

## REPORT

June 2020

## 1. INTRODUCTION

This report documents the Complete Street concept plan for the section of the US 301 (State Road 35) corridor that functions as the City of Wildwood's Main Street. This corridor planning study was funded through the Lake-Sumter Metropolitan Planning Organization (MPO). The purpose of the study is to recommend feasible improvements that can be made within the public right of way. This report is intended to document the concept plan feasibility and summarize the benefits of the recommended concept, based on the project vision, goals and objectives defined by public outreach. Supporting analyses are appended.

The proposed improvements are focused along the approximate half-mile between the CR 44A/Huey Street and CR 466A/Cleveland Avenue signalized intersections. Consideration was also given to how vehicles would transition from a higher speed environment into a lower speed, pedestrian-friendly environment envisioned in the core downtown Wildwood Main Street business area. As drivers come over the railroad overpass from the north, they need to begin to get physical design indicators or clues that they are entering a different, low speed environment. As such, transition areas were included beyond the half-mile study area in the proposed concept with gateway treatments incorporated to mark the critical transition points from the north and south on US 301/Main Street, as well as from the east on CR 44A/Huey Street.

The complete street study builds on previous planning work including: City of Wildwood's Unity, Enhancement, and Redevelopment Action Plan (UERAP) and the Lake-Sumter MPO's Safe Schools Access Transportation Study. Recommendations were developed with the input and support of staff and elected officials at the City of Wildwood, the Lake-Sumter MPO, as well as residents, business owners, and other key stakeholders during public engagement events and Project Advisory Group meetings. Based on polling conducted with the Project Advisory Group, aesthetics (landscape and streetscape), pedestrian access and crossing locations, and speeding were identified as the three biggest issues the project should address. Additionally, parallel parking and medians were seen as the most important types of improvements the project should include. Medians help support the inclusion of aesthetic elements such as landscaping, and also contribute to an environment that encourages slower speeds. Parallel parking not only provides a buffer between the sidewalk and the adjacent travel lanes thereby enhancing the pedestrian environment, but also addresses a key area to help support the downtown business community, particularly as existing parking on the west side of US 301/Main Street is limited.

The proposed improvements are intended to support the following project goals consistent with previous planning work, public and stakeholder input, and the City of Wildwood's vision for "a thriving, interconnected Downtown District that draws people in and encourages them to stay":

1. Provide a safe, comfortable, and welcoming environment in downtown Wildwood
2. Improve safe pedestrian access along and across Main Street
3. Unify and revitalize the City's downtown district

Specific proposed treatments and improvements, such as enhancing corridor aesthetics, providing new pedestrian crossings, slowing traffic, and providing additional parking address the identified issues and will help to achieve the stated project goals.

Early support from the City, the Project Advisory Group, the public, and FDOT on removing the existing bicycle lanes on Main Street in favor of a wider sidewalk and a parallel bicycle route along Old Wire Road/Gamble Street was influential as reallocating this space is necessary to achieve parallel parking, medians, and other proposed treatments.

The proposed concept plan aims to address the key issues identified by implementing a series of three roundabouts on US 301/Main Street and fourth roundabout on CR 44A/Huey Street at Gamble Street; adding medians and landscaping; adding on-street parking in select locations on the west side of the street; and repurposing the space currently used for existing undesignated on-street bike lanes in favor of a wider sidewalk on the west side of the street. A parallel bike route along the low volume, low speed Old Wire Road and Gamble Street corridor is provided in lieu of the on-street bike lanes. Paramount to the proposed concept are the speed management recommendations, including roundabouts serving as gateways on the north and south ends of the corridor at Old Wire Road and CR 44A/Huey Street, respectively, and a third roundabout in the central part of the corridor directly in front of City Hall. The roundabouts offer U-turn and access opportunities for vehicular traffic, facilitate lower speed traffic operations into and through the core business area without incurring undue delay, and provide safe pedestrian crossing locations. Each of the proposed roundabouts is configured to accommodate large truck traffic. Figure 1 shows the project study area and provides a general summary of the proposed concept.

Figure 1. US 301/Main Street Complete Street Study Area and Proposed Concept Summary


## 2. EXISTING CONDITIONS

Key characteristics for the US 301/Main Street study corridor within the City of Wildwood are shown in
Table 1. Key corridor considerations include the CSX railroad corridor that is located just west of US 301/Main Street, the corridor traffic volumes and truck traffic volumes, right-of-way constraints, overhead power lines, and outdoor advertising structures. A series of existing conditions maps are provided in Appendix A.

Table 1. US 301/Main Street Study Corridor Characteristics

| Number of Lanes | 5-lane undivided urban section |
| :--- | :--- |
| Typical Section \& Widths | Four 11-foot travel lanes, 14-foot continuous two-way left turn <br> lane (TWLTL), 4-foot bike lanes, \& 5-7 foot sidewalks; approx. 68 <br> feet measured from face of curb to face of curb |
| Apparent Right-of-Way Width | 84.5 feet |
| Context Classification | C4 - Urban General |
| Functional Classification | Urban Principal Arterial Other |
| Access Classification | Class 6 |
| Posted Speed | 35 MPH within 0.5-mile study area core; <br> 35/40 MPH in transition areas |
| Existing Land Use | Predominantly commercial and institutional/public |
| Existing Traffic Signals | 1. US 301/Main Street at CR 44A/Huey Street <br> 2. US 301/Main Street at CR 466A/Cleveland Avenue |



## Traffic Volumes and Characteristics

Table 2 shows 2019 annual average daily traffic (AADT) count data along the US 301/Main Street study corridor, and for CR 44A and CR 466A east of the study corridor. Data collected during this study in May 2019 by Traffic Engineering Data Solutions, Inc. (TEDS) between the two signalized intersections is consistent with the FDOT count data in approximately the same location ( 0.375 miles north of CR 44A), with an AADT of approximately 23,000 , and total trucks and buses accounting for $9.8 \%$ of the total traffic volume. AADT values south of the CR 44A signal and north of the CR 466A signal are slightly higher, as are the T factors (daily percentage of trucks and buses), based on FDOT 2019 count data. With US 301/Main

Street having AADTs above 20,000 and serving as a parallel reliever to I-75, a lane elimination on the study corridor is not considered a suitable option.

Table 2. 2019 Annual Average Daily Traffic (AADT) Volumes

| Street | Count Location | Site \# | Source | AADT | T Factor |
| :--- | :--- | :---: | :---: | :---: | :---: |
| US 301/Main St | 0.191 mi N of SR 44 | 185016 | FDOT | 24,500 | 14.0 |
| US 301/Main St | 0.375 mi N of CR 44A * | 180026 | FDOT | 23,000 | 9.9 |
| US 301/Main St | 0.226 mi N of CR 466A | 185008 | FDOT | 26,000 | 14.2 |
| CR 44A | 0.58 mi E of US 301/Main St | 188026 | FDOT | 2,700 | 22.0 |
| CR 466A | 600 ft E of Canal St | 188025 | FDOT | 12,900 | 12.4 |

* Measured AADT in May 2019 by TEDS in this same segment of US 301 was approximately 23,000 with 9.8\% trucks/buses.

In addition to measuring traffic volume and classification, the counts collected by TEDS on US 301/Main Street between Wonders Street and Rutland Street also included speed measurement. As shown in Table 3, in comparison to the 35 MPH posted speed, the average speed on the corridor was 37.2 MPH , and the 85th percentile speed was 43.1 MPH. Nearly $30 \%$ of drivers were measured to be traveling at least 5 MPH above the posted speed limit (40 MPH or higher). Approximately 7\% and 1\% exceeded the posted speed by 10 MPH or 15 MPH , respectively ( $45+\mathrm{MPH}$ or $50+\mathrm{MPH}$, respectively).

Table 3. Speed Summary

| DIRECTION | AVERAGE <br> SPEED (MPH) | 85 $^{\text {TH }}$ PERCENTILE <br> SPEED (MPH) |  <br> BUSES (\%) |
| :--- | :---: | :---: | :---: |
| Northbound | 36.6 | 42.6 | 9.7 |
| Southbound | 37.8 | 43.6 | 9.8 |
| Average | 37.2 | 43.1 | 9.8 |

Turning movement counts were conducted at five intersections on Wednesday, May 22, 2019, under sunny conditions from 7 AM to 9 AM , and 4 PM to 6 PM . Counts were performed at the following locations and included trucks, pedestrians, and bicyclists:

- US 301/Main Street and CR 466A/Cleveland Avenue
- US 301/Main Street and Oxford Street
- US 301/Main Street and Hall Street
- US 301/Main Street and CR 44A/Huey Street/Lynum Street
- CR 44A/Huey Street and Gamble Street

All traffic count data collected for this project can be found in Appendix B.

Pedestrian and bicyclist crossing movement counts were generally low at the five intersections for which data was collected. The four-hour count totals are summarized in Table 4.

Table 4. Pedestrian and Bicyclist Count Data (Four-Hour Totals, 7-9 AM and 4-6 PM)

| INTERSECTION | PEDESTRIANS |  |  |  |  | BICYCLISTS |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | DIRECTION OF TRAVEL |  |  |  |  | DIRECTION OF TRAVEL |  |  |  |  |
|  | N | S | E | W | TOTAL | N | S | E | W | TOTAL |
| US 301 @ CR 466A/Cleveland Ave | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| US 301 @ Oxford St | 5 | 5 | 2 | 2 | 14 | 2 | 0 | 0 | 0 | 2 |
| US 301 @ Hall St | 1 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 2 |
| US 301 @ CR 44A/Huey St/Lynum St | 0 | 2 | 2 | 1 | 5 | 1 | 0 | 0 | 0 | 1 |
| CR 44A/Huey St @ Gamble St | 0 | 0 | 35 | 7 | 42 | 1 | 1 | 2 | 0 | 4 |
| TOTAL | 6 | 9 | 39 | 11 | 65 | 6 | 1 | 2 | 1 | 10 |

The highest number of pedestrian and bicyclist crossing movements occurs at the intersection of CR 44A/Huey Street and Gamble Street, adjacent to Wildwood Elementary School and Wildwood Middle/High School, during the morning school arrival period. A similar high number of pedestrian crossings was not measured during the 4 PM to 6 PM period since the dismissal times for the two schools occurs earlier in the afternoon.

It should be noted that City staff observations indicate frequent pedestrian crossings of US 301/Main Street near City Hall; the west side of the street has a small cluster of businesses and a public City parking lot. However, it is noted that because there is no designated crossing location in that area, pedestrians may cross in various locations near City Hall, and as such the Oxford Street counts likely did not completely capture the pedestrian crossing demand near City Hall.

## Crash Evaluation

A total of 219 crashes occurred within 200 feet of the study corridor centerline within the defined study limits, including the transition areas, during the five-year period from 2013 to 2017. Figure 2 presents a crash density heat map, and shows the most frequent crash locations along the corridor, including the most frequent crash location at the signalized intersection of US 301/Main Street and CR 44A/Huey Street.

Figure 3 summarizes the crash types. The most prominent types of crashes were rear ends and those categorized as "Other", each representing 62 of the 219 total crashes (28\%). It should be noted that more than half (34) of the "Other" crashes took place in a parking lot adjacent to the corridor. Other notable
crash types involved sideswiping, left turns, and off road, which were involved in $13 \%, 12 \%$, and $10 \%$ of all crashes respectively. There were seven crashes between vehicles and non-motorized users, of which five were pedestrian crashes and two involved bicyclists.

Figure 2. Crash Density (2013-2017)


Figure 3. Crash Type Percentages (2013-2017)


Figure 4 breaks down the crash type by severity. Property damage crashes made up the vast majority of crashes (178 or $78.5 \%$ ). There were no fatalities and 47 injury crashes ( $21.5 \%$ ) during the five-year crash analysis period. Left turns only accounted for 26 out of 219 total crashes (12\%), however this crash type involved the most injuries, followed by rear end type collisions. These two types of crashes, particularly those involving injury, can be mitigated with the use of roundabouts.

Table 5 summarizes the type of crashes based on weather, roadway, and surface conditions. More than three-quarters of all crashes happened when the weather conditions were clear. In addition, almost all ( $93.1 \%$ ) of the crashes occurred when roadway conditions were dry. 175 of the total 219 crashes ( $79.9 \%$ ) happened during daylight.

Figure 4. Crash Severity (2013-2017)

## Crash Type by Severity



Table 5. Crash Type Conditions (2013-2017)

| Characteristic | Total | Percentage |
| :--- | :---: | :---: |
| WEATHER CONDITIONS |  |  |
| Clear | 170 | $77.6 \%$ |
| Cloudy | 38 | $17.4 \%$ |
| Fog, Smog, Smoke | 1 | $0.5 \%$ |
| Rain | 1 | $0.5 \%$ |
| Other | 9 | $4.0 \%$ |
| TOTAL | 219 | $100 \%$ |
| ROAD SURFACE CONDITIONS |  |  |
| Dry | 204 | $93.1 \%$ |
| Mud, Dirt, Gravel | 1 | $0.5 \%$ |
| Wet | 14 | $6.4 \%$ |
| TOTAL | 219 | $100 \%$ |
| LIGHTING CONDITIONS |  |  |
| Dark - Lighted | 11 | $5.0 \%$ |
| Dark - Not Lighted | 8 | $3.7 \%$ |
| Dark - Unknown Lighting |  | 3 |
| Dawn | 8 | $1.4 \%$ |
| Daylight | 175 | $3.7 \%$ |
| Dusk | 12 | $79.9 \%$ |
| Unknown | 2 | $5.4 \%$ |
| TOTAL | 219 | $0.9 \%$ |

## 3. RECOMMENDED DESIGN STRATEGIES AND PROPOSED CONCEPT

The proposed concept addresses the stated project goals through a combination of techniques, including speed management strategies. Specific improvements address the walking and bicycling environment, access management, on-street parking, landscaped medians with pedestrian refuge islands, and roundabouts.

The proposed improvements are consistent with the strategies of Enclosure, Engagement, and Deflection as described in the FDOT Design Manual (FDM) Section 202 - Speed Management. The improvements described below utilize a combination of techniques listed in the FDM. As stated in the FDM, the strategies are "most effective when several are used together" and require "creativity, judgment, and experience" in their implementation. In general, the concept plan includes the removal of the continuous TWLTL and on-street bicycle lanes to provide space to implement the speed management strategies as described in FDM Section 202.1.1. This approach has received support from the City of Wildwood and local stakeholders through Project Advisory Group meetings and public outreach. Finally, a target speed of 30 MPH is proposed in the core downtown area from CR44A/Huey Street to north of CR 466A/Cleveland Avenue (at Maddox Street), which represents a reduction from the existing 35 MPH posted speed limit. A target speed of 35 MPH is proposed between Maddox Street and Old Wire Road, which is lower than the existing 40 MPH posted speed in this section. The proposed target speed is consistent with the C4 context classification, which has an allowable design speed range of $30-45$ MPH.

## Typical Section

Figure 5 shows the existing and proposed typical sections for US 301/Main Street between CR 44A/Huey Street and Old Wire Road in between the proposed roundabouts. As discussed previously, the overall curbed section is proposed to be narrowed by moving the curbs inward on the west side of the street only. Elements of the proposed typical section include the following:

- The four travel lanes are maintained at 11 -foot widths to accommodate trucks and buses.
- On-street bike lanes are removed in favor of a wider sidewalk (minimum 10 feet wide) on the west side of the street. A parallel bike route is proposed through this area that would divert from US 301/Main Street and use the low volume, low speed Old Wire Road and Gamble Street corridor.

Figure 5. Existing and Proposed Typical Section


- The proposed median width varies along US 301/Main Street, but between roundabouts would typically have a 10 -foot wide landscaped median, inclusive of Type A curbs.
- Proposed plantings in the medians will be a mix of large date palm trees with a clear trunk height of 14.5 feet or more, medium size trees with overall crown spread diameter of 10 feet, as well as low shrubs / groundcover and sod planting. On the west side of US 301/Main Street, adjacent to the proposed wide sidewalk, a mix of large shade trees and medium size trees together with low ground cover and sod planting have been proposed, in addition to keeping the existing large trees at the northern portion of the corridor. On the east side proposed trees are limited to the City Hall area because of the narrow width of the existing landscape strip and the existence of an overhead power line. The proposed landscaping plan also accommodates the required clear view sheds for existing billboards located along the corridor.
- The typical 10 -foot median width provides a lateral separation of 3 feet 8 inches from face of curb to the outer edge of a proposed 18 -inch wide planting space in the center of the median island. The lateral separation provided exceeds the minimum 1.5 feet required by more than two feet (based on FDM Table 215.2.2 for design speeds of 35 MPH or less).

The concept incorporates the use of the median to the maximum extent possible throughout the study area to allow for a greater transformational effect to the corridor through enhanced landscaping and the reduced vehicle conflicts. The median is included in the concept from south of the proposed roundabout at CR 44A/Huey Street to the proposed roundabout at Old Wire Road. These two gateway roundabouts, as well as a third roundabout proposed adjacent to City Hall, provide opportunities for U-turns to access cross streets and business driveways along the corridor. There are a handful of select locations where directional left turn access or a TWLTL is provided to enhance business access or in places where direct access would not otherwise be possible. The following notes describe locations about the proposed cross section in other areas of the corridor concept:

- There are four locations with proposed directional left turns, which incorporate a raised separator of two to four feet in width, along with a left turn lane width of 10 to 11 feet. These locations are just south of the CR 44A/Huey Street roundabout at Hardee's (southbound); at the Wildwood Shopping Center entrance (southbound); at Maddox Street (northbound); and at Florida Street (southbound).
- From south of the proposed roundabout at CR 44A/Huey Street where the proposed median begins (approximately at Switcher Street) to the signal at CR 466A/Cleveland Avenue, there are
three areas where no median is proposed and a center TWLTL is maintained. One is located south of the CR 44A/Huey Street intersection, and the other two are between Barwick Street and Denham Street. This configuration is proposed to maintain access to properties primarily on the west side of the street where alternative routing and ingress/egress is not possible due to lack of street grid on the west side of the street. The TWLTL in these areas is proposed to be 10 feet wide, consistent with the adjacent median sections.

The proposed parallel bike route on the Old Wire Road / Gamble Street corridor is proposed to be a signed and marked route, with shared lane markings, and Bikes May Use Full Lane (R4-11) signs. Traffic calming, such as speed cushions are recommended to be added to reinforce the low existing 25 MPH speed environment. Gaps in the sidewalk network along the parallel route are also recommended be filled to provide a continuous space for people who may not be comfortable riding in the street. Connections to and from the parallel route for bicyclists riding on US 301/Main Street would be made via the roundabouts at CR 44A/Huey Street and Old Wire Road, as both are proposed to include ramps between the existing bike lanes and a wider sidewalk around the perimeter of each roundabout.

## Speed Management

Study recommendations are consistent with the strategies of Enclosure, Engagement, and Deflection as described in FDM Section 202 - Speed Management:

- Enclosure is the sense that the roadway is contained in an "outside room" rather than in a limitless expanse of space. Drivers' sense of speed is enhanced by providing a frame of reference in this space. The same sense of enclosure that provides a comfortable pedestrian experience also helps drivers remain aware of their travel speed. Street trees, buildings close to the street, parked cars, and terminated vistas help to keep drivers aware of how fast they are traveling. This feedback system is an important element of speed management.
- Engagement is the visual and audial input connecting the driver with the surrounding environment. Low speed facilities utilize engagement to help bring awareness to the driver resulting in lower operating speeds. As the cognitive load on a driver's decision-making increases, drivers need more time for processing and will manage their speed accordingly. Uncertainty is one element of engagement - the potential of an opening car door, for instance, alerts drivers to drive more cautiously. On-street parking and proximity of other moving vehicles in a narrow-lane are important elements of engagement, as are architectural detail, shop windows, and even the presence of pedestrians.
- Deflection is the horizontal or vertical movement of the driver from the intended path of travel. Deflection is used to command a driver's attention and manage speeds. Being a physical sensation, deflection is the most visceral and powerful of the speed management strategies. Whereas enclosure and engagement rely in part on psychology, deflection relies primarily on physics. Examples includes roundabouts, splitter medians (horizontal deflection), and raised intersections (vertical deflection). Deflection may not be appropriate if they hinder truck or emergency service vehicle access.

Table 6 provides a summary of the speed management strategies included in the proposed corridor concept plan, relevant FDM guidance including the application at appropriate design speeds in the C4 context, and the context considerations in the proposed concept.

South, central, and north portions of the corridor concept are shown in Figures 6, 7, and 8, respectively.

Table 6. Summary of Speed Management Strategies Included in Proposed Corridor Concept Plan

| Strategy | FDM Section | FDM Guidance | C4 Context Design Speeds | Existing | Proposed | US 301/Main Street Corridor Context Consideration |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Roundabouts | 202.3.1 | Effective as a transition from a higher speed context to a lower speed context; when used in a series, can help maintain a low speed condition as an alternative to vertical deflection, stop signs, or signals | $\begin{gathered} 40-45 \text { MPH \& } \\ \text { less } \end{gathered}$ |  | $\checkmark$ | Series of roundabouts provide transitions to the lower speed, pedestrian-friendly downtown core area; help maintain lower speeds; provide safe pedestrian crossing opportunities; and provide U-turn opportunities in conjunction with the medians and access management plan |
| On-Street Parking | 202.3.2 | Provides parking supply, separates pedestrians from the travel lane, \& can be used to manage speeds when located directly adjacent to the travel lane | 35 MPH \& less |  | $\checkmark$ | Providing additional parking supply was a key project goal of the City and local stakeholders; concept provides approx. 25 on-street parking spaces on west side of US 301/Main Street |
| Chicanes | 202.3.3 | Place vertical barriers (e.g., curbs, on-street parking) to require vehicle operators to make frequent horizontal movements; common strategy is an alternating on-street parking pattern | 30 MPH |  | $\checkmark$ | Used on approaches to the roundabouts, and minor chicaning also used between the CR 44A/Huey Street and City Hall roundabouts to allow for larger tree plantings at strategic locations within the median |
| Lane Narrowing | 202.3.4 | Use in conjunction with other low speed strategies | $\begin{gathered} \text { 40-45 MPH \& } \\ \text { less } \end{gathered}$ |  | X | All through lanes maintained at $11^{\prime}$ due to truck \& bus volume |
| Horizontal Deflection | 202.3.5 | Redirection of the driver in the horizontal plane through the introduction of a curve, splitter island, or other redirection device | $\begin{gathered} 40-45 \text { MPH \& } \\ \text { less } \end{gathered}$ |  | $\checkmark$ | Operating principle used at roundabouts and in corridor chicaning |
| Street Trees | 202.3.6 | Provide a continuous "wall" effect and reinforce a sense of enclosure; may require local maintenance agreements | 35 MPH \& less |  | $\checkmark$ | Potential tree planting opportunities have considered sight distance at intersections and outdoor advertising locations; in combination with the roundabouts and chicaning, street trees provide opportunities for terminated vistas |
| Short Blocks | 202.3.7 | Presence of short blocks reinforces low-speed and pedestriansupportive contexts; consider marking crosswalks at unsignalized intersections to reinforce the presence of short blocks | 35 MPH \& less | $\checkmark$ | $\checkmark$ | Existing network provides short blocks (average of 260' block length) \& a grid network on the east side of US 301/Main Street; concept provides a midblock crossing south of Curry Street adjacent to a Family Dollar, and crossings at the City Hall roundabout connecting City Hall, main street businesses, and parking |
| Vertical Deflection | 202.3.8 | Speed tables \& intersections may be considered for design speeds 25 mph or less; raised crosswalks at 30 mph or less | N/A (25 MPH, C5 context) |  | $\checkmark$ | Raised crosswalks proposed on side street approaches at all roundabouts to slow turns to/from side streets; could be considered on US 301/Main Street at roundabouts \& proposed midblock crossing south of Curry Street if design speed set to 30 mph |
| Speed Feedback Signs | 202.3.9 | Provide immediate feedback to drivers when speed limit is exceeded; most effective at managing speeds for short distances when combined with other measures | $\begin{gathered} 40-45 \text { MPH \& } \\ \text { less } \end{gathered}$ |  | ? | Consider as potential interim improvement |
| Speed Limit Pavement Markings | 202.3.10 | Marking placed on the pavement directly adjacent to speed limit signs to reinforce a change in speed limit or transition to a new context area | Transitions to very low speed condition |  | ? | Consider as potential interim improvement |
| Median Islands | 202.3.11 | Can provide deflection \& engagement; when combined with a crosswalk, provides refuge for pedestrians as well as speed management | 35 MPH \& less |  | $\checkmark$ | Medians are used throughout concept, typically $10^{\prime}-14^{\prime}$ wide; two median islands are proposed between the City Hall roundabout and the CR 466A/Cleveland Ave intersection, including one providing a proposed midblock crossing south of Curry Street |
| Curb Extensions (BulbOuts) | 202.3.12 | Portions of curb line extended out into the roadway to provide engagement \& deflection; commonly used at either end of a parking lane; may provide space for aesthetic features | 35 MPH \& less |  | $\checkmark$ | Included in concept adjacent to proposed on-street parking |
| RRFBs \& PHBs | 202.3.13 | "Beacons" rather than signals with less restrictive warranting processes; when combined with marked crosswalks, can be used to establish shorter block lengths; may create engagement | $\begin{gathered} 40-45 \text { MPH \& } \\ \text { less } \end{gathered}$ |  | $\checkmark$ | Consider including RRFBs or PHBs for crosswalks at multilane roundabout approaches and at the proposed midblock pedestrian crossing south of Curry Street |
| Terminated Vista | 202.3.14 | Placing a building, tree, artwork, or natural view in the driver's central vision to indicate that a stop or change in direction is imminent; creates a sense of place and enclosure for pedestrians \& drivers | 35 MPH \& less |  | $\checkmark$ | Terminated vistas are proposed with the vertical elements at each of the three roundabouts on US 301/Main Street |




Figure 8. Proposed US 301/Main Street Corridor Concept Plan (North Section)


## Other Considerations

The proposed corridor concept focused on preferred treatments at intersections and between the existing curbs. The concept did not include a detailed review of additional treatments that might be considered outside the curbs, such as supplemental access management treatments. The following is a list of additional considerations:

- Pedestrian crossings - crossings are proposed to have textured or patterned crossings (e.g., stamped asphalt or other similar looking treatments), and multilane approaches on US 301/Main Street may be supplemented with either Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacons (PHB). Widths of crossings and widths of median island or roundabout splitter island refuges should be able to accommodate a golf cart.
- Driveways - consider eliminating redundant driveways, and narrow excessively wide driveways that are to remain. To support the potential elimination of driveways, opportunities for cross access easements/agreements between property owners should be explored.
- Lighting - existing lighting levels should be reviewed and increased as needed to meet current FDOT standards, particularly at intersections and the proposed midblock crossing location south of Curry Street. Additionally, the feasibility of undergrounding utilities should be explored.
- Sidewalks and curb ramps - close gaps in sidewalk network on side streets within the corridor, particularly on the Old Wire Road / Gamble Street corridor between US 301/Main Street and CR 44A/Huey Street and on CR 44A/Huey Street between US 301/Main Street and Gamble Street as this route serves as the alternative on-street bike route. Complete sidewalks would provide a place for bicyclists that do not feel comfortable riding in the street. Additionally, upgrade any deficient curb ramps along the study corridor to meet ADA standards.
- Redevelopment - as redevelopment occurs on the east side of US 301/Main Street, obtain easements to enhance streetscaping on that side of the street.
- Streetscape/Hardscape - a proposed streetscape and hardscape palette for the project concept is provided in Appendix C.


## 4. ROUNDABOUTS

The primary speed management strategy being proposed for the study corridor is the implementation of roundabouts. As stated in FDM 202.3.1, "Roundabouts are effective as a transition from a higher speed context to a lower speed context." Roundabouts are proposed at the CR 44A/Huey Street and Old Wire

Road intersections specifically for this purpose and to serve as gateways into the core downtown business area. A third roundabout proposed for the middle of the corridor adjacent to City Hall results in an overall corridor plan with roundabouts in a series, which can achieve a goal of maintaining desired lower speeds, without needing to implement other measures such as traffic signalization. In addition to their speed management function, the roundabouts also provide safe pedestrian crossing opportunities and work in conjunction with the proposed medians and access plan to provide U-turn opportunities for business access.

Numerous communities across the country have implemented roundabout corridors with successful results. One example of a similar corridor is South Golden Road in Golden, Colorado, which has seven roundabouts along a multilane corridor that has shopping centers, restaurants, two schools, and neighborhoods. A case study conducted for the corridor showed that not only did crashes and injuries decrease after the implementation of the roundabouts by $60 \%$ and $96 \%$, respectively, but the stores along the corridor also reported increased sales. Further, the curb to curb width of the four-lane South Golden Road is similar to that of US 301/Main Street, and the roundabouts implemented have worked well despite having inscribed circle diameters varying from 105 to 155 feet, which are small compared to most typical multilane roundabouts.

## Evaluation of Roundabouts

A preliminary evaluation of the proposed roundabouts was completed, primarily related to the FDOT step 1 screening and potential roundabout geometrics. A focus was given to roundabout geometrics to understand if configurations could be proposed, both at each intersection and its approaches, which would be feasible within the fairly restrictive available right-of-way without requiring significant property acquisition. A detailed traffic analysis, including future design year traffic projections and operational analyses, was not completed as part of this project. However, a trend analysis based on historical traffic volumes from 2004 to 2019 on US 301/Main Street between CR 44A/Huey Street and CR 466A/Cleveland Avenue shows a modest projected annual growth rate of about 1\% (see Appendix D). Calculation of a benefit-cost $(B / C)$ ratio was also not completed for the individual roundabouts or the proposed concept as a whole. It is understood that these steps may need to occur in the future prior to the concept moving into the design phase. It is important to note that while the overall concept, inclusive of the series of three roundabouts on US 301/Main Street and the medians / access plan, will likely have benefits in terms of reduced crashes and improved traffic operations, the primary focus of the roundabouts is related to speed management and the transformative potential the project could provide to the core downtown business
area and pedestrian environment. For this reason, any future $B / C$ evaluation should consider the project in its totality, rather than as individual roundabouts. Further the B/C evaluation should incorporate measures beyond vehicle delay and crash reductions, such as those that may capture enhanced business vitality and property values.

The largest benefits of the project are lost if all three roundabouts are not recommended to move forward together into design and construction because the median providing nearly full access control between pairs of roundabouts would not be possible to implement as proposed without the roundabouts facilitating U-turns at the intersections. Removal of one or more roundabouts from the concept would not only lower the ability of the design to appropriately manage speeds along the corridor, but would also necessitate the additional removal of some portion of the median in order to provide access to properties that would not be possible without providing U-turn opportunities at the roundabouts. This is turn would decrease the effectiveness of the project and result in it not meeting the project objectives as completely.

When developing the preliminary roundabout geometrics, the proposed concepts sought to balance the geometric restrictions of existing store fronts, property lines, parking lots, accommodating large truck traffic and more, while enhancing the community aesthetics, and encouraging lower speeds. Additional information about each of the proposed roundabout locations is provided below.

- US 301/Main Street at CR 44A/Huey Street. The proposed roundabout at this location would replace an existing signalized intersection and serve as the southern gateway into the core downtown area. The roundabout concept features a two-lane entries on the US 301/Main Street approaches and one-lane entries on the CR 44A approaches. A spiral design is used for the northbound and southbound left turn movements. The concept would have minor right-of-way clips on the northwest and southwest corners of the intersection, neither of which would cause negative impacts to those properties. One complicating factor at this location is the presence of a spur railroad track that passes diagonally through the intersection today. This track is seldom used (approximately twice a year according to City staff observations) to turn trains around in conjunction with another spur located just to the south and also crossing US 301/Main Street at an angle approximately at Switcher Street. Related to these tracks and the proposed corridor concept, the preferred option is to remove the tracks; however, this will require discussion with and agreement from CSX. If removal of the tracks is not an option, it is proposed to include railroad crossing gates on the roundabout approaches. There are numerous examples of roundabouts in the U.S. with active railroads passing through the center island. Due to the very infrequent usage
of this specific track, the proposed concept and configuration with the tracks remaining is not anticipated to cause any negative impacts. There is some potential for parking impacts to businesses on the northeast corner of the intersection, which occurs very close to the existing edge of the roadway.
- US 301/Main Street at Wildwood City Hall. This proposed roundabout location is unique in that it is not located directly at a cross street, but is located between Wonders Street and Oxford Street directly in front of Wildwood City Hall. The placement of the roundabout at this location serves to enforce the corridor speed management principles in a critical area of downtown Wildwood. There is a cluster of businesses on the west side of US 301/Main Street between Rutland Street and Oxford Street, and subsequently there is pedestrian crossing demand in this area. The proposed roundabout will provide marked crosswalks and safe crossing opportunities in conjunction with the lower speeds resulting from the roundabout's horizontal deflection. Similar to the CR 44A/Huey Street intersection, this location provides two circulating lanes around the east and west sides of the roundabout for north/south traffic, and a single circulating lane around the north and south sides to facilitate U-turn movements.


This roundabout was originally proposed to be located at Oxford Street, where the City owns property on three of the four intersection corners. It has also been proposed in past City planning projects, such as the City of Wildwood Unity, Enhancement and Redevelopment Action Plan (UERAP) to reunite the east and wide sides of the City via reconnecting Oxford Street across the railroad tracks to Kilgore Street at Mill Street. However, due to the number of railroad tracks needing to be crossed at this location (minimum of four tracks) adjacent to a CSX switching yard,
and previous discussions with CSX, it is currently not feasible to reconnect these streets. Additionally, placing a roundabout at this location was found to negatively impact the City-owned public parking lot on the northwest corner of the Oxford Street intersection. Because parking supply in the downtown area is already limited, the City did not want to lose spaces, if possible. Also, the deflection needed on the northbound and southbound approaches to achieve appropriate entry speeds would also require property acquisition in the northeast portion of the intersection impacting an existing church building. Due to these constraints, the roundabout was shifted to the south, which allows a larger footprint and improved deflection for entry and exits. The location consumes some of the open park space in front of City Hall, but does not impact any existing structures. On the east side of the street, Wonders Street and Oxford Street would operate as right-in, right-out but remain as two-way streets.

The immediate vicinity of this proposed roundabout is the only portion of the study area that has a small existing street grid on the west side of the street. Similar to the east side, all streets would operate as right-in, right-out, with the exception of Wonders Street, which would remain as one way westbound as it is currently configured today. Even though the roundabout is not located directly at a cross street, circulation in this area would be very simple due to the ability to make U-turns at the roundabout. As such, ingress and egress movements from or to either direction on US 301/Main Street would be feasible and simple.

The proposed configuration of the roundabout between Wonders Street and Oxford Street allows the crosswalk on the south side of the roundabout to align well with the existing sidewalks on the north side of Wonders Street. Similarly, the existing sidewalk on the south side of Oxford Street aligns well with the proposed crosswalk on the north side of the roundabout.

With the roundabout in this location requiring space in front of the business on the west side of the street across from City Hall, installing parallel parking spots along the west side of Main Street is not feasible on that block. However, the concept includes minor reconfiguration of Oxford Street west of Main Street to formally stripe seven new angled parking spaces abutting the businesses. Minor physical changes will be needed to capture available street width, and reinforce Oxford Street being a two-way street only from US 301/Main Street to the entrance to the City parking lot; from that point to the west would be one-way eastbound, which matches with existing signage on Rutland Street behind the businesses and adjacent to the railroad tracks.

- US 301/Main Street at Old Wire Road. This location serves as the northern gateway into the core downtown area and is particularly important to convey the message to southbound drivers that they are entering into a different, lower speed context area, particularly as they've come from a high speed uninterrupted flow condition. This location uses a larger footprint, including a triangular piece of land in the public right-of-way between Lion Street and Old Wire Road, to achieve desirable deflection. Similar to the CR 44A/Huey Street roundabout, this location has two entry lanes on US 301/Main Street and a single entry lane on Old Wire Road. This location also serves as the point where on-street bike lanes are proposed to be terminated, with the on-street bike route diverting to the low volume, low speed Old Wire Road corridor. The concept results in a small right-of-way impact on the west side of US 301/Main Street on property owned by CSX. However, the small clip needed is not expected to have any negative impacts for the property.
- CR 44A/Huey Street at Gamble Street. This fourth proposed roundabout is not on the state highway system, but the proposed single lane roundabout is intended to simplify the existing awkward configuration of the CR 44A/Huey Street and Gamble Street intersection. It is also located along the alignment of the proposed alternative on-street bike route, which connects back to US 301/Main Street at the CR 44A/Huey Street roundabout. There may be a minor right-of-way impact in the northwest corner of this intersection.

It should be noted that a roundabout was also considered to replace the existing signalized intersection at US 301/Main Street and CR 466A/Cleveland Avenue. However, the existing right-of-way at this intersection is very constrained and would require significant property acquisition, likely including property from CSX (west side), the Church of Christ (southeast corner), and a restaurant (northeast corner). Due to these significant impacts, the proposed concept maintains the existing signalized traffic control.

## Roundabout Screening

The three roundabouts proposed on US 301/Main Street were screened using the FDOT Step 1 screening form. These forms are included in Appendix E. The only additional concern beyond those previously discussed (such as the seldom used railroad track at the CR 44A/Huey Street intersection) is the low volumes on the cross streets at the Wildwood City Hall and Old Wire Road locations. Although no annual average daily traffic (AADT) data is available for cross streets other than CR 44A, turning movement count (TMC) data was collected at several intersections, including Oxford Street. The available peak hour TMCs were used in conjunction with the proposed access plan shown in the concept to estimate the potential
peak hour volumes on the cross streets at the proposed roundabouts, including anticipated volumes of U-turns. The estimated peak hour traffic volume entering and exiting at each cross street was estimated to be low ( 10 vehicles), medium ( 20 vehicles), or high ( 50 vehicles) based on count data from similar locations in the study area and general land use types and patterns. Then, trips that are anticipated to reroute based on the proposed access plan were shifted to appropriate locations. As a result, the US 301/Main Street traffic is anticipated to account for $95 \%$ and $94 \%$ of the total peak hour traffic at the City Hall and Old Wire Road roundabout locations, respectively. At the CR 44A/Huey Street location, the US 301/Main Street AADT is $90 \%$ of the total intersection AADT based on existing counts; the US 301/Main Street traffic in the peak hour with the concept plan in place is projected to decrease to approximately $85 \%$ of the total intersection traffic. Despite the US 301/Main Street traffic comprising more than $90 \%$ of the intersection totals at two of the three proposed roundabout locations on US 301/Main Street, the roundabouts play a critical role in the overall proposed concept by facilitating the geometric changes to appropriately manage speed in the downtown core area, as well as provide crossing opportunities for pedestrians. Table 7 provides a summary of some of the key geometric and traffic characteristics of the proposed roundabout locations along US 301/Main Street.

Table 7. Summary of US 301/Main Street Roundabout Location Geometric and Traffic Characteristics

| Characteristic | Proposed US 301/Main Street Roundabout Location |  |  |
| :--- | :---: | :---: | :---: |
|  | CR 44A/Huey St | City Hall | Old Wire Rd |
| Existing Configuration | 4-lane divided; <br> 3-leg intersection | 5-lane undivided; <br> between adjacent <br> intersections | 5-lane undivided; <br> 4-leg intersection |
| Existing Traffic Control | Signal | Uncontrolled | Stop Control (side <br> street) |
| Major Street AADT as a Percentage <br> of Overall Intersection AADT | $90 \%$ existing; <br> $85 \%$ estimated <br> w/concept plan | $95 \%$ estimated w/ <br> concept plan | 94\% estimated w/ <br> concept plan |
| Proximity to Schools, Retirement <br> Homes, Shared Use Path Crossings, <br> Parks, or Other Major Pedestrian <br> Generators? | Yes | Yes | No |

## Roundabout Performance Checks

A WB-62FL design vehicle is assumed for through north/south movements at all three proposed roundabout locations on US 301/Main Street, as well as turning movements to and from the east at the CR 44A/Huey Street intersection. A WB-62FL is also assumed for the through movements on CR 44A at
the Gamble Street intersection (reflects an eastbound right turn and northbound left turn). The concept plan uses roundabout inscribed circle diameters of 144 feet, 138 feet, and 160 feet at CR 44A/Huey Street, City Hall, and Old Wire Road, respectively.

Appendix F includes Autoturn diagrams showing the swept path of the design vehicle at the three proposed roundabouts along US 301/Main Street including separate diagrams of the design vehicle in the inside lane and passenger car in the outside lane for the through movements, and vice-versa. Although there is a small amount of encroachment by the design vehicle into the adjacent lane for northbound and southbound through movements, there is no encroachment at the entry and exit points, and the vehicles have sufficient width to move through each intersection side by side. The design vehicle can also successfully make turns as specified above at the CR 44A/Huey Street intersection and the CR 44A/Huey Street at Gamble Street location.

Appendix $\mathbf{F}$ also provides other calculated roundabout performance checks, such as fastest paths and speed differentials, based on the methodologies in NCHRP 672. It is noted that some locations had higher than desired entry and exit speeds, however, the calculations are theoretical and are not entirely indicative of real world expected speeds. These checks are meant as a high level analysis of the current conceptual alignments of the intersections, and should not be the deciding factor to move into design and construction. Adjustments can be made to the proposed roundabout geometrics during final design to achieve acceptable speeds if there are specific movements of concern. Supplemental treatments such as raised crosswalks on the US 301/Main Street approaches could be considered to reduce entry and exit speeds if it is deemed appropriate to use a 30 MPH design speed for the core downtown area.

## 5. ALTERNATIVE LONG-TERM STRATEGIES

Two potential long term strategies have been discussed over the course of this study: converting US 301/Main Street to a one-way pair system, and constructing a bypass road around downtown Wildwood. Both of these options would require a significantly larger study and traffic analysis to properly evaluate issues, concerns, potential alignments, impacts, and specific concepts and geometric configurations. These two options are described in more detail below along with high-level considerations and ideas:

- One-way pair configuration. This potential configuration would generally use the Gamble Street / Old Wire Road corridor to provide two northbound lanes, while the existing US 301/Main Street would provide two southbound lanes. The specific alignment for shifting northbound traffic over

to Gamble Street / Old Wire Road would need to be determined, but one option would be to use an alignment along the seldom used spur railroad track beginning approximately at Switcher Street. Another challenge is to realign Gamble Street and Old Wire Road at CR 466A/Cleveland Avenue to form a four-leg intersection (the two streets are currently offset by about 250 feet). The primary benefit of this option is that the surplus space on US 301/Main Street not needed for southbound traffic could be reconfigured to provide a significantly improved pedestrian environment, with amenities such as wide sidewalks set back from the street, enhanced landscaping/streetscaping, and public plazas or pocket parks, as well as additional on-street parking. Another benefit is that the northbound corridor provides an opportunity for significant redevelopment that will help to expand the downtown business community and help the City achieve its vision for downtown. It is noted that the City's future land use map shows commercial/office and mixed use land use types along the majority of this corridor. A potential downside is that much of the corridor, particularly on the east side, is comprised of residential development today, so having much greater volumes of traffic and truck traffic on this street would negatively impact the existing residences. An example of a similar downtown one-way pair configuration in a city within the Lake-Sumter MPO metro area is US 19 in Eustis (Bay Street and Grove Street).
- Downtown Bypass. Another potential future option would be a new bypass route around downtown Wildwood. By keeping through traffic, including a large number of trucks, out of downtown Wildwood, the existing US 301/Main Street route could be reconfigured with a narrower street section featuring just one through lane in each direction. Similar to the one-way pair option, this street narrowing would allow for a much improved pedestrian environment and added parking. An example of a similar bypass in Central Florida is the planned SR 50 bypass around downtown Groveland. In order to move this potential idea forward, a Project Development and Environment (PD\&E) study would be needed to evaluate potential alignments
and possible environmental impacts. However, a smaller initial corridor planning study might also be required to determine the feasibility of moving to a PD\&E study.

These two potential long term options may only be viable in the event that the concept plan presented in this study does not move forward, due to the amount of investment required to complete the proposed concept. If the concept plan does move forward, it may be possible to retrofit it in the future to accommodate the one-way pair or bypass option, but would require an additional significant investment beyond that to complete the proposed concept improvements.

During the community engagement process, the question was posed to the Project Advisory Group (PAG) and community meeting participants regarding their support for the long-term concept of oneway pairs or a bypass as compared to the proposed complete street approach. In both the PAG and community meeting results the support for the concept of a one-way pair or a bypass was much less than the support for the complete street approach. This result demonstrates a strong preference for a complete street as compared to a one-way pair or bypass.

## 6. PLANNING LEVEL COST ESTIMATE

A preliminary planning-level cost estimate for the proposed concept plan is included in Appendix G. The project is anticipated to cost approximately $\$ 13$ million including design, construction, and construction engineering inspection (CEI). The planning level cost does not account for right-of-way acquisition costs or utility relocation costs.

## 7. COMMUNITY ENGAGEMENT

The project was supported by an intensive public engagement process, which provided opportunities for stakeholders and interested parties to participate in the process and provide feedback and information. The public engagement process was comprised of four primary e:

1. Project Advisory Group (PAG) - A group of business and property owners within the project area, identified by City Staff, met as a group twice during the process. The first meeting with the PAG was focused on describing a complete street and obtaining initial comments and ideas from the PAG regarding potential improvements to the project corridor. The second meeting of the PAG was to review the initial draft concept complete street plan and provide comments and ideas for improvements to the draft concept complete street plan. Generally, the PAG was very supportive of the concept of the complete street plan and the need to improve the corridor through downtown Wildwood.

During the first meeting with the PAG, the PAG members completed a short interactive survey regarding their initial opinions related to the project. The survey found the PAG was most interested in improving aesthetics and pedestrian safety in downtown Wildwood. The PAG also expressed strong support for median and midblock crossings in the corridor. There was strong PAG support for the overall design concept of medians, wider sidewalks, on-street parking, relocating bike lanes off of US 301/Main Street, and lighting. The PAG was not as supportive of the longer term concepts of one-way pairs or a bypass as compared to the strong support for the complete street concept.

The PAG expressed support of the overall concept of the draft complete street plan at their second meeting. Some issues or concerns raised by the PAG were potential impact to the existing trees at City Hall, proposed one-way configuration of the streets around City Hall and the proposed back-in parking, coordination with CSX, and coordination with FDOT.

The Project Team was receptive to the issues and concerns raised by the PAG and adjusted the draft complete street plan to remove back-in parking and maintain two-way street configuration.
2. Community Meetings - During the development of the complete street plan, there were three community meetings. The first community meeting was not a typical community meeting. The first community meeting was a workshop with the City Commission followed by a walking audit and workshop with students from the Wildwood Middle-High School. The second community
meeting was held at the Wildwood Community Center and included members of the general public. Due to COVID-19 limitations, the third and final community workshop could not be held in person and was completed virtually, with an online narrated presentation and survey accessed through the City's webpage.

The first workshop with the City Commission was intended to provide an overview of the purpose of the project and information describing the characteristics of a complete street. The City Commission was generally supportive of the project. Comments provided by the City Commission related to coordination with other transportation projects in the area, addressing the high volume of traffic on US 301 when I-75 is closed, important to support businesses in the area, pedestrian safety, aesthetics, and coordination with CSX.

The walking audit and workshop with the students from Wildwood-Middle High School provided important comments related to the project. The students expressed concerns regarding roundabouts, ability to safely cross US 301/Main Street, lack of crossing guard at the intersection of Huey Street and US 301/Main Street. The students stated their vision of the US 301/Main Street corridor as safe, stable, intriguing, and welcoming. The students supported increased landscaping and pedestrian crossings.

The second community meeting was held at the Wildwood Community Center. Sixteen persons attended the second community meeting. At the second community meeting, the attendees expressed their concerns with the US 301/Main Street corridor. The concerns related to truck traffic and functioning with roundabouts, CSX rail conflicts, speeding, pedestrian safety, parking, building condition, and maintaining appropriate access to businesses. The attendees also completed a short interactive survey. The results of the survey showed access management and pedestrian safety as the top two issues. Medians and mid-block crossings were supported. Similar to the PAG, the attendees of the second community meeting preferred the proposed complete street plan to the idea of one-way pairs or a bypass.

The third community meeting was held through a virtual presentation and survey accessible through the City's webpage. A short video explaining the proposed complete street plan was followed by an opportunity to complete a short online survey. There were 70 views of the video and 19 survey responses. The response to the proposed complete street plan was very positive. Overall, the survey respondents were either satisfied or very satisfied with the components of the proposed complete street plan. The most supported component was the proposed landscaping and streetscaping. The response to perceived effect of the proposed complete street plan was
also very positive. The respondents strongly agree that the proposed complete street plan will make traveling along and across US 301/Main Street safer and more comfortable for people walking and biking. The respondents show a strong support for the implementation of the proposed complete street plan to be a priority for the City. Some concerns were identified by the respondents related to operation of the proposed roundabouts and access to businesses.
3. Pop-Up Meeting - A pop-up meeting is an informal way to provide information and receive feedback regarding the proposed complete street plan. The pop-up meeting for this project was accomplished by setting up a booth at the City's "Art in the Park" event at City Hall. During the event approximately 50-60 people stopped by to review the plan or provide comments. Again, the general response was very positive. People supported the need to increase safety and promote businesses along the corridor.
4. Coordination with Florida Department of Transportation (FDOT) and CSX - Throughout the development of the complete street plan, meetings and ongoing discussions were held with representatives of FDOT and CSX. The meetings and discussions with FDOT were very positive and supportive. The focus of discussions with FDOT were on maintaining consistency with the design requirements of FDOT, since US 301/Main Street is a State-maintained road. CSX discussions were focused on potential impacts to the rail crossing at Huey Street and proposed changes in access to their property from US 301/Main Street. CSX agreed to investigate the usage of the rail spur through the Huey Street intersection and would explore the opportunity to remove the rail spur. Removing a rail spur requires two years of inactivity. FDOT will move forward additional roundabout feasibility analysis consistent with the proposed plan, and document the next steps required for the project to move forward into design. It is acknowledged within this report that continued coordination with FDOT and CSX is required through the final design and construction of this project.

In conclusion, the community engagement process documented there is strong community support for the proposed complete street project. It is acknowledged that additional coordination will be required as the project moves forward to design and construction. A full summary as well as other supporting material for each of the community engagement activities is provided in Appendix $\mathbf{H}$.

## 8. SUMMARY AND CONCLUSIONS

The Main Street Wildwood Complete Streets study developed a transformational concept plan for US 301/Main Street that supports stated project goals to provide a safe, comfortable, and welcoming environment in downtown Wildwood, improve safe pedestrian access along and across Main Street, and unify and revitalize the City's downtown district, consistent with the City's vision for "a thriving, interconnected Downtown District that draws people in and encourages them to stay". The study area encompasses a core half-mile section between CR 44A/Huey Street and CR 466A/Cleveland Avenue, but also includes transition areas to the north and south to allow for vehicles to physically transition from higher speed environments to the lower speed, pedestrian-friendly downtown area. The concept plan builds on previous planning work and was heavily influenced by engagement with residents, business owners, City and other partner agency staff, and other key stakeholders. The Project Advisory Group identified aesthetics (landscape and streetscape), pedestrian access and safe crossing locations, and vehicle speeding as the three primary issues that the concept should address. The proposed concept addresses these issues through the following primary strategies and treatments:

- Raised center medians and median islands are proposed throughout the length of the concept to better manage access to adjacent businesses and cross streets, and to provide opportunities for improved landscaping. The access plan significantly reduces the number of conflict points, thereby improving corridor safety. Landscaping introduces a vertical element in the medians, which is one measure to help manage corridor speeds.
- A series of three multilane roundabouts is proposed along the US 301/Main Street corridor at CR 44A/Huey Street, City Hall, and Old Wire Road. The roundabouts are used as the primary speed management measure, slowing vehicles at critical points - two of which are the northern and southern gateways into the core downtown area, and the other at a key central point within the business district. The roundabouts also work in conjunction with the medians to provide access to businesses and cross streets through facilitating U-turn movements. They also provide safe pedestrian crossing opportunities at key points along the corridor.
- A fourth, single lane, roundabout is proposed at the CR 44A/Huey Street and Gamble Street intersection to simplify an awkward existing intersection configuration.
- The roundabouts, medians/median islands, and street trees, along with several other treatments, work collectively to manage corridor speeds through the strategies of Enclosure, Engagement, and Deflection.
- The corridor pedestrian environment is enhanced by providing a wider sidewalk on the west side of the street. This is proposed to be accomplished by removing the existing on-street bike lanes and shifting the existing west side curb inward. In some locations, this wider sidewalk will be separated from southbound traffic by new parallel parking provided (a total of 25 spaces are included in the plan). A parallel on-street bike facility is proposed as a shared lane on the low volume, low speed Old Wire Road / Gamble Street corridor, which is proposed to be enhanced with signs, markings, and traffic calming devices such as speed cushions. This parallel facility is connected to the existing US 301/Main Street bike lanes at the proposed north and south gateway roundabouts.

Although a complete roundabout feasibility evaluation using the three-step FDOT process was not completed, the Step 1 screening was completed, along with development of conceptual roundabout geometrics and performance checks, such as Autoturn diagrams of swept paths of the design vehicle and computation of fastest paths. In contrast to many other typical roundabout locations, the primary reason for including these roundabouts in the concept plan is not intersection operations or safety, although those are secondary benefits; the primary reason is speed management. The roundabouts are also critical to the success of the overall access plan by providing U-turn opportunities. Removal of one or more roundabouts from the concept would not only lower the ability of the concept to appropriately manage speeds along the corridor, but would also necessitate the additional removal of some portion of the median in order to provide access to properties that would not be possible without providing U-turn opportunities at the roundabouts.

In summary, the proposed concept provides the physical and transformative changes to the study corridor needed to address the primary issues and concerns of project stakeholders, revitalize the downtown business area, and meet the City's vision for downtown Wildwood.

## Next Steps

It is recommended that the Lake-Sumter MPO facilitate further discussions with FDOT and the City to determine the appropriate next steps to move this important corridor project forward into the design phase, which may include a PD\&E Study, or documentation of a Categorical Exclusion. Additional traffic analysis will also likely be required to advance the project to design, potentially including
completion of Steps 2 and 3 of the FDOT Roundabout Screening process or completion of at least step one of the Intersection Control Evaluation (ICE) process.

In the interim, the City should coordinate with FDOT on providing midblock crossings based on the recommendations of the FDOT Pedestrian Study completed in October 2019, as listed below. The full report is included in Appendix I.

- Mid-block pedestrian crossings should be provided between Hall Street and Rutland Street and between Oxford Street and Barwick Street.
- Median refuge islands should be provided for both locations.
- RRFBs should be installed at both locations.
- Existing lighting should be analyzed to determine if supplemental roadway lighting will be required to meet FDM lighting criteria.
- The CR 44A pedestrian signal crossing signs are in poor condition and do not meet current standards. These signs should be replaced by the maintaining agency, Sumter County.
- The following maintenance type improvements should be considered:
- The southbound S1-1 School Crossing sign at CR 44A is in poor condition and should be replaced.
- The northbound W16-9p "AHEAD" plaque and the southbound S1-1 School Crossing sign at CR 466A are in poor condition and should be replaced.
- The CR 44A crosswalks are faded and do not have sidebars. The crosswalks should be restriped, and sidebars should be installed.
- Crosswalk pavement markings should be installed on the following side streets: Chairs Street, Hall Street, Rutland Street, Barwick Street, Curry Street, and Denham Street.

The City should continue discussions with CSX to ensure investigation moves forward regarding the removal of the rail spur through the Huey Street intersection. Conversations should continue about the long-term opportunities related to re-open the rail crossing at Oxford Street (or another more suitable location nearby) to provide better connectivity and access to neighborhoods west of US 301/Main Street. If an at-grade crossing is not possible, the possibility of a bicycle/pedestrian underpass should be considered.

Finally, the City should continue to monitor opportunities to improve the quality of the corridor as redevelopment occurs, including the opportunity to underground utilities, provide a wider sidewalk and
enhanced landscaping on the east side of the street, and potential opportunities for cross-access agreements on properties fronting US 301/Main Street.

## APPENDICES

Appendix A - Existing Conditions Map Series















Appendix B - Existing Traffic Count Data

## US 301 Traffic Counts

US 301
From County Road 466A to Lynum Street / Huey Street
\&
County Road 44A at Gamble Street
City of Wildwood, Sumter County
Prepared for:
LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
1616 South $14^{\text {th }}$ Street
Leesburg, Florida 34748


Prepared for:
HDR Engineering, Inc.
TEDS Contract No.: 10864
Work Order: 2

Prepared by:
Traffic Engineering Data Solutions, Inc.
Certificate of Authorization License Number: 27392
80 Spring Vista Drive
DeBary, Florida 32713

June 2019



| SECTION | - | CITY Wildwood |
| :--- | :--- | :---: |
| STATE ROUTE | US 301 | INTERSECTING ROUTE County Road 466A (Cleveland Avenue) |
| OBSERVER | TEDS | DATE 5/22/2019 |

REMARKS $\qquad$
FORM COMPLETED BY CML DATE 06/06/19

| $\begin{aligned} & \mathrm{H} \\ & \mathrm{O} \\ & \mathrm{U} \\ & \mathrm{R} \\ & \mathrm{~S} \end{aligned}$ | West side of |  |  | East side of |  |  | North side of |  |  | South side of |  |  | $\frac{\text { GRAND }}{\text { TOTAL }}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | US 301 |  |  | US 301 |  |  | CR 466A (Cleveland Ave) |  |  | CR 466A (Cleveland Ave) |  |  |  |
|  | NB | SB | TOTAL | NB | SB | TOTAL | EB | WB | TOTAL | EB | WB | TOTAL |  |
| 7:00-8:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 4:00-5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 5:00-6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| TOTAL | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |



## BICYCLE MOVEMENT SUMMARY

| SECTION | - | CITY Wildwood |
| :--- | :--- | :---: |
| STATE ROUTE | US 301 | COUNTY Sumter |
| OBSERVER | TEDS | INTERSECTING ROUTE County Road 466A (Cleveland Avenue) |
|  | DATE $5 / 22 / 2019$ |  |

REMARKS $\qquad$
FORM COMPLETED BY CML DATE 06/06/19

| $\begin{aligned} & \mathrm{H} \\ & \mathrm{O} \\ & \mathrm{U} \\ & \mathrm{R} \\ & \mathrm{~S} \end{aligned}$ | West side of |  |  | East side of |  |  | North side of |  |  | South side of |  |  | $\frac{\text { GRAND }}{\text { TOTAL }}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | US 301 |  |  | US 301 |  |  | CR 466A (Cleveland Ave) |  |  | CR 466A (Cleveland Ave) |  |  |  |
|  | NB | SB | TOTAL | NB | SB | TOTAL | EB | WB | TOTAL | EB | WB | TOTAL |  |
| 7:00-8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 8:00-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 4:00-5:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00-6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| TOTAL | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |



File Name : Not Named 2
Site Code : 00000000
Start Date : 5/22/2019
Page No :1

Groups Printed- All Vehicles

|  | US 301 <br> Northbound |  |  |  |  | US 301 <br> Southbound |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | $\begin{aligned} & \text { COUNTY ROAD 466A } \\ & \text { (CLEVELAND AVENUE) } \\ & \text { Westbound } \\ & \hline \end{aligned}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 157 | 23 | 1 | 181 | 15 | 199 | 0 | 0 | 214 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 11 | 0 | 41 | 436 |
| 07:15 AM | 0 | 190 | 54 | 0 | 244 | 26 | 225 | 0 | 0 | 251 | 0 | 0 | 1 | 0 | 1 | 33 | 0 | 18 | 0 | 51 | 547 |
| 07:30 AM | 0 | 187 | 40 | 0 | 227 | 32 | 247 | 0 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 13 | 0 | 55 | 561 |
| 07:45 AM | 0 | 161 | 35 | 0 | 196 | 41 | 234 | 0 | 0 | 275 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 17 | 0 | 53 | 524 |
| Total | 0 | 695 | 152 | 1 | 848 | 114 | 905 | 0 | 0 | 1019 | 0 | 0 | 1 | 0 | 1 | 141 | 0 | 59 | 0 | 200 | 2068 |
| 08:00 AM | 0 | 142 | 35 | 0 | 177 | 32 | 221 | 0 | 0 | 253 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 16 | 0 | 56 | 486 |
| 08:15 AM | 0 | 146 | 35 | 0 | 181 | 34 | 206 | 0 | 0 | 240 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 18 | 0 | 71 | 492 |
| 08:30 AM | 0 | 152 | 37 | 0 | 189 | 46 | 209 | 0 | 0 | 255 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 18 | 0 | 55 | 499 |
| 08:45 AM | 0 | 142 | 52 | 0 | 194 | 62 | 183 | 0 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 17 | 0 | 87 | 526 |
| Total | 0 | 582 | 159 | 0 | 741 | 174 | 819 | 0 | 0 | 993 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 69 | 0 | 269 | 2003 |

*** BREAK ***

| 04:00 PM | 1 | 235 | 53 | 0 | 289 | 16 | 173 | 0 | 0 | 189 | 0 | 0 | 1 | 0 | 1 | 64 | 0 | 32 | 0 | 96 | 575 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 0 | 248 | 53 | 0 | 301 | 23 | 163 | 0 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 30 | 0 | 76 | 563 |
| 04:30 PM | 0 | 241 | 40 | 0 | 281 | 22 | 144 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 35 | 0 | 96 | 543 |
| 04:45 PM | 0 | 197 | 41 | 0 | 238 | 20 | 174 | 0 | 0 | 194 | 1 | 0 | 0 | 0 | 1 | 50 | 0 | 26 | 0 | 76 | 509 |
| Total | 1 | 921 | 187 | 0 | 1109 | 81 | 654 | 0 | 0 | 735 | 1 | 0 | 1 | 0 | 2 | 221 | 0 | 123 | 0 | 344 | 2190 |
| 05:00 PM | 0 | 226 | 53 | 0 | 279 | 17 | 177 | 1 | 0 | 195 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 37 | 0 | 87 | 561 |
| 05:15 PM | 0 | 257 | 59 | 0 | 316 | 18 | 180 | 0 | 0 | 198 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 36 | 0 | 89 | 603 |
| 05:30 PM | 0 | 277 | 33 | 0 | 310 | 26 | 159 | 0 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 36 | 0 | 97 | 592 |
| 05:45 PM | 0 | 189 | 37 | 0 | 226 | 18 | 129 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 19 | 0 | 60 | 433 |
| Total | 0 | 949 | 182 | 0 | 1131 | 79 | 645 | 1 | 0 | 725 | 0 | 0 | 0 | 0 | 0 | 205 | 0 | 128 | 0 | 333 | 2189 |
| Grand Total | 1 | 3147 | 680 | 1 | 3829 | 448 | 3023 | 1 | 0 | 3472 | 1 | 0 | 2 | 0 | 3 | 767 | 0 | 379 | 0 | 1146 | 8450 |
| Apprch \% | 0 | 82.2 | 17.8 | 0 |  | 12.9 | 87.1 | 0 | 0 |  | 33.3 | 0 | 66.7 | 0 |  | 66.9 | 0 | 33.1 | 0 |  |  |
| Total \% | 0 | 37.2 | 8 | 0 | 45.3 | 5.3 | 35.8 | 0 | 0 | 41.1 | 0 | 0 | 0 | 0 | 0 | 9.1 | 0 | 4.5 | 0 | 13.6 |  |


|  | US 301 <br> Northbound |  |  |  |  | US 301 <br> Southbound |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | COUNTY ROAD 466A(CLEVELAND AVENUE)Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:15 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:15 AM | 0 | 190 | 54 | 0 | 244 | 26 | 225 | 0 | 0 | 251 | 0 | 0 | 1 | 0 | 1 | 33 | 0 | 18 | 0 | 51 | 547 |
| 07:30 AM | 0 | 187 | 40 | 0 | 227 | 32 | 247 | 0 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 13 | 0 | 55 | 561 |
| 07:45 AM | 0 | 161 | 35 | 0 | 196 | 41 | 234 | 0 | 0 | 275 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 17 | 0 | 53 | 524 |
| 08:00 AM | 0 | 142 | 35 | 0 | 177 | 32 | 221 | 0 | 0 | 253 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 16 | 0 | 56 | 486 |
| Total Volume | 0 | 680 | 164 | 0 | 844 | 131 | 927 | 0 | 0 | 1058 | 0 | 0 | 1 | 0 | 1 | 151 | 0 | 64 | 0 | 215 | 2118 |
| \% App. Total | 0 | 80.6 | 19.4 | 0 |  | 12.4 | 87.6 | 0 | 0 |  | 0 | 0 | 100 | 0 |  | 70.2 | 0 | 29.8 | 0 |  |  |
| PHF | . 000 | . 895 | . 759 | . 000 | . 865 | . 799 | . 938 | . 000 | . 000 | . 948 | . 000 | . 000 | . 250 | . 000 | . 250 | . 899 | . 000 | . 889 | . 000 | . 960 | . 944 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:00 AM |  |  |  |  | 07:15 AM |  |  |  |  | 07:00 AM |  |  |  |  | 08:00 AM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 157 | 23 | 1 | 181 | 26 | 225 | 0 | 0 | 251 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 16 | 0 | 56 |
| +15 mins. | 0 | 190 | 54 | 0 | 244 | 32 | 247 | 0 | 0 | 279 | 0 | 0 | 1 | 0 | 1 | 53 | 0 | 18 | 0 | 71 |
| +30 mins. | 0 | 187 | 40 | 0 | 227 | 41 | 234 | 0 | 0 | 275 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 18 | 0 | 55 |
| +45 mins. | 0 | 161 | 35 | 0 | 196 | 32 | 221 | 0 | 0 | 253 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 17 | 0 | 87 |
| Total Volume | 0 | 695 | 152 | 1 | 848 | 131 | 927 | 0 | 0 | 1058 | 0 | 0 | 1 | 0 | 1 | 200 | 0 | 69 | 0 | 269 |
| \% App. Total | 0 | 82 | 17.9 | 0.1 |  | 12.4 | 87.6 | 0 | 0 |  | 0 | 0 | 100 | 0 |  | 74.3 | 0 | 25.7 | 0 |  |
| PHF | . 000 | . 914 | . 704 | . 250 | . 869 | . 799 | . 938 | . 000 | . 000 | . 948 | . 000 | . 000 | . 250 | . 000 | . 250 | . 714 | . 000 | . 958 | 000 | . 773 |

File Name : Not Named 2
Site Code : 00000000
Start Date : 5/22/2019
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|  | US 301 <br> Northbound |  |  |  |  | $\begin{gathered} \text { US } 301 \\ \text { Southbound } \end{gathered}$ |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | COUNTY ROAD 466A (CLEVELAND AVENUE) Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Int. Total |
| Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:45 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:45 PM | 0 | 197 | 41 | 0 | 238 | 20 | 174 | 0 | 0 | 194 | 1 | 0 | 0 | 0 | 1 | 50 | 0 | 26 | 0 | 76 | 509 |
| 05:00 PM | 0 | 226 | 53 | 0 | 279 | 17 | 177 | 1 | 0 | 195 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 37 | 0 | 87 | 561 |
| 05:15 PM | 0 | 257 | 59 | 0 | 316 | 18 | 180 | 0 | 0 | 198 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 36 | 0 | 89 | 603 |
| 05:30 PM | 0 | 277 | 33 | 0 | 310 | 26 | 159 | 0 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 36 | 0 | 97 | 592 |
| Total Volume | 0 | 957 | 186 | 0 | 1143 | 81 | 690 | 1 | 0 | 772 | 1 | 0 | 0 | 0 | 1 | 214 | 0 | 135 | 0 | 349 | 2265 |
| \% App.Total | 0 | 83.7 | 16.3 | 0 |  | 10.5 | 89.4 | 0.1 | 0 |  | 100 | 0 | 0 | 0 |  | 61.3 | 0 | 38.7 | 0 |  |  |
| PHF | . 000 | . 864 | . 788 | . 000 | . 904 | . 779 | . 958 | . 250 | . 000 | . 975 | . 250 | . 000 | . 000 | . 000 | . 250 | . 877 | . 000 | . 912 | . 000 | . 899 | . 939 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 04:45 PM |  |  |  |  | 04:45 PM |  |  |  |  | 04:00 PM |  |  |  |  | 04:45 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 197 | 41 | 0 | 238 | 20 | 174 | 0 | 0 | 194 | 0 | 0 | 1 | 0 | 1 | 50 | 0 | 26 | 0 | 76 |
| +15 mins. | 0 | 226 | 53 | 0 | 279 | 17 | 177 | 1 | 0 | 195 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 37 | 0 | 87 |
| +30 mins. | 0 | 257 | 59 | 0 | 316 | 18 | 180 | 0 | 0 | 198 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 36 | 0 | 89 |
| +45 mins. | 0 | 277 | 33 | 0 | 310 | 26 | 159 | 0 | 0 | 185 | 1 | 0 | 0 | 0 | 1 | 61 | 0 | 36 | 0 | 97 |
| Total Volume | 0 | 957 | 186 | 0 | 1143 | 81 | 690 | 1 | 0 | 772 | 1 | 0 | 1 | 0 | 2 | 214 | 0 | 135 | 0 | 349 |
| \% App.Total | 0 | 83.7 | 16.3 | 0 |  | 10.5 | 89.4 | 0.1 | 0 |  | 50 | 0 | 50 | 0 |  | 61.3 | 0 | 38.7 | 0 |  |
| PHF | . 000 | . 864 | . 788 | 000 | . 904 | . 779 | . 958 | . 250 | . 000 | . 975 | . 250 | 000 | 250 | 000 | . 500 | . 877 | . 000 | . 912 | 000 | . 899 |

File Name : US 301 at CR 466A (Cleveland St) TMC (4-hr) Site Code : 00000000
Start Date : 5/22/2019
Page No : 1

Groups Printed- Heavy Trucks

|  | US 301 <br> Northbound |  |  |  |  | US 301 <br> Southbound |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | $\begin{aligned} & \text { COUNTY ROAD 466A } \\ & \text { (CLEVELAND AVENUE) } \\ & \text { Westbound } \end{aligned}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 15 | 0 | 1 | 16 | 1 | 18 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 07:15 AM | 0 | 9 | 2 | 0 | 11 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 07:30 AM | 0 | 14 | 1 | 0 | 15 | 1 | 14 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 35 |
| 07:45 AM | 0 | 15 | 1 | 0 | 16 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 33 |
| Total | 0 | 53 | 4 | 1 | 58 | 3 | 61 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 128 |
| 08:00 AM | 0 | 6 | 1 | 0 | 7 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 08:15 AM | 0 | 12 | 0 | 0 | 12 | 2 | 20 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 08:30 AM | 0 | 12 | 1 | 0 | 13 | 2 | 13 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 08:45 AM | 0 | 16 | 3 | 0 | 19 | 4 | 11 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 36 |
| Total | 0 | 46 | 5 | 0 | 51 | 8 | 63 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 124 |

*** BREAK ***

| 04:00 PM | 0 | 6 | 0 | 0 | 6 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 26 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 0 | 14 | 0 | 0 | 14 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 24 |
| 04:30 PM | 0 | 5 | 1 | 0 | 6 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:45 PM | 0 | 5 | 1 | 0 | 6 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 14 |
| Total | 0 | 30 | 2 | 0 | 32 | 2 | 39 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 8 | 81 |
| 05:00 PM | 0 | 8 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 13 |
| 05:15 PM | 0 | 23 | 0 | 0 | 23 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 32 |
| 05:30 PM | 0 | 36 | 1 | 0 | 37 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 05:45 PM | 0 | 12 | 1 | 0 | 13 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Total | 0 | 79 | 2 | 0 | 81 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 100 |
| Grand Total | 0 | 208 | 13 | 1 | 222 | 13 | 180 | 0 | 0 | 193 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 3 | 0 | 18 | 433 |
| Apprch \% | 0 | 93.7 | 5.9 | 0.5 |  | 6.7 | 93.3 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 83.3 | 0 | 16.7 | 0 |  |  |
| Total \% | 0 | 48 | 3 | 0.2 | 51.3 | 3 | 41.6 | 0 | 0 | 44.6 | 0 | 0 | 0 | 0 | 0 | 3.5 | 0 | 0.7 | 0 | 4.2 |  |


|  | US 301 <br> Northbound |  |  |  |  | US 301 <br> Southbound |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | $\begin{aligned} & \text { COUNTY ROAD 466A } \\ & \text { (CLEVELAND AVENUE) } \\ & \text { Westbound } \end{aligned}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1 er |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:00 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:00 AM | 0 | 15 | 0 | 1 | 16 | 1 | 18 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 07:15 AM | 0 | 9 | 2 | 0 | 11 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 07:30 AM | 0 | 14 | 1 | 0 | 15 | 1 | 14 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 35 |
| 07:45 AM | 0 | 15 | 1 | 0 | 16 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 33 |
| Total Volume | 0 | 53 | 4 | 1 | 58 | 3 | 61 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 128 |
| \% App. Total | 0 | 91.4 | 6.9 | 1.7 |  | 4.7 | 95.3 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 100 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 883 | . 500 | . 250 | . 906 | . 750 | . 847 | . 000 | . 000 | . 842 | . 000 | . 000 | . 000 | . 000 | . 000 | . 300 | . 000 | . 000 | . 000 | . 300 | . 914 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:00 AM |  |  |  |  | 07:30 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 15 | 0 | 1 | 16 | 1 | 14 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 9 | 2 | 0 | 11 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 14 | 1 | 0 | 15 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 |
| +45 mins. | 0 | 15 | 1 | 0 | 16 | 2 | 20 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 53 | 4 | 1 | 58 | 3 | 69 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 |
| \% App.Total | 0 | 91.4 | 6.9 | 1.7 |  | 4.2 | 95.8 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 100 | 0 | 0 | 0 |  |
| PHF | . 000 | . 883 | . 500 | . 250 | . 906 | . 375 | . 863 | . 000 | . 000 | . 818 | . 000 | . 000 | . 000 | . 000 | . 000 | . 300 | . 000 | . 000 | . 000 | . 300 |

File Name : US 301 at CR 466A (Cleveland St) TMC (4-hr)
Site Code : 00000000
Start Date : 5/22/2019
Page No :2

|  | US 301 <br> Northbound |  |  |  |  | US 301 <br> Southbound |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | COUNTY ROAD 466A <br> (CLEVELAND AVENUE) <br> Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Int. Total |
| Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 05:00 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 05:00 PM | 0 | 8 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 13 |
| 05:15 PM | 0 | 23 | 0 | 0 | 23 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 32 |
| 05:30 PM | 0 | 36 | 1 | 0 | 37 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 05:45 PM | 0 | 12 | 1 | 0 | 13 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Total Volume | 0 | 79 | 2 | 0 | 81 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 100 |
| \% App. Total | 0 | 97.5 | 2.5 | 0 |  | 0 | 100 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 100 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 549 | . 500 | . 000 | . 547 | . 000 | . 531 | . 000 | . 000 | . 531 | . 000 | . 000 | . 000 | . 000 | . 000 | . 500 | . 000 | . 000 | . 000 | . 500 | . 641 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 05:00 PM |  |  |  |  | 04:00 PM |  |  |  |  | 12:45 PM |  |  |  |  | 04:00 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 8 | 0 | 0 | 8 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 |
| +15 mins. | 0 | 23 | 0 | 0 | 23 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| +30 mins. | 0 | 36 | 1 | 0 | 37 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 12 | 1 | 0 | 13 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 79 | 2 | 0 | 81 | 2 | 39 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 8 |
| \% App. Total | 0 | 97.5 | 2.5 | 0 |  | 4.9 | 95.1 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 62.5 | 0 | 37.5 | 0 |  |
| PHF | . 000 | . 549 | . 500 | . 000 | . 547 | . 500 | . 650 | . 000 | . 000 | . 683 | . 000 | . 000 | . 000 | . 000 | . 000 | . 417 | . 000 | . 375 | . 000 | . 400 |

File Name : US 301 at CR 466A (Cleveland St) TMC (4-hr)
Site Code : 00000000
Start Date : 5/22/2019
Page No : 1

Groups Printed- UTurns

|  | US 301 <br> Northbound |  |  |  |  | US 301 <br> Southbound |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | $\begin{aligned} & \text { COUNTY ROAD 466A } \\ & \text { (CLEVELAND AVENUE) } \\ & \text { Westbound } \end{aligned}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| *** BREAK *** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch \% <br> Total \% | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |


|  | US 301 <br> Northbound |  |  |  |  | US 301 <br> Southbound |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | COUNTY ROAD 466A (CLEVELAND AVENUE) Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1

| Peak Hour for | tire | ers | ion | gins | 7:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App.Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:45 PM

| Peak Hour for |  |  |  | gi |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | 000 | 000 | . 000 | . 000 | 000 | 000 | 000 | . 000 | . 000 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | 000 | 000 | . 000 |



| SECTION | - | CITY Wildwood |
| :--- | :--- | ---: |
| STATE ROUTE | US 301 | COUNTY Sumter |
| OBSERVER | TEDS | INTERSECTING ROUTE Oxford Street |
|  |  | DATE $5 / 22 / 2019$ |

REMARKS $\qquad$
FORM COMPLETED BY CML DATE 06/06/19

| H | West side of |  |  | East side of |  |  | North side of |  |  | South side of |  |  | $\frac{\text { GRAND }}{\text { TOTAL }}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R | US 301 |  |  | US 301 |  |  | Oxford Street |  |  | Oxford Street |  |  |  |
|  | NB | SB | TOTAL | NB | SB | TOTAL | EB | WB | TOTAL | EB | WB | TOTAL |  |
| 7:00-8:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 4 |
| 8:00-9:00 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | $\underline{2}$ |
| 4:00-5:00 | 4 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00-6:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL | 5 | 4 | 9 | 0 | 1 | 1 | 2 | 1 | 3 | 0 | 1 | 1 | 14 |



## BICYCLE MOVEMENT SUMMARY

| SECTION | - | CITY Wildwood |
| :--- | :--- | ---: |
| STATE ROUTE | US 301 | COUNTY Sumter |
| OBSERVER | TEDS | INTERSECTING ROUTE Oxford Street |
|  |  | DATE $5 / 22 / 2019$ |

REMARKS $\qquad$
FORM COMPLETED BY CML
DATE 06/06/19

| H | West side of |  |  | East side of |  |  | North side of |  |  | South side of |  |  | $\frac{\text { GRAND }}{\text { TOTAL }}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| URS | US 301 |  |  | US 301 |  |  | Oxford Street |  |  | Oxford Street |  |  |  |
|  | NB | SB | TOTAL | NB | SB | TOTAL | EB | WB | TOTAL | EB | WB | TOTAL |  |
| 7:00-8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 8:00-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 4:00-5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 5:00-6:00 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{2}$ |
| TOTAL | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{2}$ |



File Name : Not Named 1
Site Code : 00000000
Start Date : 5/22/2019
Page No :1

|  |  |  |  |  |  |  |  |  | ps | Prin | All V | icle |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | US 30 <br> rthbo | und |  |  |  | $\text { US } 30$ uthbo | nd |  |  |  | $\begin{aligned} & \text { ORD S } \\ & \text { astbol } \end{aligned}$ | $\begin{aligned} & \text { REET } \\ & \text { nd } \end{aligned}$ |  |  | $\begin{array}{r} \mathbf{0 X F} \\ \mathbf{n} \end{array}$ | ORD S estbo | [REET ind |  |  |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 181 | 0 | 1 | 182 | 0 | 223 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 407 |
| 07:15 AM | 0 | 238 | 1 | 0 | 239 | 5 | 264 | 0 | 0 | 269 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 6 | 1 | 7 | 516 |
| 07:30 AM | 0 | 220 | 2 | 0 | 222 | 3 | 272 | 2 | 0 | 277 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 5 | 505 |
| 07:45 AM | 0 | 202 | 1 | 0 | 203 | 3 | 271 | 0 | 0 | 274 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 481 |
| Total | 0 | 841 | 4 | 1 | 846 | 11 | 1030 | 2 | 0 | 1043 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 14 | 2 | 17 | 1909 |
| 08:00 AM | 0 | 171 | 3 | 0 | 174 | 4 | 256 | 2 | 1 | 263 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 439 |
| 08:15 AM | 0 | 174 | 1 | 0 | 175 | 1 | 257 | 0 | 0 | 258 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 435 |
| 08:30 AM | 1 | 195 | 2 | 0 | 198 | 4 | 226 | 2 | 0 | 232 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 433 |
| 08:45 AM | 3 | 193 | 0 | 0 | 196 | 3 | 245 | 6 | 0 | 254 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | 4 | 456 |
| Total | 4 | 733 | 6 | 0 | 743 | 12 | 984 | 10 | 1 | 1007 | 3 | 0 | 2 | 0 | 5 | 4 | 1 | 2 | 1 | 8 | 1763 |
| *** BREAK *** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:00 PM | 0 | 283 | 2 | 0 | 285 | 0 | 227 | 4 | 6 | 237 | 5 | 0 | 3 | 0 | 8 | 1 | 1 | 3 | 0 | 5 | 535 |
| 04:15 PM | 0 | 303 | 1 | 0 | 304 | 1 | 201 | 0 | 0 | 202 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 509 |
| 04:30 PM | 1 | 269 | 0 | 0 | 270 | 1 | 209 | 0 | 0 | 210 | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 486 |
| 04:45 PM | 0 | 229 | 3 | 0 | 232 | 6 | 207 | 0 | 1 | 214 | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 453 |
| Total | 1 | 1084 | 6 | 0 | 1091 | 8 | 844 | 4 | 7 | 863 | 10 | 0 | 10 | 0 | 20 | 1 | 1 | 7 | 0 | 9 | 1983 |
| 05:00 PM | 0 | 284 | 1 | 0 | 285 | 6 | 230 | 0 | 0 | 236 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 525 |
| 05:15 PM | 0 | 303 | 0 | 0 | 303 | 4 | 219 | 0 | 1 | 224 | 4 | 0 | 2 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 534 |
| 05:30 PM | 0 | 311 | 1 | 0 | 312 | 5 | 210 | 0 | 0 | 215 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 530 |
| 05:45 PM | 1 | 233 | 2 | 0 | 236 | 14 | 165 | 0 | 0 | 179 | 2 | 0 | 2 | 0 | 4 | 1 | 0 | 2 | 0 | 3 | 422 |
| Total | 1 | 1131 | 4 | 0 | 1136 | 29 | 824 | 0 | 1 | 854 | 8 | 1 | 5 | 0 | 14 | 2 | 0 | 5 | 0 | 7 | 2011 |
| Grand Total | 6 | 3789 | 20 | 1 | 3816 | 60 | 3682 | 16 | 9 | 3767 | 23 | 1 | 17 | 1 | 42 | 8 | 2 | 28 | 3 | 41 | 7666 |
| Apprch \% | 0.2 | 99.3 | 0.5 | 0 |  | 1.6 | 97.7 | 0.4 | 0.2 |  | 54.8 | 2.4 | 40.5 | 2.4 |  | 19.5 | 4.9 | 68.3 | 7.3 |  |  |
| Total \% | 0.1 | 49.4 | 0.3 | 0 | 49.8 | 0.8 | 48 | 0.2 | 0.1 | 49.1 | 0.3 | 0 | 0.2 | 0 | 0.5 | 0.1 | 0 | 0.4 | 0 | 0.5 |  |



Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:15 AM

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 07:15 AM | 0 | $\mathbf{2 3 8}$ | 1 | 0 | $\mathbf{2 3 9}$ | $\mathbf{5}$ | 264 | 0 | 0 | 269 | 0 | 0 | 0 | $\mathbf{1}$ | $\mathbf{1}$ | 0 | 0 | $\mathbf{6}$ | $\mathbf{1}$ | $\mathbf{7}$ | $\mathbf{5 1 6}$ |
| $07: 30 \mathrm{AM}$ | 0 | 220 | 2 | 0 | 222 | 3 | $\mathbf{2 7 2}$ | $\mathbf{2}$ | 0 | $\mathbf{2 7 7}$ | $\mathbf{1}$ | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 5 | 505 |
| $07: 45 \mathrm{AM}$ | 0 | 202 | 1 | 0 | 203 | 3 | 271 | 0 | 0 | 274 | 1 | 0 | 0 | 0 | 1 | $\mathbf{1}$ | 0 | 2 | 0 | 3 | 481 |
| $08: 00 \mathrm{AM}$ | 0 | 171 | $\mathbf{3}$ | 0 | 174 | 4 | 256 | 2 | $\mathbf{1}$ | 263 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 439 |
| Total Volume | 0 | 831 | 7 | 0 | 838 | 15 | 1063 | 4 | 1 | 1083 | 2 | 0 | 0 | 1 | 3 | 2 | 0 | 13 | 2 | 17 | 1941 |
| \% App.Total | 0 | 99.2 | 0.8 | 0 |  | 1.4 | 98.2 | 0.4 | 0.1 |  | 66.7 | 0 | 0 | 33.3 |  | 11.8 | 0 | 76.5 | 11.8 |  |  |
| PHF | .000 | .873 | .583 | .000 | .877 | .750 | .977 | .500 | .250 | .977 | .500 | .000 | .000 | .250 | .750 | .500 | .000 | .542 | .500 | .607 | .940 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:00 AM |  |  |  |  | 07:15 AM |  |  |  |  | 08:00 AM |  |  |  |  | 07:00 AM |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 181 | 0 | 1 | 182 | 5 | 264 | 0 | 0 | 269 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| +15 mins. | 0 | 238 | 1 | 0 | 239 | 3 | 272 | 2 | 0 | 277 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 1 |
| +30 mins. | 0 | 220 | 2 | 0 | 222 | 3 | 271 | 0 | 0 | 274 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 5 | 0 |
| +45 mins. | 0 | 202 | 1 | 0 | 203 | 4 | 256 | 2 | 1 | 263 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 2 | 0 |
| Total Volume | 0 | 841 | 4 | 1 | 846 | 15 | 1063 | 4 | 1 | 1083 | 3 | 0 | 2 | 0 | 5 | 1 | 0 | 14 | 2 |
| \% App.Total | 0 | 99.4 | 0.5 | 0.1 |  | 1.4 | 98.2 | 0.4 | 0.1 |  | 60 | 0 | 40 | 0 |  | 5.9 | 0 | 82.4 | 11.8 |
| PHF | . 000 | . 883 | . 500 | . 250 | . 885 | . 750 | . 977 | . 500 | . 250 | . 977 | . 750 | . 000 | . 500 | . 000 | . 625 | . 250 | . 000 | . 583 | . 500 |


|  | $\begin{gathered} \text { US } 301 \\ \text { Northbound } \end{gathered}$ |  |  |  |  | US 301Southbound |  |  |  |  | OXFORD STREET Eastbound |  |  |  |  | OXFORD STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int.Total |
| Peak Hour Analysis From 12:45 PM to 05:45 PM- Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:45 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:45 PM | 0 | 229 | 3 | 0 | 232 | 6 | 207 | 0 | 1 | 214 | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 453 |
| 05:00 PM | 0 | 284 | 1 | 0 | 285 | 6 | 230 | 0 | 0 | 236 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 525 |
| 05:15 PM | 0 | 303 | 0 | 0 | 303 | 4 | 219 | 0 | 1 | 224 | 4 | 0 | 2 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 534 |
| 05:30 PM | 0 | 311 | 1 | 0 | 312 | 5 | 210 | 0 | 0 | 215 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 530 |
| Total Volume | 0 | 1127 | 5 | 0 | 1132 | 21 | 866 | 0 | 2 | 889 | 9 | 1 | 5 | 0 | 15 | 1 | 0 | 5 | 0 | 6 | 2042 |
| \% App.Total | 0 | 99.6 | 0.4 | 0 |  | 2.4 | 97.4 | 0 | 0.2 |  | 60 | 6.7 | 33.3 | 0 |  | 16.7 | 0 | 83.3 | 0 |  |  |
| PHF | . 000 | . 906 | . 417 | . 000 | . 907 | . 875 | . 941 | . 000 | . 500 | . 942 | . 563 | . 250 | . 625 | . 000 | . 625 | . 250 | . 000 | . 625 | . 000 | . 750 | . 956 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 05:00 PM |  |  |  |  | 04:45 PM |  |  |  |  | 04:00 PM |  |  |  |  | 04:00 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 284 | 1 | 0 | 285 | 6 | 207 | 0 | 1 | 214 | 5 | 0 | 3 | 0 | 8 | 1 | 1 | 3 | 0 | 5 |
| +15 mins. | 0 | 303 | 0 | 0 | 303 | 6 | 230 | 0 | 0 | 236 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 311 | 1 | 0 | 312 | 4 | 219 | 0 | 1 | 224 | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 1 | 233 | 2 | 0 | 236 | 5 | 210 | 0 | 0 | 215 | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 2 | 0 | 2 |
| Total Volume | 1 | 1131 | 4 | 0 | 1136 | 21 | 866 | 0 | 2 | 889 | 10 | 0 | 10 | 0 | 20 | 1 | 1 | 7 | 0 | 9 |
| \% App. Total | 0.1 | 99.6 | 0.4 | 0 |  | 2.4 | 97.4 | 0 | 0.2 |  | 50 | 0 | 50 | 0 |  | 11.1 | 11.1 | 77.8 | 0 |  |
| PHF | . 250 | . 909 | . 500 | . 000 | . 910 | . 875 | . 941 | . 000 | . 500 | . 942 | . 500 | . 000 | . 625 | . 000 | . 625 | . 250 | . 250 | . 583 | . 000 | . 450 |

File Name : US 301 at Oxford St TMC (4-hr)
Site Code : 00000000
Start Date : 5/22/2019
Page No : 1

## Groups Printed- Heavy Trucks

|  | US 301 Northbound |  |  |  |  | $\begin{gathered} \text { US } 301 \\ \text { Southbound } \end{gathered}$ |  |  |  |  | OXFORD STREET Eastbound |  |  |  |  | OXFORD STREET <br> Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 17 | 0 | 1 | 18 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 07:15 AM | 0 | 12 | 0 | 0 | 12 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 25 |
| 07:30 AM | 0 | 21 | 0 | 0 | 21 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 07:45 AM | 0 | 15 | 0 | 0 | 15 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Total | 0 | 65 | 0 | 1 | 66 | 0 | 65 | 0 | 0 | 65 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 133 |
| 08:00 AM | 0 | 8 | 0 | 0 | 8 | 0 | 20 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 30 |
| 08:15 AM | 0 | 12 | 0 | 0 | 12 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 08:30 AM | 0 | 14 | 0 | 0 | 14 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 08:45 AM | 0 | 20 | 0 | 0 | 20 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| Total | 0 | 54 | 0 | 0 | 54 | 0 | 67 | 0 | 1 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 123 |

*** BREAK ${ }^{* * *}$

| 04:00 PM | 0 | 6 | 0 | 0 | 6 | 0 | 19 | 0 | 3 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 0 | 15 | 0 | 0 | 15 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 04:30 PM | 0 | 7 | 0 | 0 | 7 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:45 PM | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 33 | 0 | 0 | 33 | 0 | 42 | 0 | 4 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 05:00 PM | 0 | 8 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 05:15 PM | 0 | 23 | 0 | 0 | 23 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 05:30 PM | 0 | 36 | 0 | 0 | 36 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 05:45 PM | 0 | 13 | 0 | 0 | 13 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Total | 0 | 80 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Grand Total | 0 | 232 | 0 | 1 | 233 | 0 | 194 | 0 | 5 | 199 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 435 |
| Apprch \% | 0 | 99.6 | 0 | 0.4 |  | 0 | 97.5 | 0 | 2.5 |  | 0 | 0 | 0 | 100 |  | 0 | 0 | 0 | 100 |  |  |
| Total \% | 0 | 53.3 | 0 | 0.2 | 53.6 | 0 | 44.6 | 0 | 1.1 | 45.7 | 0 | 0 | 0 | 0.2 | 0.2 | 0 | 0 | 0 | 0.5 | 0.5 |  |



Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

| 07:30ur for | - |  | - | in | 7:30 | , |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 07:30 AM | 0 | 21 | 0 | 0 | 21 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 07:45 AM | 0 | 15 | 0 | 0 | 15 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 08:00 AM | 0 | 8 | 0 | 0 | 8 | 0 | 20 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 30 |
| 08:15 AM | 0 | 12 | 0 | 0 | 12 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Total Volume | 0 | 56 | 0 | 0 | 56 | 0 | 77 | 0 | 1 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 135 |
| \% App. Total | 0 | 100 | 0 | 0 |  | 0 | 98.7 | 0 | 1.3 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 100 |  |  |
| PHF | . 000 | . 667 | . 000 | . 000 | . 667 | . 000 | . 963 | . 000 | . 250 | . 929 | . 000 | 000 | . 000 | . 000 | . 000 | . 000 | . 000 | 000 | . 250 | . 250 | . 865 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:00 AM |  |  |  |  | 07:30 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:15 AM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 17 | 0 | 1 | 18 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| +15 mins. | 0 | 12 | 0 | 0 | 12 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 21 | 0 | 0 | 21 | 0 | 20 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 15 | 0 | 0 | 15 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 65 | 0 | 1 | 66 | 0 | 77 | 0 | 1 | 78 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 |
| \% App. Total | 0 | 98.5 | 0 | 1.5 |  | 0 | 98.7 | 0 | 1.3 |  | 0 | 0 | 0 | 100 |  | 0 | 0 | 0 | 100 |  |
| PHF | . 000 | . 774 | . 000 | . 250 | . 786 | . 000 | . 963 | . 000 | . 250 | . 929 | . 000 | . 000 | . 000 | . 250 | . 250 | . 000 | . 000 | . 000 | . 500 | . 500 |

File Name : US 301 at Oxford St TMC (4-hr)
Site Code : 00000000
Start Date : 5/22/2019
Page No : 2

|  | US 301Northbound |  |  |  |  | $\begin{gathered} \text { US } 301 \\ \text { Southbound } \end{gathered}$ |  |  |  |  | OXFORD STREET Eastbound |  |  |  |  | OXFORD STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:45 PM to 05:45 PM- Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 05:00 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 05:00 PM | 0 | 8 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 05:15 PM | 0 | 23 | 0 | 0 | 23 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 05:30 PM | 0 | 36 | 0 | 0 | 36 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 05:45 PM | 0 | 13 | 0 | 0 | 13 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Total Volume | 0 | 80 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| \% App. Total | 0 | 100 | 0 | 0 |  | 0 | 100 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 556 | . 000 | . 000 | . 556 | . 000 | . 556 | . 000 | . 000 | . 556 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 676 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 05:00 PM |  |  |  |  | 04:00 PM |  |  |  |  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 8 | 0 | 0 | 8 | 0 | 19 | 0 | 3 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 23 | 0 | 0 | 23 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 36 | 0 | 0 | 36 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 13 | 0 | 0 | 13 | 0 | 5 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 80 | 0 | 0 | 80 | 0 | 42 | 0 | 4 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App.Total | 0 | 100 | 0 | 0 |  | 0 | 91.3 | 0 | 8.7 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| PHF | . 000 | . 556 | . 000 | . 000 | . 556 | . 000 | . 553 | . 000 | . 333 | . 523 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

File Name: US 301 at Oxford St TMC (4-hr)
Site Code : 00000000
Start Date : 5/22/2019
Page No : 1

## Groups Printed- UTurns

|  | US 301 <br> Northbound |  |  |  |  | $\begin{gathered} \text { US } 301 \\ \text { Southbound } \end{gathered}$ |  |  |  |  | OXFORD STREET Eastbound |  |  |  |  | OXFORD STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| *** BREAK *** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch \% | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |


|  | $\text { US } 301$ <br> Northbound |  |  |  |  | US 301 <br> Southbound |  |  |  |  | OXFORD STREET <br> Eastbound |  |  |  |  | OXFORD STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | nt. Total |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1

| Peak Hour fo |  |  |  |  | :0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | 000 | . 000 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:45 PM

| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |



| SECTION | - | CITY Wildwood |
| :--- | :--- | ---: |
| STATE ROUTE | US 301 | INTERSECTING ROUTE Hall Street |
| OBSERVER | TEDS | DATE $5 / 22 / 2019$ |

REMARKS $\qquad$
FORM COMPLETED BY CML DATE 06/06/19

| H | West side of |  |  | East side of |  |  | North side of |  |  | South side of |  |  | GRAND |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| URS | US 301 |  |  | US 301 |  |  | Hall Street |  |  | Hall Street |  |  |  |
|  | NB | SB | TOTAL | NB | SB | TOTAL | EB | WB | TOTAL | EB | WB | TOTAL |  |
| 7:00-8:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00-5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 5:00-6:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | $\underline{2}$ |
| TOTAL | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | $\underline{3}$ |



## BICYCLE MOVEMENT SUMMARY

| SECTION | - | CITY Wildwood |
| :--- | :--- | ---: | ---: |
| STATE ROUTE | US 301 | COUNTY Sumter |
| OBSERVER | TEDS | INTERSECTING ROUTE Hall Street |
|  |  | DATE $5 / 22 / 2019$ |

REMARKS $\qquad$
FORM COMPLETED BY CML
DATE 06/06/19

| HOURS | West side of |  |  | East side of |  |  | North side of |  |  | South side of |  |  | $\frac{\text { GRAND }}{\text { TOTAL }}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | US 301 |  |  | US 301 |  |  | Hall Street |  |  | Hall Street |  |  |  |
|  | NB | SB | TOTAL | NB | SB | TOTAL | EB | WB | TOTAL | EB | WB | TOTAL |  |
| 7:00-8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 8:00-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00-5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 5:00-6:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | $\underline{2}$ |



File Name : Not Named 1
Site Code : 00000000
Start Date : 5/22/2019
Page No :1

|  | US 301Northbound |  |  |  |  | US 301 <br> Southbound |  |  |  |  | BUSINESS DRIVEWAY <br> Eastbound |  |  |  |  | HALL STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 185 | 2 | 0 | 187 | 7 | 212 | 0 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 410 |
| 07:15 AM | 0 | 243 | 2 | 1 | 246 | 10 | 250 | 0 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 509 |
| 07:30 AM | 0 | 214 | 8 | 0 | 222 | 18 | 249 | 0 | 0 | 267 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 13 | 502 |
| 07:45 AM | 0 | 199 | 1 | 0 | 200 | 9 | 262 | 0 | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 11 | 482 |
| Total | 0 | 841 | 13 | 1 | 855 | 44 | 973 | 0 | 0 | 1017 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 23 | 0 | 31 | 1903 |
| 08:00 AM | 0 | 172 | 6 | 0 | 178 | 10 | 233 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 11 | 432 |
| 08:15 AM | 1 | 170 | 4 | 0 | 175 | 6 | 256 | 0 | 0 | 262 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 11 | 448 |
| 08:30 AM | 0 | 185 | 6 | 0 | 191 | 10 | 218 | 0 | 0 | 228 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 8 | 427 |
| 08:45 AM | 0 | 192 | 6 | 0 | 198 | 11 | 232 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 0 | 13 | 454 |
| Total | 1 | 719 | 22 | 0 | 742 | 37 | 939 | 0 | 0 | 976 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 29 | 0 | 43 | 1761 |

*** BREAK ${ }^{* * *}$

| 04:00 PM | 0 | 261 | 6 | 0 | 267 | 8 | 218 | 0 | 0 | 226 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 14 | 0 | 18 | 511 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 0 | 294 | 4 | 0 | 298 | 5 | 190 | 0 | 0 | 195 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 14 | 507 |
| 04:30 PM | 0 | 260 | 1 | 0 | 261 | 7 | 206 | 0 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 9 | 483 |
| 04:45 PM | 0 | 234 | 6 | 0 | 240 | 6 | 204 | 0 | 0 | 210 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 14 | 464 |
| Total | 0 | 1049 | 17 | 0 | 1066 | 26 | 818 | 0 | 0 | 844 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 41 | 0 | 55 | 1965 |
| 05:00 PM | 0 | 289 | 6 | 0 | 295 | 5 | 220 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 11 | 531 |
| 05:15 PM | 0 | 291 | 6 | 0 | 297 | 12 | 206 | 0 | 1 | 219 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 8 | 524 |
| 05:30 PM | 0 | 309 | 7 | 0 | 316 | 4 | 206 | 0 | 0 | 210 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 10 | 0 | 10 | 538 |
| 05:45 PM | 0 | 228 | 5 | 0 | 233 | 4 | 156 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 1 | 14 | 407 |
| Total | 0 | 1117 | 24 | 0 | 1141 | 25 | 788 | 0 | 1 | 814 | 1 | 0 | 1 | 0 | 2 | 7 | 0 | 35 | 1 | 43 | 2000 |
| Grand Total | 1 | 3726 | 76 | 1 | 3804 | 132 | 3518 | 0 | 1 | 3651 | 1 | 0 | 1 | 0 | 2 | 43 | 0 | 128 | 1 | 172 | 7629 |
| Apprch \% | 0 | 97.9 | 2 | 0 |  | 3.6 | 96.4 | 0 | 0 |  | 50 | 0 | 50 | 0 |  | 25 | 0 | 74.4 | 0.6 |  |  |
| Total \% | 0 | 48.8 | 1 | 0 | 49.9 | 1.7 | 46.1 | 0 | 0 | 47.9 | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 1.7 | 0 | 2.3 |  |



Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:15 AM


Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:00 AM |  |  |  | 07:30 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:30 AM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0185 | 2 | 0 | 187 | 18 | 249 | 0 | 0 | 267 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 13 |
| +15 mins. | 0243 | 2 | 1 | 246 | 9 | 262 | 0 | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 11 |
| +30 mins. | $0 \quad 214$ | 8 | 0 | 222 | 10 | 233 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 11 |
| +45 mins. | 0199 | 1 | 0 | 200 | 6 | 256 | 0 | 0 | 262 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 11 |
| Total Volume | 0841 | 13 | 1 | 855 | 43 | 1000 | 0 | 0 | 1043 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 31 | 0 | 46 |
| \% App. Total | $0 \quad 98.4$ | 1.5 | 0.1 |  | 4.1 | 95.9 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 32.6 | 0 | 67.4 | 0 |  |
| PHF | . 000.865 | . 406 | . 250 | . 869 | . 597 | . 954 | . 000 | . 000 | . 962 | . 000 | 000 | 000 | . 000 | . 000 | . 536 | . 000 | . 775 | . 000 | . 885 |

File Name : Not Named 1
Site Code : 00000000
Start Date : 5/22/2019
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|  | $\begin{gathered} \text { US } 301 \\ \text { Northbound } \end{gathered}$ |  |  |  |  | US 301Southbound |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | HALL STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:45 PM to 05:45 PM- Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:45 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:45 PM | 0 | 234 | 6 | 0 | 240 | 6 | 204 | 0 | 0 | 210 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 14 | 464 |
| 05:00 PM | 0 | 289 | 6 | 0 | 295 | 5 | 220 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 11 | 531 |
| 05:15 PM | 0 | 291 | 6 | 0 | 297 | 12 | 206 | 0 | 1 | 219 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 8 | 524 |
| 05:30 PM | 0 | 309 | 7 | 0 | 316 | 4 | 206 | 0 | 0 | 210 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 10 | 0 | 10 | 538 |
| Total Volume | 0 | 1123 | 25 | 0 | 1148 | 27 | 836 | 0 | 1 | 864 | 1 | 0 | 1 | 0 | 2 | 10 | 0 | 33 | 0 | 43 | 2057 |
| \% App.Total | 0 | 97.8 | 2.2 | 0 |  | 3.1 | 96.8 | 0 | 0.1 |  | 50 | 0 | 50 | 0 |  | 23.3 | 0 | 76.7 | 0 |  |  |
| PHF | . 000 | . 909 | . 893 | . 000 | . 908 | . 563 | . 950 | . 000 | . 250 | . 960 | . 250 | . 000 | . 250 | . 000 | . 250 | . 625 | . 000 | . 825 | . 000 | . 768 | . 956 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 04:45 PM |  |  |  |  | 04:30 PM |  |  |  |  | 04:45 PM |  |  |  |  | 04:00 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 234 | 6 | 0 | 240 | 7 | 206 | 0 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 14 | 0 | 18 |
| +15 mins. | 0 | 289 | 6 | 0 | 295 | 6 | 204 | 0 | 0 | 210 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 14 |
| +30 mins. | 0 | 291 | 6 | 0 | 297 | 5 | 220 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 9 |
| +45 mins. | 0 | 309 | 7 | 0 | 316 | 12 | 206 | 0 | 1 | 219 | 1 | 0 | 1 | 0 | 2 | 4 | 0 | 10 | 0 | 14 |
| Total Volume | 0 | 1123 | 25 | 0 | 1148 | 30 | 836 | 0 | 1 | 867 | 1 | 0 | 1 | 0 | 2 | 14 | 0 | 41 | 0 | 55 |
| \% App. Total | 0 | 97.8 | 2.2 | 0 |  | 3.5 | 96.4 | 0 | 0.1 |  | 50 | 0 | 50 | 0 |  | 25.5 | 0 | 74.5 | 0 |  |
| PHF | . 000 | . 909 | . 893 | . 000 | . 908 | . 625 | . 950 | . 000 | . 250 | . 963 | . 250 | . 000 | . 250 | . 000 | . 250 | . 875 | . 000 | . 732 | . 000 | . 764 |

File Name : US 301 at Hall St TMC (4-hr) Site Code : 00000000
Start Date : 5/22/2019
Page No : 1

|  | US 301 Northbound |  |  |  |  | US 301 Southbound |  |  |  |  | BUSINESS DRIVEWAY <br> Eastbound |  |  |  |  | HALL STREET <br> Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 16 | 1 | 0 | 17 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 07:15 AM | 0 | 13 | 0 | 1 | 14 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 07:30 AM | 0 | 19 | 0 | 0 | 19 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 07:45 AM | 0 | 14 | 0 | 0 | 14 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| Total | 0 | 62 | 1 | 1 | 64 | 0 | 64 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 08:00 AM | 0 | 8 | 1 | 0 | 9 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 08:15 AM | 0 | 12 | 0 | 0 | 12 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 08:30 AM | 0 | 13 | 0 | 0 | 13 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 08:45 AM | 0 | 20 | 0 | 0 | 20 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Total | 0 | 53 | 1 | 0 | 54 | 0 | 67 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |

*** BREAK ${ }^{* * *}$

| 04:00 PM | 0 | 5 | 0 | 0 | 5 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 0 | 15 | 0 | 0 | 15 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 04:30 PM | 0 | 7 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:45 PM | 0 | 5 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 32 | 0 | 0 | 32 | 0 | 39 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 05:00 PM | 0 | 8 | 0 | 0 | 8 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:15 PM | 0 | 23 | 0 | 0 | 23 | 2 | 7 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 05:30 PM | 0 | 36 | 0 | 0 | 36 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 05:45 PM | 0 | 12 | 0 | 0 | 12 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Total | 0 | 79 | 0 | 0 | 79 | 2 | 20 | 0 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| Grand Total | 0 | 226 | 2 | 1 | 229 | 2 | 190 | 0 | 1 | 193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 422 |
| Apprch \% | 0 | 98.7 | 0.9 | 0.4 |  | 1 | 98.4 | 0 | 0.5 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| Total \% | 0 | 53.6 | 0.5 | 0.2 | 54.3 | 0.5 | 45 | 0 | 0.2 | 45.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |


|  | US 301Northbound |  |  |  |  | US 301Southbound |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | HALL STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Intotal |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 07:30 AM | 0 | 19 | 0 | 0 | 19 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 07:45 AM | 0 | 14 | 0 | 0 | 14 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 08:00 AM | 0 | 8 | 1 | 0 | 9 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 08:15 AM | 0 | 12 | 0 | 0 | 12 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Total Volume | 0 | 53 | 1 | 0 | 54 | 0 | 76 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| \% App. Total | 0 | 98.1 | 1.9 | 0 |  | 0 | 100 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 697 | . 250 | . 000 | . 711 | . 000 | . 950 | 000 | 000 | . 950 | . 000 | 000 | 000 | 000 | . 000 | 000 | 000 | 000 | 000 | 000 | . 903 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:00 AM |  |  |  |  | 07:30 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 16 | 1 | 0 | 17 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 13 | 0 | 1 | 14 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 19 | 0 | 0 | 19 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 14 | 0 | 0 | 14 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 62 | 1 | 1 | 64 | 0 | 76 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 96.9 | 1.6 | 1.6 |  | 0 | 100 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| PHF | . 000 | . 816 | . 250 | . 250 | . 842 | . 000 | . 950 | . 000 | . 000 | . 950 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

File Name : US 301 at Hall St TMC (4-hr)
Site Code : 00000000
Start Date : 5/22/2019
Page No : 2

|  | US 301Northbound |  |  |  |  | US 301Southbound |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | HALL STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 05:00 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 05:00 PM | 0 | 8 | 0 | 0 | 8 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:15 PM | 0 | 23 | 0 | 0 | 23 | 2 | 7 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 05:30 PM | 0 | 36 | 0 | 0 | 36 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 05:45 PM | 0 | 12 | 0 | 0 | 12 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Total Volume | 0 | 79 | 0 | 0 | 79 | 2 | 20 | 0 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| \% App. Total | 0 | 100 | 0 | 0 |  | 8.7 | 87 | 0 | 4.3 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 549 | . 000 | . 000 | . 549 | . 250 | . 714 | . 000 | . 250 | . 575 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 689 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 05:00 PM |  |  |  |  | 04:00 PM |  |  |  |  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 8 | 0 | 0 | 8 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 23 | 0 | 0 | 23 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 36 | 0 | 0 | 36 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 12 | 0 | 0 | 12 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 79 | 0 | 0 | 79 | 0 | 39 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 100 | 0 | 0 |  | 0 | 100 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| PHF | . 000 | . 549 | . 000 | . 000 | . 549 | . 000 | . 513 | . 000 | . 000 | . 513 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

File Name : US 301 at Hall St TMC (4-hr) Site Code : 00000000
Start Date : 5/22/2019
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## Groups Printed- UTurns

|  | US 301Northbound |  |  |  |  | US 301 <br> Southbound |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | HALL STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| *** BREAK *** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch \% Total \% | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |


|  | $\begin{gathered} \text { US } 301 \\ \text { Northbound } \end{gathered}$ |  |  |  |  | US 301Southbound |  |  |  |  | BUSINESS DRIVEWAY Eastbound |  |  |  |  | HALL STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:00 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App.Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:45 PM

| eak Hour for |  |  |  |  |  | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:


## SUMMARY OF VEHICLE MOVEMENTS



| SECTION | - | CITY Wildwood | COUNTY Sumter |
| :--- | :--- | :---: | :---: |
| STATE ROUTE | US 301 | INTERSECTING ROUTE Lynum Street / Huey Street |  |
| OBSERVER | TEDS | DATE $5 / 22 / 2019$ |  |

REMARKS $\qquad$
FORM COMPLETED BY CML DATE 06/06/19

| H | West side of |  |  | East side of |  |  | North side of |  |  | South side of |  |  | GRAND |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| URS | US 301 |  |  | US 301 |  |  | Huey Street |  |  | Huey Street |  |  |  |
|  | NB | SB | TOTAL | NB | SB | TOTAL | EB | WB | TOTAL | EB | WB | TOTAL |  |
| 7:00-8:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | $\underline{2}$ |
| 8:00-9:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | $\underline{3}$ |
| 4:00-5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 5:00-6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| TOTAL | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 5 |



## BICYCLE MOVEMENT SUMMARY

| SECTION | - | CITY Wildwood | COUNTY Sumter |
| :--- | :--- | :---: | :---: |
| STATE ROUTE | US 301 | INTERSECTING ROUTE Lynum Street / Huey Street |  |
| OBSERVER | TEDS | DATE $5 / 22 / 2019$ |  |

REMARKS $\qquad$
FORM COMPLETED BY CML DATE 06/06/19

| H | West side of |  |  | East side of |  |  | North side of |  |  | South side of |  |  | $\frac{\text { GRAND }}{\text { TOTAL }}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R | US 301 |  |  | US 301 |  |  | Huey Street |  |  | Huey Street |  |  |  |
|  | NB | SB | TOTAL | NB | SB | TOTAL | EB | WB | TOTAL | EB | WB | TOTAL |  |
| 7:00-8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 8:00-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 4:00-5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| 5:00-6:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |



File Name : Not Named 1
Site Code : 00000000 Start Date : 5/22/2019 Page No :1

Groups Printed- All Vehicles

|  | US 301Northbound |  |  |  |  | US 301 <br> Southbound |  |  |  |  | LYNUM STREETEastbound |  |  |  |  | HUEY STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App.Total | Int. Total |
| 07:00 AM | 4 | 169 | 25 | 0 | 198 | 2 | 220 | 2 | 0 | 224 | 5 | 9 | 9 | 0 | 23 | 2 | 5 | 11 | 0 | 18 | 463 |
| 07:15 AM | 6 | 228 | 22 | 1 | 257 | 23 | 209 | 2 | 0 | 234 | 12 | 18 | 7 | 1 | 38 | 9 | 3 | 6 | 0 | 18 | 547 |
| 07:30 AM | 4 | 199 | 29 | 0 | 232 | 29 | 216 | 3 | 0 | 248 | 13 | 20 | 9 | 0 | 42 | 27 | 29 | 16 | 0 | 72 | 594 |
| 07:45 AM | 3 | 186 | 38 | 0 | 227 | 22 | 231 | 1 | 0 | 254 | 8 | 13 | 10 | 0 | 31 | 31 | 23 | 9 | 0 | 63 | 575 |
| Total | 17 | 782 | 114 | 1 | 914 | 76 | 876 | 8 | 0 | 960 | 38 | 60 | 35 | 1 | 134 | 69 | 60 | 42 | 0 | 171 | 2179 |
| 08:00 AM | 2 | 176 | 22 | 0 | 200 | 18 | 214 | 0 | 0 | 232 | 4 | 0 | 1 | 0 | 5 | 14 | 1 | 5 | 0 | 20 | 457 |
| 08:15 AM | 1 | 165 | 18 | 0 | 184 | 11 | 251 | 1 | 0 | 263 | 3 | 0 | 0 | 0 | 3 | 15 | 0 | 10 | 0 | 25 | 475 |
| 08:30 AM | 1 | 176 | 29 | 0 | 206 | 16 | 185 | 2 | 0 | 203 | 4 | 1 | 0 | 0 | 5 | 26 | 0 | 9 | 0 | 35 | 449 |
| 08:45 AM | 3 | 187 | 20 | 1 | 211 | 10 | 214 | 8 | 0 | 232 | 8 | 12 | 4 | 1 | 25 | 16 | 19 | 11 | 1 | 47 | 515 |
| Total | 7 | 704 | 89 | 1 | 801 | 55 | 864 | 11 | 0 | 930 | 19 | 13 | 5 | 1 | 38 | 71 | 20 | 35 | 1 | 127 | 1896 |

*** BREAK ${ }^{* * *}$

| 04:00 PM | 11 | 211 | 5 | 0 | 227 | 12 | 192 | 10 | 0 | 214 | 15 | 13 | 9 | 0 | 37 | 50 | 27 | 21 | 0 | 98 | 576 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 11 | 283 | 15 | 0 | 309 | 5 | 204 | 3 | 0 | 212 | 11 | 8 | 16 | 0 | 35 | 26 | 16 | 11 | 0 | 53 | 609 |
| 04:30 PM | 10 | 247 | 7 | 0 | 264 | 10 | 182 | 11 | 0 | 203 | 6 | 10 | 8 | 0 | 24 | 27 | 12 | 11 | 0 | 50 | 541 |
| 04:45 PM | 7 | 230 | 8 | 0 | 245 | 9 | 197 | 4 | 0 | 210 | 12 | 4 | 4 | 0 | 20 | 21 | 4 | 15 | 0 | 40 | 515 |
| Total | 39 | 971 | 35 | 0 | 1045 | 36 | 775 | 28 | 0 | 839 | 44 | 35 | 37 | 0 | 116 | 124 | 59 | 58 | 0 | 241 | 2241 |
| 05:00 PM | 9 | 262 | 15 | 0 | 286 | 9 | 201 | 5 | 0 | 215 | 12 | 10 | 7 | 0 | 29 | 24 | 12 | 13 | 0 | 49 | 579 |
| 05:15 PM | 17 | 275 | 7 | 0 | 299 | 8 | 190 | 5 | 0 | 203 | 18 | 11 | 7 | 0 | 36 | 10 | 8 | 15 | 0 | 33 | 571 |
| 05:30 PM | 14 | 269 | 9 | 0 | 292 | 9 | 185 | 7 | 0 | 201 | 18 | 7 | 7 | 0 | 32 | 19 | 11 | 16 | 0 | 46 | 571 |
| 05:45 PM | 16 | 192 | 28 | 0 | 236 | 5 | 157 | 11 | 0 | 173 | 9 | 11 | 9 | 0 | 29 | 15 | 8 | 8 | 0 | 31 | 469 |
| Total | 56 | 998 | 59 | 0 | 1113 | 31 | 733 | 28 | 0 | 792 | 57 | 39 | 30 | 0 | 126 | 68 | 39 | 52 | 0 | 159 | 2190 |
| Grand Total | 119 | 3455 | 297 | 2 | 3873 | 198 | 3248 | 75 | 0 | 3521 | 158 | 147 | 107 | 2 | 414 | 332 | 178 | 187 | 1 | 698 | 8506 |
| Apprch \% | 3.1 | 89.2 | 7.7 | 0.1 |  | 5.6 | 92.2 | 2.1 | 0 |  | 38.2 | 35.5 | 25.8 | 0.5 |  | 47.6 | 25.5 | 26.8 | 0.1 |  |  |
| Total \% | 1.4 | 40.6 | 3.5 | 0 | 45.5 | 2.3 | 38.2 | 0.9 | 0 | 41.4 | 1.9 | 1.7 | 1.3 | 0 | 4.9 | 3.9 | 2.1 | 2.2 | 0 | 8.2 |  |


|  | US 301Northbound |  |  |  |  | US 301Southbound |  |  |  |  | LYNUM STREET Eastbound |  |  |  |  | HUEY STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Intotal |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 07:00 AM | 4 | 169 | 25 | 0 | 198 | 2 | 220 | 2 | 0 | 224 | 5 | 9 | 9 | 0 | 23 | 2 | 5 | 11 | 0 | 18 | 463 |
| $07: 15 \mathrm{AM}$ | $\mathbf{6}$ | $\mathbf{2 2 8}$ | 22 | $\mathbf{1}$ | $\mathbf{2 5 7}$ | 23 | 209 | 2 | 0 | 234 | 12 | 18 | 7 | $\mathbf{1}$ | 38 | 9 | 3 | 6 | 0 | 18 | 547 |
| $07: 30 \mathrm{AM}$ | 4 | 199 | 29 | 0 | 232 | $\mathbf{2 9}$ | 216 | $\mathbf{3}$ | 0 | 248 | $\mathbf{1 3}$ | $\mathbf{2 0}$ | 9 | 0 | $\mathbf{4 2}$ | 27 | $\mathbf{2 9}$ | $\mathbf{1 6}$ | 0 | $\mathbf{7 2}$ | $\mathbf{5 9 4}$ |
| 07:45 AM | 3 | 186 | $\mathbf{3 8}$ | 0 | 227 | 22 | $\mathbf{2 3 1}$ | 1 | 0 | $\mathbf{2 5 4}$ | 8 | 13 | $\mathbf{1 0}$ | 0 | 31 | $\mathbf{3 1}$ | 23 | 9 | 0 | 63 | 575 |
| Total Volume | 17 | 782 | 114 | 1 | 914 | 76 | 876 | 8 | 0 | 960 | 38 | 60 | 35 | 1 | 134 | 69 | 60 | 42 | 0 | 171 | 2179 |
| \% App. Total | 1.9 | 85.6 | 12.5 | 0.1 |  | 7.9 | 91.2 | 0.8 | 0 |  | 28.4 | 44.8 | 26.1 | 0.7 |  | 40.4 | 35.1 | 24.6 | 0 |  |  |
| PHF | .708 | .857 | .750 | .250 | .889 | .655 | .948 | .667 | .000 | .945 | .731 | .750 | .875 | .250 | .798 | .556 | .517 | .656 | .000 | .594 | .917 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:15 AM |  |  |  |  | 07:30 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:30 AM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 6 | 228 | 22 | 1 | 257 | 29 | 216 | 3 | 0 | 248 | 5 | 9 | 9 | 0 | 23 | 27 | 29 | 16 | 0 | 72 |
| +15 mins. | 4 | 199 | 29 | 0 | 232 | 22 | 231 | 1 | 0 | 254 | 12 | 18 | 7 | 1 | 38 | 31 | 23 | 9 | 0 | 63 |
| +30 mins. | 3 | 186 | 38 | 0 | 227 | 18 | 214 | 0 | 0 | 232 | 13 | 20 | 9 | 0 | 42 | 14 | 1 | 5 | 0 | 20 |
| +45 mins. | 2 | 176 | 22 | 0 | 200 | 11 | 251 | 1 | 0 | 263 | 8 | 13 | 10 | 0 | 31 | 15 | 0 | 10 | 0 | 25 |
| Total Volume | 15 | 789 | 111 | 1 | 916 | 80 | 912 | 5 | 0 | 997 | 38 | 60 | 35 | 1 | 134 | 87 | 53 | 40 | 0 | 180 |
| \% App.Total | 1.6 | 86.1 | 12.1 | 0.1 |  | 8 | 91.5 | 0.5 | 0 |  | 28.4 | 44.8 | 26.1 | 0.7 |  | 48.3 | 29.4 | 22.2 | 0 |  |
| PHF | . 625 | . 865 | . 730 | . 250 | . 891 | . 690 | . 908 | . 417 | . 000 | . 948 | . 731 | . 750 | . 875 | . 250 | . 798 | . 702 | . 457 | . 625 | . 000 | . 625 |

File Name : Not Named 1
Site Code : 00000000
Start Date : 5/22/2019
Page No :2

|  | $\begin{gathered} \text { US } 301 \\ \text { Northbound } \end{gathered}$ |  |  |  |  | US 301Southbound |  |  |  |  | LYNUMSTREET <br> Eastbound |  |  |  |  | HUEY STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:45 PM to 05:45 PM- Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:15 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:15 PM | 11 | 283 | 15 | 0 | 309 | 5 | 204 | 3 | 0 | 212 | 11 | 8 | 16 | 0 | 35 | 26 | 16 | 11 | 0 | 53 | 609 |
| 04:30 PM | 10 | 247 | 7 | 0 | 264 | 10 | 182 | 11 | 0 | 203 | 6 | 10 | 8 | 0 | 24 | 27 | 12 | 11 | 0 | 50 | 541 |
| 04:45 PM | 7 | 230 | 8 | 0 | 245 | 9 | 197 | 4 | 0 | 210 | 12 | 4 | 4 | 0 | 20 | 21 | 4 | 15 | 0 | 40 | 515 |
| 05:00 PM | 9 | 262 | 15 | 0 | 286 | 9 | 201 | 5 | 0 | 215 | 12 | 10 | 7 | 0 | 29 | 24 | 12 | 13 | 0 | 49 | 579 |
| Total Volume | 37 | 1022 | 45 | 0 | 1104 | 33 | 784 | 23 | 0 | 840 | 41 | 32 | 35 | 0 | 108 | 98 | 44 | 50 | 0 | 192 | 2244 |
| \% App.Total | 3.4 | 92.6 | 4.1 | 0 |  | 3.9 | 93.3 | 2.7 | 0 |  | 38 | 29.6 | 32.4 | 0 |  | 51 | 22.9 | 26 | 0 |  |  |
| PHF | . 841 | . 903 | . 750 | . 000 | . 893 | . 825 | . 961 | . 523 | . 000 | . 977 | . 854 | . 800 | . 547 | . 000 | . 771 | . 907 | . 688 | . 833 | . 000 | . 906 | . 921 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 04:45 PM |  |  |  |  | 04:15 PM |  |  |  |  | 05:00 PM |  |  |  |  | 04:00 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 7 | 230 | 8 | 0 | 245 | 5 | 204 | 3 | 0 | 212 | 12 | 10 | 7 | 0 | 29 | 50 | 27 | 21 | 0 | 98 |
| +15 mins. | 9 | 262 | 15 | 0 | 286 | 10 | 182 | 11 | 0 | 203 | 18 | 11 | 7 | 0 | 36 | 26 | 16 | 11 | 0 | 53 |
| +30 mins. | 17 | 275 | 7 | 0 | 299 | 9 | 197 | 4 | 0 | 210 | 18 | 7 | 7 | 0 | 32 | 27 | 12 | 11 | 0 | 50 |
| +45 mins. | 14 | 269 | 9 | 0 | 292 | 9 | 201 | 5 | 0 | 215 | 9 | 11 | 9 | 0 | 29 | 21 | 4 | 15 | 0 | 40 |
| Total Volume | 47 | 1036 | 39 | 0 | 1122 | 33 | 784 | 23 | 0 | 840 | 57 | 39 | 30 | 0 | 126 | 124 | 59 | 58 | 0 | 241 |
| \% App. Total | 4.2 | 92.3 | 3.5 | 0 |  | 3.9 | 93.3 | 2.7 | 0 |  | 45.2 | 31 | 23.8 | 0 |  | 51.5 | 24.5 | 24.1 | 0 |  |
| PHF | . 691 | . 942 | . 650 | . 000 | . 938 | . 825 | . 961 | . 523 | . 000 | . 977 | . 792 | . 886 | . 833 | . 000 | . 875 | . 620 | . 546 | . 690 | . 000 | . 615 |

```
File Name : US 301 at Lynum St_Huey St TMC (4-hr)
Site Code :00000000
Start Date :5/22/2019
Page No :1
```


## Groups Printed- Heavy Trucks

|  | US 301Northbound |  |  |  |  | US 301Southbound |  |  |  |  | LYNUM STREET Eastbound |  |  |  |  | HUEY STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 16 | 0 | 0 | 17 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 40 |
| 07:15 AM | 0 | 12 | 1 | 1 | 14 | 0 | 13 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 30 |
| 07:30 AM | 0 | 18 | 0 | 0 | 18 | 1 | 17 | 0 | 0 | 18 | 0 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 6 | 44 |
| 07:45 AM | 0 | 14 | 0 | 0 | 14 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 36 |
| Total | 1 | 60 | 1 | 1 | 63 | 1 | 70 | 0 | 0 | 71 | 0 | 3 | 1 | 0 | 4 | 4 | 4 | 4 | 0 | 12 | 150 |
| 08:00 AM | 0 | 10 | 0 | 0 | 10 | 1 | 17 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 29 |
| 08:15 AM | 0 | 11 | 0 | 0 | 11 | 1 | 21 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 36 |
| 08:30 AM | 0 | 12 | 0 | 0 | 12 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 08:45 AM | 0 | 18 | 0 | 1 | 19 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 38 |
| Total | 0 | 51 | 0 | 1 | 52 | 3 | 64 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 124 |

*** BREAK ***

| 04:00 PM | 0 | 3 | 0 | 0 | 3 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 0 | 4 | 25 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 0 | 15 | 0 | 0 | 15 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 26 |
| 04:30 PM | 0 | 7 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:45 PM | 0 | 5 | 0 | 0 | 5 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 30 | 0 | 0 | 30 | 1 | 43 | 0 | 0 | 44 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 1 | 0 | 5 | 80 |
| 05:00 PM | 0 | 8 | 1 | 0 | 9 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 05:15 PM | 0 | 25 | 0 | 0 | 25 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 05:30 PM | 0 | 35 | 0 | 0 | 35 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 05:45 PM | 0 | 0 | 14 | 0 | 14 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Total | 0 | 68 | 15 | 0 | 83 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| Grand Total | 1 | 209 | 16 | 2 | 228 | 5 | 199 | 0 | 0 | 204 | 0 | 3 | 2 | 0 | 5 | 8 | 6 | 8 | 0 | 22 | 459 |
| Apprch \% | 0.4 | 91.7 | 7 | 0.9 |  | 2.5 | 97.5 | 0 | 0 |  | 0 | 60 | 40 | 0 |  | 36.4 | 27.3 | 36.4 | 0 |  |  |
| Total \% | 0.2 | 45.5 | 3.5 | 0.4 | 49.7 | 1.1 | 43.4 | 0 | 0 | 44.4 | 0 | 0.7 | 0.4 | 0 | 1.1 | 1.7 | 1.3 | 1.7 | 0 | 4.8 |  |



Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

| 07:00 AM | $\mathbf{1}$ | 16 | 0 | 0 | 17 | 0 | $\mathbf{2 1}$ | 0 | 0 | $\mathbf{2 1}$ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 40 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $07: 15 \mathrm{AM}$ | 0 | 12 | $\mathbf{1}$ | $\mathbf{1}$ | 14 | 0 | 13 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 30 |
| $07: 30 \mathrm{AM}$ | 0 | $\mathbf{1 8}$ | 0 | 0 | $\mathbf{1 8}$ | $\mathbf{1}$ | 17 | 0 | 0 | 18 | 0 | $\mathbf{2}$ | 0 | 0 | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{2}$ | 0 | $\mathbf{6}$ | $\mathbf{4 4}$ |
| 07:45 AM | 0 | 14 | 0 | 0 | 14 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | $\mathbf{1}$ | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 36 |
| Total Volume | 1 | 60 | 1 | 1 | 63 | 1 | 70 | 0 | 0 | 71 | 0 | 3 | 1 | 0 | 4 | 4 | 4 | 4 | 0 | 12 | 150 |
| \% App. Total | 1.6 | 95.2 | 1.6 | 1.6 |  | 1.4 | 98.6 | 0 | 0 |  | 0 | 75 | 25 | 0 |  | 33.3 | 33.3 | 33.3 | 0 |  |  |
| PHF | .250 | .833 | .250 | .250 | .875 | .250 | .833 | .000 | .000 | .845 | .000 | .375 | .250 | .000 | .500 | .500 | .500 | .500 | .000 | .500 | .852 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:00 AM |  |  |  |  | 07:30 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 1 | 16 | 0 | 0 | 17 | 1 | 17 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| +15 mins. | 0 | 12 | 1 | 1 | 14 | 0 | 19 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 |
| +30 mins. | 0 | 18 | 0 | 0 | 18 | 1 | 17 | 0 | 0 | 18 | 0 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 6 |
| +45 mins. | 0 | 14 | 0 | 0 | 14 | 1 | 21 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 |
| Total Volume | 1 | 60 | 1 | 1 | 63 | 3 | 74 | 0 | 0 | 77 | 0 | 3 | 1 | 0 | 4 | 4 | 4 | 4 | 0 | 12 |
| \% App. Total | 1.6 | 95.2 | 1.6 | 1.6 |  | 3.9 | 96.1 | 0 | 0 |  | 0 | 75 | 25 | 0 |  | 33.3 | 33.3 | 33.3 | 0 |  |
| PHF | . 250 | . 833 | . 250 | . 250 | . 875 | . 750 | . 881 | . 000 | . 000 | . 875 | . 000 | 375 | 250 | 000 | . 500 | . 500 | . 500 | . 500 | 000 | . 500 |

File Name: US 301 at Lynum St_Huey St TMC (4-hr)
Site Code : 00000000
Start Date : 5/22/2019
Page No : 2

|  | US 301Northbound |  |  |  |  | US 301Southbound |  |  |  |  | LYNUM STREET <br> Eastbound |  |  |  |  | HUEY STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:45 PM to 05:45 PM- Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 05:00 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 05:00 PM | 0 | 8 | 1 | 0 | 9 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 05:15 PM | 0 | 25 | 0 | 0 | 25 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 05:30 PM | 0 | 35 | 0 | 0 | 35 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 05:45 PM | 0 | 0 | 14 | 0 | 14 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Total Volume | 0 | 68 | 15 | 0 | 83 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| \% App.Total | 0 | 81.9 | 18.1 | 0 |  | 0 | 100 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 486 | . 268 | . 000 | . 593 | . 000 | . 611 | . 000 | . 000 | . 611 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 709 |

Peak Hour Analysis From 12:45 PM to 05:45 PM- Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 05:00 PM |  |  |  |  | 04:00 PM |  |  |  |  | 03:15 PM |  |  |  |  | 03:30 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 8 | 1 | 0 | 9 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 25 | 0 | 0 | 25 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 35 | 0 | 0 | 35 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 4 |
| +45 mins. | 0 | 0 | 14 | 0 | 14 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 68 | 15 | 0 | 83 | 1 | 43 | 0 | 0 | 44 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 1 | 0 | 5 |
| \% App. Total | 0 | 81.9 | 18.1 | 0 |  | 2.3 | 97.7 | 0 | 0 |  | 0 | 0 | 100 | 0 |  | 40 | 40 | 20 | 0 |  |
| PHF | . 000 | . 486 | . 268 | . 000 | . 593 | . 250 | . 632 | . 000 | . 000 | . 647 | . 000 | . 000 | . 250 | . 000 | . 250 | . 500 | . 250 | . 250 | . 000 | . 313 |

File Name : US 301 at Lynum St_Huey St TMC (4-hr)
Site Code : 00000000
Start Date : 5/22/2019
Page No : 1

Groups Printed- UTurns

|  | US 301 <br> Northbound |  |  |  |  | $\begin{gathered} \text { US } 301 \\ \text { Southbound } \end{gathered}$ |  |  |  |  | LYNUM STREET <br> Eastbound |  |  |  |  | HUEY STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| *** BREAK *** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch \% Total \% | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |


|  | $\begin{gathered} \text { US } 301 \\ \text { Northbound } \end{gathered}$ |  |  |  |  | $\begin{gathered} \text { US } 301 \\ \text { Southbound } \end{gathered}$ |  |  |  |  | $\begin{aligned} & \text { LYNUM STREET } \\ & \text { Eastbound } \end{aligned}$ |  |  |  |  | HUEY STREET Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1

| Peak |  |  |  | gin | 7:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | 000 | . 000 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:45 PM

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | 000 | . 000 | . 000 | . 000 |



| SECTION | - | CITY Wildwood |
| :--- | :--- | :---: |
| STATE ROUTE | County Road 44A / Huey Street | INTERSECTING ROUTE Gamble Street |
| OBSERVER | TEDS | DATE $5 / 22 / 2019$ |

REMARKS $\qquad$

| $\begin{aligned} & \text { H } \\ & \text { O } \\ & \text { U } \\ & \text { R } \\ & \text { S } \end{aligned}$ | West side of |  |  | East side of |  |  | North side of |  |  | South side of |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Gamble Street |  |  | Gamble Street |  |  | CR 44A / Huey Street |  |  | CR 44A / Huey Street |  |  |
|  | NB | SB | TOTAL | NB | SB | TOTAL | EB | WB | TOTAL | EB | WB | TOTAL |
| 7:00-8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 6 | 39 | 0 | 0 | 0 |
| 8:00-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 |
| 4:00-5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00-6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 7 | 40 | 2 | 0 | 2 |

## BICYCLE MOVEMENT SUMMARY

| SECTION | - | CITY Wildwood |
| :--- | :--- | :---: |
| STATE ROUTE | County Road 44A / Huey Street | INTERSECTING ROUTE Gamble Street |
| OBSERVER | TEDS | DATE $5 / 22 / 2019$ |

REMARKS $\qquad$

| HOURS | West side of |  |  | East side of |  |  | North side of |  |  | South side of |  |  | $\frac{\text { GRAND }}{\text { TOTAL }}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Gamble Street |  |  | Gamble Street |  |  | CR 44A / Huey Street |  |  | CR 44A / Huey Street |  |  |  |
|  | NB | SB | TOTAL | NB | SB | TOTAL | EB | WB | TOTAL | EB | WB | TOTAL |  |
| 7:00-8:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | $\underline{2}$ |
| 8:00-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00-5:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | $\underline{2}$ |
| 5:00-6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\underline{0}$ |
| TOTAL | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |



File Name : Not Named 1
Site Code : 00000000
Start Date : 5/22/2019
Page No :1

Groups Printed- All Vehicles

|  | GAMBLE STREET Northbound |  |  |  |  | GAMBLE STREETSouthbound |  |  |  |  | COUNTY ROAD 44A (HUEY STREET) <br> Eastbound |  |  |  |  | COUNTY ROAD 44A (HUEY <br> STREET) <br> Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 12 | 2 | 2 | 0 | 16 | 3 | 4 | 1 | 0 | 8 | 0 | 16 | 18 | 0 | 34 | 3 | 6 | 2 | 0 | 11 | 69 |
| 07:15 AM | 10 | 2 | 1 | 0 | 13 | 12 | 8 | 12 | 0 | 32 | 4 | 28 | 15 | 0 | 47 | 2 | 6 | 0 | 11 | 19 | 111 |
| 07:30 AM | 34 | 5 | 2 | 0 | 41 | 16 | 9 | 9 | 0 | 34 | 3 | 43 | 23 | 0 | 69 | 2 | 16 | 3 | 15 | 36 | 180 |
| 07:45 AM | 22 | 8 | 2 | 0 | 32 | 6 | 6 | 12 | 0 | 24 | 3 | 36 | 33 | 0 | 72 | 3 | 23 | 8 | 13 | 47 | 175 |
| Total | 78 | 17 | 7 | 0 | 102 | 37 | 27 | 34 | 0 | 98 | 10 | 123 | 89 | 0 | 222 | 10 | 51 | 13 | 39 | 113 | 535 |
| 08:00 AM | 12 | 4 | 1 | 0 | 17 | 5 | 1 | 3 | 0 | 9 | 0 | 18 | 20 | 0 | 38 | 4 | 6 | 6 | 0 | 16 | 80 |
| 08:15 AM | 13 | 1 | 3 | 0 | 17 | 7 | 2 | 2 | 0 | 11 | 1 | 18 | 16 | 0 | 35 | 1 | 14 | 3 | 0 | 18 | 81 |
| 08:30 AM | 15 | 1 | 1 | 0 | 17 | 6 | 2 | 2 | 0 | 10 | 2 | 29 | 14 | 0 | 45 | 7 | 16 | 6 | 1 | 30 | 102 |
| 08:45 AM | 17 | 4 | 1 | 0 | 22 | 10 | 7 | 4 | 0 | 21 | 0 | 33 | 17 | 2 | 52 | 4 | 24 | 8 | 0 | 36 | 131 |
| Total | 57 | 10 | 6 | 0 | 73 | 28 | 12 | 11 | 0 | 51 | 3 | 98 | 67 | 2 | 170 | 16 | 60 | 23 | 1 | 100 | 394 |

*** BREAK ***

| 04:00 PM | 32 | 1 | 2 | 0 | 35 | 8 | 4 | 7 | 0 | 19 | 1 | 16 | 18 | 0 | 35 | 2 | 59 | 17 | 0 | 78 | 167 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 23 | 3 | 1 | 0 | 27 | 5 | 7 | 4 | 0 | 16 | 1 | 18 | 18 | 0 | 37 | 0 | 25 | 6 | 0 | 31 | 111 |
| 04:30 PM | 22 | 4 | 0 | 0 | 26 | 2 | 4 | 7 | 0 | 13 | 0 | 9 | 20 | 0 | 29 | 1 | 14 | 4 | 0 | 19 | 87 |
| 04:45 PM | 20 | 3 | 1 | 0 | 24 | 3 | 3 | 2 | 0 | 8 | 0 | 11 | 19 | 0 | 30 | 0 | 15 | 4 | 0 | 19 | 81 |
| Total | 97 | 11 | 4 | 0 | 112 | 18 | 18 | 20 | 0 | 56 | 2 | 54 | 75 | 0 | 131 | 3 | 113 | 31 | 0 | 147 | 446 |
| 05:00 PM | 31 | 4 | 1 | 0 | 36 | 2 | 10 | 8 | 0 | 20 | 3 | 15 | 23 | 0 | 41 | 1 | 12 | 4 | 0 | 17 | 114 |
| 05:15 PM | 22 | 1 | 1 | 0 | 24 | 5 | 9 | 1 | 0 | 15 | 2 | 10 | 27 | 0 | 39 | 1 | 5 | 5 | 0 | 11 | 89 |
| 05:30 PM | 23 | 3 | 2 | 0 | 28 | 0 | 0 | 2 | 0 | 2 | 3 | 10 | 17 | 0 | 30 | 3 | 15 | 9 | 0 | 27 | 87 |
| 05:45 PM | 17 | 2 | 3 | 0 | 22 | 4 | 3 | 5 | 0 | 12 | 2 | 17 | 22 | 0 | 41 | 2 | 13 | 9 | 0 | 24 | 99 |
| Total | 93 | 10 | 7 | 0 | 110 | 11 | 22 | 16 | 0 | 49 | 10 | 52 | 89 | 0 | 151 | 7 | 45 | 27 | 0 | 79 | 389 |
| Grand Total | 325 | 48 | 24 | 0 | 397 | 94 | 79 | 81 | 0 | 254 | 25 | 327 | 320 | 2 | 674 | 36 | 269 | 94 | 40 | 439 | 1764 |
| Apprch \% | 81.9 | 12.1 | 6 | 0 |  | 37 | 31.1 | 31.9 | 0 |  | 3.7 | 48.5 | 47.5 | 0.3 |  | 8.2 | 61.3 | 21.4 | 9.1 |  |  |
| Total \% | 18.4 | 2.7 | 1.4 | 0 | 22.5 | 5.3 | 4.5 | 4.6 | 0 | 14.4 | 1.4 | 18.5 | 18.1 | 0.1 | 38.2 | 2 | 15.2 | 5.3 | 2.3 | 24.9 |  |


|  | GAMBLE STREET Northbound |  |  |  |  | GAMBLE STREET Southbound |  |  |  |  | COUNTY ROAD 44A (HUEY STREET) <br> Eastbound |  |  |  |  | COUNTY ROAD 44A (HUEY <br> STREET) <br> Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:15 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:15 AM | 10 | 2 | 1 | 0 | 13 | 12 | 8 | 12 | 0 | 32 | 4 | 28 | 15 | 0 | 47 | 2 | 6 | 0 | 11 | 19 | 111 |
| 07:30 AM | 34 | 5 | 2 | 0 | 41 | 16 | 9 | 9 | 0 | 34 | 3 | 43 | 23 | 0 | 69 | 2 | 16 | 3 | 15 | 36 | 180 |
| 07:45 AM | 22 | 8 | 2 | 0 | 32 | 6 | 6 | 12 | 0 | 24 | 3 | 36 | 33 | 0 | 72 | 3 | 23 | 8 | 13 | 47 | 175 |
| 08:00 AM | 12 | 4 | 1 | 0 | 17 | 5 | 1 | 3 | 0 | 9 | 0 | 18 | 20 | 0 | 38 | 4 | 6 | 6 | 0 | 16 | 80 |
| Total Volume | 78 | 19 | 6 | 0 | 103 | 39 | 24 | 36 | 0 | 99 | 10 | 125 | 91 | 0 | 226 | 11 | 51 | 17 | 39 | 118 | 546 |
| \% App. Total | 75.7 | 18.4 | 5.8 | 0 |  | 39.4 | 24.2 | 36.4 | 0 |  | 4.4 | 55.3 | 40.3 | 0 |  | 9.3 | 43.2 | 14.4 | 33.1 |  |  |
| PHF | . 574 | . 594 | . 750 | . 000 | . 628 | . 609 | . 667 | . 750 | . 000 | . 728 | . 625 | . 727 | . 689 | . 000 | . 785 | . 688 | . 554 | . 531 | . 650 | . 628 | . 758 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:30 AM |  |  |  |  | 07:15 AM |  |  |  |  | 07:15 AM |  |  |  |  | 07:15 AM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 34 | 5 | 2 | 0 | 41 | 12 | 8 | 12 | 0 | 32 | 4 | 28 | 15 | 0 | 47 | 2 | 6 | 0 | 11 | 19 |
| +15 mins. | 22 | 8 | 2 | 0 | 32 | 16 | 9 | 9 | 0 | 34 | 3 | 43 | 23 | 0 | 69 | 2 | 16 | 3 | 15 | 36 |
| +30 mins. | 12 | 4 | 1 | 0 | 17 | 6 | 6 | 12 | 0 | 24 | 3 | 36 | 33 | 0 | 72 | 3 | 23 | 8 | 13 | 47 |
| +45 mins. | 13 | 1 | 3 | 0 | 17 | 5 | 1 | 3 | 0 | 9 | 0 | 18 | 20 | 0 | 38 | 4 | 6 | 6 | 0 | 16 |
| Total Volume | 81 | 18 | 8 | 0 | 107 | 39 | 24 | 36 | 0 | 99 | 10 | 125 | 91 | 0 | 226 | 11 | 51 | 17 | 39 | 118 |
| \% App. Total | 75.7 | 16.8 | 7.5 | 0 |  | 39.4 | 24.2 | 36.4 | 0 |  | 4.4 | 55.3 | 40.3 | 0 |  | 9.3 | 43.2 | 14.4 | 33.1 |  |
| PHF | . 596 | . 563 | . 667 | . 000 | . 652 | . 609 | . 667 | . 750 | . 000 | . 728 | . 625 | . 727 | . 689 | . 000 | . 785 | . 688 | . 554 | . 531 | . 650 | . 628 |

File Name : Not Named 1
Site Code : 00000000
Start Date : 5/22/2019
Page No :2

|  | GAMBLE STREETNorthbound |  |  |  |  | GAMBLE STREETSouthbound |  |  |  |  | COUNTY ROAD 44A (HUEY <br> STREET) <br> Eastbound |  |  |  |  | COUNTY ROAD 44A (HUEY <br> STREET) <br> Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:00 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:00 PM | 32 | 1 | 2 | 0 | 35 | 8 | 4 | 7 | 0 | 19 | 1 | 16 | 18 | 0 | 35 | 2 | 59 | 17 | 0 | 78 | 167 |
| 04:15 PM | 23 | 3 | 1 | 0 | 27 | 5 | 7 | 4 | 0 | 16 | 1 | 18 | 18 | 0 | 37 | 0 | 25 | 6 | 0 | 31 | 111 |
| 04:30 PM | 22 | 4 | 0 | 0 | 26 | 2 | 4 | 7 | 0 | 13 | 0 | 9 | 20 | 0 | 29 | 1 | 14 | 4 | 0 | 19 | 87 |
| 04:45 PM | 20 | 3 | 1 | 0 | 24 | 3 | 3 | 2 | 0 | 8 | 0 | 11 | 19 | 0 | 30 | 0 | 15 | 4 | 0 | 19 | 81 |
| Total Volume | 97 | 11 | 4 | 0 | 112 | 18 | 18 | 20 | 0 | 56 | 2 | 54 | 75 | 0 | 131 | 3 | 113 | 31 | 0 | 147 | 446 |
| \% App.Total | 86.6 | 9.8 | 3.6 | 0 |  | 32.1 | 32.1 | 35.7 | 0 |  | 1.5 | 41.2 | 57.3 | 0 |  | 2 | 76.9 | 21.1 | 0 |  |  |
| PHF | . 758 | . 688 | . 500 | . 000 | . 800 | . 563 | . 643 | . 714 | . 000 | . 737 | . 500 | . 750 | . 938 | . 000 | . 885 | . 375 | . 479 | . 456 | . 000 | . 471 | . 668 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 04:15 PM |  |  |  |  | 04:15 PM |  |  |  |  | 05:00 PM |  |  |  |  | 04:00 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 23 | 3 | 1 | 0 | 27 | 5 | 7 | 4 | 0 | 16 | 3 | 15 | 23 | 0 | 41 | 2 | 59 | 17 | 0 | 78 |
| +15 mins. | 22 | 4 | 0 | 0 | 26 | 2 | 4 | 7 | 0 | 13 | 2 | 10 | 27 | 0 | 39 | 0 | 25 | 6 | 0 | 31 |
| +30 mins. | 20 | 3 | 1 | 0 | 24 | 3 | 3 | 2 | 0 | 8 | 3 | 10 | 17 | 0 | 30 | 1 | 14 | 4 | 0 | 19 |
| +45 mins. | 31 | 4 | 1 | 0 | 36 | 2 | 10 | 8 | 0 | 20 | 2 | 17 | 22 | 0 | 41 | 0 | 15 | 4 | 0 | 19 |
| Total Volume | 96 | 14 | 3 | 0 | 113 | 12 | 24 | 21 | 0 | 57 | 10 | 52 | 89 | 0 | 151 | 3 | 113 | 31 | 0 | 147 |
| \% App. Total | 85 | 12.4 | 2.7 | 0 |  | 21.1 | 42.1 | 36.8 | 0 |  | 6.6 | 34.4 | 58.9 | 0 |  | 2 | 76.9 | 21.1 | 0 |  |
| PHF | . 774 | . 875 | 750 | 000 | . 785 | . 600 | . 600 | . 656 | 000 | 713 | . 833 | . 765 | . 824 | 000 | . 921 | . 375 | . 479 | . 456 | 000 | . 471 |

File Name: CR 44A (Huey St) at Gamble St TMC (4-hr)
Site Code : 00000000
Start Date : 5/22/2019
Page No : 1

Groups Printed- Heavy Trucks

|  | GAMBLE STREET Northbound |  |  |  |  | GAMBLE STREET <br> Southbound |  |  |  |  | COUNTY ROAD 44A (HUEY <br> STREET) <br> Eastbound |  |  |  |  | $\begin{aligned} & \text { COUNTY ROAD 44A (HUEY } \\ & \text { STREET) } \\ & \text { Westbound } \end{aligned}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 11 | 11 | 17 |
| 07:30 AM | 4 | 1 | 1 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 1 | 1 | 0 | 15 | 17 | 29 |
| 07:45 AM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 10 |
| Total | 10 | 1 | 1 | 0 | 12 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 4 | 0 | 4 | 1 | 1 | 1 | 33 | 36 | 60 |


| $08: 00 \mathrm{AM}$ | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| ---: | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| $08: 15 \mathrm{AM}$ | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| $08: 30 \mathrm{AM}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 5 | 6 |
| $08: 45 \mathrm{AM}$ | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 5 |
| Total | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 9 | 0 | 0 | 0 | 9 | 18 |

*** BREAK ${ }^{* * *}$

| $04: 00 ~ P M ~$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| ---: | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| $04: 15 \mathrm{PM}$ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| $04: 30 \mathrm{PM}$ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| $04: 45 \mathrm{PM}$ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 8 |


| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| *** BREAK *** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 05:45 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| Grand Total | 15 | 1 | 4 | 0 | 20 | 0 | 12 | 2 | 0 | 14 | 0 | 4 | 6 | 0 | 10 | 11 | 3 | 1 | 33 | 48 | 92 |
| Apprch \% | 75 | 5 | 20 | 0 |  | 0 | 85.7 | 14.3 | 0 |  | 0 | 40 | 60 | 0 |  | 22.9 | 6.2 | 2.1 | 68.8 |  |  |
| Total \% | 16.3 | 1.1 | 4.3 | 0 | 21.7 | 0 | 13 | 2.2 | 0 | 15.2 | 0 | 4.3 | 6.5 | 0 | 10.9 | 12 | 3.3 | 1.1 | 35.9 | 52.2 |  |


|  | GAMBLE STREET <br> Northbound |  |  |  |  | GAMBLE STREETSouthbound |  |  |  |  | COUNTY ROAD 44A (HUEYSTREET)Eastbound |  |  |  |  | COUNTY ROAD 44A (HUEY <br> STREET) <br> Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int.Total |
| Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:00 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:00 AM | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 11 | 11 | 17 |
| 07:30 AM | 4 | 1 | 1 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 1 | 1 | 0 | 15 | 17 | 29 |
| 07:45 AM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 10 |
| Total Volume | 10 | 1 | 1 | 0 | 12 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 4 | 0 | 4 | 1 | 1 | 1 | 33 | 36 | 60 |
| \% App.Total | 83.3 | 8.3 | 8.3 | 0 |  | 0 | 87.5 | 12.5 | 0 |  | 0 | 0 | 100 | 0 |  | 2.8 | 2.8 | 2.8 | 91.7 |  |  |
| PHF | . 625 | . 250 | . 250 | . 000 | . 500 | . 000 | . 583 | . 250 | . 000 | . 500 | . 000 | . 000 | . 333 | . 000 | . 333 | . 250 | . 250 | . 250 | . 550 | . 529 | . 517 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 07:00 AM |  |  |  |  | 07:00 AM |  |  |  |  | 07:30 AM |  |  |  |  | 07:00 AM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| +30 mins. | 4 | 1 | 1 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 15 | 17 |
| +45 mins. | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 7 | 8 |
| Total Volume | 10 | 1 | 1 | 0 | 12 | 0 | 7 | 1 | 0 | 8 | 0 | 3 | 3 | 0 | 6 | 1 | 1 | 1 | 33 | 36 |
| \% App. Total | 83.3 | 8.3 | 8.3 | 0 |  | 0 | 87.5 | 12.5 | 0 |  | 0 | 50 | 50 | 0 |  | 2.8 | 2.8 | 2.8 | 91.7 |  |
| PHF | . 625 | . 250 | . 250 | . 000 | . 500 | . 000 | . 583 | . 250 | . 000 | . 500 | . 000 | . 375 | . 250 | . 000 | . 500 | . 250 | . 250 | . 250 | . 550 | . 529 |

File Name: CR 44A (Huey St) at Gamble St TMC (4-hr)
Site Code : 00000000
Start Date : 5/22/2019
Page No : 2

|  | GAMBLE STREETNorthbound |  |  |  |  | GAMBLE STREETSouthbound |  |  |  |  | COUNTY ROAD 44A (HUEY <br> STREET) <br> Eastbound |  |  |  |  | COUNTY ROAD 44A (HUEYSTREET)Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:45 PM to 05:45 PM- Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:00 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 8 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 75 | 25 | 0 |  | 0 | 0 | 100 | 0 |  | 33.3 | 66.7 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 750 | . 250 | . 000 | . 500 | . 000 | . 000 | . 250 | . 000 | . 250 | . 250 | . 250 | . 000 | . 000 | . 375 | 1.00 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 05:00 Pm |  |  |  |  | 04:00 PM |  |  |  |  | 04:15 PM |  |  |  |  | 03:45 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 1 | 2 | 0 | 0 | 3 |
| \% App. Total | 0 | 0 | 100 | 0 |  | 0 | 75 | 25 | 0 |  | 0 | 0 | 100 | 0 |  | 33.3 | 66.7 | 0 | 0 |  |
| PHF | . 000 | . 000 | . 250 | . 000 | . 250 | . 000 | . 750 | . 250 | . 000 | . 500 | . 000 | 000 | . 500 | . 000 | . 500 | . 250 | . 250 | . 000 | . 000 | . 375 |

File Name: CR 44A (Huey St) at Gamble St TMC (4-hr)
Site Code : 00000000
Start Date : 5/22/2019
Page No : 1

Groups Printed- UTurns

|  | GAMBLE STREETNorthbound |  |  |  |  | GAMBLE STREETSouthbound |  |  |  |  | COUNTY ROAD 44A (HUEY <br> STREET) <br> Eastbound |  |  |  |  | COUNTY ROAD 44A (HUEY <br> STREET) <br> Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App.Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int.Total |
| *** BREAK *** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch \% | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |


|  | GAMBLE STREET <br> Northbound |  |  |  |  | GAMBLE STREET <br> Southbound |  |  |  |  | COUNTY ROAD 44A (HUEY <br> STREET) <br> Eastbound |  |  |  |  | COUNTY ROAD 44A (HUEY <br> STREET) <br> Westbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:00 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:


Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:45 PM

| ak |  |  |  | gin |  | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App.Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

|  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  | 12:45 PM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 |

VOLUME SUMMARY
Wed $5 / 22 / 2019$

File: Class Chopped.prn
City:
County:

City:
County:

| TIME | $\stackrel{1}{\text { NORTH }}$ | $\stackrel{2}{\text { NORTH }}$ | $\begin{aligned} & 3 \\ & \text { SOUTH } \end{aligned}$ | $\stackrel{4}{\text { SOUTH }}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 01:00 | 9 | 4 | 3 | 2 | 18 |
| Hour Total | 9 | 4 | 3 | 2 | 18 |
| 01:15 | 6 | 2 | 5 | 2 | 15 |
| 01:30 | 10 | 0 | 5 | 3 | 18 |
| 01:45 | 4 | 3 | 6 | 7 | 20 |
| 02:00 | 3 | 0 | 5 | 5 | 13 |
| Hour Total | 23 | 5 | 21 | 17 | 66 |
| 02:15 | 6 | $\bigcirc$ | 6 | 3 | 15 |
| 02:30 | 3 | 2 | 4 | 5 | 14 |
| 02:45 | 9 | 2 | 13 | 6 | 30 |
| 03:00 | 7 | 3 | 16 | 7 | 33 |
| Hour Total | 25 | 7 | 39 | 21 | 92 |
| 03:15 | 6 | 0 | 10 | 4 | 20 |
| 03:30 | 4 | 1 | 9 | 10 | 24 |
| 03:45 | 14 | 4 | 9 | 16 | 43 |
| 04:00 | 10 | 2 | 14 | 16 | 42 |
| Hour Total | 34 | 7 | 42 | 46 | 129 |
| 04:15 | 11 | 5 | 13 | 21 | 50 |
| 04:30 | 10 | 6 | 13 | 15 | 44 |
| 04:45 | 17 | 7 | 17 | 16 | 57 |
| 05:00 | 23 | 10 | 25 | 25 | 83 |
| Hour Total | 61 | 28 | 68 | 77 | 234 |
| 05:15 | 29 | 12 | 34 | 28 | 103 |
| 05:30 | 29 | 23 | 46 | 43 | 141 |
| 05:45 | 42 | 16 | 47 | 52 | 157 |
| 06:00 | 48 | 24 | 63 | 81 | 216 |
| Hour Total | 148 | 75 | 190 | 204 | 617 |
| 06:15 | 65 | 28 | 86 | 99 | 278 |
| 06:30 | 84 | 42 | 114 | 117 | 357 |
| 06:45 | 80 | 72 | 93 | 105 | 350 |
| 07:00 | 93 | 79 | 85 | 119 | 376 |
| Hour Total | 322 | 221 | 378 | 440 | 1361 |
| 07:15 | 121 | 98 | 100 | 140 | 459 |
| 07:30 | 121 | 80 | 100 | 138 | 439 |
| 07:45 | 107 | 75 | 93 | 146 | 421 |
| 08:00 | 88 | 66 | 111 | 122 | 387 |
| Hour Total | 437 | 319 | 404 | 546 | 1706 |
| 08:15 | 86 | 80 | 102 | 125 | 393 |
| 08:30 | 108 | 84 | 81 | 113 | 386 |
| 08:45 | 103 | 70 | 104 | 130 | 407 |

VOLUME SUMMARY
Wed $5 / 22 / 2019$

File: Class Chopped.prn
City:
County:

File: Class Chopped.prn
County:

Station \#: 000000000001
Site ID: 000000000001
Location: US 301, b/t Wonders St \& Rutland St

| TIME | $\begin{gathered} 1 \\ \text { NORTH } \end{gathered}$ | $\stackrel{2}{\text { NORTH }}$ | $\begin{aligned} & 3 \\ & \text { SOUTH } \end{aligned}$ | $\begin{gathered} 4 \\ \text { south } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 09:00 | 107 | 66 | 86 | 97 | 356 |
| Hour Total | 404 | 300 | 373 | 465 | 1542 |
| 09:15 | 102 | 63 | 85 | 108 | 358 |
| 09:30 | 121 | 72 | 80 | 100 | 373 |
| 09:45 | 101 | 56 | 97 | 111 | 365 |
| 10:00 | 111 | 66 | 92 | 84 | 353 |
| Hour Total | 435 | 257 | 354 | 403 | 1449 |
| 10:15 | 114 | 67 | 77 | 94 | 352 |
| 10:30 | 135 | 65 | 75 | 117 | 392 |
| 10:45 | 119 | 66 | 87 | 101 | 373 |
| 11:00 | 116 | 82 | 81 | 108 | 387 |
| Hour Total | 484 | 280 | 320 | 420 | 1504 |
| 11:15 | 124 | 71 | 72 | 112 | 379 |
| 11:30 | 122 | 69 | 83 | 122 | 396 |
| 11:45 | 127 | 88 | 87 | 102 | 404 |
| 12:00 | 117 | 86 | 89 | 114 | 406 |
| Hour Total | 490 | 314 | 331 | 450 | 1585 |
| 12:15 | 122 | 79 | 91 | 105 | 397 |
| 12:30 | 126 | 80 | 106 | 110 | 422 |
| 12:45 | 115 | 60 | 72 | 97 | 344 |
| 13:00 | 130 | 70 | 79 | 94 | 373 |
| Hour Total | 493 | 289 | 348 | 406 | 1536 |
| 13:15 | 114 | 78 | 89 | 115 | 396 |
| 13:30 | 123 | 80 | 86 | 99 | 388 |
| 13:45 | 124 | 74 | 103 | 119 | 420 |
| 14:00 | 115 | 68 | 78 | 104 | 365 |
| Hour Total | 476 | 300 | 356 | 437 | 1569 |
| 14:15 | 117 | 84 | 96 | 94 | 391 |
| 14:30 | 132 | 106 | 90 | 107 | 435 |
| 14:45 | 109 | 79 | 85 | 125 | 398 |
| 15:00 | 127 | 77 | 90 | 119 | 413 |
| Hour Total | 485 | 346 | 361 | 445 | 1637 |
| 15:15 | 120 | 92 | 93 | 113 | 418 |
| 15:30 | 120 | 110 | 102 | 108 | 440 |
| 15:45 | 140 | 85 | 92 | 102 | 419 |
| 16:00 | 145 | 113 | 96 | 93 | 447 |
| Hour Total | 525 | 400 | 383 | 416 | 1724 |
| 16:15 | 149 | 109 | 87 | 99 | 444 |
| 16:30 | 130 | 93 | 82 | 115 | 420 |
| 16:45 | 127 | 92 | 86 | 108 | 413 |

VOLUME SUMMARY
Wed 5/22/2019

File: Class Chopped.prn
City:
County:
Station \#: 000000000001
Site ID: 000000000001
Location: US 301, b/t Wonders St \& Rutland St

City:
County:

| TIME | $\stackrel{1}{\text { NORTH }}$ | $\stackrel{2}{\text { NORTH }}$ | $\begin{gathered} 3 \\ \text { SOUTH } \end{gathered}$ | $\begin{gathered} 4 \\ \text { SOUTH } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 17:00 | 143 | 120 | 98 | 114 | 475 |
| Hour Total | 549 | 414 | 353 | 436 | 1752 |
| $\begin{aligned} & 17: 15 \\ & 17: 30 \\ & 17: 45 \\ & 18: 00 \end{aligned}$ | 146 143 111 90 | $\begin{array}{r} 102 \\ 134 \\ 81 \\ 53 \end{array}$ | $\begin{aligned} & 88 \\ & 77 \\ & 67 \\ & 60 \end{aligned}$ | $\begin{array}{r} 98 \\ 114 \\ 85 \\ 86 \end{array}$ | $\begin{aligned} & 434 \\ & 468 \\ & 344 \\ & 289 \end{aligned}$ |
| Hour Total | 490 | 370 | 292 | 383 | 1535 |
| $\begin{aligned} & 18: 15 \\ & 18: 30 \\ & 18: 45 \\ & 19: 00 \end{aligned}$ | $\begin{aligned} & 94 \\ & 91 \\ & 87 \\ & 70 \end{aligned}$ | $\begin{aligned} & 54 \\ & 53 \\ & 44 \\ & 51 \end{aligned}$ | $\begin{aligned} & 66 \\ & 49 \\ & 50 \\ & 49 \end{aligned}$ | $\begin{aligned} & 73 \\ & 69 \\ & 53 \\ & 65 \end{aligned}$ | $\begin{aligned} & 287 \\ & 262 \\ & 234 \\ & 235 \end{aligned}$ |
| Hour Total | 342 | 202 | 214 | 260 | 1018 |
| $\begin{aligned} & 19: 15 \\ & 19: 30 \\ & 19: 45 \\ & 20: 00 \end{aligned}$ | $\begin{aligned} & 61 \\ & 55 \\ & 63 \\ & 57 \end{aligned}$ | $\begin{aligned} & 41 \\ & 29 \\ & 35 \\ & 22 \end{aligned}$ | $\begin{aligned} & 32 \\ & 41 \\ & 45 \\ & 41 \end{aligned}$ | $\begin{aligned} & 44 \\ & 57 \\ & 40 \\ & 48 \end{aligned}$ | $\begin{aligned} & 178 \\ & 182 \\ & 183 \\ & 168 \end{aligned}$ |
| Hour Total | 236 | 127 | 159 | 189 | 711 |
| $\begin{aligned} & 20: 15 \\ & 20: 30 \\ & 20: 45 \\ & 21: 00 \end{aligned}$ | $\begin{aligned} & 42 \\ & 47 \\ & 38 \\ & 48 \end{aligned}$ | $\begin{aligned} & 22 \\ & 19 \\ & 16 \\ & 16 \end{aligned}$ | $\begin{aligned} & 46 \\ & 40 \\ & 34 \\ & 29 \end{aligned}$ | $\begin{aligned} & 37 \\ & 32 \\ & 29 \\ & 33 \end{aligned}$ | $\begin{aligned} & 147 \\ & 138 \\ & 117 \\ & 126 \end{aligned}$ |
| Hour Total | 175 | 73 | 149 | 131 | 528 |
| $\begin{aligned} & 21: 15 \\ & 21: 30 \\ & 21: 45 \\ & 22: 00 \end{aligned}$ | $\begin{aligned} & 57 \\ & 45 \\ & 31 \\ & 41 \end{aligned}$ | $\begin{aligned} & 16 \\ & 20 \\ & 11 \\ & 11 \end{aligned}$ | $\begin{aligned} & 25 \\ & 22 \\ & 19 \\ & 26 \end{aligned}$ | $\begin{aligned} & 23 \\ & 21 \\ & 17 \\ & 19 \end{aligned}$ | $\begin{array}{r} 121 \\ 108 \\ 78 \\ 97 \end{array}$ |
| Hour Total | 174 | 58 | 92 | 80 | 404 |
| $\begin{aligned} & 22: 15 \\ & 22: 30 \\ & 22: 45 \\ & 23: 00 \end{aligned}$ | 36 28 23 25 | $\begin{array}{r} 14 \\ 9 \\ 5 \\ 12 \end{array}$ | 15 20 16 15 | 19 10 10 14 | $\begin{aligned} & 84 \\ & 67 \\ & 54 \\ & 66 \end{aligned}$ |
| Hour Total | 112 | 40 | 66 | 53 | 271 |
| $\begin{aligned} & 23: 15 \\ & 23: 30 \\ & 23: 45 \\ & 24: 00 \end{aligned}$ | 16 22 20 12 | 9 5 7 4 | 11 9 13 12 | 10 5 9 4 | 46 41 49 32 |
| Hour Total | 70 | 25 | 45 | 28 | 168 |
| DAY TOTAL PERCENTS | 6999 30.2 | 4461 19.3 | 5341 23.1 | 6355 27.4 | $\begin{array}{r} 23156 \\ 100 \end{array}$ |

```
Station #: 000000000001
Site ID: 000000000001
Location: US 301, b/t Wonders St & Rutland St
```

File: Class Chopped.prn
City:
County:

| TIME | $\begin{gathered} 1 \\ \text { NORTH } \end{gathered}$ | $\stackrel{2}{\text { NORTH }}$ | $\begin{aligned} & 3 \\ & \text { SOUTH } \end{aligned}$ | $\begin{gathered} 4 \\ \text { SOUTH } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| AM Times | 10:30 | 07:00 | 07:30 | 07:15 |  |
| AM Peaks | 494 | 332 | 406 | 546 |  |
| PM Times | 15:45 | 16:45 | 15:15 | 14:45 |  |
| PM Peaks | 564 | 448 | 383 | 465 |  |

File: Class Chopped.prn City:

County:

Station \#: 000000000001
Site ID: 000000000001
Location: US 301, b/t Wonders St \& Rutland St

| TIME | $\stackrel{1}{\text { NORTH }}$ | 2 <br> NORTH | $\stackrel{3}{\text { SOUTH }}$ | $\begin{gathered} 4 \\ \text { SOUTH } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 00:15 | 14 | 5 | 6 | 5 | 30 |
| 00:30 | 12 | 3 | 9 | 6 | 30 |
| 00:45 | 13 | 3 | 6 | 4 | 26 |
| 01:00 | 12 | 7 | 3 | 2 | 24 |
| Hour Total | 51 | 18 | 24 | 17 | 110 |
| 01:15 | 12 | 2 | 3 | 2 | 19 |
| 01:30 | 7 | 4 | 6 | 8 | 25 |
| 01:45 | 4 | 3 | 4 | 1 | 12 |
| 02:00 | 6 | 3 | 5 | 7 | 21 |
| Hour Total | 29 | 12 | 18 | 18 | 77 |
| 02:15 | 4 | 1 | 5 | 3 | 13 |
| 02:30 | 5 | 2 | 6 | 8 | 21 |
| 02:45 | 8 | 2 | 5 | 4 | 19 |
| 03:00 | 6 | 1 | 12 | 7 | 26 |
| Hour Total | 23 | 6 | 28 | 22 | 79 |
| 03:15 | 9 | $\bigcirc$ | 7 | 10 | 26 |
| 03:30 | 5 | 3 | 6 | 8 | 22 |
| 03:45 | 11 | 7 | 13 | 7 | 38 |
| 04:00 | 6 | 5 | 13 | 6 | 30 |
| Hour Total | 31 | 15 | 39 | 31 | 116 |
| 04:15 | 10 | 2 | 23 | 5 | 40 |
| 04:30 | 11 | 6 | 5 | 18 | 40 |
| 04:45 | 19 | 8 | 22 | 17 | 66 |
| 05:00 | 20 | 15 | 12 | 27 | 74 |
| Hour Total | 60 | 31 | 62 | 67 | 220 |
| 05:15 | 24 | 16 | 35 | 28 | 103 |
| 05:30 | 33 | 22 | 28 | 46 | 129 |
| $05: 45$ | 33 | 20 | 48 | 65 | 166 |
| 06:00 | 34 | 27 | 55 | 55 | 171 |
| Hour Total | 124 | 85 | 166 | 194 | 569 |
| 06:15 | 55 | 49 | 85 | 92 | 281 |
| 06:30 | 72 | 56 | 100 | 123 | 351 |
| 06:45 | 79 | 52 | 83 | 93 | 307 |
| 07:00 | 92 | 91 | 78 | 98 | 359 |
| Hour Total | 298 | 248 | 346 | 406 | 1298 |
| 07:15 | 118 | 99 | 111 | 119 | 447 |
| 07:30 | 118 | 86 | 91 | 139 | 434 |
| 07:45 | 123 | 74 | 100 | 118 | 415 |
| 08:00 | 112 | 66 | 87 | 102 | 367 |
| Hour Total | 471 | 325 | 389 | 478 | 1663 |

File: Class Chopped.prn City:

County:

Station \#: 000000000001
Site ID: 000000000001
Location: US 301, b/t Wonders St \& Rutland St

| TIME | $\stackrel{1}{\text { NORTH }}$ | 2 <br> NORTH | $\stackrel{3}{\text { SOUTH }}$ | $\begin{gathered} 4 \\ \text { SOUTH } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 08:15 | 113 | 67 | 86 | 123 | 389 |
| 08:30 | 118 | 72 | 88 | 128 | 406 |
| 08:45 | 109 | 68 | 76 | 106 | 359 |
| 09:00 | 107 | 65 | 73 | 90 | 335 |
| Hour Total | 447 | 272 | 323 | 447 | 1489 |
| 09:15 | 103 | 57 | 85 | 89 | 334 |
| 09:30 | 121 | 63 | 74 | 116 | 374 |
| 09:45 | 103 | 57 | 78 | 74 | 312 |
| 10:00 | 121 | 64 | 87 | 96 | 368 |
| Hour Total | 448 | 241 | 324 | 375 | 1388 |
| 10:15 | 106 | 61 | 87 | 105 | 359 |
| 10:30 | 116 | 55 | 84 | 106 | 361 |
| 10:45 | 115 | 74 | 88 | 109 | 386 |
| 11:00 | 122 | 70 | 75 | 112 | 379 |
| Hour Total | 459 | 260 | 334 | 432 | 1485 |
| 11:15 | 97 | 73 | 79 | 103 | 352 |
| 11:30 | 130 | 66 | 75 | 116 | 387 |
| 11:45 | 115 | 82 | 79 | 95 | 371 |
| 12:00 | 131 | 67 | 85 | 97 | 380 |
| Hour Total | 473 | 288 | 318 | 411 | 1490 |
| 12:15 | 124 | 89 | 86 | 114 | 413 |
| 12:30 | 121 | 77 | 94 | 118 | 410 |
| 12:45 | 119 | 94 | 79 | 127 | 419 |
| 13:00 | 101 | 82 | 80 | 102 | 365 |
| Hour Total | 465 | 342 | 339 | 461 | 1607 |
| 13:15 | 121 | 75 | 69 | 86 | 351 |
| 13:30 | 120 | 64 | 87 | 123 | 394 |
| 13:45 | 101 | 78 | 80 | 112 | 371 |
| 14:00 | 116 | 76 | 88 | 108 | 388 |
| Hour Total | 458 | 293 | 324 | 429 | 1504 |
| 14:15 | 119 | 75 | 98 | 116 | 408 |
| 14:30 | 142 | 83 | 93 | 94 | 412 |
| 14:45 | 103 | 84 | 86 | 106 | 379 |
| 15:00 | 147 | 59 | 92 | 123 | 421 |
| Hour Total | 511 | 301 | 369 | 439 | 1620 |
| 15:15 | 144 | 102 | 90 | 126 | 462 |
| 15:30 | 139 | 85 | 104 | 124 | 452 |
| 15:45 | 128 | 106 | 106 | 102 | 442 |
| 16:00 | 174 | 110 | 107 | 113 | 504 |
| Hour Total | 585 | 403 | 407 | 465 | 1860 |

```
VOLUME SUMMARY
Thu 5/23/2019
```

File: Class Chopped.prn City: County:
Page: 7

VOLUME SUMMARY
Page: 7 Thu 5/23/2019

Station \#: 000000000001
Site ID: 000000000001
Location: US 301, b/t Wonders St \& Rutland St

| TIME | $\begin{aligned} & 1 \\ & \text { NORTH } \end{aligned}$ | 2 NORTH | $\stackrel{3}{\text { SOUTH }}$ | $\begin{gathered} 4 \\ \text { SOUTH } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 16:15 | 133 | 88 | 102 | 108 | 431 |
| 16:30 | 116 | 92 | 94 | 131 | 433 |
| 16:45 | 122 | 104 | 92 | 87 | 405 |
| 17:00 | 129 | 102 | 104 | 117 | 452 |
| Hour Total | 500 | 386 | 392 | 443 | 1721 |
| 17:15 | 156 | 123 | 87 | 117 | 483 |
| 17:30 | 118 | 98 | 74 | 90 | 380 |
| 17:45 | 97 | 88 | 82 | 75 | 342 |
| 18:00 | 94 | 66 | 73 | 83 | 316 |
| Hour Total | 465 | 375 | 316 | 365 | 1521 |
| 18:15 | 80 | 67 | 64 | 77 | 288 |
| 18:30 | 80 | 62 | 54 | 56 | 252 |
| 18:45 | 92 | 58 | 46 | 46 | 242 |
| 19:00 | 66 | 39 | 32 | 62 | 199 |
| Hour Total | 318 | 226 | 196 | 241 | 981 |
| 19:15 | 59 | 33 | 44 | 45 | 181 |
| 19:30 | 68 | 32 | 33 | 44 | 177 |
| 19:45 | 56 | 27 | 44 | 42 | 169 |
| 20:00 | 63 | 29 | 34 | 34 | 160 |
| Hour Total | 246 | 121 | 155 | 165 | 687 |
| 20:15 | 66 | 25 | 36 | 44 | 171 |
| 20:30 | 37 | 27 | 38 | 39 | 141 |
| 20:45 | 57 | 31 | 41 | 31 | 160 |
| 21:00 | 41 | 17 | 33 | 25 | 116 |
| Hour Total | 201 | 100 | 148 | 139 | 588 |
| 21:15 | 40 | 17 | 26 | 31 | 114 |
| 21:30 | 40 | 23 | 16 | 22 | 101 |
| 21:45 | 29 | 24 | 23 | 28 | 104 |
| 22:00 | 40 | 12 | 17 | 25 | 94 |
| Hour Total | 149 | 76 | 82 | 106 | 413 |
| 22:15 | 36 | 19 | 19 | 23 | 97 |
| 22:30 | 32 | 15 | 15 | 16 | 78 |
| 22:45 | 22 | 17 | 11 | 15 | 65 |
| 23:00 | 22 | 10 | 9 | 12 | 53 |
| Hour Total | 112 | 61 | 54 | 66 | 293 |
| 23:15 | 19 | 9 | 16 | 14 | 58 |
| 23:30 | 22 | 6 | 7 | 15 | 50 |
| 23:45 | 16 | 4 | 5 | 5 | 30 |
| 24:00 | 16 | 6 | 8 | 11 | 41 |
| Hour Total | 73 | 25 | 36 | 45 | 179 |

File: Class Chopped.prn City:
County:
Station \#: 000000000001
Site ID: 000000000001
Location: US 301, b/t Wonders St \& Rutland St

| TIME | $\begin{aligned} & 1 \\ & \text { NORTH } \end{aligned}$ | $2$ NORTH | $\begin{aligned} & 3 \\ & \text { SOUTH } \end{aligned}$ | $\begin{gathered} 4 \\ \text { SOUTH } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| DAY TOTAL | 6997 | 4510 | 5189 | 6262 | 22958 |
| PERCENTS | 30.5 | 19.6 | 22.6 | 27.3 | 100 |
| AM Times | 11:15 | 07:00 | 07:15 | 07:30 |  |
| AM Peaks | 473 | 350 | 389 | 482 |  |
| PM Times | 15:15 | 16:45 | 15:30 | 14:45 |  |
| PM Peaks | 585 | 427 | 419 | 479 |  |



| Station \#: 000000000001 | File: Class Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |

Direction: NORTH
Lane: 1


| Station \#: 000000000001 | File: Class Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |

Direction: NORTH
Lane: 1


Traffic Engineering Data Solutions, Inc.
CLASSIFICATION SUMMARY Page: 3
Fri 5/24/2019


| Station \#: 000000000001 | File: Class Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |

Direction: NORTH
Lane: 2

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 01:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:00 | 0 | 17 | 4 | 0 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 06:00 | 0 | 42 | 25 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 75 |
| 07:00 | 2 | 130 | 67 | 0 | 0 | 3 | 0 | 2 | 3 | 0 | 10 | 1 | 3 | $\bigcirc$ | 0 | 221 |
| 08:00 | 3 | 195 | 75 | 0 | 1 | 3 | 1 | 1 | 6 | 0 | 15 | 10 | 9 | 0 | 0 | 319 |
| 09:00 | 0 | 206 | 67 | 0 | 4 | 1 | 3 | 2 | 4 | 0 | 8 | 1 | 4 | 0 | 0 | 300 |
| 10:00 | 0 | 194 | 34 | 0 | 2 | 4 | 2 | 6 | 5 | 0 | 8 | 0 | 2 | 0 | 0 | 257 |
| 11:00 | 1 | 185 | 65 | 0 | 1 | 5 | 4 | 2 | 6 | 0 | 2 | 2 | 7 | $\bigcirc$ | $\bigcirc$ | 280 |
| 12:00 | 3 | 195 | 81 | 0 | 3 | 5 | 3 | 1 | 6 | 0 | 9 | 5 | 3 | 0 | 0 | 314 |
| 13:00 | 3 | 179 | 59 | 1 | 2 | 10 | 3 | 1 | 3 | 3 | 12 | 6 | 7 | 0 | 0 | 289 |
| 14:00 | 1 | 171 | 90 | 0 | 2 | 3 | 2 | 4 | 5 | 1 | 13 | 4 | 4 | 0 | 0 | 300 |
| 15:00 | 1 | 194 | 118 | 0 | 1 | 8 | 2 | 3 | 5 | 1 | 4 | 4 | 5 | 0 | 0 | 346 |
| 16:00 | 2 | 241 | 116 | 0 | 1 | 2 | 1 | 3 | 10 | 1 | 10 | 8 | 5 | 0 | 0 | 400 |
| 17:00 | 0 | 268 | 88 | 0 | 0 | 7 | 2 | 2 | 14 | 0 | 18 | 6 | 9 | 0 | 0 | 414 |
| 18:00 | 0 | 246 | 74 | 1 | 4 | 6 | 0 | 5 | 5 | 1 | 14 | 6 | 8 | 0 | 0 | 370 |
| 19:00 | 1 | 124 | 56 | 1 | 3 | 5 | 0 | 4 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 202 |
| 20:00 | 3 | 81 | 32 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 2 | 1 | $\bigcirc$ | $\bigcirc$ | 0 | 127 |
| 21:00 | 2 | 58 | 9 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 73 |
| 22:00 | 1 | 42 | 12 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 23:00 | 1 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 40 |
| 24:00 | 0 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 25 |
| DAY TOTAL | 24 | 2833 | 1086 | 4 | 28 | 68 | 25 | 50 | 82 | 7 | 130 | 57 | 67 | 0 | 0 | 4461 |
| PERCENTS | 0.5\% | 63.5\% | 24.3\% | 0.1\% | 0.6\% | - 1.5\% | - 0.6\% | 1.1\% | 1.8\% | 0.2\% | 2.9\% | 1.3\% | 1.5\% | 0.0\% | 0.0\% | 100.0\% |
| Passenger | Vehicles | 88.4 |  |  |  |  |  | Trucks | \& Buse |  | 1.6\% |  |  |  |  |  |
| AM Times | 07:00 0 | 08:30 0 | 06:45 |  | 08:15 | 06:30 | 10:00 | 08:45 1 | 10:00 |  | 07:00 0 | 07:15 | 06:45 |  |  | 07:00 |
| AM Peaks | 5 | 211 | 96 |  | 4 | 5 | 6 | 6 | 8 |  | 19 | 10 | 10 |  |  | 332 |
| PM Times | 11:00 | 17:00 1 | 14:30 1 | 11:45 | 11:45 | 12:15 | 12:30 | 13:30 1 | 15:45 12 | 2:00 1 | 17:00 1 | 15:00 | 16:45 |  |  | 16:45 |
| PM Peaks | 4 | 294 | 126 | 1 | 4 | 10 | 4 | 7 | 17 | 3 | 20 | 8 | 13 |  |  | 448 |


| Station \#: 000000000001 | File: Class Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |
| Direction: NORTH |  |

Direction: NORTH
Lane: 2


Traffic Engineering Data Solutions, Inc.
CLASSIFICATION SUMMARY Page: 6
Fri 5/24/2019


| Station \#: 000000000001 | File: Class Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |

Direction: SOUTH
Lane: 3


| Station \#: 000000000001 | File: Class Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |

Direction: SOUTH
Lane: 3


Traffic Engineering Data Solutions, Inc.
CLASSIFICATION SUMMARY Page: 9
Fri 5/24/2019

| Station \#: 000000000001 |  |  |  |  |  |  |  |  |  | File: Class Chopped.prn |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Site ID: 000000000001 |  |  |  |  |  |  |  |  |  | City: |  |  |  |  |  |  |
| Location: US 301, b/t Wonders St \& Rutland St |  |  |  |  |  |  |  |  |  | County: |  |  |  |  |  |  |
| Direction: SOUTH |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane: 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
| 01: 00 | 0 | 5 | 3 | 0 | 0 | $\bigcirc$ | 0 | 6 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 14 |
| DAY TOTAL | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| PERCENTS | 0.0\% | 35.7\% | 21.4\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 42.9\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| Passenger | cles | 57. |  |  |  |  |  | Trucks | \& Buse | S 42 | . $9 \%$ |  |  |  |  |  |
| AM Times |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| AM Peaks |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PM Times |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PM Peaks |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

File: Class Chopped.prn
City:
County:

| Station \#: 000000000001 | File: Class Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |

Direction: SOUTH
Lane: 4


| Station \#: 000000000001 | File: Class Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |
| Direction: SOUTH |  |

Direction: SOUTH
Lane: 4


Traffic Engineering Data Solutions, Inc.

File: Speed Chopped.prn
City:
County:
Station \#: 000000000001
Site ID: 000000000001
Location: US 301, b/t Wonders St \& Rutland St
Direction: NORTH

City:
County:

## Direction: NORTH

Lane: 1

| TIME | <10 | <15 | <20 | <25 | $<30$ | <35 | <40 | <45 | <50 | <55 | <60 | <65 | $<70$ | $<75$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 4 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 23 |
| 03:00 | 0 | 0 | 0 | 1 | 2 | 9 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 8 | 16 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 13 | 31 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 61 |
| 06:00 | 0 | 0 | 0 | 0 | 5 | 25 | 71 | 37 | 9 | 1 | 0 | 0 | 0 | 0 | 148 |
| 07:00 | 0 | 0 | 0 | 0 | 18 | 95 | 131 | 58 | 19 | 1 | 0 | 0 | 0 | $\bigcirc$ | 322 |
| 08:00 | 1 | 1 | 0 | 11 | 49 | 143 | 146 | 66 | 17 | 2 | 1 | 0 | 0 | 0 | 437 |
| 09:00 | 0 | 0 | 4 | 3 | 29 | 134 | 154 | 59 | 20 | 0 | 1 | 0 | 0 | 0 | 404 |
| 10:00 | 0 | 0 | 3 | 16 | 58 | 143 | 152 | 49 | 11 | 3 | 0 | 0 | 0 | 0 | 435 |
| 11:00 | 0 | 1 | 7 | 13 | 63 | 172 | 178 | 43 | 7 | 0 | 0 | 0 | $\bigcirc$ | 0 | 484 |
| 12:00 | 0 | 4 | 10 | 24 | 82 | 180 | 140 | 42 | 5 | 2 | 1 | 0 | 0 | 0 | 490 |
| 13:00 | 0 | 1 | 5 | 11 | 122 | 163 | 146 | 39 | 5 | 1 | 0 | 0 | 0 | 0 | 493 |
| 14:00 | 0 | 0 | 3 | 17 | 57 | 179 | 155 | 48 | 15 | 2 | 0 | 0 | 0 | 0 | 476 |
| 15:00 | 0 | 2 | 7 | 7 | 56 | 189 | 158 | 55 | 9 | 2 | 0 | 0 | 0 | 0 | 485 |
| 16:00 | 0 | 0 | 4 | 16 | 40 | 164 | 225 | 58 | 15 | 3 | 0 | 0 | 0 | 0 | 525 |
| 17:00 | 0 | 1 | 2 | 16 | 37 | 158 | 219 | 93 | 16 | 7 | 0 | 0 | 0 | 0 | 549 |
| 18:00 | 0 | 1 | 5 | 3 | 23 | 137 | 202 | 88 | 24 | 6 | 0 | 1 | 0 | 0 | 490 |
| 19:00 | 0 | 0 | 4 | 8 | 11 | 56 | 164 | 77 | 19 | 3 | 0 | 0 | 0 | 0 | 342 |
| 20:00 | 0 | 1 | 6 | 2 | 14 | 65 | 87 | 50 | 7 | 3 | 0 | 1 | 0 | 0 | 236 |
| 21:00 | 0 | 0 | 0 | 0 | 15 | 51 | 76 | 29 | 3 | 1 | 0 | 0 | 0 | 0 | 175 |
| 22:00 | 0 | 0 | 0 | 1 | 9 | 30 | 94 | 35 | 5 | 0 | 0 | $\bigcirc$ | 0 | 0 | 174 |
| 23:00 | 0 | 0 | 0 | 0 | 6 | 22 | 64 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 112 |
| 24:00 | 0 | 0 | 0 | 0 | 4 | 7 | 35 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 70 |
| DAY TOTAL | 1 | 12 | 60 | 150 | 702 | 2153 | 2668 | 989 | 219 | 40 | 3 | 2 | 0 | 0 | 6999 |
| PERCENTS | 0.0\% | 0.2\% | 0.9\% | 2.1\% | 10.0\% | 30.8\% | 38.1\% | 14.1\% | 3.1\% | 0.6\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

Statistical Information...

| 15th Percentile Speed 30.3 mph | 85th Percentile Speed 41.0 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 35.8 mph | 35.6 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 30 mph to 40 mph | 0 |
| 4821 vehicles in pace | 0.0\% |
| Representing 68.9\% of the total vehicles |  |

File: Speed Chopped.prn
City:
County:

| Station \#: 000000000001 | File: Speed Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |

## Direction: NORTH

Lane: 1
TIME $<10<15<20<25<30<35$ $<40<45<50<55$ $<60<65<70<75$ Total

| 01: 00 | 0 | 0 | 0 | 0 | 2 | 14 | 21 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 51 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 02:00 | 0 | 0 | 0 | 2 | 1 | 4 | 13 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 5 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 7 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 31 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 14 | 29 | 12 | 1 | 2 | 0 | 0 | 1 | 0 | 60 |
| 06:00 | 0 | 0 | 0 | 2 | 3 | 22 | 59 | 30 | 7 | 1 | 0 | 0 | 0 | 0 | 124 |
| 07:00 | 0 | 0 | 0 | 1 | 17 | 66 | 130 | 58 | 22 | 3 | 1 | 0 | 0 | 0 | 298 |
| 08:00 | 0 | 0 | 1 | 12 | 65 | 137 | 133 | 89 | 29 | 5 | 0 | 0 | 0 | 0 | 471 |
| 09:00 | 0 | 1 | 2 | 13 | 36 | 154 | 149 | 77 | 13 | 2 | 0 | 0 | 0 | 0 | 447 |
| 10:00 | 0 | 0 | 6 | 9 | 25 | 180 | 168 | 54 | 5 | 1 | 0 | 0 | 0 | 0 | 448 |
| 11:00 | 0 | 1 | 10 | 22 | 79 | 152 | 146 | 46 | 2 | 1 | 0 | 0 | 0 | 0 | 459 |
| 12:00 | 0 | 2 | 6 | 15 | 67 | 186 | 137 | 52 | 5 | 2 | 1 | 0 | 0 | 0 | 473 |
| 13:00 | 0 | 1 | 4 | 18 | 47 | 165 | 176 | 41 | 10 | 3 | 0 | 0 | 0 | 0 | 465 |
| 14:00 | 0 | 1 | 4 | 16 | 64 | 178 | 143 | 40 | 11 | 1 | 0 | 0 | 0 | 0 | 458 |
| 15:00 | 0 | 2 | 4 | 21 | 55 | 191 | 174 | 50 | 10 | 3 | 1 | 0 | 0 | 0 | 511 |
| 16:00 | 0 | 1 | 5 | 8 | 59 | 204 | 209 | 74 | 24 | 1 | 0 | 0 | 0 | 0 | 585 |
| 17:00 | 0 | 0 | 5 | 9 | 40 | 153 | 195 | 78 | 15 | 4 | 1 | 0 | 0 | 0 | 500 |
| 18:00 | 0 | 0 | 2 | 6 | 23 | 116 | 185 | 95 | 32 | 5 | 0 | 1 | 0 | 0 | 465 |
| 19:00 | 0 | 0 | 2 | 2 | 8 | 65 | 132 | 78 | 21 | 9 | 1 | 0 | 0 | 0 | 318 |
| 20:00 | 0 | 1 | 2 | 9 | 5 | 51 | 104 | 61 | 12 | 1 | 0 | 0 | 0 | 0 | 246 |
| 21:00 | 0 | 0 | 1 | 0 | 15 | 54 | 87 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 201 |
| 22:00 | 0 | 0 | 0 | 0 | 7 | 39 | 68 | 28 | 5 | 2 | 0 | 0 | 0 | 0 | 149 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 17 | 62 | 21 | 9 | 1 | 0 | 0 | 0 | 0 | 112 |
| 24:00 | 0 | 0 | 0 | 0 | 3 | 8 | 38 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 73 |


| DAY TOTAL | 0 | 10 | 54 | 165 | 625 | 2182 | 2585 | 1073 | 248 | 48 | 5 | 1 | 1 | 0 | 6997 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PERCENTS | $0.0 \%$ | $0.1 \%$ | $0.8 \%$ | $2.4 \%$ | $8.9 \%$ | $31.2 \%$ | $36.9 \%$ | $15.3 \%$ | $3.5 \%$ | $0.7 \%$ | $0.1 \%$ | $0.0 \%$ | $0.0 \%$ | $0.0 \%$ | $100.0 \%$ |

Statistical Information...

| 15th Percentile Speed | 30.5 mph |
| :--- | ---: |
| Median Speed <br> 35.9 mph | Percentile Speed <br> 41.5 mph |
| 10 MPH Pace Speed | Average Speed |
| 30 mph to 40 mph | 35.8 mph |
| 4767 vehicles in pace |  |
| Representing $68.1 \%$ of the total vehicles |  |

```
Station #: 000000000001 File: Speed Chopped.prn
Site ID: 000000000001
Location: US 301, b/t Wonders St & Rutland St
City:
County:
```

Direction: NORTH
Directio
Lane: 1
TIME $<10<15<20<25<30<35<40<45<50<55<60<65<70<75$ Total

| 01:00 | 0 | 0 | 0 | 0 | 2 | 4 | 18 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 39 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DAY TOTAL | 0 | 0 | 0 | 0 | 2 | 4 | 18 | 12 | 2 | 1 | 0 | $\bigcirc$ | 0 | 0 | 39 |
| PERCENTS | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 5.1\% | 10.3\% | 46.2\% | 30.8\% | 5.1\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Statistical Information... <br> Statistical Information...

    15th Percentile Speed
        34.8 mph
    Median Speed
38.8 mph

15th Percentile Speed 34.8 mph
$\begin{aligned} & \text { Median } \text { Speed } \\ & 38.8 \mathrm{mph}\end{aligned}$
10 MPH Pace Speed
35 mph to 45 mph
30 vehicles in pace
Representing $76.9 \%$ of the total vehicles
85th Percentile Speed
Average Speed

85th Percentile Speed 43.8 mph

Average Speed 38.9 mph

Vehicles > 65 MPH
0
0.0\%
File: Speed Chopped.prn
City:
County:
Station \#: 000000000001
Site ID: 000000000001
Location: US 301, b/t Wonders St \& Rutland St
Direction: NORTH

City:
County:

## Direction: NORTH

Lane: 2

| TIME | <10 | <15 | <20 | <25 | <30 | <35 | <40 | <45 | <50 | <55 | <60 | <65 | $<70$ | $<75$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |


| 01:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:00 | 0 | 0 | 0 | $\bigcirc$ | 0 | 5 | 1 | 2 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 3 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 8 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 5 | 17 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 30 |
| 06:00 | 1 | 0 | 0 | $\bigcirc$ | 0 | 9 | 25 | 35 | 6 | 3 | 0 | 0 | 0 | 0 | 79 |
| 07:00 | 0 | 0 | 0 | 0 | 6 | 38 | 89 | 76 | 12 | 1 | 0 | 0 | 0 | 0 | 222 |
| 08:00 | 1 | 0 | 3 | 2 | 3 | 50 | 116 | 107 | 22 | 6 | 0 | 0 | $\bigcirc$ | 0 | 310 |
| 09:00 | 0 | 0 | 1 | 3 | 11 | 44 | 147 | 83 | 9 | 1 | 1 | 0 | 0 | 0 | 300 |
| 10:00 | 0 | 0 | 2 | 2 | 17 | 34 | 105 | 78 | 12 | 3 | 0 | 0 | 0 | 0 | 253 |
| 11:00 | 0 | 0 | 0 | 9 | 36 | 56 | 96 | 61 | 15 | 1 | 0 | 0 | 0 | 0 | 274 |
| 12:00 | 1 | 0 | 4 | 7 | 17 | 55 | 145 | 73 | 7 | 1 | 0 | 0 | $\bigcirc$ | 0 | 310 |
| 13:00 | 0 | 1 | 0 | 14 | 16 | 64 | 123 | 59 | 10 | 2 | 2 | 0 | 0 | 0 | 291 |
| 14:00 | 0 | 0 | 5 | 1 | 18 | 53 | 136 | 64 | 11 | 6 | 0 | 0 | 0 | 0 | 294 |
| 15:00 | 0 | 0 | 1 | 5 | 34 | 47 | 157 | 88 | 5 | 0 | 0 | 0 | $\bigcirc$ | 0 | 337 |
| 16:00 | 0 | 0 | 1 | 3 | 19 | 54 | 159 | 152 | 8 | 2 | 0 | 0 | 0 | 0 | 398 |
| 17:00 | 0 | 0 | 1 | 7 | 4 | 66 | 178 | 126 | 32 | 1 | 0 | 0 | $\bigcirc$ | 0 | 415 |
| 18:00 | 0 | 0 | 0 | 7 | 11 | 46 | 155 | 120 | 22 | 2 | 1 | 0 | 0 | 0 | 364 |
| 19:00 | 0 | 1 | 6 | 1 | 4 | 18 | 58 | 75 | 28 | 9 | 1 | 0 | 0 | 0 | 201 |
| 20:00 | 0 | 1 | 2 | 4 | 7 | 16 | 39 | 41 | 12 | 5 | 1 | 0 | $\bigcirc$ | 0 | 128 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 20 | 32 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 73 |
| 22:00 | 0 | 0 | 0 | 2 | 6 | 27 | 13 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 63 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 10 | 21 | 5 | 4 | 0 | 0 | 0 | $\bigcirc$ | 0 | 42 |
| 24:00 | 0 | 0 | 0 | 0 | 1 | 8 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |


| DAY TOTAL | 3 | 3 | 26 | 68 | 216 | 731 | 1828 | 1288 | 221 | 44 | 6 | 0 | 0 | 4434 |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PERCENTS | $0.1 \%$ | $0.1 \%$ | $0.6 \%$ | $1.5 \%$ | $4.9 \%$ | $16.5 \%$ | $41.2 \%$ | $29.0 \%$ | $5.0 \%$ | $1.0 \%$ | $0.1 \%$ | $0.0 \%$ | $0.0 \%$ | $0.0 \%$ | $100.0 \%$ |

Statistical Information...


File: Speed Chopped.prn
City:
County:
Station \#: 000000000001
Site ID: 000000000001
Location: US 301, b/t Wonders St \& Rutland St
Direction: NORTH
Lane: 2
TIME

| TIME | <10 | <15 | <20 | $<25$ | $<30$ | <35 | <40 | <45 | <50 | <55 | <60 | <65 | $<70$ | <75 | otal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:00 | 0 | 0 | 0 | 1 | 0 | 8 | 16 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 34 |
| 06:00 | 0 | 0 | 0 | 0 | $\bigcirc$ | 16 | 33 | 27 | 5 | 1 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 82 |
| 07:00 | 0 | 0 | 0 | 2 | 4 | 31 | 98 | 89 | 15 | 4 | 2 | 0 | $\bigcirc$ | 0 | 245 |
| 08:00 | 0 | 0 | 2 | 3 | 9 | 6 | 138 | 117 | 30 | 2 | 2 | 0 | 0 | 1 | 310 |
| 09:00 | 0 | 0 | 1 | 3 | 15 | 58 | 108 | 65 | 11 | 4 | 0 | 0 | 0 | 0 | 265 |
| 10:00 | 0 | $\bigcirc$ | 0 | 0 | 19 | 42 | 104 | 58 | 13 | 3 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 239 |
| 11:00 | 2 | 1 | 1 | 6 | 22 | 55 | 90 | 60 | 15 | 8 | 0 | 0 | 0 | 0 | 260 |
| 12:00 | 0 | 0 | 1 | 1 | 23 | 42 | 152 | 49 | 16 | 0 | 0 | 0 | 0 | 0 | 284 |
| 13:00 | 1 | 1 | 0 | 14 | 20 | 56 | 134 | 100 | 15 | 0 | 0 | 0 | 0 | 0 | 341 |
| 14:00 | 0 | 0 | 4 | 11 | 18 | 14 | 114 | 103 | 22 | 3 | 1 | $\bigcirc$ | $\bigcirc$ | 0 | 290 |
| 15:00 | 1 | 0 | 0 | 8 | 15 | 74 | 101 | 73 | 14 | 1 | 1 | 0 | 0 | 0 | 288 |
| 16:00 | 0 | 0 | 0 | 4 | 31 | 37 | 178 | 131 | 11 | 2 | 1 | 0 | 0 | 0 | 395 |
| 17:00 | 1 | 0 | 3 | 3 | 9 | 33 | 164 | 144 | 23 | 2 | 0 | 0 | 0 | 0 | 382 |
| 18:00 | 0 | 0 | 3 | 3 | 7 | 45 | 112 | 154 | 40 | 5 | 0 | 0 | $\bigcirc$ | 0 | 369 |
| 19:00 | 0 | 0 | 1 | 3 | 6 | 22 | 72 | 87 | 32 | 4 | 1 | 0 | 0 | 0 | 228 |
| 20:00 | 0 | 0 | 1 | 2 | 5 | 17 | 42 | 36 | 14 | 5 | 0 | 0 | 0 | 0 | 122 |
| 21:00 | 0 | 0 | 3 | 2 | 5 | 21 | 45 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 100 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 22 | 41 | 6 | 4 | 0 | 2 | 0 | $\bigcirc$ | 0 | 76 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 14 | 21 | 14 | 10 | 1 | 0 | 0 | 0 | 0 | 61 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |


| DAY TOTAL | 5 | 2 | 20 | 67 | 209 | 640 | 1793 | 1357 | 302 | 46 | 10 | 0 | 0 | 1 | 4452 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PERCENTS | $0.1 \%$ | $0.0 \%$ | $0.4 \%$ | $1.5 \%$ | $4.7 \%$ | $14.4 \%$ | $40.3 \%$ | $30.5 \%$ | $6.8 \%$ | $1.0 \%$ | $0.2 \%$ | $0.0 \%$ | $0.0 \%$ | $0.0 \%$ | $100.0 \%$ |

Statistical Information...


```
Station #: 000000000001 File: Speed Chopped.prn
Site ID: 000000000001
Location: US 301, b/t Wonders St & Rutland St
City:
```

Direction: NORTH
Lane: 2
TIME $<10<15<20<25<30<35<40<45<50<55<60<65<70<75$ Total


## Statistical Information... <br> Statistical Information...

    15th Percentile Speed
        32.7 mph
    Median Speed
39.6 mph

15th Percentile Speed 32.7 mph

Median Speed
39.6 mph

10 MPH Pace Speed 35 mph to 45 mph
13 vehicles in pace Representing 61.9\% of the total vehicles
85th Percentile Speed
Average Speed

85th Percentile Speed 44.9 mph

Average Speed
39.7 mph

Vehicles > 65 MPH
0
$0.0 \%$

File: Speed Chopped.prn
City:
County:

| Station \#: 000000000001 | File: Speed Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |

## Direction: SOUTH

Lane: 3
TIME $<10<15<20<25<30<35<40<45<50<55$
$<60<65<7$
$70<75$ Total


| DAY TOTAL | 2 | 6 | 51 | 100 | 389 | 1574 | 2061 | 913 | 198 | 38 | 7 | 2 | 0 | 0 | 5341 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PERCENTS | $0.0 \%$ | $0.1 \%$ | $1.0 \%$ | $1.9 \%$ | $7.3 \%$ | $29.5 \%$ | $38.6 \%$ | $17.1 \%$ | $3.7 \%$ | $0.7 \%$ | $0.1 \%$ | $0.0 \%$ | $0.0 \%$ | $0.0 \%$ | $100.0 \%$ |

Statistical Information...

| 15th Percentile Speed 30.8 mph | 85th Percentile Speed 42.0 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 36.3 mph | 36.2 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 30 mph to 40 mph | 0 |
| 3635 vehicles in pace | 0.0\% |
| Representing 68.1\% of the total vehicles |  |

File: Speed Chopped.prn
City:
County:

| Station \#: 000000000001 | File: Speed Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |

## Direction: SOUTH

Lane: 3
TIME $<10<15<20<25<30<35<40<45<50<55<60<65<70<75$ Total

| 01:00 | 0 | 0 | 1 | 0 | 0 | 10 | 4 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 24 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 5 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 3 | 1 | 0 | 0 | $\bigcirc$ | 0 | 0 | 28 |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 16 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 05:00 | 0 | 1 | 1 | 0 | 1 | 13 | 33 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 06:00 | 0 | 0 | 0 | 0 | 5 | 20 | 69 | 53 | 16 | 3 | 0 | 0 | 0 | 0 | 166 |
| 07:00 | 0 | 0 | 0 | 0 | 2 | 50 | 155 | 105 | 28 | 5 | 0 | 0 | 1 | 0 | 346 |
| 08:00 | 1 | 1 | 1 | 0 | 2 | 65 | 189 | 100 | 27 | 1 | 2 | 0 | 0 | 0 | 389 |
| 09:00 | 0 | 0 | 0 | 2 | 7 | 78 | 157 | 56 | 18 | 5 | 0 | 0 | 0 | 0 | 323 |
| 10:00 | 0 | 0 | 7 | 13 | 23 | 90 | 126 | 52 | 8 | 5 | 0 | 0 | 0 | 0 | 324 |
| 11:00 | 0 | 1 | 13 | 13 | 28 | 101 | 137 | 37 | 3 | 1 | 0 | 0 | 0 | 0 | 334 |
| 12:00 | 0 | 2 | 7 | 18 | 50 | 105 | 96 | 33 | 5 | 2 | 0 | 0 | 0 | 0 | 318 |
| 13:00 | 0 | 6 | 8 | 15 | 48 | 117 | 105 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 339 |
| 14:00 | 0 | 2 | 9 | 11 | 33 | 113 | 101 | 49 | 5 | 1 | 0 | 0 | 0 | 0 | 324 |
| 15:00 | 0 | 0 | 3 | 12 | 38 | 116 | 141 | 46 | 10 | 2 | 0 | 1 | 0 | 0 | 369 |
| 16:00 | 1 | 1 | 3 | 18 | 30 | 119 | 154 | 68 | 10 | 3 | 0 | 0 | 0 | 0 | 407 |
| 17:00 | 0 | 0 | 8 | 6 | 32 | 85 | 137 | 100 | 19 | 5 | 0 | 0 | 0 | 0 | 392 |
| 18:00 | 0 | 2 | 0 | 5 | 27 | 65 | 128 | 66 | 18 | 4 | 1 | 0 | 0 | 0 | 316 |
| 19:00 | 0 | 0 | 0 | 3 | 6 | 44 | 72 | 51 | 15 | 4 | 0 | 1 | 0 | 0 | 196 |
| 20:00 | 0 | 0 | 0 | 1 | 8 | 35 | 62 | 45 | 4 | 0 | 0 | 0 | 0 | 0 | 155 |
| 21:00 | 0 | 0 | 1 | 2 | 7 | 53 | 59 | 20 | 5 | 0 | 1 | 0 | 0 | 0 | 148 |
| 22:00 | 0 | 0 | 0 | 1 | 2 | 27 | 33 | 16 | 1 | 1 | 0 | 1 | 0 | 0 | 82 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 20 | 26 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 54 |
| 24:00 | 0 | 0 | 0 | 0 | 1 | 12 | 12 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |


| DAY TOTAL | 2 | 16 | 62 | 121 | 352 | 1371 | 2035 | 976 | 202 | 44 | 4 | 3 | 1 | 0 | 5189 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PERCENTS | $0.0 \%$ | $0.3 \%$ | $1.2 \%$ | $2.3 \%$ | $6.8 \%$ | $26.4 \%$ | $39.2 \%$ | $18.8 \%$ | $3.9 \%$ | $0.8 \%$ | $0.1 \%$ | $0.1 \%$ | $0.0 \%$ | $0.0 \%$ | $100.0 \%$ |

Statistical Information...


```
Station #: 000000000001 File: Speed Chopped.prn
Site ID: 000000000001
Location: US 301, b/t Wonders St & Rutland St
```

File: Speed Chopped.prn
City:
County:
Direction: SOUTH
Lane: 3
TIME $<10<15<20<25<30<35<40<45<50<55<60<65<70<75$ Total

| 01: 00 | 0 | 0 | 0 | 1 | 0 | 5 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DAY TOTAL | 0 | 0 | 0 | 1 | 0 | 5 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| PERCENTS | 0.0\% | 0.0\% | 0.0\% | 7.1\% | 0.0\% | 35.7\% | 50.0\% | 0.0\% | 7.1\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

85th Percentile Speed
15th Percentile Speed 31.1 mph

Median Speed
35.7 mph

10 MPH Pace Speed
30 mph to 40 mph 12 vehicles in pace Representing $85.7 \%$ of the total vehicles
15th Percentile Speed

## Statistical Information... <br> Statistical Information...

File: Speed Chopped.prn
City:
County:

| Station \#: 000000000001 | File: Speed Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |

## Direction: SOUTH

Lane: 4
TIME $<10<15<20<25<30<35<40<45<50$
$<55$
$<60<65<70$
$70<75$ Total

| 01:00 | 0 | 0 | 1 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 02:00 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 15 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 4 | 30 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 46 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 4 | 40 | 25 | 6 | 2 | 0 | 0 | 0 | 0 | 78 |
| 06:00 | 0 | 0 | 0 | 0 | 3 | 15 | 67 | 88 | 27 | 3 | 0 | 1 | 0 | 0 | 204 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 18 | 144 | 193 | 65 | 14 | 1 | 0 | 0 | 0 | 435 |
| 08:00 | 0 | 1 | 0 | 2 | 15 | 46 | 223 | 203 | 42 | 10 | 1 | 1 | 0 | 0 | 544 |
| 09:00 | 0 | 0 | 0 | 1 | 6 | 78 | 228 | 120 | 24 | 6 | 1 | 0 | 0 | 0 | 464 |
| 10:00 | 0 | 0 | 0 | 2 | 7 | 59 | 197 | 111 | 24 | 5 | 0 | 0 | 0 | 0 | 405 |
| 11:00 | 1 | 0 | 0 | 10 | 15 | 78 | 198 | 86 | 23 | 0 | 1 | 0 | 1 | 0 | 413 |
| 12:00 | 0 | 1 | 1 | 3 | 16 | 118 | 192 | 87 | 20 | 4 | 0 | 0 | 0 | 0 | 442 |
| 13:00 | 1 | 0 | 0 | 4 | 9 | 108 | 187 | 74 | 19 | 0 | 0 | 0 | 0 | 0 | 402 |
| 14:00 | 1 | 0 | 1 | 1 | 17 | 100 | 211 | 88 | 14 | 2 | 0 | 0 | 0 | 0 | 435 |
| 15:00 | 0 | 0 | 0 | 6 | 16 | 101 | 180 | 120 | 20 | 6 | 0 | 0 | 0 | 0 | 449 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 64 | 167 | 142 | 42 | 5 | 0 | 0 | 0 | 0 | 420 |
| 17:00 | 0 | 0 | 1 | 2 | 14 | 60 | 170 | 144 | 33 | 5 | 0 | 1 | 0 | 0 | 430 |
| 18:00 | 0 | 0 | 2 | 0 | 3 | 39 | 136 | 149 | 44 | 12 | 1 | 0 | 1 | 0 | 387 |
| 19:00 | 0 | 0 | 0 | 1 | 7 | 18 | 68 | 112 | 33 | 19 | 3 | 0 | 0 | 0 | 261 |
| 20:00 | 1 | 0 | 0 | 0 | 3 | 28 | 58 | 77 | 16 | 5 | 0 | 0 | 0 | 0 | 188 |
| 21:00 | 0 | 0 | 0 | 0 | 3 | 14 | 58 | 44 | 9 | 3 | 0 | 0 | 0 | 0 | 131 |
| 22:00 | 0 | 0 | 0 | 3 | 2 | 17 | 22 | 26 | 7 | 2 | 0 | 0 | 0 | 0 | 79 |
| 23:00 | 0 | 0 | 0 | 0 | 3 | 2 | 29 | 17 | 5 | 1 | 1 | 0 | 0 | 0 | 58 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 33 |


| DAY TOTAL | 4 | 2 | 6 | 35 | 144 | 980 | 2642 | 1930 | 482 | 105 | 9 | 4 | 2 | 0 | 6345 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PERCENTS | $0.1 \%$ | $0.0 \%$ | $0.1 \%$ | $0.6 \%$ | $2.3 \%$ | $15.4 \%$ | $41.6 \%$ | $30.4 \%$ | $7.6 \%$ | $1.7 \%$ | $0.1 \%$ | $0.1 \%$ | $0.0 \%$ | $0.0 \%$ | $100.0 \%$ |

Statistical Information...

| 15th Percentile Speed | 85th Percentile Speed <br> 33.9 mph |
| :--- | ---: |
| 44.1 mph <br> Median Speed <br> 38.8 mph <br> MPH Pace Speed <br> 35 mph to 45 mph <br> 4572 vehicles in pace <br> Representing $72.1 \%$ of the total vehicles |  |

File: Speed Chopped.prn
City:
County:

| Station \#: 000000000001 | File: Speed Chopped.prn |
| :--- | :--- |
| Site ID: 000000000001 | City: |
| Location: US 301, b/t Wonders St \& Rutland St | County: |

## Direction: SOUTH

Lane: 4
TIME $<10<15<20<25<30<35<40<45<50<55$
$<60<65<70$ <75 Total

| 01:00 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 19 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 6 | 0 | 1 | 0 | 0 | 2 | 0 | 19 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 23 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 4 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 13 | 37 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 70 |
| 06:00 | 0 | 0 | 0 | 0 | 1 | 11 | 72 | 77 | 30 | 5 | 0 | 0 | 0 | 0 | 196 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 11 | 119 | 196 | 60 | 15 | 1 | 0 | 1 | 0 | 403 |
| 08:00 | 0 | 0 | 2 | 0 | 3 | 18 | 180 | 193 | 59 | 20 | 0 | 0 | 0 | 0 | 475 |
| 09:00 | 1 | 0 | 0 | 0 | 1 | 42 | 194 | 166 | 36 | 5 | 1 | 0 | 0 | 0 | 446 |
| 10:00 | 0 | 0 | 0 | 3 | 4 | 29 | 195 | 117 | 24 | 7 | 0 | 0 | 0 | 0 | 379 |
| 11:00 | 0 | 1 | 1 | 2 | 17 | 97 | 186 | 100 | 22 | 4 | 0 | 1 | 0 | 0 | 431 |
| 12:00 | 2 | 1 | 0 | 2 | 21 | 100 | 168 | 98 | 11 | 8 | 0 | 0 | 3 | 0 | 414 |
| 13:00 | 0 | 0 | 1 | 8 | 13 | 134 | 197 | 90 | 17 | 1 | 0 | 0 | 0 | 0 | 461 |
| 14:00 | 0 | 0 | 0 | 2 | 25 | 91 | 171 | 115 | 13 | 3 | 1 | 0 | 0 | 0 | 421 |
| 15:00 | 0 | 0 | 0 | 2 | 24 | 94 | 172 | 108 | 34 | 6 | 1 | 0 | 0 | 0 | 441 |
| 16:00 | 1 | 1 | 1 | 4 | 23 | 73 | 180 | 137 | 34 | 14 | 0 | 0 | 0 | 0 | 468 |
| 17:00 | 0 | 0 | 0 | 0 | 3 | 67 | 172 | 159 | 39 | 11 | 1 | 0 | 0 | 0 | 452 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 35 | 118 | 154 | 52 | 4 | 4 | 0 | 0 | 0 | 368 |
| 19:00 | 0 | 0 | 1 | 0 | 8 | 12 | 79 | 82 | 47 | 11 | 1 | 0 | 0 | 0 | 241 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 17 | 60 | 55 | 17 | 11 | 3 | 0 | 0 | 0 | 164 |
| 21:00 | 0 | 0 | 0 | 0 | 3 | 18 | 63 | 46 | 7 | 1 | 0 | 0 | 0 | 0 | 138 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 19 | 44 | 33 | 9 | 1 | 0 | 0 | 0 | 0 | 108 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 35 | 20 | 9 | 2 | 1 | 0 | 0 | 0 | 69 |
| 24:00 | 0 | 0 | 0 | 0 | 1 | 3 | 20 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 46 |


| DAY TOTAL | 4 | 3 | 6 | 23 | 153 | 897 | 2504 | 2005 | 534 | 132 | 15 | 1 | 6 | 0 | 6283 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PERCENTS | $0.1 \%$ | $0.0 \%$ | $0.1 \%$ | $0.4 \%$ | $2.4 \%$ | $14.3 \%$ | $39.9 \%$ | $31.9 \%$ | $8.5 \%$ | $2.1 \%$ | $0.2 \%$ | $0.0 \%$ | $0.1 \%$ | $0.0 \%$ | $100.0 \%$ |

Statistical Information...

| 15th Percentile Speed 34.2 mph | 85th Percentile Speed 44.4 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 39.1 mph | 39.3 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 35 mph to 45 mph | 6 |
| 4509 vehicles in pace | $0.1 \%$ |
| Representing 71.8\% of the total vehicles |  |

```
Station #: 000000000001 File: Speed Chopped.prn
Site ID: 000000000001
Location: US 301, b/t Wonders St & Rutland St
City:
```

Direction: SOUTH
Lane: 4
TIME $<10<15<20<25<30<35<40<45<50<55<60<65<70<75$ Total


## Statistical Information... <br> Statistical Information...

    15th Percentile Speed
        35.1 mph
    Median Speed
39.2 mph

15th Percentile Speed 35.1 mph

Median Speed
39.2 mph

10 MPH Pace Speed
35 mph to 45 mph
12 vehicles in pace
Representing $85.7 \%$ of the total vehicles
85th Percentile Speed
Average Speed

85th Percentile Speed 43.3 mph

Average Speed 38.9 mph

Vehicles > 65 MPH
0
0.0\%

Appendix C - Streetscape and Hardscape Palette

## Landscape Palette

## Palette selection Criteria:

The plant palette of Wildwood streetscape has been developed based on the following criteria:

- Ultimate size of the plant.
- Suitability to plant with sight lines, such as possible clear trunk height and trunk diameter*
- Maintenance requirements
- Hardiness zone, temperature and microclimate
- Provide variety of Colors, forms \& textures
- Cost effectiveness
* Doesn't apply for the full palette.



## Landscape Palette

## Guiding Design Criteria:

- It is recommended to plant a variety of palm species and mix palms with hardwood trees to reduce the chances for a disease epidemic.
- Within clear sight triangles, select ground cover plants with maximum mature height $\leq 18$ inches.
- Trees within sight triangles shall maintain a clear sight window; Select trees with clear trunk or limbed up to $5^{\prime}$ minimum above sight datum (3.5').
- Space large plants according to the recommended
- It is highly recommended to use plants adopted to drip irrigation rather than sprayers.
- Select trees to provide shade and comfort for pedestrians, bicyclists, and transit riders on sidewalk ways.
- Selectively clearing and thinning of existing vegetation is recommended.
- Maintain horizontal and vertical clear zones.


Sight Window detail
Reference: FDOT Design Manual - 212-Intersections


Reference: FDOT Maintenance Rating Program Handbook

## Landscape Palette

## LARGE TREES




Gordonia lasianthus (Lobloly Bay)


## Landscape Palette

## LARGE TREES



Main street WILDWOOD

## Landscape Palette

## LARGE TREES



Main Street WILDWOOD

## Landscape Palette

## SHRUBS



Ilex comnuta 'Burfordii Nana' (Dwarf Burford Holly)

## GROUND COVERS



Main street WILDWOOD

## Landscape Palette

## GRASSES



Muhlenbergia capillaris (Muhly Grass)


Spartina bakeri (Sand Cordgrass)*


Ophiopogon japonica (Mondo Grass)


## Main street WILDWOOD

## Landscape Palette

HARDSCAPE MATERIALS \＆SITE FURNISGINGS－Inspiring Images


Main street WILDWOOD

## Landscape Palette

## SITE FURNSHINGS \& LIGHTING (example)



In addition to the suitability to the project site climatic conditions, Material selection shall be based on the availability of wide range of
 products from the same source to match the same design style


## Landscape Palette

## SITE FURNSHINGS \& LIGHTING (example)



Main street
WILDWOOD

Appendix D - US 301 Traffic Trend Analysis

Traffic Trends - V03.a
US 301 -- 0.375 mi N of CR 44A


| County: | Sumter (18) |
| :---: | :---: |
| Station \#: | 0026 |
| Highway: | US 301 |



| Year | Traffic (ADTIAADT) |  |
| :---: | :---: | :---: |
|  | Count* | Trend** |
| 2004 | 17500 | 17300 |
| 2005 | 18400 | 17500 |
| 2006 | 17200 | 17700 |
| 2007 | 19000 | 17900 |
| 2008 | 18900 | 18100 |
| 2009 | 18300 | 18300 |
| 2010 | 19200 | 18500 |
| 2011 | 17500 | 18700 |
| 2012 | 18600 | 18900 |
| 2013 | 18300 | 19200 |
| 2014 | 16200 | 19400 |
| 2015 | 17300 | 19600 |
| 2016 | 20000 | 19800 |
| 2017 | 21000 | 20000 |
| 2018 | 21000 | 20200 |
| 2019 | 23000 | 20400 |
| 2022 Opening Year Trend |  |  |
| 2022 | N/A | 21100 |
| 2032 Mid-Year Trend |  |  |
| 2032 | N/A | 23200 |
| 2042 Design Year Trend |  |  |
| 2042 | N/A | 25300 |
| TRANPLAN Forecasts/Trends |  |  |
|  |  |  |

*Axle-Adjusted

Appendix E-FDOT Roundabout Step 1 Screening Forms

| FLORIDA DEPARTMENT OF TRANSPORTATION STEP 1 - ROUNDABOUT SCREENING |  |  |  |
| :---: | :---: | :---: | :---: |
| Prepared by: | T. Valila | Date Prepared: | 3/13/2020 |
| Financial Project ID: |  | Project Name: | Wildwood Complete Streets Plan |
| FAP No.: | N/A | State Road: | US 301 / Main Street |
| County: | Sumter County | Intersecting Road: | CR 44A / Huey Street |


| EXISTING CONTROL/PROJECT CLASSIFICATION |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Control: | $\square$ Signal | $\square$ all Way Stop | $\square 2$ Way Stop | $\square$ Yield | $\square$ None |
| Classification: | $\square$ Design. | $\square$ Traffic Operations | $\square$ Other |  |  |



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 | $\square$ yes | $\square$ no |
| :--- | :--- | :--- |
| Approved by: | $\square$ DDE or $\square$ DTOE |  |
| Signature: $\quad \square$ | Date: |  |


| FLORIDA DEPARTMENT OF TRANSPORTATION STEP 1 - ROUNDABOUT SCREENING |  |  |
| :---: | :---: | :---: |
| Prepared by: T. Valila | Date Prepared: | 3/13/2020 |
| Financial Project ID: $N / A$ | Project Name: | Wildwood Complete Streets Plan |
| FAP No.: $\quad N / A$ | State Road: | US 301 / Main Street |
| County: Sumter County | Intersecting Road: | City Hall |


| EXISTING CONTROL/PROJECT CLASSIFICATION |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Control: | $\square$ Signal | $\square$ all Way Stop | $\square 2$ Way Stop | $\square$ Yield | $\square$ None |
| Classification: | $\square$ Design. | $\square$ Traffic Operations | $\square$ Other |  |  |

## SCREENING CRITERIA

1. Does the intersection have physical or geometric constraints that would limit visibility orno complicate construction? (comment below if "yes")
2. Does the major roadway AADT exceed $90 \%$ of the total intersection AADT? yes no (comment below if "yes")
The proposed location does not have a direct cross street (to be located between Oxford \& Wonders Streets), but provides for corridor U-turns. Estimated peak hour turning movements with the concept have US 301 accounting for 95\% of traffic.
3. Does the intersection have pedestrians with special needs that would have difficultyyes no crossing the road? (comment below if "yes")
4. Is the intersection located within a coordinated signal network? (comment below if "yes")yes
5. Is there downstream traffic control or conditions that could cause queues to back up intoyes the intersection? (comment below if "yes")
6. Would the installation of a roundabout create impacts to historical, 4(f), or yes no environmentally sensitive sites? Would the relocation of residences or businesses be required? (comment below if "yes")

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 | $\square$ yes | $\square$ no |  |
| :--- | :--- | :--- | :--- |
| Approved by: | $\square$ DDE or $\square$ DTOE |  |  |
| Signature: $\quad \square$ | Date: $\quad$ |  |  |


| FLORIDA DEPARTMENT OF TRANSPORTATION STEP 1 - ROUNDABOUT SCREENING |  |  |  |
| :---: | :---: | :---: | :---: |
| Prepared by: | T. Valila | Date Prepared: | 3/13/2020 |
| Financial Project ID: |  | Project Name: | Wildwood Complete Streets Plan |
| FAP No.: | $N / A$ | State Road: | US 301 / Main Street |
| County: | Sumter County | Intersecting Road: | Old Wire Road |


| EXISTING CONTROL/PROJECT CLASSIFICATION |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Control: | $\square$ Signal | $\square$ all Way Stop | $\square 2$ Way Stop | $\square$ Yield | $\square$ None |
| Classification: | $\square$ Design. | $\square$ Traffic Operations | $\square$ Other |  |  |

## SCREENING CRITERIA

1. Does the intersection have physical or geometric constraints that would limit visibility orno complicate construction? (comment below if "yes")
2. Does the major roadway AADT exceed $90 \%$ of the total intersection AADT? yes no (comment below if "yes")
No AADT or turning movement count data was available. The estimated peak hour turning movements with the concept plan have US 301 accounting for 94\% of the total intersection traffic.
3. Does the intersection have pedestrians with special needs that would have difficulty
no crossing the road? (comment below if "yes")
4. Is the intersection located within a coordinated signal network? (comment below if "yes")yes
5. Is there downstream traffic control or conditions that could cause queues to back up intoyes the intersection? (comment below if "yes")
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")
There are minor right-of-way impacts anticipated on the west side of the road, but which are not anticipated to negatively impact the parcel.

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 | $\square$ yes | $\square$ no |
| :--- | :--- | :--- |
| Approved by: | $\square$ DDE or $\square$ DTOE |  |
| Signature: $\quad$ Date: |  |  |

Appendix F - Roundabout Performance Checks







## DESIGNER INPUT

NOTES: 1) Enter speed curve radii values, in feet, from the CAD generated or hand drawn fastest paths
2) Enter superelevation rates for each individual speed curve movement based on the vertical design of the roundabout
3) For calculation of the stopping sight distance on the circulatory roadway enter the steepest downhill grade for the circulating lane. This will result in a worst case scenario for stopping sight distance for vehicles travelling in the circulating lane. These grades can be found on the truck apron profile.
4) Select a $T_{c}$ value from the drop down list to be used in intersection sight distance calculations. NCHRP Report 672 gives a range of 4.5 to 6.5 for $T_{c}$. Designers should coordinate with the client and identify the appropriate value for calculation of intersection stopping sight distance.

LEGEND: YELLOW CELLS REQUIRE USER INPUT


## ROUNDABOUT SPEED ESTIMATION - NCHRP REPORT 672 METHOD

SPEED ESTIMATION EQUATIONS FROM NCHRP REPORT 672


ROUNDABOUT DESIGN SPEEDS LEGEND
ROUNDABOUT SPEED DIFERRENTIALS LEGEND

| 24.4 m | SIGN SPEEDS/SPEED DIFFERENTIALS FALL WITHIN NCHRP REPORT 672 (SPEEDS $\leq 30 \mathrm{mph}$, Differentials $\leq 15 \mathrm{mph}$ ) | ( 10.3 mph |
| :---: | :---: | :---: |
| (2) 31.5 mph | THESE DESIGN SPEEDS/SPEED DIFFERENTIALS FALL OUTSIDE OF NCHRP REPORT 672 RECOMMENDED RA $\begin{array}{c}\text { (SPEEDS }\end{array}>30$ mph Differentials $\left.\gg 15 \mathrm{mph}\right)$ (SPEEDS > 30 mph , Differentials > 15 mph ) | h |
| © 26.7 mph | E design speeds and speed differentials for single lane roundabouts/Approaches fall WITHIN THE HIGH RANGES OF THE RECOMMENDED VALUES. SEE NOTES 3 AND 6 bELOW. | ( 13.6 mph |



| NOTE 5) | The first "V" in each row heading is the speed for the movement associated with the respective approach column, and the second "V" is the conflicting movement. |
| :--- | :--- | :--- |
| NOTE 6) | NCHRP Report 672 recommends that speed differentials between conflicting vehicle movements and consecutive geometric movements be no higher than $10-15$ mph. Differentials for single lane RABs should be | below or on the low end of this range while multi-l-lane RABs may be on the higher end. High speed differentials are typically a result of an entering speed that is $>25$ mph with a circulating speed of 15 mph or elss. When speed differentials for single lane roundabouts/approaches are $>12$ mph designers should look for geometric solutions to reduce the speeds causing the high differentials or identify the constraint that

is dictating the speeds and document that information.

NOTE 7) These speed differentials are for the consecutive movements on the through path ( $R_{1}$ to $R_{2}$ to $R_{3}$ ) and for the left turn movement $\left(R_{1}\right.$ to $R_{4}$ to $\left.R_{3}\right)$.
ROUNDABOUT SPEED DIFFERENTIALS

| NOTE 1) | These speeds are calculated using Equations 6-1 and 6-2 shown above, and the radii entered in the Designer Input table. If superelevation values other than $+/-0.02 \%$ are entered into the Designer Input table the result in this table will be " $\mathrm{N} / \mathrm{A}$ " and the AASHTO calculation method must be used. |
| :---: | :---: |
| NOTE 2) | NCHRP Report 672 recommends that entering speeds ( $\mathrm{V}_{1}$ ) for single lane approaches be a maximum of 25 mph , however there are situations where higher entering speeds on single lane approaches ( $>25$ ) can be justified. For multi-lane approaches the NCHRP Report 672 recommends a maximum entering speed of 30 mph . All design speeds should be kept under 30 mph to help minimize speed differentials. If speeds are outside of the recommended ranges, designers should look for geometric solutions to reduce entering speeds or identify the constraint that is dictating the higher speed and document that information. |
| NOTE 3) |  attainable due to acceleration limitations. Designers should use the acceleration equation to determine vehicle speeds at conflict points and pedestrian crossings on the exits. |
| NOTE 4) | These $R_{3}$ exit speeds are calculated using the NCHRP Report 672 acceleration equation. Exit speeds are calculated by taking the $R_{2}$ speeds and adding the vehicle acceleration to the conflict point. The lower of the two $R_{3}$ values calculated in this table is used in the speed differential calculations below. |



| CONFLCT SPEED differentals | $v_{5}-v_{3}$ |
| :---: | :---: |
|  | $\mathrm{v}_{2}-\mathrm{v}_{4}$ |
|  | $v_{1}-v_{5}$ |
|  | $\mathrm{v}_{2}-\mathrm{v}_{2}$ |
| consecutive MOVEMENTS differentials | $\mathrm{v}_{1}-\mathrm{v}_{2}$ |
|  | $v_{2}-v_{3}$ |
|  | $\mathrm{v}_{1}-\mathrm{v}_{4}$ |
|  | $v_{4}-v_{3}$ |
| SPEED VARIATION | $v_{1}, v_{3}, v_{4}, v_{3}$ |



NOTE 8) This speed variation is associated with all radii passing through the same point.

| APPROACH |  |  |  |
| :---: | :---: | :---: | :---: |
| North | East | South | Wes |
| 0.1 mph | (8) 17.7 mph | (2) 15.8 mph | - 12.6 mph |
| 6.9 mph | - 0.5 mph | (2) 16.8 mph | (2) 15.4 mph |
| 15.3 mph | - 4.7 mph | (2) 42.2 mph | (8) 23.9 mph |
| 5.6 mph | (8) 15.5 mph | - 0.6 mph | - 9.3 mph |
| 14.8 mph | - 3.3 mph | (2) 31.7 mph | - 13.0 mph |
| ( 10.9 mph | - 5.0 mph | - 10.3 mph | - 5.9 mph |
| 20.9 mph | - 4.6 mph | (24) 47.7 mph | (8) 29.2 mph |
| 17.1 mph | - 6.3 mph | (2) 26.3 mph | 22.1 mp |
| 21.7 mph | (26.3 mph | ( 48.5 mph | 28.4 mph |

US 301 and Huey Street

## ROUNDABOUT SPEED CALCULATION - AASHTO Method

SPEED ESTIMATION EQUATIONS FROM AASHTO AND NCHRP REPORT 672
AASHTO Minimum Radius Equation
Equation $6-4$ (R3 based on acceleration)
$V=$ Velocity (mph)
$R=$ Radius of speed curve (ft)
ROUNDABOUT DESIGN SPEEDS LEGEND
ROUNDABOUT SPEED DIFERENTIALS LLGEND
$f=$ Side friction factor (AASHTO)
$e=$ Superelevation (\%)
$\mathrm{a}_{23}=$ Acceleration (6.9 ft/s2)
224.4 mph

THESE DESIGN SPEEDS/SPE
ED DIFFRRENTIALS FALL WITHIN NCHRP REPORT
$\mathrm{d}_{23}=$ Distance along vehicle path (ft)
$\begin{array}{lll}26.7 \mathrm{mph} & \text { THESE DESIGN SPEEDS AND SPEED DIFFERENTIALS FOR SINGLE LANE ROUNDABOUTS/APPROACHES FALL WITHIN } \\ \text { THE HIGH RANGES OF THE RECOMMENDED VALUES. SEE NOTES } 3 \text { AND } 6 \text { BELOW. }\end{array}$

$\qquad$

## Roundabout Intersection Sight Distance - NCHRP Report 672 Equations

Intersection Sight Distance Equations from NCHRP Report 672



## Roundabout Stopping Sight Distance - NCHRP Report 672 and AASHTO Equations

Stopping Sight Distance Equations from NCHRP Report 672


|  |  |  |  | ROUND | STO | IGHT | CE (FT) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |
|  |  |  |  | North | East | South | West |
| NOTE: | Stopping sight distance calculations use data from the Designer Input table. If the approach grade entered into the Designer Input table is greater than $3.0 \%$ then the | APPROACH | d | 247 | 152 | 247 | 152 |
|  | AASHTO Stopping Sight Distance on Grade Equation is used for the approach stopping sight distance calculation. Designers should refer to the NCHRP Report 672 for more discussion | CIRCULATORY | d | 75 | 70 | 75 | 70 |
|  |  | CROSSWALK ON EXIT | d | 114 | 137 | 114 | 106 |

## Splitter Island Length on High Speed Approaches - AASHTO Braking Distance Calculation



| PROJECT NAME: | US 301 and Huey Street | HDR PROJECT\# | 10138374 |
| :---: | :---: | :---: | :---: |
| client name: | City of Wildwood | ENTERED BY: | т. Valila |
|  |  |  | 2/28/2020 |


| Roundabout Intersection Sight Distance - NCHRP Report 672 Equations (Using AASHTO Speeds) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Intersection Sight Distance Equations from NCHRP Report 672 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| ROUNDABOUT INTERSECTION SIGHT DISTANCEAPPROACH |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | North | East | South | West |
| NOTE: The $T_{c}$ value used in these equations is from the Data Input table. Designers should coordinate with the client to identify the appropriate $T c$ value for calculation of the intersection sight distance. Designers should refer to Section 6.7.3.2 for more discussion on intersection sight distance at roundabouts. |  |  |  | FASTEST PATH | $\mathrm{d}_{1}$ | 114 | \#N/A | 253 | 189 |
|  |  |  |  |  | $\mathrm{d}_{2}$ | \#N/A | \#N/A | 100 | 95 |




NOTE: Stopping sight distance calculations use data from the Designer Input table, If the approat grade entered into the Designer Input table is greater than $+/-3.0 \%$ then the ASSHTO Stopping Sight Distance on Grade Equation is used for the approach stopping sight distan calculation. Designers should refer to the NCHRP Report 672 for more discussion on sight distance at roundabouts.

|  |  | ROUNDABOUT STOPPING SIGHT DISTANCE |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | APPROACH |  |  |  |
|  |  | North | East | South | West |
| APPROACH | d | 253 | \#N/A | 253 | 155 |
| CIRCULATORY | d | 79 | 74 | 79 | 74 |
| CROSSWALK ON EXIT | d | 117 | 140 | 116 | 108 |




## DESIGNER INPUT

NOTES: 1) Enter speed curve radii values, in feet, from the CAD generated or hand drawn fastest paths
2) Enter superelevation rates for each individual speed curve movement based on the vertical design of the roundabout
3) For calculation of the stopping sight distance on the circulatory roadway enter the steepest downhill grade for the circulating lane. This will result in a worst case scenario for stopping sight distance for vehicles travelling in the circulating lane. These grades can be found on the truck apron profile.
4) Select a $T_{c}$ value from the drop down list to be used in intersection sight distance calculations. NCHRP Report 672 gives a range of 4.5 to 6.5 for $T_{c}$. Designers should coordinate with the client and identify the appropriate value for calculation of intersection stopping sight distance.

LEGEND: YELLOW CELLS REQUIRE USER INPUT


## ROUNDABOUT SPEED ESTIMATION - NCHRP REPORT 672 METHOD

SPEED ESTIMATION EQUATIONS FROM NCHRP REPORT 672

| Equation 6-1 (for $e=+0.02 \%$ ) | $v$ = | (3.4415) $\mathrm{R}^{0.3861}$ | $\mathrm{v}=\mathrm{Velocity}$, (mph) |
| :---: | :---: | :---: | :---: |
|  |  |  | $\mathrm{R}=$ Radius of speed curve ( ft ) |
| Equation $6-2$ (fore $=-0.02 \%$ ) |  | (3.4614)R ${ }^{\text {R }}$ | $\mathrm{a}_{23}=$ Acceleration (6.9 $\mathrm{ft} / \mathrm{s}^{2}$ ) |
| Equation 6 -4 (R3 based on acceleration) | $\mathrm{v}_{3}$ | $\frac{\left.\left[1.47 V_{2}\right)^{2}+2 a_{23} \mathrm{~d}_{23}\right]^{0.5}}{1.47}$ |  |

ROUNDABOUT DESIGN SPEEDS LEGEND
Roundabout speed diferrentiais legend

| O. 24.4 mph | THESE DESIGN SPEEDS/SPEED DIFFERENTIALS FALL WITHIN NCHRP REPORT 672 RECOMMENDED RANGES (SPEEDS $\leq 30 \mathrm{mph}$, Differentials $\leq 15 \mathrm{mph}$ ) | ph |
| :---: | :---: | :---: |
| (2) 31.5 mph | THESE DESIGN SPEEDS/SPEED DIFFERENTIALS FALL OUTSIDE OF NCHRP REPORT 672 RECOMMENDED RANGE (SPEEDS > 30 mph , Differentials > 15 mph ) | h |
| 26.7 | SE DESIGN SPEEDS AND SPEED DIFFERENTIALS FOR SINGLE LANE ROUNDABOUTS/APPROACHES FALL | © 13.6 mph |


$\begin{array}{lll}\text { NOTE 5) } & \text { The first "V" in each row heading is the speed for the movement associated with the respective approach column, and the second "V" is the conflicting movement. } \\ \text { NOTE 6) } & \text { NCHRP Report } 672 \text { recommends that speed differentials between conflicting vehicle movements and consecutive geometric movements be no highe than } 10-15 \text { mph. Differentials for single lane RABs should be } \\ \text { below }\end{array}$
 less. When speed differentials for single lane roundabo
is dictating the speeds and document that information.

NOTE 7) These speed differentials are for the consecutive movements on the through path ( $R_{1}$ to $R_{2}$ to $R_{3}$ ) and for the left turn movement $\left(R_{1}\right.$ to $R_{4}$ to $\left.R_{3}\right)$

| $\underset{\substack{\text { FASTEST PATH } \\ \text { SPEEDS }}}{\text {. }}$ | $\mathrm{v}_{1}$ |
| :---: | :---: |
|  | $\mathrm{v}_{2}$ |
|  | $v_{3}$ |
|  | $\mathrm{v}_{4}$ |
|  | $\mathrm{v}_{5}$ |
| R3 SPEED AT CONFLICT POINT | $\mathrm{V}_{2+\text { tacalel }}$ |


| ROUNDABOUT DESIGN SPEEDS APPROACH |  |  |  |
| :---: | :---: | :---: | :---: |
| North | East | South | West |
| (2) 34.9 mph | N/A | - 27.4 mph | N/A |
| - 28.3 mph | N/A | - 22.0 mph | N/A |
| (2) 91.1 mph | N/A | (2) 40.7 mph | N/A |
| - 13.8 mph | N/A | - 13.8 mph | N/A |
| N/A | N/A | N/A | N/A |
| (2) 32.0 mph | N/A | - 30.0 mph | N/A |

 CONfLICT SPEE
DIFFERENTIALS

|  |  | North |
| :---: | :---: | :---: |
|  | $\mathrm{v}_{5}-\mathrm{v}_{3}$ | \#VALUE! |
|  | $v_{2}-v_{4}$ | \#value! |
|  | $\mathrm{v}_{1}-\mathrm{v}_{5}$ | \#value! |
|  | $\mathrm{v}_{2}-\mathrm{v}_{2}$ | \#value! |
|  | $\mathrm{v}_{1}-\mathrm{v}_{2}$ | - 6.6 mph |
|  | $\mathrm{v}_{2}-\mathrm{v}_{3}$ | - 3.7 mph |
| s | $\mathrm{v}_{1}-\mathrm{v}_{4}$ | (2) 21.1 mph |
|  | $\mathrm{v}_{4}-\mathrm{v}_{3}$ | (8) 18.3 mph |
| \% | $\mathrm{v}_{1}, \mathrm{v}_{3}, \mathrm{v}_{4}, \mathrm{v}_{5}$ | \#VaLue! |

ROUNDABOUT SPEED DIFFERENTALS
NOTE 7 These speed differentials are for the consecutive movements on the through path $\left(R_{1}\right.$ to $R_{2}$ to $\left.R_{3}\right)$ and for the left turn movement $\left(R_{1}\right.$ to $R_{4}$ to $\left.R_{3}\right)$.

NOTE 8) This speed variation is associated with all radii passing through the same point.

## ROUNDABOUT SPEED CALCULATION - AASHTO Method

SPEED ESTIMATION EQUATIONS FROM AASHTO AND NCHRP REPORT 672
AASHTO Minimum Radius Equation

$$
\begin{aligned}
& R=\frac{V^{2}}{15(0.01 e+f)} \\
& V_{3}=\frac{\left[\left(1.47 V_{2}\right)^{2}+2 a_{23} \mathrm{~d}_{23}\right]^{0.5}}{1.47}
\end{aligned}
$$

Equation 6-4 (R3 based on acceleration)
$\mathrm{V}=\mathrm{Velocity}$ (mph)
$R=$ Radius of speed curve (ft)
$f=$ side friction factor (AASHTO)
$e=$ Superelevation (\%)
$\mathrm{a}_{23}=$ Acceleration ( $6.9 \mathrm{ft} / \mathrm{s}$ )
$d_{23}=$ Distance along vehicle path $(\mathrm{ft})$

## ROUNDABOUT DESIGN SPEEDS LEGEND

ROUNDABOUT SPEED DIFFERENTIALS LEGEND

| 24.4 mph |
| :---: |

THESE DESIGN SPEEDS/SPE
DIFFRENTIALS FALL WITHIN NCHRP REPOR
THESE DESIGN SPEEDS/SPEED DIFFERENTIALS FALL OUTSIDE OF NCHRP REPORT 672 RECOMMENDED RANGES (SPEEDS $>30 \mathrm{mph}$, Differentials $>15 \mathrm{mph}$ )

US 301 and City Hall
City of Wildwood

| HDR PROJECT \# | 10138374 |  |
| :--- | :--- | :--- |
| ENTERED BY: | T. Valila |  |
|  |  | $2 / 28 / 2020$ |
|  | DATE: |  |

## Roundabout Intersection Sight Distance - NCHRP Report 672 Equations

Intersection Sight Distance Equations from NCHRP Report 672



## Roundabout Stopping Sight Distance - NCHRP Report 672 and AASHTO Equations

Stopping Sight Distance Equations from NCHRP Report 672



## Splitter Island Length on High Speed Approaches - AASHTO Braking Distance Calculation



| Project name: | US 301 and City Hall | HDR PROJECT \# | 10138374 |
| :---: | :---: | :---: | :---: |
| client name: | City of Wildwood | entered by: | T. Valila |
|  |  |  | 2/28/2020 |





NOTE: Stopping sight distance calculations use data from the Designer Input table, If the approa grade entered into the Designer Input table is greater than $+/-3.0 \%$ then the AASHTO Stopping sight Distance on Grade Equation is used for the approach stopping sight distance calculation. Designers should refer to the NCHRP Report 672 for more discussion on sigh distance at roundabouts.

|  |  | ROUNDABOUT STOPPING SIGHT DISTANCE |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | APPROACH |  |  |  |
|  |  | North | East | South | West |
| APPROACH | d | 253 | \#N/A | 253 | 0 |
| CIRCULATORY | d | 73 | \#N/A | 73 | \#N/A |
| CROSSWALK ON EXIT | d | \#N/A | \#N/A | \#N/A | \#N/A |




## DESIGNER INPUT

NOTES: 1) Enter speed curve radii values, in feet, from the CAD generated or hand drawn fastest paths
2) Enter superelevation rates for each individual speed curve movement based on the vertical design of the roundabout
3) For calculation of the stopping sight distance on the circulatory roadway enter the steepest downhill grade for the circulating lane. This will result in a worst case scenario for stopping sight distance for vehicles travelling in the circulating lane. These grades can be found on the truck apron profile.
4) Select a $T_{c}$ value from the drop down list to be used in intersection sight distance calculations. NCHRP Report 672 gives a range of 4.5 to 6.5 for $T_{c}$. Designers should coordinate with the client and identify the appropriate value for calculation of intersection stopping sight distance.

LEGEND: YELLOW CELLS REQUIRE USER INPUT


## ROUNDABOUT SPEED ESTIMATION - NCHRP REPORT 672 METHOD

SPEED ESTIMATION EQUATIONS FROM NCHRP REPORT 672

| Equation 6-1 (fore $=+0.02 \%$ ) | v | (3.4415) $\mathrm{R}^{0.3861}$ | $\mathrm{v}=$ velocity, (mph) |
| :---: | :---: | :---: | :---: |
|  |  |  | $\mathrm{R}=$ Radius of speed curve ( ft ) |
| Equation 6-2 (fore $=-0.02 \%$ ) | v = | (3.4614) $\mathrm{R}^{0.3673}$ |  |
|  |  | $\left.\left[1.47 v_{2}\right)^{2}+2 \mathrm{a}_{23} \mathrm{~d}_{3}\right]^{0.5}$ | $\mathrm{a}_{23}=$ Acceleration (6.9 $\mathrm{ft} / \mathrm{s}^{2}$ ) |
| Equation 6-4 (R3 based on acceleration) | $\mathrm{v}_{3}=$ | $\frac{\left.\left.1(1.4)_{2}\right)^{2}+22_{3} \mathrm{~s}_{23}\right]^{3}}{1.47}$ |  |

ROUNDABOUT DESIGN SPEEDS LEGEND
Roundabout speed diferrentiais legend

| 24.4 m | SPEEDS/SPEED DIFFERENTIALS FALL WITHIN NCHRP REPORT 672 (SPEEDS $\leq 30 \mathrm{mph}$, Differentials $\leq 15 \mathrm{mph}$ ) | h |
| :---: | :---: | :---: |
| (2) 31.5 mph | THESE DESIGN SPEEDS/SPEED DIFFERENTIALS FALL OUTSIDE OF NCHRP REPORT 672 RECOMMENDED RANGES (SPEEDS > 30 mph , Differentials > 15 mph ) | h |
| © 26.7 mph | E DESIGN SPEEDS AND SPEED DIFFERENTIALS FOR SINGLE LANE ROUNDABOUTS/APPROACHES FALL WITHIN THE HIGH RANGES OF THE RECOMMENDED VALUES. SEE NOTES 3 AND 6 BELOW. |  |


|  | ROUNDABOUT DESIGN SPEEDS APPROACH |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | North | East | South | West |
| $\mathrm{v}_{1}$ | (2) 48.8 mph | (8) 32.1 mph | (2) 39.6 mph | N/A |
| $\mathrm{v}_{2}$ | (8) 32.1 mph | - 18.1 mph | - 22.5 mph | N/A |
| $\mathrm{v}_{3}$ | (2) 35.4 mph | N/A | (2) 48.2 mph | N/A |
| $\mathrm{v}_{4}$ | - 15.5 mph | - 14.8 mph | - 15.5 mph | N/A |
| $\mathrm{v}_{5}$ | N/A | - 25.3 mph | N/A | N/A |
| $\mathrm{v}_{2+\text { (asea) }}$ | (2) 38.9 mph | - 18.1 mph | (2) 33.9 mph | N/A |

$\begin{array}{lll}\text { NOTE 5) } & \text { The first "V" in each row heading is the speed for the movement associated with the respective approach column, and the second "V" is the conflicting movement. } \\ \text { NOTE 6) } & \text { NCHRP Report } 672 \text { recommends that speed differentials between conflicting vehicle movements and consecutive geometric movements be no highe than } 10-15 \text { mph. Differentials for single lane RABs should be be } \\ \text { 俍 }\end{array}$ below or on the low end of this range while multi-l-lane RABs may be on the higher end. High speed differentials are typically y result of an entering speed that is $>2$ mph mwith a circulating speed of 15 mph or ess. When speed differentials for single lene roundabouts/approaches are $>12 \mathrm{mph}$ designers $s h o u l d$ look for geometric solutions to reduce the speeds causing the high differentials or identify the constraint th
is dictating the speeds and document that information. is dictating the speeds and document that information.

NOTE 7) These speed differentials are for the consecutive movements on the through path ( $R_{1}$ to $R_{2}$ to $R_{3}$ ) and for the left turn movement $\left(R_{1}\right.$ to $R_{4}$ to $\left.R_{3}\right)$.

| CONFLICT SPEED DIFFERENTIALS | $v_{5}-v_{3}$ |
| :---: | :---: |
|  | $v_{2}-v_{4}$ |
|  | $\mathrm{v}_{1}-\mathrm{v}_{5}$ |
|  | $\mathrm{v}_{2}-\mathrm{v}_{2}$ |
| consecutive movements differentials | $v_{1}-v_{2}$ |
|  | $\mathrm{v}_{2}-\mathrm{v}_{3}$ |
|  | $v_{1}-v_{4}$ |
|  | $\mathrm{v}_{4}-\mathrm{v}_{3}$ |
| SPEED VARIATION | $v_{1}, v_{3}, v_{4}, v_{3}$ |

ROUNDABOUT SPEED DIFFERENTALS

| NOTE 1) | These speeds are calculated using Equations 6-1 and 6-2 shown above, and the radii entered in the Designer Input table. If superelevation values other than +/-0.02\% are entered into the Designer Input table result in this table will be "N/A" and the AASHTO calculation method must be used. |
| :---: | :---: |
| NOTE 2) | NCHRP Report 672 recommends that entering speeds ( $\mathrm{V}_{1}$ ) for single lane approaches be a maximum of 25 mph , however there are situations where higher entering speeds on single lane approaches ( $\mathbf{2 5}$ ) can be justified. For multi-lane approaches the NCHRP Report 672 recommends a maximum entering speed of 30 mph . All design speeds should be kept under 30 mph to help minimize speed differentials. If speeds are outside of the recommended ranges, designers should look for geometric solutions to reduce entering speeds or identify the constraint that is dictating the higher speed and document that information. |
| Nоте 3) | With offset left alignments and/or tangential exits, the exit speeds (R3) calculated using the speed curve radius (and corresponding speed differentials) may represent a higher speed/differential than what is attainable due to acceleration limitations. Designers should use the acceleration equation to determine vehicle speeds at conflict points and pedestrian crossings on the exits. |
| NOTE 4) | These $R_{3}$ exit speeds are calculated using the NCHRP Report 672 acceleration equation. Exit speeds are calculated by taking the $R_{2}$ speeds and adding the vehicle acceleration to the conflict |


| $\underset{\substack{\text { FASTEST PATH } \\ \text { SPEEDS }}}{ }$ | $\mathrm{v}_{1}$ |
| :---: | :---: |
|  | $\mathrm{v}_{2}$ |
|  | $\mathrm{v}_{3}$ |
|  | $\mathrm{v}_{4}$ |
|  | $\mathrm{v}_{5}$ |
| R3 SPEED AT | $v_{2}$ eree |

## ROUNDABOUT SPEED CALCULATION - AASHTO Method

SPEED ESTIMATION EQUATIONS FROM AASHTO AND NCHRP REPORT 672
AASHTO Minimum Radius Equation
Equation $6-4$ (R3 based on acceleration)
$V=$ Velocity (mph)
$R=$ Radius of speed curve (ft)
$f=$ Side friction factor (AASHTO)
$e=$ Superelevation (\%)
$\mathrm{a}_{23}=$ Acceleration ( $6.9 \mathrm{ft} / \mathrm{s} 2$ )

## ROUNDABOUT DESIGN SPEEDS LEGEND

ROUNDABOUT SPEED DIFEERENTIALS LEGEND
$d_{23}=$ Distance along vehicle path ( t )

|  |
| :---: |
| 24.4 mph |

THESE DESIGN SPEEDS/SPEED
DIFFERENTIALS FALL WITHIN NCHRP REPOR
THESE DESIGN SPEEDS/SPEED DIFFERENTIALS FALL OUTSIDE OF NCHRP REPORT 672 RECOMMENDED RANGES (SPEEDS $>30 \mathrm{mph}$, Differentials $>15 \mathrm{mph})$
$\begin{array}{ll}26.7 \mathrm{mph} & \text { THESE DESIGN SPEEDS AND SPEED DIFFERENTIALS FOR SINGLE LANE ROUNDABOUTS/APPROACHES FALL WITHIN } \\ \text { THE HIGH RANGES OF THE RECOMMENDED VALUES. SEE NOTES } 3 \text { AND } 6 \text { BELOW. }\end{array}$

$\qquad$

## Roundabout Intersection Sight Distance - NCHRP Report 672 Equations

Intersection Sight Distance Equations from NCHRP Report 672


|  |  |  | ROUNDABOUT INTERSECTION SIGHT DISTANCE |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | APPROACH |  |  |  |
|  |  |  | North | East | South | West |
| NOTE: The $T_{c}$ value used in these equations is from the Data Input table. Designers should coordinate with the client to identify the appropriate $T_{c}$ value for calculation of the | SIGHT TRIANGLEDISTANCES | $\mathrm{d}_{1}$ | 166 | 205 | \#VALUE! | 267 |
| intersection sight distance. Designers should refer to NCHRP Report 672 Section 6.7.3.2 for more discussion on intersection sight distance at roundabouts. |  | $\mathrm{d}_{2}$ | 102 | \#VALUE! | 102 | 98 |

## Roundabout Stopping Sight Distance - NCHRP Report 672 and AASHTO Equations

Stopping Sight Distance Equations from NCHRP Report 672



## Splitter Island Length on High Speed Approaches - AASHTO Braking Distance Calculation



| Project name: | US 301 and Old Wire | HDR PROJECT \# | 10138374 |
| :---: | :---: | :---: | :---: |
| client name: | City of Wildwood | entered by: | T. Valila |
|  |  |  | 2/28/2020 |


| Roundabout Intersection Sight Distance - NCHRP Report 672 Equations (Using AASHTO Speeds) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Intersection Sight Distance Equations from NCHRP Report 672 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| ROUNDABOUT INTERSECTION SIGHT DISTANCEAPPROACH |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | North | East | South | West |
| NOTE: The $T_{c}$ value used in these equations is from the Data Input table. Designers should coordinate with the client to identify the appropriate $T c$ value for calculation of the intersection sight distance. Designers should refer to Section 6.7.3.2 for more discussion on intersection sight distance at roundabouts. |  |  |  | FASTEST PATH | $\mathrm{d}_{1}$ | 168 | \#N/A | \#N/A | 286 |
|  |  |  |  |  | $\mathrm{d}_{2}$ | \#N/A | \#N/A | 106 | 101 |




NOTE: Stopping sight distance calculations use data from the Designer Input table. If the approa grade entered into the Designer Input table is greater than $+/-3.0 \%$ then the AASHTO Stopping Sight Distance on Grade Equation is used for the approach stopping sight distan calculation. Designers should refer to the NCHRP Report 672 for more discussion on sight distance at roundabouts.

| ROUNDABOUT STOPPING SIGHT DISTANCE |  |  |  |
| :---: | :---: | :---: | :---: |
| North | East | South | West |
| 253 | \#N/A | 253 | 0 |
| 85 | 80 | 85 | \#N/A |
| \#N/A | 157 | \#N/A | \#N/A |




## DESIGNER INPUT

NOTES: 1) Enter speed curve radii values, in feet, from the CAD generated or hand drawn fastest paths
2) Enter superelevation rates for each individual speed curve movement based on the vertical design of the roundabout
3) For calculation of the stopping sight distance on the circulatory roadway enter the steepest downhill grade for the circulating lane. This will result in a worst case scenario for stopping sight distance for vehicles travelling in the circulating lane. These grades can be found on the truck apron profile.
4) Select a $T_{c}$ value from the drop down list to be used in intersection sight distance calculations. NCHRP Report 672 gives a range of 4.5 to 6.5 for $T_{c}$. Designers should coordinate with the client and identify the appropriate value for calculation of intersection stopping sight distance.

LEGEND: YELLOW CELLS REQUIRE USER INPUT


## ROUNDABOUT SPEED ESTIMATION - NCHRP REPORT 672 METHOD

SPEED ESTIMATION EQUATIONS FROM NCHRP REPORT 672

| Equation 6-1 (for $e=+0.02 \%$ ) | $v$ = | (3.4415) $\mathrm{R}^{0.3861}$ | $\mathrm{v}=\mathrm{Velocity}$, (mph) |
| :---: | :---: | :---: | :---: |
|  |  |  | $\mathrm{R}=$ Radius of speed curve ( ft ) |
| Equation $6-2$ (for $e=-0.02 \%$ ) | v | (3.4614) $\mathrm{R}^{\text {ºm }}$ | $\mathrm{a}_{23}=$ Acceleration (6.9 $\mathrm{ft} / \mathrm{s}^{2}$ ) |
| Equation 6-4 (R3 based on acceleration) | $\mathrm{v}_{3}$ | $\frac{\left.\left[11.47 V_{2}\right)^{2}+22_{23} \mathrm{~d}_{23}\right]^{0.5}}{1.47}$ |  |

$$
\frac{\left.4 \mathrm{~V}_{2}\right)^{2}+2 a_{23} \mathrm{~d}_{23} 0.5}{1.47}
$$

ROUNDABOUT DESIGN SPEEDS LEGEND
ROUNDABOUT SPEED DIFFERENTIALS LEGEND

| © 24.4 mph | THESE DESIGN SPEEDS/SPEED DIFFERENTIALS FALL WITHIN NCHRP REPORT 672 RECOMMENDED RANGES (SPEEDS $\leq 30 \mathrm{mph}$, Differentials $\leq 15 \mathrm{mph}$ ) | $\bigcirc 10.3 \mathrm{mph}$ |
| :---: | :---: | :---: |
| (8) 31.5 mph | THESE DESIGN SPEEDS/SPEED DIFFERENTIALS FALL OUTSIDE OF NCHRP REPORT 672 RECOMMENDED RANGES (SPEEDS > 30 mph , Differentials > 15 mph ) | (4) 15.7 mph |
| $\bigcirc 26.7 \mathrm{mph}$ | THESE DESIGN SPEEDS AND SPEED DIFFERENTIALS FOR SINGLE LANE ROUNDABOUTS/APPROACHES FALL WITHIN THE HIGH RANGES OF THE RECOMMENDED VALUES. SEE NOTES 3 AND 6 BELOW. | © 13.6 mph |


| NOTE 1) | These speeds are calculated using Equations 6-1 and 6-2 shown above, and the radii entered in the Designer Input table. If superelevation values other than $+/-0.02 \%$ are entered into the Designer Input table the result in this table will be "N/A" and the AASHTO calculation method must be used. |
| :---: | :---: |
| NOTE 2) | NCHRP Report 672 recommends that entering speeds ( $\mathrm{V}_{1}$ ) for single lane approaches be a maximum of 25 mph , however there are situations where higher entering speeds on single lane approaches ( $>25$ ) can be justified. For multi-lane approaches the NCHRP Report 672 recommends a maximum entering speed of 30 mph . All design speeds should be kept under 30 mph to help minimize speed differentials. If speeds are outside of the recommended ranges, designers should look for geometric solutions to reduce entering speeds or identify the constraint that is dictating the higher speed and document that information. |
| NOTE 3) |  attainable due to acceleration limitations. Designers should use the acceleration equation to determine vehicle speeds at conflict points and pedestrian crossings on the exits. |
| NOTE 4) | These $R_{3}$ exit speeds are calculated using the NCHRP Report 672 acceleration equation. Exit speeds are calculated by taking the $\mathbf{R}_{2}$ speeds and adding the vehicle acceleration to the conflict point. The lower of the two $R_{3}$ values calculated in this table is used in the speed differential calculations below. |


| $\begin{aligned} & \text { FASTEST PATH } \\ & \text { SPEEDS } \end{aligned}$ | $\mathrm{v}_{1}$ |
| :---: | :---: |
|  | $\mathrm{v}_{2}$ |
|  | $\mathrm{v}_{3}$ |
|  | $\mathrm{v}_{4}$ |
|  | $\mathrm{v}_{5}$ |
| R3 SPEED AT | $\mathrm{V}_{2+\text { tacele) }}$ |


| NOTE 5) | The first "V" in each row heading is the speed for the movement associated with the respective approach column, and the second "V" is the conflicting movement. |
| :--- | :--- | :--- |
| NOTE 6) | $\begin{array}{l}\text { NCHRP Report } 672 \text { recommends that speed differentials between conflicting vehicle movements and consecutive geometric movements be no higher than } 10-15 \text { mph. Differentials for single lane RABs should be } \\ \text { below or on the low end of this range while multi-lane RABs may be on the higher end. }\end{array}$ High speed differentials are typically a result of an entering speed that is $>25$ mph with a circulating speed of 15 mph or | below or on the low end of this range while multi-l-lane RABs may be on the higher end. High speed differentials are typically y result of an entering speed that is $>2$ mph mwith a circulating speed of 15 mph or less. When speed differentials for single late roundabouts/approaches are $>12$ mph designers should look for geometric solutions to reduce the speeds causing the high differentials or identify the constraint that

is $i$ ictating the speeds and document that information. is dictating the speeds and document that information.

NOTE 7) These speed differentials are for the consecutive movements on the through path ( $R_{1}$ to $R_{2}$ to $R_{3}$ ) and for the left turn movement $\left(R_{1}\right.$ to $R_{4}$ to $\left.R_{3}\right)$.

|  |  | ROUNDABOUT SPEED DIFFERENTALISAPPROACH |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |
|  |  | North | East | South | West |  |
| CONFLICT SPEED DIFFERENTIALS | $v_{5}-v_{3}$ | - 7.0 mph | - 9.0 mph | - 10.7 mph | $\bigcirc$ | 0.5 mph |
|  | $v_{2}-v_{4}$ | $\bigcirc-1.9 \mathrm{mph}$ | - 12.8 mph | - 7.1 mph | - | 1.9 mph |
|  | $\mathrm{v}_{1}-\mathrm{v}_{5}$ | - 5.0 mph | - 12.8 mph | - 3.1 mph | - | 1.7 mph |
|  | $\mathrm{v}_{2}-\mathrm{v}_{2}$ | - 14.6 mph | - 5.6 mph | - 9.0 mph | $\bigcirc$ | 0.0 mph |
| consecutive movements DIFFERENTIALS | $\mathrm{v}_{1}-\mathrm{v}_{2}$ | $\bigcirc 0.5 \mathrm{mph}$ | - 1.8 mph | - 1.4 mph | $\bigcirc$ | 8.5 mph |
|  | $v_{2}-v_{3}$ | - 9.8 mph | - 1.8 mph | - 0.0 mph | $\bigcirc$ | 0.0 mph |
|  | $\mathrm{v}_{1}-\mathrm{v}_{4}$ | - 2.6 mph | - 10.9 mph | - 5.7 mph | $\bigcirc$ | 6.6 mph |
|  | $\mathrm{V}_{4}-\mathrm{V}_{3}$ | $\bigcirc 7.9 \mathrm{mph}$ | - 14.6 mph | $\bigcirc 7.1 \mathrm{mph}$ | $\bigcirc$ | 1.9 mph |
| SPEED VARIATION | $v_{1}, v_{3}, v_{4}, v_{5}$ | O 14.6 mph | - 12.8 mph | - 7.6 mph | $\bigcirc$ | 7.9 mph |

## ROUNDABOUT SPEED CALCULATION - AASHTO Method

SPEED ESTIMATION EQUATIONS FROM AASHTO AND NCHRP REPORT 672
AASHTO Minimum Radius Equation
Equation 6-4 (R3 based on acceleration)
$V=$ Velocity (mph)
$R=$ Radius of speed curve (ft)
ROUNDABOUT DESIGN SPEEDS LEGEND
ROUNDABOUT SPEED DIFEERENTIALS LEGEND
$f=$ Side friction factor (AASHTO)
$e=$ Superelevation (\%)
$\mathrm{a}_{23}=\operatorname{Acceleration}(6.9 \mathrm{tt} / \mathrm{s})$
$\mathrm{d}_{23}=$ Distance along vehicle path (ft)

| 24.4 mph |
| :---: |

THESE DESIGN SPEEDS/SPEED
THESE DESIGN SPEEDS/SPEED DIFFERENTIALS FALL OUTSIDE OF NCHRP REPORT 672 RECOMMENDED RANGES (SPEEDS $>30 \mathrm{mph}$, Differentials > 15 mph )
26.7 mph THESE DESIGN SPEEDS AND SPEED DIFFERENTIALS FOR SINGLE LLANE ROUNDABOUTS/APPROACHE
THE HIGH RANGES OF THE RECOMMENDED VALUES. SEE NOTES 3 AND 6 BELOW. he high ranges of the recommended values. see notes 3 AND 6 below.

CR 44A and Gamble St
City of Wildwood
$\qquad$

## Roundabout Intersection Sight Distance - NCHRP Report 672 Equations

Intersection Sight Distance Equations from NCHRP Report 672



## Roundabout Stopping Sight Distance - NCHRP Report 672 and AASHTO Equations

Stopping Sight Distance Equations from NCHRP Report 672


|  |  |  |  | ROUND | STO | IGHT D | CE (FT) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |
|  |  |  |  | North | East | South | West |
| NOTE: | Stopping sight distance calculations use data from the Designer Input table. If the approach grade entered into the Designer Input table is greater than $3.0 \%$ then the | APPROACH | d | 152 | 152 | 152 | 152 |
|  | AASHTO Stopping Sight Distance on Grade Equation is used for the approach stopping sight distance calculation. Designers should refer to the NCHRP Report 672 for more discussion | CIRCULATORY | d | 75 | 75 | 75 | 75 |
|  |  | CROSSWALK ON EXIT | d | 129 | 63 | 140 | 136 |

## Splitter Island Length on High Speed Approaches - AASHTO Braking Distance Calculation



| PROJECT NAME: | CR 44A and Gamble St | hdr project \# | 10138374 |
| :---: | :---: | :---: | :---: |
| CLIENT NAME: | City of Wildwood | entered by: | т. Valila |
|  |  | date: | 2/28/2020 |




NOTE: Stopping sight distance calculations use data from the Designer Input table, If the appro grade entered into the Designer Input table is greater than $+/-3.0 \%$ then the AASHTO Stopping Sight Distance on Grade Equation is used for the approach stopping sight distance calculation. Designers should refer to the NCHRP Report 672 for more discussion on sigh distance at roundabouts.

|  |  | ROUNDABOUT STOPPING SIGHT DISTANCE |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | APPROACH |  |  |  |
|  |  | North | East | South | West |  |
|  | APPROACH | d | 155 | \#N/A | 155 |  |
| CIRCULATORY | d | 79 | 79 | 79 | 79 |  |
| CROSSWALK <br> ON EXIT | d | 132 | 64 | 142 | 138 |  |

Appendix G - Preliminary Planning-Level Cost Estimate


[^0]Appendix H - Public Involvement Summary

Main Street (U.S. 301) Wildwood Complete Streets Project Public Outreach Plan

Table of Contents
I. DESCRIPTION OF PROJECT
II. BACKGROUND
III. PROJECT GOALS
IV. IDENTIFICATION OF AFFECTED PUBLIC
V. OUTREACH ACTIVITIES
VI. PUBLIC OUTREACH ACTIVITY SCHEDULE
VII. NOTIFICATION AND OUTREACH METHODS
VIII. COORDINATION WITH LSMPO AND THE CITY OF WILDWOOD
IX. PUBLIC MEETINGS
X. PUBLIC COMMENTS
XI. DOCUMENT AVAILABILITY
XII. SUMMARIES OF PUBLIC INVOLVEMENT ACTIVITIES

## I. DESCRIPTION OF PROJECT

The project location is Main Street (U.S. 301) in the City of Wildwood, Florida from Huey Street (C-44A) to Cleveland Avenue (C-466A). The project is funded by the Lake-Sumter MPO (LSMPO). The project is for the development of a complete streets concept plan that supports the City of Wildwood's vision for "A thriving, interconnected Downtown District that draws people in and encourages them to stay".

## II. BACKGROUND

Main Street (U.S. 301) is an urban principal arterial that divides the City of Wildwood's downtown. This portion of Main Street contains four travel lanes and a continuous twoway left-turn lane. There is a continuous sidewalk on both sides of the roadway; however, there are no marked bicycle facilities. The City's downtown area contains ample parking on the east side of Main Street, but there is limited parking on the west side of Main Street due to the proximity of the CSX right-of-way. There is currently no marked crossing within the half-mile study area, and pedestrians are often seen darting across the roadway to access businesses. The City of Wildwood requested the LSMPO to initiate a study to assess the feasibility of improving multimodal safety and mobility as well as access management along the roadway.

## III. PROJECT GOALS

The goal of the project is to provide a safe, comfortable, and welcoming environment to meet multimodal travel needs for all users of Main Street. Potential improvements to the roadway could include access management, traffic calming, pedestrian refuge medians, bike lanes, pedestrian scale lighting, cross section redesign to achieve a lower design speed, landscaping, or other alternative improvements identified through the study. The City and LSMPO recognize that public involvement is an important part of the complete streets project process.

## IV. IDENTIFICATION OF AFFECTED PUBLIC

The following regional and state agencies having a concern or interest in this project have been identified and will be contacted by the Project Team:

- CSX (Railroad)
- Lake-Sumter Metropolitan Planning Organization (LSMPO)
- Florida Department of Transportation (FDOT)
- East Central Florida Regional Planning Council (ECFRPC)
- Sumter County

The following local interest groups or organizations having a concern or interest in this project have been identified and will be contacted by the Project Team:

$$
1 \mid \mathrm{Page}
$$

June 11, 2020

- General Public
- City of Wildwood City Commission and staff
- Project Advisory Group (PAG)
- A Project advisory group will be formed by City of Wildwood staff to provide input directly related to this project.
- Business Owners within the project corridor.
- Wildwood Middle/High School (Sumter County School District)
- Houses of Worship
- Sumter County Chamber of Commerce


## V. OUTREACH ACTIVITIES

The following techniques will be employed to inform stakeholders and to solicit public input into the project development project.

- Meeting advertisement and links to educational and informative videos and materials about the project will be posted to the City of Wildwood's website.
- Flyers, brochures, and other supporting materials for the project will be made available at City of Wildwood City Hall and local restaurants and businesses.
- The City Website contained information about the project.
- Flyers for project meetings will be hand delivered to businesses along Main Street.
- Project staff will attend community events (such as Art in the Park) and pass out informational brochures and educate the public on the project.
- The City Commissioners and students from the Wildwood Middle/High School will be invited to attend an educational workshop and walking audit of the project corridor.
- Project information will be published on the City's social media page.
- Meeting advertisements will be published in the Daily Commercial newspaper consistent with City of Wildwood and LSMPO noticing requirements.

Daily Commercial
212 East Main Street
Leesburg, FL 34748
(352) 365-8200

## VI. PUBLIC OUTREACH ACTIVITY SCHEDULE

Public information activities will coincide with the project schedule. Press releases will be sent to the Daily Commercial newspaper and posted on the City's website and project webpage.

There will be two (2) PAG meetings, two (2) community workshops (one in person and one virtually), two (2) City Commission meetings, one (1) walking audit2, two (2) meetings with FDOT, one (1) meeting with CSX, and six (6) meetings with the City and MPO staff.

December 18, 2018

February 4, 2019
February 4, 2019
June 25, 2019
July 30, 2019

October 8, 2019

February 20, 2020

March 7, 2020
April 21, 2020
May 20, 2020 - June 6, 2020

May 20, 2020 - June 6, 2020

Canceled due to Covid-19
June 22, 2020

Periodic meetings during project
See calendar in Appendix A.

Kickoff meeting
Walking Audit
Commission Meeting
PAG Meeting
FDOT Meeting
Community Workshop

PAG Meeting
Pop-up Meeting (Art in the Park)
FDOT Meeting
Virtual Presentation (Replace community workshop due to Covid19)

Online Survey
Walking Audit
Final Commission Meeting
CSX Meeting

## VII. NOTIFICATION AND OUTREACH METHODS

The following are the intended public notification and outreach methods for the identified affected public groups. All groups will be notified, by email, of meetings at least seven (7) days prior to meetings. When notifying the general public of a public meeting, a newspaper ad, run in the Daily Commercial, will be published at least ten (10) days prior to the meeting.

## Regional and State Agencies and Organizations:

- CSX (Railroad)
- CSX will be directly notified about public and special meetings, as well as meetings with CSX, by email.
- Lake-Sumter Metropolitan Planning Organization (LSMPO)
- LSMPO will be directly notified about public and special meetings, as well as meetings with the LSMPO, by email.
- Florida Department of Transportation (FDOT)
- FDOT will be directly notified about public and special meetings, as well as meetings with the FDOT, by email.
- East Central Florida Regional Planning Council (ECFRPC)
- ECFRPC will be directly notified about public and special meetings, as well as meetings with the ECFRPC, by email.
- Sumter County
- Sumter County will be directly notified about public and special meetings, as well as meetings with Sumter County, by email.


## Local groups:

- General Public
- Newspaper - Public meeting dates and information will be published in the Daily Commercial newspaper.
- Flyer/Brochures
- City Website
- Art in the Park
- The City of Wildwood City Commission and Staff
- The City of Wildwood staff will be directly notified about all public and special meetings regarding the project, by email. City of Wildwood staff will directly notify the City Commissioners.
- Notice will be provided to the City of Wildwood staff at least seven (7) days prior to the meeting.
- Project Advisory Group (PAG)
- The PAG will be directly notified about public and special meetings, as well as meetings with the PAG, by email at least seven (7) days prior to the meeting.
- Business Owners
- The Business Owners will be directly notified about public and special meetings, by email or with brochures/flyers delivered to the business address at least seven (7) days prior to the meeting.
- Wildwood Middle/High School (Sumter County School District)
- The school will be directly notified about public and special meetings, by email or with brochures/flyers delivered to the school at least seven (7) days prior to the meeting.
- Houses of Worship
- Houses of worship within the downtown area will be directly notified about public and special meetings, by email or with brochures/flyers delivered to the house of worship address at least seven (7) days prior to the meeting.
- Sumter County Chamber of Commerce
- Sumter County Chamber of Commerce will be directly notified about public and special meetings, by email at least seven (7) days prior to the meeting.


## VIII. COORDINATION WITH LSMPO AND THE CITY OF WILDWOOD

The project team will meet with the Lake-Sumter MPO staff and the City of Wildwood staff six (6) times throughout the project. These meetings will be used to discuss the project schedule, budget, and any other issues related to the project.

## IX. PUBLIC MEETINGS

Public meetings will be used to inform the public of project intentions and to solicit public input. Public involvement in this project is important to its success.

Public meetings will be held at one or both of the following locations:

- Wildwood Community Center at Millennium Park.

6500 Powell Road
Wildwood, FL 34785

- Wildwood City Hall (in the large meeting room adjacent to the City Commission Chamber)
100 N Main Street
Wildwood, FL 34785

Advertisement for public meetings will be published in the Daily Commercial newspaper. See Section V. OUTREACH ACTIVITIES for contact information for the Daily Commercial.

## Americans with Disabilities Act and Non-Discrimination Compliance:

Notification of the intent to comply with the Americans with Disabilities Act (ADA) and commitment to non-discrimination will be provided in public advertisements for public meetings, in invitational letters to property owners and local officials, in handouts/brochures/flyers, and in the selection of a public meeting site that meets all ADA requirements.

## X. PUBLIC COMMENTS

A. Public comments regarding this project will be accepted throughout the entire project. Comments can be made four (4) ways:

1. At public or special meetings. If someone wishes to make a formal comment, a comment card is to be filled out and turned into project staff.
2. By email. Comments made by email should be addressed and sent to:

Jamie Krzeminski - Jamie.Krzeminski@hdrinc.com
3. By phone. Comments by phone should be made to:

Jamie Krzeminski - (407) 420-4200
4. By mail. Comments made by mail should be addressed and sent to:

Jamie Krzeminski
HDR, Inc.
315 E Robinson Street, Ste. 400
Orlando, Florida 32801
B. Responses: The project team will respond to public comments within seven (7) days of receiving the comment.

## XI. DOCUMENT AVAILABILITY

All project documentation will be available at public meetings, on the project web-page, or at Wildwood City Hall.

## XII. SUMMARIES OF PUBLIC INVOLVMENT ACTIVITIES

Appendices B through I provide summaries of the public involvement activities, support information related to the public activity, such as notices, fliers, mailers, etc. The Appendices are organized by public involvement activity.

## List of Appendices

Appendix A Project Schedule<br>Appendix B Summary of Kickoff Meeting<br>Appendix C Summary of Walking Audit/First City Commission Meeting<br>Appendix D Summary of PAG Meetings<br>Appendix E Summary of Art in the Park Pop-up Meeting<br>Appendix F Summary of Community Workshop<br>Appendix G Summary of Virtual Community Meeting and Survey<br>Appendix H Summary of FDOT Meetings<br>Appendix I Summary of Final City Commission Meeting<br>Appendix J Summary of CSX Meeting

## Appendix A

## Project Schedule

## Appendix B

## Summary of Kickoff Meeting

## U.S. 301/Wildwood Complete Streets Project Kick-Off Meeting

Tuesday, December 18, 2018 | 1:30-3:30 PM
Wildwood City Hall, 100 N. Main Street, Wildwood, FL 34785

## MEETING SUMMARY:

A project kick-off meeting was held for the Lake~Sumter Metropolitan Planning Organization (LSMPO) US 301 Complete Streets Study project on December 18, 2018 at Wildwood City Hall. The project is funded by the LSMPO and the project corridor is located in the City of Wildwood. The meeting was attended by representatives from the LSMPO, City of Wildwood, HDR (Consultant), and Wade Trim (Subconsultant). The following nine (9) persons were in attendance:

| Michael Woods | Lake-Sumter MPO |
| :--- | :--- |
| Melanie Peavy | City of Wildwood |
| Ryan Howser | City of Wildwood |
| David McMahan | City of Wildwood |
| Jeff Arms | HDR |
| Jamie Krzeminski | HDR |
| Taylor Laurent | HDR |
| Amanda Warner | Wade Trim |
| Sarah Mastison | Wade Trim |

Before the meeting commenced, Michael Woods indicated that the LSMPO may need to move money into the second year due to the late project start, unless the project is completed by June 30, 2019.

The meeting began with introductions of those in attendance. HDR presented the agenda items for the meeting, which included project overview, scope and activities, existing conditions, and project schedule. There was discussion of removing the reference to "U.S. 301" from the project name to avoid confusion with the ongoing U.S. 301 PD\&E project in conjunction with FDOT. All were in agreeance that the project name should replace U.S. 301 with "City of Wildwood Main Street," "Wildwood's Main Street," "Main Street Wildwood" or similar nomenclature. There was a brief side discussion of the status of the U.S. 301 PD\&E project and the ability of the proposed U.S. 301 roundabouts to accommodate large volumes of traffic and to create a safe pedestrian environment.

HDR gave a PowerPoint presentation with an overview of the project extent, scope and objectives. The project is a key section of U.S. 301 for the City of Wildwood, starting at Huey Street and ending at Cleveland Avenue. The project objective is to address gateways and transition areas and unify the east and west sides of the roadway. HDR will seek to create a concept for a destination/place that is safe/comfortable and accommodates multi-modal travel. Other projects or plans that should be referenced are the Unity Enhancement Redevelopment Action Plan (UERAP) and the MPO's Safe Access to Schools initiatives. City staff commented that the only crossing guard near the area is located at the
elementary school. Mr. Krzeminski then presented each task of the project in depth and asked for input from the LSMPO and City of Wildwood representatives.

## Task 1 - Educate and Solicit Input

Attendees discussed the outreach plan for the project. HDR suggested a social media/education piece, Project Advisory Group (PAG), workshops with the community, city commission workshops/meetings, walking audits, and outreach events (e.g. table at festival or similar). These items were discussed in further detail as follows:

## Brochures

Regarding the education piece, attendees discussed making brochures available at City Hall and/or handing brochures out at City-sponsored events. City staff also suggested an insert or placemat format to be distributed at local restaurants (e.g. Hardee's bag inserts or Coffee House placements). City staff indicated that there are several "hot spots" in the City where locals are likely to get information. All agreed that the piece should provide general education regarding complete streets, focusing on common elements, benefits, and intent, rather than a specific concept.

## Community Events

Potential community events to handout brochures or host a table include regular events at Rooster's on Oxford (contact: Tammy Roosa) such as the night-time food truck event on Thursdays ("music night"), mornings at Hardee's restaurant, and other City-sponsored events to be identified and coordinated through the Parks and Recreation Department.

## Online Webpage/Weblink

HDR suggested a weblink to a narrated video, educational PowerPoint, or similar. City staff suggested posting the weblink on the City's bill-pay website or Facebook page. Similarly, all agreed that the presentation should provide general education regarding complete streets - focusing on common elements, benefit, and intent, rather than a specific concept - and should include the project timeline/schedule. Also discussed was the possibility of using old photographs of downtown to tell the story of Wildwood's Main Street in the education materials (e.g. photos from the 1950s, etc.) either in the brochure or the weblink presentation. An online survey (e.g. SurveyMonkey) was also discussed to collect information, preferences, and input later in the project. It was noted that the project should be a 12-month, community-driven project.

## Project Advisory Group (PAG)

It was emphasized that the PAG should be formed of stakeholders, including but not limited to, representatives of the chamber of commerce, business owners, and local schools. Hardee's was again discussed as a major hub of the community, as was Gilded Matilda's, the "Markets on Main" organization, and Rooster's on Oxford. City staff also emphasized involving the local school principals in the process (and City will make initial contact with the school principals). City staff will prepare and submit to HDR a list of potential contacts for the PAG in the next week or two. At least 12 contacts should be identified for invitation to join the PAG.

The City's existing Citizen Advisory Committee (CAC) meets once quarterly. City staff would like HDR to attend at least one meeting with the CAC during the project. The next CAC meeting is February 19, 2019. After discussion, it was decided that the PAG should meet either before or after the CAC meeting on February 19, 2018. Also discussed was a possible presentation to the business community at large before or after the PAG and CAC meeting (same day).

## City Commission Workshop/Meetings \& Walking Audit

The City Commission meets on the second and fourth Monday of each month. HDR and City staff discussed holding a special City Commission Workshop on an Off-Monday to educate the commissioners about complete streets and then subsequently hold a walking audit with the community. It is envisioned that a City Commission workshop will be held prior to the start of the public involvement campaign on the morning of February 4, 2019 (tentative date) followed by a late morning walking audit of the corridor and a conceptual drawing/planning exercise in the afternoon. Also invited to this activity will be the PAG and the schools. The tentative schedule for this event is:

> 9:00 AM - Workshop with City Commissioners (open to all, schools invited)
> 10:00 AM - Walking audit with City Commissioners (open to all, schools invited)
> 11:30 AM - Conceptual drawing/planning at City Hall (lunch/snacks offered)

If the February 4, 2019 date is feasible, a back-up date of March 18, 2019 was also mentioned.

## Community Workshops

Community workshops may either be held at City Hall in the large meeting room adjacent to the City Commission chambers or at the Community Center at Millennium Park.

## Public Involvement Plan

Michael Woods (LSMPO) requested that the outreach plan for the project be consistent with and reference the LSMPO Public Involvement Plan.

## Task 2 - Existing Conditions \& Corridor Mapping

HDR provided an overview of Task 2, which will include analysis of crash data, signalization, mid-block crossings, vehicular and pedestrian traffic flow, and other aspects of the corridor. City staff conveyed that mid-block crossings are particularly important to the City. HDR discussed FDOT minimum distance standards and other challenges relevant to the projects. City staff conveyed concerns about schools and the railroad. There is a need to provide relief across U.S. 301, to justify crossings with FDOT, and to create pedestrian refuges. HDR will identify where traffic already naturally slows, and where pedestrian volumes are greatest. Speed data will be collected. City staff discussed with HDR the need to coordinate with other projects (e.g. irrigation placement for landscaping, etc.) during design. Also discussed was access management with regard to medians, short and long segments of median islands, and the ability of vehicles to make U-turns. HDR discussed conducting a high-level feasibility study (e.g. cursory materials with maps, summary, and presentation).

## Task 3 - Complete Streets Design Concept Plan

HDR provided an overview of Task 3, which will include a plan-view and typical sections of the complete streets concept for U.S. 301 (Main Street) in Wildwood. Sketch-Up illustrations may also be provided. City staff again discussed with the HDR the need to coordinate with other projects (e.g. irrigation placement for landscaping, etc.) during design.

## Task 4 - Project Management, Meetings, and Coordination

HDR provided an overview of Task 4. Coordination meetings will include six (6) meetings with the City and/or MPO, two (2) meetings with FDOT, one (1) meeting with CSX, and regular scheduling and coordination calls/meetings. Monthly invoices will be sent. It was discussed with Michael Woods that Heather Garcia (FDOT) should be included on all meeting invites.

A summary of the preliminary project schedule is as follows:

| December-January | Community outreach strategy |
| :--- | :--- |
| January-March | Data collection/feasibility report |
| April-September | Concept plans |

The tentative schedule for meetings is as follows:

| February 4 | City Commission Workshop/Walking Audit <br> 9:00 AM - Workshop with City Commissioners (open to all, schools invited) <br>  <br>  <br> February 19 <br>  <br>  <br>  <br>  <br>  <br>  <br>  <br>  <br> 10:00 AM - Walking audit with City Commissioners (open to all, schools invited) <br>  <br>  <br> PAG/CAC Meeting <br> 5:00 PM - Meet with PAG <br> 6:00 PM - Meet with CAC |
| :--- | :--- |
| April TBD | Community Workshop |
| May TBD | PAG Meeting |
| July TBD | PAG Meeting |
| August TBD | Community Workshop |

## Other Items/Issues Identified

A general discussion following the PowerPoint presentation of task items.

Coordination with The Villages was mentioned. It was emphasized that transition areas are important to the City. There is concern about conflict between the U.S. 301 PD\&E and the complete streets project, in that they have conflicting goals (i.e., moving traffic through vs. a pedestrian focused street).

There needs to be an emphasis on the railroad crossings, particularly at Huey Street and Dr. Martin Luther King Jr. Avenue. The interface between train/CSX traffic, vehicles, and pedestrians should be addressed in this area. The general area of concern was described as the west side of U.S. 301 near Lil' Deb's Market and across from Hardee's. The City has had issues with CSX keeping the intersections clear, particularly during union breaks. Blocks have been upward of 40 minutes. There is an access/cross-traffic concern for police and emergency responders.

Right-of-way is limited through the project corridor (e.g. no room for dumpsters, etc.)

A parking study was previously completed by the City of Wildwood, but the City is looking to update that study. There is sufficient parking but not enough access, i.e., missing sidewalk connections and not enough parking on the west side of U.S. 301. For example, Rooster's on Oxford uses City Hall parking for some events and the ACE hardware parking lot is used for multiple businesses. There is no shared-use parking ordinance. Potentially there is consideration for a parking garage in the future.

There is no direct pathway to cross U.S. 301. The goal of the UERAP was to get rid of the "east side" versus "west side" divide. Past actions have further divided the City. For example, Oxford Street used to cross U.S. 301; however, CSX closed it. There are multiple tracks at that location to cross.

There is a concern about speed limit transitions through the corridor. The percentage of trucks on the U.S. 301 corridor exceeds the $10 \%$ threshold that is often used to design narrower travel lanes. The City has been working with Sumter County and FDOT to address this concern and to identify turnarounds for truck traffic.

There is a crash "hot spot" at the Huey Street intersection.
There is no transit route currently. The Wildwood Circulator no longer exists. Paratransit is still available. Much of the transit service gap for the senior population has been assumed by assisted living facilities in the area.

HDR needs from the City an updated sidewalk GIS layer and updated road GIS layer for mapping purposes.

HDR discussed with City staff the possibility of creating a one-way pair along Gamble Street, effectively splitting the route with roundabouts at the start and end of the split. Hall Street and Rutland Street were discussed as a potential pop-out location for a roundabout. The one-way pair was suggested as a way to address the railroad track issues and to reorient businesses to the Gamble Street side. HDR asked the City if the CRA was still active. Potentially two properties would be impacted if considered (e.g. Fire Dept. and private property). Feasibility with FDOT was also discussed. An example was given of downtown Eustis, Florida.

HDR also discussed whether Huey Street was the appropriate location for the transition. HDR inquired about what was considered the "transition zone." HDR discussed extending the transition zone south to Kentucky Avenue.

It was suggested to wait until March to do traffic counts in the study area.

## NEXT STEPS

City staff is to provide a list of contacts, the City's Future Land Use (FLU) GIS layer, and updated Sidewalks and Roads GIS layers by the end of December 2018.

The next meeting between LSMPO, City staff, and the consultants will be mid-January 2019.
The first tentative outreach event (City Commission Workshop/Walking Audit) will be in February 2019.

## Appendix C

Summary of Walking Audit/First City Commission Meeting

# City of Wildwood - Main Street Complete Streets Project <br> City Commission Workshop and Walking Audit \#1 

Wildwood City Hall Commission Chambers
100 N. Main Street
Wildwood, FL 34785
February 4, 2019, at 9:00 a.m.

## Attendees

## Consultant Team

Jeff Arms, HDR
Jamie Krzeminski, HDR
Taylor Laurent, HDR
Jenn Rhodes, HDR
Brad Cornelius, Wade Trim
Sarah Mastison, Wade Trim
City of Wildwood
Jason McHugh, City Manager
Melanie Peavy, Director, Development Services Department
Ryan Howser, Planner II, Development Services Department
David McMahan, Planner I, Development Services Department
MISSING NAME OF OTHER PLANNER, Development Services Department
Mayor Ed Wolf
City Commissioner Pamela Harrison-Bivens
City Commissioner Joe Elliot
City Commissioner Marco Flores
City Commissioner Julian Green
Wildwood Middle High School
Ms. Tedra Johnson's Criminal Justice Class ( $9^{\text {th }}$ and $10^{\text {th }}$ grade)

## Wildwood City Commission Workshop Presentation

Jeff Arms and Jamie Krzeminski of HDR reviewed the attached PowerPoint presentation with the City Commissioners. During the presentation, Jeff and Jamie gave an overview of the project and initial factors and concepts related to the development of the complete streets program for Main Street. These factors included:

1. Reflecting the Vison of the City;
2. Balancing the street design to fit the need of all modes of transportation; and
3. Creating a seamless transition from the higher speeds surrounding the City to the slower speeds through the project corridor.

Potential options discussed by HDR included:

1. Roundabouts;
2. One-way Pairs; and
3. Bypass (more of a bigger picture option).

At the conclusion of the presentation HDR addressed questions for the City Commission and City Manager. The following is a summary of the questions and responses.

1. How does this project coordinate with other projects along US 301 that are adding capacity and increasing speed and this project would decrease speed?

- HDR responded that the transition would be on terms the City wanted. The City determines how they want people to travel through the corridor.
- HDR also stated that coordination with Michael Woods with the Lake-Sumter MPO, will provide an understanding with transportation projects occurring within the region that may impact Main Street.

2. How will this project address the high volume of traffic that travels through the corridor when I-75 is shutdown and traffic is diverted to US 301?

HDR responded that I-75 is currently being studied by FDOT and US 301 as a detour is not necessarily the long-term solution to operational issues on I-75. Other regional transportation network improvements could relieve traffic along Main Street in Wildwood.
3. Mom and Pop places (local small businesses) are what bring people into the City and would like to continue to encourage them. With population and demographic changes, the downtown can serve as a destination, and no longer needs to rely on through traffic to be economically viable.

- HDR acknowledged the comment.

4. There is concern with the safety of crossing Main Street for pedestrians.

- HDR acknowledged the comment.

5. The aesthetic of the project is important.

- HDR acknowledged the comment.

6. The railroad along the west side of Main Street can be distracting, buffering is desired.

- HDR acknowledged the comment.

7. HDR stated that in front of City Hall, at Oxford Street, could be a good location for a roundabout. HDR stated that the use of a pair of roundabouts in the corridor could assist with managing the traffic flow and provide for a safer corridor. This concept would need additional analysis.
8. Generally supportive of all ideas presented; thinks it's too early to take any option off the table.

## Walking Audit

At the conclusion of the Wildwood City Commission Workshop, the walking audit exercise began. The participants in the walking audit exercise included the Consultant Team, Wildwood Development Services staff, Commissioner Joe Elliot, and Ms. Johnson's Criminal Justice students.

The walking exercise began with a prestation by Taylor Laurent, HDR, providing an overview of the transportation planning process. In addition, Jamie Krzeminski, HDR, provided a safety overview for the walking audit.

The walking audit started at City Hall, proceeded south on Main Street, on the east side of the street, to Huey Street, and then returned north on Main Street to City Hall. During the walking audit, HDR provided commentary on observations of the street. Comments provided by the students and Commissioner Elliot during the walking audit included:

1. Turning left onto Oxford Street during peak periods is difficult.
2. Concern about operation of a roundabout and the ability of trucks to go through a roundabout, or driving next to a truck through a roundabout. HDR explained the benefits of a roundabout and how they can be designed to accommodate trucks.
3. Commissioner Elliot brought up his desire to walk door to door the businesses on the project corridor and hand out project flyers making the business owners aware of the project. He also mentioned his wiliness to drop off the flyers himself.
4. Need for signal to allow for pedestrians to cross Main Street near City Hall. Discussed options for both a full signal and a pedestrian beacon.
5. Issues were identified with the placement of some stormwater drains that made the sidewalk configuration difficult for disabled people to cross without having to go into traffic.
6. At the intersection of Main Street and Rutland Street there is a bush/tree that blocks the visibility of pedestrians from a car.
7. There is no crossing guard at Huey Street to cross Main Street because there is bus service west of US 301. However, there is a relatively large number of students crossing at this location during peak times at the start and end of the school day and other students coming home from after school activities. There is a concern with the confusing crossing and this intersection can be dangerous and dark.
8. The rail spur that crosses the Huey Street intersection is inactive and may be able to be removed.
9. The north side of Huey Street does not have a sidewalk that extends all the way to Main Street.

At the conclusion of the walking audit along Main Street, a visioning exercise was completed with the students at City Hall. The question posed to the students was: "What is your vision for the City and this project in one word?" Some of the proposed ideas were:

- Safe
- Stable
- Intriguing
- Welcoming
- Wider sidewalks
- More Trees
- Extending sidewalk from the school to Main Street
- Utilizing roundabouts

The students then broke into two (2) groups and completed a mapping exercise. The mapping exercise allowed the students to provide their ideas for the corridor based on what they experienced during the walking audit and learned from the presentations. The result of the mapping exercise is attached.

Generally, the two (2) groups came up with similar concepts for the corridor. Significant themes of the maps include:

- Increased landscaping
- Roundabouts
- Pedestrian crossings
- Sidewalk from Main Street to connect to existing sidewalk on Huey Street
- Crossing guard at Main Street and Huey Street
- Using Main Street and Gamble Street as one-way pairs

The workshop concluded at approximately 12:15 p.m.

## thot <br> Main Street WILDWOOD <br> COMPLETE STREET PLAN

## City Commission Workshop <br> \& Walking Audit

## February 4, 2019

Lake-Sumter
mpo

## TODAY'S SCHEDULE

9:00 AM - 10:00 AM Presentation

- Project Overview
- What Makes A Complete Street?
- Transportation Planning Primer
- Walking Audit Logistics \& Safety Briefing
10:00 am - 11:00 am | WaLKINg Audit
11:00 AM - 11:30 AM | LUNCH \& DISCUSSION
11:30 AM - 12:00 PM | ACTIVITY


## PROJECT OVERVIEW

## PROJECT PURPOSE

Develop a Complete Streets Concept Plan for Main Street Wildwood that supports the City's vision for "A thriving, interconnected Downtown District that draws people in and encourages them to stay."

## PROJECT CORRIDOR

- Main Street (US 301 / SR 35) from Cleveland Avenue (CR 466A) to Huey Street (CR 44A)
- Transition Areas
o South: Main Street from Kentucky Street to Huey Street
o North: Cleveland Avenue to Lion Street
o East: CR 44A and Huey Street west of Gamble Street



## PROJECT PURPOSE

- Builds on previous planning work:
o City of Wildwood's Unity, Enhancement, and Redevelopment Action Plan (UERAP)
o Lake~Sumter MPO's Safe Schools Access Transportation Study
- Project will consider:
- Traffic calming
- Improving pedestrian crossings
- Safe school access
o Access management
o Multimodal needs



## KEY CONSIDERATIONS

- CSX Railroad
- Traffic Volumes
- Truck Traffic Volumes
- Right-of-Way Constraints



## POTENTIAL IMPROVEMENTS

- Medians \& access management
o Pedestrian environment \& crossings
o Landscape and streetscape
o Gateway treatments
o Traffic calming



## DEFINING ACCESS MANAGEMENT

Access management is the careful planning of the location, type and design of access.

## ACCESS MANAGEMENT PRINCIPLES



## MEDIANS INCREASE SAFETY



## U-TURNS ARE SHOWN TO INCREASE SAFETY

- MYTH
- U-turns are not safe
- FACT
- Research indicates Uturns are often much safer than direct left turns, especially on high volume, high speed, or congested roadways



## WHY ACCESS

## MANAGEMENT?

- Improved safety
- Better traffic flow
- Medians separate traffic \& conflicts
- Medians provide landscape opportunity
- Medians provide a refuge for pedestrian crossings



## POTENTIAL IMPROVEMENTS

\author{

- Roundabouts
}
- One-way Pairs
- By-Pass



## PROJECT SCHEDULE



## WHAT MAKES A COMPLETE STREET

WHAT DOES A
COMPLETE STREET LOOK LIKE?

## There is no singular design prescription for Complete Streets

A complete street may include:

- Sidewalks
- Bike lanes

- Special bus lanes
- Comfortable and accessible transit stops
- Frequent and safe crossing opportunities
- Median islands
- Narrower travel lanes
- Roundabouts


# WHY INVEST IN <br> COMPLETE STREETS? 



## Accommodate All Users

By 2025, 1 IIn 5 Americans will be 65 or older
1 IIn 5 people have a disability in the U.S

## Improve Safety

Well-designed bicycle infrastructure can reduce crash \& injury risk by about 50\%

## Better Health

$28 \%$ of all trips are less than 1 mile $60 \%$ of these trips are driven
1 in 5 school age children are obese


## WHY INVEST IN COMPLETE STREETS?

## Stronger Economies

11 \% higher home vallue for every $1 / 2$ mi. closer to a trail Stimulate the economy and stimulate private investment

## Change in School Drop-off/Pick-up Patterns

 Percent of children wallking or bilking to school has dropped since 1969$60 \%$
$50 \%$
$30 \%$
$20 \%$
$10 \%$


## CASE STUDY

## Bridgeport Way <br> University Place, WA

- Average speed decreased 13\%
- Crashes decreased by 60\%
- Sales tax revenues increased by 7\% (compared to 5\% citywide)
- Significant redevelopment activity
o New businesses relocating to the area
o Others applying for redevelopment and relocation



## CASE STUDY

## Aurora Avenue

Shoreline, WA

- Created a new main street for the City
- Crashes reduced by 60\%
- Stimulated redevelopment projects, created jobs and offered more retail choices
- Sales revenue during construction up 9\%



## TRANSPORTATION PLANNING PRIMER

## WHAT IS TRANSPORTATION PLANNING?

- The process of defining future policies, goals, investments, and designs to prepare for future needs to move people and goods to destinations
- A cooperative process designed to foster involvement by all users of the system through a proactive public participation process



## ROUTE

- Approx. 1 mile total
- Begin at City Hall
- Walk South along Main St. to Huey St.
- Walk North back towards City Hall
- Walk East on Wonders St. to Gamble St.



## WHAT TO LOOK FOR

- What's working? What's not?
- Behaviors of street users
- What's causing or contributing to issues \& concerns?
- What are some potential opportunities and solutions?



## WALKING AUDIT CHECKLIST



## TRAFFIC SAFETY

- Class II or III safety vests must be worn during field visits
- Minimum of two persons should be used when measurements are required, such that one person is available to monitor the traffic flow ("spotter") along the roadway within the vicinity of the fieldwork
- Always watch for traffic - don't turn your back to traffic without a "spotter"


## DISCUSSION / ACTIVITY

## MENTIMETER WORD CLOUD EXERCISE

- Using one word, what was the biggest issue you saw during the walking audit?
- Pick one word to describe the future vision of the corridor


## BREAK-OUT EXERCISE PREVIEW

- What are the issues this project needs to address?
- What improvements do you think would work best?
o Street \& network configuration
o Intersections
o Crossings
- Landscaping


## POTENTIAL

 IMPROVEMENTS
## Sidewalks

- Continuous network, connected with crosswalks and separated from traffic with a buffer
- ADA ramps, detectable warning pads, and level landings


## Lighting

Improves pedestrian safety and security



## Buffer

Enhances pedestrian experience by providing separation from traffic

## POTENTIAL

 IMPROVEMENTS
## Pedestrian Crossings

- Encourages walking and complete the pedestrian network
- Signage alerting motorists of pedestrians


## Curb Extensions

Increase pedestrian visibility, and decrease crossing distance; used with on-street parking



Ped Signals / Beacons
Stops traffic to allow pedestrians to cross the street safely without traffic conflict

## POTENTIAL

## IMPROVEMENTS

Pedestrian / Bicycle Facilities

- Provide safe and comfortable mobility opportunities for a range of users


## Shading

Provide aesthetic enhancements and provide shade



## Trail / Shared-Use Path

Accommodate bicyclists \&
pedestrians with separation from traffic lanes

## POTENTIAL

## IMPROVEMENTS

Access Management I Intersections

- Improve safety
- Improve traffic flow
- Separate traffic \& reduce conflicts
- Provide landscape opportunity
- Provide a refuge for pedestrian crossings


## Medians

Manage traffic \& confilict points; provide opportunity for landscaping and traffic calming


## Roundabouts

Reduce speeds and intersection conflicts; provide gateway \& pedestrian crossing opportunity

## POTENTIAL

 IMPROVEMENTSStreet Network \&
Transitions

- Optimize available street network \& balance space allocation for all modes
- Provide iconic entry to downtown area \& slow traffic


## One-Way Pair

Separates directional traffic, helps balance space for all modes


## Gateways

Iconic entryways / traffic calming

## BREAK-OUT EXERCISE

- Identify and discuss what issues you saw during the walking audit
- What improvements do you think would be best to address those issues and enhance the Main Street corridor?
- Using the roll-plots, mark up and note your ideas!

FR









## Appendix D

## Summary of PAG Meetings

City of Wildwood - Main Street Complete Streets Project Advisory Group (PAG) Meeting \#1 - Summary

June 25, 2019, at 2:00 p.m.<br>Roosters on Oxford<br>205 Oxford Street<br>Wildwood, FL 34785

## Attendees

| Jim Vincent | - | Cotillion Southern Cafe |
| :--- | :--- | :--- |
| Joey Vincent | - | Cotillion Southern Cafe |
| Sandy Sweeny | - | Gilded Matildas |
| Joey Alonso | - | First Baptist Church |
| Justin Davis | - | First Baptist Church |
| Roger Taft | - | Atomic Age Artifacts |
| Tami Roosa | - | Roosters on Oxford |
| Tara Tradd | - | City of Wildwood |
| David McMahan | - | City of Wildwood |
| Ryan Howser | - | City of Wildwood |
| Melanie Peavy | - | City of Wildwood |
| Sarah Mastison | - | Wade Trim |
| Brad Cornelius | - | Wade Trim |
| Jenn Rhodes | - | HDR |
| Jamie Krzeminiski | - | HDR |

## Summary

After introductions of the attendees, HDR reviewed a PowerPoint presentation regarding the project. The presentation started with the general premise of the project (i.e. what the issues are and what they are hoping to accomplish through the complete streets project). HDR then gave an educational presentation about what a complete street is and the benefits it provides.

Next, HDR presented long-term and short-term goals for the corridor. Long-Term concepts included one-way pairs and a by-pass. Short-term concepts included a combination of a median, wider sidewalks, lighting, mid-block crossings, and on-street parking. Finally, HDR presented a few different short-term design options for the corridor and opened the meeting for discussion. The PowerPoint presentation is attached to this summary.

Sandy Sweeney (Gilded Matildas) liked the on-street parking, wider sidewalks, and lighting aspects of the design. Parking is one of her biggest concerns for the downtown area. Sandy also thought the transition areas into the downtown were a necessary design aspect for the corridor.

Joey Alonso (First Baptist Church) was inquisitive about the roundabout and how they would work for all vehicles (i.e. trucks). He also thought that the one-way pairs option for the longterm would be a good idea and could allow the downtown area to expand.

Justin Davis (First Baptist Church) brought up a point that people within the City of Wildwood might not be as receptive to the roundabouts because they associate them with The Villages.

Jim Vincent (Cotillion Southern Café) was concerned about medians not allowing easy access to businesses and wanted to know what determined where left turn lanes would go.

HDR then conducted a real-time survey and asked 5 questions.

The first question asked what are the biggest issues in the Downtown? The top two answers were:

1. Aesthetics
2. Pedestrian safety

The second question asked which of the proposed improvements were the best? The top two answers were:

1. Medians
2. Mid-block crossing

The lowest ranked were roundabouts.

The third question asked people to rank from 1-5, 1 being the least liked and 5 being the most, the concepts presented for the long-term:

1. One-way pairs had an average answer of 3.3
2. By-Pass had an average answer of 3.3

The fourth question asked people to rank the final proposed design for the corridor (i.e. the median, wider sidewalks, on-street parking, and lighting:

1. This design concept had an average answer of 4.2

The fifth question asked people to rank how they like the idea of removing bike lines:

1. This concept had an average answer of 4.6

The attendees had the opportunity to make comments or write notes on a printout of the corridor. Below are the notes that attendees wrote:




City of Wildwood Complete Streets
First Project Advisory Group (PAG) Meeting
June 25, 2019-2:00 p.m.
Roosters on Oxford - 205 Oxford Street, Wildwood, FL 34785
SIGN-IN SHEET

$\qquad$ of 1

# City of Wildwood - Main Street Complete Streets Project Advisory Group (PAG) Meeting \#2 - Summary 

February 20, 2020, at 2:00 p.m.
Roosters on Oxford
205 Oxford Street
Wildwood, FL 34785

## Attendees (see attached original sign-in sheet for more detail)

| Joel Vincent | - | Miz Kathi's Cotillion Southern Cafe |
| :--- | :--- | :--- |
| Rick Mankel | - | Gilded Matildas |
| Joey Alonso | - | First Baptist Church |
| Justin Davis | - | First Baptist Church |
| Roger Taft | - | Atomic Age Artifacts |
| Jack Hatcher | - | Owner of 104 E Wonders Street |
| Tami Roosa | - | Roosters on Oxford |
| David McMahan | - | City of Wildwood |
| Roxann Read | - | City of Wildwood |
| Jamie Vick | - | City of Wildwood |
| Melanie Peavy | - | City of Wildwood |
| Sarah Mastison | - | Wade Trim |
| Brad Cornelius | - | Wade Trim |
| Jenn Rhodes | - | HDR |
| Jamie Krzeminiski | - | HDR |

## Summary

This was the second meeting of the Project Advisory Group (PAG). The purpose of the meeting was for HDR to present the draft concept plan for the proposed improvements to Main Street. The draft concept plan was developed from input gathered during the initial City Commission Workshop and walking tour, the first PAG meeting, and the fist community meeting.

HDR presented a map that showed the draft proposed improvements. The map presented to the PAG is attached. HDR provided an overview of the proposed improvements and explained the justification for the proposed improvements. Members of the PAG then provided comments to HDR regarding the proposed improvements. The comments from the PAG are summarized below:

1. Generally, PAG was very supportive of the draft proposed improvements;
2. Concern about impact to existing trees in front of City Hall;
3. The proposed one-way configuration and back-in parking around City Hall was a concern. The PAG preferred maintaining two-way traffic and providing either front-in angle parking, or 90 degree parking;
4. Concern with location of roundabout in front of City Hall. Some preference for roundabout to be moved to Oxford Street;
5. Need to provide a median access to the Sav-a-Lot shopping plaza, located on the east side of Main Street between Hall Street and Huey Street. Recommended location at the entrance with the signage of the shopping plaza;
6. Interest to add a roundabout at Main Street and Cleveland Avenue (CR-466A);
7. Concern about coordination with CSX related to the crossing of the tracks at Huey Street and the existing railyard at Cleveland Avenue; and
8. Concern about coordination with the Florida Department of Transportation (FDOT) and will FDOT support the project and fund the project.

The pictures on the following pages are notes that PAG members placed on the map. The notes on the map are consistent with the above PAG comments.

In response to the PAG comments, HDR provided the following information:

1. Final proposed improvements will be sensitive to existing trees in front of City Hall. May have some impact;
2. Provided reasoning for one-way traffic and back-in parking (i.e. improve safety for drivers and pedestrians). However, it is possible to keep as two-way traffic and use front-in or 90 degree parking;
3. Location of roundabout in front of City Hall serves as turn-around for traffic on the southern portion of the corridor to go south; right-of-way in front of City Hall is more conducive to placement of roundabout than the right-of-way at Oxford Street (i.e. only City owned land impacted);
4. Will consider including a median opening for Sav-a-Lot shopping center;
5. Concern with available right-of-way at Main Street and Cleveland Avenue to fit a roundabout;
6. Project team is coordinating with CSX; and
7. Project team is coordinating with FDOT.

Next events for the project are:

1. Pop-Up meeting at a community event to be scheduled in March 2020;
2. Community meeting to be scheduled in April 2020; and
3. Final City Commission approved anticipated May 2020.




Main Street WILDWOOD
COMPLETE STREET PLAN
PAG Meeting
February 20, 2020-2:00 p.m.
Roosters on Oxford - 205 Oxford Street, Wildwood, FL 34785
SIGN-IN SHEET
ADD ME TO THE
ASSOCIATION / RESIDENT
EMAIL ADDRESS MAILING LIST

$\qquad$ 1. $\qquad$

## Appendix E

## Summary of Art in the Park Pop-up Meeting

# City of Wildwood - Main Street Complete Streets Pop-Up Meeting Summary 

March 7, 2020, at 9:00 a.m. to 2:00 p.m.<br>Wildwood City Hall Park - Art in the Park Event<br>100 N. Main Street<br>Wildwood, FL 34785

| Project Team |  |  |
| :--- | :--- | :--- |
| David McMahan | - | City of Wildwood |
| Jamie Krzeminiski | - | HDR |
| Jenn Rhodes | - | HDR |
| Melissa Porcaro | - | HDR |
| Sarah Mastison | - | Wade Trim |
| Brad Cornelius | - | Wade Trim |

## Summary

On March 7, 2020, the Project Team, listed above, setup an information tent at the City's annual Art in the Park event in front of City Hall. The event began at 9:00 a.m. and ended at 2:00 p.m.. At the information tent there were boards displayed providing examples of complete streets and an overview of the Main Street Complete Street project, and a roll plot on a table of the proposed improvements for the Main Street Complete Street project. In addition, general information brochures for the project were provided.

The Art in the Park event included vendors selling arts and crafts and other items. The attendance at the event was good. The Project Team made contact with approximately 50-60 people during the event.

The comments received by the Project Team were primarily verbal comments. Generally, the verbal comments were very supportive of the proposed project. Many comments supported the need to increase safety and to promote opportunities for businesses along Main Street. The question or concern most commonly asked was about the need and function of the proposed roundabouts. However, in most cases, after a Project Team member explained the need and function of the proposed roundabouts people were supportive. Several comments received were regarding the timing of construction for the project. There was support for the project to be implemented quickly.

Three (3) written comments were submitted. The completed comment forms are attached to the summary. The comments from the forms are:

1. Need for Amtrak passenger service to Wildwood;
2. Need to install flashing pedestrian crossing lights as part of the project;
3. Great plan for the roadway;
4. Support for a multi-modal bike trail in the area; and
5. Support for the proposed plan to increase local business along U.S. 301 (Main Street)

Attached to this summary are:

1. Written comment forms received; and
2. Proposed plan displayed at the event

Next events for the project are:

1. Meeting with FDOT in April 2020*;
2. Meeting with CSX in April 2020*;
3. Virtual/Web-based community meeting to be scheduled in April 2020*; and
4. Final City Commission approval anticipated May 2020
*Note for scheduling of events in April 2020 - On April 1, 2020, Governor DeSantis issued Executive Order \#20-91, which placed restrictions on public gatherings through April 30, 2020, in response to the COVID-19 virus pubic health emergency. As a result of this Executive Order, public participation activities and public meetings are being held through virtual/web-based tools to allow participation without risk of exposure. In addition, meetings with other State agencies and private sector entities (i.e. CSX) are also typically through virtual/web-based tools. It is a strong possibility that the restrictions on public gatherings may be extended beyond the current Executive Order expiration date of April 30, 2020. If that occurs and impacts the City Commission meeting in May 2020, there will need to be coordination with the City of Wildwood to present the Main Street Complete Streets plan and receive approval through a virtual/webbased public meeting.


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## Appendix F

Summary of Community Workshop

## Main Street Wildwood Complete Street Plan - Public Meeting \#1 Summary

October 8, 2019-5:30 p.m. to 7:00 p.m.
Wildwood Community Center
6500 Powell Road
Wildwood, FL 34785

Project and City Staff in attendance:
Melanie Peavy, City of Wildwood
David McMahan, City of Wildwood
Jason McHugh, City of Wildwood
Jenn Rhodes, HDR
Jamie Krzeminski, HDR
Crystal Odoh, HDR
Jeff Arms, HDR
Brad Cornelius, Wade Trim
Sarah Mastison, Wade Trim

Other Government Agencies in attendance:
Debra Snyder, Sumter County Public Works
Judy Pizzo - Florida Department of Transportation District 5

General Public in attendance: 16 signed in (sign in sheets attached)

On Tuesday, October 8, 2019, the first public meeting for the Main Street Wildwood Complete Street Plan was held at the Wildwood Community Center. The meeting started at 5:30 pm as an open house. At 5:45 pm a formal presentation began.

HDR began the presentation with review of issues that are being addressed through the complete street planning process. HDR presented long-term concepts; one-way pairs or a bypass, and presented short-term concepts; add a landscaped median, widen sidewalks, add parallel on-street parking, add roundabouts, mid-block pedestrian crossings, consolidating
driveways, and add street lighting. HDR presented drawings of the proposed short-term concepts and how the corridor could look.

Meeting attendees provided feedback regarding their concerns with the current condition of the corridor. Their feedback is as follows:

- Truck traffic is a concern with some of the proposed ideas (roundabouts). HDR staff ensured the attendee that any proposed roundabout for this corridor would be specifically designed to accommodate the truck traffic.
- The issue of CSX "violating" their word on rail traffic through the city. Trains block access from east to west.
- Concern with speeding along the corridor.
- Concern with pedestrian safety.
- Concern with business parking.
- Concern with condition of buildings along the corridor.
- Concern with assuring appropriate access to businesses along the corridor.

HDR then facilitated a real-time survey that the attendees could take on their smartphones (paper copies were provided for those would could not access the survey on a smartphone).

The first question of the survey asked the attendees to select the three (3) biggest issues the project should address. The choices were as follows:

- Lack of parking
- Aesthetics
- Speeding
- Pedestrian Access and Crossing Locations
- Safety and Crashes
- Bicycling Access and Safety
- Lighting
- Access Management
- Truck Traffic
- Traffic Flow

Based on the surveys taken via the smartphones, the top two (2) biggest issues the project should address are:

1. Access Management
2. Pedestrian Crossing

HDR then asked the people that selected "Pedestrian Crossing" what was their reason for voting for pedestrian crossing. The responses were as follows:

- Safety
- Slowing traffic
- Crossing from East to West across the CSX lines [isn't really possible due to rail traffic stopping on rail lines]
- Possibly putting in a roundabout on the north side of the bridge
- Possible roundabout at Huey Street
- Cars run red lights on Huey Street often

HDR then proposed the second question of the survey "Rank the importance of each of these improvements 1-5, with 1 being the most important."

- Add Parallel Parking
- Add medians
- Widen Sidewalks
- Roundabouts
- Midblock crossing

Based on the surveys taken via smartphone, the rank of importance are as follows:

1. Add Medians
2. Midblock Crossing
3. Add Parallel Parking
4. Widen Sidewalks
5. Roundabouts

The floor was then opened for comments/discussion on this topic. The attendees' comments were as follows:

- Parallel parking is a concern because it'll stop traffic or cause conflict [traffic accidents]
- There is a church moving and it is proposed that the City buy the property and turn it into a parking lot
- CSX access [stopping on the rail lines and not being able to cross from east to west] and parking (using CSX owned property for public parking)
- Adding streetlights was suggested
- Placing an empty police car at the beginning of the corridor (coming into the City) is a fast and cheap way to slow down traffic

HDR then proposed the third question "How would you rate the following long-term concepts (Scale 1 to 5)?"

- By-Pass
- One-way Pair

Based on the surveys taken via smartphone, the ranking averages are as follows:

- (3.5) By-Pass
- (3.3) One-way Pairs

HDR then gave examples of pros and cons of both long-term options

- By-Pass PRO: Allows for truck traffic to be rerouted, makes Main Street safer CON: Requires more construction, needs more right-of-way, and takes through traffic off of Main Street, which can negatively affect business along Main Street.
- One-way Pair PRO: Allows traffic to move more smoothly CON: Could encourage more speeding because the flow of traffic is smoother. (This option was verbally voted as the more realistic option.)

HDR then posed the fourth question "How would you rate the preliminary near-term concept (Scale 1 to 5)?" (The proposed design concept shown earlier in the presentation)

Based on the surveys taken via smartphone, the average rating of the near-term concept was 4.

The floor was open for comments/discussion on this topic. The attendees' comments were as follows:

- The beautification idea is great. However, the traffic coming from over the bridge is speeding. Possibly put a sign up that lets people know they are entering a downtown [to encourage them to start slowing down].
- The old cable office on Kentucky Avenue and Main Street could be a possible location alternative for a roundabout.
- Buses/cars stopping in front of businesses to drop people off is a safety hazard because of people speeding.

HDR stated that parallel parking can work in the downtown if you put a roundabout in before you get to the parallel parking. Vehicles must slow down to get through the roundabout, which could make parallel parking on this corridor a safe option.

HDR posed the last question to the survey "How do you feel about the idea of removing the existing bike lanes on Main Street and developing a parallel bicycle corridor IScale 1 to 5)?"

Based on the surveys taken via smartphone, the average rating was 5 .

HDR stated that removing bike lanes moves the road closer to the sidewalk. However, there is the possibility of mindfully placing buffers on each side of the streets as appropriate.

The floor was open for comments/discussion on this topic. The attendees' comments were as follows:

- When will fallen down building on Main Street be held accountable? (Melanie Peavy addressed this question based on what steps the City is taking and explained the prosses for addressing those issues and ensured that code enforcement is working hard.)
- Attendees expressed they are excited for the project.

In addition to the smartphone surveys, there were four (4) paper surveys turned in at the meeting. The answers to the questions is as follows:

1. Check the three (3) biggest issues the project should address:

- Lack of parking
- Aesthetics
- Pedestrian Access and Crossing Locations

2. Rank the importance of each of these improvements $1-5$, with 1 being the most important:
a. Add parallel parking
b. Add medians
3. How would you rate the following long-term concepts? (1 Completely dissatisfied - 5 Completely Satisfied).
a. (2) By-Pass
b. (2.6) One-Way Pair
4. How would you rate the preliminary near-term concept? (1 Completely dissatisfied - 5 Completely Satisfied).
a. (4) Only two people answered this question.
5. How do you feel about the idea of removing the existing bike lines on Main Street and developing a parallel bicycle corridor?
a. (4.3) Only three peopled answered this question.

One (1) person left a comment on their survey. Their comment is as follows:

- "A beautify sign Welcome to Downtown Wildwood to keep identity."

One (1) person turned in a comment card at the public meeting. Their comment is as follows:

- "I am a business owner at 201 S Main Street at 301 and Rutland St. In conjunctions with roundabout some left turn at cross streets would help keep traffic to the stores. My business is all about ease and access with convenience. If that is taken away, they can go buy their liquor at Big box stores. So there are few of my concerns."

Main Street WILDWOOD
COMPLETE STREET PLAN
Public Meeting
October 8, 2019-5:30 p.m.
Wildwood Community Center - 6500 Powell Road, Wildwood, FL 34785
SIGN-IN SHEET

$\qquad$
$\qquad$

## Public Meeting

October 8, 2019-5:30 p.m.
Wildwood Community Center - 6500 Powell Road, Wildwood, FL 34785


Main Street WILDWOOD
complete street plan
Public Meeting
October 8, 2019-5:30 p.m.
Wildwood Community Center - 6500 Powell Road, Wildwood, FL 34785
SIGN-IN SHEET
ADD ME TO THE MAILING LIST


Page $\qquad$ of $\qquad$

## Affidavit of Publication DAILY COMMERCIAL

## Serving Lake and Sumter Counties located in Leesburg, Lake County Florida STATE OF FLORIDA, COUNTY OF LAKE

Before the undersigned authority personally appeared Lisa Clay

who on oath says that she is an authorized employee of the Daily Commercial, a daily newspaper published at Leesburg, in Lake and Sumter Counties, Florida; that the attached copy of advertisement, being a notice in the matter of

was published in said newspaper in the Lake and Sumter county issues of:


Affiant further says that the said Daily Commercial is published at Leesburg, in said Lake and Sumter Counties, Florida, and that the said newspaper has heretofore been continuously published in said Lake and Sumter Counties, Florida, daily, and has been entered as second class mail matter at the post office in Leesburg, in said Lake and Sumter Counties, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.
Sworn to and subscribed before me this 27 day of Slot, A.D., 2019.


## PUBLIC MEETING NOTICE

## OCTOBER 8, 2019

5:30-7:00 PM
(Formal presentation begins at $5: 45 \mathrm{pm}$ )
Wildwood Community Center 6500 Powell Road

- Wildwood, Florida 34785

The purpose of this project is to develop a Complete Streets Concept Plan
for Main Street Wildwood that supports the City's vision for:
> "A thriving, interconnected Downtown District that draws people in and encourages them to stay."

This meeting is open to the public, we hope to see you there. Working together we can make great things happen!


WILDWOOD
FLORIDA
100 N. Main Street |Wildwood, FL. 34785 (352) 330-1334 | dmcmahan@wildwood-fl. gov / www.wildwood fl.gov

## PUBLIC MEETING NOTICE

## Main WILDWOOD COMPLETE STREET PLAN

The purpose of this project is to develop a Complete Streets Concept Plan for Main Street Wildwood that supports the City's vision for:
"A thriving, interconnected Downtown District that draws people in and encourages them to stay."


OCTOBER 8, 2019 5:30-7:00 PM
Formal Presentation begins at $5: 45$ pm

Wildwood Community Center 6500 Powell Road Wildwood, Florida 34785

This meeting is open to the public, we hope to see you there. Working together we can make great things happen!

## Cornelius, Brad

## From:

Sent:
To:

Cc:
Subject:

## Cornelius, Brad

Friday, September 27, 2019 2:47 PM
mwoods@lakesumtermpo.com; prichmond@lakesumtermpo.com;
heather.garcia@dot.state.fl.us; fmilch@ecfrpc.org; tara@ecfrpc.org; Bradley Arnold (bradley.arnold@sumtercountyfl.gov); debra.snyder@sumtercountyfl.gov; jorge.uy@sumtercountyfl.gov; jmchugh@wildwood-fl.gov; Melanie Peavy; David McMahan; Ryan Howser
Krzeminski, Jamie; Rhodes, Jenn; Mastison, Sarah
City of Wildwood - Main Street Wildwood Complete Street Plan Public Meeting Notice

Dear Project Stakeholder/Interested Party:

The City of Wildwood, in partnership with the Lake-Sumter Metropolitan Planning Organization, is working on a study to support a safe and efficient Main Street (US 301) through Downtown Wildwood. This project is a Complete Streets planning study on US 301 (SR 35) from Cleveland Avenue (CR 466A) to Huey Street (CR 44A) in the City of Wildwood. This section of US 301 serves as Wildwood's Main Street and a primary goal of this plan will be to strengthen its standing as a destination and special place.

You are invited to attend a public meeting on October 8, 2019, starting at 5:30 p.m. at the Wildwood Community Center. See the meeting flyer below. We look forward to see you at the meeting. Feel free to pass along the meeting notice to others that may be interested in the project.

Brad Cornelius, AICP
Public Involvement/Stakeholder Coordinator

## WADE TRIM

Brad Cornelius, AICP, CPRP, CFM, CPM, Vice President One Tampa City Center
201 North Franklin Street, Suite 1350, Tampa, FL 33602
813-882-4373 office
813-415-4952 cell
mロID

The type of notices are:

1. Newspaper notice in the Daily Commercial
2. Meeting notice flyers to be distributed at the City Hall and other locations
3. Notice on the City and project websites
4. Emails

## Cornelius, Brad

## From:

Sent:
To:

Cc:

Subject:

## Cornelius, Brad

Friday, September 27, 2019 2:53 PM
contactus@cafecotillion.com; jdvincent@cafecotillion.com; artsygal54@gmail.com; jalonso@fbcwildwood.org; jdavis@fbcwildwood.org; atomicageartifacts@gmail.com
'Krzeminski, Jamie'; 'Rhodes, Jenn'; Mastison, Sarah; 'Melanie Peavy'; 'David McMahan'; 'Ryan Howser'
City of Wildwood - Main Street Wildwood Complete Street Plan Public Meeting Notice - PAG

Dear Main Street Wildwood Complete Street Plan Project Advisory Group,

The City of Wildwood, in partnership with the Lake-Sumter Metropolitan Planning Organization, is working on a study to support a safe and efficient Main Street (US 301) through Downtown Wildwood. This project is a Complete Streets planning study on US 301 (SR 35) from Cleveland Avenue (CR 466A) to Huey Street (CR 44A) in the City of Wildwood. This section of US 301 serves as Wildwood's Main Street and a primary goal of this plan will be to strengthen its standing as a destination and special place.

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mロID

The type of notices are:

1. Newspaper notice in the Daily Commercial
2. Meeting notice flyers to be distributed at the City Hall and other locations
3. Notice on the City and project websites
4. Emails

## Cornelius, Brad

## Subject:

FW: City of Wildwood - Main Street Wildwood Complete Street Plan Public Meeting Notice - Wildwod Middle-High School

From: Cornelius, Brad [bcornelius@wadetrim.com](mailto:bcornelius@wadetrim.com)
Sent: Friday, September 27, 2019 3:00 PM
To: Jerry.Graybeal@sumter.k12.fl.us
Cc: 'Krzeminski, Jamie' [Jamie.Krzeminski@hdrinc.com](mailto:Jamie.Krzeminski@hdrinc.com); 'Rhodes, Jenn' [Jennifer.Rhodes@hdrinc.com](mailto:Jennifer.Rhodes@hdrinc.com); Mastison, Sarah [smastison@wadetrim.com](mailto:smastison@wadetrim.com); 'Melanie Peavy' [mpeavy@wildwood-fl.gov](mailto:mpeavy@wildwood-fl.gov); 'David McMahan' [dmcmahan@wildwood-fl.gov](mailto:dmcmahan@wildwood-fl.gov); 'Ryan Howser' [rhowser@wildwood-fl.gov](mailto:rhowser@wildwood-fl.gov)
Subject: City of Wildwood - Main Street Wildwood Complete Street Plan Public Meeting Notice - Wildwod Middle-High School

Dear Principal Graybeal,

The City of Wildwood, in partnership with the Lake-Sumter Metropolitan Planning Organization, is working on a study to support a safe and efficient Main Street (US 301) through Downtown Wildwood. This project is a Complete Streets planning study on US 301 (SR 35) from Cleveland Avenue (CR 466A) to Huey Street (CR 44A) in the City of Wildwood. This section of US 301 serves as Wildwood's Main Street and a primary goal of this plan will be to strengthen its standing as a destination and special place.

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Brad Cornelius, AICP
Public Involvement/Stakeholder Coordinator

Brad Cornelius, AICP, CPRP, CFM, CPM, Vice President
One Tampa City Center
201 North Franklin Street, Suite 1350, Tampa, FL 33602
813-882-4373 office
813-415-4952 cell
inOfl

The type of notices are:

1. Newspaper notice in the Daily Commercial
2. Meeting notice flyers to be distributed at the City Hall and other locations
3. Notice on the City and project websites
4. Emails

## Cornelius, Brad

## Subject:

FW: City of Wildwood - Main Street Wildwood Complete Street Plan Public Meeting Notice - Sumter Chamber of Commerce

From: Cornelius, Brad [bcornelius@wadetrim.com](mailto:bcornelius@wadetrim.com)
Sent: Friday, September 27, 2019 3:05 PM
To: jessica@sumterchamber.org
Cc: 'Krzeminski, Jamie' [Jamie.Krzeminski@hdrinc.com](mailto:Jamie.Krzeminski@hdrinc.com); 'Rhodes, Jenn' [Jennifer.Rhodes@hdrinc.com](mailto:Jennifer.Rhodes@hdrinc.com); Mastison, Sarah [smastison@wadetrim.com](mailto:smastison@wadetrim.com); 'Melanie Peavy' [mpeavy@wildwood-fl.gov](mailto:mpeavy@wildwood-fl.gov); 'David McMahan' [dmcmahan@wildwood-fl.gov](mailto:dmcmahan@wildwood-fl.gov); 'Ryan Howser' [rhowser@wildwood-fl.gov](mailto:rhowser@wildwood-fl.gov)
Subject: RE: City of Wildwood - Main Street Wildwood Complete Street Plan Public Meeting Notice - Sumter Chamber of Commerce

Dear Ms. Kelly,

The City of Wildwood, in partnership with the Lake-Sumter Metropolitan Planning Organization, is working on a study to support a safe and efficient Main Street (US 301) through Downtown Wildwood. This project is a Complete Streets planning study on US 301 (SR 35) from Cleveland Avenue (CR 466A) to Huey Street (CR 44A) in the City of Wildwood. This section of US 301 serves as Wildwood's Main Street and a primary goal of this plan will be to strengthen its standing as a destination and special place.

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Brad Cornelius, AICP
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One Tampa City Center
201 North Franklin Street, Suite 1350, Tampa, FL 33602
813-882-4373 office
813-415-4952 cell
inOfl

The type of notices are:

1. Newspaper notice in the Daily Commercial
2. Meeting notice flyers to be distributed at the City Hall and other locations
3. Notice on the City and project websites
4. Emails

## Appendix G

Summary of Virtual Community Meeting and Survey

City of Wildwood Main Street Complete Streets Plan Virtual Public Presentation and Community Survey

Main Street https://www.wildwood-fl.gov/index.asp?Type=B BASIC\&SEC=\{FE4DEA36-C09C-4628-B7EB-DBAAD4ADC740 \}

## SURVEY SUMMARY

HDR is in the process of drafting a Main Street Complete Street Plan for the City of Wildwood. HDR conducted a virtual public presentation and community survey from May 20, 2020 through June 6, 2020 to collect input and comments related to the draft conceptual Complete Streets Plan.

The survey was intended to allow participants to convey their outlook on the plan and provide feedback. The survey included six (6) questions in ranking and open-ended formats.

Links to the online survey were advertised on the City's webpage and advertised in the Daily Commercial on May 21, 2020. In addition, emails were sent to project stakeholders, and notices were mailed to property owners along Main Street.

There was a total of 19 surveys responses.
A video presentation going over the details of the project was also made available on the City's website. The video had 70 views. There was one comment posted on the video. The comment is as follows:

- The alternate bike lane is interesting concept but who are the identified users? Thru riders and competent riders will be entitled to use the main route and in my judgement will. Especially since the continuation of the complete street should connect with 301 bike lanes. If I am intending to visit a business I would 'take the lane' and exit at the curb when I am intending to visit. Parallel parking skills are diminishing (cars that park themselves are less used as the same reason people don't learn to parallel park....it confounds them when under stress like vehicles waiting for them to 'clear the lane') and if used will greatly increase lane shifting. The goal of complete streets and traffic calming is to reduce lane changes. Merchants, of which there are current few always like curb parking but studies show that people will walk a block or more for convenient parking that can easily be provided. Parking is always the first consideration and in the most active dining and entertainment districts where one can drive and drive to find a spot---they find that parking takes care of itself it there is sufficient reason to visit the neighborhood or CBD. Side street parking or consolidated lots are actually preferred by drivers as determined by use. What matters is safe pedestrian flow from parking to business. Drop off spots can be more useful than parking spots. Loading spots can be more valuable than parking spots. Neither are mentioned. Bicycle parking should be on the street under direct observation. Side street bike parking is an invitation to bike theft. This is less a complete street project and more a traffic flow project. There is an opportunity to do much better for all users.

In summary, the overall response to the conceptual Main Street Complete Street plan was positive.

## Survey Results

## Question \#1 How do you feel about the following components of the proposed concept?

## Results

This was a rating question. The responders were prompted with eight (8) components pertaining to the proposed concept plans and the responders had to
rate their level of satisfaction with each element. The eight components are in order from very satisfied to very unsatisfied as followed:

- Landscaping and Streetscaping
- Roundabout at City Hall with Enhanced Pedestrian Crossings
- Widen Sidewalk
- Landscape Medians and Left Turn Lanes
- Roundabout at Main Street and Huey Street
- Old Wire Road / Gamble Street Alternate Route
- Round about at Main Street and Old Wire Road
- Parallel Parking



## Question \#2 I believe this project will:

## Results

This was a rating question. The responders were prompted with four (4) statements and the responders had to rate their level of agreement with each statement. The four statement in order from most agreed with to less agreed with are as follows:

- Make traveling along and across Main Street safer and more comfortable for people walking and biking
- Make traveling along and across Main Street safer and more comfortable for people driving (e.g. reduce speeding)
- Attract new visitors to downtown Wildwood
- Help the City's economy and investment in downtown Wildwood



## Question \#3 Do you believe this project should be a priority for the City of Wildwood?

## Results

This was a rating question. The responders were prompted with the above question and the responders had to rate their perceived priority level on a scale of 1 (not a priority) to 5 (essential).

- The average response was a 4.4


## Question \#4 Is there anything additional you believe the project should include?

## Results

This was an open-ended question. The following are the responses received:

- You covered everything!
- I really hope there is a way to keep Wonders St a 2 way street. The proposal makes it a 1way West. I'm not sure my business can survive the reduction in access. At least 75\% of my business comes East from 301.
- If there are medians in the plan then every cross street on US 301 should have a left turn lane so that businesses on 301 are accessible. Local business should not lose business to the neighboring areas just because they are not easily accessible.
- Facade grants for the building along the proposed improvement area. A unified look/theme of the downtown area such as The Villages town squares have done. Provide additional parking by making Wonders and Oxford one way streets around City Hall.
- Detour the trucks. Add public parking spaces multilevel structure
- Multi-level parking
- I would talk to people who do not think or have had bad experiences with roundabouts. Also people who are disabled need low curbs and often have trouble with brick- like pavement.
- Everything looks good
- Any trees along sidewalks should be small and/or placed so that storefronts can still be easily seen.
- Wonderful plan! Looking forward to a beautiful downtown.
- If there is room in the budget, wish list: I would love to see City Hall get a facelift. It seems a little uninspiring now...I envision shaded curtain walls that reflect a more natural park like/Wildwood setting landscape.


## Question \#5: Final Questions or comments:

## Results

This was an open-ended question. The following are the responses received:

- Disregarding my own business, the roundabout at city hall looks more confusing than anything, I don't feel like it's the right solution it increases pedestrian traffic. I see most people parking on the West side, and staying over there.
- Safety, Accessibility to the businesses and Traffic flow should be the main priority.
- Too bad the old historic buildings were torn down to widen 301. Need to find a draw like artists, farmer's market, antiques, dog shows, old west days, concerts, and more activities downtown.
- Enhance Wildwood history.
- What do you intend to do to attract new businesses.
- People who use crutches or wheelchairs need low curbs and often have trouble with brick-like paving. There are many accidents where roundabouts have been used in other parts of Sumter County,
- Thanks for posting all of this.
- Awesome, can't wait.
- Great plan! Can't wait.
- Can't wait.

Question \#6: Tell us a bit about yourself: Select all that apply:

## Results

This was a select all that apply question. Respondents were given 8 different responses to select from. The following summarizes the responses in order of the most selected to the least selected:

- "I work in Wildwood"
- "I live in Wildwood"
- "Il visit Wildwood for shopping and events"
- "Other"


## End of Survey Results

## Wildwood Main Street

Complete Streets Study Online Survey


## How do you feel about the following components of the proposed concept?



## I believe this project will:



## Do you believe this project should be a priority for the City of Wildwood?



## Is there anything additional you believe the project should include?

I really hope there is a way to keep Wonders St a $2 w a y$ street The proposal makes it a way West I'm not sure my business can survive the reduction in access. At least $75 \%$ of my business comes East from 301.

Detour the trucksAdd public parking spaces multilevel structure

```
every thing looks good
```

If there are medians in the plan then every cross street on US 301 should have a left turn lane so that businesses on 301 are accessible Local business should not loose business to he neighboring areas just because they are not easily accessible

```
Muti level parking
```

Any trees along sidewalks should be small and/or placed so that storefronts can still be easily seen.

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I would talk to people who do not think or have had bad experiences with roundabouts. Also people who are disabled need low curbs and often have trouble with brick-like pavement.
wonderful plan! Looking forward to a beautiful downtown.

## Is there anything additional you believe the project should include?

If there is room in the budget, wish listl would love to see City
Hall get a facelift It seems a little uninspiring now_I envision
shaded curtain walls that reflect a "more natural park
like/wildwood setting" landscape

## Final questions or comments:



Too bad the old historic buildings were torn down to widen 301 Need to find a draw like artists, farmer's market, antiques, dog shows, old west days, concerts, and more activities downtown.

People who use crutches or wheelchairs need low curbs and often have trouble with brick-like paving. There are many accidents where round abouts have been used in other parts of Sumter county,

Disregarding my own business, the roundabout at city hall looks more confusing than anything, I don't fell like it's the right solution it increase pedestrian traffic. I see most people parking on the West side, and staying over there.


Safety, Accessibility to the businesses and Traffic flow should be the main priority

What do you intend to do to attract new businesses


## Final questions or comments:



## Tell us a bit more about yourself:

Please select all that apply:
Please provide your email so we can answer any questions and provide you with project updates

Mailing List for Wildwood Main Street Virual Presentation and Survey

| Name | Street | City | State | Zip |
| :---: | :---: | :---: | :---: | :---: |
| BONDZINSKI JOHN H \& SUSAN J | 306 N MAIN ST | WILDWOOD | FL | 34785 |
| BOULDER III LLC | 600 JENNINGS AVE | EUSTIS | FL | 32726 |
| CHRISTIAN WORSHIP CENTER OF CE | 903 CR 468 | LEESBURG | FL | 34748 |
| CHURCH: NEW COVENANT UNITED ME | 3470 WOODRIDGE DR | THE VILLAGES | FL | 32162 |
| CONIGLIO CJOHN P A | PO BOX 1119 | WILDWOOD | FL | 34785 |
| GABAI HEZI | 4309 MISSION BELL DR | BOYNTON BEACH | FL | 33436 |
| GARDNER JAMES DAVID | 2029 E C-48 | BUSHNELL | FL | 33513 |
| GASQUE W R \& ELIZABETH | 12729 CR 103 | OXFORD | FL | 34484 |
| HATCHER JACK \& VERMEL | 8632 CR 221 | WILDWOOD | FL | 34785 |
| HAYWARD RANDALL T | 619 N WARFIELD AVE | WILDWOOD | FL | 34785 |
| IJN REAL ESTATE DEVELOPMENT \& | 192 AMBROSE STREET | SPRINGFIELD | MA | 1109 |
| KUHN GEORGINA K | 112 S MAIN ST | WILDWOOD | FL | 34785 |
| LALV LLC | 324 S MAIN ST | WILDWOOD | FL | 34785 |
| LITTLE HA NHAN | 1315 S 14TH ST | LEESBURG | FL | 34748 |
| MAIER LINDA | 5227 CR 132 | WILDWOOD | FL | 34785 |
| MARTHA F ENTERPRISES LLC | 2092 SOUTHERN STAR WAY | THE VILLAGES | FL | 32162 |
| MARTIN DON MICHAEL TRUST | 30816 AIRWAY RD | LEESBURG | FL | 34748 |
| MARY K THOMAS ENTERPRISES LLC | PO BOX 4781 | OCALA | FL | 34478 |
| MCELROY GREGORY \& THERESA | 4852 CR 114 | WILDWOOD | FL | 34785 |
| NEW COVENANT UNITED METHODIST | 3470 WOODRIDGE DR | THE VILLAGES | FL | 32162 |
| ORR CAROLINE | 610 N MAIN ST | WILDWOOD | FL | 34785 |
| RANKIN GLORIA V | 32841 TIMBERWOOD DR | LEESBURG | FL | 34748 |
| ROMAN DAVID ENTERPRISES LLC | PO BOX 668 | OCALA | FL | 34478 |
| SEABOARD SYSTEMS RAILROAD | 500 WATER ST; ROOM 1208 | JACKSONVILLE | FL | 32202 |
| SHAW JOHN DALLAS JR \& BARBARA | 5072 SE HIGHWAY 42 | SUMMERFIELD | FL | 34491 |
| SIMPLY SOUTHERN FOODS CORP | 240 E LADY LAKE BLVD | LADY LAKE | FL | 32159 |
| SMITH KELLY \& LEISA (TIC) | 207 S MAIN ST | WILDWOOD | FL | 34785 |
| SNJ DISCOUNT BEVERAGES LLC | 201 S MAIN ST | WILDWOOD | FL | 34785 |
| STAFFORD ROXANNE D | 4100 CR 121D | WILDWOOD | FL | 34785 |
| STEIN GROUP LLC | 1008 E SILVER SPRINGS BLVD | OCALA | FL | 34470 |
| STUBBS STANLEY \& JENNY | 29 SEMINOLE PATH | WILDWOOD | FL | 34785 |
| THE CHURCH OF GOD | PO BOX 492923 | LEESBURG | FL | 34749 |
| VERAINA ENTERPRISE LLC TTEE | 1603 CAPITAL AVENUE, STE 310 | CHEYENNE | WY | 82001 |
| VERNON LINDA G | 324 S MAIN ST | WILDWOOD | FL | 34785 |
| WILDWOOD CHURCH OF CHRIST INC | 114 CLEVELAND AVE | WILDWOOD | FL | 34785 |
| WILDWOOD LAND COMPANY LLC | 911 S 9TH ST | LEESBURG | FL | 34748 |
| WILDWOOD OUTPARCEL LLC | 5801 CONGRESS AVENUE \#219 | BOCA RATON | FL | 33487 |
| WILDWOOD SHOPPING CENTER LLC | 5801 CONGRESS AVE | BOCA RATON | FL | 33487 |
| YODER BROS INC | 2025 E CR 462 | WILDWOOD | FL | 34785 |

Source: Sumter County Property Appriaser - May 2020

# Affidavit of Publication DAILY COMMERCIAL 

## Serving Lake and Sumter Counties

 located in Leesburg, Lake County Florida STATE OF FLORIDA, COUNTY OF LAKEBefore the undersigned authority personally appeared

## Lisa Clay


who on oath says that she is an authorized employee of the Daily Commercial, a daily newspaper published at Leesburg, in Lake County, Florida; that the attached copy of advertisemet, being a notice in the matter of

was published in said newspaper in the issues of:
MAY 21, ZOZO
Affiant further says that the said Daily Commercial is pub-
lished at Leesburg, in said Lake County, Florida, and that the
said newspaper has heretofore been continuously published
in said Lake County, Florida, daily, and has been entered as
second class mail matter at the post office in Leesburg, in said
Lake County, Florida, for a period of one year next preceding
the first publication of the attached copy of advertisement;
and affiant further says that he has neither paid nor promised
any person, firm or corporation any discount, rebate, commis-
sion or refund for the purpose of securing this advertisement
for publication in the said newspaper.

Sworn to and subscribed before me this 29 day of mag
A.D., 2020 .


Main Street

## Public Notice

$$
\begin{aligned}
& \text { Online Presentation and Sur } \\
& \text { Main Street (US 301) Complete Stu } \\
& \text { City of Wildwood, Florida }
\end{aligned}
$$

The City of Wildwood and the Lake-Sumt coordinating efforts on a Complete Streets plan in the City of Wildwood on Main Str from Cleveland Avenue (CR 466A) to Hue 44A). The Wildwood Main Street Complete S supports the City's vision for: "A thriving, int Downtown District that draws people in and them to stay." Please visit the City of website at www.wildwood-fl. gov and click for the Complete Streets project on the $h$ watch a short video summarizing the provo: to provide your feedback through a short o The survey will close on June fth, 2020.

Please contact Roxann Read, AICP, Wildwood Services Assistant Director, at 352.330 .13 or rread@wildwood-fl.gov with any questio

From:
Sent:
To:
Cc:
Subject:

Cornelius, Brad
Thursday, May 21, 2020 10:14 PM
Pizzo, Judy; natalie.roggio@dot.state.fl.us
Krzeminski, Jamie; Rhodes, Jenn; Mastison, Sarah; Melanie Peavy; David McMahan; Roxann Read
City of Wildwood - Main Street Wildwood Complete Street Plan Online Presentation and Survey Public Notice


Main street

COMPLETE STREET PLAN

The City of Wildwood and the Lake-Sumter MPO are coordinating efforts on a Complete Streets conceptual plan in the City of Wildwood on Main Street (US 301) from Cleveland Avenue (CR 466A) to Huey Street (CR 44A). The Wildwood Main Street Complete Streets Study supports the City's vision for: "A thriving, interconnected Downtown District that draws people in and encourages them to stay." Please visit the City of Wildwood's website at www.wildwood-fl.gov and click on the link located on the right side of the homepage for the Complete Streets project. Here you will be asked to watch a video summarizing the proposed plan and provide your input through a short online survey. The survey will close on June 6, 2020.

If you have any questions regarding this project or upcoming public meeting do not hesitate to contact Jamie Krzeminski, HDR, Project Manager, at Jamie.Krzeminski@ hdr.com or at 407-420-4250.

Sincerely,
Brad Cornelius, AICP

## Public Involvement／Stakeholder Coordinator

## ）WADE <br> TRIM

Brad Cornelius，AICP，CPRP，CFM，CPM，Vice President One Tampa City Center
201 North Franklin Street，Suite 1350，Tampa，FL 33602
813－882－4373 office
813－415－4952 cell
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From:
Sent:
To:
Cc:
Subject:

Cornelius, Brad
Thursday, May 21, 2020 10:11 PM
'jerry.graybeal@sumter.k12.fl.us'
'Krzeminski, Jamie'; 'Rhodes, Jenn'; Mastison, Sarah; 'Melanie Peavy'; 'David McMahan'; 'Roxann Read'
City of Wildwood - Main Street Wildwood Complete Street Plan Online Presentation and Survey Notice - Wildwood Middle-High

# Main Street <br> WILDWOOD <br> COMPLETE STREET PLAN 

## Dear Principal Graybeal,

The City of Wildwood and the Lake-Sumter MPO are coordinating efforts on a Complete Streets conceptual plan in the City of Wildwood on Main Street (US 301) from Cleveland Avenue (CR 466A) to Huey Street (CR 44A). The Wildwood Main Street Complete Streets Study supports the City's vision for: "A thriving, interconnected Downtown District that draws people in and encourages them to stay." Please visit the City of Wildwood's website at www.wildwood-fl.gov and click on the link located on the right side of the homepage for the Complete Streets project. Here you will be asked to watch a video summarizing the proposed plan and provide your input through a short online survey. The survey will close on June 6, 2020.

Please feel free to share this information with anyone.
If you have any questions regarding this project or upcoming public meeting do not hesitate to contact Jamie Krzeminski, HDR, Project Manager, at Jamie.Krzeminski@hdr.com or at 407-420-4250.

## Sincerely，

## Brad Cornelius，AICP

## Public Involvement／Stakeholder Coordinator

Brad Cornelius，AICP，CPRP，CFM，CPM，Vice President
One Tampa City Center
201 North Franklin Street，Suite 1350，Tampa，FL 33602
813－882－4373 office
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## From:

Sent:
To:

Cc:

Subject:

Cornelius, Brad
Thursday, May 21, 2020 10:06 PM
'contactus@cafecotillion.com'; 'jdvincent@cafecotillion.com'; 'artsygal54@gmail.com'; 'jalonso@fbcwildwood.org'; 'jdavis@fbcwildwood.org';
'atomicageartifacts@gmail.com'
'Krzeminski, Jamie'; 'Rhodes, Jenn'; Mastison, Sarah; 'Melanie Peavy'; 'David McMahan'; Roxann Read
City of Wildwood - Main Street Wildwood Complete Street Plan Online Presentation and Survey Notice - PAG

Dear Main Street Wildwood Complete Street Plan Project Advisory Group,

The City of Wildwood and the Lake-Sumter MPO are coordinating efforts on a Complete Streets conceptual plan in the City of Wildwood on Main Street (US 301) from Cleveland Avenue (CR 466A) to Huey Street (CR 44A). The Wildwood Main Street Complete Streets Study supports the City's vision for: "A thriving, interconnected Downtown District that draws people in and encourages them to stay." Please visit the City of Wildwood's website at www.wildwood-fl.gov and click on the link located on the right side of the homepage for the Complete Streets project. Here you will be asked to watch a video summarizing the proposed plan and provide your input through a short online survey. The survey will close on June 6, 2020.

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Sincerely, Brad Cornelius, AICP<br>Public Involvement/Stakeholder Coordinator

C) WADE<br>TRIM<br>Brad Cornelius, AICP, CPRP, CFM, CPM, Vice President<br>One Tampa City Center<br>201 North Franklin Street, Suite 1350, Tampa, FL 33602<br>813-882-4373 office<br>813-415-4952 cell

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## From:

Sent:
To:

Cc:
Subject:

Cornelius, Brad
Thursday, May 21, 2020 10:01 PM
'mwoods@lakesumtermpo.com'; 'prichmond@lakesumtermpo.com';
'heather.garcia@dot.state.fl.us'; 'fmilch@ecfrpc.org'; 'tara@ecfrpc.org'; Bradley Arnold (bradley.arnold@sumtercountyfl.gov); 'debra.snyder@sumtercountyfl.gov'; 'jorge.uy@sumtercountyfl.gov'; 'jmchugh@wildwood-fl.gov'; 'Melanie Peavy'; 'David McMahan'; Roxann Read
'Krzeminski, Jamie'; 'Rhodes, Jenn'; Mastison, Sarah
City of Wildwood - Main Street Wildwood Complete Street Plan Online Presentation and Survey Public Notice


> Main Street WILDWOOD

COMPLETE STREET PLAN

## Public Notice <br> Online Presentation and Survey Main Street (US 301) Complete Streets Plan City of Wildwood, Florida

The City of Wildwood and the Lake-Sumter MPO are coordinating efforts on a Complete Streets conceptual plan in the City of Wildwood on Main Street (US 301) from Cleveland Avenue (CR 466A) to Huey Street (CR 44A). The Wildwood Main Street Complete Streets Study supports the City's vision for: "A thriving, interconnected Downtown District that draws people in and encourages them to stay." Please visit the City of Wildwood's website at www.wildwood-fl.gov and click on the link located on the right side of the homepage for the Complete Streets project. Here you will be asked to watch a video summarizing the proposed plan and provide your input through a short online survey. The survey will close on June 6, 2020.

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Sincerely, Brad Cornelius, AICP<br>Public Involvement/Stakeholder Coordinator

Brad Cornelius, AICP, CPRP, CFM, CPM, Vice President
One Tampa City Center
201 North Franklin Street, Suite 1350, Tampa, FL 33602
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From:
Sent: Subject:

Cornelius, Brad
Thursday, May 21, 2020 10:27 PM
City of Wildwood - Main Street Wildwood Complete Street Plan Online Presentation and Survey Public Notice


# Main Street WILDWOOD 

COMPLETE STREET PLAN

## Public Notice

Online Presentation and Survey Main Street (US 301) Complete Streets Plan City of Wildwood, Florida

The City of Wildwood and the Lake-Sumter MPO are coordinating efforts on a Complete Streets conceptual plan in the City of Wildwood on Main Street (US 301) from Cleveland Avenue (CR 466A) to Huey Street (CR 44A). The Wildwood Main Street Complete Streets Study supports the City's vision for: "A thriving, interconnected Downtown District that draws people in and encourages them to stay." Please visit the City of Wildwood's website at www.wildwood-fl.gov and click on the link located on the right side of the homepage for the Complete Streets project. Here you will be asked to watch a video summarizing the proposed plan and provide your input through a short online survey. The survey will close on June 6, 2020.

If you have any questions regarding this project or upcoming public meeting do not hesitate to contact Jamie Krzeminski, HDR, Project Manager, at Jamie.Krzeminski@hdr.com or at 407-420-4250.

Sincerely,
Brad Cornelius, AICP
Public Involvement/Stakeholder Coordinator

Brad Cornelius, AICP, CPRP, CFM, CPM, Vice President One Tampa City Center
201 North Franklin Street, Suite 1350, Tampa, FL 33602
813-882-4373 office
813-415-4952 cell



# Public Notice <br> Online Presentation and Survey Main Street (US 301) Complete Streets Plan City of Wildwood, Florida 

The City of Wildwood and the Lake-Sumter MPO are coordinating efforts on a Complete Streets conceptual plan in the City of Wildwood on Main Street (US 301) from Cleveland Avenue (CR 466A) to Huey Street (CR 44A). The Wildwood Main Street Complete Streets Study supports the City's vision for: "A thriving, interconnected Downtown District that draws people in and encourages them to stay." Please visit the City of Wildwood's website at www.wildwood-fl.gov and click on the link located on the right side of the homepage for the Complete Streets project. Here you will be asked to watch a video summarizing the proposed plan and provide your input through a short online survey. The survey will close on June 6, 2020.

Please contact Roxann Read, AICP, Wildwood Development Services Assistant Director, at 352.330.1330 ext. 124 or rread@wildwood-fl.gov with any questions.

##  <br> Main Street WILDWOOD <br> COMPLETE STREET PLAN

## Public Meeting

May 2020

## PRESENTATION

(0) 4 Project Overview
(0) Potential Design Strategies
(0) 5 Outreach Summary
(0) $\Delta \underset{\Delta}{\Delta}$ Proposed Concept Plan

Main street

## Project Overview

## PROJECT STUDY AREA

- Wildwood Main Street (US 301 / SR 35)

Cleveland Ave (CR 466A) to Huey St (CR 44A)

## - Transition Areas:

- South: Kentucky St to Huey St
- North: Cleveland Ave to 4 Lion St
- East: CR 44A / Huey St west of Gamble St

- STUDY AREA
- TRANSITION AREA
( SIGNALIZED INTERSECTION
\|] RAILROAD
$\square$ PARCELS
- BUILDING FOOTPRINTS


## Project Overview

## PROJECT PURPOSE

- Develop a Complete Streets Concept Plan for Main Street Wildwood that supports the City's vision for:
"A thriving, interconnected Downtown District that draws people in and encourages them to stay."


## - Builds on previous planning work:

-City of Wildwood's Unity, Enhancement, and Redevelopment Action Plan (UERAP)
-Lake~Sumter MPO's Safe Schools Access Transportation Study

## - Project will consider:

- Traffic calming
- Improving pedestrian crossings
- Safe school access
- Access management
-Multimodal needs



## What Makes a Complete Street?

COMPLETE STREETS MAY INCLUDE...
Medians \& access management
Pedestrian environment $\&$ crossings
Bike facilities
Landscape and streetscape
Traffic calming, including narrower travel lanes, roundabouts, and gateway treatments


Main street WILDWOOD

## What Makes a Complete Street?

## BENEFITS OF COMPLETE STREETS

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## Accommodate All Users

-By 2025, 1 in 5 Americans will be 65 or older -1 in 5 people have a disability in the U.S

## Improve Safety

-Well-designed bicycle infrastructure can reduce crash \& injury risk by about 50\%

## Better Health

$-28 \%$ of all trips are less than 1 mile
$-60 \%$ of these trips are driven
-1 in 5 school age children are obese


## Key Considerations



Main street WILDWOOD

## Project Outcomes

## Short-term complete streets concept design

- Focus of the study
-Provides improvements and addresses concerns in the short term
-Feasible improvements within the existing right-of-way


## Long-term alternatives

- Study included considerations for longer term and bigger picture alternatives that would require additional study, such as:
- Intersection improvements requiring the acquisition of significant right of way
- New rail crossings
- Conversion of Main Street and Gamble Street to one-way pairs
- Construction of a US 301 by-pass



## Potential Design Strategies Considered

## Potential Design Strategies

MID-BLOCK CROSSINGS


Main street WILDWOOD

## Potential Design Strategies

MEDIANS


Main Street WILDWOOD

## Potential Design Strategies

ROUNDABOUTS \& ACCESS MANAGEMENT


Main street WILDWOOD



## Potential Design Strategies

## WIDEN SIDEWALKS



- Remove on-street bike lanes
- Bikes will be accommodated on a parallel street
- Widen sidewalks on one or both sides (west side sidewalk widening shown)


## Potential Design Strategies

## ADD PARALLEL PARKING



- Add parallel parking on west side by reallocating width from:
- Narrowing median in conjunction with roundabouts for U-Turns; or
- Removing bike lanes (shown)
- Bikes will be accommodated on a parallel street


Outreach Summary

Main Street
WILDWOOD

## Outreach To Date

PROJECT KICK－OFF WALKING AUDIT \＆STUDENT WORKSHOP
February 4， 2019


Main street WILDWOOD

## Outreach To Date

## - Project Advisory Group (PAG) Meetings

-Made up of business owners and other members of the local community

## - Public Meeting

-Wildwood Community Center
-October 8, 2019

- Art in the Park Pop-Up Meeting -March 7, 2020
- Coordination with the MPO, FDOT and CSX


Main street WILDWOOD

## Community Input

## What do you see as the three biggest issues the project should address?



## Community Input

## Rank the importance of each of these improvements



Main Street WILDWOOD

## Project Advisory Group Input

## What do you see as the three biggest issues the project should address?




## Rank the importance of each of these improvements



## Initial Concept

## - 3 roundabouts on US 301

- 1 roundabout on CR 44A east of US 301
- Added medians and landscaping
- Existing bike lanes removed in favor of wide sidewalk (west side) and parallel bike route (Old Wire Rd / Gamble St)
- Added on-street parking in some locations (west side)


## Input on the Initial Concept



Proposed Concept Plan

## Proposed Concept

US 301 at HUEY ST.


Main street WILDWOOD

## Proposed Concept



## Proposed Concept

## US 301 at OLD WIRE RD.



Main street WILDWOOD

## Other Recommendations

## - Driveways

-Eliminate redundant driveways
-Narrow driveways to remain
-Find opportunities for cross access between property owners

- Lighting/Utilities
- Increase lighting levels
-Explore feasibility of undergrounding utilities


## - Sidewalk/Bicycle Connections

-Add bulb-outs where possible to shorten pedestrian crossing distances
-Close gaps on side streets
-Develop parallel bicycle corridor

- Redevelopment
-As redevelopment occurs on east side, obtain easement to enhance streetscaping on east side


## Proposed Alternative Concept

Conceptual Master Plan | Design Vocabulary


Melanie Peavy

## Learn More and Provide Feedback!

## Visit wildwood-fl.gov

project brochure
concept plan illustration
online survey (open until June 6, 2020)

## Appendix H

## Summary of FDOT Meetings

# Main Street Wildwood Complete Street Plan FDOT Coordination Meeting \#1 - Summary 

July 30, 2019, at 1:30 p.m.<br>FDOT D5: Live Oak Conference Room 719 S. Woodland Boulevard DeLand, Florida 32720

## Attendees

Judy Pizzo
Ferrell Hickson
Amir Asgarinik
Jim Stroz
Mike Sanders
Suraj Pamulapati
Don Watson
Jeff Cicerello
Mario Bizzio
Melanie Peavy
David McMahan
Jamie Krzeminski
Jenn Rhodes

- FDOT - Planning and Environmental Management
- FDOT - Drainage
- FDOT - Program Management
- FDOT - Traffic Operations
- FDOT - Traffic Operations
- FDOT - Traffic Operations
- FDOT - Traffic Operations
- FDOT - Design
- FDOT - Design
- City of Wildwood
- City of Wildwood
- HDR
- HDR


## Summary:

After introductions of the attendees, Jamie Krzeminski and Jenn Rhodes from HDR reviewed a PowerPoint presentation regarding the project. The presentation started with the general project overview. The core study area is a 0.5 -mile section of US 301/Main Street between CR 466A/Cleveland Avenue and CR 44A/Huey Street, with additional transition areas being considered to the north and south of the 0.5 -mile section, as well as to the east on Huey Street. The project purpose is to develop a complete streets concept plan for Main Street that supports the City's vision for "a thriving, interconnected Downtown District that draws people in and encourages them to stay." Key considerations were mentioned, with regards to the CSX railroad, traffic volumes, and right-of-way constraints. The presentation reviewed educational materials that had been presented to project stakeholders about what a complete street is and the benefits it provides, as well as case studies of similar implemented projects from other parts of the country.

Next, they presented preliminary long-term and short-term options for the corridor. Long-term options included (1) converting US 301 to a one-way pair system similar to SR 19 in downtown Eustis by using the parallel Gamble Street for the northbound direction; and (2) creating a bypass around downtown Wildwood, similar to that currently proposed for SR 50 in Groveland. It was noted that these longer term options are only going to be incorporated in the current project as potential schematic ideas with strategies for advancement. The project will focus on short-term options which may include elements such as access management, landscaped medians, wider sidewalks, lighting, mid-block crossings, roundabouts, and/or on-street parking. Initial feedback from stakeholders (through an initial City Commission briefing, student workshop and walking audit, and initial Project Advisory Group meeting)
identified several top issues for the study corridor including aesthetics, landscape and streetscape; pedestrian access and crossing locations; and speeding. A preliminary near term typical section concept reviewed included narrow medians between intersections (with roundabouts included at several locations to assist with U-turns); wider sidewalks, particularly on the west side of Main Street where several downtown businesses are located; and added parallel parking on the west side of the street in select locations. It was suggested that the existing undesignated bicycle lanes be removed to help reallocate space within the existing Main Street right-of-way, but with bicycles accommodated on a parallel corridor - the low volume, low speed ( 25 mph ) Gamble Street.

The meeting was then opened for discussion. The PowerPoint presentation is attached to this summary.

## Discussion:

- Lane configuration. There was a question about traffic volumes and whether a road diet was considered. The existing daily volumes are in the low 20,000's, which is towards the upper end of the range typically accepted for a 4 -to-3 lane road diet. It was noted that US 301 serves as a parallel/alternate facility to I-75 and is used as a detour in the event of incidents; FDOT Central Office wants to maintain two lanes per direction to serve this alternate route function. Further, a PD\&E study was just completed that included widening of US 301 to a four-lane divided section further south (south of the Turnpike). Based on these points, a road diet has not been considered within the project study limits.
- Bicycle lanes. Removal of the existing bicycle lanes on US 301 would only be possible if other changes are made to accommodate bikes, such as a parallel route. It should be clear with any typical section graphic that removes the bike lanes that bikes will be accommodated on a parallel street (and could also show a typical section for the parallel street). It was also noted that with a resurfacing, the existing bike lanes could potentially be widened to buffered bike lanes via lane narrowing. The plan should also consider how people on bikes would access the businesses on the Main Street corridor from a parallel route. There was also discussion about the potential to provide a minimum 8 -foot wide multi-use path on the east side of the street in lieu of a sidewalk, or if both a sidewalk and separated bikeway would be needed/required if that were the form of bicycle accommodation (i.e., no parallel route). Melanie Peavy discussed the existing land uses and socioeconomics, and that there is very little existing demand for bike facilities along the Main Street corridor and most bicyclists currently use the sidewalks.
- Drainage. If removing the existing bike lanes, additional inlets may be needed, as the bike lanes help accommodate stormwater spread. It is also important to know where the water is going and what the status and condition of the existing system is. The current stormwater system is likely old, and may have components that need replacing. It was noted that on-street parking along the corridor would help with the stormwater spread and can serve as a buffer for water splashing into business fronts.
- Lane widths. There was concern over the 11-foot outside lanes on the preliminary near term concept with the removal of the bike lanes as the condition provides a narrower lateral offset to poles and objects in the utility strip as well as to pedestrians on the adjacent sidewalk. Large trucks and buses have overhangs (e.g., mirrors) that could potentially clip objects and would be closer to people walking. To get buy off on widths, need to confirm the truck percentages and ensure widths are consistent with FDM guidance.
- On-street parking. The provision of on-street parking would be subject to sight distance requirements based on the design speed. Curb bulbouts could be added to reinforce keeping appropriate sight distances clear. Door zones for parking was also a concern.
- Sidewalks. The wider existing sidewalks on the west side of Main Street are partially comprised of utility strips filled with concrete that do not meet ADA compliance for cross slope. It was noted that the width of the utility strip should not be considered sidewalk. Concepts to widen the sidewalks further would need to carefully tie back to the curb and street.
- Landscaping. Need to verify the appropriate lateral offset criteria - may be 4 feet (RRR criteria may not apply). Preliminary near term concept showed 8-foot wide median between stripes, which would only give a very narrow grass area and not allow for larger trees (such as the palm trees shown) with a 4-foot lateral offset criteria; in that case, could show crepe myrtles or low shrub-type landscaping. Don't want to show an unrealistic type of landscaping early in the process if it won't meet the lateral offset criteria.
- CSX railroad. In the past, there had been a street connection from US 301 to the west of the railroad tracks at Oxford Street, but it was closed due to the presence of the CSX switching station, multiple tracks, and higher train activity at that location. The switching station also results in a lot of blocking at CR 44A (Lynum Street). The City noted that the switching station has been transferred to Lakeland on a temporary test basis, which will result in much less train traffic and could potentially open back up the discussion about reconnecting Oxford Street in the future.
- Pedestrian demand and midblock crossings. Melanie confirmed there is no transit in downtown Wildwood. One of the stronger pedestrian demand drivers is people living on the west side of the railroad tracks going to the Family Dollar, which is located on the east side of Main Street a couple blocks north of City Hall. It was noted that many students participating in sports or having other after school activities walk home since busing is not available except for immediately following the school dismissal. Raised medians with midblock crossings could be an interim improvement which could potentially be fast tracked. Installation depends in part on the pedestrian volumes. FDOT agreed to do pedestrian counts in the area between the signals at CR 466A and CR 44A once school is back in session. Any pedestrian counts would include the hours after the schools are dismissed in the afternoon. FDOT also noted they have done previous signal warrant studies at the Oxford and Rutland Street intersections (2012).
- Right-of-way. It was recommended to contact John Cheney to obtain and confirm the existing right-of-way along the corridor.
- Roundabout evaluation. Evaluation of the four potential roundabouts mentioned could follow the same procedure used for the US 27 roundabouts evaluation in Leesburg, or could follow the new ICE procedures to compare the results of different traffic control types.


## Action Items:

- HDR will send count data collected for the project on US 301 to FDOT.
- HDR and Lake-Sumter MPO to follow up on strategies for funding of next steps.
- FDOT to complete pedestrian counts to investigate potential midblock crossing demand as interim improvements

Meeting Attendance
Project: City of Wildwood - Main Street Wildwood Complete Street Plan
Subject: FDOT Coordination Meeting
Date: Tuesday, July 30, 2019
Location: FDOT D5 (719 S. Woodland Blvd, DeLand, Florida 32720)
Live Oak Conference Room


Melarie pray Cty of Willdwood mpeavy@ wild wood fl.g AMIIC ABGARWIK FDoTProgamMgn't amir.asgarinike $\operatorname{Jim}$ STRoz FDOT-MRAFFIC OPS jim.stroze dat. state.fl. us Mike Sanders FOOT-To Michoed. sonderse"

David Mimatan cily of wildwod dmemahane wildwoon Don watson EDOT-TO donald watsone dot. State. FI. .us $\checkmark$ Giecallo Fbor-begnu Jeffrey Gicereloo edot $\rightarrow$ SURAJ PAMULAPATI FDOT TO suraj.pamulapati@dotstate.ffus Lenn Rhodes HDR Jennirhodesohdrinc com Jamie Kreminski HDR Jam.e.Krzeminski@hdrinc.com


## $\frac{\text { Main Street }}{\text { Main }}$ WILDWOOD <br> COMPLETE STREET PLAN

## FDOT Coordination Meeting

July 30, 2019

## Presentation Agenda

1．Project Overview

2．Existing Context

3．Potential Design Strategies

4．Summary of Input

5．Next Steps

Main Street WILDWOOD容内㫠合

## Project Overview

## Project Overview

## PROJECT STUDY AREA

- Wildwood Main Street (US 301 / SR 35)

Cleveland Ave (CR 466A) to Huey St (CR 44A)

## - Transition Areas:

- South: Kentucky St to Huey St
- North: Cleveland Ave to mion St
- East: CR 44A / Huey St west of Gamble St

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- STUDY AREA
- TRANSITION AREA

B Signalized intersection
+1+ RAILROAD
$\square$ PARCELS

- BUILDING FOOTPRINTS

Main street WILDWOOD

## Project Overview

## PROJECT PURPOSE

- Develop a Complete Streets Concept Plan for Main Street Wildwood that supports the City's vision for:
"A thriving, interconnected Downtown District that draws people in and encourages them to stay."


## - Builds on previous planning work:

-City of Wildwood's Unity, Enhancement, and Redevelopment Action Plan (UERAP)
-Lake~Sumter MPO's Safe Schools Access Transportation Study

## - Project will consider:

- Traffic calming
- Improving pedestrian crossings
- Safe school access
- Access management
-Multimodal needs


## Project Overview

KEY CONSIDERATIONS

- CSX Railroad
- Traffic Volumes
- Truck Traffic Volumes
- Right-of-Way Constraints


Main Street WILDWOOD

## Project Overview

## PROJECT OUTCOMES

- Long-term design strategies
-Visionary corridor recommendations
-Requires additional study and traffic analysis to determine feasibility
- Short-term concept design
-Focus of the study
-Provides improvements and addresses concerns in the interim
-Feasible improvements within the existing right-of-way


## Project Overview



## What Makes a Complete Street?

## COMPLETE STREETS MAY INCLUDE...

Medians \& access management
Pedestrian environment $\&$ crossings
Bike facilities
Landscape and streetscape
Traffic calming, including narrower travel lanes, roundabouts, and gateway treatments

## What Makes a Complete Street?

## BENEFITS OF COMPLETE STREETS

Accommodate All Users
-By 2025, 1 in 5 Americans will be 65 or older
-1 in 5 people have a disability in the U.S

## Improve Safety

-Well-designed bicycle infrastructure can reduce crash \& injury risk by about 50\%

## Better Health

$-28 \%$ of all trips are less than 1 mile
$-60 \%$ of these trips are driven
-1 in 5 school age children are obese


## What Makes a Complete Street?

## CASE STUDY:

BRIDGEPORT WAY UNIVERSITY PLACE, WA

- Average speed decreased 13\%
- Crashes decreased by 60\%
- Sales tax revenues increased by 7\% (compared to 5\% citywide)

- Significant redevelopment activity
-New businesses relocating to the area
-Others applying for redevelopment and relocation


Main street WILDWOOD

## What Makes a Complete Street?

CASE STUDY:
AURORA AVENUE - SHORELINE, WA

- Created a new main street for the City
- Crashes reduced by 60\%
- Stimulated redevelopment projects, created jobs and offered more retail choices
- Sales revenue during construction up 9\%


Main Street WILDWOOD

## What Makes a Complete Street?

CASE STUDY:
SR 44 (DIXIE AVENUE) - CITY OF LEESBURG

- Serves as the truck bypass route around downtown Leesburg
- Landscaped median and shoulder sections
- Reduced conflict points
- Provided pedestrian refuge areas
- Visually improved the business corridor



## What Makes a Complete Street?

CASE STUDY:
SOUTH GOLDEN ROAD - GOLDEN COLORADO

- Corridor contains neighborhoods, shopping centers, restaurants, and two schools
- Case study showed increased sales at stores along the
 corridor
- Crashes decreased 60\%, injuries decreased 96\% with roundabouts



## Existing Context

## Existing Context

## EXISTING TYPICAL SECTION



4-lanes with a Two-Way Left Turn Lane (TWLTL)
Bike Lanes and Sidewalk
Context Classification: C4 - Urban General NHS / Urban Principal Arterial Other

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\text { Access Class: } 06
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## Existing Context

## SIDEWALKS



## Existing Context

## SPEED LIMIT

## Main Street WILDWOOD

## Existing Context

## EXISTING LAND USE

## Existing Context

## FUTURE LAND USE



Main street WILDWOOD

## Existing Context



## Existing Context

CRASH ANALYSIS

| Characteristic | Total | Percentage |
| :---: | :---: | :---: |
| WEATHER CONDITIONS |  |  |
| Clear | 170 | 77.6\% |
| Cloudy | 38 | 17.4\% |
| Fog, Smog, Smoke | 1 | 0.5\% |
| Rain | 1 | 0.5\% |
| Other | 9 | 4.0\% |
| TOTAL | 219 | 100\% |
| ROAD SURFACE CONDITIONS |  |  |
| Dry | 204 | 93.15\% |
| Mud, Dirt, Gravel | 1 | 0.46\% |
| Wet | 14 | 6.39\% |
| TOTAL | 219 | 100\% |
| LIGHTING CONDITIONS |  |  |
| Dark - Lighted | 11 | 5.0\% |
| Dark - Not Lighted | 8 | 3.7\% |
| Dark - Unknown Lighting | 3 | 1.4\% |
| Dawn | 8 | 3.7\% |
| Daylight | 175 | 79.9\% |
| Dusk | 12 | 5.4\% |
| Unknown | 2 | 0.9\% |
| TOTAL | 219 | 100\% |



Main Street WILDWOOD

## Existing Context

## TRAFFIC ANALYSIS

S 301 @ OXFORD ST
HIGHEST BIKE/PED COUNT - 16

APPROX $10 \%$ TRUCKS
AVERAGE SPEED APPROX, 37 MPH
85tH PERCENTJE SPEED 4B MPH

Main street WILDWOOD

## Existing Context

TRAFFIC ANALYSIS


Main street WILDWOOD

## Existing Context



Main Street WILDWOOD

## Potential Design Strategies

## Potential Design Strategies

LONG-TERM STRATEGY NO. 1 - ONE-WAY PAIRS


Main street WILDWOOD

## Potential Design Strategies

LONG-TERM STRATEGY NO. 1 - ONE-WAY PAIRS


Main Street WILDWOOD

## Potential Design Strategies

## LONG－TERM STRATEGY NO． 2 －BY－PASS



Main street WILDWOOD

## Potential Design Strategies

## NEAR-TERM STRATEGY NO. 1 - ADD MEDIANS

Main Street (US 301)

解

- Add medians where possible
- Use in conjunction with roundabouts for U-Turns
- Find opportunities for pedestrian crossings with median refuge


## Potential Design Strategies

NEAR-TERM STRATEGY NO. 1 - ADD MEDIANS

## Access management is the careful planning of

 the location, type and design of access.Source: FDOT D4 Presentation



## Potential Design Strategies

NEAR-TERM STRATEGY NO. 1 - ADD MEDIANS


## Separate the conflict points for all modes

## Provide reasonable access at each property

Source: FDOT D4
Presentation

## Main street

WILDWOOD

## Potential Design Strategies

NEAR-TERM STRATEGY NO. 1 - ADD MEDIANS

Crash Rates for Median Treatments Florida Crash Study


Long, Gan, Morrison, University of Florida 1993

Source: FDOT D4
Presentation

## Potential Design Strategies

NEAR-TERM STRATEGY NO. 1 - ADD MEDIANS


Source: FDOT D4
Presentation

## Potential Design Strategies

## NEAR-TERM STRATEGY NO. 2 - WIDEN SIDEWALKS



- Remove on-street bike lanes (requires FDOT concurrence)
- Widen sidewalks on one or both sides (west side sidewalk widening shown)


## Potential Design Strategies

## NEAR-TERM STRATEGYNO. 3 - ADD PARALLEL PARKING

Main Street (US 301)

- Add parallel parking on west side by reallocating width from:
- Narrowing median in conjunction with roundabouts for U-Turns; or
- Removing bike lanes (shown)


## Potential Design Strategies

## NEAR－TERM STRATEGYNO． 4 －ROUNDABOUTS



Main street WILDWOOD

## Potential Design Strategies



Main Street WILDWOOD

## Potential Design Strategies

NEAR-TERM STRATEGY NO. 5 - MID-BLOCK CROSSINGS


Main Street WILDWOOD

## Potential Design Strategies

## OTHER DESIGN STRATEGIES

## - Driveways

-Eliminate redundant driveways
-Narrow driveways to remain
-Find opportunities for cross access between property owners

## - Lighting/Utilities

- Increase lighting levels
-Explore feasibility of undergrounding utilities


## - Sidewalk/Bicycle Connections

-Add bulb-outs where possible to shorten pedestrian crossing distances
-Close gaps on side streets
-Develop parallel bicycle corridor (potentially along railroad, Webster Street, or Gamble Street)

- Redevelopment
-As redevelopment occurs on east side, obtain easement to enhance streetscaping on east side

Driveway Consolidation Example


## Potential Design Strategies

## PRELIMINARY NEAR-TERM CONCEPT



- Add Medians - in conjunction with roundabouts for U-Turns
- Widen Sidewalks - by removing bicycle lanes (requires FDOT concurrence)
- Add Parallel Parking - on west side by narrowing median


## Potential Design Strategies

PRELIMINARY NEAR-TERM CONCEPT - POTENTIALAETERNATIVE BICYCLE ROUTE


Main Street WILDWOOD

## Summary of Input

## Outreach to date

- Commissioner Workshop
- Student Workshop/ Walking Audit
-PAG \#1



## PAG \#1 Survey

Question 1:
What do you see as the three biggest issues the project should address?


## PAG \#1 Survey

## Question 2

## Rank the importance of each of these improvements



## PAG \＃1 Survey

Question 3
How would the rate the following long－term concepts？


## PAG \#1 Survey

Question 4
How would you rate the preliminary near-term concept?


## PAG \#1 Survey

## Question 5

How do you feel about the idea of removing the existing bike lanes on Main Street and developing a parallel bicycle corridor?


Next Steps

# City of Wildwood - Main Street Complete Streets Florida Department of Transportation (FDOT) - District 5 Meeting Summary 

April 21, 2020, at 3:00 p.m. to 4:00 p.m.<br>Web-based Meeting<br>Hosted by HDR, Inc. (WebEx)

## Attendees

FDOT District 5
Mario Bizzio
George Borchik
Heather Garcia
Ferrell Hickson
Suraj Pamulapati
Judy Pizzo
Zachary Zalneraitis

City of Wildwood
Roxann Read

## Consultant Project Team

Jamie Krzeminiski, HDR, Inc.
Jenn Rhodes, HDR, Inc.
Brad Cornelius. Wade Trim, Inc.

## Summary

On April 21, 2020, the Consultant Team, led by Jamie Krzeminiski, HDR, facilitated a web-based meeting with representatives of FDOT District 5, and the City of Wildwood to present the proposed design concepts for the Main Street Complete Streets project. Mr. Krzeminiski reviewed a PowerPoint presentation that provide the purpose and needs for project and the proposed design concepts. He also provided information regarding the consistency of the proposed design concepts with applicable FDOT design standards. The primary purpose of the project is to better control speeds through the core of the city and to promote a more walkable and business attractive environment to support desired redevelopment efforts. A copy of the PowerPoint presentation is attached to this summary.

At the conclusion of the presentation, FDOT provided comments and questions regarding the proposed project design. The following provides a summary of the FDOT questions/comments and the Consultant Project Team's response:

Question/Comment: Project looks good.
Response:
Response: Thank you.
Question/Comment: Are there rough calculations of ROW impacts for roundabouts? Response: Potential small clips at CR 44A and Old Wire Road at CSX property. Other potential impacts to City owned properties. ROW impacts will need to be verify by survey.

Question/Comment: Is the primary purpose of the project to slow traffic and transform the area as opposed to operational improvements?
Response: Yes. The primary purpose is slowing traffic and supporting redevelopment of the area. Full roundabout analysis still needs to be done. At this time, focus on roundabout design was on geometrics. Full analysis of traffic projections or traffic pattens have not been done. Impacts to traffic projections and traffic patterns are estimated.

Question/Comment: What is the target speed for the corridor? Can it be 30 mph ? Response: Target speed is 35 mph . Speed at 30 mph could be considered.

Question/Comment: Was a roundabout considered at CR 466 instead of the signal? Response: Roundabout was considered at CR 466. However, due to significant ROW constraints roundabout not feasible and signal is appropriate. Also, there is an opportunity for an alternative route from CR 466 to the south using the parallel road of Gamble Street to access business on the east side of Main Street.

Question/Comment: What is the estimate for phasing of the proposed project improvements?
Response: Phasing has not been determined yet. It is ideal to do in one phase. Will be further considered as plan moves forward.

Question/Comment: Did you intent to have a chicane in the roadway by the City Hall roundabout?
Response: Yes. The purpose of the chicane to control speed heading into the roundabout.

Question/Comment: Is there a need for ROW takes along the southern portion of the corridor for sidewalks on the east side?
Response: No. Will need to be verified by survey.

Question/Comment: Is there a need for strip takes for the project?
Response: No. Will need to be verified by survey.

The following are follow-up actions from the meeting:

1. HDR will provide FDOT staff a copy of the PowerPoint presentation.
2. FDOT staff will provide any additional comments or questions directly to Mr. Krzeminiski.

Next events for the project are:

1. Meeting with CSX in April/May 2020*;
2. Virtual/Web-based community survey to be scheduled in April/May 2020*; and
3. Final City Commission approval anticipated June 2020
*Note for scheduling of events in April 2020 - On April 1, 2020, Governor DeSantis issued Executive Order \#20-91, which placed restrictions on public gatherings through April 30, 2020, in response to the COVID-19 virus pubic health emergency. As a result of this Executive Order, public participation activities and public meetings are being held through virtual/web-based tools to allow participation without risk of exposure. In addition, meetings with other State agencies and private sector entities (i.e. CSX) are also typically through virtual/web-based tools. It is a strong possibility that the restrictions on public gatherings may be extended beyond the current Executive Order expiration date of April 30, 2020. If that occurs and impacts the City Commission meeting in June 2020, there will need to be coordination with the City of Wildwood to present the Main Street Complete Streets plan and receive approval through a virtual/web-based public meeting.

| From: | $\frac{\text { Pizzo, Judy }}{}$ |
| :--- | :--- |
| To: | $\underline{\text { Krzeminski, Jamie }}$ |
| Cc: | Rhodes, Jenn; Melanie Peavy; Roxann Read; Woods, Michael; Chasez, Heather; Walsh, William; Garcia, Heather |
| Subject: | RE: US 301 at Main St (Wildwood) |
| Date: <br> Attachments: | Monday, June 22, 2020 3:09:55 PM <br> imaqe001.pnq |

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jamie,

That's an acronym to do with PD\&Es, AOI = 'Area of Interest"

I understand you're at the wrap up stage for this study. Are you comfortable with what we've provided to date, or would you feel it helpful if I scheduled a meeting with Department staff to include our PD\&E folks?


From: Krzeminski, Jamie [Jamie.Krzeminski@hdrinc.com](mailto:Jamie.Krzeminski@hdrinc.com)
Sent: Monday, June 22, 2020 2:41 PM
To: Pizzo, Judy [Judy.Pizzo@dot.state.fl.us](mailto:Judy.Pizzo@dot.state.fl.us)
Cc: Rhodes, Jenn [Jennifer.Rhodes@hdrinc.com](mailto:Jennifer.Rhodes@hdrinc.com); Melanie Peavy [mpeavy@wildwood-fl.gov](mailto:mpeavy@wildwood-fl.gov); Roxann Read [rread@wildwood-fl.gov](mailto:rread@wildwood-fl.gov); Woods, Michael [mwoods@LakeSumterMPO.com](mailto:mwoods@LakeSumterMPO.com)
Subject: RE: US 301 at Main St (Wildwood)

Judy,
I don't know what an AOI is or what is involved (so would assume that one has not been done).
The PD\&E Type 1 Categorical Exclusion checklist has not been completed, but I have reviewed the checklist and offer some notes below. We originally thought a PD\&E might be required just based on moving curbs on one side of the street and also potentially because of the proposed access changes, but those project aspects are not identified in the Cat-X checklist.

- It does not appear that there would be any significant concerns, perhaps other than minor ROW acquisition (minor corner clips were identified at two intersections where roundabouts are proposed). Otherwise the project is entirely in the existing ROW.
- There are no wetland impacts, bridge permits needed, floodplain encroachment, wild/scenic rivers, or endangered species or section 4(f) concerns.
- We have maps in the report appendix that show locations of historic structures and historic/archeological resource sites, as well as contamination sites, although these were not investigated as a component of our study. That said, the work which is almost exclusively inside the existing ROW should not impact any of these locations.
- We did not do anything associated with noise to determine if a noise analysis is required, but since the overall road section is not changing (maintaining two through lanes in each direction), I would not anticipate changes in noise levels.

The City would be interested in federal funds to move the project forward, and Mike Woods mentioned we'd first need to get the project included in the MPO's LRTP, which is being updated now.

On the comments previously provided, we will note the drainage concerns/impacts raised by Ferrell Hickson as an item to follow up on, but did not do any specific evaluation of the existing pipes/structures or analysis of spread - those will be noted as issues to address during design (or PD\&E if required). To Mike Sanders question about traffic volumes, we provided the traffic data that was collected in the report appendix, and can also provide what we assumed in terms of side street and U-turn volumes with the proposed access changes.

If further feedback is received from FDOT staff, we will add those comments to a list of issues/concerns to be addressed in a future phase section of the report (which we will add).

Thanks,

Jamie Krzeminski, PE, PTOE
Senior Transportation Engineer
Senior Professional Associate

## HDR

315 E. Robinson Street, Suite 400
Orlando, FL 32801-1949
D 407.420.4250 M 321.277.6652
jamie.krzeminski@hdrinc.com
hdrinc.com/follow-us

From: Pizzo, Judy [mailto:Judy.Pizzo@dot.state.fl.us]
Sent: Monday, June 22, 2020 2:10 PM
To: Krzeminski, Jamie < Jamie.Krzeminski@hdrinc.com>
Subject: RE: US 301 at Main St (Wildwood)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jamie,

I've a couple quick questions for you that came up in our internal meeting this afternoon. Has an AOI been done in this corridor? If not, the City could have it done either through the Lake/Sumter MPO or put in a request to Heather Chasez for access to our software. In the PD\&E discussion, has the Type 1 check list been reviewed? This would quickly determine what may be further required.

As discussed in our meeting with you and the City this is fairly low on the priority list. Please remind me, was the City considering going after Federal funding to further the study?

Do you have any questions regarding the comments I forwarded last week. I've not received any further comments, I believe this may be the only ones' we get.

Thank you, I look forward to hearing from you.


Voice: 386.943.5167


From: Pizzo, Judy
Sent: Wednesday, June 17, 2020 1:38 PM
To: Krzeminski, Jamie < Jamie.Krzeminski@hdrinc.com>; Rhodes, Jenn
[Jennifer.Rhodes@hdrinc.com](mailto:Jennifer.Rhodes@hdrinc.com); Roxann Read [rread@wildwood-fl.gov](mailto:rread@wildwood-fl.gov)
Cc: Epperson, Lori [Lori.Epperson@dot.state.fl.us](mailto:Lori.Epperson@dot.state.fl.us); Garcia, Heather
[Heather.Garcia@dot.state.fl.us](mailto:Heather.Garcia@dot.state.fl.us); Melanie Peavy [mpeavy@wildwood-fl.gov](mailto:mpeavy@wildwood-fl.gov); Woods, Michael
[mwoods@LakeSumterMPO.com](mailto:mwoods@LakeSumterMPO.com); 10138374_LSMPO/JK/US 301 CS
[10138374_LSMPO/JK/US301CS@hdrinc.com](mailto:10138374_LSMPO/JK/US301CS@hdrinc.com)
Subject: RE: US 301 at Main St (Wildwood)

Greetings Jamie,

In the interest of time, I'm forwarding to you two email responses I've received regarding the US 301 City of Wildwood Main Street draft report. I hope to receive more comments.

We will be meeting internally with other staff to discuss the possibility of a PD\&E requirement. I will let you know the outcome of that meeting.

Let me know if you've any questions or need to discuss the attached responses.


From: Krzeminski, Jamie < Jamie.Krzeminski@hdrinc.com>
Sent: Thursday, June 4, 2020 3:12 PM
To: Pizzo, Judy < Judy.Pizzo@dot.state.fl.us>; Rhodes, Jenn < Jennifer.Rhodes@hdrinc.com>; Roxann Read [rread@wildwood-fl.gov](mailto:rread@wildwood-fl.gov)
Cc: Epperson, Lori [Lori.Epperson@dot.state.fl.us](mailto:Lori.Epperson@dot.state.fl.us); Garcia, Heather
[Heather.Garcia@dot.state.fl.us](mailto:Heather.Garcia@dot.state.fl.us); Melanie Peavy [mpeavy@wildwood-fl.gov](mailto:mpeavy@wildwood-fl.gov); Woods, Michael [mwoods@LakeSumterMPO.com](mailto:mwoods@LakeSumterMPO.com); 10138374_LSMPO/JK/US 301 CS [10138374_LSMPO/JK/US301CS@hdrinc.com](mailto:10138374_LSMPO/JK/US301CS@hdrinc.com)
Subject: RE: US 301 at Main St (Wildwood)

## EXTERNAL SENDER: Use caution with links and attachments.

Attached is the roll plot jpeg of the proposed concept.

## Jamie Krzeminski, PE, PTOE

Senior Transportation Engineer
Senior Professional Associate

## HDR

315 E. Robinson Street, Suite 400
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D 407.420.4250 M 321.277.6652
jamie.krzeminski@hdrinc.com
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From: Krzeminski, Jamie
Sent: Thursday, June 4, 2020 3:06 PM
To: 'Pizzo, Judy' < Judy.Pizzo@dot.state.fl.us>; Rhodes, Jenn < Jennifer. Rhodes@hdrinc.com>; Roxann Read [rread@wildwood-fl.gov](mailto:rread@wildwood-fl.gov)
Cc: Epperson, Lori [Lori.Epperson@dot.state.fl.us](mailto:Lori.Epperson@dot.state.fl.us); Garcia, Heather
[Heather.Garcia@dot.state.fl.us](mailto:Heather.Garcia@dot.state.fl.us); 'Melanie Peavy' [mpeavy@wildwood-fl.gov](mailto:mpeavy@wildwood-fl.gov); 'Woods, Michael'
[mwoods@lakesumtermpo.com](mailto:mwoods@lakesumtermpo.com)
Subject: RE: US 301 at Main St (Wildwood)

Judy,
Attached is the US 301 Complete Streets report for the Department's review. We did include the Step 1 roundabout screening forms, but did not have the budget to do a detailed ICE or traffic operations evaluation - we scoped and began work on this project prior to ICE being a requirement, and also had not originally anticipated having three proposed roundabouts in the concept along the US 301 corridor. At this point we have estimated side street and U-turn volumes with the proposed access plan and series of roundabouts to help complete the Step 1 forms, but otherwise focused on the conceptual roundabout geometrics as we felt that was more important to understand their feasibility. I will also send a jpeg version of the full concept roll plot in a separate email for reference - it's easier to see and can be zoomed in rather than only viewing the pages of the report showing sections of the concept.

If you can send us comments from the Department related to the concept and report within two weeks (by June 18), that would be much appreciated.

Let either Jenn or I know if there are any questions.
Thanks,

Jamie Krzeminski, PE, PTOE
Senior Transportation Engineer
Senior Professional Associate

## HDR

315 E. Robinson Street, Suite 400
Orlando, FL 32801-1949
D 407.420.4250 M 321.277.6652
jamie.krzeminski@hdrinc.com
hdrinc.com/follow-us

From: Pizzo, Judy [mailto:Judy.Pizzo@dot.state.fl.us]
Sent: Thursday, May 21, 2020 6:45 AM
To: Rhodes, Jenn [Jennifer.Rhodes@hdrinc.com](mailto:Jennifer.Rhodes@hdrinc.com); Krzeminski, Jamie
[Jamie.Krzeminski@hdrinc.com](mailto:Jamie.Krzeminski@hdrinc.com); Roxann Read [rread@wildwood-fl.gov](mailto:rread@wildwood-fl.gov)
Cc: Epperson, Lori [Lori.Epperson@dot.state.fl.us](mailto:Lori.Epperson@dot.state.fl.us); Garcia, Heather
[Heather.Garcia@dot.state.fl.us](mailto:Heather.Garcia@dot.state.fl.us)
Subject: FW: US 301 at Main St (Wildwood)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi everyone,

I'm forwarding the email below from Lori Epperson, P.E., Roadway Design, for your information and reference. Please review the attached and if you haven't already, please include in your roundabout analysis for this study.

Thank you, let me know if you've any questions.


From: Epperson, Lori [Lori.Epperson@dot.state.fl.us](mailto:Lori.Epperson@dot.state.fl.us)
Sent: Wednesday, May 20, 2020 6:32 PM
To: Pizzo, Judy [Judy.Pizzo@dot.state.fl.us](mailto:Judy.Pizzo@dot.state.fl.us)
Subject: US 301 at Main St (Wildwood)

Hey Judy,

I believe you are the PM/contact person for the above referenced project that is being requested by the City. It is my understanding that your consultant is working towards submitting their traffic analysis which should include the new ICE analysis per FDM. I'm not sure if you are familiar with the old roundabout screenings, but D5 feels that the Step 1 Roundabout Screenings still provide value and ask high-level questions about a proposed roundabout location that the ICE doesn't necessarily address, therefore we ask consultants that are proposing roundabouts through ICE also complete the Step 1 Roundabout Screening. This form has been attached for their use. Since this project has been around for a while, its possible they already completed the screenings before ICE came around.

Thank you and please let me know if you have any questions,

Lori B. Epperson, P.E.
Roadway Design
Florida Department of Transportation, D5
719 South Woodland Blvd.
Deland, Florida 32720
융 Phone: (386) 943-5538

| From: | Hickson, Ferrell |
| :--- | :--- |
| To: | $\frac{\text { Pizzo, Judy }}{\text { RE: Wildwood US 301 / Main Street Complete Street Concept Study Draft Report }}$ |
| Subject: | Wednesday, June 17, 2020 9:41:09 AM |
| Date: | image001.png <br> imaqe002.pnq |
| Attachments: |  |

There's really no discussion of drainage impacts in the report other than the shift of the one curb line to accommodate the Shared Use Path. The loss of the bike lanes will affect the allowable spread of the roadway and may require the introduction of additional inlets to both sides of the road despite there being an overall reduction in pavement. It might be good to have a drainage write-up of some kind under 'other considerations'. Also, if there are any known flooding issues in the corridor, then building this concept may warrant upsizing the drainage system to address the flooding problem. It would be an added cost that might be best to point out now. Likewise, if there are no known flooding issues, that would be good to know. Lastly, generally what kind of pipes and structures exist now? If they are clay pipes or brick structures, there will be an added expense to rebuild that curb line on the west side as proposed, and might be best to flag now.

## ferrell

Ferrell L. Hickson, Jr. P.E.
District Drainage Design Engineer, District Five
Florida Department of Transportation
719 South Woodland Boulevard, MS 2-553
DeLand, FL 32720
(386) 956-5087

From: Pizzo, Judy [Judy.Pizzo@dot.state.fl.us](mailto:Judy.Pizzo@dot.state.fl.us)
Sent: Tuesday, June 16, 2020 11:45 AM
To: Bizzio, Mario [Mario.Bizzio@dot.state.fl.us](mailto:Mario.Bizzio@dot.state.fl.us); Borchik, George [George.Borchik@dot.state.fl.us](mailto:George.Borchik@dot.state.fl.us); Hickson, Ferrell [Ferrell.Hickson@dot.state.fl.us](mailto:Ferrell.Hickson@dot.state.fl.us); Asgarinik, Amir [Amir.Asgarinik@dot.state.fl.us](mailto:Amir.Asgarinik@dot.state.fl.us); Sanders, Michael [Michael.Sanders@dot.state.fl.us](mailto:Michael.Sanders@dot.state.fl.us); Stroz, Jim [Jim.Stroz@dot.state.fl.us](mailto:Jim.Stroz@dot.state.fl.us);
Pamulapati, Suraj [Suraj.Pamulapati@dot.state.fl.us](mailto:Suraj.Pamulapati@dot.state.fl.us); Zalneraitis, Zachary
[Zachary.Zalneraitis@dot.state.fl.us](mailto:Zachary.Zalneraitis@dot.state.fl.us); Loraine Sellers [LSellers@hanson-inc.com](mailto:LSellers@hanson-inc.com)
Cc: Garcia, Heather [Heather.Garcia@dot.state.fl.us](mailto:Heather.Garcia@dot.state.fl.us); Snyder, Karen
[Karen.Snyder@dot.state.fl.us](mailto:Karen.Snyder@dot.state.fl.us); Rhodes, Jenn [Jennifer.Rhodes@hdrinc.com](mailto:Jennifer.Rhodes@hdrinc.com); Krzeminski, Jamie [jamie.krzeminski@hdrinc.com](mailto:jamie.krzeminski@hdrinc.com); David McMahan [dmcmahan@wildwood-fl.gov](mailto:dmcmahan@wildwood-fl.gov); Melanie Peavy [mpeavy@wildwood-fl.gov](mailto:mpeavy@wildwood-fl.gov); Roxann Read [rread@wildwood-fl.gov](mailto:rread@wildwood-fl.gov)
Subject: Wildwood US 301 / Main Street Complete Street Concept Study Draft Report
Importance: High

Greetings,

The City of Wildwood and their consultant team provided their report for our review on June 4,
2020. Unfortunately, I missed the email, so I am now providing the link to their report and am asking respectfully if you would please review and provide comment.

Their original deadline was June $18^{\text {th }}$ for response. I know this isn't possible with everyone's busy schedules, if you would please give me a time line that you believe you may be able to respond it will be appreciated.

My apologies to all for any inconvenience this has caused,


## Appendix I

## Summary of Final City Commission Meeting

| From: | Sanders, Michael |
| :--- | :--- |
| To: | Pizzo, Judy |
| Cc: | Zalneraitis, Zachary; Epperson, Lori |
| Subject: | RE: Wildwood US 301 / Main Street Complete Street Concept Study Draft Report |
| Date: | Tuesday, June 16, 2020 1:12:43 PM |
| Attachments: | image001.png |
|  | image002.png |

Judy, was HDR to provide traffic data to support the concept, or only looking for comments on the concept at this time? Also, let me know the outcome of the preliminary recommendations developed by FDA.

Thanks,
Mike

Michael Sanders, P.E.
Assistant District Traffic Operations Engineer
District Five
Florida Department of Transportation
719 S Woodland Blvd
DeLand FL 32720
Cell \# 386-279-5481
Office \# 386-943-5339
michael.sanders@dot.state.fl.us

From: Pizzo, Judy [Judy.Pizzo@dot.state.fl.us](mailto:Judy.Pizzo@dot.state.fl.us)
Sent: Tuesday, June 16, 2020 11:45 AM
To: Bizzio, Mario [Mario.Bizzio@dot.state.fl.us](mailto:Mario.Bizzio@dot.state.fl.us); Borchik, George [George.Borchik@dot.state.fl.us](mailto:George.Borchik@dot.state.fl.us);
Hickson, Ferrell [Ferrell.Hickson@dot.state.fl.us](mailto:Ferrell.Hickson@dot.state.fl.us); Asgarinik, Amir [Amir.Asgarinik@dot.state.fl.us](mailto:Amir.Asgarinik@dot.state.fl.us);
Sanders, Michael [Michael.Sanders@dot.state.fl.us](mailto:Michael.Sanders@dot.state.fl.us); Stroz, Jim [Jim.Stroz@dot.state.fl.us](mailto:Jim.Stroz@dot.state.fl.us);
Pamulapati, Suraj [Suraj.Pamulapati@dot.state.fl.us](mailto:Suraj.Pamulapati@dot.state.fl.us); Zalneraitis, Zachary
[Zachary.Zalneraitis@dot.state.fl.us](mailto:Zachary.Zalneraitis@dot.state.fl.us); Loraine Sellers [LSellers@hanson-inc.com](mailto:LSellers@hanson-inc.com)
Cc: Garcia, Heather [Heather.Garcia@dot.state.fl.us](mailto:Heather.Garcia@dot.state.fl.us); Snyder, Karen
[Karen.Snyder@dot.state.fl.us](mailto:Karen.Snyder@dot.state.fl.us); Rhodes, Jenn [Jennifer.Rhodes@hdrinc.com](mailto:Jennifer.Rhodes@hdrinc.com); Krzeminski, Jamie [jamie.krzeminski@hdrinc.com](mailto:jamie.krzeminski@hdrinc.com); David McMahan [dmcmahan@wildwood-fl.gov](mailto:dmcmahan@wildwood-fl.gov); Melanie Peavy [mpeavy@wildwood-fl.gov](mailto:mpeavy@wildwood-fl.gov); Roxann Read [rread@wildwood-fl.gov](mailto:rread@wildwood-fl.gov)
Subject: Wildwood US 301 / Main Street Complete Street Concept Study Draft Report Importance: High

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schedules, if you would please give me a time line that you believe you may be able to respond it will be appreciated.

My apologies to all for any inconvenience this has caused,


Voice: 3869435167
FTP

## 2

# City of Wildwood - Main Street Complete Streets Project 

 City Commission Final PresentationWildwood City Hall Commission Chambers<br>100 N. Main Street<br>Wildwood, FL 34785<br>June 22, 2020, at 7:00 p.m.

## Attendees

## Consultant Team

Jamie Krzeminski, HDR
Jenn Rhodes, HDR (phone)
Brad Cornelius, Wade Trim
City of Wildwood
Jason McHugh, City Manager
Melanie Peavy, Director, Development Services Department
Mayor Ed Wolf

## City Commissioner Pamela Harrison-Bivens

City Commissioner Joe Elliot
City Commissioner Marco Flores
City Commissioner Julian Green
Jamie Krzeminski of HDR reviewed the attached PowerPoint presentation with the City Commissioners. During the presentation, Jamie gave an overview of the project and the recommended complete streets plan. Jamie advised the City Commission that the Florida Department of Transportation (FDOT) recently completed a pedestrian analysis of the project corridor. FDOT is supportive of an interim improvement to place mid-block pedestrian crossings between:

- Hall Street and Rutland Street
- Oxford Street and Barwick Street

Jamie advised that the proposed complete streets plan may be required to go through the PD\&E process. However, the plan may be considered for a "Categorial Exclusion" and not be subject to a full PD\&E.

At the conclusion of the presentation HDR addressed questions from the City Commission. The following is a summary of the questions and responses.

1. Mayor Wolf - Supportive of the overall concept but expressed concerns regarding the feasibility of the proposed roundabout at the south end of the project at Main Street and Huey Street. Mayor Wolf was concerned that the volume of traffic and school bus traffic in that area would not work well with a roundabout. He stated that the City will need to have additional discussion regarding the south end roundabout.

- HDR responded that all of the proposed roundabouts will be further analyzed as design of the proposed improvements move forward.
- Ms. Peavy, Development Services Director, advised that the Florida Department of Transportation (FDOT) will be doing a feasibility analysis of the proposed roundabouts.

2. Commissioner Elliott - Supportive of the proposed complete streets plan.

Commissioner Elliott felt the proposed plan was progressive and positive.
Commissioner Elliott asked if FDOT has reviewed the proposed plan and roundabouts.

- HDR responded that several meetings occurred with FDOT during the development of the proposal plan. The last meeting with FDOT was the previous week.

3. Commissioner Flores - Asked "What is the speed limit?"

- HDR responded the recommended speed limit is 30 mph , which is less than the current 35 mph speed limit.

4. Commissioner Green - Asked "Where can the project video be accessed?"

- HDR responded the video can be accessed from the homepage of the City's website.

CITY COMMISSION - CITY OF WILDWOOD<br>Mayor/Commissioner - Ed Wolf - Seat 1<br>Mayor Pro Tem/Commissioner - Pamala Harrison-Bivins - Seat 2<br>Joe Elliott - Seat 3<br>Marcos Flores - Seat 4<br>Julian Green - Seat 5<br>Jason McHugh - City Manager

## Agenda

Regular Meeting
June 22, 2020 7:00:PM
City Hall Commission Chamber
100 N Main Street

Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Department, ADA Coordinator, at 352-330-1330, Ext. 102, forty-eight (48) hours in advance of the meeting.
F.S.S. 286.0105A - If a person decides to appeal any decision made by the Commission with respect to any matter considered at this meeting, they will need a record of the proceedings, and that for such purpose they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The City of Wildwood DOES NOT provide this verbatim record.

## 1. Call to Order

## 2. Consent Agenda/Informational Items

(A consent agenda may be presented by the Mayor at the beginning of a meeting. Items may be removed from the consent agenda on the request of any one Commissioner. Items not removed may be adopted by general consent without debate. Removed items may be either taken up immediately after the consent agenda or placed later on the agenda at the discretion of the Commission.)
a. MINUTES FOR APPROVAL: MAY 11, 2020 REGULAR COMMISSION MEETING
b. SP 2002-009 BEAUMONT 7-ELEVEN (G04N248) THE APPLICANT SEEKS SITE PLAN APPROVAL FROM THE CITY COMMISSION FOR ONE (1) 3,476 SQ. FT. CONVENIENT STORE WITH SIXTEEN (16) GAS PUMPS AND ONE (1) 980 SQ. FT. CAR WASH, ON 2.1 ACRES MOL.
c. $\quad$ SP 2002-010 MR. CLEAN CAR WASH (D18D002) THE APPLICANT SEEKS SITE PLAN APPROVAL FROM THE CITY COMMISSION, FOR ONE (1) 3,400 SQ. FT. CAR WASH, ON 1.08 ACRES MOL
d. PLAT 2004-002 VOSO UNIT 84 FINAL PLAT (PORTIONS OF G23-056 \& G35001) THE APPLICANT SEEKS FINAL PLAT APPROVAL FROM THE CITY

COMMISSION FOR THE VILLAGES OF SOUTHERN OAKS UNIT 84, CONSISTING OF 60 SINGLE-FAMIL Y DETACHED UNITS, ON 56.60 ACRES MOL.
e. PLAT 2004-003 VOSO UNIT 85 FINAL PLAT (PORTION OF G35-001) THE APPLICANT SEEKS FINAL PLAT APPROVAL FROM THE CITY COMMISSION FOR THE VILLAGES OF SOUTHERN OAKS UNIT 85, CONSISTING OF 49 SINGLE-FAMILY DETACHED UNITS, ON 5.89 ACRES MOL.

## 3. Presentations and/or Proclamations

a. COMPLETE STREETS PRESENTATION
b. PROCLAIM JULY 2020 AS PARKS \& RECREATION MONTH
c. THE CITY OF WILDWOOD TO PROCLAIM NOT IN OUR TOWN
4. Public Hearings - Timed -
A. ORDINANCE NO. O2020-25 - AN ORDINANCE OF THE CITY OF WILDWOOD AMENDING AND RESTATING ORDINANCE O2019-58 FOR A PLANNED DEVELOPMENT AMENDMENT PURSUANT TO SECTION 8.6 OF THE LAND DEVELOPMENT REGULATIONS; FOR CERTAIN PROPERTY WITHIN THE CITY OF WILDWOOD, FLORIDA; OWNED BY KLP VILLAGES, LLC; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

## PD 2003-001 Beaumont PD Amendment

The applicant seeks approval and favorable recommendation from the City Commission of Ordinance O2020-25 which amends and restates the Beaumont Planned Development Agreement (O2019-58) to revise language for commercial development, correct exhibits, include language to allow future updates, and revise sidewalk location and width. Special Magistrate recommends approval and favorable recommendation of Ordinance Number 02020-25.
B. ORDINANCE NO. O2020-28 - AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

CP 2004-001 600 Lee Street Commercial (G05D112)

The applicant seeks approval and a favorable recommendation from the City Commission for a Small Scale Comprehensive Plan Amendment from MDR to CMU on 0.19 acres. Special Magistrate recommends approval.
C. ORDINANCE NO. O2020-29 - AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

## RZ 2004-001 600 LEE STREET COMMERCIAL

## (Parcel \# G05D112)

The applicant seeks approval and favorable recommendation from the City Commission for a Zoning Map Amendment from R-3 to Central Mixed Use (CMU) for parcel G05D112. This rezoning request is in relation to a concurrent Small Scale Comprehensive Plan amendment (Case CP 2004001, Ordinance O2020-28). Special Magistrate recommends approval.
5. Public Forum - 3 minute time limit

## 6. Ordinances First Reading Only (No Vote)

A. ORDINANCE NO. O2020-30 - AN ORDINANCE OF THE CITY OF WILDWOOD FLORIDA; AMENDING ORDINANCE NO. O2018-14 ENACTED ON FEBRUARY 26, 2018, RELATING TO THE GRANTING OF A CERTAIN NON-EXCLUSIVE FRANCHISE TO THE CITY OF LEESBURG, FLORIDA, ITS SUCCESSORS AND ASSIGNS ("FRANCHISEE"), TO REVISE THE FRANCHISE TERRITORY AND EXTEND THE TERM OF THE FRANCHISE; PROVIDING FOR SEVERABILITY, CONFLICTS; PROVIDING FOR AN EFFECTIVE DATE.
B. ORDINANCE NO. O2020-32 - AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 3.33 ACRES LOCATED APPROXIMATELY 500 FT. SOUTH OF INDUSTRIAL DRIVE AND 450 FT. EAST OF WALKER ROAD IN SECTION 7, TOWNSHIP 19, RANGE 23; WHICH IS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF WILDWOOD; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

## AN 2005-001 SUMTER PRECAST, LLC

## PRO-CRETE READY MIX WILDWOOD

 G07-276Annexation of one parcel contiguous to the City limits totaling 3.33 acres MOL. Staff recommends approval.
C. ORDINANCE NO. O2020-33-AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 0.72 ACRES LOCATED ALONG E SR 44, BETWEEN CR 171 AND CR 169, IN SECTION 15, TOWNSHIP 19, RANGE 23; WHICH IS LOCATED IN THE CITY'S JOINT PLANNING AREA; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

## AN 2005-002 Barbara Klienschrodt/Hien Nguyen

## Beechwood Plaza G15A011

Annexation of one parcel in the Joint Planning Area with Sumter County totaling 0.72 acres MOL. Staff recommends approval.

## 7. Resolutions for Approval

A. RESOLUTION NO. R2020-27 - A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA AMENDING POLICY 6.14 WORKER'S COMPENSATION AND POLICY 8.22 GRIEVANCE PROCEDURE OF THE CITY OF WILDWOOD PERSONNEL RULES AND REGULATIONS; AND PROVIDING FOR AN EFFECTIVE DATE.
8. Financial \& Contracts \& Agreements
a. CDBG PAY APP \#5 (FINAL) IN THE AMOUNT OF \$143,073.69
b. CONTRACT APPROVAL FOR CONSTRUCTION MANAGER AT RISK SCORPIO
9. General Items for Consideration/Discussion and Other Business
10. Appointments
11. City Manager Reports
a. DESIGNATION OF THE CITY OF WILDWOOD'S VOTING DELEGATE FOR THE FLC ANNUAL BUSINESS SESSION
b. CONSTRUCTION PROJECTS UPDATE
12. City Clerk Reports
a. EXPENDITURE REPORT
13. Other Department Reports
a. SURPLUS AUCTION INFORMATION
14. Commission Members Reports
15. City Attorney Reports
16. Adjournment

## Upcoming Events

a. JULY 3, 2020 - CITY HALL CLOSED IN OBSERVANCE OF INDEPENDENCE DAY
b. JULY 13, 2020 - CITY COMMISSION MEETING AT 9AM
c. JULY 27, 2020 - CITY COMMISSION MEETING AT 7PM

##  <br> Main Street WILDWOOD <br> COMPLETE STREET PLAN <br> City Commission Meeting Presentation

June 22, 2020

WILDWOOD

## PRESENTATION

(0) 4 Project Overview
(0) Potential Design Strategies
(0) 5 Outreach Summary
(0) $\Delta 4$ Proposed Concept Plan
(0) 5 Next Steps

Main street

## Project Overview

Main Street WILDWOOD

## Project Overview

## PROJECT PURPOSE

- Develop a Complete Streets Concept Plan for Main Street Wildwood that supports the City's vision for:
"A thriving, interconnected Downtown District that draws people in and encourages them to stay."


## - Builds on previous planning work:

-City of Wildwood's Unity, Enhancement, and Redevelopment Action Plan (UERAP)
-Lake~Sumter MPO's Safe Schools Access Transportation Study

## - Project will consider:

- Traffic calming
- Improving pedestrian crossings
- Safe school access
- Access management
-Multimodal needs



## Project Overview

## PROJECT STUDY AREA

- Wildwood Main Street (US 301 / SR 35)

Cleveland Ave (CR 466A) to Huey St (CR 44A)

## - Transition Areas:

- South: Kentucky St to Huey St
- North: Cleveland Ave to 4 Lion St
- East: CR 44A / Huey St west of Gamble St

- STUDY AREA
- TRANSITION AREA
( SIGNALIZED INTERSECTION
\|] RAILROAD
$\square$ PARCELS
- BUILDING FOOTPRINTS


## What Makes a Complete Street?

COMPLETE STREETS MAY INCLUDE...
Medians \& access management
Pedestrian environment $\&$ crossings
Bike facilities
Landscape and streetscape
Traffic calming, including narrower travel lanes, roundabouts, and gateway treatments


Main street WILDWOOD

## What Makes a Complete Street?

## BENEFITS OF COMPLETE STREETS

옹

## Accommodate All Users

-By 2025, 1 in 5 Americans will be 65 or older
-1 in 5 people have a disability in the U.S

## Improve Safety

-Well-designed bicycle infrastructure can reduce crash \& injury risk by about 50\%

## Better Health

$-28 \%$ of all trips are less than 1 mile
$-60 \%$ of these trips are driven
-1 in 5 school age children are obese


## Key Considerations



Main street WILDWOOD

## Project Outcomes

## Short－term complete streets concept design

－Focus of the study
－Provides improvements and addresses concerns in the short term
－Feasible improvements within the existing right－of－way

## Long－term alternatives

－Study included considerations for longer term and bigger picture alternatives that would require additional study，such as：
－Intersection improvements requiring the acquisition of significant right of way
－New rail crossings
－Conversion of Main Street and Gamble Street to one－way pairs
－Construction of a US 301 by－pass

## Potential Design Strategies Considered

## Potential Design Strategies

MID-BLOCK CROSSINGS


Main street WILDWOOD

## Potential Design Strategies

MEDIANS


Main Street WILDWOOD

## Potential Design Strategies

ROUNDABOUTS \& ACCESS MANAGEMENT


Main street WILDWOOD


## Potential Design Strategies

## WIDEN SIDEWALKS



- Remove on-street bike lanes
- Bikes will be accommodated on a parallel street
- Widen sidewalks on one or both sides (west side sidewalk widening shown)


## Potential Design Strategies

## ADD PARALLEL PARKING



- Add parallel parking on west side by reallocating width from:
- Narrowing median in conjunction with roundabouts for U-Turns; or
- Removing bike lanes (shown)
- Bikes will be accommodated on a parallel street


Outreach Summary

Main Street
WILDWOOD

## Community Engagement

- City Commission Workshop
- Walking Audit/Workshop with Wildwood Middle-High School Students
- Project Advisory Group (PAG)
- Community Meetings
- Pop-Up Meeting ("Art in the Park")
- Coordination with Florida Department of Transportation (FDOT) and CSX
- Noticing by:
- Email
U.S. Mail
- Hand Delivery of Flyers to Businesses
- Daily Commercial Newspaper

City's webpage

- Flyers Available at City Hall



## What Did We Hear? Concerns with Existing Corridor

- Not safe for pedestrians to cross
- Speeds of vehicles too high
- Lack of landscaping
- Aesthetics of corridor
- Access to businesses
- Lack of parking
- Safety and crashes
- Bicycle safety



## What Did We Hear? Desired Corridor Improvements

- Add medians
- Mid-block crossing
- Increase aesthetics
- Widen sidewalks
- Remove bike lane
- Slow speeds
- Improve traffic flow
- Maintain business access
- Support redevelopment


## POTENTIAL

 IMPROVEMENTS- Medians \& access management
- Pedestrian environment \& crossings
- Landscape and streetscape


Main Street WILDWOOD

Proposed Concept Plan

## Proposed Concept

US 301 at HUEY ST.


Main street WILDWOOD

## Proposed Concept

## SHOPPING CENTER ACCESS



Main street WILDWOOD

## Proposed Concept



## Proposed Concept

## CURRY ST MID-BLOCK CROSSING



Main street WILDWOOD

## Proposed Concept

## LEFT TURN ACCESS



Main street WILDWOOD

## Proposed Concept

## US 301 at OLD WIRE RD.



Main street WILDWOOD

## Other Recommendations

## - Driveways

-Eliminate redundant driveways
-Narrow driveways to remain
-Find opportunities for cross access between property owners

- Lighting/Utilities
-Increase lighting levels
-Explore feasibility of undergrounding utilities


## - Sidewalk/Bicycle Connections

-Add bulb-outs where possible to shorten pedestrian crossing distances
-Close gaps on side streets
-Develop parallel bicycle corridor

- Redevelopment
-As redevelopment occurs on east side, obtain easement to enhance streetscaping on east side

Driveway Consolidation Example


## Proposed Alternative Concept

Conceptual Master Plan | Design Vocabulary


## Responses to Proposed Concept Plan

## - Overall Positive Response and Support as a Priority Project

- Three Areas of Most Questions/Concerns:
-Operation of proposed roundabouts
- Relocation of bicycle lane
- Access to businesses
- Adjustments Based on PAG Comments (Wonders Street and Access to Wildwood Shopping Plaza)
- FDOT Supportive
- CSX Requires Continued Coordination



Next Steps

Main Street WILDWOOD

## Next Steps

## - Future Study / Design

- Funding Opportunities


Main street WILDWOOD

Melanie Peavy City of Wildwood Development Services Director
352-330-1334

Questions?

## Appendix J

## Summary of CSX Meeting

## City of Wildwood - Main Street Complete Streets Project CSX Coordination Meeting

WebEx Meeting Hosted by HDR
June 25, 2020, at 11:00 a.m.

Attendees
Consultant Team
Jamie Krzeminski, HDR
Jenn Rhodes, HDR
Brad Cornelius, Wade Trim
Sarah Mastison, Wade Trim
City of Wildwood
Melanie Peavy, Director, Development Services Department
CSX
Peggy Smith, CSX
Scott Willis, CSX
HDR began the meeting with an overview of the purpose and need for the complete streets project. HDR reviewed the conceptual plan and highlighted the areas with potential impact to CSX. The general areas with potential CSX impact are:

- Proposed roundabout at Main Street and Huey Street (CSX storage rail tracks and potential small clip of CSX property on northwest corner of intersection); and
- Access to existing rail yard on Main Street at the proposed northern roundabout

The following provides the main points of discussion for each of the two above referenced areas.

## Proposed Roundabout at Main Street and Huey Street

CSX advised that removing the existing tracks from this area will require deregulation of the tracks from the Federal Government. CSX advised that the Federal process to allow for the removal of the tracks can take two-years. CSX stated they will further investigate the process and feasibility of removing the tracks.

CSX asked what would happen if the rails could not be removed. HDR responded that the roundabout could include rail safety signals and gates.

The potential small clip to CSX property at the northwest corner of Main Street and Huey Street did not appear to be a concern to CSX assuming CSX Real Estate does not object.

Generally, CSX was receptive to the concept of the roundabout, but reserved full support until they did additional analysis.

## Access to Existing Rail Yard on Main Street

CSX advised that the existing terminal building is still periodically used by AMTRAK bus service. CSX did not raise any significant concern on impacts to the terminal building but wanted to ensure access to the parking lot remained.

Potential impacts to the northern end of the rail yard property at the proposed northern roundabout did not appear to be of concern to CSX, pending further review by CSX Real Estate.

There was significant discussion regarding access for residents living on the west side of Main Street crossing the rail yard at Oxford Street to access the shopping and services on Main Street. This is long standing issue and not directly related to the proposed complete streets plan. There is a need and a desire of the residents that live on the west side of Main Street to be able to cross the tracks to access Main Street. In the past, Oxford Street allowed access across the tracks from Main Street to the west side. However, with the shift of rail traffic from the " $A$ " rail line along Florida's east coast to the " $S$ " rail line that runs through the City of Wildwood, the number and speed of trains has increased. The increased number and speed of trains makes the crossing of the rail yard too dangerous. CSX is willing to continue to work with the City to look for alternatives for access.

## Final Comments

Melanie Peavy, Wildwood Development Services Director, asked CSX if they supported the proposed complete streets plan. CSX expressed their general support for the project subject to continued review by other CSX representatives. HDR advised that this meeting will be documented as part of the final report to be used as a reference for discussions related to future planning and design efforts for the proposed complete streets project.

The meeting concluded at 11:45 a.m.

Appendix I - FDOT Pedestrian Study

# Draft Pedestrian Study <br> Qualitative Assessments <br> 8-Hour Turning Movement Counts <br> 8-Hour Ped/Bike Volume Counts <br> Collision Analysis <br> US 301 from CR 44A to CR 466A 

## SUMTER COUNTY

SECTION 18010000
MILEPOST 23.187 to 23.725
Prepared For:
Florida Department of Transportation
District 5 Traffic Operations
719 South Woodland Boulevard
DeLand, FL 32720


Continuing Services Contract for Traffic Operations
Financial Project No. 237974-1-32-16
Contract Number C-9G94
Work Order No. 81
Study No. 7
Prepared By:
Faller, Davis \& Associates, Inc.
Certificate of Authorization: 5864
2301 Maitland Center Parkway, Suite 265
Maitland, FL 32751
October 2019

## PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered engineer in the State of Florida practicing with Faller, Davis \& Associates, Inc., authorized to operate as an engineering business (Certificate of Authorization No. 5864), and that I have reviewed or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

PROJECT: Continuing Services Contract for Traffic Operations

FPID NO: 237974-1-32-16

REPORT: US 301 from CR 44A to CR 466A Pedestrian Study - Draft

The attached Pedestrian Study contains depictions of existing field conditions, traffic volumes, collision data, operational observations, and recommendations for improvements for the above referenced project. I acknowledge that the procedures and references used to develop the conclusions contained in this document are standard to the professional practice of civil engineering as applied through professional judgment and experience.

SIGNATURE:

DATE:

| NAME: | Richard S. Jardim |
| :--- | :--- |
| P.E. NUMBER: | 60127 |
| PHONE: | $(407) 644-2116$ |

Faller, Davis \& Associates, Inc.
Certificate of Authorization No.: 5864
2301 Maitland Center Parkway, Suite 265
Maitland, Florida 32751

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## EXECUTIVE SUMMARY

Faller, Davis \& Associates, Inc. (FDA) conducted a pedestrian study for the segment of US 301 from CR 44A to CR 466A in Wildwood, Sumter County, Florida. The purpose of the study is to evaluate needed median modifications to improve safety and efficiency for the traveling public. Based on the results of the field observations, crash analysis, pedestrian crossing analysis, and engineering judgment, the following conclusions and recommendations are made:

1. The corridor was observed to operate safely and efficiently for both motorists and pedestrians during all review periods, and a pedestrian crash trend was not identified.
2. Clusters of pedestrian crossing activity were identified between Hall Street and Rutland Street and between Oxford Street and Curry Street. Pedestrian volumes do not meet the FDOT Traffic Engineering Manual (TEM) volume thresholds for the installation of marked crosswalks at uncontrolled locations for either segment; however, the TEM allows for the installation of marked crosswalks at locations with an FDOT context classification of C2T Rural Town, which is the assumed context classification of US 301 through downtown Wildwood.
a. Mid-block pedestrian crossings should be provided between Hall Street and Rutland Street and between Oxford Street and Barwick Street. Since the pedestrian crossing widths are greater than 60 feet, median refuge islands should be provided for both locations. Rectangular Rapid Flashing Beacons (RRFBs) should be installed since both locations have low pedestrian crossing volumes and high traffic volumes. The mid-block crossings supplemented with RRFBs will enhance pedestrian safety by consolidating pedestrian crossings and increasing motorist awareness of pedestrians crossing US 301. Existing lighting should be analyzed to determine if supplemental roadway lighting will be required.
b. Alternate intersection crosswalk locations were considered along the corridor. However, they are not recommended due to the presence of multiple driveways, drainage structures, marked left turn lanes throughout the corridor, and the need to maintain side-street and local business access.

Additional maintenance type improvements are detailed in the recommendations section of the report.

## 1 INTRODUCTION

The Florida Department of Transportation (FDOT) has retained FDA to perform a pedestrian study for the segment of US 301 from CR 44A to CR 466A in Wildwood, Sumter County, Florida. The analysis methods used in conducting this study are consistent with those set forth in the most current versions of the Manual on Uniform Traffic Control Devices (MUTCD), the Manual on Uniform Traffic Studies (MUTS), the FDOT Traffic Engineering Manual (TEM), and FDOT District 5 guidelines and procedures.


Figure 1 Project Location Map

## 2 EXISTING CONDITIONS

US 301 between CR 44A and CR 466A is located in Wildwood, Sumter County, Florida. Significant features for the arterial are summarized below:

Table 1 Summary of Existing Conditions

| Feature | Description |
| :---: | :---: |
| Study Limits | - CR 44A to CR 466A (0.538 miles) |
| Area Location | - The study corridor is located approximately 0.8 miles north of SR 44. |
| US 301 | - Four 11-foot wide lanes <br> - 14 to 15 -foot wide two-way left turn lane <br> - 4-foot wide paved shoulders <br> - Closed drainage system <br> - Curb and gutter <br> - Posted speed limit of 35 mph |
| Signalized Intersections | - CR 44A (MP 23.187) - signalized intersection using FDOT SOP 10 with northbound and southbound protected-permissive left turn phases, a northbound-southbound phase, eastbound and westbound protected-permissive phases, and an eastbound-westbound phase. Signalized pedestrian crossings are provided across the south and west approaches. Operating Mode - "Free" <br> - CR 466A (MP 23.725) - signalized intersection using FDOT SOP 11 with a southbound protected-permissive (flashing yellow arrow) left turn phase, a northbound-southbound phase, and an eastbound-westbound phase. Signalized pedestrian crossings are provided across all approaches. Operating Mode - "Free" |
| Pedestrian Generators | - Businesses <br> - Residences <br> - Wildwood City Hall <br> - Schools |
| Sidewalks | - 5 to 10-foot sidewalks are located on both sides of US 301 for the length of the study corridor. |
| Street Lighting | - CR 44A - Utility pole-mounted conventional light fixture on southeast corner of the intersection <br> - CR 44A to Rutland Street - Conventional lighting mounted on utility poles along the east side of US 301 <br> - Rutland Street to Curry Street - Post and building-mounted decorative street lighting along both sides of the roadway supplemented by conventional lighting mounted on utility poles along the east side of US 301 <br> - Curry Street to CR 466A - Conventional lighting mounted on utility poles along the east side of US 301 and building-mounted decorative lighting along the west side of US 301 . <br> - CR 466A - Utility pole-mounted conventional light fixture on the southeast and southwest corners of the intersection. Post-mounted decorative lighting located along both sides of CR 466A. |
| Other Distinct Features | - There are numerous driveways and side streets throughout the corridor. <br> - A diagonal railroad crossing exists through the intersection of CR 44A. |

### 2.1 Pedestrian Volumes

Eight-hour pedestrian-bicycle (ped-bike) counts were conducted within the corridor from 7:00 to 9:00 AM, 11:00 AM to 1:00 PM, and 2:00 to 6:00 PM. The counts included recording pedestrians and bicyclists traveling along and crossing US 301. Pedestrian-bicycle count data was collected in six segments and are summarized in Tables 2 through 7 below.

Table 2 Ped-Bike Count Summary - Segment 1: CR 44A to Chairs Street

| Statistic | Traveling on West Side of US 301 | Traveling on East Side of US 301 | Crossing <br> US 301 | Total |
| :---: | :---: | :---: | :---: | :---: |
| Total Pedestrian Movements | 4 | 6 | 5 | 15 |
| Pedestrian Movements per Hour (PMpH) | 1 | 1 | 1 | 2 |
| Total Bicycle Movements | 4 | 3 | 14 | 21 |
| Bicycle Movements per Hour (BMpH) | 1 | 0 | 2 | 3 |
| Total Pedestrian and Bicycle Movements | 8 | 9 | 19 | 36 |
| Pedestrian/Bicycle Movements per Hour (PBMpH) | 1 | 1 | 2 | 5 |

Table 3 Ped-Bike Count Summary - Segment 2: Chairs Street to S. of Hall Street

| Staveling on <br> West Side of <br> US 301 | Traveling on <br> East Side of <br> US 301 | Crossing <br> US 301 | Total |  |
| :--- | :---: | :---: | :---: | :---: |
| Total Pedestrian Movements | 1 | 4 | 1 | 6 |
| Pedestrian Movements per Hour (PMpH) | 0 | 1 | 0 | 1 |
| Total Bicycle Movements | 3 | 6 | 0 | 9 |
| Bicycle Movements per Hour (BMpH) | 0 | 1 | 0 | 1 |
| Total Pedestrian and Bicycle Movements | 4 | 10 | 1 | 15 |
| Pedestrian/Bicycle Movements per Hour (PBMpH) | 1 | 1 | 0 | 2 |

Table 4 Ped-Bike Count Summary - Segment 3: S. of Hall Street to N. of Rutland Street

| Statistic | Traveling on West Side of US 301 | Traveling on East Side of US 301 | Crossing US 301 | Total |
| :---: | :---: | :---: | :---: | :---: |
| Total Pedestrian Movements | 24 | 4 | 9 | 37 |
| Pedestrian Movements per Hour (PMpH) | 3 | 1 | 1 | 5 |
| Total Bicycle Movements | 3 | 3 | 4 | 10 |
| Bicycle Movements per Hour (BMpH) | 0 | 0 | 1 | 1 |
| Total Pedestrian and Bicycle Movements | 27 | 7 | 13 | 47 |
| Pedestrian/Bicycle Movements per Hour (PBMpH) | 3 | 1 | 2 | 6 |

Table 5 Ped-Bike Count Summary - Segment 4: N. of Rutland Street to N. of Oxford Street

| Traveling on <br> West Side of <br> US 301 | Traveling on <br> East Side of <br> US 301 | Crossing <br> US 301 | Total |  |
| :--- | :---: | :---: | :---: | :---: |
| Total Pedestrian Movements | 110 | 3 | 6 | 119 |
| Pedestrian Movements per Hour (PMpH) | 14 | 0 | 1 | 15 |
| Total Bicycle Movements | 2 | 5 | 1 | 8 |
| Bicycle Movements per Hour (BMpH) | 0 | 1 | 0 | 1 |
| Total Pedestrian and Bicycle Movements | 112 | 8 | 7 | 127 |
| Pedestrian/Bicycle Movements per Hour (PBMpH) | 14 | 1 | 1 | 16 |

Table 6 Ped-Bike Count Summary - Segment 5: N. of Oxford Street to N. of Curry Street

| Traveling on <br> Statistic |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| West Side of <br> US 301 | Traveling on <br> East Side of <br> US 301 | Crossing <br> US 301 | Total |  |
| Total Pedestrian Movements | 142 | 12 | 21 | 175 |
| Pedestrian Movements per Hour (PMpH) | 18 | 2 | 3 | 22 |
| Total Bicycle Movements | 2 | 1 | 4 | 7 |
| Bicycle Movements per Hour (BMpH) | 0 | 0 | 1 | 1 |
| Total Pedestrian and Bicycle Movements | 144 | 13 | 25 | 182 |
| Pedestrian/Bicycle Movements per Hour (PBMpH) | 18 | 2 | 3 | 23 |

Table 7 Ped-Bike Count Summary - Segment 6: N. of Curry Street to CR 466A

| Traveling on <br> West Side of <br> US 301 | Traveling on <br> East Side of <br> US 301 | Crossing <br> US 301 | Total |  |
| :--- | :---: | :---: | :---: | :---: |
| Total Pedestrian Movements | 1 | 3 | 1 | 5 |
| Pedestrian Movements per Hour (PMpH) | 0 | 0 | 0 | 1 |
| Total Bicycle Movements | 0 | 1 | 1 | 2 |
| Bicycle Movements per Hour (BMpH) | 0 | 0 | 0 | 0 |
| Total Pedestrian and Bicycle Movements | 1 | 4 | 2 | 7 |
| Pedestrian/Bicycle Movements per Hour (PBMpH) | 0 | 1 | 0 | 1 |

Eight-hour pedestrian-bicycle movement summaries and pedestrian and bicycle tracking are located in Appendix B.

US 301 from CR 44A to CR 466A Pedestrian Study - Draft FPID No. 237974-1-32-16, TWO 81, Study 7

### 2.2 Traffic Volumes

Eight-hour turning movement counts (TMCs) were conducted at CR 44A, Oxford Street, and CR 466A from 7:00 to 9:00 AM, 11:00 AM to 1:00 PM, and 2:00 to 6:00 PM. Tables 8 through 10 summarize the turning movement counts at each count location. The turning movement count data is included in Appendix C.

Table 8 Turning Movement Count Summary - US 301 at CR 44A

| TIME | US 301 <br> NORTHBOUND |  |  |  |  |  | US 301 SOUTHBOUND |  |  |  |  |  | CR 44A EASTBOUND |  |  |  |  |  | CR 44A WESTBOUND |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BEGIN - END | U | L | T | R | RTOR | TOT | U | L | T | R | RTOR | TOT | U | L | T | R | RTOR | тот | U | L | T | R | RTOR | TOT |
| 7:00-8:00 | 0 | 17 | 771 | 94 | 11 | 893 | 0 | 78 | 837 | 11 | 0 | 926 | 0 | 37 | 55 | 25 | 9 | 126 | 0 | 80 | 47 | 24 | 5 | 156 |
| 8:00-9:00 | 0 | 14 | 711 | 72 | 9 | 806 | 0 | 49 | 739 | 22 | 0 | 810 | 0 | 36 | 49 | 25 | 9 | 119 | 0 | 65 | 41 | 24 | 10 | 140 |
| 11:00-12:00 | 0 | 29 | 751 | 45 | 4 | 829 | 0 | 28 | 720 | 34 | 0 | 782 | 0 | 41 | 13 | 14 | 14 | 82 | 0 | 66 | 29 | 19 | 7 | 121 |
| 12:00-13:00 | 1 | 24 | 681 | 46 | 7 | 759 | 0 | 38 | 752 | 31 | 0 | 821 | 0 | 29 | 20 | 22 | 14 | 85 | 0 | 76 | 31 | 18 | 19 | 144 |
| 14:00-15:00 | 0 | 39 | 756 | 55 | 7 | 857 | 0 | 37 | 733 | 34 | 0 | 804 | 0 | 41 | 26 | 18 | 15 | 100 | 0 | 96 | 45 | 33 | 12 | 186 |
| 15:00-16:00 | 0 | 43 | 810 | 50 | 6 | 909 | 0 | 41 | 811 | 25 | 0 | 877 | 0 | 54 | 37 | 16 | 11 | 118 | 0 | 106 | 52 | 29 | 12 | 199 |
| 16:00-17:00 | 0 | 37 | 855 | 43 | 10 | 945 | 0 | 27 | 777 | 41 | 0 | 845 | 0 | 45 | 36 | 19 | 14 | 114 | 0 | 88 | 51 | 37 | 7 | 183 |
| 17:00-18:00 | 0 | 47 | 1,042 | 44 | 2 | 1,135 | 0 | 32 | 749 | 48 | 0 | 829 | 0 | 53 | 44 | 17 | 15 | 129 | 0 | 72 | 35 | 39 | 13 | 159 |
| TOTAL | 1 | 250 | 6,377 | 449 | 56 | 7,133 | 0 | 330 | 6,118 | 246 | 0 | 6,694 | 0 | 336 | 280 | 156 | 101 | 873 | 0 | 649 | 331 | 223 | 85 | 1,288 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Percentage | 0.0\% | 3.5\% | 89.4\% | 6.3\% | 0.8\% | 100.0\% | 0.0\% | 4.9\% | 91.4\% | 3.7\% | 0.0\% | 100.0\% | 0.0\% | 38.5\% | 32.0\% | 17.9\% | 11.6\% | 100.0\% | 0.0\% | 50.4\% | 25.7\% | 17.3\% | 6.6\% | 100.0\% |
| Maximum | 1 | 47 | 1042 | 94 | 11 | 1135 | 0 | 78 | 837 | 48 | 0 | 926 | 0 | 54 | 55 | 25 | 15 | 129 | 0 | 106 | 52 | 39 | 19 | 199 |
| Minimum | 0 | 14 | 681 | 43 | 2 | 759 | 0 | 27 | 720 | 11 | 0 | 782 | 0 | 29 | 13 | 14 | 9 | 82 | 0 | 65 | 29 | 18 | 5 | 121 |
| Total Heavy Veh |  | 5 | 563 | 20 | 2 | 590 |  | 12 | 570 | 11 | 0 | 593 |  | 9 | 10 | 4 | 1 | 24 |  | 7 | 9 | 18 | 6 | 60 |
| \% Heavy Veh |  | .0\% | 8.8\% |  | .4\% | 8.3\% |  | 3.6\% | 9.3\% |  | .5\% | 8.9\% |  | 2.7\% | 3.6\% |  | 9\% | 2.7\% |  | 2\% | 2.7\% |  | 8\% | 4.7\% |

The following pedestrian and bicycle activity was observed at the intersection during the count period: No pedestrians and 7 bicyclists were observed crossing the north approach, 9 pedestrians and 2 bicyclists were observed crossing the south approach, 6 pedestrians and 2 bicyclists were observed crossing the east approach, and no pedestrians or bicyclists were observed crossing the west approach.

Table 9 Turning Movement Count Summary - US 301 at Oxford Street

| TIME | $\text { US } 301$ <br> NORTHBOUND |  |  |  |  |  | US 301 SOUTHBOUND |  |  |  |  |  | Oxford Street EASTBOUND |  |  |  |  |  | Oxford Street WESTBOUND |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BEGIN - END | U | L | T | R | RTOR | TOT | U | L | T | R | RTOR | TOT | U | L | T | R | RTOR | TOT | U | L | T | R | RTOR | TOT |
| 7:00-8:00 | 0 | 0 | 817 | 6 | 0 | 823 | 0 | 19 | 1,035 | 1 | 0 | 1,055 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 12 | 0 | 14 |
| 8:00-9:00 | 0 | 4 | 704 | 4 | 0 | 712 | 0 | 13 | 878 | 4 | 0 | 895 | 0 | 5 | 0 | 3 | 0 | 8 | 0 | 5 | 0 | 8 | 0 | 13 |
| 11:00-12:00 | 0 | 9 | 822 | 3 | 0 | 834 | 0 | 4 | 756 | 21 | 0 | 781 | 0 | 23 | 0 | 44 | 0 | 67 | 0 | 4 | 1 | 6 | 0 | 11 |
| 12:00-13:00 | 0 | 13 | 840 | 6 | 0 | 859 | 0 | 5 | 858 | 15 | 0 | 878 | 0 | 14 | 1 | 25 | 0 | 40 | 0 | 2 | 0 | 8 | 0 | 10 |
| 14:00-15:00 | 0 | 6 | 870 | 5 | 0 | 881 | 0 | 5 | 822 | 16 | 0 | 843 | 0 | 22 | 1 | 27 | 0 | 50 | 0 | 1 | 0 | 13 | 0 | 14 |
| 15:00-16:00 | 0 | 5 | 893 | 7 | 0 | 905 | 0 | 6 | 909 | 5 | 0 | 920 | 0 | 12 | 0 | 25 | 0 | 37 | 0 | 3 | 0 | 7 | 0 | 10 |
| 16:00-17:00 | 0 | 2 | 1,049 | 6 | 0 | 1,057 | 0 | 7 | 915 | 4 | 0 | 926 | 0 | 7 | 1 | 13 | 0 | 21 | 0 | 4 | 0 | 7 | 0 | 11 |
| 17:00-18:00 | 0 | 0 | 1,100 | 8 | 0 | 1,108 | 0 | 6 | 911 | 0 | 0 | 917 | 0 | 6 | 0 | 8 | 0 | 14 | 0 | 3 | 0 | 11 | 0 | 14 |
| TOTAL | 0 | 39 | 7,095 | 45 | 0 | 7,179 | 0 | 65 | 7,084 | 66 | 0 | 7,215 | 0 | 89 | 4 | 145 | 0 | 238 | 0 | 24 | 1 | 72 | 0 | 97 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Percentage | 0.0\% | 0.5\% | 98.9\% | 0.6\% | 0.0\% | 100.0\% | 0.0\% | 0.9\% | 98.2\% | 0.9\% | 0.0\% | 100.0\% | 0.0\% | 37.4\% | 1.7\% | 60.9\% | 0.0\% | 100.0\% | 0.0\% | 24.8\% | 1.0\% | 74.2\% | 0.0\% | 100.0\% |
| Maximum | 0 | 13 | 1100 | 8 | 0 | 1108 | 0 | 19 | 1035 | 21 | 0 | 1055 | 0 | 23 | 1 | 44 | 0 | 67 | 0 | 5 | 1 | 13 | 0 | 14 |
| Minimum | 0 | 0 | 704 | 3 | 0 | 712 | 0 | 4 | 756 | 0 | 0 | 781 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 10 |
| Total Heavy Veh |  | 0 | 587 | 1 | 0 | 588 |  | 1 | 636 | 1 | 0 | 638 |  |  | 0 | 4 | 0 | 7 |  | 0 | 0 | 0 | 0 | 0 |
| \% Heavy Veh |  | 0\% | 8.3\% |  | 2\% | 8.2\% |  | 1.5\% | 9.0\% |  | 1.5\% | 8.8\% |  | .4\% | 0.0\% |  | 8\% | 2.9\% |  | .0\% | 0.0\% |  | .0\% | 0.0\% |

The following pedestrian and bicycle activity was observed at the intersection during the count period: 1 pedestrian and no bicyclists were observed crossing the north approach, 4 pedestrians and no bicyclists were observed crossing the south approach, 9 pedestrians and 2 bicyclists were observed crossing the east approach, and 114 pedestrians and 1 bicyclist were observed crossing the west approach.

Table 10 Turning Movement Count Summary - US 301 at CR 466A

| TIME | US 301 <br> NORTHBOUND |  |  |  |  |  | US 301 <br> SOUTHBOUND |  |  |  |  |  | CSX Driveway EASTBOUND |  |  |  |  |  | CR 466A WESTBOUND |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BEGIN - END | U | L | T | R | RTOR | TOT | U | L | T | R | RTOR | TOT | U | L | T | R | RTOR | TOT | U | L | T | R | RTOR | TOT |
| 7:00-8:00 | 0 | 0 | 671 | 126 | 18 | 815 | 0 | 118 | 915 | 0 | 0 | 1,033 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 17 | 42 | 190 |
| 8:00-9:00 | 0 | 0 | 594 | 172 | 15 | 781 | 0 | 113 | 720 | 0 | 0 | 833 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 155 | 0 | 34 | 35 | 224 |
| 11:00-12:00 | 0 | 1 | 564 | 166 | 26 | 757 | 0 | 71 | 571 | 1 | 0 | 643 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 255 | 0 | 47 | 32 | 334 |
| 12:00-13:00 | 0 | 2 | 546 | 172 | 24 | 744 | 0 | 86 | 601 | 0 | 0 | 687 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 247 | 0 | 41 | 48 | 336 |
| 14:00-15:00 | 0 | 1 | 678 | 193 | 8 | 880 | 0 | 95 | 642 | 0 | 0 | 737 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 0 | 34 | 43 | 282 |
| 15:00-16:00 | 0 | 0 | 720 | 179 | 18 | 917 | 0 | 119 | 693 | 1 | 0 | 813 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 236 | 0 | 52 | 39 | 327 |
| 16:00-17:00 | 0 | 0 | 799 | 167 | 15 | 981 | 0 | 85 | 671 | 0 | 0 | 756 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 204 | 0 | 40 | 50 | 294 |
| 17:00-18:00 | 0 | 1 | 915 | 187 | 14 | 1,117 | 0 | 83 | 651 | 0 | 0 | 734 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 200 | 0 | 60 | 63 | 323 |
| TOTAL | 0 | 5 | 5,487 | 1,362 | 138 | 6,992 | 0 | 770 | 5,464 | 2 | 0 | 6,236 | 0 | 1 | 1 | 10 | 0 | 12 | 0 | 1,633 | 0 | 325 | 352 | 2,310 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Percentage | 0.0\% | 0.1\% | 78.4\% | 19.5\% | 2.0\% | 100.0\% | 0.0\% | 12.3\% | 87.6\% | 0.1\% | 0.0\% | 100.0\% | 0.0\% | 8.3\% | 8.3\% | 83.4\% | 0.0\% | 100.0\% | 0.0\% | 70.7\% | 0.0\% | 14.1\% | 15.2\% | 100.0\% |
| Maximum | 0 | 2 | 915 | 193 | 26 | 1117 | 0 | 119 | 915 | 1 | 0 | 1033 | 0 | 1 | 1 | 3 | 0 | 4 | 0 | 255 | 0 | 60 | 63 | 336 |
| Minimum | 0 | 0 | 546 | 126 | 8 | 744 | 0 | 71 | 571 | 0 | 0 | 643 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 17 | 32 | 190 |
| Total Heavy Veh | 20.0\% |  | 470 | 71 | 9 | 551 |  | 21 | 490 | 0 | 0 | 511 |  | 0 | 0 | 3 | 0 | 3 |  | 83 | 0 | 13 | 4 | 100 |
| \% Heavy Veh |  |  | 8.6\% | 5.3\% |  | 7.9\% | 2.7\% |  | 9.0\% | 0.0\% |  | 8.2\% | 0.0\% |  | 0.0\% | 30.0\% |  | 25.0\% | 5.1\% |  | 0.0\% | 2.5\% |  | 4.3\% |

The following pedestrian and bicycle activity was observed at the intersection during the count period: No pedestrians or bicyclists were observed crossing the north approach, no pedestrians and 1 bicyclist were observed crossing the south approach, 1 pedestrian and no bicyclists were observed crossing the east approach, and no pedestrians and 2 bicyclists were observed crossing the west approach.

### 2.3 Collision Data

Collision data was obtained from the Department's Collision Analysis Reporting (CAR) Online system and the University of Florida Signal Four Analytics for the project corridor for the three-year period ending May $31^{\text {st }}, 2019$. Table 11 summarizes the crash data for the corridor.

Table 11 Collision Statistics by Year - US 301 from CR 44A to CR 466A

| Collision Type | Year 1 <br> (June 2016 - <br> May 2017) | $\begin{gathered} \hline \text { Year 2 } \\ \text { (June 2017 - } \\ \text { May 2018) } \end{gathered}$ | Year 3 (June 2018- May 2019) | Total | Average per Year |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Rear End | 10 | 7 | 7 | 24 | 8.0 |
| Sideswipe | 1 | 7 | 5 | 13 | 4.3 |
| Angle | 1 | 3 | 0 | 4 | 1.3 |
| Left Turn | 1 | 0 |  | 1 | 0.3 |
| Pedestrian | 0 | 1 | 0 | 1 | 0.3 |
| Head-On | 1 | 0 | 0 | 1 | 0.3 |
| Coll MV On Road | 0 | 1 | 0 | 1 | 0.3 |
| Totals | 14 | 19 | 12 | 45 | 15.0 |
| Severity |  |  |  |  |  |
| Fatalities | 0 | 0 | 0 | 0 | 0.0 |
| Injuries | 3 | 5 | 4 | 12 | 4.0 |
| Road Surface |  |  |  |  |  |
| Dry | 13 | 15 | 12 | 40 | 13.3 |
| Wet | 1 | 4 | 0 | 5 | 1.7 |
| Totals | 14 | 19 | 12 | 45 | 15.0 |
| Lighting |  |  |  |  |  |
| Daylight | 11 | 18 | 11 | 40 | 13.3 |
| Dark (SL) | 2 | 0 | 1 | 3 | 1.0 |
| Dusk | 0 | 1 | 0 | 1 | 0.3 |
| Dawn | 1 | 0 | 0 | 1 | 0.3 |
| Totals | 14 | 19 | 12 | 45 | 15.0 |
| Contributing Cause |  |  |  |  |  |
| Careless Driving | 9 | 9 |  | 26 | 8.7 |
| FTYRW | 2 | 4 | 0 | 6 | 2.0 |
| Improper Lane Change | 0 | 3 | 3 | 6 | 2.0 |
| Improper Turn | 2 | 2 | 0 | 4 | 1.3 |
| Followed Too Closely | 1 | 0 | 0 | 1 | 0.3 |
| Disregarded Traffic Signal | 0 | 1 | 0 | 1 | 0.3 |
| Improper Passing | 0 | 0 | 1 | 1 | 0.3 |
| Totals | 14 | 19 | 12 | 45 | 15.0 |

The collision summary and diagram are included in Appendix D .

## 3 QUALITATIVE ASSESSMENT

### 3.1 Pedestrian Operations

US 301 from CR 44A to CR 466A was observed by a registered professional engineer on October $1^{\text {st }}, 2019$, during the morning (7:30 to 9:00 AM), midday (11:30 AM to 1:00 PM), and afternoon (2:45 to 5:15 PM) periods. The corridor was reviewed to assess existing pedestrian operations and to identify the need for pedestrian safety improvements.

## Corridor Pedestrian Operations

- According to 2018 Florida Traffic Online, the Annual Average Daily traffic for count station 180026 on US 301 in downtown Wildwood is 21,000 vehicles per day, with trucks accounting for 15.4 percent of all vehicles.
- Vehicles were observed traveling at or above the posted 35 mph speed limit.
- Three hundred fifty-seven pedestrians and fifty-seven bicyclists were observed traveling within the study corridor during the 8 -hour pedestrian-bicycle count period. Of these, forty-three pedestrians and twenty-four bicyclists crossed US 301.
- Significant north-south pedestrian traffic was recorded between Wonders Street and Curry Street. Most of the pedestrian traffic occurred along on the west side of US 301 and was observed to be generated by local businesses. Typical pedestrian destinations were from public and private parking lots to and from local businesses.
- Clusters of pedestrian and bicycle crossing activity were identified between Hall Street and Rutland Street and between Oxford Street and Curry Street.
- Approximately two crossings per hour were recorded between Hall Street and Rutland Street (13 total crossings).
- Approximately five crossings per hour were recorded between Oxford Street and Curry Street (29 total crossings).
- Northbound and southbound gaps in traffic on US 301 rarely occur simultaneously, as vehicle platoons from the signals at CR 44A and at CR 466A typically traveled through the corridor at different times. This resulted in pedestrians and bicyclists typically staging in the two-way left turn lane until gaps in traffic were available to complete their crossings. Minor pedestrian delays were observed.
- There were no observed conflicts between pedestrians and bicyclists and vehicular traffic. However, several pedestrians were observed to choose smaller gaps in north-south traffic and run across the street to complete their crossings. Additionally, several pedestrians and bicyclists were recorded crossing to the two-way left turn lane, traveling north or south within the turn lane, and then completing their crossings.
- A majority of pedestrian and bicyclists traveling along US 301 were observed to walk or ride on the sidewalk.
- Sight lines along US 301 to pedestrians and bicyclists crossing US 301 are unobstructed.
- Curb ramps are provided at all side street pedestrian crossings; however, there are numerous side streets without crosswalk pavement markings: Chairs Street, Hall Street, Rutland Street, Barwick Street, Curry Street, and Denham Street.


## CR 44A Pedestrian Operations

- Southbound traffic queues were observed to extend north to the Save A Lot shopping center driveway during the afternoon review period. Since pedestrian activity is light in this area, no conflicts were observed between southbound vehicles and pedestrians or bicyclists crossing through stopped vehicle queues.
- Pedestrian and bicyclist crossing activity at the intersection is light. Five pedestrians and fourteen bicyclists crossed the intersection during the pedestrian-bicycle count.
- One pedestrian and six bicyclists crossed the south approach within the crosswalk.
- Three pedestrians crossed south of the south approach crosswalk.
- One bicyclist was observed to cross diagonal through the intersection from the northeast to southwest corner, and one crossed from the southwest to northeast corner. No conflicts were observed since the intersection was clear of vehicles during the crossing.
- One pedestrian and six bicyclists crossed the north approach. The north approach does not have a pedestrian signal or marked crosswalk; however, no conflicts were observed during the crossings.
- Fifteen pedestrians and eleven bicyclists crossed the intersection during the 8-hr TMC.
- Several pedestrians and bicyclists were observed to cross the east and north approaches during the field reviews. These approaches do not have crosswalks or pedestrian signals; however, no conflicts were observed.
- A north approach crosswalk is not feasible due to geometric constraints from the railroad track that crosses diagonally (northwest to southeast) through the intersection.
- Curb ramps are provided for crossing the east approach, but there is no pedestrian signal or crosswalk pavement markings. The railroad tracks cross diagonal through the unmarked east approach crossing.
- All pedestrians observed crossing the south and west approaches completed their crossings within the programmed pedestrian intervals.
- The pedestrian clearance intervals were reviewed for the west approach pedestrian phase (P2) and the south approach pedestrian phase (P8). The intervals were evaluated using a $3.5 \mathrm{ft} / \mathrm{s}$ walking speed and a curb-to-curb crossing distance.
- P2 - The curb-to-curb crossing distance is approximately 70 feet. Based on this evaluation, the existing pedestrian clearance time of 20 seconds equals the calculated value of 20 seconds.
- P8 - The curb-to-curb crossing distance is approximately 72 feet. Based on this evaluation, the existing pedestrian clearance time of 22 seconds exceeds the calculated value of 21 seconds.
- The pedestrian buttons are in good condition and functioning; however, they are not parallel to their respective pedestrian crossings. This was not observed to impact pedestrian operations.
- The south approach and west approach crosswalks are marked and signed as school crossings. Wildwood Elementary School and Wildwood Middle High School are located east of the intersection. No school aged pedestrians were observed during the morning field review, and two school aged pedestrians were observed to cross the south approach of the intersection during the afternoon field review.


## CR 466A Pedestrian Operations

- Northbound traffic queues were observed to extend south of Curry Street during all review periods. One pedestrian was observed to cross from east to west, through stopped traffic, during the midday review period.
- Pedestrian and bicyclist crossing activity at the intersection is light. One pedestrian and one bicyclist crossed in the vicinity of the intersection during the pedestrian-bicycle count. The bicyclist crossed from the westbound left turn lane to the sidewalk on the west side of US 301, and the pedestrian crossed from west to east approximately 150 feet north of the intersection.
- One pedestrian and three bicyclists crossed the intersection during the 8-hr TMC.
- Pedestrians completed their crossings within the programmed pedestrian intervals. One conflict was observed when a westbound pedestrian crossed the south approach with the pedestrian signal, and a westbound left turning vehicle sounded their horn at the pedestrian.
- The pedestrian clearance intervals were reviewed for each signalized pedestrian crossing. The intervals were evaluated using a $3.5 \mathrm{ft} / \mathrm{s}$ walking speed and a curb-to-curb crossing distance.
- P2 (SB) - The curb-to-curb crossing distance is approximately 42 feet. Based on this evaluation, the existing pedestrian clearance time of 12 seconds equals the calculated value of 12 seconds.
- P4 (WB) - The curb-to-curb crossing distance is approximately 72 feet. Based on this evaluation, the existing pedestrian clearance time of 22 seconds exceeds the calculated value of 21 seconds.
- P6 (NB) - The curb-to-curb crossing distance is approximately 70 feet. Based on this evaluation, the existing pedestrian clearance time of 21 seconds exceeds the calculated value of 20 seconds.
- P8 (EB) - The curb-to-curb crossing distance is approximately 65 feet. Based on this evaluation, the existing pedestrian clearance time of 19 seconds equals the calculated value of 19 seconds.
- The pedestrian signs are in good condition, and the pedestrian buttons are in good condition and functioning.
- The north and south approach crosswalks are signed and marked school crosswalks. Sumter P.R.E.P Academy is located east of the intersection. No school aged children were observed to cross the intersection.


### 3.2 Safety

Forty-five collisions were reported on the study corridor for the 36 -month period ending May 31st 2019. The crashes included 24 rear end crashes, 13 sideswipe crashes, 4 angle crashes, 1 left turn crash, 1 pedestrian crash, 1 head-on crash, and 1 collision with motor vehicle on road crash. These crashes resulted in 12 injuries and no fatalities. Forty (89\%) of the crashes occurred in daylight lighting conditions, and forty ( $89 \%$ ) of the crashes occurred on a dry roadway surface.

- One pedestrian crash (Crash No. 28) occurred on March 29 ${ }^{\text {th }}$, 2018, at 10:08 AM in daylight, cloudy, and dry conditions. The crash occurred when a southbound pedestrian traveling on the sidewalk in a mobility scooter crossed Hall Street and was struck by a westbound vehicle. The driver of the vehicle pulled past the stop sign and stated they did not see the pedestrian. The pedestrian suffered possible injuries.
- A review of the intersection found that sight lines along Hall Street are clear to northbound and southbound pedestrians traveling on the sidewalk and crossing through the intersection.
- No bicycle crashes were reported during the study period.


### 3.3 Maintenance

- The CR 44A pedestrian signal crossing signs are in poor condition and do not meet current standards. These signs should be replaced.

- The southbound S1-1 School Crossing sign at CR 44A is in poor condition and should be replaced.

- The northbound W16-9p "AHEAD" plaque and the southbound S1-1 School Crossing sign at CR 466A are in poor condition and should be replaced.


South approach "Ahead" plaque


North approach school crossing sign

- The CR 44A crosswalks are faded and do not have sidebars. The crosswalks should be restriped, and sidebars should be installed.
- Crosswalk pavement markings should be installed on the following side streets: Chairs Street, Hall Street, Rutland Street, Barwick Street, Curry Street, and Denham Street.


## 4 PEDESTRIAN CROSSING ANALYSIS

The need for marked pedestrian crosswalks was assessed for US 301 from CR 44A to CR 466A. Traffic volumes, pedestrian and bicycle volumes, operating conditions, and geometric conditions were compared with the requirements contained in the current versions of the Manual on Uniform Traffic Control Devices (MUTCD), Traffic Engineering Manual (TEM), and FDOT Design Manual (FDM) to assess the need and feasibility of pedestrian crossing treatments within the corridor.

Based on the pedestrian/bicycle movement observations and crossing volumes, pedestrian crossings should be considered between Hall Street and Rutland Street and between Oxford Street and Curry Street.

## Installation Criteria and Considerations

Section 3.8 of the TEM defines the procedure and criteria for the installation of marked pedestrian crosswalks at mid-block and uncontrolled locations and pedestrian crossing treatments on state roadways. The following factors should be considered when evaluating the need for a marked pedestrian crosswalk:

- Proximity to significant generators and attractors
- Pedestrian demand
- Pedestrian-vehicle crash history
- Distance between crossing locations

The following criteria were reviewed to determine if the locations between Hall Street and Rutland Street and between Oxford Street and Curry Street meet the requirements for pedestrian crossings:

## Pedestrian Demand

- Within the segment there is a well-defined spatial pattern of pedestrian generators and attractors; however, there is limited flow between them (across a roadway). In addition, there is a well-defined pattern of existing pedestrian crossings.
- The minimum thresholds should be met when considering a new marked crosswalk at an uncontrolled approach: 20 or more pedestrians during a single hour of an average day; 18 or more pedestrians during each of any two hours of an average day; or 15 or more pedestrians during each of any three hours of an average day.
- Hall Street to Rutland Street - The minimum volume thresholds are not met since a total of $\mathbf{1 3}$ total crossings and less than 15 crossings per hour were recorded within the segment.

US 301 from CR 44A to CR 466A Pedestrian Study - Draft
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- Oxford Street to Curry Street - The minimum volume thresholds are not met since a total of 29 crossings and less than 15 crossings per hour were recorded within the segment.
- For areas with C2T Rural Town Context Classifications and speed limits of 35 MPH or less, a marked crosswalk may be installed without meeting the minimum pedestrian volume thresholds.
- For the purposes of this analysis, US 301 is assumed to have a C2T classification since Wildwood is a small town with historic buildings.
- The posted speed limit is 35 mph .

Based on this criterion, marked crosswalks can be installed within the study limits.

## Location Characteristics

- A minimum vehicular volume of 2,000 Average Daily Traffic along the roadway segment is met.
- The 2018 AADT is $21,000 \mathrm{vpd}$.
- The distance to the nearest intersection or crossing location is greater than 300 feet per FDM Chapter 222 Pedestrian Facility.
- The nearest crossing locations are located at CR 44A (approximately 1,000 feet south of Hall Street) and at CR 466A (approximately 460 feet north of Curry Street).
- Marked crosswalks should not be installed mid-block where the spacing between adjacent intersections is less than 660 feet, consistent with FDM Chapter 222 Pedestrian Facilities.
- The spacing between adjacent intersections is approximately 270 feet. However, due to the presence of multiple driveways, marked left turn lanes throughout the corridor, and the need to maintain sidestreet and local business access, mid-block crossing locations should be considered for both crossing locations.
- The proposed location must be outside the influence area of adjacent signalized intersections, including the limits of the auxiliary turn lanes.
- Based on field observations, northbound vehicle queues from CR 466A extend to just south of Curry Street during all periods of the day. As such, Curry Street is not a recommended location for a marked pedestrian crossing.


## Safety Considerations

For any proposed mid-block crosswalk, the location must be conducive to providing a minimum level of pedestrian safety. The following conditions should be satisfied under existing conditions, or, if not, should be achieved in conjunction with any implementation of the proposed marked crosswalk:

- The location for a marked crosswalk must provide adequate stopping sight distance.
- The stopping sight distance along US 301 was observed to clear within the vicinity of both crossing locations.
- If sidewalks connecting the crosswalk to established pedestrian generators and attractors are not already present, they should be provided.
- Sidewalks are present on both sides of US 301 at both crossing locations.
- Crosswalk illumination shall be provided at all newly constructed uncontrolled approach crosswalks.
- There is existing street lighting along US 301 adjacent to the proposed crossing locations; however, lighting should be analyzed at both proposed crossing locations to ensure that FDM lighting criteria is met.
- At uncontrolled approach locations with vehicular volumes greater than 12,000 ADT or where crossing distances exceed 60 feet, a refuge island or raised median should be considered to facilitate a two-stage crossing.
- The 2018 AADT is $21,000 \mathrm{vpd}$.
- The crossing distance was measured to be 66 to 67 feet throughout most of the study corridor. Refuge islands or raised medians should be provided at both proposed crossing locations.


## Selection of Pedestrian Treatments

For many situations, a marked crosswalk alone may not be sufficient. Signs and pavement markings alone will not make crossings safer, nor will they necessarily result in more vehicles stopping for pedestrians. Other facility enhancements should be considered in conjunction with a marked crosswalk such as curb extensions, raised crosswalks, speed reduction treatments, additional signing and marking, flashing beacons, or signalized control.

- From the analysis completed in the previous section, refuge islands or raised medians should be provided at both proposed crossing locations.
- When pedestrian volumes are of a sufficient level to meet signal warrants, a pedestrian traffic control signal may be installed to serve this demand. Applicable pedestrian signal warrants and installation guidelines are identified in Section 4C. 05 of the MUTCD.
- A cursory review of Warrants 4A and 4B found the pedestrian-bicycle volumes at each proposed crossing location do not meet the warranting pedestrian volume criteria. Pedestrian traffic control signals are not recommended.
- A possible alternative to the pedestrian traffic signal is the Pedestrian Hybrid Beacon (PHBs). Chapter 4F of the MUTCD provides guidance on the use of PHBs where pedestrian volumes do not meet the warrants for a pedestrian traffic signal under Section 4C. 05 of the MUTCD.
- Pedestrian Hybrid Beacons are not recommended for either crosswalk location as pedestrian-bicycle volumes do not satisfy the pedestrian volume requirements for PHB installation.
- Signs and pavement markings alone will not make crossings safer, nor will they necessarily result in more vehicles stopping for pedestrians. For locations where pedestrian traffic signals or PHBs are not warranted, alternative pedestrian actuated warning devices may be considered to provide additional emphasis of the marked crosswalk and the presence of pedestrians.
- RRFBs should be provided for both pedestrian crossing locations. Both locations have low pedestrian crossing volumes and high traffic volumes; the use of RRFBs will bring further attention to pedestrians crossing the proposed mid-block locations and enhance pedestrian safety by increasing motorist compliance at each crossing.


## 5 RECOMMENDATIONS

Based on the results of the field observations, crash analysis, pedestrian crossing analysis, and engineering judgment, the following recommendations are made:

1. Mid-block pedestrian crossings should be provided between Hall Street and Rutland Street and between Oxford Street and Barwick Street.
a. Median refuge islands should be provided for both locations.
b. RRFBs should be installed at both locations.
c. Existing lighting should be analyzed to determine if supplemental roadway lighting will be required to meet FDM lighting criteria.
2. The CR 44A pedestrian signal crossing signs are in poor condition and do not meet current standards. These signs should be replaced by the maintaining agency, Sumter County.
3. The following maintenance type improvements should be considered:
a. The southbound S1-1 School Crossing sign at CR 44A is in poor condition and should be replaced.
b. The northbound W16-9p "AHEAD" plaque and the southbound S1-1 School Crossing sign at CR 466A are in poor condition and should be replaced.
c. The CR 44A crosswalks are faded and do not have sidebars. The crosswalks should be restriped, and sidebars should be installed.
d. Crosswalk pavement markings should be installed on the following side streets: Chairs Street, Hall Street, Rutland Street, Barwick Street, Curry Street, and Denham Street.

Pay item numbers and quantities for these maintenance improvements are included on the conceptual improvement diagram, which is provided in Appendix E.

## APPENDIX A

## Approach Photographs

US 301 at CR 44A (MP 23.187)
North Approach Photographs


Looking south into CR 44A along US 301


Looking north from CR 44A along US 301

US 301 at CR 44A (MP 23.187)

## South Approach Photographs



Looking north into CR 44A along US 301


Looking south from CR 44A along US 301

US 301 at CR 44A (MP 23.187)
East Approach Photographs


Looking west into US 301 along CR 44A


Looking east from US 301 along CR 44A

US 301 at CR 44A (MP 23.187)
West Approach Photographs


Looking east into US 301 along CR 44A


Looking west from US 301 along CR 44A

US 301 at Oxford Street (MP 23.535)
North Approach Photographs


Looking south into Oxford Street along US 301


Looking north from Oxford Street along US 301

US 301 at Oxford Street (MP 23.535)
South Approach Photographs


Looking north into Oxford Street along US 301


Looking south from Oxford Street along US 301

East Approach Photographs


Looking west into US 301 along Oxford Street


Looking east from US 301 along the Oxford Street

US 301 at Oxford Street (MP 23.535)
West Approach Photographs


Looking east into US 301 along Oxford Street


Looking west from US 301 along Oxford Street

US 301 at CR 466A (MP 23.725)

## North Approach Photographs



Looking south into CR 466A along US 301


Looking north from CR 466A along US 301

US 301 at CR 466A (MP 23.725)

## South Approach Photographs



Looking north into CR 466A along US 301


Looking south from CR 466A along US 301

US 301 at CR 466A (MP 23.725)
East Approach Photographs


Looking west into US 301 along CR 466A


Looking east from US 301 along CR 466A

US 301 at CR 466A (MP 23.725)
West Approach Photographs


Looking east into US 301 along CR 466A


Looking west from US 301 along CR 466A

## APPENDIX B

Condition Diagram and Pedestrian and Bicycle Tracking and Summaries







Pedestrian/Bicycle Movement Summary Section: 18010000
Mile Post: From 23.139 to 23.245
Date: September 10, 2019

State Road: US 301
Observer: KHW
Time: 7:00-9:00 AM, 11:00 AM - 1:00 PM, 2:00-6:00 PM Weather: Clear and Sunny



State Road: US 301
Observer: IDS
Time: 7:00-9:00 AM, 11:00 AM-1:00 PM, 2:00-6:00 PM
Weather: Clear and Sunny



Pedestrian/Bicycle Movement Summary Section: 18010000
Mile Post: From 23.563 to 23.669
Date: September 12, 2019

State Road: US 301
Observer: KHW
Time: 7:00-9:00 AM, 11:00 AM - 1:00 PM, 2:00-6:00 PM Weather: Clear and Sunny


Pedestrian/Bicycle Movement Summary Section: 18010000
Mile Post: From 23.669 to 23.775
Date: September 12, 2019

State Road: US 301
Observer: KHW
Time: 7:00-9:00 AM, 11:00 AM - 1:00 PM, 2:00-6:00 PM
Weather: Clear and Sunny


## APPENDIX C

Turning Movement Count Data


FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS





FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS





FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS




## APPENDIX D

Collision Summary and Diagram



Section: 18010000
State Road: US 301
Corridor Limits: MP 23.187 to MP 23.725
County: Sumter
Source Data: CARS and Signal Four Analytics
City: Wildwood
Study Period 6/1/2016
to
5/31/2019
36 Months
SUMMARY

| SUMMARY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Number of Crashes | Total Number of Fatalities | Total Number of Injuries | Daylight | Dark (SL) | Dark (No SL) | Dusk | Dawn | Wet | Dry |  |  |  |  |  |  |
| 45 | 0 | 12 | 40 | 3 | 0 | 1 | 1 | 5 | 40 |  |  |  |  |  |  |
| 100\% | N/A | N/A | 89\% | 7\% | 0\% | 2\% | 2\% | 11\% | 89\% |  |  |  |  |  |  |
| Rear End | Head-On | Angle | Left Turn | Right Turn | Sideswipe | Backed Into | Parked Car | Coll MV On Road | Pedestrian | Bike | $\begin{gathered} \hline \text { Bike (Bike } \\ \text { Lane) } \end{gathered}$ | Moped | Train | Animal | Hit Sign/Sign Post |
| 24 | 1 | 4 | 1 | 0 | 13 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53\% | 2\% | 9\% | 2\% | 0\% | 29\% | 0\% | 0\% | 2\% | 2\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% |
| Hit Utility Pole | Hit Guardrail | Hit Fence | Hit Barrier Wall | Hit Br/Pier/Abutt | Hit Tree/Shrub | Hit Barricade | Traffic Gate | Crash Attenuator | Fixed Object Above Road | Other Fixed Object | Moveable Object | Ran Into Ditch/Culvert | Ran Off Rd Into Water | Overturned | Fell From Vehicle |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% |
| Fire | Explosion | Downhill Runaway | Cargo Loss or Shift | $\begin{aligned} & \text { Separation of } \\ & \text { Units } \end{aligned}$ | Median Crossover | Unknown/Not Coded | All Other |  |  |  |  |  |  |  |  |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |
| 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% |  |  |  |  |  |  |  |  |
| Careless Driving | FTYRW | Improper Backing | Improper Lane Change | Improper Turn | Alcohol/ Drugs | Followed Too Closely | Disregarded Traffic Signal | Exceeded Safe Speed Limit | Disregarded Stop Sign | Failed to Maintain Equipment | Unknown/Not Coded | No Improper Driving | Improper Passing | Drove Left of Center | Exceeded Stated Safe Speed Limit |
| 26 | 6 | 0 | 6 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 58\% | 13\% | 0\% | 13\% | 9\% | 0\% | 2\% | 2\% | 0\% | 0\% | 0\% | 0\% | 0\% | 2\% | 0\% | 0\% |
| Obstructing Traffic | Improper Load | Disregarded Other Traffic Control | Driving Wrong Side/Way | Fleeing Police | Vehicle Modified | $\begin{gathered} \text { Driver } \\ \text { Distraction } \end{gathered}$ | All Other |  |  |  |  |  |  |  |  |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |
| 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% |  |  |  |  |  |  |  |  |








## APPENDIX E

Conceptual Improvement Diagram








[^0]:    NOTE: OPINION OF PROBABLE COST DOES NOT INCLUDE COST OF R/W ACQUISITION, OR UTILITY RELOCATION

