JUAN PABLO RODRIGUEZ	Date of Birth 08/Feb/1959	Sex 1 Male	Injury Severity 2 Possible	Ejection 1 Not Ejected
Address 1222 EPSON OAKS WAY			City ORLANDO			State FL	Zip Code 32837
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 3	Seating Location Row 1	Seating Location Other	
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To	

PERSON RECORD

Person# 4	Description 3 Passenger	Vehicle # 2	Name MARIA NOEMI BARREIRA	Date of Birth 16/Nov/1955	Sex 2 Female	Injury Severity 4 Incapacitating	Ejection 1 Not Ejected
Address 1222 EPSON OAKS WAY			City ORLANDO			State FL	Zip Code 32837
Restraint System 5 Lap Belt Only Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 2	Seating Location Row 1	Seating Location Other	
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID OCFR		EMS Run Number		Medical Facility Transported To OSCEOLA REGIONAL	

NARRATIVE

ID Number 3785	Rank TROOPER	Name SILVA, EMILIANO R	Troop / Post D	Officer Agency FLORIDA HIGHWAY PATROL	Phone Number 407-737-2300	Date Created Oct 01, 2017
<p>Vehicle 1 (V01) was traveling north in the center lane on United States 441 (Orange Blossom Trail), south of County Road 522 (Osceola Parkway). Vehicle 2 (V02) was stopped for traffic in the center lane on United States 441 (Orange Blossom Trail), facing north, just south of County Road 522 (Osceola Parkway). The driver of V01 failed to stop in time and avoid a collision, and as a result the front of V01 struck the rear of V02. Both vehicles were removed from final rest prior to my arrival.</p> <p>The drivers of V01 and V02 pulled into the parking lot of the 7/11 gas station located at the intersection after the crash took place and refused medical attention once the fire department arrived. Shortly after that, the driver of V01 realized that her wallet was laying on the middle of the road, where that crash had occurred, and therefore she proceeded to walk onto the road to pick it up. At this point the driver of V01 was fatally struck by a vehicle.</p> <p>Second crash number : FHPD17OFF098711.</p>						

REPORTING OFFICER

ID/Badge # 3785	Rank and Name TROOPER SILVA, EMILIANO R	Department FLORIDA HIGHWAY PATROL	Type of Department FHP
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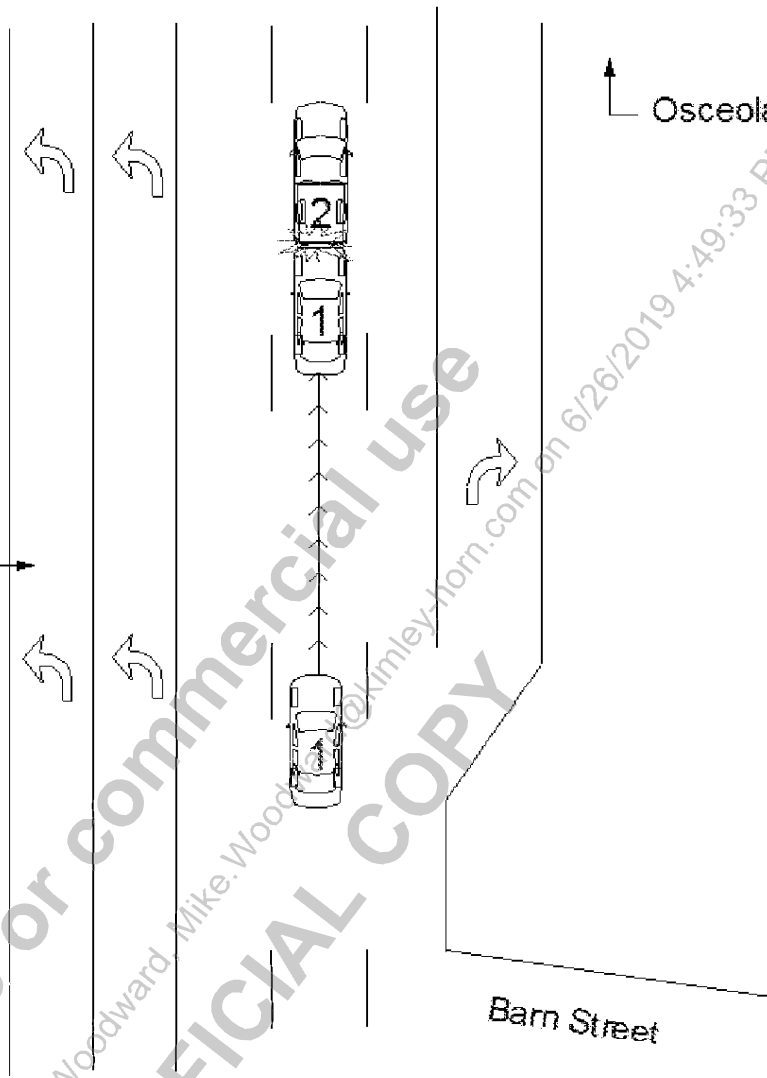


Diagram Not To Scale

Orange Blossom Trail →

↑ Osceola Pkwy

Barn Street



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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 31/May/2018 05:00 AM	Time of Crash 31/May/2018 05:00 AM	Date of Report 13/Jun/2018 12:50 PM	Invest. Agency Report Number FHPD18OFF054180	HSMV Crash Report Number 87230523
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits No	Time Reported 31/May/2018 05:02 AM	Time Dispatched 31/May/2018 06:01 AM
Time on Scene 31/May/2018 06:23 AM	Time Cleared Scene 31/May/2018 08:51 AM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway COUNTY ROAD 522 (OSCEOLA PARKWAY)		At Street Address# 1	At Latitude 28.337198097681199	Longitude -81.403637484413395
At Feet 12	Or Miles	Direction South	From Intersection With Street, Road, Highway US 17/92 (ORANGE BLOSSOM TRAIL)	Or From Milepost #
Road System Identifier 2 U.S.	Type Of Shoulder 2 Unpaved	Type Of Intersection 2 Four-Way Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 4 Dark-Lighted	Weather Condition 1 Clear	Roadway Surface Condition 2 Wet	School Bus Related 1 No	Manner Of Collision 77 Other, Explain in Narrative
First Harmful Event Type	First Harmful Event 14	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 3 Intersection.Related
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 2	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number DV6488G	State FL	Reg. Expires 06/Oct/2018	Permanent Reg. No	VIN 4JGBB86E27A151846				
Year 2007	Make MERZ	Model ML 350	Style UT	Color BLK	Extent of Damage Disabling	Est. Damage 7000	Towed Due To Damage Yes	Vehicle Removed By RK TOWING	Rotation Rotation		
Insurance Company UNITED SERVICES AUTOMOBILE ASSOCIATION					Insurance Policy Number 001193308U71042						
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/> ERIA D BUTCHER-TUCKER			Current Address (Number and Street) 2032 MARKER RD			City and State POLK CITY FL		Zip Code 33868-9764			
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Vehicle Traveling: East	On Street, Road, Highway COUNTY ROAD 522 (OSCEOLA PARKWAY)					At Est. Speed 45	Posted Speed 45	Total Lanes 4			
CMV Configuration			Cargo Body Type			Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR			Trailer Type (trailer one)			Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard		Number		Class					
Motor Carrier Name					US DOT Number						
Motor Carrier Address				City and State			Zip Code		Phone Number		
Comm/Non-Commercial	Vehicle Body Type 16 (Sport) Utility Vehicle	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function			
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport		
Traffic Control Device For This Vehicle 5 Traffic Control Signal		First (1) Sequence of Events 2 Collision with Non-Fixed Object			Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events 14 Motor Vehicle in Transport		

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number IUFY92	State FL	Reg. Expires 22/Mar/2019	Permanent Reg. No	VIN WP1AB2A57JLB31882		
Year 2018	Make PORS	Model MACAN S	Style UT	Color BLK	Extent of Damage Disabling	Est. Damage 5000	Towed Due To Damage Yes	Vehicle Removed By RK TOWING	Rotation Rotation
Insurance Company ALLSTATE FIRE AND CASUALTY INSURANCE					Insurance Policy Number 9713729620625				

Date of Crash 31/May/2018 05:00 AM	Date of Report 31/May/2018 05:00 AM	Invest. Agency Report Number FHPD18OFF054180	HSMV Crash Report Number 87230523
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Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>		Current Address (Number and Street)		City and State		Zip Code				
DIANA SANTIAGO		101 LAKE AVE APT 1409		ORLANDO FL		32801-3013				
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles	
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles	
Vehicle Traveling:	Direction West	On Street, Road, Highway US 17/92 (ORANGE BLOSSOM TRAIL)				At Est. Speed 35	Posted Speed 45	Total Lanes 4		
CMV Configuration			Cargo Body Type			Area of Initial Impact		Most Damaged Area		
Comm GVWR/GCWR			Trailer Type (trailer one)		Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard		Number		Class				
Motor Carrier Name				US DOT Number						
Motor Carrier Address				City and State				Zip Code		Phone Number
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car		Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function	
Vehicle Maneuver Action 3 Turning Left		Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport
Traffic Control Device For This Vehicle 5 Traffic Control Signal		First (1) Sequence of Events 2 Collision with Non-Fixed Object		Second (2) Sequence of Events 14 Motor Vehicle in Transport		Third (3) Sequence of Events		Fourth (4) Sequence of Events		

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name DIANA SANTIAGO			Date of Birth 22/Mar/1980	Sex 2 Female	Phone Number 561-452-4880	Re-Exam No	
Address 101 LAKE AVE APT 1409		City ORLANDO			State FL		Zip Code 32801			
Driver License Number S532160806020		State FL	Expires 22/Mar/2019	DL Type 5 E/Operator	Req. End. 3 No Req Endorsement	Injury Severity 2 Possible		Ejection 1 Not Ejected		
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 6 Deployed-Combination		Helmet Use	Eye Protection	Seating Location Seat 1 Left		Seating Location Row 1 Front		Seating Location Other
Drivers Actions at Time of Crash (first) 3 Failed to Yield Right of Way			Drivers Actions at Time of Crash (second)			Driver Distracted By 7 Inattentive		Vision Obstruction 1 Vision Not Obscured		
Drivers Actions at Time of Crash (third)			Drivers Actions at Time of Crash (fourth)			Drivers Condition at Time of Crash 1 Apparently Normal				
Suspected Alcohol Use 1 No		Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No		Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID OCFR			EMS Run Number		Medical Facility Transported To OSC REG MED CNT			

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 2	Name MACK HENRY TUCKER			Date of Birth 17/Feb/1942	Sex 1 Male	Phone Number 863-874-4207	Re-Exam No	
Address 2032 MARKER RD		City POLK CITY			State FL		Zip Code 33868			
Driver License Number T260546420570		State FL	Expires 17/Feb/2020	DL Type 5 E/Operator	Req. End. 3 No Req Endorsement	Injury Severity 4 Incapacitating		Ejection 1 Not Ejected		
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 6 Deployed-Combination		Helmet Use	Eye Protection	Seating Location Seat 1 Left		Seating Location Row 1 Front		Seating Location Other
Drivers Actions at Time of Crash (first) 1 No Contributing Action			Drivers Actions at Time of Crash (second)			Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured		
Drivers Actions at Time of Crash (third)			Drivers Actions at Time of Crash (fourth)			Drivers Condition at Time of Crash 1 Apparently Normal				
Suspected Alcohol Use 1 No		Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No		Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID OCFR			EMS Run Number		Medical Facility Transported To FL HOSP KISSIMMEE			

PERSON RECORD

Person# 3	Description 3 Passenger	Vehicle # 2	Name ERIA D BUTCHER-TUCKER			Date of Birth 06/Oct/1952	Sex 2 Female	Injury Severity 3 Non-incapacitating	Ejection 1 Not Ejected
Address 2032 MARKER RD				City POLK CITY			State FL	Zip Code 33868	

Date of Crash 31/May/2018 05:00 AM	Date of Report 31/May/2018 05:00 AM	Invest. Agency Report Number FHPD18OFF054180	HSMV Crash Report Number 87230523
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Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 6 Deployed-Combination	Helmet Use	Eye Protection	Seating Location Seat 3	Seating Location Row 1	Seating Location Other
Source of Transport to Medical Facility 2 EMS	EMS Agency Name or ID OCFR	EMS Run Number	Medical Facility Transported To FL HOSP KISSIMMEE			

VIOLATIONS

Person# 1	Name DIANA SANTIAGO	Florida Statute Number 316.074(1)	Charge FAIL TO OBEY TRAFFIC CONTROL SIGNAL (FAILED TO STOP AT TRAFF	Citation A8YUFGE
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NARRATIVE

ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
4134	TROOPER	ROSCOE. J	D	FLORIDA HIGHWAY PATROL	407-737-2300	May 31, 2018

Vehicle (V01) was traveling westbound in the outside left turn lane on County Road 522 (Osceola Parkway) attempting to make a left turn at the intersection of US-17/92 (Orange Blossom Trail).

Vehicle (V02) was traveling eastbound in the inside travel lane on County Road 522 (Osceola Parkway) approaching the intersection of US-17/92 (Orange Blossom Trail)

The driver of V01 (D01) failed to obey a traffic control device and, turned left into the intersection constituting an immediate hazard to V02. As a result, V02's front collided with V01's front right side.

V01 was at final rest blocking the northbound travel lanes facing in the southeast direction. V02 was at final rest blocking the northbound left turn lanes facing in the southwest direction.

Driver-1 indicated that she had a green left turn arrow at the time of the collision.

Driver-2 indicated that he had a steady green traffic signal at the time of the collision.

Note: 01, per a independent witness. I was advised that V02 was traveling ahead of him and, did in fact have a steady green traffic signal at the time of collision.

Note: 02, Witness: Jason (Second Recovery LLC) can be reached at 727-265-0308.

Note: 03, after reviewing video footage obtained from the Osceola County Sheriff's Office I've concluded that V01 did in fact come to a complete stop for the red left turn signal. However, when the signal intended for the vehicles to proceed straight illuminated to green V01 proceeded to turn left into the intersection violating the right of way of V02.

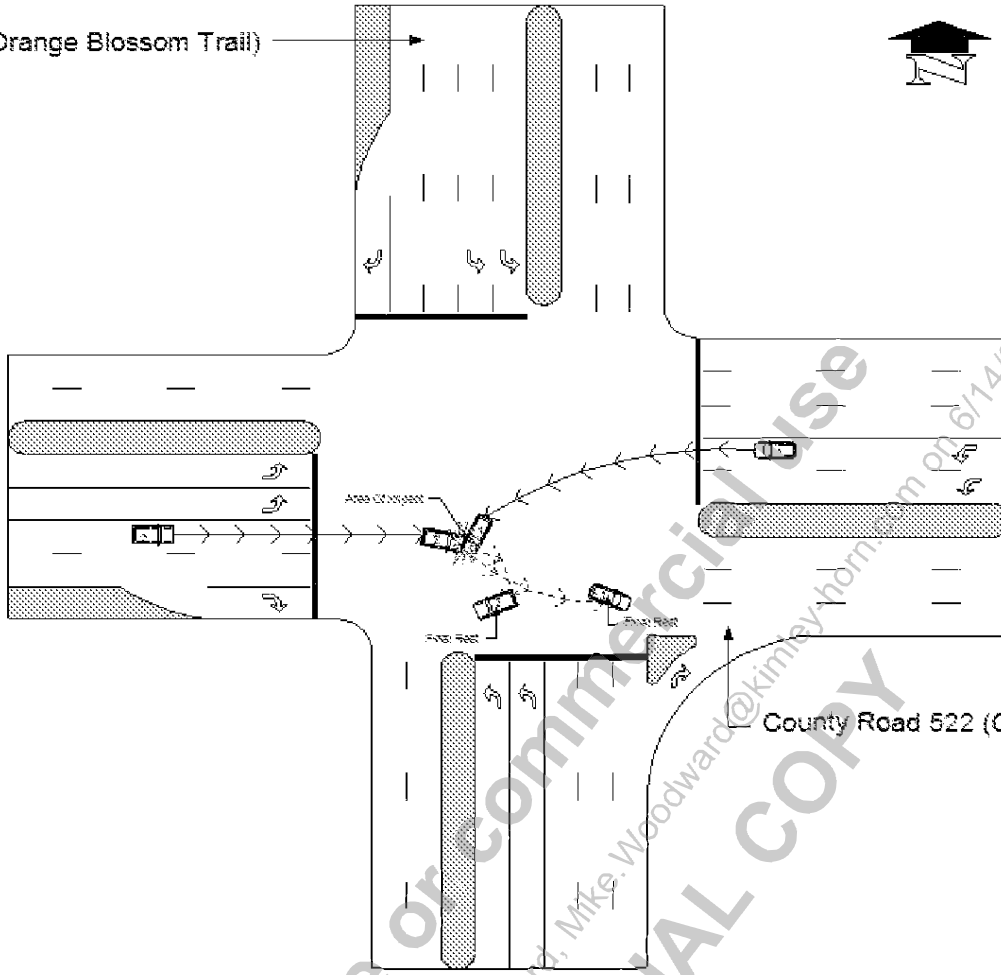
Driver-1 was issued a citation for Ran A Red Light fss. 316.075.

REPORTING OFFICER

ID/Badge # 4134	Rank and Name TROOPER ROSCOE. J	Department FLORIDA HIGHWAY PATROL	Type of Department FHP
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US-17/92 (Orange Blossom Trail)



County Road 522 (Osceola Parkway)

Diagram Not To Scale

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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 03/Sep/2018 02:51 PM	Time of Crash 03/Sep/2018 02:51 PM	Date of Report 03/Sep/2018 03:11 PM	Invest. Agency Report Number FHPD18OFF089480	HSMV Crash Report Number 87287506
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits No	Time Reported 03/Sep/2018 02:56 PM	Time Dispatched 03/Sep/2018 02:58 PM
Time on Scene 03/Sep/2018 03:01 PM	Time Cleared Scene 03/Sep/2018 03:47 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway CR-522 (OSCEOLA PARKWAY)			At Street Address# 1	At Latitude 28.337329031330999	Longitude -81.403347746415207
At Feet 100	Or Miles	Direction East	From Intersection With Street, Road, Highway U.S. HIGHWAY 441		Or From Milepost #
Road System Identifier 4 County		Type Of Shoulder 2 Unpaved	Type Of Intersection 2 Four-Way Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 1 Daylight	Weather Condition 3 Rain	Roadway Surface Condition 2 Wet	School Bus Related 1 No	Manner Of Collision 77 Other, Explain in Narrative
First Harmful Event Type	First Harmful Event 30	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 3 Intersection.Related
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number 407RRW	State FL	Reg. Expires 05/Apr/2019	Permanent Reg. No	VIN JA4LS31H4YP605381			
Year 2000	Make MITO	Model MONTERO	Style UT	Color WHI	Extent of Damage Functional	Est. Damage 2000	Towed Due To No	Damage	Vehicle Removed By FELD'S TOWING	Rotation Rotation
Insurance Company GEICO				Insurance Policy Number 4140276736						
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>			Current Address (Number and Street) 709 OVERBY PARK DR			City and State NEWNAN GA		Zip Code 30263-0000		
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles	
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles	
Vehicle Traveling:	Direction East	On Street, Road, Highway CR-522 (OSCEOLA PARKWAY)				At Est. Speed 45	Posted Speed 45	Total Lanes 6		
CMV Configuration			Cargo Body Type			Area of Initial Impact			Most Damaged Area	
Comm GVWR/GCWR			Trailer Type (trailer one)		Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard	Number	Class						
Motor Carrier Name				US DOT Number						
Motor Carrier Address			City and State			Zip Code		Phone Number		
Comm/Non-Commercial	Vehicle Body Type 16 (Sport) Utility Vehicle	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function			
Vehicle Maneuver Action 77 Other, Explain in Narrative	Trafficway 4 Two-Way, Divided, Positive Median Barrier	Roadway Grade 1 Level	Roadway Alignment 1 Straight	Most Harmful Event 1 Non-Collision		Most Harmful Event Detail 1 Overturn/Rollover				
Traffic Control Device For This Vehicle 1 No Controls	First (1) Sequence of Events 3 Collision with Fixed Object 30 Concrete Traffic Barrier		Second (2) Sequence of Events 1 Overturn/Rollover		Third (3) Sequence of Events		Fourth (4) Sequence of Events			

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name DANIEL KRISTOFER JONSSON PALSSON	Date of Birth 05/Jul/1996	Sex 1 Male	Phone Number	Re-Exam No
Address 12522 GRECO DR		City ORLANDO	State FL	Zip Code 32824			
Driver License Number J525171962450	State FL	Expires 05/Jul/2024	DL Type 5 E/Operator	Req. End. 3 No Req Endorsement	Injury Severity 4 Incapacitating	Ejection 1 Not Ejected	

Date of Crash 03/Sep/2018 02:51 PM	Date of Report 03/Sep/2018 02:51 PM	Invest. Agency Report Number FHPD18OFF089480	HSMV Crash Report Number 87287506
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Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other		
Drivers Actions at Time of Crash (first) 2 Operated MV in Careless or Negligent Manner		Drivers Actions at Time of Crash (second)		Driver Distracted By 7 Inattentive	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 9 Under the Influence of Medications/Drugs/Alcohol				
Suspected Alcohol Use 2 Yes	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 2 EMS	EMS Agency Name or ID OCFR	EMS Run Number	Medical Facility Transported To FLORIDA HOSPITAL KISSIMMEE					

NARRATIVE

ID Number 3785	Rank TROOPER	Name SILVA, EMILIANO R	Troop / Post D	Officer Agency FLORIDA HIGHWAY PATROL	Phone Number 407-737-2300	Date Created Sep 03, 2018
<p>Vehicle One (V01) was traveling north in the right turn lane of U.S. Highway 441 (Orange Blossom Trail) approaching the intersection of County Road 522 (Osceola Parkway). Driver One (D01) failed to maintain control of the vehicle while turning right onto Osceola Parkway. V01 continued traveling in a north-easterly direction where the left wheels collided with the concrete median. The collision caused V01 to overturn one time before coming to final rest on its left side blocking the left westbound lane on Osceola Parkway.</p> <p>D01 presented signs of impairment after the crash, however due to a lack of a wheel witness no citations were issued.</p>						

REPORTING OFFICER

ID/Badge # 3785	Rank and Name TROOPER SILVA, EMILIANO R	Department FLORIDA HIGHWAY PATROL	Type of Department FHP
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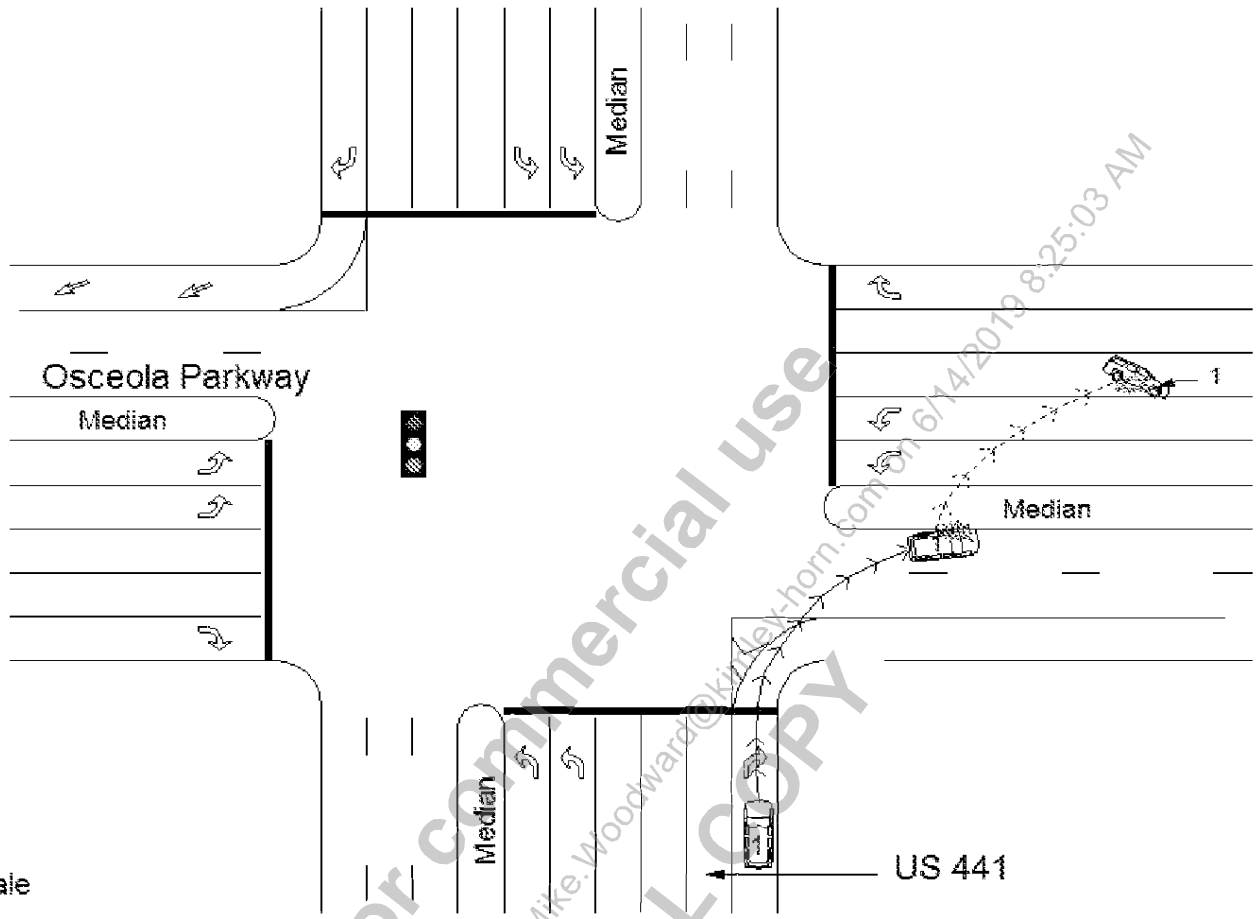


Diagram Not To Scale

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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 29/Dec/2018 06:19 PM	Time of Crash 29/Dec/2018 06:19 PM	Date of Report 29/Dec/2018 07:04 PM	Invest. Agency Report Number FHPD18OFF132460	HSMV Crash Report Number 88051622
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits No	Time Reported 29/Dec/2018 06:24 PM	Time Dispatched 29/Dec/2018 06:33 PM
Time on Scene 29/Dec/2018 06:41 PM	Time Cleared Scene 29/Dec/2018 07:23 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway COUNTY ROAD 522 (OSCEOLA PARKWAY)			At Street Address# 1	At Latitude 28.337377831134599	Longitude -81.402188269675193
At Feet 250	Or Miles	Direction East	From Intersection With Street, Road, Highway US HIGHWAY 441 (STATE ROAD 600)		Or From Milepost #
Road System Identifier 4 County		Type Of Shoulder 3 Curb	Type Of Intersection 1 Not at Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 5 Dark-Not Lighted	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 1 Front to Rear
First Harmful Event Type	First Harmful Event 14	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 1 Non-Junction
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number Y09ZCI	State FL	Reg. Expires 06/Aug/2019	Permanent Reg. No	VIN 3N1CE2CP5GL369469		
Year 2016	Make NISS	Model VERSA	Style 5D	Color GRN	Extent of Damage Disabling	Est. Damage 5000	Towed Due To Damage Yes	Vehicle Removed By PRESTONS TOWING	Rotation Rotation
Insurance Company STATE FARM INS CO				Insurance Policy Number C529216D0159C4					
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/> DONNA LYNCH PRITCHETT			Current Address (Number and Street) 3122 NW 35TH AVE			City and State OKEECHOBEE FL		Zip Code 34974-1246	
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Vehicle Traveling: West	Direction	On Street, Road, Highway COUNTY ROAD 522 (OSCEOLA PARKWAY)				At Est. Speed 45	Posted Speed 45	Total Lanes 6	
CMV Configuration			Cargo Body Type			Area of Initial Impact		Most Damaged Area	
Comm GVWR/GCWR			Trailer Type (trailer one)		Trailer Type (trailer two)				
Haz. Mat. Release		Haz Mat. Placard		Number	Class				
Motor Carrier Name					US DOT Number				
Motor Carrier Address			City and State			Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function		
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier	Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport	
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events	
		14 Motor Vehicle in Transport							

VEHICLE (Check if Commercial)

Vehicle 3	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number JICP83	State FL	Reg. Expires 22/Apr/2019	Permanent Reg. No	VIN 1G1ZB5ST0JF156374		
Year 2018	Make CHEV	Model MALIBU	Style 4D	Color BLK	Extent of Damage Functional	Est. Damage 1000	Towed Due To Damage No	Vehicle Removed By	Rotation
Insurance Company PROGRESSIVE INS CO				Insurance Policy Number 919311546					

Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>				Current Address (Number and Street) 12074 SW 137 TERR				City and State MIAMI FL		Zip Code 33186-0000					
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>		Current Address (Number and Street)		City and State		Zip Code									
ALEJANDRO CAPOTE		12074 SW 137 TERR		MIAMI FL		33186-0000									
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles						
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles						
Vehicle Traveling:	Direction West	On Street, Road, Highway COUNTY ROAD 522 (OSCEOLA PARKWAY)				At Est. Speed	Posted Speed 45	Total Lanes 6							
CMV Configuration				Cargo Body Type				Area of Initial Impact				Most Damaged Area			
Comm GVWR/GCWR				Trailer Type (trailer one)				Trailer Type (trailer two)							
Haz. Mat. Release		Haz Mat. Placard		Number		Class									
Motor Carrier Name						US DOT Number									
Motor Carrier Address						City and State						Zip Code		Phone Number	
Comm/Non-Commercial		Vehicle Body Type 1 Passenger Car		Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function					
Vehicle Maneuver Action 13 Stopped in Traffic		Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport					
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object		Second (2) Sequence of Events 14 Motor Vehicle in Transport		Third (3) Sequence of Events		Fourth (4) Sequence of Events							

VEHICLE (Check if Commercial)

Vehicle 2	Motor Vehicle Type 1 Vehicle in Transport		Hit and Run 1 No	Veh License Number AWDC17		State FL	Reg. Expires 20/Jan/2020	Permanent Reg. No	VIN JA3AU26UX8U013713						
Year 2008	Make MITZ	Model LANCER	Style 4D	Color WHI	Extent of Damage Functional	Est. Damage 2500	Towed Due To Damage No	Vehicle Removed By		Rotation					
Insurance Company GEICO INS CO				Insurance Policy Number 0611746405											
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>				Current Address (Number and Street) 350 BALD CYPRESS DRIVE APT 201				City and State KISSIMMEE FL		Zip Code 34744-4777					
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>		Current Address (Number and Street)		City and State		Zip Code									
ALYSE MARIE LOPEZ		350 BALD CYPRESS DRIVE APT 201		KISSIMMEE FL		34744-4777									
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles						
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles						
Vehicle Traveling:	Direction West	On Street, Road, Highway COUNTY ROAD 522 (OSCEOLA PARKWAY)				At Est. Speed	Posted Speed 45	Total Lanes 6							
CMV Configuration				Cargo Body Type				Area of Initial Impact				Most Damaged Area			
Comm GVWR/GCWR				Trailer Type (trailer one)				Trailer Type (trailer two)							
Haz. Mat. Release		Haz Mat. Placard		Number		Class									
Motor Carrier Name						US DOT Number									
Motor Carrier Address						City and State						Zip Code		Phone Number	
Comm/Non-Commercial		Vehicle Body Type 1 Passenger Car		Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function					
Vehicle Maneuver Action 13 Stopped in Traffic		Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport					
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object		Second (2) Sequence of Events 14 Motor Vehicle in Transport		Third (3) Sequence of Events		Fourth (4) Sequence of Events							

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name DONNA LYNCH PRITCHETT			Date of Birth 06/Aug/1947	Sex 2 Female	Phone Number 863-697-0398	Re-Exam No
Address 3122 NW 35TH AVE		City OKEECHOBEE		State FL		Zip Code 34974			
Driver License Number P632172477860		State FL	Expires 06/Aug/2020	DL Type 5 E/Operator	Req. End. 3 No Req Endorsement	Injury Severity 4 Incapacitating		Ejection 1 Not Ejected	
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 6 Deployed-Combination		Helmet Use	Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other	

Date of Crash 29/Dec/2018 06:19 PM	Date of Report 29/Dec/2018 06:19 PM	Invest. Agency Report Number FHPD18OFF132460	HSMV Crash Report Number 88051622
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Drivers Actions at Time of Crash (first) 2 Operated MV in Careless or Negligent Manner		Drivers Actions at Time of Crash (second)			Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured	
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)			Drivers Condition at Time of Crash 3 Asleep or Fatigued			
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID KFD		EMS Run Number		Medical Facility Transported To OSC REGIONAL		

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 2	Name ALYSE MARIE LOPEZ		Date of Birth 20/Jan/1995	Sex 2 Female	Phone Number 407-761-6473	Re-Exam No
Address 350 BALD CYPRESS DRIVE APT 201		City KISSIMMEE		State FL		Zip Code 34744		
Driver License Number L120013955201		State FL	Expires 20/Jan/2020	DL Type 5 E/Operator	Req. End. 3 No Req Endorsement	Injury Severity 2 Possible		Ejection 1 Not Ejected
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use		Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front		Seating Location Other
Drivers Actions at Time of Crash (first) 1 No Contributing Action			Drivers Actions at Time of Crash (second)			Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured
Drivers Actions at Time of Crash (third)			Drivers Actions at Time of Crash (fourth)			Drivers Condition at Time of Crash 1 Apparently Normal		
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 3	Description 1 Driver	Vehicle # 3	Name ALEJANDRO CAPOTE		Date of Birth 22/Apr/1977	Sex 1 Male	Phone Number 786-413-8347	Re-Exam No
Address 12074 SW 137 TERR		City MIAMI		State FL		Zip Code 33186		
Driver License Number C130000771420		State FL	Expires 22/Apr/2019	DL Type 5 E/Operator	Req. End. 3 No Req Endorsement	Injury Severity 1 None		Ejection 1 Not Ejected
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use		Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front		Seating Location Other
Drivers Actions at Time of Crash (first) 1 No Contributing Action			Drivers Actions at Time of Crash (second)			Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured
Drivers Actions at Time of Crash (third)			Drivers Actions at Time of Crash (fourth)			Drivers Condition at Time of Crash 1 Apparently Normal		
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 6	Description 3 Passenger	Vehicle # 3	Name ALEJANDRO CAPOTE		Date of Birth 03/Nov/2008	Sex 1 Male	Injury Severity 1 None	Ejection 1 Not Ejected
Address 12074 SW 137 TERR		City MIAMI				State FL	Zip Code 33186	
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use		Eye Protection 3 Not Applicable	Seating Location Seat 3	Seating Location Row 2		Seating Location Other
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 4	Description 3 Passenger	Vehicle # 3	Name ALAIN GERUAD COTO GONZALEZ		Date of Birth 11/Jun/1977	Sex 1 Male	Injury Severity 1 None	Ejection 1 Not Ejected
Address 12074 SW 137 TERR		City MIAMI				State FL	Zip Code 33186	
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use		Eye Protection 3 Not Applicable	Seating Location Seat 3	Seating Location Row 1		Seating Location Other
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Date of Crash 29/Dec/2018 06:19 PM	Date of Report 29/Dec/2018 06:19 PM	Invest. Agency Report Number FHPD18OFF132460	HSMV Crash Report Number 88051622
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Person# 5	Description 3 Passenger	Vehicle # 3	Name SANTIAGO CAPOTE	Date of Birth 20/Aug/2013	Sex 1 Male	Injury Severity 1 None	Ejection 1 Not Ejected
Address 12074 SW 137 TERR			City MIAMI		State FL	Zip Code 33186	
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection 3 Not Applicable	Seating Location Seat 1	Seating Location Row 2	Seating Location Other
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number	Medical Facility Transported To		

PERSON RECORD

Person# 7	Description 3 Passenger	Vehicle # 3	Name NOAH COTO	Date of Birth 14/Aug/2013	Sex 1 Male	Injury Severity 1 None	Ejection 1 Not Ejected
Address 12074 SW 137 TERR			City MIAMI		State FL	Zip Code 33186	
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection 3 Not Applicable	Seating Location Seat 2	Seating Location Row 2	Seating Location Other
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number	Medical Facility Transported To		

WITNESSES

Name AMANDA MARIE ASHMORE	Address 4304 MIDDLEBROOK RD	City ORLANDO	State FL	Zip Code 32811
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VIOLATIONS

Person# 1	Name DONNA LYNCH PRITCHETT	Florida Statute Number 316.1925(1)	Charge CARELESS DRIVING	Citation AAQA0NE
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NARRATIVE

ID Number	Rank	Name	Troop / Post Officer Agency	Phone Number	Date Created
3726	TROOPER	BROOKS, CHRISTOPHER D	FLORIDA HIGHWAY PATROL	407-737-2300	Dec 29, 2018

Vehicle One (V01), Vehicle Two (V02), and Vehicle Three (V03), respectively, were traveling west on County Road 522 (Osceola Parkway) in the center lane approaching US Highway 441 (State Road 600). Driver One (D01) failed to stop in time to avoid the collision and the front of V01 collided with the rear of V02. This caused the front of V02 to collide with the rear of V03. V01 was at final rest facing west in the center lane. V02 and V03 were moved from final rest prior to my arrival. *

D01 stated that she was tired and must have fallen asleep before the collision.

REPORTING OFFICER

ID/Badge # 3726	Rank and Name TROOPER BROOKS, CHRISTOPHER	Department FLORIDA HIGHWAY PATROL	Type of Department FHP
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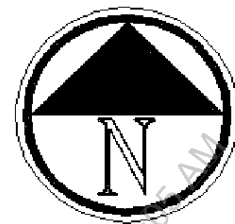
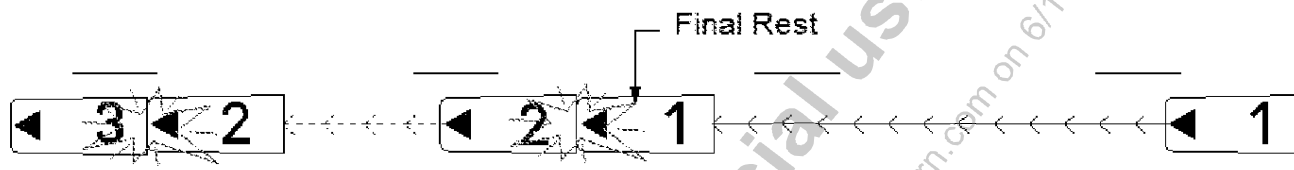


Diagram Not to Scale

← US Highway 441
(State Road 600)



County Road 522
(Osceola Parkway)

Center Raised Median

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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 26/Oct/2017 10:09 PM	Time of Crash 26/Oct/2017 10:09 PM	Date of Report 26/Oct/2017 12:00 AM	Invest. Agency Report Number 17008705	HSMV Crash Report Number 87055632
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits Yes	Time Reported 26/Oct/2017 10:09 PM	Time Dispatched 26/Oct/2017 10:09 PM
Time on Scene 26/Oct/2017 10:09 PM	Time Cleared Scene 26/Oct/2017 11:00 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway E OSCEOLA PKWY			At Street Address#	At Latitude	and	Longitude
At Feet 250	Or Miles	Direction East	From Intersection With Street, Road, Highway MICHIGAN AVE			Or From Milepost #
Road System Identifier 4 County		Type Of Shoulder 3 Curb		Type Of Intersection 1 Not at Intersection		

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 4 Dark-Lighted	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 3 Angle
First Harmful Event Type	First Harmful Event 11	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 1 Non-Junction
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number DZT253	State FL	Reg. Expires 30/Jun/2018	Permanent Reg. No	VIN KMHCT5AE0FU224331				
Year 2015	Make HYUN	Model	Style 4D	Color BLU	Extent of Damage Functional	Est. Damage 3000	Towed Due To Damage No	Vehicle Removed By DRIVER	Rotation		
Insurance Company PROGRESSIVE EXPRESS INSURANCE COMPA					Insurance Policy Number 02578957						
Name of Vehicle Owner (Check Box If Business) <input checked="" type="checkbox"/>			Current Address (Number and Street) 937 COUNTS CREST CIRCLE			City and State APOPKA FL		Zip Code 32712			
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Vehicle Traveling:	Direction West	On Street, Road, Highway E OSCEOLA PKWY				At Est. Speed 40	Posted Speed 40	Total Lanes 7			
CMV Configuration			Cargo Body Type			Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR			Trailer Type (trailer one)			Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard		Number		Class					
Motor Carrier Name					US DOT Number						
Motor Carrier Address				City and State			Zip Code		Phone Number		
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function			
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level	Roadway Alignment 1 Straight	Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 11 Pedalcycle				
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object 11 Pedalcycle		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events			

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 1	Name JAMES CLARENCE POOLER 1	Date of Birth 11/Nov/1990	Sex 1 Male	Phone Number (407)558-7103	Re-Exam No
Address 14573 LYCASTLE CIR		City ORLANDO		State FL		Zip Code 32826	
Driver License Number P460443904110		State FL	Expires 11/Nov/2019	DL Type 5 E/Operator	Req. End.	Injury Severity 1 None	Ejection 1 Not Ejected

Date of Crash 26/Oct/2017 10:09 PM	Date of Report 26/Oct/2017 10:09 PM	Invest. Agency Report Number 17008705	HSMV Crash Report Number 87055632
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Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use 3 No Helmet	Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other 1 Not Applicable		
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted	Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal				
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number	Medical Facility Transported To			

PERSON RECORD

Person# 1	Description 2 Non-Motorist	Name ALEXANDER EDWARD BOKALITZ	Date of Birth	Sex	Injury Severity 4 Incapacitating	Phone Number (413)218-7931		
Address 2012 WALDEN PARK CIR 304		City KISSIMMEE	State FL		Zip Code 34744			
Non-Motorist Description Detail 3 Bicyclist		Non-Motorist Action Prior to Crash 6 In Roadway --Other (working, playing, etc.)			Non-Motorist Location at Time of Crash 77 Other, Explain in Narrative			
Non-Motorist Actions/Circumstance (First) 5 In Roadway Improperly (standing, lying, working, playing)		Non-Motorist Actions/Circumstance (Second)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)		
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID KISSIMMEE FIRE DEPARTMENT		EMS Run Number 17001187	Medical Facility Transported To OSCEOLA REGIONAL MEDICAL CENTER			

WITNESSES

Name JOSE JAVIER MATOS	Address 509 STILL ST	City KISSIMMEE	State FL	Zip Code 34744
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NARRATIVE

THE PEDESTRIAN STATED HE DID NOT REMEMBER WHAT HAPPENED. HE STATED HE REMEMBERS BEING INSIDE WALMART AND NOTHING AFTER THAT.

THE DRIVER OF V1 STATED HE WAS HEADING WESTBOUND ON E. OSCEOLA PARKWAY IN THE INSIDE LANE. THE DRIVER OF V1 STATED HE DID NOT SEE ANYTHING IN FRONT OF HIM AND JUST HEARD AN IMPACT AGAINST HIS VEHICLE.

WITNESS 1 STATED HE SAW THE PEDESTRIAN ON THE BICYCLE ATTEMPT TO CROSS OVER E. OSCEOLA PARKWAY. WITNESS 1 STATED AS SOON THE PEDESTRIAN GOT TO THE INSIDE LANE, HE WAS STRUCK BY V1.

THE PEDESTRIAN SUFFERED INJURIES TO HIS HEAD AND ARMS. THE PEDESTRIAN ON THE BICYCLE WAS TRANSPORTED TO OSCEOLA REGIONAL MEDIAL CENTER DUE TO HIS INJURIES BY THE KISSIMMEE FIRE DEPARTMENT.

THE PEDESTRIAN WAS FOUND AT FAULT FOR SUDDENLY RUN INTO VEHICLE PATH F.S.S. 316.130(8).

NO CITATIONS WERE ISSUED.

REPORTING OFFICER

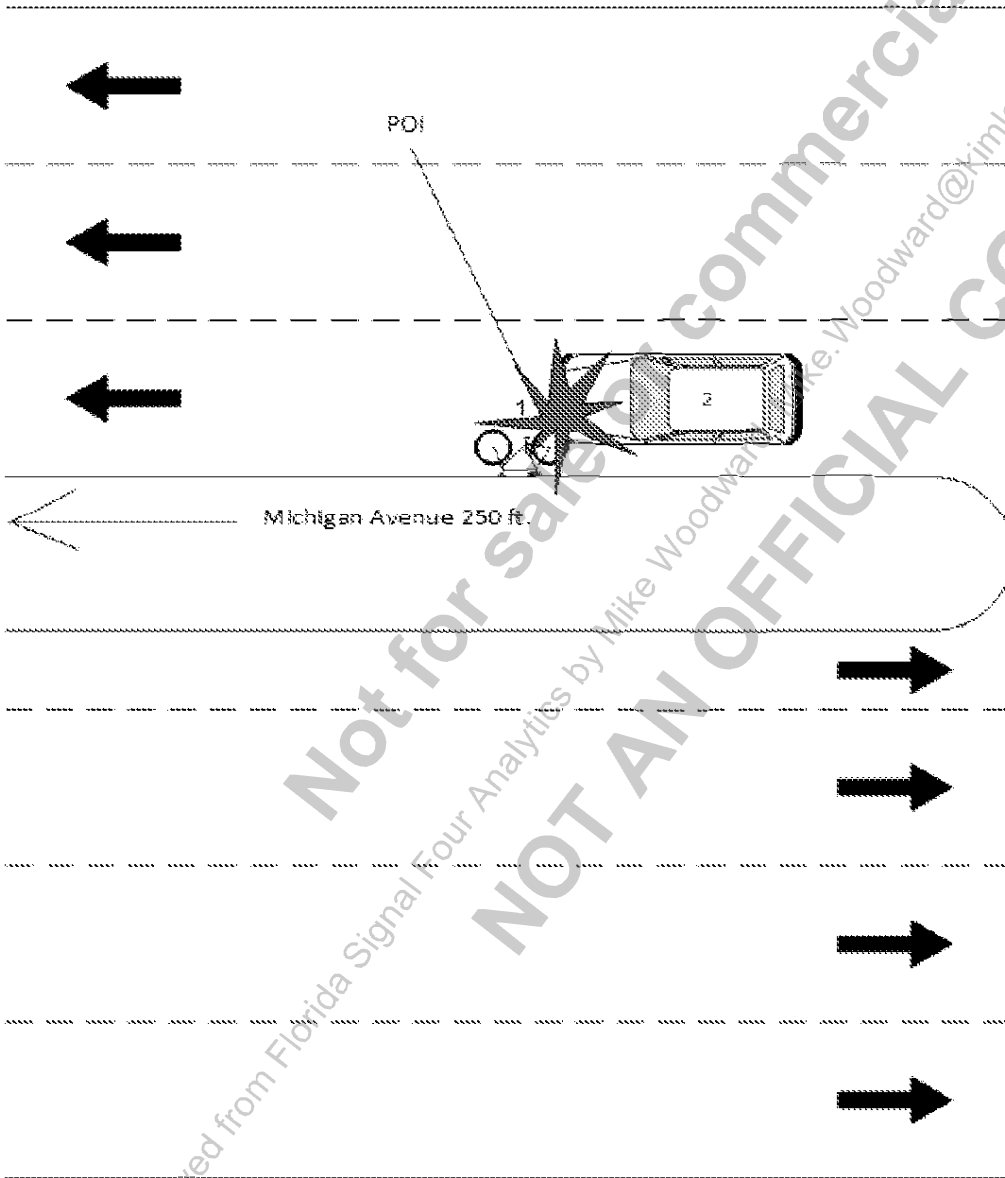
ID/Badge # 761	Rank and Name POLICE OFFICER P. ALLEN	Department KISSIMMEE POLICE DEPARTMENT	Type of Department PD
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1479 E. Osceola Pkwy.



Indicate North
Beat 10



Michigan Avenue 250 ft.

E OSCEOLA PKWY

Drawing Not To Scale.

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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 17/Mar/2018 11:20 PM	Time of Crash 17/Mar/2018 11:20 PM	Date of Report 18/Mar/2018 12:00 AM	Invest. Agency Report Number 18002140	HSMV Crash Report Number 87830680
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits Yes	Time Reported 17/Mar/2018 11:20 PM	Time Dispatched 17/Mar/2018 11:21 PM
Time on Scene 17/Mar/2018 11:26 PM	Time Cleared Scene 17/Mar/2018 01:16 AM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway E OSCEOLA PKWY		At Street Address#	At Latitude and Longitude
At Feet	Or Miles	Direction	From Intersection With Street, Road, Highway MICHIGAN AVE
Road System Identifier 5 Local		Type Of Shoulder 3 Curb	Type Of Intersection 2 Four-Way Intersection

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 4 Dark-Lighted	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 77 Other, Explain in Narrative
First Harmful Event Type	First Harmful Event 14	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 1 Non-Junction
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number 2138IU	State FL	Reg. Expires 01/Feb/2019	Permanent Reg. No	VIN 5N1AR18U37C618036				
Year 2007	Make NISS	Model	Style UT	Color BRO	Extent of Damage Disabling	Est. Damage 10000	Towed Due To Damage Yes	Vehicle Removed By MAGIC TOWS	Rotation Rotation		
Insurance Company INFINITY AUTO INSURANCE COMPANY					Insurance Policy Number 109800557263001						
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>			Current Address (Number and Street) JORDAN JOSHUA QUINONES 1979 HAM BROWN RD			City and State KISSIMMEE FL		Zip Code 34746			
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Vehicle Traveling:	Direction North	On Street, Road, Highway E OSCEOLA PKWY					At Est. Speed 45	Posted Speed 40	Total Lanes 4		
CMV Configuration			Cargo Body Type			Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR			Trailer Type (trailer one)			Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard		Number		Class					
Motor Carrier Name					US DOT Number						
Motor Carrier Address				City and State			Zip Code		Phone Number		
Comm/Non-Commercial	Vehicle Body Type 16 (Sport) Utility Vehicle	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function			
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 3 Two-Way, Divided, Unprotected (painted >4 feet) Median		Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport		
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object 14 Motor Vehicle in Transport		Second (2) Sequence of Events 14 Motor Vehicle in Transport		Third (3) Sequence of Events		Fourth (4) Sequence of Events			

VEHICLE (Check if Commercial)

Vehicle 2	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number Z47AEK	State FL	Reg. Expires 14/Aug/2018	Permanent Reg. No	VIN 1FTRX17242NA76052		
Year 2002	Make FORD	Model	Style PK	Color GRN	Extent of Damage Disabling	Est. Damage 10000	Towed Due To Damage Yes	Vehicle Removed By OSCEOLA AUTO SALVAGE	Rotation Rotation
Insurance Company PROGRESSIVE AMERICAN INSURANCE COMP					Insurance Policy Number 44473139				

Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>		Current Address (Number and Street) 2417 PARADISE DR		City and State KISSIMMEE FL		Zip Code 34741			
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Vehicle Traveling:	Direction West	On Street, Road, Highway E OSCEOLA PKWY				At Est. Speed 50	Posted Speed 50	Total Lanes 6	
CMV Configuration		Cargo Body Type		Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR		Trailer Type (trailer one)		Trailer Type (trailer two)					
Haz. Mat. Release	Haz Mat. Placard	Number		Class					
Motor Carrier Name				US DOT Number					
Motor Carrier Address				City and State		Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 3 Pickup	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function	
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level	Roadway Alignment 1 Straight	Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport		
Traffic Control Device For This Vehicle 1 No Controls	First (1) Sequence of Events 2 Collision with Non-Fixed Object		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events		

VEHICLE (Check if Commercial)

Vehicle 3	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number INPT74	State FL	Reg. Expires 08/Jun/2019	Permanent Reg. No	VIN JNRS08W44X202781		
Year 2004	Make INFI	Model	Style UT	Color BLK	Extent of Damage Disabling	Est. Damage 5000	Towed Due To Damage Yes	Vehicle Removed By JOHN WILDER WRECKER SERVICE	Rotation Rotation
Insurance Company GEICO INDEMNITY COMPANY				Insurance Policy Number 4371798432					
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>		Current Address (Number and Street) 113 CATTAIL CT		City and State KISSIMMEE FL		Zip Code 34743			
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Vehicle Traveling:	Direction East	On Street, Road, Highway E OSCEOLA PKWY				At Est. Speed	Posted Speed 25	Total Lanes 4	
CMV Configuration		Cargo Body Type		Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR		Trailer Type (trailer one)		Trailer Type (trailer two)					
Haz. Mat. Release	Haz Mat. Placard	Number		Class					
Motor Carrier Name				US DOT Number					
Motor Carrier Address				City and State		Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 16 (Sport) Utility Vehicle	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function	
Vehicle Maneuver Action 13 Stopped in Traffic	Trafficway 3 Two-Way, Divided, Unprotected (painted >4 feet) Median		Roadway Grade 1 Level	Roadway Alignment 1 Straight	Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport		
Traffic Control Device For This Vehicle 1 No Controls	First (1) Sequence of Events 2 Collision with Non-Fixed Object		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events		

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name JOHNNY JOSEPH NARVAEZ	Date of Birth 16/Apr/1997	Sex 1 Male	Phone Number (407)460-7573	Re-Exam No
Address 1979 HAM BROWN RD		City KISSIMMEE		State FL		Zip Code 34746	
Driver License Number N612430971360		State FL	Expires 16/Apr/2021	DL Type 5 E/Operator	Req. End.	Injury Severity 4 Incapacitating	Ejection 1 Not Ejected
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 3 Deployed-Front	Helmet Use	Eye Protection	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other

Date of Crash 17/Mar/2018 11:20 PM	Date of Report 17/Mar/2018 11:20 PM	Invest. Agency Report Number 18002140	HSMV Crash Report Number 87830680
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Drivers Actions at Time of Crash (first) 11 Ran Red Light		Drivers Actions at Time of Crash (second)			Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured	
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)			Drivers Condition at Time of Crash 1 Apparently Normal			
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID KISSIMMEE FIRE DEPARTMENT		EMS Run Number 180002927		Medical Facility Transported To OSCEOLA REGIONAL MEDICAL CENTER		

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 2	Name JOSE S FRITZ		Date of Birth 14/Aug/1954	Sex 1 Male	Phone Number (407)460-4560	Re-Exam No
Address 2417 PARADISE DR		City KISSIMMEE			State FL		Zip Code 34741	
Driver License Number F632437542940		State FL	Expires 14/Aug/2021	DL Type 5 E/Operator	Req. End.	Injury Severity 3 Non-incapacitating		Ejection 1 Not Ejected
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 3 Deployed-Front	Helmet Use	Eye Protection	Seating Location Seat 1 Left	Seating Location Row 1 Front		Seating Location Other
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)			Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured	
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)			Drivers Condition at Time of Crash 1 Apparently Normal			
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 3	Description 3 Passenger	Vehicle # 2	Name TELMA C FRITZ		Date of Birth 01/Oct/1956	Sex 2 Female	Injury Severity 3 Non-incapacitating	Ejection 1 Not Ejected
Address 2417 PARADISE DR		City KISSIMMEE			State FL		Zip Code 34741	
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 3 Deployed-Front	Helmet Use	Eye Protection	Seating Location Seat 3	Seating Location Row 1		Seating Location Other
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To		

PERSON RECORD

Person# 4	Description 1 Driver	Vehicle # 3	Name YOJAIRA REYES		Date of Birth 08/Jun/1974	Sex 1 Male	Phone Number (407)613-1648	Re-Exam No
Address 113 CATTAIL CT		City KISSIMMEE			State FL		Zip Code 34743	
Driver License Number R200960747081		State FL	Expires 08/Jun/2025	DL Type 5 E/Operator	Req. End.	Injury Severity 4 Incapacitating		Ejection 1 Not Ejected
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 1 Not Applicable	Helmet Use	Eye Protection	Seating Location Seat 1 Left	Seating Location Row 1 Front		Seating Location Other
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)			Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured	
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)			Drivers Condition at Time of Crash 1 Apparently Normal			
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID KISSIMMEE FIRE DEPARTMENT		EMS Run Number 180002927		Medical Facility Transported To OSCEOLA REGIONAL MEDICAL CENTER		

PERSON RECORD

Person# 5	Description 3 Passenger	Vehicle # 3	Name BRITTANY REYES		Date of Birth	Sex 2 Female	Injury Severity 4 Incapacitating	Ejection 1 Not Ejected
Address 113 CATTAIL CT		City KISSIMMEE			State FL		Zip Code 34743	
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 3	Seating Location Row 1		Seating Location Other
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID KISSIMMEE FIRE DEPARTMENT		EMS Run Number 180002927		Medical Facility Transported To OSCEOLA REGIONAL MEDICAL CENTER		

PERSON RECORD

Person# 6	Description 3 Passenger	Vehicle # 3	Name BRICELY REYES		Date of Birth	Sex 2 Female	Injury Severity 3 Non-incapacitating	Ejection 1 Not Ejected
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Date of Crash 17/Mar/2018 11:20 PM	Date of Report 17/Mar/2018 11:20 PM	Invest. Agency Report Number 18002140	HSMV Crash Report Number 87830680
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Address 113 CATTAIL CT		City KISSIMMEE		State FL	Zip Code 34743
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection	Seating Location Seat 88	Seating Location Row 2
Seating Location Other		Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID	EMS Run Number
Medical Facility Transported To					

WITNESSES

Name JORGE MARIO VAZQUEZ	Address 3009 BAY LAUREL CIR S	City KISSIMMEE	State FL	Zip Code 34744
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VIOLATIONS

Person# 1	Name JOHNNY JOSEPH NARVAEZ	Florida Statute Number 316.075(1)(C)(1)	Charge T: RAN RED LIGHT	Citation A28XK8P
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NARRATIVE

V1 WAS TRAVELING NORTH ON MICHIGAN AVENUE TOWARDS EAST OSCEOLA PARKWAY.

V2 WAS TRAVELING WESTBOUND ON OSCEOLA PARKWAY, IN THE LEFT THRU LANE APPROACHING THE INTERSECTION OF MICHIGAN AVENUE AND EAST OSCEOLA PARKWAY.

V3 WAS STOPPED AT THE TRAFFIC LIGHT COMING OUT OF THE PLAZA LOCATED NORTH OF THE INTERSECTION OF EAST OSCEOLA PARKWAY AND MICHIGAN AVENUE, WAITING TO TURN LEFT TO GO EASTBOUND ON EAST OSCEOLA PARKWAY.

V1 RAN THE RED LIGHT AT THE INTERSECTION OF EAST OSCEOLA PARKWAY AND MICHIGAN AVENUE.

V2'S FRONT BUMPER COLLIDED WITH V1'S REAR RIGHT SIDE BY THE REAR TIRE CAUSING V1 TO SPIN OUT AND V1'S FRONT LEFT FENDER COLLIDED WITH THE FRONT OF V3.

THE FINAL REST OF V1 WAS IN THE SOUTHBOUND LANE OF THE PLAZA SUSTAINING DISABLING DAMAGE. V1'S DRIVER SUFFERED FACE AND HEAD INJURIES. HE WAS TRANSPORTED TO OSCEOLA REGIONAL MEDICAL CENTER BY THE KISSIMMEE FIRE DEPARTMENT.

V1 WAS TOWED AWAY BY MAGIC TOWS.

THE FINAL REST OF V2 WAS IN THE MIDDLE OF THE INTERSECTION SUSTAINING DISABLING DAMAGE.

THE DRIVER AND PASSENGER OF V2 HAD MINOR INJURIES. THEY WERE TREATED AT THE SCENE BY THE KISSIMMEE FIRE DEPARTMENT AND REFUSED TRANSPORT TO THE HOSPITAL.

V2 WAS TOWED AWAY BY OSCEOLA AUTO SALVAGE.

THE FINAL REST OF V3 WAS IN THE EASTBOUND TURNING LANE OF THE PLAZA SUSTAINING DISABLING DAMAGE.

V3 WAS TOWED BY JOHN WILDER WRECKING SERVICE.

THE DRIVER AND ONE OF THE PASSENGERS OF V3 WERE TRANSPORTED TO OSCEOLA REGIONAL MEDICAL CENTER BY THE KISSIMMEE FIRE DEPARTMENT.

V1'S DRIVER WAS FOUND AT FAULT AND WAS CITED FOR RUNNING THE RED LIGHT AT EAST OSCEOLA PARKWAY AND MICHIGAN AVENUE. THE CITATION NUMBER WAS A28XK8P.

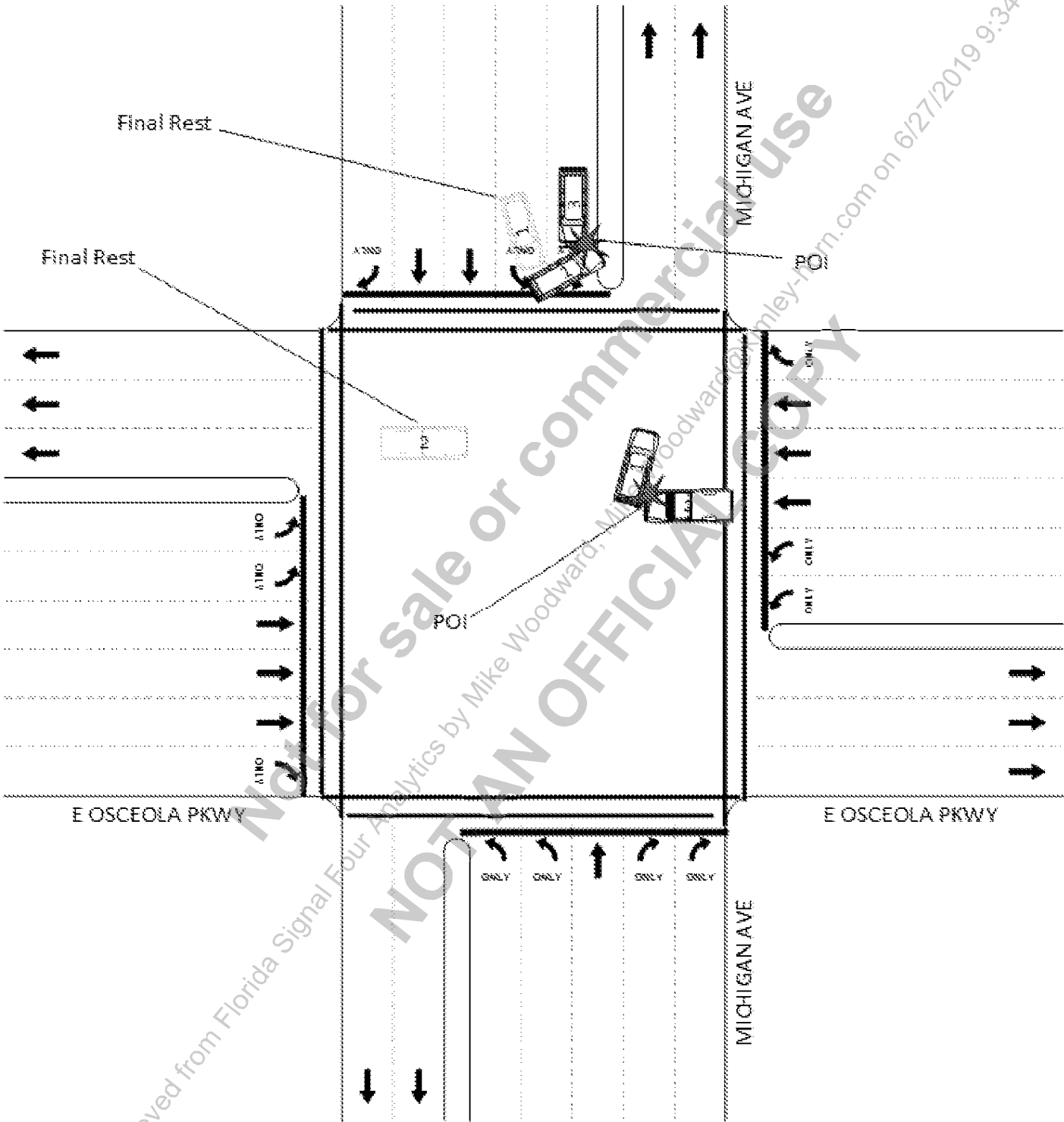
REPORTING OFFICER

ID/Badge # 796	Rank and Name POLICE OFFICER R. SAYEED	Department KISSIMMEE POLICE DEPARTMENT	Type of Department PD
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AREA 10



Indicate North



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Drawing Not To Scale.

FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

(Electronic Version)

Date of Crash 08/Sep/2017 08:59 AM	Time of Crash 08/Sep/2017 08:59 AM	Date of Report 08/Sep/2017 12:00 AM	Invest. Agency Report Number 17007251	HSMV Crash Report Number 87055255
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CRASH IDENTIFIERS

County Code 26	City Code 40	County of Crash OSCEOLA	Place or City of Crash KISSIMMEE	Within City Limits Yes	Time Reported 08/Sep/2017 08:59 AM	Time Dispatched 08/Sep/2017 08:59 AM
Time on Scene 08/Sep/2017 09:04 AM	Time Cleared Scene 08/Sep/2017 10:30 AM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway E OSCEOLA PKWY			At Street Address# 1	At Latitude and Longitude
At Feet	Or Miles	Direction	From Intersection With Street, Road, Highway BILL BECK BLVD	Or From Milepost #
Road System Identifier 4 County		Type Of Shoulder 3 Curb	Type Of Intersection 2 Four-Way Intersection	

CRASH INFORMATION (Check if Pictures Taken)

Light Condition 1 Daylight	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 3 Angle
First Harmful Event Type	First Harmful Event 14	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 2 Intersection
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial)

Vehicle 2	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number 9497KX	State FL	Reg. Expires 18/Apr/2018	Permanent Reg. No	VIN JH2SC6674AK000832				
Year 2010	Make HOND	Model	Style MC	Color BLK	Extent of Damage Disabling	Est. Damage 10000	Towed Due To Damage Yes	Vehicle Removed By PRESTONS	Rotation Rotation		
Insurance Company STATE FARM				Insurance Policy Number E278124E0159A							
Name of Vehicle Owner (Check Box If Business) <input type="checkbox"/>			Current Address (Number and Street) 4438 PHILADELPHIA CIR			City and State KISSIMMEE FL		Zip Code 34746			
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles		
Vehicle Traveling: West	Direction West	On Street, Road, Highway E OSCEOLA PKWY				At Est. Speed 45	Posted Speed 45	Total Lanes 6			
CMV Configuration			Cargo Body Type			Area of Initial Impact			Most Damaged Area		
Comm GVWR/GCWR			Trailer Type (trailer one)			Trailer Type (trailer two)					
Haz. Mat. Release		Haz Mat. Placard		Number		Class					
Motor Carrier Name					US DOT Number						
Motor Carrier Address				City and State			Zip Code		Phone Number		
Comm/Non-Commercial	Vehicle Body Type 11 Motorcycle	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function			
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 4 Two-Way, Divided, Positive Median Barrier		Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport		
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object			Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events 14 Motor Vehicle in Transport		

VEHICLE (Check if Commercial)

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number 951MZI	State FL	Reg. Expires 17/Mar/2018	Permanent Reg. No	VIN 1HGCM66545A075486		
Year 2005	Make HOND	Model	Style 4D	Color GLD	Extent of Damage Disabling	Est. Damage 5000	Towed Due To Damage Yes	Vehicle Removed By PRIVATE COMPANY	Rotation Owner Request
Insurance Company INFINITY				Insurance Policy Number 109810096199001					

Name of Vehicle Owner (Check Box If Business) PATRICIA AMANDA HOUSTON <input type="checkbox"/>		Current Address (Number and Street) 2338 TOWN AND COUNTRY DR			City and State KISSIMMEE FL		Zip Code 34744					
Trailer One:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles			
Trailer Two:	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles			
Vehicle Traveling:	Direction South	On Street, Road, Highway BILL BECK BLVD				At Est. Speed 10	Posted Speed 30	Total Lanes 5				
CMV Configuration			Cargo Body Type			Area of Initial Impact			Most Damaged Area			
Comm GVWR/GCWR			Trailer Type (trailer one)		Trailer Type (trailer two)							
Haz. Mat. Release		Haz Mat. Placard		Number		Class						
Motor Carrier Name				US DOT Number								
Motor Carrier Address				City and State				Zip Code		Phone Number		
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car		Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function			
Vehicle Maneuver Action 1 Straight Ahead		Trafficway 1 Two-Way, Not Divided		Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport		
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object			Second (2) Sequence of Events			Third (3) Sequence of Events		Fourth (4) Sequence of Events		

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name PHILLIP SAMUEL BANKS J			Date of Birth 14/Feb/1987	Sex 1 Male	Phone Number (407)445-7400		Re-Exam No		
Address 872 FLORIDA PKWY		City KISSIMMEE			State FL		Zip Code 34743					
Driver License Number B520677870540		State FL	Expires 14/Feb/2026	DL Type 5 E/Operator		Req. End.	Injury Severity 1 None		Ejection 1 Not Ejected			
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 4 Deployed-Side		Helmet Use 3 No Helmet		Eye Protection 3 Not Applicable		Seating Location Seat 1 Left		Seating Location Row 1 Front		Seating Location Other 1 Not Applicable
Drivers Actions at Time of Crash (first) 3 Failed to Yield Right of Way			Drivers Actions at Time of Crash (second)				Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)			Drivers Actions at Time of Crash (fourth)				Drivers Condition at Time of Crash 1 Apparently Normal					
Suspected Alcohol Use 1 No		Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No		Drug Tested	Drug Test Type	Drug Test Result		
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID			EMS Run Number		Medical Facility Transported To					

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 2	Name ELEOT CACERES			Date of Birth 18/Apr/1970	Sex 1 Male	Phone Number (407)451-1618		Re-Exam No		
Address 4438 PHILADELPHIA CIR		City KISSIMMEE			State FL		Zip Code 34746					
Driver License Number C262200701380		State FL	Expires 18/Apr/2018	DL Type 5 E/Operator		Req. End.	Injury Severity 4 Incapacitating		Ejection 2 Ejected, Totally			
Restraint System 2 None Used -Motor Vehicle Occupant		Air Bag Deployed 1 Not Applicable		Helmet Use 3 No Helmet		Eye Protection 3 Not Applicable		Seating Location Seat 77 Other (explain in narrative)		Seating Location Row 1 Front		Seating Location Other 1 Not Applicable
Drivers Actions at Time of Crash (first) 1 No Contributing Action			Drivers Actions at Time of Crash (second)				Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured			
Drivers Actions at Time of Crash (third)			Drivers Actions at Time of Crash (fourth)				Drivers Condition at Time of Crash 7 Physically Impaired					
Suspected Alcohol Use 1 No		Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No		Drug Tested	Drug Test Type	Drug Test Result		
Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID KISSIMMEE FIRE DEPARTMENT			EMS Run Number 9323		Medical Facility Transported To OSCEOLA REGIONAL MEDICAL CENTER					

WITNESSES

Name ANDRES FELIPE VARGAS	Address 14021 ABACO ISLE DR			City ORLANDO		State FL	Zip Code 32824
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NARRATIVE

Date of Crash 08/Sep/2017 08:59 AM	Date of Report 08/Sep/2017 08:59 AM	Invest. Agency Report Number 17007251	HSMV Crash Report Number 87055255
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V1 WAS STOPPED FOR TRAFFIC IN THE SOUTHBOUND LANE, AT THE INTERSECTION OF BILL BECK BLVD AND E OSCEOLA PKWY.

V2 (A MOTORCYCLE) WAS TRAVELING WESTBOUND IN THE OUTSIDE STRAIGHT LANE ON E OSCEOLA PARKWAY, APPROACHING THE INTERSECTION OF BILL BECK BLVD.

V1 DID NOT ENSURE THE ROADWAY WAS CLEAR OF TRAFFIC, PRIOR TO ENTERING THE INTERSECTION. V1 PROCEEDED SOUTH INTO THE INTERSECTION OF E OSCEOLA PARKWAY AND BILL BECK BLVD, CAUSING V1'S FRONT LEFT FENDER TO COLLIDE WITH V2'S FRONT TIRE.

THE DRIVER OF V2 WAS EJECTED FROM THE MOTORCYCLE, AND LANDED ON THE ROAD IN FRONT OF V1'S FRONT BUMPER. HE SUSTAINED MAJOR INJURIES TO THE FACE AND EYE. THE DRIVER OF V2 WAS TRANSPORTED BY KFD TO OSCEOLA REGIONAL HOSPITAL AS A RESULT OF HIS INJURIES. OSCEOLA REGIONAL HOSPITAL ADVISED HE WAS IN STABLE CONDITION AT THAT TIME. HIS PERSONAL BELONGINGS WERE REMOVED FROM THE SCENE AND LEFT IN THE CARE OF HIS WIFE, MIRTA CACERES, WHO RESPONDED TO THE HOSPITAL.

NO OTHER INJURIES WERE REPORTED AT THE SCENE.

V1 SUSTAINED ABOUT \$5000 WORTH OF DAMAGE, AND WAS REMOVED FROM THE SCENE BY THE OWNER'S PRIVATE TOW COMPANY. V2 SUSTAINED ABOUT \$10,000 WORTH OF DAMAGE, AND WAS REMOVED FROM THE SCENE BY PRESTON'S TOWING.

I FIND V1 AT FAULT FOR VIOLATING F.S.S. 316.082(2), FAILURE TO YIELD RIGHT OF WAY. THE DRIVER OF V1 WAS ISSUED A CITATION FOR THE INFRACTION (A28W9AP).

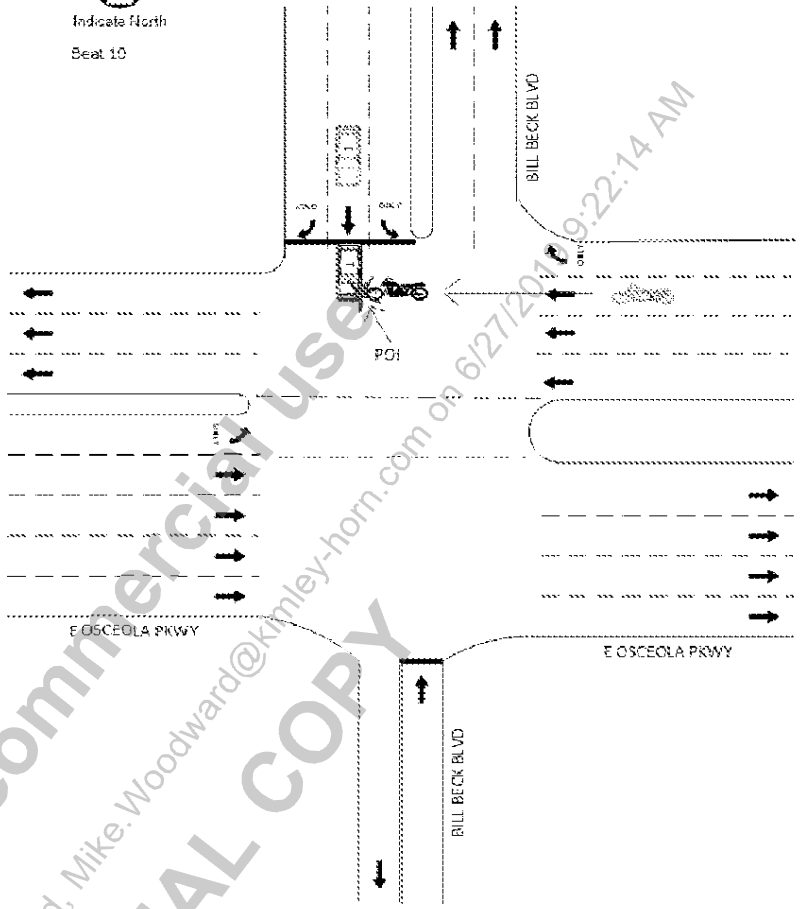
REPORTING OFFICER

ID/Badge # 741	Rank and Name POLICE OFFICER S. LEVESQUE	Department KISSIMMEE POLICE DEPARTMENT	Type of Department PD
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Drawing Not To Scale

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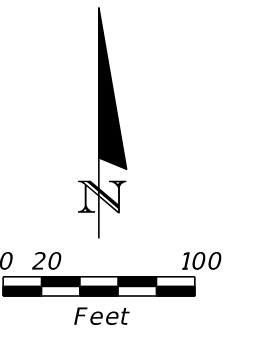
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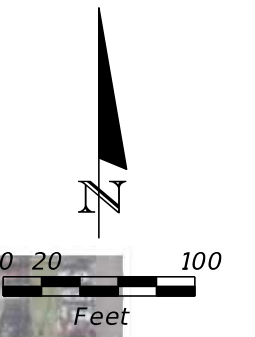


APPENDIX H
Concept Plan Sheets

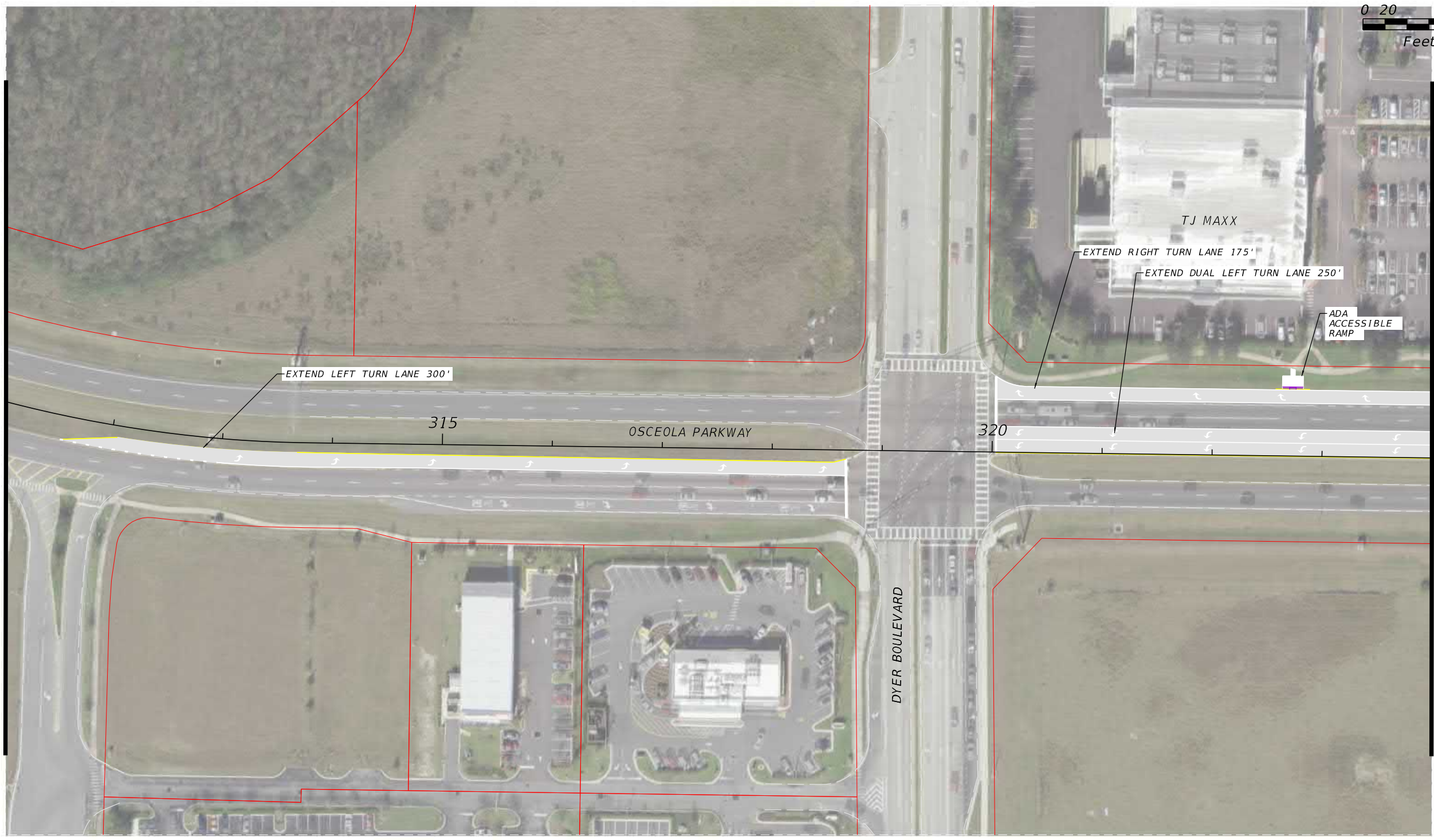
Table of Recommendations - Osceola Parkway

Location / Intersection	Operating Issues / Concerns	Safety Issues / Concerns	Access Concerns (from West to East), using Class 5 spacing criteria (equal to or less than 45 mph), 245', 660', 1320'	Tier 1: Short Term Improvements	Tier 2: Medium Term Improvements	Tier 3: Long Term Improvements
				Improvement	Improvement	Improvement
Flora Boulevard	Minimal Congestion.	Some angle collisions.	55 mph, so longer standard distance for openings / driveways. 1440' to Dyer does not meet 2,604' standard.	Add speed limit signs - 55 mph. Volumes likely near warrant thresholds, but difficult to justify a signal unless volumes increase.	Consider signalization since warrants are nearly met. Higher volumes on Flora due to future development will likely justify installation of a traffic signal.	
Dyer Boulevard	Higher delays in AM & mid-Day than in PM (eastbound & westbound), delays are highest in the eastbound direction.	Relatively low crash rates. Mostly rear-end, likely due to signal.	Spacing to Flora & spacing to Thacker not met. Thacker is 2,100' away, compared to the standard of 2,640'. Speed limit changes just west of Thacker (45 mph to the east).	Optimize timings. Extend eastbound LTL by 300'. Extend westbound LTL by 250'. Extend WBR by 150' (limited by another driveway)		
Thacker Avenue	Heavy delay westbound mid-day. No existing crosswalks. Short westbound LTL.	No crash concerns	Spacing to Dyer not met, at 2,100' compared to the standard of 2,640'.	Extend westbound LTL by 200', add second westbound LTL, and add crosswalks as part of extension of Thacker Road.		
John Young Parkway	Signage lacks reflectivity (eastbound crosswalk signage)	More RE collisions eastbound, still relatively low.	Spacing standard to Greenwald Way not met. Distance is approximately 80% of the standard, at 1,100' compared to the standard of 1,320'.	Replace signage. Replace crosswalk striping with high-emphasis markings. Add 800' sidewalk on south side between JYP & Greenwald Way.		
Greenwald Way	Excessive WB delay mid-day. No SW / crosswalks, but there are some people crossing.	No crash concerns	No concerns	Signal timing / progression between here and OBT should be improved. Extend eastbound LTL by 200'. Add second southbound LTL for 150'. Add crosswalks & ramps. Add sidewalk for 450' in northeast quadrant.	Add second southbound LTL.	
Centerview Boulevard	High delay WB mid-day and PM. EBL / WBL. No crosswalks across Osceola Parkway	Lots of RE compared to similar intersections.	No concerns	Increase storage length for eastbound and westbound left turns by 300' (or add second - see medium-term). Add crosswalks.	Add second eastbound and westbound left turn lanes.	
Orange Blossom Trail / US 441	Congestion, queues, delay (EB PM is worst)	50% of dark, not-lighted crashes on corridor occurred here. Lots of RE, particularly WB. Also lots of sideswipe crashes westbound. Ped fatality.	No concerns	Add Lighting. Extend westbound LTL's by 350'. Add sidewalk in SW quadrant for 750', add connect sidewalk in southeast quadrant by adding approximately 650' of sidewalk. Restripe crosswalks as high-emphasis.		Future study to consider reconstructing as interchange: DDI / Single Point / XDL. Cloverleaf not recommended due to poor ped mobility, ROW impacts, & merge concerns.
Bald Cypress Drive / Old Dixie Highway	Minimal concerns	No crash concerns	Spacing to driveway west of intersection (south side) is 230', which does not meet the required distance of 245'. Driveway is also located in the middle of the turn lane.	Remove driveway west of signal on south side. Extend westbound left-turn lane by 300'.	Modify eastbound left-turn lane if volumes change due to development in NE quadrant.	If crashes increase, consider driveway modifications with redevelopment projects.
Orange Avenue	Future development, High EB delay mostly PM. EBL queues in AM peak	High portion of sideswipes. Crashes increased in Year 2, perhaps because of higher volume on Orange	No concerns	Lighting. Signage "Stop ahead". Extend EBL turn lane by 200'.	Modify westbound left-turn lane if volumes change due to development on south side. Extend WBR turn lane by 300' (needed short term but requires bridge modification).	Future study to consider reconstructing as interchange - XDL
Michigan Avenue	Queues, high turn volume. WBL, NBL. Heavy delay EB -PM & Mid-day. Consider real-time traffic DMS	Lots of crashes. Mostly rear-end. Lots of E& W sideswipes. A total of three crashes due to dual right turns. One crash due to car traveling through (nb) that went during right turn overlap phase.	Spacing to driveways east of intersection on the south side do not meet spacing standards of 245'.	Extend the WBL turn lane by 400'. Crosswalk & Ped Signal on East leg. Restripe north leg crosswalk. More time for WBL. Add time for southbound movements if restricting turns at Bill Beck Boulevard. Add signage to improve northbound lane utilization.	Monitor future crashes to consider removal of two driveways on south side (the ones that are 190' and 660' east of Michigan Avenue - leave Lions Ct. as-is). Extension of EBR turn lane by 300' is needed short term but requires reconstruction of the bridge.	Future study to consider reconstructing as interchange - XDL
Bill Beck Boulevard	Queue concerns, congestion in median.	Lots of crashes. Lots of angle / left turn. SB left turns have lots of crashes	Spacing to Turnpike does not meet standards (630 vs 1,320). Locate agreement with Turnpike. Spacing to gas station driveway west of intersection not met.	Signalize intersection as part of roadway extension.		
FL Turnpike SB	Minimal concerns	Mostly EB rear-end collisions	Spacing to Bill Beck is not met.	Extend EBL turn lane to Bill Beck Blvd. Sidewalk across turnpike?		Coordinate with Turnpike on a future study to consider reconstructing as Single Point,
FL Turnpike NB	Queues, high turn volume. Extend EBL turn lane	Rear end collisions are highest eastbound. Sideswipe crashes are high (also eastbound) likely due to congestion in left-turn lanes. Visibility could be a contributing factor.	Spacing to Coralwood does not meet standards (740 vs 2,640), no changes recommended.	Add flashing beacon - stop ahead.	Extend second EBL by 400' (requires drainage, signal modification, signage, etc.).	Coordinate with Turnpike on a future study to consider reconstructing as Single Point, DDI, or Cloverleaf.

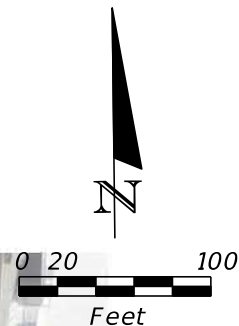




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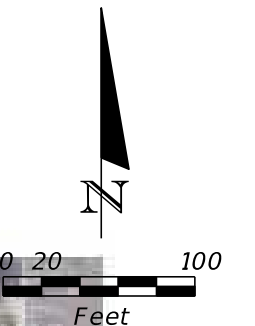


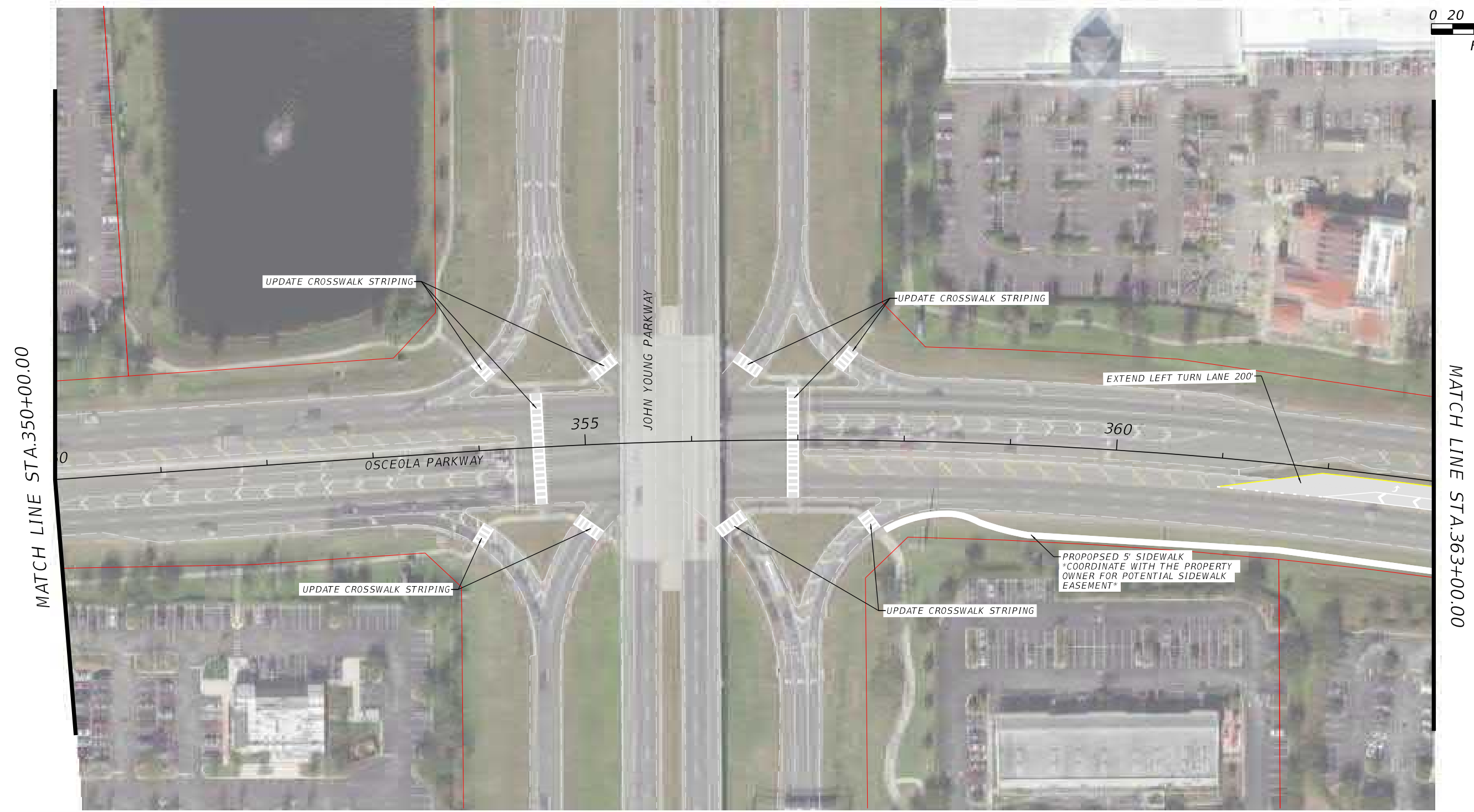
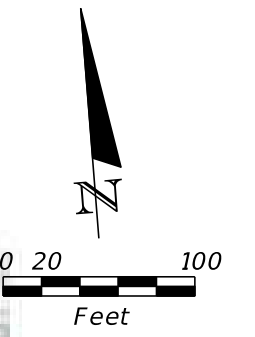
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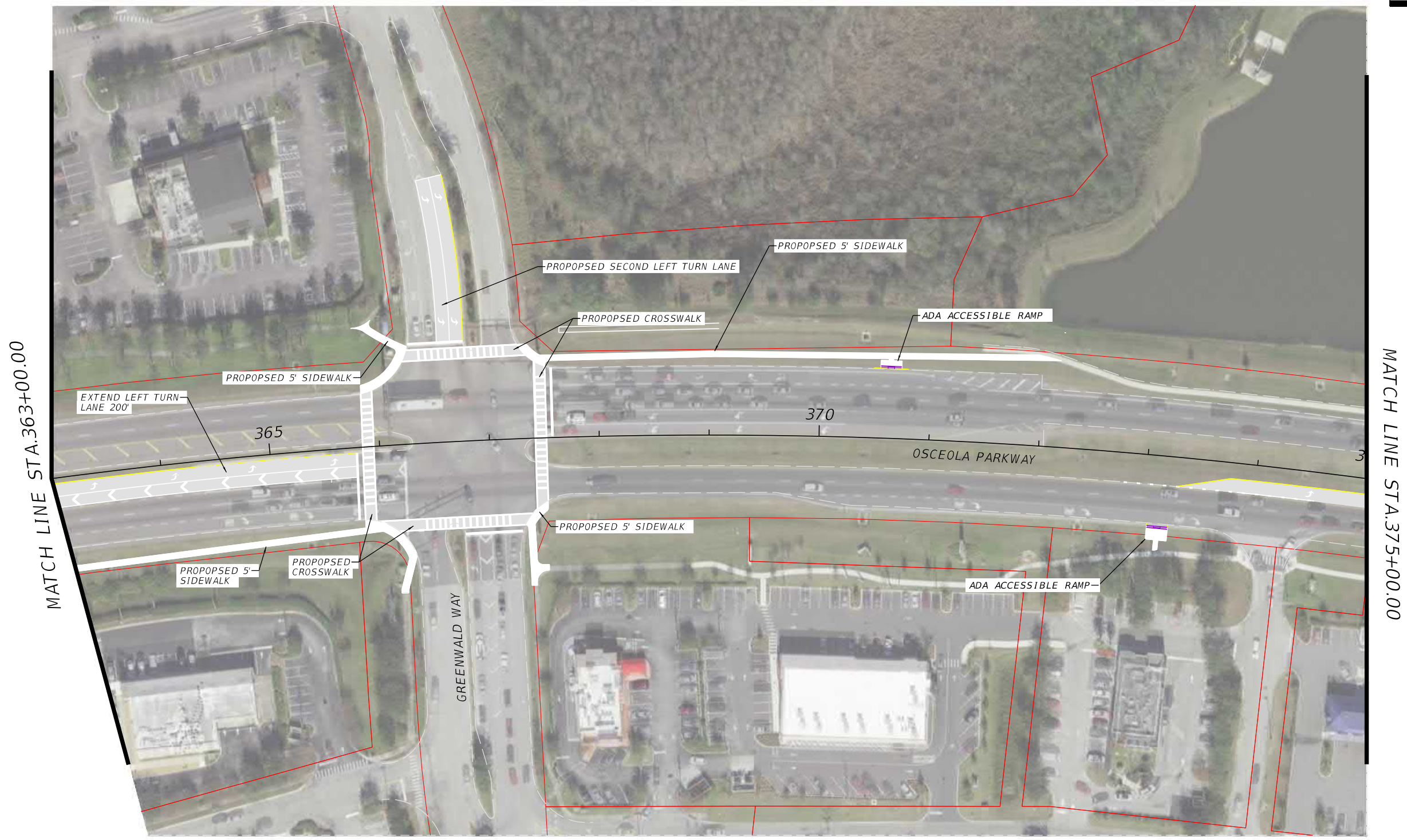
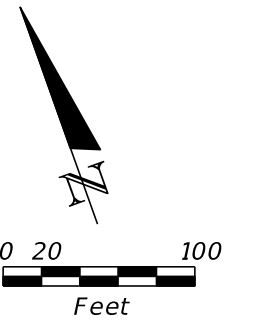


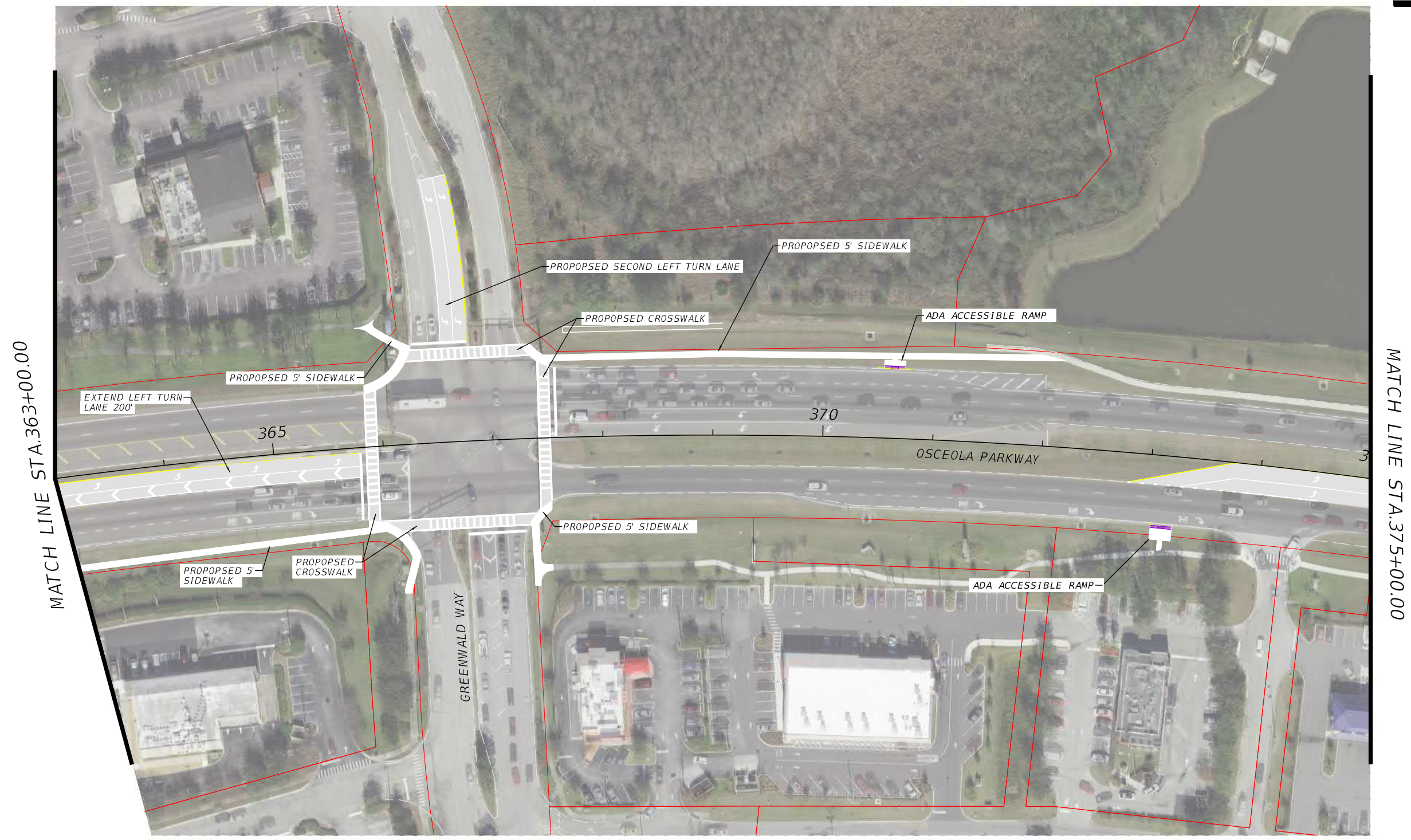
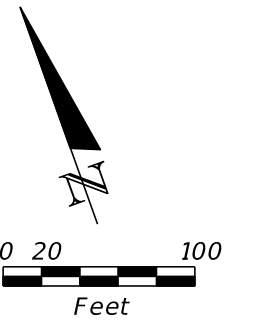
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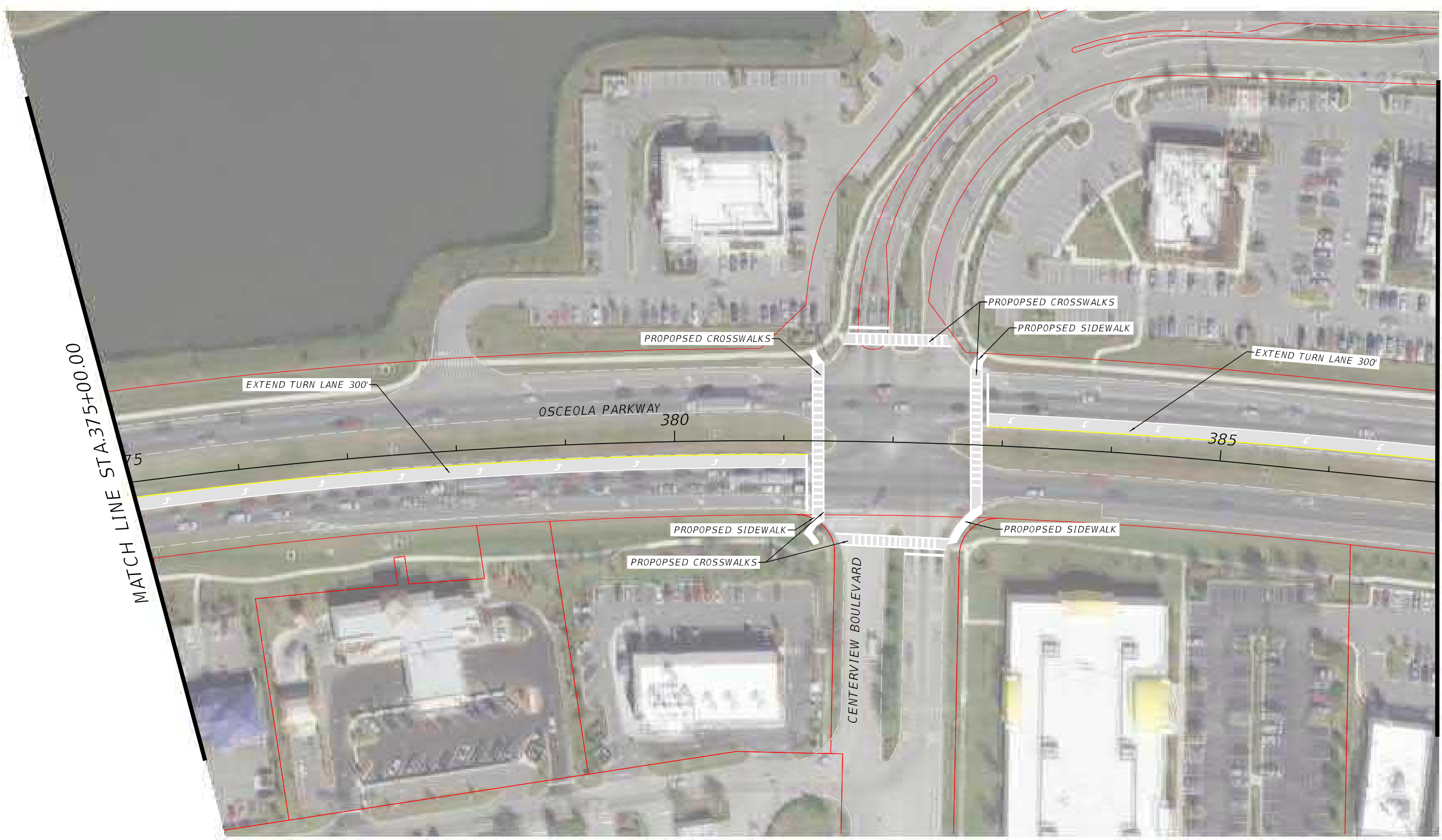
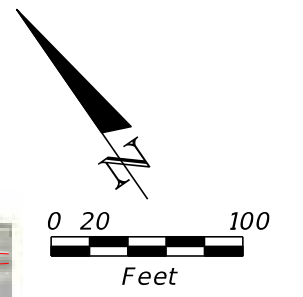
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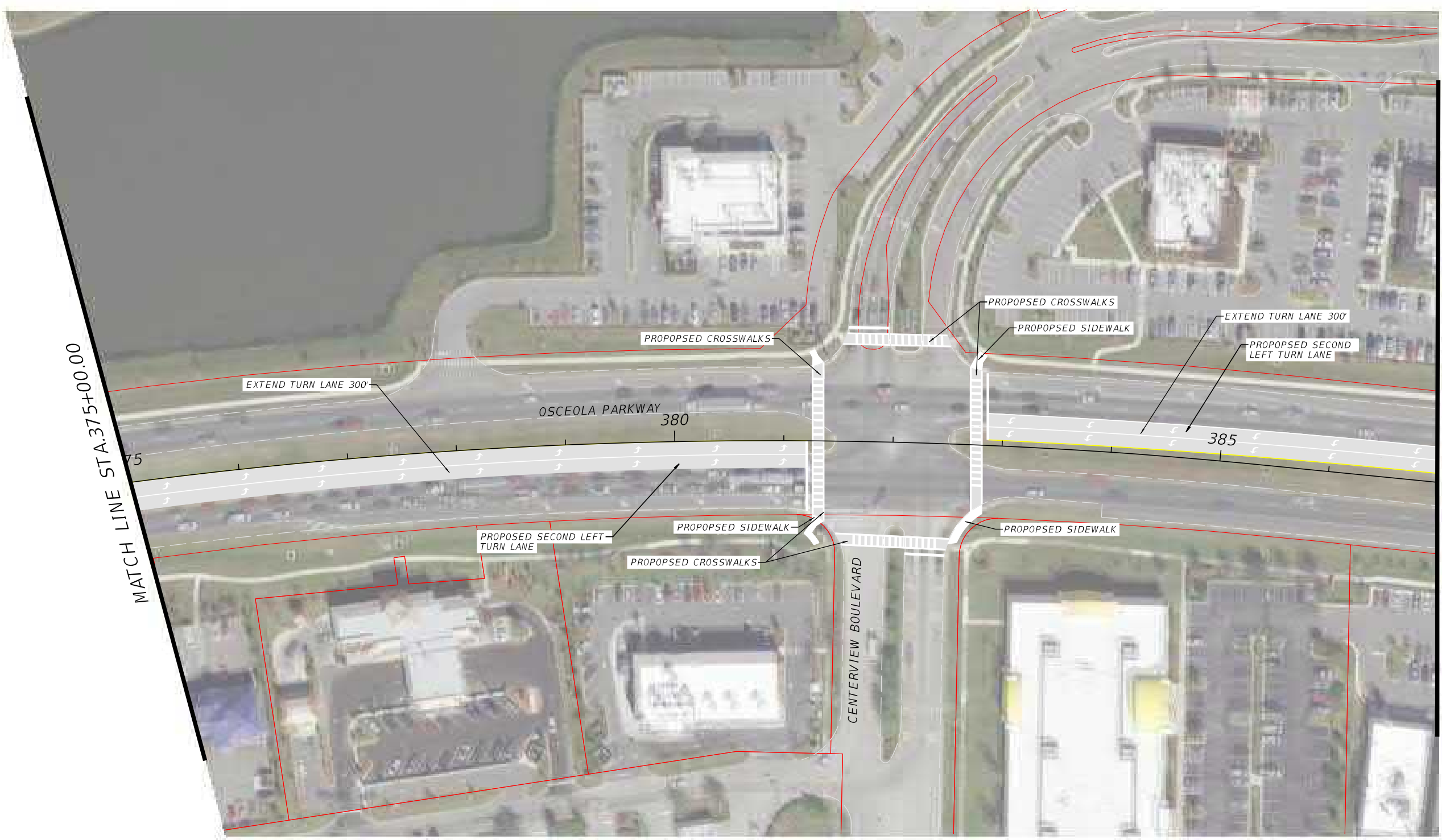
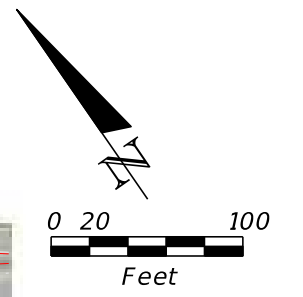






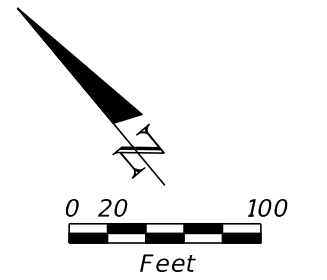






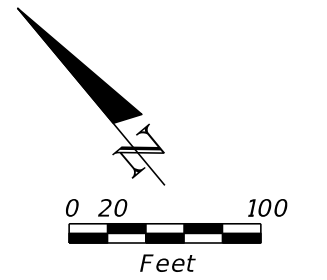
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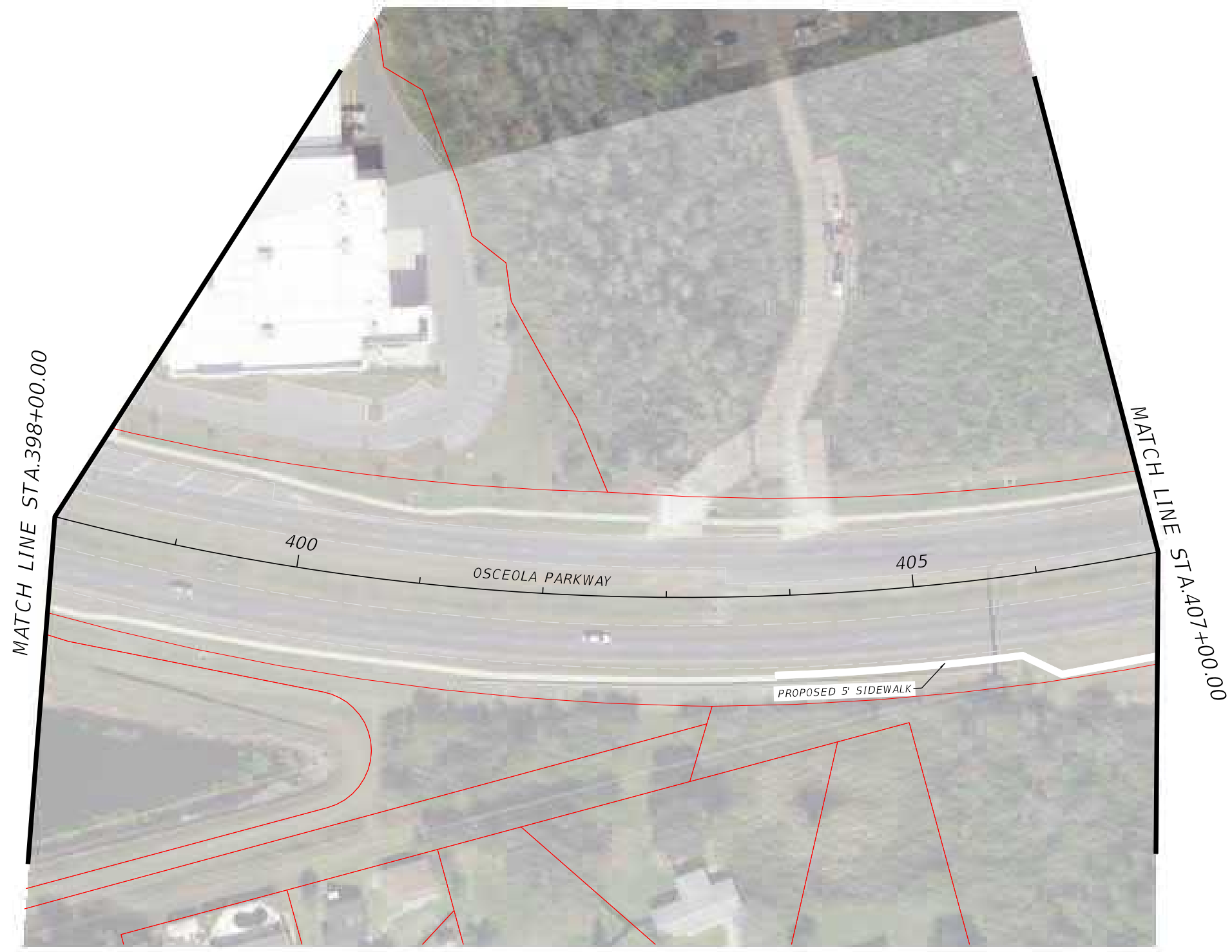
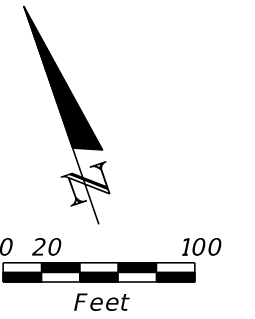
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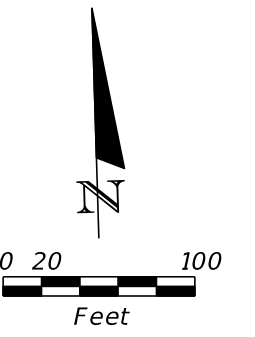


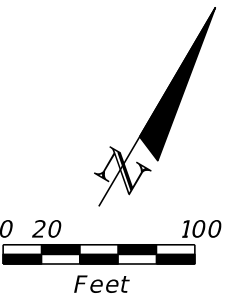
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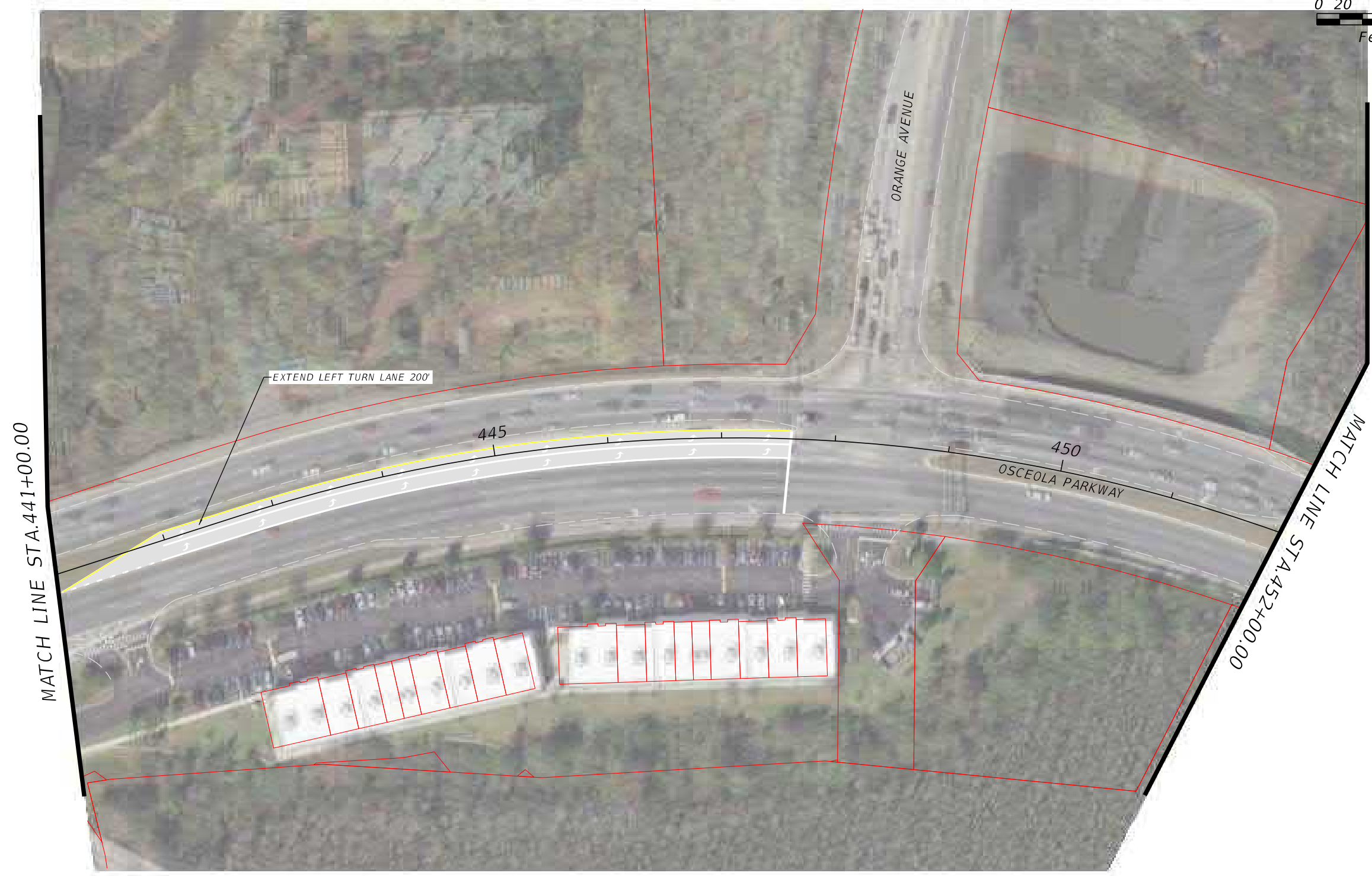
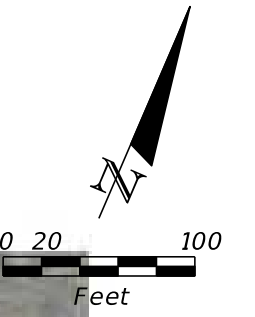


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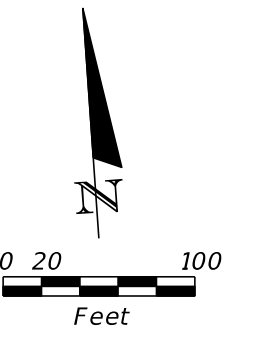
EXTEND LEFT TURN LANE 200'

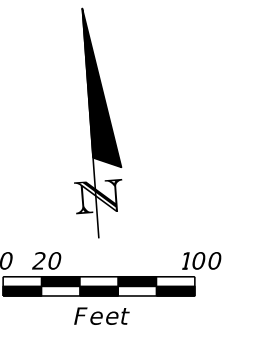
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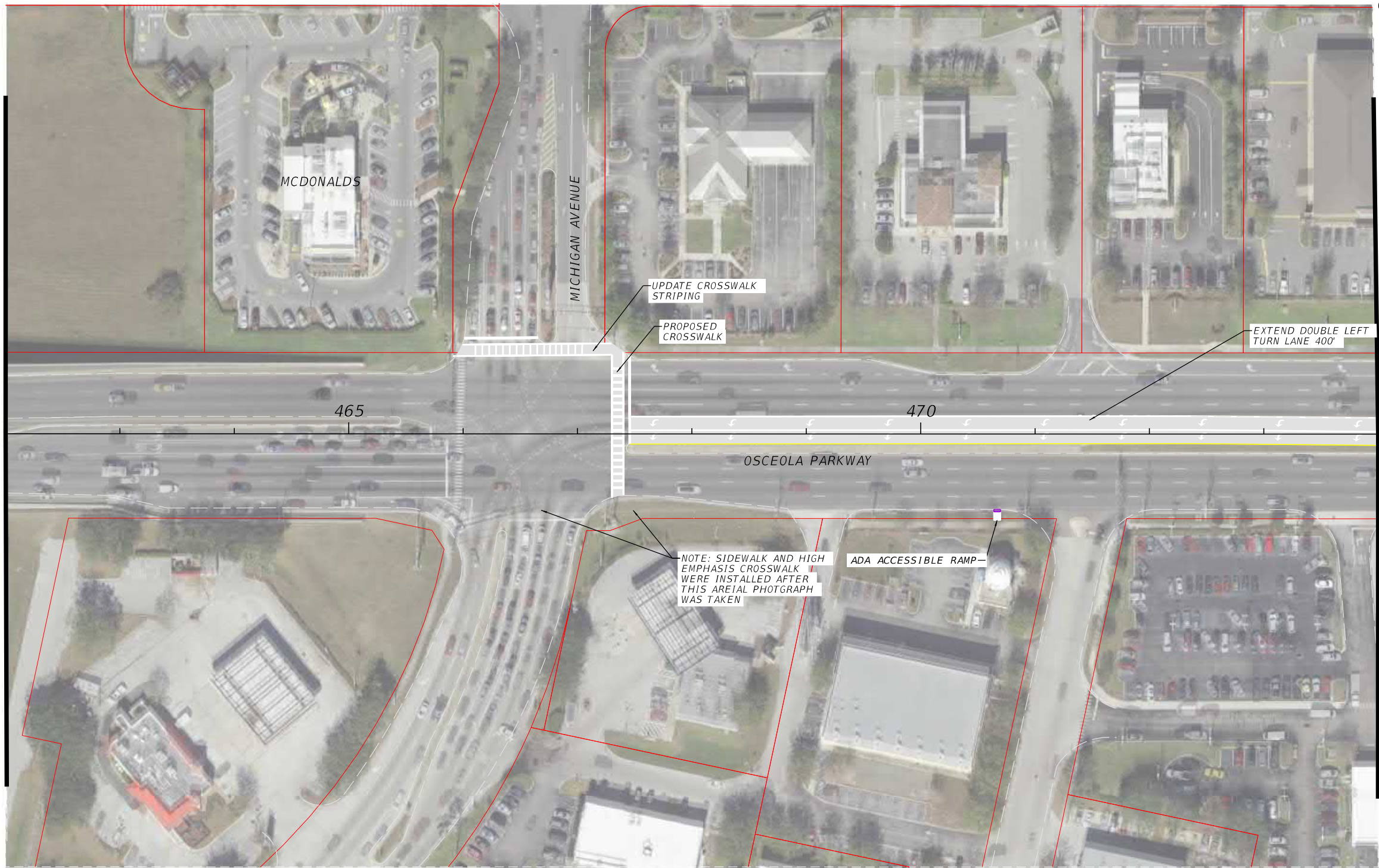
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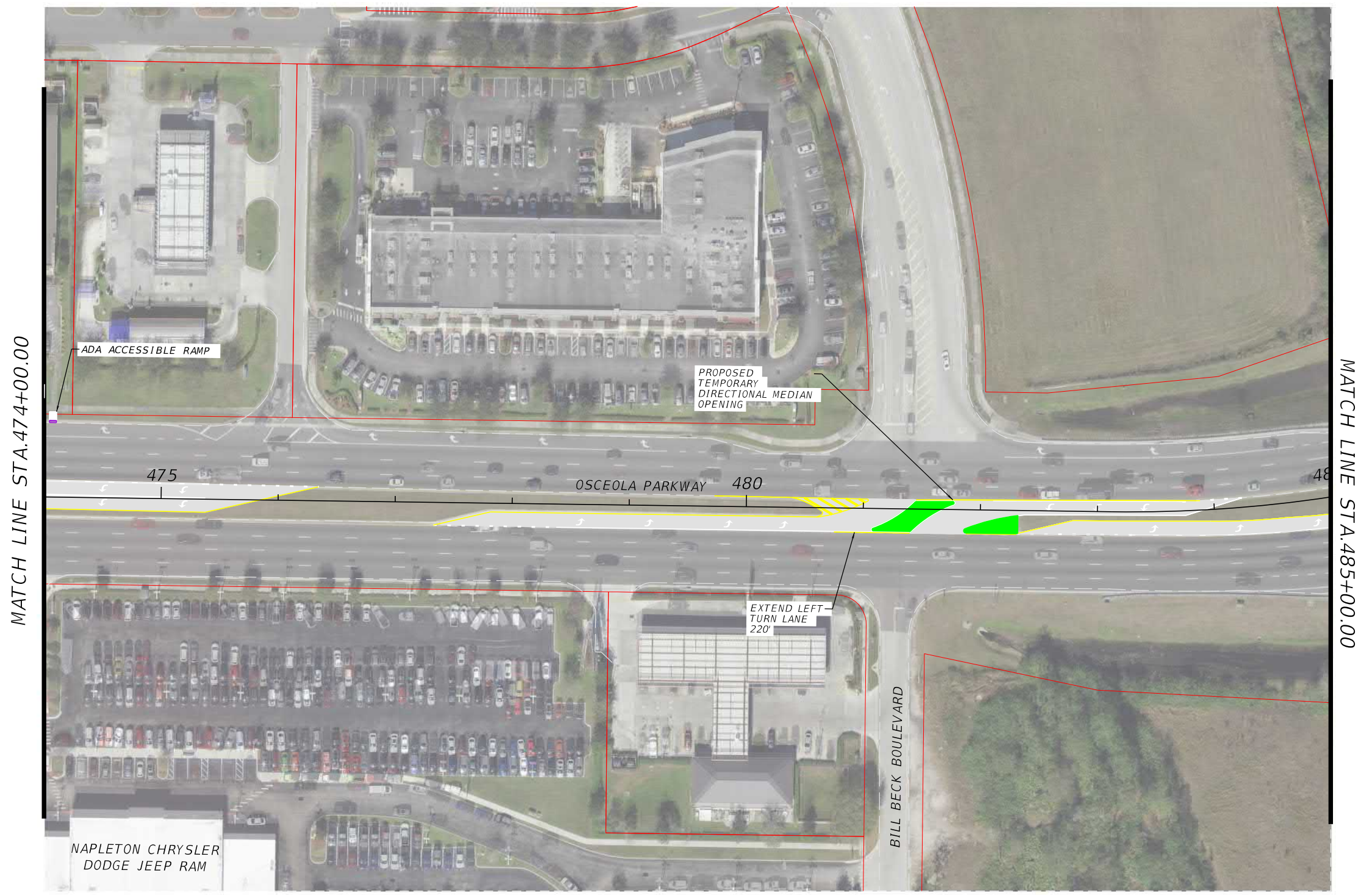
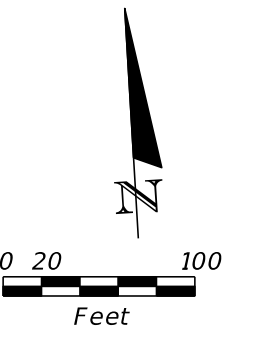


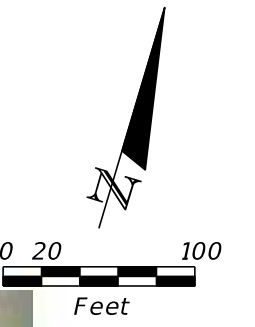


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APPENDIX I
**Engineer's Opinion of Probable Construction
Costs (EOPC)**

OPINION OF PROBABLE CONSTRUCTION COSTS

ACTUAL CONSTRUCTION COSTS WILL VARY

DYER BLVD

EXTEND EB LTL BY 300', WB LTL BY 250' AND WB RTL BY 175'

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
101-1	MOBILIZATION (-15%)	LS	1	\$25,667.45	\$25,667
102-1	MAINTENANCE OF TRAFFIC (-15%)	LS	1	\$25,667.45	\$25,667
110-11	CLEARING & GRUBBING	AC	1.36	\$10,076.11	\$13,737
120-1	REGULAR EXCAVATION	CY	1584	\$8.32	\$13,180
160-4	TYPE B STABILIZATION	SY	1056	\$7.84	\$8,280
285-709	OPTIONAL BASE, BASE GROUP 09	SY	1056	\$20.04	\$21,164
327-70-13	MILLING EXIST ASPH PAVT, 1 3/4" AVG DEPTH	SY	2823	\$11.88	\$33,533
334-1-13	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, SP-9.5	TN	300	\$97.41	\$29,223
337-7-25	ASPH CONC FC, INC BIT, FC-5, PG76-22	TN	203	\$146.67	\$29,774
570-1-2	PERFORMANCE TURF, SOD	SY	5542	\$2.38	\$13,190
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	--	\$2,237
*	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	EA	21	\$5.80	\$122
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 6"	GM	0.57	\$1,079.68	\$618
	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 12"				
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 24"	LF	124	\$0.92	\$114
*	PAINTED PAVEMENT MARKING, STD, WHITE, SKIP, 12"	GM	0.08	\$1,290.72	\$106
*	PAINTED PAVEMENT MARKING, STD, WHITE, ARROWS	EA	31	\$30.57	\$948
*	PAINTED PAVEMENT MARKING, STD, YELLOW, SOLID, 6"	GM	0.30	\$1,090.62	\$329
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	124	\$5.22	\$647
711-11-770	THERMOPLASTIC, STD, WHITE, ARROW	EA	31	\$67.59	\$2,095
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.57	\$4,398.72	\$2,518
711-15-133	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"	GM	0.08	\$2,613.62	\$215
711-15-201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	0.30	\$4,381.33	\$1,321
				COST	\$222,451
				DESIGN & CEI	\$55,613
				25% CONTINGENCY	\$55,613
				TOTAL COST	\$333,677

* These items are included in the LS amount for 710-90

OPINION OF PROBABLE CONSTRUCTION COSTS
ACTUAL CONSTRUCTION COSTS WILL VARY
THACKER AVE

EXTEND WB LTL BY 200' AND ADD SECOND WB LTL WHEN THACKER AVE EXT IS COMPLETE, ADD CROSSWALKS

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
101-1	MOBILIZATION (~15%)	LS	1	\$7,473.93	\$7,474
102-1	MAINTENANCE OF TRAFFIC (~15%)	LS	1	\$7,473.93	\$7,474
110-1-1	CLEARING & GRUBBING	AC	0.30	\$10,076.11	\$3,067
110-4-10	REMOVAL OF EXISTING CONCRETE	SY	96	\$20.23	\$1,933
120-1	REGULAR EXCAVATION	CY	388	\$8.32	\$3,231
160-4	TYPE B STABILIZATION	SY	259	\$7.84	\$2,030
285-709	OPTIONAL BASE, BASE GROUP 09	SY	259	\$20.04	\$5,188
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	947	\$2.94	\$2,785
334-1-13	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, SP-9.5	TN	28	\$97.41	\$2,727
337-7-82	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	TN	80	\$145.17	\$11,614
520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	430	\$27.71	\$11,915
570-1-2	PERFORMANCE TURF, SOD	SY	1215	\$2.38	\$2,891
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	--	\$1,321
*	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	EA	20	\$5.80	\$116
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 6"	GM	0.14	\$1,079.68	\$153
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 12"	GM	0.10	\$1,968.00	\$191
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 24"	LF	400	\$0.92	\$368
*	PAINTED PAVEMENT MARKING, STD, WHITE, SKIP, 12"	GM	0.02	\$1,290.72	\$26
*	PAINTED PAVEMENT MARKING, STD, WHITE, ARROWS	EA	12	\$30.57	\$367
*	PAINTED PAVEMENT MARKING, STD, YELLOW, SOLID, 6"	GM	0.09	\$1,090.62	\$100
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	60	\$5.22	\$313
711-11-770	THERMOPLASTIC, STD, WHITE, ARROW	EA	12	\$67.59	\$811
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID, 12"	LF	105	\$11.83	\$1,242
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOILD, 24"	LF	340	\$15.30	\$5,202
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.14	\$4,398.72	\$625
711-15-133	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"	GM	0.02	\$2,613.62	\$52
711-15-201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	0.09	\$4,381.33	\$402
				COST	\$72,297
				DESIGN & CEI	\$18,074
				25% CONTINGENCY	\$18,074
				TOTAL COST	\$108,445

* These items are included in the LS amount for 710-90

OPINION OF PROBABLE CONSTRUCTION COSTS
 ACTUAL CONSTRUCTION COSTS WILL VARY
 JOHN YOUNG PARKWAY

REPLACE CROSSWALK STRIPING WITH HIGH-EMPHASIS MARKINGS, ADD 800' SIDEWALK IN SE CORNER

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
101-1	MOBILIZATION (~20%)	LS	1	\$9,642.21	\$9,642
102-1	MAINTENANCE OF TRAFFIC (~15%)	LS	1	\$7,231.66	\$7,232
110-1-1	CLEARING & GRUBBING	AC	0.09	\$10,076.11	\$925
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	455	\$2.94	\$1,338
337-7-82	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	TN	26.0	\$145.17	\$3,774
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	392.8	\$44.52	\$17,486
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	SY	52	\$61.39	\$3,165
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	--	\$959
*	<i>PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 12"</i>	GM	0.16	\$1,968.00	\$306
*	<i>PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 24"</i>	LF	710.00	\$0.92	\$653
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID, 12"	LF	820	\$11.83	\$9,701
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOILD, 24"	LF	710	\$15.30	\$10,863
				COST	\$65,085
				DESIGN & CEI	\$16,271
				25% CONTINGENCY	\$16,271
				TOTAL COST	\$97,627

* These items are included in the LS amount for 710-90

OPINION OF PROBABLE CONSTRUCTION COSTS

ACTUAL CONSTRUCTION COSTS WILL VARY

GREENWALD WAY

EXTEND EB LTL BY 200', ADD CROSSWALKS & RAMPS, ADD SIDEWALK FOR 450' IN NE QUADRANT & 50' SIDEWALK CONNECTIONS, ADD 150' SECOND SBL

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
101-1	MOBILIZATION (~15%)	LS	1	\$15,368.96	\$15,369
102-1	MAINTENANCE OF TRAFFIC (~15%)	LS	1	\$10,428.47	\$10,428
110-11	CLEARING & GRUBBING	AC	0.24	\$10,076.11	\$2,427
110-4-10	REMOVAL OF EXISTING CONCRETE	SY	111	\$20.23	\$2,248
120-1	REGULAR EXCAVATION	CY	398	\$8.32	\$3,311
160-4	TYPE B STABILIZATION	SY	265	\$7.84	\$2,080
285-709	OPTIONAL BASE, BASE GROUP 09	SY	265	\$20.04	\$5,317
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	1191	\$2.94	\$3,502
334-1-13	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, SP-9.5	TN	29	\$97.41	\$2,825
337-7-82	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	TN	95	\$145.17	\$13,791
520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	500	\$27.71	\$13,855
570-1-2	PERFORMANCE TURF, SOD	SY	900	\$2.38	\$2,143
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	333	\$44.52	\$14,825
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	SY	158	\$61.39	\$9,706
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	--	\$1,825
*	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	EA	20	\$5.80	\$116
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 6"	GM	0.20	\$1,079.68	\$216
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 12"	GM	0.19	\$1,968.00	\$373
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 24"	LF	803	\$0.92	\$739
*	PAINTED PAVEMENT MARKING, STD, WHITE, SKIP, 12"	GM	0.02	\$1,290.72	\$26
*	PAINTED PAVEMENT MARKING, STD, WHITE, ARROWS	EA	9	\$30.57	\$275
*	PAINTED PAVEMENT MARKING, STD, YELLOW, SOLID, 6"	GM	0.07	\$1,090.62	\$81
711-111-24	THERMOPLASTIC, STD, WHITE, SOLID, 18"	LF	87	\$4.23	\$368
711-111-25	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	173	\$5.22	\$903
711-111-70	THERMOPLASTIC, STD, WHITE, ARROW	EA	9	\$67.59	\$608
711-141-23	THERMOPLASTIC, PREFORM, WHITE, SOLID, 12"	LF	1000	\$11.83	\$11,830
711-141-25	THERMOPLASTIC, PREFORM, WHITE, SOILD, 24"	LF	630	\$15.30	\$9,639
711-151-01	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.20	\$4,398.72	\$878
711-151-33	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"	GM	0.02	\$2,613.62	\$52
711-152-01	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	0.07	\$4,381.33	\$326
				COST	\$128,257
				DESIGN & CEI	\$32,064
				25% CONTINGENCY	\$32,064
				TOTAL COST	\$192,386

* These items are included in the LS amount for 710-90

OPINION OF PROBABLE CONSTRUCTION COSTS

ACTUAL CONSTRUCTION COSTS WILL VARY

CENTERVIEW BLVD (A)

EXTEND EB LTL BY 300', AND WB LTL BY 300', ADD CROSSWALKS

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
101-1	MOBILIZATION (~20%)	LS	1	\$9,472.88	\$9,473
102-1	MAINTENANCE OF TRAFFIC (~15%)	LS	1	\$7,104.66	\$7,105
110-1-1	CLEARING & GRUBBING	AC	0.02	\$10,076.11	\$167
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	1822	\$2.94	\$5,355
337-7-82	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	TN	100	\$145.17	\$14,517
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	--	\$2,563
*	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	EA	60	\$5.80	\$348
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 6"	GM	0.23	\$1,079.68	\$253
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 12"	GM	0.18	\$1,968.00	\$359
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 24"	LF	762	\$0.92	\$701
*	PAINTED PAVEMENT MARKING, STD, WHITE, SKIP, 12"	GM	0.04	\$1,290.72	\$51
*	PAINTED PAVEMENT MARKING, STD, WHITE, ARROWS	EA	18	\$30.57	\$550
*	PAINTED PAVEMENT MARKING, STD, YELLOW, SOLID, 6"	GM	0.28	\$1,090.62	\$301
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	102	\$5.22	\$532
711-11-770	THERMOPLASTIC, STD, WHITE, ARROW	EA	18	\$67.59	\$1,217
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID, 12"	LF	962	\$11.83	\$11,380
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOILD, 24"	LF	660	\$15.30	\$10,098
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.23	\$4,398.72	\$1,030
711-15-133	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"	GM	0.04	\$2,613.62	\$104
711-15-201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	0.28	\$4,381.33	\$402
				COST	\$63,942
				DESIGN & CEI	\$15,985
				25% CONTINGENCY	\$15,985
				TOTAL COST	\$95,913

* These items are included in the LS amount for 710-90

OPINION OF PROBABLE CONSTRUCTION COSTS
 ACTUAL CONSTRUCTION COSTS WILL VARY
 CENTERVIEW BLVD (B)

ADD SECOND EB & WB LTL, INCREASE EB & WB LTL STORAGE BY 300', ADD CROSSWALKS

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
101-1	MOBILIZATION (~15%)	LS	1	\$38,213.42	\$38,213
102-1	MAINTENANCE OF TRAFFIC (~15%)	LS	1	\$38,213.42	\$38,213
110-11	CLEARING & GRUBBING	AC	2.05	\$10,076.11	\$20,630
110-4-10	REMOVAL OF EXISTING CONCRETE	SY	9	\$20.23	\$180
120-1	REGULAR EXCAVATION	CY	3729	\$8.32	\$31,027
160-4	TYPE B STABILIZATION	SY	2486	\$7.84	\$19,491
285-709	OPTIONAL BASE, BASE GROUP 09	SY	2486	\$20.04	\$49,822
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	1578	\$2.94	\$4,638
334-1-13	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, SP-9.5	TN	273	\$97.41	\$26,593
337-7-82	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	TN	360	\$145.17	\$52,261
520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	40	\$27.71	\$1,108
570-1-2	PERFORMANCE TURF, SOD	SY	7423	\$2.38	\$17,668
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	--	\$3,389
*	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	EA	60	\$5.80	\$348
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 6"	GM	0.47	\$1,079.68	\$505
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 12"	GM	0.18	\$1,968.00	\$359
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 24"	LF	788	\$0.92	\$725
*	PAINTED PAVEMENT MARKING, STD, WHITE, SKIP, 12"	GM	0.04	\$1,290.72	\$51
*	PAINTED PAVEMENT MARKING, STD, WHITE, ARROWS	EA	36	\$30.57	\$1,101
*	PAINTED PAVEMENT MARKING, STD, YELLOW, SOLID, 6"	GM	0.28	\$1,090.62	\$301
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	128	\$5.22	\$668
711-11-770	THERMOPLASTIC, STD, WHITE, ARROW	EA	36	\$67.59	\$2,433
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID, 12"	LF	962	\$11.83	\$11,380
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOILD, 24"	LF	660	\$15.30	\$10,098
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.47	\$4,398.72	\$2,058
711-15-133	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"	GM	0.04	\$2,613.62	\$104
711-15-201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	0.28	\$4,381.33	\$1,208
COST					\$331,183
DESIGN & CEI					\$82,796
25% CONTINGENCY					\$82,796
TOTAL COST					\$496,775

* These items are included in the LS amount for 710-90

OPINION OF PROBABLE CONSTRUCTION COSTS
ACTUAL CONSTRUCTION COSTS WILL VARY
ORANGE BLOSSOM TRAIL

EXTEND WB LTL BY 350', ADD SIDEWALK IN SW QUADRANT FOR 750', RESTRIPE CROSSWALKS AS HIGH-EMPHASIS

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
101-1	MOBILIZATION (~15%)	LS	1	\$22,547.62	\$22,548
102-1	MAINTENANCE OF TRAFFIC (~15%)	LS	1	\$22,547.62	\$22,548
110-1-1	CLEARING & GRUBBING	AC	0.57	\$10,076.11	\$5,741
110-4-10	REMOVAL OF EXISTING CONCRETE	SY	111	\$20.23	\$2,248
120-1	REGULAR EXCAVATION	CY	1375	\$8.32	\$11,441
160-4	TYPE B STABILIZATION	SY	917	\$7.84	\$7,188
285-709	OPTIONAL BASE, BASE GROUP 09	SY	917	\$20.04	\$18,372
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	1146	\$2.94	\$3,370
334-1-13	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, SP-9.5	TN	101	\$97.41	\$9,838
337-7-82	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	TN	164	\$145.17	\$23,808
520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	500	\$27.71	\$13,855
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	419	\$44.52	\$18,659
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	SY	12	\$61.39	\$723
570-1-2	PERFORMANCE TURF, SOD	SY	1841	\$2.38	\$4,381
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	--	\$2,519
*	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	EA	36	\$5.80	\$209
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 6"	GM	0.27	\$1,079.68	\$292
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 12"	GM	0.21	\$1,968.00	\$417
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 24"	LF	796	\$0.92	\$732
*	PAINTED PAVEMENT MARKING, STD, WHITE, SKIP, 12"	GM	0.02	\$1,290.72	\$26
*	PAINTED PAVEMENT MARKING, STD, WHITE, ARROWS	EA	22	\$30.57	\$673
*	PAINTED PAVEMENT MARKING, STD, YELLOW, SOLID, 6"	GM	0.16	\$1,090.62	\$170
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	66	\$5.22	\$345
711-11-770	THERMOPLASTIC, STD, WHITE, ARROW	EA	22	\$67.59	\$1,487
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID, 12"	LF	1120	\$11.83	\$13,250
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOILD, 24"	LF	730	\$15.30	\$11,169
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.27	\$4,398.72	\$1,190
711-15-133	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"	GM	0.02	\$2,613.62	\$52
711-15-201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	0.16	\$4,381.33	\$684
				COST	\$195,413
				DESIGN & CEI	\$48,853
				25% CONTINGENCY	\$48,853
				TOTAL COST	\$293,119

* These items are included in the LS amount for 710-90

OPINION OF PROBABLE CONSTRUCTION COSTS
ACTUAL CONSTRUCTION COSTS WILL VARY
BALD CYPRESS DR
REMOVE DRIVEWAY SW OF SIGNAL, EXTEND WB LTL BY 300'

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
101-1	MOBILIZATION (~20%)	LS	1	\$14,512.49	\$14,512
102-1	MAINTENANCE OF TRAFFIC (~15%)	LS	1	\$10,884.37	\$10,884
110-11	CLEARING & GRUBBING	AC	0.27	\$10,076.11	\$2,711
110-4-10	REMOVAL OF EXISTING CONCRETE	SY	290	\$20.23	\$5,862
120-1	REGULAR EXCAVATION	CY	464	\$8.32	\$3,858
160-4	TYPE B STABILIZATION	SY	309	\$7.84	\$2,423
285-709	OPTIONAL BASE, BASE GROUP 09	SY	309	\$20.04	\$6,195
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	1136	\$2.94	\$3,340
334-1-13	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, SP-9.5	TN	96	\$97.41	\$9,351
337-7-82	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	TN	34	\$145.17	\$4,936
520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	640	\$27.71	\$17,734
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	202.0	\$44.52	\$8,993
570-1-2	PERFORMANCE TURF, SOD	SY	1141	\$2.38	\$2,715
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	--	\$1,048
*	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	EA	11	\$5.80	\$64
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 6"	GM	0.18	\$1,079.68	\$190
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 24"	LF	133	\$0.92	\$122
*	PAINTED PAVEMENT MARKING, STD, WHITE, SKIP, 12"	GM	0.02	\$1,290.72	\$27
*	PAINTED PAVEMENT MARKING, STD, WHITE, ARROWS	EA	13	\$30.57	\$397
*	PAINTED PAVEMENT MARKING, STD, YELLOW, SOLID, 6"	GM	0.23	\$1,090.62	\$248
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	133	\$5.22	\$694
711-11-770	THERMOPLASTIC, STD, WHITE, ARROW	EA	13	\$67.59	\$879
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.18	\$4,398.72	\$772
711-15-133	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"	GM	0.02	\$2,613.62	\$54
711-15-201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	0.23	\$4,381.33	\$996
				COST	\$97,959
				DESIGN & CEI	\$24,490
				25% CONTINGENCY	\$24,490
				TOTAL COST	\$146,939

* These items are included in the LS amount for 710-90

OPINION OF PROBABLE CONSTRUCTION COSTS
ACTUAL CONSTRUCTION COSTS WILL VARY
ORANGE AVE
EXTEBD EB LTL 200'

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
101-1	MOBILIZATION (~20%)	LS	1	\$13,687.66	\$13,688
102-1	MAINTENANCE OF TRAFFIC (~15%)	LS	1	\$10,265.74	\$10,266
110-11	CLEARING & GRUBBING	AC	0.41	\$10,076.11	\$4,142
110-4-10	REMOVAL OF EXISTING CONCRETE	SY	67	\$20.23	\$1,349
120-1	REGULAR EXCAVATION	CY	775	\$8.32	\$6,445
160-4	TYPE B STABILIZATION	SY	516	\$7.84	\$4,049
285-709	OPTIONAL BASE, BASE GROUP 09	SY	516	\$20.04	\$10,350
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	1115	\$2.94	\$3,279
334-1-13	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, SP-9.5	TN	57	\$97.41	\$5,552
337-7-82	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	TN	118	\$145.17	\$17,130
520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	300	\$27.71	\$8,313
570-1-2	PERFORMANCE TURF, SOD	SY	1473	\$2.38	\$3,507
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	--	\$1,179
*	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	EA	29	\$5.80	\$168
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 6"	GM	0.21	\$1,079.68	\$229
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 24"	LF	74	\$0.92	\$68
*	PAINTED PAVEMENT MARKING, STD, WHITE, SKIP, 12"	GM	0.02	\$1,290.72	\$26
*	PAINTED PAVEMENT MARKING, STD, WHITE, ARROWS	EA	18	\$30.57	\$550
*	PAINTED PAVEMENT MARKING, STD, YELLOW, SOLID, 6"	GM	0.13	\$1,090.62	\$138
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	74	\$5.22	\$386
711-11-770	THERMOPLASTIC, STD, WHITE, ARROW	EA	18	\$67.59	\$1,217
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.21	\$4,398.72	\$935
711-15-133	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"	GM	0.02	\$2,613.62	\$52
711-15-201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	0.13	\$4,381.33	\$553
				COST	\$92,392
				DESIGN & CEI	\$23,098
				25% CONTINGENCY	\$23,098
				TOTAL COST	\$138,588

* These items are included in the LS amount for 710-90

OPINION OF PROBABLE CONSTRUCTION COSTS

ACTUAL CONSTRUCTION COSTS WILL VARY

MICHIGAN AVE

EXTEND WB LTL BY 400', RESTRIPE NORTH LEG CROSSWALK

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
101-1	MOBILIZATION (~15%)	LS	1	\$19,217.22	\$19,217
102-1	MAINTENANCE OF TRAFFIC (~15%)	LS	1	\$19,217.22	\$19,217
110-11	CLEARING & GRUBBING	AC	0.56	\$10,076.11	\$5,598
110-4-10	REMOVAL OF EXISTING CONCRETE	SY	111	\$20.23	\$2,248
120-1	REGULAR EXCAVATION	CY	1613	\$8.32	\$13,417
160-4	TYPE B STABILIZATION	SY	1075	\$7.84	\$8,429
285-709	OPTIONAL BASE, BASE GROUP 09	SY	1075	\$20.04	\$21,545
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	1185	\$2.94	\$3,483
334-1-13	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, SP-9.5	TN	118	\$97.41	\$11,494
337-7-82	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	TN	183	\$145.17	\$26,566
520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	500	\$27.71	\$13,855
570-1-2	PERFORMANCE TURF, SOD	SY	1614	\$2.38	\$3,841
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	--	\$2,080
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	EA	40	\$5.80	\$232
710-111-01	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 6"	GM	0.30	\$1,079.68	\$324
710-111-03	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 12"	GM	0.10	\$1,968.00	\$192
710-111-25	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 24"	LF	422	\$0.92	\$388
710-111-33	PAINTED PAVEMENT MARKING, STD, WHITE, SKIP, 12"	GM	0.02	\$1,290.72	\$26
710-111-70	PAINTED PAVEMENT MARKING, STD, WHITE, ARROWS	EA	24	\$30.57	\$734
710-112-01	PAINTED PAVEMENT MARKING, STD, YELLOW, SOLID, 6"	GM	0.17	\$1,090.62	\$184
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	72	\$5.22	\$376
711-11-770	THERMOPLASTIC, STD, WHITE, ARROW	EA	24	\$67.59	\$1,622
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID, 12"	LF	515	\$11.83	\$6,092
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOILD, 24"	LF	350	\$15.30	\$5,355
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.30	\$4,398.72	\$1,321
711-15-133	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"	GM	0.02	\$2,613.62	\$52
711-15-201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	0.17	\$4,381.33	\$740
				COST	\$168,437
				DESIGN & CEI	\$42,109
				25% CONTINGENCY	\$42,109
				TOTAL COST	\$252,656

* These items are included in the LS amount for 710-90

OPINION OF PROBABLE CONSTRUCTION COSTS
ACTUAL CONSTRUCTION COSTS WILL VARY
FL TURNPIKE SB
EXTEND EB LTL TO BILL BECK BLVD

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
101-1	MOBILIZATION (~15%)	LS	1	\$15,376.08	\$15,376
102-1	MAINTENANCE OF TRAFFIC (~15%)	LS	1	\$15,376.08	\$15,376
110-11	CLEARING & GRUBBING	AC	0.36	\$10,076.11	\$3,605
110-4-10	REMOVAL OF EXISTING CONCRETE	SY	1100	\$20.23	\$22,253
120-1	REGULAR EXCAVATION	CY	672	\$8.32	\$5,594
160-4	TYPE B STABILIZATION	SY	448	\$7.84	\$3,514
285-709	OPTIONAL BASE, BASE GROUP 09	SY	448	\$20.04	\$8,982
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	204	\$2.94	\$599
334-1-13	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, SP-9.5	TN	60	\$97.41	\$5,845
337-7-82	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	TN	49	\$145.17	\$7,113
520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	550	\$27.71	\$15,241
570-1-2	PERFORMANCE TURF, SOD	SY	11552	\$2.38	\$27,494
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	--	\$540
*	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	EA	5	\$5.80	\$29
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 6"	GM	0.09	\$1,079.68	\$93
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 24"	LF	70	\$0.92	\$64
*	PAINTED PAVEMENT MARKING, STD, WHITE, SKIP, 12"	GM	0.02	\$1,290.72	\$26
*	PAINTED PAVEMENT MARKING, STD, WHITE, ARROWS	EA	7	\$30.57	\$214
*	PAINTED PAVEMENT MARKING, STD, YELLOW, SOLID, 6"	GM	0.10	\$1,090.62	\$114
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	70	\$5.22	\$365
711-11-770	THERMOPLASTIC, STD, WHITE, ARROW	EA	7	\$67.59	\$473
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.09	\$4,398.72	\$379
711-15-133	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"	GM	0.02	\$2,613.62	\$52
711-15-201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	0.10	\$4,381.33	\$458
				COST	\$133,259
				DESIGN & CEI	\$33,315
				25% CONTINGENCY	\$33,315
				TOTAL COST	\$199,889

* These items are included in the LS amount for 710-90

OPINION OF PROBABLE CONSTRUCTION COSTS
ACTUAL CONSTRUCTION COSTS WILL VARY
OSCEOLA PARKWAY
COMBINED RECOMMENDATIONS

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
101-1	MOBILIZATION (~10%)	LS	1	\$118,882.94	\$118,883
102-1	MAINTENANCE OF TRAFFIC (~10%)	LS	1	\$118,882.94	\$118,883
110-11	CLEARING & GRUBBING	AC	6.21	\$10,076.11	\$62,583
110-4-10	REMOVAL OF EXISTING CONCRETE	SY	3,478	\$20.23	\$70,368
120-1	REGULAR EXCAVATION	CY	9,414	\$8.32	\$78,324
160-4	TYPE B STABILIZATION	SY	7,332	\$7.84	\$57,484
285-709	OPTIONAL BASE, BASE GROUP 09	SY	7,332	\$20.04	\$146,936
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	11,779	\$2.94	\$34,631
334-1-13	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, SP-9.5	TN	1,062	\$97.41	\$103,449
337-7-82	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	TN	1,312	\$145.17	\$190,463
520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	3,460	\$27.71	\$95,877
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	1,914	\$44.52	\$85,216
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	SY	396	\$61.39	\$24,331
570-1-2	PERFORMANCE TURF, SOD	SY	31,959	\$2.38	\$76,062
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	10	--	\$22,543
*	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	EA	237	\$5.80	\$1,375
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 6"	GM	7.34	\$1,079.68	\$7,926
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 12"	GM	1.02	\$1,968.00	\$2,007
*	PAINTED PAVEMENT MARKING, STD, WHITE, SOLID, 24"	LF	4,320	\$0.92	\$3,974
*	PAINTED PAVEMENT MARKING, STD, WHITE, SKIP, 12"	GM	0.26	\$1,290.72	\$339
*	PAINTED PAVEMENT MARKING, STD, WHITE, ARROWS	EA	172	\$30.57	\$5,258
*	PAINTED PAVEMENT MARKING, STD, YELLOW, SOLID, 6"	GM	1.53	\$1,090.62	\$1,665
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	LF	87	\$4.23	\$368
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	900	\$5.22	\$4,698
711-11-770	THERMOPLASTIC, STD, WHITE, ARROW	EA	172	\$67.59	\$11,625
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID, 12"	LF	4,522	\$11.83	\$53,495
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOILD, 24"	LF	3,420	\$15.30	\$52,326
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	2.43	\$4,398.72	\$10,676
711-15-133	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"	GM	0.26	\$2,613.62	\$686
711-15-201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	1.53	\$4,381.33	\$6,688
COST					\$1,426,595
DESIGN & CEI					\$356,649
20% CONTINGENCY					\$285,319
TOTAL COST					\$2,068,563

* These items are included in the LS amount for 710-90



APPENDIX J
Preliminary Warrant Analysis
Flora Boulevard

Flora Boulevard preliminary signal warrant analysis

Condition		Major Street Volumes				Minor Street Volumes			
		Warrant 1A	Warrant 1B	1A Combo	1B Combo	Warrant 1A	Warrant 1B	1A Combo	1B Combo
<i>Threshold</i>		420	630	336	504	105	53	84	42
NBL	AM1	1,465	1,465	1,465	1,465	198	198	198	198
	AM2	1,457	1,457	1,457	1,457	125	125	125	125
	MD1	1,181	1,181	1,181	1,181	54	54	54	54
	MD2	1,327	1,327	1,327	1,327	41	41	41	41
	PM1	2,316	2,316	2,316	2,316	76	76	76	76
	PM2	2,861	2,861	2,861	2,861	34	34	34	34
WBL	AM1	500	500	500	500	60	60	60	60
	AM2	520	520	520	520	66	66	66	66
	MD1	564	564	564	564	80	80	80	80
	MD2	651	651	651	651	88	88	88	88
	PM1	1,361	1,361	1,361	1,361	174	174	174	174
	PM2	1,894	1,894	1,894	1,894	174	174	174	174