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# ALTERNATIVE INTERSECTION DESIGN REPORT



SR 44 & MISSION DRIVE /  
WALLACE ROAD / CANAL STREET

DECEMBER 2017



## Final Report

# Alternative Intersection Design Report SR 44 & Mission Drive/Wallace Road/Canal Street

December 2017

### Prepared for:



**River to Sea Transportation Planning Organization  
(R2CTPO)**

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Professional Engineer:



# **Alternative Intersection Design Report SR 44 & Mission Dr/Wallace Rd/Canal St**

**Task 2017-1-1  
Work Order #3**

**VOLUSIA COUNTY**

Prepared for:



Prepared by:



Vanasse Hangen Brustlin, Inc.  
Orlando, FL

December 2017

## EXECUTIVE SUMMARY

This report presents the results of Alternative Intersection Design Study completed for the project corridor which includes SR 44, Mission Drive/Wallace Road, and Canal Street, located in the City of New Smyrna Beach in Volusia County, Florida. The objective of this report is to develop alternative intersection designs and identify other cost-effective improvements to eliminate or reduce the operational and safety issues currently observed within the study limits. This study identified specific intersection improvement projects that can be included in the FDOT work program.

SR 44 is a principal arterial which connects the City of New Smyrna Beach to Central Florida and the I-95 corridor. SR 44 is heavily travelled; particularly during the summer beach months. In the April 1, 2016 application for a Feasibility Study initiated by the R2CTPO, a major “choke point” was identified along SR 44 at the Mission Drive/Wallace Road intersection. The congestion and associated delay are believed to be due to the short weave section created by the merging of Canal Street with westbound SR 44 just east of the Mission Drive/Wallace Road intersection; several business driveways along SR 44, with some immediately adjacent to the intersection of SR 44 & Mission Drive/Wallace Road intersection, and the elevated land development and growth pressure along the SR 44 corridor, compounded by heavy beach traffic.

This study initially developed 8 alternatives (A through H) based on the input received from the stakeholders and feedback from the first public workshop that was conducted on July 11, 2017. Subsequently, analysis results of these 8 preliminary alternatives were presented to the stakeholders from FDOT, R2CTPO, Volusia County, and the City of New Smyrna Beach in a meeting that was conducted on August 8, 2017. Based on the input received at the stakeholder meeting, 3 final alternatives (Alternatives A, C and D) were selected for providing cost estimates and benefit-cost (BC) ratios. Alternatives A, C, and D were presented at the second public workshop on August 31, 2017. Based on the input received during the second public workshop, a refined Alternative A (referred to as Modified Alternative A) was developed. As such, cost estimates and BC ratios were developed for the final 4 alternatives including Alternative A, Modified Alternative A, Alternative C and Alternative D and presented at the final public workshop held on October 3, 2017.

Based upon the detailed analysis (including field assessment, crash analysis, operational analysis and BC analysis) conducted as part of this study, and public and stakeholder input, Modified Alternative A is recommended for implementation:

- Install an eastbound right turn lane at SR 44 & Mission Drive/Wallace Road
- Extend an eastbound left turn lane at SR 44 & Mission Drive/Wallace Road
- Extend the inside northbound left turn lane at SR 44 & Mission Drive/Wallace Road
- Install a southbound right turn lane at SR 44 & Canal Street Connector and convert the southbound left-through-right to a southbound left turn lane
- Install a traffic signal at SR 44 & Canal Street Connector
- Extend the eastbound left turn lane at SR 44 & Canal Street Connector
- Install a right turn lane into Circle K along westbound SR 44
- Drop the current merge lane along westbound Canal Street as a right turn only at SR 44 & Mission Drive/Wallace Road
- Provide relevant signs along westbound Canal Street and SR 44 approaching the SR 44 & Mission Drive/Wallace Road intersection to inform commuters of the right path and potentially eliminate merge/weave issues.

The proposed improvements are illustrated in the conceptual diagram provided in **Appendix F** of this report for Modified Alternative A. The improvements listed above are anticipated to mitigate the safety concerns because of the current merge segment along the westbound approach of SR 44 & Mission Drive/Wallace Road and help reduce the traffic congestion within the study area by providing additional capacity.

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## INTRODUCTION

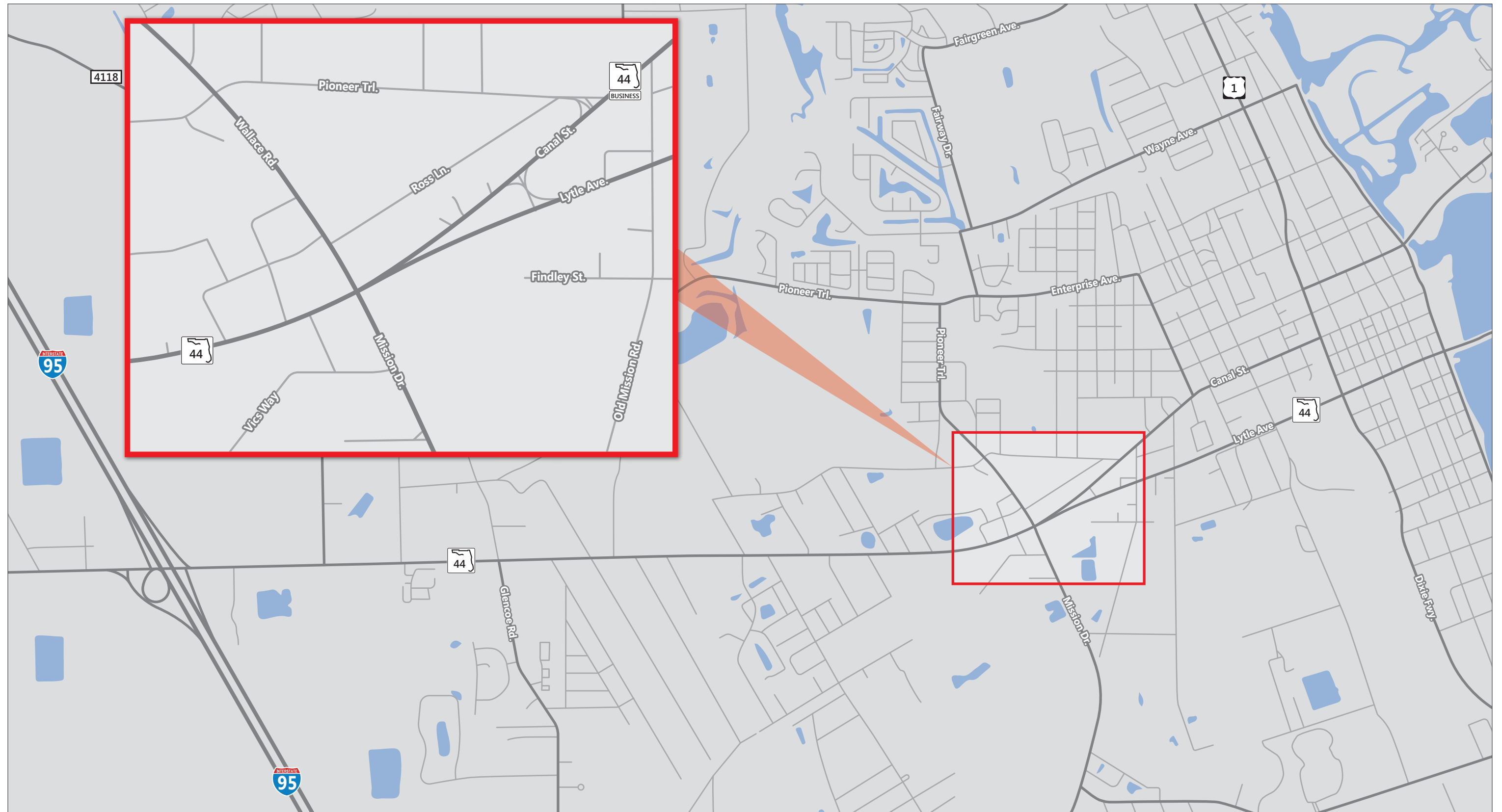
VHB, Inc. was retained by River to Sea Transportation Planning Organization (R2CTPO) to perform an Alternative Intersection Design Report for SR 44 & Mission Drive/Wallace Road/Canal Street, which is in the New Smyrna Beach in Volusia County, Florida, as illustrated in **Figure 1**. The objective of this report is to develop alternative intersection designs and identify other cost-effective improvements to eliminate or reduce the operational and safety issues currently observed within the study limits.

The analysis methods used in completing this study are consistent with the Manual on Uniform Traffic Control Devices (MUTCD), the Manual on Uniform Traffic Studies (MUTS), the Traffic Engineering Manual (TEM) and engineering judgment. The remainder of this report documents existing conditions, vehicle and pedestrian counts, qualitative assessments, crash analyses, intersection analysis, B/C Analysis and recommendations.

This final report was revised based on the comments received from the FDOT, Volusia County, City of New Smyrna Beach (NSB) and R2CTPO on the draft report. The responses to comments are provided in Appendix A-1.

## BACKGROUND

SR 44 is a principal arterial which connects the City of New Smyrna Beach to Central Florida and the I-95 corridor. SR 44 is heavily travelled; particularly during the summer beach months. In the April 1, 2016 application for a Feasibility Study initiated by the R2CTPO, a major “choke point” was identified along SR 44 at the Mission Drive/Wallace Road intersection. The congestion and associated delay are believed to be due to the short weave section created by the merging of Canal Street with westbound SR 44 just east of the Mission Drive/Wallace Road intersection; several business driveways along SR 44, with some immediately adjacent to the intersection of SR 44 & Mission Drive/Wallace Road intersection, and the elevated land development and growth pressure along the SR 44 corridor, compounded by heavy beach traffic.



**Figure 1**  
Site Location Map

## EXISTING CONDITIONS

The existing conditions include traffic data collected, crash data review and qualitative assessment of existing operating conditions and traffic flow patterns.

### Study Area

The intersection at Canal Street (or Business 44) and SR 44 has a unique configuration. Canal Street forms a triangle with SR 44 and a short, 150-foot segment connecting the two roads, as shown in **Figure 1**. The short segment, Canal Street Connector, intersects with SR 44 approximately 1,100 feet east of the Mission Drive/Wallace Road signalized intersection. West of this short segment, Canal Street transitions to a one-way westbound section that provides access to multiple businesses and merges into SR 44 approximately 200 feet from the Mission Drive/Wallace Road signalized intersection. The study area also includes the following eight (8) intersections:

- SR 44 at Mission Drive /Wallace Road (signalized intersection)
- SR 44 at the Canal Street Connector (unsignalized intersection)
- SR 44 at Old Mission Road (unsignalized intersection)
- Wallace Road at Pioneer Trail (unsignalized intersection)
- Wallace Road at Ross Lane (unsignalized intersection)
- Mission Drive at Paige Avenue/Vics Way (unsignalized intersection)
- Canal Street at the Canal Street Connector (unsignalized intersection)
- Canal Street at Pioneer Trail (unsignalized intersection)

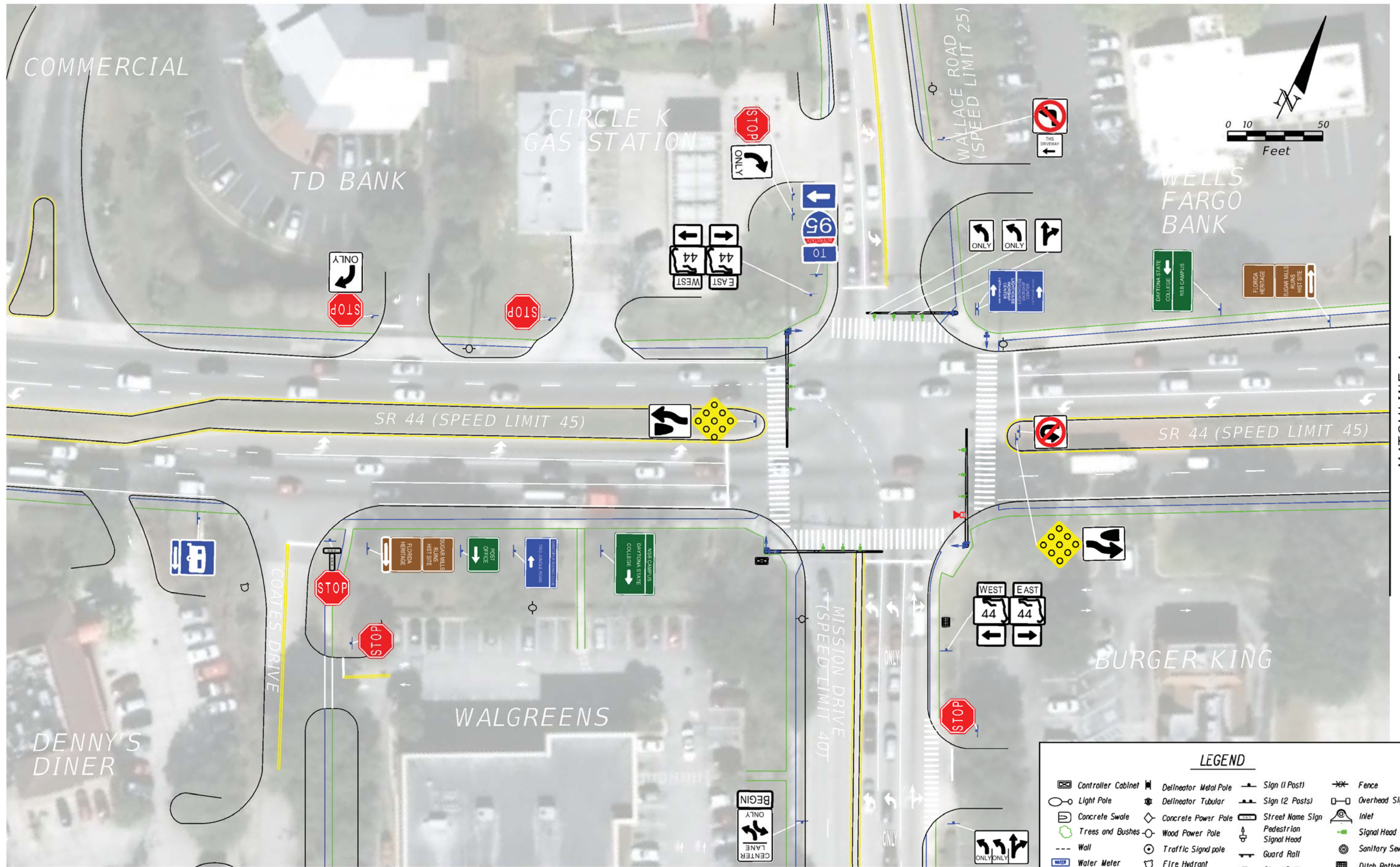
The Existing Condition Diagram, **Figures 2.1 through 2.3**, depicts the existing conditions including the general roadway geometry, pavement markings, land use, and intersection traffic control. The condition diagram includes SR 44 from just west of Mission Dr. /Wallace Rd. to just east of the Canal Street Connector, and Canal Street, from Mission Dr. /Wallace Rd. to the Canal Street Connector. The conditions stated in this report reflect conditions as observed on the date of the qualitative assessment.

The intersection of SR 44 and Mission Drive/Wallace Road is a “plus” shaped signalized intersection with SR 44 running east-west and Mission Drive (south leg)/Wallace Road (north leg) running north-south.


The intersection is under signal control. SR 44 is a 4-lane divided roadway and Mission Drive/Wallace Road is a 2-lane undivided roadway. At this intersection, there is a separate left turn lane for all approaches, except the northbound which has two left turn lanes. There is no separate right turn lane on any approach. The posted speed limits are 45 mph along SR 44 and 30 mph and 40 mph along Wallace Road and Mission Drive, respectively.

There are crosswalks on all approaches of the intersection. Sidewalks run along the north and south sides of SR 44 and the east and west sides of Mission Drive/Wallace Road, near the intersection. The land use within the vicinity of this intersection consists of a Circle K gas station in the northwest quadrant, a Walgreen's pharmacy store in the southwest quadrant, a Wells Fargo Bank in the northeast quadrant and a Burger King fast food restaurant in the southeast quadrant.

SR 44 is a major arterial connecting the City of New Smyrna Beach to I-95 and the City of Deland. Canal Street is a minor arterial which connects SR 44 with US 1 within the City of New Smyrna Beach. Mission Drive/Wallace Road is a collector which provides access to commercial and residential development. Mission Drive also provides access to NSB Middle School, NSB High School and the NSB Campus of Daytona State College.



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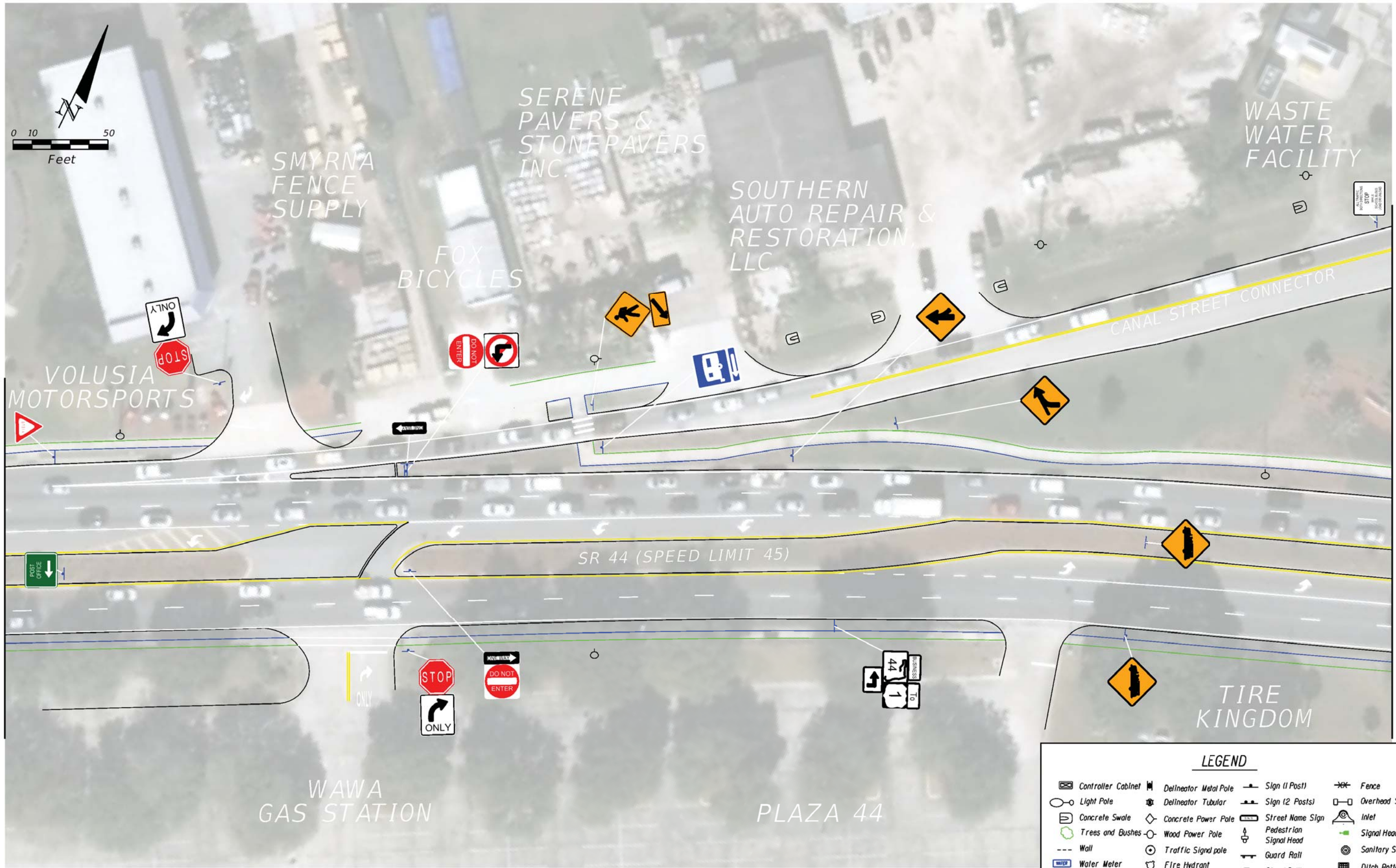

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 44	VOLUSIA	

**CONDITION DIAGRAM**

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FIGURE NO.  
2.1



LEGEND			
	Controller Cabinet		Delineator Metal Pole
	Light Pole		Delineator Tubular
	Concrete Swale		Concrete Power Pole
	Trees and Bushes		Wood Power Pole
	Wall		Traffic Signal Pole
	Water Meter		Fire Hydrant
	Sign (1 Post)		Signal Pullbox
	Sign (2 Posts)		Fence
	Street Name Sign		Overhead Sign
	Pedestrian Signal Head		Inlet
	Sanitary Sewer		Signal Head
	Ditch Bottom Inlet		

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FIGURE NO. 2.2  
 CONDITION DIAGRAM  
 Page 8



## **Traffic Volume Data**

7-day bidirectional volume counts were conducted at the following locations during June 1-7, 2017 to determine the highest 8 hours of a weekday and a weekend.

- SR 44, west of Mission Drive/Wallace Road
- SR 44, east of Canal Street Connector

Based on the 7-day traffic count data provided in **Appendix A-2**, the highest 8-hour traffic was observed during a Thursday and a Saturday in the first week of June 2017. Subsequently, the 8-hour intersection turning movement counts were collected on Thursday June 15, 2017 between 9:00 AM to 5:00 PM and on Saturday June 17, 2017 between 10:00 AM to 6:00 PM at the study intersections.



**Figure 3** provides the location of traffic counts and types of traffic count data collected for the study. The 8-hour turning movement counts and pedestrian/bicycle counts are provided in greater detail in **Appendix A-2**. Based on peak hour overall turning movement volumes at the critical SR 44 and Mission Drive/Wallace Road, operational analysis for the entire study area was performed for the highlighted time periods as shown in Table 1.

**Table 1: SR 44 & Mission Drive/Wallace Road – 8 Hour TMC**

SR 44 at Mission Drive (8 Hour TMC)	Peak Hour	Overall Intersection Turning Movement Volumes
<b>Saturday TMC</b>		
<b>10:00 AM -12:00 Noon</b>	<b>10:00 to 11:00 AM</b>	<b>3,508</b>
12:00 Noon -2:00 PM	1:00 to 2:00 PM	3,431
<b>2:00 PM to 4:00 PM</b>	<b>2:00 to 3:00 PM</b>	<b>3,610</b>
4:00 PM to 6:00 PM	4:00 to 5:00 PM	3,265
<b>Thursday TMC</b>		
9:00 AM to 11:00 AM	10:00 to 11:00 AM	2,683
<b>11:00 AM to 1:00 PM</b>	<b>12 Noon to 1:00 PM</b>	<b>3,177</b>
1:00 PM to 3:00 PM	2:00 to 3:00 PM	2,992
<b>3:00 PM to 5:00 PM</b>	<b>4:00 to 5:00 PM</b>	<b>3,133</b>

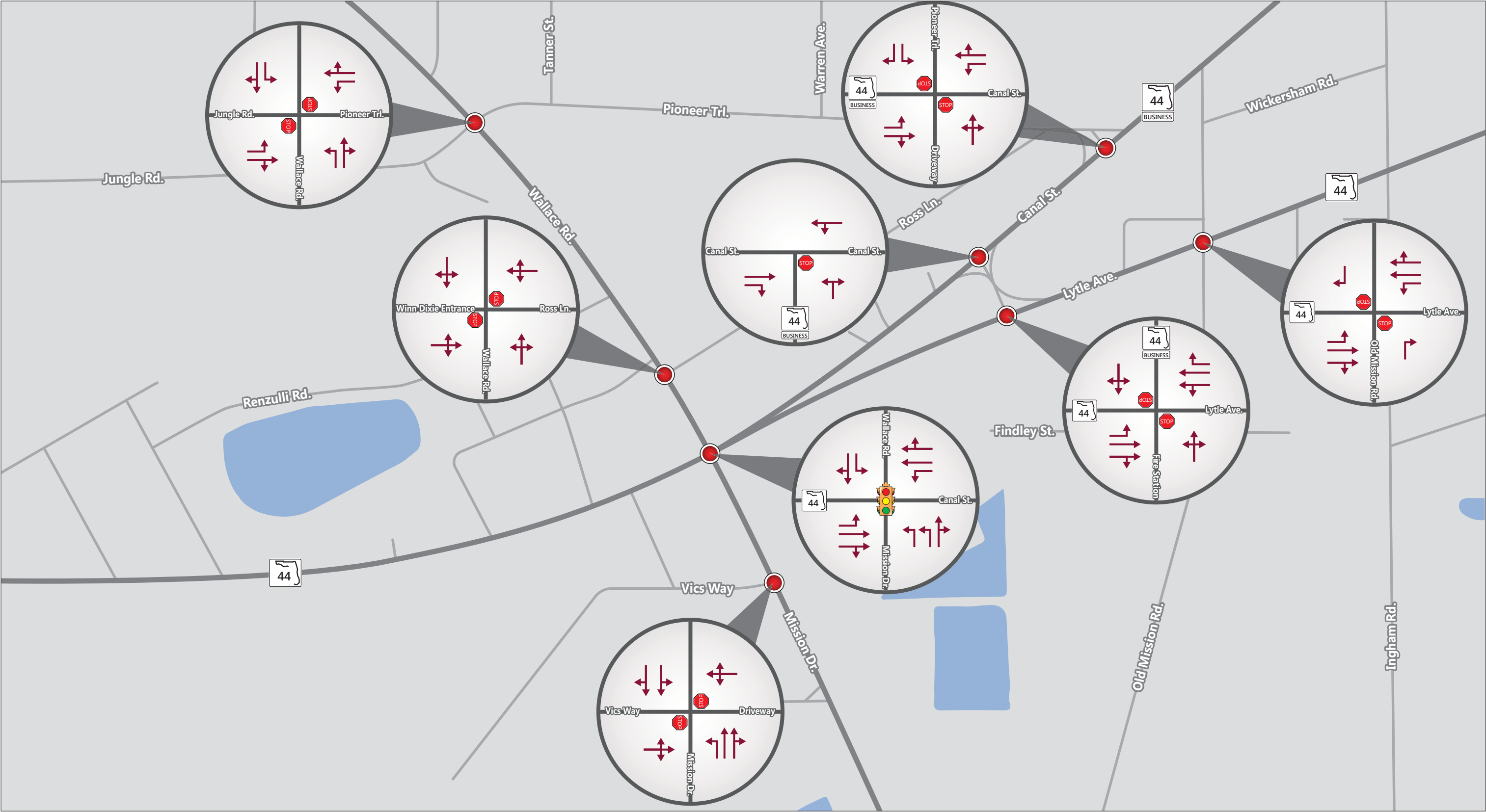
**Figure 4** provides the intersection geometry for all the intersections evaluated in the study. **Figures 5 & 6** provide the Saturday (10:00 to 11:00 AM, 2:00 to 3:00 PM) and Thursday (12 noon to 1:00 PM, 4:00 to 5:00 PM) peak hour turning movement volumes for all the intersections in the study area.




-  8-Hour Turning Movement Counts  
(Thursday June 15, 2017 between 9:00 AM to 5:00 PM and on Saturday June 17, 2017 between 10:00 AM to 6:00 PM)
-  7-Day Volume Counts



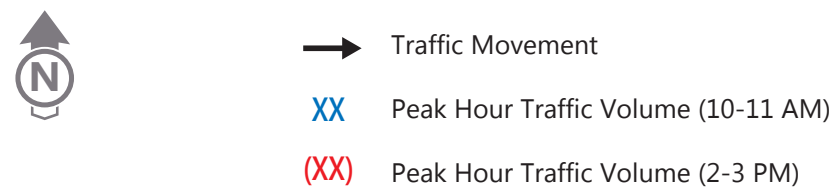
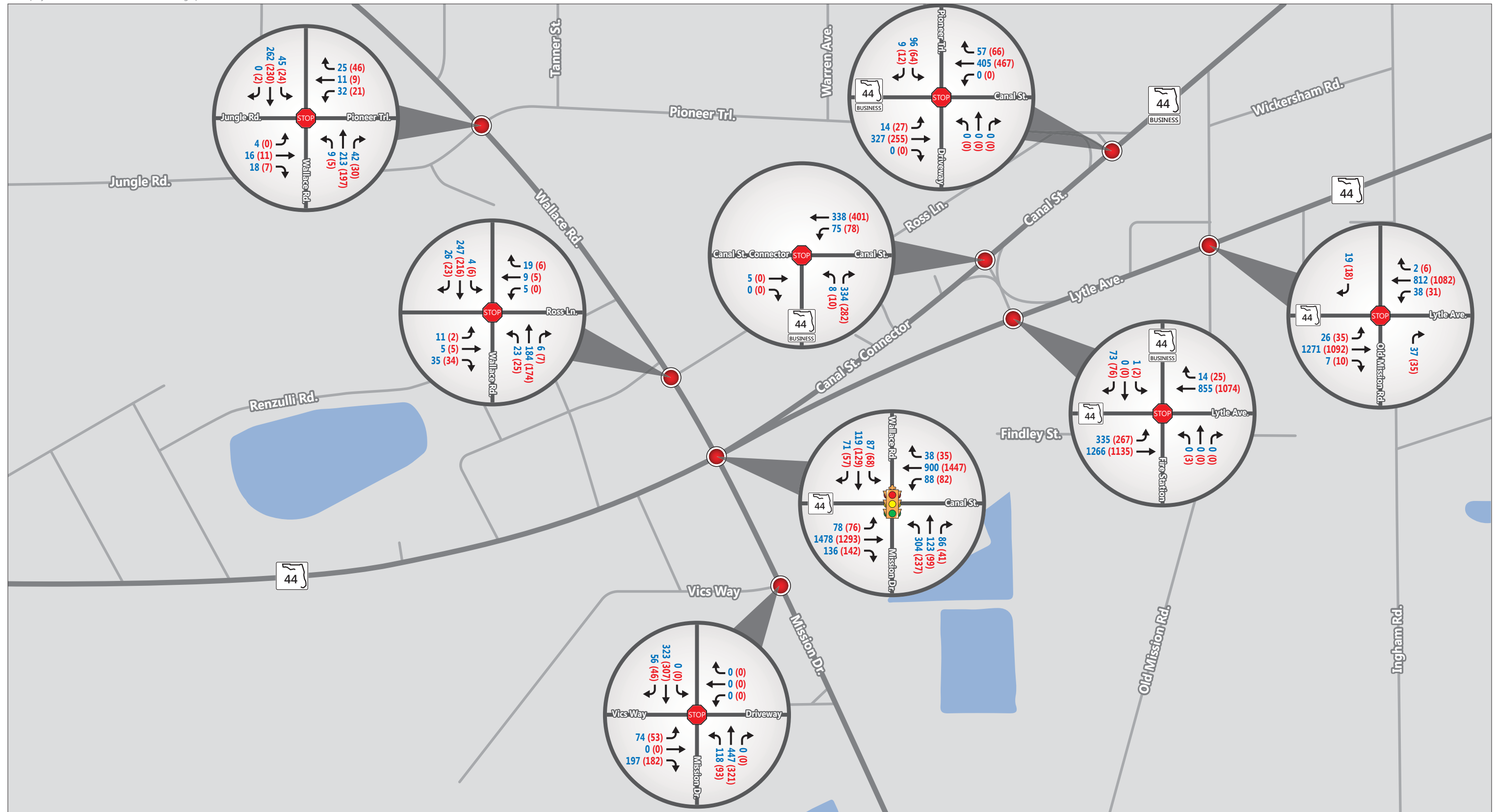
**Figure 3**  
Traffic Count Locations by Type



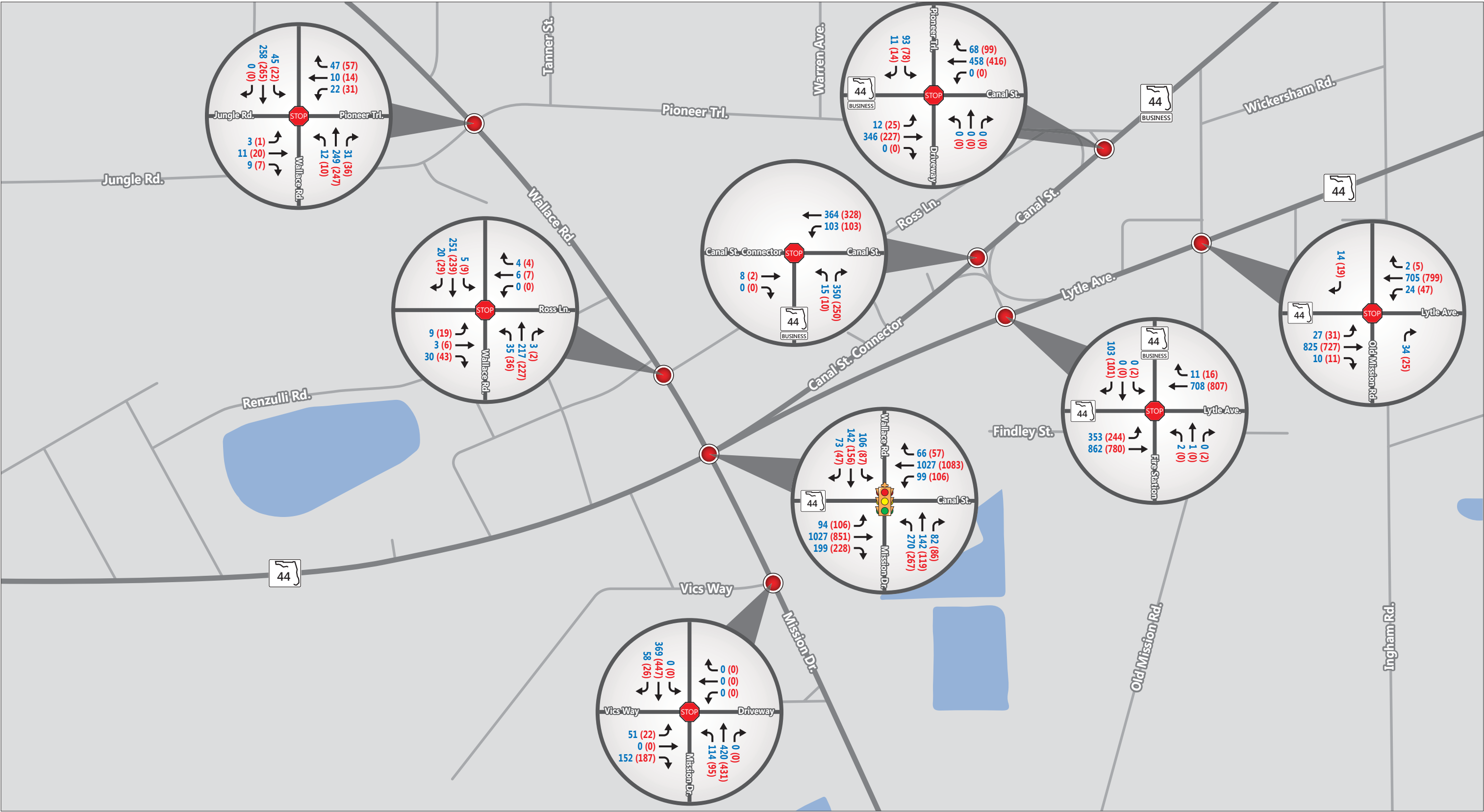
-  Lane Geometry
-  Stop Sign
-  Existing Signal



**Figure 4**  
Existing Intersection Geometry  
Alternate Intersection Design for  
SR 44 & Mission Dr./Wallace Rd./  
Canal St.



**Figure 5**  
 Turning Movement Volumes  
 Saturday Peak Hour



- ➔ Traffic Movement
- XX Peak Hour Traffic Volume (12-1 PM)
- (XX) Peak Hour Traffic Volume (4-5 PM)



**Figure 6**  
Turning Movement Volumes  
Thursday Peak Hour

## **Crash Data**

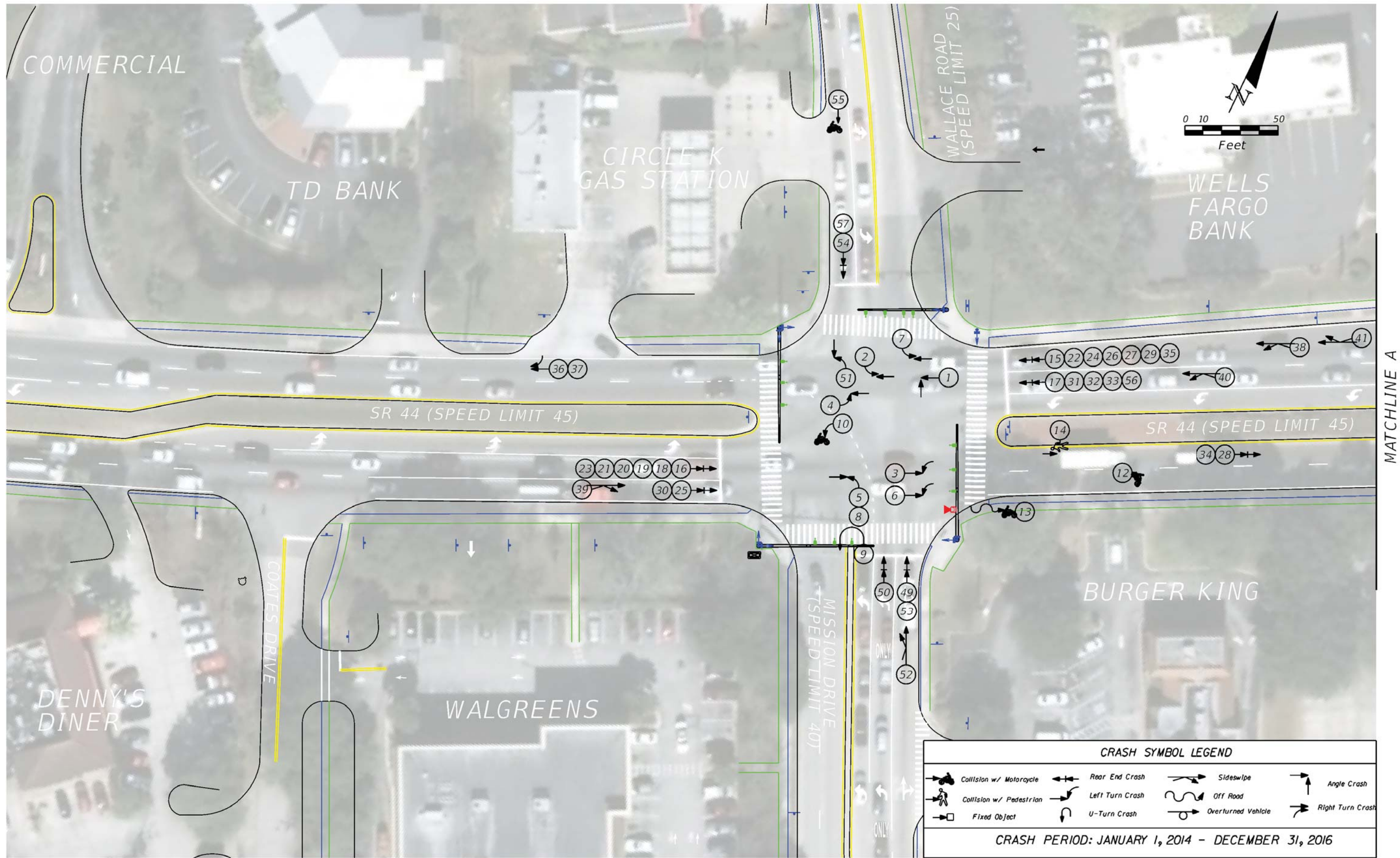
Crash reports compiled by Florida Signal Four Analytics were provided by R2CTPO. Based on this data, there were 60 crashes reported within the influence area of the intersection during the latest 36-month period covering January 1, 2014 to December 31, 2016. The crashes consisted of 31 rear end crashes, 11 left turn crashes, 8 sideswipe crashes, 6 motorcycle crashes, 2 right turn crashes, 1 angle crash and 1 pedestrian crash. The crashes caused 30 injuries, and total property damage amounted to approximately \$312,300. There were no fatalities. 48 of the crashes occurred in daylight and 12 crashes occurred in dark or dusk conditions. Pavement condition was dry for 53 of the crashes and wet for the remaining 7.

Rear end crashes account for the majority (31) of the crashes at the intersection, with most of them (24) occurring on SR 44 rather than on the side streets. Rear end crashes are inherent with signalized intersections, and there were no geometric constraints such as vertical or horizontal curves or trees that would promote rear end crashes or obstruct the visibility of the traffic signal. 10% of the total crashes were motorcycle related crashes. 4 out of the 6 motorcycle related crashes occurred near SR 44 and Mission Drive/Wallace Road intersection. The remaining 2 crashes occurred east of the SR 44 and Mission Drive/Wallace Road intersection.

The one pedestrian crash that occurred at SR 44 and Mission Drive/Wallace Road intersection resulted when the vehicle driver failed to yield the right of way to the pedestrian crossing in a crosswalk. A Crash Summary table (Table 2) and Crash Diagram (**Figures 7.1 through 7.3**) are provided in the following pages. A detailed crash summary table is provided in **Appendix B**.

**Table 2: Crash Summary by Crash Types (Jan 2014-Dec 2016)**

<b>Crash Type</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2014-2016</b>	<b>Percent</b>
Angle	0	1	0	1	1.67%
Rear End	10	8	13	31	51.67%
Roll over	0	0	0	0	0.00%
Left Turn	5	1	5	11	18.33%
Motor Cycle	0	3	3	6	10.00%
Sideswipe	1	3	4	8	13.33%
Pedestrian	0	0	1	1	1.67%
Right Turn	0	2	0	2	3.33%
Off Road	0	0	0	0	0.00%
<b>Total</b>	<b>16</b>	<b>18</b>	<b>26</b>	<b>60</b>	<b>100.0%</b>



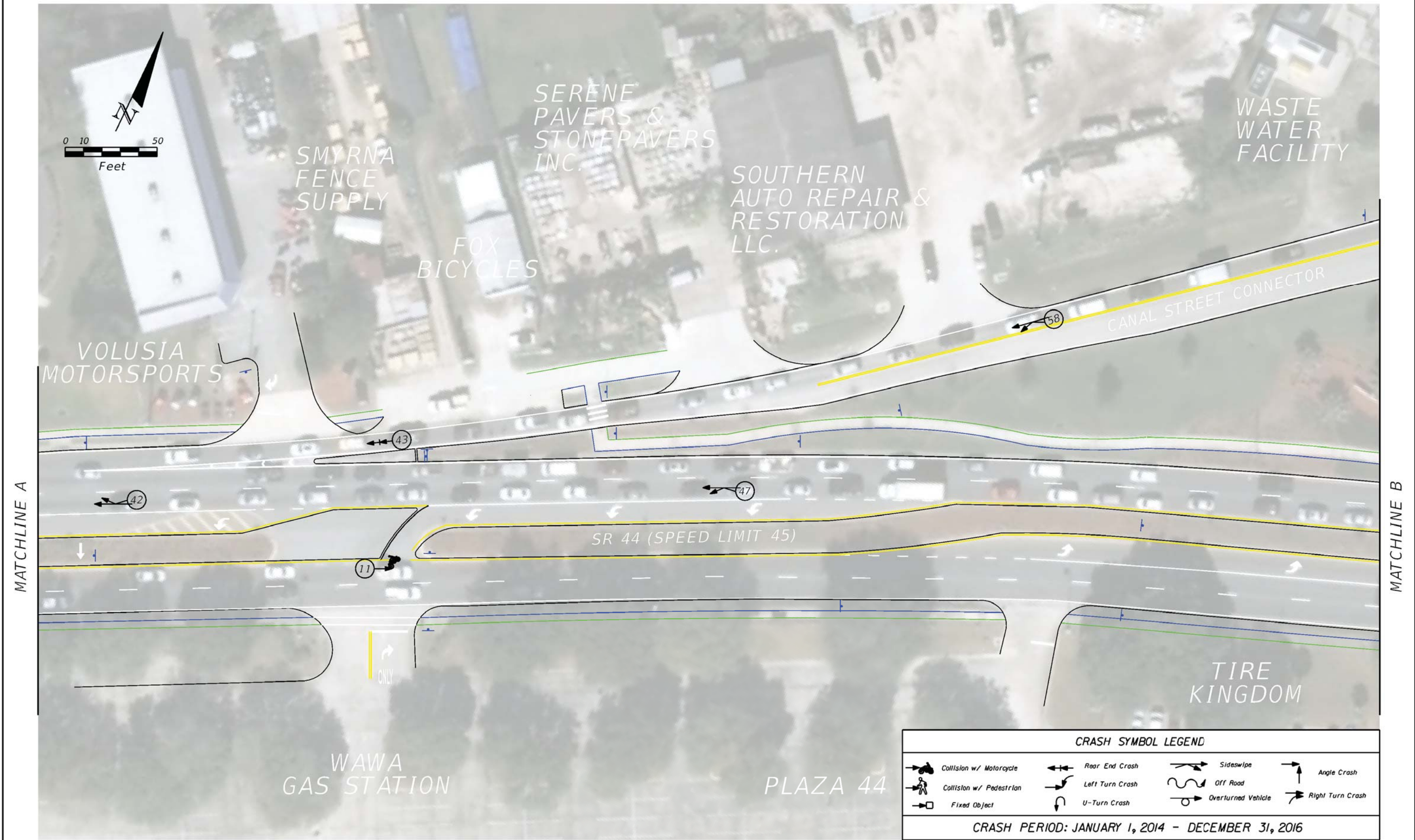
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SR 44	VOLUSIA	

**CRASH DIAGRAM**  
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FIGURE NO.  
 7.1



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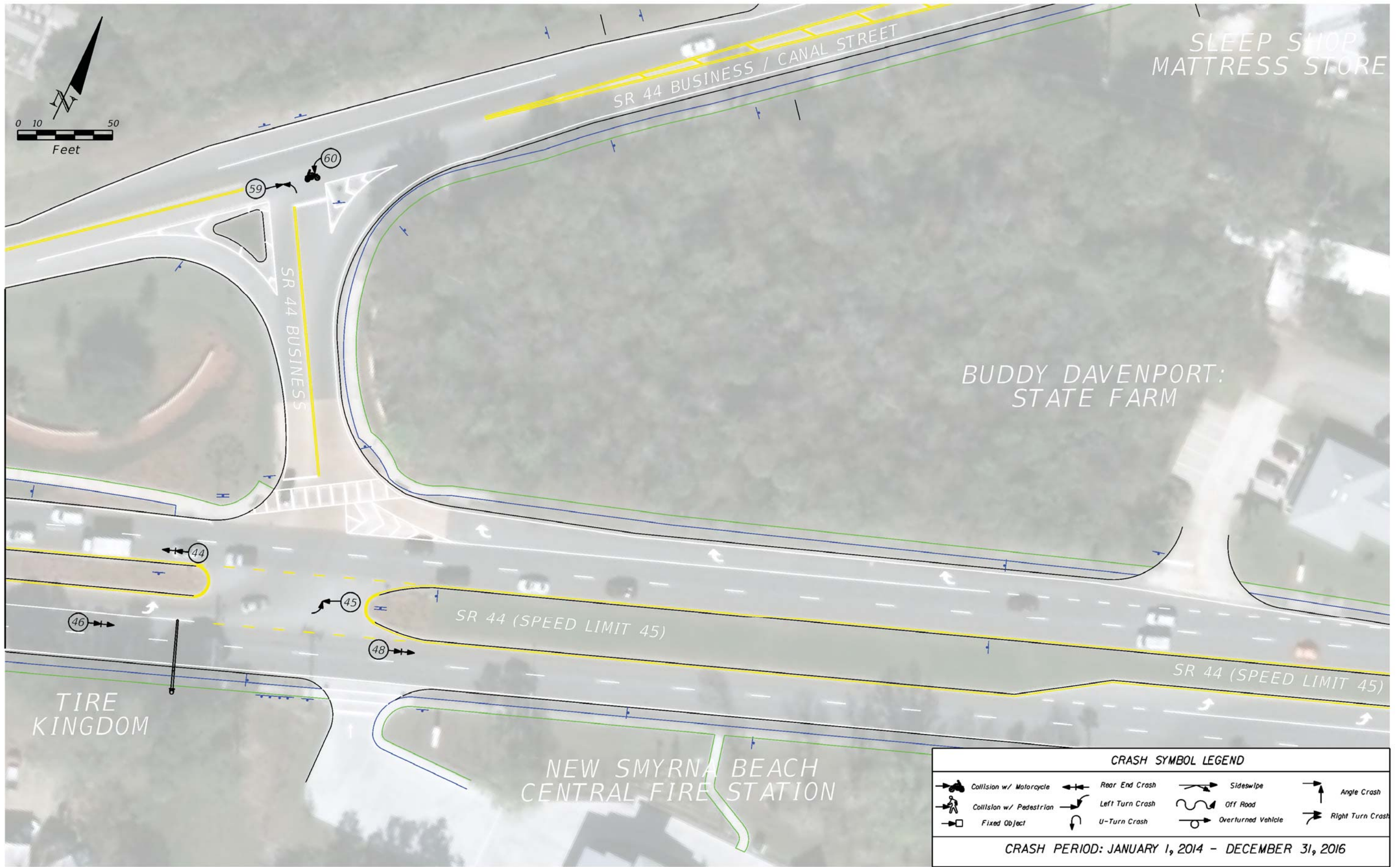
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CRASH DIAGRAM  
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FIGURE NO.
7.2


MATCHLINE B



CRASH SYMBOL LEGEND			
	Collision w/ Motorcycle		Rear End Crash
	Collision w/ Pedestrian		Left Turn Crash
	Fixed Object		U-Turn Crash
	Sideswipe		Off Road
	Overturned Vehicle		Angle Crash
	Right Turn Crash		

CRASH PERIOD: JANUARY 1, 2014 - DECEMBER 31, 2016

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CRASH DIAGRAM

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FIGURE NO.
7.3

## QUALITATIVE ASSESSMENT

A qualitative assessment (QA) was conducted in the field to evaluate the existing operating conditions occurring on a typical weekday and weekend, and to identify areas where improvements would be potentially beneficial to the overall safety and efficiency of the study location. A registered professional engineer performed the QA on a Thursday and a Saturday during July 2017 near the intersection of SR 44 at Mission Drive/Wallace Road.

### **SR 44 at Mission Drive/Wallace Road**

1. In general, traffic flow through the corridor was highly directional in nature with the eastbound direction being heavier in the AM and mid-day and the westbound direction being heavier during the PM. During the Saturday QA, eastbound traffic on SR 44 was observed to back up through the Eddie Drive intersection and westbound traffic was observed to back up past the Canal Street Connector.
2. The eastbound through queue often took multiple cycles to clear the Mission Drive/Wallace Road intersection, particularly during the Saturday peak hours. Westbound through queues were not as severe; however, they also occasionally took more than one cycle length to clear. The northbound and southbound left and through movements typically cleared in one cycle without residual queues.
3. Due to the presence of multiple business driveways and lack of a dedicated right turn lane along eastbound and westbound SR 44, traffic in the outside through lanes was observed to travel at slower speeds and with more friction compared to the inside through lanes.
4. It was observed that a portion of the traffic destined to southbound Mission Road along eastbound SR 44 uses the alternative route through the McDonald's driveway or Coates Drive to Vics Way to avoid the eastbound right turn at the SR 44 and Mission Drive/Wallace Road intersection.
5. The short merge distance seems to cause friction between westbound SR 44 and the westbound merging traffic along Canal Street. Because of the short merge/weave distance and associated friction between traffic movements, the westbound queues were observed to extend back to the Canal Street connector.

6. The majority of the westbound Canal Street merging traffic was observed to go straight through the Mission Drive/Wallace Road intersection. However, some vehicles were observed traveling from the merge and crossing the two westbound SR 44 through lanes to turn left at Mission Drive.
7. It was observed that vehicles traveling along westbound SR 44 slow considerably to access Circle K/Shell gas station, which is located approximately 100 feet west of the intersection at SR 44 and Mission Drive/Wallace Road. This causes additional delay to westbound traffic, and increases congestion through the intersection as well as the opportunity for rear-end type crashes to occur.
8. Vehicles slowing down to access the Circle K/Shell Gas Station along southbound Wallace Road were observed to cause slight delays to southbound traffic. Queuing through the intersection is not an issue since the driveway is on the north side of the intersection.
9. Northbound left turn/through queues along Mission Drive at SR 44 generally extended back to Vics Way.
10. The eastbound left movement at SR 44 and Canal Street Connector did not generally have queue spillbacks. However, in the event this lane was full, vehicles were observed to use alternative routes along SR 44 to access Canal Street. There are numerous roadways along SR 44 east of the Mission Drive/Wallace Road intersection that provide access to Canal Street including Old Mission Road, Ingham Road, Park Boulevard and S. Myrtle Avenue.
11. Heavy eastbound right turning volumes were observed at the Mission Drive and Vics Way intersection, with typical queues of 7-8 vehicles.
12. There is an overhead cantilever mounted guide sign on eastbound SR 44, just west of the Canal Street Connector. This sign is difficult to see because of overgrown foliage and is too close to the intersection to provide adequate advance notification.

## OPERATIONAL ANALYSIS

### Existing Conditions Analysis

Synchro 9/SimTraffic software was used to evaluate the study intersections. The signal timing information was obtained from Volusia County. **Table 3** summarizes the total network performance measures of effectiveness (MOEs) including total delay, delay per vehicle, average speed and fuel consumption for the Saturday 10:00 to 11:00 AM, and 2:00 to 3:00 PM and Thursday 12 noon to 1:00 PM, and 4:00 to 5:00 PM time periods. The SimTraffic simulation results are provided in **Appendix C**.

**Table 3: Total Network Performance - Existing Conditions**

Total Network Performance	SATURDAY 10-11 AM	THURSDAY 12-1 PM
<b>Total Delay (Hr)</b>	<b>125.9</b>	<b>74.0</b>
Total Delay/Vehicle (Sec)	95.3	61.5
Average Speed (Mph)	14.0	19.0
Fuel Used (Gal)	137.4	118.4
	SATURDAY 2-3 PM	THURSDAY 4-5 PM
<b>Total Delay (Hr)</b>	<b>99.4</b>	<b>64.7</b>
Total Delay/Vehicle (Sec)	72.5	51.9
Average Speed (Mph)	18.0	18.0
Fuel Used (Gal)	135.1	112.0

All the results presented were based on SimTraffic Simulation (average of 10 runs)

## **Alternative Analysis**

This study initially developed 8 alternatives (A through H) based on stakeholder input and feedback from the first public workshop (conducted on July 11, 2017). Subsequently, analysis results of these 8 preliminary alternatives were presented to the stakeholders (FDOT, R2CTPO, Volusia County, and the City of New Smyrna Beach) in a meeting conducted on August 8, 2017. Based on the input received at this stakeholder meeting, 3 final alternatives (Alternatives A, C and D) were selected for providing cost estimates and benefit-cost (BC) ratios. Then, Alternatives A, C, and D were presented at the second public workshop (August 31, 2017). Based on the input received at the second public workshop, a Modified Alternative A was developed. As such, cost estimates and BC ratios were developed for the final 4 alternatives including Alternative A, Modified Alternative A, Alternative C and Alternative D and presented at the final public workshop held on October 3, 2017.

The preliminary 8 alternatives, A through H, as described in Table 4, were analyzed using Synchro/SimTraffic for the Saturday peak hour conditions. Based on the collected traffic counts, Saturday conditions were critical (compared to Thursday traffic conditions) with highest traffic volume entering the study area. Geometry figures for the 8 alternatives included in **Appendix D**. Based on FDOT's input, Step 1 analysis of the Roundabout Screening for Alternatives E and F was also included in **Appendix D**. Table 5 summarizes the total network performance MOE's including total delay, delay per vehicle, and fuel consumption for the Saturday 10:00 to 11:00 AM and 2:00 to 3:00 PM time periods. As illustrated in Table 5, the 3 alternatives with the least amount of total network delay are Alternatives A, C, and D. Please note that Alternatives G and H are variations of Alternatives C and D, respectively. Therefore, Alternatives C and G, or D and H cannot be selected simultaneously.

Based on the results shown in Table 6 and input from stakeholders during the August 8, 2017 meeting, Alternatives A, C and D were considered for the BC analysis. As such, Thursday traffic conditions were tested for the final selected Alternatives A, C and D only. Table 6 provides the total network MOE's for the Thursday 12 noon to 1:00 PM and 4:00 to 5:00 PM time periods for alternatives A, C and D. MOE's from both Thursday and Saturday traffic analysis were considered in the BC evaluation. The SimTraffic simulation results along with the traffic information for Alternatives A, C and D are provided in **Appendix E**.

Table 4: Alternative Descriptions

SR 44 Alternative	Description	Assumptions
0 - No Build	Same as Existing	
A	SR 44 & Wallace Rd: Exclusive EBR turn lane; Extension of EBL turn lane and NBL turn lanes; To extend the NBL turn lanes, the Wawa entrance on Mission Dr. needs to be modified to Right in Right out SR 44 & Canal Street Connector: Signalization; Convert SBL/T/R to SBL/T and SBR; SBR operates under Overlap phase	The WB Canal Street Traffic (coming from US 1) will access SR 44 WB through the SR 44 at Canal Street Connector Signalized intersection (SBR); Only the local businesses will access the WB canal Street merge at SR 44
B	SR 44 & Wallace Rd: Exclusive EBR turn lane; Extension of EBL turn lane and NBL turn lanes; To extend the NBL turn lanes, the Wawa entrance on Mission Dr. needs to be modified to Right in Right out SR 44 & Old Mission Dr: Signalization; Convert NBR to NBT/R; Add SBT SR 44 & Canal Street Connector: Convert SBL/T/R to SBL/T and SBR	The WB Canal Street Traffic (coming from US 1) will access SR 44 WB through this Signalized intersection (SBR) at Old Mission Drive Only the local businesses will access the WB canal Street merge at SR 44 Majority of NBR at SR 44 & Wallace Rd (going to US 1 from the Canal Street Connector) will use NBT at Old Mission Drive
C	SR 44 & Wallace Rd: Exclusive EBR & WBR turn lane; Extension of NBL turn lanes; Eliminate EBL and WBL Turn lanes To extend the NBL turn lanes, the Wawa entrance on Mission Dr. needs to be modified to Right in Right out SR 44 & Canal Street Connector: Signalization; Convert SBL/T/R to SBL/T and SBR; Extension of EBL; SR 44 & McDonalds Driveway: Signalization	The WB Canal Street Traffic (coming from US 1) will access SR 44 WB through the SR 44 at Canal Street Connector Signalized intersection (SBR); Only the local businesses will access the WB canal Street merge at SR 44; The EBL at SR 44 & Wallace Rd will make U-Turn at SR 44 & Canal connector and in turn take WBR at SR 44 & Wallace Rd intersection The WBL at SR 44 & Wallace Rd will make U- Turn at SR 44 & McDonalds and in turn take EBR at SR 44 & Wallace Rd intersection
D	SR 44 & Wallace Rd: Exclusive EBR & WBR turn lane; Extension of NBL turn lanes; Eliminate EBL and WBL Turn lanes; To extend the NBL turn lanes, the Wawa entrance on Mission Dr. needs to be modified to Right in Right out SR 44 & Canal Street Connector: Signalization; Convert SBL/T/R to SBL/T and SBR; SBR operates under Overlap phase SR 44 & McDonalds Driveway: Signalization SR 44 & Wawa Entrance (east of Wallace Rd intersection): Signalization; The existing EBL lane at SR 44 & Wallace Rd will be used a pocket lane for the EBL lane at SR 44 & Wawa entrance	The WB Canal Street Traffic (coming from US 1) will access SR 44 WB through the SR 44 at Canal Street Connector Signalized intersection (SBR); Only the local businesses will access the WB canal Street merge at SR 44; The EBL at SR 44 & Wallace Rd will make U-Turn at Wawa Entrance (east of Wallace Rd intersection) and in turn take WBR at SR 44 & Wallace Rd intersection The WBL at SR 44 & Wallace Rd will make U- Turn at SR 44 & McDonalds Driveway and in turn take EBR at SR 44 & Wallace Rd intersection
E	SR 44 & Wallace Rd: Exclusive EBR turn lane; Extension of EBL & NBL turn lanes; To extend the NBL turn lanes, the Wawa entrance on Mission Dr. needs to be modified to Right in Right out SR 44 & Canal Street Connector: Roundabout	The WB Canal Street Traffic (coming from US 1) will access SR 44 WB through the roundabout located at SR 44 at Canal Street Connector; The local businesses on Canal Street will access the WB SR 44 (right in/right out)
F	SR 44 & Wallace Rd: Exclusive EBR & WBR turn lane; Extension of NBL turn lanes; Eliminate EBL and WBL Turn lanes; To extend the NBL turn lanes, the Wawa entrance on Mission Dr. needs to be modified to Right in Right out SR 44 & McDonalds Driveway: Signalization SR 44 & Canal Street Connector: Roundabout	The WB Canal Street Traffic (coming from US 1) will access SR 44 WB through the roundabout located at SR 44 at Canal Street Connector; The local businesses on Canal Street will access the WB SR 44 (right in/right out); The EBL at SR 44 & Wallace Rd will make U-Turn at proposed Roundabout and in turn take WBR at SR 44 & Wallace Rd intersection The WBL at SR 44 & Wallace Rd will make U- Turn at SR 44 & McDonalds Driveway and in turn take EBR at SR 44 & Wallace Rd intersection
G (Modified Alt C where SB left turn at SR 44/Wallace Rd is eliminated and rerouted)	SR 44 & Wallace Rd: Exclusive EBR & WBR turn lane; Extension of NBL turn lanes; Eliminate EBL and WBL Turn lanes; Eliminate SBL and Convert the existing SBL to SBT and the existing SBT/R to SBR. To extend the NBL turn lanes, the Wawa entrance on Mission Dr. needs to be modified to Right in Right out SR 44 & Canal Street Connector: Signalization; Convert SBL/T/R to SBL/T and SBR; SR 44 & McDonalds Driveway: Signalization	The WB Canal Street Traffic (coming from US 1) will access SR 44 WB through the SR 44 at Canal Street Connector Signalized intersection (SBR); Only the local businesses will access the WB canal Street merge at SR 44; The EBL at SR 44 & Wallace Rd will make U-Turn at SR 44 & Canal connector and in turn take WBR at SR 44 & Wallace Rd intersection The WBL at SR 44 & Wallace Rd will make U- Turn at SR 44 & McDonalds and in turn take EBR at SR 44 & Wallace Rd intersection. The SBL at SR 44 & Wallace Rd will make SBR at this intersection and then make U-Turn at SR 44 & McDonalds Driveway signalized intersection and in turn make EBT at SR 44 & Wallace Rd intersection.
H (Modified Alt D where SB left turn at SR 44/Wallace Rd is eliminated and rerouted)	SR 44 & Wallace Rd: Exclusive EBR & WBR turn lane; Extension of NBL turn lanes; Eliminate EBL and WBL Turn lanes; Eliminate SBL and Convert the existing SBL to SBT and the existing SBT/R to SBR. To extend the NBL turn lanes, the Wawa entrance on Mission Dr. needs to be modified to Right in Right out SR 44 & Canal Street Connector: Signalization; Convert SBL/T/R to SBL/T and SBR; SBR operates under Overlap phase SR 44 & McDonalds Driveway: Signalization SR 44 & Wawa Entrance (east of Wallace Rd intersection): Signalization; The existing EBL lane at SR 44 & Wallace Rd will be used a pocket lane for the EBL lane at SR 44 & Wawa entrance	The WB Canal Street Traffic (coming from US 1) will access SR 44 WB through the SR 44 at Canal Street Connector Signalized intersection (SBR); Only the local businesses will access the WB canal Street merge at SR 44; The EBL at SR 44 & Wallace Rd will make U-Turn at Wawa Entrance (east of Wallace Rd intersection) and in turn take WBR at SR 44 & Wallace Rd intersection The WBL at SR 44 & Wallace Rd will make U- Turn at SR 44 & McDonalds Driveway and in turn take EBR at SR 44 & Wallace Rd intersection. The SBL at SR 44 & Wallace Rd will make SBR at this intersection and then make U-Turn at SR 44 & McDonalds Driveway signalized intersection and in turn make EBT at SR 44 & Wallace Rd intersection.

**Table 5: Total Network Performance for Saturday**

Total Network Performance	Alt 0	Alt A	Alt B	Alt C	Alt D	Alt E	Alt F	Alt G	Alt H
<b>SATURDAY_10-11 AM</b>									
<b>Total Delay (Hr)</b>	<b>125.9</b>	<b>88.4</b>	<b>94.9</b>	<b>79.5</b>	<b>59.9</b>	<b>105.5</b>	<b>137.0</b>	<b>115.9</b>	<b>117.1</b>
Total Delay/Vehicle (Sec)	95.3	66.7	71.7	60.3	46.0	81.4	105.9	90.0	90.5
Avg Speed (Mph)	14.0	19.0	18.0	20.0	22.0	17.0	14.0	16.0	16.0
Fuel Used (Gal)	137.4	134.1	137.0	135.7	128.6	139.6	147.9	146.8	146.8
Ranking		<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>6</b>		
<b>SATURDAY_2-3 PM</b>									
<b>Total Delay (Hr)</b>	<b>99.4</b>	<b>69.7</b>	<b>82.2</b>	<b>85.8</b>	<b>52.4</b>	<b>90.4</b>	<b>128.3</b>	<b>93.7</b>	<b>71.7</b>
Total Delay/Vehicle (Sec)	72.5	50.1	59.1	61.1	38.6	59.5	95.2	67.9	52.0
Avg Speed (Mph)	18.0	21.0	20.0	19.0	24.0	20.0	15.0	18.0	21.0
Fuel Used (Gal)	135.1	131.9	139.2	142.0	130.8	134.6	153.4	142.8	137.9
Ranking		<b>2</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>6</b>		

Alt 0 – Existing conditions

**Table 6: Total Network Performance for Thursday**

Total Network Performance	Alt 0	Alt A	Alt C	Alt D
<b>THURSDAY_12 NOON-1 PM</b>				
<b>Total Delay (Hr)</b>	<b>74.0</b>	<b>53.4</b>	<b>69.3</b>	<b>45.3</b>
Total Delay/Vehicle (Sec)	61.5	44.4	55.1	36.5
Avg Speed (Mph)	19.0	22.0	20.0	23.0
Fuel Used (Gal)	118.4	116.7	126.7	118.7
<b>THURSDAY_4-5 PM</b>				
<b>Total Delay (Hr)</b>	<b>64.7</b>	<b>54.4</b>	<b>55.6</b>	<b>41.8</b>
Total Delay/Vehicle (Sec)	51.9	44.4	43.8	33.1
Avg Speed (Mph)	18.0	22.0	22.0	24.0
Fuel Used (Gal)	112.0	116.0	123.2	116.2

Alt 0 – Existing conditions

Conceptual diagrams for Alternatives A, C and D were presented in public workshop #2 that was conducted on August 31, 2017. The following feedback was received from the public at this workshop:

- Alternatives C and D were not well received at this workshop. The restriction of the current Canal Street Connection Merge onto westbound SR 44 suggested in Alternatives A, C and D was also not well received.
- Alternative A was the preferred alternative, but with the following modifications:
  - Extend the merge lane (as a shared through-right lane) along westbound Canal Street through the intersection of SR 44/Mission Rd-Wallace Rd and either merge it back onto SR 44 or make it a right turn lane at an intersection.
  - Extend the current eastbound left turn lane at SR 44/Canal Street Connector intersection.

Based on the initial public input, input received in public workshop #2 and further discussions with the stakeholders, the following full list of improvements was compiled and was designated Modified Alternative A:

- Install an eastbound right turn lane at SR 44 & Mission Drive/Wallace Road
- Extend an eastbound left turn lane at SR 44 & Mission Drive/Wallace Road
- Extend the inside northbound left turn lane at SR 44 & Mission Drive/Wallace Road
- Install a southbound right turn lane at SR 44 & Canal Street Connector and convert the southbound left-through-right to a southbound left turn lane
- Install a traffic signal at SR 44 & Canal Street Connector
- Extend the eastbound left turn lane at SR 44 & Canal Street Connector
- Install a right turn lane into Circle K along westbound SR 44
- Drop the current merge lane along westbound Canal Street as a right turn only at SR 44 & Mission Drive/Wallace Road
- Provide relevant signs along westbound Canal Street and SR 44 approaching the SR 44 & Mission Drive/Wallace Road intersection to inform commuters of the right path and potentially eliminate merge/weave issues.

Finally, conceptual diagrams for Alternatives A, C, D and Modified Alternative A were presented in the last public workshop #3 that was conducted on October 3, 2017. Modified Alternative A was received well at the final public workshop and is recommended for implementation as part of this study.

Conceptual diagrams illustrating Alternatives A, C, D and Modified Alternative A are provided in **Appendix F**. The meeting minutes and public feedback received as part of the public workshops and stakeholder meeting are included in **Appendix G**.

Table 7 provides the total network MOE's for both Saturday and Thursday peak periods. These results are used in the BC analysis. The SimTraffic simulation results for Modified Alternative A, are provided in **Appendix H**.

**Table 7: Total Network Performance – Alt A Modified**

<b>Total Network Performance</b>	<b>SATURDAY 10-11 AM</b>	<b>THURSDAY 12-1 PM</b>
<b>Total Delay (Hr)</b>	<b>94.8</b>	<b>52.0</b>
Total Delay/Vehicle (Sec)	72.0	43.3
Average Speed (Mph)	18.0	22.0
Fuel Used (Gal)	135.3	116.4
	<b>SATURDAY 2-3 PM</b>	<b>THURSDAY 4-5 PM</b>
<b>Total Delay (Hr)</b>	<b>64.7</b>	<b>47.4</b>
Total Delay/Vehicle (Sec)	46.7	38.7
Average Speed (Mph)	22.0	23.0
Fuel Used (Gal)	130.6	114.9

All the results presented were based on SimTraffic Simulation (average of 10 runs)

## FEASIBILITY ANALYSIS

### Background

Alternatives A-H were developed during the initial stages of this report. Based on the performance measures resulting from analysis of each of these alternatives, a meeting with stakeholders (including FDOT, Volusia County, the R2CTPO and the city of New Smyrna Beach) and a public workshop with residents and business owners, Alternatives A, C and D were selected for further development. A subsequent public workshop refined the alternatives to be included for consideration in the report to Alternative A, Modified Alternative A, Alternative C and Alternative D.

Each of these alternatives (A, Modified A, C and D) are comprised of a combination of the individual improvements listed as follows:

1. Install an eastbound right turn lane on SR 44 at Mission Drive/Wallace Road
2. Extend the eastbound left turn lane on SR 44 at Mission Drive/Wallace Road
3. Extend the northbound inside left turn lane on Mission Drive at SR 44
4. Install a southbound right turn lane on Canal St. at SR 44 & convert the southbound left-through-right to left-through
5. Install a traffic signal at SR 44 and Canal Street Connector
6. Remove the Canal Street merge
7. Eliminate eastbound and westbound left turn lanes & install a westbound right turn lane on SR 44 at Mission Drive/Wallace Road
8. Extend the eastbound left turn lane at Canal Street Connector
9. Install a traffic signal at SR 44 and the McDonalds/Victory Square Driveway
10. Install a traffic Signal at SR 44 and the Wawa Driveway and construct an eastbound pocket lane for U-turns
11. Install a right turn lane into the Circle K from westbound SR 44

A matrix of the improvements that are included in each alternative is provided in the table below. Improvements 1, 3, 4, 5, 8 and 11 are common to all four alternatives.

**Table 8: Improvement Matrix for Alternatives**

Improvement Number	Alternative A	Modified Alternative A	Alternative C	Alternative D
1	√	√	√	√
2	√	√		
3	√	√	√	√
4	√	√	√	√
5	√	√	√	√
6	√		√	√
7			√	√
8	√	√	√	√
9			√	√
10				√
11	√	√	√	√

## **Methodology**

The methodology for determining the feasibility of constructing these improvements includes performing an assessment of the proposed site, a comparison of before and after operating conditions at the intersection utilizing traffic operation analysis software, and preparing a Benefit/Cost (B/C) analysis for the proposed improvements.

## **Assessment of Proposed Improvements**

### ***Improvement 1: Install an EB Right Turn Lane on SR 44 at Mission Drive/Wallace Road***

Common to all four alternatives is the recommendation to install a separate eastbound right turn lane on SR 44 at Mission Road. To do this, SR 44 would need to be widened to the outside, which would cause the sidewalk along the south side of SR 44 to be relocated. The drainage system is a closed system as evidenced by the Type F curb and gutter and the manholes and inlets visible along SR 44. Widening would impact the existing drainage system and cause it to require modification as well. The installation of additional pavement will increase the impervious area, so the drainage system would need to be analyzed to determine if it could accommodate the additional water. Surveyed right of way (ROW) maps were not available for the corridor; however, from lot and parcel lines pulled from the Volusia County Property Appraisers web page, it appears that the turn lane could fit within the existing right of way. There are three monument signs along the south side of SR 44 and the traffic signal controller and a mast arm pole are located in the southwest quadrant of the intersection.

Each of these components, as well as numerous single post signs, would need to be relocated if SR 44 is widened to install a right turn lane.

***Improvement 2: Extend the EB Left Turn Lane on SR 44 at Mission Drive/Wallace Road***

Analysis completed for the eastbound left turn movement recommends a queue length of 401' and a deceleration length of 185' for a total length of 586'. The current lane length is approximately 315'. Full development of the left turn lane is constrained by the directional median opening at the McDonalds/Victory Square driveways; however, a length of approximately 550' could be fit within the available space. There is an existing westbound left turn lane at the McDonalds/Victory Square median opening. Here, the median width is approximately 18' from edge of pavement of this westbound left turn lane to the edge of pavement of the eastbound inside through lane. Assuming a 12' wide lane and 2.25' wide Type E curb and gutter on both sides of the median, there would be approximately 1.5' of grassed median separating the adjacent left turn lanes if the eastbound left turn lane was extended.

***Improvement 3: Extend the NB Inside Left Turn Lane on Mission Drive at SR 44.***

Improvement 3 is common to all four alternatives. Analysis completed for the northbound left turn movement recommends a queue length of 288' and a deceleration length of 155' for a total length of 443'. The current lane length is approximately 185'. To extend the northbound left turn lane, the existing southbound left turn lane into the Burger King/Wawa driveway and the eastbound and westbound through and left turn movements exiting the Walgreens and Burger King/Wawa driveways, would need to be eliminated. These movements could still be accomplished by using the existing access at Paige Avenue/Vics Way approximately 140' to the south. Full development of the northbound left turn lane is constrained by the need to maintain some storage and deceleration for southbound left turns at Paige Avenue/Vics Way; however, a length of approximately 385' could be fit within the available space. There would not be sufficient space to fully develop the southbound left turn lane; however, the movement is not expected to be heavy since there are other access points to the plaza along SR 44. Other minor modifications required for the improvement include extension of the existing 2' concrete separator and miscellaneous signing and pavement marking modifications.

***Improvement 4: Install a SB Right Turn Lane on Canal Street at SR 44 & Convert SB L/T/R to L/T.***

Common to all four alternatives is the effort to reduce the congestion caused by the merge condition on westbound Canal Street at SR 44 by re-directing traffic to the intersection of SR 44 and the Canal Street Connector. The geometry of the curve and the signing and pavement markings would be modified, and custom guide signs would be installed to encourage motorists to the intersection. The Canal Street Connector would be widened to include a separate right turn lane and a combined through/left turn lane. Since most of the southbound vehicles will be turning right, the through lane will transition into a right turn lane at the intersection with unlimited capacity. The Connector is sufficiently wide and very little additional pavement will be needed for the proposed improvements, so the increase in the volume of water added to the system is not expected to be significant. The existing inlets along the Connector will be impacted by the widening though, and one or both will need to be modified. There is also sufficient space to widen the road and not impact the newly constructed gateway features. All modifications associated with this improvement can be installed with no impact to the right of way.

***Improvement 5: Install a Traffic Signal at SR 44 and Canal Street Connector***

Improvement 5 is common to all four alternatives. The geometric changes to Canal Street described in Improvement 4 will increase the volume of traffic at the intersection, and a traffic signal at this location would improve safety for all the movements. In addition, a traffic signal with preemption to the fire station located on the south side of the intersection will provide safe egress for fire trucks responding to emergency calls. FDOT access management criteria for an Access Class 5/Restrictive roadway cites a minimum signal spacing of 1,320'. If constructed, 1,170' will separate this signal from the existing signal at Mission Dr./Wallace Rd.; however, the concern that queuing traffic, either eastbound or westbound between the signals, will back up through the intersections can be mitigated by coordinating the two signals. There are no other geometric constraints observed that would prevent a traffic signal from being installed at this location, and all associated improvements could be accommodated within the existing right of way. The overhead cantilever guide sign on the eastbound approach would need to be relocated further west so that it provides more useful advance notification and so that it does not conflict with the proposed traffic signal.

***Improvement 6: Remove the Canal Street Merge***

One of the bases of this study was to determine if the merge at westbound Canal Street and westbound SR 44 could be eliminated. The removal of the merge is included in Alternatives A, C and D. From an operational perspective, the merge can be closed, and through traffic can be re-routed through the newly configured intersection and traffic signal at SR 44 and the Canal Street Connector (Improvements 4 and 5). The closure should not be attempted without the improvements 4 and 5 due to concerns for safety and congestion. The merge could be closed off between the driveways for Fox Bicycles and Serene Pavers. Access to Fox Bicycles and other businesses to the west would be via SR 44 and access to Serene Pavers and other businesses to the east would be via the portion of the Canal Street merge kept open for local traffic. AutoTurn analysis was completed at the Serene Pavers and Southern Auto Repair driveways, and it was determined that a WB-40 semi-tractor trailer could pull into the Serene Pavers driveway and then back out into the “cul de sac” and exit the same way it came in. The driveway is not wide enough to accommodate this maneuver with a WB-62 semi-tractor trailer. The Southern Auto Repair driveway can accommodate this maneuver with a WB-62 semi-tractor trailer. Alternatively, since traffic will be reduced to local traffic only along this roadway, larger trucks making deliveries or pick-ups from these businesses could park on Canal Street to load or unload and then back out into the slip lane at the Connector to exit east or west onto SR 44 at the proposed traffic signal. Custom guide signing will be installed on westbound Canal Street to provide advance notice that the through movement is closed except for local traffic, and that all other traffic must use the newly configured intersection at SR 44 and the Canal Street Connector.

***Improvement 7: Eliminate the EB and WB Left Turn Lanes & Install a WB Right Turn Lane on SR 44 at Mission Drive/Wallace Road***

This improvement would only be implemented with Alternatives C and D and Improvements 9 and/or 10. In Alternative C, the eastbound left turn lane on SR 44 at Mission Drive would be closed. In Alternative D, the eastbound left turn lane would be converted to a through slip lane through the intersection, and east of the intersection, SR 44 would be widened towards the median to pick up a third receiving lane for this slip lane that would terminate in a left turn lane for U-turns at the Wawa directional median opening. In the westbound direction, for both Alternative C and D, traffic would be shifted so that the westbound SR 44 left turn lane becomes the inside through lane, which frees the old outside through lane to be converted to a right turn lane. The offset through the intersection is not extreme and can be mitigated with skip guidelines.

With skewed intersections, the traffic signal heads are typically centered over the receiving lanes, therefore, only minor signal modifications are expected such as phasing changes, the removal of the left turn signal heads and (for Alternative D) the installation of a third 3-section signal head for the eastbound slip lane. In addition, this signal will need to be coordinated with the new signals proposed in Improvements 9 and 10 because of their proximity to each other. Since all the modifications associated with this improvement are within the curb and gutter, right of way is not impacted, and although the volume of water will increase with the increase in impervious area; no drainage inlets are in conflict with the proposed construction.

***Improvement 8: Extend the EB Left turn Lane at SR 44 and Canal Street Connector***

Improvement 8 is common to all four alternatives. Analysis completed for the eastbound left turn movement on SR 44 at Canal Street recommends a queue length of approximately 145' for Alternatives A and D and 413' for Alternative C. With a deceleration length of 185', the total length required is 330' and 598', respectively. The current lane length is approximately 390', which should be adequate to accommodate Alternatives A and D; however, feedback received during the public workshops indicates that it is not sufficient for current day traffic. There are no constraints to lengthening the eastbound left turn lane other than the median opening at the Wawa driveway, so the lane can be extended by approximately 200', which would accommodate both current day and the proposed alternative volumes. There is an existing westbound left turn lane at the Wawa median opening. Here, the median width is approximately 18' from edge of pavement of this westbound left turn lane to the edge of pavement of the eastbound inside through lane. Assuming a 12' wide lane and 2.25' wide Type E curb and gutter on both sides of the median, there would be approximately 1.5' of grassed median separating the adjacent left turn lanes if the eastbound left turn lane was extended.

***Improvement 9: Install a Traffic Signal at SR 44 and the McDonalds/Victory Square Driveway; Improvement 10: Install a Traffic Signal at SR 44 and the Wawa Driveway and construct an EB pocket lane for U-turns***

These improvements would only be implemented with Alternatives C (improvement 9) and D (improvements 9 and 10) and Improvement 7. With these improvements, new traffic signals will be installed at the McDonalds/Victory Square driveways immediately west of Mission Drive, and at the Wawa driveway immediately east of Mission Drive to accommodate u-turning traffic no longer allowed to turn left at SR 44 and Mission Drive/Wallace Road intersection. Median and lane modifications accompanying the installation of the signals are described in the other listed

improvements. Signal Warrant Analysis were not completed for these intersections and FDOT access management criteria is not met; however, these criteria are not considered applicable since the signals are recommended for system management purposes to control flow and increase the capacity through the corridor. The concern that queuing traffic, either eastbound or westbound between the signals, will back up through the intersections will be mitigated by coordinating the four signals within the study corridor. There are no other geometric constraints observed that would prevent traffic signals from being installed at these locations, and all associated improvements could be accommodated within the existing right of way.

***Improvement 11: Install right turn lane into Circle K from WB SR 44***

Improvement 11 is common to all four alternatives. The collection of turning movement volumes and the justification for a right turn lane at this driveway was not included in the scope of services for this report. However, throughout the course of the public workshops, both police officers and citizens alike identified this location as a chokepoint causing congestion and safety issues on westbound SR 44 as motorists stop in the outside through lane and wait to turn right into the site. It is recognized that a separate right turn lane would be beneficial at this location; however, there are some formidable constraints to being able to construct one. Foremost among them is that there is only approximately 65' available to install a separate right turn lane into the site. This falls well short of the 235' required for deceleration and storage purposes. Surveyed ROW maps were not available for the corridor; however, from lot and parcel lines pulled from the Volusia County Property Appraisers web page, it does not appear that there is sufficient right of way in this quadrant to widen SR 44 to the outside to accommodate a turn lane. With the lane shifts recommended in Modified Alternative A and Alternative D, it may be possible to widen SR 44 toward the median to accommodate a turn lane and two through lanes; however, there is still only approximately 100' between the southbound through lane and the Circle K driveway, so the construction of a turn lane may not alleviate traffic from backing up through the intersection. There is also concern that, should the current westbound outside through lane be converted to a right turn lane only, that traffic in the right turn lane will continue straight through the intersection. In order to discourage both of these scenarios, the right turn lane into the Circle K could be designed with a bulb-out and taper rather than a standard full width right turn lane into the site. There are also drainage implications to consider. If SR 44 is widened to the north to accommodate a turn lane, it would encroach into the drainage pond for the property, thus

reducing its capacity. The drainage system would need to be analyzed to determine if it could accommodate the loss of capacity.

## BENEFIT-COST ANALYSIS

As mentioned in the previous section, a benefit cost analysis was performed for Alternative A, Modified Alternative A, Alternative C, and Alternative D to estimate the effectiveness of the potential intersection improvements using SimTraffic simulation results for Thursday and Saturday traffic conditions.

### Benefits

The benefits are defined in terms of annualized cost savings associated with reductions in the following 3 MOEs:

- Total Delay (Vehicle-Hours)
- Fuel Consumption (Gallons)

The daily benefits for both Thursday and Saturday, based on the MOE's for the morning and evening peak periods. The annual benefits were calculated for 52 weeks, with each week comprising of 5 weekdays (Monday through Friday) and 2 weekend days (Saturday and Sunday). The value of delay time per hour (\$17.67) and fuel cost (\$3.27) were obtained from "The Mobility Data for Orlando" published by Texas A&M University. **Table 9** summarizes the unit value of each MOE in a tabular format along with its source.

**Table 9: Unit Value of MOEs**

MOE Values	Unit Value	Source
Delay (\$)	17.67	2014 Urban Mobility Report published by Texas A&M Transportation Institute (TTI)
Fuel (\$/gal.)	3.27	2014 Urban Mobility Report published by TTI
Weekdays per Year	52*5	Monday through Friday - Thursday MOEs were considered for the 5 weekdays
Weekend Days per Year	52*2	Saturday and Sunday - Saturday MOEs were considered for the 2 weekend days

### Costs

The estimated cost for the proposed modifications in Alternative A is \$713,522.98 (present day value) and it has a corresponding annualized cost amounting to \$52,502.27. Modified Alternative A has proposed cost estimate of \$741,018.67 (present day value), with a corresponding annualized cost amounting to \$54,525.45. Alternative C has proposed cost estimate of \$1,004,845.70 (present day value), with a corresponding annualized cost amounting to \$73,938.31.

The proposed modifications in Alternative D has an estimated cost of \$1,262,117.06 (present day value), with a corresponding annualized cost amounting to \$92,868.78.

The cost estimates do not include the potential cost of right of way, the relocation of existing utilities or the modification to the underground drainage system for the proposed improvements. The service life for the modifications is assumed at 20 years. The interest rate used in the calculation of annualized costs is assumed at 4%, which is frequently used by the FDOT in their benefit cost computations. The cost estimates for the proposed improvements can be found in **Appendix I**.

### **Benefit-Cost Ratios**

**Table 10** summarizes the benefit cost analysis for the 4 final Alternatives. The calculated BC ratio indicates that the anticipated benefits outweigh the estimated costs for the proposed modifications, with benefits derived through reduced costs associated with lower delay and fuel consumption. As illustrated in **Table 10**, Modified Alternative A yields the highest BC ratio of 11.11, implying that this alternative provides the maximum benefits for the commuters. Detailed BC ratio calculations and their associated cost estimates are provided in **Appendix I**.

**Table 10: Benefit-Cost Analysis Results**

Alternative	BC Ratio	Rank Based on BC Ratio
Alternative A	10.12	2
Modified Alternative A	11.11	1
Alternative C	4.29	4
Alternative D	9.59	3

Notes:

- 1) The service life of the improvements was kept at 20 years
- 2) Interest rate of 4% was used to determine the annual cost of improvements
- 3) Annual user benefit was calculated for 52\*5 weekdays (M-F) plus 52\*2 (Saturday and Sunday) weekend days with 2 hours each of morning and afternoon peak periods

## RECOMMENDATIONS

Based upon the analysis conducted as part of this study and public and stakeholder input, the following modifications as provided in Modified Alternative A are recommended for implementation:

- Install an eastbound right turn lane at SR 44 & Mission Drive/Wallace Road
- Extend an eastbound left turn lane at SR 44 & Mission Drive/Wallace Road
- Extend the inside northbound left turn lane at SR 44 & Mission Drive/Wallace Road
- Install a southbound right turn lane at SR 44 & Canal Street Connector and convert the southbound left-through-right to a southbound left turn lane
- Install a traffic signal at SR 44 & Canal Street Connector
- Extend the eastbound left turn lane at SR 44 & Canal Street Connector
- Install a right turn lane into Circle K along westbound SR 44
- Drop the current merge lane along westbound Canal Street as a right turn only at SR 44 & Mission Drive/Wallace Road
- Provide relevant signs along westbound Canal Street and SR 44 approaching the SR 44 & Mission Drive/Wallace Road intersection to inform commuters of the right path and potentially eliminate merge/weave issues.

The proposed improvements are illustrated in the conceptual diagram provided in **Appendix F** of this report for Modified Alternative A. The improvements listed above are anticipated to mitigate the safety concerns of the current merge segment along the westbound approach of SR 44 & Mission Drive/Wallace Road and help reduce the traffic congestion within the study area by providing additional capacity.

## **APPENDICES**

## **APPENDIX A-1**

### **Responses to Comments**



To: Stephan. C. Harris  
Project Manager  
River to Sea Transportation  
Planning Organization

Date: December 1, 2017

Memorandum

Project #: 62393.03

From: Kathy Lee PE  
Raj Pemmanaboina PE

Re: Alternative Intersection Design Report – SR 44 &  
Mission Drive/Wallace Road/Canal Street - Response  
to Comments

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Below are VHB's responses to comments received for the Draft Alternative Intersection Design Report that was submitted in October 2017.

#### **Section A – Comments from FDOT**

1. Concur with installing an EB right turn lane, however if widening to the inside, would need to consider how EB to WB U-turns would be handled. Widening to the inside would also preclude extending the EB left turn lane.

**Response:** *We agree with this comment for the reasons noted. It would not be feasible to widen towards the median to install an eastbound right turn lane. Reference to this suggestion will be removed from the report.*

2. Dropping the current merge lane along WB Canal Street as a right turn only would be expected to have low compliance without a separator. Many motorists would continue to utilize as a weaving segment due to historically permissible, inattentiveness, and/or quicker than utilizing the proposed signal at Canal Street.

**Response:** *It is anticipated that the motorists would follow the relevant traffic signs that are recommended along WB Canal Street and WB SR 44 approaching the SR 44 & Wallace Road/Mission Drive intersection and pavement markings at Canal Street/Canal Street Connector intersection (and potentially eliminate merge/weave issues). The other reasons for not proposing a separator are: 1) heavy trucks (accessing the local businesses and that would park along WB Canal Street merge lane according to the local business owners) that currently use the merge lane will not be able to go straight (WB onto SR 44) with a separator; 2) a separator would conflict with the WB right turn along SR 44 (if allowed from SR 44); and 3) signing motorists to turn right at the Canal Street connector, then left onto the Canal*

December 1, 2017

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*Street merge in order to make a right turn at the intersection would be an indirect route for motorists to follow.*

3. To discourage WB through movements across Wallace Road from Canal Street, consideration should be given to a taper design in lieu of a right turn lane with no bulb out. If the Circle K is relocating soon would reconsider need for this lane at all. Could be addressed at the time the site is permitted for consideration of joint use driveway with TD bank.

**Response:** *The design shown is conceptual in nature; however, we will add text to the report body to the effect that an alternate design with a bulb-out and tapered right turn lane into the Circle K is also an option to discourage the through movement. At this point, we did not receive any conformation whether the Circle K would be relocated soon.*

4. The throat depth at the canal street connector is approximately 150 ft. Vehicles who need to turn left onto Canal Street WB may block vehicles who want to travel EB on Canal Street. This could disrupt operations at the Canal Street connector signal and produce longer EB left turn queues. Any issue with moving turning movements to Old Mission Rd where better separation can be provided?

**Response:** *Based on the existing turning movement volumes, the maximum total volume for the NB left turn movement (to WB Canal Street merge lane) observed was 15 vehicles in one hour. And out of these 15 vehicles in one hour, we do not anticipate more than 7 vehicles (50%) to do the EB left (at SR 44 & Canal Street Connector) and then NB left turn movement to access the local businesses. This very low volume combined the proposed improvements in Alternative A (extension of EB left turn lane), traffic issues especially for the EB left turn movement were not observed in the SimTraffic simulation. In any case, vehicles were observed in the field to use alternative routes (ex: Old Mission Road, Ingham Road, Myrtle Avenue) to access Canal Street when the EB left turn lane storage was fully used.*

5. Page 21 - Bullet 12 – The overhead cantilevered sign for Canal Street is on EB SR 44, not WB.

**Response:** *This Comment is acknowledged. The report will be updated accordingly.*

6. Improvement 6: Removing the Canal Street merge. Do businesses have access to Ross Lane?

**Response:** *Yes, the businesses have access to Ross Lane.*

7. Southbound left turn from Canal Street to EB SR 44 is low. Can this movement be removed and redirected to a U-turn? Could consider half signal with protected EB left / SB right.

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**Response:** *We also concur with the suggestion of a half signal at SR 44/Business 44/Canal/Fire Station intersection because of the very low SB left turn volume. And because of this very low SB left turn movement, this phase would almost always gap out and a full signal would indirectly work as a half signal even with a SB left/through lane. Please note that a SB left/through lane was suggested to allow for all the movements at this intersection and for the convenience of the fire station.*

8. Why was a roundabout alternative removed as a consideration at SR 44 and Canal Street Connector? Roundabout screening form required where signalization is proposed.

**Response:** *A Roundabout alternative (see Alternatives E and F in Table 4 of the Draft Report) was considered at SR 44 and Canal Street Connector as part of the Alternative Screening Process, but was not chosen as part of the Final 3 alternatives because of the following reasons:*

- 1) Based on Step 1 of FDOT's Roundabout Screening (see Appendix D of the Draft Report), 3 out of the 6 steps did not meet the criteria.*
- 2) The existing WB queues generally backup till SR 44/Canal Street Connector and a Roundabout at SR 44/Canal Street Connector would have safety and operational issues.*
- 3) SimTraffic analysis with a Roundabout option at SR 44/Canal Street Connector showed worse operational results compared to the No Build. In addition, traffic simulation showed WB queues at SR 44/Wallace Road backing up till Canal Street and causing operational issues.*

9. Would consider ranking alternatives without noting "preferred" if a hybrid of evaluated alternatives is programmed, particularly regarding the need to remove the short merge that exists today.

**Response:** *This Comment is acknowledged. The Preferred Alternative A will be renamed to Modified Alternative A.*

## **Section B – Comments from Volusia County**

10. The County staff had no additional comments on the report; except those expressed previously by the Traffic Engineering Director at the business owners public meeting.

**Response:** *This Comment is acknowledged.*

11. We do concur with the FDOT recommendation that the proposed signal at SR 44/Business 44/Canal/Fire Station be a half signal and to design the signal for southbound right turns only since

the left-turns ranged from 0 to 2 vehicles in the peak hour. This would alleviate the public concern about excessive delay.

**Response:** *This Comment is acknowledged. Please see response to Comment #7.*

### **Section C – Comments from City of New Smyrna Beach**

12. Kyle Fegley and I reviewed the alternatives and agree with the FDOT's responses, including the including the questioning of not including the roundabout alternative.

**Response:** *This Comment is acknowledged. Please see response to Comment #8.*

### **Section D – Comments from River To Sea TPO**

13. List and provide page numbers for each appendix in the Contents.

**Response:** *This Comment is noted and will update the appendix accordingly.*

14. Include page numbers on figures.

**Response:** *This Comment is noted and will include page numbers on Figures.*

15. Appendix E: include a legend, north arrow and scale on all of the conceptual diagrams; label alternatives on title page.

16. Appendix F is missing. Is this intentional?

**Response to 15 and 16:** *These Comments are noted. SimTraffic Results were provided in Appendix E and Conceptual diagrams were provided in Appendix F. We will include the north arrow and scale for all the conceptual diagrams accordingly in Appendix F (Draft Report PDF Pages 354 – 358).*

17. Group appendices containing Sim Traffic Results together.

**Response:** *This Comment is noted. The SimTraffic Results for existing conditions were provided in Appendix C and SimTraffic results for alternatives are provided in Appendix E.*

18. Provide annual inflationary factors for Engineer's Estimates (Appendix I) in 2018, 2019 and 2020.

**Response:** *A table will be added to Appendix I that summarizes each alternative and current year engineers cost estimate total along with the corresponding totals with inflationary factors added for 2018, 2019 and 2020.*

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19. Remove contingency amounts from all Engineer's Estimates.

**Response:** *The contingency factor will be removed from all the engineering cost estimates. The MOT and design factors will remain.*

20. On Page 6, Mission Drive also provides access to NSB High School, NSB Middle School and the NSB Campus of Daytona State College, please include in the narrative.

**Response:** *This Comment is noted and will update the report accordingly.*

21. On Figure 4, the lane geometry at the intersection of Wallace Dr/Ross Rd for the EB and SB approaches is oriented in the wrong direction.

**Response:** *This Comment is noted and will update the figure accordingly.*

22. On Page 15, last paragraph, 1<sup>st</sup> sentence, remove the word "and" between intersection and resulted.

**Response:** *This Comment is noted and will update the report accordingly.*

23. On Page 16, the crash diagrams show 6 motorcycle collisions, but no discussion of such in the narrative.

**Response:** *This Comment is noted and will include the motorcycle collisions in the discussion.*

24. On Page 29, Improvement 1, widening to the outside would require the relocation of the sidewalk along the south side of SR 44, please include.

**Response:** *We will include verbiage in the report that the sidewalk will need to be relocated if there is widening to the outside. This has already been accounted for in the engineering cost estimates.*

25. Agree with FDOT comment to remove the word "preferred" from the recommended improvements

**Response:** *This Comment is noted.*

## **APPENDIX A-2**

### **Traffic Data - 7 Day Tube Counts**

#### **Traffic Data - (Saturday & Thursday) Turning Movement Counts**

### SEVEN DAY TRAFFIC VOLUME COUNTS

**PROJECT ID:** 62393.03  
**SECTION:**  
**LOCATION:** 1 - SR 44 West of Mission Dr/Wallace Rd  
**FINANCIAL PROJECT #:**

**MILEPOST**  
**MAJOR RD.** SR 44  
**DIRECTION** EASTBOUND

END TIME	Thursday 6/1/2017	Friday 6/2/2017	Saturday 6/3/2017	Sunday 6/4/2017	Monday 6/12/2017	Tuesday 6/13/2017	Wednesday 6/14/2017	WEEKDAY AVERAGE
1:00	94	119	128	158	81	92	96	96
2:00	62	72	98	89	52	56	71	63
3:00	44	45	67	63	37	48	42	43
4:00	42	40	46	41	41	26	34	37
5:00	69	66	65	39	62	54	60	62
6:00	173	170	145	103	147	145	147	156
7:00	442	454	304	219	429	400	422	429
8:00	872	812	543	322	782	774	770	802
9:00	1,017	1,025	742	649	934	991	967	987
10:00	1,170	1,063	1,010	865	1,008	963	957	1,032
11:00	1,332	1,196	1,333	1,145	1,086	1,039	1,032	1,137
12:00	1,354	1,365	1,515	1,323	1,237	1,090	1,207	1,251
13:00	1,344	1,428	1,480	1,307	1,237	1,171	1,130	1,262
14:00	1,289	1,378	1,383	1,162	1,143	1,193	977	1,196
15:00	1,289	1,399	1,416	1,073	1,152	1,113	960	1,183
16:00	1,233	1,348	1,289	936	1,138	979	1,017	1,143
17:00	1,146	1,412	1,203	890	1,117	1,038	1,141	1,171
18:00	1,131	1,362	1,119	821	1,161	1,030	1,179	1,173
19:00	959	1,085	998	698	940	866	962	962
20:00	709	821	770	567	702	623	660	703
21:00	557	607	660	455	448	489	501	520
22:00	405	457	467	284	349	394	404	402
23:00	271	350	350	225	212	245	256	267
24:00	160	216	259	142	158	143	157	167
<b>TOTAL</b>	<b>17,164</b>	<b>18,290</b>	<b>17,390</b>	<b>13,576</b>	<b>15,653</b>	<b>14,962</b>	<b>15,149</b>	<b>16,244</b>

### SEVEN DAY TRAFFIC VOLUME COUNTS

**PROJECT ID:** 62393.03  
**SECTION:** 0  
**LOCATION:** 1 - SR 44 West of Mission Dr/Wallace Rd  
**FINANCIAL PROJECT #:**

**MILEPOST** 0  
**MAJOR RD.** SR 44  
**DIRECTION** WESTBOUND

END TIME	Thursday 6/1/2017	Friday 6/2/2017	Saturday 6/3/2017	Sunday 6/4/2017	Monday 6/12/2017	Tuesday 6/13/2017	Wednesday 6/14/2017	WEEKDAY AVERAGE
1:00	109	101	129	219	86	128	72	99
2:00	61	70	120	161	76	80	51	68
3:00	58	58	100	127	58	46	44	53
4:00	75	56	77	54	58	52	65	61
5:00	109	112	99	84	120	104	106	110
6:00	270	272	144	113	277	238	256	263
7:00	541	506	318	178	542	478	521	518
8:00	901	877	506	371	898	945	932	911
9:00	975	1,031	812	603	1,000	947	1,033	997
10:00	1,195	1,194	1,036	851	1,077	1,017	1,085	1,114
11:00	1,239	1,329	1,244	1,128	1,170	1,035	1,055	1,166
12:00	1,354	1,380	1,246	1,188	1,205	1,215	1,196	1,270
13:00	1,381	1,403	1,262	1,405	1,327	1,247	1,232	1,318
14:00	1,504	1,392	1,380	1,292	1,225	1,277	1,286	1,337
15:00	1,462	1,449	1,295	1,398	1,270	1,288	1,244	1,343
16:00	1,530	1,482	1,333	1,442	1,297	1,214	1,474	1,399
17:00	1,430	1,450	1,177	1,367	1,247	1,190	1,179	1,299
18:00	1,174	1,329	1,211	1,185	1,069	1,093	1,155	1,164
19:00	842	838	1,135	917	760	792	810	808
20:00	631	670	1,012	756	565	590	582	608
21:00	517	587	871	555	515	459	578	531
22:00	370	446	641	412	414	353	410	399
23:00	239	309	457	253	306	223	234	262
24:00	177	250	304	145	205	151	154	187
<b>TOTAL</b>	<b>18,144</b>	<b>18,591</b>	<b>17,909</b>	<b>16,204</b>	<b>16,767</b>	<b>16,162</b>	<b>16,754</b>	<b>17,284</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : June 1, 2017  
 Stop Date : June 1, 2017  
 Major Road : SR 44  
 Location : 1 - SR 44 West of Mission Dr/Wallace Rd

Start Time : 00:00  
 Stop Time : 24:00

## 1-Jun-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	25	16	10	9	22	59	177	225	263	327	306
30	24	15	11	11	18	36	96	180	268	297	313	334
45	17	11	7	6	20	52	128	229	240	302	354	346
00	14	11	10	15	22	63	159	286	284	308	338	368
Hr Total	94	62	44	42	69	173	442	872	1017	1170	1332	1354

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	358	318	329	284	309	293	263	184	160	119	78	49
30	320	298	314	310	261	285	249	192	153	122	78	44
45	383	358	351	327	266	292	219	158	134	84	62	42
00	283	315	295	312	310	261	228	175	110	80	53	25
Hr Total	1344	1289	1289	1233	1146	1131	959	709	557	405	271	160

24 Hour Total : 17,164  
 AM Peak Hour begins : 11:45  
 PM Peak Hour begins : 12:00

AM Peak Volume : 1,429  
 PM Peak Volume : 1,344  
 AM Peak Hour Factor : 0.93  
 PM Peak Hour Factor : 0.88

## 1-Jun-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	18	15	16	18	64	120	192	257	285	296	311
30	24	16	12	23	17	44	118	237	226	335	329	340
45	38	10	20	16	28	71	144	243	235	296	337	355
00	20	17	11	20	46	91	159	229	257	279	277	348
Hr Total	109	61	58	75	109	270	541	901	975	1195	1239	1354

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	356	375	367	362	385	327	214	168	150	122	70	62
30	346	360	381	356	386	306	217	187	130	89	61	47
45	364	383	351	385	353	284	230	154	139	83	57	37
00	315	386	363	427	306	257	181	122	98	76	51	31
Hr Total	1381	1504	1462	1530	1430	1174	842	631	517	370	239	177

24 Hour Total : 18,144  
 AM Peak Hour begins : 11:45  
 PM Peak Hour begins : 15:30

AM Peak Volume : 1,414  
 PM Peak Volume : 1,583  
 AM Peak Hour Factor : 0.97  
 PM Peak Hour Factor : 0.93

## 1-Jun-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	66	43	31	26	27	86	179	369	482	548	623	617
30	48	31	23	34	35	80	214	417	494	632	642	674
45	55	21	27	22	48	123	272	472	475	598	691	701
00	34	28	21	35	68	154	318	515	541	587	615	716
Hr Total	203	123	102	117	178	443	983	1773	1992	2365	2571	2708

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	714	693	696	646	694	620	477	352	310	241	148	111
30	666	658	695	666	647	591	466	379	283	211	139	91
45	747	741	702	712	619	576	449	312	273	167	119	79
00	598	701	658	739	616	518	409	297	208	156	104	56
Hr Total	2725	2793	2751	2763	2576	2305	1801	1340	1074	775	510	337

24 Hour Total : 35,308  
 AM Peak Hour begins : 11:45  
 PM Peak Hour begins : 13:30

AM Peak Volume : 2,843  
 PM Peak Volume : 2,833  
 AM Peak Hour Factor : 0.95  
 PM Peak Hour Factor : 0.96

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : June 2, 2017  
 Stop Date : June 2, 2017  
 Major Road : SR 44  
 Location : 1 - SR 44 West of Mission Dr/Wallace Rd

Start Time : 00:00  
 Stop Time : 24:00

## 2-Jun-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	13	12	15	15	18	73	147	257	253	265	345
30	27	28	10	7	12	33	92	186	247	244	293	326
45	27	20	13	7	17	46	125	219	242	294	327	326
00	21	11	10	11	22	73	164	260	279	272	311	368
Hr Total	119	72	45	40	66	170	454	812	1025	1063	1196	1365

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	344	343	330	325	340	344	311	202	183	137	96	66
30	390	320	352	339	342	343	268	240	171	113	100	56
45	376	368	347	351	391	358	246	184	131	112	74	44
00	318	347	370	333	339	317	260	195	122	95	80	50
Hr Total	1428	1378	1399	1348	1412	1362	1085	821	607	457	350	216

24 Hour Total : 18,290

AM Peak Hour begins : 11:45

PM Peak Hour begins : 12:00

AM Peak Volume : 1,478

PM Peak Volume : 1,428

AM Peak Hour Factor : 0.95

PM Peak Hour Factor : 0.92

## 2-Jun-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	18	21	14	20	46	97	195	240	294	333	363
30	25	14	12	10	20	64	124	224	243	270	352	363
45	13	19	13	13	36	67	142	245	270	311	314	333
00	29	19	12	19	36	95	143	213	278	319	330	321
Hr Total	101	70	58	56	112	272	506	877	1031	1194	1329	1380

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	381	339	357	334	365	377	221	203	174	132	80	80
30	352	351	348	362	324	362	215	185	141	120	80	77
45	333	340	367	396	379	334	204	145	149	105	91	57
00	337	362	377	390	382	256	198	137	123	89	58	36
Hr Total	1403	1392	1449	1482	1450	1329	838	670	587	446	309	250

24 Hour Total : 18,591

AM Peak Hour begins : 11:15

PM Peak Hour begins : 15:15

AM Peak Volume : 1,398

PM Peak Volume : 1,513

AM Peak Hour Factor : 0.92

PM Peak Hour Factor : 0.96

## 2-Jun-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	78	31	33	29	35	64	170	342	497	547	598	708
30	52	42	22	17	32	97	216	410	490	514	645	689
45	40	39	26	20	53	113	267	464	512	605	641	659
00	50	30	22	30	58	168	307	473	557	591	641	689
Hr Total	220	142	103	96	178	442	960	1689	2056	2257	2525	2745

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	725	682	687	659	705	721	532	405	357	269	176	146
30	742	671	700	701	666	705	483	425	312	233	180	133
45	709	708	714	747	770	692	450	329	280	217	165	101
00	655	709	747	723	721	573	458	332	245	184	138	86
Hr Total	2831	2770	2848	2830	2862	2691	1923	1491	1194	903	659	466

24 Hour Total : 36,881

AM Peak Hour begins : 11:45

PM Peak Hour begins : 16:30

AM Peak Volume : 2,865

PM Peak Volume : 2,917

AM Peak Hour Factor : 0.97

PM Peak Hour Factor : 0.95

# Roadway Count Summary

## *Vanasse Hangen Brustlin, Inc.*

Start Date : June 3, 2017  
 Stop Date : June 3, 2017  
 Major Road : SR 44  
 Location : 1 - SR 44 West of Mission Dr/Wallace Rd

Start Time : 00:00  
 Stop Time : 24:00

### 3-Jun-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	21	26	16	8	23	72	94	156	218	307	393
30	31	27	19	9	14	27	70	117	161	247	316	355
45	22	17	13	14	24	53	84	151	207	264	364	395
00	27	33	9	7	19	42	78	181	218	281	346	372
Hr Total	128	98	67	46	65	145	304	543	742	1010	1333	1515

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	381	362	363	302	286	287	238	212	189	132	99	81
30	351	325	333	338	279	296	287	187	162	130	106	61
45	383	369	366	338	310	254	245	191	149	96	76	51
00	365	327	354	311	328	282	228	180	160	109	69	66
Hr Total	1480	1383	1416	1289	1203	1119	998	770	660	467	350	259

24 Hour Total : 17,390  
 AM Peak Hour begins : 11:00 AM Peak Volume : 1,515 AM Peak Hour Factor : 0.96  
 PM Peak Hour begins : 12:00 PM Peak Volume : 1,480 PM Peak Hour Factor : 0.97

### 3-Jun-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	37	24	24	18	28	67	104	178	217	310	316
30	39	30	26	15	25	40	73	118	170	242	300	313
45	32	22	24	18	26	33	87	141	208	294	316	349
00	24	31	26	20	30	43	91	143	256	283	318	268
Hr Total	129	120	100	77	99	144	318	506	812	1036	1244	1246

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	309	345	354	340	262	317	290	269	219	177	120	93
30	315	348	319	322	328	270	301	273	205	154	142	86
45	309	334	286	317	267	320	271	251	224	165	100	80
00	329	353	336	354	320	304	273	219	223	145	95	45
Hr Total	1262	1380	1295	1333	1177	1211	1135	1012	871	641	457	304

24 Hour Total : 17,909  
 AM Peak Hour begins : 10:45 AM Peak Volume : 1,296 AM Peak Hour Factor : 0.93  
 PM Peak Hour begins : 13:15 PM Peak Volume : 1,389 PM Peak Hour Factor : 0.98

### 3-Jun-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	82	58	50	40	26	51	139	198	334	435	617	709
30	70	57	45	24	39	67	143	235	331	489	616	668
45	54	39	37	32	50	86	171	292	415	558	680	744
00	51	64	35	27	49	85	169	324	474	564	664	640
Hr Total	257	218	167	123	164	289	622	1049	1554	2046	2577	2761

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	690	707	717	642	548	604	528	481	408	309	219	174
30	666	673	652	660	607	566	588	460	367	284	248	147
45	692	703	652	655	577	574	516	442	373	261	176	131
00	694	680	690	665	648	586	501	399	383	254	164	111
Hr Total	2742	2763	2711	2622	2380	2330	2133	1782	1531	1108	807	563

24 Hour Total : 35,299  
 AM Peak Hour begins : 10:45 AM Peak Volume : 2,785 AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 12:45 PM Peak Volume : 2,777 PM Peak Hour Factor : 0.98

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : June 4, 2017

Stop Date : June 4, 2017

Major Road : SR 44

Location : 1 - SR 44 West of Mission Dr/Wallace Rd

Start Time 00:00

Stop Time 24:00

4-Jun-17

Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	20	13	16	8	13	44	55	114	186	251	308
30	29	23	17	8	12	18	54	72	154	196	287	304
45	47	23	19	8	6	26	60	76	170	220	290	347
00	36	23	14	9	13	46	61	119	211	263	317	364
Hr Total	158	89	63	41	39	103	219	322	649	865	1145	1323

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	329	307	290	249	211	211	188	149	122	86	66	36
30	296	280	288	218	218	205	171	140	128	75	55	34
45	376	313	273	249	229	199	175	153	115	68	59	33
00	306	262	222	220	232	206	164	125	90	55	45	39
Hr Total	1307	1162	1073	936	890	821	698	567	455	284	225	142

24 Hour Total : 13,576

AM Peak Hour begins : 11:45

PM Peak Hour begins : 12:00

AM Peak Volume : 1,365

PM Peak Volume : 1,307

AM Peak Hour Factor : 0.91

PM Peak Hour Factor : 0.87

4-Jun-17

Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	68	40	45	12	14	24	43	74	141	205	291	285
30	47	36	31	11	22	27	42	76	131	186	262	288
45	67	35	29	12	21	25	40	104	152	231	283	317
00	37	50	22	19	27	37	53	117	179	229	292	298
Hr Total	219	161	127	54	84	113	178	371	603	851	1128	1188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	351	326	364	361	323	324	262	188	147	127	69	47
30	360	322	340	376	311	293	236	221	158	108	64	40
45	351	309	315	336	384	291	220	183	131	94	66	29
00	343	335	379	369	349	277	199	164	119	83	54	29
Hr Total	1405	1292	1398	1442	1367	1185	917	756	555	412	253	145

24 Hour Total : 16,204

AM Peak Hour begins : 11:45

PM Peak Hour begins : 14:45

AM Peak Volume : 1,360

PM Peak Volume : 1,452

AM Peak Hour Factor : 0.94

PM Peak Hour Factor : 0.96

4-Jun-17

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	114	60	58	28	22	37	87	129	255	391	542	593
30	76	59	48	19	34	45	96	148	285	382	549	592
45	114	58	48	20	27	51	100	180	322	451	573	664
00	73	73	36	28	40	83	114	236	390	492	609	662
Hr Total	377	250	190	95	123	216	397	693	1252	1716	2273	2511

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	680	633	654	610	534	535	450	337	269	213	135	83
30	656	602	628	594	529	498	407	361	286	183	119	74
45	727	622	588	585	613	490	395	336	246	162	125	62
00	649	597	601	589	581	483	363	289	209	138	99	68
Hr Total	2712	2454	2471	2378	2257	2006	1615	1323	1010	696	478	287

24 Hour Total : 29,780

AM Peak Hour begins : 11:45

PM Peak Hour begins : 12:00

AM Peak Volume : 2,725

PM Peak Volume : 2,712

AM Peak Hour Factor : 0.94

PM Peak Hour Factor : 0.93

# Roadway Count Summary

## Vanasse Hangen Brustlin, Inc.

Start Date : June 12, 2017  
 Stop Date : June 12, 2017  
 Major Road : SR 44  
 Location : 1 - SR 44 West of Mission Dr/Wallace Rd

Start Time : 00:00  
 Stop Time : 24:00

### 12-Jun-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	17	10	13	16	16	69	134	260	237	262	298
30	27	8	9	7	13	36	73	203	205	259	246	298
45	12	16	12	13	16	38	131	204	257	251	298	323
00	12	11	6	8	17	57	156	241	212	261	280	318
Hr Total	81	52	37	41	62	147	429	782	934	1008	1086	1237

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	297	314	280	293	263	308	271	179	125	93	65	51
30	277	260	295	266	278	287	263	194	116	87	62	42
45	345	248	269	268	275	282	202	175	100	85	45	31
00	318	321	308	311	301	284	204	154	107	84	40	34
Hr Total	1237	1143	1152	1138	1117	1161	940	702	448	349	212	158

24 Hour Total : 15,653  
 AM Peak Hour begins : 11:00  
 PM Peak Hour begins : 12:15

AM Peak Volume : 1,237  
 PM Peak Volume : 1,254  
 AM Peak Hour Factor : 0.96  
 PM Peak Hour Factor : 0.91

### 12-Jun-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	14	14	14	20	51	103	193	234	261	286	313
30	21	25	13	15	19	67	122	225	239	278	295	309
45	17	18	18	11	28	77	135	240	260	295	282	310
00	19	19	13	18	53	82	182	240	267	243	307	273
Hr Total	86	76	58	58	120	277	542	898	1000	1077	1170	1205

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	312	305	337	322	307	305	196	129	172	113	88	74
30	335	300	295	329	323	289	224	168	128	119	84	50
45	353	303	292	316	351	249	178	141	104	99	68	42
00	327	317	346	330	266	226	162	127	111	83	66	39
Hr Total	1327	1225	1270	1297	1247	1069	760	565	515	414	306	205

24 Hour Total : 16,767  
 AM Peak Hour begins : 11:45  
 PM Peak Hour begins : 12:00

AM Peak Volume : 1,273  
 PM Peak Volume : 1,327  
 AM Peak Hour Factor : 0.90  
 PM Peak Hour Factor : 0.94

### 12-Jun-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	31	24	27	36	67	172	327	494	498	548	611
30	48	33	22	22	32	103	195	428	444	537	541	607
45	29	34	30	24	44	115	266	444	517	546	580	633
00	31	30	19	26	70	139	338	481	479	504	587	591
Hr Total	167	128	95	99	182	424	971	1680	1934	2085	2256	2442

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	609	619	617	615	570	613	467	308	297	206	153	125
30	612	560	590	595	601	576	487	362	244	206	146	92
45	698	551	561	584	626	531	380	316	204	184	113	73
00	645	638	654	641	567	510	366	281	218	167	106	73
Hr Total	2564	2368	2422	2435	2364	2230	1700	1267	963	763	518	363

24 Hour Total : 32,420  
 AM Peak Hour begins : 11:45  
 PM Peak Hour begins : 12:15

AM Peak Volume : 2,510  
 PM Peak Volume : 2,574  
 AM Peak Hour Factor : 0.90  
 PM Peak Hour Factor : 0.92

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : June 13, 2017  
 Stop Date : June 13, 2017  
 Major Road : SR 44  
 Location : 1 - SR 44 West of Mission Dr/Wallace Rd

Start Time : 00:00  
 Stop Time : 24:00

## 13-Jun-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	17	14	7	9	22	62	135	212	223	260	251
30	25	10	10	4	8	36	68	182	247	234	245	255
45	22	11	14	5	14	29	131	203	267	257	265	303
00	19	18	10	10	23	58	139	254	265	249	269	281
Hr Total	92	56	48	26	54	145	400	774	991	963	1039	1090

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	302	303	266	245	258	282	233	187	122	117	65	50
30	277	273	297	212	259	262	223	164	132	95	68	39
45	298	288	267	276	242	234	206	165	120	90	69	31
00	294	329	283	246	279	252	204	107	115	92	43	23
Hr Total	1171	1193	1113	979	1038	1030	866	623	489	394	245	143

24 Hour Total : 14,962  
 AM Peak Hour begins : 11:30  
 PM Peak Hour begins : 13:00

AM Peak Volume : 1,163  
 PM Peak Volume : 1,193  
 AM Peak Hour Factor : 0.96  
 PM Peak Hour Factor : 0.91

## 13-Jun-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	21	14	8	9	39	94	204	247	251	262	322
30	37	24	12	7	19	50	108	240	224	263	274	289
45	27	18	9	17	26	57	125	265	215	235	249	305
00	26	17	11	20	50	92	151	236	261	268	250	299
Hr Total	128	80	46	52	104	238	478	945	947	1017	1035	1215

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	317	352	340	303	305	343	226	183	145	104	56	49
30	304	302	326	292	290	267	199	156	106	87	61	56
45	306	281	305	302	303	257	195	137	109	83	62	23
00	320	342	317	317	292	226	172	114	99	79	44	23
Hr Total	1247	1277	1288	1214	1190	1093	792	590	459	353	223	151

24 Hour Total : 16,162  
 AM Peak Hour begins : 11:45  
 PM Peak Hour begins : 13:45

AM Peak Volume : 1,226  
 PM Peak Volume : 1,313  
 AM Peak Hour Factor : 0.97  
 PM Peak Hour Factor : 0.96

## 13-Jun-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	38	28	15	18	61	156	339	459	474	522	573
30	62	34	22	11	27	86	176	422	471	497	519	544
45	49	29	23	22	40	86	256	468	482	492	514	608
00	45	35	21	30	73	150	290	490	526	517	519	580
Hr Total	220	136	94	78	158	383	878	1719	1938	1980	2074	2305

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	619	655	606	548	563	625	459	370	267	221	121	99
30	581	575	623	504	549	529	422	320	238	182	129	95
45	604	569	572	578	545	491	401	302	229	173	131	54
00	614	671	600	563	571	478	376	221	214	171	87	46
Hr Total	2418	2470	2401	2193	2228	2123	1658	1213	948	747	468	294

24 Hour Total : 31,124  
 AM Peak Hour begins : 11:30  
 PM Peak Hour begins : 13:45

AM Peak Volume : 2,388  
 PM Peak Volume : 2,472  
 AM Peak Hour Factor : 0.96  
 PM Peak Hour Factor : 0.92

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : June 14, 2017  
 Stop Date : June 14, 2017  
 Major Road : SR 44  
 Location : 1 - SR 44 West of Mission Dr/Wallace Rd

Start Time : 00:00  
 Stop Time : 24:00

## 14-Jun-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	22	8	9	13	20	63	135	223	204	245	282
30	30	19	15	7	11	28	70	151	232	240	237	298
45	13	14	12	10	19	47	131	233	252	242	280	326
00	20	16	7	8	17	52	158	251	260	271	270	301
Hr Total	96	71	42	34	60	147	422	770	967	957	1032	1207

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	312	257	249	255	306	262	268	170	137	112	75	54
30	306	241	230	265	258	295	236	167	121	110	70	28
45	268	245	229	241	286	310	230	152	116	99	63	50
00	244	234	252	256	291	312	228	171	127	83	48	25
Hr Total	1130	977	960	1017	1141	1179	962	660	501	404	256	157

24 Hour Total : 15,149  
 AM Peak Hour begins : 11:30  
 PM Peak Hour begins : 17:15

AM Peak Volume : 1,245  
 PM Peak Volume : 1,185  
 AM Peak Hour Factor : 0.95  
 PM Peak Hour Factor : 0.95

## 14-Jun-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	9	9	15	18	45	105	203	242	253	263	302
30	25	19	13	15	21	52	123	255	246	264	242	306
45	16	11	7	15	24	75	145	248	273	294	276	287
00	10	12	15	20	43	84	148	226	272	274	274	301
Hr Total	72	51	44	65	106	256	521	932	1033	1085	1055	1196

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	310	335	308	308	258	343	211	169	168	100	67	53
30	317	314	315	352	305	279	219	153	144	115	50	44
45	281	310	294	412	316	281	192	120	151	114	66	33
00	324	327	327	402	300	252	188	140	115	81	51	24
Hr Total	1232	1286	1244	1474	1179	1155	810	582	578	410	234	154

24 Hour Total : 16,754  
 AM Peak Hour begins : 11:30  
 PM Peak Hour begins : 15:00

AM Peak Volume : 1,215  
 PM Peak Volume : 1,474  
 AM Peak Hour Factor : 0.96  
 PM Peak Hour Factor : 0.89

## 14-Jun-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	31	17	24	31	65	168	338	465	457	508	584
30	55	38	28	22	32	80	193	406	478	504	479	604
45	29	25	19	25	43	122	276	481	525	536	556	613
00	30	28	22	28	60	136	306	477	532	545	544	602
Hr Total	168	122	86	99	166	403	943	1702	2000	2042	2087	2403

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	622	592	557	563	564	605	479	339	305	212	142	107
30	623	555	545	617	563	574	455	320	265	225	120	72
45	549	555	523	653	602	591	422	272	267	213	129	83
00	568	561	579	658	591	564	416	311	242	164	99	49
Hr Total	2362	2263	2204	2491	2320	2334	1772	1242	1079	814	490	311

24 Hour Total : 31,903  
 AM Peak Hour begins : 11:30  
 PM Peak Hour begins : 15:15

AM Peak Volume : 2,460  
 PM Peak Volume : 2,492  
 AM Peak Hour Factor : 0.99  
 PM Peak Hour Factor : 0.95

## SEVEN DAY TRAFFIC VOLUME COUNTS

**PROJECT ID:** 62393.03  
**SECTION:**  
**LOCATION:** 2 - SR 44 East of Canal Street Connector  
**FINANCIAL PROJECT #:**

**MILEPOST**  
**MAJOR RD.** SR 44  
**DIRECTION** EASTBOUND

END TIME	Thursday 6/1/2017	Friday 6/2/2017	Saturday 6/3/2017	Sunday 6/4/2017	Monday 6/12/2017	Tuesday 6/13/2017	Wednesday 6/14/2017	WEEKDAY AVERAGE
1:00	66	76	77	83	64	61	54	64
2:00	37	48	62	61	26	33	33	35
3:00	33	28	42	40	26	23	18	26
4:00	21	22	30	33	25	17	25	22
5:00	29	29	25	26	32	31	31	30
6:00	84	98	93	52	91	52	62	77
7:00	291	292	193	150	299	268	301	290
8:00	597	534	332	215	521	539	514	541
9:00	716	720	521	455	652	680	657	685
10:00	823	719	728	606	693	632	669	707
11:00	961	833	944	829	737	699	665	779
12:00	932	912	1,043	918	854	731	760	838
13:00	922	978	1,051	908	868	783	755	861
14:00	886	880	1,021	813	773	761	596	779
15:00	863	942	1,015	698	762	741	633	788
16:00	811	892	940	605	740	626	688	751
17:00	719	949	866	582	707	615	740	746
18:00	713	886	787	561	742	696	746	757
19:00	624	725	669	435	549	567	634	620
20:00	475	542	499	347	443	410	417	457
21:00	339	398	406	291	302	324	323	337
22:00	259	281	300	195	215	248	249	250
23:00	168	242	244	136	141	165	182	180
24:00	101	159	167	96	103	90	102	111
<b>TOTAL</b>	<b>11,470</b>	<b>12,185</b>	<b>12,055</b>	<b>9,135</b>	<b>10,365</b>	<b>9,792</b>	<b>9,854</b>	<b>10,733</b>

## SEVEN DAY APPROACH COUNTS

**PROJECT ID:** 62393.03  
**SECTION:** 0  
**LOCATION:** 2 - SR 44 East of Canal Street Connector  
**FINANCIAL PROJECT #:**

**MILEPOST** 0  
**MAJOR RD.** SR 44  
**DIRECTION** WESTBOUND

END TIME	Thursday 6/1/2017	Friday 6/2/2017	Saturday 6/3/2017	Sunday 6/4/2017	Monday 6/12/2017	Tuesday 6/13/2017	Wednesday 6/14/2017	WEEKDAY AVERAGE
1:00	49	58	72	101	56	70	52	57
2:00	34	44	68	90	42	23	46	38
3:00	35	23	58	51	24	21	16	24
4:00	26	27	32	32	21	15	15	21
5:00	67	58	55	45	34	24	35	44
6:00	135	140	88	58	85	94	79	107
7:00	289	260	167	106	288	276	293	281
8:00	526	483	271	214	583	588	562	548
9:00	539	593	431	319	658	641	664	619
10:00	682	692	579	481	671	670	694	682
11:00	682	754	692	652	766	731	780	743
12:00	769	779	671	677	804	776	799	785
13:00	827	858	689	803	920	813	818	847
14:00	863	749	762	751	796	751	761	784
15:00	885	811	760	810	781	757	780	803
16:00	927	911	804	918	724	653	774	798
17:00	848	842	752	934	649	647	678	733
18:00	633	743	757	757	627	737	745	697
19:00	424	450	694	558	598	574	645	538
20:00	367	358	609	441	426	455	423	406
21:00	260	327	527	310	342	330	360	324
22:00	185	254	521	237	233	244	262	236
23:00	130	172	288	146	142	149	164	151
24:00	87	133	185	92	81	104	137	108
<b>TOTAL</b>	<b>10,269</b>	<b>10,519</b>	<b>10,532</b>	<b>9,583</b>	<b>10,351</b>	<b>10,143</b>	<b>10,582</b>	<b>10,373</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : June 1, 2017  
 Stop Date : June 1, 2017  
 Major Road : SR 44  
 Location : 2 - SR 44 East of Canal Street Connector

Start Time : 00:00  
 Stop Time : 24:00

1-Jun-17 Eastbound Volume for Lane 1												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	12	5	5	5	9	40	111	164	202	234	221
30	16	8	12	4	9	11	49	125	163	191	206	213
45	12	11	7	4	7	29	88	143	185	221	259	261
00	14	6	9	8	8	35	114	218	204	209	262	237
Hr Total	66	37	33	21	29	84	291	597	716	823	961	932

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	232	222	186	192	195	184	168	145	87	78	49	27
30	213	203	233	192	165	161	151	120	76	70	55	26
45	246	239	224	218	167	173	153	103	95	56	37	30
00	231	222	220	209	192	195	152	107	81	55	27	18
Hr Total	922	886	863	811	719	713	624	475	339	259	168	101

24 Hour Total : 11,470  
 AM Peak Hour begins : 10:00 AM Peak Volume : 961 AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 12:00 PM Peak Volume : 922 PM Peak Hour Factor : 0.94

1-Jun-17 Westbound Volume for Lane 2												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	8	6	4	9	33	71	120	149	147	155	180
30	10	7	8	12	6	20	66	134	122	185	187	190
45	19	8	16	3	20	41	62	137	120	180	176	198
00	8	11	5	7	32	41	90	135	148	170	164	201
Hr Total	49	34	35	26	67	135	289	526	539	682	682	769

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	229	232	240	210	270	204	85	93	75	62	39	37
30	178	222	231	197	215	154	140	93	71	44	35	24
45	210	174	202	245	206	157	111	90	65	37	29	15
00	210	235	212	275	157	118	88	91	49	42	27	11
Hr Total	827	863	885	927	848	633	424	367	260	185	130	87

24 Hour Total : 10,269  
 AM Peak Hour begins : 11:15 AM Peak Volume : 818 AM Peak Hour Factor : 0.89  
 PM Peak Hour begins : 15:30 PM Peak Volume : 1,005 PM Peak Hour Factor : 0.91

1-Jun-17 Total Volume for All Lanes												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	20	11	9	14	42	111	231	313	349	389	401
30	26	15	20	16	15	31	115	259	285	376	393	403
45	31	19	23	7	27	70	150	280	305	401	435	459
00	22	17	14	15	40	76	204	353	352	379	426	438
Hr Total	115	71	68	47	96	219	580	1123	1255	1505	1643	1701

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	461	454	426	402	465	388	253	238	162	140	88	64
30	391	425	464	389	380	315	291	213	147	114	90	50
45	456	413	426	463	373	330	264	193	160	93	66	45
00	441	457	432	484	349	313	240	198	130	97	54	29
Hr Total	1749	1749	1748	1738	1567	1346	1048	842	599	444	298	188

24 Hour Total : 21,739  
 AM Peak Hour begins : 11:15 AM Peak Volume : 1,761 AM Peak Hour Factor : 0.95  
 PM Peak Hour begins : 15:15 PM Peak Volume : 1,801 PM Peak Hour Factor : 0.93

# Roadway Count Summary

## Vanasse Hangen Brustlin, Inc.

Start Date : June 2, 2017  
 Stop Date : June 2, 2017  
 Major Road : SR 44  
 Location : 2 - SR 44 East of Canal Street Connector

Start Time : 00:00  
 Stop Time : 24:00

### 2-Jun-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	6	5	8	8	16	42	109	180	181	189	237
30	12	19	6	4	8	14	54	115	167	161	216	215
45	21	19	11	5	6	24	76	147	167	189	222	214
00	20	4	6	5	7	44	120	163	206	188	206	246
Hr Total	76	48	28	22	29	98	292	534	720	719	833	912

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	236	216	228	214	235	238	213	143	114	80	61	36
30	244	188	219	217	228	223	197	132	121	66	66	47
45	255	233	241	243	244	237	162	141	85	75	54	35
00	243	243	254	218	242	188	153	126	78	60	61	41
Hr Total	978	880	942	892	949	886	725	542	398	281	242	159

24 Hour Total : 12,185  
 AM Peak Hour begins : 11:45 AM Peak Volume : 981 AM Peak Hour Factor : 0.96  
 PM Peak Hour begins : 12:00 PM Peak Volume : 978 PM Peak Hour Factor : 0.96

### 2-Jun-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	15	9	7	17	27	50	113	152	169	195	195
30	8	16	2	2	13	33	66	127	146	169	215	203
45	9	7	5	6	12	40	70	116	133	167	166	180
00	22	6	7	12	16	40	74	127	162	187	178	201
Hr Total	58	44	23	27	58	140	260	483	593	692	754	779

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	207	197	213	226	237	233	130	102	101	85	50	41
30	186	189	204	209	193	181	114	95	71	71	35	37
45	253	179	185	230	211	175	112	81	92	58	51	36
00	212	184	209	246	201	154	94	80	63	40	36	19
Hr Total	858	749	811	911	842	743	450	358	327	254	172	133

24 Hour Total : 10,519  
 AM Peak Hour begins : 11:45 AM Peak Volume : 847 AM Peak Hour Factor : 0.84  
 PM Peak Hour begins : 15:15 PM Peak Volume : 922 PM Peak Hour Factor : 0.94

### 2-Jun-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	21	14	15	25	43	92	222	332	350	384	432
30	20	35	8	6	21	47	120	242	313	330	431	418
45	30	26	16	11	18	64	146	263	300	356	388	394
00	42	10	13	17	23	84	194	290	368	375	384	447
Hr Total	134	92	51	49	87	238	552	1017	1313	1411	1587	1691

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	443	413	441	440	472	471	343	245	215	165	111	77
30	430	377	423	426	421	404	311	227	192	137	101	84
45	508	412	426	473	455	412	274	222	177	133	105	71
00	455	427	463	464	443	342	247	206	141	100	97	60
Hr Total	1836	1629	1753	1803	1791	1629	1175	900	725	535	414	292

24 Hour Total : 22,704  
 AM Peak Hour begins : 11:45 AM Peak Volume : 1,828 AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 12:00 PM Peak Volume : 1,836 PM Peak Hour Factor : 0.90

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : June 3, 2017  
 Stop Date : June 3, 2017  
 Major Road : SR 44  
 Location : 2 - SR 44 East of Canal Street Connector

Start Time : 00:00  
 Stop Time : 24:00

## 3-Jun-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	13	14	6	4	12	39	55	107	144	241	264
30	21	17	12	9	3	12	42	64	110	184	229	257
45	21	9	11	7	8	35	59	82	132	210	250	255
00	18	23	5	8	10	34	53	131	172	190	224	267
Hr Total	77	62	42	30	25	93	193	332	521	728	944	1043

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	271	260	238	200	190	211	171	143	127	84	74	56
30	287	254	257	247	232	226	203	123	99	89	75	44
45	252	256	252	255	232	159	158	120	89	61	50	24
00	241	251	268	238	212	191	137	113	91	66	45	43
Hr Total	1051	1021	1015	940	866	787	669	499	406	300	244	167

24 Hour Total : 12,055

AM Peak Hour begins : 11:30

PM Peak Hour begins : 12:00

AM Peak Volume : 1,080

PM Peak Volume : 1,051

AM Peak Hour Factor : 0.94

PM Peak Hour Factor : 0.92

## 3-Jun-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	21	16	11	11	14	37	67	86	108	196	152
30	22	17	16	8	19	29	39	67	103	139	167	179
45	12	10	12	4	8	22	45	66	94	171	148	175
00	14	20	14	9	17	23	46	71	148	161	181	165
Hr Total	72	68	58	32	55	88	167	271	431	579	692	671

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	153	209	195	201	175	203	163	174	118	106	82	59
30	204	190	188	203	201	146	197	168	136	158	81	55
45	156	162	176	191	172	206	157	146	138	143	70	42
00	176	201	201	209	204	202	177	121	135	114	55	29
Hr Total	689	762	760	804	752	757	694	609	527	521	288	185

24 Hour Total : 10,532

AM Peak Hour begins : 11:30

PM Peak Hour begins : 15:00

AM Peak Volume : 697

PM Peak Volume : 804

AM Peak Hour Factor : 0.85

PM Peak Hour Factor : 0.96

## 3-Jun-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	34	30	17	15	26	76	122	193	252	437	416
30	43	34	28	17	22	41	81	131	213	323	396	436
45	33	19	23	11	16	57	104	148	226	381	398	430
00	32	43	19	17	27	57	99	202	320	351	405	432
Hr Total	149	130	100	62	80	181	360	603	952	1307	1636	1714

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	424	469	433	401	365	414	334	317	245	190	156	115
30	491	444	445	450	433	372	400	291	235	247	156	99
45	408	418	428	446	404	365	315	266	227	204	120	66
00	417	452	469	447	416	393	314	234	226	180	100	72
Hr Total	1740	1783	1775	1744	1618	1544	1363	1108	933	821	532	352

24 Hour Total : 22,587

AM Peak Hour begins : 11:30

PM Peak Hour begins : 12:15

AM Peak Volume : 1,777

PM Peak Volume : 1,785

AM Peak Hour Factor : 0.90

PM Peak Hour Factor : 0.91

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : June 4, 2017  
 Stop Date : June 4, 2017  
 Major Road : SR 44  
 Location : 2 - SR 44 East of Canal Street Connector

Start Time : 00:00  
 Stop Time : 24:00

## 4-Jun-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	15	6	10	8	5	33	31	86	133	185	240
30	20	15	13	8	5	6	31	49	95	120	206	208
45	16	15	14	5	4	13	43	59	125	145	208	218
00	21	16	7	10	9	28	43	76	149	208	230	252
Hr Total	83	61	40	33	26	52	150	215	455	606	829	918

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	235	214	161	156	144	159	117	91	78	57	33	26
30	225	205	189	152	145	135	105	85	82	47	28	20
45	250	210	175	155	157	133	112	98	73	58	45	21
00	198	184	173	142	136	134	101	73	58	33	30	29
Hr Total	908	813	698	605	582	561	435	347	291	195	136	96

24 Hour Total : 9,135

AM Peak Hour begins : 11:45

PM Peak Hour begins : 12:00

AM Peak Volume : 962

PM Peak Volume : 908

AM Peak Hour Factor : 0.95

PM Peak Hour Factor : 0.91

## 4-Jun-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	26	15	6	8	10	22	45	70	119	165	144
30	21	25	13	11	12	11	28	42	76	111	155	181
45	28	14	14	4	9	20	23	67	80	119	161	182
00	19	25	9	11	16	17	33	60	93	132	171	170
Hr Total	101	90	51	32	45	58	106	214	319	481	652	677

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	184	200	193	240	226	194	162	121	78	89	30	29
30	242	181	209	212	244	186	126	113	95	51	47	26
45	184	174	181	228	237	199	135	112	72	57	39	19
00	193	196	227	238	227	178	135	95	65	40	30	18
Hr Total	803	751	810	918	934	757	558	441	310	237	146	92

24 Hour Total : 9,583

AM Peak Hour begins : 11:45

PM Peak Hour begins : 15:45

AM Peak Volume : 780

PM Peak Volume : 945

AM Peak Hour Factor : 0.81

PM Peak Hour Factor : 0.97

## 4-Jun-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	41	21	16	16	15	55	76	156	252	350	384
30	41	40	26	19	17	17	59	91	171	231	361	389
45	44	29	28	9	13	33	66	126	205	264	369	400
00	40	41	16	21	25	45	76	136	242	340	401	422
Hr Total	184	151	91	65	71	110	256	429	774	1087	1481	1595

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	419	414	354	396	370	353	279	212	156	146	63	55
30	467	386	398	364	389	321	231	198	177	98	75	46
45	434	384	356	383	394	332	247	210	145	115	84	40
00	391	380	400	380	363	312	236	168	123	73	60	47
Hr Total	1711	1564	1508	1523	1516	1318	993	788	601	432	282	188

24 Hour Total : 18,718

AM Peak Hour begins : 11:45

PM Peak Hour begins : 12:00

AM Peak Volume : 1,742

PM Peak Volume : 1,711

AM Peak Hour Factor : 0.93

PM Peak Hour Factor : 0.92

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : June 12, 2017  
 Stop Date : June 12, 2017  
 Major Road : SR 44  
 Location : 2 - SR 44 East of Canal Street Connector

Start Time : 00:00  
 Stop Time : 24:00

## 12-Jun-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	11	8	4	9	11	39	93	177	150	182	211
30	14	2	4	6	7	19	49	123	142	159	167	210
45	16	7	8	7	7	21	81	117	163	189	195	213
00	13	6	6	8	9	40	130	188	170	195	193	220
Hr Total	64	26	26	25	32	91	299	521	652	693	737	854

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	214	211	189	190	172	173	181	114	84	56	46	34
30	191	178	189	180	156	195	130	117	82	59	37	30
45	237	181	175	172	178	190	128	109	61	53	29	18
00	226	203	209	198	201	184	110	103	75	47	29	21
Hr Total	868	773	762	740	707	742	549	443	302	215	141	103

24 Hour Total : 10,365  
 AM Peak Hour begins : 11:45  
 PM Peak Hour begins : 12:00

AM Peak Volume : 862  
 PM Peak Volume : 868  
 AM Peak Hour Factor : 0.91  
 PM Peak Hour Factor : 0.92

## 12-Jun-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	17	4	2	6	7	42	99	159	153	193	198
30	18	13	8	4	7	16	47	142	141	162	195	186
45	18	4	4	9	9	21	91	160	174	172	203	204
00	9	8	8	6	12	41	108	182	184	184	175	216
Hr Total	56	42	24	21	34	85	288	583	658	671	766	804

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	213	214	218	167	175	145	167	109	96	68	48	22
30	218	194	177	175	159	153	150	96	92	68	35	18
45	257	174	196	186	173	169	138	121	62	42	36	28
00	232	214	190	196	142	160	143	100	92	55	23	13
Hr Total	920	796	781	724	649	627	598	426	342	233	142	81

24 Hour Total : 10,351  
 AM Peak Hour begins : 11:45  
 PM Peak Hour begins : 12:15

AM Peak Volume : 904  
 PM Peak Volume : 921  
 AM Peak Hour Factor : 0.88  
 PM Peak Hour Factor : 0.90

## 12-Jun-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	28	12	6	15	18	81	192	336	303	375	409
30	32	15	12	10	14	35	96	265	283	321	362	396
45	34	11	12	16	16	42	172	277	337	361	398	417
00	22	14	14	14	21	81	238	370	354	379	368	436
Hr Total	120	68	50	46	66	176	587	1104	1310	1364	1503	1658

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	427	425	407	357	347	318	348	223	180	124	94	56
30	409	372	366	355	315	348	280	213	174	127	72	48
45	494	355	371	358	351	359	266	230	123	95	65	46
00	458	417	399	394	343	344	253	203	167	102	52	34
Hr Total	1788	1569	1543	1464	1356	1369	1147	869	644	448	283	184

24 Hour Total : 20,716  
 AM Peak Hour begins : 11:45  
 PM Peak Hour begins : 12:00

AM Peak Volume : 1,766  
 PM Peak Volume : 1,788  
 AM Peak Hour Factor : 0.89  
 PM Peak Hour Factor : 0.90

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : June 13, 2017  
 Stop Date : June 13, 2017  
 Major Road : SR 44  
 Location : 2 - SR 44 East of Canal Street Connector

Start Time : 00:00  
 Stop Time : 24:00

13-Jun-17

Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	11	5	8	5	6	33	95	149	143	177	185
30	16	7	4	2	8	8	37	113	176	152	157	178
45	14	7	6	3	7	11	85	141	174	173	196	189
00	15	8	8	4	11	27	113	190	181	164	169	179
Hr Total	61	33	23	17	31	52	268	539	680	632	699	731

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	199	209	160	152	131	170	148	118	89	70	45	31
30	182	180	193	132	181	193	146	91	82	63	39	24
45	193	173	188	182	164	167	153	114	61	54	50	21
00	209	199	200	160	139	166	120	87	92	61	31	14
Hr Total	783	761	741	626	615	696	567	410	324	248	165	90

24 Hour Total : 9,792  
 AM Peak Hour begins : 11:45  
 PM Peak Hour begins : 12:15

AM Peak Volume : 753  
 PM Peak Volume : 793  
 AM Peak Hour Factor : 0.95  
 PM Peak Hour Factor : 0.95

13-Jun-17

Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	5	13	0	8	7	32	120	145	136	170	188
30	26	9	2	7	4	21	48	139	177	184	168	187
45	16	5	5	2	5	27	87	144	142	159	193	206
00	10	4	1	6	7	39	109	185	177	191	200	195
Hr Total	70	23	21	15	24	94	276	588	641	670	731	776

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	210	191	205	164	144	176	153	117	82	73	39	31
30	194	181	170	149	147	188	162	124	88	66	41	24
45	217	172	193	164	182	191	113	105	75	44	40	24
00	192	207	189	176	174	182	146	109	85	61	29	25
Hr Total	813	751	757	653	647	737	574	455	330	244	149	104

24 Hour Total : 10,143  
 AM Peak Hour begins : 11:45  
 PM Peak Hour begins : 12:00

AM Peak Volume : 816  
 PM Peak Volume : 813  
 AM Peak Hour Factor : 0.94  
 PM Peak Hour Factor : 0.94

13-Jun-17

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	16	18	8	13	13	65	215	294	279	347	373
30	42	16	6	9	12	29	85	252	353	336	325	365
45	30	12	11	5	12	38	172	285	316	332	389	395
00	25	12	9	10	18	66	222	375	358	355	369	374
Hr Total	131	56	44	32	55	146	544	1127	1321	1302	1430	1507

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	409	400	365	316	275	346	301	235	171	143	84	62
30	376	361	363	281	328	381	308	215	170	129	80	48
45	410	345	381	346	346	358	266	219	136	98	90	45
00	401	406	389	336	313	348	266	196	177	122	60	39
Hr Total	1596	1512	1498	1279	1262	1433	1141	865	654	492	314	194

24 Hour Total : 19,935  
 AM Peak Hour begins : 11:45  
 PM Peak Hour begins : 12:00

AM Peak Volume : 1,569  
 PM Peak Volume : 1,596  
 AM Peak Hour Factor : 0.96  
 PM Peak Hour Factor : 0.97

# Roadway Count Summary

## Vanasse Hangen Brustlin, Inc.

Start Date : June 14, 2017  
 Stop Date : June 14, 2017  
 Major Road : SR 44  
 Location : 2 - SR 44 East of Canal Street Connector

Start Time : 00:00  
 Stop Time : 24:00

### 14-Jun-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	11	3	6	8	13	43	92	151	142	162	171
30	19	14	9	5	5	12	42	104	151	149	139	186
45	8	5	4	7	12	18	97	141	166	160	193	198
00	15	3	2	7	6	19	119	177	189	218	171	205
Hr Total	54	33	18	25	31	62	301	514	657	669	665	760

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	196	142	144	166	177	165	191	116	81	72	46	32
30	196	150	163	161	188	203	143	92	84	62	46	22
45	178	148	163	191	199	205	148	107	69	77	52	30
00	185	156	163	170	176	173	152	102	89	38	38	18
Hr Total	755	596	633	688	740	746	634	417	323	249	182	102

24 Hour Total : 9,854  
 AM Peak Hour begins : 11:30  
 PM Peak Hour begins : 17:15

AM Peak Volume : 795  
 PM Peak Volume : 772  
 AM Peak Hour Factor : 0.97  
 PM Peak Hour Factor : 0.94

### 14-Jun-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	11	4	2	10	11	49	91	144	144	194	197
30	14	12	4	3	6	16	48	142	157	174	195	206
45	14	12	4	4	7	22	82	154	169	168	200	191
00	14	11	4	6	12	30	114	175	194	208	191	205
Hr Total	52	46	16	15	35	79	293	562	664	694	780	799

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	187	193	191	149	193	188	105	92	63	46	40
30	211	195	210	176	137	183	177	121	95	81	48	37
45	192	175	181	222	190	182	138	124	96	68	40	32
00	225	204	196	185	202	187	142	73	77	50	30	28
Hr Total	818	761	780	774	678	745	645	423	360	262	164	137

24 Hour Total : 10,582  
 AM Peak Hour begins : 11:00  
 PM Peak Hour begins : 12:00

AM Peak Volume : 799  
 PM Peak Volume : 818  
 AM Peak Hour Factor : 0.97  
 PM Peak Hour Factor : 0.91

### 14-Jun-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	22	7	8	18	24	92	183	295	286	356	368
30	33	26	13	8	11	28	90	246	308	323	334	392
45	22	17	8	11	19	40	179	295	335	328	393	389
00	29	14	6	13	18	49	233	352	383	426	362	410
Hr Total	106	79	34	40	66	141	594	1076	1321	1363	1445	1559

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	386	329	337	357	326	358	379	221	173	135	92	72
30	407	345	373	337	325	386	320	213	179	143	94	59
45	370	323	344	413	389	387	286	231	165	145	92	62
00	410	360	359	355	378	360	294	175	166	88	68	46
Hr Total	1573	1357	1413	1462	1418	1491	1279	840	683	511	346	239

24 Hour Total : 20,436  
 AM Peak Hour begins : 11:30  
 PM Peak Hour begins : 12:00

AM Peak Volume : 1,592  
 PM Peak Volume : 1,573  
 AM Peak Hour Factor : 0.97  
 PM Peak Hour Factor : 0.96

## **APPENDIX A-2**

### **Traffic Data - 7 Day Tube Counts**

#### **Traffic Data - (Saturday & Thursday) Turning Movement Counts**

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 10:00 to 12:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	62	20	14	23	29	13
10:15 - 10:30	85	28	15	16	29	24
10:30 - 10:45	79	32	29	23	25	15
10:45 - 11:00	78	43	28	25	36	19
11:00 - 11:15	71	24	31	24	33	9
11:15 - 11:30	73	28	25	15	38	15
11:30 - 11:45	63	27	20	18	34	14
11:45 - 12:00	69	41	13	29	41	13
	580	243	175	173	265	122

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	14	404	39	17	245	10
10:15 - 10:30	20	341	28	22	206	13
10:30 - 10:45	17	393	41	22	248	6
10:45 - 11:00	27	340	28	27	201	9
11:00 - 11:15	16	363	45	15	213	6
11:15 - 11:30	26	301	30	36	193	2
11:30 - 11:45	23	342	30	27	221	4
11:45 - 12:00	14	285	33	25	195	10
	157	2,769	274	191	1,722	60

North / South	71	119	87			
SR 44						
East / West						
Mission Dr						
Peak Hour						
10:00 - 11:00	78					
Peak Hour Factor	1,478					
0.94						
Total Pk Hr Voume	136					
3,508						

# Roadway Count Summary

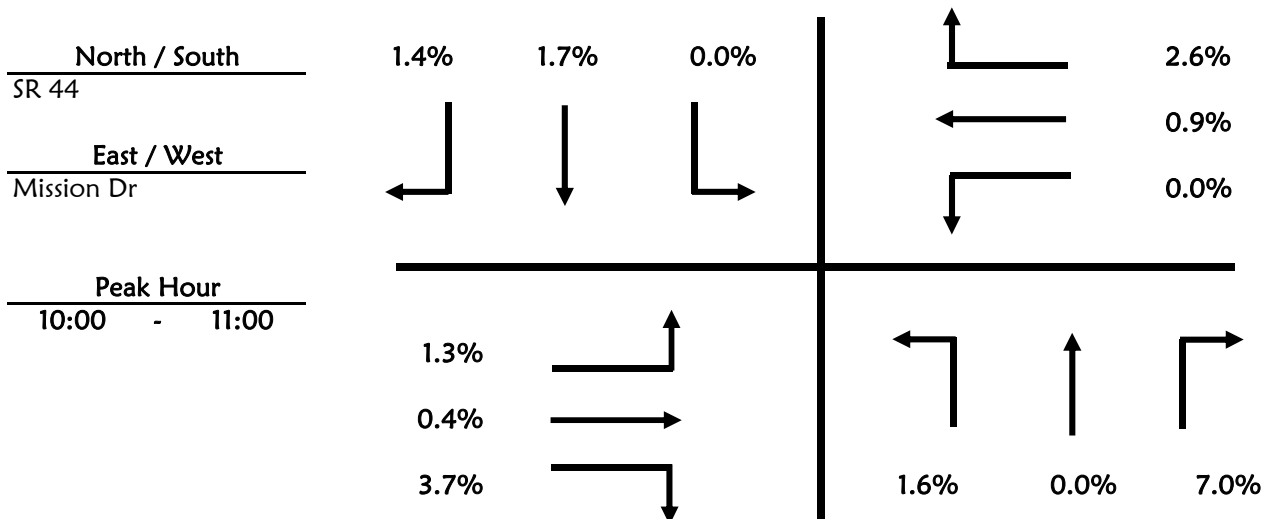
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Saturday, June 17, 2017  
 Time Period 10:00 to 12:00 Trucks

VHB Project #: 62393

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	1	0	0	0
10:15 - 10:30	1	0	3	0	0	0
10:30 - 10:45	3	0	2	0	1	1
10:45 - 11:00	1	0	0	0	1	0
11:00 - 11:15	1	0	1	0	0	0
11:15 - 11:30	1	0	2	0	0	0
11:30 - 11:45	0	0	2	0	0	0
11:45 - 12:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	3	0	0	0	0
10:15 - 10:30	1	2	0	0	4	1
10:30 - 10:45	0	0	2	0	1	0
10:45 - 11:00	0	1	3	0	3	0
11:00 - 11:15	0	0	3	0	0	0
11:15 - 11:30	0	0	0	0	2	0
11:30 - 11:45	0	2	0	0	1	0
11:45 - 12:00	0	0	0	0	2	0



# Roadway Count Summary

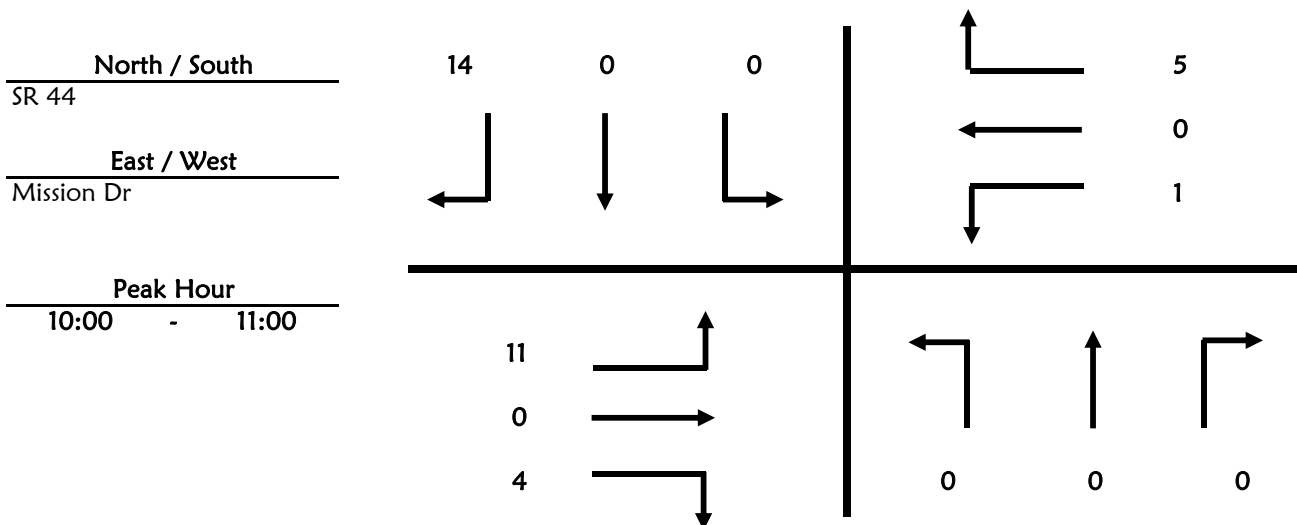
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Saturday, June 17, 2017  
 Time Period 10:00 to 12:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	3
10:15 - 10:30	0	0	0	0	0	7
10:30 - 10:45	0	0	0	0	0	1
10:45 - 11:00	0	0	0	0	0	3
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	2
11:45 - 12:00	0	0	0	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	1	0	1	0	0	1
10:15 - 10:30	3	0	2	1	0	2
10:30 - 10:45	3	0	1	0	0	0
10:45 - 11:00	4	0	0	0	0	2
11:00 - 11:15	2	0	0	0	0	1
11:15 - 11:30	5	0	0	0	0	0
11:30 - 11:45	2	0	0	0	0	0
11:45 - 12:00	1	0	0	0	0	1



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 12:00 to 14:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	42	22	19	15	34	13
12:15 - 12:30	71	37	24	30	37	11
12:30 - 12:45	50	27	22	20	32	15
12:45 - 13:00	66	35	25	13	31	21
13:00 - 13:15	67	16	29	17	23	14
13:15 - 13:30	82	35	19	38	26	15
13:30 - 13:45	68	25	11	11	40	18
13:45 - 14:00	66	20	10	14	34	15
	512	217	159	158	257	122

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	12	383	23	19	234	14
12:15 - 12:30	18	354	26	10	214	10
12:30 - 12:45	22	334	32	18	263	11
12:45 - 13:00	24	313	42	28	219	10
13:00 - 13:15	13	308	37	18	299	8
13:15 - 13:30	24	267	33	24	224	6
13:30 - 13:45	25	328	36	12	314	9
13:45 - 14:00	33	322	42	23	304	9
	171	2,609	271	152	2,071	77

North / South	62	123	80		32
SR 44					1,141
East / West					77
Mission Dr					
Peak Hour					
13:00 - 14:00	95				
Peak Hour Factor	1,225				
0.96					
Total Pk Hr Voume	148			283	96 69
3,431					

# Roadway Count Summary

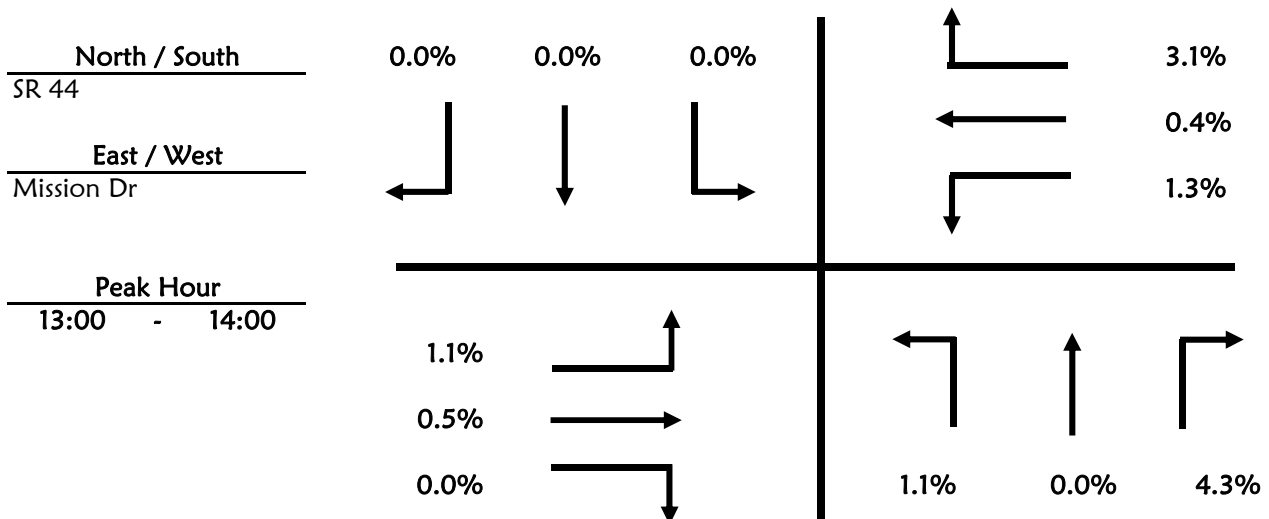
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Saturday, June 17, 2017  
 Time Period 12:00 to 14:00 Trucks

VHB Project #: 62393

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	1	0	1	0	0	0
12:15 - 12:30	0	1	1	0	0	0
12:30 - 12:45	2	1	0	0	1	3
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	1	0	1	0	0	0
13:15 - 13:30	0	0	1	0	0	0
13:30 - 13:45	1	0	0	0	0	0
13:45 - 14:00	1	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	1	0	0	0
12:15 - 12:30	0	2	0	0	0	0
12:30 - 12:45	0	1	0	0	0	0
12:45 - 13:00	1	1	2	1	1	0
13:00 - 13:15	0	3	0	0	1	0
13:15 - 13:30	1	1	0	1	0	0
13:30 - 13:45	0	1	0	0	1	1
13:45 - 14:00	0	1	0	0	2	0



# Roadway Count Summary

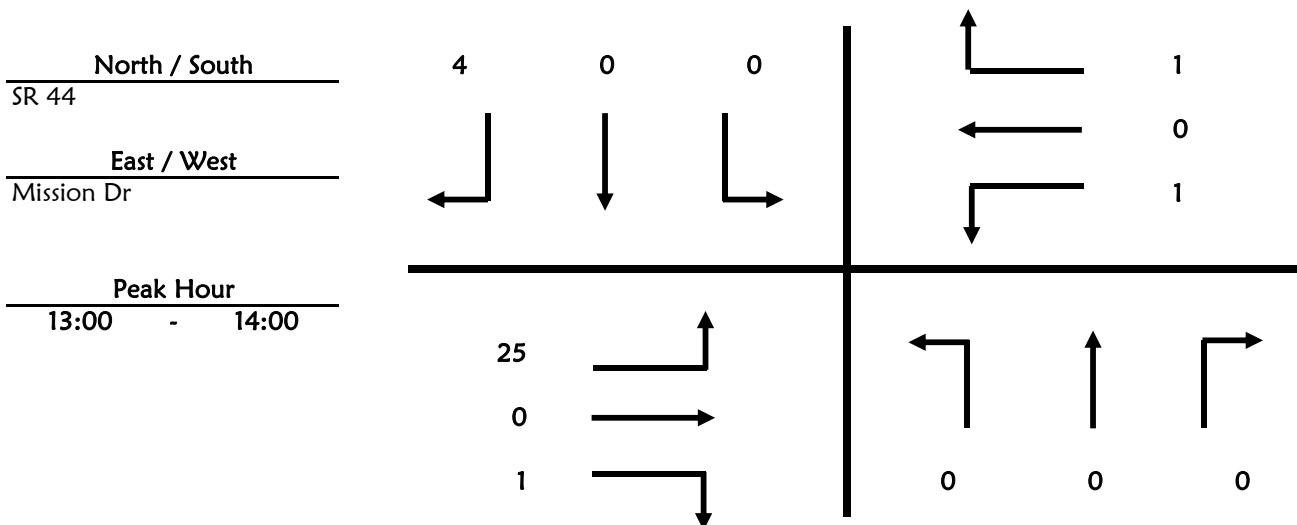
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Saturday, June 17, 2017  
 Time Period 12:00 to 14:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	5
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	1
13:30 - 13:45	0	0	0	0	0	2
13:45 - 14:00	0	0	0	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	2	0	0	0	0	0
12:15 - 12:30	4	0	0	0	0	1
12:30 - 12:45	6	0	0	2	0	0
12:45 - 13:00	2	0	0	1	0	0
13:00 - 13:15	6	0	0	0	0	1
13:15 - 13:30	7	0	0	0	0	0
13:30 - 13:45	5	0	0	0	0	0
13:45 - 14:00	7	0	1	1	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 14:00 to 16:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	55	25	9	11	32	20
14:15 - 14:30	73	19	7	20	43	11
14:30 - 14:45	63	18	14	21	30	13
14:45 - 15:00	46	37	11	16	24	13
15:00 - 15:15	56	18	13	18	31	16
15:15 - 15:30	71	21	11	17	28	10
15:30 - 15:45	49	33	12	21	21	13
15:45 - 16:00	45	12	10	21	23	7
	458	183	87	145	232	103

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	18	302	37	19	312	12
14:15 - 14:30	25	281	38	18	319	6
14:30 - 14:45	13	286	40	20	388	5
14:45 - 15:00	20	349	27	25	407	12
15:00 - 15:15	36	276	35	19	321	6
15:15 - 15:30	24	239	37	15	332	9
15:30 - 15:45	18	293	46	18	308	7
15:45 - 16:00	28	332	46	21	352	7
	182	2,358	306	155	2,739	64

North / South	57	129	68			
SR 44						
East / West						
Mission Dr						
Peak Hour						
14:00 - 15:00	76					
Peak Hour Factor	1,218					
0.91						
Total Pk Hr Voume	142					
3,610						

# Roadway Count Summary

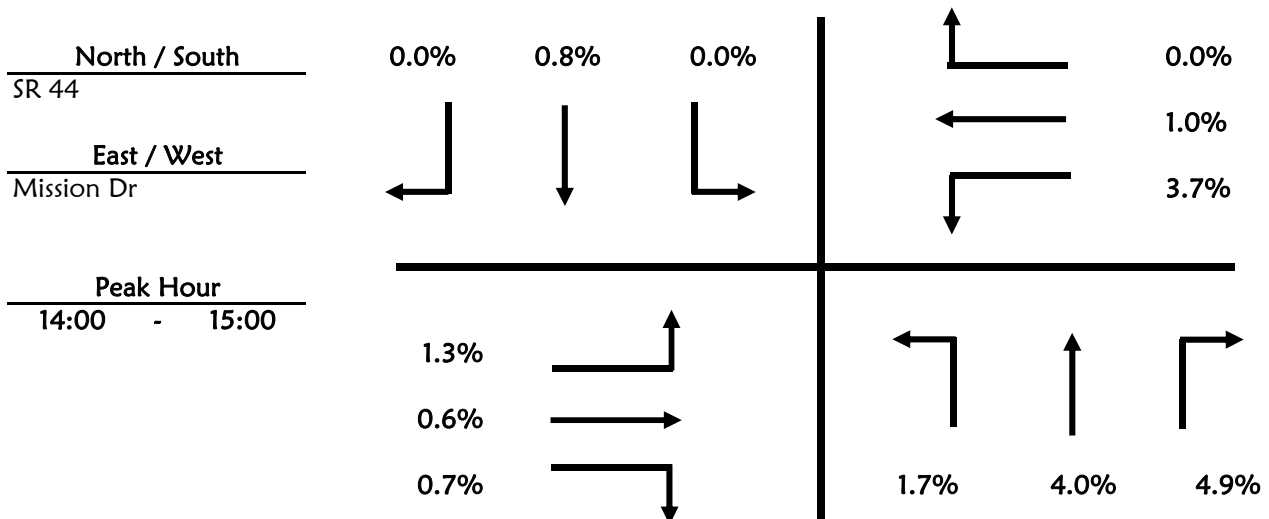
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Saturday, June 17, 2017  
 Time Period 14:00 to 16:00 Trucks

VHB Project #: 62393

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	1	0	0	0
14:15 - 14:30	1	2	1	0	0	0
14:30 - 14:45	2	1	0	0	1	0
14:45 - 15:00	1	1	0	0	0	0
15:00 - 15:15	1	0	1	0	1	0
15:15 - 15:30	1	1	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	1	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	2	1	0	6	0
14:15 - 14:30	0	3	0	1	1	0
14:30 - 14:45	0	0	0	0	4	0
14:45 - 15:00	1	2	0	2	3	0
15:00 - 15:15	0	1	0	1	3	0
15:15 - 15:30	0	3	0	0	1	0
15:30 - 15:45	0	1	1	0	0	0
15:45 - 16:00	0	5	0	0	3	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Saturday, June 17, 2017  
 Time Period 14:00 to 16:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	9
14:15 - 14:30	0	0	0	0	0	2
14:30 - 14:45	0	0	0	0	0	3
14:45 - 15:00	0	0	0	0	0	2
15:00 - 15:15	0	0	0	0	0	4
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	4
15:45 - 16:00	0	0	0	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	1	0	1	3	0	2
14:15 - 14:30	6	0	1	1	0	0
14:30 - 14:45	3	0	1	2	0	1
14:45 - 15:00	4	0	1	1	0	0
15:00 - 15:15	7	0	1	0	0	0
15:15 - 15:30	9	0	3	0	0	1
15:30 - 15:45	7	0	3	2	0	0
15:45 - 16:00	6	0	4	0	0	0

North / South	16	0	0		3
SR 44					0
East / West					7
Mission Dr					
Peak Hour	14				
14:00 - 15:00	0				
	4				

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 16:00 to 18:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	54	21	10	11	21	16
16:15 - 16:30	61	25	11	19	30	18
16:30 - 16:45	48	24	13	15	25	13
16:45 - 17:00	37	26	15	13	27	20
17:00 - 17:15	57	20	18	17	29	16
17:15 - 17:30	62	24	15	20	35	15
17:30 - 17:45	66	16	13	26	21	12
17:45 - 18:00	30	19	13	14	29	11
	415	175	108	135	217	121

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	27	278	40	21	321	13
16:15 - 16:30	21	240	41	12	297	9
16:30 - 16:45	26	293	32	18	313	11
16:45 - 17:00	24	261	52	25	305	12
17:00 - 17:15	20	223	36	22	298	14
17:15 - 17:30	31	216	37	26	300	14
17:30 - 17:45	24	253	52	12	314	8
17:45 - 18:00	14	248	29	22	329	9
	187	2,012	319	158	2,477	90

North / South	67	103	58		45
SR 44					1,236
East / West					76
Mission Dr					
Peak Hour					
16:00 - 17:00	98				
Peak Hour Factor	1,072				
0.98					
Total Pk Hr Voume	165			200	96 49
3,265					

# Roadway Count Summary

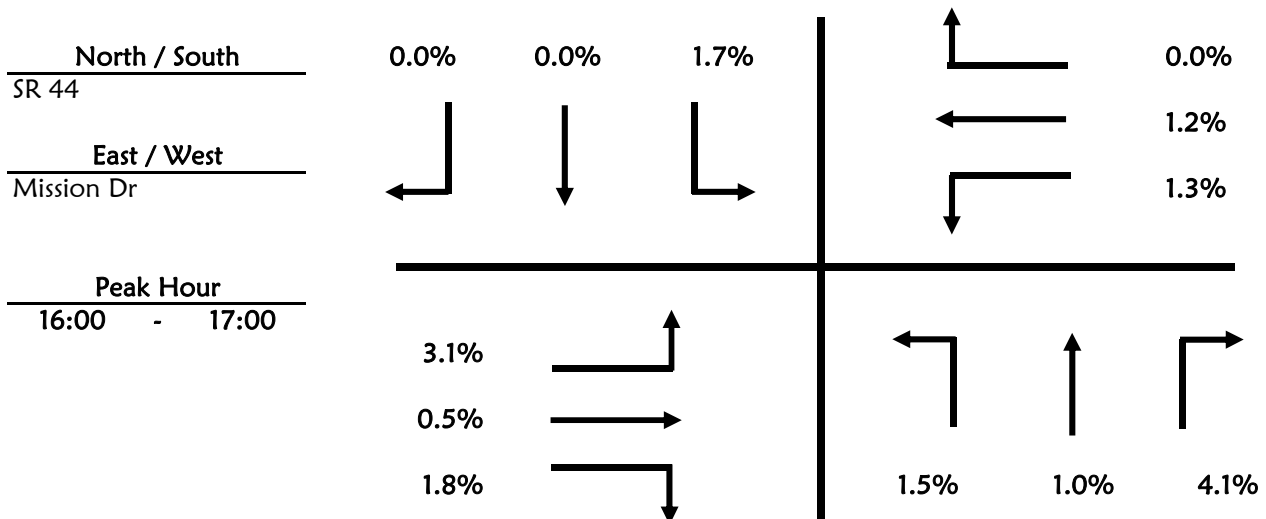
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 Trucks

VHB Project #: 62393

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	0	0	0	0	0
16:15 - 16:30	0	0	0	1	0	0
16:30 - 16:45	1	1	1	0	0	0
16:45 - 17:00	1	0	1	0	0	0
17:00 - 17:15	0	0	1	0	0	0
17:15 - 17:30	3	0	1	0	1	0
17:30 - 17:45	1	0	0	0	0	0
17:45 - 18:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	3	1	0	3	0
16:15 - 16:30	2	1	0	0	3	0
16:30 - 16:45	0	0	0	0	2	0
16:45 - 17:00	1	1	2	1	7	0
17:00 - 17:15	0	0	0	0	2	0
17:15 - 17:30	0	1	0	0	0	0
17:30 - 17:45	0	0	0	0	2	0
17:45 - 18:00	0	0	0	2	1	0



# Roadway Count Summary

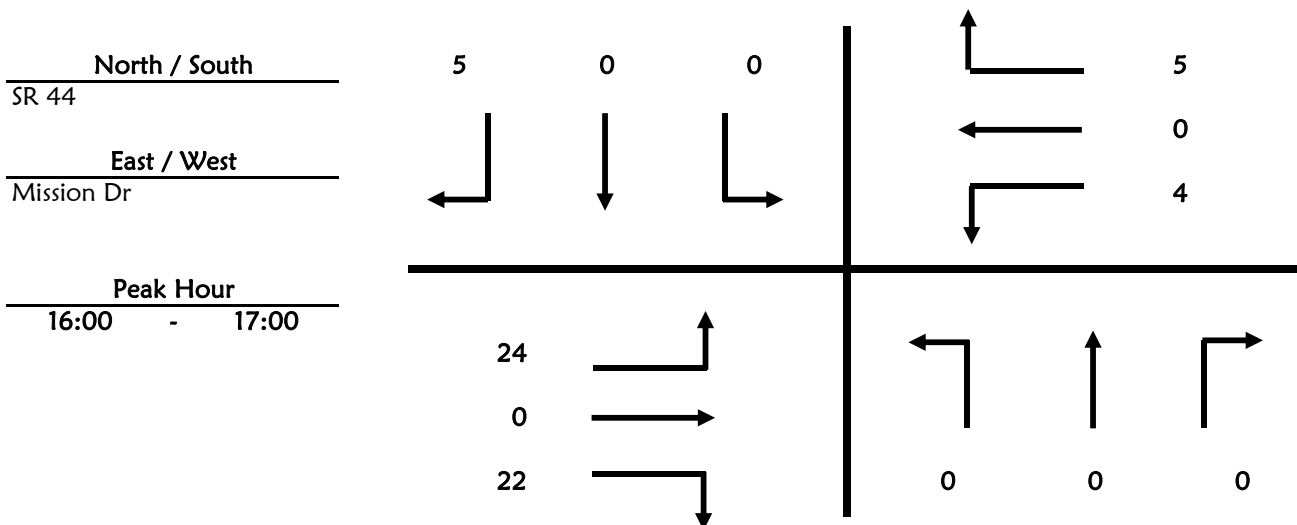
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	2
16:15 - 16:30	0	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	1
16:45 - 17:00	0	0	0	0	0	1
17:00 - 17:15	0	0	0	0	0	3
17:15 - 17:30	0	0	0	0	0	3
17:30 - 17:45	0	0	0	0	0	3
17:45 - 18:00	0	0	0	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	6	0	5	0	0	1
16:15 - 16:30	4	0	10	1	0	0
16:30 - 16:45	7	0	2	2	0	1
16:45 - 17:00	7	0	5	1	0	3
17:00 - 17:15	3	0	6	1	0	0
17:15 - 17:30	7	0	0	1	0	0
17:30 - 17:45	5	0	0	0	0	1
17:45 - 18:00	2	0	1	0	0	1



# Roadway Count Summary

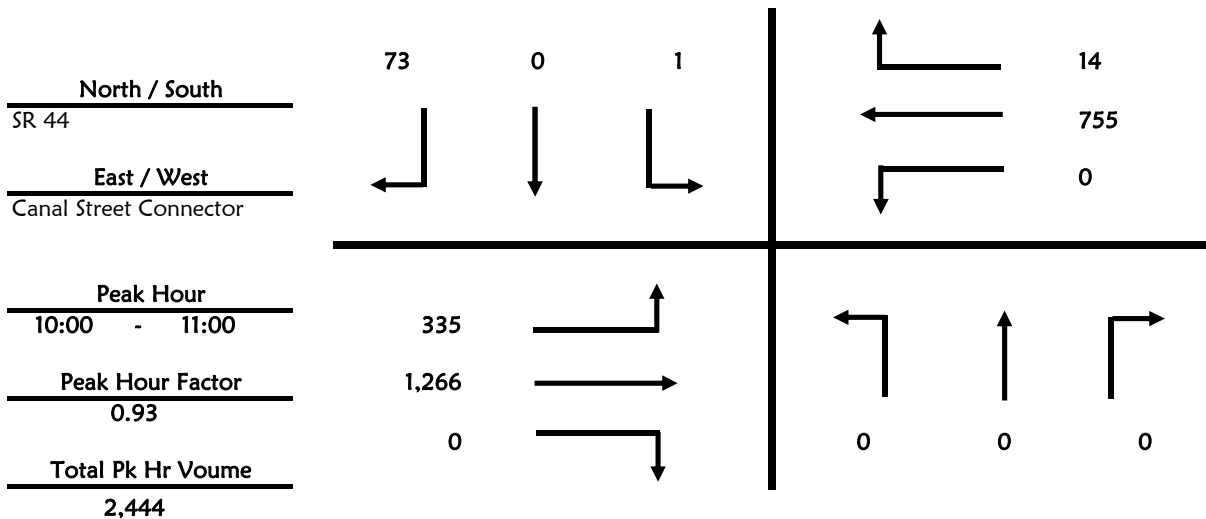
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 10:00 to 12:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	18
10:15 - 10:30	0	0	0	0	0	13
10:30 - 10:45	0	0	0	1	0	25
10:45 - 11:00	0	0	0	0	0	17
11:00 - 11:15	0	0	0	0	0	27
11:15 - 11:30	0	0	0	0	0	17
11:30 - 11:45	0	0	0	0	0	16
11:45 - 12:00	0	0	0	0	0	20
	0	0	0	1	0	153

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	85	304	0	0	187	6
10:15 - 10:30	87	344	0	0	207	3
10:30 - 10:45	84	282	0	0	160	2
10:45 - 11:00	79	336	0	0	201	3
11:00 - 11:15	87	302	0	0	158	2
11:15 - 11:30	77	341	0	0	200	1
11:30 - 11:45	95	313	0	0	169	3
11:45 - 12:00	91	331	0	0	182	0
	685	2,553	0	0	1,464	20



# Roadway Count Summary

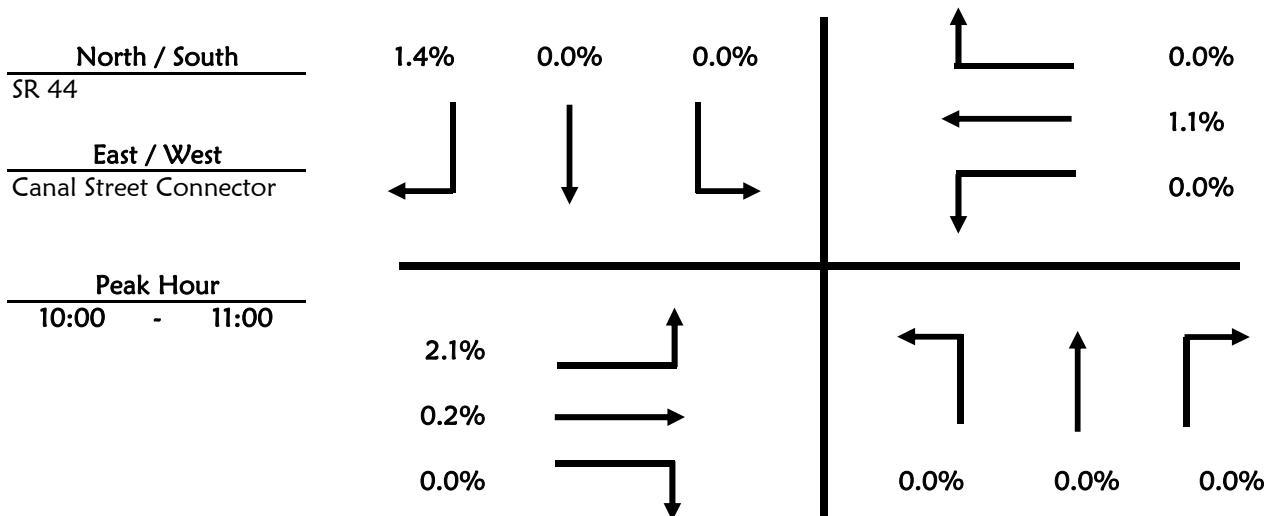
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Saturday, June 17, 2017  
 Time Period 10:00 to 12:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	1
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	1
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	2	1	0	0	0	0
10:15 - 10:30	1	0	0	0	4	0
10:30 - 10:45	2	0	0	0	2	0
10:45 - 11:00	2	2	0	0	2	0
11:00 - 11:15	1	0	0	0	2	1
11:15 - 11:30	1	0	0	0	3	0
11:30 - 11:45	2	1	0	0	2	0
11:45 - 12:00	0	0	0	0	1	0



# Roadway Count Summary

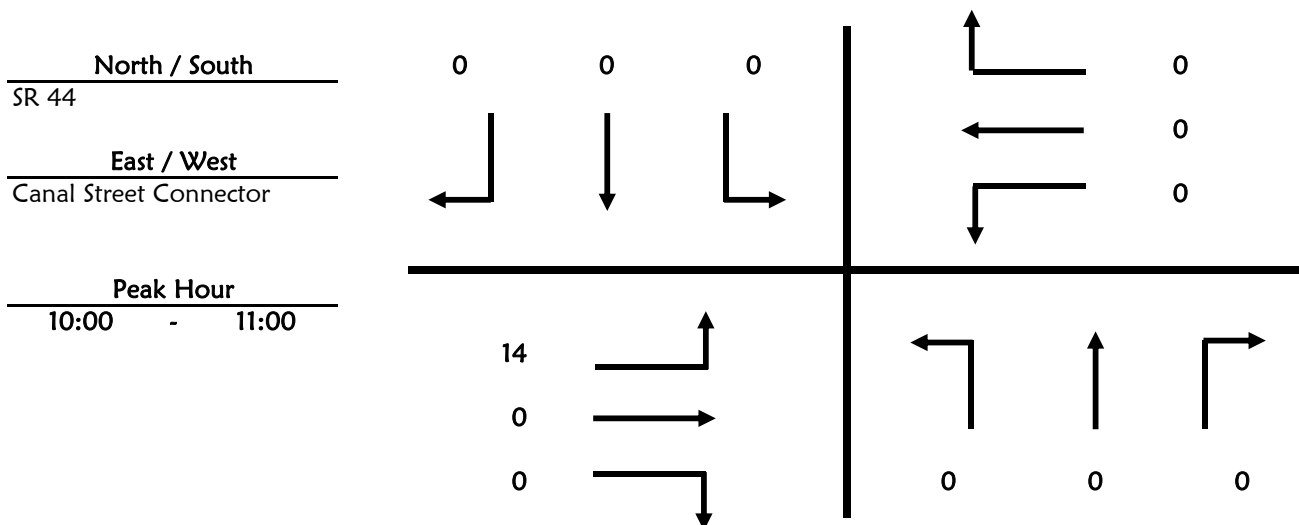
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Saturday, June 17, 2017  
 Time Period 10:00 to 12:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	3	0	0	0	0	0
10:15 - 10:30	3	0	0	0	0	0
10:30 - 10:45	6	0	0	0	0	0
10:45 - 11:00	2	0	0	0	0	0
11:00 - 11:15	3	0	0	0	0	0
11:15 - 11:30	1	0	0	0	0	0
11:30 - 11:45	2	0	0	0	0	0
11:45 - 12:00	2	0	0	0	0	0



# Roadway Count Summary

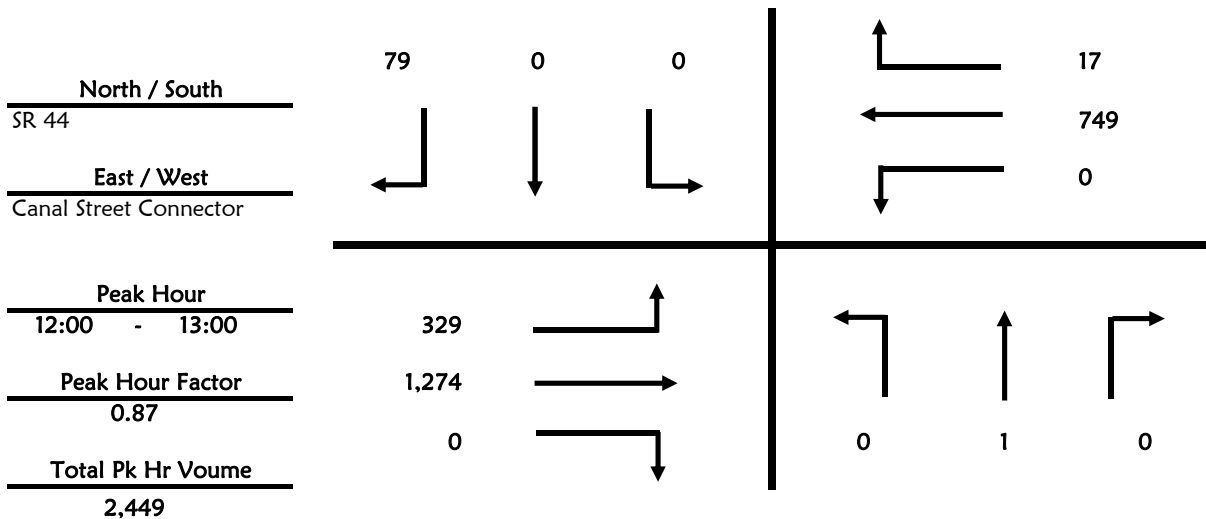
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 12:00 to 14:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	1	0	0	0	20
12:15 - 12:30	0	0	0	0	0	21
12:30 - 12:45	0	0	0	0	0	22
12:45 - 13:00	0	0	0	0	0	16
13:00 - 13:15	0	0	0	0	0	18
13:15 - 13:30	0	0	0	3	0	18
13:30 - 13:45	0	0	0	1	0	18
13:45 - 14:00	0	0	0	0	0	17
	0	1	0	4	0	150

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	80	306	0	0	173	5
12:15 - 12:30	82	379	0	0	214	6
12:30 - 12:45	76	270	0	0	166	3
12:45 - 13:00	91	319	0	0	196	3
13:00 - 13:15	61	245	1	0	201	2
13:15 - 13:30	66	298	0	0	209	2
13:30 - 13:45	87	280	0	0	232	6
13:45 - 14:00	76	253	0	0	213	5
	619	2,350	1	0	1,604	32



# Roadway Count Summary

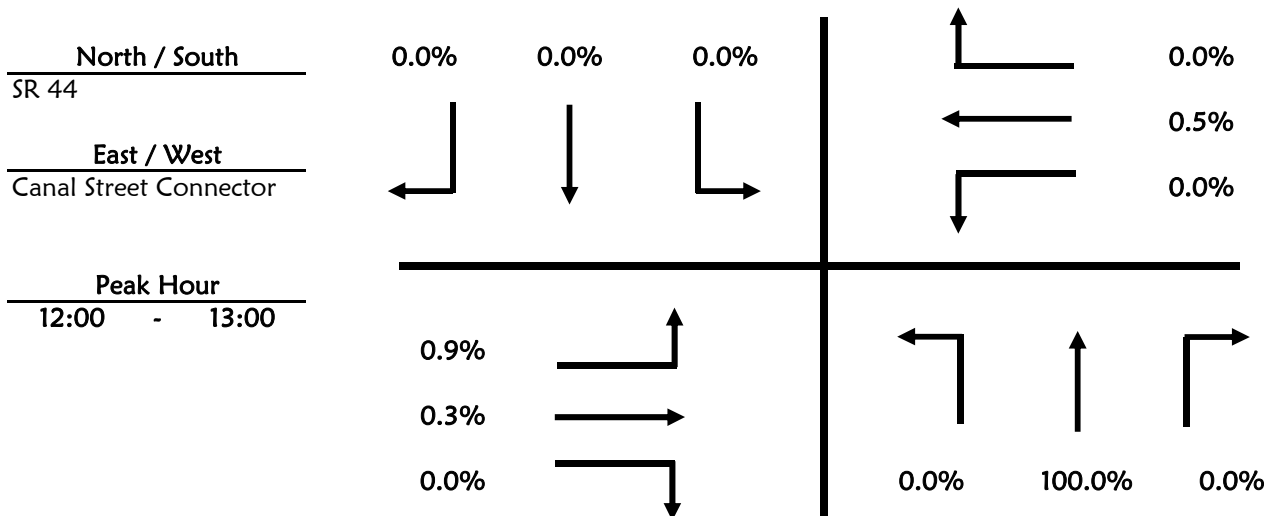
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Saturday, June 17, 2017  
 Time Period 12:00 to 14:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	1	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	1
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	1	0	0	1	0
12:15 - 12:30	1	1	0	0	0	0
12:30 - 12:45	1	1	0	0	2	0
12:45 - 13:00	1	1	0	0	1	0
13:00 - 13:15	1	0	0	0	0	0
13:15 - 13:30	0	2	0	0	0	0
13:30 - 13:45	0	1	0	0	0	0
13:45 - 14:00	0	2	0	0	0	0



# Roadway Count Summary

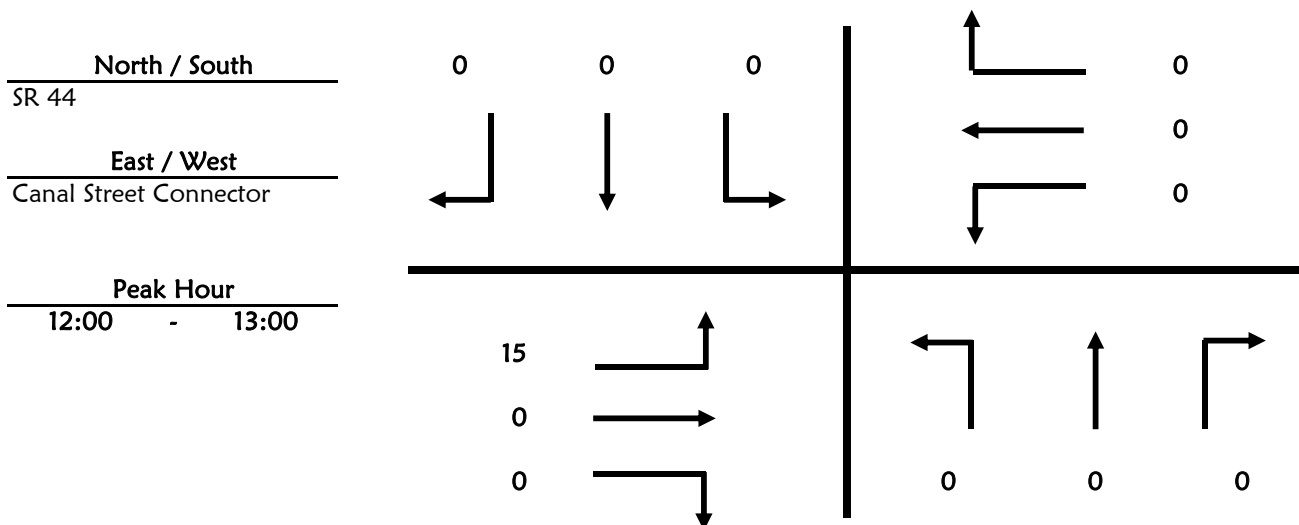
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Saturday, June 17, 2017  
 Time Period 12:00 to 14:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	2	0	0	0	0	0
12:15 - 12:30	7	0	0	0	0	0
12:30 - 12:45	2	0	0	0	0	0
12:45 - 13:00	4	0	0	0	0	0
13:00 - 13:15	5	0	0	0	0	0
13:15 - 13:30	5	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	3	0	0	0	0	0



# Roadway Count Summary

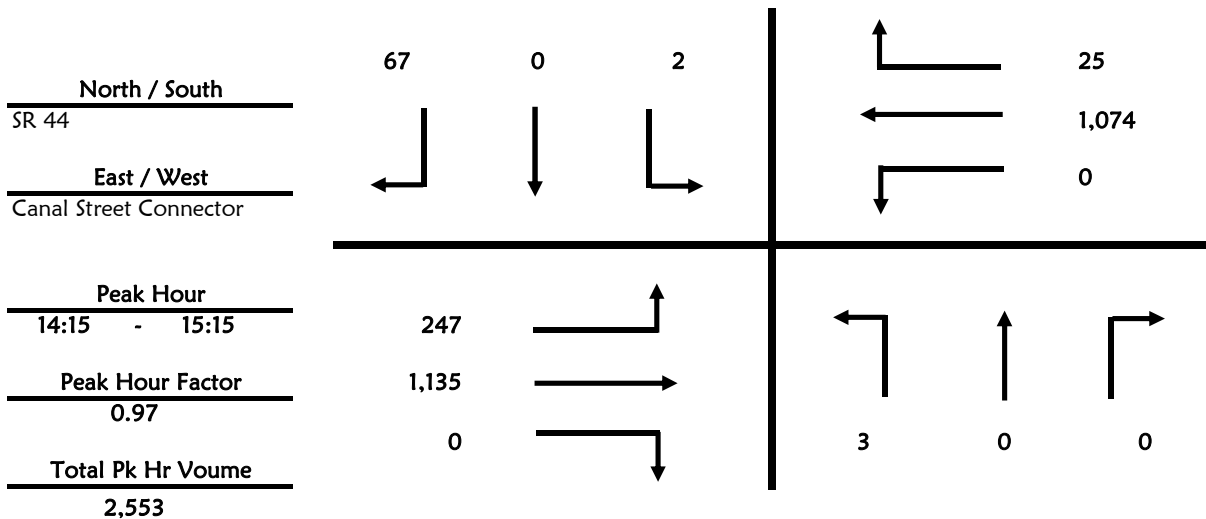
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 14:00 to 16:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	20
14:15 - 14:30	0	0	0	0	0	19
14:30 - 14:45	1	0	0	0	0	19
14:45 - 15:00	0	0	0	2	0	15
15:00 - 15:15	2	0	0	0	0	14
15:15 - 15:30	0	0	0	2	0	12
15:30 - 15:45	0	1	0	2	0	13
15:45 - 16:00	0	0	2	0	0	22
	3	1	2	6	0	134

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	65	277	0	0	218	8
14:15 - 14:30	70	267	0	0	267	7
14:30 - 14:45	58	299	0	0	256	5
14:45 - 15:00	70	302	0	0	261	7
15:00 - 15:15	49	267	0	0	290	6
15:15 - 15:30	49	265	0	0	283	1
15:30 - 15:45	65	261	0	0	257	4
15:45 - 16:00	76	278	0	0	242	4
	502	2,216	0	0	2,074	42



# Roadway Count Summary

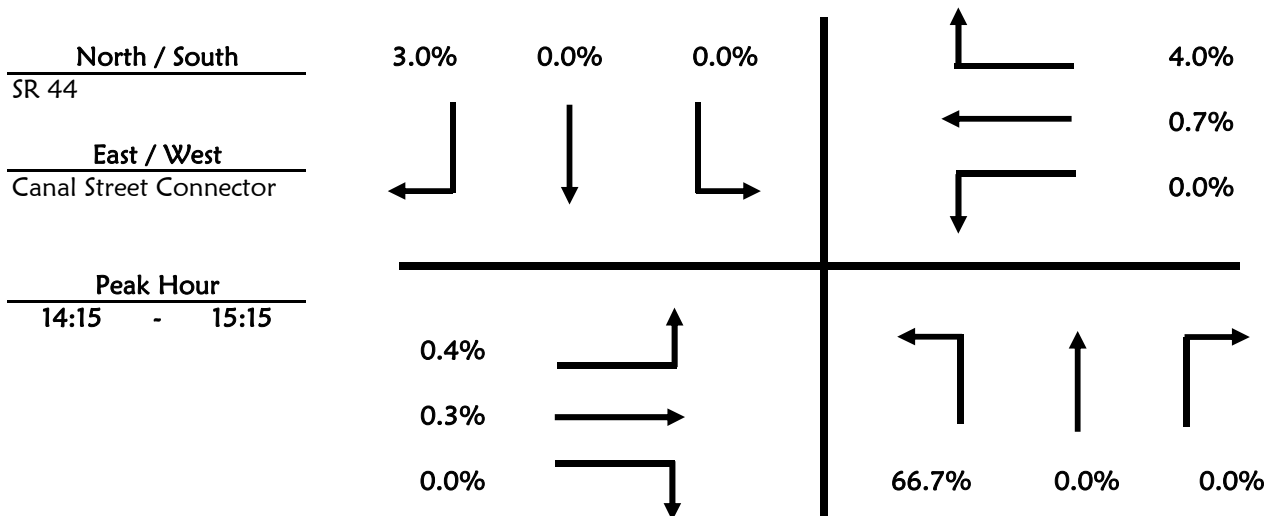
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Saturday, June 17, 2017  
 Time Period 14:00 to 16:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	1
14:30 - 14:45	1	0	0	0	0	1
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	1	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	2	0	0	2	0
14:15 - 14:30	1	0	0	0	1	0
14:30 - 14:45	0	0	0	0	2	1
14:45 - 15:00	0	2	0	0	2	0
15:00 - 15:15	0	1	0	0	2	0
15:15 - 15:30	0	2	0	0	0	0
15:30 - 15:45	0	2	0	0	0	0
15:45 - 16:00	2	2	0	0	1	0



# Roadway Count Summary

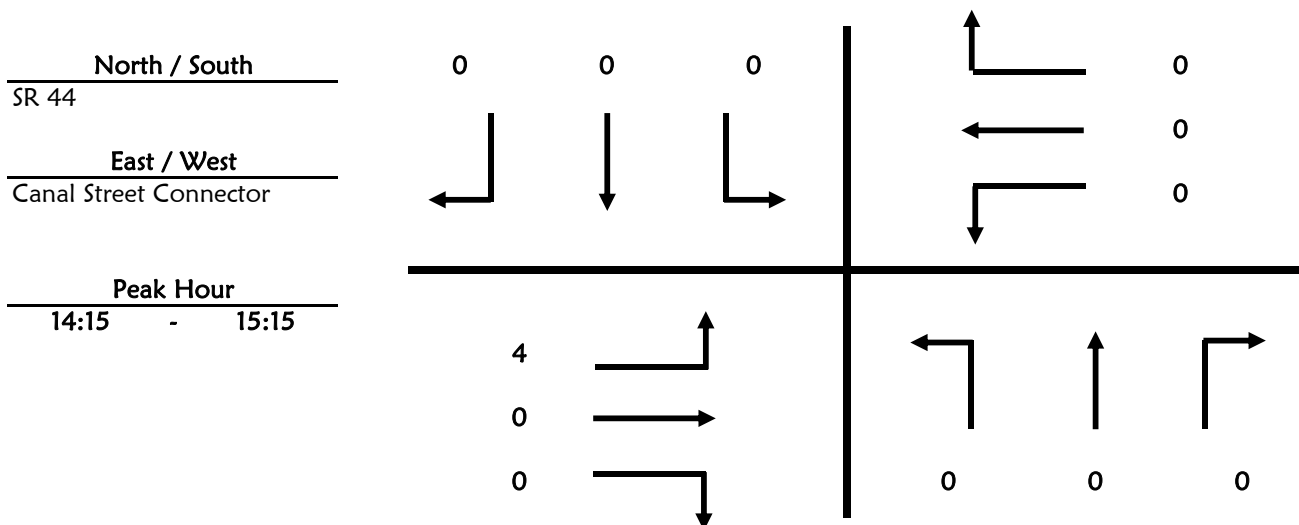
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Saturday, June 17, 2017  
 Time Period 14:00 to 16:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	3	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	1	0	0	0	0	0
15:00 - 15:15	3	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	2	0	0	0	0	0
15:45 - 16:00	2	0	0	0	0	0



# Roadway Count Summary

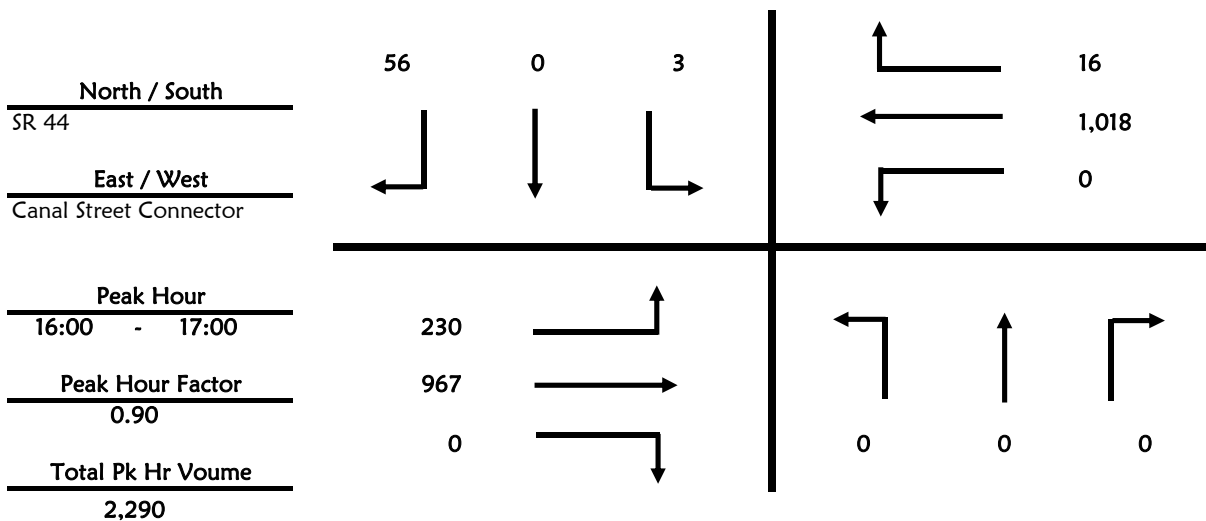
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 16:00 to 18:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	1	0	14
16:15 - 16:30	0	0	0	1	0	11
16:30 - 16:45	0	0	0	0	0	16
16:45 - 17:00	0	0	0	1	0	15
17:00 - 17:15	0	0	0	0	0	25
17:15 - 17:30	0	0	0	0	0	20
17:30 - 17:45	0	0	0	0	0	15
17:45 - 18:00	0	0	0	0	0	13
	0	0	0	3	0	129

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	61	263	0	0	292	5
16:15 - 16:30	56	245	0	0	258	4
16:30 - 16:45	63	231	0	0	223	2
16:45 - 17:00	50	228	0	0	245	5
17:00 - 17:15	53	234	0	0	288	5
17:15 - 17:30	41	222	0	0	270	7
17:30 - 17:45	68	213	0	0	243	5
17:45 - 18:00	68	220	0	0	274	2
	460	1,856	0	0	2,093	35



# Roadway Count Summary

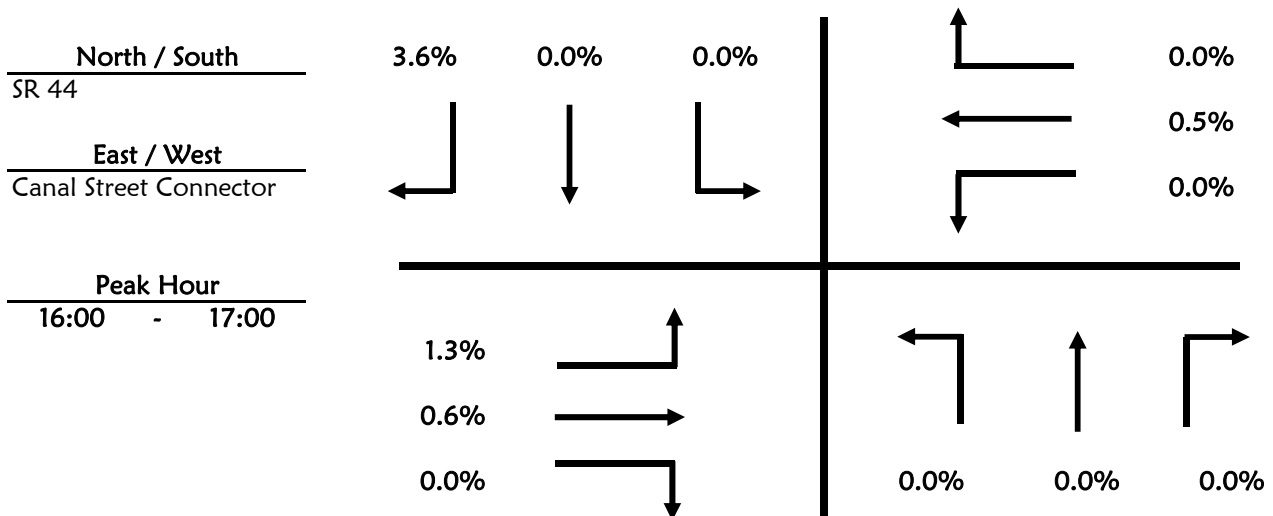
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	1
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	1
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	1
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	2	1	0	0	1	0
16:15 - 16:30	0	3	0	0	3	0
16:30 - 16:45	1	1	0	0	0	0
16:45 - 17:00	0	1	0	0	1	0
17:00 - 17:15	1	0	0	0	1	0
17:15 - 17:30	0	1	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	1	0	0	3	0



# Roadway Count Summary

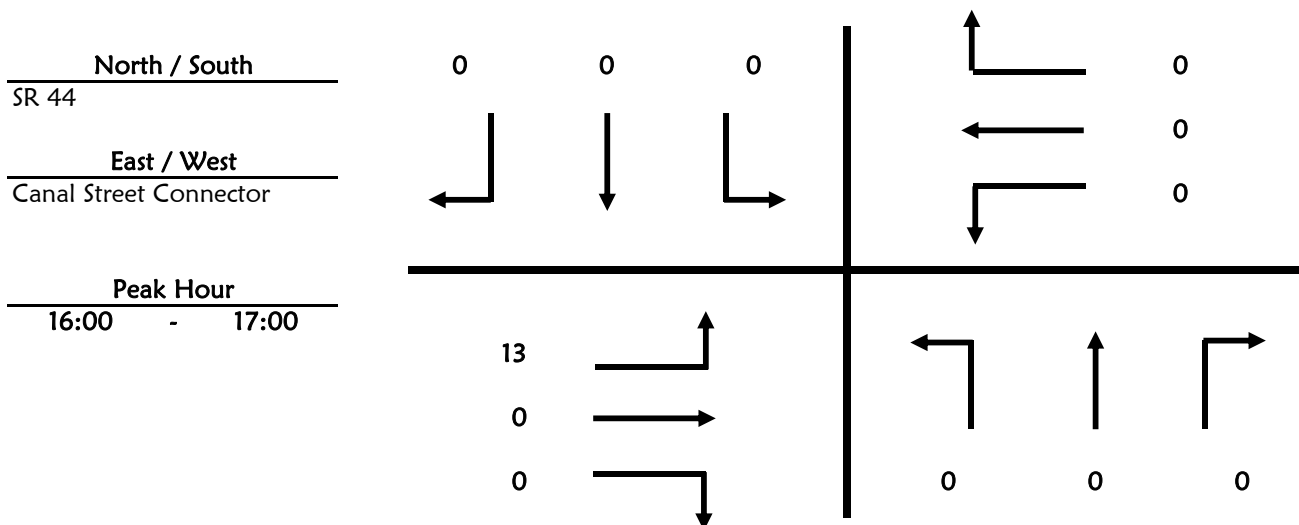
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	2	0	0	0	0	0
16:15 - 16:30	5	0	0	0	0	0
16:30 - 16:45	4	0	0	0	0	0
16:45 - 17:00	2	0	0	0	0	0
17:00 - 17:15	1	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0
17:30 - 17:45	4	0	0	0	0	0
17:45 - 18:00	5	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 10:00 to 12:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	7	0	0	4
10:15 - 10:30	0	0	11	0	0	7
10:30 - 10:45	0	0	9	0	0	4
10:45 - 11:00	0	0	9	0	0	3
11:00 - 11:15	0	0	11	0	0	4
11:15 - 11:30	0	0	6	0	0	11
11:30 - 11:45	0	0	11	0	0	1
11:45 - 12:00	0	0	13	0	0	4
	0	0	77	0	0	38

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	10	318	2	4	190	1
10:15 - 10:30	8	307	1	5	197	2
10:30 - 10:45	8	296	2	7	154	0
10:45 - 11:00	3	306	2	4	186	1
11:00 - 11:15	9	324	0	10	168	0
11:15 - 11:30	12	316	3	13	188	1
11:30 - 11:45	2	325	2	11	170	0
11:45 - 12:00	7	303	1	4	172	1
	59	2,495	13	58	1,425	6

North / South	19	0	0	2
SR 44	←	↓	→	←
East / West	←	↓	→	←
Old Mission Road	←	↓	→	←
Peak Hour	26	↑	↑	↑
10:45 - 11:45	1,271	→	→	→
Peak Hour Factor	7	↓	↓	↓
0.96	0	0	0	0
Total Pk Hr Voume	2,112	0	0	37
	2,112	0	0	37

# Roadway Count Summary

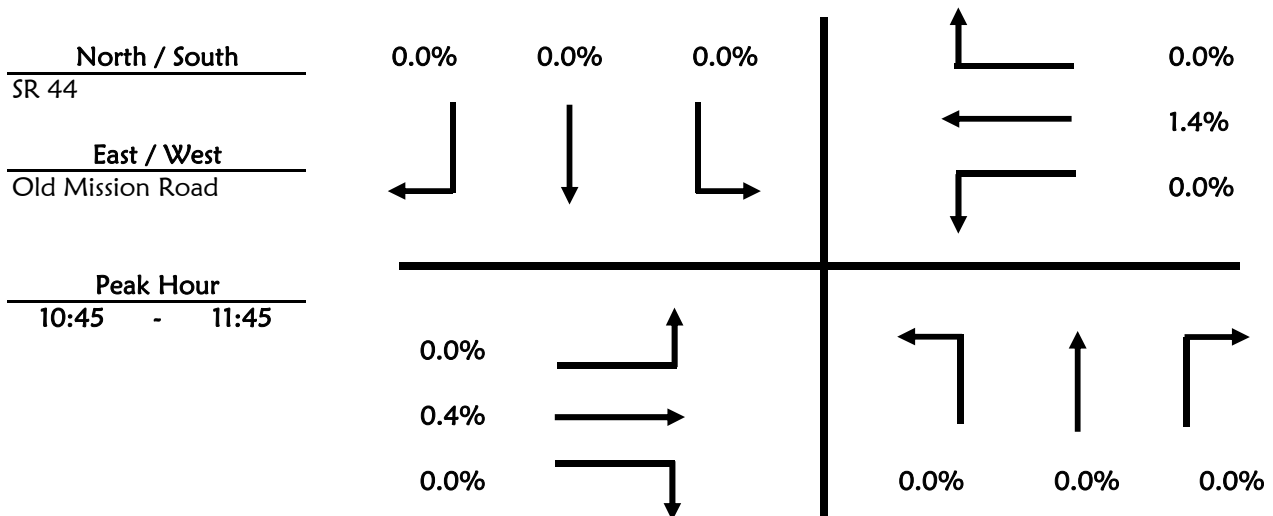
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Saturday, June 17, 2017  
 Time Period 10:00 to 12:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	1	0	0	0	0
10:15 - 10:30	0	1	0	0	4	0
10:30 - 10:45	0	1	0	0	1	0
10:45 - 11:00	0	1	0	0	2	0
11:00 - 11:15	0	2	0	0	4	0
11:15 - 11:30	0	0	0	0	2	0
11:30 - 11:45	0	2	0	0	2	0
11:45 - 12:00	0	1	0	1	5	0



# Roadway Count Summary

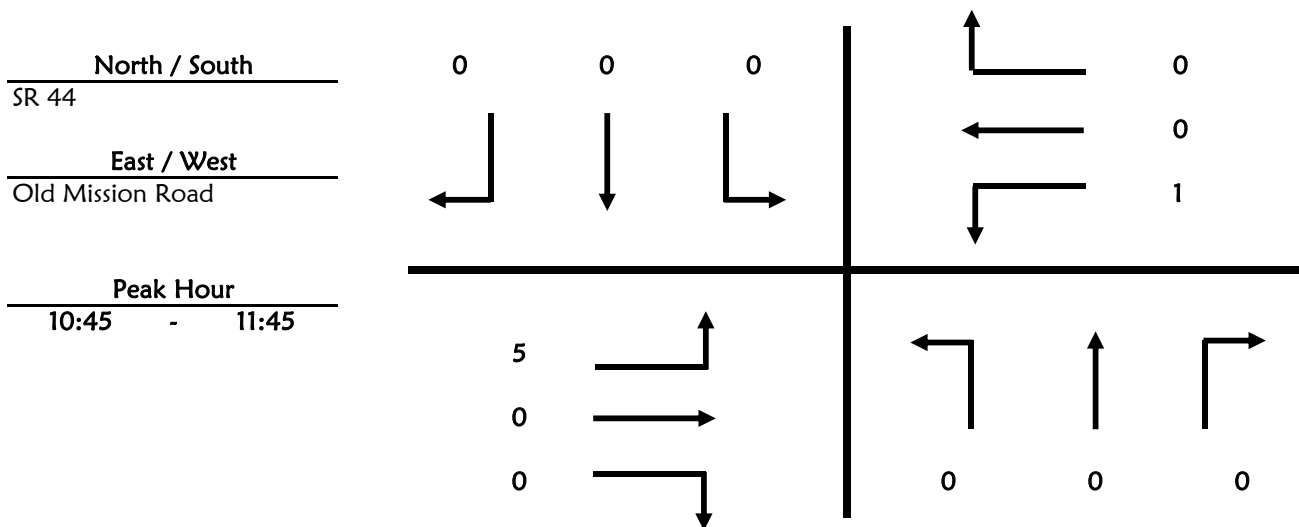
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Saturday, June 17, 2017  
 Time Period 10:00 to 12:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	6	0	0	0	0	0
10:15 - 10:30	2	0	0	0	0	0
10:30 - 10:45	2	0	0	1	0	0
10:45 - 11:00	2	0	0	0	0	0
11:00 - 11:15	2	0	0	0	0	0
11:15 - 11:30	1	0	0	0	0	0
11:30 - 11:45	0	0	0	1	0	0
11:45 - 12:00	3	0	0	0	0	0



# Roadway Count Summary

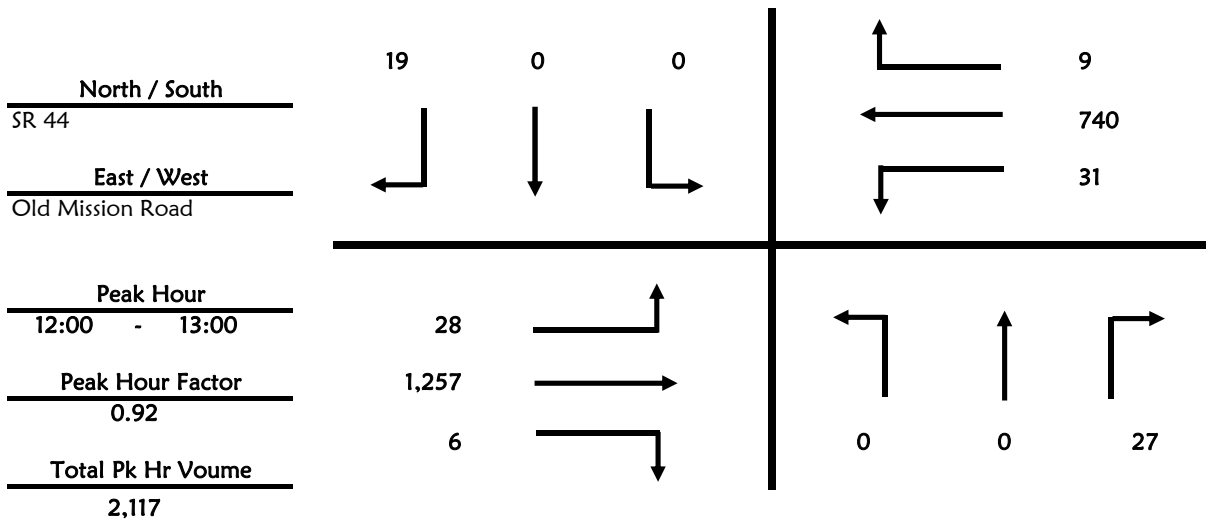
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 12:00 to 14:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	12	0	0	6
12:15 - 12:30	0	0	6	0	0	6
12:30 - 12:45	0	0	3	0	0	2
12:45 - 13:00	0	0	6	0	0	5
13:00 - 13:15	0	0	7	0	0	1
13:15 - 13:30	0	0	9	0	0	5
13:30 - 13:45	0	0	9	0	1	3
13:45 - 14:00	0	0	7	0	0	3
	0	0	59	0	1	31

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	7	329	3	13	180	3
12:15 - 12:30	7	341	0	6	208	4
12:30 - 12:45	5	299	2	9	168	2
12:45 - 13:00	9	288	1	3	184	0
13:00 - 13:15	4	270	2	5	200	0
13:15 - 13:30	6	283	2	8	204	0
13:30 - 13:45	6	272	0	8	235	0
13:45 - 14:00	10	275	0	9	210	0
	54	2,357	10	61	1,589	9



# Roadway Count Summary

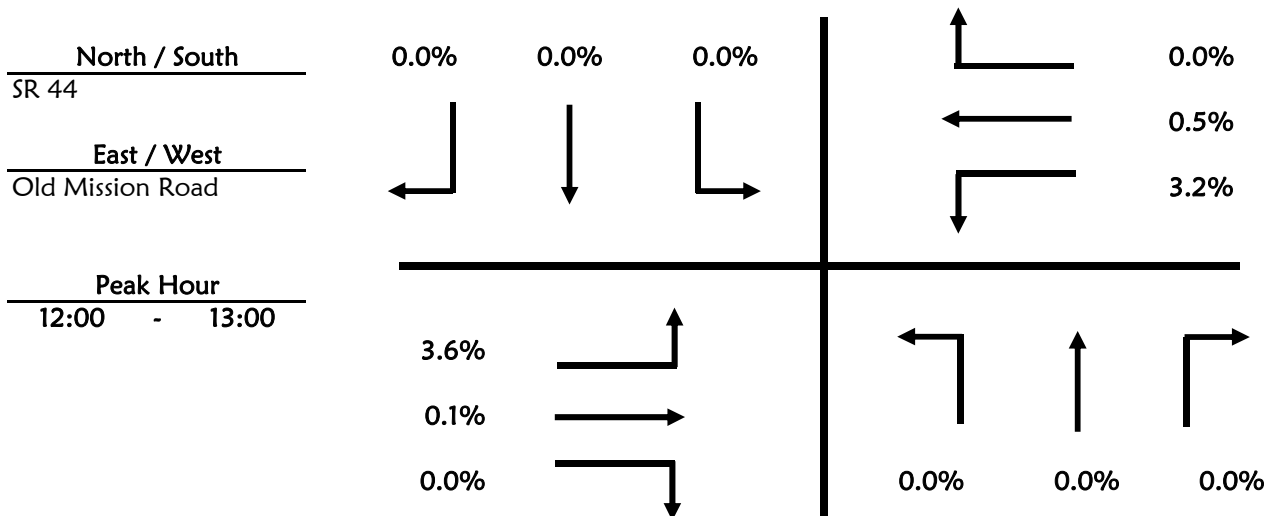
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Saturday, June 17, 2017  
 Time Period 12:00 to 14:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	1	0	0	0	1	0
12:15 - 12:30	0	1	0	0	0	0
12:30 - 12:45	0	0	0	1	2	0
12:45 - 13:00	0	0	0	0	1	0
13:00 - 13:15	0	1	0	0	0	0
13:15 - 13:30	0	2	0	0	0	0
13:30 - 13:45	0	1	0	0	0	0
13:45 - 14:00	0	2	0	0	0	0



# Roadway Count Summary

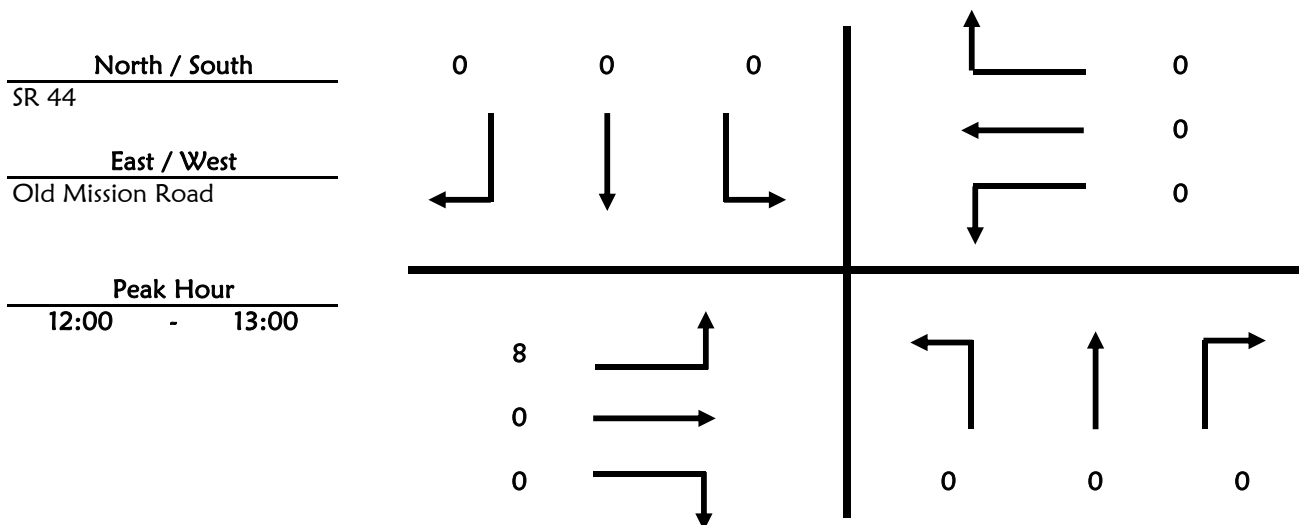
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Saturday, June 17, 2017  
 Time Period 12:00 to 14:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	1	0	0	0	0	0
12:15 - 12:30	2	0	0	0	0	0
12:30 - 12:45	2	0	0	0	0	0
12:45 - 13:00	3	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	2	0	0	0	0	0
13:30 - 13:45	2	0	0	0	0	0
13:45 - 14:00	1	0	0	0	0	0



# Roadway Count Summary

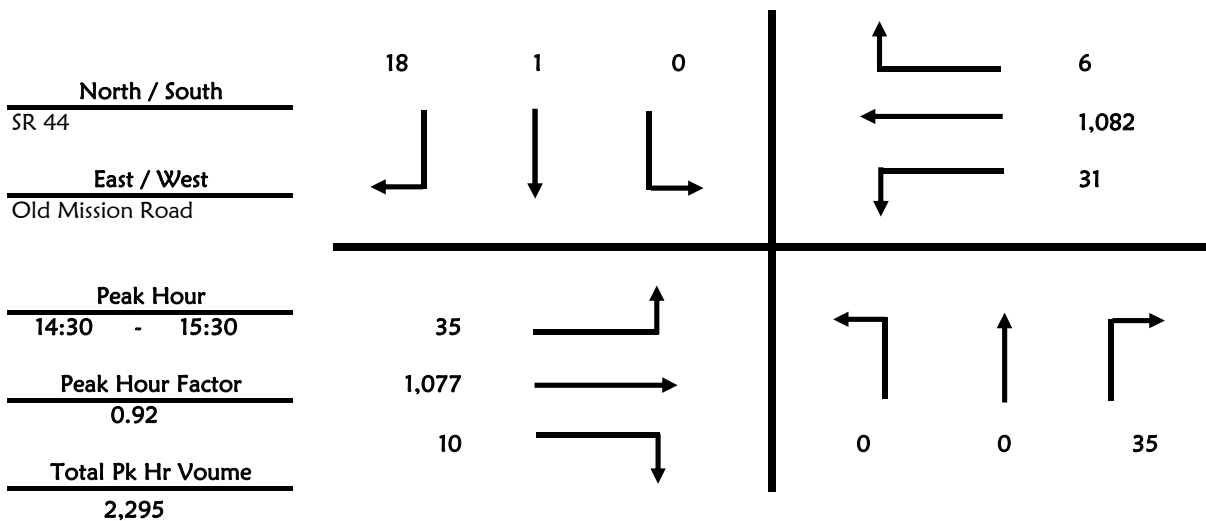
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 14:00 to 16:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	4	0	0	4
14:15 - 14:30	0	0	8	0	0	6
14:30 - 14:45	0	0	10	0	0	5
14:45 - 15:00	0	0	10	0	1	5
15:00 - 15:15	0	0	10	0	0	6
15:15 - 15:30	0	0	5	0	0	2
15:30 - 15:45	0	0	11	0	0	4
15:45 - 16:00	0	0	4	0	0	3
	0	0	62	0	1	35

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	10	266	0	11	228	0
14:15 - 14:30	16	244	4	4	251	0
14:30 - 14:45	11	264	2	6	248	0
14:45 - 15:00	6	314	3	11	269	2
15:00 - 15:15	13	255	1	7	293	2
15:15 - 15:30	5	244	4	7	272	2
15:30 - 15:45	8	252	1	6	247	0
15:45 - 16:00	12	289	1	6	261	2
	81	2,128	16	58	2,069	8



# Roadway Count Summary

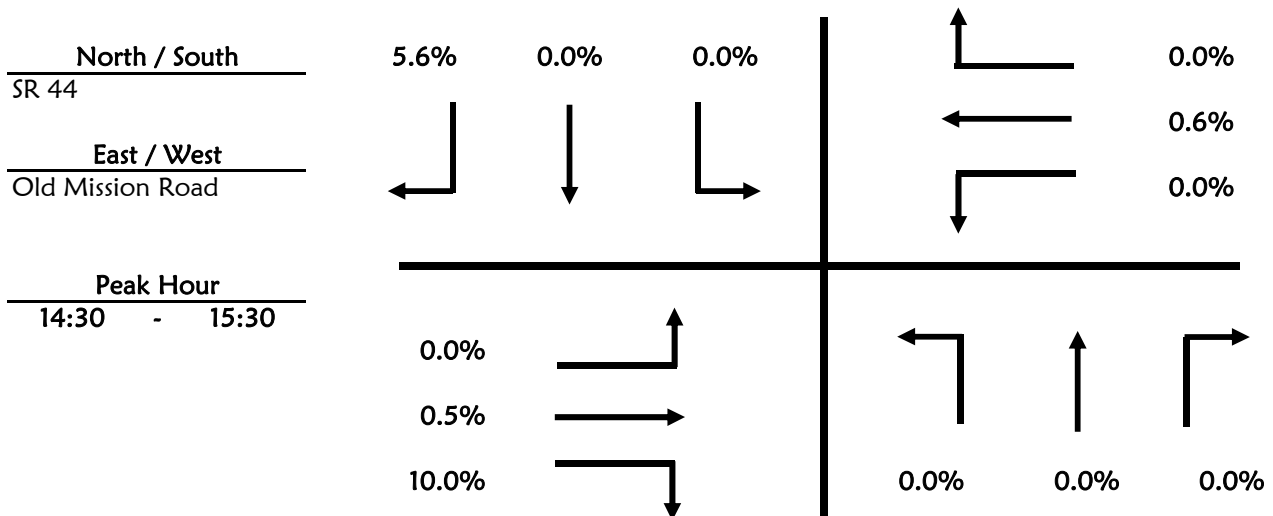
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Saturday, June 17, 2017  
 Time Period 14:00 to 16:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	1
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	2	2	0	0	3	0
14:15 - 14:30	0	0	0	0	2	0
14:30 - 14:45	0	0	0	0	3	0
14:45 - 15:00	0	1	1	0	2	0
15:00 - 15:15	0	1	0	0	1	0
15:15 - 15:30	0	3	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	2	0	1	1	0



# Roadway Count Summary

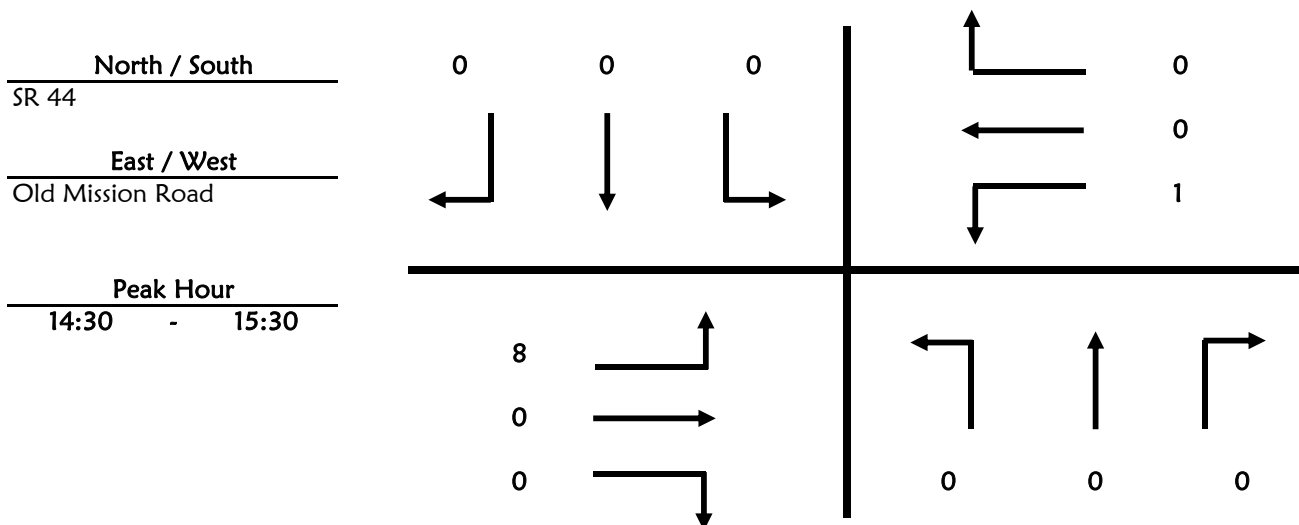
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Saturday, June 17, 2017  
 Time Period 14:00 to 16:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	1	0	0	0	0	0
14:15 - 14:30	6	0	0	0	0	0
14:30 - 14:45	2	0	0	1	0	0
14:45 - 15:00	2	0	0	0	0	0
15:00 - 15:15	3	0	0	0	0	0
15:15 - 15:30	1	0	0	0	0	0
15:30 - 15:45	1	0	0	0	0	0
15:45 - 16:00	4	0	0	0	0	0



# Roadway Count Summary

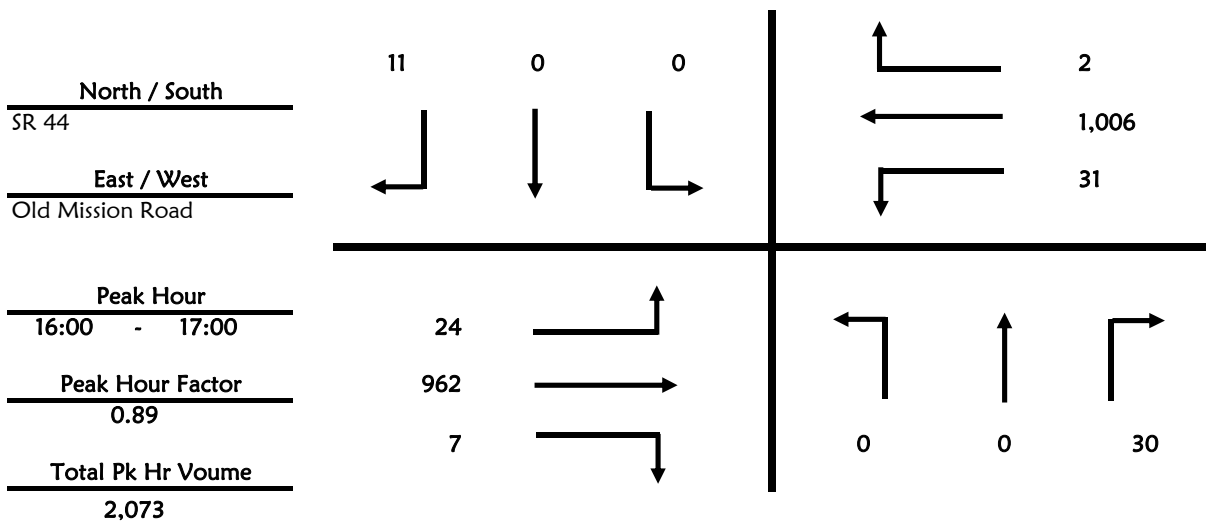
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 16:00 to 18:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	9	0	0	5
16:15 - 16:30	0	0	6	0	0	3
16:30 - 16:45	0	0	8	0	0	0
16:45 - 17:00	0	0	7	0	0	3
17:00 - 17:15	0	0	4	0	0	6
17:15 - 17:30	0	0	9	0	0	0
17:30 - 17:45	0	0	5	0	0	4
17:45 - 18:00	0	0	10	0	0	3
	0	0	58	0	0	24

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	9	259	2	11	286	0
16:15 - 16:30	3	236	3	2	243	1
16:30 - 16:45	5	229	1	10	222	0
16:45 - 17:00	7	238	1	8	255	1
17:00 - 17:15	5	221	1	10	282	2
17:15 - 17:30	8	206	1	14	270	1
17:30 - 17:45	4	226	0	3	239	2
17:45 - 18:00	8	217	0	17	286	0
	49	1,832	9	75	2,083	7



# Roadway Count Summary

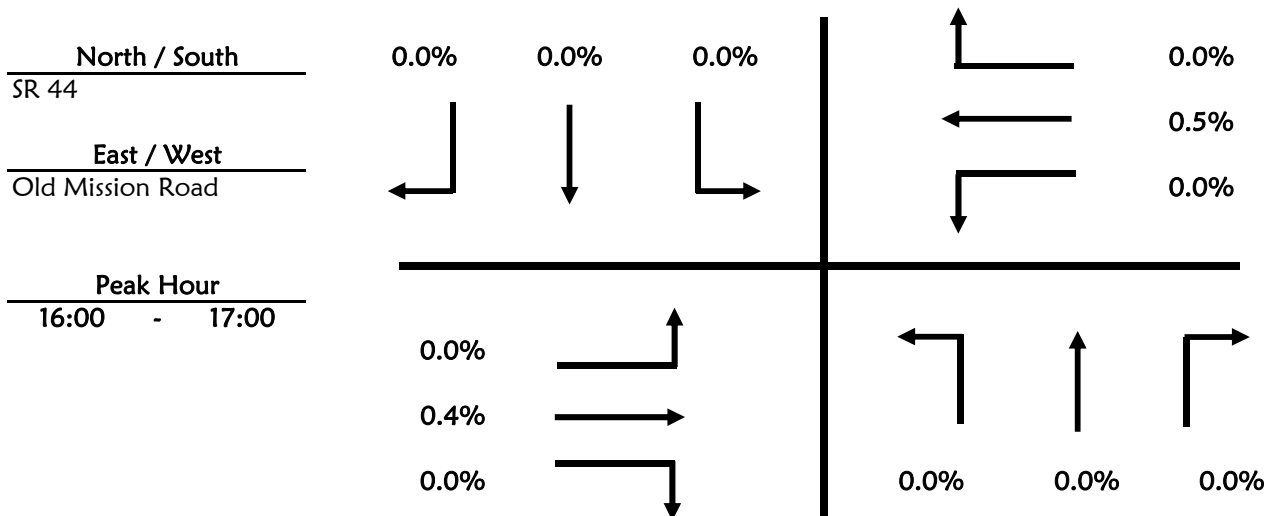
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	1	0	0	1	0
16:15 - 16:30	0	2	0	0	3	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	1	0	0	1	0
17:00 - 17:15	0	0	0	0	2	0
17:15 - 17:30	0	1	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	1	0	0	0	3	0



# Roadway Count Summary

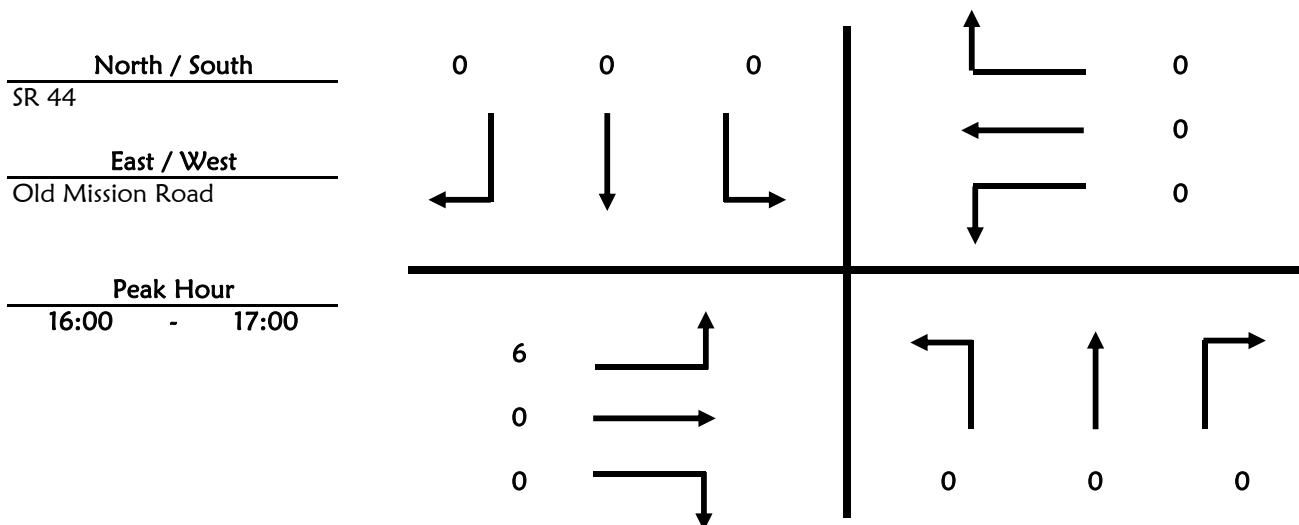
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	4	0	0	0	0	0
16:15 - 16:30	2	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	2	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0
17:30 - 17:45	2	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 10:00 to 12:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	1	49	8	11	64	0
10:15 - 10:30	0	49	7	10	61	0
10:30 - 10:45	1	69	16	10	62	0
10:45 - 11:00	2	56	6	5	63	0
11:00 - 11:15	4	45	8	14	63	0
11:15 - 11:30	0	46	8	11	55	0
11:30 - 11:45	3	62	10	12	70	0
11:45 - 12:00	2	60	16	8	74	0
	13	436	79	81	512	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	6	3	12	4	8
10:15 - 10:30	1	3	3	2	3	7
10:30 - 10:45	0	2	0	8	3	12
10:45 - 11:00	2	1	5	4	0	5
11:00 - 11:15	0	4	1	5	1	5
11:15 - 11:30	0	3	6	5	3	5
11:30 - 11:45	2	6	6	14	2	10
11:45 - 12:00	2	3	5	8	5	5
	7	28	29	58	21	57

North / South	0	262	45		25
Wallace Road	↓	↓	↓	←	11
East / West	←		→	↓	32
Pioneer Trail					
Peak Hour					
11:00 - 12:00	4	↑		←	↑
Peak Hour Factor	16	→			
0.86	18	↓		9	213
Total Pk Hr Voume					42
677					

# Roadway Count Summary

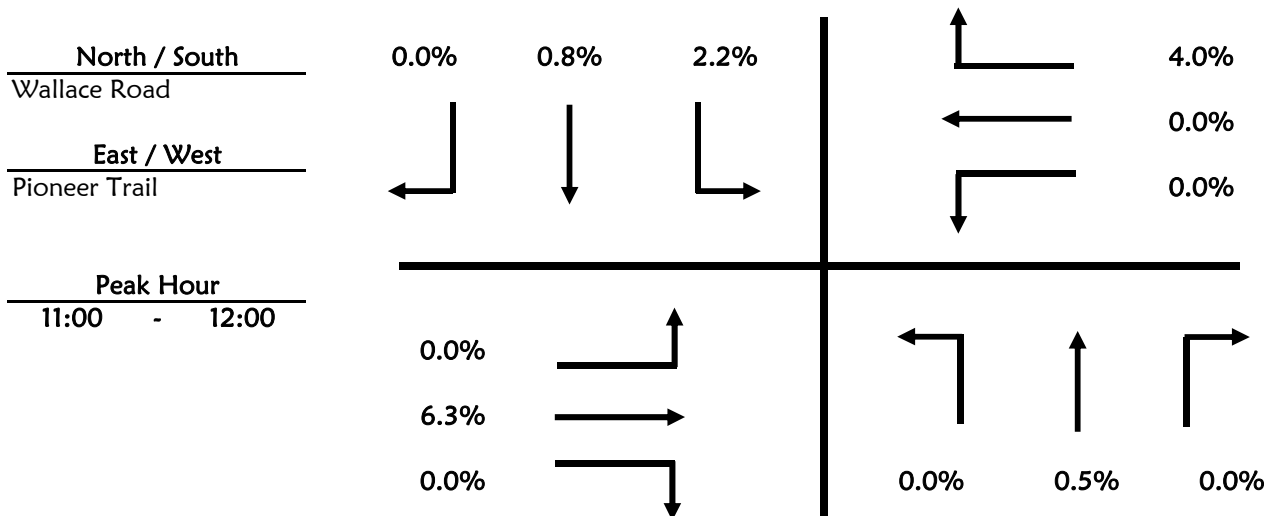
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Pioneer Trail  
**Date** Saturday, June 17, 2017  
**Time Period** 10:00 to 12:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	1	0	0	1	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	1	1	0
11:15 - 11:30	0	1	0	0	0	0
11:30 - 11:45	0	0	0	0	1	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	1
11:00 - 11:15	0	0	0	0	0	1
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	1	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0



# Roadway Count Summary

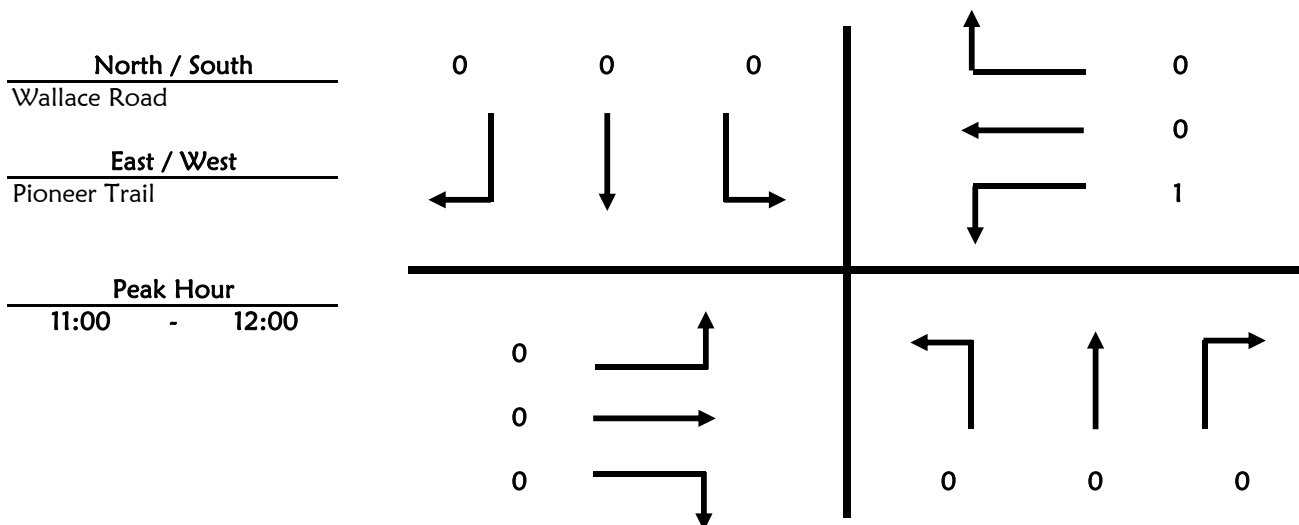
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Saturday, June 17, 2017  
 Time Period 10:00 to 12:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	1	0	0
11:45 - 12:00	0	0	0	0	0	0



# Roadway Count Summary

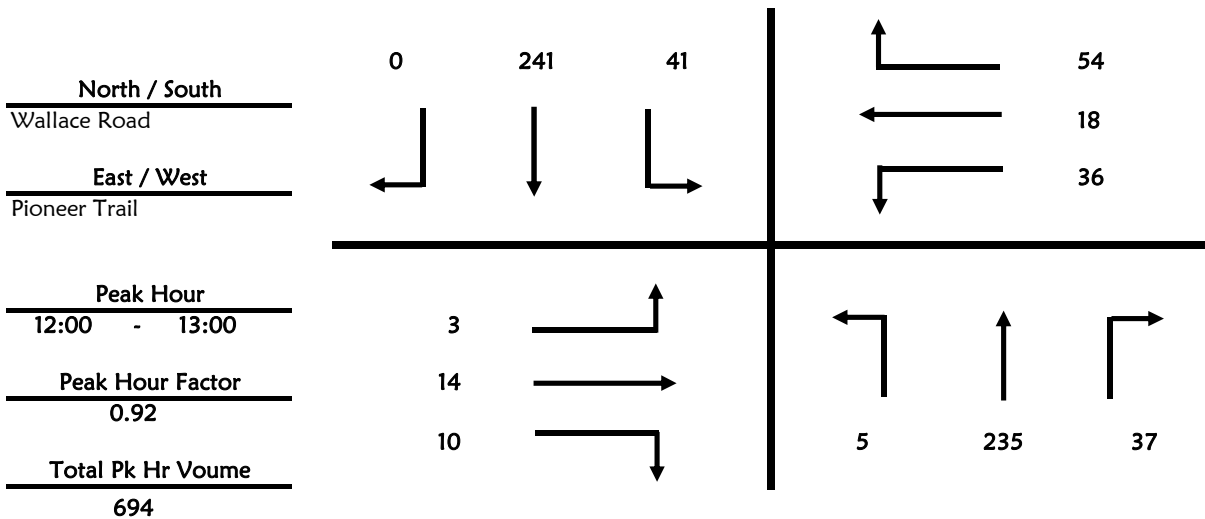
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 12:00 to 14:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	2	57	13	7	63	0
12:15 - 12:30	2	61	11	9	63	0
12:30 - 12:45	0	61	4	11	59	0
12:45 - 13:00	1	56	9	14	56	0
13:00 - 13:15	0	42	5	10	62	2
13:15 - 13:30	2	46	9	12	53	1
13:30 - 13:45	0	58	6	7	79	1
13:45 - 14:00	3	65	8	7	55	0
	10	446	65	77	490	4

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	1	7	1	10	6	16
12:15 - 12:30	1	6	3	12	6	15
12:30 - 12:45	1	0	5	5	3	14
12:45 - 13:00	0	1	1	9	3	9
13:00 - 13:15	2	4	0	9	3	17
13:15 - 13:30	1	2	2	6	3	12
13:30 - 13:45	0	3	0	10	5	5
13:45 - 14:00	1	2	3	8	4	6
	7	25	15	69	33	94



# Roadway Count Summary

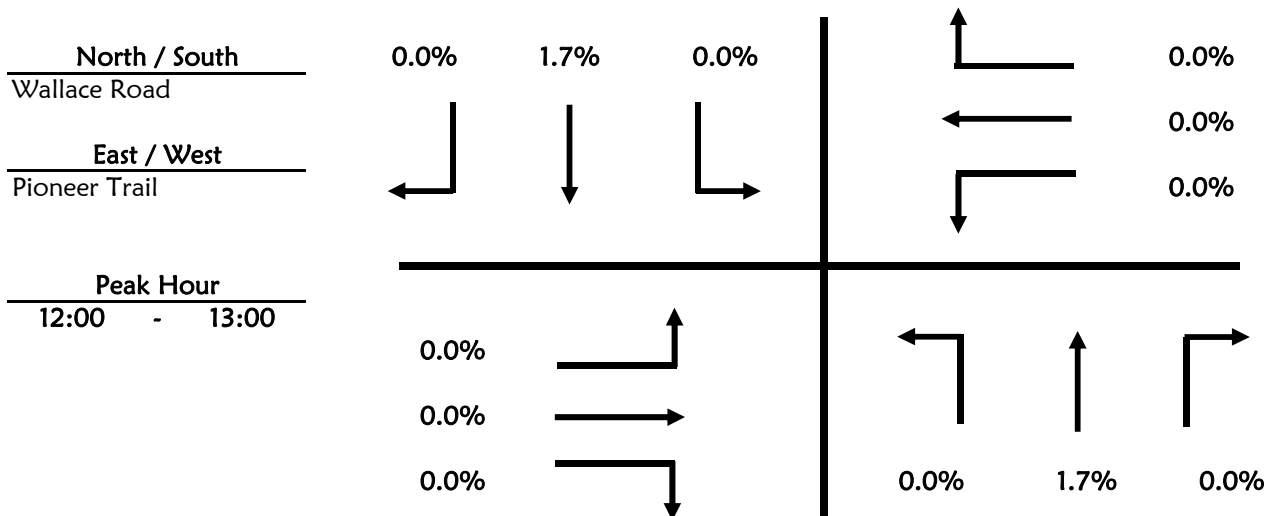
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Pioneer Trail  
**Date** Saturday, June 17, 2017  
**Time Period** 12:00 to 14:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	1	0	0	1	0
12:15 - 12:30	0	1	0	0	1	0
12:30 - 12:45	0	1	0	0	1	0
12:45 - 13:00	0	1	0	0	1	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	1	0	0
13:30 - 13:45	0	2	0	0	1	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0



# Roadway Count Summary

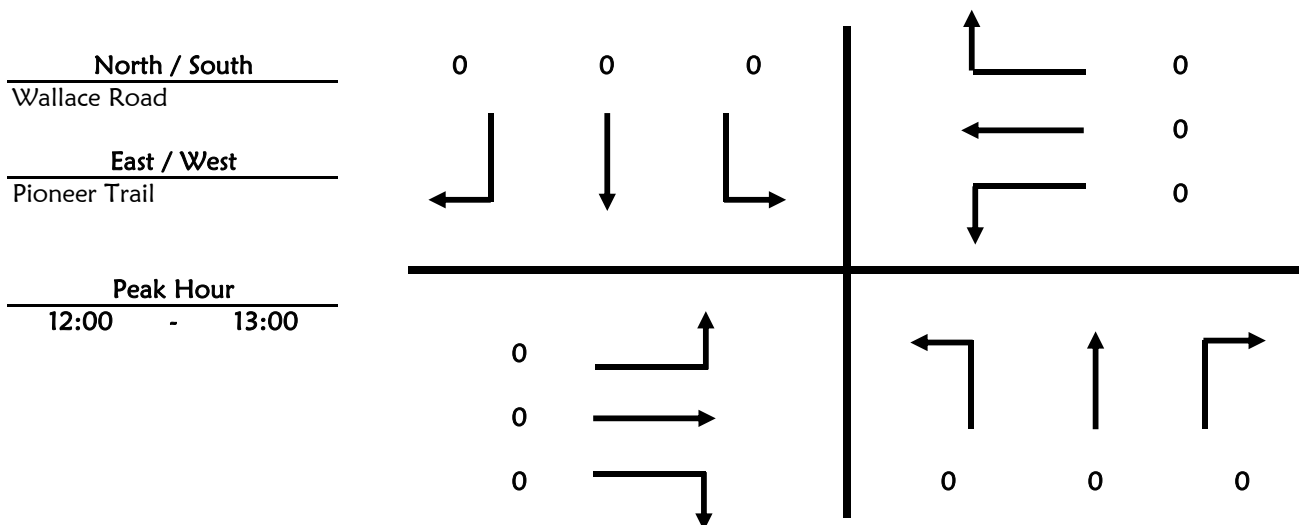
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Saturday, June 17, 2017  
 Time Period 12:00 to 14:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 14:00 to 16:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	2	46	5	10	59	1
14:15 - 14:30	1	53	5	5	52	0
14:30 - 14:45	2	38	8	4	58	1
14:45 - 15:00	0	60	12	5	61	0
15:00 - 15:15	1	42	4	7	47	0
15:15 - 15:30	1	52	9	8	33	1
15:30 - 15:45	2	50	5	5	43	0
15:45 - 16:00	2	31	6	12	39	0
	11	372	54	56	392	3

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	3	2	7	1	11
14:15 - 14:30	0	3	3	2	2	15
14:30 - 14:45	0	4	1	4	2	10
14:45 - 15:00	0	1	1	8	4	10
15:00 - 15:15	1	1	1	11	3	16
15:15 - 15:30	0	4	3	6	2	7
15:30 - 15:45	4	3	2	6	3	10
15:45 - 16:00	0	3	3	4	4	15
	5	22	16	48	21	94

North / South	2	230	24		46
Wallace Road					9
East / West					21
Pioneer Trail					
Peak Hour					
14:00 - 15:00	0				
Peak Hour Factor	11				
0.90	7				
Total Pk Hr Voume				5	197
582				30	

# Roadway Count Summary

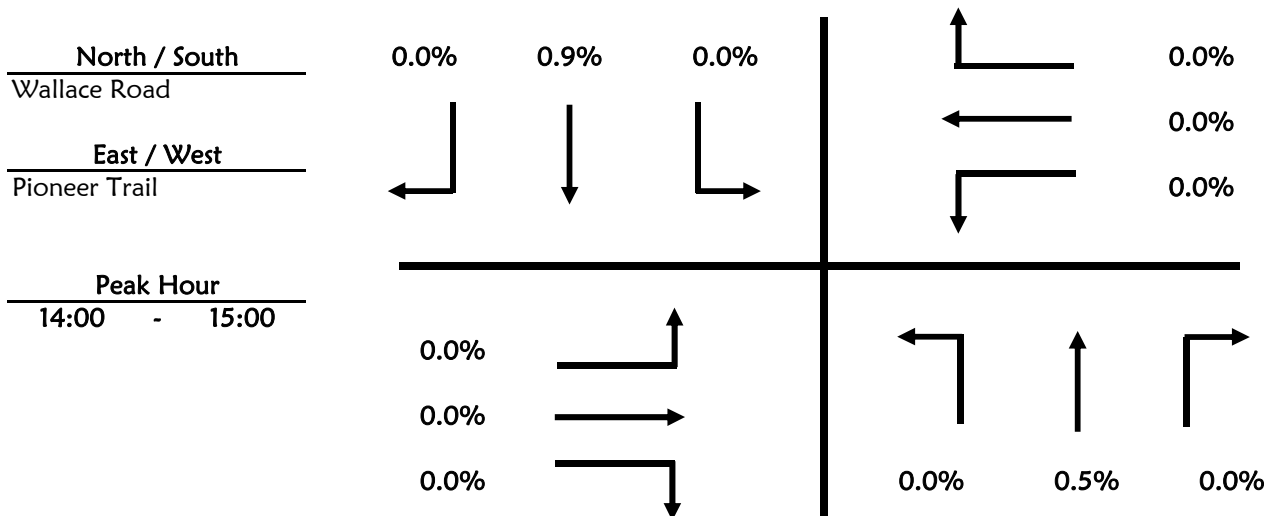
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Pioneer Trail  
**Date** Saturday, June 17, 2017  
**Time Period** 14:00 to 16:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	1	0
14:45 - 15:00	0	1	0	0	1	0
15:00 - 15:15	0	0	0	0	1	0
15:15 - 15:30	0	1	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0



# Roadway Count Summary

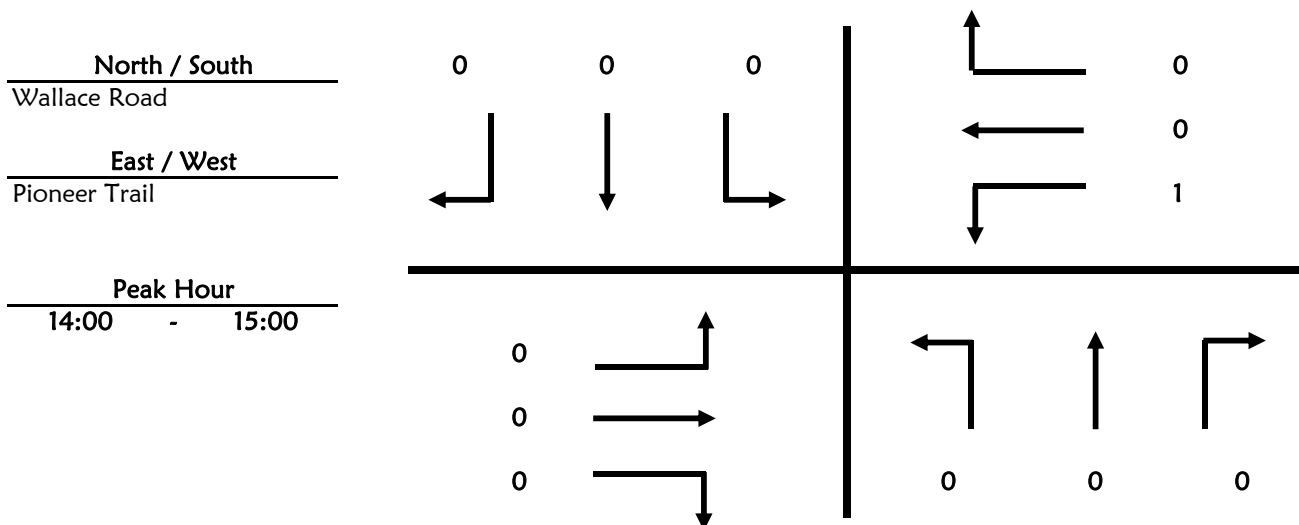
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Saturday, June 17, 2017  
 Time Period 14:00 to 16:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	1	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0



# Roadway Count Summary

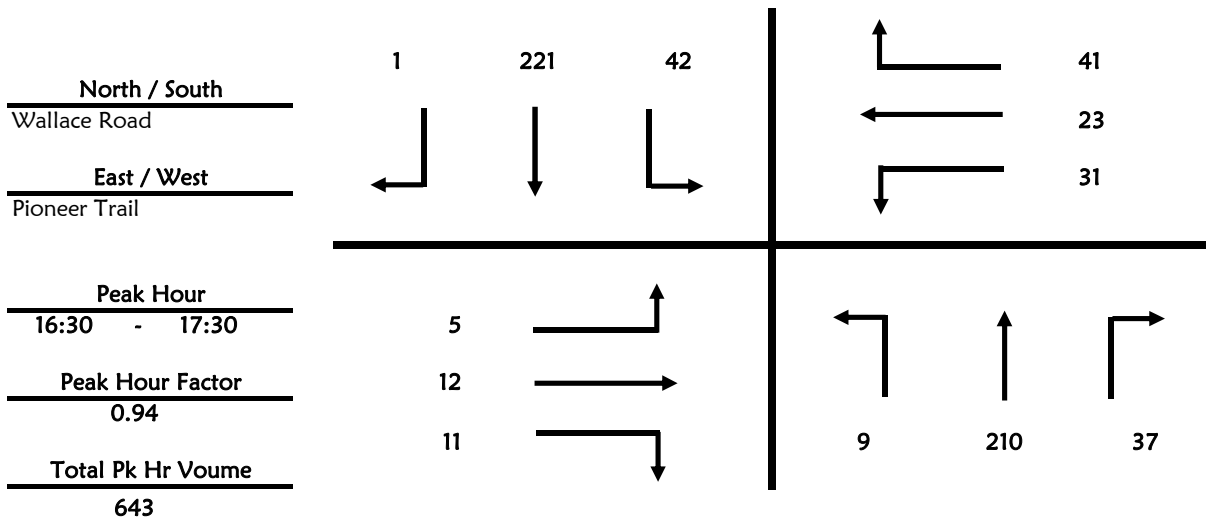
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 16:00 to 18:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	48	7	7	37	0
16:15 - 16:30	1	39	9	8	64	0
16:30 - 16:45	1	59	9	8	48	0
16:45 - 17:00	3	52	11	11	57	1
17:00 - 17:15	2	44	9	10	50	0
17:15 - 17:30	3	55	8	13	66	0
17:30 - 17:45	3	48	6	5	45	1
17:45 - 18:00	0	42	7	6	44	0
	14	387	66	68	411	2

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	3	1	0	5	6	13
16:15 - 16:30	1	4	1	5	3	12
16:30 - 16:45	1	2	4	9	7	9
16:45 - 17:00	4	4	2	10	7	9
17:00 - 17:15	0	5	2	7	8	13
17:15 - 17:30	0	1	3	5	1	10
17:30 - 17:45	1	3	1	6	2	14
17:45 - 18:00	1	3	1	6	7	10
	11	23	14	53	41	90



# Roadway Count Summary

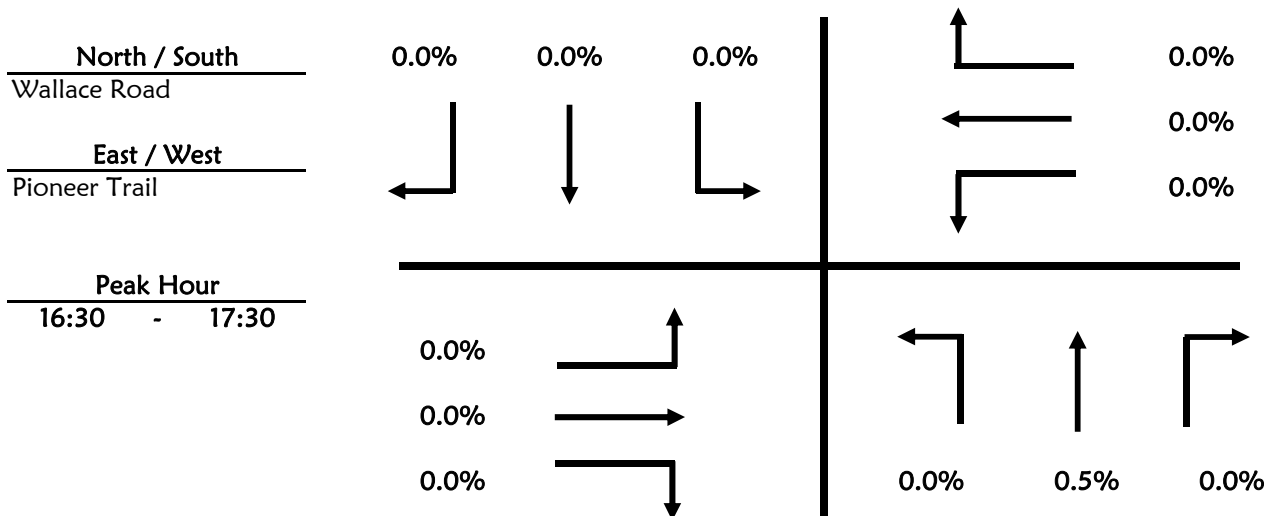
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Pioneer Trail  
**Date** Saturday, June 17, 2017  
**Time Period** 16:00 to 18:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	1	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	1
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0



# Roadway Count Summary

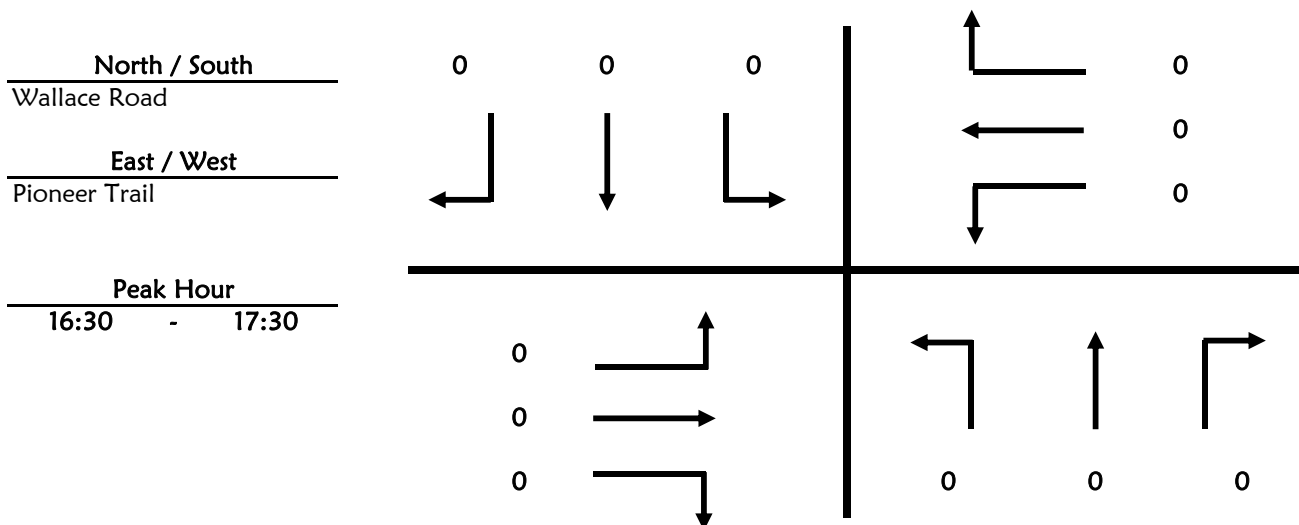
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0



# Roadway Count Summary

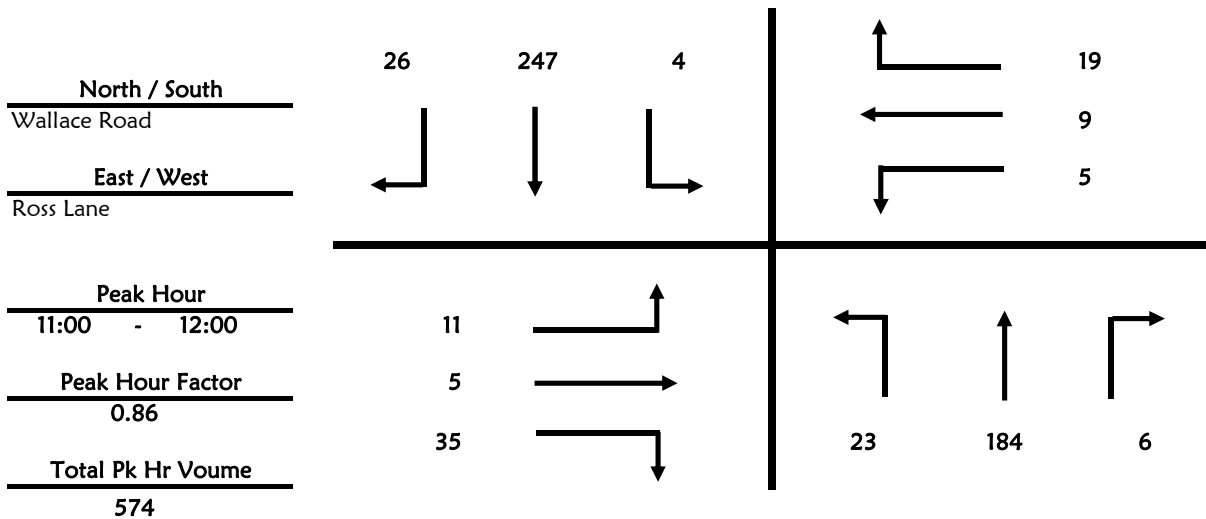
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 10:00 to 12:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	7	37	0	2	59	4
10:15 - 10:30	5	32	3	0	53	4
10:30 - 10:45	9	54	1	0	56	5
10:45 - 11:00	12	42	0	1	63	8
11:00 - 11:15	7	41	2	1	52	4
11:15 - 11:30	5	40	0	1	57	6
11:30 - 11:45	8	55	3	1	74	6
11:45 - 12:00	3	48	1	1	64	10
	56	349	10	7	478	47

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	3	0	7	0	4	9
10:15 - 10:30	1	0	14	2	1	9
10:30 - 10:45	2	1	5	0	2	5
10:45 - 11:00	2	2	7	0	3	2
11:00 - 11:15	1	1	9	1	1	5
11:15 - 11:30	2	1	7	1	0	3
11:30 - 11:45	3	0	7	1	4	5
11:45 - 12:00	5	3	12	2	4	6
	19	8	68	7	19	44



# Roadway Count Summary

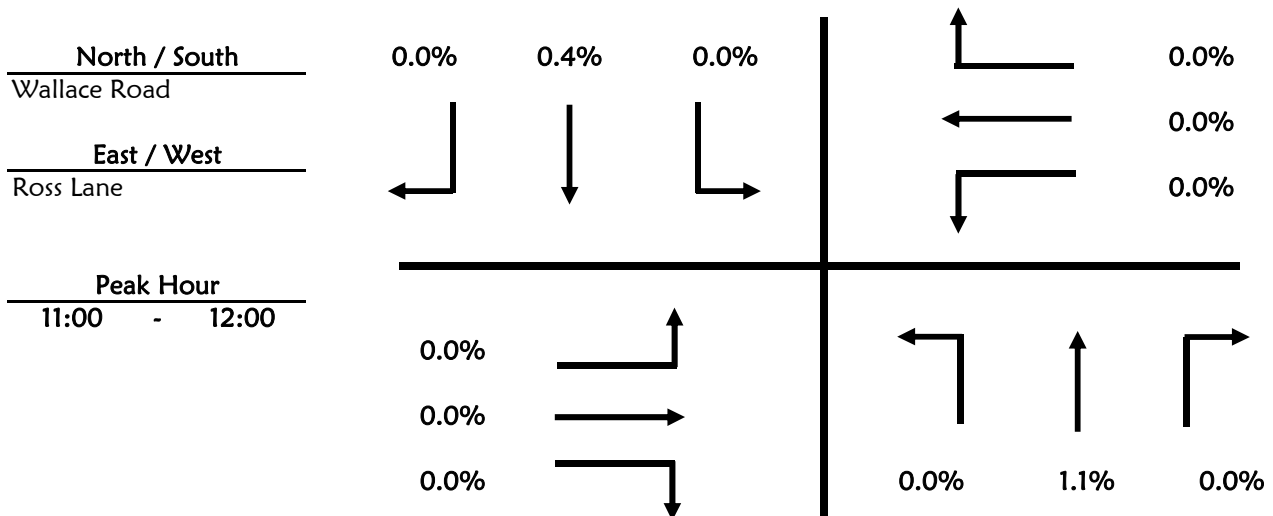
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Saturday, June 17, 2017  
 Time Period 10:00 to 12:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	2	0	0	1	0
10:30 - 10:45	0	1	0	0	3	0
10:45 - 11:00	0	1	0	0	0	0
11:00 - 11:15	0	2	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	1	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0



# Roadway Count Summary

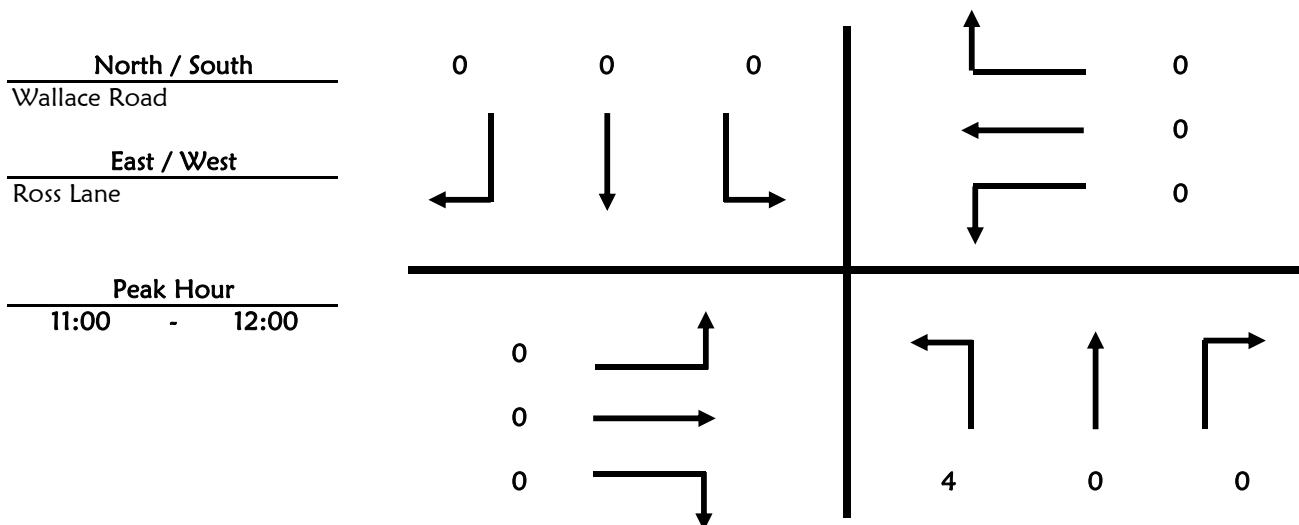
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Saturday, June 17, 2017  
 Time Period 10:00 to 12:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	2	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	2	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	1	0	0	0	0	0
11:15 - 11:30	1	0	0	0	0	0
11:30 - 11:45	2	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0



# Roadway Count Summary

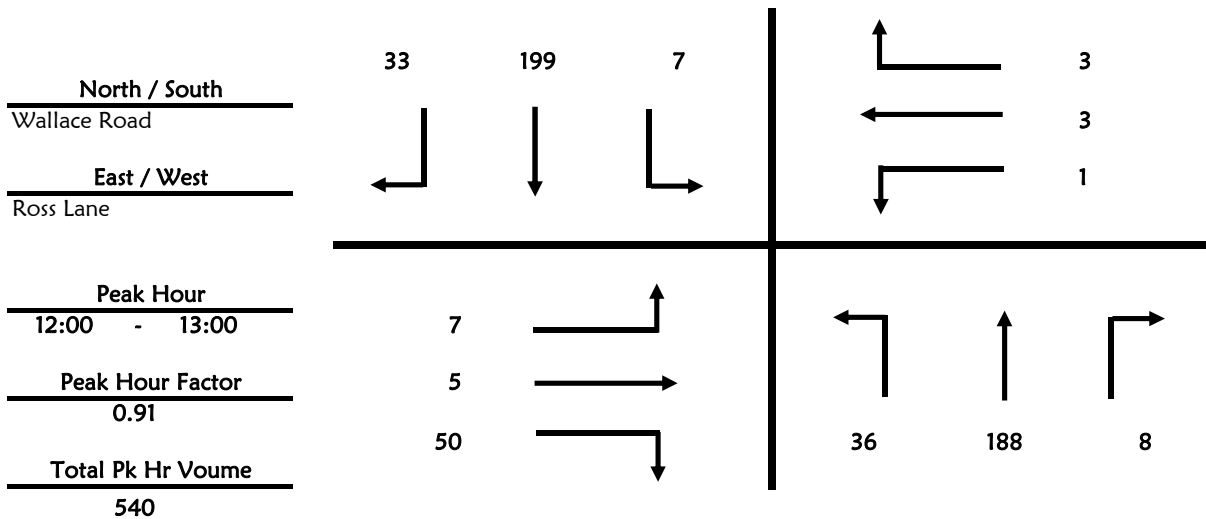
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 12:00 to 14:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	6	47	3	1	47	8
12:15 - 12:30	6	51	0	3	49	15
12:30 - 12:45	11	46	2	2	59	1
12:45 - 13:00	13	44	3	1	44	9
13:00 - 13:15	4	36	1	1	54	4
13:15 - 13:30	6	45	2	0	43	10
13:30 - 13:45	10	47	0	1	66	11
13:45 - 14:00	5	45	0	0	52	11
	61	361	11	9	414	69

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	2	1	10	0	1	1
12:15 - 12:30	1	3	17	1	1	2
12:30 - 12:45	2	1	14	0	0	0
12:45 - 13:00	2	0	9	0	1	0
13:00 - 13:15	5	2	7	0	0	0
13:15 - 13:30	0	2	21	1	2	0
13:30 - 13:45	0	0	9	0	0	0
13:45 - 14:00	3	0	7	1	2	0
	15	9	94	3	7	3



# Roadway Count Summary

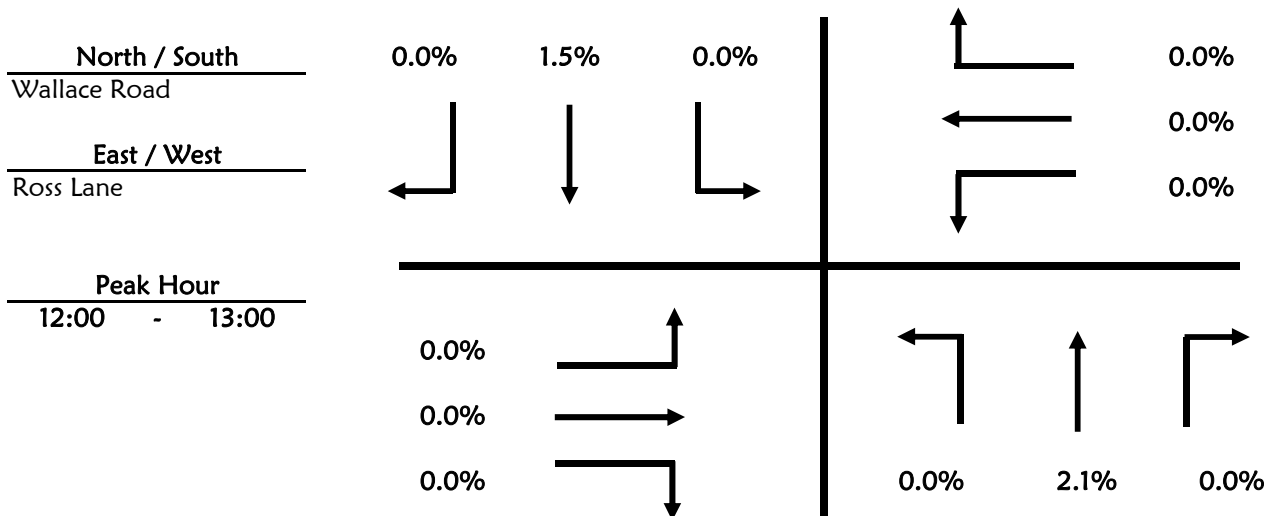
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Ross Lane  
**Date** Saturday, June 17, 2017  
**Time Period** 12:00 to 14:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	1	0	0	0	0
12:15 - 12:30	0	1	0	0	1	0
12:30 - 12:45	0	1	0	0	2	0
12:45 - 13:00	0	1	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	1	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0



# Roadway Count Summary

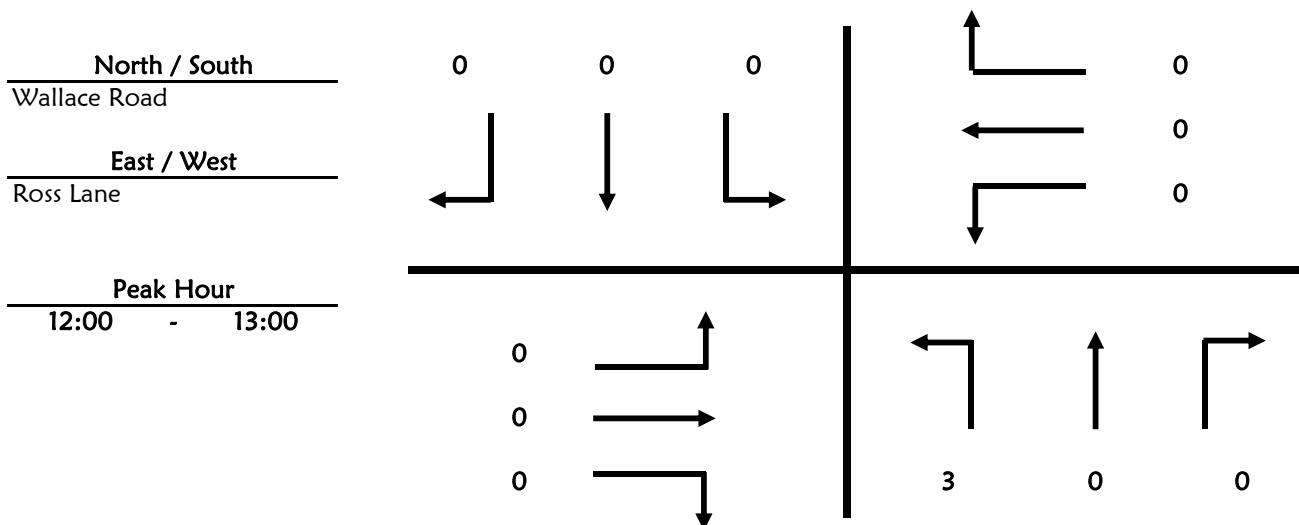
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Saturday, June 17, 2017  
 Time Period 12:00 to 14:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	1	0	0	0	0	0
12:30 - 12:45	1	0	0	0	0	0
12:45 - 13:00	1	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	1	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0



# Roadway Count Summary

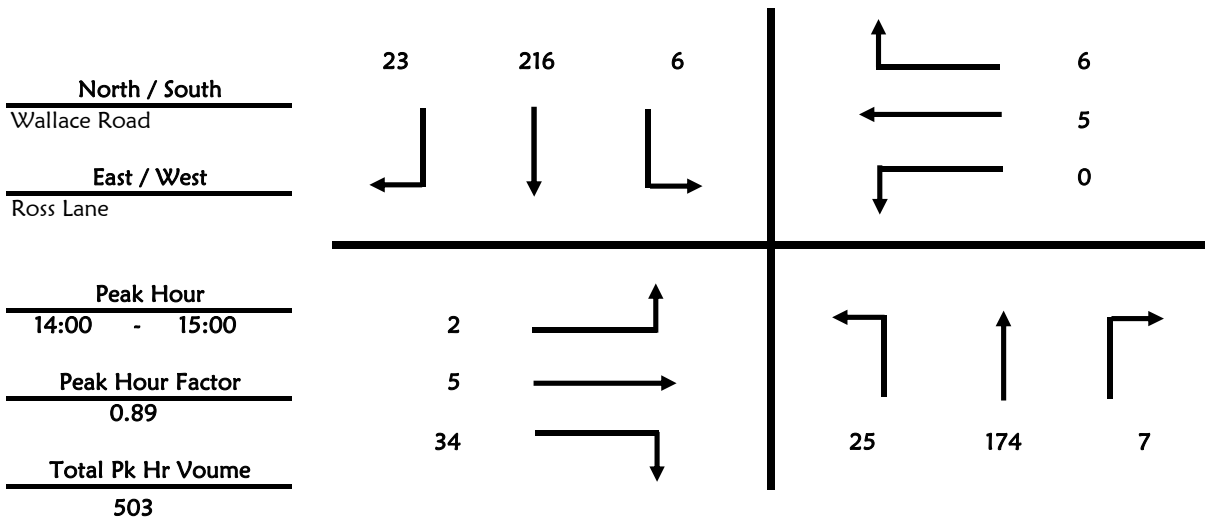
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 14:00 to 16:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	7	42	2	1	57	5
14:15 - 14:30	5	43	3	2	52	3
14:30 - 14:45	7	30	0	3	55	4
14:45 - 15:00	6	59	2	0	52	11
15:00 - 15:15	6	36	2	1	48	2
15:15 - 15:30	8	34	2	1	39	4
15:30 - 15:45	3	47	1	3	40	2
15:45 - 16:00	7	33	0	2	37	5
	49	324	12	13	380	36

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	1	1	5	0	2	1
14:15 - 14:30	1	2	11	0	2	1
14:30 - 14:45	0	2	9	0	1	1
14:45 - 15:00	0	0	9	0	0	3
15:00 - 15:15	4	4	9	0	2	2
15:15 - 15:30	2	1	12	0	1	0
15:30 - 15:45	4	1	12	0	2	1
15:45 - 16:00	0	1	12	0	1	2
	12	12	79	0	11	11



# Roadway Count Summary

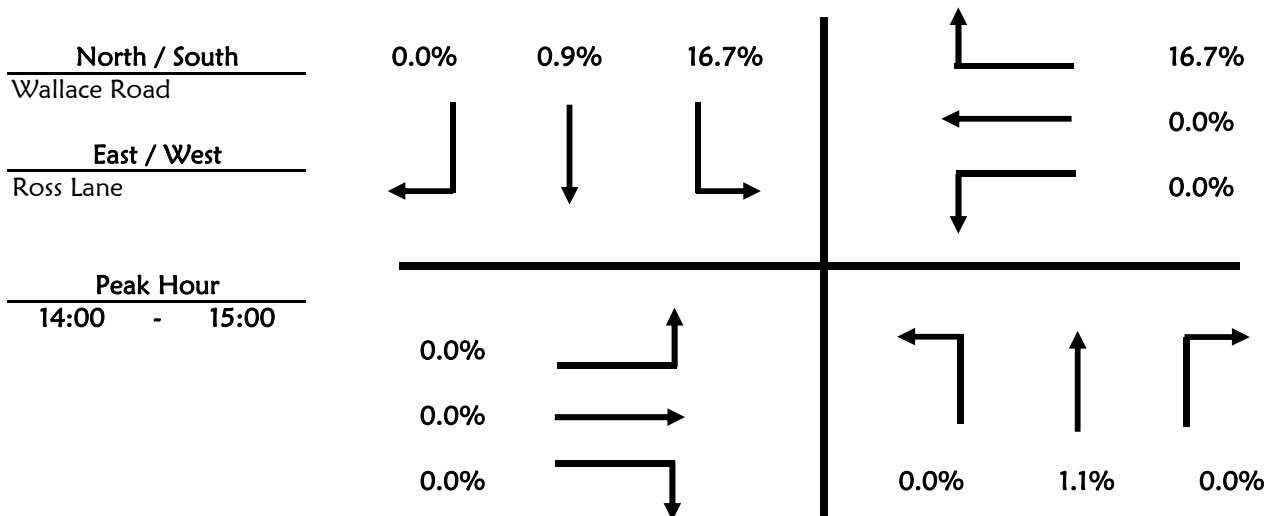
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Ross Lane  
**Date** Saturday, June 17, 2017  
**Time Period** 14:00 to 16:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	1	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	2	0
14:45 - 15:00	0	2	0	0	0	0
15:00 - 15:15	0	0	0	0	1	0
15:15 - 15:30	0	1	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	1
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	1	0	0	0



# Roadway Count Summary

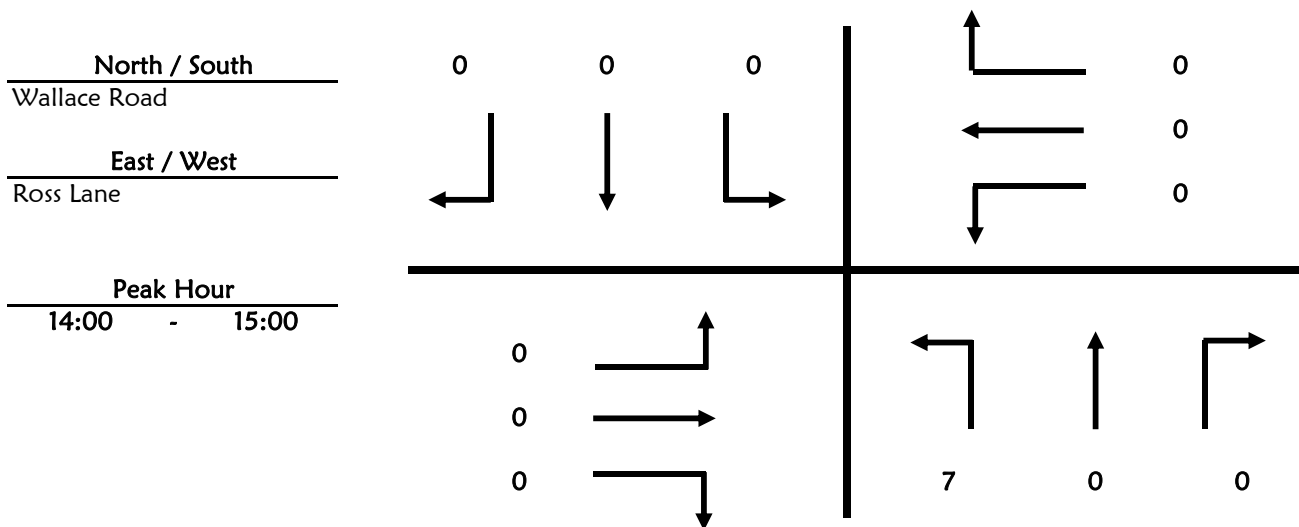
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Saturday, June 17, 2017  
 Time Period 14:00 to 16:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	2	0	0	0	0	0
14:30 - 14:45	3	0	0	0	0	0
14:45 - 15:00	2	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	2	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0



# Roadway Count Summary

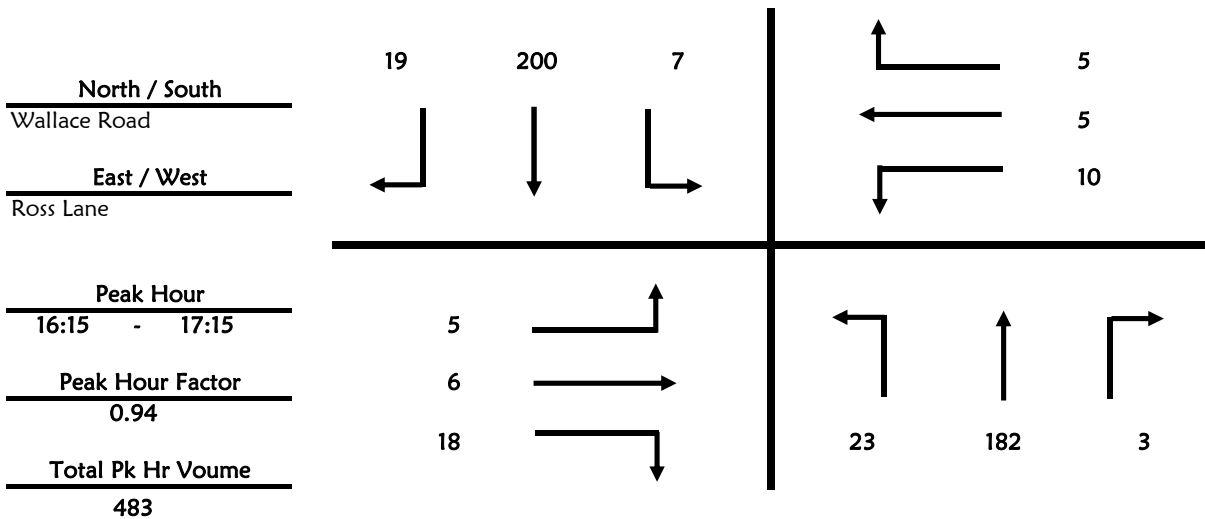
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 16:00 to 18:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	6	40	0	2	36	1
16:15 - 16:30	6	43	1	2	57	6
16:30 - 16:45	5	56	1	1	40	4
16:45 - 17:00	5	43	0	2	52	3
17:00 - 17:15	7	40	1	2	51	6
17:15 - 17:30	6	52	1	0	51	6
17:30 - 17:45	2	40	1	0	47	4
17:45 - 18:00	6	31	1	0	49	2
	43	345	6	9	383	32

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	3	2	4	2	2	1
16:15 - 16:30	2	1	5	2	1	3
16:30 - 16:45	1	2	6	5	0	0
16:45 - 17:00	0	2	7	0	2	1
17:00 - 17:15	2	1	0	3	2	1
17:15 - 17:30	2	2	4	0	2	0
17:30 - 17:45	5	2	8	0	0	0
17:45 - 18:00	4	1	5	0	3	3
	19	13	39	12	12	9



# Roadway Count Summary

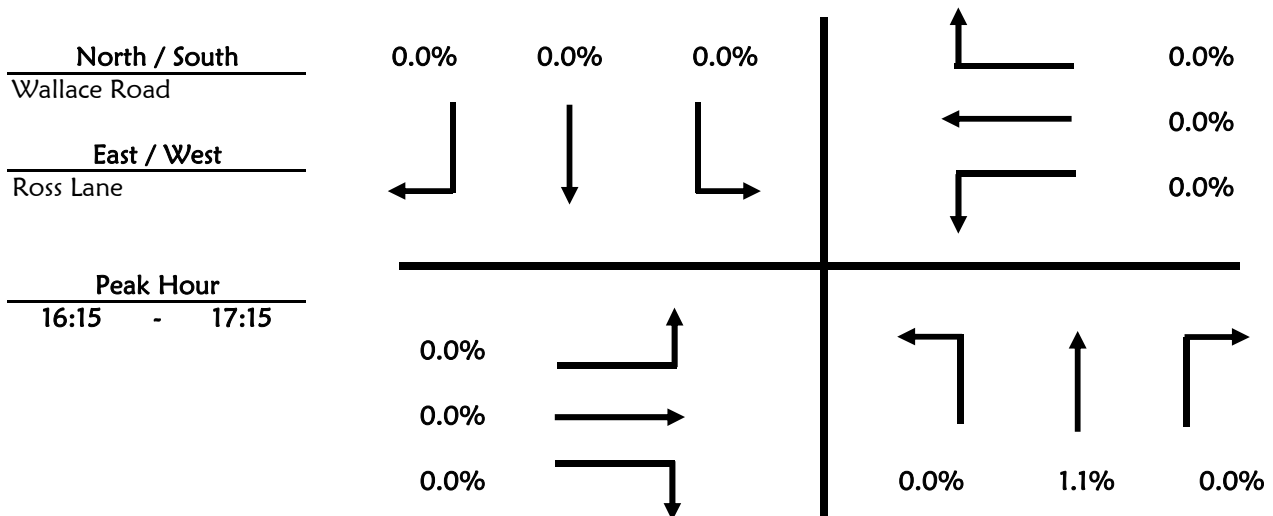
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	1	0
16:15 - 16:30	0	1	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	1	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	1	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0



# Roadway Count Summary

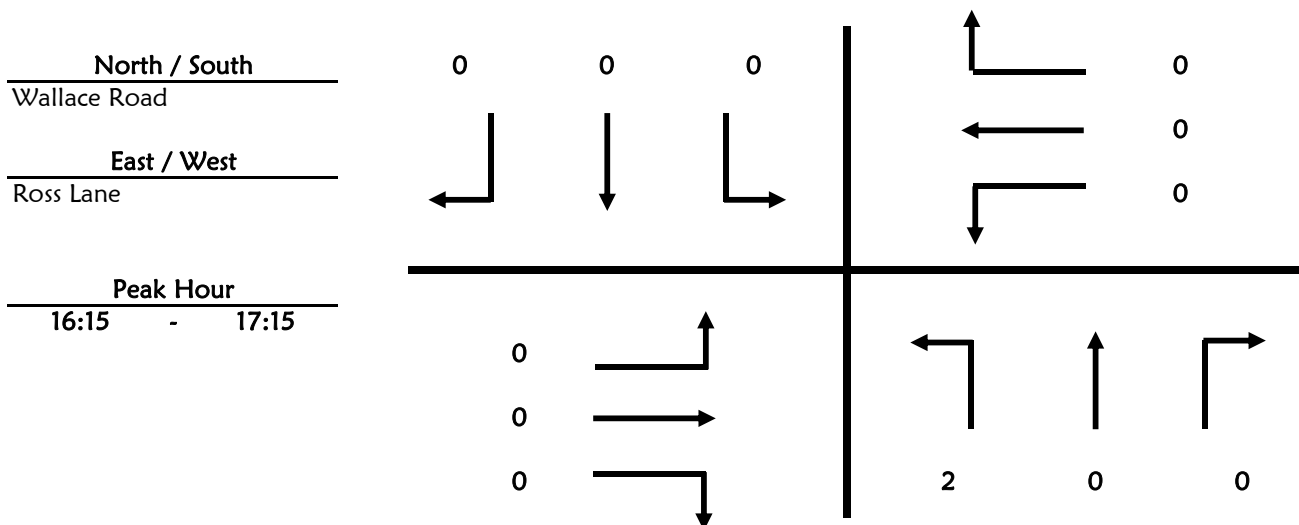
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	2	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	1	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue/Vics Way  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 10:00 to 12:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	24	104	0	0	79	16
10:15 - 10:30	25	111	0	0	76	7
10:30 - 10:45	26	129	0	0	71	13
10:45 - 11:00	27	118	0	0	66	8
11:00 - 11:15	40	109	0	0	87	16
11:15 - 11:30	24	107	0	0	86	16
11:30 - 11:45	24	125	0	0	73	11
11:45 - 12:00	30	106	0	0	77	13
	220	909	0	0	615	100

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	22	0	27	0	0	0
10:15 - 10:30	17	0	40	0	0	0
10:30 - 10:45	7	0	30	0	0	0
10:45 - 11:00	15	0	32	0	0	0
11:00 - 11:15	17	0	41	0	0	0
11:15 - 11:30	19	0	41	0	0	0
11:30 - 11:45	21	0	45	0	0	0
11:45 - 12:00	17	0	70	0	0	0
	135	0	326	0	0	0

North / South	56	323	0			
Mission Drive	←	↓	→	↑	←	→
East / West				0	0	0
Paige Avenue/Vics Way				0	0	0
Peak Hour						
11:00 - 12:00	74	↑		←	↑	→
Peak Hour Factor	0	→				
0.97	197	↓		118	447	0
Total Pk Hr Voume						
1,215						

# Roadway Count Summary

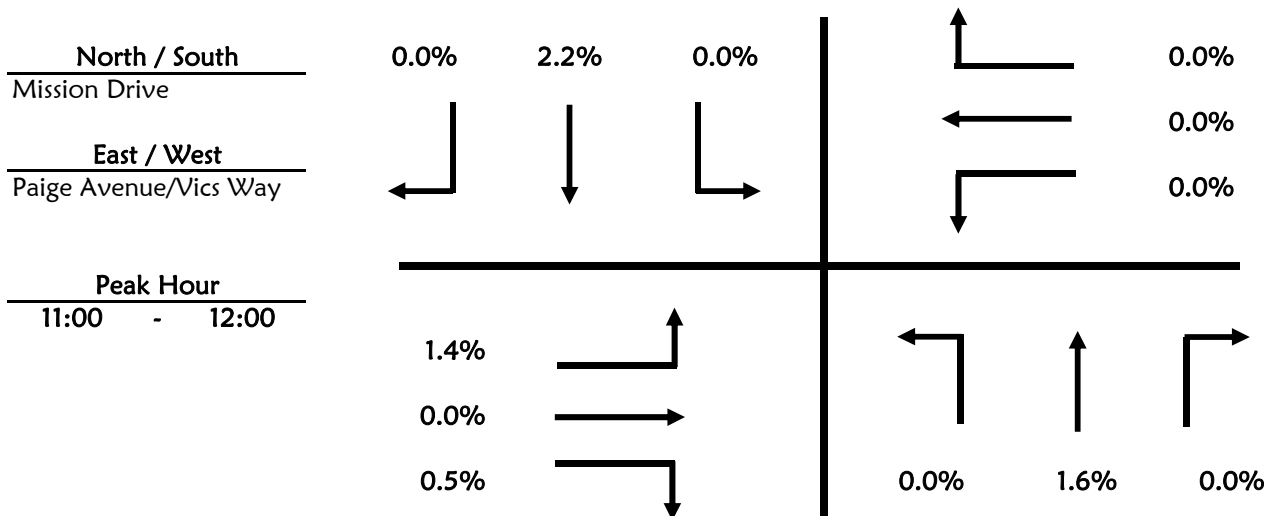
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Mission Drive & Paige Avenue/Vics Way  
**Date** Saturday, June 17, 2017  
**Time Period** 10:00 to 12:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	1	1	0	0	0	0
10:15 - 10:30	0	4	0	0	3	0
10:30 - 10:45	0	1	0	0	2	0
10:45 - 11:00	0	0	0	0	3	0
11:00 - 11:15	0	1	0	0	4	0
11:15 - 11:30	0	3	0	0	1	0
11:30 - 11:45	0	2	0	0	1	0
11:45 - 12:00	0	1	0	0	1	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	2	0	0	0
10:45 - 11:00	1	0	0	0	0	0
11:00 - 11:15	1	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	1	0	0	0



# Roadway Count Summary

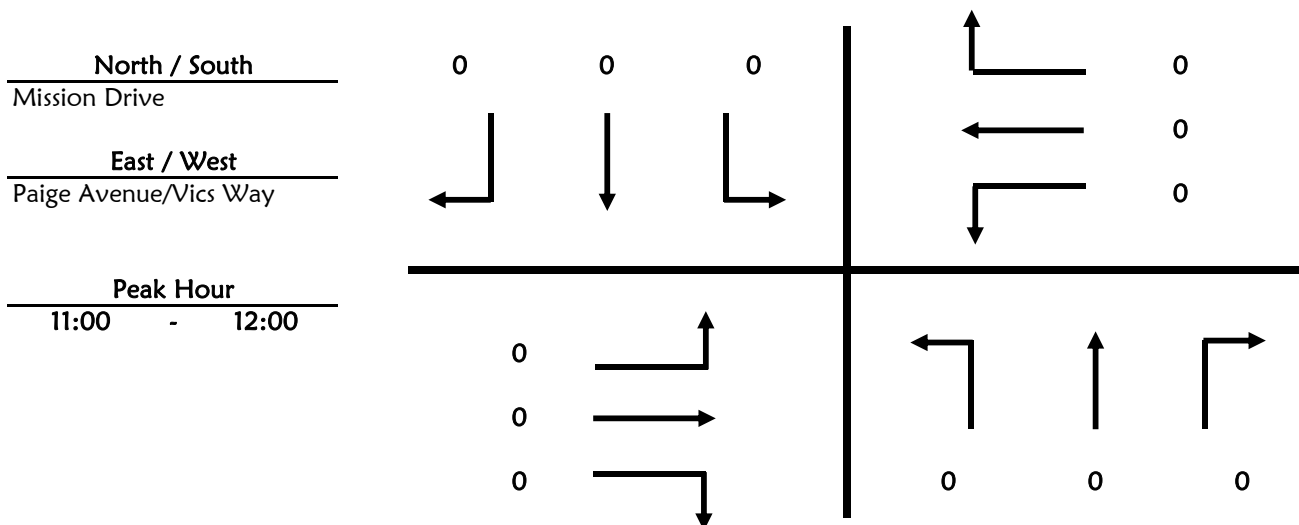
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue/Vics Way  
 Date Saturday, June 17, 2017  
 Time Period 10:00 to 12:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue/Vics Way  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 12:00 to 14:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	20	97	0	0	56	21
12:15 - 12:30	23	121	0	0	61	7
12:30 - 12:45	24	86	0	0	69	14
12:45 - 13:00	28	97	0	0	82	12
13:00 - 13:15	18	96	0	0	70	9
13:15 - 13:30	26	98	0	0	73	7
13:30 - 13:45	34	87	0	0	79	12
13:45 - 14:00	30	78	0	0	75	10
	203	760	0	0	565	92

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	16	0	41	0	0	0
12:15 - 12:30	11	0	55	0	0	0
12:30 - 12:45	8	0	44	0	0	0
12:45 - 13:00	15	0	43	0	0	0
13:00 - 13:15	16	0	48	0	0	0
13:15 - 13:30	16	0	33	0	0	0
13:30 - 13:45	15	0	35	0	0	0
13:45 - 14:00	16	0	47	0	0	0
	113	0	346	0	0	0

North / South	42	282	0			
Mission Drive	←	↓	→	↑		0
East / West				←		0
Paige Avenue/Vics Way				↓		0
Peak Hour						
12:15 - 13:15	50	↑		←	↑	→
Peak Hour Factor	0	→				
0.95	190	↓		93	400	0
Total Pk Hr Voume						
1,057						

# Roadway Count Summary

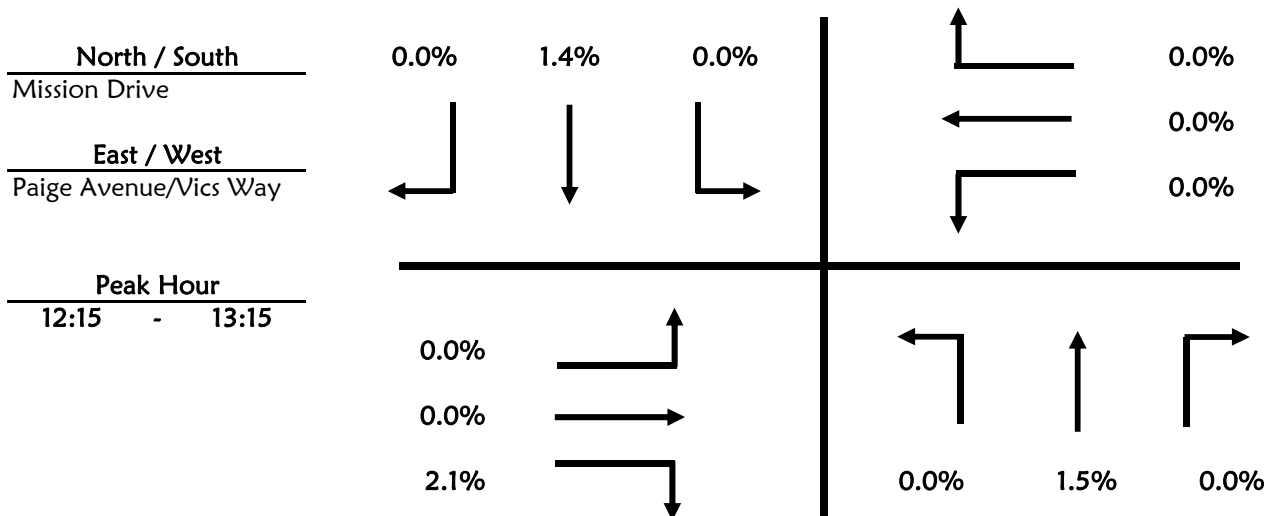
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Mission Drive & Paige Avenue/Vics Way  
**Date** Saturday, June 17, 2017  
**Time Period** 12:00 to 14:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	2	0	0	0	0
12:15 - 12:30	0	2	0	0	0	0
12:30 - 12:45	0	2	0	0	1	0
12:45 - 13:00	0	0	0	0	3	0
13:00 - 13:15	0	2	0	0	0	0
13:15 - 13:30	0	1	0	0	1	0
13:30 - 13:45	1	1	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	1	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	1	0	0	0
13:00 - 13:15	0	0	2	0	0	0
13:15 - 13:30	0	0	1	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0



# Roadway Count Summary

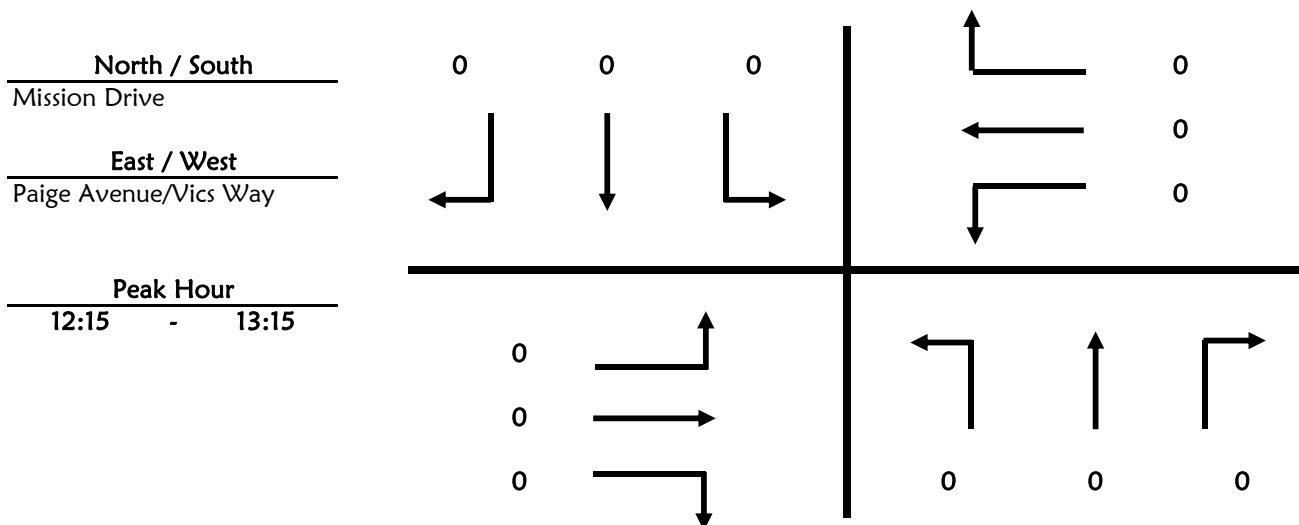
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue/Vics Way  
 Date Saturday, June 17, 2017  
 Time Period 12:00 to 14:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue/Vics Way  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 14:00 to 16:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	21	79	0	0	77	12
14:15 - 14:30	24	83	0	0	102	10
14:30 - 14:45	26	82	0	0	63	16
14:45 - 15:00	22	77	0	0	65	8
15:00 - 15:15	23	66	0	0	66	7
15:15 - 15:30	16	77	0	0	83	7
15:30 - 15:45	18	88	0	0	75	13
15:45 - 16:00	25	56	0	0	87	8
	175	608	0	0	618	81

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	13	0	47	0	0	0
14:15 - 14:30	14	0	46	0	0	0
14:30 - 14:45	13	0	54	0	0	0
14:45 - 15:00	13	0	35	0	0	0
15:00 - 15:15	13	0	40	0	0	0
15:15 - 15:30	11	0	25	0	0	0
15:30 - 15:45	12	0	38	0	0	0
15:45 - 16:00	5	0	26	0	0	0
	94	0	311	0	0	0

North / South	46	307	0			
Mission Drive	←	↓	→	↑	←	→
East / West				↓	↑	↓
Paige Avenue/Vics Way						
Peak Hour	53			93	321	0
14:00 - 15:00						
Peak Hour Factor	0					
0.90	182					
Total Pk Hr Voume						
1,002						

# Roadway Count Summary

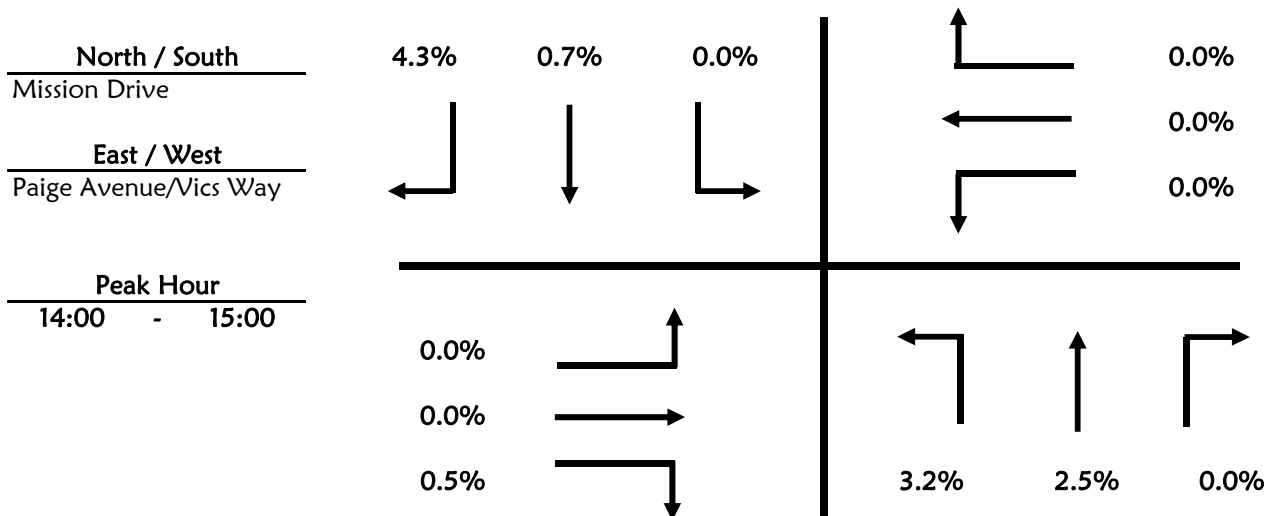
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Mission Drive & Paige Avenue/Vics Way  
**Date** Saturday, June 17, 2017  
**Time Period** 14:00 to 16:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	1	1	0	0	1	0
14:15 - 14:30	0	2	0	0	0	1
14:30 - 14:45	0	3	0	0	1	1
14:45 - 15:00	2	2	0	0	0	0
15:00 - 15:15	0	0	0	0	2	0
15:15 - 15:30	0	2	0	0	0	0
15:30 - 15:45	0	0	0	0	1	0
15:45 - 16:00	0	1	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	1	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0



# Roadway Count Summary

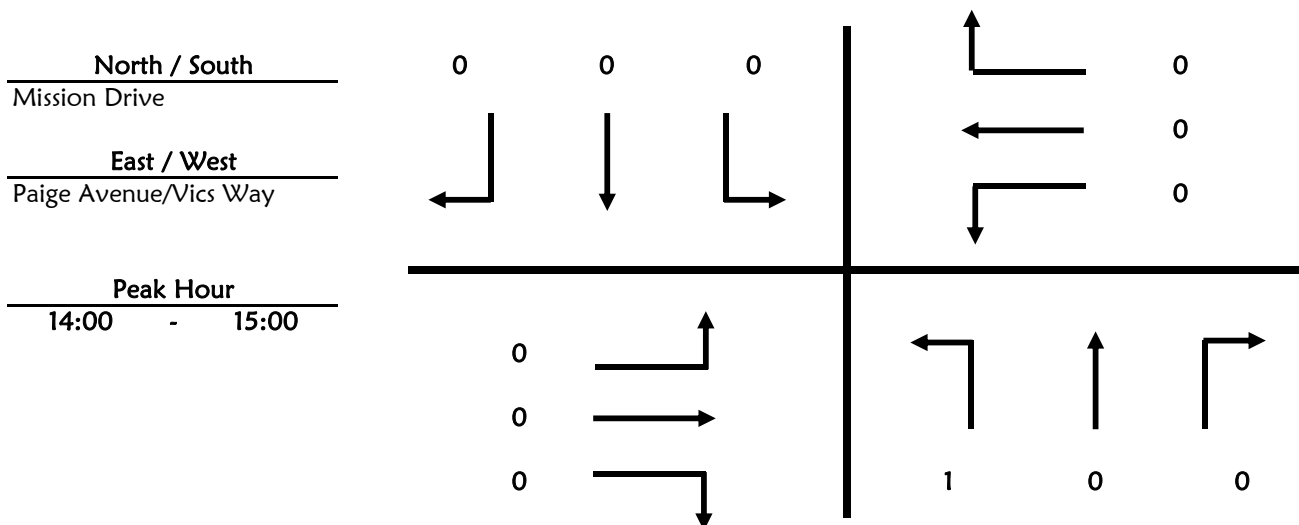
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue/Vics Way  
 Date Saturday, June 17, 2017  
 Time Period 14:00 to 16:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	1	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue/Vics Way  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 16:00 to 18:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	15	83	0	1	74	10
16:15 - 16:30	16	78	0	0	75	7
16:30 - 16:45	20	76	0	1	63	11
16:45 - 17:00	29	69	0	0	85	9
17:00 - 17:15	20	80	0	0	70	11
17:15 - 17:30	20	74	0	0	80	16
17:30 - 17:45	18	83	0	0	90	9
17:45 - 18:00	17	68	0	1	70	7
	155	611	0	3	607	80

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	12	0	28	0	0	0
16:15 - 16:30	6	0	29	0	0	0
16:30 - 16:45	7	0	38	0	0	0
16:45 - 17:00	7	0	32	0	0	0
17:00 - 17:15	5	0	35	0	0	0
17:15 - 17:30	7	0	32	0	0	0
17:30 - 17:45	12	0	28	0	0	0
17:45 - 18:00	6	0	29	0	0	0
	62	0	251	0	0	0

North / South	45	325	0			
Mission Drive	↓	↓	↓	↑		0
East / West	←		→	←		0
Paige Avenue/Vics Way				↓		0
Peak Hour						
16:45 - 17:45	31	↑		←	↑	→
Peak Hour Factor	0	→				
0.96	127	↓		87	306	0
Total Pk Hr Voume						
921						

# Roadway Count Summary

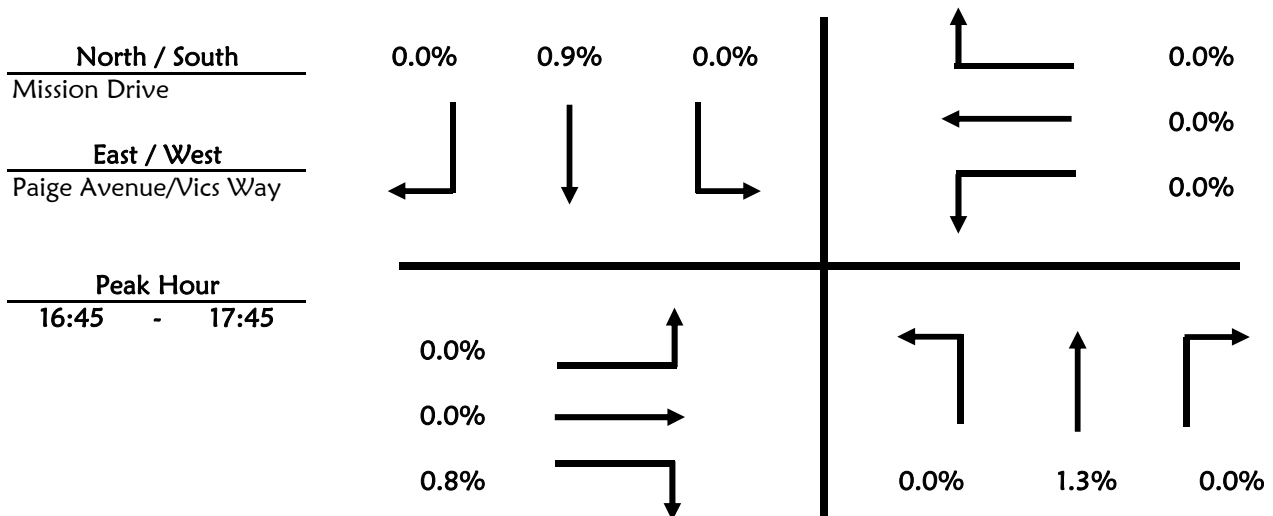
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue/Vics Way  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	1	0	0	1	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	1	0	0	0	0
16:45 - 17:00	0	0	0	0	2	0
17:00 - 17:15	0	1	0	0	0	0
17:15 - 17:30	0	2	0	0	1	0
17:30 - 17:45	0	1	0	0	0	0
17:45 - 18:00	1	1	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	1	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue/Vics Way  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 U-Turn & RTOR

VHB Project #: 62393.03

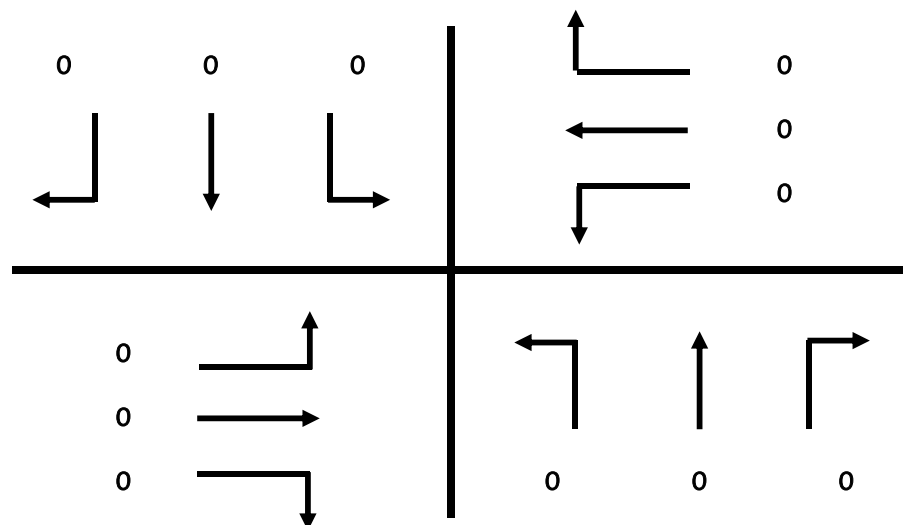
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	1	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	1	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	1	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

North / South  
Mission Drive

East / West  
Paige Avenue/Vics Way

Peak Hour  
16:45 - 17:45



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 10:00 to 12:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	86	0	0	0
10:15 - 10:30	1	0	86	0	0	0
10:30 - 10:45	3	0	76	0	0	0
10:45 - 11:00	2	0	82	0	0	0
11:00 - 11:15	2	0	81	0	0	0
11:15 - 11:30	0	0	79	0	0	0
11:30 - 11:45	4	0	88	0	0	0
11:45 - 12:00	2	0	86	0	0	0
	14	0	664	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	17	83	0
10:15 - 10:30	0	0	0	17	74	0
10:30 - 10:45	0	0	0	23	68	0
10:45 - 11:00	0	0	0	22	76	0
11:00 - 11:15	0	2	0	23	81	0
11:15 - 11:30	0	2	0	17	87	0
11:30 - 11:45	0	0	0	17	85	0
11:45 - 12:00	0	1	0	18	85	0
	0	5	0	154	639	0

North / South	0	0	0		0
Canal Street					338
East / West					75
Canal Street Connector					
Peak Hour					
11:00 - 12:00	0				
Peak Hour Factor	5				
0.98	0			8	0
Total Pk Hr Voume					334
760					

# Roadway Count Summary

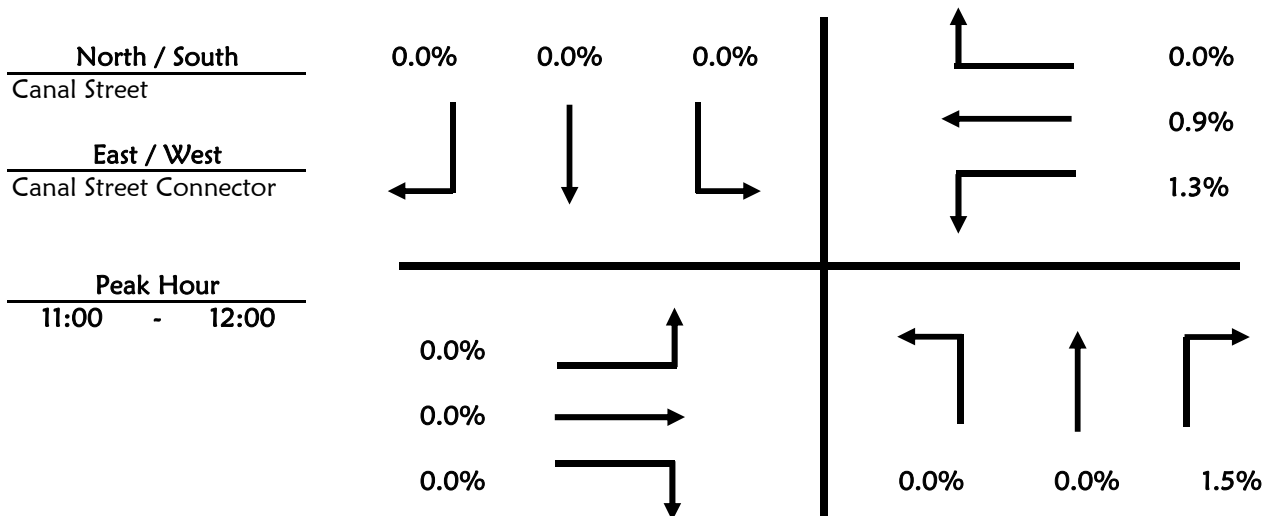
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Canal Street & Canal Street Connector  
**Date** Saturday, June 17, 2017  
**Time Period** 10:00 to 12:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	2	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	2	0	0	0
10:45 - 11:00	0	0	2	0	0	0
11:00 - 11:15	0	0	1	0	0	0
11:15 - 11:30	0	0	2	0	0	0
11:30 - 11:45	0	0	2	0	0	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	1	1	0
10:15 - 10:30	0	0	0	0	2	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	3	0
11:00 - 11:15	0	0	0	1	2	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	1	0
11:45 - 12:00	0	0	0	0	0	0



# Roadway Count Summary

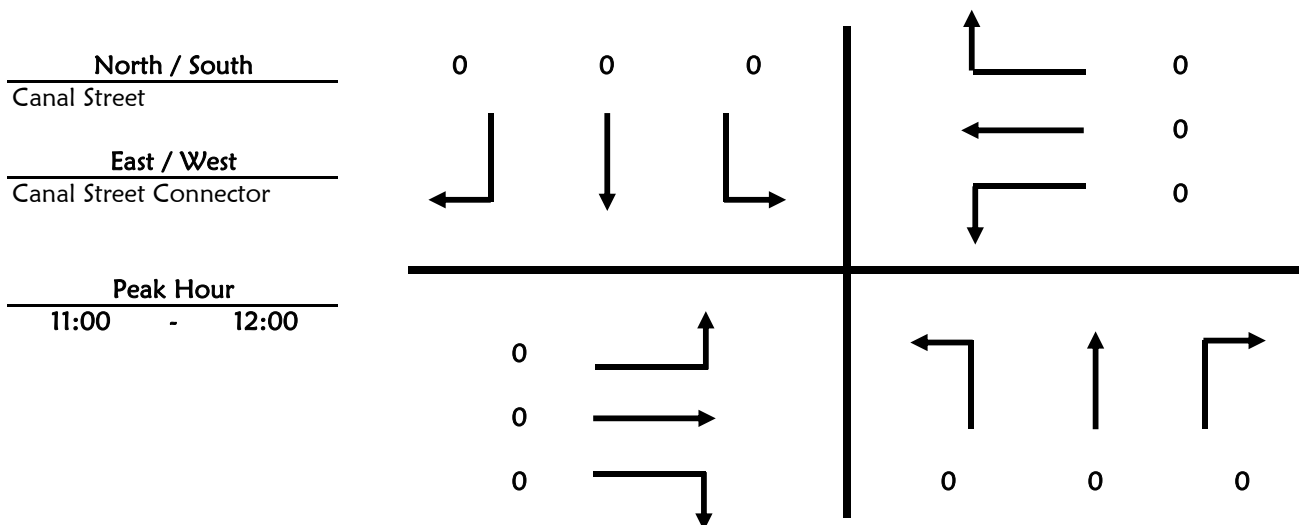
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Saturday, June 17, 2017  
 Time Period 10:00 to 12:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	1	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 12:00 to 14:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	86	0	0	0
12:15 - 12:30	3	0	79	0	0	0
12:30 - 12:45	2	0	73	0	0	0
12:45 - 13:00	1	0	91	0	0	0
13:00 - 13:15	1	0	56	0	0	0
13:15 - 13:30	2	0	65	0	0	0
13:30 - 13:45	5	0	87	0	0	0
13:45 - 14:00	3	0	73	0	0	0
	17	0	610	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	22	84	0
12:15 - 12:30	0	1	0	20	74	0
12:30 - 12:45	0	0	1	22	102	0
12:45 - 13:00	0	1	0	14	92	0
13:00 - 13:15	0	0	0	19	96	0
13:15 - 13:30	0	2	0	22	87	0
13:30 - 13:45	0	0	1	15	103	0
13:45 - 14:00	0	1	0	18	103	0
	0	5	2	152	741	0

North / South	0	0	0		0
Canal Street					352
East / West					78
Canal Street Connector					
Peak Hour					
12:00 - 13:00	0				
Peak Hour Factor	2				
0.96	1				
Total Pk Hr Voume					
768					

# Roadway Count Summary

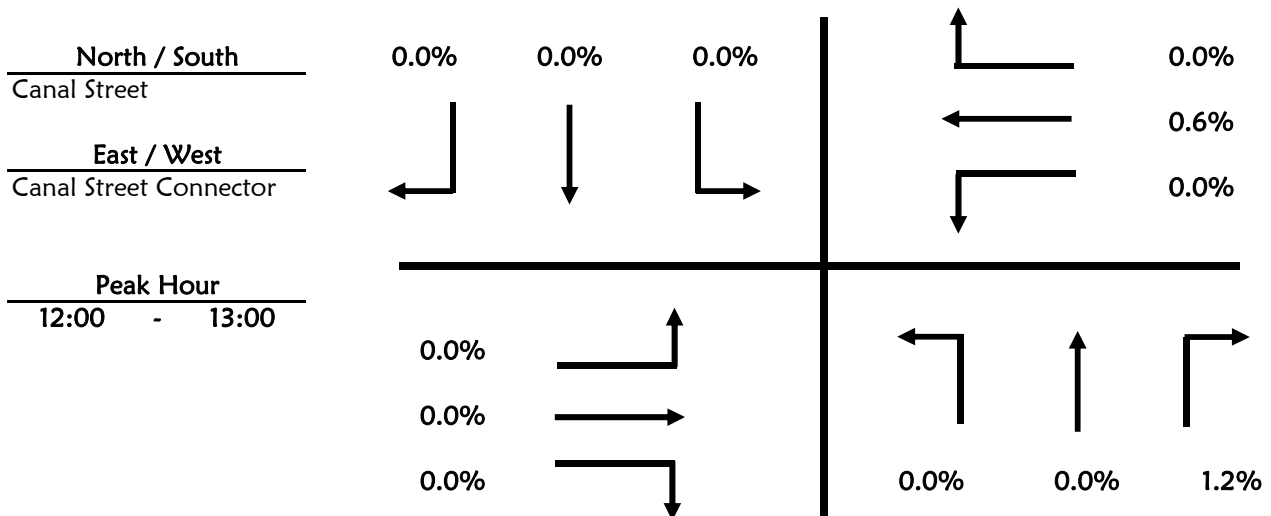
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Canal Street & Canal Street Connector  
**Date** Saturday, June 17, 2017  
**Time Period** 12:00 to 14:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	2	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	1	0	0	0
12:45 - 13:00	0	0	1	0	0	0
13:00 - 13:15	0	0	1	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	1	0
12:45 - 13:00	0	0	0	0	1	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	1	1	0
13:30 - 13:45	0	0	0	0	1	0
13:45 - 14:00	0	0	0	0	3	0



# Roadway Count Summary

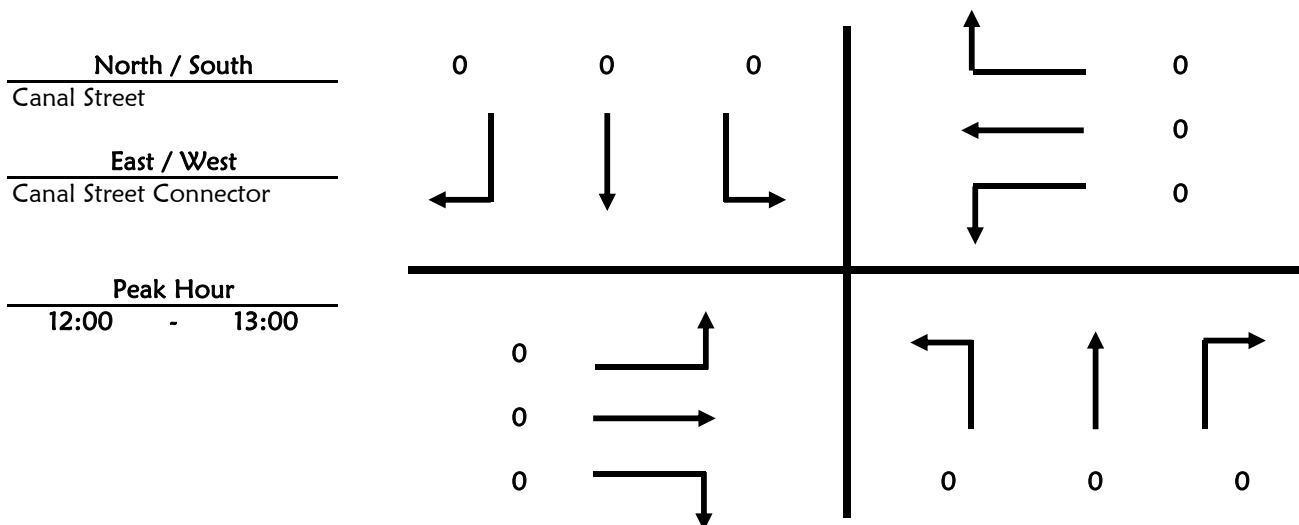
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Saturday, June 17, 2017  
 Time Period 12:00 to 14:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 14:00 to 16:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	70	0	0	0
14:15 - 14:30	5	0	77	0	0	0
14:30 - 14:45	2	0	59	0	0	0
14:45 - 15:00	3	0	76	0	0	0
15:00 - 15:15	2	0	53	0	0	0
15:15 - 15:30	0	0	54	0	0	0
15:30 - 15:45	3	0	61	0	0	0
15:45 - 16:00	4	0	75	0	0	0
	19	0	525	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	20	83	0
14:15 - 14:30	0	0	0	21	107	0
14:30 - 14:45	0	0	0	19	106	0
14:45 - 15:00	0	0	0	18	105	0
15:00 - 15:15	0	0	0	13	80	0
15:15 - 15:30	0	1	0	17	85	0
15:30 - 15:45	0	0	0	14	96	0
15:45 - 16:00	0	0	0	23	96	0
	0	1	0	145	758	0

North / South	0	0	0			
Canal Street						0
East / West						401
Canal Street Connector						78
Peak Hour						
14:00 - 15:00	0					
Peak Hour Factor	0					
0.92	0					
Total Pk Hr Voume						
771						

# Roadway Count Summary

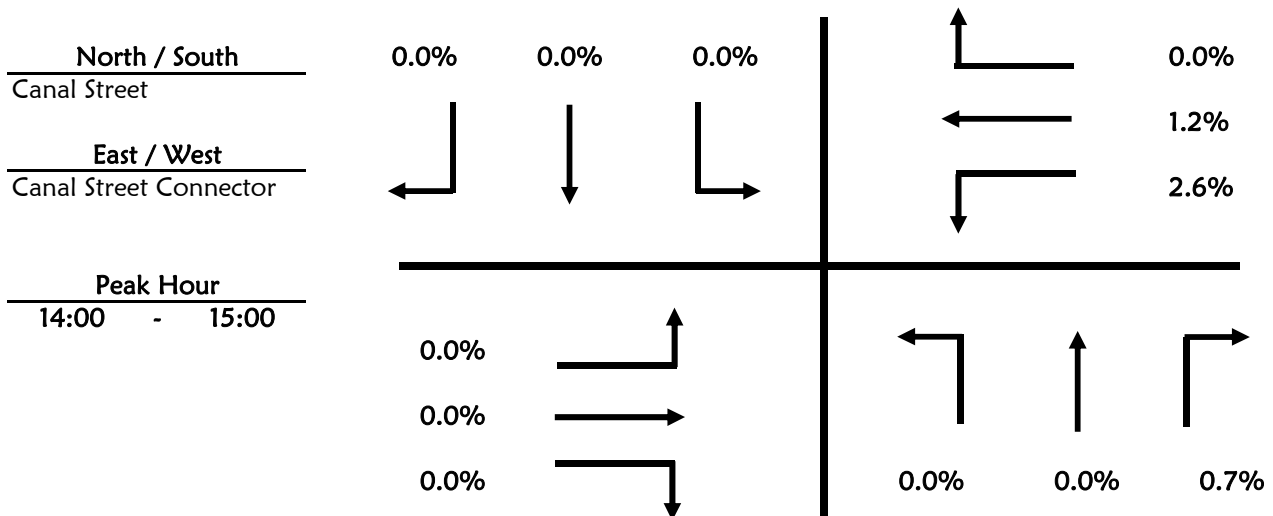
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Canal Street & Canal Street Connector  
**Date** Saturday, June 17, 2017  
**Time Period** 14:00 to 16:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	1	0	0	0
14:30 - 14:45	0	0	1	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	1	0	0	0
15:45 - 16:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	3	0
14:15 - 14:30	0	0	0	1	1	0
14:30 - 14:45	0	0	0	1	0	0
14:45 - 15:00	0	0	0	0	1	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0



# Roadway Count Summary

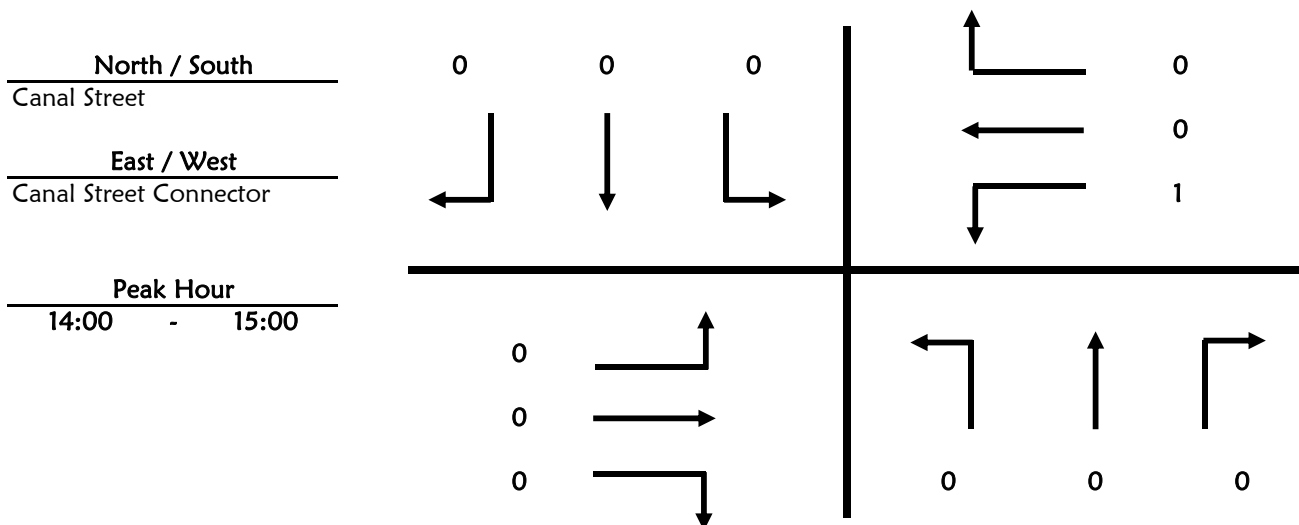
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Saturday, June 17, 2017  
 Time Period 14:00 to 16:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	1	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 16:00 to 18:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	2	0	66	0	0	0
16:15 - 16:30	1	0	59	0	0	0
16:30 - 16:45	2	0	52	0	0	0
16:45 - 17:00	1	0	51	0	0	0
17:00 - 17:15	1	0	59	0	0	0
17:15 - 17:30	4	0	43	0	0	0
17:30 - 17:45	0	0	68	0	0	0
17:45 - 18:00	0	0	64	0	0	0
	11	0	462	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	14	98	0
16:15 - 16:30	0	0	0	13	93	0
16:30 - 16:45	0	0	0	14	81	0
16:45 - 17:00	0	0	0	18	82	0
17:00 - 17:15	0	0	0	26	104	0
17:15 - 17:30	0	1	0	18	82	0
17:30 - 17:45	0	0	0	15	87	0
17:45 - 18:00	0	0	0	13	74	0
	0	1	0	131	701	0

North / South	0	0	0	0
Canal Street	←	↓	→	←
East / West	←	↓	→	←
Canal Street Connector	←	↓	→	←
Peak Hour	0	1	0	6
16:45 - 17:45	0	1	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87
Total Pk Hr Voume	660	660	660	660

# Roadway Count Summary

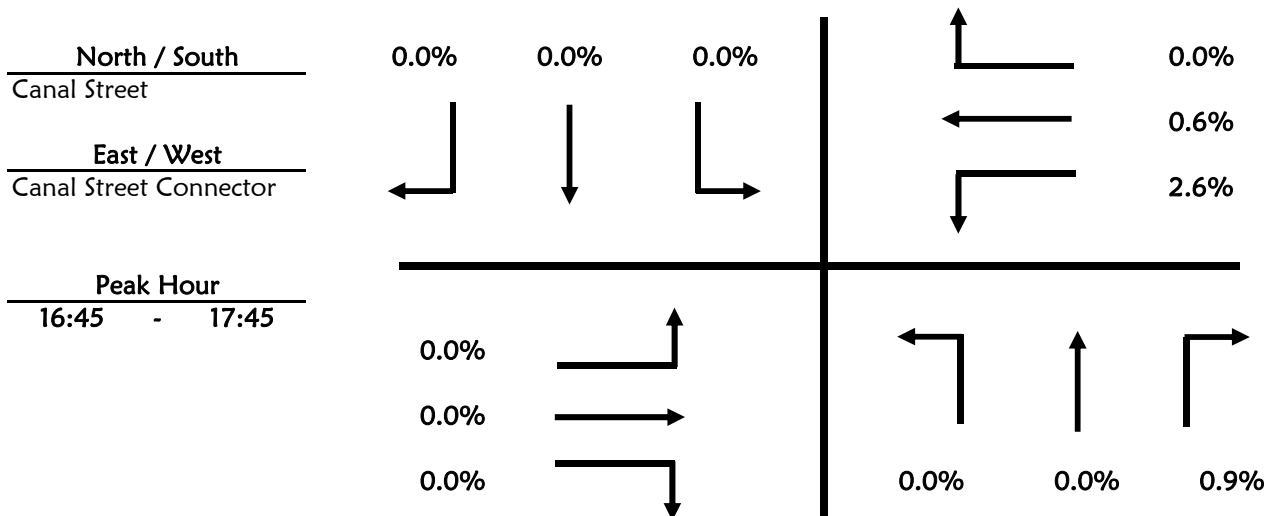
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Canal Street & Canal Street Connector  
**Date** Saturday, June 17, 2017  
**Time Period** 16:00 to 18:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	0	2	0	0	0
16:15 - 16:30	0	0	1	0	0	0
16:30 - 16:45	0	0	1	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	1	0	0	0
17:15 - 17:30	0	0	1	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	1	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	1	0
16:45 - 17:00	0	0	0	1	1	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	1	1	0
17:45 - 18:00	0	0	0	0	0	0



# Roadway Count Summary

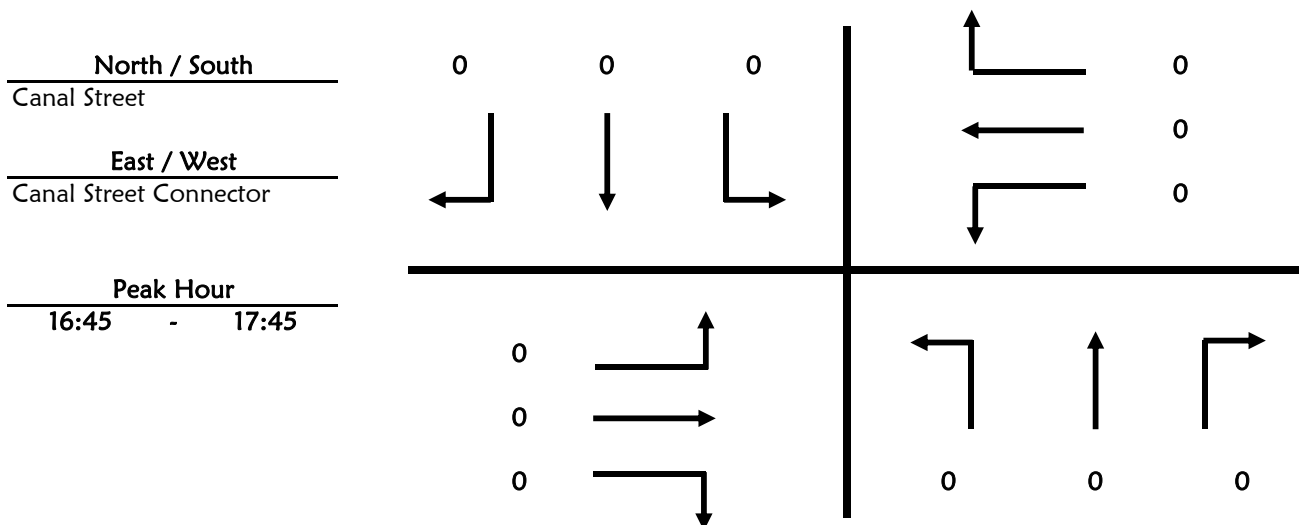
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 10:00 to 12:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	18	0	6
10:15 - 10:30	0	0	0	22	0	4
10:30 - 10:45	0	0	0	23	0	4
10:45 - 11:00	0	0	0	17	0	3
11:00 - 11:15	0	0	0	29	0	3
11:15 - 11:30	0	0	0	18	0	2
11:30 - 11:45	0	0	0	21	0	3
11:45 - 12:00	0	0	0	28	0	1
	0	0	0	176	0	26

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	4	89	0	0	95	13
10:15 - 10:30	4	77	0	0	87	10
10:30 - 10:45	6	76	0	0	86	18
10:45 - 11:00	2	75	0	0	91	7
11:00 - 11:15	4	84	0	0	100	6
11:15 - 11:30	2	69	0	0	104	17
11:30 - 11:45	6	90	0	0	101	20
11:45 - 12:00	2	84	0	0	100	14
	30	644	0	0	764	105

North / South	9	0	96	57
Pioneer Trail	←	↓	→	←
East / West	←	↓	→	←
Canal Street	←	↓	→	←
Peak Hour	14	327	0	0
11:00 - 12:00	←	→	→	←
Peak Hour Factor	0.94	0	0	0
Total Pk Hr Voume	908	0	0	0

# Roadway Count Summary

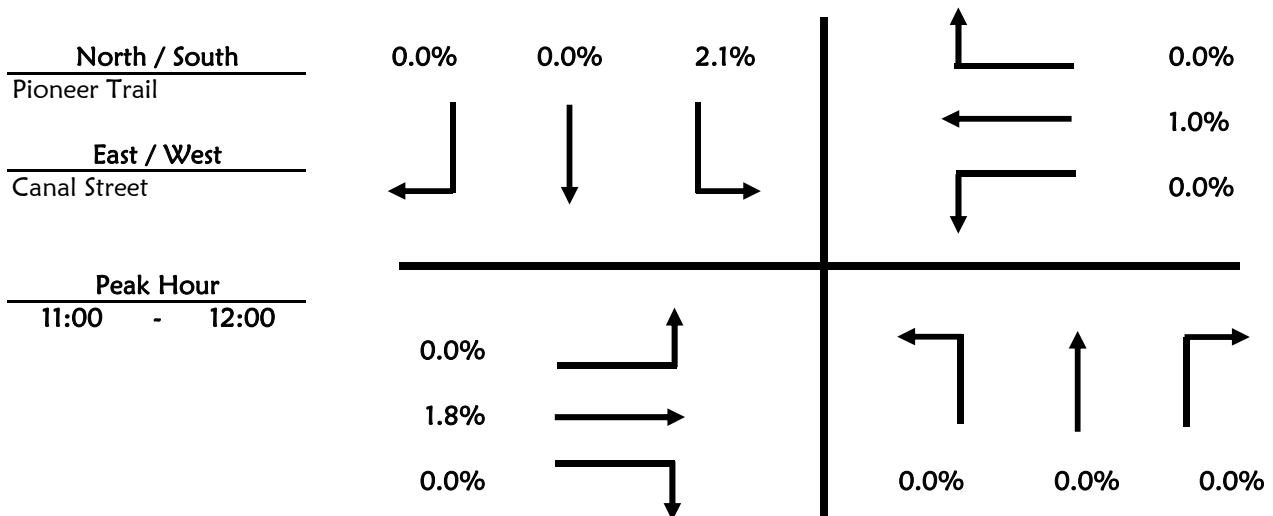
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Pioneer Trail & Canal Street  
**Date** Saturday, June 17, 2017  
**Time Period** 10:00 to 12:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	1	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	1	0	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	2	0	0	2	0
10:15 - 10:30	0	0	0	0	1	1
10:30 - 10:45	0	1	0	0	0	0
10:45 - 11:00	0	1	0	0	2	1
11:00 - 11:15	0	2	0	0	3	0
11:15 - 11:30	0	1	0	0	0	0
11:30 - 11:45	0	3	0	0	1	0
11:45 - 12:00	0	0	0	0	0	0



# Roadway Count Summary

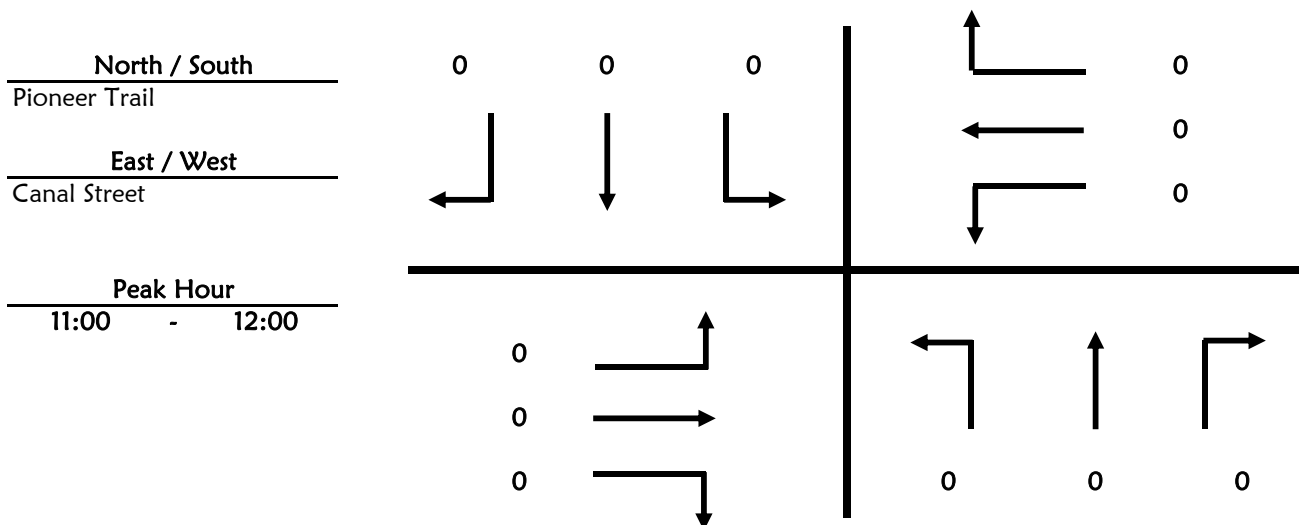
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Saturday, June 17, 2017  
 Time Period 10:00 to 12:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 12:00 to 14:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	22	0	1
12:15 - 12:30	0	0	0	23	0	3
12:30 - 12:45	0	0	0	21	0	3
12:45 - 13:00	0	0	0	19	0	1
13:00 - 13:15	0	0	0	22	0	2
13:15 - 13:30	0	0	0	25	0	2
13:30 - 13:45	0	0	0	14	0	3
13:45 - 14:00	0	0	0	11	0	1
	0	0	0	157	0	16

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	8	79	0	0	103	21
12:15 - 12:30	7	66	0	0	90	23
12:30 - 12:45	9	71	0	0	116	16
12:45 - 13:00	4	83	0	0	109	13
13:00 - 13:15	6	53	0	0	111	24
13:15 - 13:30	3	59	0	0	105	17
13:30 - 13:45	1	85	0	0	117	12
13:45 - 14:00	10	71	0	0	118	12
	48	567	0	0	869	138

North / South	8	0	85	73
Pioneer Trail	←	↓	→	←
East / West	←	↓	→	←
Canal Street	←	↓	→	←
Peak Hour	28	↑	↑	↑
12:00 - 13:00	299	→	→	→
Peak Hour Factor	0	↓	↓	↓
0.97	0	↓	↓	↓
Total Pk Hr Voume	911	↓	↓	↓
911	↓	↓	↓	↓

# Roadway Count Summary

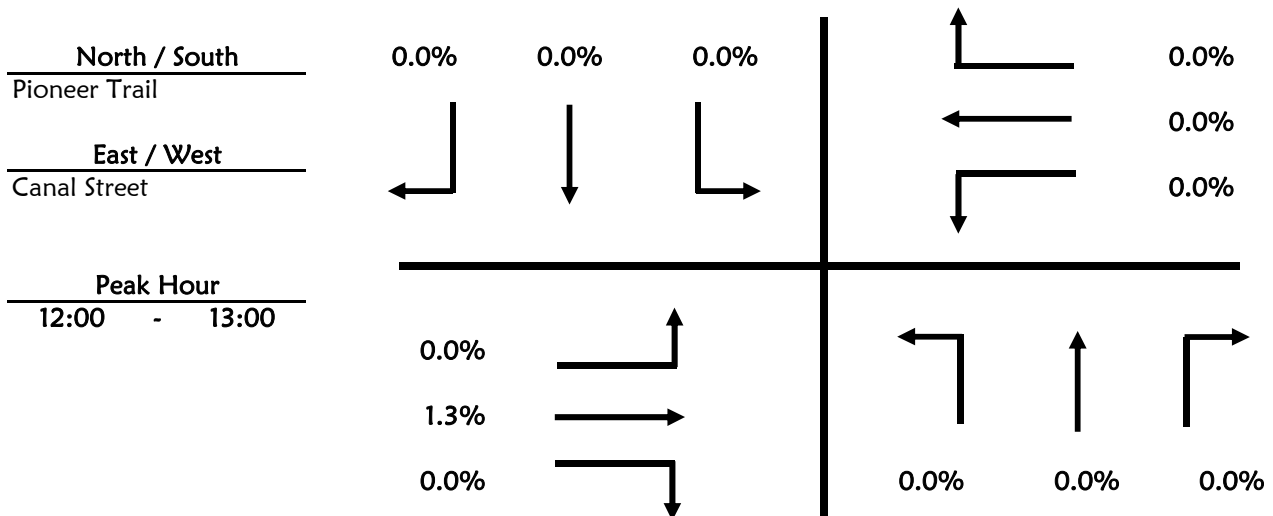
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Pioneer Trail & Canal Street  
**Date** Saturday, June 17, 2017  
**Time Period** 12:00 to 14:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	1	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	1	0	0	0	0
12:15 - 12:30	0	1	0	0	0	0
12:30 - 12:45	0	1	0	0	0	0
12:45 - 13:00	0	1	0	0	0	0
13:00 - 13:15	0	1	0	0	0	0
13:15 - 13:30	0	0	0	0	2	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	3	1



# Roadway Count Summary

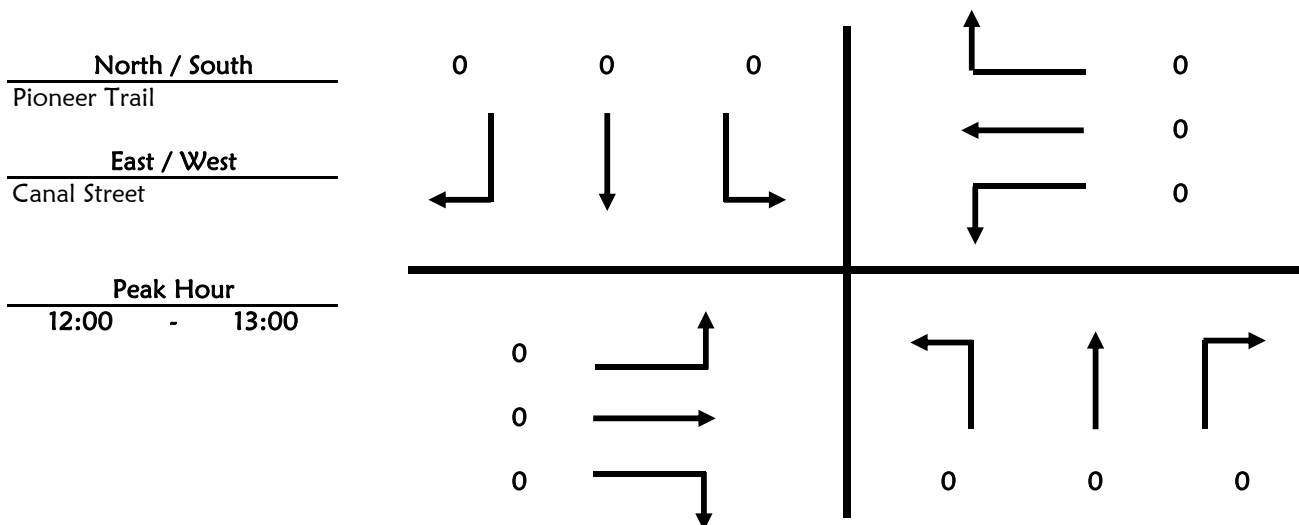
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Saturday, June 17, 2017  
 Time Period 12:00 to 14:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0



# Roadway Count Summary

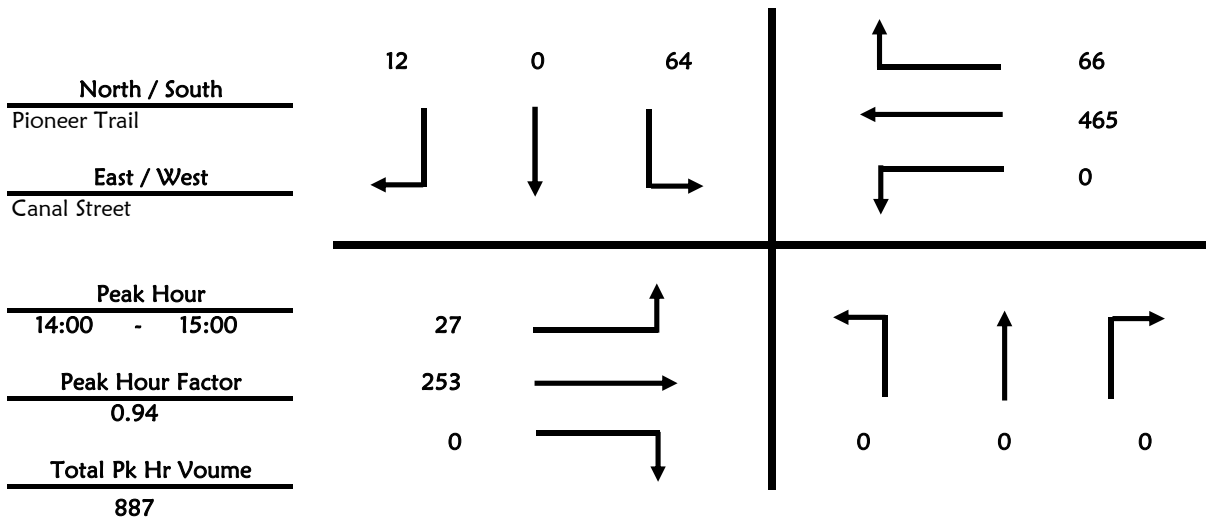
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 14:00 to 16:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	16	0	2
14:15 - 14:30	0	0	0	14	0	4
14:30 - 14:45	0	0	0	16	0	3
14:45 - 15:00	0	0	0	18	0	3
15:00 - 15:15	0	0	0	15	0	0
15:15 - 15:30	0	0	0	15	0	2
15:30 - 15:45	0	0	0	13	0	1
15:45 - 16:00	0	0	0	21	0	3
	0	0	0	128	0	18

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	9	63	0	0	103	16
14:15 - 14:30	7	65	0	0	124	21
14:30 - 14:45	5	58	0	0	122	14
14:45 - 15:00	6	67	0	0	116	15
15:00 - 15:15	8	44	0	0	96	23
15:15 - 15:30	4	49	0	0	102	14
15:30 - 15:45	3	63	0	0	108	14
15:45 - 16:00	9	65	0	0	116	12
	51	474	0	0	887	129



# Roadway Count Summary

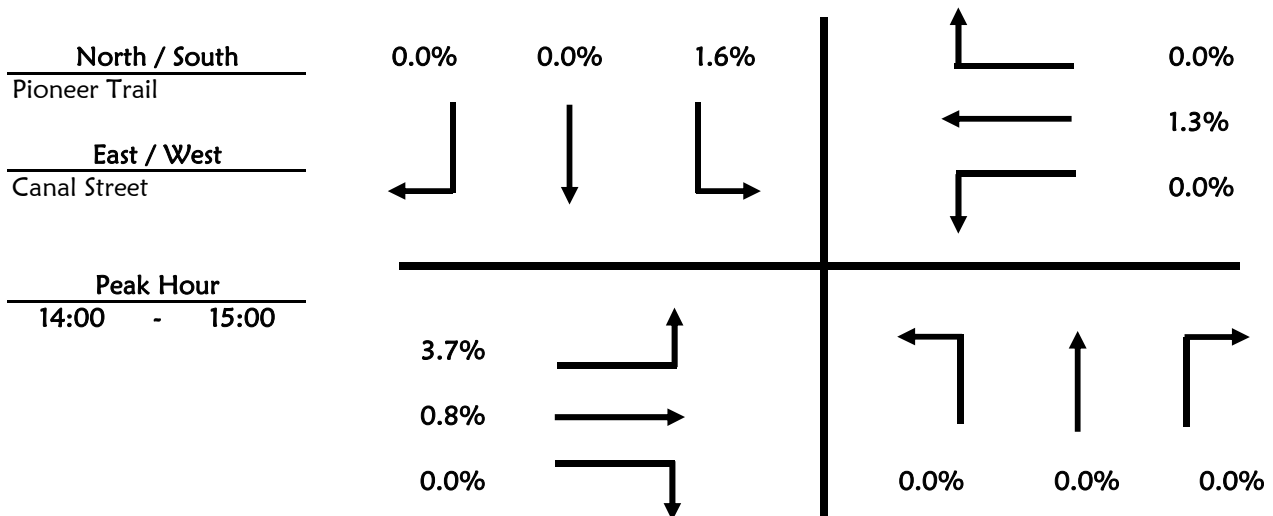
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Pioneer Trail & Canal Street  
**Date** Saturday, June 17, 2017  
**Time Period** 14:00 to 16:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	1	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	1	0	0
15:45 - 16:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	3	0
14:15 - 14:30	0	2	0	0	1	0
14:30 - 14:45	1	0	0	0	1	0
14:45 - 15:00	0	0	0	0	1	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	1	0	0	0	0
15:45 - 16:00	0	2	0	0	0	0



# Roadway Count Summary

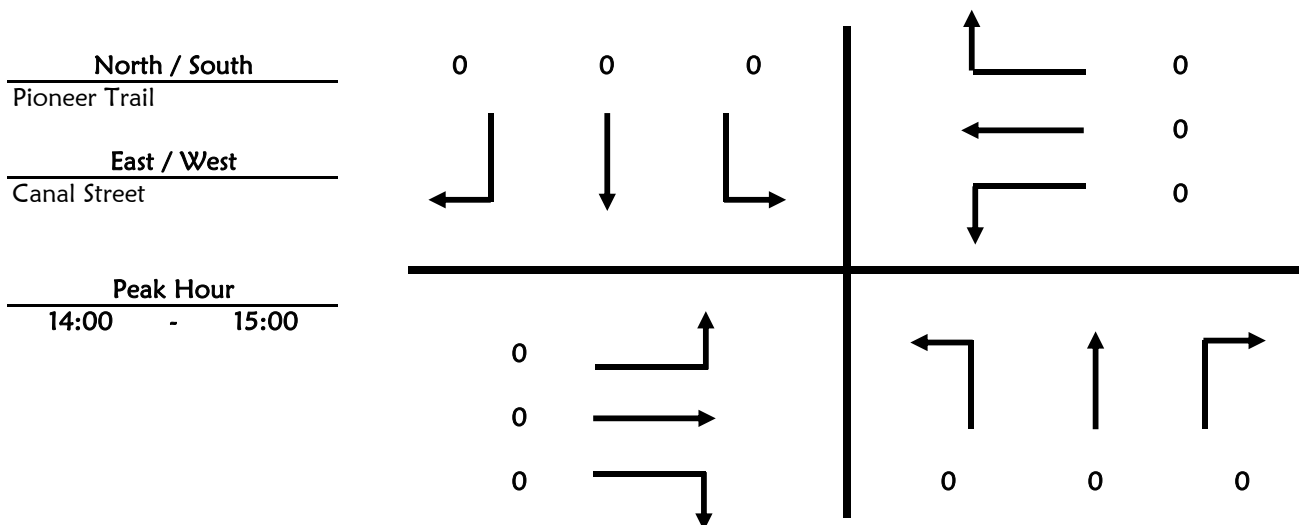
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Pioneer Trail & Canal Street  
**Date** Saturday, June 17, 2017  
**Time Period** 14:00 to 16:00 **U-Turn & RTOR**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0



# Roadway Count Summary

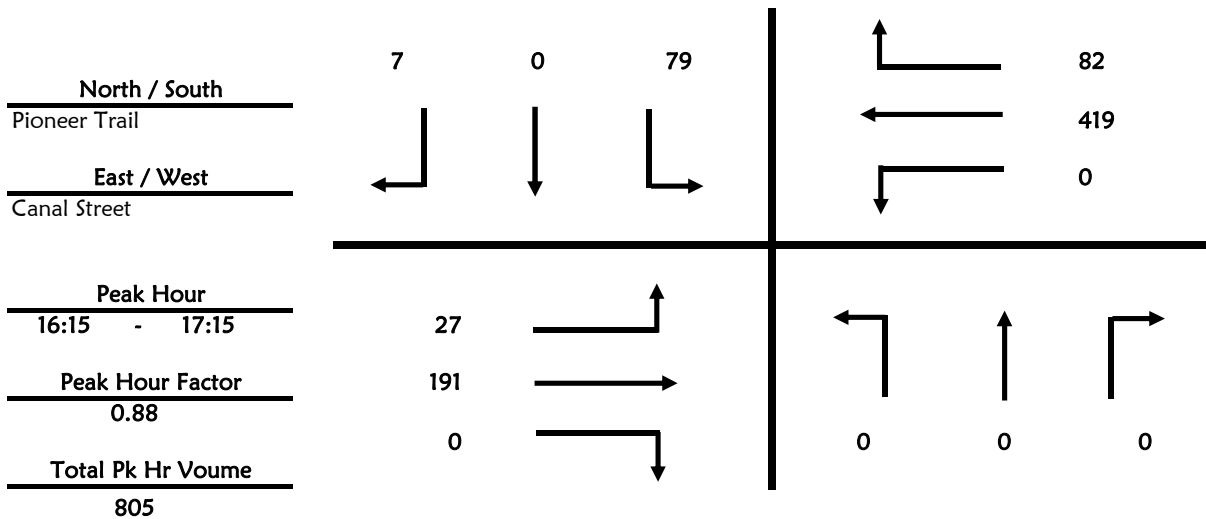
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Saturday, June 17, 2017 All Vehicles  
 Time Period 16:00 to 18:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	14	0	2
16:15 - 16:30	0	0	0	18	0	1
16:30 - 16:45	0	0	0	15	0	1
16:45 - 17:00	0	0	0	23	0	2
17:00 - 17:15	0	0	0	23	0	3
17:15 - 17:30	0	0	0	20	0	1
17:30 - 17:45	0	0	0	19	0	3
17:45 - 18:00	0	0	0	12	0	1
	0	0	0	144	0	14

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	3	60	0	0	111	26
16:15 - 16:30	6	51	0	0	102	19
16:30 - 16:45	5	54	0	0	95	23
16:45 - 17:00	7	42	0	0	96	17
17:00 - 17:15	9	44	0	0	126	23
17:15 - 17:30	4	43	0	0	100	16
17:30 - 17:45	10	62	0	0	98	13
17:45 - 18:00	9	53	0	0	88	21
	53	409	0	0	816	158



# Roadway Count Summary

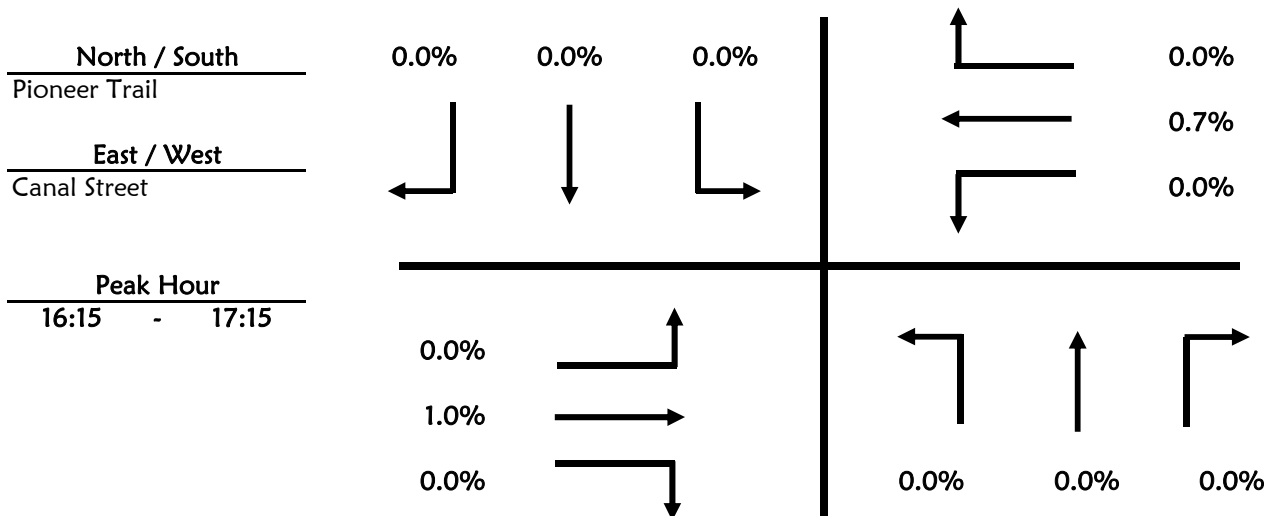
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Pioneer Trail & Canal Street  
**Date** Saturday, June 17, 2017  
**Time Period** 16:00 to 18:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	1
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	1	0	0	1	1
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	1	0	0	0	0
16:45 - 17:00	0	0	0	0	3	0
17:00 - 17:15	0	1	0	0	0	0
17:15 - 17:30	0	1	0	0	0	0
17:30 - 17:45	0	0	0	0	1	0
17:45 - 18:00	0	0	0	0	0	0



# Roadway Count Summary

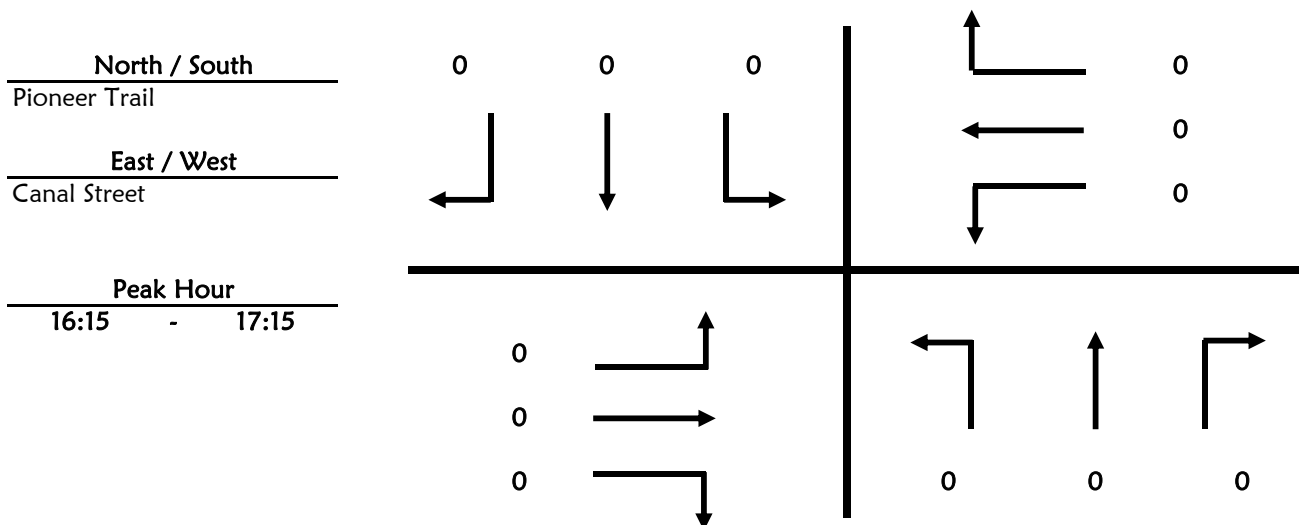
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Saturday, June 17, 2017  
 Time Period 16:00 to 18:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Thursday, June 15, 2017  
 Time Period 9:00 to 11:00

All Vehicles

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	61	23	12	17	17	12
9:15 - 9:30	46	30	15	14	27	11
9:30 - 9:45	66	28	15	19	19	6
9:45 - 10:00	50	32	20	11	31	17
10:00 - 10:15	63	21	32	28	27	10
10:15 - 10:30	75	29	15	29	29	22
10:30 - 10:45	75	36	13	27	25	8
10:45 - 11:00	51	29	10	22	31	20
	487	228	132	167	206	106

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	16	200	32	10	206	4
9:15 - 9:30	22	157	27	17	160	7
9:30 - 9:45	13	197	30	15	202	9
9:45 - 10:00	21	167	35	25	176	7
10:00 - 10:15	20	200	44	14	181	9
10:15 - 10:30	23	195	40	19	195	11
10:30 - 10:45	18	211	42	20	213	13
10:45 - 11:00	25	195	32	27	198	11
	158	1,522	282	147	1,531	71

North / South	60	112	106			
SR 44						
East / West						
Mission Dr						
Peak Hour						
10:00 - 11:00	86					
Peak Hour Factor	801					
0.96						
Total Pk Hr Voume	158					
2,683						

# Roadway Count Summary

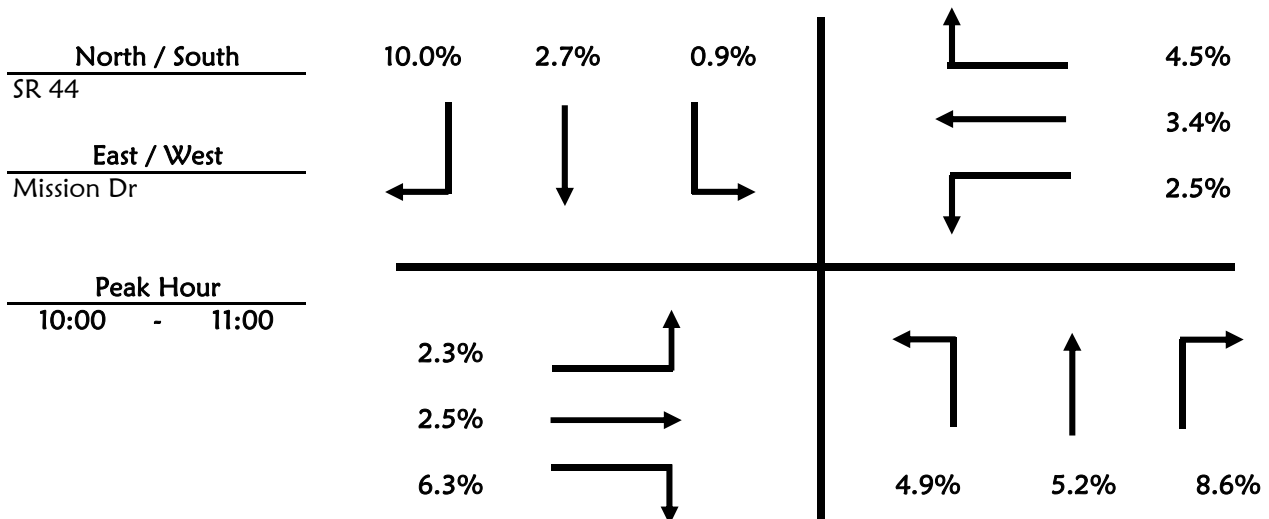
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Thursday, June 15, 2017  
 Time Period 9:00 to 11:00 Trucks

VHB Project #: 62393

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	5	1	0	2	2	0
9:15 - 9:30	1	1	1	1	1	1
9:30 - 9:45	3	1	0	1	1	0
9:45 - 10:00	3	2	0	0	0	0
10:00 - 10:15	1	1	4	0	0	1
10:15 - 10:30	5	2	0	0	1	1
10:30 - 10:45	4	1	2	1	1	0
10:45 - 11:00	3	2	0	0	1	4

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	6	5	0	2	0
9:15 - 9:30	1	9	0	0	3	1
9:30 - 9:45	0	5	1	1	4	0
9:45 - 10:00	1	3	4	3	6	0
10:00 - 10:15	0	6	5	0	4	1
10:15 - 10:30	1	5	3	1	8	0
10:30 - 10:45	0	5	1	0	8	1
10:45 - 11:00	1	4	1	1	7	0



# Roadway Count Summary

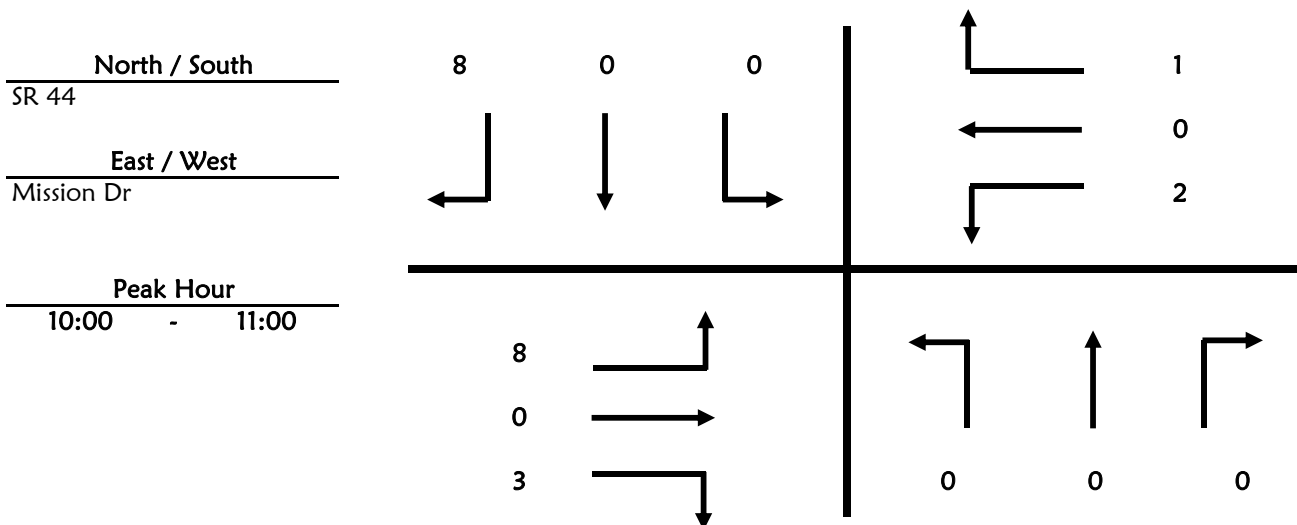
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Thursday, June 15, 2017  
 Time Period 9:00 to 11:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	2
9:15 - 9:30	0	0	0	0	0	4
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	1	0	0	0	0	2
10:00 - 10:15	0	0	0	0	0	2
10:15 - 10:30	0	0	0	0	0	6
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	4	0	3	0	0	0
9:15 - 9:30	6	0	3	0	0	0
9:30 - 9:45	4	0	0	0	0	1
9:45 - 10:00	5	0	4	0	0	0
10:00 - 10:15	1	0	1	1	0	0
10:15 - 10:30	2	0	0	0	0	1
10:30 - 10:45	0	0	1	0	0	0
10:45 - 11:00	5	0	1	1	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 11:00 to 13:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	71	26	14	20	20	16
11:15 - 11:30	65	26	22	15	26	12
11:30 - 11:45	57	25	31	21	26	10
11:45 - 12:00	70	38	31	16	38	19
12:00 - 12:15	63	33	25	29	36	18
12:15 - 12:30	54	35	23	21	34	21
12:30 - 12:45	71	36	18	26	31	15
12:45 - 13:00	82	38	16	30	41	19
	533	257	180	178	252	130

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	18	255	44	20	203	19
11:15 - 11:30	27	237	34	23	198	15
11:30 - 11:45	23	258	44	15	247	13
11:45 - 12:00	22	234	37	24	238	11
12:00 - 12:15	25	245	62	28	220	17
12:15 - 12:30	27	246	37	28	221	15
12:30 - 12:45	22	263	53	20	244	13
12:45 - 13:00	20	247	47	23	218	21
	184	1,985	358	181	1,789	124

North / South	73	142	106		66
SR 44					903
East / West					99
Mission Dr					
Peak Hour					
12:00 - 13:00	94				
Peak Hour Factor	1,001				
0.98					
Total Pk Hr Voume	199			270	142 82
3,177					

# Roadway Count Summary

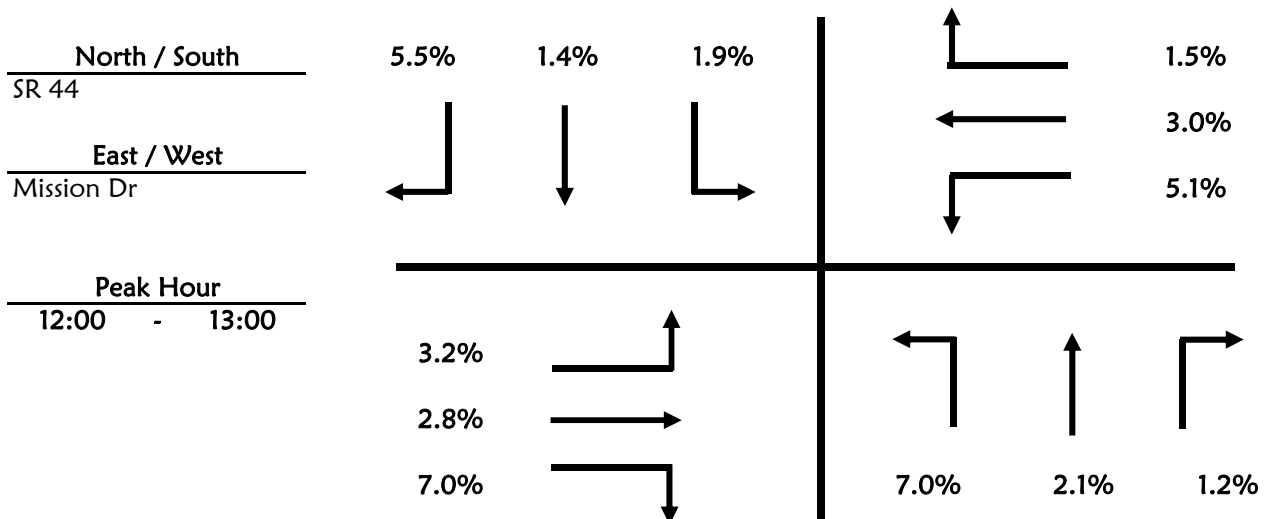
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Thursday, June 15, 2017  
 Time Period 11:00 to 13:00 Trucks

VHB Project #: 62393

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	4	0	0	2	0	0
11:15 - 11:30	5	1	1	0	1	1
11:30 - 11:45	0	0	0	1	0	0
11:45 - 12:00	5	0	3	1	1	2
12:00 - 12:15	4	0	0	0	0	0
12:15 - 12:30	3	0	0	1	0	1
12:30 - 12:45	5	0	1	1	1	2
12:45 - 13:00	7	3	0	0	1	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	5	0	1	9	0
11:15 - 11:30	1	9	4	0	7	0
11:30 - 11:45	0	7	2	1	6	1
11:45 - 12:00	0	4	0	1	10	0
12:00 - 12:15	0	11	4	1	10	0
12:15 - 12:30	1	8	3	2	3	0
12:30 - 12:45	2	5	6	1	6	0
12:45 - 13:00	0	4	1	1	8	1



# Roadway Count Summary

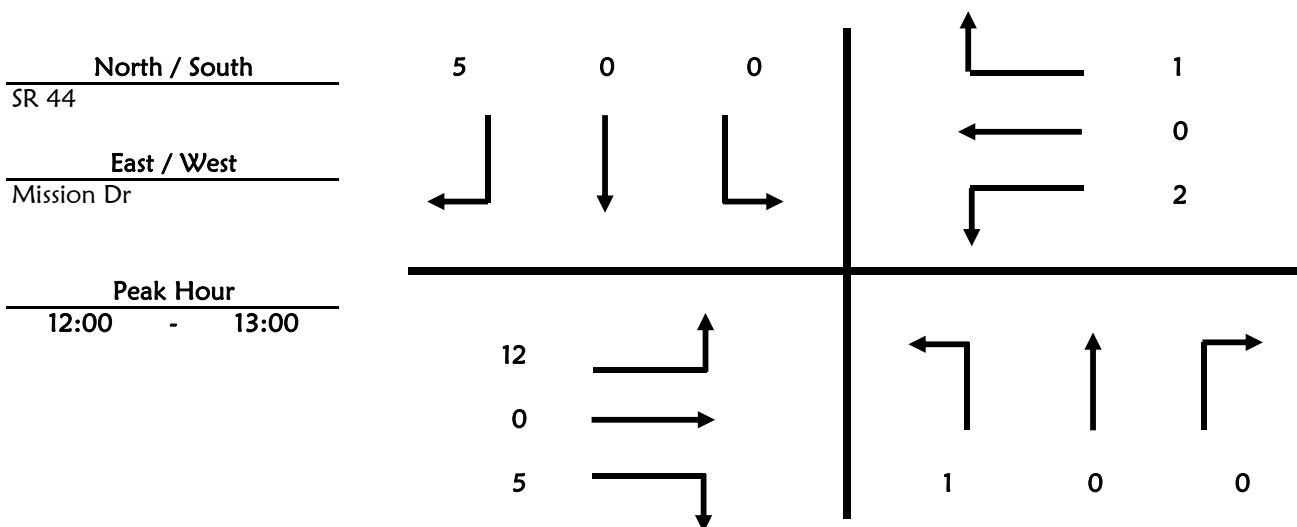
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Thursday, June 15, 2017  
 Time Period 11:00 to 13:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	2
11:15 - 11:30	0	0	0	0	0	4
11:30 - 11:45	0	0	0	0	0	3
11:45 - 12:00	0	0	0	0	0	2
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	2
12:30 - 12:45	1	0	0	0	0	2
12:45 - 13:00	0	0	0	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	2	0	3	1	0	1
11:15 - 11:30	1	0	3	0	0	1
11:30 - 11:45	6	0	0	0	0	0
11:45 - 12:00	0	0	4	0	0	0
12:00 - 12:15	2	0	3	1	0	1
12:15 - 12:30	4	0	1	0	0	0
12:30 - 12:45	3	0	0	0	0	0
12:45 - 13:00	3	0	1	1	0	0



# Roadway Count Summary

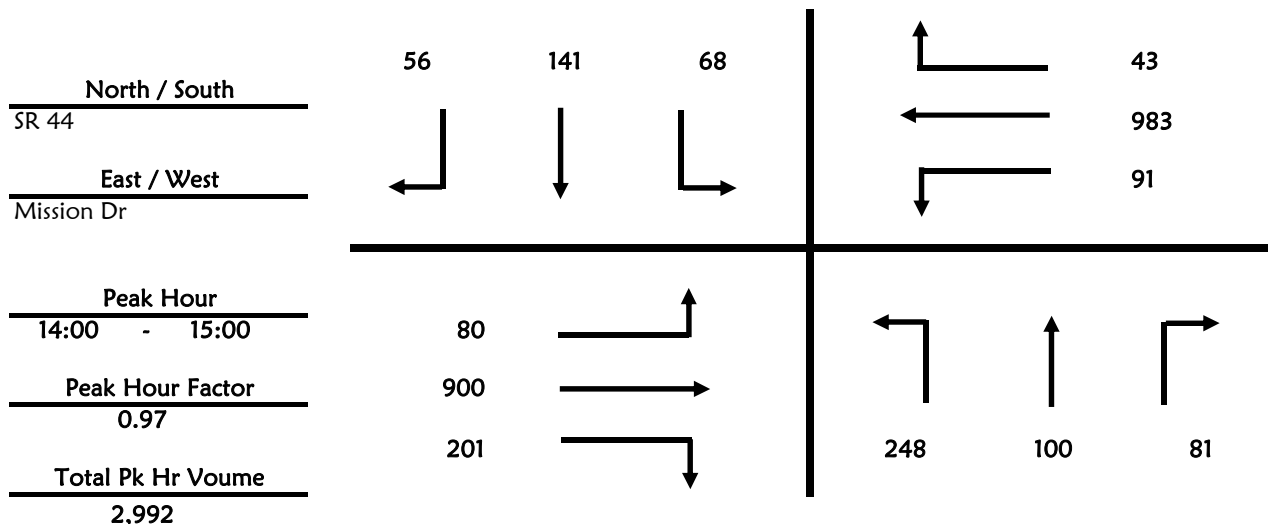
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 13:00 to 15:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	64	22	8	29	36	13
13:15 - 13:30	59	27	10	23	27	11
13:30 - 13:45	69	37	14	20	37	11
13:45 - 14:00	58	22	22	17	21	16
14:00 - 14:15	50	26	25	11	40	13
14:15 - 14:30	73	25	19	29	41	18
14:30 - 14:45	61	23	16	17	36	15
14:45 - 15:00	64	26	21	11	24	10
	498	208	135	157	262	107

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	29	205	38	17	219	20
13:15 - 13:30	17	205	35	32	253	18
13:30 - 13:45	28	215	30	22	238	20
13:45 - 14:00	26	227	56	32	249	15
14:00 - 14:15	23	210	65	23	237	10
14:15 - 14:30	25	203	43	21	230	8
14:30 - 14:45	13	234	50	19	259	12
14:45 - 15:00	19	253	43	28	257	13
	180	1,752	360	194	1,942	116



# Roadway Count Summary

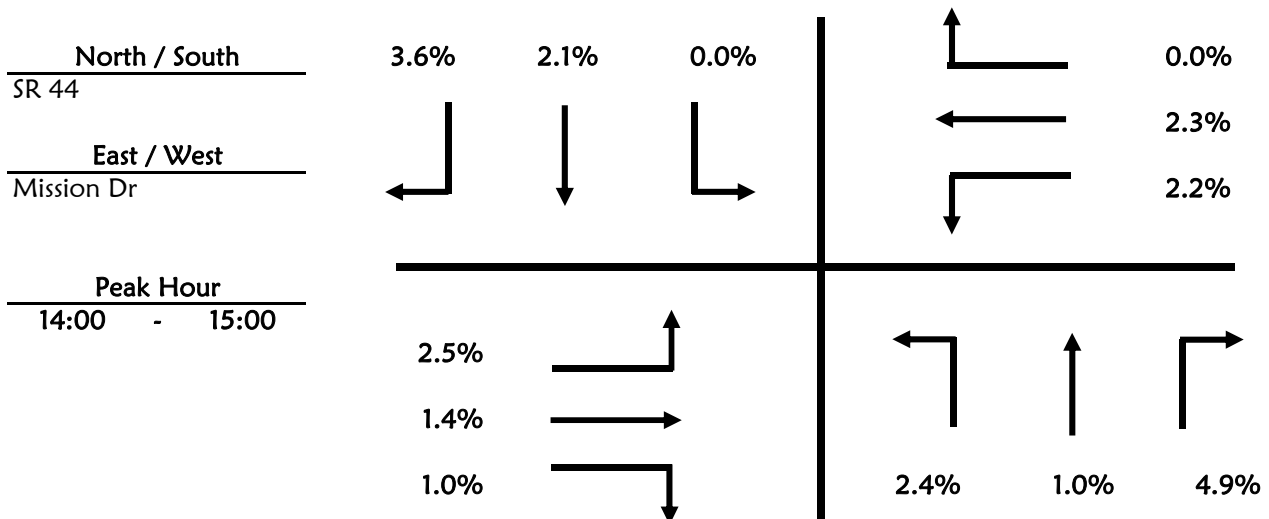
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Thursday, June 15, 2017  
 Time Period 13:00 to 15:00 Trucks

VHB Project #: 62393

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	3	0	1	1	2	1
13:15 - 13:30	2	1	0	1	0	1
13:30 - 13:45	3	0	0	0	0	0
13:45 - 14:00	5	1	2	2	0	0
14:00 - 14:15	1	0	1	0	0	1
14:15 - 14:30	2	0	1	0	0	0
14:30 - 14:45	2	0	0	0	2	0
14:45 - 15:00	1	1	2	0	1	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	2	1	1	6	1
13:15 - 13:30	0	3	0	2	6	1
13:30 - 13:45	1	8	2	0	2	0
13:45 - 14:00	1	6	6	1	6	0
14:00 - 14:15	0	5	1	0	5	0
14:15 - 14:30	2	5	0	1	5	0
14:30 - 14:45	0	1	1	0	5	0
14:45 - 15:00	0	2	0	1	8	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County	Volusia	City	New Smyrna Beach
Intersection	SR 44	&	Mission Dr
Date	Thursday, June 15, 2017		
Time Period	13:00	to	15:00
	U-Turn & RTOR		

VHB Project #: 62393.03

Time Period			Northbound			Southbound		
			Left	Through	Right	Left	Through	Right
13:00	-	13:15	0	0	0	0	0	2
13:15	-	13:30	0	0	0	0	0	1
13:30	-	13:45	0	0	0	0	0	0
13:45	-	14:00	0	0	0	0	0	1
14:00	-	14:15	0	0	0	1	0	0
14:15	-	14:30	0	0	0	0	0	1
14:30	-	14:45	0	0	0	0	0	0
14:45	-	15:00	0	0	0	0	0	3

Time Period			Eastbound			Westbound		
			Left	Through	Right	Left	Through	Right
13:00	-	13:15	5	0	4	0	0	0
13:15	-	13:30	1	0	4	0	0	0
13:30	-	13:45	3	0	1	1	0	0
13:45	-	14:00	7	0	1	0	0	0
14:00	-	14:15	4	0	11	0	0	0
14:15	-	14:30	1	0	5	0	0	0
14:30	-	14:45	4	0	1	1	0	0
14:45	-	15:00	4	0	9	0	0	0

The diagram illustrates the traffic flow and counts for the intersection of Mission Drive and SR 44. The intersection is divided into four quadrants by a vertical line (SR 44) and a horizontal line (Mission Drive).

**North / South**

SR 44

**East / West**

Mission Dr

**Peak Hour**

14:00 - 15:00

The diagram shows the following traffic flow and counts:

- Northbound (Top):**
  - Left turn: 4
  - Through/Right turn: 0
  - Right turn: 1
- Southbound (Bottom):**
  - Left turn: 13
  - Through/Right turn: 0
  - Right turn: 26
- Eastbound (Right):**
  - Left turn: 0
  - Through/Right turn: 0
  - Right turn: 1
- Westbound (Left):**
  - Left turn: 0
  - Through/Right turn: 0
  - Right turn: 0

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 15:00 to 17:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	58	35	13	21	43	14
15:15 - 15:30	56	25	15	22	29	15
15:30 - 15:45	67	23	25	20	28	12
15:45 - 16:00	43	28	28	20	32	15
16:00 - 16:15	64	31	22	25	44	12
16:15 - 16:30	57	31	23	26	44	18
16:30 - 16:45	81	30	21	20	36	9
16:45 - 17:00	65	27	20	16	32	8
	491	230	167	170	288	103

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	31	209	46	21	280	13
15:15 - 15:30	29	209	43	22	230	19
15:30 - 15:45	15	224	52	29	247	11
15:45 - 16:00	23	217	44	24	259	15
16:00 - 16:15	37	193	50	33	280	15
16:15 - 16:30	27	174	52	31	231	19
16:30 - 16:45	18	235	61	18	253	10
16:45 - 17:00	24	240	65	24	268	13
	204	1,701	413	202	2,048	115

North / South	47	156	87		57
SR 44					1,032
East / West					106
Mission Dr					
Peak Hour					
16:00 - 17:00	106				
Peak Hour Factor	842				
0.97					
Total Pk Hr Voume	228			267	119 86
3,133					

# Roadway Count Summary

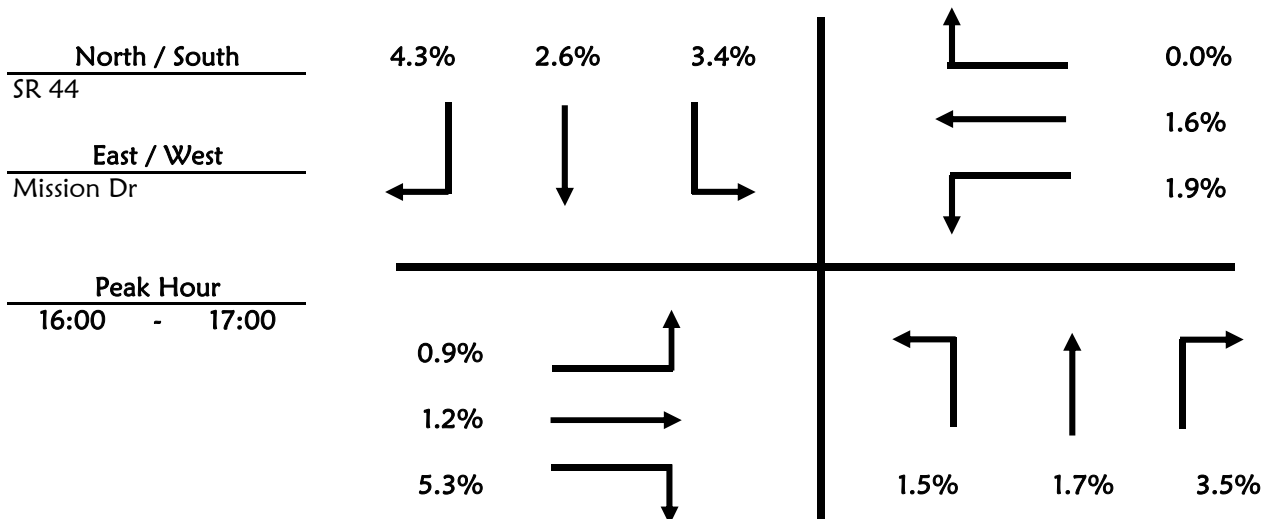
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Thursday, June 15, 2017  
 Time Period 15:00 to 17:00 Trucks

VHB Project #: 62393

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	1	0	2	0	0	0
15:15 - 15:30	3	0	0	0	1	0
15:30 - 15:45	0	0	1	0	0	0
15:45 - 16:00	2	0	0	1	2	0
16:00 - 16:15	2	1	1	2	2	1
16:15 - 16:30	2	1	1	1	1	0
16:30 - 16:45	0	0	1	0	1	0
16:45 - 17:00	0	0	0	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	2	1	0	11	0
15:15 - 15:30	3	4	1	1	1	0
15:30 - 15:45	1	2	1	0	4	1
15:45 - 16:00	0	2	0	1	4	1
16:00 - 16:15	1	2	3	0	4	0
16:15 - 16:30	0	3	3	0	2	0
16:30 - 16:45	0	3	2	0	5	0
16:45 - 17:00	0	2	4	2	6	0



# Roadway Count Summary

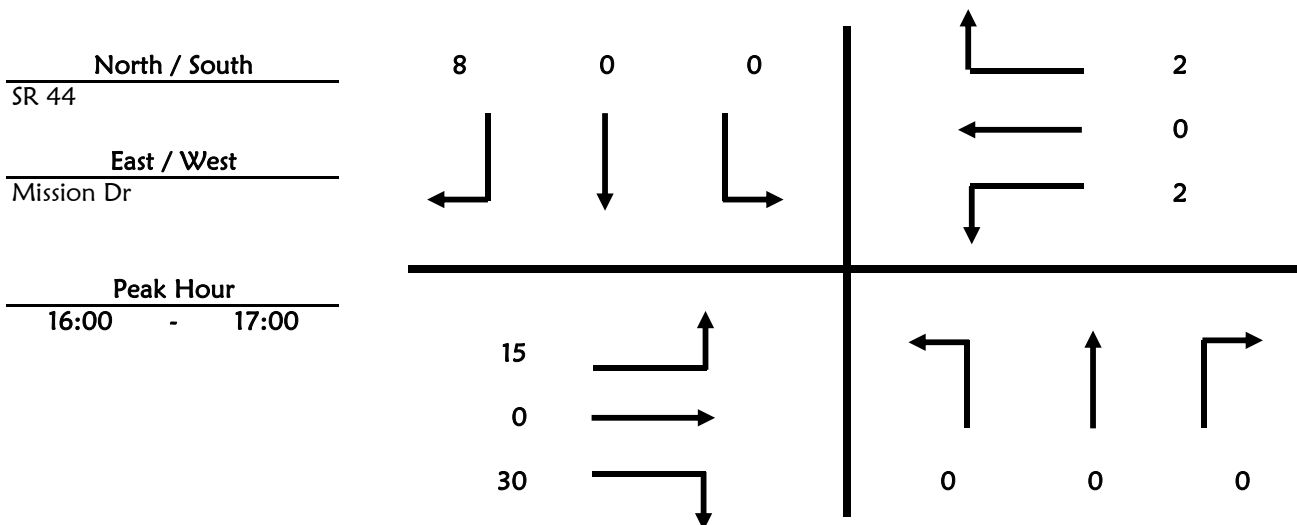
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Mission Dr  
 Date Thursday, June 15, 2017  
 Time Period 15:00 to 17:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	1
15:15 - 15:30	0	0	0	0	0	3
15:30 - 15:45	0	0	0	0	0	3
15:45 - 16:00	0	0	0	0	0	5
16:00 - 16:15	0	0	0	0	0	2
16:15 - 16:30	0	0	0	0	0	3
16:30 - 16:45	0	0	0	0	0	2
16:45 - 17:00	0	0	0	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	4	0	7	0	0	0
15:15 - 15:30	3	0	8	1	0	1
15:30 - 15:45	2	0	10	0	0	2
15:45 - 16:00	3	0	3	0	0	2
16:00 - 16:15	5	0	5	0	0	0
16:15 - 16:30	6	0	11	2	0	2
16:30 - 16:45	0	0	9	0	0	0
16:45 - 17:00	4	0	5	0	0	0



# Roadway Count Summary

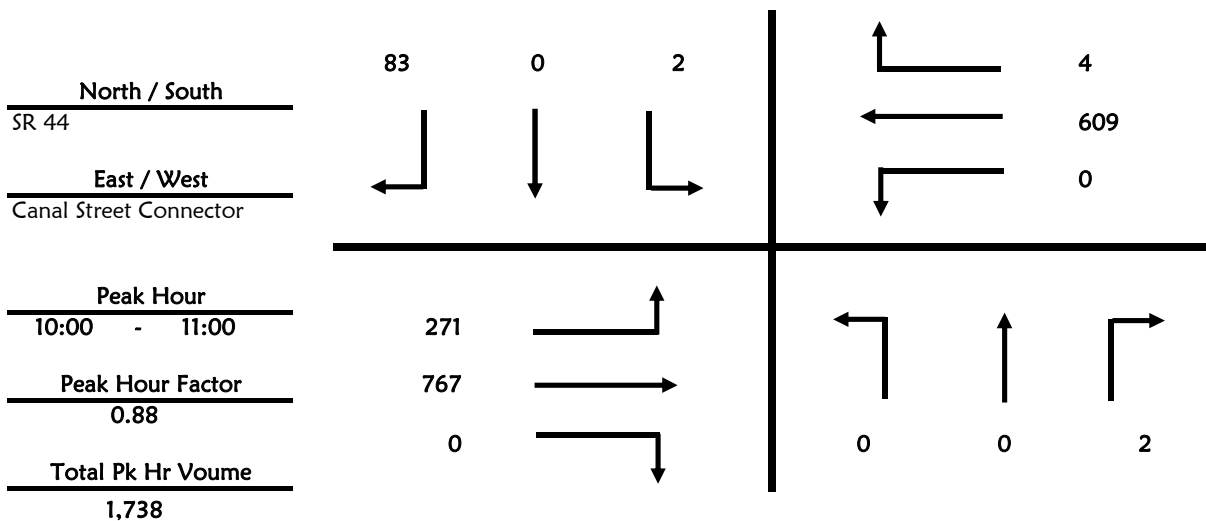
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 9:00 to 11:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	1	0	14
9:15 - 9:30	0	0	0	0	0	16
9:30 - 9:45	1	0	0	0	0	18
9:45 - 10:00	0	0	0	0	0	18
10:00 - 10:15	0	0	1	2	0	19
10:15 - 10:30	0	0	0	0	0	22
10:30 - 10:45	0	0	0	0	0	23
10:45 - 11:00	0	0	1	0	0	19
	1	0	2	3	0	149

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	70	164	0	0	126	3
9:15 - 9:30	66	147	0	0	147	2
9:30 - 9:45	69	162	0	0	131	5
9:45 - 10:00	59	183	0	0	162	5
10:00 - 10:15	74	150	0	0	125	1
10:15 - 10:30	70	204	0	0	146	2
10:30 - 10:45	65	185	0	0	154	1
10:45 - 11:00	62	228	0	0	184	0
	535	1,423	0	0	1,175	19



# Roadway Count Summary

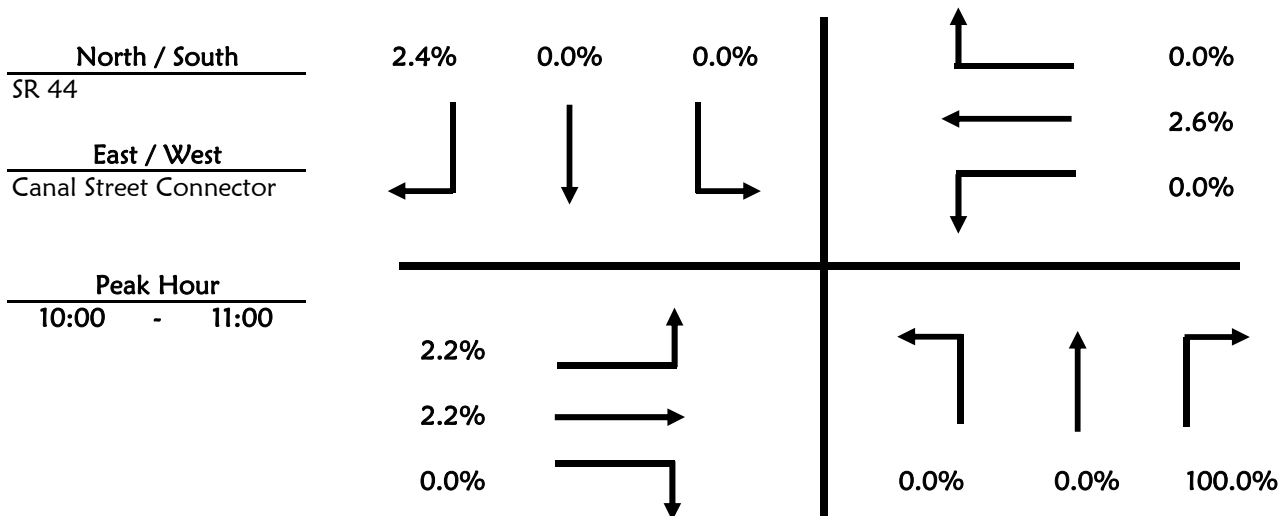
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Thursday, June 15, 2017  
 Time Period 9:00 to 11:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	1
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	1	0	0	0
10:15 - 10:30	0	0	0	0	0	1
10:30 - 10:45	0	0	0	0	0	1
10:45 - 11:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	3	12	0	0	2	0
9:15 - 9:30	2	8	0	0	3	0
9:30 - 9:45	5	6	0	0	3	1
9:45 - 10:00	3	2	0	0	8	0
10:00 - 10:15	1	6	0	0	3	0
10:15 - 10:30	3	5	0	0	5	0
10:30 - 10:45	1	3	0	0	2	0
10:45 - 11:00	1	3	0	0	6	0



# Roadway Count Summary

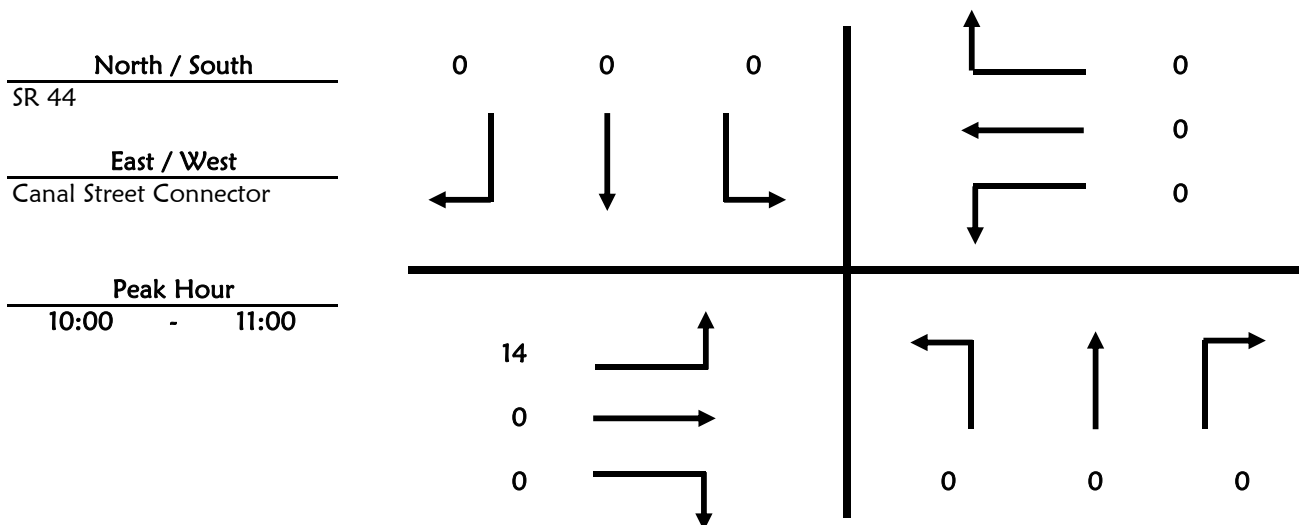
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Thursday, June 15, 2017  
 Time Period 9:00 to 11:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	1	0	0	0	0	0
9:15 - 9:30	2	0	0	0	0	0
9:30 - 9:45	4	0	0	0	0	0
9:45 - 10:00	7	0	0	0	0	0
10:00 - 10:15	1	0	0	0	0	0
10:15 - 10:30	3	0	0	0	0	0
10:30 - 10:45	4	0	0	0	0	0
10:45 - 11:00	6	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 11:00 to 13:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	2	1	0	0	0	23
11:15 - 11:30	0	0	0	1	0	18
11:30 - 11:45	0	0	0	1	0	25
11:45 - 12:00	0	0	0	0	0	27
12:00 - 12:15	1	0	0	0	0	25
12:15 - 12:30	0	0	0	0	0	28
12:30 - 12:45	1	1	0	0	0	28
12:45 - 13:00	0	0	0	0	0	22
	4	2	0	2	0	196

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	83	203	0	0	132	5
11:15 - 11:30	72	223	0	0	175	1
11:30 - 11:45	82	196	0	0	170	5
11:45 - 12:00	100	215	0	0	167	6
12:00 - 12:15	92	185	0	0	177	2
12:15 - 12:30	81	241	0	0	182	2
12:30 - 12:45	94	201	0	0	150	3
12:45 - 13:00	86	235	0	0	199	4
	690	1,699	0	0	1,352	28

North / South	103	0	0		11
SR 44					708
East / West					0
Canal Street Connector					
Peak Hour					
12:00 - 13:00	353				
Peak Hour Factor	862				
0.93	0			2	1
Total Pk Hr Voume					0
2,040					

# Roadway Count Summary

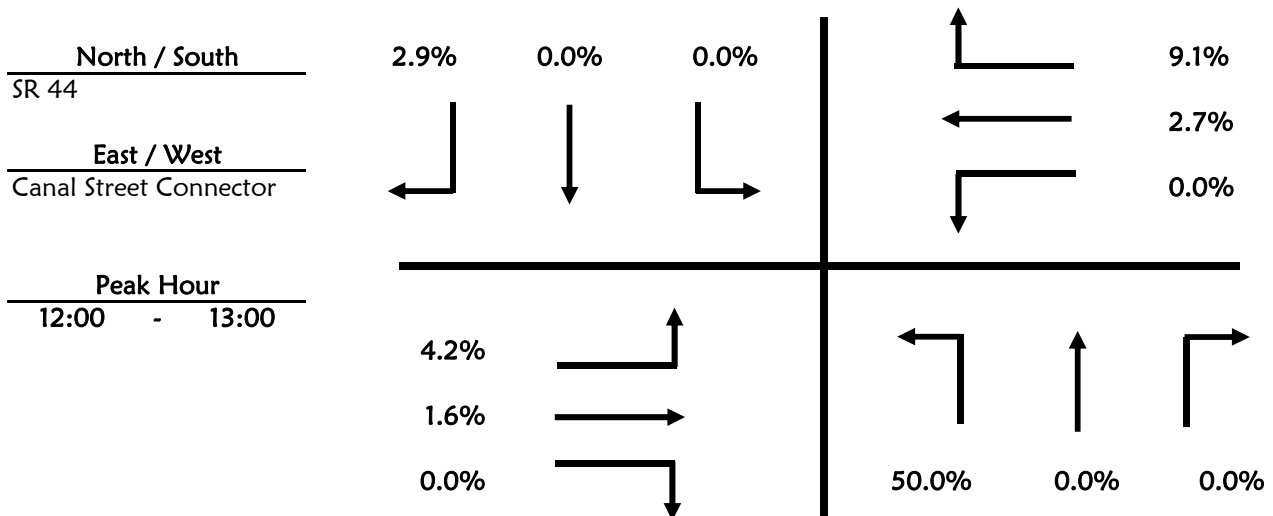
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Thursday, June 15, 2017  
 Time Period 11:00 to 13:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	2	1	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	2
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	1	0	0	0	0	1
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	2	5	0	0	2	0
11:15 - 11:30	6	6	0	0	4	1
11:30 - 11:45	2	4	0	0	3	0
11:45 - 12:00	0	5	0	0	5	0
12:00 - 12:15	6	2	0	0	5	0
12:15 - 12:30	3	5	0	0	5	0
12:30 - 12:45	4	4	0	0	2	1
12:45 - 13:00	2	3	0	0	7	0



# Roadway Count Summary

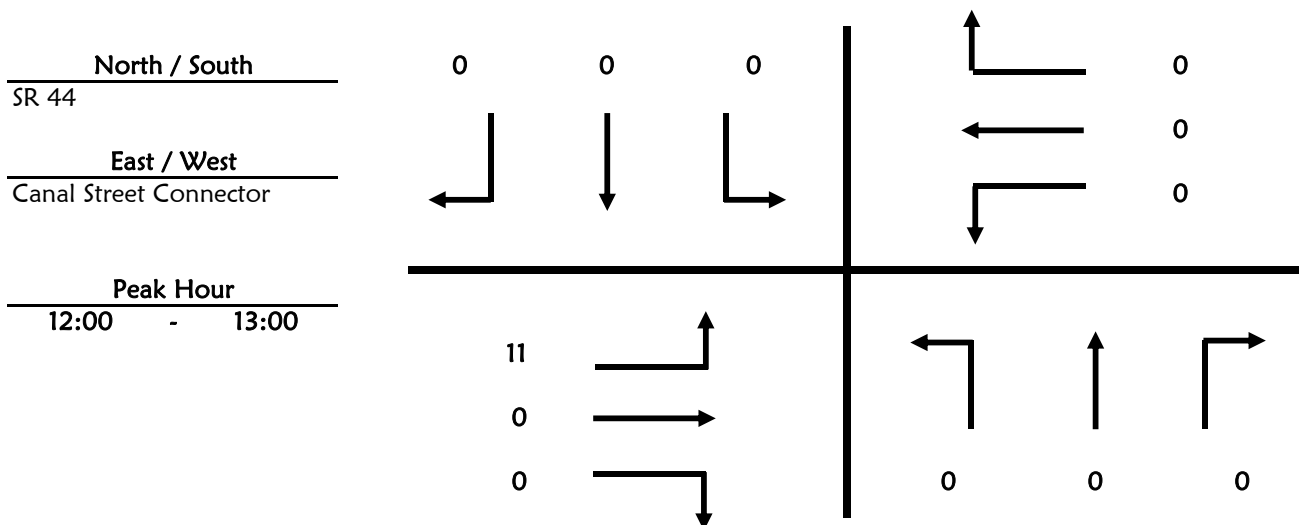
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Thursday, June 15, 2017  
 Time Period 11:00 to 13:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	3	0	0	0	0	0
11:15 - 11:30	3	0	0	0	0	0
11:30 - 11:45	3	0	0	0	0	0
11:45 - 12:00	5	0	0	0	0	0
12:00 - 12:15	3	0	0	0	0	0
12:15 - 12:30	1	0	0	0	0	0
12:30 - 12:45	3	0	0	0	0	0
12:45 - 13:00	4	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 13:00 to 15:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	1	0	24
13:15 - 13:30	1	0	0	0	0	19
13:30 - 13:45	0	0	0	2	0	25
13:45 - 14:00	0	0	0	0	0	14
14:00 - 14:15	0	0	0	0	0	21
14:15 - 14:30	0	0	1	0	0	11
14:30 - 14:45	0	0	0	1	0	17
14:45 - 15:00	0	0	0	0	0	19
	1	0	1	4	0	150

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	67	167	0	0	162	2
13:15 - 13:30	68	194	0	0	196	5
13:30 - 13:45	71	245	0	1	220	4
13:45 - 14:00	58	207	0	0	171	3
14:00 - 14:15	67	168	0	0	207	2
14:15 - 14:30	82	220	0	0	183	7
14:30 - 14:45	59	201	0	0	203	6
14:45 - 15:00	81	193	0	0	169	9
	553	1,595	0	1	1,511	38

North / South	71	0	2		16
SR 44	←	↓	→	←	781
East / West				↓	1
Canal Street Connector					
Peak Hour					
13:30 - 14:30	278	↑		←	↑
Peak Hour Factor	840	→			
0.88	0	↓		0	0
Total Pk Hr Voume					1
1,990					

# Roadway Count Summary

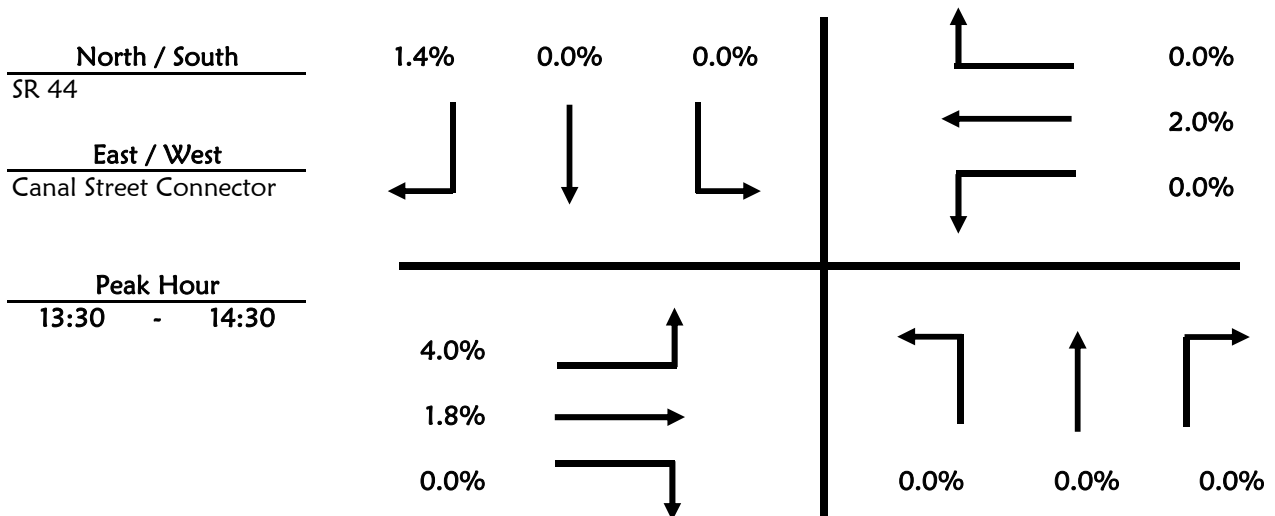
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Thursday, June 15, 2017  
 Time Period 13:00 to 15:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	2
13:15 - 13:30	1	0	0	0	0	1
13:30 - 13:45	0	0	0	0	0	1
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	1
14:45 - 15:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	3	1	0	0	7	0
13:15 - 13:30	1	3	0	0	2	0
13:30 - 13:45	6	2	0	0	2	0
13:45 - 14:00	2	7	0	0	4	0
14:00 - 14:15	1	2	0	0	7	0
14:15 - 14:30	2	4	0	0	3	0
14:30 - 14:45	1	1	0	0	5	0
14:45 - 15:00	0	2	0	0	1	0



# Roadway Count Summary

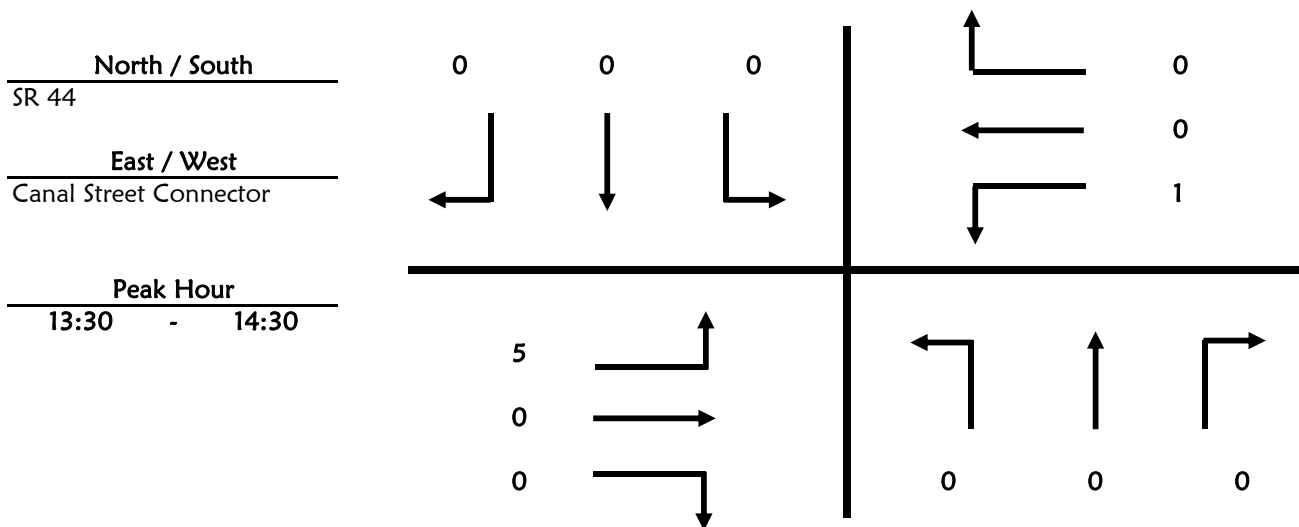
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Thursday, June 15, 2017  
 Time Period 13:00 to 15:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	5	0	0	0	0	0
13:15 - 13:30	3	0	0	0	0	0
13:30 - 13:45	1	0	0	1	0	0
13:45 - 14:00	3	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	1	0	0	0	0	0
14:30 - 14:45	2	0	0	0	0	0
14:45 - 15:00	7	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 15:00 to 17:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	14
15:15 - 15:30	0	0	0	0	0	12
15:30 - 15:45	0	0	0	1	0	21
15:45 - 16:00	0	0	0	1	0	18
16:00 - 16:15	0	0	2	1	0	32
16:15 - 16:30	0	0	0	1	1	19
16:30 - 16:45	0	0	0	0	0	31
16:45 - 17:00	0	0	0	0	0	19
	0	0	2	4	1	166

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	66	202	0	0	225	5
15:15 - 15:30	72	195	0	0	225	4
15:30 - 15:45	69	200	0	0	207	6
15:45 - 16:00	63	197	0	0	187	1
16:00 - 16:15	52	191	0	0	268	6
16:15 - 16:30	70	198	0	0	188	3
16:30 - 16:45	56	184	0	0	185	3
16:45 - 17:00	66	207	0	0	166	4
	514	1,574	0	0	1,651	32

North / South	83	0	3	17
SR 44	←	↓	→	←
East / West	←	↓	→	←
Canal Street Connector	←	↓	→	←
Peak Hour	256	↑	0	0
15:15 - 16:15	783	→	0	2
Peak Hour Factor	0	↓	0	0
0.92	0	↓	0	0
Total Pk Hr Voume	2,031	↓	0	0
	2,031	↓	0	0

# Roadway Count Summary

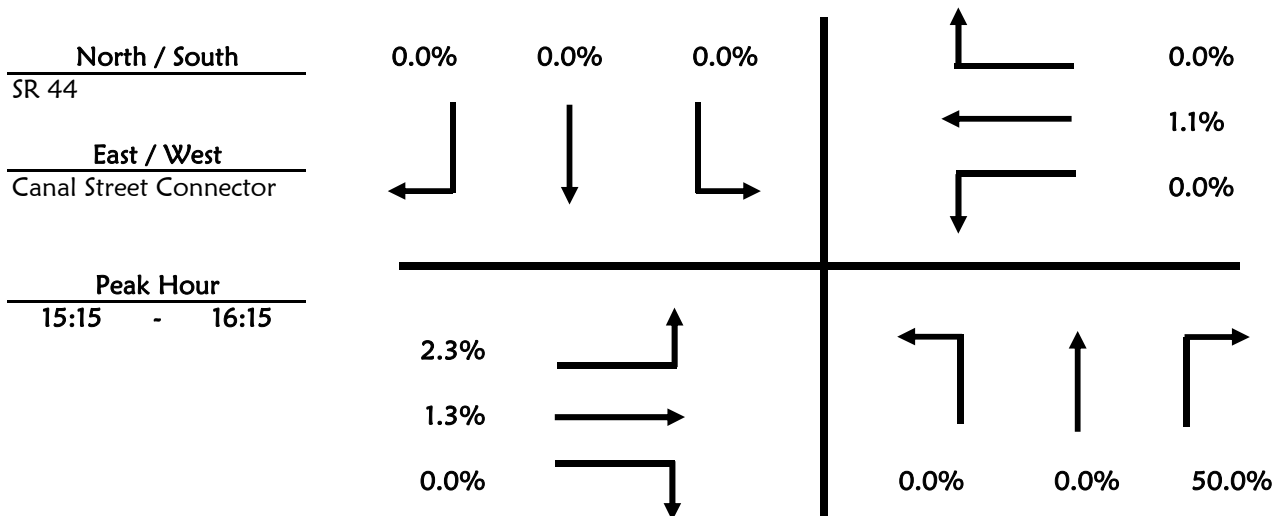
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Thursday, June 15, 2017  
 Time Period 15:00 to 17:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	1
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	1	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	1	2	0	0	8	0
15:15 - 15:30	4	2	0	0	3	0
15:30 - 15:45	0	3	0	0	6	0
15:45 - 16:00	2	3	0	0	1	0
16:00 - 16:15	0	2	0	0	0	0
16:15 - 16:30	2	4	0	0	2	0
16:30 - 16:45	2	1	0	0	5	1
16:45 - 17:00	2	1	0	0	3	0



# Roadway Count Summary

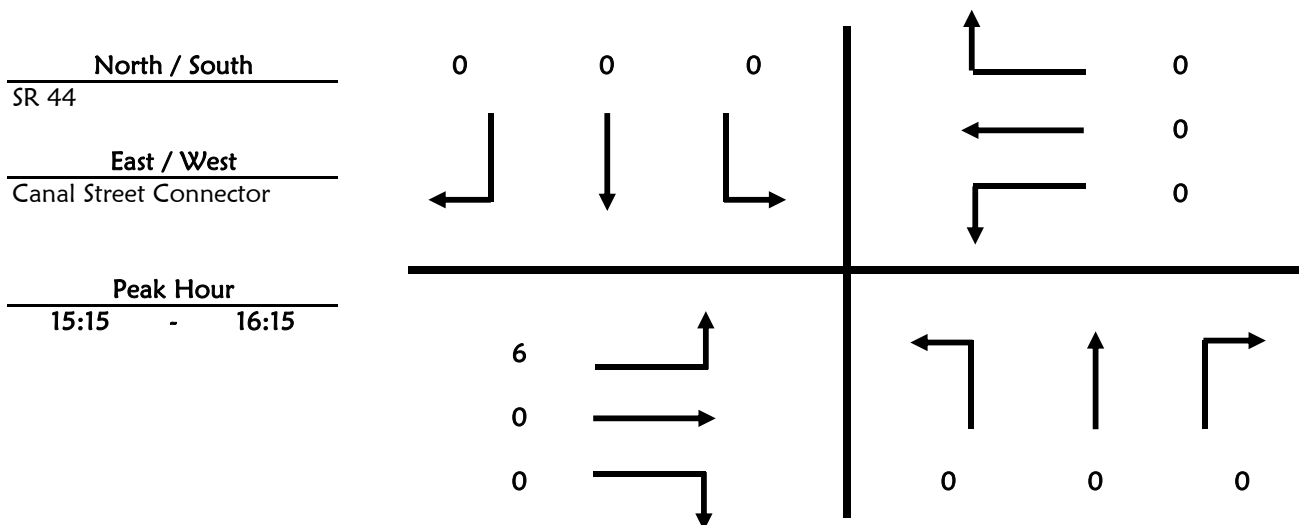
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Canal Street Connector  
 Date Thursday, June 15, 2017  
 Time Period 15:00 to 17:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	3	0	0	0	0	0
15:15 - 15:30	2	0	0	0	0	0
15:30 - 15:45	1	0	0	0	0	0
15:45 - 16:00	1	0	0	0	0	0
16:00 - 16:15	2	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	4	0	0	0	0	0
16:45 - 17:00	3	0	0	0	0	0



# Roadway Count Summary

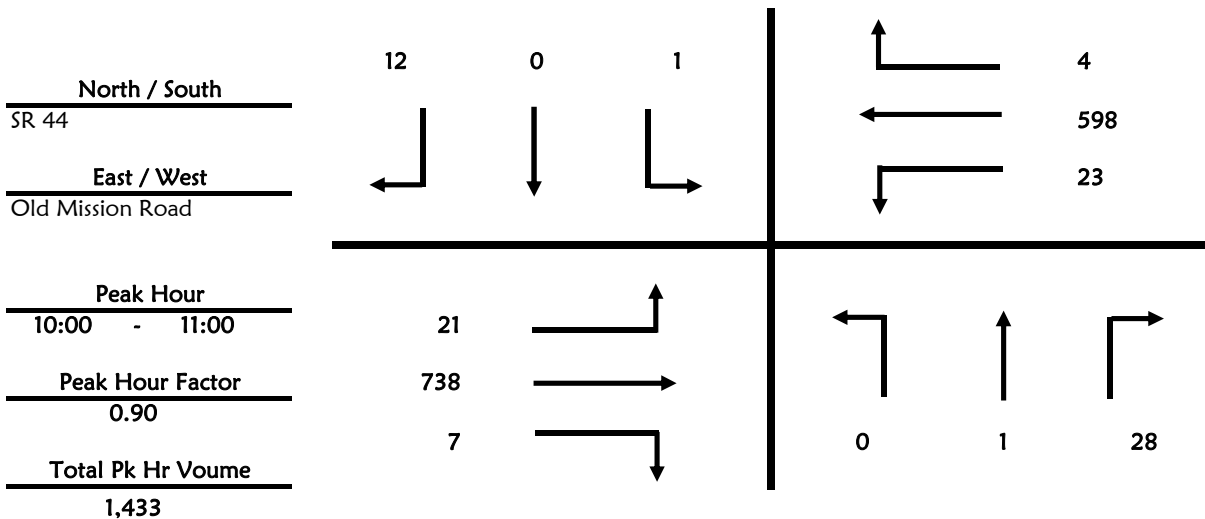
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 9:00 to 11:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	1	7	0	0	4
9:15 - 9:30	0	0	9	0	0	9
9:30 - 9:45	0	0	9	0	0	6
9:45 - 10:00	0	0	6	0	0	1
10:00 - 10:15	0	0	8	0	0	3
10:15 - 10:30	0	1	6	1	0	4
10:30 - 10:45	0	0	9	0	0	0
10:45 - 11:00	0	0	5	0	0	5
	0	2	59	1	0	32

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	1	157	2	4	126	4
9:15 - 9:30	2	146	5	11	141	1
9:30 - 9:45	10	154	1	5	126	1
9:45 - 10:00	2	168	1	3	162	2
10:00 - 10:15	8	153	2	7	122	0
10:15 - 10:30	5	193	1	9	146	1
10:30 - 10:45	3	189	1	4	156	2
10:45 - 11:00	5	203	3	3	174	1
	36	1,363	16	46	1,153	12



# Roadway Count Summary

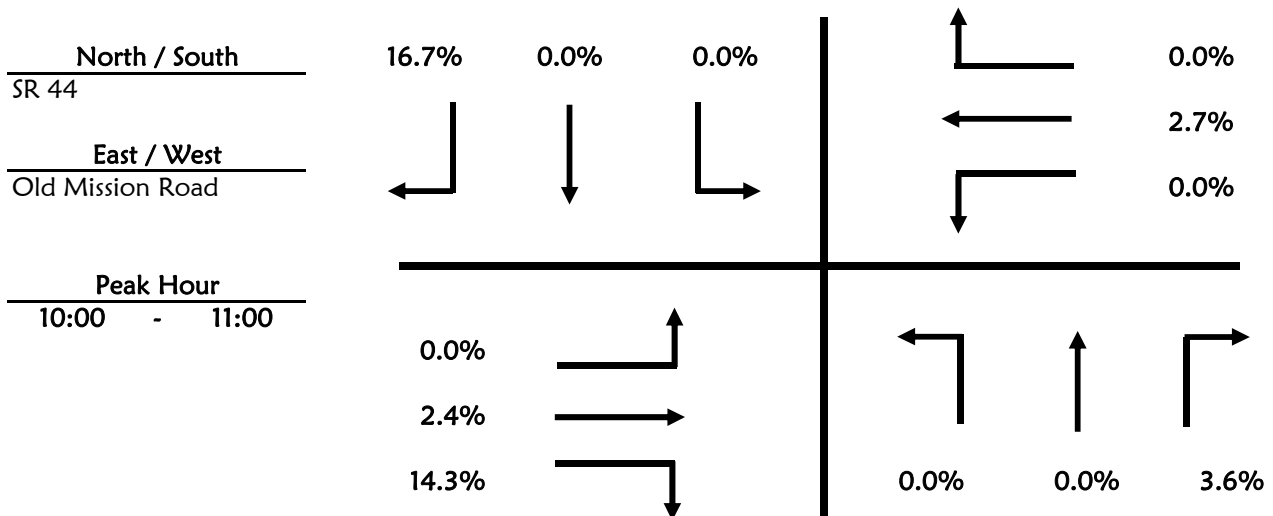
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** SR 44 & Old Mission Road  
**Date** Thursday, June 15, 2017  
**Time Period** 9:00 to 11:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	1	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	1	0	0	1
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	5	0	0	2	0
9:15 - 9:30	0	7	1	2	2	0
9:30 - 9:45	0	6	0	0	4	0
9:45 - 10:00	0	1	0	0	8	0
10:00 - 10:15	0	7	1	0	5	0
10:15 - 10:30	0	4	0	0	5	0
10:30 - 10:45	0	3	0	0	2	0
10:45 - 11:00	0	4	0	0	4	0



# Roadway Count Summary

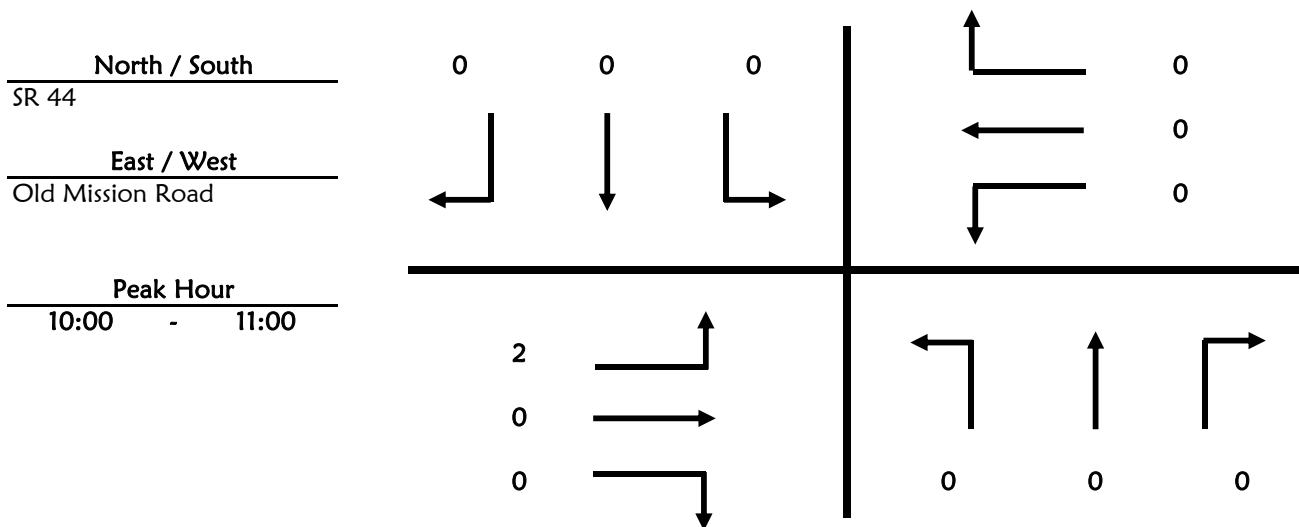
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Thursday, June 15, 2017  
 Time Period 9:00 to 11:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	1	0	0	0	0	0
9:30 - 9:45	4	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	2	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 11:00 to 13:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	7	0	0	1
11:15 - 11:30	0	0	3	0	0	3
11:30 - 11:45	0	0	7	0	0	5
11:45 - 12:00	0	0	9	0	0	5
12:00 - 12:15	0	0	10	0	0	3
12:15 - 12:30	0	0	7	0	0	3
12:30 - 12:45	0	0	7	0	0	2
12:45 - 13:00	0	0	10	0	0	6
	0	0	60	0	0	28

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	7	200	2	8	136	5
11:15 - 11:30	7	214	1	9	166	1
11:30 - 11:45	7	188	3	7	176	1
11:45 - 12:00	9	185	2	6	162	1
12:00 - 12:15	5	189	2	7	162	0
12:15 - 12:30	5	216	3	3	188	1
12:30 - 12:45	7	198	3	8	149	0
12:45 - 13:00	10	200	2	6	195	1
	57	1,590	18	54	1,334	10

North / South	14	0	0	2
SR 44	←	↓	→	←
East / West	27	803	10	24
Old Mission Road	←	→	↑	↓
Peak Hour				
12:00 - 13:00				
Peak Hour Factor				
0.94				
Total Pk Hr Voume				
1,608				

# Roadway Count Summary

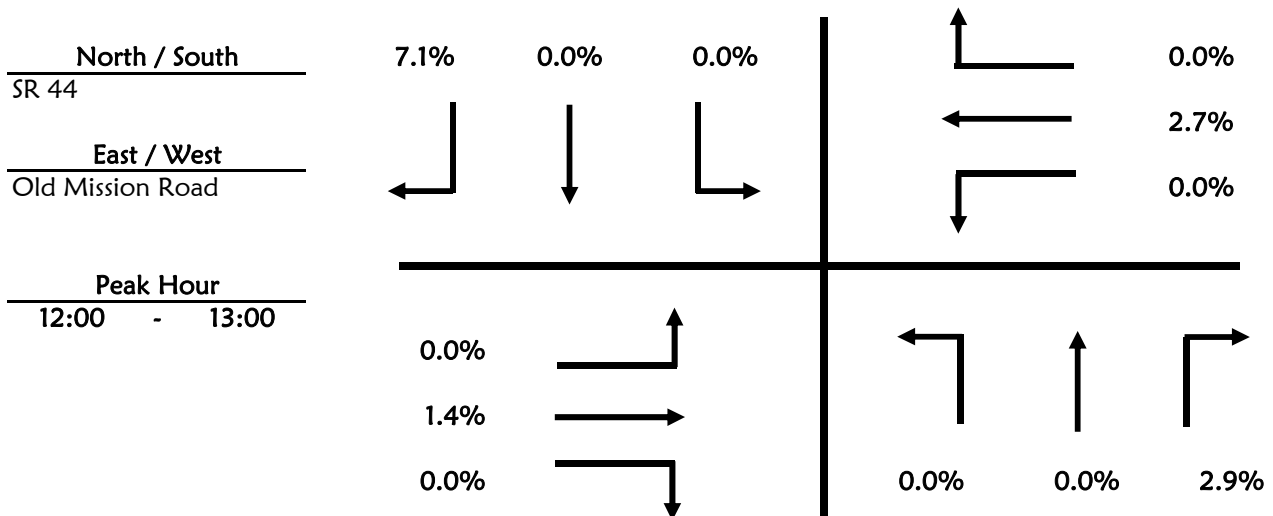
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Thursday, June 15, 2017  
 Time Period 11:00 to 13:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	1
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	1	0	0	1
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	3	0	0	3	1
11:15 - 11:30	0	6	0	0	3	0
11:30 - 11:45	0	3	0	0	3	0
11:45 - 12:00	1	3	0	0	5	0
12:00 - 12:15	0	1	0	0	4	0
12:15 - 12:30	0	5	0	0	4	0
12:30 - 12:45	0	3	0	0	5	0
12:45 - 13:00	0	2	0	0	6	0



# Roadway Count Summary

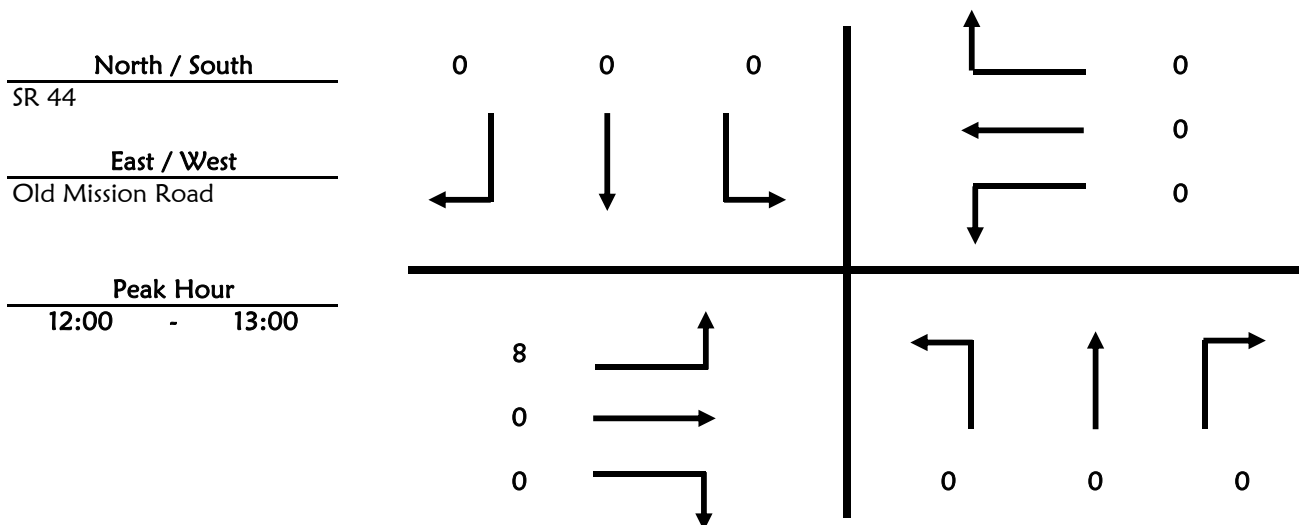
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Thursday, June 15, 2017  
 Time Period 11:00 to 13:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	2	0	0	0	0	0
11:15 - 11:30	3	0	0	0	0	0
11:30 - 11:45	1	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	2	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	3	0	0	0	0	0
12:45 - 13:00	3	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 13:00 to 15:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	6	0	0	4
13:15 - 13:30	1	0	7	0	0	8
13:30 - 13:45	0	0	3	0	0	8
13:45 - 14:00	0	0	4	0	0	4
14:00 - 14:15	0	0	8	0	0	0
14:15 - 14:30	0	0	8	0	0	4
14:30 - 14:45	0	0	7	0	0	4
14:45 - 15:00	0	0	6	0	0	3
	1	0	49	0	0	35

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	8	165	1	7	159	1
13:15 - 13:30	8	177	1	4	193	0
13:30 - 13:45	10	221	4	8	202	1
13:45 - 14:00	10	197	5	4	170	0
14:00 - 14:15	6	177	1	6	212	2
14:15 - 14:30	9	198	1	10	184	1
14:30 - 14:45	5	192	5	11	202	3
14:45 - 15:00	9	201	0	4	174	1
	65	1,528	18	54	1,496	9

North / South	16	0	0	4
SR 44	←	↓	→	←
East / West	35	793	11	28
Old Mission Road	←	→	↑	↓
Peak Hour	13:30 - 14:30	0	0	23
Peak Hour Factor	0.92			
Total Pk Hr Voume	1,678			

# Roadway Count Summary

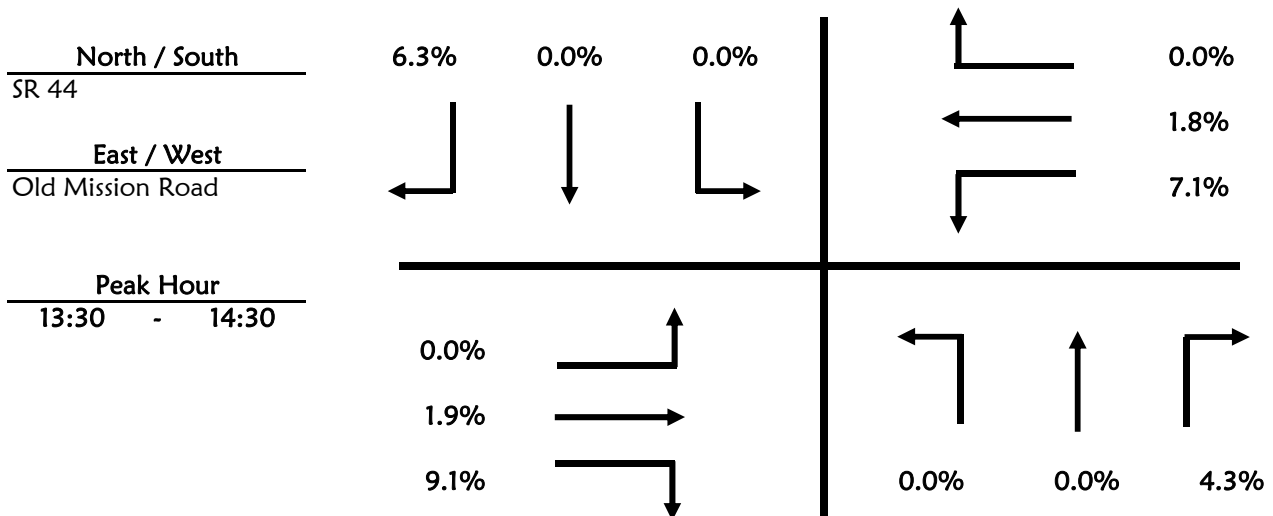
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Thursday, June 15, 2017  
 Time Period 13:00 to 15:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	1	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	1
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	1	0	0	8	0
13:15 - 13:30	1	3	0	0	2	0
13:30 - 13:45	0	1	1	0	2	0
13:45 - 14:00	0	7	0	0	4	0
14:00 - 14:15	0	3	0	1	7	0
14:15 - 14:30	0	4	0	1	1	0
14:30 - 14:45	0	1	0	0	5	0
14:45 - 15:00	0	2	0	0	1	0



# Roadway Count Summary

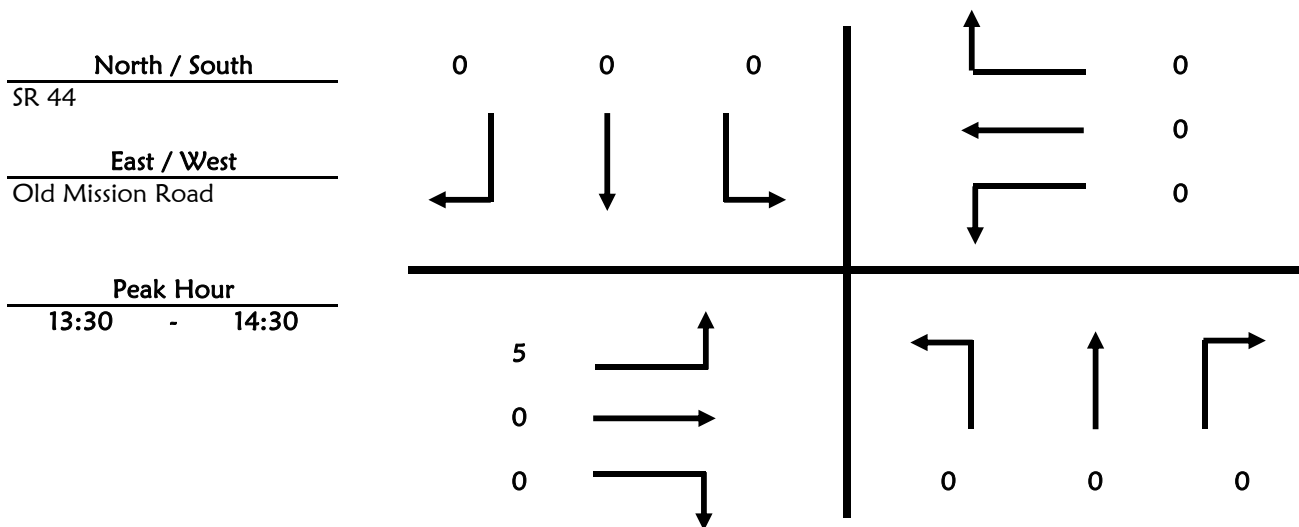
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Thursday, June 15, 2017  
 Time Period 13:00 to 15:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	1	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	2	0	0	0	0	0
13:15 - 13:30	2	0	0	0	0	0
13:30 - 13:45	2	0	0	0	0	0
13:45 - 14:00	1	0	0	0	0	0
14:00 - 14:15	2	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	2	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 15:00 to 17:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	5	0	1	7
15:15 - 15:30	0	0	7	0	0	4
15:30 - 15:45	0	0	4	0	0	2
15:45 - 16:00	0	0	12	0	0	3
16:00 - 16:15	0	0	4	0	0	11
16:15 - 16:30	0	0	6	0	0	1
16:30 - 16:45	0	0	6	0	1	2
16:45 - 17:00	0	0	9	0	0	4
	0	0	53	0	2	34

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	8	192	2	7	225	3
15:15 - 15:30	7	176	3	6	223	2
15:30 - 15:45	10	179	1	3	196	0
15:45 - 16:00	9	196	5	7	196	1
16:00 - 16:15	5	176	2	18	267	1
16:15 - 16:30	11	186	1	11	185	2
16:30 - 16:45	7	179	0	9	178	2
16:45 - 17:00	11	211	5	9	169	0
	68	1,495	19	70	1,639	11

North / South	20	0	0	4
SR 44	←	↓	→	←
East / West	←	↓	→	←
Old Mission Road	←	↓	→	←
Peak Hour	31	↑	↑	↑
15:15 - 16:15	727	→	→	→
Peak Hour Factor	11	↓	↓	↓
0.90	0	0	0	27
Total Pk Hr Voume	1,736			

# Roadway Count Summary

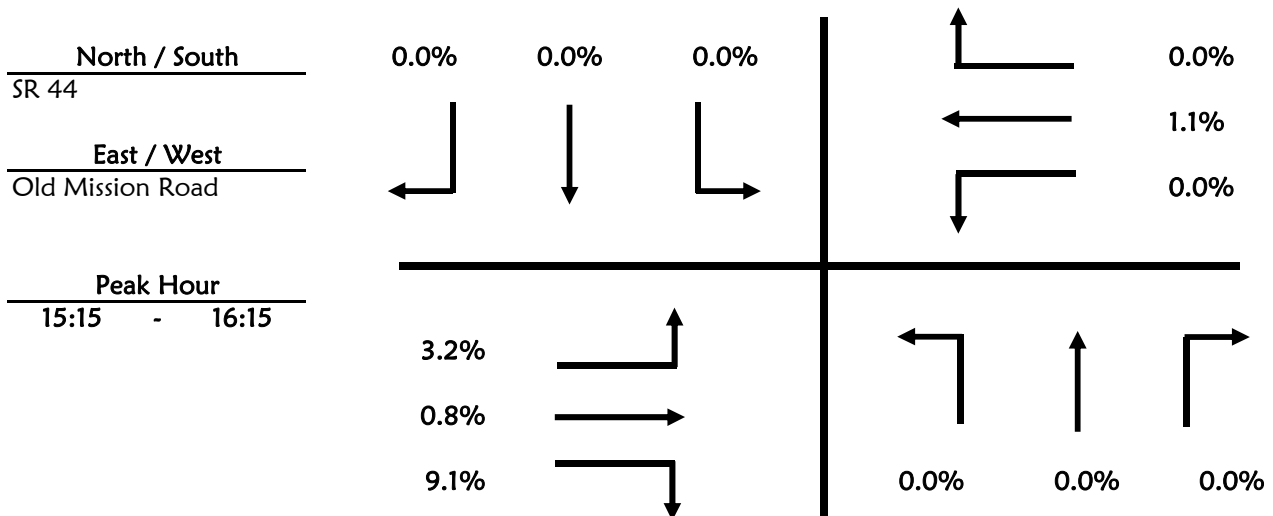
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Thursday, June 15, 2017  
 Time Period 15:00 to 17:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	2	0	0	8	0
15:15 - 15:30	0	1	0	0	3	0
15:30 - 15:45	1	1	0	0	6	0
15:45 - 16:00	0	2	0	0	1	0
16:00 - 16:15	0	2	1	0	0	0
16:15 - 16:30	0	4	0	0	2	0
16:30 - 16:45	0	1	0	0	5	0
16:45 - 17:00	0	0	0	0	3	0



# Roadway Count Summary

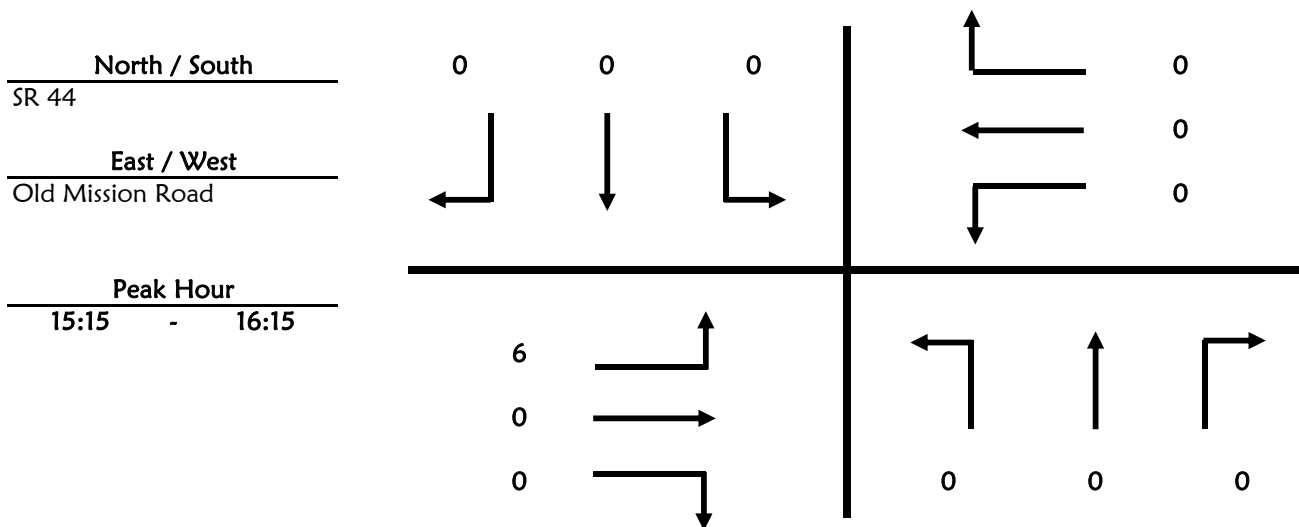
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection SR 44 & Old Mission Road  
 Date Thursday, June 15, 2017  
 Time Period 15:00 to 17:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	3	0	0	0	0	0
15:15 - 15:30	2	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	3	0	0	0	0	0
16:00 - 16:15	1	0	0	0	0	0
16:15 - 16:30	2	0	0	0	0	0
16:30 - 16:45	1	0	0	0	0	0
16:45 - 17:00	3	0	0	0	0	0



# Roadway Count Summary

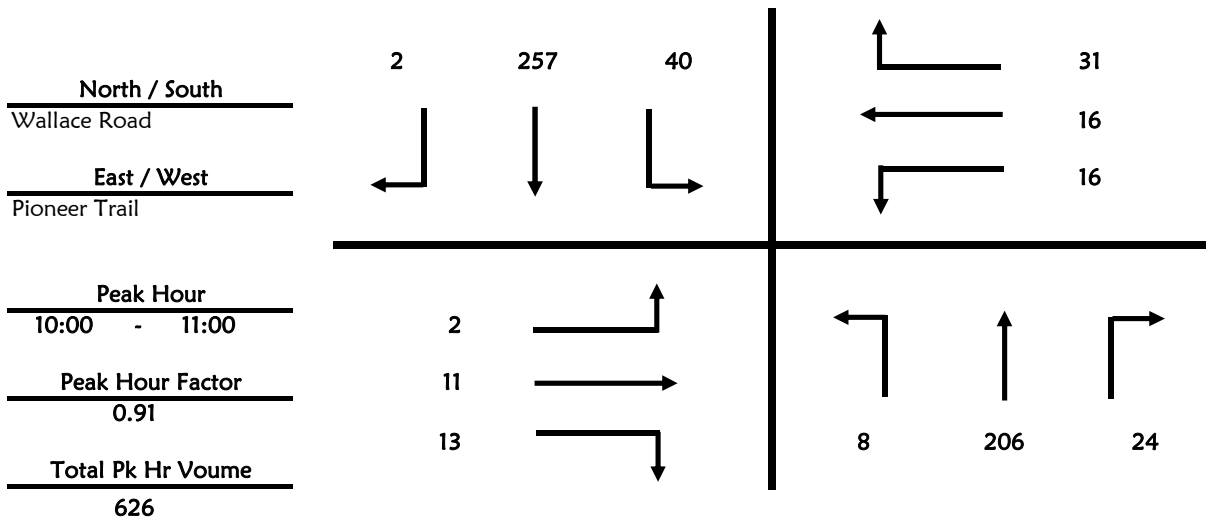
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 9:00 to 11:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	1	23	10	11	44	0
9:15 - 9:30	5	39	5	8	57	1
9:30 - 9:45	3	38	5	7	37	0
9:45 - 10:00	1	35	8	8	58	2
10:00 - 10:15	4	45	7	14	83	2
10:15 - 10:30	2	50	4	6	62	0
10:30 - 10:45	0	63	6	12	60	0
10:45 - 11:00	2	48	7	8	52	0
	18	341	52	74	453	5

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	3	3	1	1	3	8
9:15 - 9:30	0	1	2	9	5	11
9:30 - 9:45	1	4	4	3	7	9
9:45 - 10:00	0	0	1	3	6	12
10:00 - 10:15	0	1	3	3	3	7
10:15 - 10:30	0	4	4	1	4	7
10:30 - 10:45	2	2	4	3	5	8
10:45 - 11:00	0	4	2	9	4	9
	6	19	21	32	37	71



# Roadway Count Summary

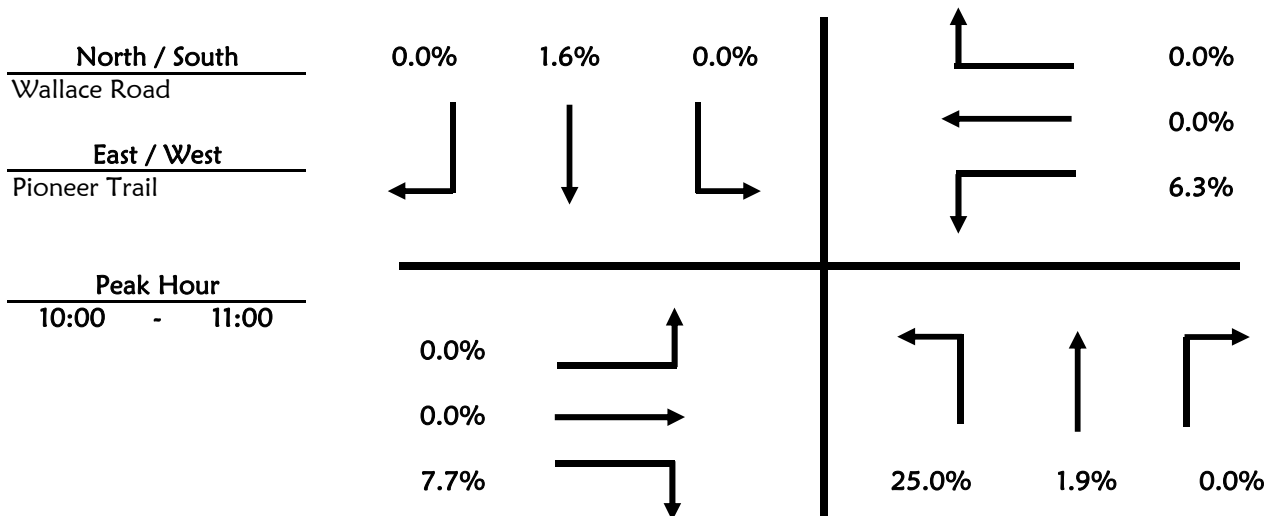
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Pioneer Trail  
**Date** Thursday, June 15, 2017  
**Time Period** 9:00 to 11:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	1	0	0	1	0
9:15 - 9:30	1	1	2	0	2	0
9:30 - 9:45	0	1	0	0	0	0
9:45 - 10:00	0	1	0	0	0	0
10:00 - 10:15	1	1	0	0	1	0
10:15 - 10:30	0	2	0	0	1	0
10:30 - 10:45	0	0	0	0	2	0
10:45 - 11:00	1	1	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	1
9:30 - 9:45	0	0	1	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	1	0	0	0
10:30 - 10:45	0	0	0	1	0	0
10:45 - 11:00	0	0	0	0	0	0



# Roadway Count Summary

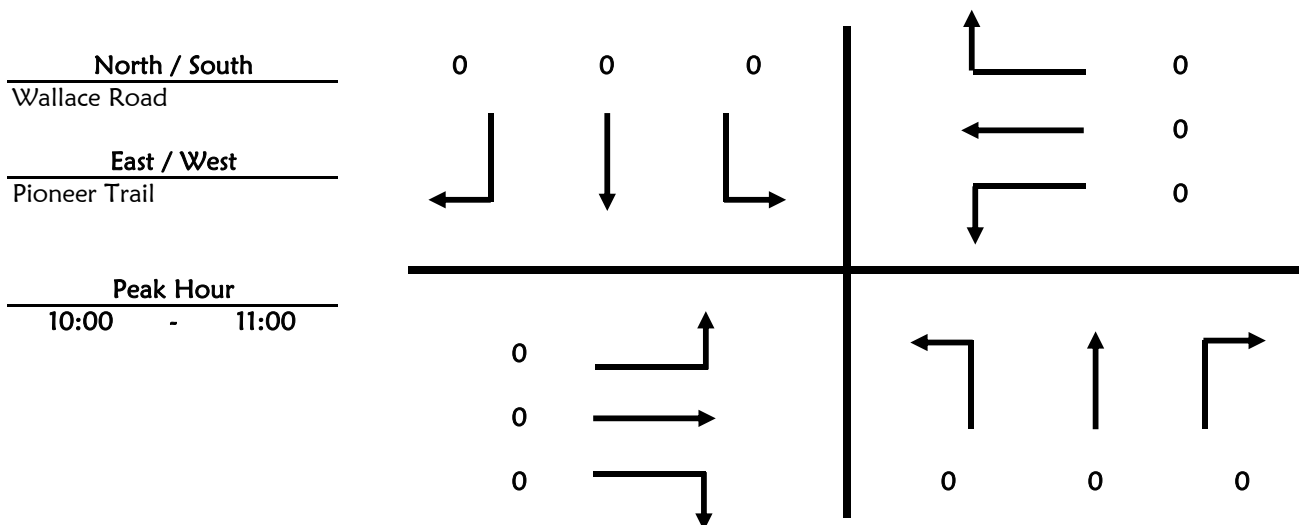
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Thursday, June 15, 2017  
 Time Period 9:00 to 11:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0



# Roadway Count Summary

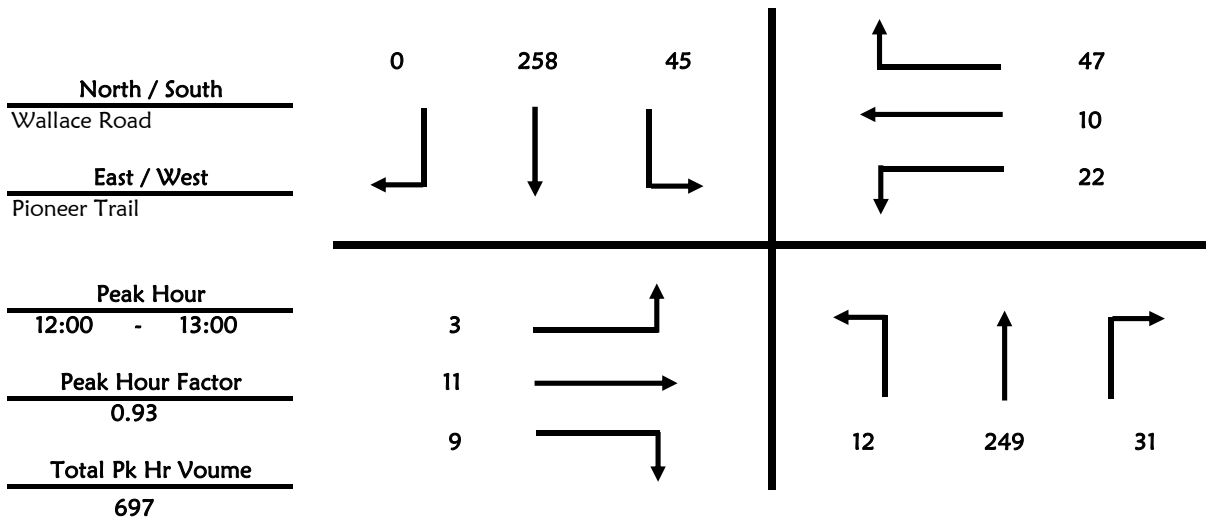
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 11:00 to 13:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	2	49	5	9	58	2
11:15 - 11:30	3	60	5	8	53	0
11:30 - 11:45	1	48	11	8	51	0
11:45 - 12:00	2	49	4	17	59	1
12:00 - 12:15	3	63	9	12	76	0
12:15 - 12:30	4	58	9	8	60	0
12:30 - 12:45	0	76	10	14	51	0
12:45 - 13:00	5	52	3	11	71	0
	20	455	56	87	479	3

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	0	2	5	4	8
11:15 - 11:30	1	2	3	7	2	9
11:30 - 11:45	0	3	6	6	5	9
11:45 - 12:00	2	4	2	3	5	17
12:00 - 12:15	1	3	1	5	1	13
12:15 - 12:30	0	3	1	6	1	8
12:30 - 12:45	1	2	3	8	4	16
12:45 - 13:00	1	3	4	3	4	10
	7	20	22	43	26	90



# Roadway Count Summary

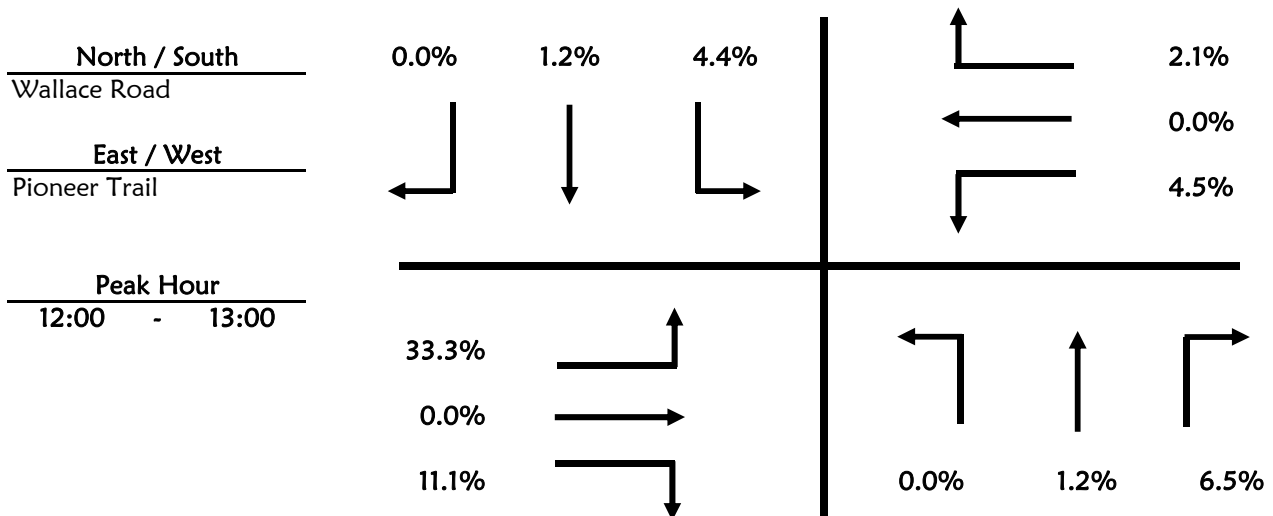
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Pioneer Trail  
**Date** Thursday, June 15, 2017  
**Time Period** 11:00 to 13:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	1	1
11:15 - 11:30	0	2	0	2	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	2	0
12:00 - 12:15	0	0	0	1	0	0
12:15 - 12:30	0	0	0	1	2	0
12:30 - 12:45	0	1	1	0	1	0
12:45 - 13:00	0	2	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	1	0	0
11:15 - 11:30	0	0	1	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	1	0	0	0	0	0
12:00 - 12:15	1	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	1	1	0	0
12:45 - 13:00	0	0	0	0	0	1



# Roadway Count Summary

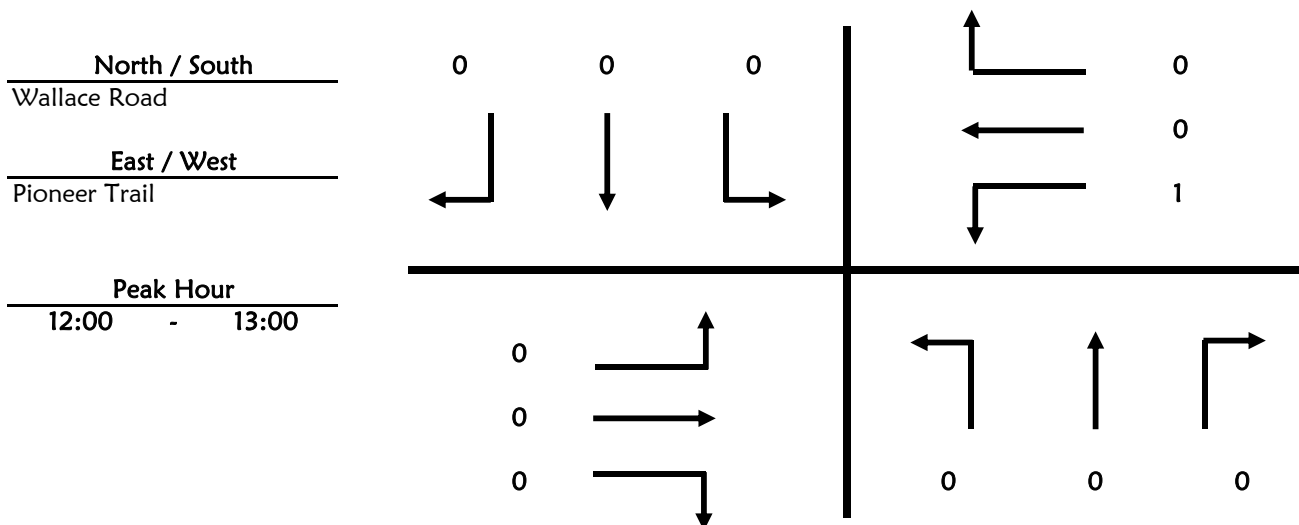
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Thursday, June 15, 2017  
 Time Period 11:00 to 13:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	1	0	0
12:45 - 13:00	0	0	0	0	0	0



# Roadway Count Summary

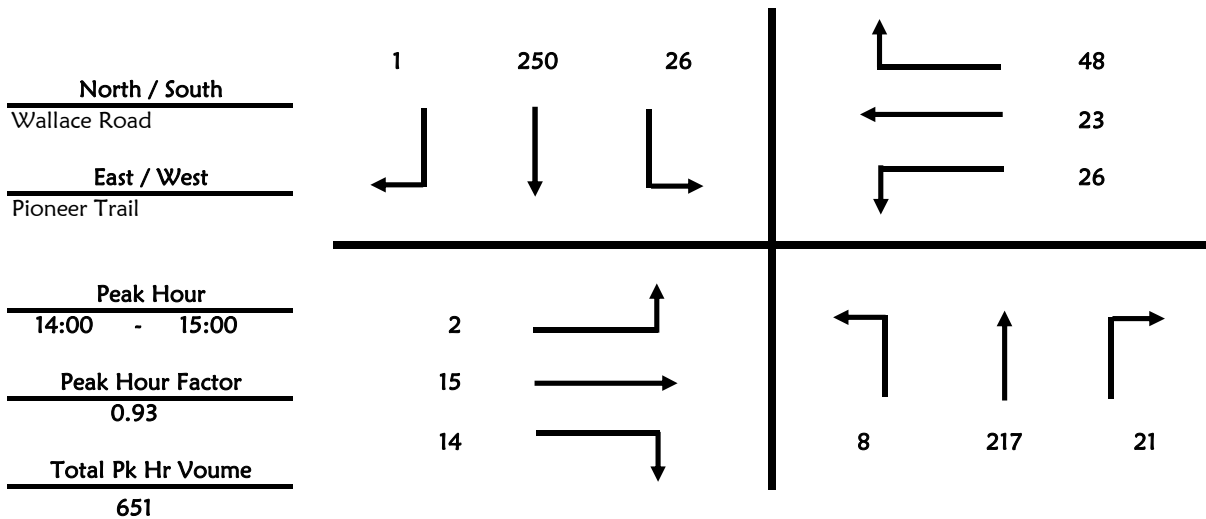
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 13:00 to 15:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	1	50	1	10	57	0
13:15 - 13:30	2	52	6	6	59	1
13:30 - 13:45	4	72	7	4	49	1
13:45 - 14:00	1	39	7	6	53	1
14:00 - 14:15	3	57	8	6	74	0
14:15 - 14:30	0	53	6	6	69	0
14:30 - 14:45	1	47	4	8	58	0
14:45 - 15:00	4	60	3	6	49	1
	16	430	42	52	468	4

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	4	5	8	6	12
13:15 - 13:30	0	5	2	10	4	9
13:30 - 13:45	0	6	2	1	5	14
13:45 - 14:00	0	1	1	4	4	11
14:00 - 14:15	0	2	3	3	11	8
14:15 - 14:30	1	5	4	6	5	16
14:30 - 14:45	1	4	2	10	3	11
14:45 - 15:00	0	4	5	7	4	13
	2	31	24	49	42	94



# Roadway Count Summary

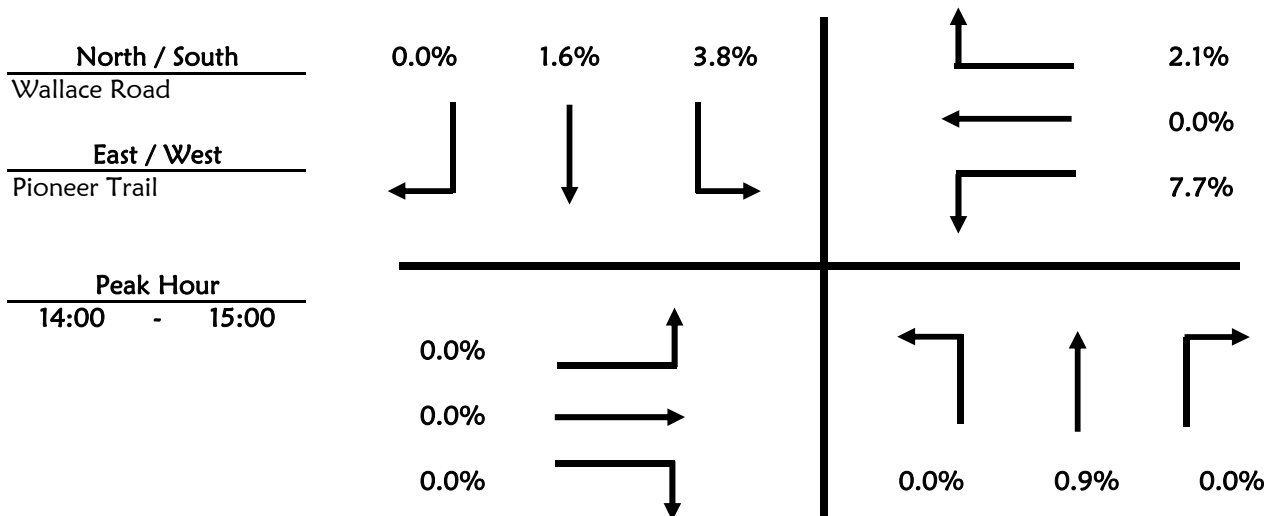
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Pioneer Trail  
**Date** Thursday, June 15, 2017  
**Time Period** 13:00 to 15:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	5	0
13:15 - 13:30	0	1	0	1	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	2	1
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	1	0	0	1	0
14:30 - 14:45	0	0	0	1	1	0
14:45 - 15:00	0	1	0	0	2	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	1
13:45 - 14:00	0	0	0	0	0	1
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	1
14:30 - 14:45	0	0	0	2	0	0
14:45 - 15:00	0	0	0	0	0	0



# Roadway Count Summary

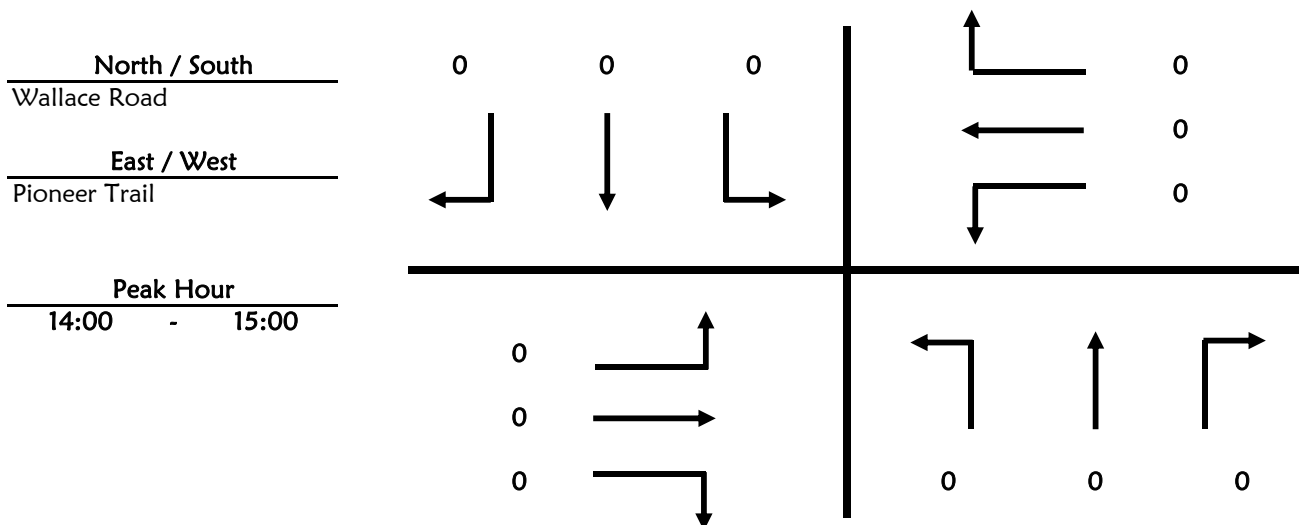
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Thursday, June 15, 2017  
 Time Period 13:00 to 15:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0



# Roadway Count Summary

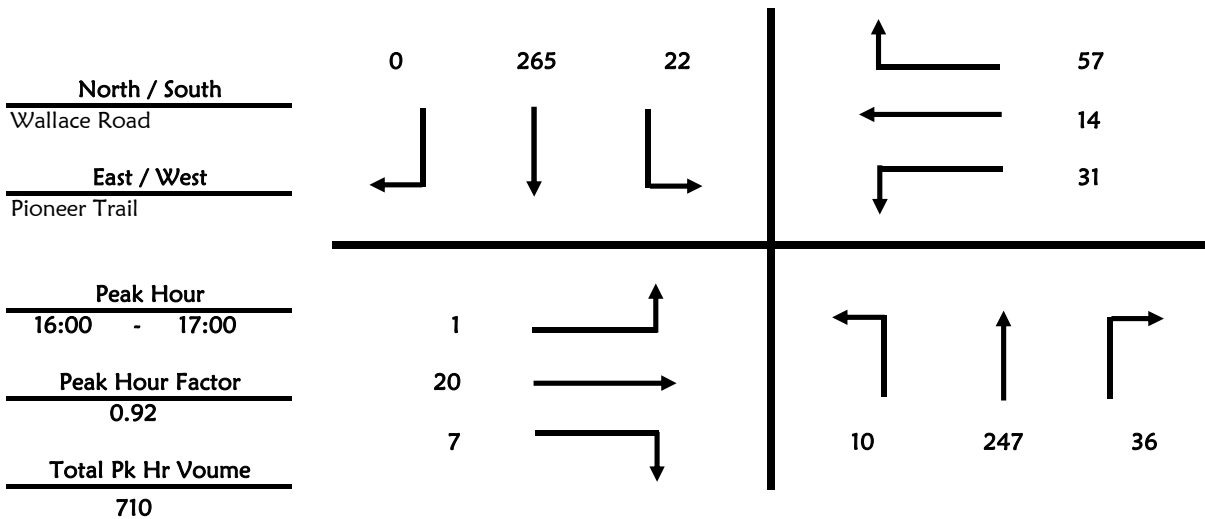
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Pioneer Trail  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 15:00 to 17:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	1	65	4	5	53	0
15:15 - 15:30	0	59	8	15	51	0
15:30 - 15:45	0	52	10	9	52	0
15:45 - 16:00	0	58	5	8	64	0
16:00 - 16:15	3	59	9	7	72	0
16:15 - 16:30	3	62	9	3	67	0
16:30 - 16:45	2	63	8	6	65	0
16:45 - 17:00	2	63	10	6	61	0
	11	481	63	59	485	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	5	4	10	6	12
15:15 - 15:30	1	3	3	10	2	2
15:30 - 15:45	2	3	0	10	5	11
15:45 - 16:00	1	7	0	10	2	12
16:00 - 16:15	0	8	3	11	6	14
16:15 - 16:30	1	5	2	4	3	16
16:30 - 16:45	0	2	0	10	3	8
16:45 - 17:00	0	5	2	6	2	19
	5	38	14	71	29	94



# Roadway Count Summary

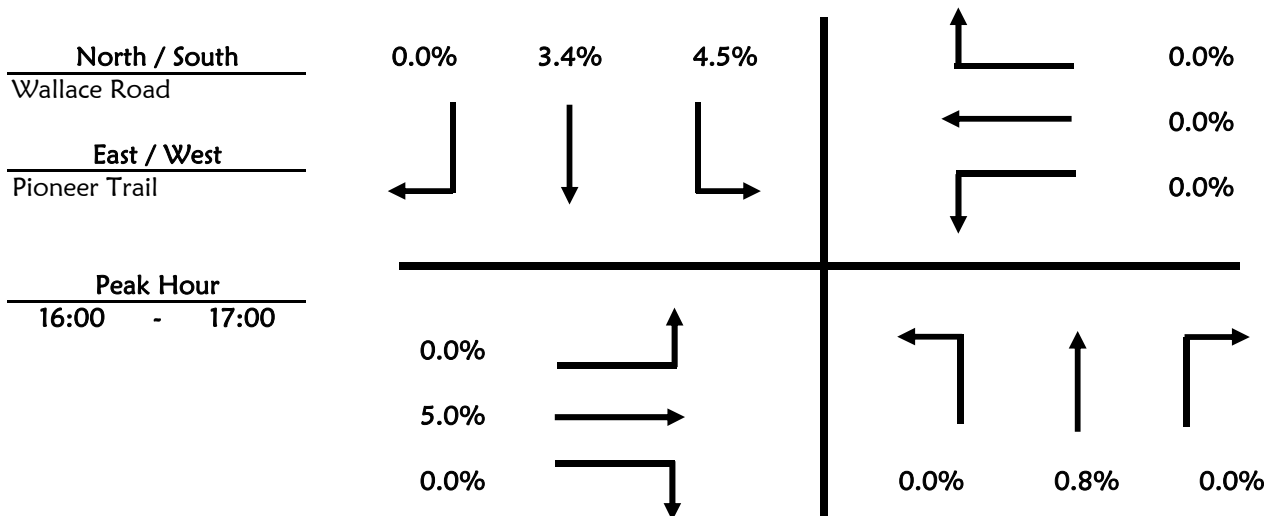
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Pioneer Trail  
**Date** Thursday, June 15, 2017  
**Time Period** 15:00 to 17:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	1	0	0	0	0
15:30 - 15:45	0	1	0	0	0	0
15:45 - 16:00	0	0	0	0	2	0
16:00 - 16:15	0	1	0	0	3	0
16:15 - 16:30	0	1	0	0	3	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	1	3	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	1
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	1	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0



# Roadway Count Summary

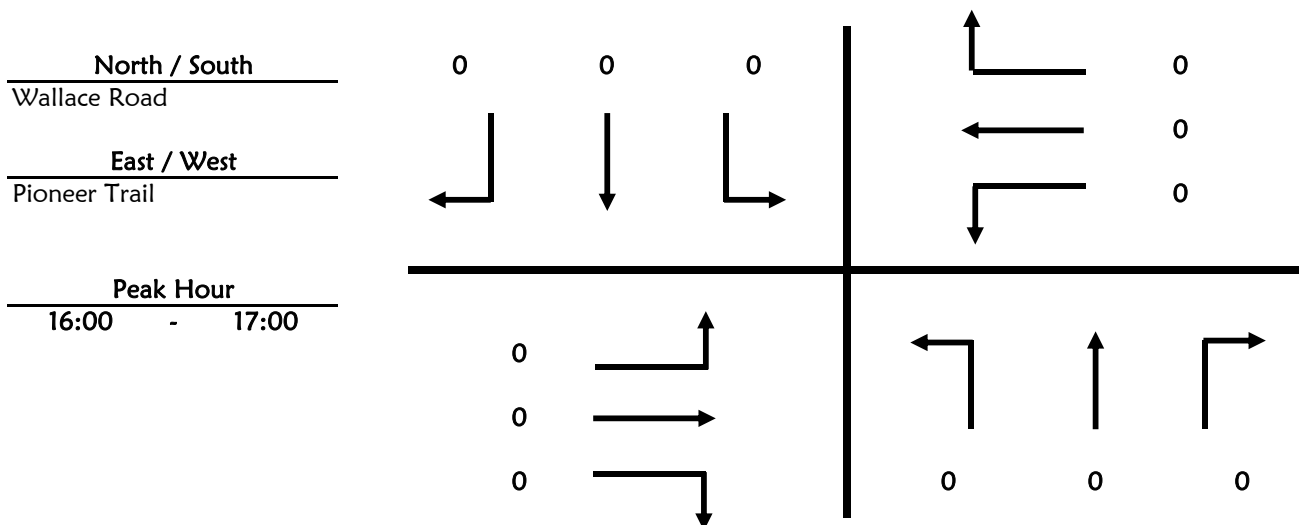
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Pioneer Trail  
**Date** Thursday, June 15, 2017  
**Time Period** 15:00 to 17:00 **U-Turn & RTOR**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 9:00 to 11:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	5	29	0	1	36	2
9:15 - 9:30	5	39	0	2	45	8
9:30 - 9:45	3	40	1	1	44	1
9:45 - 10:00	2	37	6	0	48	3
10:00 - 10:15	0	49	1	3	67	8
10:15 - 10:30	4	47	4	0	65	6
10:30 - 10:45	5	57	2	3	51	7
10:45 - 11:00	3	49	2	0	55	7
	27	347	16	10	411	42

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	2	2	5	2	0	3
9:15 - 9:30	2	0	3	0	2	4
9:30 - 9:45	2	0	6	0	0	3
9:45 - 10:00	1	2	1	1	0	1
10:00 - 10:15	3	0	8	2	1	0
10:15 - 10:30	4	2	5	1	0	0
10:30 - 10:45	5	2	6	1	1	0
10:45 - 11:00	3	5	6	0	0	0
	22	13	40	7	4	11

North / South	28	238	6			
Wallace Road	↓	↓	↓	↑	↑	↑
East / West	←	←	←	→	→	→
Ross Lane						
Peak Hour						
10:00 - 11:00	15	↑		12	↑	9
Peak Hour Factor	9	→				
0.97	25	↓				
Total Pk Hr Voume						
550						

# Roadway Count Summary

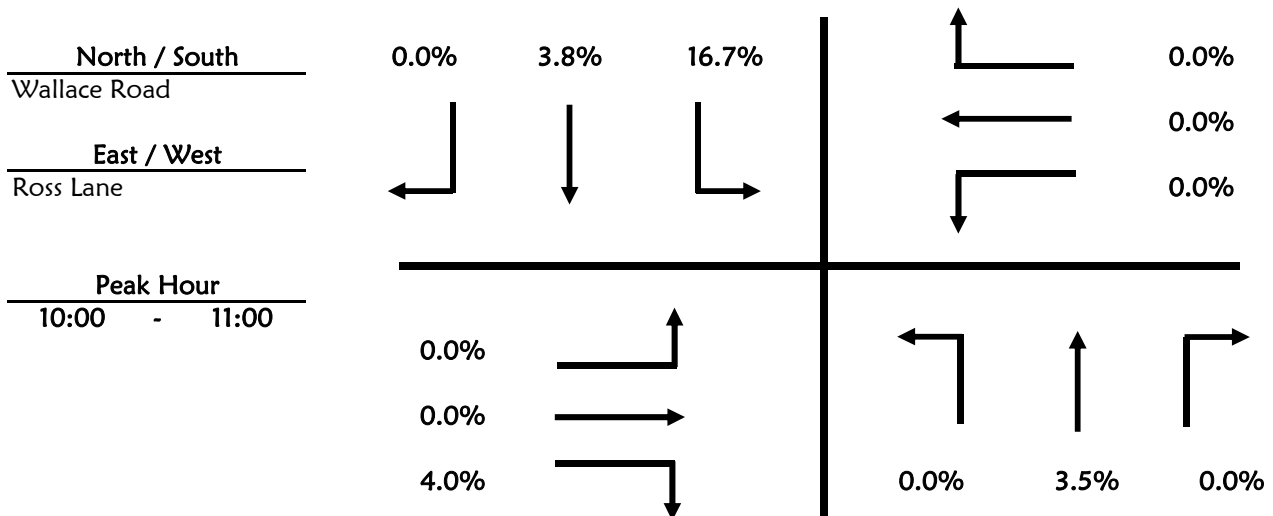
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Ross Lane  
**Date** Thursday, June 15, 2017  
**Time Period** 9:00 to 11:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	1	0	0	1	0
9:15 - 9:30	0	2	0	0	2	0
9:30 - 9:45	0	1	0	0	1	0
9:45 - 10:00	0	2	0	0	0	0
10:00 - 10:15	0	2	0	1	2	0
10:15 - 10:30	0	0	0	0	2	0
10:30 - 10:45	0	2	0	0	3	0
10:45 - 11:00	0	3	0	0	2	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	1	1	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	1	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0



# Roadway Count Summary

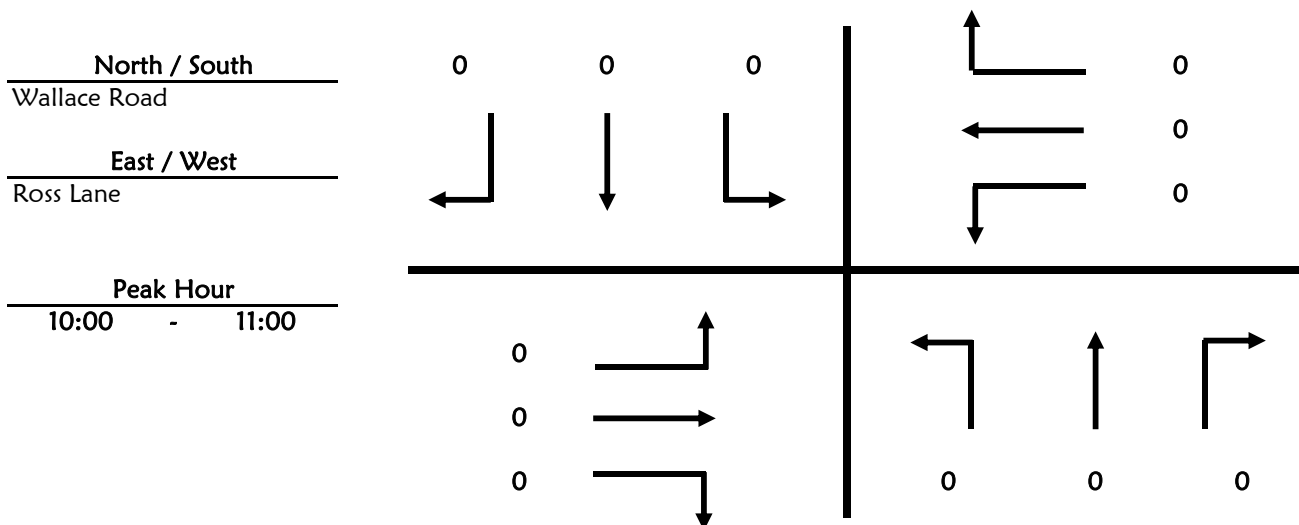
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Thursday, June 15, 2017  
 Time Period 9:00 to 11:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	1	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0



# Roadway Count Summary

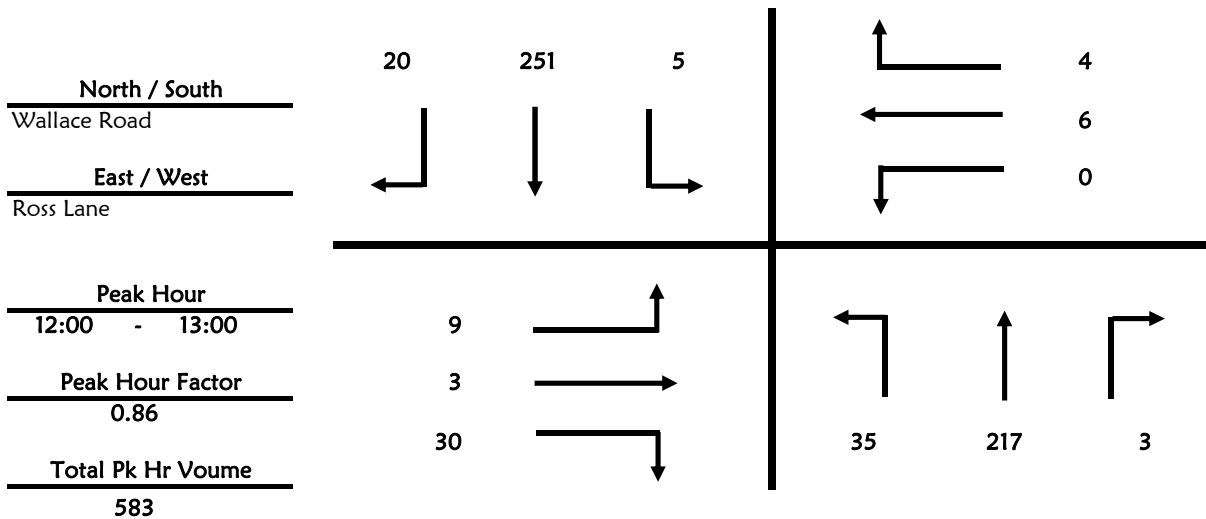
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 11:00 to 13:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	6	52	0	0	48	6
11:15 - 11:30	7	50	0	0	46	8
11:30 - 11:45	4	40	1	3	53	8
11:45 - 12:00	5	51	3	2	51	8
12:00 - 12:15	10	60	1	0	77	7
12:15 - 12:30	8	50	2	0	53	5
12:30 - 12:45	9	61	0	1	53	4
12:45 - 13:00	8	46	0	4	68	4
	57	410	7	10	449	50

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	1	10	2	0	1
11:15 - 11:30	3	1	12	1	1	0
11:30 - 11:45	4	1	13	0	1	0
11:45 - 12:00	2	0	3	0	2	0
12:00 - 12:15	4	1	6	0	3	1
12:15 - 12:30	1	1	2	0	1	1
12:30 - 12:45	3	0	11	0	2	0
12:45 - 13:00	1	1	11	0	0	2
	19	6	68	3	10	5



# Roadway Count Summary

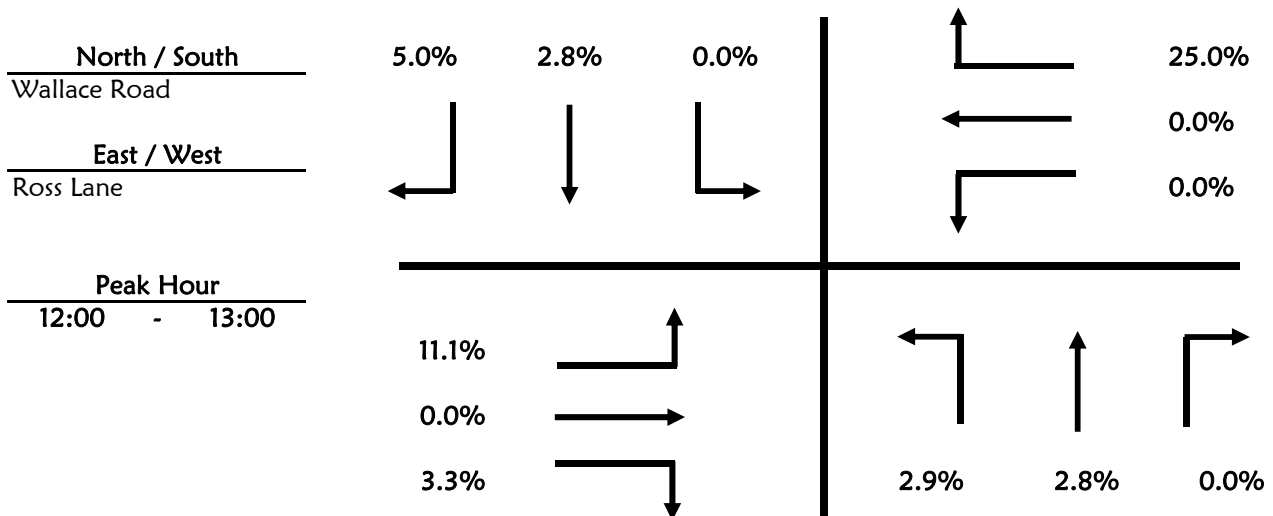
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Ross Lane  
**Date** Thursday, June 15, 2017  
**Time Period** 11:00 to 13:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	2	0
11:15 - 11:30	0	1	0	0	1	0
11:30 - 11:45	0	0	0	0	1	0
11:45 - 12:00	0	0	0	0	4	0
12:00 - 12:15	0	0	0	0	1	1
12:15 - 12:30	0	2	0	0	1	0
12:30 - 12:45	1	1	0	0	4	0
12:45 - 13:00	0	3	0	0	1	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	1	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	1
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	1	0	1	0	0	0
12:45 - 13:00	0	0	0	0	0	0



# Roadway Count Summary

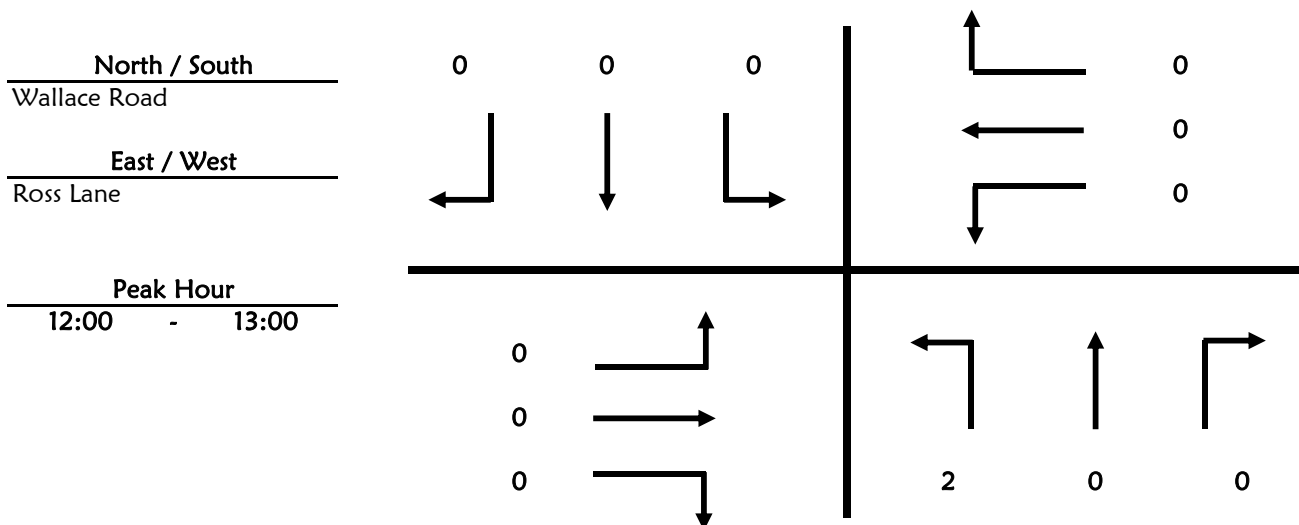
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Thursday, June 15, 2017  
 Time Period 11:00 to 13:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	2	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	2	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 13:00 to 15:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	7	36	2	1	61	12
13:15 - 13:30	8	40	1	0	56	5
13:30 - 13:45	7	68	1	0	42	2
13:45 - 14:00	4	35	3	0	45	5
14:00 - 14:15	3	40	0	2	60	9
14:15 - 14:30	2	40	1	0	70	5
14:30 - 14:45	6	34	0	2	52	3
14:45 - 15:00	6	49	0	0	49	3
	43	342	8	5	435	44

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	2	1	8	0	4	0
13:15 - 13:30	3	1	11	0	0	0
13:30 - 13:45	3	1	13	0	2	1
13:45 - 14:00	4	1	11	0	1	2
14:00 - 14:15	2	2	3	0	1	0
14:15 - 14:30	1	0	9	1	1	0
14:30 - 14:45	3	2	7	0	1	2
14:45 - 15:00	0	2	8	0	1	0
	18	10	70	1	11	5

North / South	24	204	1		3
Wallace Road	←	↓	→	←	7
East / West				↓	0
Ross Lane					
Peak Hour					
13:00 - 14:00	12	↑		←	↑
Peak Hour Factor	4	→			→
0.91	43	↓		26	179
Total Pk Hr Voume					7
510					

# Roadway Count Summary

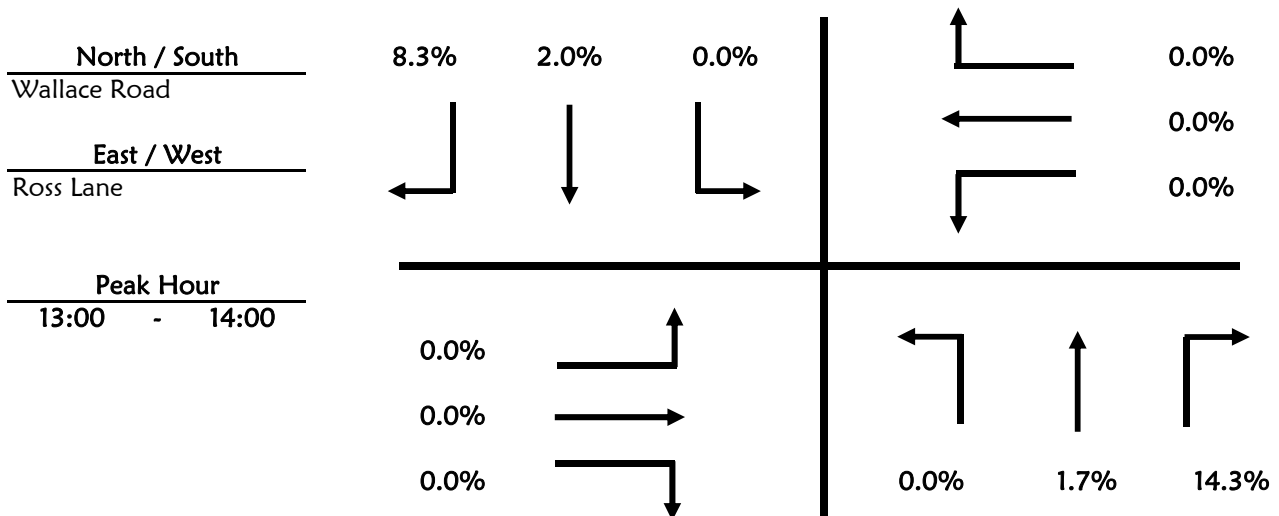
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Ross Lane  
**Date** Thursday, June 15, 2017  
**Time Period** 13:00 to 15:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	1	0	0	1	2
13:15 - 13:30	0	1	0	0	1	0
13:30 - 13:45	0	1	0	0	0	0
13:45 - 14:00	0	0	1	0	2	0
14:00 - 14:15	0	0	0	0	1	0
14:15 - 14:30	0	1	0	0	1	0
14:30 - 14:45	0	0	0	0	1	0
14:45 - 15:00	0	1	0	0	2	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0



# Roadway Count Summary

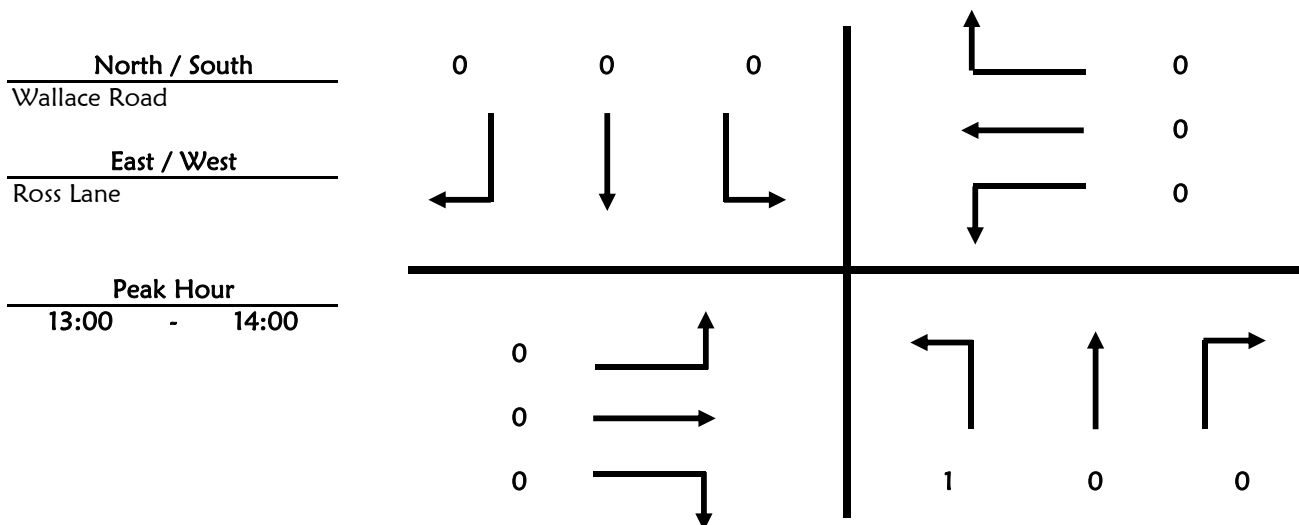
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Thursday, June 15, 2017  
 Time Period 13:00 to 15:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	1	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0



# Roadway Count Summary

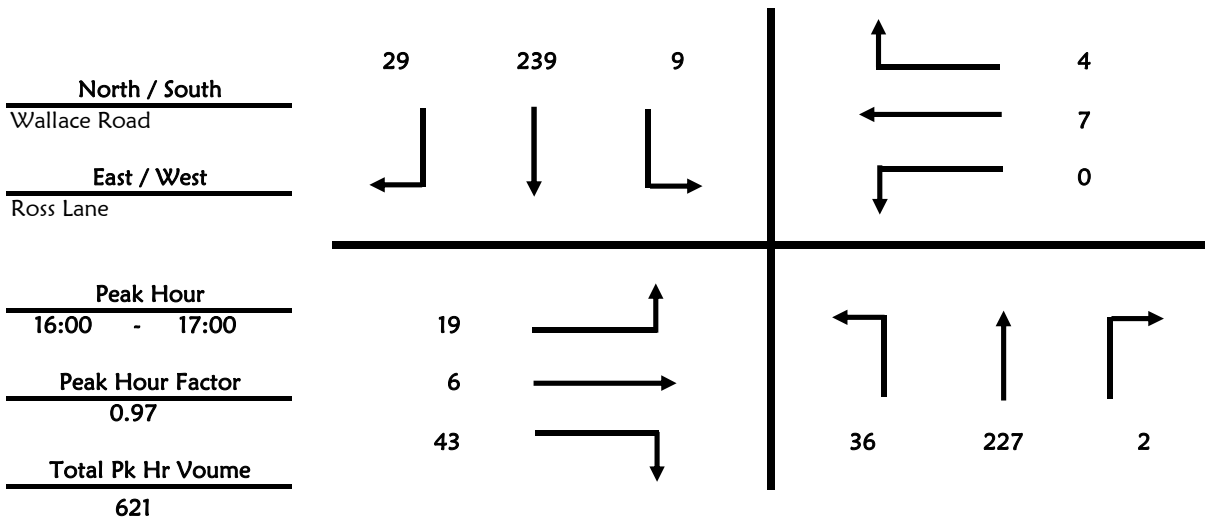
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 15:00 to 17:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	7	54	1	1	52	5
15:15 - 15:30	9	50	0	0	43	5
15:30 - 15:45	8	40	0	0	54	2
15:45 - 16:00	7	48	1	0	56	6
16:00 - 16:15	6	60	0	0	63	8
16:15 - 16:30	15	54	2	3	61	6
16:30 - 16:45	6	54	0	3	59	7
16:45 - 17:00	9	59	0	3	56	8
	67	419	4	10	444	47

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	4	0	16	0	4	2
15:15 - 15:30	4	0	9	0	2	1
15:30 - 15:45	1	2	5	0	0	0
15:45 - 16:00	4	3	8	0	5	1
16:00 - 16:15	5	2	10	0	3	2
16:15 - 16:30	5	0	12	0	1	1
16:30 - 16:45	5	2	11	0	1	1
16:45 - 17:00	4	2	10	0	2	0
	32	11	81	0	18	8



# Roadway Count Summary

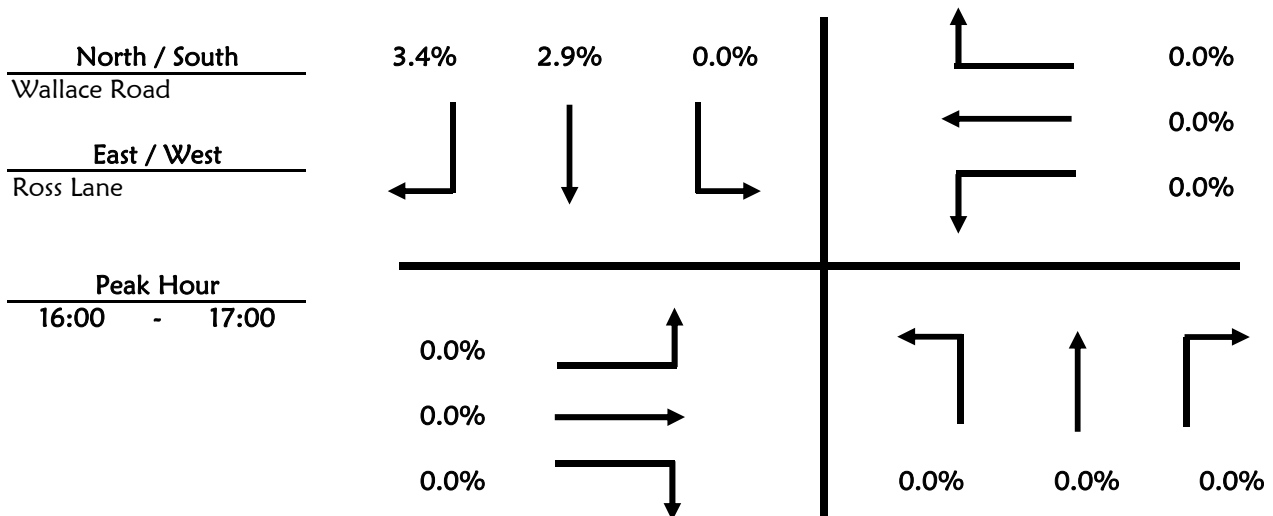
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Wallace Road & Ross Lane  
**Date** Thursday, June 15, 2017  
**Time Period** 15:00 to 17:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	1	0	0	0	0	0
15:15 - 15:30	0	3	0	0	1	0
15:30 - 15:45	0	2	0	0	0	0
15:45 - 16:00	0	0	0	0	3	0
16:00 - 16:15	0	0	0	0	2	0
16:15 - 16:30	0	0	0	0	2	0
16:30 - 16:45	0	0	0	0	2	0
16:45 - 17:00	0	0	0	0	1	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	1	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0



# Roadway Count Summary

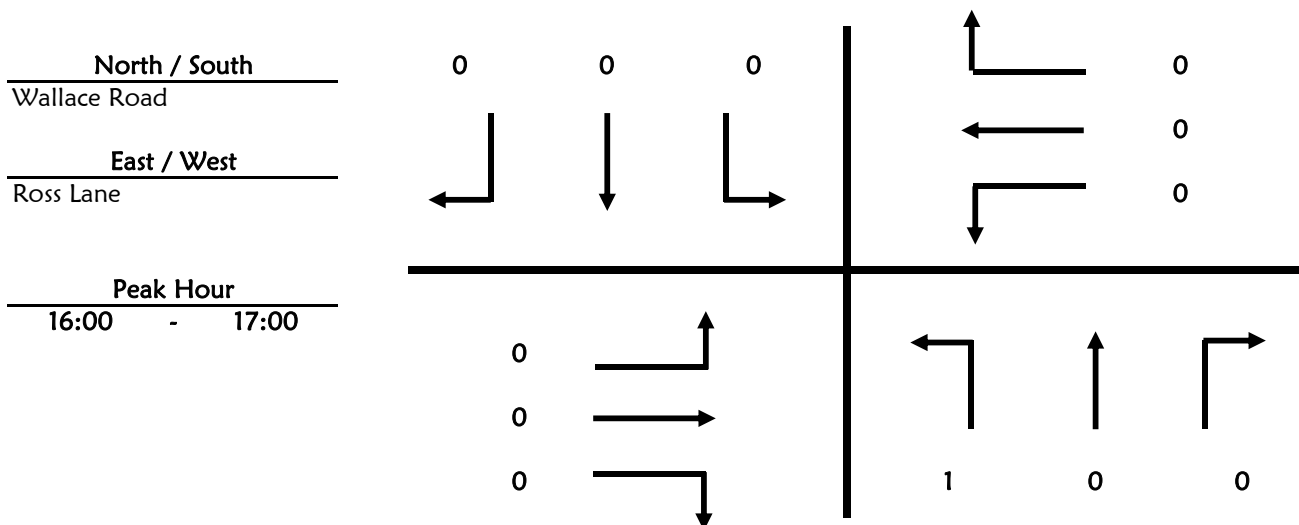
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Wallace Road & Ross Lane  
 Date Thursday, June 15, 2017  
 Time Period 15:00 to 17:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	1	0	0	0	0	0
15:30 - 15:45	1	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	1	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue Vics Way  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 9:00 to 11:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	11	79	0	0	54	7
9:15 - 9:30	16	98	0	0	59	7
9:30 - 9:45	21	95	0	0	67	2
9:45 - 10:00	23	96	0	0	80	9
10:00 - 10:15	28	116	0	0	75	9
10:15 - 10:30	18	98	0	0	72	13
10:30 - 10:45	25	115	0	0	81	6
10:45 - 11:00	23	94	0	0	76	9
	165	791	0	0	564	62

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	9	0	15	0	0	0
9:15 - 9:30	3	0	12	0	0	0
9:30 - 9:45	6	0	16	0	0	0
9:45 - 10:00	5	0	22	0	0	0
10:00 - 10:15	8	0	17	0	0	0
10:15 - 10:30	10	0	28	0	0	0
10:30 - 10:45	9	0	23	0	0	0
10:45 - 11:00	7	0	24	0	0	0
	57	0	157	0	0	0

North / South	37	308	0			
Mission Drive	←	↓	→	↑	←	→
East / West						
Paige Avenue Vics Way				↑	←	→
Peak Hour						
9:45 - 10:45	32			94	425	0
Peak Hour Factor	0					
0.95						
Total Pk Hr Voume	90					
986						

# Roadway Count Summary

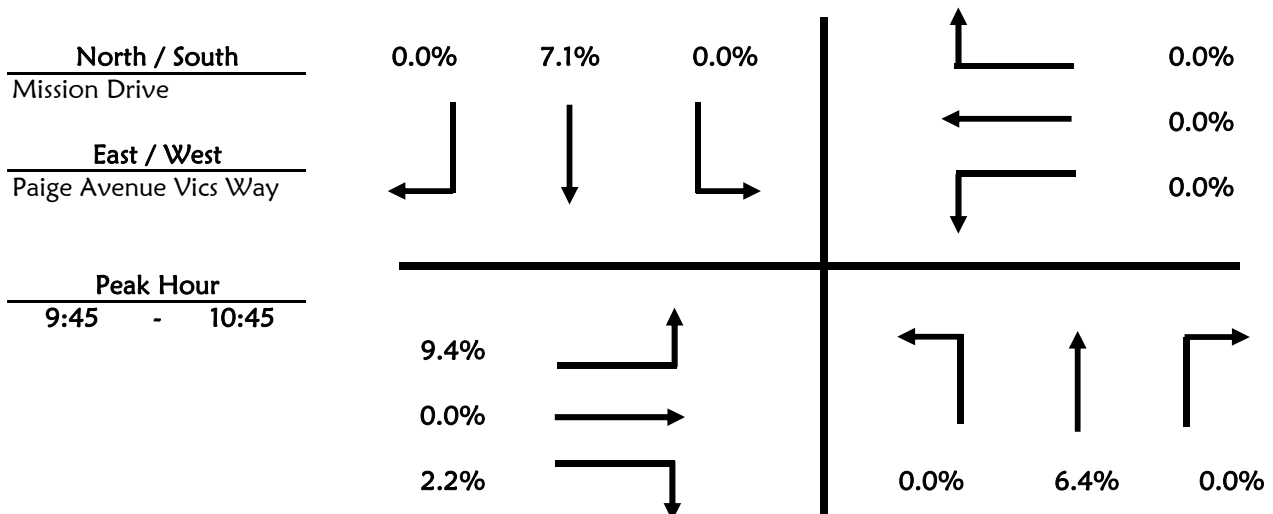
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Mission Drive & Paige Avenue Vics Way  
**Date** Thursday, June 15, 2017  
**Time Period** 9:00 to 11:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	1	4	0	0	3	0
9:15 - 9:30	1	2	0	0	0	0
9:30 - 9:45	0	3	0	0	2	0
9:45 - 10:00	0	4	0	0	7	0
10:00 - 10:15	0	11	0	0	6	0
10:15 - 10:30	0	5	0	0	5	0
10:30 - 10:45	0	7	0	0	4	0
10:45 - 11:00	0	4	0	0	3	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	1	0	1	0	0	0
9:15 - 9:30	1	0	0	0	0	0
9:30 - 9:45	0	0	1	0	0	0
9:45 - 10:00	1	0	0	0	0	0
10:00 - 10:15	0	0	1	0	0	0
10:15 - 10:30	2	0	1	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0



# Roadway Count Summary

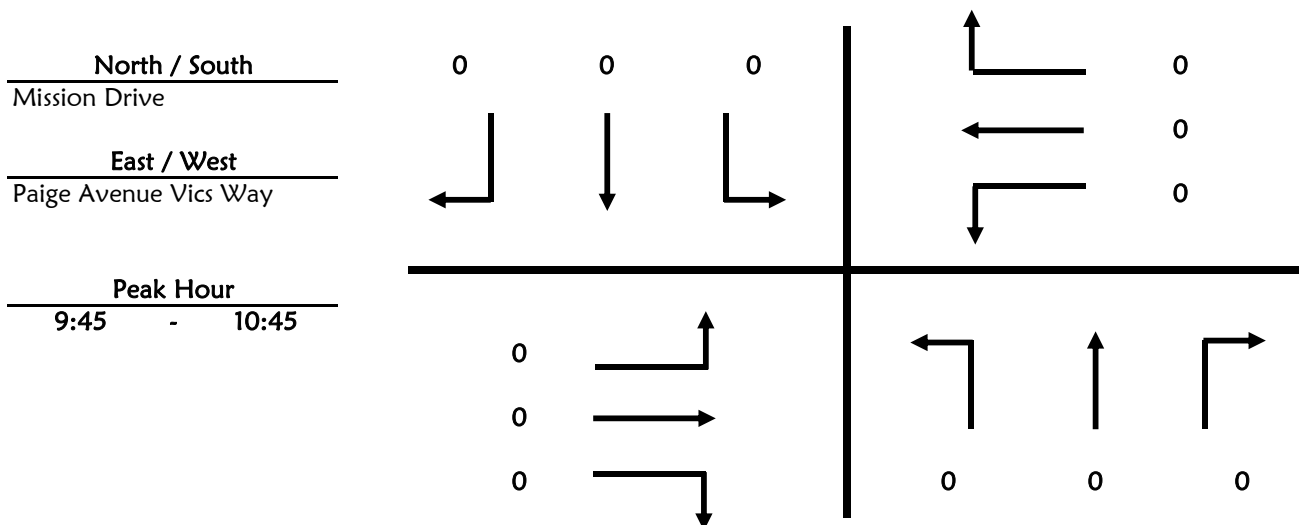
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue Vics Way  
 Date Thursday, June 15, 2017  
 Time Period 9:00 to 11:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue Vics Way  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 11:00 to 13:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	13	103	0	0	69	9
11:15 - 11:30	28	100	0	0	89	11
11:30 - 11:45	21	102	0	0	84	11
11:45 - 12:00	29	97	0	0	79	11
12:00 - 12:15	27	99	0	0	100	10
12:15 - 12:30	34	93	0	0	85	20
12:30 - 12:45	26	120	0	0	90	12
12:45 - 13:00	27	108	0	0	94	16
	205	822	0	0	690	100

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	8	0	25	0	0	0
11:15 - 11:30	11	0	21	0	0	0
11:30 - 11:45	14	0	30	0	0	0
11:45 - 12:00	8	0	35	0	0	0
12:00 - 12:15	22	0	33	0	0	0
12:15 - 12:30	12	0	43	0	0	0
12:30 - 12:45	9	0	40	0	0	0
12:45 - 13:00	8	0	36	0	0	0
	92	0	263	0	0	0

North / South	58	369	0			
Mission Drive	←	↓	→	↑		0
East / West				←		0
Paige Avenue Vics Way				↓		0
Peak Hour						
12:00 - 13:00	51	↑		←	↑	→
Peak Hour Factor	0	→				
0.98	152	↓		114	420	0
Total Pk Hr Voume						
1,164						

# Roadway Count Summary

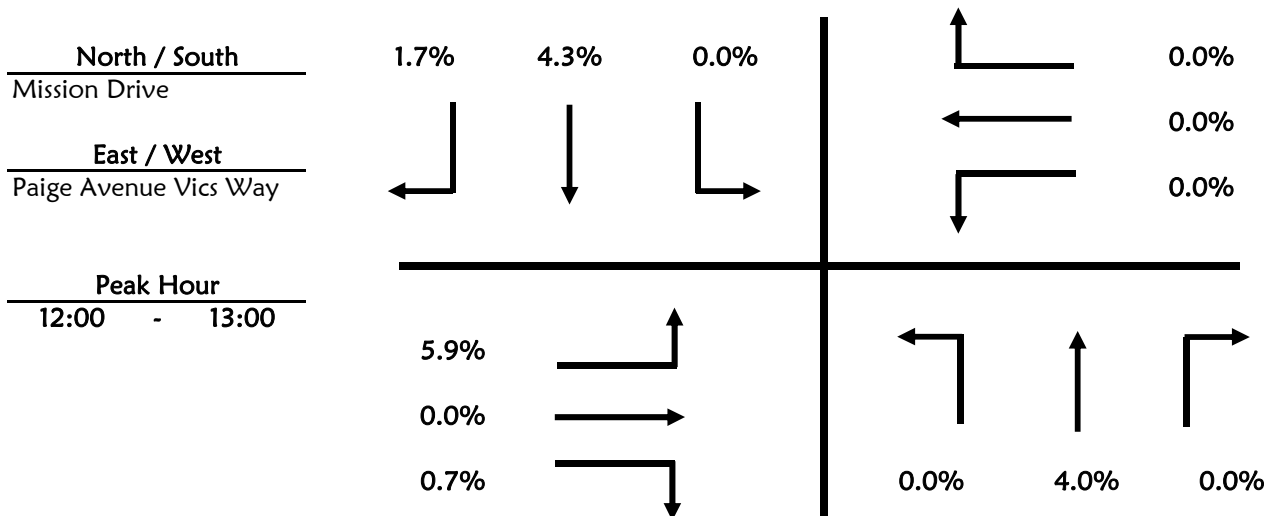
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Mission Drive & Paige Avenue Vics Way  
**Date** Thursday, June 15, 2017  
**Time Period** 11:00 to 13:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	3	0	0	0	0
11:15 - 11:30	0	5	0	0	5	0
11:30 - 11:45	0	1	0	0	2	0
11:45 - 12:00	1	2	0	0	2	1
12:00 - 12:15	0	3	0	0	4	0
12:15 - 12:30	0	2	0	0	3	0
12:30 - 12:45	0	3	0	0	6	0
12:45 - 13:00	0	9	0	0	3	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	2	0	3	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	1	0	0	0	0	0
12:15 - 12:30	1	0	0	0	0	0
12:30 - 12:45	1	0	1	0	0	0
12:45 - 13:00	0	0	0	0	0	0



# Roadway Count Summary

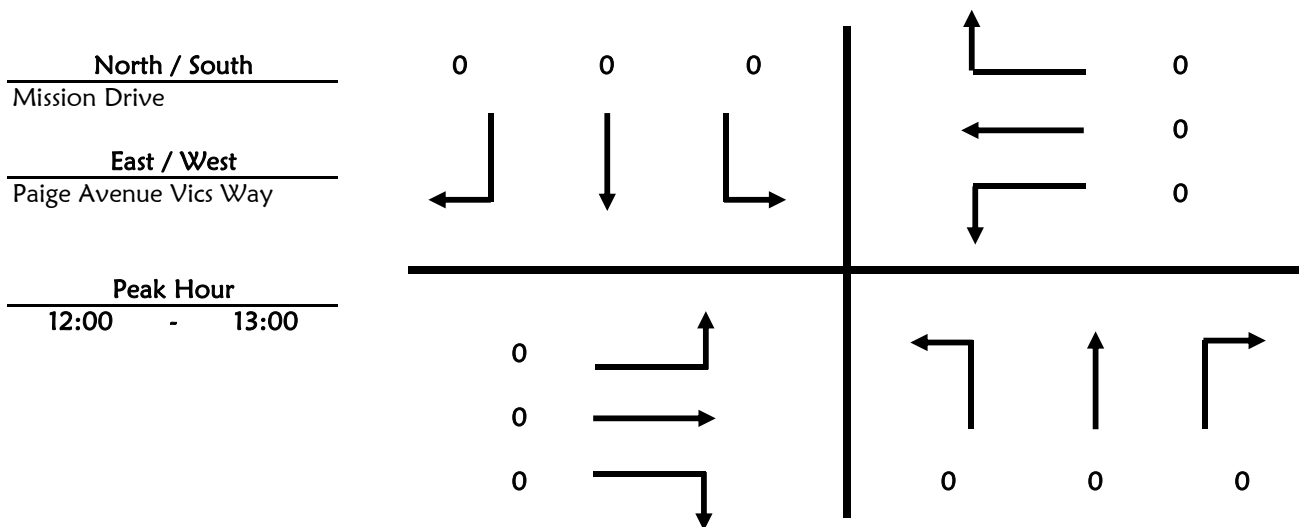
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Mission Drive & Paige Avenue Vics Way  
**Date** Thursday, June 15, 2017  
**Time Period** 11:00 to 13:00 **U-Turn & RTOR**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue Vics Way  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 13:00 to 15:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	19	87	0	0	79	7
13:15 - 13:30	29	79	0	0	71	14
13:30 - 13:45	24	101	0	0	88	18
13:45 - 14:00	29	92	0	0	93	10
14:00 - 14:15	17	88	0	0	109	7
14:15 - 14:30	26	108	0	0	101	9
14:30 - 14:45	35	93	0	0	85	6
14:45 - 15:00	22	98	0	0	82	6
	201	746	0	0	708	77

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	5	0	30	0	0	0
13:15 - 13:30	17	0	33	0	0	0
13:30 - 13:45	18	0	38	0	0	0
13:45 - 14:00	10	0	32	0	0	0
14:00 - 14:15	13	0	35	0	0	0
14:15 - 14:30	7	0	43	0	0	0
14:30 - 14:45	7	0	38	0	0	0
14:45 - 15:00	13	0	39	0	0	0
	90	0	288	0	0	0

North / South	44	391	0			
Mission Drive	↓	↓	↓	↑		0
East / West	←		→	←		0
Paige Avenue Vics Way				↓		0
Peak Hour						
13:30 - 14:30	48	↑		←	↑	→
Peak Hour Factor	0	→				
0.95	148	↓				
Total Pk Hr Voume				96	389	0
1,116						

# Roadway Count Summary

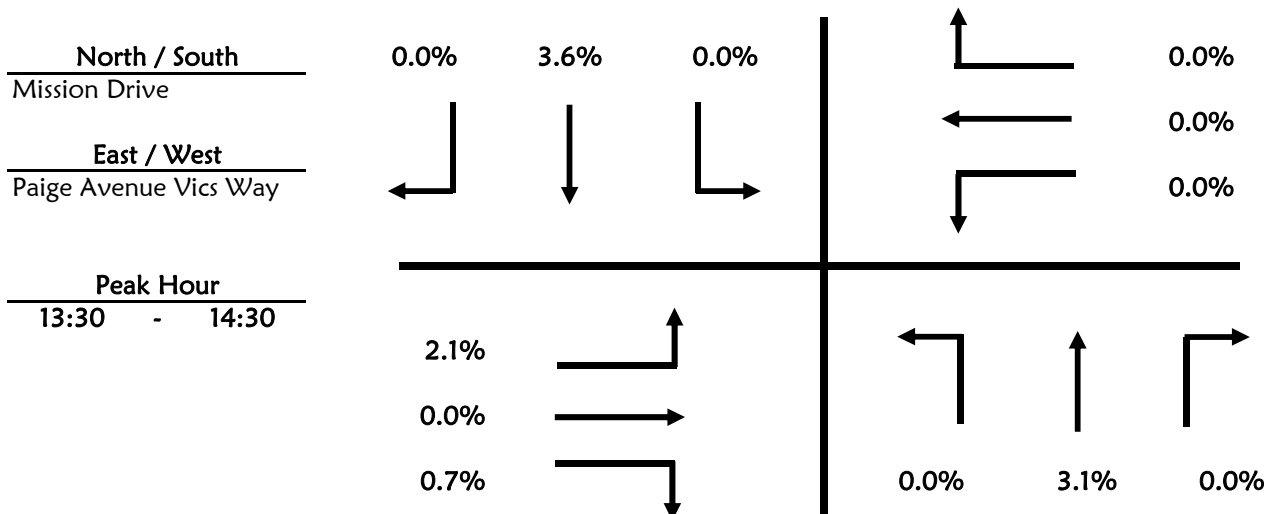
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Mission Drive & Paige Avenue Vics Way  
**Date** Thursday, June 15, 2017  
**Time Period** 13:00 to 15:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	2	0	0	4	0
13:15 - 13:30	0	3	0	0	2	0
13:30 - 13:45	0	2	0	0	1	0
13:45 - 14:00	0	7	0	0	7	0
14:00 - 14:15	0	2	0	0	2	0
14:15 - 14:30	0	1	0	0	4	0
14:30 - 14:45	0	2	0	0	3	0
14:45 - 15:00	1	4	0	0	3	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	1	0	0	0
13:45 - 14:00	1	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0



# Roadway Count Summary

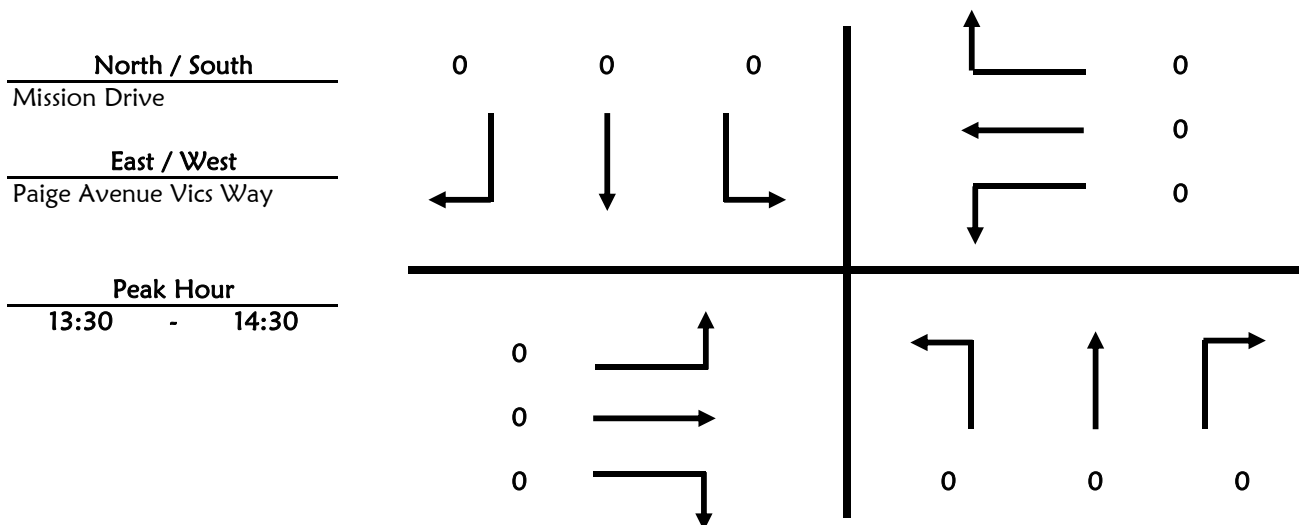
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue Vics Way  
 Date Thursday, June 15, 2017  
 Time Period 13:00 to 15:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue Vics Way  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 15:00 to 17:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	16	96	0	0	101	8
15:15 - 15:30	21	83	0	0	100	2
15:30 - 15:45	22	109	0	0	106	13
15:45 - 16:00	23	91	0	0	91	11
16:00 - 16:15	22	82	0	0	105	6
16:15 - 16:30	22	107	0	0	116	6
16:30 - 16:45	18	128	0	0	117	4
16:45 - 17:00	33	114	0	0	109	10
	177	810	0	0	845	60

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	10	0	40	0	0	0
15:15 - 15:30	6	0	39	0	0	0
15:30 - 15:45	6	0	28	0	0	0
15:45 - 16:00	8	0	34	0	0	0
16:00 - 16:15	7	0	45	0	0	0
16:15 - 16:30	4	0	38	0	0	0
16:30 - 16:45	4	0	55	0	0	0
16:45 - 17:00	7	0	49	0	0	0
	52	0	328	0	0	0

North / South	26	447	0			
Mission Drive	←	↓	→	↑	←	→
East / West						
Paige Avenue Vics Way				↓	↑	↓
Peak Hour						
16:00 - 17:00	22			95	431	0
Peak Hour Factor	0					
0.93						
Total Pk Hr Voume	187					
1,208						

# Roadway Count Summary

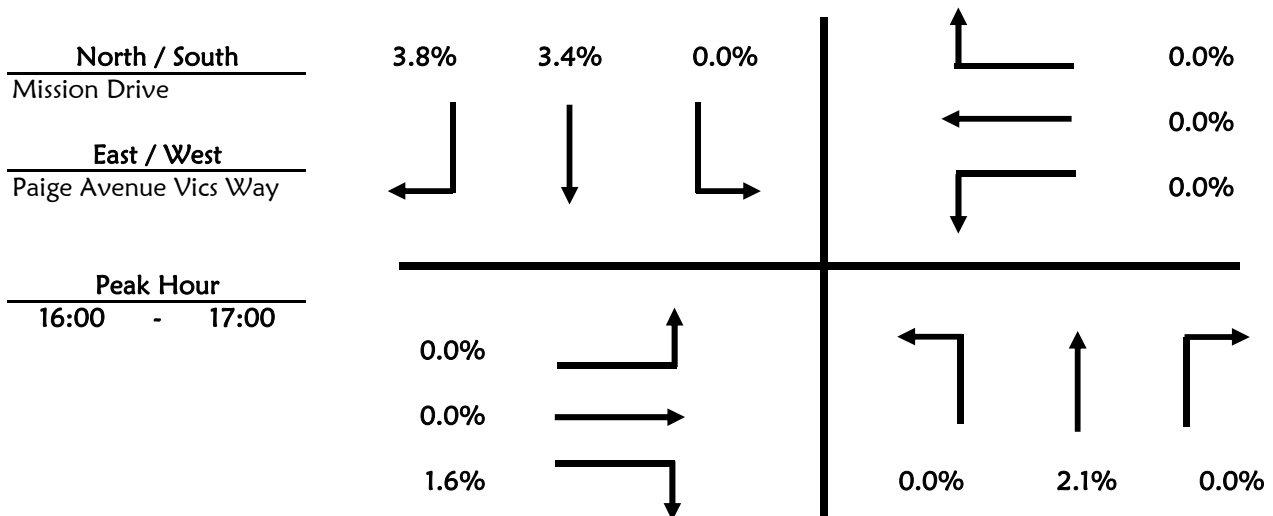
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue Vics Way  
 Date Thursday, June 15, 2017  
 Time Period 15:00 to 17:00 Trucks

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	3	0	0	4	0
15:15 - 15:30	1	3	0	0	4	0
15:30 - 15:45	0	1	0	0	2	0
15:45 - 16:00	0	2	0	0	2	0
16:00 - 16:15	0	4	0	0	5	0
16:15 - 16:30	0	4	0	0	3	0
16:30 - 16:45	0	1	0	0	3	0
16:45 - 17:00	0	0	0	0	4	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	2	0	0	0
16:45 - 17:00	0	0	1	0	0	0



# Roadway Count Summary

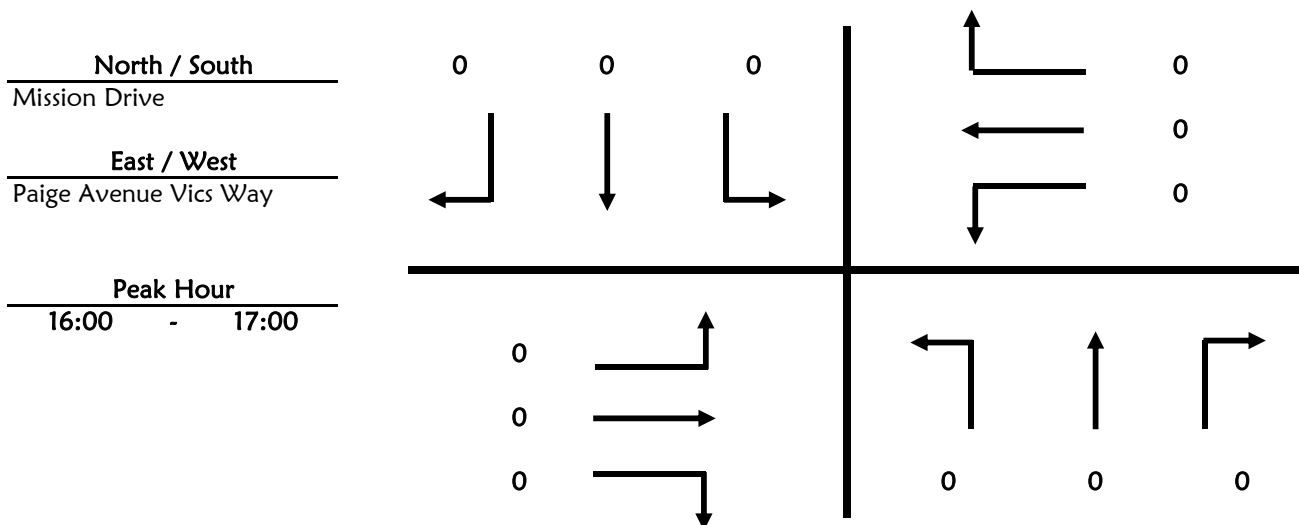
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Mission Drive & Paige Avenue Vics Way  
 Date Thursday, June 15, 2017  
 Time Period 15:00 to 17:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 9:00 to 11:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	2	0	71	0	0	0
9:15 - 9:30	1	0	59	0	0	0
9:30 - 9:45	2	0	74	0	0	0
9:45 - 10:00	2	0	54	0	0	0
10:00 - 10:15	3	0	72	0	0	0
10:15 - 10:30	2	0	60	0	0	0
10:30 - 10:45	0	0	70	0	0	0
10:45 - 11:00	1	0	51	0	0	0
	13	0	511	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	1	1	14	49	0
9:15 - 9:30	0	1	0	16	67	0
9:30 - 9:45	0	1	0	18	68	0
9:45 - 10:00	0	0	0	18	70	0
10:00 - 10:15	0	0	1	20	62	0
10:15 - 10:30	0	2	0	22	79	0
10:30 - 10:45	0	0	0	23	82	0
10:45 - 11:00	0	1	0	19	67	0
	0	6	2	150	544	0

North / South	0	0	0		0
Canal Street					293
East / West					83
Canal Street Connector					
Peak Hour					
9:45 - 10:45	0				
Peak Hour Factor	2				
0.92	1				
Total Pk Hr Voume					
642					

# Roadway Count Summary

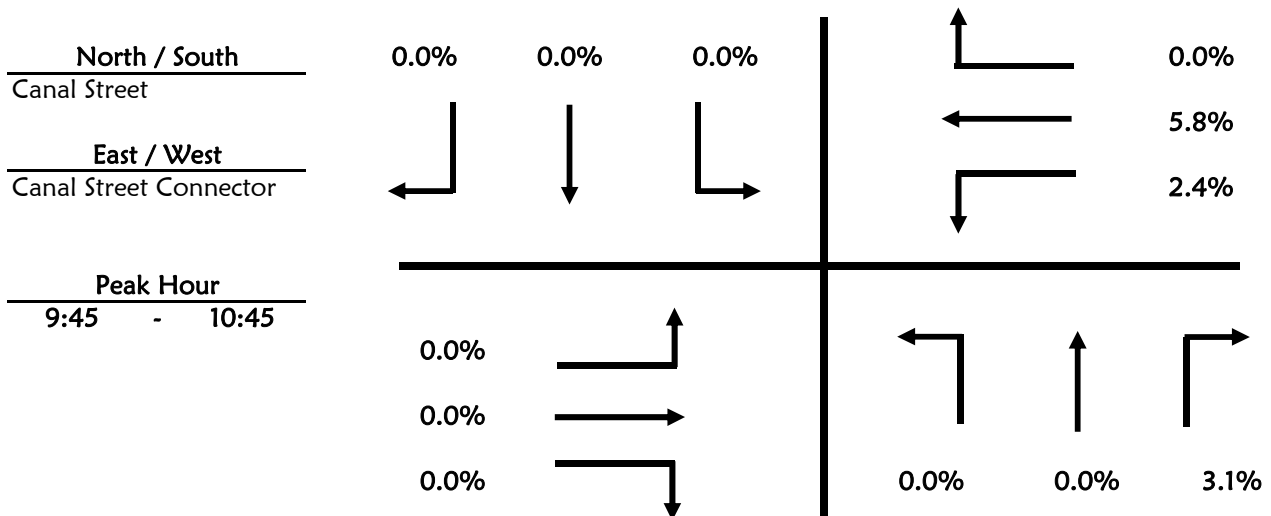
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Canal Street & Canal Street Connector  
**Date** Thursday, June 15, 2017  
**Time Period** 9:00 to 11:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	3	0	0	0
9:15 - 9:30	0	0	2	0	0	0
9:30 - 9:45	1	0	5	0	0	0
9:45 - 10:00	0	0	3	0	0	0
10:00 - 10:15	0	0	1	0	0	0
10:15 - 10:30	0	0	2	0	0	0
10:30 - 10:45	0	0	2	0	0	0
10:45 - 11:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	2	0
9:30 - 9:45	0	1	0	1	2	0
9:45 - 10:00	0	0	0	0	4	0
10:00 - 10:15	0	0	0	0	1	0
10:15 - 10:30	0	0	0	1	5	0
10:30 - 10:45	0	0	0	1	7	0
10:45 - 11:00	0	0	0	0	4	0



# Roadway Count Summary

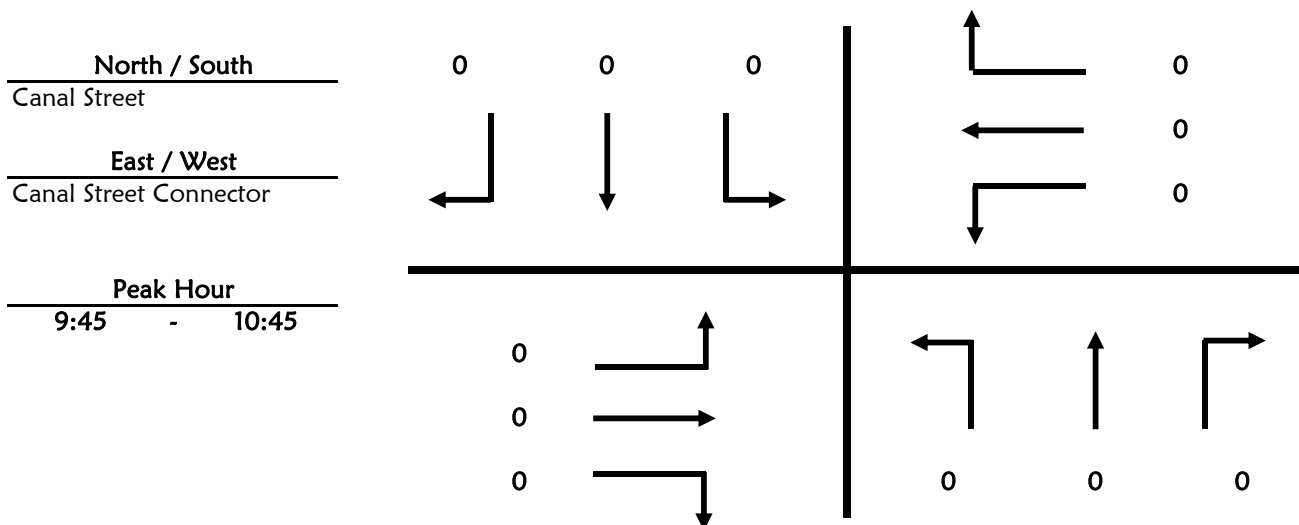
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Thursday, June 15, 2017  
 Time Period 9:00 to 11:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 11:00 to 13:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	3	0	86	0	0	0
11:15 - 11:30	0	0	70	0	0	0
11:30 - 11:45	1	0	84	0	0	0
11:45 - 12:00	2	0	96	0	0	0
12:00 - 12:15	5	0	87	0	0	0
12:15 - 12:30	2	0	78	0	0	0
12:30 - 12:45	6	0	91	0	0	0
12:45 - 13:00	2	0	80	0	0	0
	21	0	672	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	1	0	23	75	0
11:15 - 11:30	0	0	1	19	81	0
11:30 - 11:45	0	1	0	25	83	0
11:45 - 12:00	0	0	1	26	93	0
12:00 - 12:15	0	1	0	20	83	0
12:15 - 12:30	0	1	0	29	101	0
12:30 - 12:45	0	2	0	28	101	0
12:45 - 13:00	0	4	0	22	79	0
	0	10	2	192	696	0

North / South	0	0	0	0
Canal Street				
East / West				
Canal Street Connector				
Peak Hour				
11:45 - 12:45	0			
Peak Hour Factor	4			
0.94	1			
Total Pk Hr Voume				
853				

# Roadway Count Summary

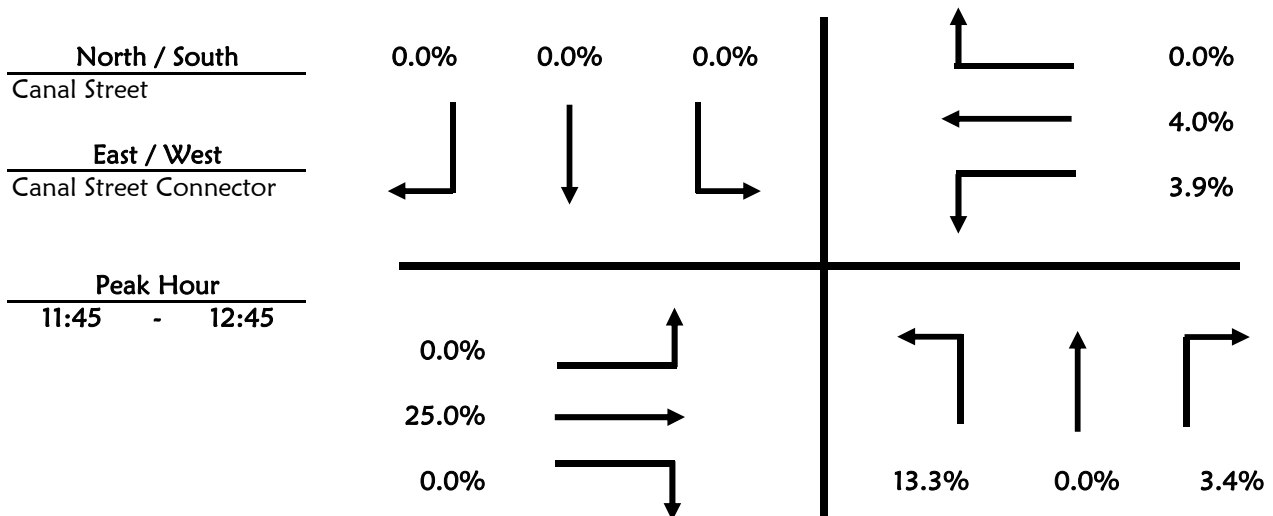
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Canal Street & Canal Street Connector  
**Date** Thursday, June 15, 2017  
**Time Period** 11:00 to 13:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	4	0	0	0
11:15 - 11:30	0	0	7	0	0	0
11:30 - 11:45	0	0	1	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	1	0	5	0	0	0
12:15 - 12:30	1	0	2	0	0	0
12:30 - 12:45	0	0	5	0	0	0
12:45 - 13:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	1	0	0	4	0
11:15 - 11:30	0	0	0	0	3	0
11:30 - 11:45	0	0	0	0	6	0
11:45 - 12:00	0	0	0	0	5	0
12:00 - 12:15	0	0	0	3	6	0
12:15 - 12:30	0	1	0	0	0	0
12:30 - 12:45	0	0	0	1	4	0
12:45 - 13:00	0	0	0	0	3	0



# Roadway Count Summary

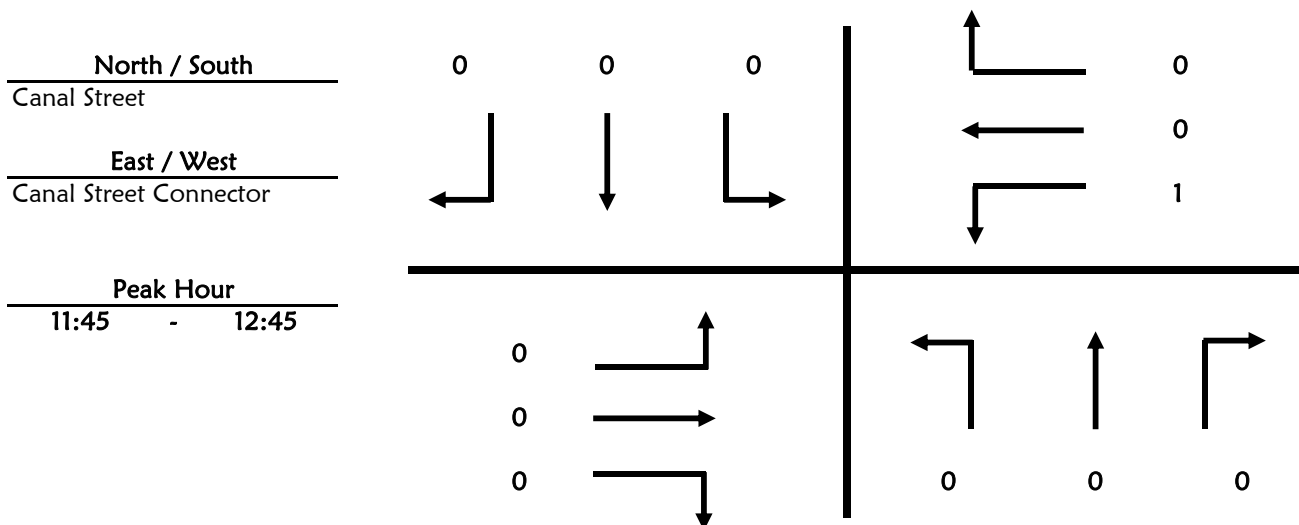
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Thursday, June 15, 2017  
 Time Period 11:00 to 13:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	1	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 13:00 to 15:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	68	0	0	0
13:15 - 13:30	1	0	69	0	0	0
13:30 - 13:45	2	0	71	0	0	0
13:45 - 14:00	2	0	56	0	0	0
14:00 - 14:15	2	0	64	0	0	0
14:15 - 14:30	2	0	85	0	0	0
14:30 - 14:45	2	0	65	0	0	0
14:45 - 15:00	1	0	83	0	0	0
	12	0	561	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	1	0	24	78	0
13:15 - 13:30	0	1	1	19	97	0
13:30 - 13:45	0	1	0	27	85	0
13:45 - 14:00	0	1	0	15	81	0
14:00 - 14:15	0	0	0	20	77	0
14:15 - 14:30	0	0	1	10	91	0
14:30 - 14:45	0	1	1	16	105	0
14:45 - 15:00	0	0	0	20	82	0
	0	5	3	151	696	0

North / South	0	0	0		0
Canal Street					355
East / West					66
Canal Street Connector					
Peak Hour					
14:00 - 15:00	0				
Peak Hour Factor	1				
0.96	2			7	0
Total Pk Hr Voume					297
728					

# Roadway Count Summary

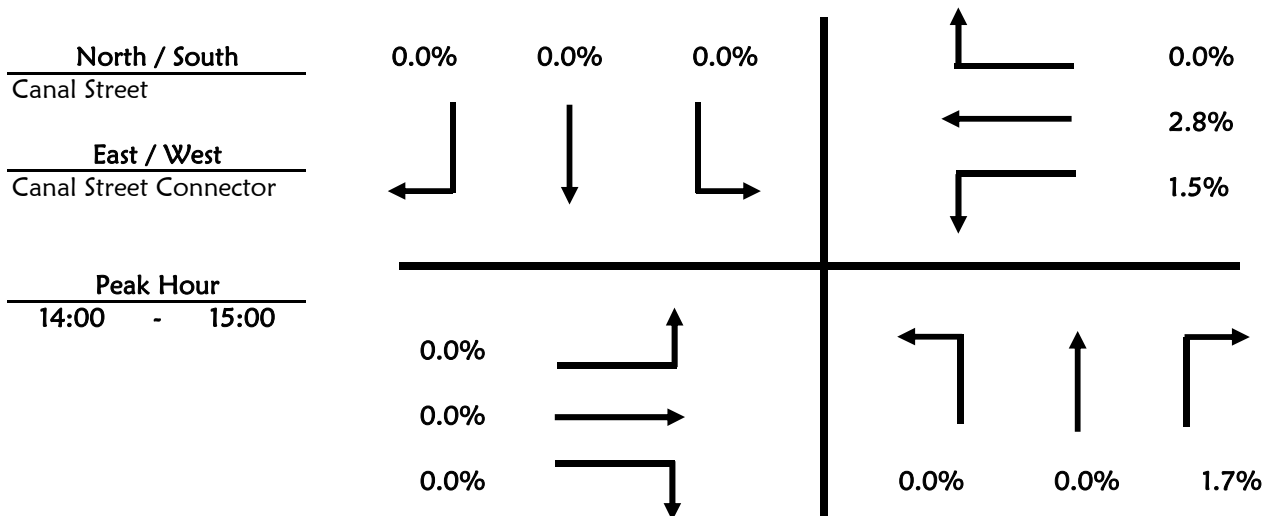
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Canal Street & Canal Street Connector  
**Date** Thursday, June 15, 2017  
**Time Period** 13:00 to 15:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	3	0	0	0
13:15 - 13:30	0	0	1	0	0	0
13:30 - 13:45	0	0	6	0	0	0
13:45 - 14:00	0	0	2	0	0	0
14:00 - 14:15	0	0	1	0	0	0
14:15 - 14:30	0	0	2	0	0	0
14:30 - 14:45	0	0	2	0	0	0
14:45 - 15:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	1	0	3	3	0
13:15 - 13:30	0	0	0	1	2	0
13:30 - 13:45	0	0	0	1	0	0
13:45 - 14:00	0	0	0	0	3	0
14:00 - 14:15	0	0	0	0	1	0
14:15 - 14:30	0	0	0	0	2	0
14:30 - 14:45	0	0	0	1	4	0
14:45 - 15:00	0	0	0	0	3	0



# Roadway Count Summary

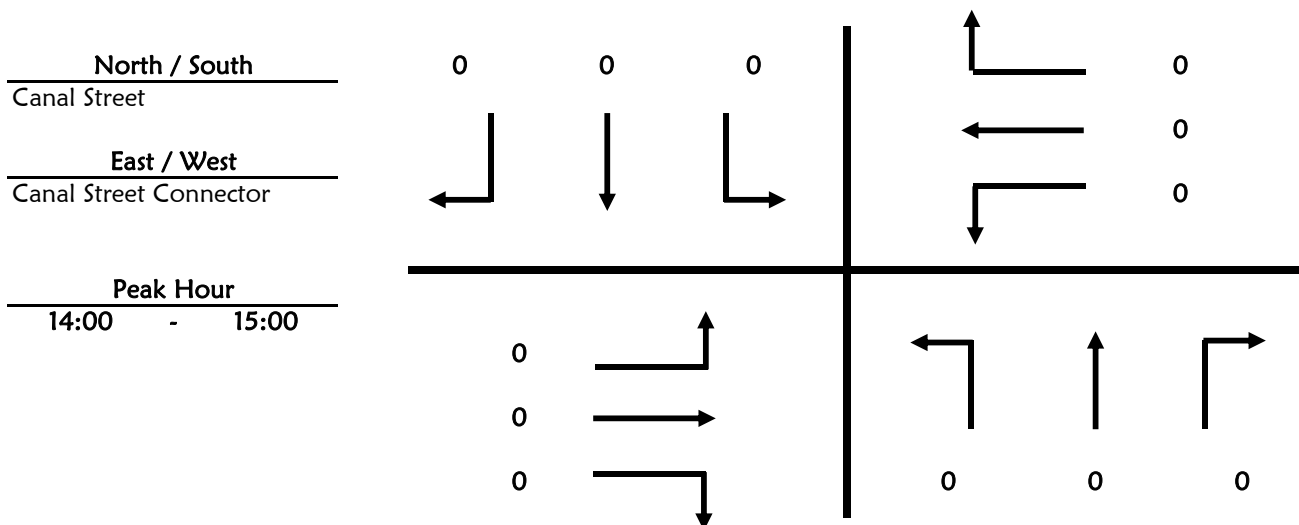
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Thursday, June 15, 2017  
 Time Period 13:00 to 15:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 15:00 to 17:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	2	0	65	0	0	0
15:15 - 15:30	2	0	71	0	0	0
15:30 - 15:45	0	0	76	0	0	0
15:45 - 16:00	0	0	63	0	0	0
16:00 - 16:15	1	0	51	0	0	0
16:15 - 16:30	5	0	70	0	0	0
16:30 - 16:45	2	0	59	0	0	0
16:45 - 17:00	2	0	66	0	0	0
	14	0	521	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	1	0	14	97	0
15:15 - 15:30	0	1	0	12	77	0
15:30 - 15:45	0	1	0	23	92	0
15:45 - 16:00	0	0	0	18	83	0
16:00 - 16:15	0	0	0	33	83	0
16:15 - 16:30	0	1	0	20	84	0
16:30 - 16:45	0	0	0	32	61	0
16:45 - 17:00	0	1	0	18	100	0
	0	5	0	170	677	0

North / South	0	0	0		0
Canal Street					342
East / West					94
Canal Street Connector					
Peak Hour					
15:30 - 16:30	0				
Peak Hour Factor	2				
0.92	0			6	0
Total Pk Hr Voume					260
704					

# Roadway Count Summary

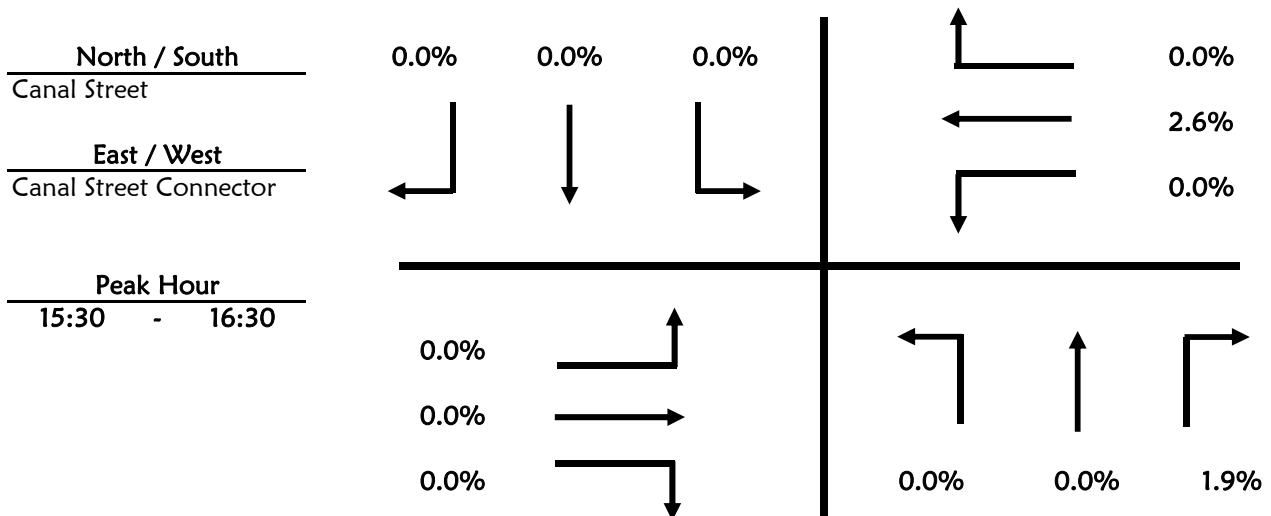
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Canal Street & Canal Street Connector  
**Date** Thursday, June 15, 2017  
**Time Period** 15:00 to 17:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	1	0	0	0
15:15 - 15:30	0	0	4	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	2	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	3	0	0	0
16:30 - 16:45	0	0	2	0	0	0
16:45 - 17:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	1	4	0
15:15 - 15:30	0	0	0	1	0	0
15:30 - 15:45	0	0	0	0	2	0
15:45 - 16:00	0	0	0	0	5	0
16:00 - 16:15	0	0	0	0	2	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	2	0
16:45 - 17:00	0	0	0	1	6	0



# Roadway Count Summary

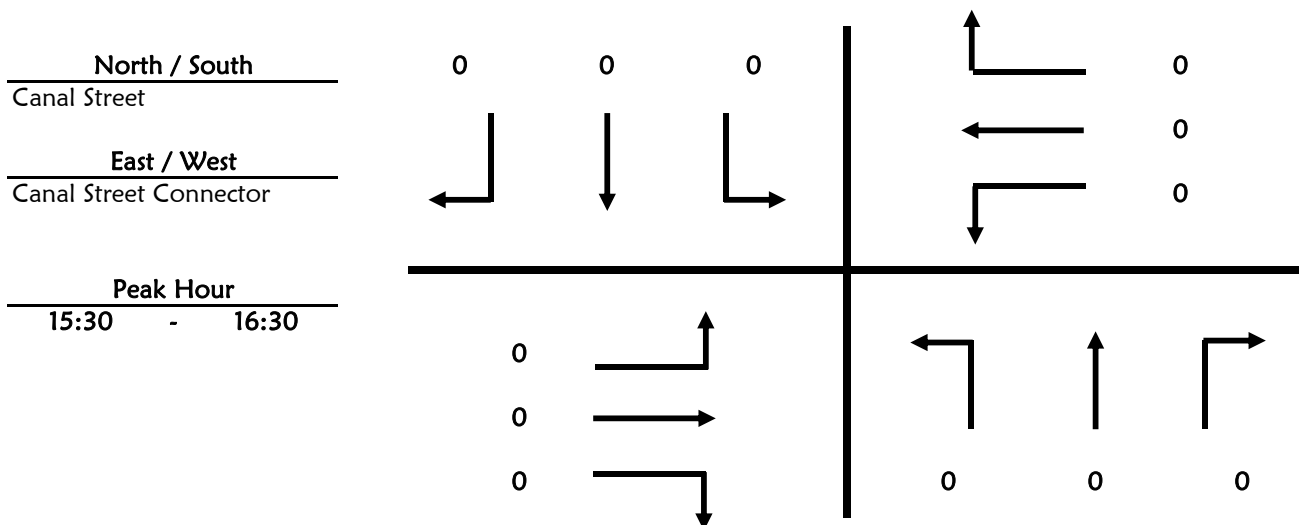
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Canal Street & Canal Street Connector  
 Date Thursday, June 15, 2017  
 Time Period 15:00 to 17:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	1	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0



# Roadway Count Summary

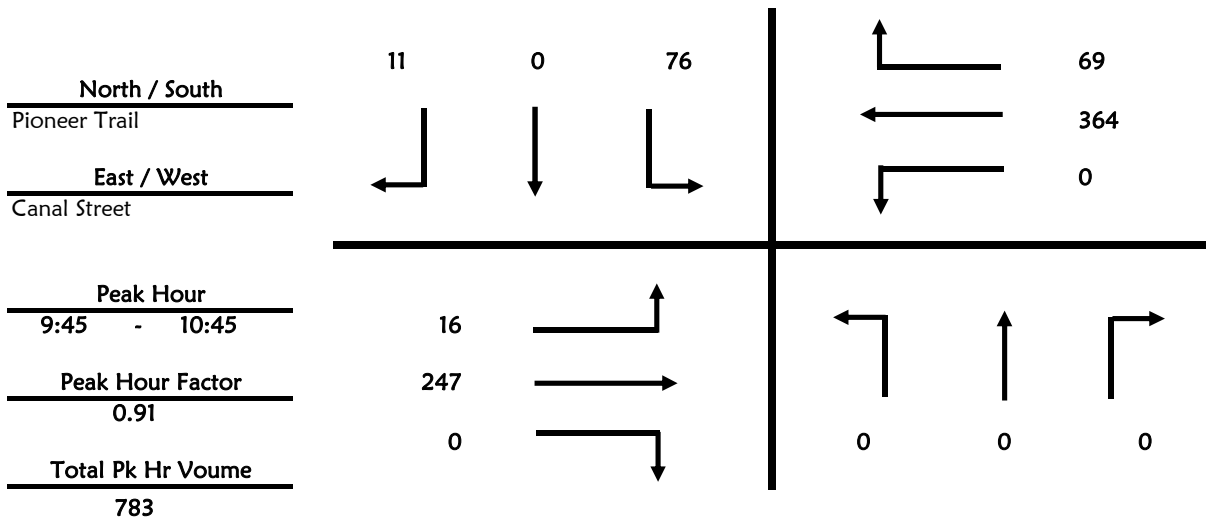
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 9:00 to 11:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	20	0	0
9:15 - 9:30	0	0	0	17	0	3
9:30 - 9:45	0	0	0	14	0	3
9:45 - 10:00	0	0	0	19	0	1
10:00 - 10:15	0	0	0	20	0	2
10:15 - 10:30	0	0	0	13	0	4
10:30 - 10:45	0	0	0	24	0	4
10:45 - 11:00	0	0	0	18	0	4
	0	0	0	145	0	21

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	4	67	0	0	61	12
9:15 - 9:30	3	56	0	0	80	13
9:30 - 9:45	3	73	0	0	84	12
9:45 - 10:00	2	50	0	0	86	22
10:00 - 10:15	6	67	0	0	79	14
10:15 - 10:30	2	64	0	0	99	18
10:30 - 10:45	6	66	0	0	100	15
10:45 - 11:00	0	52	0	0	83	20
	26	495	0	0	672	126



# Roadway Count Summary

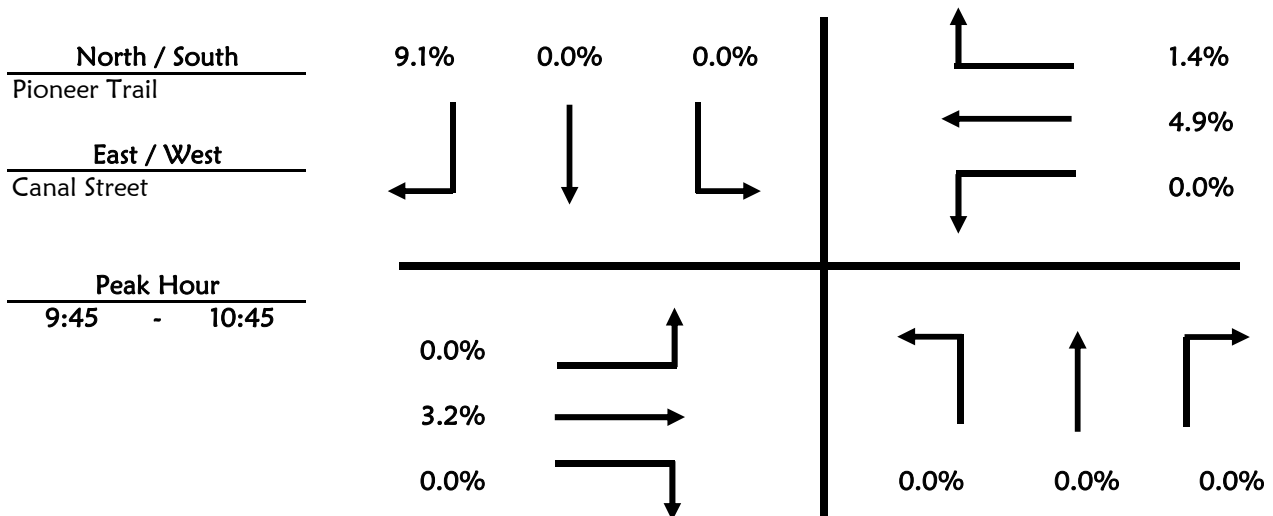
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Pioneer Trail & Canal Street  
**Date** Thursday, June 15, 2017  
**Time Period** 9:00 to 11:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	2	0	0
9:30 - 9:45	0	0	0	0	0	1
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	1
10:45 - 11:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	3	0	0	0	0
9:15 - 9:30	0	2	0	0	2	1
9:30 - 9:45	0	6	0	0	2	0
9:45 - 10:00	0	3	0	0	3	0
10:00 - 10:15	0	1	0	0	1	0
10:15 - 10:30	0	2	0	0	6	0
10:30 - 10:45	0	2	0	0	8	1
10:45 - 11:00	0	1	0	0	4	1



# Roadway Count Summary

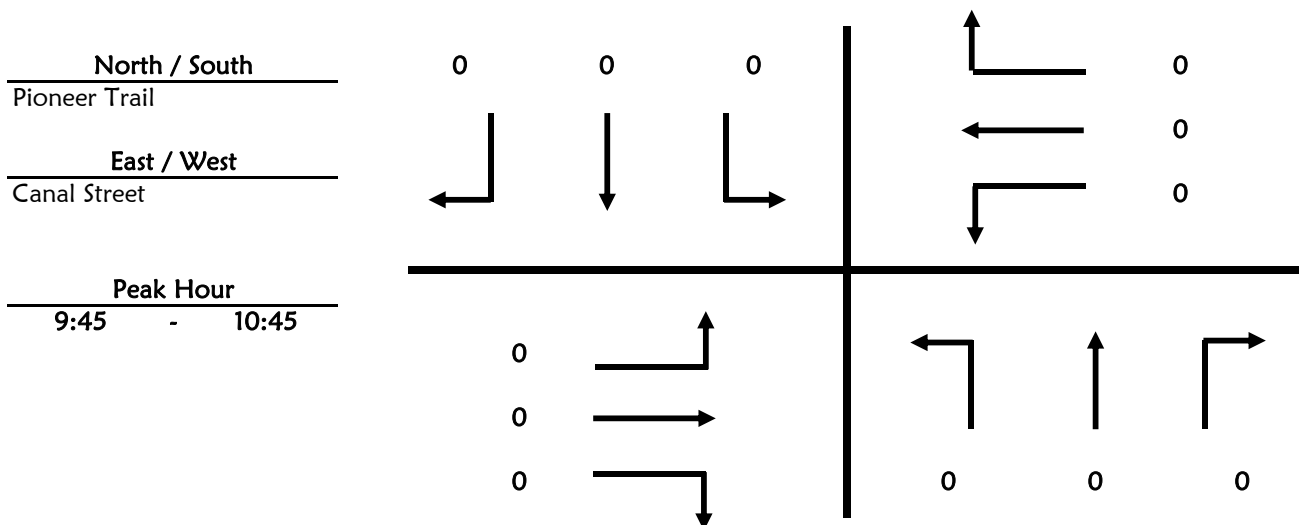
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Thursday, June 15, 2017  
 Time Period 9:00 to 11:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
9:00 - 9:15	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 11:00 to 13:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	14	0	3
11:15 - 11:30	0	0	0	22	0	5
11:30 - 11:45	0	0	0	19	0	3
11:45 - 12:00	0	0	0	30	0	3
12:00 - 12:15	0	0	0	27	0	2
12:15 - 12:30	0	0	0	16	0	3
12:30 - 12:45	0	0	0	26	0	5
12:45 - 13:00	0	0	0	24	0	1
	0	0	0	178	0	25

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	8	77	0	0	98	17
11:15 - 11:30	1	66	0	0	96	16
11:30 - 11:45	7	80	0	0	103	12
11:45 - 12:00	11	83	0	0	113	17
12:00 - 12:15	5	87	0	0	107	19
12:15 - 12:30	1	79	0	0	125	12
12:30 - 12:45	4	85	0	0	124	19
12:45 - 13:00	2	82	0	0	102	18
	39	639	0	0	868	130

North / South	13	0	99	67
Pioneer Trail	←	↓	→	←
East / West	←	↓	→	←
Canal Street	←	↓	→	←
Peak Hour	21	334	0	0
11:45 - 12:45	21	334	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95
Total Pk Hr Voume	1,003	1,003	1,003	1,003

# Roadway Count Summary

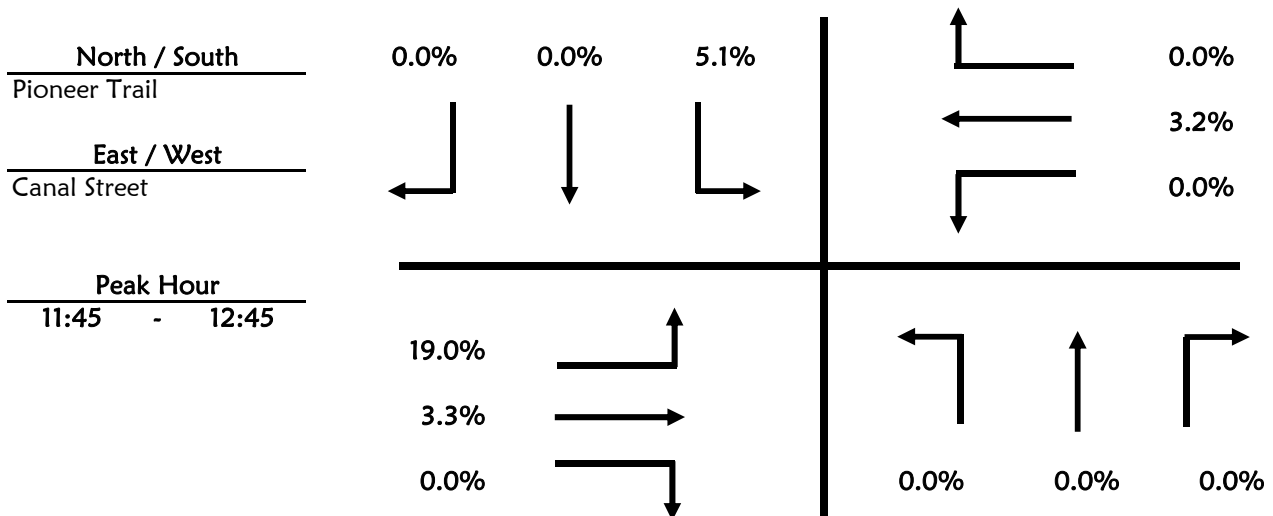
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Pioneer Trail & Canal Street  
**Date** Thursday, June 15, 2017  
**Time Period** 11:00 to 13:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	4	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	1	0	0
12:00 - 12:15	0	0	0	1	0	0
12:15 - 12:30	0	0	0	2	0	0
12:30 - 12:45	0	0	0	1	0	0
12:45 - 13:00	0	0	0	1	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	5	0	0	4	0
11:15 - 11:30	0	7	0	0	2	0
11:30 - 11:45	0	1	0	0	7	0
11:45 - 12:00	2	0	0	0	3	0
12:00 - 12:15	0	5	0	0	7	0
12:15 - 12:30	0	3	0	0	0	0
12:30 - 12:45	2	3	0	0	5	0
12:45 - 13:00	0	2	0	0	4	0



# Roadway Count Summary

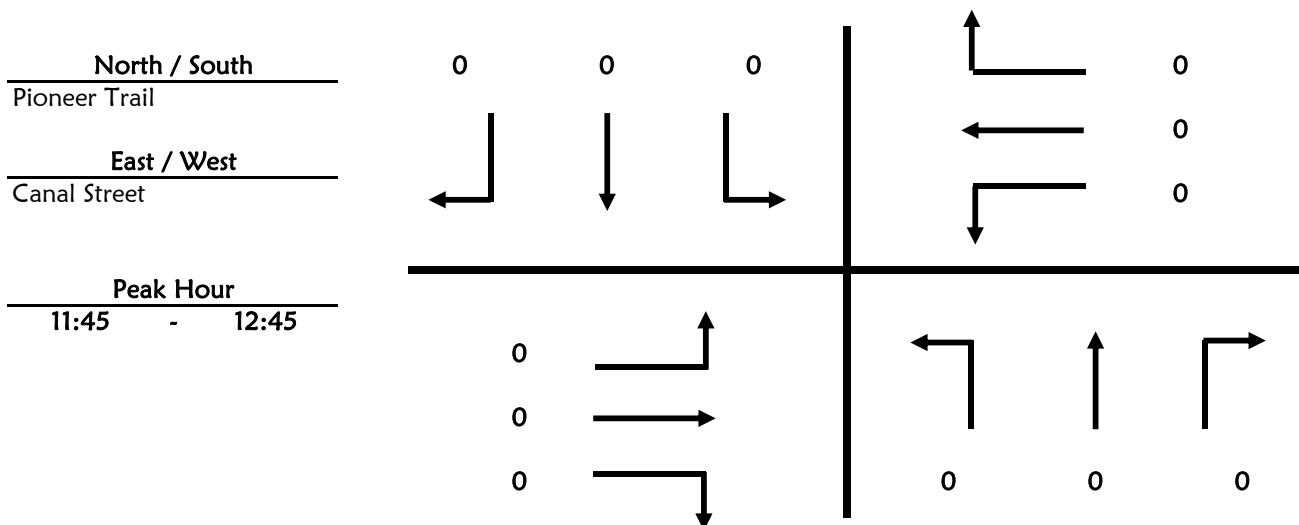
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Thursday, June 15, 2017  
 Time Period 11:00 to 13:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 13:00 to 15:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	17	0	4
13:15 - 13:30	0	0	0	16	0	1
13:30 - 13:45	0	0	0	18	0	4
13:45 - 14:00	0	0	0	16	0	1
14:00 - 14:15	0	0	0	21	0	1
14:15 - 14:30	0	0	0	19	0	1
14:30 - 14:45	0	0	0	25	0	4
14:45 - 15:00	0	0	0	14	0	3
	0	0	0	146	0	19

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	5	65	0	0	98	20
13:15 - 13:30	10	58	0	0	112	14
13:30 - 13:45	8	67	0	0	110	22
13:45 - 14:00	2	53	0	0	94	14
14:00 - 14:15	3	61	0	0	100	22
14:15 - 14:30	6	77	0	0	98	21
14:30 - 14:45	10	58	0	0	115	21
14:45 - 15:00	12	70	0	0	99	17
	56	509	0	0	826	151

North / South	9	0	79	81
Pioneer Trail	←	↓	→	←
East / West	←	↓	→	←
Canal Street	←	↓	→	←
Peak Hour	31	266	0	0
14:00 - 15:00	31	266	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94
Total Pk Hr Voume	878	878	878	878

# Roadway Count Summary

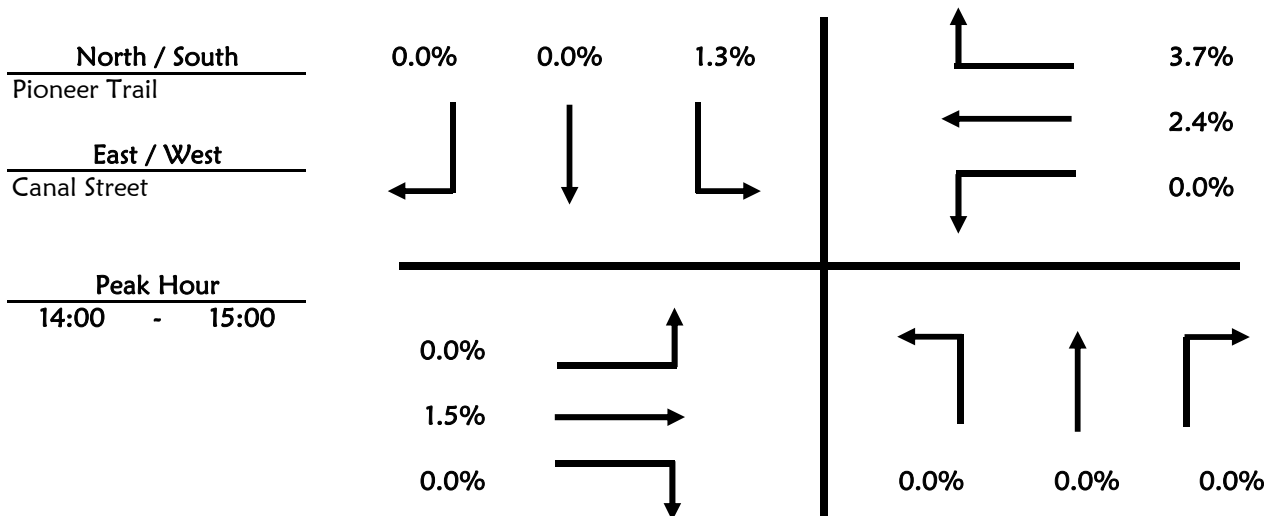
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Pioneer Trail & Canal Street  
**Date** Thursday, June 15, 2017  
**Time Period** 13:00 to 15:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	1	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	1	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	3	0	0	5	0
13:15 - 13:30	0	1	0	0	3	0
13:30 - 13:45	1	6	0	0	1	0
13:45 - 14:00	0	2	0	0	2	0
14:00 - 14:15	0	1	0	0	1	1
14:15 - 14:30	0	2	0	0	2	1
14:30 - 14:45	0	1	0	0	4	0
14:45 - 15:00	0	0	0	0	3	1



# Roadway Count Summary

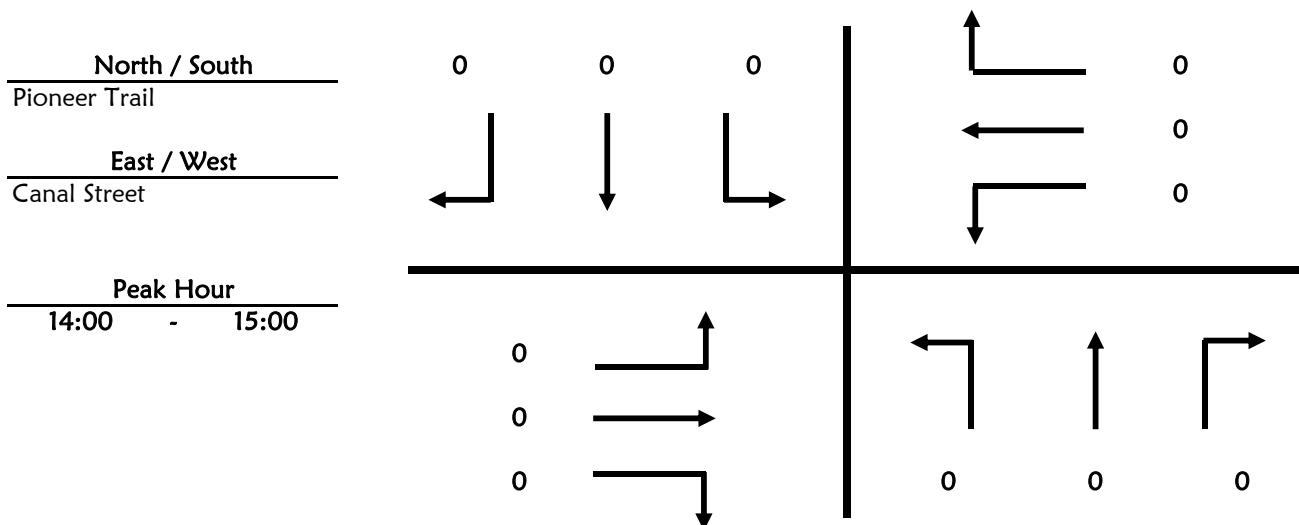
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Thursday, June 15, 2017  
 Time Period 13:00 to 15:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Thursday, June 15, 2017 All Vehicles  
 Time Period 15:00 to 17:00

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	13	0	1
15:15 - 15:30	0	0	0	23	0	2
15:30 - 15:45	0	0	0	19	0	3
15:45 - 16:00	0	0	0	26	0	2
16:00 - 16:15	0	0	0	23	0	4
16:15 - 16:30	0	0	0	15	0	3
16:30 - 16:45	0	0	0	19	0	3
16:45 - 17:00	0	0	0	21	0	4
	0	0	0	159	0	22

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	5	60	0	0	112	27
15:15 - 15:30	2	70	0	0	87	13
15:30 - 15:45	3	71	0	0	110	17
15:45 - 16:00	3	61	0	0	98	21
16:00 - 16:15	7	40	0	0	109	27
16:15 - 16:30	6	66	0	0	105	27
16:30 - 16:45	5	53	0	0	89	17
16:45 - 17:00	7	58	0	0	113	28
	38	479	0	0	823	177

North / South	12	0	83	92
Pioneer Trail	←	↓	→	←
East / West	←	↓	→	←
Canal Street	←	↓	→	←
Peak Hour	19	↑	0	0
15:30 - 16:30	238	→	0	0
Peak Hour Factor	0	↓	0	0
0.97				
Total Pk Hr Voume				
866				

# Roadway Count Summary

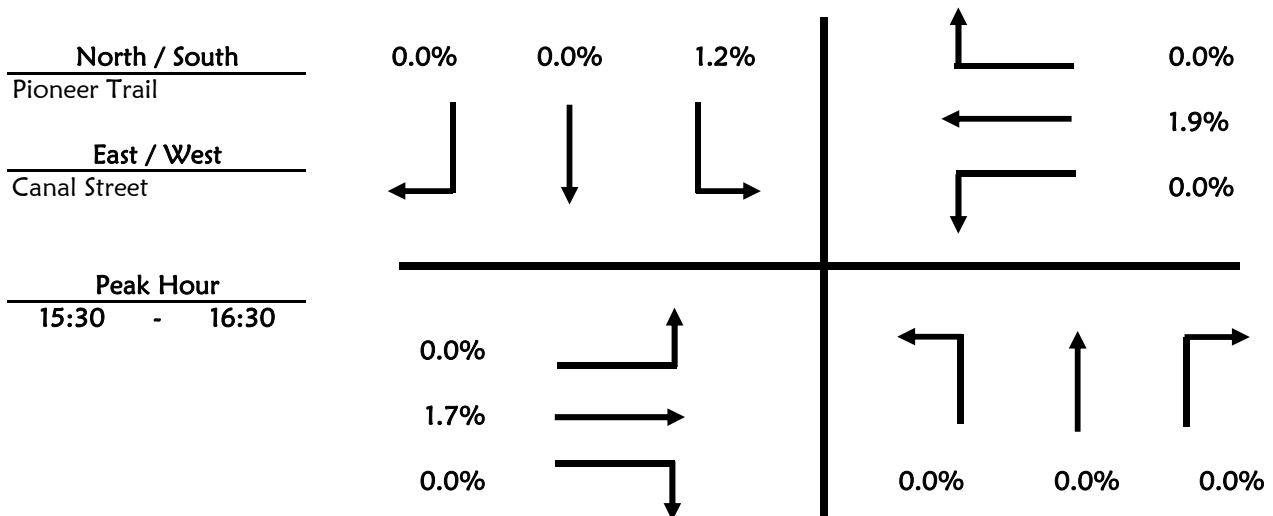
*Vanasse Hangen Brustlin, Inc.*

**County** Volusia **City** New Smyrna Beach  
**Intersection** Pioneer Trail & Canal Street  
**Date** Thursday, June 15, 2017  
**Time Period** 15:00 to 17:00 **Trucks**

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	1	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	1	0	0	5	1
15:15 - 15:30	0	4	0	0	0	0
15:30 - 15:45	0	0	0	0	2	0
15:45 - 16:00	0	1	0	0	3	0
16:00 - 16:15	0	0	0	0	2	0
16:15 - 16:30	0	3	0	0	1	0
16:30 - 16:45	0	1	0	0	1	0
16:45 - 17:00	0	1	0	0	4	1



# Roadway Count Summary

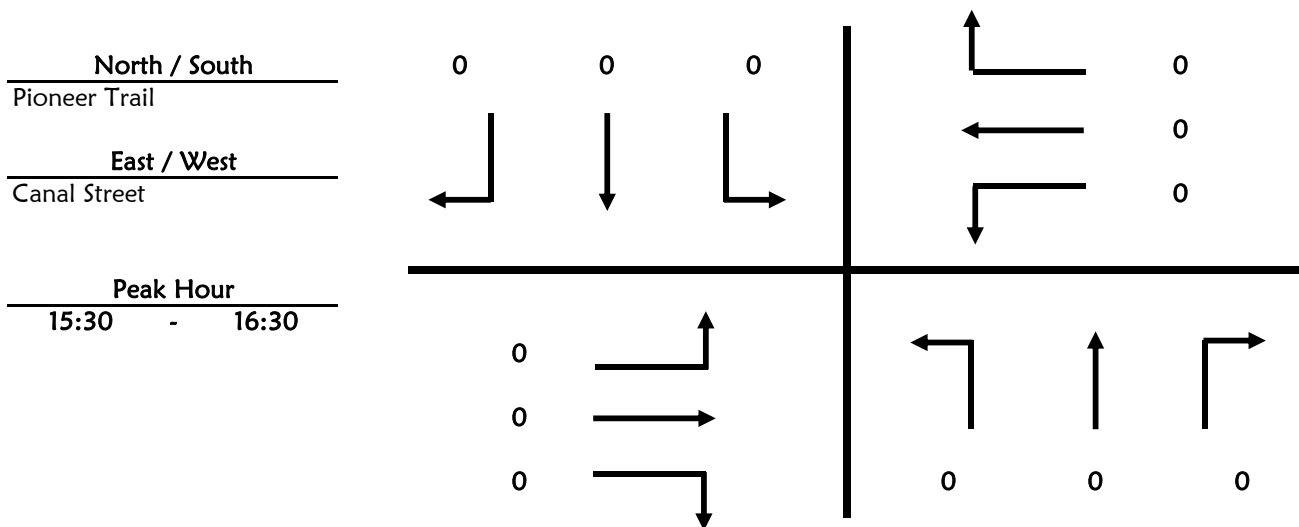
*Vanasse Hangen Brustlin, Inc.*

County Volusia City New Smyrna Beach  
 Intersection Pioneer Trail & Canal Street  
 Date Thursday, June 15, 2017  
 Time Period 15:00 to 17:00 U-Turn & RTOR

VHB Project #: 62393.03

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0



## **APPENDIX B**

### **Crash Data**

SR 44 - From 300 Ft West of Mission Dr/Wallace Rd to 300 Ft East of SR 44/Canal St Connector  
Jan, 1 2014 to Dec, 31 2016

#	Crash ID	Date	Time	Crash Type	Fatalities	Injuries	Property Damage	Day/Night	Wet/Dry
C41	85845474	4/11/2016	2:42 PM	Off Road-Motorcycle	0	1	\$6,000	Daylight	Dry
C16	83852595	1/11/2015	8:37 AM	Angle	0	2	\$13,000	Daylight	Wet
C6	84187359	5/20/2014	7:16 PM	Left Turn	0	1	\$3,000	Dusk	Dry
C8	84187434	6/30/2014	11:58 AM	Left Turn	0	0	\$4,500	Daylight	Dry
C9	83852122	7/28/2014	3:07 PM	Left Turn	0	0	\$1,000	Daylight	Dry
C12	83852256	10/2/2014	1:42 PM	Left Turn	0	1	\$10,000	Daylight	Dry
C14	83852104	10/16/2014	10:59 AM	Left Turn	0	0	\$2,500	Daylight	Dry
C25	83852965	5/1/2015	4:17 PM	Left Turn	0	0	\$3,000	Daylight	Dry
C37	85845148	2/19/2016	10:09 PM	Left Turn	0	1	\$20,000	Dark-Lighted	Dry
C42	85845487	4/17/2016	11:35 PM	Left Turn	0	0	\$5,000	Dark-Lighted	Dry
C55	85845909	8/17/2016	9:34 AM	Left Turn	0	1	\$12,000	Daylight	Dry
C57	85846054	10/1/2016	1:54 PM	Left Turn	0	1	\$2,500	Daylight	Dry
C54	85845860	8/8/2016	2:45 PM	Left Turn U-Turn	0	1	\$2,500	Daylight	Wet
C27	85844989	8/9/2015	2:29 PM	Left Turn-Motorcycle	0	1	\$5,500	Daylight	Dry
C30	85845103	11/14/2015	5:36 PM	Left Turn-Motorcycle	0	1	\$10,000	Dusk	Dry
C47	85845586	6/26/2016	1:20 PM	Left Turn-Motorcycle	0	4	\$8,000	Daylight	Wet
C39	85845426	3/5/2016	8:36 PM	Pedestrian	0	1	\$3,000	Dark-Lighted	Dry
C1	84187067	1/23/2014	9:47 PM	Rear End	0	0	\$1,500	Dark-Lighted	Dry
C2	84187088	2/5/2014	1:15 PM	Rear End	0	0	\$5,100	Daylight	Dry
C3	84187142	2/28/2014	1:28 PM	Rear End	0	0	\$1,150	Daylight	Dry
C4	84187322	5/4/2014	10:39 AM	Rear End	0	0	\$2,500	Daylight	Dry
C5	84187323	5/8/2014	2:56 PM	Rear End	0	0	\$250	Daylight	Dry
C7	84187377	5/30/2014	3:32 PM	Rear End	0	1	\$8,000	Daylight	Dry
C10	83852039	9/8/2014	1:05 PM	Rear End	0	0	\$3,000	Daylight	Dry
C11	83803793	9/15/2014	3:50 PM	Rear End	0	1	\$20,000	Daylight	Dry
C13	83852418	10/14/2014	7:22 AM	Rear End	0	0	\$2,500	Daylight	Dry
C15	83852552	12/17/2014	9:45 AM	Rear End	0	0	\$13,000	Daylight	Dry
C17	83852674	1/14/2015	10:05 AM	Rear End	0	2	\$2,500	Daylight	Dry
C21	83852651	2/28/2015	6:12 AM	Rear End	0	0	\$3,000	Dusk	Wet
C23	83852868	3/26/2015	4:31 PM	Rear End	0	1	\$200	Daylight	Wet
C24	83852883	4/3/2015	3:00 PM	Rear End	0	0	\$600	Daylight	Dry
C26	83852917	5/22/2015	3:20 PM	Rear End	0	1	\$400	Daylight	Dry
C28	83852093	10/8/2015	4:36 PM	Rear End	0	0	\$750	Daylight	Dry
C31	85845174	11/21/2015	11:11 PM	Rear End	0	0	\$5,000	Dark-Lighted	Dry
C33	85845284	12/26/2015	3:46 PM	Rear End	0	0	\$2,000	Daylight	Dry
C34	85845205	1/11/2016	2:30 PM	Rear End	0	0	\$3,000	Daylight	Dry
C35	85845260	1/11/2016	8:39 PM	Rear End	0	1	\$7,000	Dark-Lighted	Dry
C36	85248248	2/3/2016	3:26 PM	Rear End	0	0	\$2,600	Daylight	Dry
C46	85845739	6/22/2016	4:20 PM	Rear End	0	1	\$50,000	Daylight	Dry
C48	85845691	6/26/2016	7:19 PM	Rear End	0	0	\$11,000	Daylight	Dry
C50	85845693	7/7/2016	9:29 PM	Rear End	0	0	\$600	Dark-Lighted	Dry
C51	85845822	7/21/2016	4:14 PM	Rear End	0	0	\$1,000	Daylight	Dry
C52	85845858	7/30/2016	6:04 PM	Rear End	0	0	\$0	Daylight	Dry
C53	85845857	8/3/2016	6:27 AM	Rear End	0	1	\$4,500	Daylight	Dry
C56	85845936	9/25/2016	6:43 PM	Rear End	0	0	\$2,000	Daylight	Dry
C58	85846131	11/10/2016	9:45 AM	Rear End	0	0	\$1,000	Daylight	Dry
C59	85846156	11/15/2016	12:30 PM	Rear End	0	0	\$2,500	Daylight	Dry
C60	85846277	12/23/2016	2:36 PM	Rear End	0	3	\$10,000	Daylight	Dry
C19	83852682	1/30/2015	7:25 AM	Right Turn	0	0	\$3,000	Daylight	Dry
C20	83852732	2/12/2015	7:56 AM	Right Turn	0	1	\$5,000	Daylight	Dry
C29	85845055	10/15/2015	2:58 PM	Right Turn-Motorcycle	0	1	\$550	Daylight	Dry
C45	85845707	6/20/2016	1:51 PM	Roll over-Motorcycle	0	0	\$1,000	Daylight	Dry
C18	83852533	1/14/2015	11:50 PM	Sideswipe	0	0	\$2,000	Dark-Lighted	Dry
C22	83852867	3/26/2015	4:08 PM	Sideswipe	0	0	\$3,000	Daylight	Wet
C32	83798020	12/11/2015	3:19 PM	Sideswipe	0	0	\$5,000	Daylight	Dry
C38	85845442	3/1/2016	7:45 AM	Sideswipe	0	0	\$2,100	Daylight	Dry
C40	85845527	3/26/2016	8:44 PM	Sideswipe	0	0	\$4,200	Dark-Lighted	Wet
C43	85845649	5/15/2016	3:46 PM	Sideswipe	0	0	\$2,000	Daylight	Dry
C44	85307598	5/18/2016	10:20 AM	Sideswipe	0	0	\$1,300	Daylight	Dry
C49	85845777	6/30/2016	11:21 AM	Sideswipe	0	0	\$5,000	Daylight	Dry

## **APPENDIX C**

### **Existing Traffic Operation Analysis (SimTraffic Results)**

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	9:45	9:45	9:45	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4591	4574	4571	4588	4574	4483	4550
Vehs Exited	4574	4493	4536	4523	4505	4440	4488
Starting Vehs	230	165	192	180	186	205	191
Ending Vehs	247	246	227	245	255	248	253
Denied Entry Before	1	1	2	0	1	0	1
Denied Entry After	18	110	0	0	27	31	108
Travel Distance (mi)	3274	3263	3277	3285	3254	3214	3256
Travel Time (hr)	246.5	276.0	229.6	240.1	242.8	253.1	285.3
Total Delay (hr)	132.5	162.3	115.0	125.6	129.3	140.9	172.0
Total Stops	5931	5980	5913	6057	5918	5965	6114
Fuel Used (gal)	136.9	142.7	131.4	134.7	134.3	136.1	145.1

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4611	4561	4517	4566
Vehs Exited	4533	4516	4482	4507
Starting Vehs	183	200	235	193
Ending Vehs	261	245	270	247
Denied Entry Before	1	0	0	0
Denied Entry After	28	4	20	35
Travel Distance (mi)	3268	3253	3223	3257
Travel Time (hr)	253.4	260.4	245.8	253.3
Total Delay (hr)	139.4	146.7	133.8	139.7
Total Stops	6053	6231	6065	6023
Fuel Used (gal)	137.9	139.6	135.2	137.4

## Interval #0 Information Seeding

Start Time	9:45
End Time	10:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	10:00						
End Time	11:00						
Total Time (min)	60						
Volumes adjusted by PHF, Growth Factors.							
Run Number	1	10	2	3	4	5	6
Vehs Entered	4591	4574	4571	4588	4574	4483	4550
Vehs Exited	4574	4493	4536	4523	4505	4440	4488
Starting Vehs	230	165	192	180	186	205	191
Ending Vehs	247	246	227	245	255	248	253
Denied Entry Before	1	1	2	0	1	0	1
Denied Entry After	18	110	0	0	27	31	108
Travel Distance (mi)	3274	3263	3277	3285	3254	3214	3256
Travel Time (hr)	246.5	276.0	229.6	240.1	242.8	253.1	285.3
Total Delay (hr)	132.5	162.3	115.0	125.6	129.3	140.9	172.0
Total Stops	5931	5980	5913	6057	5918	5965	6114
Fuel Used (gal)	136.9	142.7	131.4	134.7	134.3	136.1	145.1

**Interval #1 Information Recording**

Start Time	10:00			
End Time	11:00			
Total Time (min)	60			
Volumes adjusted by PHF, Growth Factors.				
Run Number	7	8	9	Avg
Vehs Entered	4611	4561	4517	4566
Vehs Exited	4533	4516	4482	4507
Starting Vehs	183	200	235	193
Ending Vehs	261	245	270	247
Denied Entry Before	1	0	0	0
Denied Entry After	28	4	20	35
Travel Distance (mi)	3268	3253	3223	3257
Travel Time (hr)	253.4	260.4	245.8	253.3
Total Delay (hr)	139.4	146.7	133.8	139.7
Total Stops	6053	6231	6065	6023
Fuel Used (gal)	137.9	139.6	135.2	137.4

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Total Network Performance

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Denied Delay (hr)	13.9
Denied Del/Veh (s)	10.9
Total Delay (hr)	125.9
Total Del/Veh (s)	95.3
Stop Delay (hr)	95.3
Stop Del/Veh (s)	72.2
Total Stops	6023
Stop/Veh	1.27
Travel Dist (mi)	3256.8
Travel Time (hr)	253.3
Avg Speed (mph)	14
Fuel Used (gal)	137.4
Fuel Eff. (mpg)	23.7
HC Emissions (g)	984
CO Emissions (g)	27895
NOx Emissions (g)	3229
Vehicles Entered	4566
Vehicles Exited	4507
Hourly Exit Rate	4507
Input Volume	20578
% of Volume	22
Denied Entry Before	0
Denied Entry After	35
Density (ft/veh)	205
Occupancy (veh)	239

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	1:45	1:45	1:45	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4840	4726	4821	4619	4698	4814	4823
Vehs Exited	4833	4748	4726	4569	4674	4864	4743
Starting Vehs	165	177	144	144	209	190	150
Ending Vehs	172	155	239	194	233	140	230
Denied Entry Before	3	0	0	0	1	0	0
Denied Entry After	0	1	4	1	43	2	2
Travel Distance (mi)	3419	3355	3378	3225	3329	3441	3356
Travel Time (hr)	175.4	166.9	186.9	154.5	249.1	181.0	204.0
Total Delay (hr)	83.8	76.5	96.5	68.1	159.8	89.2	114.0
Total Stops	4720	4651	4981	4038	5956	4767	4512
Fuel Used (gal)	131.6	128.6	133.0	121.5	147.1	133.8	137.2

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4684	4855	4844	4768
Vehs Exited	4526	4882	4780	4734
Starting Vehs	167	179	143	161
Ending Vehs	325	152	207	201
Denied Entry Before	1	0	0	0
Denied Entry After	204	2	2	25
Travel Distance (mi)	3237	3430	3385	3356
Travel Time (hr)	292.3	171.4	180.7	196.2
Total Delay (hr)	205.6	78.6	89.7	106.2
Total Stops	5665	4716	4634	4862
Fuel Used (gal)	154.1	131.9	131.7	135.1

## Interval #0 Information Seeding

Start Time	1:45
End Time	2:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	2:00
End Time	3:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4840	4726	4821	4619	4698	4814	4823
Vehs Exited	4833	4748	4726	4569	4674	4864	4743
Starting Vehs	165	177	144	144	209	190	150
Ending Vehs	172	155	239	194	233	140	230
Denied Entry Before	3	0	0	0	1	0	0
Denied Entry After	0	1	4	1	43	2	2
Travel Distance (mi)	3419	3355	3378	3225	3329	3441	3356
Travel Time (hr)	175.4	166.9	186.9	154.5	249.1	181.0	204.0
Total Delay (hr)	83.8	76.5	96.5	68.1	159.8	89.2	114.0
Total Stops	4720	4651	4981	4038	5956	4767	4512
Fuel Used (gal)	131.6	128.6	133.0	121.5	147.1	133.8	137.2

**Interval #1 Information Recording**

Start Time	2:00
End Time	3:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4684	4855	4844	4768
Vehs Exited	4526	4882	4780	4734
Starting Vehs	167	179	143	161
Ending Vehs	325	152	207	201
Denied Entry Before	1	0	0	0
Denied Entry After	204	2	2	25
Travel Distance (mi)	3237	3430	3385	3356
Travel Time (hr)	292.3	171.4	180.7	196.2
Total Delay (hr)	205.6	78.6	89.7	106.2
Total Stops	5665	4716	4634	4862
Fuel Used (gal)	154.1	131.9	131.7	135.1

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Total Network Performance

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Denied Delay (hr)	6.8
Denied Del/Veh (s)	5.1
Total Delay (hr)	99.4
Total Del/Veh (s)	72.5
Stop Delay (hr)	73.6
Stop Del/Veh (s)	53.7
Total Stops	4862
Stop/Veh	0.99
Travel Dist (mi)	3355.5
Travel Time (hr)	196.2
Avg Speed (mph)	18
Fuel Used (gal)	135.1
Fuel Eff. (mpg)	24.8
HC Emissions (g)	1216
CO Emissions (g)	50971
NOx Emissions (g)	4734
Vehicles Entered	4768
Vehicles Exited	4734
Hourly Exit Rate	4734
Input Volume	21410
% of Volume	22
Denied Entry Before	0
Denied Entry After	25
Density (ft/veh)	258
Occupancy (veh)	189

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	1:45	1:45	1:45	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4194	4264	4151	4133	4285	4132	4100
Vehs Exited	4172	4115	4191	4138	4251	4161	4128
Starting Vehs	142	145	159	157	128	153	162
Ending Vehs	164	294	119	152	162	124	134
Denied Entry Before	0	1	1	2	0	0	0
Denied Entry After	1	12	0	0	0	1	0
Travel Distance (mi)	3036	2983	3043	2996	3077	2986	2981
Travel Time (hr)	151.9	210.1	152.8	145.9	175.3	151.3	150.8
Total Delay (hr)	66.6	126.7	67.3	61.9	88.9	67.1	66.8
Total Stops	4228	4442	4379	4148	4741	4272	4259
Fuel Used (gal)	116.8	128.5	116.9	113.6	123.4	115.2	115.4

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4170	4227	4228	4186
Vehs Exited	4196	4256	4237	4184
Starting Vehs	160	153	158	149
Ending Vehs	134	124	149	153
Denied Entry Before	1	0	0	0
Denied Entry After	1	0	1	1
Travel Distance (mi)	3008	3043	3057	3021
Travel Time (hr)	152.2	153.4	156.0	160.0
Total Delay (hr)	67.8	67.6	69.8	75.1
Total Stops	4348	4373	4479	4365
Fuel Used (gal)	116.9	117.7	119.3	118.4

## Interval #0 Information Seeding

Start Time	1:45
End Time	2:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	2:00						
End Time	3:00						
Total Time (min)	60						
Volumes adjusted by PHF, Growth Factors.							
Run Number	1	10	2	3	4	5	6
Vehs Entered	4194	4264	4151	4133	4285	4132	4100
Vehs Exited	4172	4115	4191	4138	4251	4161	4128
Starting Vehs	142	145	159	157	128	153	162
Ending Vehs	164	294	119	152	162	124	134
Denied Entry Before	0	1	1	2	0	0	0
Denied Entry After	1	12	0	0	0	1	0
Travel Distance (mi)	3036	2983	3043	2996	3077	2986	2981
Travel Time (hr)	151.9	210.1	152.8	145.9	175.3	151.3	150.8
Total Delay (hr)	66.6	126.7	67.3	61.9	88.9	67.1	66.8
Total Stops	4228	4442	4379	4148	4741	4272	4259
Fuel Used (gal)	116.8	128.5	116.9	113.6	123.4	115.2	115.4

**Interval #1 Information Recording**

Start Time	2:00			
End Time	3:00			
Total Time (min)	60			
Volumes adjusted by PHF, Growth Factors.				
Run Number	7	8	9	Avg
Vehs Entered	4170	4227	4228	4186
Vehs Exited	4196	4256	4237	4184
Starting Vehs	160	153	158	149
Ending Vehs	134	124	149	153
Denied Entry Before	1	0	0	0
Denied Entry After	1	0	1	1
Travel Distance (mi)	3008	3043	3057	3021
Travel Time (hr)	152.2	153.4	156.0	160.0
Total Delay (hr)	67.8	67.6	69.8	75.1
Total Stops	4348	4373	4479	4365
Fuel Used (gal)	116.9	117.7	119.3	118.4

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Total Network Performance

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Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.9
Total Delay (hr)	74.0
Total Del/Veh (s)	61.5
Stop Delay (hr)	55.4
Stop Del/Veh (s)	46.0
Total Stops	4365
Stop/Veh	1.01
Travel Dist (mi)	3020.9
Travel Time (hr)	160.0
Avg Speed (mph)	19
Fuel Used (gal)	118.4
Fuel Eff. (mpg)	25.5
HC Emissions (g)	1671
CO Emissions (g)	55953
NOx Emissions (g)	5571
Vehicles Entered	4186
Vehicles Exited	4184
Hourly Exit Rate	4184
Input Volume	18931
% of Volume	22
Denied Entry Before	0
Denied Entry After	1
Density (ft/veh)	308
Occupancy (veh)	159

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4307	4331	4265	4267	4229	4308	4287
Vehs Exited	4287	4316	4293	4283	4248	4333	4293
Starting Vehs	176	154	221	182	186	199	183
Ending Vehs	196	169	193	166	167	174	177
Denied Entry Before	0	1	0	1	0	1	1
Denied Entry After	0	1	1	0	0	0	0
Travel Distance (mi)	3031	3046	3058	3016	2993	3054	3026
Travel Time (hr)	169.0	178.5	174.2	166.6	161.4	172.5	169.6
Total Delay (hr)	62.9	71.7	67.2	60.8	56.6	65.3	63.6
Total Stops	4278	4438	4472	4196	4087	4273	4354
Fuel Used (gal)	110.5	113.3	113.3	110.1	108.8	112.1	111.6

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4352	4284	4339	4303
Vehs Exited	4373	4286	4355	4307
Starting Vehs	212	206	191	183
Ending Vehs	191	204	175	174
Denied Entry Before	2	0	0	0
Denied Entry After	1	0	0	0
Travel Distance (mi)	3103	2998	3073	3040
Travel Time (hr)	191.3	161.9	173.0	171.8
Total Delay (hr)	82.9	57.1	65.5	65.4
Total Stops	4972	4057	4471	4363
Fuel Used (gal)	118.8	108.5	112.8	112.0

## Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time 4:00

End Time 5:00

Total Time (min) 60

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	4307	4331	4265	4267	4229	4308	4287
Vehs Exited	4287	4316	4293	4283	4248	4333	4293
Starting Vehs	176	154	221	182	186	199	183
Ending Vehs	196	169	193	166	167	174	177
Denied Entry Before	0	1	0	1	0	1	1
Denied Entry After	0	1	1	0	0	0	0
Travel Distance (mi)	3031	3046	3058	3016	2993	3054	3026
Travel Time (hr)	169.0	178.5	174.2	166.6	161.4	172.5	169.6
Total Delay (hr)	62.9	71.7	67.2	60.8	56.6	65.3	63.6
Total Stops	4278	4438	4472	4196	4087	4273	4354
Fuel Used (gal)	110.5	113.3	113.3	110.1	108.8	112.1	111.6

**Interval #1 Information Recording**

Start Time 4:00

End Time 5:00

Total Time (min) 60

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	4352	4284	4339	4303
Vehs Exited	4373	4286	4355	4307
Starting Vehs	212	206	191	183
Ending Vehs	191	204	175	174
Denied Entry Before	2	0	0	0
Denied Entry After	1	0	0	0
Travel Distance (mi)	3103	2998	3073	3040
Travel Time (hr)	191.3	161.9	173.0	171.8
Total Delay (hr)	82.9	57.1	65.5	65.4
Total Stops	4972	4057	4471	4363
Fuel Used (gal)	118.8	108.5	112.8	112.0

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Total Network Performance

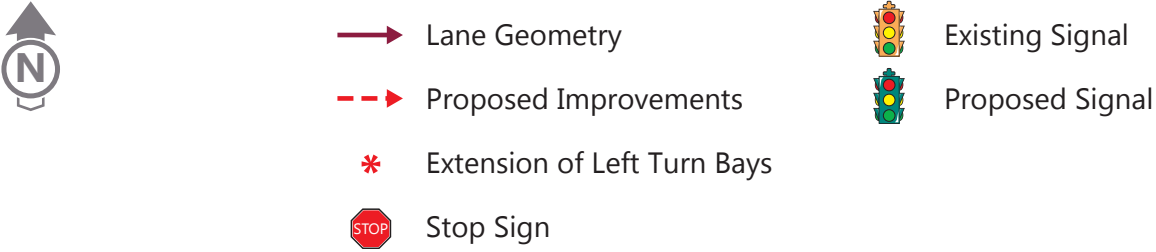
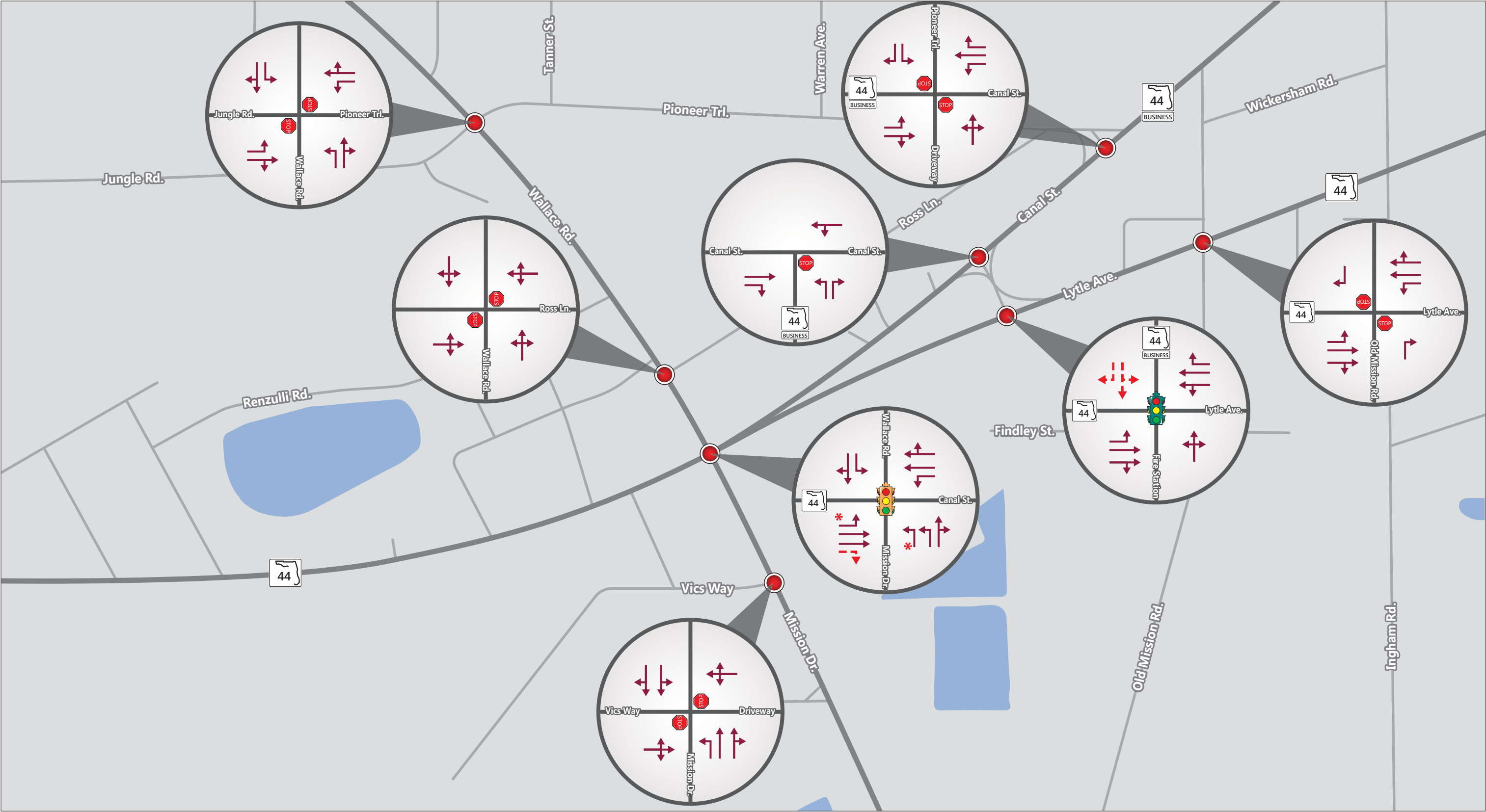
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Denied Delay (hr)	0.7
Denied Del/Veh (s)	0.6
Total Delay (hr)	64.7
Total Del/Veh (s)	51.9
Stop Delay (hr)	51.2
Stop Del/Veh (s)	41.1
Total Stops	4363
Stop/Veh	0.97
Travel Dist (mi)	3039.7
Travel Time (hr)	171.8
Avg Speed (mph)	18
Fuel Used (gal)	112.0
Fuel Eff. (mpg)	27.1
HC Emissions (g)	987
CO Emissions (g)	26492
NOx Emissions (g)	3098
Vehicles Entered	4303
Vehicles Exited	4307
Hourly Exit Rate	4307
Input Volume	18762
% of Volume	23
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	287
Occupancy (veh)	171

## **APPENDIX D**

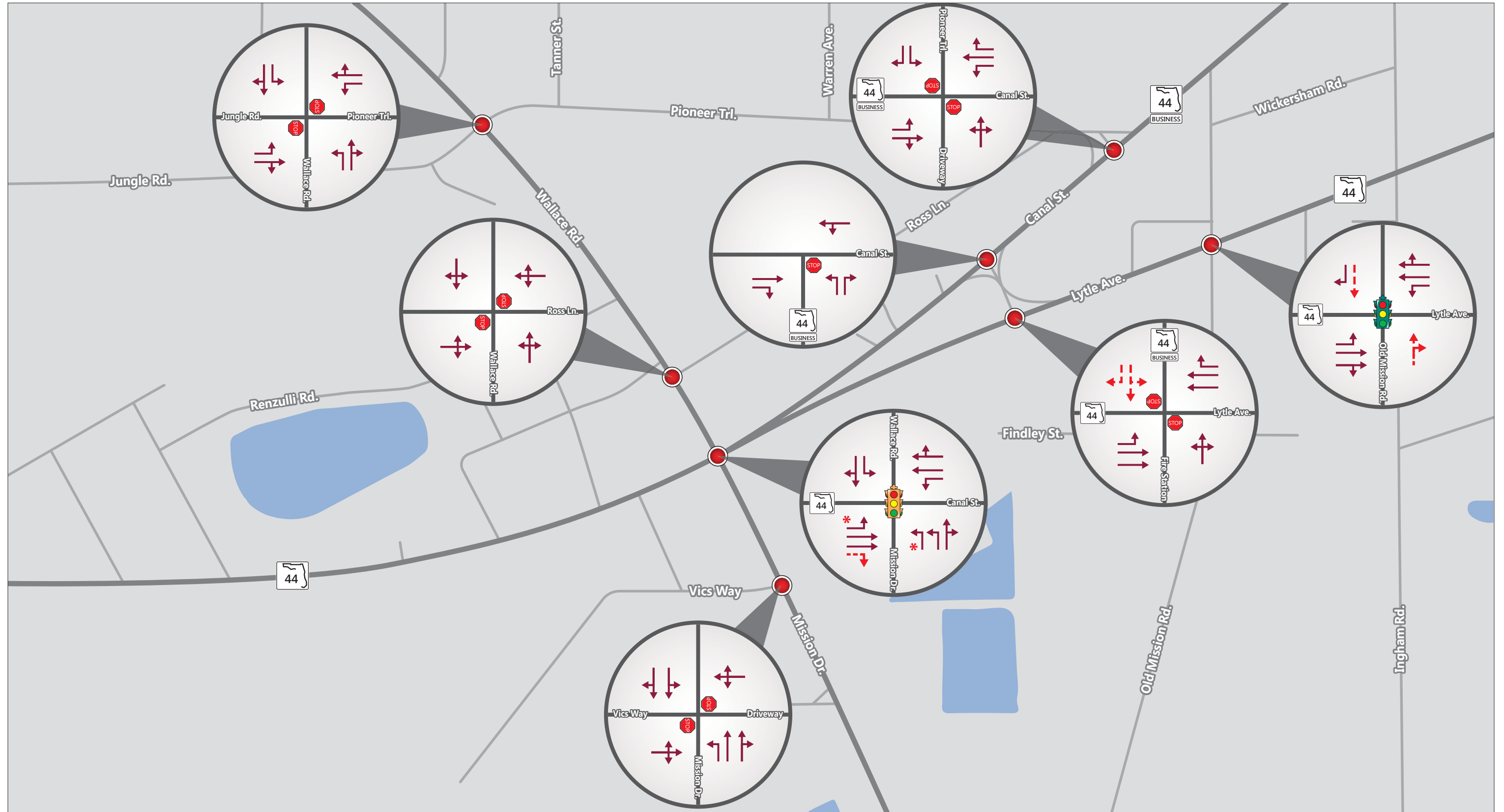
### **Alternative Geometry Figures (A - H)**





#### **Step 1 Roundabout Screening**





**Figure X**  
Proposed Intersection Geometry  
Alternative A

Alternate Intersection Design for  
SR 44 & Mission Dr./Wallace Rd./  
Canal St.

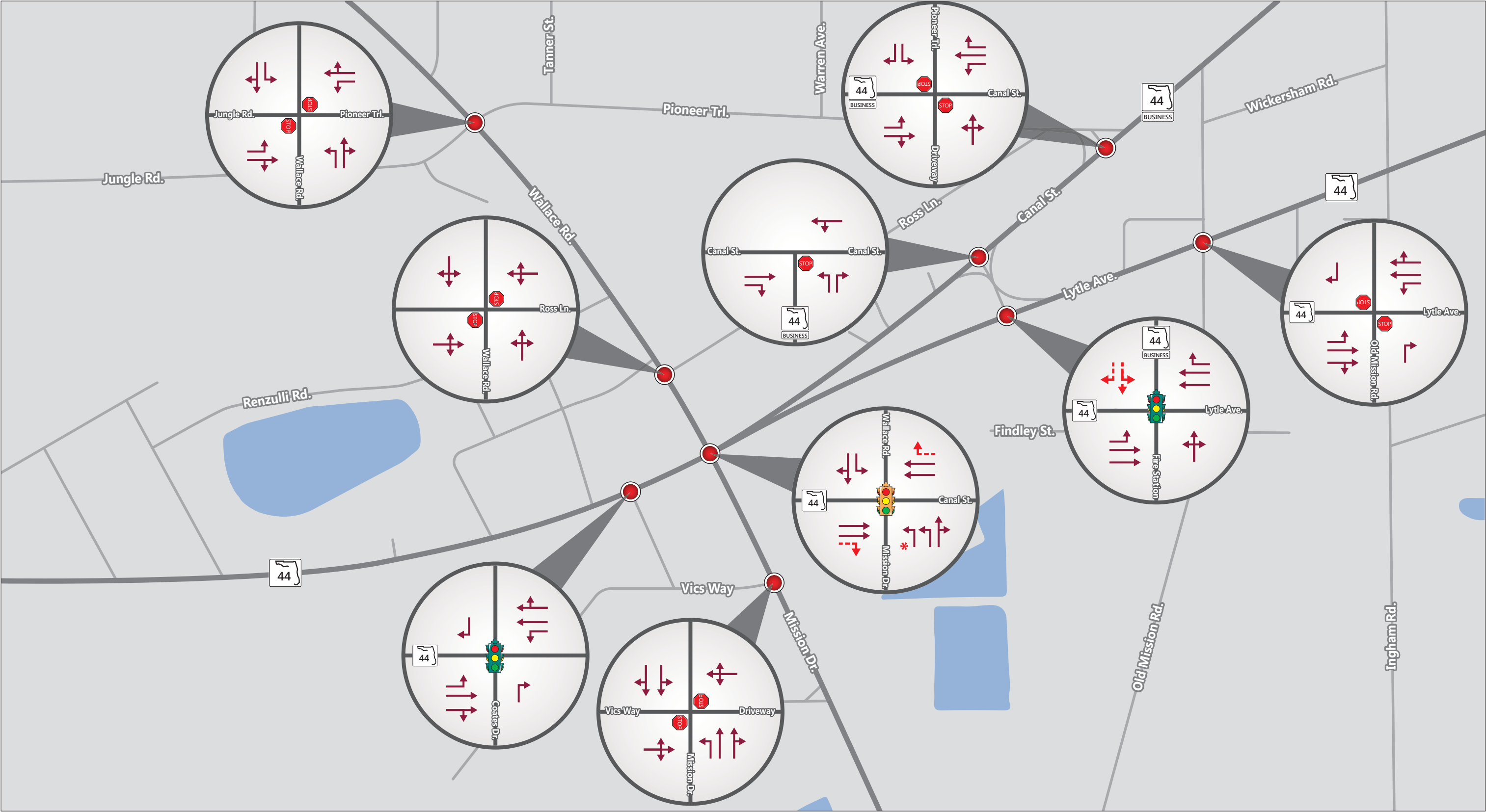


-  Lane Geometry
-  Proposed Improvements
-  Extension of Left Turn Bays
-  Stop Sign

-  Existing Signal
-  Proposed Signal



**Figure X**  
Proposed Intersection Geometry  
Alternative B  
  
Alternate Intersection Design for  
SR 44 & Mission Dr./Wallace Rd./  
Canal St.



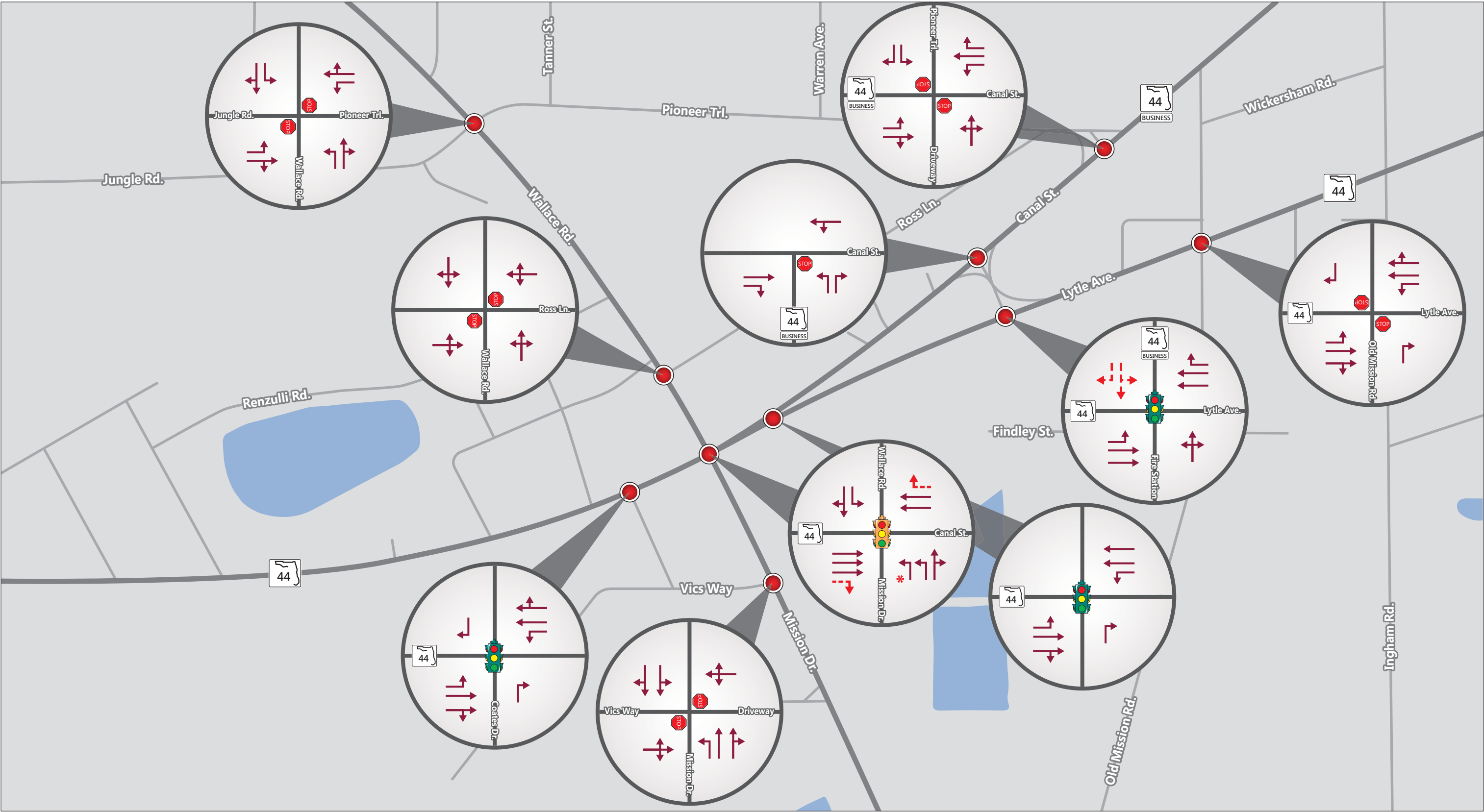
- Lane Geometry
- Proposed Improvements
- Extension of Left Turn Bays
- Stop Sign

- Existing Signal
- Proposed Signal



**Figure X**  
Proposed Intersection Geometry  
Alternative C

Alternate Intersection Design for  
SR 44 & Mission Dr./Wallace Rd./  
Canal St.

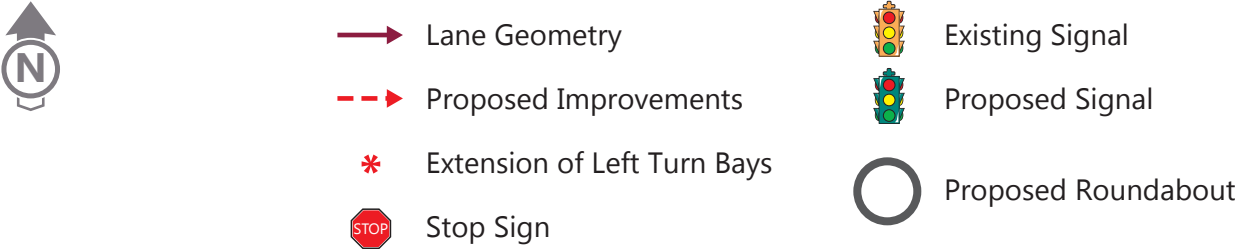
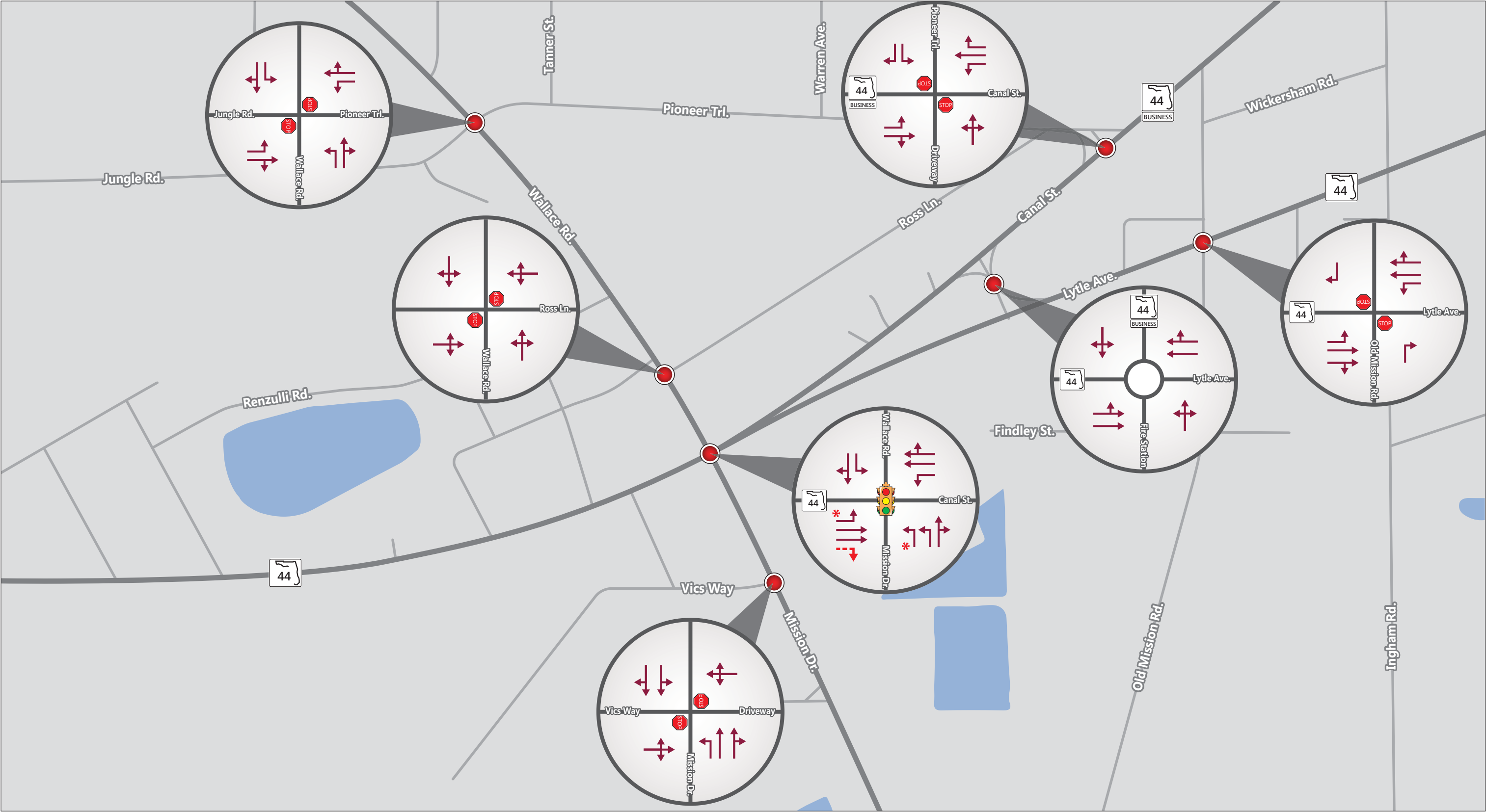



- Lane Geometry
- - -> Proposed Improvements
- \* Extension of Left Turn Bays
- STOP Stop Sign

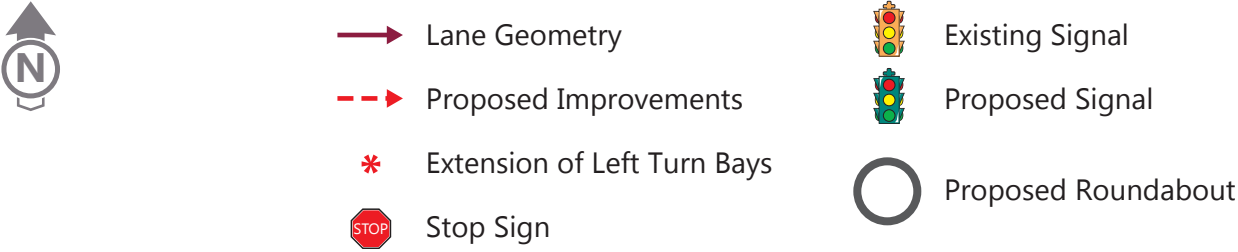
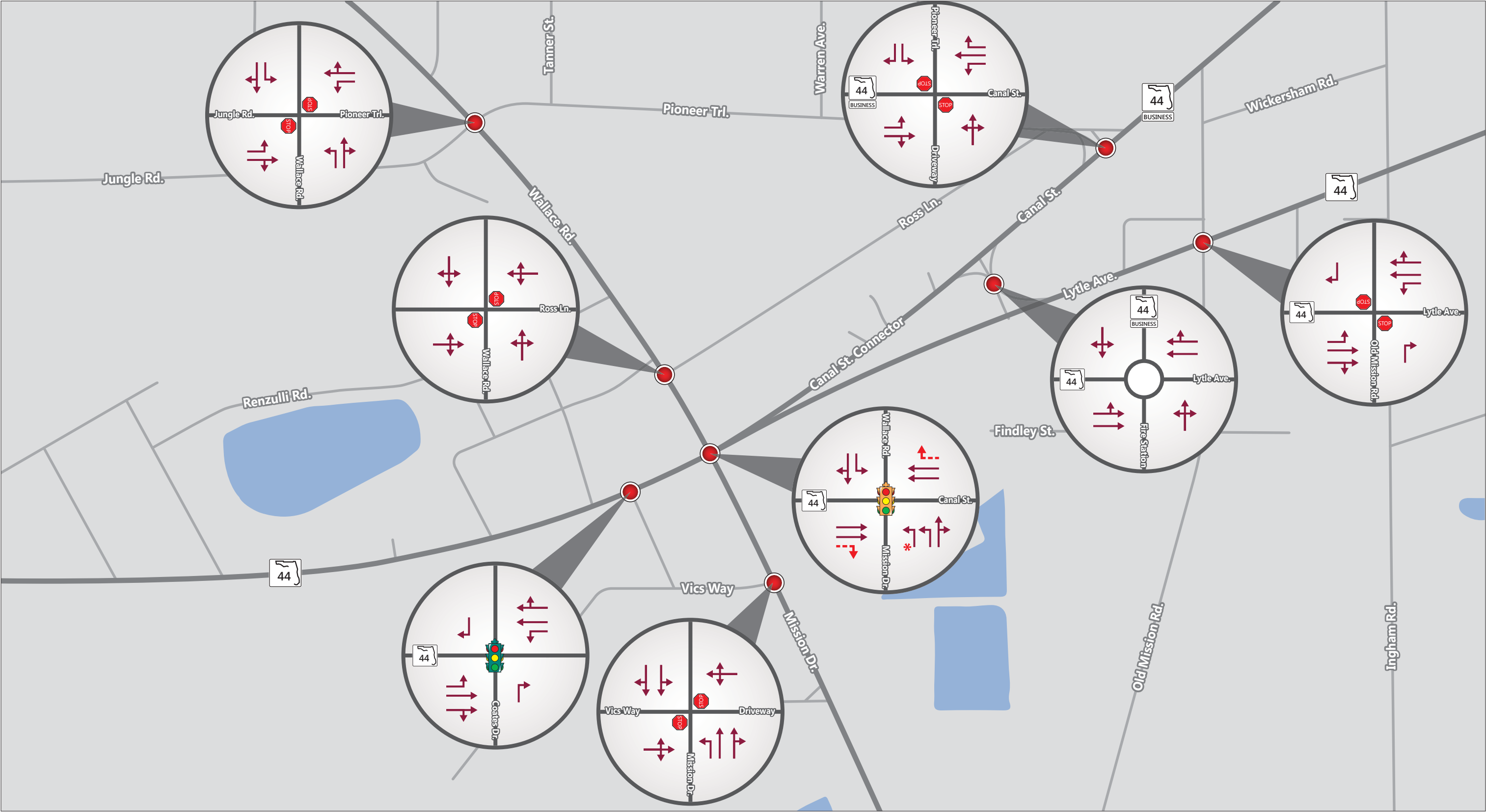
- Existing Signal
- Proposed Signal




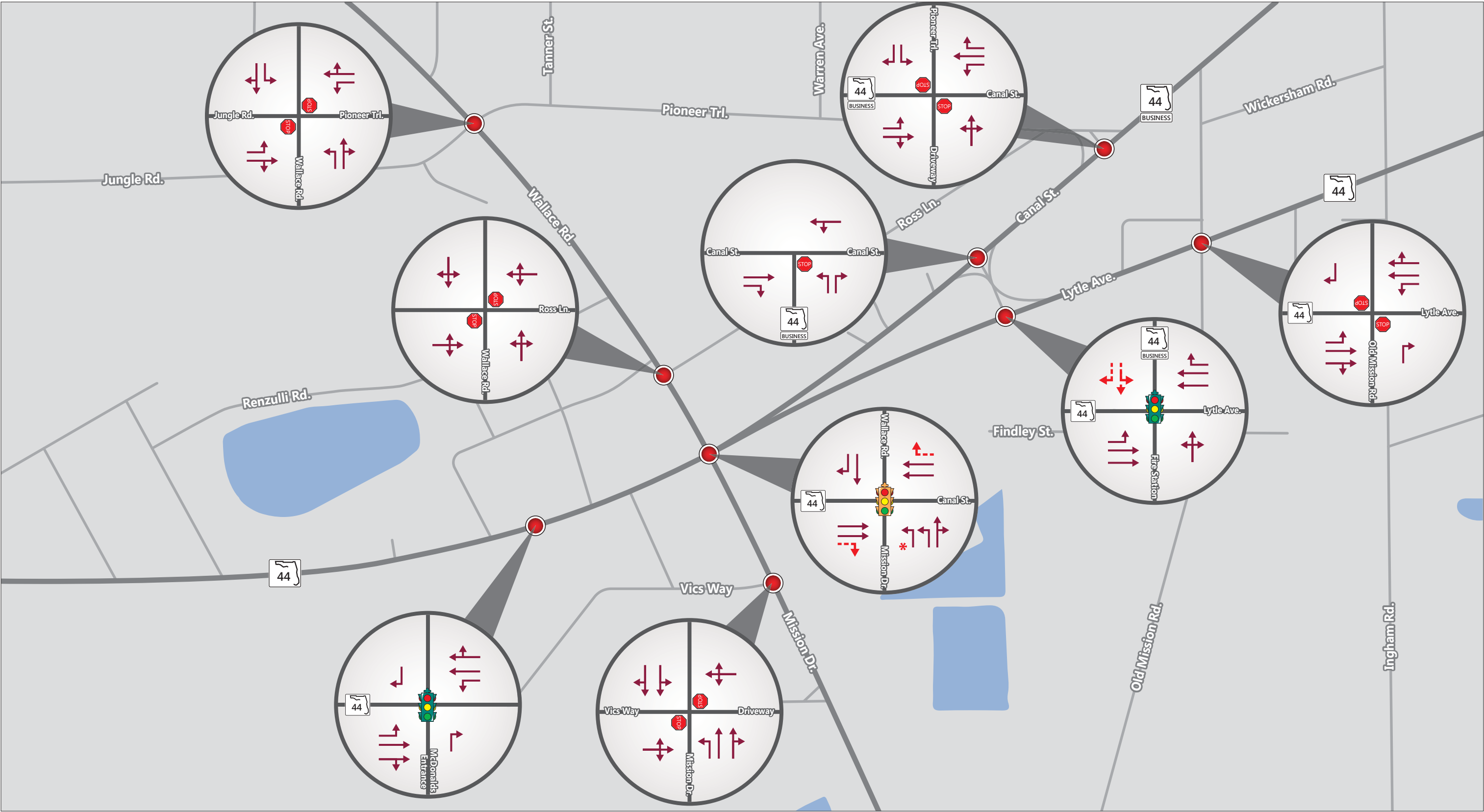
**Figure X**  
Proposed Intersection Geometry  
Alternative D  
  
Alternate Intersection Design for  
SR 44 & Mission Dr./Wallace Rd./  
Canal St.



 **Figure X**  
Proposed Intersection Geometry  
Alternative E  
  
Alternate Intersection Design for  
SR 44 & Mission Dr./Wallace Rd./  
Canal St.



 **Figure X**  
Proposed Intersection Geometry  
Alternative F  
  
Alternate Intersection Design for  
SR 44 & Mission Dr./Wallace Rd./  
Canal St.

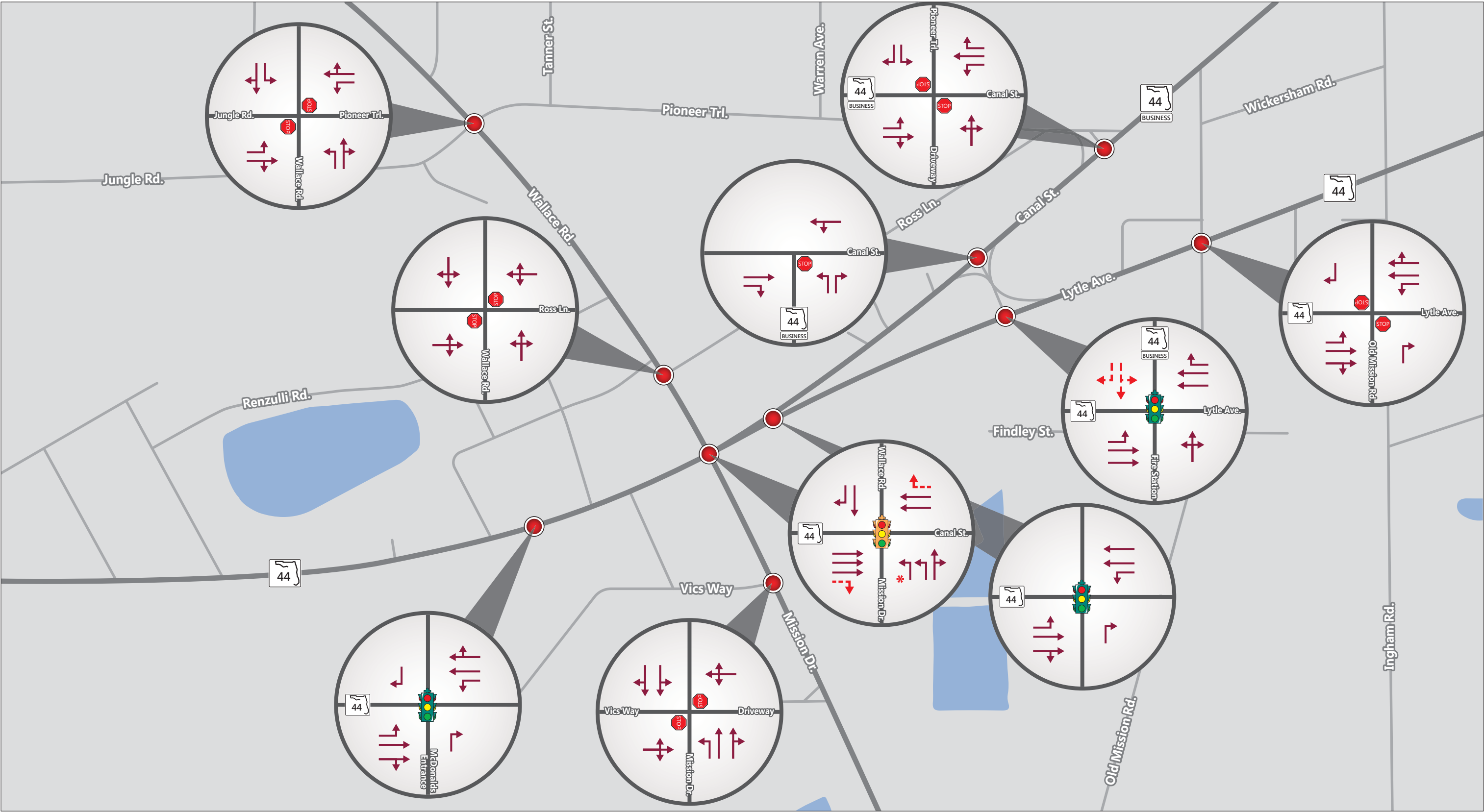






- Lane Geometry
- - - - - Proposed Improvements
- \* Extension of Left Turn Bays
- STOP Stop Sign



- Existing Signal
- Proposed Signal



**Figure X**  
Proposed Intersection Geometry  
Alternative G (Alternate Intersection  
Design for SR 44 & Mission Dr./  
Wallace Rd./Canal St.)



-  Lane Geometry
-  Proposed Improvements
-  Extension of Left Turn Bays
-  Stop Sign

-  Existing Signal
-  Proposed Signal



**Figure X**  
Proposed Intersection Geometry  
Alternative H (*Alternate Intersection  
Design for SR 44 & Mission Dr./  
Wallace Rd./Canal St.*)

## **APPENDIX D**

### **Alternative Geometry Figures (A – H)**

#### **Step 1 Roundabout Screening**

# FLORIDA DEPARTMENT OF TRANSPORTATION

## STEP 1 - ROUNDABOUT SCREENING



Prepared by: VHB  
 Financial Project ID:  
 FAP No.:  
 County: Volusia

Date Prepared: August 2017  
 Project Name: Alternative Intersection Design Report for SR 44/  
 Wallace Rd/Canal St  
 State Road: SR 44; Intersecting Road: Canal St

### EXISTING CONTROL/PROJECT CLASSIFICATION

Control: ☐ Signal ☐ All Way Stop ☒ 2 Way Stop ☐ Yield ☐ None

Classification: ☐ Design. ☐ Traffic Operations ☐ Other

### SCREENING CRITERIA

1. Does the intersection have physical or geometric constraints that would limit visibility or complicate construction? *(comment below if "yes")* ☐ yes ☒ no

2. Does the major roadway AADT exceed 90% of the total intersection AADT? *(comment below if "yes")* ☐ yes ☒ no

3. Does the intersection have pedestrians with special needs that would have difficulty crossing the road? *(comment below if "yes")* ☐ yes ☒ no

4. Is the intersection located within a coordinated signal network? *(comment below if "yes")* ☒ yes ☐ no  
 SR 44/Eddie Rd and SR 44/Wallace Rd intersections were under Coordinated Signal Network. SR 44/Canal Connector intersection (potential roundabout intersection) is 1100 ft (approx) east of SR 44/Wallace Rd intersection.

5. Is there downstream traffic control or conditions that could cause queues to back up into the intersection? *(comment below if "yes")* ☒ yes ☐ no  
 SR 44 WB traffic queues will back up till the SR 44/Canal Connector intersection (potential roundabout intersection) from the SR 44/Wallace Rd intersection.

6. Would the installation of a roundabout create impacts to historical, 4(f), or environmentally sensitive sites? Would the relocation of residences or businesses be required? *(comment below if "yes")* ☒ yes ☐ no

*The beautification Arc (Welcome to New Smyrna Beach) in the north western coordinate of the SR 44/Canal Connector intersection should be demolished to build roundabout at this intersection.*

Step 2 evaluation is required if no is checked for all criteria. Level 2 is optional if yes is checked for one or more of the criteria.

Advance Roundabout Alternative to step 2 Roundabout b/c Evaluation ☐ yes ☒ no

Approved by: ☐ DDE or ☐ DTOE

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## **APPENDIX E**

**SimTraffic Results - Saturday B, E, F, G and H**

**SimTraffic Results - Thursday A, C and D**

**Traffic - Saturday & Thursday A, C and D**

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	1:45	1:45	1:45	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4909	4768	4845	4803	4808	4749	4892
Vehs Exited	4829	4661	4781	4833	4800	4776	4905
Starting Vehs	171	170	190	164	144	168	184
Ending Vehs	251	277	254	134	152	141	171
Denied Entry Before	3	0	2	1	0	0	2
Denied Entry After	4	6	4	2	2	3	2
Travel Distance (mi)	3452	3342	3416	3393	3414	3372	3498
Travel Time (hr)	198.9	219.9	190.3	160.9	163.1	160.5	168.6
Total Delay (hr)	105.1	129.7	97.6	69.3	70.2	68.7	73.7
Total Stops	5238	4953	5078	4950	5076	5032	5236
Fuel Used (gal)	145.5	146.6	142.2	134.5	135.3	134.1	140.2

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4859	4908	4872	4842
Vehs Exited	4857	4899	4874	4820
Starting Vehs	151	186	168	162
Ending Vehs	153	195	166	187
Denied Entry Before	0	1	3	0
Denied Entry After	4	1	1	2
Travel Distance (mi)	3440	3485	3422	3424
Travel Time (hr)	162.9	175.5	163.9	176.4
Total Delay (hr)	69.6	80.8	70.9	83.6
Total Stops	5059	5465	5110	5120
Fuel Used (gal)	137.0	140.0	136.5	139.2

## Interval #0 Information Seeding

Start Time	1:45
End Time	2:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	2:00
End Time	3:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4909	4768	4845	4803	4808	4749	4892
Vehs Exited	4829	4661	4781	4833	4800	4776	4905
Starting Vehs	171	170	190	164	144	168	184
Ending Vehs	251	277	254	134	152	141	171
Denied Entry Before	3	0	2	1	0	0	2
Denied Entry After	4	6	4	2	2	3	2
Travel Distance (mi)	3452	3342	3416	3393	3414	3372	3498
Travel Time (hr)	198.9	219.9	190.3	160.9	163.1	160.5	168.6
Total Delay (hr)	105.1	129.7	97.6	69.3	70.2	68.7	73.7
Total Stops	5238	4953	5078	4950	5076	5032	5236
Fuel Used (gal)	145.5	146.6	142.2	134.5	135.3	134.1	140.2

**Interval #1 Information Recording**

Start Time	2:00
End Time	3:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4859	4908	4872	4842
Vehs Exited	4857	4899	4874	4820
Starting Vehs	151	186	168	162
Ending Vehs	153	195	166	187
Denied Entry Before	0	1	3	0
Denied Entry After	4	1	1	2
Travel Distance (mi)	3440	3485	3422	3424
Travel Time (hr)	162.9	175.5	163.9	176.4
Total Delay (hr)	69.6	80.8	70.9	83.6
Total Stops	5059	5465	5110	5120
Fuel Used (gal)	137.0	140.0	136.5	139.2

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Total Network Performance

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Denied Delay (hr)	1.4
Denied Del/Veh (s)	1.1
Total Delay (hr)	82.2
Total Del/Veh (s)	59.1
Stop Delay (hr)	55.6
Stop Del/Veh (s)	40.0
Total Stops	5120
Stop/Veh	1.02
Travel Dist (mi)	3423.5
Travel Time (hr)	176.4
Avg Speed (mph)	20
Fuel Used (gal)	139.2
Fuel Eff. (mpg)	24.6
HC Emissions (g)	1379
CO Emissions (g)	60989
NOx Emissions (g)	5307
Vehicles Entered	4842
Vehicles Exited	4820
Hourly Exit Rate	4820
Input Volume	21880
% of Volume	22
Denied Entry Before	0
Denied Entry After	2
Density (ft/veh)	294
Occupancy (veh)	175

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	1:45	1:45	1:45	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4633	4700	4641	4767	4619	4815	4715
Vehs Exited	4688	4697	4649	4747	4640	4818	4687
Starting Vehs	192	151	155	145	173	184	160
Ending Vehs	137	154	147	165	152	181	188
Denied Entry Before	1	4	0	0	1	0	2
Denied Entry After	0	0	0	0	2	0	3
Travel Distance (mi)	3353	3401	3354	3420	3299	3446	3366
Travel Time (hr)	158.2	173.6	160.6	185.6	160.2	176.9	191.7
Total Delay (hr)	66.5	80.6	68.8	92.3	70.0	82.2	100.1
Total Stops	4967	5467	4975	5704	4809	5411	5471
Fuel Used (gal)	130.2	135.2	131.2	138.0	129.6	137.0	138.6

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4750	4700	4723	4705
Vehs Exited	4717	4688	4718	4706
Starting Vehs	159	151	179	158
Ending Vehs	192	163	184	160
Denied Entry Before	2	1	0	0
Denied Entry After	0	0	1	0
Travel Distance (mi)	3422	3353	3386	3380
Travel Time (hr)	187.1	166.4	176.8	173.7
Total Delay (hr)	93.4	74.9	84.0	81.3
Total Stops	5628	5371	5478	5326
Fuel Used (gal)	138.7	132.3	135.1	134.6

## Interval #0 Information Seeding

Start Time	1:45
End Time	2:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	2:00
End Time	3:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4633	4700	4641	4767	4619	4815	4715
Vehs Exited	4688	4697	4649	4747	4640	4818	4687
Starting Vehs	192	151	155	145	173	184	160
Ending Vehs	137	154	147	165	152	181	188
Denied Entry Before	1	4	0	0	1	0	2
Denied Entry After	0	0	0	0	2	0	3
Travel Distance (mi)	3353	3401	3354	3420	3299	3446	3366
Travel Time (hr)	158.2	173.6	160.6	185.6	160.2	176.9	191.7
Total Delay (hr)	66.5	80.6	68.8	92.3	70.0	82.2	100.1
Total Stops	4967	5467	4975	5704	4809	5411	5471
Fuel Used (gal)	130.2	135.2	131.2	138.0	129.6	137.0	138.6

**Interval #1 Information Recording**

Start Time	2:00
End Time	3:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4750	4700	4723	4705
Vehs Exited	4717	4688	4718	4706
Starting Vehs	159	151	179	158
Ending Vehs	192	163	184	160
Denied Entry Before	2	1	0	0
Denied Entry After	0	0	1	0
Travel Distance (mi)	3422	3353	3386	3380
Travel Time (hr)	187.1	166.4	176.8	173.7
Total Delay (hr)	93.4	74.9	84.0	81.3
Total Stops	5628	5371	5478	5326
Fuel Used (gal)	138.7	132.3	135.1	134.6

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Total Network Performance

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Denied Delay (hr)	0.9
Denied Del/Veh (s)	0.7
Total Delay (hr)	90.4
Total Del/Veh (s)	59.5
Stop Delay (hr)	51.6
Stop Del/Veh (s)	38.2
Total Stops	5326
Stop/Veh	1.09
Travel Dist (mi)	3380.2
Travel Time (hr)	173.7
Avg Speed (mph)	20
Fuel Used (gal)	134.6
Fuel Eff. (mpg)	25.1
HC Emissions (g)	1242
CO Emissions (g)	56841
NOx Emissions (g)	4775
Vehicles Entered	4705
Vehicles Exited	4706
Hourly Exit Rate	4706
Input Volume	21558
% of Volume	22
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	274
Occupancy (veh)	173

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	1:45	1:45	1:45	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4616	4745	4741	4658	4668	4592	4700
Vehs Exited	4632	4637	4696	4625	4563	4528	4594
Starting Vehs	210	154	204	209	157	190	172
Ending Vehs	194	262	249	242	262	254	278
Denied Entry Before	0	0	0	0	1	1	1
Denied Entry After	0	71	2	112	49	51	177
Travel Distance (mi)	3363	3391	3420	3376	3355	3327	3367
Travel Time (hr)	186.6	233.8	203.0	292.5	237.8	232.8	293.1
Total Delay (hr)	94.7	140.7	109.2	200.4	145.8	141.2	200.2
Total Stops	5304	5746	5618	5313	5331	5245	5705
Fuel Used (gal)	139.7	150.8	144.7	164.4	150.0	148.7	163.8

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4578	4766	4765	4682
Vehs Exited	4524	4684	4652	4614
Starting Vehs	181	173	138	174
Ending Vehs	235	255	251	241
Denied Entry Before	0	0	0	0
Denied Entry After	209	2	68	73
Travel Distance (mi)	3327	3422	3388	3374
Travel Time (hr)	346.7	222.3	222.0	247.1
Total Delay (hr)	254.7	128.2	128.9	154.4
Total Stops	5538	6119	5887	5579
Fuel Used (gal)	175.0	148.9	147.8	153.4

## Interval #0 Information Seeding

Start Time	1:45
End Time	2:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	2:00
End Time	3:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4616	4745	4741	4658	4668	4592	4700
Vehs Exited	4632	4637	4696	4625	4563	4528	4594
Starting Vehs	210	154	204	209	157	190	172
Ending Vehs	194	262	249	242	262	254	278
Denied Entry Before	0	0	0	0	1	1	1
Denied Entry After	0	71	2	112	49	51	177
Travel Distance (mi)	3363	3391	3420	3376	3355	3327	3367
Travel Time (hr)	186.6	233.8	203.0	292.5	237.8	232.8	293.1
Total Delay (hr)	94.7	140.7	109.2	200.4	145.8	141.2	200.2
Total Stops	5304	5746	5618	5313	5331	5245	5705
Fuel Used (gal)	139.7	150.8	144.7	164.4	150.0	148.7	163.8

**Interval #1 Information Recording**

Start Time	2:00
End Time	3:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4578	4766	4765	4682
Vehs Exited	4524	4684	4652	4614
Starting Vehs	181	173	138	174
Ending Vehs	235	255	251	241
Denied Entry Before	0	0	0	0
Denied Entry After	209	2	68	73
Travel Distance (mi)	3327	3422	3388	3374
Travel Time (hr)	346.7	222.3	222.0	247.1
Total Delay (hr)	254.7	128.2	128.9	154.4
Total Stops	5538	6119	5887	5579
Fuel Used (gal)	175.0	148.9	147.8	153.4

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Total Network Performance

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Denied Delay (hr)	26.1
Denied Del/Veh (s)	19.7
Total Delay (hr)	128.3
Total Del/Veh (s)	95.2
Stop Delay (hr)	106.0
Stop Del/Veh (s)	78.6
Total Stops	5579
Stop/Veh	1.15
Travel Dist (mi)	3373.6
Travel Time (hr)	247.1
Avg Speed (mph)	15
Fuel Used (gal)	153.4
Fuel Eff. (mpg)	22.0
HC Emissions (g)	1300
CO Emissions (g)	61376
NOx Emissions (g)	4880
Vehicles Entered	4682
Vehicles Exited	4614
Hourly Exit Rate	4614
Input Volume	25668
% of Volume	18
Denied Entry Before	0
Denied Entry After	73
Density (ft/veh)	220
Occupancy (veh)	221

### Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	1:45	1:45	1:45	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4780	4845	4844	4761	4801	4797	4895
Vehs Exited	4745	4864	4819	4608	4757	4773	4887
Starting Vehs	151	198	165	161	157	186	199
Ending Vehs	186	179	190	314	201	210	207
Denied Entry Before	1	0	0	2	0	2	1
Denied Entry After	0	0	1	43	0	4	3
Travel Distance (mi)	3423	3508	3468	3356	3442	3440	3524
Travel Time (hr)	167.8	173.8	166.7	245.6	234.3	170.8	196.2
Total Delay (hr)	74.9	78.2	72.9	154.5	140.9	77.2	100.4
Total Stops	5409	5618	5218	6808	7393	5268	6376
Fuel Used (gal)	138.0	140.7	139.4	152.3	153.2	138.1	147.3

### Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4771	4795	4654	4793
Vehs Exited	4754	4821	4377	4742
Starting Vehs	174	187	159	170
Ending Vehs	191	161	436	228
Denied Entry Before	0	0	1	0
Denied Entry After	1	1	191	24
Travel Distance (mi)	3450	3456	3177	3424
Travel Time (hr)	168.1	170.7	213.3	190.7
Total Delay (hr)	74.5	76.8	126.9	97.7
Total Stops	5343	5474	5330	5824
Fuel Used (gal)	139.1	139.5	140.7	142.8

### Interval #0 Information Seeding

Start Time	1:45
End Time	2:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	2:00
End Time	3:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4780	4845	4844	4761	4801	4797	4895
Vehs Exited	4745	4864	4819	4608	4757	4773	4887
Starting Vehs	151	198	165	161	157	186	199
Ending Vehs	186	179	190	314	201	210	207
Denied Entry Before	1	0	0	2	0	2	1
Denied Entry After	0	0	1	43	0	4	3
Travel Distance (mi)	3423	3508	3468	3356	3442	3440	3524
Travel Time (hr)	167.8	173.8	166.7	245.6	234.3	170.8	196.2
Total Delay (hr)	74.9	78.2	72.9	154.5	140.9	77.2	100.4
Total Stops	5409	5618	5218	6808	7393	5268	6376
Fuel Used (gal)	138.0	140.7	139.4	152.3	153.2	138.1	147.3

### Interval #1 Information Recording

Start Time	2:00
End Time	3:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4771	4795	4654	4793
Vehs Exited	4754	4821	4377	4742
Starting Vehs	174	187	159	170
Ending Vehs	191	161	436	228
Denied Entry Before	0	0	1	0
Denied Entry After	1	1	191	24
Travel Distance (mi)	3450	3456	3177	3424
Travel Time (hr)	168.1	170.7	213.3	190.7
Total Delay (hr)	74.5	76.8	126.9	97.7
Total Stops	5343	5474	5330	5824
Fuel Used (gal)	139.1	139.5	140.7	142.8

### Total Network Performance

Denied Delay (hr)	4.0
Denied Del/Veh (s)	3.0
Total Delay (hr)	93.7
Total Del/Veh (s)	67.9
Stop Delay (hr)	60.9
Stop Del/Veh (s)	44.1
Total Stops	5824
Stop/Veh	1.17
Travel Dist (mi)	3424.4
Travel Time (hr)	190.7
Avg Speed (mph)	18
Fuel Used (gal)	142.8
Fuel Eff. (mpg)	24.0
HC Emissions (g)	1313
CO Emissions (g)	59661
NOx Emissions (g)	5055
Vehicles Entered	4793
Vehicles Exited	4742
Hourly Exit Rate	4742
Input Volume	29324
% of Volume	16
Denied Entry Before	0
Denied Entry After	24
Density (ft/veh)	275
Occupancy (veh)	187

### Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4785	4839	4928	4829	4797	4752	4809
Vehs Exited	4792	4851	4898	4836	4741	4759	4780
Starting Vehs	186	152	143	156	129	171	159
Ending Vehs	179	140	173	149	185	164	188
Denied Entry Before	0	0	1	0	0	0	1
Denied Entry After	0	0	0	0	1	0	0
Travel Distance (mi)	3464	3505	3569	3510	3453	3454	3490
Travel Time (hr)	159.0	164.3	180.7	165.8	158.7	181.7	159.2
Total Delay (hr)	65.4	69.1	84.2	69.8	64.2	87.5	64.0
Total Stops	5043	5300	5800	5302	5164	5765	5159
Fuel Used (gal)	136.2	138.4	143.2	138.8	135.9	140.4	135.8

### Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4763	4739	4846	4808
Vehs Exited	4780	4702	4824	4797
Starting Vehs	175	142	161	153
Ending Vehs	158	179	183	166
Denied Entry Before	2	0	0	0
Denied Entry After	0	0	1	0
Travel Distance (mi)	3451	3401	3498	3480
Travel Time (hr)	162.4	169.6	168.0	166.9
Total Delay (hr)	68.4	77.0	73.1	72.3
Total Stops	5167	5480	5350	5351
Fuel Used (gal)	135.9	135.4	139.4	137.9

### Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4785	4839	4928	4829	4797	4752	4809
Vehs Exited	4792	4851	4898	4836	4741	4759	4780
Starting Vehs	186	152	143	156	129	171	159
Ending Vehs	179	140	173	149	185	164	188
Denied Entry Before	0	0	1	0	0	0	1
Denied Entry After	0	0	0	0	1	0	0
Travel Distance (mi)	3464	3505	3569	3510	3453	3454	3490
Travel Time (hr)	159.0	164.3	180.7	165.8	158.7	181.7	159.2
Total Delay (hr)	65.4	69.1	84.2	69.8	64.2	87.5	64.0
Total Stops	5043	5300	5800	5302	5164	5765	5159
Fuel Used (gal)	136.2	138.4	143.2	138.8	135.9	140.4	135.8

### Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4763	4739	4846	4808
Vehs Exited	4780	4702	4824	4797
Starting Vehs	175	142	161	153
Ending Vehs	158	179	183	166
Denied Entry Before	2	0	0	0
Denied Entry After	0	0	1	0
Travel Distance (mi)	3451	3401	3498	3480
Travel Time (hr)	162.4	169.6	168.0	166.9
Total Delay (hr)	68.4	77.0	73.1	72.3
Total Stops	5167	5480	5350	5351
Fuel Used (gal)	135.9	135.4	139.4	137.9

### Total Network Performance

Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.5
Total Delay (hr)	71.7
Total Del/Veh (s)	52.0
Stop Delay (hr)	41.5
Stop Del/Veh (s)	30.1
Total Stops	5351
Stop/Veh	1.08
Travel Dist (mi)	3479.7
Travel Time (hr)	166.9
Avg Speed (mph)	21
Fuel Used (gal)	137.9
Fuel Eff. (mpg)	25.2
HC Emissions (g)	1243
CO Emissions (g)	57792
NOx Emissions (g)	4954
Vehicles Entered	4808
Vehicles Exited	4797
Hourly Exit Rate	4797
Input Volume	28953
% of Volume	17
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	315
Occupancy (veh)	166

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	9:45	9:45	9:45	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4546	4626	4543	4495	4532	4571	4705
Vehs Exited	4606	4597	4569	4335	4556	4575	4713
Starting Vehs	216	164	165	182	169	185	179
Ending Vehs	156	193	139	342	145	181	171
Denied Entry Before	1	1	2	0	1	0	1
Denied Entry After	2	14	0	20	0	0	0
Travel Distance (mi)	3290	3339	3243	3137	3233	3292	3353
Travel Time (hr)	171.9	202.2	155.5	244.1	155.6	179.1	177.8
Total Delay (hr)	82.2	110.6	66.8	159.1	66.9	89.0	85.6
Total Stops	5642	5884	4921	5174	5006	5831	5868
Fuel Used (gal)	134.6	142.3	129.0	146.1	128.1	135.6	137.4

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4712	4647	4631	4598
Vehs Exited	4582	4590	4553	4569
Starting Vehs	111	154	165	161
Ending Vehs	241	211	243	196
Denied Entry Before	2	1	1	0
Denied Entry After	0	41	1	7
Travel Distance (mi)	3313	3286	3244	3273
Travel Time (hr)	192.9	212.7	183.9	187.6
Total Delay (hr)	102.1	123.2	95.1	98.1
Total Stops	6263	5530	5175	5525
Fuel Used (gal)	139.6	142.2	135.3	137.0

## Interval #0 Information Seeding

Start Time	9:45
End Time	10:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	10:00						
End Time	11:00						
Total Time (min)	60						
Volumes adjusted by PHF, Growth Factors.							
Run Number	1	10	2	3	4	5	6
Vehs Entered	4546	4626	4543	4495	4532	4571	4705
Vehs Exited	4606	4597	4569	4335	4556	4575	4713
Starting Vehs	216	164	165	182	169	185	179
Ending Vehs	156	193	139	342	145	181	171
Denied Entry Before	1	1	2	0	1	0	1
Denied Entry After	2	14	0	20	0	0	0
Travel Distance (mi)	3290	3339	3243	3137	3233	3292	3353
Travel Time (hr)	171.9	202.2	155.5	244.1	155.6	179.1	177.8
Total Delay (hr)	82.2	110.6	66.8	159.1	66.9	89.0	85.6
Total Stops	5642	5884	4921	5174	5006	5831	5868
Fuel Used (gal)	134.6	142.3	129.0	146.1	128.1	135.6	137.4

**Interval #1 Information Recording**

Start Time	10:00			
End Time	11:00			
Total Time (min)	60			
Volumes adjusted by PHF, Growth Factors.				
Run Number	7	8	9	Avg
Vehs Entered	4712	4647	4631	4598
Vehs Exited	4582	4590	4553	4569
Starting Vehs	111	154	165	161
Ending Vehs	241	211	243	196
Denied Entry Before	2	1	1	0
Denied Entry After	0	41	1	7
Travel Distance (mi)	3313	3286	3244	3273
Travel Time (hr)	192.9	212.7	183.9	187.6
Total Delay (hr)	102.1	123.2	95.1	98.1
Total Stops	6263	5530	5175	5525
Fuel Used (gal)	139.6	142.2	135.3	137.0

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Total Network Performance

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Denied Delay (hr)	3.2
Denied Del/Veh (s)	2.5
Total Delay (hr)	94.9
Total Del/Veh (s)	71.7
Stop Delay (hr)	68.4
Stop Del/Veh (s)	51.7
Total Stops	5525
Stop/Veh	1.16
Travel Dist (mi)	3273.0
Travel Time (hr)	187.6
Avg Speed (mph)	18
Fuel Used (gal)	137.0
Fuel Eff. (mpg)	23.9
HC Emissions (g)	1327
CO Emissions (g)	58567
NOx Emissions (g)	5050
Vehicles Entered	4598
Vehicles Exited	4569
Hourly Exit Rate	4569
Input Volume	20848
% of Volume	22
Denied Entry Before	0
Denied Entry After	7
Density (ft/veh)	278
Occupancy (veh)	184

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	9:45	9:45	9:45	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4391	4464	4588	4522	4454	4520	4508
Vehs Exited	4398	4455	4609	4504	4476	4439	4470
Starting Vehs	179	187	215	214	199	162	180
Ending Vehs	172	196	194	232	177	243	218
Denied Entry Before	1	2	0	1	1	0	0
Denied Entry After	1	1	0	42	0	0	2
Travel Distance (mi)	3212	3262	3380	3289	3281	3293	3267
Travel Time (hr)	163.6	177.3	199.9	283.1	203.7	221.9	180.2
Total Delay (hr)	75.2	87.0	106.4	192.3	113.3	130.9	90.1
Total Stops	5027	5557	6483	6754	6702	6983	5662
Fuel Used (gal)	127.9	132.7	142.8	160.0	140.7	146.0	134.0

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4499	4462	4423	4481
Vehs Exited	4475	4463	4431	4471
Starting Vehs	210	176	182	187
Ending Vehs	234	175	174	195
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	4
Travel Distance (mi)	3266	3266	3241	3276
Travel Time (hr)	234.6	169.5	176.1	201.0
Total Delay (hr)	143.9	79.5	86.7	110.5
Total Stops	7325	5264	5365	6113
Fuel Used (gal)	148.6	131.5	131.9	139.6

## Interval #0 Information Seeding

Start Time	9:45
End Time	10:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time 10:00

End Time 11:00

Total Time (min) 60

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	4391	4464	4588	4522	4454	4520	4508
Vehs Exited	4398	4455	4609	4504	4476	4439	4470
Starting Vehs	179	187	215	214	199	162	180
Ending Vehs	172	196	194	232	177	243	218
Denied Entry Before	1	2	0	1	1	0	0
Denied Entry After	1	1	0	42	0	0	2
Travel Distance (mi)	3212	3262	3380	3289	3281	3293	3267
Travel Time (hr)	163.6	177.3	199.9	283.1	203.7	221.9	180.2
Total Delay (hr)	75.2	87.0	106.4	192.3	113.3	130.9	90.1
Total Stops	5027	5557	6483	6754	6702	6983	5662
Fuel Used (gal)	127.9	132.7	142.8	160.0	140.7	146.0	134.0

**Interval #1 Information Recording**

Start Time 10:00

End Time 11:00

Total Time (min) 60

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	4499	4462	4423	4481
Vehs Exited	4475	4463	4431	4471
Starting Vehs	210	176	182	187
Ending Vehs	234	175	174	195
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	4
Travel Distance (mi)	3266	3266	3241	3276
Travel Time (hr)	234.6	169.5	176.1	201.0
Total Delay (hr)	143.9	79.5	86.7	110.5
Total Stops	7325	5264	5365	6113
Fuel Used (gal)	148.6	131.5	131.9	139.6

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Total Network Performance

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Denied Delay (hr)	5.1
Denied Del/Veh (s)	4.1
Total Delay (hr)	105.5
Total Del/Veh (s)	81.4
Stop Delay (hr)	67.1
Stop Del/Veh (s)	51.8
Total Stops	6113
Stop/Veh	1.31
Travel Dist (mi)	3275.7
Travel Time (hr)	201.0
Avg Speed (mph)	17
Fuel Used (gal)	139.6
Fuel Eff. (mpg)	23.5
HC Emissions (g)	1241
CO Emissions (g)	56337
NOx Emissions (g)	4651
Vehicles Entered	4481
Vehicles Exited	4471
Hourly Exit Rate	4471
Input Volume	20834
% of Volume	21
Denied Entry Before	0
Denied Entry After	4
Density (ft/veh)	242
Occupancy (veh)	196

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	9:45	9:45	9:45	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4348	4521	4401	4482	4432	4522	4470
Vehs Exited	4110	4404	4265	4435	4320	4401	4389
Starting Vehs	198	159	261	159	172	155	144
Ending Vehs	436	276	397	206	284	276	225
Denied Entry Before	0	1	0	0	1	0	1
Denied Entry After	159	39	220	4	9	55	16
Travel Distance (mi)	3166	3280	3208	3296	3234	3272	3258
Travel Time (hr)	358.4	219.1	404.0	177.3	214.1	225.3	195.0
Total Delay (hr)	270.4	128.3	315.2	86.4	125.2	134.9	105.3
Total Stops	9315	6940	9720	5959	7156	7480	6621
Fuel Used (gal)	171.1	143.2	184.7	133.2	139.2	143.4	135.9

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4610	4509	4507	4480
Vehs Exited	4468	4446	4465	4369
Starting Vehs	147	174	206	171
Ending Vehs	289	237	248	288
Denied Entry Before	0	0	1	0
Denied Entry After	9	13	1	51
Travel Distance (mi)	3356	3303	3316	3269
Travel Time (hr)	225.3	227.5	188.6	243.5
Total Delay (hr)	132.3	136.1	97.3	153.1
Total Stops	7738	7534	6464	7491
Fuel Used (gal)	146.4	144.3	137.2	147.9

## Interval #0 Information Seeding

Start Time	9:45
End Time	10:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	10:00
End Time	11:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4348	4521	4401	4482	4432	4522	4470
Vehs Exited	4110	4404	4265	4435	4320	4401	4389
Starting Vehs	198	159	261	159	172	155	144
Ending Vehs	436	276	397	206	284	276	225
Denied Entry Before	0	1	0	0	1	0	1
Denied Entry After	159	39	220	4	9	55	16
Travel Distance (mi)	3166	3280	3208	3296	3234	3272	3258
Travel Time (hr)	358.4	219.1	404.0	177.3	214.1	225.3	195.0
Total Delay (hr)	270.4	128.3	315.2	86.4	125.2	134.9	105.3
Total Stops	9315	6940	9720	5959	7156	7480	6621
Fuel Used (gal)	171.1	143.2	184.7	133.2	139.2	143.4	135.9

**Interval #1 Information Recording**

Start Time	10:00
End Time	11:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4610	4509	4507	4480
Vehs Exited	4468	4446	4465	4369
Starting Vehs	147	174	206	171
Ending Vehs	289	237	248	288
Denied Entry Before	0	0	1	0
Denied Entry After	9	13	1	51
Travel Distance (mi)	3356	3303	3316	3269
Travel Time (hr)	225.3	227.5	188.6	243.5
Total Delay (hr)	132.3	136.1	97.3	153.1
Total Stops	7738	7534	6464	7491
Fuel Used (gal)	146.4	144.3	137.2	147.9

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Total Network Performance

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Denied Delay (hr)	16.1
Denied Del/Veh (s)	12.8
Total Delay (hr)	137.0
Total Del/Veh (s)	105.9
Stop Delay (hr)	101.8
Stop Del/Veh (s)	78.7
Total Stops	7491
Stop/Veh	1.61
Travel Dist (mi)	3269.1
Travel Time (hr)	243.5
Avg Speed (mph)	14
Fuel Used (gal)	147.9
Fuel Eff. (mpg)	22.1
HC Emissions (g)	1235
CO Emissions (g)	56853
NOx Emissions (g)	4523
Vehicles Entered	4480
Vehicles Exited	4369
Hourly Exit Rate	4369
Input Volume	27914
% of Volume	16
Denied Entry Before	0
Denied Entry After	51
Density (ft/veh)	211
Occupancy (veh)	227

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4376	4402	4472	4537	4453	4407	4508
Vehs Exited	4432	4378	4406	4474	4420	4385	4326
Starting Vehs	223	196	164	132	163	186	123
Ending Vehs	167	220	230	195	196	208	305
Denied Entry Before	1	0	0	1	0	0	1
Denied Entry After	0	89	2	4	1	125	39
Travel Distance (mi)	3289	3240	3277	3315	3278	3222	3230
Travel Time (hr)	171.0	270.4	211.8	179.8	190.1	283.8	231.0
Total Delay (hr)	80.5	181.1	121.6	88.6	100.5	195.0	142.4
Total Stops	6135	7488	7579	6423	6990	7585	6805
Fuel Used (gal)	134.7	157.5	144.5	137.3	139.1	159.9	146.9

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4609	4436	4448	4464
Vehs Exited	4541	4378	4340	4408
Starting Vehs	165	181	195	169
Ending Vehs	233	239	303	225
Denied Entry Before	0	0	0	0
Denied Entry After	10	107	29	40
Travel Distance (mi)	3403	3238	3264	3276
Travel Time (hr)	186.9	256.6	250.1	223.1
Total Delay (hr)	93.5	167.7	160.7	133.2
Total Stops	6584	7324	6823	6970
Fuel Used (gal)	141.6	153.9	152.4	146.8

## Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	7:12
End Time	8:12
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4376	4402	4472	4537	4453	4407	4508
Vehs Exited	4432	4378	4406	4474	4420	4385	4326
Starting Vehs	223	196	164	132	163	186	123
Ending Vehs	167	220	230	195	196	208	305
Denied Entry Before	1	0	0	1	0	0	1
Denied Entry After	0	89	2	4	1	125	39
Travel Distance (mi)	3289	3240	3277	3315	3278	3222	3230
Travel Time (hr)	171.0	270.4	211.8	179.8	190.1	283.8	231.0
Total Delay (hr)	80.5	181.1	121.6	88.6	100.5	195.0	142.4
Total Stops	6135	7488	7579	6423	6990	7585	6805
Fuel Used (gal)	134.7	157.5	144.5	137.3	139.1	159.9	146.9

**Interval #1 Information Recording**

Start Time	7:12
End Time	8:12
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4609	4436	4448	4464
Vehs Exited	4541	4378	4340	4408
Starting Vehs	165	181	195	169
Ending Vehs	233	239	303	225
Denied Entry Before	0	0	0	0
Denied Entry After	10	107	29	40
Travel Distance (mi)	3403	3238	3264	3276
Travel Time (hr)	186.9	256.6	250.1	223.1
Total Delay (hr)	93.5	167.7	160.7	133.2
Total Stops	6584	7324	6823	6970
Fuel Used (gal)	141.6	153.9	152.4	146.8

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**Total Network Performance**

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Denied Delay (hr)	17.3
Denied Del/Veh (s)	13.8
Total Delay (hr)	115.9
Total Del/Veh (s)	90.0
Stop Delay (hr)	78.1
Stop Del/Veh (s)	60.7
Total Stops	6970
Stop/Veh	1.50
Travel Dist (mi)	3275.6
Travel Time (hr)	223.1
Avg Speed (mph)	16
Fuel Used (gal)	146.8
Fuel Eff. (mpg)	22.3
HC Emissions (g)	1271
CO Emissions (g)	56051
NOx Emissions (g)	4867
Vehicles Entered	4464
Vehicles Exited	4408
Hourly Exit Rate	4408
Input Volume	28020
% of Volume	16
Denied Entry Before	0
Denied Entry After	40
Density (ft/veh)	249
Occupancy (veh)	206

### Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4542	4491	4489	4521	4446	4404	4470
Vehs Exited	4567	4438	4396	4514	4422	4316	4406
Starting Vehs	248	159	155	199	162	193	149
Ending Vehs	223	212	248	206	186	281	213
Denied Entry Before	6	1	0	0	0	1	0
Denied Entry After	122	59	10	2	0	12	48
Travel Distance (mi)	3356	3262	3271	3337	3241	3206	3231
Travel Time (hr)	271.5	220.9	239.9	192.1	158.3	239.4	215.7
Total Delay (hr)	179.9	131.3	150.3	100.8	69.5	151.3	126.7
Total Stops	7317	7007	6902	7169	5480	7115	6671
Fuel Used (gal)	160.9	144.8	150.1	140.9	129.4	148.1	143.2

### Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4487	4465	4454	4476
Vehs Exited	4422	4460	4462	4441
Starting Vehs	165	221	216	184
Ending Vehs	230	226	208	217
Denied Entry Before	0	0	0	0
Denied Entry After	105	32	68	45
Travel Distance (mi)	3292	3296	3263	3275
Travel Time (hr)	245.9	189.4	280.6	225.4
Total Delay (hr)	154.9	98.8	191.0	135.5
Total Stops	7146	6331	6967	6813
Fuel Used (gal)	152.3	138.5	159.4	146.8

### Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4542	4491	4489	4521	4446	4404	4470
Vehs Exited	4567	4438	4396	4514	4422	4316	4406
Starting Vehs	248	159	155	199	162	193	149
Ending Vehs	223	212	248	206	186	281	213
Denied Entry Before	6	1	0	0	0	1	0
Denied Entry After	122	59	10	2	0	12	48
Travel Distance (mi)	3356	3262	3271	3337	3241	3206	3231
Travel Time (hr)	271.5	220.9	239.9	192.1	158.3	239.4	215.7
Total Delay (hr)	179.9	131.3	150.3	100.8	69.5	151.3	126.7
Total Stops	7317	7007	6902	7169	5480	7115	6671
Fuel Used (gal)	160.9	144.8	150.1	140.9	129.4	148.1	143.2

### Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4487	4465	4454	4476
Vehs Exited	4422	4460	4462	4441
Starting Vehs	165	221	216	184
Ending Vehs	230	226	208	217
Denied Entry Before	0	0	0	0
Denied Entry After	105	32	68	45
Travel Distance (mi)	3292	3296	3263	3275
Travel Time (hr)	245.9	189.4	280.6	225.4
Total Delay (hr)	154.9	98.8	191.0	135.5
Total Stops	7146	6331	6967	6813
Fuel Used (gal)	152.3	138.5	159.4	146.8

### Total Network Performance

Denied Delay (hr)	18.3
Denied Del/Veh (s)	14.6
Total Delay (hr)	117.1
Total Del/Veh (s)	90.5
Stop Delay (hr)	81.5
Stop Del/Veh (s)	63.0
Total Stops	6813
Stop/Veh	1.46
Travel Dist (mi)	3275.4
Travel Time (hr)	225.4
Avg Speed (mph)	16
Fuel Used (gal)	146.8
Fuel Eff. (mpg)	22.3
HC Emissions (g)	1197
CO Emissions (g)	54311
NOx Emissions (g)	4722
Vehicles Entered	4476
Vehicles Exited	4441
Hourly Exit Rate	4441
Input Volume	27776
% of Volume	16
Denied Entry Before	0
Denied Entry After	45
Density (ft/veh)	253
Occupancy (veh)	207

## **APPENDIX E**

**SimTraffic Results - Saturday B, E, F, G and H**

**SimTraffic Results - Saturday & Thursday A, C and D**

**Traffic - Saturday & Thursday A, C and D**

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	9:45	9:45	9:45	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4591	4657	4560	4561	4503	4516	4623
Vehs Exited	4625	4632	4556	4590	4388	4527	4620
Starting Vehs	195	151	187	184	186	192	173
Ending Vehs	161	176	191	155	301	181	176
Denied Entry Before	2	0	1	0	0	0	1
Denied Entry After	0	2	0	0	2	2	0
Travel Distance (mi)	3344	3331	3329	3310	3213	3292	3343
Travel Time (hr)	171.0	171.4	182.0	168.4	201.5	174.5	171.0
Total Delay (hr)	79.5	80.2	91.4	77.7	113.9	84.4	79.2
Total Stops	5134	5117	5632	4970	4649	5158	5034
Fuel Used (gal)	132.8	131.9	135.6	130.3	135.4	131.6	132.4

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4693	4633	4637	4593
Vehs Exited	4599	4607	4607	4575
Starting Vehs	170	176	168	173
Ending Vehs	264	202	198	196
Denied Entry Before	0	0	0	0
Denied Entry After	18	0	0	2
Travel Distance (mi)	3359	3348	3358	3323
Travel Time (hr)	206.1	182.5	174.5	180.3
Total Delay (hr)	114.3	90.4	82.4	89.3
Total Stops	6346	5480	5154	5267
Fuel Used (gal)	142.1	135.6	133.4	134.1

## Interval #0 Information Seeding

Start Time	9:45
End Time	10:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	10:00
End Time	11:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4591	4657	4560	4561	4503	4516	4623
Vehs Exited	4625	4632	4556	4590	4388	4527	4620
Starting Vehs	195	151	187	184	186	192	173
Ending Vehs	161	176	191	155	301	181	176
Denied Entry Before	2	0	1	0	0	0	1
Denied Entry After	0	2	0	0	2	2	0
Travel Distance (mi)	3344	3331	3329	3310	3213	3292	3343
Travel Time (hr)	171.0	171.4	182.0	168.4	201.5	174.5	171.0
Total Delay (hr)	79.5	80.2	91.4	77.7	113.9	84.4	79.2
Total Stops	5134	5117	5632	4970	4649	5158	5034
Fuel Used (gal)	132.8	131.9	135.6	130.3	135.4	131.6	132.4

**Interval #1 Information Recording**

Start Time	10:00
End Time	11:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4693	4633	4637	4593
Vehs Exited	4599	4607	4607	4575
Starting Vehs	170	176	168	173
Ending Vehs	264	202	198	196
Denied Entry Before	0	0	0	0
Denied Entry After	18	0	0	2
Travel Distance (mi)	3359	3348	3358	3323
Travel Time (hr)	206.1	182.5	174.5	180.3
Total Delay (hr)	114.3	90.4	82.4	89.3
Total Stops	6346	5480	5154	5267
Fuel Used (gal)	142.1	135.6	133.4	134.1

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Total Network Performance

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Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.8
Total Delay (hr)	88.4
Total Del/Veh (s)	66.7
Stop Delay (hr)	58.9
Stop Del/Veh (s)	44.4
Total Stops	5267
Stop/Veh	1.10
Travel Dist (mi)	3322.9
Travel Time (hr)	180.3
Avg Speed (mph)	19
Fuel Used (gal)	134.1
Fuel Eff. (mpg)	24.8
HC Emissions (g)	1258
CO Emissions (g)	53855
NOx Emissions (g)	4847
Vehicles Entered	4593
Vehicles Exited	4575
Hourly Exit Rate	4575
Input Volume	20930
% of Volume	22
Denied Entry Before	0
Denied Entry After	2
Density (ft/veh)	283
Occupancy (veh)	179

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	9:45	9:45	9:45	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4529	4655	4600	4655	4529	4529	4559
Vehs Exited	4452	4642	4620	4614	4508	4478	4549
Starting Vehs	138	153	183	171	148	157	138
Ending Vehs	215	166	163	212	169	208	148
Denied Entry Before	1	0	1	0	0	1	0
Denied Entry After	0	2	0	1	1	2	0
Travel Distance (mi)	3292	3441	3411	3416	3321	3280	3356
Travel Time (hr)	184.9	175.7	162.4	163.8	160.6	170.8	155.5
Total Delay (hr)	94.9	81.4	69.2	70.3	69.7	81.1	63.3
Total Stops	5262	6131	5389	5523	5275	5878	5023
Fuel Used (gal)	136.8	138.7	135.0	135.7	130.7	133.5	131.3

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4615	4671	4571	4591
Vehs Exited	4501	4658	4601	4562
Starting Vehs	180	154	169	155
Ending Vehs	294	167	139	185
Denied Entry Before	0	0	2	0
Denied Entry After	6	3	0	0
Travel Distance (mi)	3326	3452	3354	3365
Travel Time (hr)	224.2	162.7	163.7	172.4
Total Delay (hr)	133.3	67.8	71.7	80.3
Total Stops	5592	5386	5575	5498
Fuel Used (gal)	146.4	135.8	133.6	135.7

## Interval #0 Information Seeding

Start Time	9:45
End Time	10:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	10:00
End Time	11:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4529	4655	4600	4655	4529	4529	4559
Vehs Exited	4452	4642	4620	4614	4508	4478	4549
Starting Vehs	138	153	183	171	148	157	138
Ending Vehs	215	166	163	212	169	208	148
Denied Entry Before	1	0	1	0	0	1	0
Denied Entry After	0	2	0	1	1	2	0
Travel Distance (mi)	3292	3441	3411	3416	3321	3280	3356
Travel Time (hr)	184.9	175.7	162.4	163.8	160.6	170.8	155.5
Total Delay (hr)	94.9	81.4	69.2	70.3	69.7	81.1	63.3
Total Stops	5262	6131	5389	5523	5275	5878	5023
Fuel Used (gal)	136.8	138.7	135.0	135.7	130.7	133.5	131.3

**Interval #1 Information Recording**

Start Time	10:00
End Time	11:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4615	4671	4571	4591
Vehs Exited	4501	4658	4601	4562
Starting Vehs	180	154	169	155
Ending Vehs	294	167	139	185
Denied Entry Before	0	0	2	0
Denied Entry After	6	3	0	0
Travel Distance (mi)	3326	3452	3354	3365
Travel Time (hr)	224.2	162.7	163.7	172.4
Total Delay (hr)	133.3	67.8	71.7	80.3
Total Stops	5592	5386	5575	5498
Fuel Used (gal)	146.4	135.8	133.6	135.7

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Total Network Performance

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Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.6
Total Delay (hr)	79.5
Total Del/Veh (s)	60.3
Stop Delay (hr)	49.5
Stop Del/Veh (s)	37.5
Total Stops	5498
Stop/Veh	1.16
Travel Dist (mi)	3364.9
Travel Time (hr)	172.4
Avg Speed (mph)	20
Fuel Used (gal)	135.7
Fuel Eff. (mpg)	24.8
HC Emissions (g)	1307
CO Emissions (g)	57596
NOx Emissions (g)	4998
Vehicles Entered	4591
Vehicles Exited	4562
Hourly Exit Rate	4562
Input Volume	28007
% of Volume	16
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	298
Occupancy (veh)	172

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	9:45	9:45	9:45	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4601	4525	4545	4609	4471	4588	4623
Vehs Exited	4576	4500	4512	4569	4317	4589	4595
Starting Vehs	138	127	153	131	129	161	130
Ending Vehs	163	152	186	171	283	160	158
Denied Entry Before	0	1	0	5	0	1	0
Denied Entry After	0	0	0	0	3	0	0
Travel Distance (mi)	3349	3323	3320	3346	3175	3371	3379
Travel Time (hr)	151.7	145.9	153.6	152.6	169.2	153.2	151.5
Total Delay (hr)	59.7	54.7	62.8	60.6	82.3	60.8	59.1
Total Stops	4992	4743	5144	5078	4400	5049	4921
Fuel Used (gal)	130.0	127.3	129.1	130.5	127.9	130.7	130.6

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4524	4577	4438	4546
Vehs Exited	4519	4574	4420	4518
Starting Vehs	146	139	140	136
Ending Vehs	151	142	158	170
Denied Entry Before	2	0	2	1
Denied Entry After	0	1	0	0
Travel Distance (mi)	3293	3348	3245	3315
Travel Time (hr)	146.5	148.8	141.5	151.4
Total Delay (hr)	55.9	56.5	52.4	60.5
Total Stops	4767	4858	4507	4846
Fuel Used (gal)	127.5	128.3	124.3	128.6

## Interval #0 Information Seeding

Start Time	9:45
End Time	10:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	10:00
End Time	11:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4601	4525	4545	4609	4471	4588	4623
Vehs Exited	4576	4500	4512	4569	4317	4589	4595
Starting Vehs	138	127	153	131	129	161	130
Ending Vehs	163	152	186	171	283	160	158
Denied Entry Before	0	1	0	5	0	1	0
Denied Entry After	0	0	0	0	3	0	0
Travel Distance (mi)	3349	3323	3320	3346	3175	3371	3379
Travel Time (hr)	151.7	145.9	153.6	152.6	169.2	153.2	151.5
Total Delay (hr)	59.7	54.7	62.8	60.6	82.3	60.8	59.1
Total Stops	4992	4743	5144	5078	4400	5049	4921
Fuel Used (gal)	130.0	127.3	129.1	130.5	127.9	130.7	130.6

**Interval #1 Information Recording**

Start Time	10:00
End Time	11:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4524	4577	4438	4546
Vehs Exited	4519	4574	4420	4518
Starting Vehs	146	139	140	136
Ending Vehs	151	142	158	170
Denied Entry Before	2	0	2	1
Denied Entry After	0	1	0	0
Travel Distance (mi)	3293	3348	3245	3315
Travel Time (hr)	146.5	148.8	141.5	151.4
Total Delay (hr)	55.9	56.5	52.4	60.5
Total Stops	4767	4858	4507	4846
Fuel Used (gal)	127.5	128.3	124.3	128.6

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Total Network Performance

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Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.5
Total Delay (hr)	59.9
Total Del/Veh (s)	46.0
Stop Delay (hr)	34.8
Stop Del/Veh (s)	26.8
Total Stops	4846
Stop/Veh	1.03
Travel Dist (mi)	3314.9
Travel Time (hr)	151.4
Avg Speed (mph)	22
Fuel Used (gal)	128.6
Fuel Eff. (mpg)	25.8
HC Emissions (g)	1196
CO Emissions (g)	54738
NOx Emissions (g)	4727
Vehicles Entered	4546
Vehicles Exited	4518
Hourly Exit Rate	4518
Input Volume	27757
% of Volume	16
Denied Entry Before	1
Denied Entry After	0
Density (ft/veh)	349
Occupancy (veh)	151

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	1:45	1:45	1:45	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4791	4826	4935	4723	4912	4820	4786
Vehs Exited	4828	4858	4946	4715	4870	4868	4799
Starting Vehs	194	171	163	167	176	185	164
Ending Vehs	157	139	152	175	218	137	151
Denied Entry Before	0	0	1	0	2	2	0
Denied Entry After	0	0	1	0	1	0	1
Travel Distance (mi)	3413	3413	3463	3328	3461	3432	3392
Travel Time (hr)	159.2	164.0	156.9	150.9	183.2	160.4	158.9
Total Delay (hr)	66.6	70.9	63.1	60.8	89.2	67.0	66.6
Total Stops	4802	5040	4755	4491	5008	4830	4913
Fuel Used (gal)	131.4	131.3	130.5	126.7	137.2	131.6	130.0

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4934	4933	4775	4842
Vehs Exited	4894	4926	4819	4854
Starting Vehs	164	140	183	166
Ending Vehs	204	147	139	160
Denied Entry Before	0	1	2	0
Denied Entry After	1	0	0	0
Travel Distance (mi)	3476	3498	3375	3425
Travel Time (hr)	173.2	169.5	159.1	163.5
Total Delay (hr)	78.2	74.3	67.5	70.4
Total Stops	5254	5339	4719	4916
Fuel Used (gal)	135.8	135.5	129.3	131.9

## Interval #0 Information Seeding

Start Time	1:45
End Time	2:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

## Interval #1 Information Recording

Start Time	2:00						
End Time	3:00						
Total Time (min)	60						
Volumes adjusted by PHF, Growth Factors.							
Run Number	1	10	2	3	4	5	6
Vehs Entered	4791	4826	4935	4723	4912	4820	4786
Vehs Exited	4828	4858	4946	4715	4870	4868	4799
Starting Vehs	194	171	163	167	176	185	164
Ending Vehs	157	139	152	175	218	137	151
Denied Entry Before	0	0	1	0	2	2	0
Denied Entry After	0	0	1	0	1	0	1
Travel Distance (mi)	3413	3413	3463	3328	3461	3432	3392
Travel Time (hr)	159.2	164.0	156.9	150.9	183.2	160.4	158.9
Total Delay (hr)	66.6	70.9	63.1	60.8	89.2	67.0	66.6
Total Stops	4802	5040	4755	4491	5008	4830	4913
Fuel Used (gal)	131.4	131.3	130.5	126.7	137.2	131.6	130.0

## Interval #1 Information Recording

Start Time	2:00			
End Time	3:00			
Total Time (min)	60			
Volumes adjusted by PHF, Growth Factors.				
Run Number	7	8	9	Avg
Vehs Entered	4934	4933	4775	4842
Vehs Exited	4894	4926	4819	4854
Starting Vehs	164	140	183	166
Ending Vehs	204	147	139	160
Denied Entry Before	0	1	2	0
Denied Entry After	1	0	0	0
Travel Distance (mi)	3476	3498	3375	3425
Travel Time (hr)	173.2	169.5	159.1	163.5
Total Delay (hr)	78.2	74.3	67.5	70.4
Total Stops	5254	5339	4719	4916
Fuel Used (gal)	135.8	135.5	129.3	131.9

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Total Network Performance

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Denied Delay (hr)	0.7
Denied Del/Veh (s)	0.5
Total Delay (hr)	69.7
Total Del/Veh (s)	50.1
Stop Delay (hr)	43.3
Stop Del/Veh (s)	31.1
Total Stops	4916
Stop/Veh	0.98
Travel Dist (mi)	3425.2
Travel Time (hr)	163.5
Avg Speed (mph)	21
Fuel Used (gal)	131.9
Fuel Eff. (mpg)	26.0
HC Emissions (g)	1253
CO Emissions (g)	54339
NOx Emissions (g)	4908
Vehicles Entered	4842
Vehicles Exited	4854
Hourly Exit Rate	4854
Input Volume	21826
% of Volume	22
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	311
Occupancy (veh)	163

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	1:45	1:45	1:45	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4938	4968	4883	4845	4894	4861	4814
Vehs Exited	4903	4962	4850	4822	4878	4856	4729
Starting Vehs	158	193	155	150	181	157	184
Ending Vehs	193	199	188	173	197	162	269
Denied Entry Before	1	0	1	0	0	1	0
Denied Entry After	0	1	0	0	3	1	1
Travel Distance (mi)	3520	3547	3499	3465	3479	3474	3440
Travel Time (hr)	182.8	176.7	211.4	168.0	161.7	161.0	189.2
Total Delay (hr)	87.3	80.0	116.7	74.2	67.5	66.8	95.3
Total Stops	5756	5604	6613	5120	4956	4828	5972
Fuel Used (gal)	143.0	143.0	149.2	139.0	136.7	136.2	141.6

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4913	4914	4950	4898
Vehs Exited	4868	4899	4803	4858
Starting Vehs	154	181	136	163
Ending Vehs	199	196	283	203
Denied Entry Before	0	1	0	0
Denied Entry After	0	0	5	0
Travel Distance (mi)	3494	3521	3477	3492
Travel Time (hr)	180.6	172.1	211.5	181.5
Total Delay (hr)	85.5	76.0	116.9	86.6
Total Stops	5537	5336	5403	5510
Fuel Used (gal)	142.5	140.7	148.0	142.0

## Interval #0 Information Seeding

Start Time	1:45
End Time	2:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

## Interval #1 Information Recording

Start Time	2:00						
End Time	3:00						
Total Time (min)	60						
Volumes adjusted by PHF, Growth Factors.							
Run Number	1	10	2	3	4	5	6
Vehs Entered	4938	4968	4883	4845	4894	4861	4814
Vehs Exited	4903	4962	4850	4822	4878	4856	4729
Starting Vehs	158	193	155	150	181	157	184
Ending Vehs	193	199	188	173	197	162	269
Denied Entry Before	1	0	1	0	0	1	0
Denied Entry After	0	1	0	0	3	1	1
Travel Distance (mi)	3520	3547	3499	3465	3479	3474	3440
Travel Time (hr)	182.8	176.7	211.4	168.0	161.7	161.0	189.2
Total Delay (hr)	87.3	80.0	116.7	74.2	67.5	66.8	95.3
Total Stops	5756	5604	6613	5120	4956	4828	5972
Fuel Used (gal)	143.0	143.0	149.2	139.0	136.7	136.2	141.6

## Interval #1 Information Recording

Start Time	2:00			
End Time	3:00			
Total Time (min)	60			
Volumes adjusted by PHF, Growth Factors.				
Run Number	7	8	9	Avg
Vehs Entered	4913	4914	4950	4898
Vehs Exited	4868	4899	4803	4858
Starting Vehs	154	181	136	163
Ending Vehs	199	196	283	203
Denied Entry Before	0	1	0	0
Denied Entry After	0	0	5	0
Travel Distance (mi)	3494	3521	3477	3492
Travel Time (hr)	180.6	172.1	211.5	181.5
Total Delay (hr)	85.5	76.0	116.9	86.6
Total Stops	5537	5336	5403	5510
Fuel Used (gal)	142.5	140.7	148.0	142.0

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Total Network Performance

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Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.6
Total Delay (hr)	85.8
Total Del/Veh (s)	61.1
Stop Delay (hr)	55.0
Stop Del/Veh (s)	39.1
Total Stops	5510
Stop/Veh	1.09
Travel Dist (mi)	3491.7
Travel Time (hr)	181.5
Avg Speed (mph)	19
Fuel Used (gal)	132.0
Fuel Eff. (mpg)	24.6
HC Emissions (g)	1339
CO Emissions (g)	60894
NOx Emissions (g)	5139
Vehicles Entered	4898
Vehicles Exited	4858
Hourly Exit Rate	4858
Input Volume	29181
% of Volume	17
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	284
Occupancy (veh)	181

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	1:45	1:45	1:45	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4783	4806	4670	4646	4873	4774	4740
Vehs Exited	4773	4816	4649	4664	4807	4780	4753
Starting Vehs	160	135	128	138	120	136	144
Ending Vehs	170	125	149	120	186	130	131
Denied Entry Before	2	1	0	0	0	0	0
Denied Entry After	0	1	0	0	1	0	0
Travel Distance (mi)	3481	3461	3380	3348	3504	3479	3421
Travel Time (hr)	145.9	146.6	146.9	141.3	151.2	150.7	146.4
Total Delay (hr)	51.4	52.3	54.6	50.3	55.6	56.0	53.4
Total Stops	4209	4388	4417	4136	4485	4393	4366
Fuel Used (gal)	131.4	132.2	130.1	126.7	133.7	132.9	129.9

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4742	4753	4766	4752
Vehs Exited	4762	4786	4752	4756
Starting Vehs	160	160	125	138
Ending Vehs	140	127	139	140
Denied Entry Before	1	0	1	0
Denied Entry After	1	0	0	0
Travel Distance (mi)	3415	3411	3428	3433
Travel Time (hr)	144.5	144.9	145.3	146.4
Total Delay (hr)	51.6	52.3	52.4	53.0
Total Stops	4216	4316	4258	4317
Fuel Used (gal)	130.2	130.7	130.8	130.8

## Interval #0 Information Seeding

Start Time	1:45
End Time	2:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	2:00
End Time	3:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4783	4806	4670	4646	4873	4774	4740
Vehs Exited	4773	4816	4649	4664	4807	4780	4753
Starting Vehs	160	135	128	138	120	136	144
Ending Vehs	170	125	149	120	186	130	131
Denied Entry Before	2	1	0	0	0	0	0
Denied Entry After	0	1	0	0	1	0	0
Travel Distance (mi)	3481	3461	3380	3348	3504	3479	3421
Travel Time (hr)	145.9	146.6	146.9	141.3	151.2	150.7	146.4
Total Delay (hr)	51.4	52.3	54.6	50.3	55.6	56.0	53.4
Total Stops	4209	4388	4417	4136	4485	4393	4366
Fuel Used (gal)	131.4	132.2	130.1	126.7	133.7	132.9	129.9

**Interval #1 Information Recording**

Start Time	2:00
End Time	3:00
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4742	4753	4766	4752
Vehs Exited	4762	4786	4752	4756
Starting Vehs	160	160	125	138
Ending Vehs	140	127	139	140
Denied Entry Before	1	0	1	0
Denied Entry After	1	0	0	0
Travel Distance (mi)	3415	3411	3428	3433
Travel Time (hr)	144.5	144.9	145.3	146.4
Total Delay (hr)	51.6	52.3	52.4	53.0
Total Stops	4216	4316	4258	4317
Fuel Used (gal)	130.2	130.7	130.8	130.8

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Total Network Performance

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Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.4
Total Delay (hr)	52.4
Total Del/Veh (s)	38.6
Stop Delay (hr)	28.1
Stop Del/Veh (s)	20.6
Total Stops	4317
Stop/Veh	0.88
Travel Dist (mi)	3432.7
Travel Time (hr)	146.4
Avg Speed (mph)	24
Fuel Used (gal)	130.8
Fuel Eff. (mpg)	26.2
HC Emissions (g)	1260
CO Emissions (g)	57939
NOx Emissions (g)	4965
Vehicles Entered	4752
Vehicles Exited	4756
Hourly Exit Rate	4756
Input Volume	28809
% of Volume	17
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	359
Occupancy (veh)	146

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	1:45	1:45	1:45	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4171	4166	4139	4103	4216	4147	4304
Vehs Exited	4207	4195	4149	4165	4209	4179	4294
Starting Vehs	156	149	131	171	153	162	155
Ending Vehs	120	120	121	109	160	130	165
Denied Entry Before	1	1	0	2	1	0	0
Denied Entry After	0	2	0	0	0	0	0
Travel Distance (mi)	3050	3042	2991	2995	3034	2996	3104
Travel Time (hr)	140.7	142.3	135.2	137.9	140.9	137.2	145.3
Total Delay (hr)	53.8	55.6	50.4	52.9	54.5	52.0	57.6
Total Stops	4420	4564	4171	4418	4462	4268	4665
Fuel Used (gal)	116.8	117.7	114.2	114.7	116.6	114.8	119.9

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4260	4162	4169	4180
Vehs Exited	4263	4201	4181	4205
Starting Vehs	142	164	137	149
Ending Vehs	139	125	125	126
Denied Entry Before	1	1	0	0
Denied Entry After	0	0	0	0
Travel Distance (mi)	3077	3038	3050	3038
Travel Time (hr)	143.5	138.9	142.9	140.5
Total Delay (hr)	56.2	51.9	56.0	54.1
Total Stops	4549	4444	4520	4448
Fuel Used (gal)	118.2	116.2	118.2	116.7

## Interval #0 Information Seeding

Start Time	1:45
End Time	2:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

## Interval #1 Information Recording

Start Time	2:00						
End Time	3:00						
Total Time (min)	60						
Volumes adjusted by PHF, Growth Factors.							
Run Number	1	10	2	3	4	5	6
Vehs Entered	4171	4166	4139	4103	4216	4147	4304
Vehs Exited	4207	4195	4149	4165	4209	4179	4294
Starting Vehs	156	149	131	171	153	162	155
Ending Vehs	120	120	121	109	160	130	165
Denied Entry Before	1	1	0	2	1	0	0
Denied Entry After	0	2	0	0	0	0	0
Travel Distance (mi)	3050	3042	2991	2995	3034	2996	3104
Travel Time (hr)	140.7	142.3	135.2	137.9	140.9	137.2	145.3
Total Delay (hr)	53.8	55.6	50.4	52.9	54.5	52.0	57.6
Total Stops	4420	4564	4171	4418	4462	4268	4665
Fuel Used (gal)	116.8	117.7	114.2	114.7	116.6	114.8	119.9

## Interval #1 Information Recording

Start Time	2:00			
End Time	3:00			
Total Time (min)	60			
Volumes adjusted by PHF, Growth Factors.				
Run Number	7	8	9	Avg
Vehs Entered	4260	4162	4169	4180
Vehs Exited	4263	4201	4181	4205
Starting Vehs	142	164	137	149
Ending Vehs	139	125	125	126
Denied Entry Before	1	1	0	0
Denied Entry After	0	0	0	0
Travel Distance (mi)	3077	3038	3050	3038
Travel Time (hr)	143.5	138.9	142.9	140.5
Total Delay (hr)	56.2	51.9	56.0	54.1
Total Stops	4549	4444	4520	4448
Fuel Used (gal)	118.2	116.2	118.2	116.7

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Total Network Performance

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Denied Delay (hr)	0.7
Denied Del/Veh (s)	0.6
Total Delay (hr)	53.4
Total Del/Veh (s)	44.4
Stop Delay (hr)	34.8
Stop Del/Veh (s)	29.0
Total Stops	4448
Stop/Veh	1.03
Travel Dist (mi)	3037.7
Travel Time (hr)	140.5
Avg Speed (mph)	22
Fuel Used (gal)	116.7
Fuel Eff. (mpg)	26.0
HC Emissions (g)	1730
CO Emissions (g)	59874
NOx Emissions (g)	5756
Vehicles Entered	4180
Vehicles Exited	4205
Hourly Exit Rate	4205
Input Volume	19314
% of Volume	22
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	362
Occupancy (veh)	140

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	1:45	1:45	1:45	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4337	4323	4281	4374	4381	4374	4363
Vehs Exited	4360	4287	4295	4384	4360	4352	4167
Starting Vehs	161	139	158	148	156	142	156
Ending Vehs	138	175	144	138	177	164	352
Denied Entry Before	0	0	1	0	0	1	0
Denied Entry After	0	0	0	0	2	0	28
Travel Distance (mi)	3105	3092	3061	3146	3148	3126	3032
Travel Time (hr)	144.7	153.5	143.3	150.0	159.2	145.9	226.5
Total Delay (hr)	56.5	65.8	56.7	61.3	69.5	57.2	140.8
Total Stops	4817	5140	4765	4802	5306	4878	5018
Fuel Used (gal)	122.5	124.6	121.2	124.7	127.3	122.8	138.8

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4456	4373	4506	4377
Vehs Exited	4432	4377	4496	4352
Starting Vehs	164	150	149	147
Ending Vehs	188	146	159	176
Denied Entry Before	0	0	0	0
Denied Entry After	1	0	1	3
Travel Distance (mi)	3186	3127	3252	3128
Travel Time (hr)	158.2	150.0	163.3	159.5
Total Delay (hr)	67.5	61.5	71.3	70.8
Total Stops	5159	4917	5471	5027
Fuel Used (gal)	128.3	124.2	132.1	126.7

## Interval #0 Information Seeding

Start Time	1:45
End Time	2:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	2:00						
End Time	3:00						
Total Time (min)	60						
Volumes adjusted by PHF, Growth Factors.							
Run Number	1	10	2	3	4	5	6
Vehs Entered	4337	4323	4281	4374	4381	4374	4363
Vehs Exited	4360	4287	4295	4384	4360	4352	4167
Starting Vehs	161	139	158	148	156	142	156
Ending Vehs	138	175	144	138	177	164	352
Denied Entry Before	0	0	1	0	0	1	0
Denied Entry After	0	0	0	0	2	0	28
Travel Distance (mi)	3105	3092	3061	3146	3148	3126	3032
Travel Time (hr)	144.7	153.5	143.3	150.0	159.2	145.9	226.5
Total Delay (hr)	56.5	65.8	56.7	61.3	69.5	57.2	140.8
Total Stops	4817	5140	4765	4802	5306	4878	5018
Fuel Used (gal)	122.5	124.6	121.2	124.7	127.3	122.8	138.8

**Interval #1 Information Recording**

Start Time	2:00			
End Time	3:00			
Total Time (min)	60			
Volumes adjusted by PHF, Growth Factors.				
Run Number	7	8	9	Avg
Vehs Entered	4456	4373	4506	4377
Vehs Exited	4432	4377	4496	4352
Starting Vehs	164	150	149	147
Ending Vehs	188	146	159	176
Denied Entry Before	0	0	0	0
Denied Entry After	1	0	1	3
Travel Distance (mi)	3186	3127	3252	3128
Travel Time (hr)	158.2	150.0	163.3	159.5
Total Delay (hr)	67.5	61.5	71.3	70.8
Total Stops	5159	4917	5471	5027
Fuel Used (gal)	128.3	124.2	132.1	126.7

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Total Network Performance

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Denied Delay (hr)	1.5
Denied Del/Veh (s)	1.2
Total Delay (hr)	69.3
Total Del/Veh (s)	55.1
Stop Delay (hr)	48.5
Stop Del/Veh (s)	38.6
Total Stops	5027
Stop/Veh	1.11
Travel Dist (mi)	3127.6
Travel Time (hr)	159.5
Avg Speed (mph)	20
Fuel Used (gal)	126.7
Fuel Eff. (mpg)	24.7
HC Emissions (g)	1708
CO Emissions (g)	63750
NOx Emissions (g)	5754
Vehicles Entered	4377
Vehicles Exited	4352
Hourly Exit Rate	4352
Input Volume	25762
% of Volume	17
Denied Entry Before	0
Denied Entry After	3
Density (ft/veh)	325
Occupancy (veh)	158

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	1:45	1:45	1:45	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4312	4415	4342	4282	4194	4326	4457
Vehs Exited	4314	4435	4326	4307	4216	4328	4415
Starting Vehs	134	135	114	147	149	144	106
Ending Vehs	132	115	130	122	127	142	148
Denied Entry Before	0	0	0	1	1	0	0
Denied Entry After	1	0	1	0	1	2	1
Travel Distance (mi)	3072	3138	3067	3028	2981	3064	3148
Travel Time (hr)	132.1	135.5	131.7	130.2	128.8	132.3	140.3
Total Delay (hr)	44.5	46.5	44.5	44.1	43.5	45.4	50.7
Total Stops	4291	4463	4267	4358	4288	4381	4743
Fuel Used (gal)	117.4	120.4	117.9	116.7	115.9	118.3	122.0

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	1:45	1:45	1:45	1:45
End Time	3:00	3:00	3:00	3:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4351	4382	4340	4339
Vehs Exited	4354	4417	4323	4344
Starting Vehs	131	175	114	133
Ending Vehs	128	140	131	128
Denied Entry Before	0	2	0	0
Denied Entry After	0	1	0	0
Travel Distance (mi)	3073	3123	3087	3078
Travel Time (hr)	132.8	137.1	134.1	133.5
Total Delay (hr)	44.8	48.5	46.1	45.9
Total Stops	4451	4532	4469	4420
Fuel Used (gal)	118.4	121.0	119.3	118.7

## Interval #0 Information Seeding

Start Time	1:45
End Time	2:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

## Interval #1 Information Recording

Start Time	2:00						
End Time	3:00						
Total Time (min)	60						
Volumes adjusted by PHF, Growth Factors.							
Run Number	1	10	2	3	4	5	6
Vehs Entered	4312	4415	4342	4282	4194	4326	4457
Vehs Exited	4314	4435	4326	4307	4216	4328	4415
Starting Vehs	134	135	114	147	149	144	106
Ending Vehs	132	115	130	122	127	142	148
Denied Entry Before	0	0	0	1	1	0	0
Denied Entry After	1	0	1	0	1	2	1
Travel Distance (mi)	3072	3138	3067	3028	2981	3064	3148
Travel Time (hr)	132.1	135.5	131.7	130.2	128.8	132.3	140.3
Total Delay (hr)	44.5	46.5	44.5	44.1	43.5	45.4	50.7
Total Stops	4291	4463	4267	4358	4288	4381	4743
Fuel Used (gal)	117.4	120.4	117.9	116.7	115.9	118.3	122.0

## Interval #1 Information Recording

Start Time	2:00			
End Time	3:00			
Total Time (min)	60			
Volumes adjusted by PHF, Growth Factors.				
Run Number	7	8	9	Avg
Vehs Entered	4351	4382	4340	4339
Vehs Exited	4354	4417	4323	4344
Starting Vehs	131	175	114	133
Ending Vehs	128	140	131	128
Denied Entry Before	0	2	0	0
Denied Entry After	0	1	0	0
Travel Distance (mi)	3073	3123	3087	3078
Travel Time (hr)	132.8	137.1	134.1	133.5
Total Delay (hr)	44.8	48.5	46.1	45.9
Total Stops	4451	4532	4469	4420
Fuel Used (gal)	118.4	121.0	119.3	118.7

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Total Network Performance

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Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.4
Total Delay (hr)	45.3
Total Del/Veh (s)	36.5
Stop Delay (hr)	27.2
Stop Del/Veh (s)	21.9
Total Stops	4420
Stop/Veh	0.99
Travel Dist (mi)	3078.1
Travel Time (hr)	133.5
Avg Speed (mph)	23
Fuel Used (gal)	118.7
Fuel Eff. (mpg)	25.9
HC Emissions (g)	1561
CO Emissions (g)	59910
NOx Emissions (g)	5407
Vehicles Entered	4339
Vehicles Exited	4344
Hourly Exit Rate	4344
Input Volume	25466
% of Volume	17
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	394
Occupancy (veh)	133

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	9:45	9:45	9:45	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4263	4320	4351	4233	4235	4234	4286
Vehs Exited	4268	4236	4293	4228	4205	4242	4267
Starting Vehs	155	136	111	147	142	150	134
Ending Vehs	150	220	169	152	172	142	153
Denied Entry Before	0	0	0	1	1	0	0
Denied Entry After	3	12	1	0	0	2	1
Travel Distance (mi)	2994	3024	3077	2986	2992	2996	3029
Travel Time (hr)	137.5	179.3	140.5	132.6	134.7	133.1	139.1
Total Delay (hr)	53.2	94.0	53.5	47.9	49.9	48.3	53.2
Total Stops	4353	4386	4385	4139	4228	4167	4409
Fuel Used (gal)	115.0	124.7	117.3	113.1	114.0	113.2	116.3

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4380	4201	4224	4274
Vehs Exited	4338	4210	4199	4246
Starting Vehs	135	149	122	134
Ending Vehs	177	140	147	160
Denied Entry Before	3	2	0	0
Denied Entry After	1	0	0	1
Travel Distance (mi)	3120	2974	2984	3018
Travel Time (hr)	142.5	134.0	134.3	140.7
Total Delay (hr)	54.1	49.9	49.7	55.4
Total Stops	4477	4135	4260	4291
Fuel Used (gal)	119.6	113.2	113.8	116.0

## Interval #0 Information Seeding

Start Time	9:45
End Time	10:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	10:00						
End Time	11:00						
Total Time (min)	60						
Volumes adjusted by PHF, Growth Factors.							
Run Number	1	10	2	3	4	5	6
Vehs Entered	4263	4320	4351	4233	4235	4234	4286
Vehs Exited	4268	4236	4293	4228	4205	4242	4267
Starting Vehs	155	136	111	147	142	150	134
Ending Vehs	150	220	169	152	172	142	153
Denied Entry Before	0	0	0	1	1	0	0
Denied Entry After	3	12	1	0	0	2	1
Travel Distance (mi)	2994	3024	3077	2986	2992	2996	3029
Travel Time (hr)	137.5	179.3	140.5	132.6	134.7	133.1	139.1
Total Delay (hr)	53.2	94.0	53.5	47.9	49.9	48.3	53.2
Total Stops	4353	4386	4385	4139	4228	4167	4409
Fuel Used (gal)	115.0	124.7	117.3	113.1	114.0	113.2	116.3

**Interval #1 Information Recording**

Start Time	10:00			
End Time	11:00			
Total Time (min)	60			
Volumes adjusted by PHF, Growth Factors.				
Run Number	7	8	9	Avg
Vehs Entered	4380	4201	4224	4274
Vehs Exited	4338	4210	4199	4246
Starting Vehs	135	149	122	134
Ending Vehs	177	140	147	160
Denied Entry Before	3	2	0	0
Denied Entry After	1	0	0	1
Travel Distance (mi)	3120	2974	2984	3018
Travel Time (hr)	142.5	134.0	134.3	140.7
Total Delay (hr)	54.1	49.9	49.7	55.4
Total Stops	4477	4135	4260	4291
Fuel Used (gal)	119.6	113.2	113.8	116.0

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Total Network Performance

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Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.8
Total Delay (hr)	54.4
Total Del/Veh (s)	44.4
Stop Delay (hr)	37.5
Stop Del/Veh (s)	30.6
Total Stops	4291
Stop/Veh	0.97
Travel Dist (mi)	3017.6
Travel Time (hr)	140.7
Avg Speed (mph)	22
Fuel Used (gal)	116.0
Fuel Eff. (mpg)	26.0
HC Emissions (g)	1251
CO Emissions (g)	51978
NOx Emissions (g)	4601
Vehicles Entered	4274
Vehicles Exited	4246
Hourly Exit Rate	4246
Input Volume	19134
% of Volume	22
Denied Entry Before	0
Denied Entry After	1
Density (ft/veh)	363
Occupancy (veh)	140

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	9:45	9:45	9:45	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4464	4347	4433	4379	4370	4457	4427
Vehs Exited	4460	4403	4439	4393	4315	4431	4442
Starting Vehs	152	177	142	152	130	151	153
Ending Vehs	156	121	136	138	185	177	138
Denied Entry Before	0	1	0	0	6	0	0
Denied Entry After	1	0	1	0	3	1	0
Travel Distance (mi)	3138	3112	3133	3109	3076	3162	3158
Travel Time (hr)	143.5	143.7	143.5	144.4	143.9	149.1	147.4
Total Delay (hr)	55.1	55.7	55.2	56.3	57.1	59.8	57.8
Total Stops	4761	4898	4918	4993	4946	5194	4985
Fuel Used (gal)	122.2	123.0	122.7	121.3	121.2	125.0	124.3

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4462	4434	4506	4427
Vehs Exited	4495	4435	4515	4435
Starting Vehs	157	143	140	145
Ending Vehs	124	142	131	140
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	1
Travel Distance (mi)	3173	3126	3177	3136
Travel Time (hr)	150.2	140.9	144.3	145.1
Total Delay (hr)	60.2	52.7	55.1	56.5
Total Stops	5174	4719	4885	4943
Fuel Used (gal)	125.4	122.5	124.3	123.2

## Interval #0 Information Seeding

Start Time	9:45
End Time	10:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	10:00						
End Time	11:00						
Total Time (min)	60						
Volumes adjusted by PHF, Growth Factors.							
Run Number	1	10	2	3	4	5	6
Vehs Entered	4464	4347	4433	4379	4370	4457	4427
Vehs Exited	4460	4403	4439	4393	4315	4431	4442
Starting Vehs	152	177	142	152	130	151	153
Ending Vehs	156	121	136	138	185	177	138
Denied Entry Before	0	1	0	0	6	0	0
Denied Entry After	1	0	1	0	3	1	0
Travel Distance (mi)	3138	3112	3133	3109	3076	3162	3158
Travel Time (hr)	143.5	143.7	143.5	144.4	143.9	149.1	147.4
Total Delay (hr)	55.1	55.7	55.2	56.3	57.1	59.8	57.8
Total Stops	4761	4898	4918	4993	4946	5194	4985
Fuel Used (gal)	122.2	123.0	122.7	121.3	121.2	125.0	124.3

**Interval #1 Information Recording**

Start Time	10:00			
End Time	11:00			
Total Time (min)	60			
Volumes adjusted by PHF, Growth Factors.				
Run Number	7	8	9	Avg
Vehs Entered	4462	4434	4506	4427
Vehs Exited	4495	4435	4515	4435
Starting Vehs	157	143	140	145
Ending Vehs	124	142	131	140
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	1
Travel Distance (mi)	3173	3126	3177	3136
Travel Time (hr)	150.2	140.9	144.3	145.1
Total Delay (hr)	60.2	52.7	55.1	56.5
Total Stops	5174	4719	4885	4943
Fuel Used (gal)	125.4	122.5	124.3	123.2

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Total Network Performance

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Denied Delay (hr)	0.9
Denied Del/Veh (s)	0.7
Total Delay (hr)	55.6
Total Del/Veh (s)	43.8
Stop Delay (hr)	36.0
Stop Del/Veh (s)	28.3
Total Stops	4943
Stop/Veh	1.08
Travel Dist (mi)	3136.4
Travel Time (hr)	145.1
Avg Speed (mph)	22
Fuel Used (gal)	123.2
Fuel Eff. (mpg)	25.5
HC Emissions (g)	1305
CO Emissions (g)	57324
NOx Emissions (g)	4814
Vehicles Entered	4427
Vehicles Exited	4435
Hourly Exit Rate	4435
Input Volume	25436
% of Volume	17
Denied Entry Before	0
Denied Entry After	1
Density (ft/veh)	355
Occupancy (veh)	144

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	9:45	9:45	9:45	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4341	4478	4367	4436	4380	4312	4475
Vehs Exited	4356	4487	4346	4439	4333	4329	4475
Starting Vehs	118	144	107	134	122	133	152
Ending Vehs	103	135	128	131	169	116	152
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	1	0	0	1	0	0
Travel Distance (mi)	3034	3177	3052	3072	3068	3029	3126
Travel Time (hr)	126.0	133.9	128.2	128.7	129.0	125.4	130.9
Total Delay (hr)	39.6	44.8	41.8	41.7	42.0	39.7	42.3
Total Stops	4059	4323	4166	4119	4130	3966	4256
Fuel Used (gal)	113.3	119.3	114.9	116.0	114.8	113.1	118.2

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	9:45	9:45	9:45	9:45
End Time	11:00	11:00	11:00	11:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4481	4468	4389	4412
Vehs Exited	4483	4491	4400	4412
Starting Vehs	123	139	140	126
Ending Vehs	121	116	129	127
Denied Entry Before	0	0	0	0
Denied Entry After	1	0	1	0
Travel Distance (mi)	3109	3130	3078	3087
Travel Time (hr)	131.6	133.0	130.4	129.7
Total Delay (hr)	43.8	44.4	43.5	42.4
Total Stops	4248	4319	4243	4180
Fuel Used (gal)	117.9	118.6	115.7	116.2

## Interval #0 Information Seeding

Start Time	9:45
End Time	10:00
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	10:00						
End Time	11:00						
Total Time (min)	60						
Volumes adjusted by PHF, Growth Factors.							
Run Number	1	10	2	3	4	5	6
Vehs Entered	4341	4478	4367	4436	4380	4312	4475
Vehs Exited	4356	4487	4346	4439	4333	4329	4475
Starting Vehs	118	144	107	134	122	133	152
Ending Vehs	103	135	128	131	169	116	152
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	1	0	0	1	0	0
Travel Distance (mi)	3034	3177	3052	3072	3068	3029	3126
Travel Time (hr)	126.0	133.9	128.2	128.7	129.0	125.4	130.9
Total Delay (hr)	39.6	44.8	41.8	41.7	42.0	39.7	42.3
Total Stops	4059	4323	4166	4119	4130	3966	4256
Fuel Used (gal)	113.3	119.3	114.9	116.0	114.8	113.1	118.2

**Interval #1 Information Recording**

Start Time	10:00			
End Time	11:00			
Total Time (min)	60			
Volumes adjusted by PHF, Growth Factors.				
Run Number	7	8	9	Avg
Vehs Entered	4481	4468	4389	4412
Vehs Exited	4483	4491	4400	4412
Starting Vehs	123	139	140	126
Ending Vehs	121	116	129	127
Denied Entry Before	0	0	0	0
Denied Entry After	1	0	1	0
Travel Distance (mi)	3109	3130	3078	3087
Travel Time (hr)	131.6	133.0	130.4	129.7
Total Delay (hr)	43.8	44.4	43.5	42.4
Total Stops	4248	4319	4243	4180
Fuel Used (gal)	117.9	118.6	115.7	116.2

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Total Network Performance

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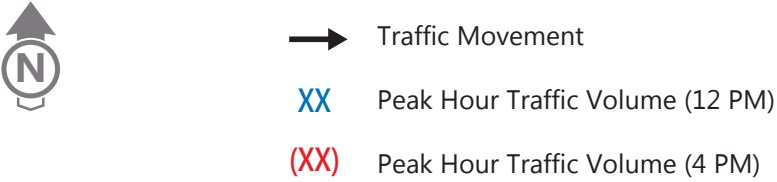
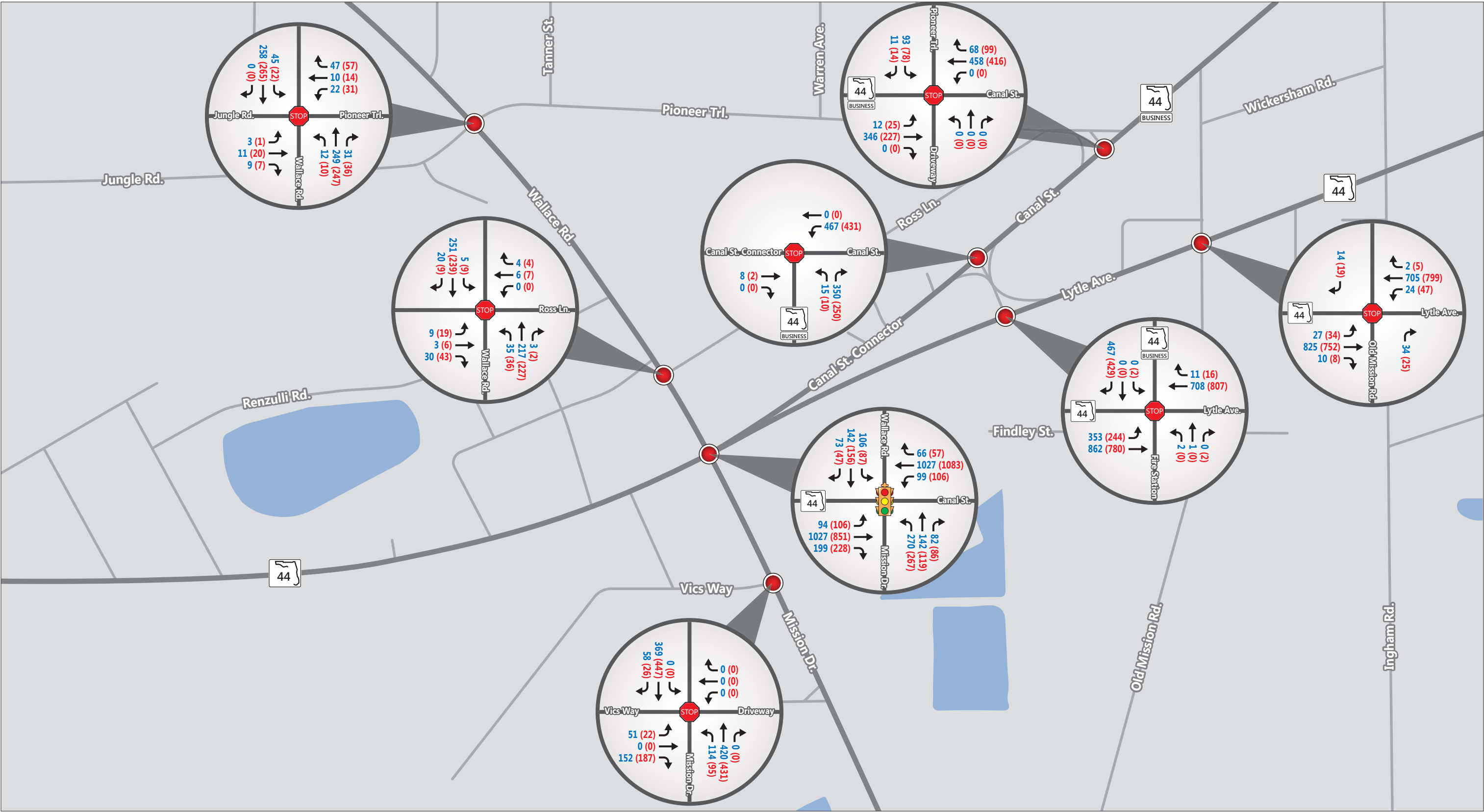
Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.5
Total Delay (hr)	41.8
Total Del/Veh (s)	33.1
Stop Delay (hr)	25.9
Stop Del/Veh (s)	20.5
Total Stops	4180
Stop/Veh	0.92
Travel Dist (mi)	3087.4
Travel Time (hr)	129.7
Avg Speed (mph)	24
Fuel Used (gal)	116.2
Fuel Eff. (mpg)	26.6
HC Emissions (g)	1191
CO Emissions (g)	52382
NOx Emissions (g)	4534
Vehicles Entered	4412
Vehicles Exited	4412
Hourly Exit Rate	4412
Input Volume	25146
% of Volume	18
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	408
Occupancy (veh)	129

## **APPENDIX E**

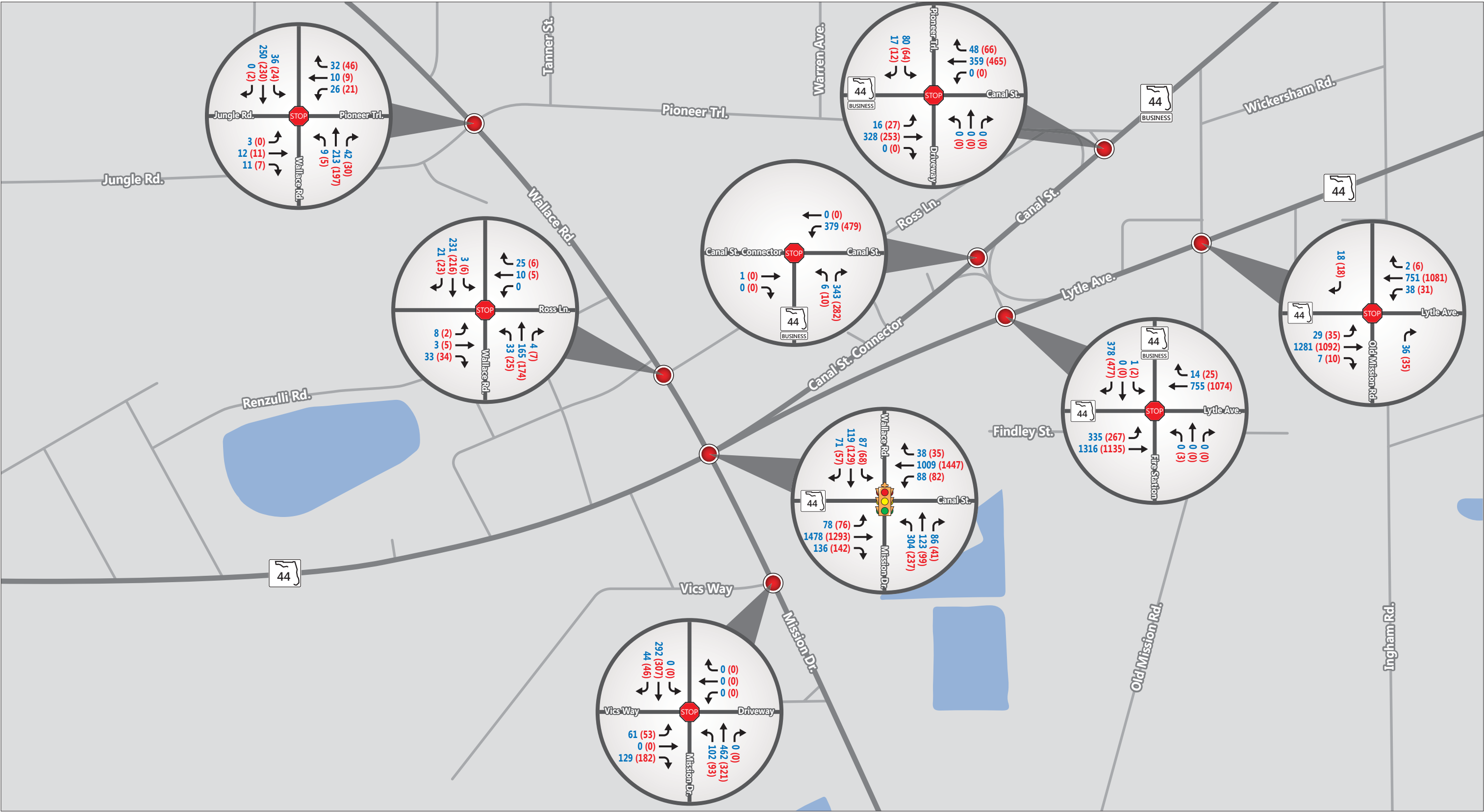
**SimTraffic Results - Saturday B, E, F, G and H**

**SimTraffic Results - Saturday & Thursday A, C and D**

**Traffic - Saturday & Thursday A, C and D**



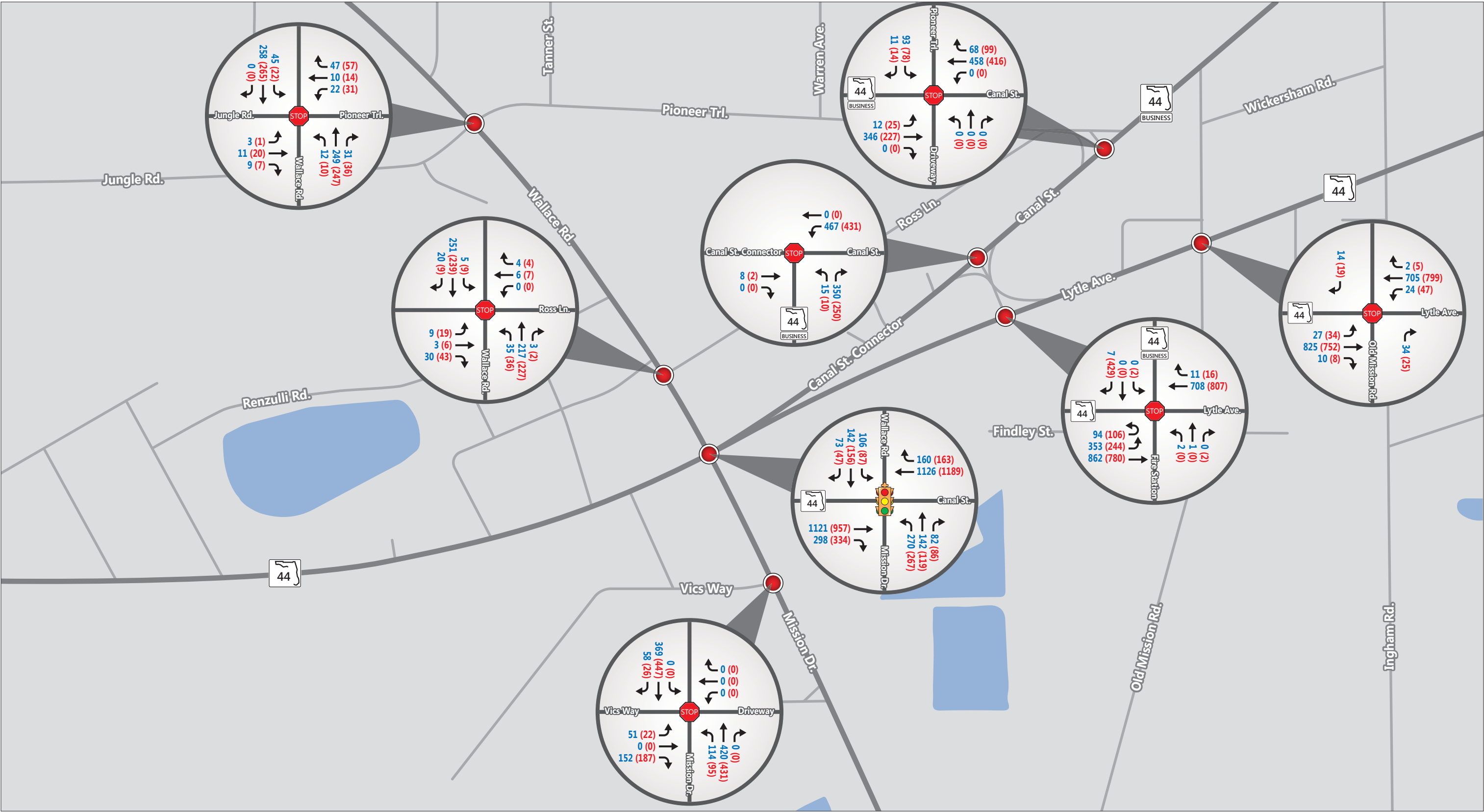
**Figure Y1**  
Alternative A  
Thursday Peak Hour Projected  
Turning Movement Volumes



- ➔ Traffic Movement
- XX Peak Hour Traffic Volume (10-11 AM)
- (XX) Peak Hour Traffic Volume (2-3 PM)



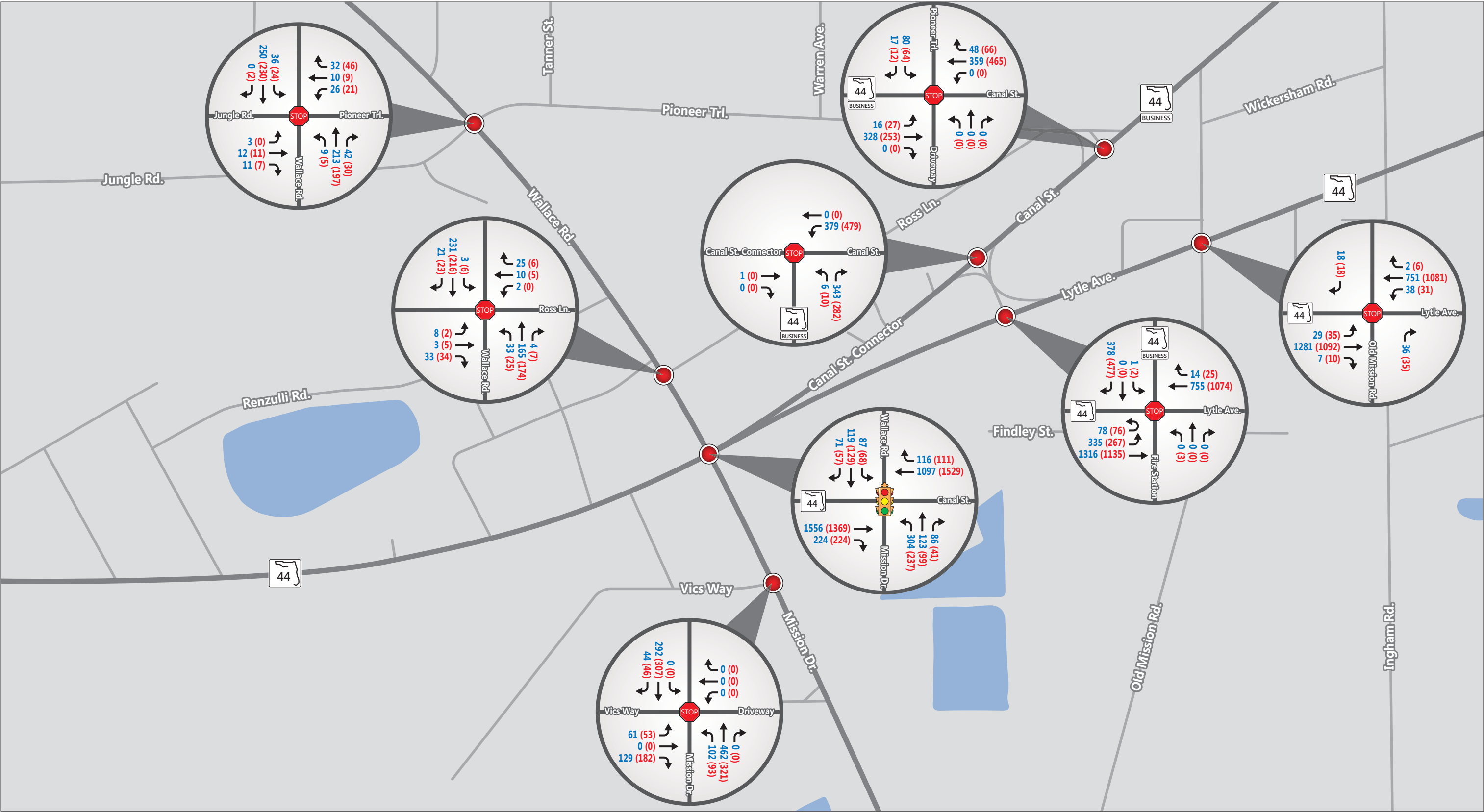
**Figure Y2**  
Alternative A  
Saturday Peak Hour Projected  
Turning Movement Volumes



- ➔ Traffic Movement
- XX Peak Hour Traffic Volume (12 PM)
- (XX) Peak Hour Traffic Volume (4 PM)



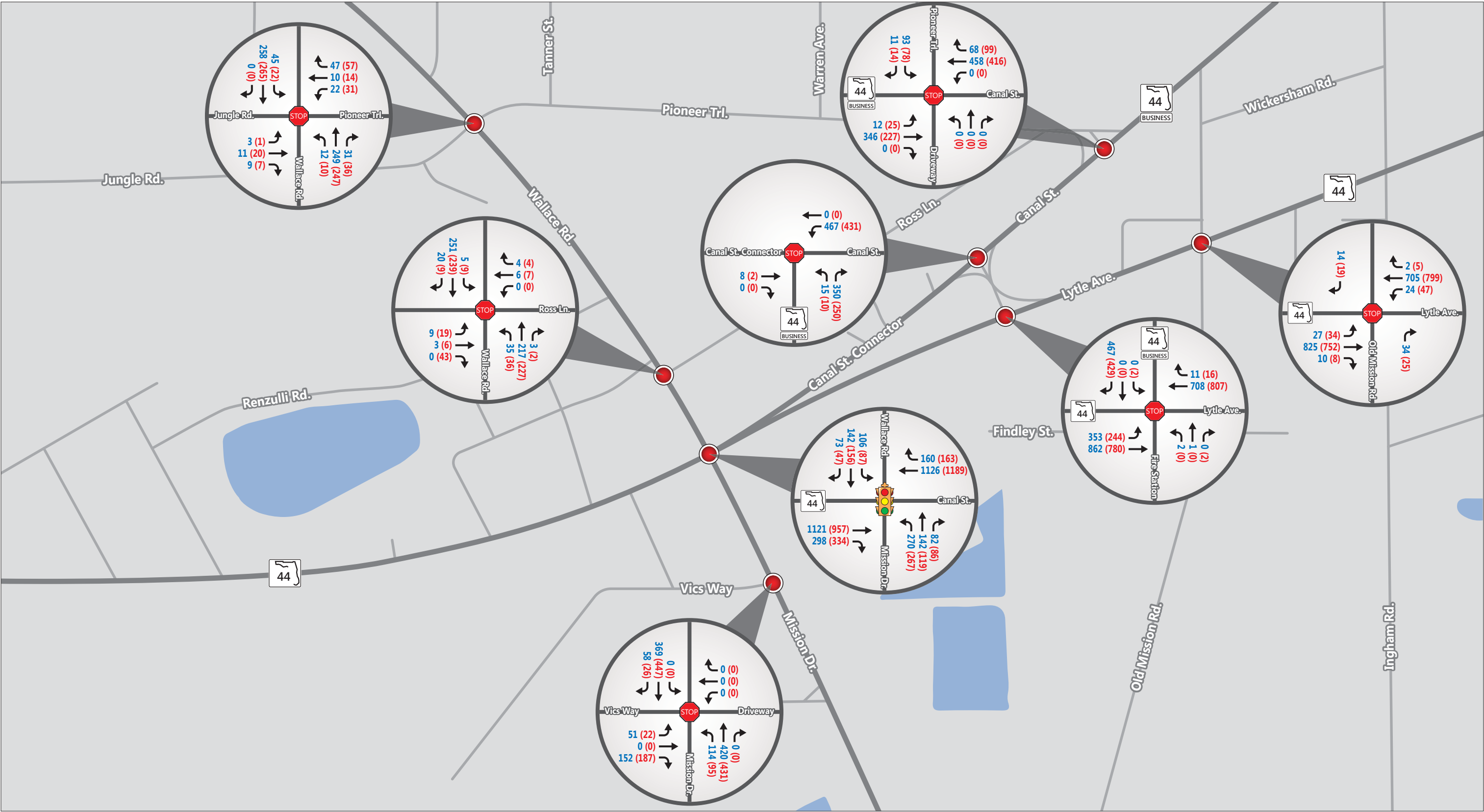
**Figure Y3**  
Alternative C  
Thursday Peak Hour Projected  
Turning Movement Volumes



- ➔ Traffic Movement
- XX Peak Hour Traffic Volume (10-11 AM)
- (XX) Peak Hour Traffic Volume (2-3 PM)



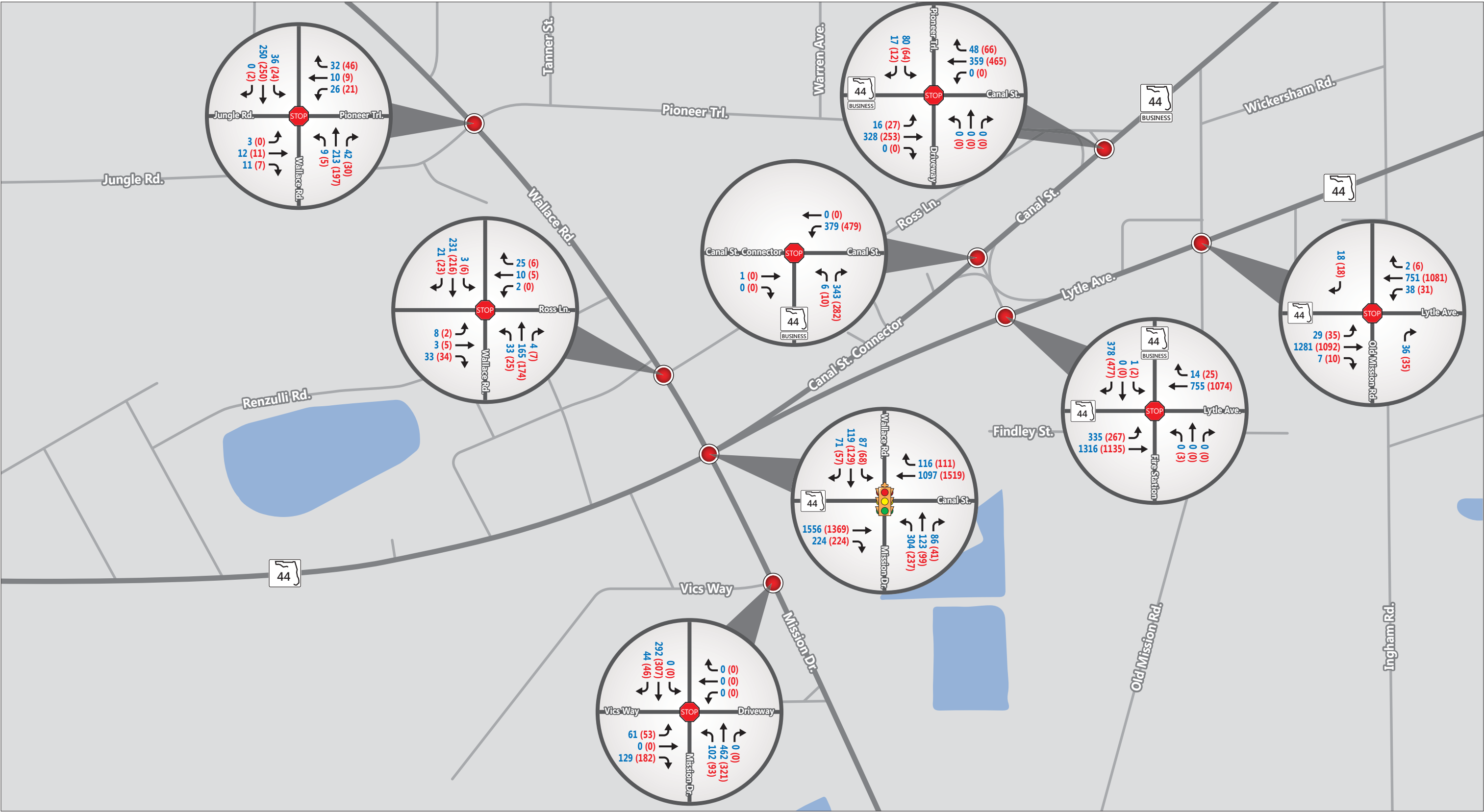
**Figure Y4**  
Alternative C  
Saturday Peak Hour Projected  
Turning Movement Volumes



- Traffic Movement
- XX Peak Hour Traffic Volume (12 PM)
- (XX) Peak Hour Traffic Volume (4 PM)



**Figure Y5**  
Alternative D  
Thursday Peak Hour Projected  
Turning Movement Volumes



- Traffic Movement
- XX Peak Hour Traffic Volume (10-11 AM)
- (XX) Peak Hour Traffic Volume (2-3 PM)



**Figure Y6**  
Alternative D  
Saturday Peak Hour Projected  
Turning Movement Volumes

**APPENDIX F**  
**Conceptual Diagrams**  
**(Modified Alternative A, Alternatives A, C & D)**









*ALTERNATIVE D*

**APPENDIX G**  
**Public Meetings**



## Public Workshop/Open House on the

### SR 44/Mission Rd/Wallace Rd/Canal Street Alternative Intersection Design

\*\*\*\*\*

A public workshop/open house on the SR 44/Mission Rd/Wallace Rd/Canal Street Alternative Intersection Design is scheduled for:

**Date:** Tuesday, July 11, 2017

**Time:** 5:00 pm to 7:00 pm

**Location:** New Smyrna Beach City Commission Chambers\*  
210 Sams Avenue  
New Smyrna Beach, FL 32168

**\*Note: PLEASE USE THE SOUTH ENTRANCE FROM THE JULIA STREET SIDE OF CITY HALL**

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The purpose of this workshop/open house is to solicit feedback from the public on an operations and safety study of the SR 44/Mission Rd/Wallace Rd/Canal Street intersections. The study is being conducted for the River to Sea Transportation Planning Organization (TPO) by its consultant, VHB, Inc., in coordination with the Florida Department of Transportation, Volusia County, and the city of New Smyrna Beach. This study aims to identify an alternative intersection design to improve the safety and efficiency of the roadway for all road users.

The workshop will be conducted as an informal open house where study-related exhibits and other information will be presented for review. Both the TPO staff and the consultant will be available to discuss the study and address questions and comments. Questions and comments may also be submitted to the River to Sea TPO and/or consultant in writing or via email or phone (contact information provided below).

No plans or recommendations are being presented at this early stage in the study. The workshop/open house is intended to provide the public and other stakeholders with an opportunity to learn about the study and to inform the study team of any interests or concerns the public may have which may be relevant to the study. A second public meeting will be held at a later date for the purpose of presenting preliminary findings and recommendations for public review and comment. The date and time for this second meeting has not yet been set.

**Contact:** Stephan Harris, Transportation Planner – Project Manager  
River to Sea TPO  
2570 W. International Speedway Blvd. Suite 100  
Daytona Beach FL 32114  
**Phone:** (386) 226-0422 ext. 20428  
**Email:** Sharris@r2ctpo.org

Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public workshop should contact the River to Sea TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, Florida 32114-8145; (386) 226-0422, extension 20425, at least five (5) working days prior to the workshop date.

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## Meeting Notes

Place: City of New Smyrna Beach  
Planning & Zoning Department  
2650 N. Dixie Freeway  
New Smyrna Beach, FL 32168

Date: August 15, 2017

Notes Taken by: Kathy Lee

Project #: 62393.03

Re: SR 44 at Mission Drive/Wallace Road/Canal Street Alternate  
Intersection Design  
Stakeholders Meeting Notes

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### ATTENDEES:

- Colleen Nicoulin (R2CTPO)
- Stephan Harris (R2CTPO)
- Michael Sanders (FDOT D5)
- Jon Cheney (Volusia County)
- Khalid Resheidat (City of NSB)
- Amye King (City of NSB)
- Nancy Maddox (City of NSB)
- Babuji Ambikapathy (VHB)
- Raj Pemmanaboina (VHB)
- Kathy Lee (VHB)

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A stakeholders meeting for the SR 44 at Mission Drive/Wallace Drive/Canal Street alternative intersection design study was held at the Planning & Zoning Department on August 8, 2017. The purpose of the meeting was to present and discuss the merits of six alternative intersection designs prepared and analyzed by VHB. The results of the meeting are described in the notes as follows:

1. Alternatives A through F were presented to the stakeholders. After discussing the results of the analysis and the pros and cons of each alternative, the stakeholders selected Alternatives A, C and D to be forwarded for inclusion in the report and further analysis, including the development of construction cost estimates and B/C analysis for each alternative. Alternative E included a roundabout design, and was the preferred alternative of the two roundabout designs presented; however, the results of the analysis indicates that a roundabout design is not appropriate for this location and it was dropped from consideration. VHB will provide documentation, per the FDOT 3-step process, describing why a roundabout is not appropriate for this location.
2. VHB will provide analysis for two new alternatives, G and H, which are based on Alternatives C and D but introduce the elimination of the southbound left turn movement on Wallace Drive. The movement will be accomplished by performing southbound right turn movement on Wallace Drive, making a westbound U turn at the SR 44 and McDonalds Driveway signalized intersection and making an eastbound through movement at SR 44 and Mission Drive signalized intersection.
3. VHB will perform additional analysis for three preferred alternatives (A, C, and D) for the peak weekday (Thursday A.M. and P.M.) hours.
4. There was a discussion on how best to receive feedback on the alternatives at the upcoming public meeting. One suggestion was to present an overview of the preferred alternatives, or possibly all of the alternatives

Ref:  
Click here to enter a date.  
Page 2

analyzed; and then provide boards throughout the room of each of the alternatives so that attendees can walk up and discuss their likes and dislikes with VHB and/or R2CTPO staff. It was later decided that just the preferred alternatives would be presented during the meeting.



## Public Meeting for Businesses on the

### SR 44/Mission Rd/Wallace Rd/Canal Street Alternative Intersection Design

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A **public meeting** for businesses on the SR 44/Mission Rd/Wallace Rd/Canal Street Alternative Intersection Design is scheduled for:

**Date:** Thursday, August 31, 2017

**Time:** 5:30 pm to 6:30 pm

**Location:** New Smyrna Beach City Commission Chambers\*  
210 Sams Avenue  
New Smyrna Beach, FL 32168

**\*Note: PLEASE USE THE SOUTH ENTRANCE FROM THE JULIA STREET SIDE OF CITY HALL**

\*\*\*\*\*

The purpose of this meeting is to solicit feedback from business owners and the public on an operations and safety study of the SR 44/Mission Rd/Wallace Rd/Canal Street intersections. The study is being conducted for the River to Sea Transportation Planning Organization (TPO) by its consultant, VHB, Inc., in coordination with the Florida Department of Transportation, Volusia County, and the city of New Smyrna Beach. This study aims to identify an alternative intersection design to improve the safety and efficiency of the roadway for all road users.

Draft preliminary findings, recommendations, study-related exhibits and other information will be presented for review at this meeting. The TPO staff, City of New Smyrna Beach staff, and the consultant will be available to discuss the study and address questions and comments. Questions and comments may also be submitted to the River to Sea TPO and/or consultant via [www.r2ctpo.org](http://www.r2ctpo.org), email or phone (contact information provided below).

The meeting is intended to provide business owners, the public and other stakeholders with an opportunity to learn about the study and to inform the study team of any interests or concerns that may be relevant to the study.

**Contact:** Stephan Harris, Transportation Planner – Project Manager  
River to Sea TPO  
2570 W. International Speedway Blvd. Suite 100  
Daytona Beach FL 32114  
**Phone:** (386) 226-0422 ext. 20428  
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**River to Sea TPO**  
**Public Comments**  
**SR 44/Mission Dr/Wallace Rd/ Canal St. Alternative Intersection Design Study**  
**Public Workshop/Open House**  
**New Smyrna Beach City Commission Chambers**  
**210 Sams Ave**  
**New Smyrna Beach , FL 32168**  
**July 11, 2017**  
**5:00 - 7:00 PM**

Name	Comment Summary
David Wahl	<ol style="list-style-type: none"> <li>1. Consider future use of automatized cars</li> <li>2. Makes roundabout practicable</li> <li>3. Need pedestrian/bike bridge, if roundabout</li> </ol>
Joe Snyder	<ol style="list-style-type: none"> <li>1. Right turn lanes for SR 44 EB to Mission Dr South and SR 44 WB to Wallace Rd North</li> <li>2. Speed enforcement</li> <li>3. Traffic light timing/coordination (95-Myrtle)</li> <li>4. Another East/West route south of SR 44 such as open Paige</li> <li>5. Reduced speed limit from Colony Park Rd to Myrtle Ave</li> <li>6. Cut off Canal St W merge to SR 44 (Turn left on cut off then right onto SR 44)</li> <li>7. No roundabout</li> </ol>
Candice Fitzpatrick	<ol style="list-style-type: none"> <li>1. The traffic backs up from Wallace Rd/Mission Dr all the way west to Hidden Pines Blvd and even further west. On a Saturday and Sunday it takes 10 minutes or more to exit Hidden Pines Blvd and get to Publix on SR 44. This is due to people from out of town heading to the beach. The lights needs to be sunched to help traffic flow.</li> </ol>
Volusia Motorsports	<ol style="list-style-type: none"> <li>1. Suggest widen/remove West Canal St by making a new widen turn to W Canal St further to the east (in wooded section) east of the current turn 15 West Canal St. Better for Canal St Downtown businesses and eliminates W Canal St merge by widening SR 44.</li> </ol>

**Public Comments received by project website**  
**SR 44/Mission Dr/Wallace Rd/ Canal St. Alternative Intersection Design Study**

Name	Comment Summary
Paul Flynn	<ol style="list-style-type: none"> <li>1. It's a miserable intersection causing major traffic backups, but you know that. I can't comment further without reading the study.</li> </ol>
Barry Ownby	<ol style="list-style-type: none"> <li>1. I am writing in regards to the issue concerning Mission Road and 44 and would like to put some input into this matter. Although I am unsure of there being a complete solution to the problem, I do believe that there are some things that have been overlooked or not thought of. My concern is that something is not done that would create additional problems for the area and for existing businesses. One of the proposed solutions was to block off the end of Canal Street; however, this would cause extreme difficulty for the five businesses that this would affect all of which have tractor trailer deliveries on almost a daily basis. For a tractor trailer to make a delivery on a dead end road would become not only dangerous but also nearly impossible. The five businesses that would be effected are: Barry's Smyrna Hydraulics, Southern Auto Repair, Serene Pavers, Smyrna Fence Supply, and Fox Bicycle. I am personally writing this, Barry A. Ownby, as the owner of 1601, 1603, and 1605 W Canal Street which makes us 310 feet of the road at the end of Canal Street. This property has been owned by myself and my family since 1959, and I am a fourth generation owner of Barry's Smyrna Hydraulics. I have presently obtained an attorney, Glenn Storch, to represent my interest in this matter and to defend my rights as a property owner. I am willing to speak to someone concerning this matter either via person, phone, or email.</li> </ol>
Donna Athearn	<ol style="list-style-type: none"> <li>1. Go with the light adjustments.</li> </ol>

## River to Sea TPO

### Public Comments

#### SR 44/Mission Dr/Wallace Rd/ Canal St. Alternative Intersection Design Study

#### Public Comments received by project website

#### SR 44/Mission Dr/Wallace Rd/ Canal St. Alternative Intersection Design Study

Russell Owen	<p>1. I would like to add my support for some potential improvements to the traffic flow along the 44 corridor. I would like to stress, however, that I don't feel this improvement is of great importance, and it certainly shouldn't be gained by routing traffic through dense, narrow side-streets such as Paige Avenue, Corbin Park, Hidden Pines, Jungle Ave, etc.</p> <p>2. <b>Why this isn't urgent:</b> This "problem" only exist during very predictable peak times. I can have a picnic in the middle of SR44 after 8pm most days. It is simply not practical to completely redesigning traffic patterns, disrupting many locals and spending thousands or millions of dollars, to solve a peak capacity problem. Nothing operates that way - you build to accommodate average capacity, and you deal with minor inconveniences at peak capacity times. Queue times at Disney or any restaurant range from several minutes to several hours depending on demand. Traffic will always follow a similar pattern, no matter what adjustments are made.</p> <p>3. <b>Why not the neighborhoods:</b> I am firmly convinced that drivers (myself included) behave less safely when they are driving through someone else's neighborhood than when they are in their own neighborhood. As a resident on Hidden Pines, I have anecdotally noted that the speeds of vehicles who are do not live on the street are often noticeably higher than locals. This puts the many pedestrians and children at great risk.</p> <p>4. Anything that routes traffic congestion through the neighborhoods adjacent to SR44 will create a series of safety issues for pedestrians, and probably do little to really solve the SR44 problem. For instance, Jungle Road is already a legitimate bypass to the often clogged portion of SR44. Locals know that you can easily navigate all the way to US1 or back to SR44 way past the congestion by using this route. This alternative has not alleviated traffic congestion, but has made it unsafe for pedestrians and children in that area because of the increased traffic flow at unsafe speeds.</p> <p>5. <b>Other Options:</b> I have seen other locations shutdown traffic lights during certain times. The light at the intersection of the Harley dealership and Publix entrance was once probably required because of the Walmart location and related traffic. However, I would argue that it is not required now and is simply an impedence to smooth traffic flow. During the peak times, couldn't this intersection be closed to turning west-bound onto SR44 out of the shopping plaza? This would eliminate the need for the light (could go to flashing yellow maybe) and improve traffic flow. I also think the timing of the lights could be dramatically improved (adaptive lighting?), forcing longer delays on the side streets to allow traffic to flow at full speed on the main corridor.</p> <p>6. <b>Thanks:</b> Finally, thank you for taking the time to read this. I can only imagine in a position such as yours that you are often bombarded by concerned citizens who's strategic vision for the community stops at their mailbox. I appreciate your service and consideration. I am happy to chat further, or participate in any forums, survey's, etc. if I can be of any assistance.</p>
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## River to Sea TPO

### Public Comments

#### SR 44/Mission Dr/Wallace Rd/ Canal St. Alternative Intersection Design Study

#### Public Comments received by project website

#### SR 44/Mission Dr/Wallace Rd/ Canal St. Alternative Intersection Design Study

Tiffany Kyle	<p>1. I understand that the intersection of SR 44 and Mission in New Smyrna Beach has been a problematic bottleneck for years. I appreciate that the River to Sea Transportation Planning Organization (TPO) has asked for ideas from the public to address the problem. I hope that my feedback will be helpful.</p> <p>2. I believe that the proposal that could produce the most efficient reduction in congestion on SR 44 would be the installation of an adaptive traffic signal system at intersections from the Walmart area to Mission. At a cost of only about \$40,000 per intersection, it could be the most cost effective solution to the problem. Additionally, it could be useful as a data collection device to inform emerging technologies that may help improve transportation options in the future.</p> <p>3. Furthermore, if there is no plan for a traffic light at Corbin Park, it would be helpful to include some traffic monitoring device on Corbin Park Road that could provide data to the adaptive traffic signal system that is controlling nearby intersection signals so that lights can be timed in a manner that would permit better flow from Corbin Park Road onto SR 44. It gets backed up there as people wait for a break in the traffic to be able to turn onto SR 44. I am not sure of the feasibility of including such a device, but it would be worth investigating. It may be worth investigating that option for other roads that are connected to SR 44 as well.</p> <p>4. In addition to the installation of an adaptive traffic signal system, it would be helpful to limit the number of left turns into and out of businesses that are near the intersection of SR 44 and Mission. The addition of a right turn lane on eastbound SR 44 at Mission would also be helpful.</p> <p>5. I would like to see the adaptive traffic signal system be one of the proposals that is given further consideration. I am open to hearing about other options, too. One option, however, that I am adamantly against is the proposal to open Paige Avenue. You may remember that hundreds of residents signed a petition in 2015 asking the TPO to not route SR 44 traffic through our neighborhood. Residents were concerned about safety, privacy, and quality of life. The people who purchased homes in the neighborhoods around Paige did so because they preferred a quiet, safe environment where they could walk their dog or go for a bike ride without worrying about cars whizzing around them.</p> <p>6. I have recently spoken with some of my neighbors, including some new neighbors who have moved to the neighborhood since 2015. They are also against opening Paige Avenue and would be willing to voice their concerns, if necessary. Please let me know as soon as you can what the proposals to reduce traffic on SR 44 will be and when the next meeting with the public will be so that I can disseminate this information to neighbors so that they will have an opportunity to provide feedback.</p> <p>7. Whatever is proposed, I hope that you will zoom out and take a broader, longer perspective. I am not a traffic engineer, but I do know a bit about human behavior, so the concept of induced traffic makes a lot of sense to me. Numerous studies have found that the addition of roads and lanes within cities does not reduce traffic congestion. In fact, in some circumstances, removing roads has actually reduced traffic. Studies find that people change their driving behavior depending on the level of traffic congestion. Widen roads or add new roads and traffic will again reach stop and go equilibrium as more people elect to take more car trips and drive during peak times.</p> <p>8. I grew up in DeLand, lived in a suburb of Orlando for some years, and then moved to New Smyrna when my child was born. So, I have quite a few friends all over Central Florida. My friends in the Orlando area and in West Volusia say that they don't come to New Smyrna Beach during "beach rush hour," that is 10 am to noon on Saturdays, because of the traffic on SR 44. If you open up space on SR 44, people who previously did not come during rush hour will fill in and you will again have bumper to bumper traffic. This is what transportation experts call induced traffic. If you have more people coming to the beach during beach rush hour, won't that make the already burdensome traffic on beachside even worse? If greater access is opened up for beachgoers to get to the barrier islands, where will you put all of these people when they get there? The City is already struggling with a beachside parking problem.</p> <p>9. It may be time to consider other transportation options beyond individuals driving cars that require parking spots. I know that people all over the world are working on innovations to help address the problems caused by individuals driving gas powered vehicles that require parking spots. What innovative direction can New Smyrna take? What innovation can we adopt that will solve a problem that promises to worsen as the world population grows and more people move to Volusia County? I am hoping that you will not sacrifice the quality of life of people who live in my neighborhood just to put a small bandage on a festering wound.</p> <p>10. An adaptive traffic signal system has the potential to be more than a bandage. The data collected and solutions tested by the system could provide a useful basis for investigating future innovations, such as self-driving vehicles and other transportation innovations.</p> <p>11. I look forward to seeing what is proposed and continuing to contribute to this conversation.</p>
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**SR 44/Mission Rd/Wallace Rd/Canal St Alternative Intersection Design**  
**Meeting Minutes - Stakeholder Follow-up Meeting conducted on 9/7/2017**

A stakeholder follow-up meeting (teleconference) was held on 9/7/2017 to discuss the feedback received at Public Meeting #2 on 8/31/2017 and next steps. Below are the meeting minutes:

- The public was not receptive of Alternatives C and D because of the potentially longer path for EB/WB lefts @ SR 44/Mission Dr-Wallace Rd. They were also not receptive of the restriction of the current Canal Street Merge (WB) onto SR 44.
- Based on the input received from public (at #2 meeting held on 8/31/2017) and input from FDOT, County, City and TPO staff, the below improvements are proposed as part of **preferred Alternative A**.
  - Extend EB left turn lane @ SR 44/Mission Dr-Wallace Rd.
  - Extend NB left turn lane @ SR 44/Mission Dr-Wallace Rd.
  - Add Exclusive EB right turn lane @ SR44/Mission Dr-Wallace Rd.
  - Extend EB left turn lane @ SR 44/Canal Street Connector.
  - Extend the merge lane along WB Canal Street and drop it as right turn only lane at the intersection of SR 44/Mission Rd-Wallace Rd.
  - Install a signal @ SR 44/Canal Street Connector to facilitate the change in movement (vehicles traveling WB on Canal Street must use Canal Street Connector to go WB on SR 44 instead of the merge). Provide relevant signs to inform commuters of the right path along WB Canal Street as well as WB SR 44 to potentially eliminate merge/weave issues.
- Original Alternative A (with the merge eliminated along WB SR 44) will also be presented in the Study Report (based on the input from FDOT). The Report will also show the maneuverability of a tractor-trailer accessing the business driveway at Serene Pavers and Stonescapes, Inc. in Original Alternative A (with the merge eliminated).
- VHB mentioned that because of the common improvements between Preferred Alternative A and Alternative D, these 2 alternatives can be phased improvements. Initially Alternative A can be implemented with traditional capacity improvements. Then Alternative D can be implemented when the need arises. With this phased implementation, there will not be any throwaway.



## Public Workshop/Open House on the

### SR 44/Mission Rd/Wallace Rd/Canal Street Alternative Intersection Design

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A public workshop/open house on the SR 44/Mission Rd/Wallace Rd/Canal Street Alternative Intersection Design is scheduled for:

**Date:** Tuesday, October 3, 2017

**Time:** 5:00 pm to 7:00 pm

**Location:** New Smyrna Beach City Commission Chambers\*  
210 Sams Avenue  
New Smyrna Beach, FL 32168

**\*Note: PLEASE USE THE SOUTH ENTRANCE FROM THE JULIA STREET SIDE OF CITY HALL**

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The purpose of this workshop/open house is to solicit feedback from the public on an operations and safety study of the SR 44/Mission Rd/Wallace Rd/Canal Street intersections. The study is being conducted for the River to Sea Transportation Planning Organization (TPO) by its consultant, VHB, Inc., in coordination with the Florida Department of Transportation, Volusia County, and the city of New Smyrna Beach. This study aims to identify an alternative intersection design to improve the safety and efficiency of the roadway for all road users.

The workshop will be conducted as an informal open house where draft preliminary findings, recommendations, study-related exhibits and other information will be presented for review. Both the TPO staff and the consultant will be available to discuss the study and address questions and comments. Questions and comments may also be submitted to the River to Sea TPO and/or consultant via [www.r2ctpo.org](http://www.r2ctpo.org), email or phone (contact information provided below).

The workshop/open house is intended to provide the public and other stakeholders with an opportunity to learn about the study and to inform the study team of any interests or concerns the public may have which may be relevant to the study.

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## **APPENDIX H**

### **SimTraffic Results - (Sat & Thurs) Modified Alternative A**

### Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4823	4792	4865	4924	4867	4815	4850
Vehs Exited	4830	4796	4892	4882	4865	4788	4871
Starting Vehs	156	161	166	133	155	154	173
Ending Vehs	149	157	139	175	157	181	152
Denied Entry Before	1	1	1	1	0	1	0
Denied Entry After	0	0	0	0	0	5	0
Travel Distance (mi)	3406	3411	3452	3438	3429	3402	3417
Travel Time (hr)	158.7	158.5	166.0	154.9	158.5	154.1	157.6
Total Delay (hr)	66.2	65.5	72.3	61.7	65.5	61.9	64.9
Total Stops	4699	4788	5037	4536	4836	4624	4712
Fuel Used (gal)	130.6	130.4	134.0	130.1	131.3	129.0	130.7

### Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4937	4713	4732	4829
Vehs Exited	4937	4740	4734	4834
Starting Vehs	171	189	151	153
Ending Vehs	171	162	149	156
Denied Entry Before	1	0	0	0
Denied Entry After	7	0	0	1
Travel Distance (mi)	3476	3363	3332	3413
Travel Time (hr)	167.8	152.6	151.7	158.0
Total Delay (hr)	73.5	61.2	61.0	65.4
Total Stops	5013	4522	4399	4713
Fuel Used (gal)	135.4	127.7	126.9	130.6

### Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4823	4792	4865	4924	4867	4815	4850
Vehs Exited	4830	4796	4892	4882	4865	4788	4871
Starting Vehs	156	161	166	133	155	154	173
Ending Vehs	149	157	139	175	157	181	152
Denied Entry Before	1	1	1	1	0	1	0
Denied Entry After	0	0	0	0	0	5	0
Travel Distance (mi)	3406	3411	3452	3438	3429	3402	3417
Travel Time (hr)	158.7	158.5	166.0	154.9	158.5	154.1	157.6
Total Delay (hr)	66.2	65.5	72.3	61.7	65.5	61.9	64.9
Total Stops	4699	4788	5037	4536	4836	4624	4712
Fuel Used (gal)	130.6	130.4	134.0	130.1	131.3	129.0	130.7

### Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4937	4713	4732	4829
Vehs Exited	4937	4740	4734	4834
Starting Vehs	171	189	151	153
Ending Vehs	171	162	149	156
Denied Entry Before	1	0	0	0
Denied Entry After	7	0	0	1
Travel Distance (mi)	3476	3363	3332	3413
Travel Time (hr)	167.8	152.6	151.7	158.0
Total Delay (hr)	73.5	61.2	61.0	65.4
Total Stops	5013	4522	4399	4713
Fuel Used (gal)	135.4	127.7	126.9	130.6

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Total Network Performance

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Denied Delay (hr)	0.7
Denied Del/Veh (s)	0.5
Total Delay (hr)	64.7
Total Del/Veh (s)	46.7
Stop Delay (hr)	39.4
Stop Del/Veh (s)	28.4
Total Stops	4713
Stop/Veh	0.94
Travel Dist (mi)	3412.8
Travel Time (hr)	158.0
Avg Speed (mph)	22
Fuel Used (gal)	130.6
Fuel Eff. (mpg)	26.1
HC Emissions (g)	1249
CO Emissions (g)	54267
NOx Emissions (g)	4907
Vehicles Entered	4829
Vehicles Exited	4834
Hourly Exit Rate	4834
Input Volume	21809
% of Volume	22
Denied Entry Before	0
Denied Entry After	1
Density (ft/veh)	325
Occupancy (veh)	157

### Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4584	4606	4565	4472	4565	4606	4519
Vehs Exited	4607	4615	4498	4468	4560	4578	4539
Starting Vehs	179	173	197	161	175	181	162
Ending Vehs	156	164	264	165	180	209	142
Denied Entry Before	3	1	0	0	1	0	0
Denied Entry After	1	1	4	0	1	0	0
Travel Distance (mi)	3309	3340	3289	3228	3293	3316	3280
Travel Time (hr)	164.8	163.1	215.5	159.5	201.1	201.8	177.7
Total Delay (hr)	74.3	71.7	125.8	71.1	110.9	110.9	87.7
Total Stops	4763	4784	5197	4643	6063	6152	5450
Fuel Used (gal)	129.6	129.9	140.9	125.5	139.1	140.0	132.1

### Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4622	4553	4667	4573
Vehs Exited	4582	4500	4594	4557
Starting Vehs	145	190	125	164
Ending Vehs	185	243	198	186
Denied Entry Before	0	0	0	0
Denied Entry After	0	31	0	3
Travel Distance (mi)	3344	3260	3332	3299
Travel Time (hr)	179.3	246.6	170.9	188.1
Total Delay (hr)	87.6	157.0	79.2	97.6
Total Stops	5343	6689	5079	5412
Fuel Used (gal)	134.7	148.8	132.7	135.3

### Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4584	4606	4565	4472	4565	4606	4519
Vehs Exited	4607	4615	4498	4468	4560	4578	4539
Starting Vehs	179	173	197	161	175	181	162
Ending Vehs	156	164	264	165	180	209	142
Denied Entry Before	3	1	0	0	1	0	0
Denied Entry After	1	1	4	0	1	0	0
Travel Distance (mi)	3309	3340	3289	3228	3293	3316	3280
Travel Time (hr)	164.8	163.1	215.5	159.5	201.1	201.8	177.7
Total Delay (hr)	74.3	71.7	125.8	71.1	110.9	110.9	87.7
Total Stops	4763	4784	5197	4643	6063	6152	5450
Fuel Used (gal)	129.6	129.9	140.9	125.5	139.1	140.0	132.1

### Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4622	4553	4667	4573
Vehs Exited	4582	4500	4594	4557
Starting Vehs	145	190	125	164
Ending Vehs	185	243	198	186
Denied Entry Before	0	0	0	0
Denied Entry After	0	31	0	3
Travel Distance (mi)	3344	3260	3332	3299
Travel Time (hr)	179.3	246.6	170.9	188.1
Total Delay (hr)	87.6	157.0	79.2	97.6
Total Stops	5343	6689	5079	5412
Fuel Used (gal)	134.7	148.8	132.7	135.3

### Total Network Performance

Denied Delay (hr)	2.8
Denied Del/Veh (s)	2.2
Total Delay (hr)	94.8
Total Del/Veh (s)	72.0
Stop Delay (hr)	64.8
Stop Del/Veh (s)	49.2
Total Stops	5412
Stop/Veh	1.14
Travel Dist (mi)	3298.9
Travel Time (hr)	188.1
Avg Speed (mph)	18
Fuel Used (gal)	135.3
Fuel Eff. (mpg)	24.4
HC Emissions (g)	1247
CO Emissions (g)	53296
NOx Emissions (g)	4803
Vehicles Entered	4573
Vehicles Exited	4557
Hourly Exit Rate	4557
Input Volume	20900
% of Volume	22
Denied Entry Before	0
Denied Entry After	3
Density (ft/veh)	277
Occupancy (veh)	185

### Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4257	4362	4287	4233	4220	4244	4383
Vehs Exited	4252	4354	4304	4208	4194	4229	4410
Starting Vehs	129	121	136	114	110	138	144
Ending Vehs	134	129	119	139	136	153	117
Denied Entry Before	0	1	1	2	0	1	1
Denied Entry After	0	2	1	0	1	1	0
Travel Distance (mi)	2984	3075	3049	2976	2978	3001	3117
Travel Time (hr)	132.0	134.1	135.7	128.9	129.9	138.2	137.8
Total Delay (hr)	47.8	47.3	49.8	45.1	45.7	53.3	49.7
Total Stops	4054	4084	4228	4045	4001	4077	4261
Fuel Used (gal)	113.2	116.1	115.6	112.4	112.9	114.7	118.0

### Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4321	4315	4232	4284
Vehs Exited	4345	4336	4216	4287
Starting Vehs	130	150	120	119
Ending Vehs	106	129	136	125
Denied Entry Before	1	1	1	0
Denied Entry After	1	0	0	0
Travel Distance (mi)	3056	3071	2990	3030
Travel Time (hr)	133.7	136.8	129.9	133.7
Total Delay (hr)	47.6	49.5	45.2	48.1
Total Stops	4086	4189	4063	4110
Fuel Used (gal)	115.0	117.7	113.3	114.9

### Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	7:12						
End Time	8:12						
Total Time (min)	60						
Volumes adjusted by PHF, Growth Factors.							
Run Number	1	10	2	3	4	5	6
Vehs Entered	4257	4362	4287	4233	4220	4244	4383
Vehs Exited	4252	4354	4304	4208	4194	4229	4410
Starting Vehs	129	121	136	114	110	138	144
Ending Vehs	134	129	119	139	136	153	117
Denied Entry Before	0	1	1	2	0	1	1
Denied Entry After	0	2	1	0	1	1	0
Travel Distance (mi)	2984	3075	3049	2976	2978	3001	3117
Travel Time (hr)	132.0	134.1	135.7	128.9	129.9	138.2	137.8
Total Delay (hr)	47.8	47.3	49.8	45.1	45.7	53.3	49.7
Total Stops	4054	4084	4228	4045	4001	4077	4261
Fuel Used (gal)	113.2	116.1	115.6	112.4	112.9	114.7	118.0

### Interval #1 Information Recording

Start Time	7:12			
End Time	8:12			
Total Time (min)	60			
Volumes adjusted by PHF, Growth Factors.				
Run Number	7	8	9	Avg
Vehs Entered	4321	4315	4232	4284
Vehs Exited	4345	4336	4216	4287
Starting Vehs	130	150	120	119
Ending Vehs	106	129	136	125
Denied Entry Before	1	1	1	0
Denied Entry After	1	0	0	0
Travel Distance (mi)	3056	3071	2990	3030
Travel Time (hr)	133.7	136.8	129.9	133.7
Total Delay (hr)	47.6	49.5	45.2	48.1
Total Stops	4086	4189	4063	4110
Fuel Used (gal)	115.0	117.7	113.3	114.9

### Total Network Performance

Denied Delay (hr)	0.7
Denied Del/Veh (s)	0.6
Total Delay (hr)	47.4
Total Del/Veh (s)	38.7
Stop Delay (hr)	31.4
Stop Del/Veh (s)	25.6
Total Stops	4110
Stop/Veh	0.93
Travel Dist (mi)	3029.8
Travel Time (hr)	133.7
Avg Speed (mph)	23
Fuel Used (gal)	114.9
Fuel Eff. (mpg)	26.4
HC Emissions (g)	1274
CO Emissions (g)	52428
NOx Emissions (g)	4681
Vehicles Entered	4284
Vehicles Exited	4287
Hourly Exit Rate	4287
Input Volume	19086
% of Volume	22
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	385
Occupancy (veh)	133

## Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4129	4144	4207	4222	4273	4114	4186
Vehs Exited	4126	4105	4197	4232	4261	4125	4165
Starting Vehs	146	135	131	156	124	149	120
Ending Vehs	149	174	141	146	136	138	141
Denied Entry Before	1	0	1	0	2	2	0
Denied Entry After	0	2	3	1	2	0	1
Travel Distance (mi)	2973	2993	3065	3076	3112	2974	3030
Travel Time (hr)	133.6	139.7	141.3	142.0	141.6	133.8	138.5
Total Delay (hr)	49.3	54.5	54.1	54.3	52.9	49.9	52.5
Total Stops	4101	4316	4398	4419	4423	4120	4334
Fuel Used (gal)	112.9	115.0	118.1	117.9	118.6	113.5	116.0

## Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4204	4221	4212	4192
Vehs Exited	4216	4190	4225	4185
Starting Vehs	131	135	132	129
Ending Vehs	119	166	119	138
Denied Entry Before	0	0	1	0
Denied Entry After	1	0	0	0
Travel Distance (mi)	3033	3054	3065	3038
Travel Time (hr)	139.4	139.4	140.1	138.9
Total Delay (hr)	53.4	52.6	52.8	52.6
Total Stops	4381	4409	4401	4331
Fuel Used (gal)	116.3	117.6	117.9	116.4

## Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	7:12
End Time	8:12
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	4129	4144	4207	4222	4273	4114	4186
Vehs Exited	4126	4105	4197	4232	4261	4125	4165
Starting Vehs	146	135	131	156	124	149	120
Ending Vehs	149	174	141	146	136	138	141
Denied Entry Before	1	0	1	0	2	2	0
Denied Entry After	0	2	3	1	2	0	1
Travel Distance (mi)	2973	2993	3065	3076	3112	2974	3030
Travel Time (hr)	133.6	139.7	141.3	142.0	141.6	133.8	138.5
Total Delay (hr)	49.3	54.5	54.1	54.3	52.9	49.9	52.5
Total Stops	4101	4316	4398	4419	4423	4120	4334
Fuel Used (gal)	112.9	115.0	118.1	117.9	118.6	113.5	116.0

**Interval #1 Information Recording**

Start Time	7:12
End Time	8:12
Total Time (min)	60
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	4204	4221	4212	4192
Vehs Exited	4216	4190	4225	4185
Starting Vehs	131	135	132	129
Ending Vehs	119	166	119	138
Denied Entry Before	0	0	1	0
Denied Entry After	1	0	0	0
Travel Distance (mi)	3033	3054	3065	3038
Travel Time (hr)	139.4	139.4	140.1	138.9
Total Delay (hr)	53.4	52.6	52.8	52.6
Total Stops	4381	4409	4401	4331
Fuel Used (gal)	116.3	117.6	117.9	116.4

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**Total Network Performance**

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Denied Delay (hr)	0.7
Denied Del/Veh (s)	0.6
Total Delay (hr)	52.0
Total Del/Veh (s)	43.3
Stop Delay (hr)	34.2
Stop Del/Veh (s)	28.5
Total Stops	4331
Stop/Veh	1.00
Travel Dist (mi)	3037.5
Travel Time (hr)	138.9
Avg Speed (mph)	22
Fuel Used (gal)	116.4
Fuel Eff. (mpg)	26.1
HC Emissions (g)	1749
CO Emissions (g)	60124
NOx Emissions (g)	5818
Vehicles Entered	4192
Vehicles Exited	4185
Hourly Exit Rate	4185
Input Volume	19278
% of Volume	22
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	370
Occupancy (veh)	138

## **APPENDIX I**

### **Cost Estimates & B/C Analysis**

**(Modified Alternative A, Alternatives A, C & D)**

## Benefit - Cost Analysis - Alternative A

Benefit Period		Measures of Effectiveness	
		Total Delay/Veh (S)	Fuel Consumption (gal)
SATURDAY_10-11 AM	Existing	125.9	137.4
	<b>Alt A</b>	88.4	134.1
SATURDAY_2-3 PM	Existing	99.4	135.1
	<b>Alt A</b>	69.7	131.9
Estimated Daily (AM + PM)	Existing	225.3	272.5
	<b>Alt A</b>	158.1	266.0
Estimated Saturday Savings		67.2	6.5
Estimated Unit Cost		\$17.670	\$3.270
Daily User Benefit by MOE		\$1,187.42	\$21.26
Daily User Benefit Total		2417.36	
<b>Annual User Benefit</b>		<b>\$251,405.23</b>	
<b>Total Annual Cost</b>		<b>\$52,502.27</b>	
<b>Benefit Cost Ratio</b>		<b>10.12</b>	

Benefit Period		Measures of Effectiveness	
		Total Delay/Veh (S)	Fuel Consumption (gal)
THURSDAY_12 Noon -1 PM	Existing	74.0	118.4
	<b>Alt A</b>	53.4	116.7
THURSDAY_4-5 PM	Existing	64.7	112.0
	<b>Alt A</b>	54.4	116.0
Estimated Daily (AM + PM)	Existing	138.7	230.4
	<b>Alt A</b>	107.8	232.7
Estimated Saturday Savings		30.9	-2.3
Estimated Unit Cost		\$17.670	\$3.270
Daily User Benefit by MOE		\$546.00	-\$7.52
Daily User Benefit Total		1076.96	
<b>Annual User Benefit</b>		<b>\$280,010.64</b>	
<b>Total Annual Cost</b>		<b>\$52,502.27</b>	
<b>Benefit Cost Ratio</b>		<b>5.33</b>	

MOE Values	Unit Value	Source
Delay (\$)	17.67	2014 Urban Mobility Report published
Fuel (\$/gal)	3.27	2014 Urban Mobility Report published
Days per Year	300	Average Days with Observable AM & PM

The service life of the improvement was kept as twenty (20) years.

Interest rate of 4% was used in arriving at the annual cost of improvements.

Annual user benefit was calculated for 52\*5 weekdays (M-F) plus 52\*2 (Saturday and Sunday) weekend days with 2 hours each of morning and afternoon peak periods

MOE Values	Unit Value	Source
Delay (\$)	17.67	2014 Urban Mobility Report published
Fuel (\$/gal)	3.27	2014 Urban Mobility Report published
Days per Year	300	Average Days with Observable AM & PM

The service life of the improvement was kept as twenty (20) years.

Interest rate of 4% was used in arriving at the annual cost of improvements.

## Benefit - Cost Analysis - Alternative C

Benefit Period		Measures of Effectiveness	
		Total Delay/Veh (S)	Fuel Consumption (gal)
SATURDAY_10-11 AM	Existing	125.9	137.4
	Alt C	79.5	135.7
SATURDAY_2-3 PM	Existing	99.4	135.1
	Alt C	85.8	132.0
Estimated Daily (AM + PM)	Existing	225.3	272.5
	Alt C	165.3	267.7
Estimated Saturday Savings		60.0	4.8
Estimated Unit Cost		\$17.670	\$3.270
Daily User Benefit by MOE		\$1,060.20	\$15.696
Daily User Benefit Total		2151.79	
Annual User Benefit		\$223,786.37	
Total Annual Cost		\$73,938.31	
Benefit Cost Ratio		4.29	

Benefit Period		Measures of Effectiveness	
		Total Delay/Veh (S)	Fuel Consumption (gal)
THURSDAY_12 Noon -1 PM	Existing	74.0	118.4
	Alt C	69.3	126.7
THURSDAY_4-5 PM	Existing	64.7	112.0
	Alt C	55.6	123.2
Estimated Daily (AM + PM)	Existing	138.7	230.4
	Alt C	124.9	249.9
Estimated Saturday Savings		13.8	-19.5
Estimated Unit Cost		\$17.670	\$3.270
Daily User Benefit by MOE		\$243.85	-\$63.86
Daily User Benefit Total		359.97	
Annual User Benefit		\$93,591.11	
Total Annual Cost		\$73,938.31	
Benefit Cost Ratio		1.27	

MOE Values	Unit Value	Source
Delay (\$)	17.67	2014 Urban Mobility Report published
Fuel (\$/gal)	3.27	2014 Urban Mobility Report published
Days per Year	300	Average Days with Observable AM & PM

The service life of the improvement was kept as twenty (20) years.

Interest rate of 4% was used in arriving at the annual cost of improvements.

Annual user benefit was calculated for 52\*5 weekdays (M-F) plus 52\*2 (Saturday and Sunday) weekend days with 2 hours each of morning and afternoon peak periods

MOE Values	Unit Value	Source
Delay (\$)	17.67	2014 Urban Mobility Report published
Fuel (\$/gal)	3.27	2014 Urban Mobility Report published
Days per Year	300	Average Days with Observable AM & PM

The service life of the improvement was kept as twenty (20) years.

Interest rate of 4% was used in arriving at the annual cost of improvements.

## Benefit - Cost Analysis - Alternative D

Benefit Period		Measures of Effectiveness	
		Total Delay/Veh (\$)	Fuel Consumption (gal)
SATURDAY_10-11 AM	Existing	125.9	137.4
	<b>Alt D</b>	59.9	128.6
SATURDAY_2-3 PM	Existing	99.4	135.1
	<b>Alt D</b>	52.4	130.8
Estimated Daily (AM + PM)	Existing	225.3	272.5
	<b>Alt D</b>	112.3	259.4
Estimated Saturday Savings		113.0	13.1
Estimated Unit Cost		\$17.670	\$3.270
Daily User Benefit by MOE		\$1,996.71	\$42.837
Daily User Benefit Total		4079.09	
<b>Annual User Benefit</b>		<b>\$424,225.78</b>	
<b>Total Annual Cost</b>		<b>\$92,868.78</b>	
<b>Benefit Cost Ratio</b>		<b>9.59</b>	

Benefit Period		Measures of Effectiveness	
		Total Delay/Veh (\$)	Fuel Consumption (gal)
THURSDAY_12 Noon -1 PM	Existing	74.0	118.4
	<b>Alt D</b>	45.3	118.7
THURSDAY_4-5 PM	Existing	64.7	112.0
	<b>Alt D</b>	41.8	116.2
Estimated Daily (AM + PM)	Existing	138.7	230.4
	<b>Alt D</b>	87.1	234.9
Estimated Saturday Savings		51.6	-4.5
Estimated Unit Cost		\$17.670	\$3.270
Daily User Benefit by MOE		\$911.77	-\$14.72
Daily User Benefit Total		1794.11	
<b>Annual User Benefit</b>		<b>\$466,469.64</b>	
<b>Total Annual Cost</b>		<b>\$92,868.78</b>	
<b>Benefit Cost Ratio</b>		<b>5.02</b>	

MOE Values	Unit Value	Source
Delay (\$)	17.67	2014 Urban Mobility Report published
Fuel (\$/gal)	3.27	2014 Urban Mobility Report published
Days per Year	300	Average Days with Observable AM & PM

The service life of the improvement was kept as twenty (20) years.

Interest rate of 4% was used in arriving at the annual cost of improvements.

Annual user benefit was calculated for 52\*5 weekdays (M-F) plus 52\*2 (Saturday and Sunday) weekend days with 2 hours each of morning and afternoon peak periods

MOE Values	Unit Value	Source
Delay (\$)	17.67	2014 Urban Mobility Report published
Fuel (\$/gal)	3.27	2014 Urban Mobility Report published
Days per Year	300	Average Days with Observable AM & PM

The service life of the improvement was kept as twenty (20) years.

Interest rate of 4% was used in arriving at the annual cost of improvements.

## Benefit - Cost Analysis - Modified Alternative A

Benefit Period		Measures of Effectiveness	
		Total Delay/Veh (S)	Fuel Consumption (gal)
SATURDAY_10-11 AM	Existing	125.9	137.4
	Alt A - Pref	94.8	135.3
SATURDAY_2-3 PM	Existing	99.4	135.1
	Alt A - Pref	64.7	130.6
Estimated Daily (AM + PM)	Existing	225.3	272.5
	Alt A - Pref	159.5	265.9
Estimated Saturday Savings		65.8	6.6
Estimated Unit Cost		\$17.670	\$3.270
Daily User Benefit by MOE		\$1,162.69	\$21.58
Daily User Benefit Total		2368.54	
Annual User Benefit		\$246,327.74	
Total Annual Cost		\$54,525.45	
Benefit Cost Ratio		11.11	

Benefit Period		Measures of Effectiveness	
		Total Delay/Veh (S)	Fuel Consumption (gal)
THURSDAY_12 Noon -1 PM	Existing	74.0	118.4
	Alt A - Pref	52.0	116.4
THURSDAY_4-5 PM	Existing	64.7	112.0
	Alt A - Pref	47.4	114.9
Estimated Daily (AM + PM)	Existing	138.7	230.4
	Alt A - Pref	99.4	231.3
Estimated Saturday Savings		39.3	-0.9
Estimated Unit Cost		\$17.670	\$3.270
Daily User Benefit by MOE		\$694.43	-\$2.94
Daily User Benefit Total		1382.98	
Annual User Benefit		\$359,573.76	
Total Annual Cost		\$54,525.45	
Benefit Cost Ratio		6.59	

MOE Values	Unit Value	Source
Delay (\$)	17.67	2014 Urban Mobility Report published
Fuel (\$/gal)	3.27	2014 Urban Mobility Report published
Days per Year	300	Average Days with Observable AM & PM

The service life of the improvement was kept as twenty (20) years.

Interest rate of 4% was used in arriving at the annual cost of improvements.

Annual user benefit was calculated for 52\*5 weekdays (M-F) plus 52\*2 (Saturday and Sunday) weekend days with 2 hours each of morning and afternoon peak periods

MOE Values	Unit Value	Source
Delay (\$)	17.67	2014 Urban Mobility Report published
Fuel (\$/gal)	3.27	2014 Urban Mobility Report published
Days per Year	300	Average Days with Observable AM & PM

The service life of the improvement was kept as twenty (20) years.

Interest rate of 4% was used in arriving at the annual cost of improvements.

## **APPENDIX I**

### **Cost Estimates & B/C Analysis**

**(Modified Alternative A, Alternatives A, C & D)**

**ENGINEER'S ESTIMATE**

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 12/20/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

**MODIFIED ALTERNATIVE A**

Improvement No.	Description	Cost
1	Install EB Right Turn Lane on SR 44 at Wallace Rd./Mission Dr.	\$163,939.65
2	Extend EB Left Turn Lane on SR 44 at Wallace Rd./Mission Dr.	\$36,463.64
3	Extend NB Left Turn Lanes on Mission Dr. at SR 44	\$17,746.33
4	Install SB Right Turn Lane on Canal St. at SR 44 & Convert SB L/T/R to L/T	\$36,314.54
5	Install Traffic Signal at SR 44 and Canal St.	\$327,532.14
8	Extend EB Left turn Lane at Canal Street	\$16,694.40
11	Install WB Right turn Lane at Circle K	\$6,441.27
Misc.	Install WB Right turn Lane at Wallace Road	\$39,232.09
<b>ALTERNATIVE A SUBTOTAL:</b>		<b>\$644,364.06</b>
<b>MAINTENANCE OF TRAFFIC (5%):</b>		<b>\$32,218.20</b>
<b>DESIGN (10%):</b>		<b>\$64,436.41</b>
<b>ALTERNATIVE A GRAND TOTAL:</b>		<b>\$741,018.67</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30. Estimates do not include right of way acquisition, aboveground or underground utility adjustments or improvements outside the right of way.

**ENGINEER'S ESTIMATE**

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 12/20/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

**ALTERNATIVE A**

Improvement No.	Description	Cost
1	Install EB Right Turn Lane on SR 44 at Wallace Rd./Mission Dr.	\$163,939.65
2	Extend EB Left Turn Lane on SR 44 at Wallace Rd./Mission Dr.	\$36,463.64
3	Extend NB Left Turn Lanes on Mission Dr. at SR 44	\$17,746.33
4	Install SB Right Turn Lane on Canal St. at SR 44 & Convert SB L/T/R to L/T	\$36,314.54
5	Install Traffic Signal at SR 44 and Canal St.	\$327,532.14
6	Remove Canal St. Merge	\$15,322.79
8	Extend EB Left turn Lane at Canal Street	\$16,694.40
11	Install WB Right turn Lane at Circle K	\$6,441.27
<b>ALTERNATIVE A SUBTOTAL:</b>		<b>\$620,454.77</b>
<b>MAINTENANCE OF TRAFFIC (5%):</b>		<b>\$31,022.74</b>
<b>DESIGN (10%):</b>		<b>\$62,045.48</b>
<b>ALTERNATIVE A GRAND TOTAL:</b>		<b>\$713,522.98</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30. Estimates do not include right of way acquisition, aboveground or underground utility adjustments or improvements outside the right of way.

## ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 12/20/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

### ALTERNATIVE C

Improvement No.	Description	Cost
1	Install EB Right Turn Lane on SR 44 at Wallace Rd./Mission Dr.	\$163,939.65
3	Extend NB Left Turn Lanes on Mission Dr. at SR 44	\$17,746.33
4	Install SB Right Turn Lane on Canal St. at SR 44 & Convert SB L/T/R to L/T	\$36,314.54
5	Install Traffic Signal at SR 44 and Canal St.	\$327,532.14
6	Remove Canal St. Merge	\$15,322.79
7	Eliminate EB and WB Left Turn Lanes & Install WB Right Turn Lane on SR 44 at Wallace Rd./Mission Dr.	\$9,572.40
8	Extend EB Left turn Lane at Canal Street	\$16,694.40
9	Install Traffic Signal at SR 44 and McDonalds/Victory Square Driveway	\$280,215.34
11	Install WB Right turn Lane at Circle K	\$6,441.27
<b>ALTERNATIVE C SUBTOTAL:</b>		<b>\$873,778.87</b>
<b>MAINTENANCE OF TRAFFIC (5%):</b>		<b>\$43,688.94</b>
<b>DESIGN (10%):</b>		<b>\$87,377.89</b>
<b>ALTERNATIVE C GRAND TOTAL:</b>		<b>\$1,004,845.70</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30. Estimates do not include right of way acquisition, aboveground or underground utility adjustments or improvements outside the right of way.

**ENGINEER'S ESTIMATE**

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 12/20/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

**ALTERNATIVE D**

Improvement No.	Description	Cost
1	Install EB Right Turn Lane on SR 44 at Wallace Rd./Mission Dr.	\$164,449.81
3	Extend NB Left Turn Lanes on Mission Dr. at SR 44	\$17,746.33
4	Install SB Right Turn Lane on Canal St. at SR 44 & Convert SB L/T/R to L/T	\$36,314.54
5	Install Traffic Signal at SR 44 and Canal St.	\$327,532.14
6	Remove Canal St. Merge	\$15,322.79
7	Eliminate EB and WB Left Turn Lanes & Install WB Right Turn Lane on SR 44 at Wallace Rd./Mission Dr.	\$9,572.40
8	Extend EB Left turn Lane at Canal Street	\$16,694.40
9	Install Traffic Signal at SR 44 and McDonalds/Victory Square Driveway	\$280,215.34
10	Install Traffic Signal at Wawa Driveway and construct EB pocket lane for u-turns	\$223,204.07
11	Install WB Right turn Lane at Circle K	\$6,441.27
<b>ALTERNATIVE D SUBTOTAL:</b>		<b>\$1,097,493.09</b>
<b>MAINTENANCE OF TRAFFIC (5%):</b>		<b>\$54,874.65</b>
<b>DESIGN (10%):</b>		<b>\$109,749.31</b>
<b>ALTERNATIVE D GRAND TOTAL:</b>		<b>\$1,262,117.06</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30. Estimates do not include right of way acquisition, aboveground or underground utility adjustments or improvements outside the right of way.

## ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

### EB RT TURN LANE - ALTERNATIVE A & C

Item	Description	Unit Meas	Quantity	Weighted Average	Total Amount
0110 1 1	CLEARING & GRUBBING	AC	0.15	\$10,596.54	\$1,561.75
0120 1	REGULAR EXCAVATION	CY	499.33	\$5.10	\$2,546.60
0160 4	TYPE B STABILIZATION	SY	713.59	\$4.22	\$3,011.36
0285709	OPTIONAL BASE,BASE GROUP 09	SY	713.33	\$17.37	\$12,390.60
0334 1 53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	TN	78.47	\$103.66	\$8,133.85
0337 7 83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	TN	58.85	\$97.31	\$5,726.69
0425 1359	INLETS, CURB, TYPE P-5, MODIFY	EA	2	\$9,393.52	\$18,787.04
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	700.00	\$19.43	\$13,601.00
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	297.22	\$38.79	\$11,529.25
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	SY	42.78	\$50.56	\$2,162.84
0570 1 2	PERFORMANCE TURF, SOD	SY	233.33	\$2.65	\$618.33
0649 1 65	STEEL STRAIN POLE, REMOVE,DEEP, BOLT	EA	1	\$3,950.00	\$3,950.00
	STEEL MAST ARM ASSEMBLY, F&I, 150 MPH, 60'				
649 31 103	ARM W/O LUMINAIRE	EA	1	\$35,113.42	\$35,113.42
0650 1 70	TRAFFIC SIGNAL, RELOCATE	AS	3	\$614.61	\$1,843.83
0670 5111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	AS	1	\$26,374.36	\$26,374.36
0670 5600	TRAF CNTL ASSEM, REMOVE	AS	1	\$678.40	\$678.40
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	5	\$226.08	\$1,130.40
0700 2 50	MULTI- POST SIGN, RELOCATE	AS	1	\$2,649.45	\$2,649.45
0700 5 50	INTERNAL ILLUM SIGN, RELOCATE	EA	1	\$1,056.35	\$1,056.35
0700 11500	ELECT DISP SIGN, RELOCATE	AS	3	\$2,890.00	\$8,670.00
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	22	\$3.94	\$88.26
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	12	\$4.21	\$50.52
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	4	\$63.57	\$254.28
0711 11224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	LF	20	\$3.27	\$65.40
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.09	\$4,348.12	\$408.72
0711 15201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	GM	0.11	\$4,023.05	\$442.54
				<b>TOTAL:</b>	<b>\$163,939.65</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30.

## ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

### EB RT TURN LANE - ALTERNATIVE D

Item	Description	Unit Meas	Quantity	Weighted Average	Total Amount
0110 1 1	CLEARING & GRUBBING	AC	0.15	\$10,596.54	\$1,605.54
0120 1	REGULAR EXCAVATION	CY	513.33	\$5.10	\$2,618.00
0160 4	TYPE B STABILIZATION	SY	733.59	\$4.22	\$3,095.76
0285709	OPTIONAL BASE,BASE GROUP 09	SY	733.33	\$17.37	\$12,738.00
0334 1 53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	TN	80.67	\$103.66	\$8,361.91
0337 7 83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	TN	60.50	\$97.31	\$5,887.26
0425 1359	INLETS, CURB, TYPE P-5, MODIFY	EA	2	\$9,393.52	\$18,787.04
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	715.00	\$19.43	\$13,892.45
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	305.56	\$38.79	\$11,852.50
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	SY	42.78	\$50.56	\$2,162.84
0570 1 2	PERFORMANCE TURF, SOD	SY	238.33	\$2.65	\$631.58
0649 1 65	STEEL STRAIN POLE, REMOVE,DEEP, BOLT	EA	1	\$3,950.00	\$3,950.00
	STEEL MAST ARM ASSEMBLY, F&I, 150 MPH, 60'				
649 31 103	ARM W/O LUMINAIRE	EA	1	\$35,113.42	\$35,113.42
0650 1 70	TRAFFIC SIGNAL, RELOCATE	AS	3	\$614.61	\$1,843.83
0670 5111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	AS	1	\$26,374.36	\$26,374.36
0670 5600	TRAF CNTL ASSEM, REMOVE	AS	1	\$678.40	\$678.40
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	5	\$226.08	\$1,130.40
0700 2 50	MULTI- POST SIGN, RELOCATE	AS	1	\$2,649.45	\$2,649.45
0700 5 50	INTERNAL ILLUM SIGN, RELOCATE	EA	0	\$1,056.35	\$0.00
0700 11500	ELECT DISP SIGN, RELOCATE	AS	3	\$2,890.00	\$8,670.00
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	23	\$3.94	\$91.21
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	12	\$4.21	\$50.52
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	4	\$63.57	\$254.28
0711 11224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	LF	20	\$3.27	\$65.40
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.09	\$4,348.12	\$408.72
0711 15201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	GM	0.11	\$4,023.05	\$442.54
				<b>TOTAL:</b>	<b>\$164,449.81</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30.

## ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

### EB LT TURN LANE - ALTERNATIVE A

Item	Description	Unit Meas	Quantity	Weighted Average	Total Amount
0110 1 1	CLEARING & GRUBBING	AC	0.12	\$10,596.54	\$1,313.62
0120 1	REGULAR EXCAVATION	CY	420.00	\$5.10	\$2,142.00
0160 4	TYPE B STABILIZATION	SY	600.26	\$4.22	\$2,533.09
0285709	OPTIONAL BASE,BASE GROUP 09	SY	600.00	\$17.37	\$10,422.00
0334 1 53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	TN	66.00	\$103.66	\$6,841.56
0337 7 83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	TN	49.50	\$97.31	\$4,816.85
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	450	\$16.91	\$7,609.50
0570 1 2	PERFORMANCE TURF, SOD	SY	50.00	\$2.65	\$132.50
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	13	\$3.94	\$52.40
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	2	\$63.57	\$127.14
0711 11224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	LF	20	\$3.27	\$65.40
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.05	\$4,348.12	\$217.41
0711 15131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	GM	0.02	\$1,462.40	\$29.25
0711 15201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	GM	0.04	\$4,023.05	\$160.92
				<b>TOTAL:</b>	<b>\$36,463.64</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30.

## ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

### NB LT TURN LANE ON MISSION DRIVE - ALTERNATIVE A, C & D

Item	Description	Unit Meas	Quantity	Weighted Average	Total Amount
0120 1	REGULAR EXCAVATION	CY	26.44	\$5.10	\$134.87
0520 5 51	TRAF SEP CONC, TYPE V, 4' WIDE	LF	250	\$43.92	\$10,980.00
0700 1 11	SINGLE POST SIGN, F&I GM, <12 SF	AS	1	\$335.16	\$335.16
0700 3101	SIGN PANEL, F&I GM, UP TO 12 SF	EA	2	\$242.10	\$484.20
0705 11 1	DELINEATOR, FLEXIBLE TUBULAR	EA	1	\$69.77	\$69.77
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	15	\$3.94	\$59.10
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	30	\$4.21	\$126.30
0711 11160	THERMOPLASTIC, STD, WHITE, MESSAGE	EA	4	\$122.73	\$490.92
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	6	\$63.57	\$381.42
0711 11224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	LF	193	\$3.27	\$631.11
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.02	\$4,348.12	\$86.96
0711 15131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	GM	0.02	\$1,462.40	\$29.25
0711 15201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	0.17	\$4,023.05	\$683.92
0711 17	THERMOPLASTIC, REMOVE	SF	172	\$2.95	\$507.40
				<b>TOTAL:</b>	<b>\$17,746.33</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30.

## ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

### SB RT TURN LANE @ CANAL STREET CONNECTOR - ALTERNATIVE A, C & D

Item	Description	Unit Meas	Quantity	Weighted Average	Total Amount
0110 1 1	CLEARING & GRUBBING	AC	0.04	\$10,596.54	\$467.07
0120 1	REGULAR EXCAVATION	CY	149.33	\$5.10	\$761.60
0160 4	TYPE B STABILIZATION	SY	213.59	\$4.22	\$901.36
0285709	OPTIONAL BASE,BASE GROUP 09	SY	213.33	\$17.37	\$3,705.60
0334 1 53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	TN	23.47	\$103.66	\$2,432.55
0337 7 83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	TN	17.60	\$97.31	\$1,712.66
0425 1359	INLETS, CURB, TYPE P-5, MODIFY	EA	1	\$9,393.52	\$9,393.52
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	90	\$16.91	\$1,521.90
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	90.00	\$19.43	\$1,748.70
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	14.00	\$38.79	\$543.06
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	SY	8.56	\$50.56	\$432.57
0570 1 2	PERFORMANCE TURF, SOD	SY	72.22	\$2.65	\$191.38
0700 1 11	SINGLE POST SIGN, F&I GM, <12 SF	AS	2	\$335.16	\$670.32
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	3	\$226.08	\$678.24
0700 1 60	SINGLE POST SIGN, REMOVE	AS	5	\$35.28	\$176.40
0700 2 13	MULTI- POST SIGN, F&I GM, 21-30 SF	AS	2	\$3,293.78	\$6,587.56
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	67	\$3.94	\$263.98
0711 11124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	LF	135	\$2.99	\$403.65
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	24	\$4.21	\$101.04
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	5	\$63.57	\$317.85
0711 11224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	LF	85	\$3.27	\$277.95
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.15	\$4,348.12	\$652.22
0711 15131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	GM	0.05	\$1,462.40	\$73.12
0711 15201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	GM	0.13	\$4,023.05	\$523.00
0711 15231	THERMOPLASTIC, STD-OP, YELLOW, SKIP, 6"	GM	0.012	\$2,276.79	\$27.32
0711 17	THERMOPLASTIC, REMOVE	SF	519	\$2.95	\$1,531.05
				<b>TOTAL:</b>	<b>\$36,314.54</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30.

# ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

## TRAFFIC SIGNAL MAST ARM ASSEMBLY CANAL STREET

Item	Description	Unit	Meas	Quantity	Weighted Average	Total Amount
0630 2 11	CONDUIT, F&I, OPEN TRENCH	LF		1595	\$6.64	\$10,590.80
0630 2 12	CONDUIT, F&I, DIRECTIONAL BORE	LF		755	\$18.44	\$13,922.20
0632 7 1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	PI		1	\$6,126.99	\$6,126.99
0633 1122	FIBER OPTIC CABLE, F&I, UG,13-48	LF		1230	\$3.02	\$3,714.60
0633 3 16	FIBER OPTIC CONN HDWR, PATCH PANEL- FIE	EA		2	\$1,422.09	\$2,844.18
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24"	EA		12	\$577.71	\$6,932.52
0635 2 12	PULL & SPLICE BOX, F&I, 24" X 36"	EA		5	\$1,184.18	\$5,920.90
0635 2 13	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"	EA		2	\$2,886.40	\$5,772.80
0639 1122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	AS		1	\$2,340.32	\$2,340.32
0639 2 1	ELECTRICAL SERVICE WIRE, F&I	LF		200	\$5.58	\$1,116.00
0639 3 11	ELEC SERV DISCON, F&I, POLE MNT	EA		1	\$1,282.75	\$1,282.75
0641 2 12	PREST CNC POLE,F&I,TYP P-II SRV POLE	EA		1	\$1,539.41	\$1,539.41
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA		4	\$1,289.11	\$5,156.44
	STEEL MAST ARM ASSEMBLY, F&I, 150 MPH, 60' ARM					
649 31 103	W/O LUMINAIRE	EA		4	\$35,113.42	\$140,453.68
0650 1 14	TRAFFIC SIGNAL,F&I ALUMINUM, 3 S 1 W	AS		6	\$906.55	\$5,439.30
0650 1 16	TRAFFIC SIGNAL,F&I ALUMINUM, 4 S 1 W	AS		1	\$1,228.66	\$1,228.66
0650 1 19	TRAFFIC SIGNAL,F&I ALUMINUM, 5 S CL 1 W	AS		2	\$1,460.26	\$2,920.52
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	AS		4	\$659.81	\$2,639.24
0660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, CABINET	EA		1	\$5,258.40	\$5,258.40
0660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G	EA		4	\$4,876.07	\$19,504.28
0663 1111	SIGNAL PRIO & PREEMP, F&I, OPTICAL,CAB E	EA		1	\$1,394.17	\$1,394.17
0663 1112	SIGNAL PRIO & PREEMP, F&I, OPTICAL,DETEC	EA		4	\$1,196.94	\$4,787.76
0665 1 11	PEDESTRIAN DETECTOR, F&I, STANDARD	EA		4	\$234.51	\$938.04
0670 5111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	AS		1	\$26,374.36	\$26,374.36
0684 1 1	MANAGED FIELD ETHERNET SWITCH, F&I	EA		1	\$3,090.50	\$3,090.50
0685 1 11	UPS POWER SUPPLY, F&I, LINE INTERACTIVE	EA		1	\$4,843.71	\$4,843.71
0700 1 60	SINGLE POST SIGN, REMOVE	AS		4	\$35.28	\$141.12
0700 3506	SIGN PANEL, RELOCATE, 101-200 SF	EA		1	\$480.00	\$480.00
0700 4511	OH STATIC SIGN STR, RELOCATE, C UP TO 20	EA		1	\$25,228.05	\$25,228.05
0700 5 22	INTERNAL ILLUM SIGN, F&I OM, 12-18 SF	EA		4	\$3,469.17	\$13,876.68
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA		10	\$3.94	\$39.40
0711 11123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	LF		190	\$2.28	\$433.20
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF		244	\$4.21	\$1,027.24
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM		0.04	\$4,348.12	\$173.92

**TOTAL: \$327,532.14**

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30.

## ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

### REMOVE CANAL STREET MERGE - ALTERNATIVE A, C & D

Item	Description	Unit Meas	Quantity	Weighted Average	Total Amount
0110 1 1	CLEARING & GRUBBING	AC	0.063	\$10,596.54	\$667.58
0120 1	REGULAR EXCAVATION	CY	143.89	\$5.10	\$733.83
0120 6	EMBANKMENT	CY	70.00	\$7.91	\$553.70
0160 4	TYPE B STABILIZATION	SY	205.81	\$4.22	\$868.54
0285709	OPTIONAL BASE,BASE GROUP 09	SY	205.56	\$17.37	\$3,570.50
0334 1 53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	TN	22.61	\$103.66	\$2,343.87
0337 7 83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	TN	16.96	\$97.31	\$1,650.22
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	135.00	\$19.43	\$2,623.05
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	22.22	\$38.79	\$861.91
0570 1 2	PERFORMANCE TURF, SOD	SY	111.11	\$2.65	\$294.44
0700 1 60	SINGLE POST SIGN, REMOVE	AS	7	\$35.28	\$246.96
0711 11124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	LF	210	\$2.99	\$627.90
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.05	\$4,348.12	\$217.41
0711 15131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	GM	0.043	\$1,462.40	\$62.88
0711 17	THERMOPLASTIC, REMOVE	SF	0	\$2.95	\$0.00
				<b>TOTAL:</b>	<b>\$15,322.79</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30.

## ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

**REMOVE EB & WB LT TURN & INSTALL WB RT TURN LANE AT @ MISSION/WALACE - ALTERNATIVE C & D**  
**(Convert outside WB through to RT turn lane. Assumes WB LT turn lane is being converted to through lane)**

Item	Description	Unit Meas	Quantity	Weighted Average	Total Amount
0650 1 60	TRAFFIC SIGNAL, REMOVE- POLES TO REMAIN	AS	2	\$126.28	\$252.56
0650 1 70	TRAFFIC SIGNAL, RELOCATE	AS	4	\$614.61	\$2,458.44
0670 5400	TRAF CNTL ASSEM, MODIFY	AS	1	\$1,631.51	\$1,631.51
0700 1 11	SINGLE POST SIGN, F&I GM, <12 SF	AS	1	\$335.16	\$335.16
0700 1 60	SINGLE POST SIGN, REMOVE	AS	3	\$35.28	\$105.84
0700 2 60	MULTI- POST SIGN, REMOVE	AS	1	\$655.17	\$655.17
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	38	\$3.94	\$149.72
0711 11124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	LF	340	\$2.99	\$1,016.60
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	12	\$63.57	\$762.84
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.14	\$4,348.12	\$626.13
0711 15201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	GM	0.14	\$4,023.05	\$559.20
0711 17	THERMOPLASTIC, REMOVE	SF	345.5	\$2.95	\$1,019.23
				<b>TOTAL:</b>	<b>\$9,572.40</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30.

## ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

### EB LT TURN LANE - ALTERNATIVE A

Item	Description	Unit Meas	Quantity	Weighted Average	Total Amount
0110 1 1	CLEARING & GRUBBING	AC	0.06	\$10,596.54	\$589.67
0120 1	REGULAR EXCAVATION	CY	188.53	\$5.10	\$961.52
0160 4	TYPE B STABILIZATION	SY	269.59	\$4.22	\$1,137.68
0285709	OPTIONAL BASE,BASE GROUP 09	SY	269.33	\$17.37	\$4,678.32
0334 1 53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	TN	29.63	\$103.66	\$3,071.10
0337 7 83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	TN	22.22	\$97.31	\$2,162.23
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	202	\$16.91	\$3,415.82
0570 1 2	PERFORMANCE TURF, SOD	SY	22.44	\$2.65	\$59.48
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	0	\$3.94	\$0.00
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	2	\$63.57	\$127.14
0711 11224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	LF	20	\$3.27	\$65.40
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.04	\$4,348.12	\$173.92
0711 15131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	GM	0.02	\$1,462.40	\$29.25
0711 15201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	GM	0.04	\$4,023.05	\$160.92
0711 17	THERMOPLASTIC, REMOVE	SF	21	\$2.95	\$61.95
				<b>TOTAL:</b>	<b>\$16,694.40</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30.

# ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

## TRAFFIC SIGNAL MAST ARM ASSEMBLY McDonalds/Victory Square

Item	Description	Unit Meas	Quantity	Weighted Average	Total Amount
0630 2 11	CONDUIT, F&I, OPEN TRENCH	LF	920	\$6.64	\$6,108.80
0630 2 12	CONDUIT, F&I, DIRECTIONAL BORE	LF	565	\$18.44	\$10,418.60
0632 7 1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	PI	1	\$6,126.99	\$6,126.99
0633 1122	FIBER OPTIC CABLE, F&I, UG,13-48	LF	600	\$3.02	\$1,812.00
0633 3 16	FIBER OPTIC CONN HDWR, PATCH PANEL- FIE	EA	1	\$1,422.09	\$1,422.09
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24"	EA	12	\$577.71	\$6,932.52
0635 2 12	PULL & SPLICE BOX, F&I, 24" X 36"	EA	2	\$1,184.18	\$2,368.36
0635 2 13	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"	EA	1	\$2,886.40	\$2,886.40
0639 1122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	AS	1	\$2,340.32	\$2,340.32
0639 2 1	ELECTRICAL SERVICE WIRE, F&I	LF	200	\$5.58	\$1,116.00
0639 3 11	ELEC SERV DISCON, F&I, POLE MNT	EA	1	\$1,282.75	\$1,282.75
0641 2 12	PREST CNC POLE,F&I,TYP P-II SRV POLE	EA	1	\$1,539.41	\$1,539.41
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	4	\$1,289.11	\$5,156.44
	STEEL MAST ARM ASSEMBLY, F&I, 150 MPH, 60' ARM				
649 31 103	W/O LUMINAIRE	EA	4	\$35,113.42	\$140,453.68
0650 1 14	TRAFFIC SIGNAL,F&I ALUMINUM, 3 S 1 W	AS	6	\$906.55	\$5,439.30
0650 1 16	TRAFFIC SIGNAL,F&I ALUMINUM, 4 S 1 W	AS	2	\$1,228.66	\$2,457.32
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	AS	4	\$659.81	\$2,639.24
0660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, CABINET	EA	1	\$5,258.40	\$5,258.40
0660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G	EA	4	\$4,876.07	\$19,504.28
0663 1111	SIGNAL PRIO & PREEMP, F&I, OPTICAL,CAB E	EA	1	\$1,394.17	\$1,394.17
0663 1112	SIGNAL PRIO & PREEMP, F&I, OPTICAL,DETEC	EA	2	\$1,196.94	\$2,393.88
0665 1 11	PEDESTRIAN DETECTOR, F&I, STANDARD	EA	4	\$234.51	\$938.04
0670 5111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	AS	1	\$26,374.36	\$26,374.36
0684 1 1	MANAGED FIELD ETHERNET SWITCH, F&I	EA	1	\$3,090.50	\$3,090.50
0685 1 11	UPS POWER SUPPLY, F&I, LINE INTERACTIVE	EA	1	\$4,843.71	\$4,843.71
0700 1 60	SINGLE POST SIGN, REMOVE	AS	2	\$35.28	\$70.56
0700 5 22	INTERNAL ILLUM SIGN, F&I OM, 12-18 SF	EA	4	\$3,469.17	\$13,876.68
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	10	\$3.94	\$39.40
0711 11123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	LF	250	\$2.28	\$570.00
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	282	\$4.21	\$1,187.22
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.04	\$4,348.12	\$173.92

**TOTAL: \$280,215.34**

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30

## ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

### TRAFFIC SIGNAL MAST ARM ASSEMBLY & EB U-TURN POCKET LANE Wawa Driveway

Item	Description	Unit Meas	Quantity	Weighted Average	Total Amount
0110 1 1	CLEARING & GRUBBING	AC	0.09	\$10,596.54	\$977.92
0120 1	REGULAR EXCAVATION	CY	312.67	\$5.10	\$1,594.60
0160 4	TYPE B STABILIZATION	SY	446.93	\$4.22	\$1,886.03
0285709	OPTIONAL BASE,BASE GROUP 09	SY	446.67	\$17.37	\$7,758.60
0334 1 53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	TN	49.13	\$103.66	\$5,093.16
0337 7 83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	TN	36.85	\$97.31	\$3,585.87
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	335	\$16.91	\$5,664.85
0570 1 2	PERFORMANCE TURF, SOD	SY	37.22	\$2.65	\$98.63
0630 2 11	CONDUIT, F&I, OPEN TRENCH	LF	320	\$6.64	\$2,124.80
0630 2 12	CONDUIT, F&I, DIRECTIONAL BORE	LF	500	\$18.44	\$9,220.00
0632 7 1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	PI	1	\$6,126.99	\$6,126.99
0633 1122	FIBER OPTIC CABLE, F&I, UG,13-48	LF	150	\$3.02	\$453.00
0633 3 16	FIBER OPTIC CONN HDWR, PATCH PANEL- FIE	EA	1	\$1,422.09	\$1,422.09
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24"	EA	12	\$577.71	\$6,932.52
0635 2 12	PULL & SPLICE BOX, F&I, 24" X 36"	EA	0	\$1,184.18	\$0.00
0635 2 13	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"	EA	1	\$2,886.40	\$2,886.40
0639 1122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	AS	1	\$2,340.32	\$2,340.32
0639 2 1	ELECTRICAL SERVICE WIRE, F&I	LF	200	\$5.58	\$1,116.00
0639 3 11	ELEC SERV DISCON, F&I, POLE MNT	EA	1	\$1,282.75	\$1,282.75
0641 2 12	PREST CNC POLE,F&I,TYP P-II SRV POLE	EA	1	\$1,539.41	\$1,539.41
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	2	\$1,289.11	\$2,578.22
	STEEL MAST ARM ASSEMBLY, F&I, 150 MPH, 60' ARM				
649 31 103	W/O LUMINAIRE	EA	3	\$35,113.42	\$105,340.26
0650 1 14	TRAFFIC SIGNAL,F&I ALUMINUM, 3 S 1 W	AS	6	\$906.55	\$5,439.30
0650 1 16	TRAFFIC SIGNAL,F&I ALUMINUM, 4 S 1 W	AS	2	\$1,228.66	\$2,457.32
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	AS	2	\$659.81	\$1,319.62
0660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, CABINET	EA	1	\$5,258.40	\$5,258.40
0660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G	EA	3	\$4,876.07	\$14,628.21
0663 1111	SIGNAL PRIO & PREEMP, F&I, OPTICAL,CAB E	EA	1	\$1,394.17	\$1,394.17
0663 1112	SIGNAL PRIO & PREEMP, F&I, OPTICAL,DETEC	EA	2	\$1,196.94	\$2,393.88
0665 1 11	PEDESTRIAN DETECTOR, F&I, STANDARD	EA	2	\$234.51	\$469.02
0670 5111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	AS	1	\$26,374.36	\$26,374.36
0684 1 1	MANAGED FIELD ETHERNET SWITCH, F&I	EA	1	\$3,090.50	\$3,090.50
0685 1 11	UPS POWER SUPPLY, F&I, LINE INTERACTIVE	EA	1	\$4,843.71	\$4,843.71
0700 1 60	SINGLE POST SIGN, REMOVE	AS	1	\$35.28	\$35.28
0700 5 22	INTERNAL ILLUM SIGN, F&I OM, 12-18 SF	EA	3	\$3,469.17	\$10,407.51
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	27	\$3.94	\$106.38
0711 11123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	LF	110	\$2.28	\$250.80
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	174	\$4.21	\$732.54
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	3	\$63.57	\$190.71
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.1034	\$4,348.12	\$449.60

**TOTAL: \$223,204.07**

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30.

## ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

### WB RT TURN LANE @ CIRCLE K

Item	Description	Unit Meas	Quantity	Weighted Average	Total Amount
0110 1 1	CLEARING & GRUBBING	AC	0.02	\$10,596.54	\$175.15
0120 1	REGULAR EXCAVATION	CY	56.00	\$5.10	\$285.60
0160 4	TYPE B STABILIZATION	SY	80.26	\$4.22	\$338.69
0285709	OPTIONAL BASE,BASE GROUP 09	SY	80.00	\$17.37	\$1,389.60
0334 1 53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	TN	8.80	\$103.66	\$912.21
0337 7 83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	TN	6.60	\$97.31	\$642.25
0425 1359	INLETS, CURB, TYPE P-5, MODIFY	EA	0	\$9,393.52	\$0.00
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	60.00	\$19.43	\$1,165.80
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	33.33	\$38.79	\$1,293.00
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	SY	0.00	\$50.56	\$0.00
0570 1 2	PERFORMANCE TURF, SOD	SY	20.00	\$2.65	\$53.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	0	\$226.08	\$0.00
0700 2 50	MULTI- POST SIGN, RELOCATE	AS	0	\$2,649.45	\$0.00
0700 11500	ELECT DISP SIGN, RELOCATE	AS	0	\$2,890.00	\$0.00
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	5	\$3.94	\$19.70
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	0	\$4.21	\$0.00
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	2	\$63.57	\$127.14
0711 11224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	LF	0	\$3.27	\$0.00
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.01	\$4,348.12	\$39.13
0711 15201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	GM	0.00	\$4,023.05	\$0.00
				<b>TOTAL:</b>	<b>\$6,441.27</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30.

## ENGINEER'S ESTIMATE

**Project Name:** SR 44@Mission Drive/Wallace Road/Canal Street  
**Date:** 10/10/2017

**Project Number:** 62393.03  
**Estimator:** Kathy Lee, PE

### WB RT TURN LANE @ WALLACE ROAD

Item	Description	Unit Meas	Quantity	Weighted Average	Total Amount
0110 1 1	CLEARING & GRUBBING	AC	0.09	\$10,596.54	\$977.92
0120 1	REGULAR EXCAVATION	CY	312.67	\$5.10	\$1,594.60
0160 4	TYPE B STABILIZATION	SY	446.93	\$4.22	\$1,886.03
0285709	OPTIONAL BASE,BASE GROUP 09	SY	446.67	\$17.37	\$7,758.60
0334 1 53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	TN	49.13	\$103.66	\$5,093.16
0337 7 83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	TN	36.85	\$97.31	\$3,585.87
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	335	\$16.91	\$5,664.85
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	0.00	\$38.79	\$0.00
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	SY	0.00	\$50.56	\$0.00
0570 1 2	PERFORMANCE TURF, SOD	SY	55.83	\$2.65	\$147.96
0700 1 11	SINGLE POST SIGN, F&I GM, <12 SF	AS	2	\$335.16	\$670.32
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	3	\$226.08	\$678.24
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	58	\$3.94	\$228.52
0711 11124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	LF	324	\$2.99	\$968.76
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	48	\$4.21	\$202.08
0711 11141	THERMOPLASTIC, STD, WHITE, DOT GUIDE, 6"	GM	0.08	\$1,796.77	\$143.74
0711 11160	THERMOPLASTIC, STD, WHITE, MESSAGE	EA	3	\$122.73	\$368.19
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	8	\$63.57	\$508.56
0711 11224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	LF	216	\$3.27	\$706.32
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.28	\$4,348.12	\$1,217.47
0711 15201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	GM	0.08	\$4,023.05	\$321.84
				<b>TOTAL:</b>	<b>\$39,232.09</b>

Note : Unit costs are based on the FDOT Item Average Unit Cost From 2017/01/01 to 2017/06/30.

Summary of Alternative Engineers Cost Estimates with Inflation Factors				
	2017	2018	2019	2020
<b>Modified Alternative A</b>	\$741,018.67	\$761,026.18	\$781,573.88	\$802,676.38
<b>Alternative A</b>	\$713,522.98	\$732,788.10	\$752,573.38	\$772,892.86
<b>Alternative C</b>	\$1,004,845.70	\$1,031,976.54	\$1,059,839.90	\$1,088,455.58
<b>Alternative D</b>	\$1,262,117.06	\$1,296,194.22	\$1,331,191.46	\$1,367,133.63
<b>Construction Cost Inflation Factor*:</b>	N/A	2.70%	2.80%	2.60%
*Construction cost inflation factors are provided in the FDOT Inflation Factors Transportation Costs Reports issued for Fiscal Year 2017.				



## **Inflation Factors**

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This “*Transportation Costs*” report is one of a series of reports issued by the Office of Policy Planning. It provides information on inflation factors and other indices that may be used to convert Present Day Costs (PDC) to Year Of Expenditure costs (YOE) or vice versa. This report is updated annually when the factors are posted within the FDOT Work Program Instructions.

Please note that the methodology for Inflationary adjustments relating to specific transportation projects should be addressed with the district office where the project will be located. For general use or non-specific areas, the guidelines provided herein may be used for inflationary adjustments.

### **Construction Cost Inflation Factors**

The table on the next page includes the inflation factors and present day cost (PDC) multipliers that are applied to the Department’s Work Program for highway construction costs expressed in Fiscal Year 2017 dollars.

### **Other Transportation Cost Inflation Factors**

Other indices may be used to adjust project costs for other transportation modes or non-construction components of costs. Examples are as follows:

The Consumer Price Index (CPI, also retail price index) is a weighted average of prices of a specified set of products and services purchased by wage earners in urban areas. As such, it provides one measure of inflation. The CPI is a fixed quantity price index and a reasonable cost-of-living index.

The Employment Cost Index (ECI) is based on the National Compensation Survey. It measures quarterly changes in compensation costs, which include wages, salaries, and other employer costs for civilian workers (nonfarm private industry and state and local government).

The monthly series, Producer Price Index for Other Non-residential Construction, is available from the Bureau of Labor Statistics (BLS). It is not exclusively a highway construction index, but it is the best available national estimate of changes in highway costs from month to month.



# FLORIDA DEPARTMENT OF TRANSPORTATION

## TRANSPORTATION COSTS REPORTS

### Work Program Highway Construction Cost Inflation Factors

Fiscal Year	Inflation Factor	PDC Multiplier
2017	Base	1.000
2018	2.7%	1.027
2019	2.8%	1.056
2020	2.6%	1.083
2021	2.5%	1.110
2022	2.7%	1.140
2023	2.8%	1.172
2024	2.9%	1.206
2025	3.0%	1.242
2026	3.1%	1.281
2027	3.2%	1.322
2028	3.3%	1.365
2029	3.3%	1.410
2030	3.3%	1.457
2031	3.3%	1.505
2032	3.3%	1.555
2033	3.3%	1.606
2034	3.3%	1.659
2035	3.3%	1.714
2036	3.3%	1.770
2037	3.3%	1.829
Source: Office of Work Program and Budget, (Fiscal Year 2017 is July 1, 2016 to June 30, 2017)		

### Advisory Inflation Factors For Previous Years

Another “*Transportation Costs*” report covers highway construction cost inflation for previous years. “*Advisory Inflation Factors For Previous Years (1987-2015)*” provides Present Day Cost (PDC) multipliers that enable project cost estimates from previous years to be updated to FY 2015. This report is updated about once a year. For the table and text providing this information, please go to <http://www.dot.state.fl.us/planning/policy/costs/RetroCostInflation.pdf>.