

SAFETY STUDY

For
Funie Steed Road
**At Lindfields Boulevard, Formosa Gardens Boulevard,
Entry Point Boulevard, and Morgan Williams Road**

Osceola County

Prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5 TRAFFIC OPERATIONS

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EXECUTIVE SUMMARY

Traffic Engineering Data Solutions, Inc. (TEDS) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct Intersection Analyses of Funie Steed Road at Lindfields Boulevard, Formosa Gardens Boulevard, Entry Point Boulevard, and Morgan Williams Road in Kissimmee (Osceola County), Florida.

Based on the data collected, field observations, and engineering judgment, the following improvements are recommended at the study intersections:

Lindfields Boulevard

- Long term - Install a traffic signal (to include retroreflective backplates and pedestrian features).

Formosa Gardens Boulevard

- Short term - Install pavement markings (6'-10' skip striping) to better define the lane assignment on the eastbound and westbound approaches and consider refreshing the crosswalks to be consistent with one another.
- Long term – Consider installing a traffic signal or roundabout.

Entry Point Boulevard

- No recommended improvements at this time.

Morgan Williams Road

- Short term - Remove trees in the southeast and southwest corners.
- Short term - Install STOP signs and STOP bars on the northbound and southbound approaches with All Way plaques on all approaches (convert to all-way stop control).

The engineering and construction costs associated with the improvements are estimated at:

- Lindfields Boulevard traffic signal - \$874,030
- Formosa Gardens Boulevard traffic signal - \$1,039,468
- Formosa Gardens Boulevard roundabout - \$1,532,210
- Morgan Williams Road all-way STOP - \$7,115

A benefit-cost analysis was conducted for the proposed improvements to determine if the project is justified based on criteria outlined in the Highway Safety Improvement Program Manual. For the proposed improvements, the resulting benefit-cost ratios indicate the improvements can be justified as follows:

- Lindfields Boulevard traffic signal – B/C of 2.32
- Formosa Gardens Boulevard traffic signal - B/C of 5.75
- Formosa Gardens Boulevard roundabout - B/C of 0.39

The net present value (NPV) for the improvements, including engineering and CEI, is estimated as follows:

- Lindfields Boulevard traffic signal –NPV of \$1,000,089
- Formosa Gardens Boulevard traffic signal - NPV of \$4,582,888
- Formosa Gardens Boulevard roundabout - NPV of \$(893,306)

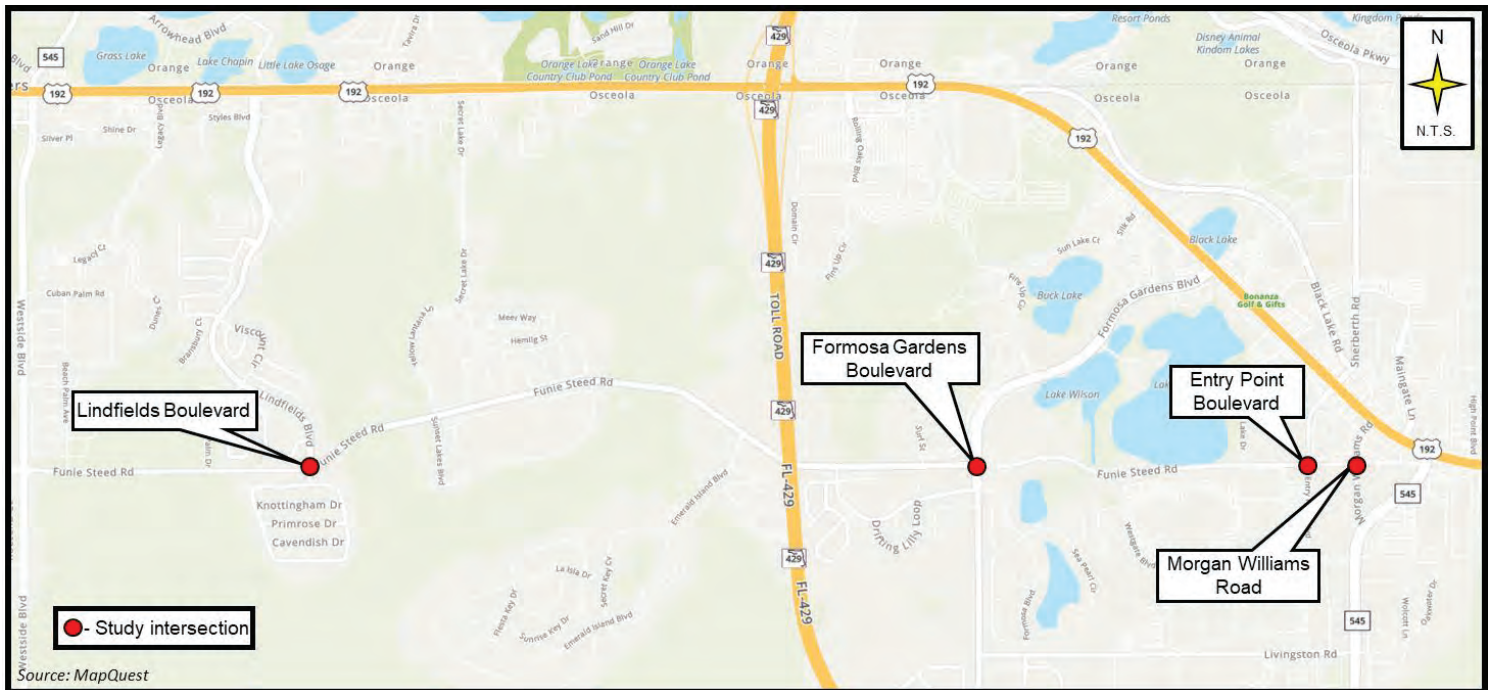
The overall total estimated cost for the improvements throughout the corridor (signalized control of Lindfields Boulevard and Formosa Gardens Boulevard, and an all-way STOP conversion of Morgan Williams Road) is estimated to be \$1,896,789 with a combined B/C of 4.23 and an NPV of \$5,599,676.

INTRODUCTION

Traffic Engineering Data Solutions, Inc. (TEDS) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct qualitative assessments at four intersections along Funie Steed Road in Osceola County, Florida. The intent of the study is to assess safety at the intersections of Funie Steed Road with Lindfields Boulevard, Formosa Gardens Boulevard, Entry Point Boulevard, and Morgan Williams Road to determine opportunities for the design/construction of improvements to enhance the safety at each of the intersections. A location map of the study intersections is shown below as **Figure 1**.

The study was initiated as a request from Osceola County and the analysis methods used in completing this study are consistent with the Manual on Uniform Traffic Control Devices (MUTCD), FDOT’s Manual on Uniform Traffic Studies (MUTS), FDOT’s Traffic Engineering Manual (TEM), and engineering judgment. This report documents existing conditions, vehicle / pedestrian / bicycle counts (provided by Osceola County), crash analyses, qualitative assessments, recommendations, cost estimates, cost/benefit analyses, and net present values.

**Figure 1
General Location Map**



EXISTING CONDITIONS

Funie Steed Road is a two-lane roadway that extends from Westside Boulevard to Old Lake Wilson Road in the northwestern Four Corners region of Osceola County, a total distance of approximately 3.8 miles. South of US 192, Funie Steed Road provides a parallel alternate local route to US 192. No transit stops are provided along Funie Steed Road. Through truck traffic is restricted via signs posted along the corridor and the posted speed limit varies as follows:

- Westside Boulevard to Lindfields Boulevard – 35 mph
- Lindfields Boulevard to SR 429 overpass – 40 mph
- SR 429 Overpass to Formosa Gardens Boulevard – 35 mph
- Formosa Gardens Boulevard to Entry Point Boulevard – 30 mph

The majority of the land uses along Funie Steed road are single- and multi-story buildings comprised predominantly of condominiums, townhomes, apartments, single- and multi-family residences. Commercial land uses are located at the intersections of Funie Steed Road and Entry Point Boulevard (hotels) and Morgan Williams Road (commercial plaza). No individual residential driveways access Funie Steed Road, with neighborhoods and resorts accessed by sidestreets.

Existing conditions of the study intersections are shown in the condition diagrams located in **Appendix A**. Approach photographs of the study intersections are included in **Appendix B**.

Traffic Volumes

Traffic data (24-hour approach volumes, turning movement counts and pedestrian/bicycle counts) were provided by Osceola County. 24-hour approach volumes were collected on February 1, 2022 and eight hours of manual turning movement counts (vehicles, pedestrians, and bicycles) were collected on February 2, 2022. **Figure 2** provides a summary of the morning and afternoon peak hour turning movement counts and total pedestrian and bicycle counts (for the 8-hour count period). Summaries of vehicle, pedestrian, and bicycle movements, approach count data, manually collected turning movement count data and approach photos are provided in **Appendix C**.

During the eight hours of manually collected turning movement counts, heavy trucks, which include single unit trucks such as delivery trucks (Class 5 to 7) and tractor-trailer trucks (Class 8 to 15), accounted for less than one percent of the traffic passing through the intersections.

Speed Data

Twenty-four-hour bi-directional speed data at two locations along Funie Steed Road was provided by Osceola County. When evaluating speed data, two of the common descriptive statistical measures utilized in determining the prevailing speed are the 85th percentile speed and the 10-mph pace. The 85th percentile speed is the speed at or below which 85 percent of the free-flowing vehicles are traveling. The 10-mph pace is the 10-mph range containing the highest number of vehicles from the study data.

Per the FDOT *Speed Zoning* manual, “with rounding, the posted speed limit should not differ from the 85th percentile speed or upper limit of the 10-mph pace (whichever is less) by more than 3 mph. Speed limits of more than 8 mph below the 85th percentile speed are not authorized. A speed limit of 4 to 8 mph less than the 85th percentile speed shall be authorized if supported by a supplemental investigation.” Additionally, the posted speed should not exceed the design speed of the facility.

The 85th percentile speed and 10 mph pace were calculated for each location, as shown in **Table 1** with details included in **Appendix D**.

Table 1
Spot Speed Summary

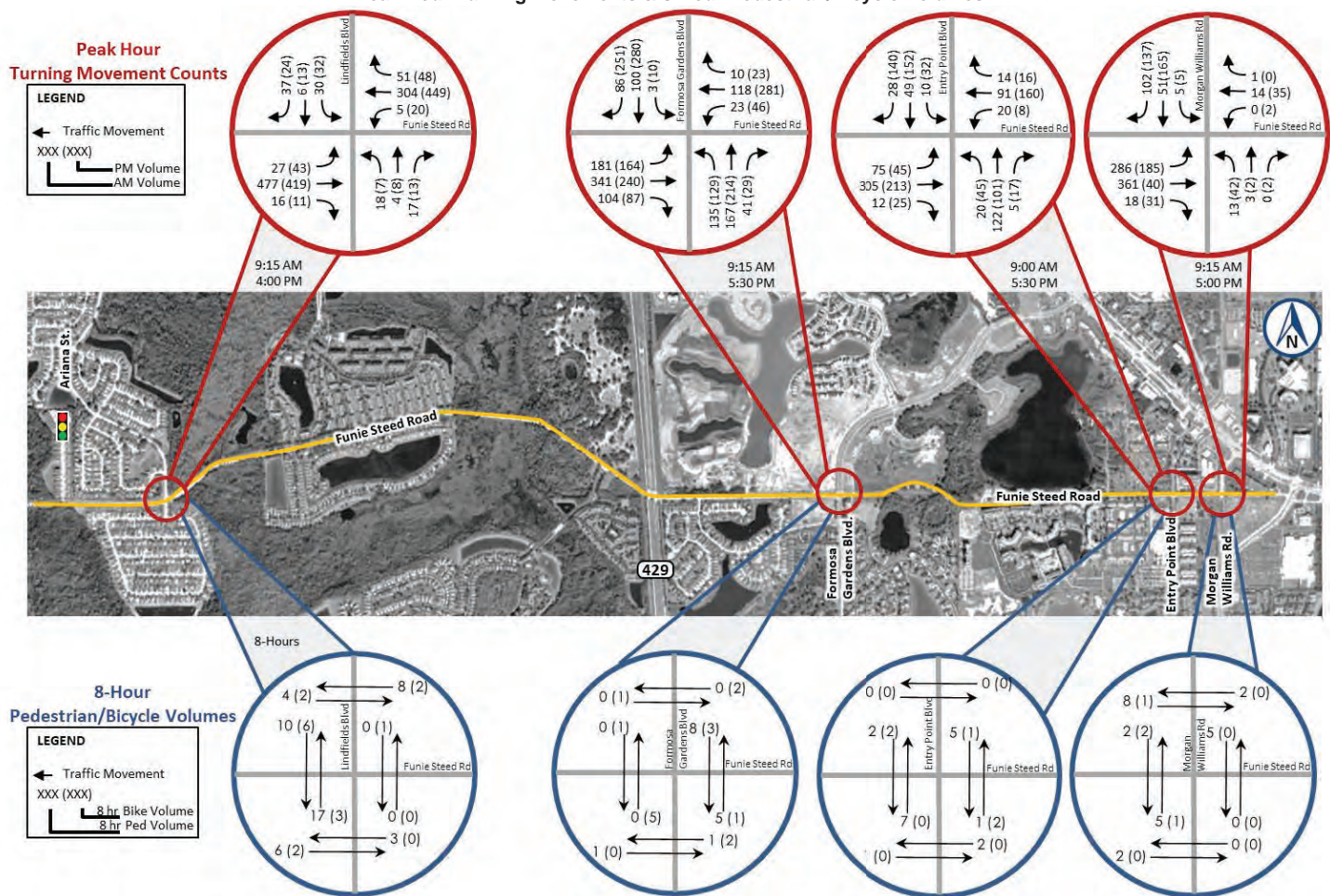
Site	Direction of Travel	Posted Speed (mph)	50 th Percentile Speed (mph)	85 th Percentile Speed (mph)	10-mph Pace
Site #1 West of Lindfields Boulevard	Eastbound	35	42	48	35 - 45
	Westbound		38	44	35 - 45
	Combined		40	47	35 - 45
Site #2 West of Lake Drive	Eastbound	30	42	48	35 - 45
	Westbound		42	48	35 - 45
	Combined		42	48	35 - 45

As shown in Table 2, the 85th percentile speed data collected shows driver are travelling above the posted speed limit in both locations, in excess of 9 to 18 mph.

While a corridor traffic calming evaluation was not part of the scope of services for this study, numerous speed management strategies may be implemented along the corridor in an effort to reduce driver speeds. The list below is meant to provide options for the County to consider, should they want to pursue other opportunities to reduce travel speeds along Funie Steed Road.

- Striping techniques that result in narrowing lanes or causing lanes to appear narrower.
- Sequential transverse bar pavement markings can give drivers the perception that they are driving faster than they are, encouraging them to drive slower.
- Painted speed limit messages on the road surface to reinforce the posted speed limit.
- Advance Curve Warning signs with optional advisory speed plaques or flashing beacons (if warranted)
- Speed feedback signs throughout the corridor to alert drivers to their current speed.
- Vertical deflection features, including speed humps, speed cushions, and speed tables, can be installed throughout the corridor; however, should be considered based on their potential impact to drainage and to emergency traffic. These features typically have the secondary effect of reducing through traffic on treated roads as drivers may divert to seek alternate routes.
- Horizontal deflection features, including median islands and chicanes, can be installed throughout the corridor; however, these features may impact right-of-way depending on the location of installation.

Figure 2
Peak Hour Turning Movements & 8-Hour Pedestrian/Bicycle Volumes



Collision Analysis

Vehicle, pedestrian, and bicycle safety at the intersection were assessed through a review of crash reports and field observations. Crash data for the 5-year period between January 1, 2017 and December 31, 2021 was obtained from the University of Florida's *Signal Four Analytics*. Over the 60-month period a total of 133 crashes were reported within the influence of the four study intersections. Crashes at each of the four intersections are summarized by crash type and year in **Table 2** below with details about the collisions following in **Table 3**. Detailed collision summaries and diagrams are provided in **Appendix E**. The safety of individual intersections is discussed in further detail within the Qualitative Assessment section on the following pages.

Table 2
Summary of Intersection Collisions

CRASH TYPE	CRASH LOCATION, YEAR																				Total
	Lindfields Boulevard					Formosa Gardens Boulevard					Entry Point Boulevard					Morgan Williams Road					
	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021 ⁽¹⁾	2017	2018	2019	2020	2021	
Angle		2	4	2			2		2	10	2	7	4	28	15				2	22	102
Bicycle										1											1
Fixed-Object					1																1
Head-On							1														1
Left-Right										4											4
Left-Turn	1							1			1		1		1						5
Off-Road					1																1
Pedestrian										1					1						2
Rear-End						1	1	4	1	1											8
Right-Turn													1							1	2
Rollover	1																				1
Side-Swipe					1					2								1			5
Total	2	2	4	2	3	1	4	5	3	19	3	7	6	28	17	0	1	0	2	24	133

(1) Entry Point Boulevard was converted from a two-way stop control to an all way stop controlled intersection in May 2021

Table 3
Summary of Intersection Collision Properties

Crash Location	Lindfields Boulevard	Formosa Gardens Boulevard	Entry Point Boulevard	Morgan Williams Road	Total
Crashes	13	32	61	27	133
Short Form Crashes	4	12	10	7	33
Long Form Crashes	9	20	51	20	100
Fatalities	0	0	0	0	0
Injuries	21	17	72	20	130
Property Damage	\$81,150	\$203,500	\$407,025	\$183,750	\$875,425
Daytime Crashes	9	13	39	19	80
Nighttime Crashes	4	19	22	8	53
Dry-road Crashes	10	29	57	23	119
Wet-road Crashes	3	3	4	4	14

QUALITATIVE ASSESSMENT

The study intersections along Funie Steed Road were observed during the morning and afternoon peak hours by a registered professional engineer. The goal of the observations was to determine the need for any improvements to enhance the operational efficiency and safety of motor vehicles, pedestrians, and bicycles at the study intersections.

Lindfields Boulevard

Operations:

- The unsignalized intersection of Funie Steed Road and Lindfields Boulevard is located within a horizontal curve. The Lindfields Boulevard approaches are STOP controlled and provide access to residential areas north and south of Funie Steed Road. To the north, Lindfields Boulevard connects to US 192.
- Separate right- and left-turn lanes are provided for the eastbound and westbound approaches. The northbound and southbound approaches consist of a left-turn lane and a shared through/right-turn lane.
- Sidewalks are provided along the west side of Lindfields Boulevard and on the south side of Funie Steed Road (west of the intersection). A marked crosswalk with rectangular rapid flashing beach (RRFB) is provided to cross Funie Steed Road, on the west side of the intersection. The crosswalk has been in place for over 10 years, in which the RRFB was installed in September 2019.
- The posted speed limit on Funie Steed Road is 35 mph through the intersection and increases to 40 mph to the east of the intersection. Based on the spot speed study, the combined 85th percentile travel speeds west of the intersection was 47 mph.
- Challenges were observed with northbound and southbound drivers accessing/crossing Funie Steed Road. The challenges come from the horizontal curve to the east with the addition of the separate right- and left-turn lanes for eastbound/westbound drivers.
- Traffic volumes on Funie Steed Road were directional with the eastbound volumes being higher during the morning peak hours (8:00 to 10:00 a.m.) and the westbound volumes being higher throughout the remaining six hours.
- Westbound right-turn volumes were the predominant turning movement throughout the count period, ranging from 23 to 70 vph.
- Southbound approach volumes were low to moderate throughout the day, ranging from 50 to 80 vph, with 50% of the approaching volumes turning left onto eastbound Funie Steed Road. Minimal queues were observed. While at the southbound STOP bar, sight distance looking to the east is approximately 500 feet. While sight distance was generally adequate for drivers to adequately judge gaps in westbound approaching traffic, when a westbound right-turning driver enters the turn lane, the sight distance is reduced. Southbound drivers (all movements) were observed attempting to complete their movement while an approaching westbound right-turning vehicle was in the turn lane, only to conflict with a westbound through vehicle that was also approaching.



Looking east from the southbound stop bar

- Northbound approach volumes were low, ranging from 26 to 41 vph, with 42% of the approaching volumes turning right onto eastbound Funie Steed Road.
- 27 pedestrians and 10 bicyclists were reported crossing Funie Steed Road during the 8-hour count period. 21 pedestrians and six bicyclists were reported crossing the Lindfields Boulevard approaches of the intersection. During the field observations, when the RRFB was activated, the first vehicles to arrive at the intersection (in either direction) did not stop for the pedestrian crossing. In general, two to three vehicles passed before a driver would stop for the pedestrian waiting to cross.

Safety:

Vehicle, pedestrian, and bicycle safety at the intersection was assessed through review of crash reports, identification of significant crash trends, and correlation to field conditions. Crash data for the 5-year period from January 1, 2017 through December 31, 2021 was obtained from the University of Florida's *Signal Four Analytics*. The following are observations related to the safety of the intersection based on the field reviews of the intersection:

- A total of 13 crashes were reported, resulting in 21 injuries (no fatalities) and \$81,150 in property damage. Nine crashes occurred during daylight hours (four during dark conditions) and 10 occurred under dry pavement conditions (three under wet conditions).
- Eight angle collisions were reported in the 5-year analysis period. An additional angle crash was reported to have occurred on April 22, 2022 (this is not depicted on the crash diagram or summary table). An angle crash pattern appeared to be developing within the period from November 18, 2018 to August 3, 2019; however, the occurrence of angle crashes has declined since the installation of the RRFB at the marked crosswalk (two angle crashes in 2020, none in 2021 and one in 2022).
- Consideration was given to all-way stop control at Lindfields Boulevard. Per the Section 2B.07 of the MUTCD, multi-way stop control is used where the volume of traffic on the intersection roads is approximately equal and the decision to install multi-way stop control is based on the following criteria:
 - A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
 - B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
 - C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
 - D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Based on the existing volumes and collision data, the minor street volumes do not meet the threshold to support the installation of all-way stop control at Lindfields Boulevard. Additionally, less than five crashes susceptible to correction have occurred within a 12-month period since the installation of the RRFB.

- A preliminary review of the warrants for signalization was conducted using the 70% volume criteria due to the 85th percentile speeds being higher than 40 mph. While a separate left-turn lane is provided on the sidestreet approaches and the through volumes are minimal, right-turning drivers were observed to incur similar delays as the left-turning drivers due to the intersection being within a horizontal curve. Therefore, 100% of the sidestreet approach volumes were included in the warrant analysis. The existing traffic volumes do not meet the threshold of Warrants 1B (Interruption of Continuous Traffic) and Warrant 2 (Four-Hour Vehicular Volume). Seven of the eight hours are met. During the 9:00 am hour, the existing volume is three vehicles lower than the threshold of Warrant 1B and 10 vehicles lower than the threshold for Warrant 2. Warrant 7 (Crash Experience) is not met due to the lack of correctable crashes occurring since the installation of the RRFB (considered a remedial measure). It is possible a turning movement count collected on a different day, or a different hour of the same day, would result in potentially higher volumes that would meet the volume threshold of Warrants 1B and 2.
- Based on the traffic volumes being within 10 vehicles of meeting the warrants for signalization, with the observed challenges/conflicts southbound drivers encounter while completing their movements, and the desire to continue to provide a signalized pedestrian crossings at the intersection, **it is recommended a traffic signal be installed (to include retroreflective backplates and pedestrian features) at the intersection of Funie Steed Road and Lindfields Boulevard.**
- A roundabout was considered; however, preliminarily it appears there would be right of way constraints and significant drainage impacts.

Maintenance:

- During the various field reviews the condition of the study intersection's asphalt, striping, signing, and lighting were observed. All pavement, pavement markings and signs appeared to be in good condition. No maintenance recommendations are provided at this time.

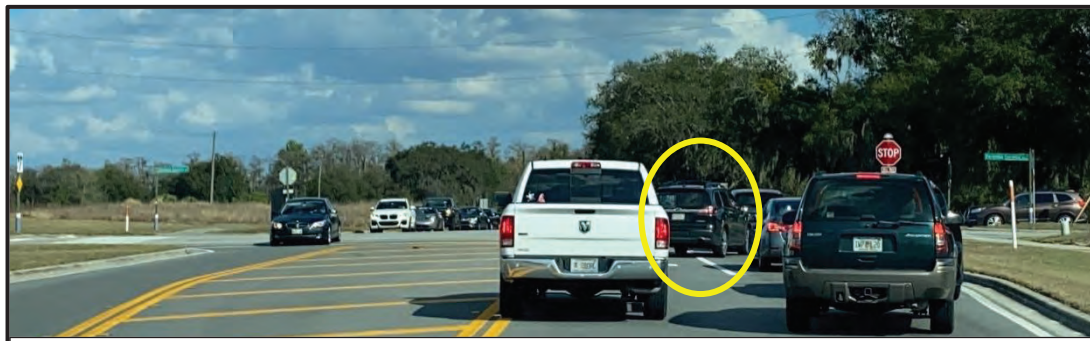
Formosa Gardens Boulevard

- The unsignalized intersection of Funie Steed Road and Formosa Gardens Boulevard is under all-way stop control. Formosa Gardens Boulevard is a 4-lane divided roadway in which separate turn lanes are not provided. Separate left-turn lanes are provided for the eastbound and westbound approaches of Funie Steed Road. Sidewalks are provided along both sides of both roadways.
- To the north, Formosa Gardens Boulevard provides access to the Margaritaville Resort and commercial properties and terminates at US 192 with a traffic signal (approximately 0.9 miles north). To the south, Formosa Gardens provides access to numerous residential neighborhoods and connects to SR 429 before terminating at Sinclair Road.
- The posted speed limit is 35 mph on Formosa Gardens Boulevard and the eastbound approach on Funie Steed Road. On the westbound approach, the posted speed limit is 30 mph. During non-peak periods (no congestion), eastbound and westbound drivers travelled in excess of 40 mph (observed while following along with the traffic).
- Sight distance is adequate from the STOP bars on all approaches.
- The approach volumes were heaviest on the eastbound and southbound approaches, with the predominant turning movements being the southbound right-turn, northbound left-turn and eastbound left-turn movements.
- The southbound approach volumes averaged 377 vph for the 8-hour count period, with 44% turning right onto westbound Funie Steed Road and 54% continuing southbound. Northbound approach volumes averaged 331 vph with 55% of the volumes continuing northbound on Formosa Gardens Boulevard.
- The eastbound approach volumes averaged 484 vph, with 50% of the eastbound volumes continuing eastbound and 31% turning left to travel north.
- The westbound approach volumes averaged 247 vph, with 81% of the westbound volumes continuing westbound (through) the intersection.
- Eastbound queues from the Funie Steed/Formosa Gardens Boulevard intersection were observed extended to Formosa Boulevard during the morning and afternoon peak periods, approximately 1,900 feet west (see photo below). Formosa Boulevard extends to the south, providing access to the Oak Island Harbor and Oak Island Cove neighborhoods and then to the east, connecting to Formosa Gardens Boulevard (approximately 300 feet south of Funie Steed Road). While not noted during the field observations, County staff provided input from neighborhood residents who noted eastbound drivers use Formosa Boulevard to cut through Oak Island Harbor to access Formosa Gardens Boulevard and bypass longer queues. During periods of longer queues, travel time from the back of the queue to the eastbound STOP bar was measured to be over three minutes. Travelling along Formosa Boulevard to access Formosa Gardens Boulevard was measured to be slightly less than two minutes.

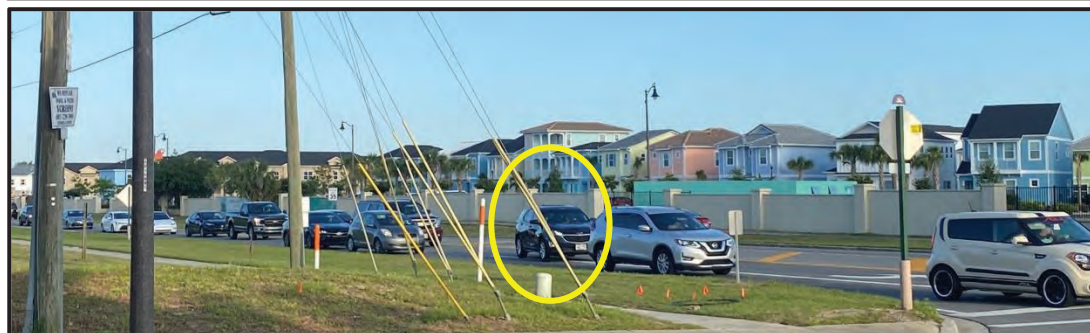


Looking west at the eastbound queue on Funie Steed Road

- During the afternoon peak period, westbound queues were observed extending 1,600 feet east of the intersection, with travel times of over six minutes to access the STOP bar at the intersection.
- When travelling eastbound and westbound, drivers have to shift to the right in order to travel through or turn right. If a driver continues on a straight path, they find themselves in the left-turn lane. During times of peak queues (when both the through and left-turn lanes had queues), there were numerous instances of drivers changing lanes from the left-turn lane into the shared through/right-turn lane (see photos below). Particularly in the eastbound direction, many drivers already in the through/right-turn lane did not yield to allow drivers to change lanes. This resulted in aggressive action in which several drivers completed a through movement from the left-turn lane. Given the excessive queues present and the tourist population (unfamiliar drivers) in this area, **as a short-term improvement, it is recommended pavement markings (6'-10' skip striping) be added to better define the lane assignments on the eastbound and westbound approaches.**



Looking east, driver changing lanes from the left-turn lane to through/right-turn lane



Looking northwest, driver changing lanes from the left-turn lane to through/right-turn lane



Looking northwest, driver changing lanes from the left-turn lane to through/right-turn lane

- Each approach has two lanes, with up to eight drivers approaching the intersection simultaneously. Drivers appeared confused with who had the right-of-way once at the STOP bar. With a mix of unfamiliar, local and aggressive drivers, conflicts and “near miss” incidents occurred frequently.
- 13 pedestrians and 10 bicyclists were reported crossing Funie Steed Road during the 8-hour count period. Two pedestrians and five bicyclists were reported crossing the Formosa Gardens Boulevard approaches of the intersection. No conflicts were observed with pedestrian and bicycle crossings at the intersection.

Safety:

Vehicle, pedestrian, and bicycle safety at the intersection was assessed through review of crash reports, identification of significant crash trends, and correlation to field conditions. Crash data for the 5-year period from January 1, 2017 through December 31, 2021 was obtained from the University of Florida’s *Signal Four Analytics*. The following are observations related to the safety of the intersection based on the field reviews of the intersection:

- A total of 32 crashes have been reported, resulting in 11 injuries (no fatalities) and \$203,500 in property damage. 13 crashes occurred during daylight hours (19 during dark conditions) and 29 occurred under dry pavement conditions (three under wet conditions).
- The crashes included 15 angle, seven rear end, five left-turn, two sideswipe, one bicycle, one pedestrian, and one head on crash. In looking further at the angle crashes:
 - Eight involved southbound vehicles:
 - Seven occurred between southbound and eastbound through vehicles.
 - One occurred between a southbound and a westbound through vehicle.
 - Seven involved northbound vehicles:
 - Five occurred between northbound and eastbound through vehicles.
 - Two occurred between northbound and westbound through vehicles.

In reviewing these crashes, within six of the seven crashes involving southbound vehicles, the southbound driver was in the inside shared left/through lane. It’s unclear from the crash reports if the eastbound drivers assumed the southbound drivers were turning left or if their vision was restricted by other vehicle movements.

- One sideswipe collision occurred on the eastbound approach as a result of a driver in the left-turn lane attempting to change lanes to travel through the intersection.
- While under all-way stop control, the intersection is experiencing a pattern in angle and left-turn crashes, with 10 angle crashes and four left-turn crashes occurring in the 12-month period ending December 31, 2022.
- A preliminary signal warrant analysis was performed using the 70% volume criteria due to the travel speeds being higher than 40 mph. Funie Steed Road was considered the major approach and the northbound through/left-turn volumes were used as the minor street approach. The existing traffic volumes exceed the threshold of Warrant 1A (Eight-Hour Vehicular Volume), Warrant 1B (Interruption of Continuous Traffic) and Warrant 2 (Four-Hour Vehicular Volume). Additionally, Warrant 7 (Crash Experience) is met when considering the all-way stop control as a remedial measure as there have been 14 angle and left-turn crashes within a 12-month period that would be considered susceptible to correction with the installation of a traffic signal.
- In 2019, the County completed the Step 1 Roundabout Screening and advanced to Step 2 (B/C evaluation). A B/C evaluation for a roundabout was conducted as part of this study and is included in the Benefit-Cost Analysis section of this study.

- Based on the results of the preliminary traffic signal warrant analysis, a review of crash history, field observations, and engineering judgment, **consideration should be given to installing a traffic signal or roundabout at the intersection of Funie Steed Road and Formosa Gardens Boulevard.** The decision of traffic control can be determined based on the B/C evaluation and the County's desires. The installation of a roundabout is estimated to require approximately 0.2 acres of right-of-way acquisition, which will be the responsibility of the County should the roundabout be the preferred improvement.

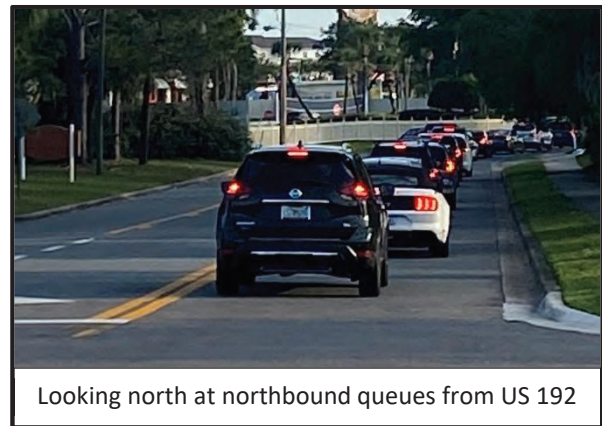
Maintenance:

- During the various field reviews the condition of the study intersection's asphalt, striping, signing, and lighting were observed. All pavement, pavement markings and signs appeared to be in good condition, with the exception of the crosswalk across the west leg. Only the transvers lines of the crosswalk are in place, which is not consistent with the other three crosswalks at the intersection. Consideration should be given to refreshing the crosswalk to be consistent.

Entry Point Boulevard

Operations:

- The unsignalized intersection of Funie Steed Road and Entry Point Boulevard is located approximately 1,100 feet south of US 192. The intersection is under all-way stop control. Separate left-turn lanes are provided for the southbound, eastbound and westbound approaches. Sidewalks are provided along the east side of Entry Point Boulevard (north of the intersection), the south side of Funie Steed Road (west of the intersection) and on the north side of Funie Steed Road (east of the intersection).
- Per conversations with Osceola County, the intersection was previously a two-way stop-controlled intersection, with STOP control on the eastbound and westbound approaches of Funie Steed Road. The all-way stop control was installed in May 2021.
- To the south, Entry Point Boulevard terminates at Westgate Boulevard, the main entry to the Westgate Vacation Villas. To the north, Entry Point Boulevard intersects with US 192 with a traffic signal. Southbound volumes on Entry Point Boulevard appear to be influenced by the level of congestion along US 192.
- The posted speed limit is 30 mph on Funie Steed Road and Entry Point Boulevard.
- The approach volumes were heaviest on the eastbound and southbound approaches, with the predominant turning movements being the southbound right-turn and eastbound left-turn movements.
- The southbound approach volumes averaged 190 vph for the 8-hour count period, with 42% turning right onto westbound Funie Steed Road and 46% continuing southbound. Northbound approach volumes averaged 120 vph with 65% of the volumes continuing northbound on Entry Point Boulevard.
- The eastbound approach volumes averaged 292 vph, with 76% of the eastbound volumes continuing eastbound and 18% turning left to travel north on Entry Point Boulevard.
- The westbound approach volumes averaged 156 vph, with 85% of the westbound volumes continuing westbound (through) the intersection.
- During a 30-minute period of the morning peak hour, the northbound queues on Entry Point Boulevard extended from US 192 to Funie Steed Road. When the northbound queues completely filled the northbound single lane, eastbound left-turn and northbound through drivers remained at the STOP bar (did not block the intersection). Eastbound left-turn queues did not extend beyond the storage of the left turn lane. No conflicts were observed.
- 15 pedestrians and five bicyclists were reported crossing Funie Steed Road during the 8-hour count period. Three pedestrians (no bicyclists) were reported crossing the Entry Point Boulevard approaches of the intersection. No conflicts were observed with pedestrian and bicycle crossings at the intersection.



Looking north at northbound queues from US 192

Safety:

Vehicle, pedestrian, and bicycle safety at the intersection was assessed through review of crash reports, identification of significant crash trends, and correlation to field conditions. Crash data for the 5-year period from January 1, 2017 through December 31, 2021 was obtained from the University of Florida's *Signal Four Analytics*. The following are observations related to the safety of the intersection based on the field reviews of the intersection:

- A total of 61 crashes have been reported, resulting in 35 injuries (no fatalities) and \$407,025 in property damage. 39 crashes occurred during daylight hours (22 during dark conditions) and 57 occurred under dry pavement conditions (four under wet conditions).
- While 56 angle collisions were reported in the 5-year analysis period at the intersection, the occurrence of angle crashes has reduced since the County installed all-way stop control in May 2021. Therefore, the collision analysis focused on the period from May 1, 2021 to December 31, 2021. During this period, one pedestrian and two angle crashes have occurred.
 - A westbound pedestrian, who was crossing the south leg of the intersection, was struck by an eastbound right-turning driver. The crash occurred under dark conditions and the driver of the vehicle left the scene.
 - An eastbound driver failed to stop and struck a southbound vehicle. The at-fault driver was noted to be driving under a learner's permit.
 - A northbound driver (after stopping) failed to yield to an eastbound vehicle.
- An additional angle crash was reported on February 5, 2022 between southbound through and eastbound through drivers. The crash report did not determine fault in this crash due to conflicting statements.
- The mainline volumes at this intersection do not meet the volume thresholds for consideration of a traffic signal. Since the installation of the all-way stop control, the occurrence of angle crashes has reduced from 1.1 angle crashes per month (56 angle crashes in 52 months) to one angle crash every four months (two angle crashes in eight months). Based on the traffic volumes, crash history and the reduction of crash occurrences, it appears the all-way stop control has reduced conflict at the intersection and no other recommendations are provided at this time.
- The County previously conducted an analysis of a mini roundabout at this intersection. This analysis recommended the all-way stop control as a short-term solution and a mini roundabout as a better long-term option. The analysis that was performed evaluated this singular intersection, without taking into consideration the northbound queues that extend from the US 192 signalized intersection. The roundabout analysis was conducted during the COVID-19 pandemic and field reviews may not have shown similar queues. Based on the observed northbound queues and their potential for restricting all vehicular access at a roundabout at the Funie Steed/Entry Point Boulevard intersection, a roundabout would not be recommended at this time. An assessment could be conducted to determine if northbound queues could be reduced; however, it appears the US 192 intersection is currently over capacity during peak periods and would require significant reconstruction in order to reduce queues.

Maintenance:

- During the various field reviews the condition of the study intersection's asphalt, striping, signing, and lighting were observed. All pavement, pavement markings and signs appeared to be in good condition.

Morgan Williams Road

Operations:

- The unsignalized intersection of Funie Steed Road and Morgan Williams Road is located approximately 650 feet south of US 192 and 650 feet east of Entry Point Boulevard. The eastbound and westbound approaches of Funie Steed Road are STOP controlled. Separate left-turn lanes are provided for the southbound, northbound and eastbound approaches. Sidewalks are not provided along either roadway.
- A westbound directional median opening is provided on US 192 at Morgan Williams Road and southbound volumes on Morgan Williams Road appear to be influenced by the level of congestion along US 192.
- Funie Steed Road terminates at Old Lake Wilson Road (900 feet east of Morgan Williams Road), allowing an eastbound right-turn only onto Old Lake Wilson Road. Morgan Williams Road terminates at Old Lake Wilson Road (850 feet), allowing a southbound right-turn only onto Old Lake Wilson Road.
- The posted speed limit is 30 mph on Funie Steed Road and is not posted along Morgan Williams Road. Drivers appeared to approach the intersection at or below 30 mph in all directions.
- The approach volumes were heaviest on the eastbound and southbound approaches, with the predominant movements being the southbound right-turn and eastbound left-turn movements.
- The southbound approach volumes ranged from 131 to 307 vph, with 51% turning right onto westbound Funie Steed Road and 47% continuing southbound.
- The westbound approach volumes were low, totaling at 171 vehicles for the 8-hour count period, with 90% of the westbound volumes continuing westbound (through) the intersection. Challenges were observed with the westbound movements due to a sight restriction created by a tree in the southeast quadrant (see photo below).
- The eastbound approach volumes ranged from 212 to 327 vph, with 78% of the eastbound volumes turning left to travel north on Morgan Williams Road. Eastbound drivers were observed stopping beyond the STOP bar to have a clear line of sight to approaching northbound vehicles. There is a tree in the southwest corner that restricts sight distance from the STOP bar (see photo below).



Looking south from the westbound stop bar



Looking south from the eastbound stop bar

- Eastbound left-turning drivers encountered additional conflicts:
 - Several instances were observed where southbound right-turning drivers did not signal their turn. This resulted in eastbound left-turning drivers attempting to complete their turn after several southbound approaching vehicles turned right

(possibly assuming all southbound vehicles were turning right). Conflicts with southbound through vehicles occurred with this action.

- The northbound queues on Morgan Williams Road extended from US 192 to Funie Steed Road. A single northbound lane is provided between Funie Steed Road and US 192; however, there is an additional right-turn lane that extends from Funie Steed to the commercial plaza driveway (125 feet north of the intersection). When the northbound queues completely filled the single lane, eastbound left-turning drivers continued to complete their turn, using the northbound right-turn lane to stage and ultimately merge into the Morgan Williams northbound queue. This resulted in driver confusion and frustration (honking and aggressive driver actions).



Looking north, eastbound left-turning drivers queuing in the NB right-turn lane and merging

- 12 pedestrians and three bicyclists were reported crossing Funie Steed Road during the 8-hour count period. 12 pedestrians and one bicyclist were reported crossing the Morgan Williams Road approaches of the intersection. No conflicts were observed with pedestrian and bicycle crossings at the intersection.

Safety:

Vehicle, pedestrian, and bicycle safety at the intersection was assessed through review of crash reports, identification of significant crash trends, and correlation to field conditions. Crash data for the 5-year period from January 1, 2017 through December 31, 2021 was obtained from the University of Florida's *Signal Four Analytics*. The following are observations related to the safety of the intersection based on the field reviews of the intersection:

- A total of 27 crashes have been reported, resulting in eight injuries (no fatalities) and \$183,750 in property damage. 19 crashes occurred during daylight hours (eight during dark conditions) and 23 occurred under dry pavement conditions (four under wet conditions).
- 24 angle collisions were reported in the 5-year analysis period, all as a result of eastbound (19 crashes) and westbound (5 crashes) failing to yield to southbound vehicles. 22 of these angle crashes occurred within the 12-month period from January 1, 2021 to December 31, 2021.
- The volumes at this intersection do not meet the volume thresholds for consideration of a traffic signal. Alternatively, consideration was then given to all-way stop control. While the existing volumes do not meet the MUTCD multi-way stop control thresholds, the angle crash pattern that has developed over the past 12-month period does meet the criteria for the installation of all-way stop control. **It is recommended STOP signs and STOP bars be installed on the northbound and southbound approaches with All Way plaques on all approaches.**

Maintenance:

- During the various field reviews the condition of the study intersection's asphalt, striping, signing, and lighting were observed. All pavement, pavement markings and signs appeared to be in good condition. **It is recommended the trees located in the southeast and southwest corners be removed.**

IMPROVEMENT RECOMMENDATIONS

Based on the data collected, field observations, and engineering judgment, improvements are recommended at the study intersections along Funie Steed Road, in Kissimmee, Osceola County, Florida. The following improvements are as follows:

Lindfields Boulevard

- Long term - Install a traffic signal (to include retroreflective backplates and pedestrian features).

Formosa Gardens Boulevard

- Short term - Install pavement markings (6'-10' skip striping) to better define the lane assignment on the eastbound and westbound approaches and consider refreshing the crosswalks to be consistent with one another.
- Long term – Consider installing a traffic signal or roundabout.

Entry Point Boulevard

- No recommended improvements at this time.

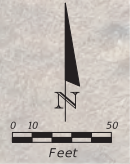
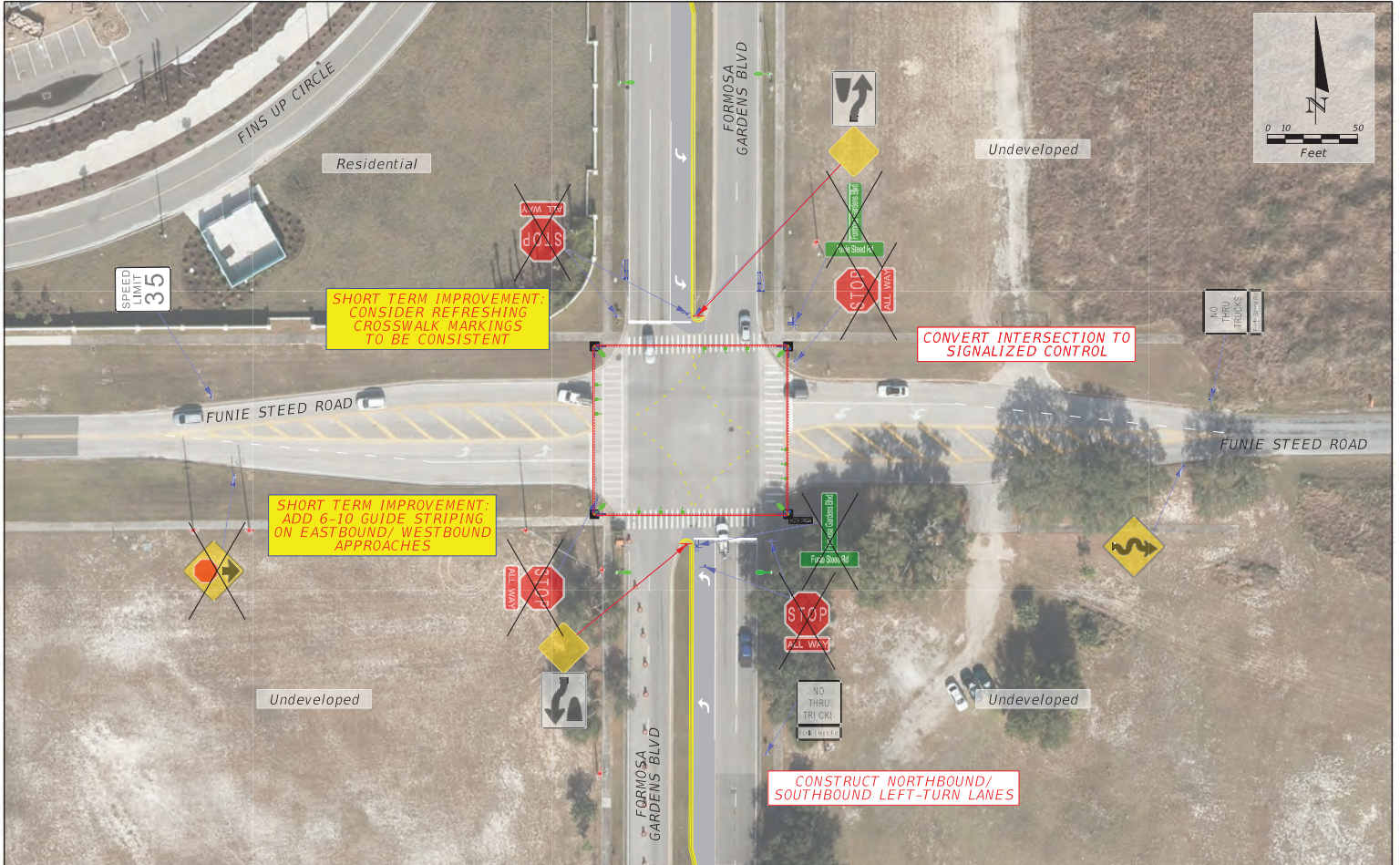
Morgan Williams Road

- Short term - Remove trees in the southeast and southwest corners.
- Short term - Install STOP signs and STOP bars on the northbound and southbound approaches with All Way plaques on all approaches (convert to all-way stop control).

Improvement recommendations are depicted in **Figures 3 through 6**.



<ul style="list-style-type: none">  Utility Pole  Traffic Sign  Luminaire 	<p>Symbols:</p> <ul style="list-style-type: none">  Traffic Controller Cabinet  Curb Inlet 	<ul style="list-style-type: none">  Right of Way Line  Signal Head  Mitered End Section 	<p><i>Traffic Engineering Data Solutions, Inc.</i> <small>80 Spring Lake Drive Phone: 305.511.0524 Dallas, TX 75213 Fax: 305.511.0576</small></p>	<p>FLORIDA DEPARTMENT OF TRANSPORTATION</p>	<p>FIGURE 3 IMPROVEMENT DIAGRAM LINDFIELDS BOULEVARD (SIGNAL)</p>	<p>PAGE NO. 19</p>
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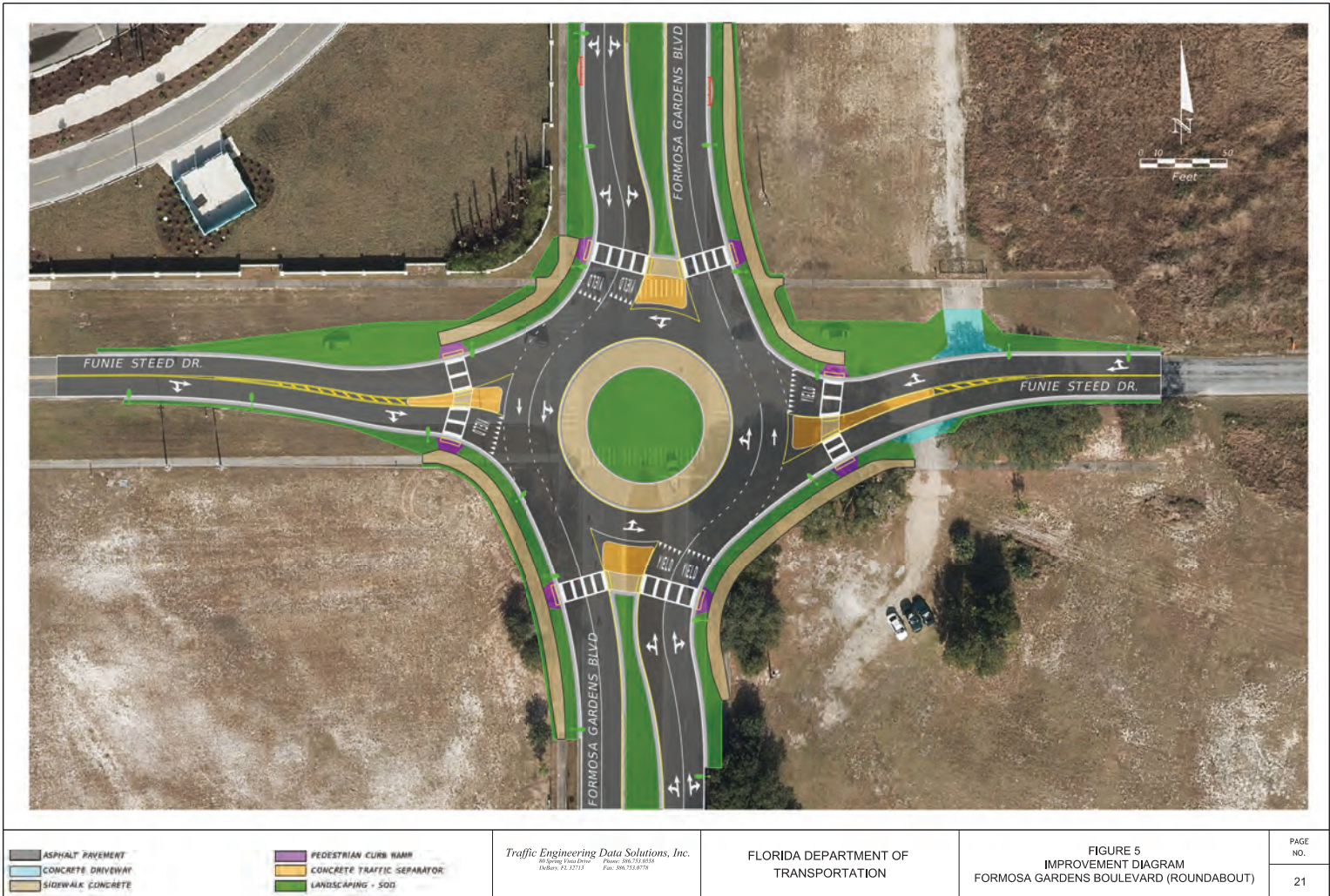



	Utility Pole		Right of Way Line
	Traffic Sign		Signal Head
	Luminaire		Mitered End Section
Symbols: Traffic Controller Cabinet Curb Inlet			

Traffic Engineering Data Solutions, Inc.
 80 Spring Lake Drive Phone: 305.711.0324
 Tallahassee, FL 32310 Fax: 305.711.0376

FLORIDA DEPARTMENT OF
 TRANSPORTATION

FIGURE 4
 IMPROVEMENT DIAGRAM
 FORMOSA GARDENS BOULEVARD (SIGNAL)

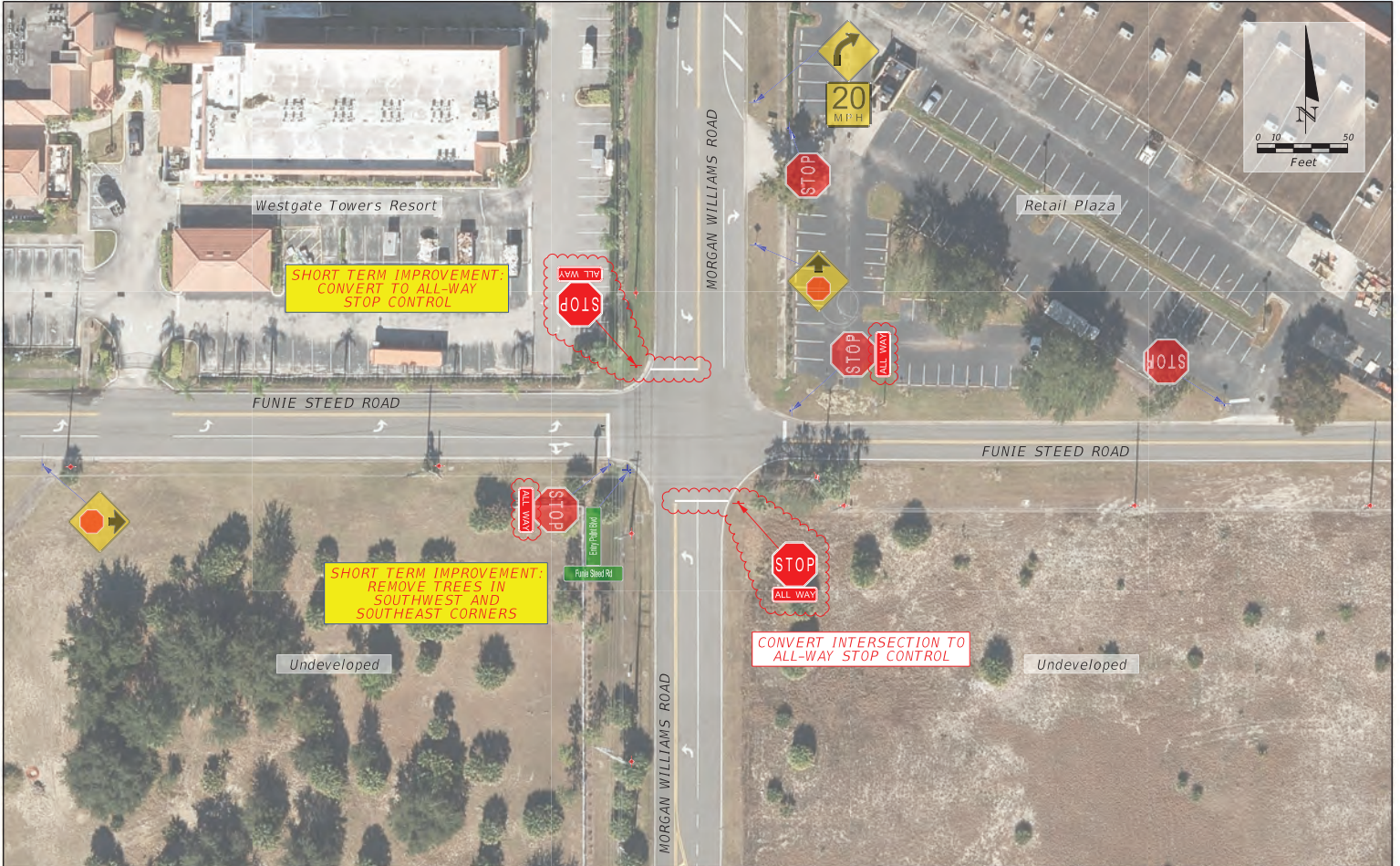


 ASPHALT PAVEMENT	 PEDESTRIAN CURB RAMP
 CONCRETE DRIVEWAY	 CONCRETE TRAFFIC SEPARATOR
 SIDEWALK CONCRETE	 LANDSCAPING - SOG

Traffic Engineering Data Solutions, Inc.
 80 Spring Lake Drive Phone: 305.711.0324
 Tallahassee, FL 32310 Fax: 305.711.0376

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FIGURE 5
 IMPROVEMENT DIAGRAM
 FORMOSA GARDENS BOULEVARD (ROUNDBOUT)



	Utility Pole		Right of Way Line
	Traffic Sign		Signal Head
	Luminaire		Mitered End Section
	Traffic Controller Cabinet		Curb Inlet

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 Tallahassee, FL 32310 Fax: 305.711.0176

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FIGURE 6
 IMPROVEMENT DIAGRAM
 MORGAN WILLIAMS BOULEVARD (ALL-WAY STOP)

BENEFIT-COST ANALYSIS

The overall improvement costs were estimated for the recommended long-term improvements to signalize the intersection of Funie Steed Road at Lindfields Boulevard and to either signalize or construct a roundabout at Formosa Gardens Road. All improvement costs are estimated based on the FDOT 12-month moving average prices from December 1, 2020 to November 30, 2021. The installation of a roundabout is estimated to require approximately 0.2 acres of right-of-way acquisition, which will be the responsibility of the County should the roundabout be the preferred improvement. As indicated within the cost estimates, provided on the following pages in **Tables 4 through 7**, the total cost of the long-term improvements are as follows:

- Lindfields Boulevard traffic signal - \$874,030
- Formosa Gardens Boulevard traffic signal - \$1,039,468
- Formosa Gardens Boulevard roundabout - \$1,532,210
- Morgan Williams Road all-way STOP - \$7,115

A benefit-cost analysis was conducted for the proposed improvements to determine if the project is justified based on criteria outlined in the Highway Safety Improvement Program Manual. The benefit of the improvement is determined as the cost associated with any crash susceptible to correction by the improvements.

Based on the Crash Modification Factors (CMF) Clearinghouse, a CMF of 0.56 was identified for the installation of a traffic signal. This CMF was applied to all of the long form crashes at each intersection. CMF details are provided in **Appendix F**.

Based on FDOT's Crash Analysis Reporting System, Funie Steed Road falls under the statewide category for a Suburban 2-3 lane 2-way undivided roadway with an average cost-per-crash of \$261,176. As summarized in **Tables 8 through 10**, the resulting benefit-cost ratio and net present value (NPV) for the improvements (including engineering and CEI) are as follows:

- Lindfields Boulevard traffic signal – B/C of 2.32, NPV of \$1,000,089
- Formosa Gardens Boulevard traffic signal - B/C of 5.75, NPV of \$4,582,888
- Formosa Gardens Boulevard roundabout - B/C of 0.39, NPV of \$(893,306)

The NPV calculations are provided in **Appendix G**.

The overall total estimated cost for the improvements throughout the corridor (signalized control of Lindfields Boulevard and Formosa Gardens Boulevard and an all-way STOP conversion of Morgan Williams Road) is estimated to be \$1,896,789 with a combined B/C of 4.23 and an NPV of \$5,599,676. These values are summarized in **Tables 11 and 12** as well as **Appendix G**.

**Table 4
Lindfields Boulevard Engineer's Estimate of Probable Costs (signal)**

ENGINEER'S OPINION OF PROBABLE COSTS Funie Steed Road at Lindfields Boulevard (Signal)					
PAY ITEM	PAY ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	TOTAL
0649 1 15	STEEL STRAIN POLE, F&I, TYPE PS- VIII	EA	4	\$ 47,800.00	\$191,200.00
STRUCTURAL SUBTOTAL					\$191,200.00
0630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	100	\$ 11.74	\$1,174.00
0630 2 14	CONDUIT, FURNISH & INSTALL, ABOVEGROUND	LF	340	\$ 34.64	\$11,777.60
0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	1	\$ 6,636.10	\$6,636.10
0634 4153	SPAN WIRE ASSEMBLY, F&I, TWO POINT, BOX OR DROP BOX	PI	1	\$ 7,768.45	\$7,768.45
0635 2 12	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE	EA	15	\$ 1,659.67	\$24,895.05
0639 1111	ELECTRICAL POWER SERVICE, F&I, OVERHEAD, METER FURNISHED BY POWER COMP	AS	1	\$ 5,200.00	\$5,200.00
0639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	100	\$ 11.42	\$1,142.00
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	2	\$ 1,691.72	\$3,383.44
0650 1 34	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE, 3 SECTION, 1 WA	AS	8	\$ 1,101.59	\$8,812.72
0650 1 36	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE, 4 SECTION, 1 WA	AS	4	\$ 1,251.75	\$5,007.00
0653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	2	\$ 749.90	\$1,499.80
0660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT	EA	1	\$ 8,813.78	\$8,813.78
0660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPME	EA	6	\$ 4,720.89	\$28,325.34
0663 1121	SIGNAL PRIORITY AND PREEMPTION SYSTEM, FURNISH AND INSTALL, GPS, REPLACE	EA	1	\$ 4,249.57	\$4,249.57
0663 1122	SIGNAL PRIORITY AND PREEMPTION SYSTEM, FURNISH AND INSTALL, GPS, DETECTO	EA	2	\$ 3,650.18	\$7,300.36
0665 1 12	PEDESTRIAN DETECTOR, FURNISH & INSTALL, ACCESSIBLE	EA	2	\$ 1,320.79	\$2,641.58
0670 5111	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA, 1 PREEMPTION	AS	1	\$ 35,590.56	\$35,590.56
SIGNAL SUBTOTAL					\$164,217.35
0715 5 30	LUMINAIRE & BRACKET ARM, INSTALL	EA	4	\$ 596.20	\$2,384.80
0715 7 11	LOAD CENTER, F&I, SECONDARY VOLTAGE	EA	1	\$ 15,854.49	\$15,854.49
0715500 1	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL, CONVENTIONAL	EA	4	\$ 688.06	\$2,752.24
LIGHTING SUBTOTAL					\$20,991.53
0700 1 60	SINGLE POST SIGN, REMOVE	AS	4	\$ 39.74	\$158.96
0700 5 22	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF	EA	4	\$ 3,857.06	\$15,428.24
SIGNING SUBTOTAL					\$15,587.20
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	75	\$ 5.33	\$399.75
0711 17 1	THERMOPLASTIC, REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS- SURFA	SF	13	\$ 1.31	\$16.38
STRIPING SUBTOTAL					\$416.13
SUBTOTAL					\$392,412.21
0102 1					\$39,241.22
0101 1					\$43,165.34
					\$474,818.77
					\$47,481.88
					\$522,300.64
					\$26,115.03
					\$548,415.68
					\$274,207.84
					\$51,406.00
					\$0.00
PROJECT TOTAL					\$874,029.51

Table 5
Formosa Gardens Boulevard Engineer's Estimate of Probable Costs (signal)

ENGINEER'S OPINION OF PROBABLE COSTS					
Funie Steed Road at Formosa Gardens Boulevard (Signal)					
PAY ITEM	PAY ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	TOTAL
0649 1 15	STEEL STRAIN POLE, F&I, TYPE PS- VIII	EA	4	\$ 47,800.00	\$191,200.00
STRUCTURAL SUBTOTAL					\$191,200.00
0110 1 1	CLEARING & GRUBBING	AC	0.25	\$ 18,301.31	\$4,575.33
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	170	\$ 22.85	\$3,884.50
0120 1	REGULAR EXCAVATION	CY	370	\$ 7.63	\$2,823.10
0160 4	TYPE B STABILIZATION	SY	1,112	\$ 5.27	\$5,880.24
0337 7 80	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-9.5, PG 76-22	TN	62	\$ 123.19	\$7,637.78
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	500	\$ 29.62	\$14,810.00
0570 1 2	PERFORMANCE TURF, SOD	SY	590	\$ 2.87	\$1,693.30
ROADWAY SUBTOTAL					\$41,284.25
0630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	100	\$ 11.74	\$1,174.00
0630 2 14	CONDUIT, FURNISH & INSTALL, ABOVEGROUND	LF	400	\$ 34.64	\$13,856.00
0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	1	\$ 6,636.10	\$6,636.10
0634 4153	SPAN WIRE ASSEMBLY, F&I, TWO POINT, BOX OR DROP BOX	PI	1	\$ 7,768.45	\$7,768.45
0635 2 12	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE	EA	15	\$ 1,659.67	\$24,895.05
0639 1111	ELECTRICAL POWER SERVICE, F&I, OVERHEAD, METER FURNISHED BY POWER COMP	AS	1	\$ 5,200.00	\$5,200.00
0639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	100	\$ 11.42	\$1,142.00
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	4	\$ 1,691.72	\$6,766.88
0650 1 36	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE, 4 SECTION, 1 WA	AS	4	\$ 1,251.75	\$5,007.00
0650 1 34	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE, 3 SECTION, 1 WA	AS	8	\$ 1,101.59	\$8,812.72
0653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	8	\$ 749.90	\$5,999.20
0660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT	EA	1	\$ 8,813.78	\$8,813.78
0660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPME	EA	8	\$ 4,720.89	\$37,767.12
0663 1121	SIGNAL PRIORITY AND PREEMPTION SYSTEM, FURNISH AND INSTALL, GPS, REPLACE	EA	1	\$ 4,249.57	\$4,249.57
0663 1122	SIGNAL PRIORITY AND PREEMPTION SYSTEM, FURNISH AND INSTALL, GPS, DETECTO	EA	4	\$ 3,650.18	\$14,600.72
0665 1 12	PEDESTRIAN DETECTOR, FURNISH & INSTALL, ACCESSIBLE	EA	8	\$ 1,320.79	\$10,566.32
0670 5112	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA, 2 PREEMPTION	AS	1	\$ 32,066.11	\$32,066.11
SIGNAL SUBTOTAL					\$195,321.02
0715 5 30	LUMINAIRE & BRACKET ARM, INSTALL	EA	4	\$ 596.20	\$2,384.80
0715 7 11	LOAD CENTER, F&I, SECONDARY VOLTAGE	EA	1	\$ 15,854.49	\$15,854.49
0715500 1	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL, CONVENTIONAL	EA	4	\$ 688.06	\$2,752.24
LIGHTING SUBTOTAL					\$20,991.53
0700 1 60	SINGLE POST SIGN, REMOVE	AS	9	\$ 39.74	\$357.66
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	2	\$ 223.72	\$447.44
0700 5 22	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF	EA	4	\$ 3,857.06	\$15,428.24
SIGNING SUBTOTAL					\$16,233.34
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	30	\$ 5.33	\$159.90
0711 11141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION,	GM	0.06	\$ 2,181.70	\$130.90
0711 11241	THERMOPLASTIC, STANDARD, YELLOW, 2-4 DOTTED GUIDE LINE /6-10 DOTTED EXTEN	GM	0.05	\$ 2,450.95	\$122.55
0711 14170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	4	\$ 152.19	\$608.76
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	0.05	\$ 4,191.24	\$209.56
0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	0.10	\$ 4,272.02	\$427.20
STRIPING SUBTOTAL					\$1,658.87
SUBTOTAL					\$466,689.01
0102 1	MAINTENANCE OF TRAFFIC (10%)				\$46,668.90
0101 1	MOBILIZATION (10%)				\$51,335.79
SUBTOTAL					\$564,693.70
PROJECT UNKNOWNNS (10%)					\$56,469.37
SUBTOTAL					\$621,163.07
CONTINGENCY (5%, max \$50,000)					\$31,058.15
CONSTRUCTION TOTAL					\$652,221.23
ENGINEERING (50%)					\$326,110.61
CEI (13.1%)					\$61,136.26
RIGHT-OF-WAY ACQUISITION					\$0.00
PROJECT TOTAL					\$1,039,468.10

**Table 6
Formosa Gardens Boulevard Engineer's Estimate of Probable Costs (roundabout)**

ENGINEER'S OPINION OF PROBABLE COSTS Funie Steed Road at Formosa Gardens Boulevard (Roundabout)					
PAY ITEM	PAY ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	TOTAL
0104 10 3	SEDIMENT BARRIER	LF	2,000	\$ 1.78	\$3,560.00
0107 1	LITTER REMOVAL	AC	1.00	\$ 22.21	\$22.21
0107 2	MOWING	AC	1.00	\$ 35.32	\$35.32
0110 1 1	CLEARING & GRUBBING	AC	1.51	\$ 18,301.31	\$27,580.53
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	991.33	\$ 22.85	\$22,651.97
0120 1	REGULAR EXCAVATION	CY	1,669.26	\$ 7.63	\$12,736.45
0120 6	EMBANKMENT	CY	556.42	\$ 10.36	\$5,764.51
0160 4	TYPE B STABILIZATION	SY	5,007.78	\$ 5.27	\$26,390.99
0285704	OPTIONAL BASE, BASE GROUP 04	SY	5,007.78	\$ 13.37	\$66,953.99
0334 1 13	SUPERPAVE ASPHALTIC CONC. TRAFFIC C	TN	550.86	\$ 105.14	\$57,916.95
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	361.11	\$ 135.81	\$49,041.75
0425 1361	INLETS, CURB, TYPE P-6, <10'	EA	2	\$ 6,045.36	\$12,090.72
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	434	\$ 29.62	\$12,855.08
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	1,690	\$ 26.82	\$45,325.80
0520 2 4	CONCRETE CURB, TYPE D	LF	213	\$ 31.73	\$6,758.49
0520 2 8	CONCRETE CURB, TYPE RA	LF	314	\$ 30.23	\$9,492.22
0520 70	CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH	SY	207	\$ 118.44	\$24,556.56
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	642	\$ 46.56	\$29,891.52
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	678	\$ 58.84	\$39,873.91
0527 2	DETECTABLE WARNINGS	SF	362	\$ 31.67	\$11,464.54
0570 1 1	PERFORMANCE TURF	SY	2,286	\$ 1.38	\$3,154.99
ROADWAY SUBTOTAL					\$468,118.48
0630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	400	\$ 11.74	\$4,696.00
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	1,200	\$ 24.80	\$29,760.00
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	18	\$ 834.57	\$15,022.26
0635 2 12	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE	EA	1	\$ 1,659.67	\$1,659.67
0639 1112	ELECTRICAL POWER SERVICE, F&I, OVERHEAD METER PURCHASED BY CONTRACTOR	AS	1	\$ 3,075.85	\$3,075.85
0639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	200	\$ 11.42	\$2,284.00
0639 3 11	ELECTRICAL SERVICE DISCONNECT, F&I, POLE MOUNT	EA	1	\$ 1,476.18	\$1,476.18
0715 1 13	LIGHTING CONDUCTORS, F&I, INSULATED, NO 4 TO NO 2	LF	2,000	\$ 3.19	\$6,380.00
0715 4 14	LIGHT POLE COMPLETE, FURNISH & INSTALL STANDARD POLE STANDARD FOUNDATION	EA	18	\$ 5,957.65	\$107,237.70
0715 5 30	LUMINAIRE & BRACKET ARM, INSTALL	EA	18	\$ 596.20	\$10,731.60
0715 7 11	LOAD CENTER, F&I, SECONDARY VOLTAGE	EA	1	\$ 15,854.49	\$15,854.49
LIGHTING SUBTOTAL					\$198,177.75
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	24	\$ 399.78	\$9,594.72
0700 1 60	SINGLE POST SIGN, REMOVE	AS	5	\$ 39.74	\$198.70
SIGNING SUBTOTAL					\$9,793.42
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	390	\$ 2.94	\$1,146.60
0711 11124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS	LF	135	\$ 3.96	\$534.60
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	320	\$ 5.33	\$1,705.60
0711 11141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION,	GM	0.069	\$ 2,181.70	\$150.41
0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	6	\$ 139.92	\$839.52
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	18	\$ 67.55	\$1,215.90
0711 11180	THERMOPLASTIC, STANDARD, WHITE, YIELD LINE	LF	114	\$ 11.75	\$1,339.50
0711 11224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	LF	72	\$ 4.59	\$330.48
0711 15102	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SOLID, 8"	GM	0.067	\$ 6,559.76	\$439.80
0711 15131	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SKIP, 6",10"	GM	0.061	\$ 1,641.96	\$100.13
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	0.502	\$ 4,191.24	\$2,103.56
0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	0.449	\$ 4,272.02	\$1,919.17
STRIPING SUBTOTAL					\$11,825.27
SUBTOTAL					\$687,914.92
0102 1	MAINTENANCE OF TRAFFIC (10%)				\$68,791.49
0101 1	MOBILIZATION (10%)				\$75,670.64
	SUBTOTAL				\$832,377.06
	PROJECT UNKNOWNNS (10%)				\$83,237.71
	SUBTOTAL				\$915,614.76
	CONTINGENCY (5%, max \$50,000)				\$45,780.74
	CONSTRUCTION TOTAL				\$961,395.50
	ENGINEERING (50%)				\$480,697.75
	CEI (13.1%)				\$90,116.85
	RIGHT-OF-WAY ACQUISITION				\$0.00
PROJECT TOTAL					\$1,532,210.11

Table 7
Morgan Williams Road Engineer's Estimate of Probable Costs (all-way STOP)

ENGINEER'S OPINION OF PROBABLE COSTS Funie Steed Road at Morgan Williams Road (All-Way STOP)					
PAY ITEM	PAY ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	TOTAL
0110 23	TREE REMOVAL	EA	10	\$ 166.31	\$1,663.10
ROADWAY SUBTOTAL					\$1,663.10
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	2	\$ 399.78	\$799.56
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	2	\$ 206.04	\$412.08
SIGNING SUBTOTAL					\$1,211.64
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	60	\$ 5.33	\$319.80
STRIPING SUBTOTAL					\$319.80
SUBTOTAL					\$3,194.54
0102 1	MAINTENANCE OF TRAFFIC (10%)				\$319.45
0101 1	MOBILIZATION (10%)				\$351.40
	SUBTOTAL				\$3,865.39
	PROJECT UNKNOWNNS (10%)				\$386.54
	SUBTOTAL				\$4,251.93
	CONTINGENCY (5%, max \$50,000)				\$212.60
	CONSTRUCTION TOTAL				\$4,464.53
	ENGINEERING (50%)				\$2,232.26
	CEI (13.1%)				\$418.48
	RIGHT-OF-WAY ACQUISITION				\$0.00
PROJECT TOTAL					\$7,115.28

**Table 8
Lindfields Boulevard Benefit-Cost Analysis (signal)**

1. SUBMITTED BY TEDS	FM #	5. SAFETY PRIORITY																																																							
2. DATE SUBMITTED 5/2/2022		ENV. STUDY																																																							
3. PROJECT NO.		SKID (ID)																																																							
4. ALTERNATIVE NO. 1		SN N/A SPEED 35																																																							
6. DISTRICT 5 COUNTY Osceola	SECTION N/A	SR N/A U.S. ROAD N/A																																																							
7. BEGIN MILE POST N/A	END MILE POST N/A	LENGTH 0.000 NODE																																																							
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS): Signalize intersection																																																									
11. Benefit: Install a Traffic Signal [CMF= 0.56]	NO. OF CRASHES (All)	14. CRASH INFORMATION FOR FACILITY																																																							
	NO. CRASHES POTENTIALLY REDUCED BY PROJECT	COST/CRASH \$261,176.00																																																							
		CRASH CLEANUP \$ -100.00																																																							
		INTEREST RATE 4%																																																							
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>YEAR</th> <th>2017</th> <th>2018</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>AVG</th> </tr> </thead> <tbody> <tr> <td>Benefit: Install a Traffic Signal [CMF= 0.56]</td> <td>0</td> <td>2</td> <td>3</td> <td>1</td> <td>0</td> <td>1.2</td> </tr> </tbody> </table>		YEAR	2017	2018	2019	2020	2021	AVG	Benefit: Install a Traffic Signal [CMF= 0.56]	0	2	3	1	0	1.2																																										
YEAR	2017	2018	2019	2020	2021	AVG																																																			
Benefit: Install a Traffic Signal [CMF= 0.56]	0	2	3	1	0	1.2																																																			
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		<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>TYPE</th> <th>COST</th> <th>LIFE</th> <th>CRF</th> <th>AN/L COST</th> </tr> </thead> <tbody> <tr> <td>A. R-O-W</td> <td>\$ -</td> <td>50</td> <td>0.0466</td> <td>\$0</td> </tr> <tr> <td>B. PECEI</td> <td>\$ 325,613.84</td> <td>20</td> <td>0.0736</td> <td>\$23,965</td> </tr> <tr> <td>C. STRUCTURAL</td> <td>\$ 267,211.56</td> <td>50</td> <td>0.0466</td> <td>\$12,452</td> </tr> <tr> <td>D. SIGNAL</td> <td>\$ 229,501.96</td> <td>20</td> <td>0.0736</td> <td>\$16,891</td> </tr> <tr> <td>E. SIGNING & STRIPING</td> <td>\$ 22,365.45</td> <td>8</td> <td>0.1485</td> <td>\$3,321</td> </tr> <tr> <td>F. ROADWAY</td> <td>\$ -</td> <td>20</td> <td>0.0736</td> <td>\$0</td> </tr> <tr> <td>H. LIGHTING</td> <td>\$ 29,336.71</td> <td>15</td> <td>0.0899</td> <td>\$2,637</td> </tr> <tr> <td>G. SUBTOTAL</td> <td>\$ 874,029.51</td> <td></td> <td></td> <td>\$56,630</td> </tr> <tr> <td>I. CRASH CLEANUP</td> <td></td> <td></td> <td></td> <td>\$120</td> </tr> <tr> <td>J. TOTAL</td> <td></td> <td></td> <td></td> <td>\$59,387</td> </tr> </tbody> </table>	TYPE	COST	LIFE	CRF	AN/L COST	A. R-O-W	\$ -	50	0.0466	\$0	B. PECEI	\$ 325,613.84	20	0.0736	\$23,965	C. STRUCTURAL	\$ 267,211.56	50	0.0466	\$12,452	D. SIGNAL	\$ 229,501.96	20	0.0736	\$16,891	E. SIGNING & STRIPING	\$ 22,365.45	8	0.1485	\$3,321	F. ROADWAY	\$ -	20	0.0736	\$0	H. LIGHTING	\$ 29,336.71	15	0.0899	\$2,637	G. SUBTOTAL	\$ 874,029.51			\$56,630	I. CRASH CLEANUP				\$120	J. TOTAL				\$59,387
TYPE	COST	LIFE	CRF	AN/L COST																																																					
A. R-O-W	\$ -	50	0.0466	\$0																																																					
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		16. BENEFIT \$137,901																																																							
		17. BENEFIT / COST 2.32																																																							
PREPARED BY:	APPROVED BY:	DATE:																																																							
<ul style="list-style-type: none"> • Cost per crash based on Category 15-Suburban 2-3 lane 2-way undivided roadway as obtained from the Segement Based crash Rate Statistics for FDOT (year 2018). • CMF 325 - "Install a Traffic Signal" has a value of 0.56 and is applicable to all crashes. 																																																									

**Table 9
Formosa Gardens Boulevard Benefit-Cost Analysis (signal)**

1. SUBMITTED BY	TEDS	FM #		5. SAFETY PRIORITY				
2. DATE SUBMITTED	5/2/2022			ENV. STUDY				
3. PROJECT NO.				SKID (ID)				
4. ALTERNATIVE NO.	1			SN N/A SPEED	30			
6. DISTRICT	5	COUNTY	Osceola	SECTION	N/A			
7. BEGIN MILE POST	N/A	END MILE POST	N/A	SR N/A U.S. ROAD	N/A			
				LENGTH	0.000			
				NODE				
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS):								
Signalize intersection, add northbound/southbound left-turn lanes, add eastbound/westbound guide striping								
11. YEAR		2017	2018	2019	2020	2021	AVG	14. CRASH INFORMATION FOR FACILITY
Benefit: Install a Traffic Signal [CMF= 0.56]	NO.OF CRASHES (All)	0	2	0	2	14	3.6	COST/CRASH
	NO. CRASHES POTENTIALLY REDUCED BY PROJECT	0.00	0.88	0.00	0.88	6.16	1.58	\$261,176.00
								CRASH CLEANUP \$
								-\$100.00
								INTEREST RATE
								4%

Year	Crashes Reduced
2017	0.00
2018	1.00
2019	0.00
2020	1.00
2021	6.16

15.

TYPE	COST	LIFE	CRF	AN/L COST
A. R-O-W	\$ -	50	0.0466	\$0
B. PECEI	\$ 387,246.87	20	0.0736	\$28,501
C. STRUCTURAL	\$ 267,211.56	50	0.0466	\$12,452
D. SIGNAL	\$ 272,970.89	20	0.0736	\$20,091
E. SIGNING & STRIPING	\$ 25,005.26	8	0.1485	\$3,713
F. ROADWAY	\$ 57,696.80	20	0.0736	\$4,246
H. LIGHTING	\$ 29,336.71	15	0.0899	\$2,637
G. SUBTOTAL	\$ 1,039,468.10			\$69,004
I. CRASH CLEANUP				\$360
J. TOTAL				\$72,001

16. BENEFIT

\$413,703

17. BENEFIT / COST

5.75

PREPARED BY:	APPROVED BY:	DATE:
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- Cost per crash based on Category 15-Suburban 2-3 lane 2-way undivided roadway as obtained from the Segement Based crash Rate Statistics for FDOT (year 2018).
- CMF 325 - "Install a Traffic Signal" has a value of 0.56 and is applicable to all crashes.

**Table 10
Formosa Gardens Boulevard Benefit-Cost Analysis (roundabout)**

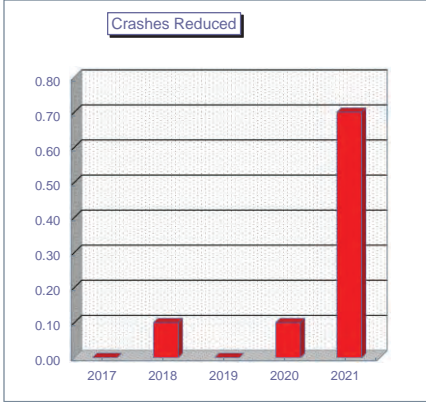
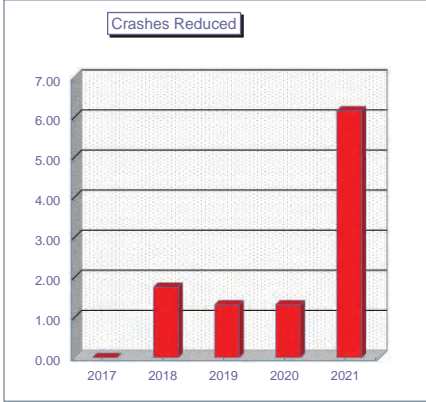
1. SUBMITTED BY <u>TEDS</u> FM # _____ 2. DATE SUBMITTED <u>5/2/2022</u> 3. PROJECT NO. _____ 4. ALTERNATIVE NO. <u>1</u>	5. SAFETY PRIORITY _____ ENV. STUDY _____ SKID (ID) _____ SN <u>N/A</u> SPEED <u>30</u> SR <u>N/A</u> U.S. ROAD <u>N/A</u>																																																							
6. DISTRICT <u>5</u> COUNTY <u>Osceola</u> SECTION <u>N/A</u>	LENGTH <u>0.000</u> NODE _____																																																							
7. BEGIN MILE POST <u>N/A</u> END MILE POST <u>N/A</u>																																																								
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS): Convert intersection to roundabout																																																								
11. Benefit: Convert STOP Control to Roundabout [CMF= 0.95]	14. CRASH INFORMATION FOR FACILITY COST/CRASH <u>\$261,176.00</u> CRASH CLEANUP \$ <u>-\$100.00</u> INTEREST RATE <u>4%</u>																																																							
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>YEAR</th> <th>2017</th> <th>2018</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>AVG</th> </tr> </thead> <tbody> <tr> <td>NO. OF CRASHES (All)</td> <td>0</td> <td>2</td> <td>0</td> <td>2</td> <td>14</td> <td>3.6</td> </tr> <tr> <td>NO. CRASHES POTENTIALLY REDUCED BY PROJECT</td> <td>0.00</td> <td>0.10</td> <td>0.00</td> <td>0.10</td> <td>0.70</td> <td>0.18</td> </tr> </tbody> </table>	YEAR	2017	2018	2019	2020	2021	AVG	NO. OF CRASHES (All)	0	2	0	2	14	3.6	NO. CRASHES POTENTIALLY REDUCED BY PROJECT	0.00	0.10	0.00	0.10	0.70	0.18																																			
YEAR	2017	2018	2019	2020	2021	AVG																																																		
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<div style="border: 1px solid black; padding: 5px;"> <p align="center">Crashes Reduced</p>  </div>	15. <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>TYPE</th> <th>COST</th> <th>LIFE</th> <th>CRF</th> <th>AN/L COST</th> </tr> </thead> <tbody> <tr> <td>A. R-O-W</td> <td>\$ -</td> <td>50</td> <td>0.0466</td> <td>\$0</td> </tr> <tr> <td>B. PECEI</td> <td>\$ 570,814.61</td> <td>20</td> <td>0.0736</td> <td>\$42,012</td> </tr> <tr> <td>C. STRUCTURAL</td> <td>\$ -</td> <td>50</td> <td>0.0466</td> <td>\$0</td> </tr> <tr> <td>D. SIGNAL</td> <td>\$ -</td> <td>20</td> <td>0.0736</td> <td>\$0</td> </tr> <tr> <td>E. SIGNING & STRIPING</td> <td>\$ 30,213.20</td> <td>8</td> <td>0.1485</td> <td>\$4,487</td> </tr> <tr> <td>F. ROADWAY</td> <td>\$ 654,218.98</td> <td>20</td> <td>0.0736</td> <td>\$48,151</td> </tr> <tr> <td>H. LIGHTING</td> <td>\$ 276,963.31</td> <td>15</td> <td>0.0899</td> <td>\$24,899</td> </tr> <tr> <td>G. SUBTOTAL</td> <td>\$ 1,532,210.11</td> <td></td> <td></td> <td>\$94,649</td> </tr> <tr> <td>I. CRASH CLEANUP</td> <td></td> <td></td> <td></td> <td>\$360</td> </tr> <tr> <td>J. TOTAL</td> <td></td> <td></td> <td></td> <td>\$119,908</td> </tr> </tbody> </table>	TYPE	COST	LIFE	CRF	AN/L COST	A. R-O-W	\$ -	50	0.0466	\$0	B. PECEI	\$ 570,814.61	20	0.0736	\$42,012	C. STRUCTURAL	\$ -	50	0.0466	\$0	D. SIGNAL	\$ -	20	0.0736	\$0	E. SIGNING & STRIPING	\$ 30,213.20	8	0.1485	\$4,487	F. ROADWAY	\$ 654,218.98	20	0.0736	\$48,151	H. LIGHTING	\$ 276,963.31	15	0.0899	\$24,899	G. SUBTOTAL	\$ 1,532,210.11			\$94,649	I. CRASH CLEANUP				\$360	J. TOTAL				\$119,908
TYPE	COST	LIFE	CRF	AN/L COST																																																				
A. R-O-W	\$ -	50	0.0466	\$0																																																				
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	16. BENEFIT <u>\$47,012</u>																																																							
	17. BENEFIT / COST <u>0.39</u>																																																							
PREPARED BY: _____	APPROVED BY: _____ DATE: _____																																																							
• Cost per crash based on Category 15-Suburban 2-3 lane 2-way undivided roadway as obtained from the Segment Based crash Rate Statistics for FDOT (year 2018). • CMF 208 - "Conversion of Stop-Controlled Intersection into Multi-Lane Roundabout" has a value of 0.95 and is applicable to all crashes.																																																								

Table 11
Funie Steed Road Corridor Improvements Engineer's Estimate of Probable Costs

ENGINEER'S OPINION OF PROBABLE COSTS Funie Steed Road Corridor Improvements					
PAY ITEM	PAY ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	TOTAL
0649 1 15	STEEL STRAIN POLE, F&I, TYPE PS- VIII	EA	8	\$ 47,800.00	\$382,400.00
STRUCTURAL SUBTOTAL					\$382,400.00
0110 1 1	CLEARING & GRUBBING	AC	0.25	\$ 18,301.31	\$4,575.33
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	170	\$ 22.85	\$3,884.50
0120 1	REGULAR EXCAVATION	CY	370	\$ 7.63	\$2,823.10
0160 4	TYPE B STABILIZATION	SY	1,112	\$ 5.27	\$5,860.24
0337 7 80	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC B, FC-9.5, PG 76-22	TN	62	\$ 123.19	\$7,637.78
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	500	\$ 29.62	\$14,810.00
0570 1 2	PERFORMANCE TURF, SOD	SY	590	\$ 2.87	\$1,693.30
ROADWAY SUBTOTAL					\$41,284.25
0630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	200	\$ 11.74	\$2,348.00
0630 2 14	CONDUIT, FURNISH & INSTALL, ABOVEGROUND	LF	740	\$ 34.64	\$25,633.60
0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	2	\$ 6,636.10	\$13,272.20
0634 4153	SPAN WIRE ASSEMBLY, F&I, TWO POINT, BOX OR DROP BOX	PI	2	\$ 7,768.45	\$15,536.90
0635 2 12	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE	EA	30	\$ 1,659.67	\$49,790.10
0639 1111	ELECTRICAL POWER SERVICE, F&I, OVERHEAD, METER FURNISHED BY POWER COMPANY	AS	2	\$ 5,200.00	\$10,400.00
0639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	200	\$ 11.42	\$2,284.00
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	6	\$ 1,691.72	\$10,150.32
0650 1 36	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE, 4 SECTION, 1 WAY	AS	8	\$ 1,251.75	\$10,014.00
0650 1 34	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE, 3 SECTION, 1 WAY	AS	16	\$ 1,101.59	\$17,625.44
0653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	10	\$ 749.90	\$7,499.00
0660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT	EA	2	\$ 8,813.78	\$17,627.56
0660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPMENT	EA	14	\$ 4,720.89	\$66,092.46
0663 1121	SIGNAL PRIORITY AND PREEMPTION SYSTEM, FURNISH AND INSTALL, GPS, REPLACE CABINET ELEG	EA	2	\$ 4,249.57	\$8,499.14
0663 1122	SIGNAL PRIORITY AND PREEMPTION SYSTEM, FURNISH AND INSTALL, GPS, DETECTOR	EA	6	\$ 3,650.18	\$21,901.08
0665 1 12	PEDESTRIAN DETECTOR, FURNISH & INSTALL, ACCESSIBLE	EA	10	\$ 1,320.79	\$13,207.90
0670 5112	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA, 2 PREEMPTION	AS	2	\$ 32,066.11	\$64,132.22
SIGNAL SUBTOTAL					\$356,013.92
0715 5 30	LUMINAIRE & BRACKET ARM, INSTALL	EA	8	\$ 596.20	\$4,769.60
0715 7 11	LOAD CENTER, F&I, SECONDARY VOLTAGE	EA	2	\$ 15,854.49	\$31,708.98
0715500 1	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL, CONVENTIONAL	EA	8	\$ 688.06	\$5,504.48
LIGHTING SUBTOTAL					\$41,983.06
0700 1 60	SINGLE POST SIGN, REMOVE	AS	13	\$ 39.74	\$516.62
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	2	\$ 223.72	\$447.44
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	2	\$ 206.04	\$412.08
0700 5 22	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF	EA	8	\$ 3,857.06	\$30,856.48
SIGNING SUBTOTAL					\$32,232.62
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	165	\$ 5.33	\$879.45
0711 11141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	GM	0.06	\$ 2,181.70	\$130.90
0711 11241	THERMOPLASTIC, STANDARD, YELLOW, 2-4 DOTTED GUIDE LINE /6-10 DOTTED EXTENSION LINE, 6"	GM	0.05	\$ 2,450.95	\$122.55
0711 14170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	4	\$ 152.19	\$608.76
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	0.05	\$ 4,191.24	\$209.56
0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	0.10	\$ 4,272.02	\$427.20
0711 17 1	THERMOPLASTIC, REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS- SURFACE TO REMAIN	SF	13	\$ 1.31	\$17.03
STRIPING SUBTOTAL					\$2,395.45
SUBTOTAL					\$856,309.30
0102 1				MAINTENANCE OF TRAFFIC (10%)	\$85,630.93
0101 1				MOBILIZATION (10%)	\$94,194.02
				SUBTOTAL	\$1,036,134.25
				PROJECT UNKNOWNNS (10%)	\$103,613.43
				SUBTOTAL	\$1,139,747.68
				CONTINGENCY (5%, max \$50,000)	\$50,000.00
				CONSTRUCTION TOTAL	\$1,189,747.68
				ENGINEERING (50%)	\$594,873.84
				CEI (13.1%)	\$112,176.52
				RIGHT-OF-WAY ACQUISITION	\$0.00
PROJECT TOTAL					\$1,896,798.04

**Table 12
Funie Steed Road Corridor Improvements Benefit-Cost Analysis**

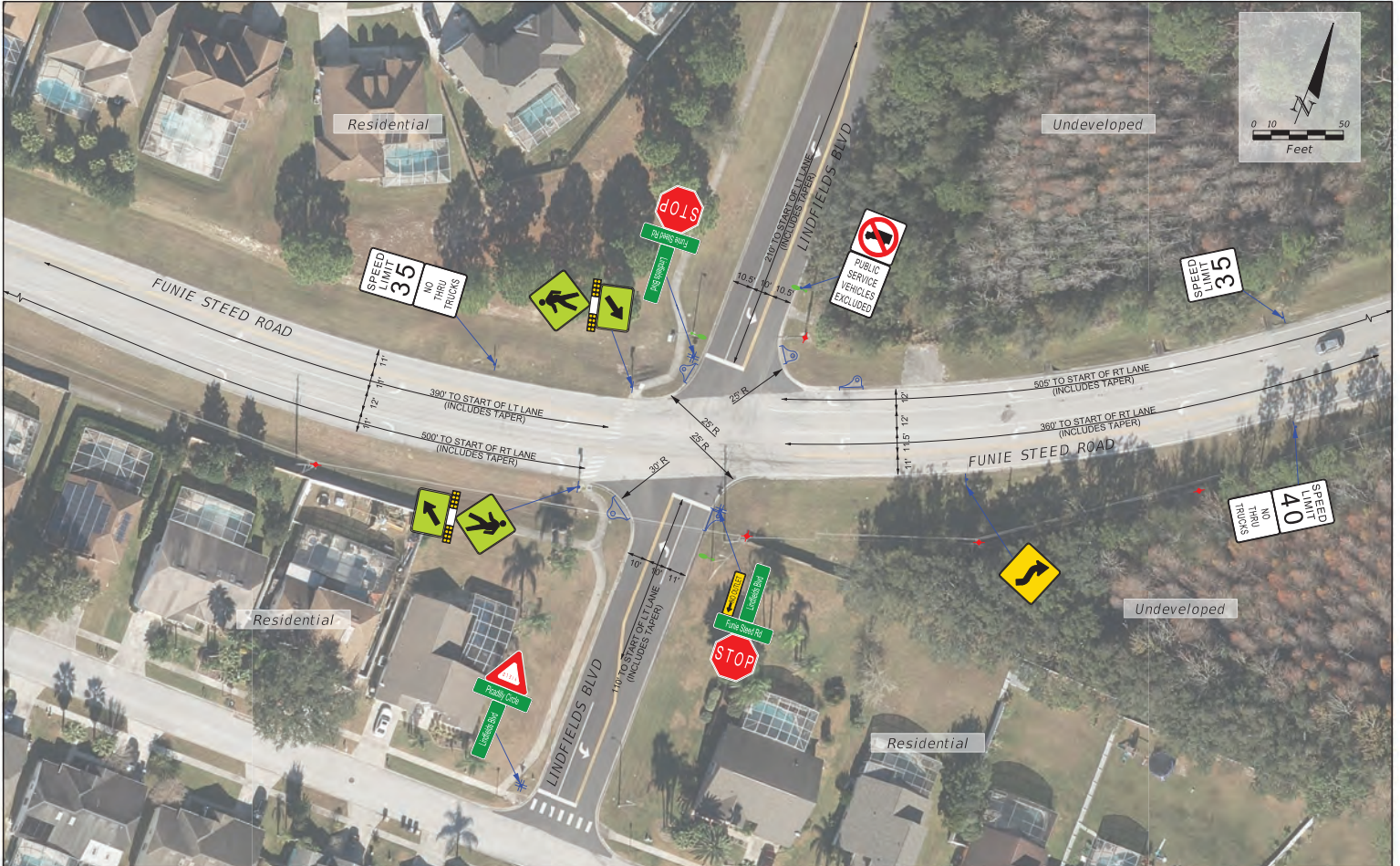
1. SUBMITTED BY <u>TEDS</u> FM # _____ 2. DATE SUBMITTED <u>5/2/2022</u> 3. PROJECT NO. _____ 4. ALTERNATIVE NO. <u>1</u>	5. SAFETY PRIORITY _____ ENV. STUDY _____ SKID (ID) _____ SN <u>N/A</u> SPEED <u>30</u> SR <u>N/A</u> U.S. ROAD <u>N/A</u>																																																						
6. DISTRICT <u>5</u> COUNTY <u>Osceola</u> SECTION <u>N/A</u>	LENGTH <u>0.000</u> NODE _____																																																						
7. BEGIN MILE POST <u>N/A</u> END MILE POST <u>N/A</u>																																																							
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS): Signalize the Formosa Gardens Boulevard intersection, add northbound/southbound left-turn lanes, add eastbound/westbound guide striping. Signalize the Lindfields Boulevard intersection, and convert the Morgan Williams Road intersection to All-Way STOP control.																																																							
11. YEAR Benefit: Install a Traffic Signal [CMF= 0.56]	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>NO. OF CRASHES (All)</th> <th>2017</th> <th>2018</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>AVG</th> </tr> </thead> <tbody> <tr> <td>NO. CRASHES POTENTIALLY REDUCED BY PROJECT</td> <td>0.00</td> <td>1.76</td> <td>1.32</td> <td>1.32</td> <td>6.16</td> <td>2.11</td> </tr> </tbody> </table>	NO. OF CRASHES (All)	2017	2018	2019	2020	2021	AVG	NO. CRASHES POTENTIALLY REDUCED BY PROJECT	0.00	1.76	1.32	1.32	6.16	2.11																																								
NO. OF CRASHES (All)	2017	2018	2019	2020	2021	AVG																																																	
NO. CRASHES POTENTIALLY REDUCED BY PROJECT	0.00	1.76	1.32	1.32	6.16	2.11																																																	
12. 	14. CRASH INFORMATION FOR FACILITY COST/CRASH <u>\$261,176.00</u> CRASH CLEANUP \$ <u>-\$100.00</u> INTEREST RATE <u>4%</u>																																																						
15. <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>TYPE</th> <th>COST</th> <th>LIFE</th> <th>CRF</th> <th>AN/L COST</th> </tr> </thead> <tbody> <tr> <td>A. R-O-W</td> <td>\$ -</td> <td>50</td> <td>0.0466</td> <td>\$0</td> </tr> <tr> <td>B. PECEI</td> <td>\$ 707,050.36</td> <td>20</td> <td>0.0736</td> <td>\$52,039</td> </tr> <tr> <td>C. STRUCTURAL</td> <td>\$ 531,302.78</td> <td>50</td> <td>0.0466</td> <td>\$24,759</td> </tr> <tr> <td>D. SIGNAL</td> <td>\$ 494,642.22</td> <td>20</td> <td>0.0736</td> <td>\$36,406</td> </tr> <tr> <td>E. SIGNING & STRIPING</td> <td>\$ 48,111.90</td> <td>8</td> <td>0.1485</td> <td>\$7,145</td> </tr> <tr> <td>F. ROADWAY</td> <td>\$ 57,359.93</td> <td>20</td> <td>0.0736</td> <td>\$4,222</td> </tr> <tr> <td>H. LIGHTING</td> <td>\$ 58,330.85</td> <td>15</td> <td>0.0899</td> <td>\$5,244</td> </tr> <tr> <td>G. SUBTOTAL</td> <td>\$ 1,896,798.04</td> <td></td> <td></td> <td>\$124,570</td> </tr> <tr> <td>I. CRASH CLEANUP</td> <td></td> <td></td> <td></td> <td>\$480</td> </tr> <tr> <td>J. TOTAL</td> <td></td> <td></td> <td></td> <td>\$130,294</td> </tr> </tbody> </table>	TYPE	COST	LIFE	CRF	AN/L COST	A. R-O-W	\$ -	50	0.0466	\$0	B. PECEI	\$ 707,050.36	20	0.0736	\$52,039	C. STRUCTURAL	\$ 531,302.78	50	0.0466	\$24,759	D. SIGNAL	\$ 494,642.22	20	0.0736	\$36,406	E. SIGNING & STRIPING	\$ 48,111.90	8	0.1485	\$7,145	F. ROADWAY	\$ 57,359.93	20	0.0736	\$4,222	H. LIGHTING	\$ 58,330.85	15	0.0899	\$5,244	G. SUBTOTAL	\$ 1,896,798.04			\$124,570	I. CRASH CLEANUP				\$480	J. TOTAL				\$130,294
TYPE	COST	LIFE	CRF	AN/L COST																																																			
A. R-O-W	\$ -	50	0.0466	\$0																																																			
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16. BENEFIT <u>\$551,604</u>	17. BENEFIT / COST <u>4.23</u>																																																						
PREPARED BY: _____	APPROVED BY: _____ DATE: _____																																																						

• Cost per crash based on Category 15-Suburban 2-3 lane 2-way undivided roadway as obtained from the Segement Based crash Rate Statistics for FDOT (year 2018).
 • CMF 325 - "Install a Traffic Signal" has a value of 0.56 and is applicable to all crashes.

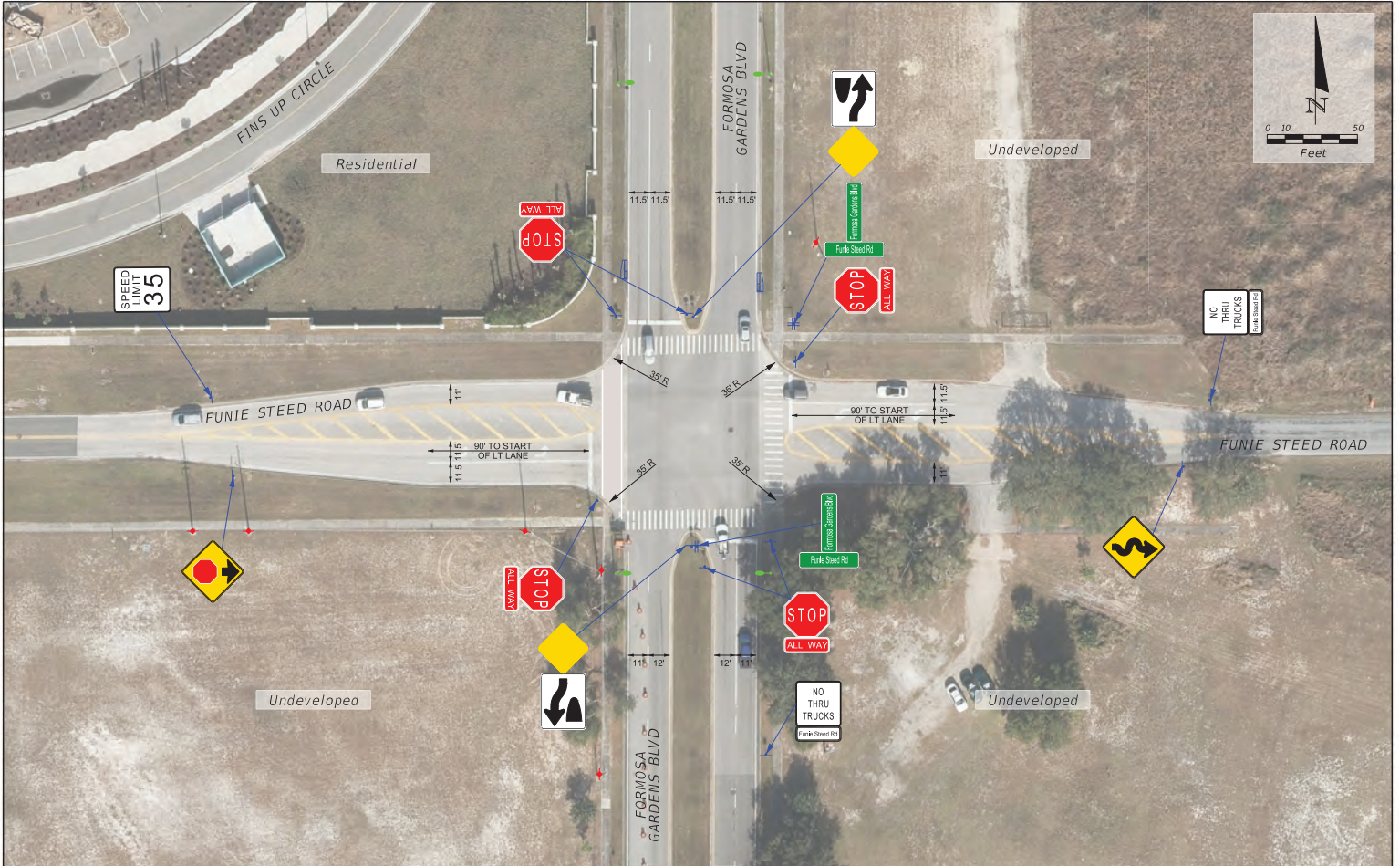
APPENDIX

APPENDIX A

EXISTING CONDITIONS DIAGRAM



<ul style="list-style-type: none"> Utility Pole Traffic Sign Luminaire 	<p>Symbols:</p> <ul style="list-style-type: none"> Traffic Controller Cabinet Curb Inlet Right of Way Line Signal Head Mitered End Section 	<p>Traffic Engineering Data Solutions, Inc. <small>80 Spring Lake Drive Phone: 305.571.0524 Dallas, TX 75213 Fax: 305.561.0776</small></p>	<p>FLORIDA DEPARTMENT OF TRANSPORTATION</p>	<p>EXISTING CONDITIONS DIAGRAM LINDFIELDS BOULEVARD</p>	<p>PAGE NO.</p>
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	Utility Pole		Right of Way Line
	Traffic Sign		Signal Head
	Luminaire		Mitered End Section
	Traffic Controller Cabinet		Curb Inlet

Traffic Engineering Data Solutions, Inc.
 80 Spring Lake Drive Phone: 305.711.0324
 Dunbar, FL 32715 Fax: 305.711.0376

FLORIDA DEPARTMENT OF
 TRANSPORTATION

EXISTING CONDITIONS DIAGRAM
 FORMOSA GARDENS BOULEVARD

PAGE
 NO.



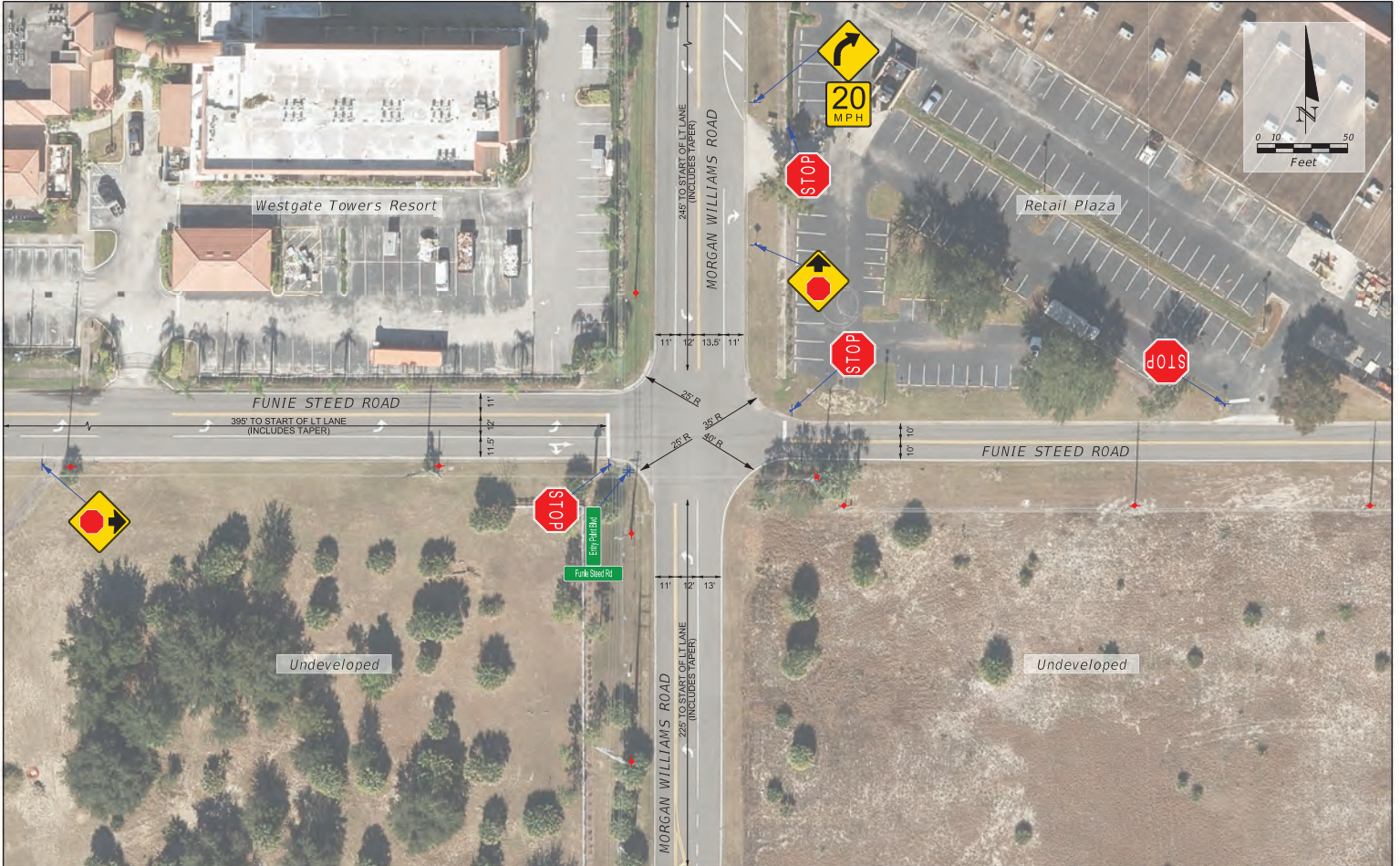
Symbols:		
	Utility Pole	
	Traffic Sign	
	Luminaire	
	Traffic Controller Cabinet	

Traffic Engineering Data Solutions, Inc.
 80 Spring Lake Drive Phone: 305.711.0324
 Tallahassee, FL 32310 Fax: 305.711.0376

FLORIDA DEPARTMENT OF
 TRANSPORTATION

EXISTING CONDITIONS DIAGRAM
 ENTRY POINT BOULEVARD

PAGE
 NO.



	Utility Pole		Right of Way Line
	Traffic Sign		Signal Head
	Luminaire		Mitered End Section
	Traffic Controller Cabinet		Curb Inlet

Traffic Engineering Data Solutions, Inc.
 80 Spring Lake Drive Phone: 305.712.0324
 Tallahassee, FL 32310 Fax: 305.712.0376

FLORIDA DEPARTMENT OF
 TRANSPORTATION

EXISTING CONDITIONS DIAGRAM
 MORGAN WILLIAMS BOULEVARD

PAGE
 NO.

APPENDIX B

INTERSECTION APPROACH PHOTOGRAPHS

**Approach Photographs
Funie Steed Road at Lindfields Boulevard**



Looking east towards the intersection



Looking west towards the intersection



Looking north towards the intersection



Looking south towards the intersection

Approach Photographs
Funie Steed Road Formosa Gardens Boulevard



Looking east towards the intersection



Looking west towards the intersection



Looking north towards the intersection



Looking south towards the intersection

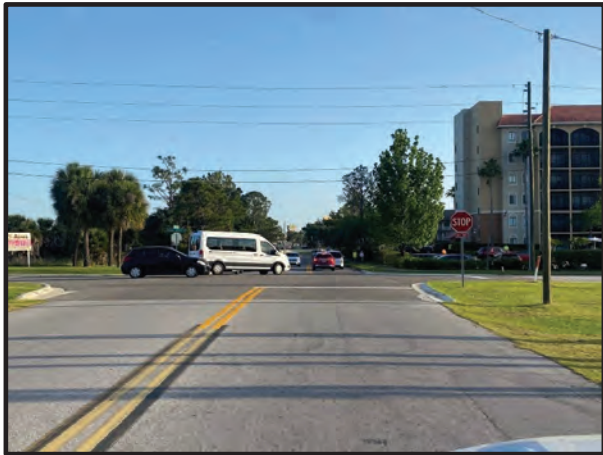
Approach Photographs
Funie Steed Road at Entry Point Boulevard



Looking east towards the intersection



Looking west towards the intersection



Looking north towards the intersection



Looking south towards the intersection

Approach Photographs
Funie Steed Road at Morgan Williams Road



Looking east towards the intersection



Looking west towards the intersection



Looking north towards the intersection



Looking south towards the intersection

APPENDIX C

VEHICLE / PEDESTRIAN / BICYCLE COUNTS

(provided by Osceola County)

Roadway Count Summary

Start Date 02/01/2022 (Tue)	Start Time 00:00
Stop Date 02/01/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Lindfields Bv: Sof Funie Steed Rd	

1-Feb-22 (Tue)	<u>Northbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	1	2	0	1	0	1	2	8	9	6	6	15	
30	0	0	0	0	1	2	11	6	5	3	7	9	
45	0	0	1	2	2	1	6	8	13	8	12	12	
00	1	1	0	1	0	4	11	10	15	9	9	12	
Hr Total	2	3	1	4	3	8	30	32	42	26	34	48	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	7	4	8	9	10	4	6	2	2	3	1	2	
30	9	12	7	7	9	7	7	3	5	5	1	4	
45	8	11	6	8	5	9	6	6	5	1	1	2	
00	13	7	4	7	12	11	7	4	3	4	2	3	
Hr Total	37	34	25	31	36	31	26	15	15	13	5	11	
24 Hour Total:		512					<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00		32					PM 4:00-5:00		36				
AM 8:00-9:00		42					PM 5:00-6:00		31				
							AM Peak Hour:		11:00		48		0.80
							PM Peak Hour:		12:45		40		0.77

1-Feb-22 (Tue)	<u>Southbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	2	1	1	1	0	4	4	4	8	5	8	
30	2	2	1	2	1	0	0	2	5	5	5	6	
45	3	1	1	0	0	0	1	4	7	7	3	7	
00	0	0	0	0	0	0	2	2	4	7	5	11	
Hr Total	5	5	3	3	2	0	7	12	20	27	18	32	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	9	7	3	7	15	13	12	13	12	5	2	7	
30	9	6	11	5	13	8	8	6	3	3	7	6	
45	8	7	7	7	17	12	10	6	6	5	5	7	
00	6	8	11	6	14	11	11	6	4	7	8	1	
Hr Total	32	28	32	25	59	44	41	31	25	20	22	21	
24 Hour Total:		514					<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00		12					PM 4:00-5:00		59				
AM 8:00-9:00		20					PM 5:00-6:00		44				
							AM Peak Hour:		11:30		36		0.82
							PM Peak Hour:		16:00		59		0.87

1-Feb-22 (Tue)	<u>TOTAL TWO WAY (Northbound and Southbound)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	1	4	1	2	1	1	6	12	13	14	11	23	
30	2	2	1	2	2	2	11	8	10	8	12	15	
45	3	1	2	2	2	1	7	12	20	15	15	19	
00	1	1	0	1	0	4	13	12	19	16	14	23	
Hr Total	7	8	4	7	5	8	37	44	62	53	52	80	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	16	11	11	16	25	17	18	15	14	8	3	9	
30	18	18	18	12	22	15	15	9	8	8	8	10	
45	16	18	13	15	22	21	16	12	11	6	6	9	
00	19	15	15	13	26	22	18	10	7	11	10	4	
Hr Total	69	62	57	56	95	75	67	46	40	33	27	32	
24 Hour Total:		1,026					<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00		44					PM 4:00-5:00		95				
AM 8:00-9:00		62					PM 5:00-6:00		75				
							AM Peak Hour:		11:00		80		0.87
							PM Peak Hour:		16:00		95		0.91

Roadway Count Summary

Start Date 02/01/2022 (Tue)	Start Time 00:00
Stop Date 02/01/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Lindfields Bv: Nof Funie Steed Rd	

1-Feb-22 (Tue)	<u>Northbound</u>														
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	2	0	0	3	1	0	5	9	7	16	17	15			
30	1	2	1	1	0	1	6	8	16	18	17	15			
45	0	2	1	3	0	1	4	4	9	14	12	24			
00	3	1	0	2	2	3	7	9	16	14	10	22			
Hr Total	6	5	2	9	3	5	22	30	48	62	56	76			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	16	18	21	24	21	28	24	16	7	14	4	8			
30	14	24	21	20	24	23	22	11	12	7	9	12			
45	17	22	15	23	35	35	14	12	17	7	7	3			
00	22	15	22	23	39	36	23	9	10	4	5	4			
Hr Total	69	79	79	90	119	122	83	48	46	32	25	27			
24 Hour Total:		1,143					<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac				
AM 7:00-8:00		30					PM 4:00-5:00		119		AM Peak Hour:		11:15	77	0.80
AM 8:00-9:00		48					PM 5:00-6:00		122		PM Peak Hour:		16:15	126	0.81

1-Feb-22 (Tue)	<u>Southbound</u>														
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	4	1	0	1	3	4	9	8	14	21	12	9			
30	0	2	1	1	0	1	6	9	18	12	22	16			
45	6	0	1	0	3	1	9	18	14	12	14	12			
00	1	1	0	1	2	4	12	15	19	10	8	17			
Hr Total	11	4	2	3	8	10	36	50	65	55	56	54			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	14	13	19	16	26	17	22	13	10	10	0	7			
30	16	19	21	15	20	19	14	13	10	3	7	3			
45	16	22	15	16	25	13	21	14	7	12	6	3			
00	18	14	17	20	14	11	18	16	7	6	4	2			
Hr Total	64	68	72	67	85	60	75	56	34	31	17	15			
24 Hour Total:		998					<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac				
AM 7:00-8:00		50					PM 4:00-5:00		85		AM Peak Hour:		8:15	72	0.86
AM 8:00-9:00		65					PM 5:00-6:00		60		PM Peak Hour:		15:45	91	0.88

1-Feb-22 (Tue)	<u>TOTAL TWO WAY (Northbound and Southbound)</u>														
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	6	1	0	4	4	4	14	17	21	37	29	24			
30	1	4	2	2	0	2	12	17	34	30	39	31			
45	6	2	2	3	3	2	13	22	23	26	26	36			
00	4	2	0	3	4	7	19	24	35	24	18	39			
Hr Total	17	9	4	12	11	15	58	80	113	117	112	130			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	30	31	40	40	47	45	46	29	17	24	4	15			
30	30	43	42	35	44	42	36	24	22	10	16	15			
45	33	44	30	39	60	48	35	26	24	19	13	6			
00	40	29	39	43	53	47	41	25	17	10	9	6			
Hr Total	133	147	151	157	204	182	158	104	80	63	42	42			
24 Hour Total:		2,141					<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac				
AM 7:00-8:00		80					PM 4:00-5:00		204		AM Peak Hour:		11:15	136	0.87
AM 8:00-9:00		113					PM 5:00-6:00		182		PM Peak Hour:		16:00	204	0.85

Roadway Count Summary

Start Date 02/01/2022 (Tue)	Start Time 00:00
Stop Date 02/01/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Funie Steed Rd: Wof Lindfields Bv	

1-Feb-22 (Tue)	Eastbound												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	8	1	3	10	11	27	47	88	123	141	104	110	
30	16	5	6	12	6	23	65	104	144	136	103	88	
45	1	5	3	8	12	36	87	132	135	108	95	96	
00	5	5	3	8	10	41	97	139	102	105	92	116	
Hr Total	30	16	15	38	39	127	296	463	504	490	394	410	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	87	101	79	106	99	116	88	62	30	31	24	15	
30	111	88	100	88	110	90	72	51	49	30	26	15	
45	96	94	104	99	123	102	68	65	42	29	28	14	
00	98	89	89	104	114	91	78	36	31	27	23	12	
Hr Total	392	372	372	397	446	399	306	214	152	117	101	56	
24 Hour Total:		6,146				Peak Hour Analysis		Begins	Volume	Pk Hr Fac			
AM 7:00-8:00		463				PM 4:00-5:00		446		AM Peak Hour:	7:45	541	0.94
AM 8:00-9:00		504				PM 5:00-6:00		399		PM Peak Hour:	16:15	463	0.94

1-Feb-22 (Tue)	Westbound												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	25	6	6	6	4	8	18	29	50	87	56	53	
30	13	8	6	3	4	6	13	56	51	65	80	60	
45	12	11	2	6	7	7	20	69	87	69	72	75	
00	25	6	1	4	3	9	40	69	114	64	65	80	
Hr Total	75	31	15	19	18	30	91	223	302	285	273	268	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	70	74	103	125	151	117	112	112	74	70	83	41	
30	68	71	88	104	111	127	134	107	97	61	59	47	
45	84	77	89	132	120	163	133	114	79	85	67	33	
00	81	97	106	140	127	135	107	92	62	51	66	27	
Hr Total	303	319	386	501	509	542	486	425	312	267	275	148	
24 Hour Total:		6,103				Peak Hour Analysis		Begins	Volume	Pk Hr Fac			
AM 7:00-8:00		223				PM 4:00-5:00		509		AM Peak Hour:	8:30	353	0.77
AM 8:00-9:00		302				PM 5:00-6:00		542		PM Peak Hour:	17:30	544	0.83

1-Feb-22 (Tue)	TOTAL TWO WAY (Eastbound and Westbound)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	33	7	9	16	15	35	65	117	173	228	160	163	
30	29	13	12	15	10	29	78	160	195	201	183	148	
45	13	16	5	14	19	43	107	201	222	177	167	171	
00	30	11	4	12	13	50	137	208	216	169	157	196	
Hr Total	105	47	30	57	57	157	387	686	806	775	667	678	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	157	175	182	231	250	233	200	174	104	101	107	56	
30	179	159	188	192	221	217	206	158	146	91	85	62	
45	180	171	193	231	243	265	201	179	121	114	95	47	
00	179	186	195	244	241	226	185	128	93	78	89	39	
Hr Total	695	691	758	898	955	941	792	639	464	384	376	204	
24 Hour Total:		12,249				Peak Hour Analysis		Begins	Volume	Pk Hr Fac			
AM 7:00-8:00		686				PM 4:00-5:00		955		AM Peak Hour:	8:30	867	0.95
AM 8:00-9:00		806				PM 5:00-6:00		941		PM Peak Hour:	15:45	958	0.96

Roadway Count Summary

Start Date 02/01/2022 (Tue)	Start Time 00:00
Stop Date 02/01/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Funie Steed Rd: Eof Lindfields Bv	

1-Feb-22 (Tue)	Eastbound												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	9	0	1	9	13	29	45	92	138	137	107	110	
30	15	6	6	10	6	24	79	107	152	132	116	98	
45	4	4	3	8	15	38	99	141	141	109	109	100	
00	5	7	3	7	12	44	109	144	111	114	93	121	
Hr Total	33	17	13	34	46	135	332	484	542	492	425	429	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	91	105	82	107	93	105	89	60	26	34	22	18	
30	117	91	112	95	106	95	76	57	54	29	23	15	
45	101	109	108	99	114	95	66	66	49	34	25	10	
00	103	97	88	118	110	86	84	43	31	33	23	12	
Hr Total	412	402	390	419	423	381	315	226	160	130	93	55	
24 Hour Total: 6,388							Peak Hour Analysis		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 484		PM 4:00-5:00 423					AM Peak Hour:		7:30	575	0.95		
AM 8:00-9:00 542		PM 5:00-6:00 381					PM Peak Hour:		16:15	435	0.95		

1-Feb-22 (Tue)	Westbound												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	24	4	7	7	5	6	18	33	53	79	63	58	
30	14	12	7	5	4	6	13	52	58	64	84	63	
45	13	12	2	5	5	6	19	62	79	72	72	85	
00	25	7	1	3	5	7	38	62	102	71	63	88	
Hr Total	76	35	17	20	19	25	88	209	292	286	282	294	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	75	85	102	132	140	131	121	123	75	75	85	49	
30	70	75	101	112	112	132	138	112	104	66	64	57	
45	92	84	92	136	133	178	133	114	94	85	68	34	
00	84	104	113	147	139	156	114	94	69	56	71	27	
Hr Total	321	348	408	527	524	597	506	443	342	282	288	167	
24 Hour Total: 6,396							Peak Hour Analysis		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 209		PM 4:00-5:00 524					AM Peak Hour:		8:30	324	0.79		
AM 8:00-9:00 292		PM 5:00-6:00 597					PM Peak Hour:		17:00	597	0.84		

1-Feb-22 (Tue)	TOTAL TWO WAY (Eastbound and Westbound)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	33	4	8	16	18	35	63	125	191	216	170	168	
30	29	18	13	15	10	30	92	159	210	196	200	161	
45	17	16	5	13	20	44	118	203	220	181	181	185	
00	30	14	4	10	17	51	147	206	213	185	156	209	
Hr Total	109	52	30	54	65	160	420	693	834	778	707	723	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	166	190	184	239	233	236	210	183	101	109	107	67	
30	187	166	213	207	218	227	214	169	158	95	87	72	
45	193	193	200	235	247	273	199	180	143	119	93	44	
00	187	201	201	265	249	242	198	137	100	89	94	39	
Hr Total	733	750	798	946	947	978	821	669	502	412	381	222	
24 Hour Total: 12,784							Peak Hour Analysis		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 693		PM 4:00-5:00 947					AM Peak Hour:		8:15	859	0.98		
AM 8:00-9:00 834		PM 5:00-6:00 978					PM Peak Hour:		16:45	985	0.90		

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 2, 2022 (Wednesday)

CITY: Kissimmee

LATITUDE: 0

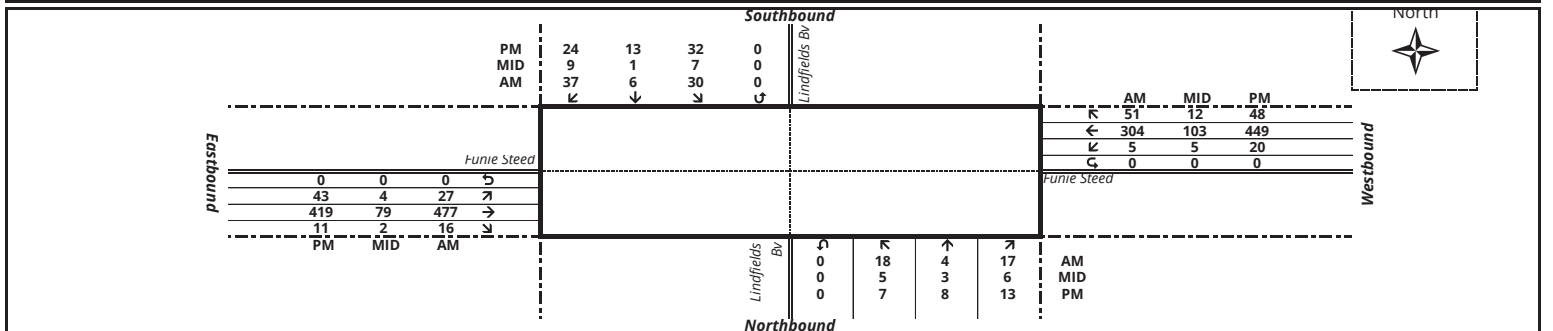
LOCATION: Lindfields Bv & Funie Steed

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Lindfields Bv NORTHBOUND					Lindfields Bv SOUTHBOUND					N/S TOTAL	Funie Steed EASTBOUND					Funie Steed WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
08:00 AM	4	2	8	0	14	10	0	2	0	12	26	6	137	2	0	145	1	65	4	0	70	215	241
08:15 AM	3	1	5	0	9	4	2	5	0	11	20	3	115	2	0	120	0	60	12	0	72	192	212
08:30 AM	7	1	2	0	10	10	0	17	0	27	37	2	117	3	0	122	0	98	16	0	114	236	273
08:45 AM	2	2	4	0	8	8	2	8	0	18	26	10	126	5	0	141	1	80	15	0	96	237	263
TOTAL	16	6	19	0	41	32	4	32	0	68	109	21	495	12	0	528	2	303	47	0	352	880	989
09:00 AM	6	0	6	0	12	8	2	7	0	17	29	12	119	6	0	137	4	66	8	0	78	215	244
09:15 AM	2	2	3	0	7	6	2	4	0	12	19	6	106	5	0	117	1	61	0	0	62	179	198
09:30 AM	2	5	3	0	10	6	3	1	0	10	20	3	85	0	0	88	6	58	9	0	73	161	181
09:45 AM	5	1	1	0	7	7	0	4	0	11	18	7	104	2	0	113	2	63	6	0	71	184	202
TOTAL	15	8	13	0	36	27	7	16	0	50	86	28	414	13	0	455	13	248	23	0	284	739	825
01:00 PM	1	2	3	0	6	7	1	4	0	12	18	6	87	1	0	94	1	60	10	0	71	165	183
01:15 PM	1	1	4	0	6	12	3	6	0	21	27	5	78	3	0	86	5	101	7	0	113	199	226
01:30 PM	0	2	4	0	6	13	2	5	0	20	26	4	84	2	0	90	6	91	16	0	113	203	229
01:45 PM	7	2	4	0	13	6	1	5	0	12	25	5	76	3	0	84	5	104	15	0	124	208	233
TOTAL	9	7	15	0	31	38	7	20	0	65	96	20	325	9	0	354	17	356	48	0	421	775	871
02:00 PM	4	3	3	0	10	6	2	6	0	14	24	2	100	2	0	104	4	84	11	0	99	203	227
02:15 PM	2	3	1	0	6	12	2	8	0	22	28	8	69	2	0	79	1	110	12	0	123	202	230
02:30 PM	2	0	6	0	8	9	1	7	0	17	25	6	86	4	0	96	6	93	6	0	105	201	226
02:45 PM	5	3	6	0	14	7	1	9	0	17	31	4	79	2	0	85	5	103	12	0	120	205	236
TOTAL	13	9	16	0	38	34	6	30	0	70	108	20	334	10	0	364	16	390	41	0	447	811	919
03:00 PM	2	2	2	0	6	8	2	6	0	16	22	7	109	2	0	118	5	118	12	0	135	253	275
03:15 PM	0	4	4	0	8	6	4	6	0	16	24	13	107	1	0	121	6	130	12	0	148	269	293
03:30 PM	2	2	5	0	9	8	5	4	0	17	26	14	112	4	0	130	6	96	12	0	114	244	270
03:45 PM	3	0	2	0	5	10	2	8	0	20	25	9	91	4	0	104	3	105	12	0	120	224	249
TOTAL	7	8	13	0	28	32	13	24	0	69	97	43	419	11	0	473	20	449	48	0	517	990	1,087
04:00 PM	3	2	3	0	8	6	0	4	0	10	18	4	81	0	0	85	10	108	6	0	124	209	227
04:15 PM	2	2	6	0	10	10	4	4	0	18	28	5	82	3	0	90	4	103	13	0	120	210	238
04:30 PM	2	2	0	0	4	15	3	5	0	23	27	7	84	3	0	94	8	120	31	0	159	253	280
04:45 PM	3	2	2	0	7	9	5	7	0	21	28	7	76	2	0	85	4	138	20	0	162	247	275
TOTAL	10	8	11	0	29	40	12	20	0	72	101	23	323	8	0	354	26	469	70	0	565	919	1,020
05:00 PM	1	3	1	0	5	9	4	9	0	22	27	7	88	5	0	100	7	127	16	0	150	250	277
05:15 PM	2	0	6	0	8	10	1	6	0	17	25	15	78	1	0	94	4	108	19	0	131	225	250
05:30 PM	2	2	4	0	8	7	4	6	0	17	25	10	54	2	0	66	7	125	17	0	149	215	240
05:45 PM	1	5	0	0	6	12	2	10	0	24	30	8	76	3	0	87	3	130	11	0	144	231	261
TOTAL	6	10	11	0	27	38	11	31	0	80	107	40	296	11	0	347	21	490	63	0	574	921	1,028
06:00 PM	3	3	1	0	7	8	4	5	0	17	24	4	71	3	0	78	8	129	15	0	152	230	254
06:15 PM	3	2	6	0	11	6	6	4	0	16	27	8	79	3	0	90	2	139	11	1	153	243	270
06:30 PM	1	2	3	0	6	14	3	6	0	23	29	8	69	3	0	80	3	133	18	0	154	234	263
06:45 PM	1	1	0	0	2	5	1	4	0	10	12	2	46	1	0	49	6	107	15	0	128	177	189
TOTAL	8	8	10	0	26	33	14	19	0	66	92	22	265	10	0	297	19	508	59	1	587	884	976

AM Peak 08:15 AM to 09:15 AM	18	4	17	0	39	30	6	37	0	73	112	27	477	16	0	520	5	304	51	0	360	880	992	Peak Hour Factor: 0.908
Midday Peak 02:45 PM to 03:45 PM	5	3	6	0	14	7	1	9	0	17	31	4	79	2	0	85	5	103	12	0	120	205	236	Peak Hour Factor: 0.201
PM Peak 03:00 PM to 04:00 PM	7	8	13	0	28	32	13	24	0	69	97	43	419	11	0	473	20	449	48	0	517	990	1,087	Peak Hour Factor: 0.927



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 2, 2022 (Wednesday)

CITY: Kissimmee

LATITUDE: 0

LOCATION: Lindfields Bv & Funie Steed

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Lindfields Bv					Lindfields Bv					N/S	Funie Steed					Funie Steed					E/W	GRAND	
	NORTHBOUND					SOUTHBOUND						TOTAL	EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL			L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	TOTAL
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
08:15 AM	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	3	4	0	7	7	9
08:30 AM	1	0	0	0	1	0	0	2	0	2	3	0	0	0	0	0	0	0	2	0	0	2	2	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	13	0	0	14	0	1	0	0	0	1	15	15
TOTAL	1	0	0	0	1	0	1	3	0	4	5	1	13	0	0	14	0	6	6	0	12	26	31	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	5
09:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	1	0	1	1	0	5	0	0	5	0	0	0	0	0	0	0	6
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
01:15 PM	0	0	0	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	1	0	1	1	0	1	0	0	1	0	3	4	0	7	8	9	
01:45 PM	1	0	0	0	1	0	1	0	0	1	2	1	1	0	0	2	0	0	1	0	1	3	5	5
TOTAL	1	0	0	0	1	0	1	1	0	2	3	1	4	0	0	5	0	3	5	0	8	13	16	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	2	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	
02:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	1	2	
02:45 PM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	2	2
TOTAL	0	0	1	0	1	1	0	0	0	1	2	1	1	0	0	2	0	2	1	0	3	5	7	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1	5	5	
03:30 PM	0	0	1	0	1	2	1	0	0	3	4	0	2	0	0	2	0	0	1	0	1	3	7	
03:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	2	
TOTAL	0	0	2	0	2	2	1	0	0	3	5	2	4	1	0	7	0	1	1	0	2	9	14	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	2	
04:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	1	0	1	1	0	2	3	4	
05:00 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	1	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	2	2
06:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
AM Peak 08:15 AM to 09:15 AM	1	0	0	0	1	0	1	3	0	4	5	1	18	0	0	19	0	6	4	0	10	29	34	
Midday Peak 02:45 PM to 03:45 PM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	2	
PM Peak 03:00 PM to 04:00 PM	0	0	2	0	2	2	1	0	0	3	5	2	4	1	0	7	0	1	1	0	2	9	14	

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0 CITY Kissimmee COUNTY Osceola
 STATE ROUTE INTERSECTING ROUTE Funie Steed Rd & Lindfields Bv
 OBSERVER DATE
 REMARKS
 FORM COMPLETED BY CM

Lindfields Bv

SB ST NAME

	8-9	9-10			1-2	2-3	3-4	4-5	5-6	6-7			Total
	3	4			1	0	0	0	0	0			8
	0	4			0	0	0	0	0	0			4
	3	8			1	0	0	0	0	0			12



Funie Steed Rd

EB ST NAME

	8-9	9-10		
8-9	1	4		5
9-10	2	0		2
1-2	0	0		0
2-3	0	0		0
3-4	5	3		8
4-5	2	3		5
5-6	0	1		1
6-7	0	6		6
Total	10	17		27

Funie Steed Rd

WB ST NAME

	8-9	9-10		
8-9	0	0		0
9-10	0	0		0
1-2	0	0		0
2-3	0	0		0
3-4	0	0		0
4-5	0	0		0
5-6	0	0		0
6-7	0	0		0
Total	0	0		0

	8-9	9-10			1-2	2-3	3-4	4-5	5-6	6-7			Total
	3	0			0	0	0	0	0	0			3
	1	0			1	0	0	4	0	0			6
	4	0			1	0	0	4	0	0			9

Lindfields Bv

NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0
STATE ROUTE
OBSERVER

CITY Kissimmee
INTERSECTING ROUTE Funie Steed Rd & Lindfields Bv
DATE

COUNTY Osceola

REMARKS _____

FORM COMPLETED BY CM

Lindfields Bv

SB ST NAME

	8-9	9-10				1-2	2-3	3-4	4-5	5-6	6-7			Total
	0	1				1	0	0	0	0	0			2
	2	0				0	0	0	0	0	0			2
	2	1				1	0	0	0	0	0			4



Funie Steed Rd

EB ST NAME

	8-9	9-10		
8-9	0	2	2	
9-10	0	0	0	0
1-2	3	0	3	
2-3	0	0	0	
3-4	1	1	2	
4-5	0	0	0	
5-6	2	0	2	
6-7	0	0	0	
Total	6	3	9	

Funie Steed Rd

WB ST NAME

	8-9	9-10		
8-9	0	0	0	
9-10	1	0	1	
1-2	0	0	0	
2-3	0	0	0	
3-4	0	0	0	
4-5	0	0	0	
5-6	0	0	0	
6-7	0	0	0	
Total	1	0	1	

Lindfields Bv

NB ST NAME

	8-9	9-10				1-2	2-3	3-4	4-5	5-6	6-7			Total
	0	0				0	0	0	0	0	0			0
	0	0				1	0	0	1	0	0			2
	0	0				1	0	0	1	0	0			2

Roadway Count Summary

Start Date 02/01/2022 (Tue)	Start Time 00:00
Stop Date 02/01/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Formosa Gardens Bv: Nof Funie Steed Rd	

1-Feb-22 (Tue)	<u>Northbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	7	1	1	5	10	18	23	54	88	80	108	75	
30	11	6	1	5	3	14	41	69	93	77	74	83	
45	3	2	3	7	9	23	62	80	83	95	77	72	
00	4	6	3	5	7	25	53	96	101	95	84	97	
Hr Total	25	15	8	22	29	80	179	299	365	347	343	327	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	90	83	87	68	73	101	101	66	50	31	15	11	
30	99	76	82	74	88	103	76	63	45	28	19	8	
45	79	98	83	94	81	87	59	59	36	28	18	11	
00	83	77	80	86	92	84	84	43	16	13	15	7	
Hr Total	351	334	332	322	334	375	320	231	147	100	67	37	
24 Hour Total: 4,989								Peak Hour Analysis		Begins	Volume	Pk Hr Fac	
AM 7:00-8:00 299				PM 4:00-5:00 334				AM Peak Hour:		9:15	375	0.87	
AM 8:00-9:00 365				PM 5:00-6:00 375				PM Peak Hour:		16:45	383	0.93	

1-Feb-22 (Tue)	<u>Southbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	21	5	8	7	1	3	0	12	34	46	43	55	
30	19	11	4	3	2	0	8	26	28	40	47	56	
45	10	7	1	2	1	1	8	18	51	47	61	65	
00	20	4	1	3	1	4	12	36	38	63	39	60	
Hr Total	70	27	14	15	5	8	28	92	151	196	190	236	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	63	78	72	125	130	106	134	129	100	65	65	35	
30	60	89	75	101	129	162	111	126	88	50	46	47	
45	70	97	93	120	119	138	131	86	68	64	58	25	
00	68	88	106	106	116	142	123	98	72	45	53	27	
Hr Total	261	352	346	452	494	548	499	439	328	224	222	134	
24 Hour Total: 5,331								Peak Hour Analysis		Begins	Volume	Pk Hr Fac	
AM 7:00-8:00 92				PM 4:00-5:00 494				AM Peak Hour:		11:30	248	0.95	
AM 8:00-9:00 151				PM 5:00-6:00 548				PM Peak Hour:		17:15	576	0.89	

1-Feb-22 (Tue)	<u>TOTAL TWO WAY (Northbound and Southbound)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	28	6	9	12	11	21	23	66	122	126	151	130	
30	30	17	5	8	5	14	49	95	121	117	121	139	
45	13	9	4	9	10	24	70	98	134	142	138	137	
00	24	10	4	8	8	29	65	132	139	158	123	157	
Hr Total	95	42	22	37	34	88	207	391	516	543	533	563	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	153	161	159	193	203	207	235	195	150	96	80	46	
30	159	165	157	175	217	265	187	189	133	78	65	55	
45	149	195	176	214	200	225	190	145	104	92	76	36	
00	151	165	186	192	208	226	207	141	88	58	68	34	
Hr Total	612	686	678	774	828	923	819	670	475	324	289	171	
24 Hour Total: 10,320								Peak Hour Analysis		Begins	Volume	Pk Hr Fac	
AM 7:00-8:00 391				PM 4:00-5:00 828				AM Peak Hour:		11:30	606	0.95	
AM 8:00-9:00 516				PM 5:00-6:00 923				PM Peak Hour:		17:15	951	0.90	

Roadway Count Summary

Start Date 02/22/2022 (Tue)	Start Time 00:00
Stop Date 02/22/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Formosa Gardens Bv: Sof Funie Steed Rd	

22-Feb-22 (Tue)	<u>Northbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	13	5	4	2	5	7	21	72	109	217	128	134	
30	9	10	4	2	9	10	38	72	141	115	143	97	
45	10	6	2	6	4	19	46	93	127	154	129	109	
00	2	2	2	5	6	18	55	117	240	129	132	107	
Hr Total	34	23	12	15	24	54	160	354	617	615	532	447	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	116	110	85	116	136	188	115	84	59	28	38	23	
30	124	94	86	95	137	151	109	102	56	50	31	17	
45	118	92	106	126	94	138	122	80	45	62	31	16	
00	91	96	104	154	147	113	124	88	30	45	22	10	
Hr Total	449	392	381	491	514	590	470	354	190	185	122	66	
24 Hour Total: 7,091							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 354		PM 4:00-5:00 514					AM Peak Hour:		8:45	726	0.76		
AM 8:00-9:00 617		PM 5:00-6:00 590					PM Peak Hour:		16:45	624	0.83		

22-Feb-22 (Tue)	<u>Southbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	18	10	3	5	1	3	10	32	38	80	81	69	
30	22	9	2	1	3	5	24	24	40	72	58	80	
45	11	6	1	1	0	6	13	36	61	49	86	67	
00	5	7	1	2	4	9	36	49	48	70	93	66	
Hr Total	56	32	7	9	8	23	83	141	187	271	318	282	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	95	92	86	115	93	111	118	98	108	88	55	36	
30	93	100	86	115	118	118	129	96	76	78	62	29	
45	89	94	95	85	138	97	122	107	93	71	31	22	
00	91	83	91	109	114	109	120	95	61	73	44	22	
Hr Total	368	369	358	424	463	435	489	396	338	310	192	109	
24 Hour Total: 5,668							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 141		PM 4:00-5:00 463					AM Peak Hour:		10:30	328	0.88		
AM 8:00-9:00 187		PM 5:00-6:00 435					PM Peak Hour:		18:00	489	0.95		

22-Feb-22 (Tue)	<u>TOTAL TWO WAY (Northbound and Southbound)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	31	15	7	7	6	10	31	104	147	297	209	203	
30	31	19	6	3	12	15	62	96	181	187	201	177	
45	21	12	3	7	4	25	59	129	188	203	215	176	
00	7	9	3	7	10	27	91	166	288	199	225	173	
Hr Total	90	55	19	24	32	77	243	495	804	886	850	729	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	211	202	171	231	229	299	233	182	167	116	93	59	
30	217	194	172	210	255	269	238	198	132	128	93	46	
45	207	186	201	211	232	235	244	187	138	133	62	38	
00	182	179	195	263	261	222	244	183	91	118	66	32	
Hr Total	817	761	739	915	977	1025	959	750	528	495	314	175	
24 Hour Total: 12,759							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 495		PM 4:00-5:00 977					AM Peak Hour:		8:45	975	0.82		
AM 8:00-9:00 804		PM 5:00-6:00 1,025					PM Peak Hour:		16:45	1,064	0.89		

Roadway Count Summary

Start Date 02/01/2022 (Tue)	Start Time 00:00
Stop Date 02/01/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Funie Steed Rd: Wof Formosa Gardens Bv	

1-Feb-22 (Tue)	Eastbound												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	6	0	3	8	15	30	51	114	156	152	132	124	
30	15	6	5	10	6	26	75	119	171	152	134	132	
45	3	3	5	8	18	33	116	145	156	120	128	105	
00	6	8	4	7	15	53	120	163	167	157	127	143	
Hr Total	30	17	17	33	54	142	362	541	650	581	521	504	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	101	123	112	115	109	128	103	72	45	35	30	21	
30	136	114	110	95	114	111	77	83	60	39	26	13	
45	123	113	129	116	133	105	84	81	49	43	27	12	
00	122	116	110	127	119	100	89	48	34	34	29	13	
Hr Total	482	466	461	453	475	444	353	284	188	151	112	59	
24 Hour Total: 7,380							Peak Hour Analysis		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 541		PM 4:00-5:00 475					AM Peak Hour:		8:00	650	0.95		
AM 8:00-9:00 650		PM 5:00-6:00 444					PM Peak Hour:		12:15	504	0.93		

1-Feb-22 (Tue)	Westbound												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	29	7	13	7	3	7	16	42	66	97	74	68	
30	21	13	10	5	4	3	18	70	67	77	94	83	
45	9	12	1	4	6	5	25	69	103	92	83	101	
00	28	7	3	6	5	9	40	65	100	74	73	85	
Hr Total	87	39	27	22	18	24	99	246	336	340	324	337	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	83	100	110	138	162	145	143	161	115	89	100	64	
30	78	90	106	122	136	149	160	131	124	77	94	63	
45	93	107	113	163	143	205	150	139	106	110	86	45	
00	99	105	145	161	132	160	150	122	87	81	82	34	
Hr Total	353	402	474	584	573	659	603	553	432	357	362	206	
24 Hour Total: 7,457							Peak Hour Analysis		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 246		PM 4:00-5:00 573					AM Peak Hour:		8:30	377	0.92		
AM 8:00-9:00 336		PM 5:00-6:00 659					PM Peak Hour:		17:30	668	0.81		

1-Feb-22 (Tue)	TOTAL TWO WAY (Eastbound and Westbound)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	35	7	16	15	18	37	67	156	222	249	206	192	
30	36	19	15	15	10	29	93	189	238	229	228	215	
45	12	15	6	12	24	38	141	214	259	212	211	206	
00	34	15	7	13	20	62	160	228	267	231	200	228	
Hr Total	117	56	44	55	72	166	461	787	986	921	845	841	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	184	223	222	253	271	273	246	233	160	124	130	85	
30	214	204	216	217	250	260	237	214	184	116	120	76	
45	216	220	242	279	276	310	234	220	155	153	113	57	
00	221	221	255	288	251	260	239	170	121	115	111	47	
Hr Total	835	868	935	1037	1048	1103	956	837	620	508	474	265	
24 Hour Total: 14,837							Peak Hour Analysis		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 787		PM 4:00-5:00 1,048					AM Peak Hour:		8:15	1,013	0.95		
AM 8:00-9:00 986		PM 5:00-6:00 1,103					PM Peak Hour:		17:00	1,103	0.89		

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 2, 2022 (Wednesday)

CITY: Kissimmee

LATITUDE: 0

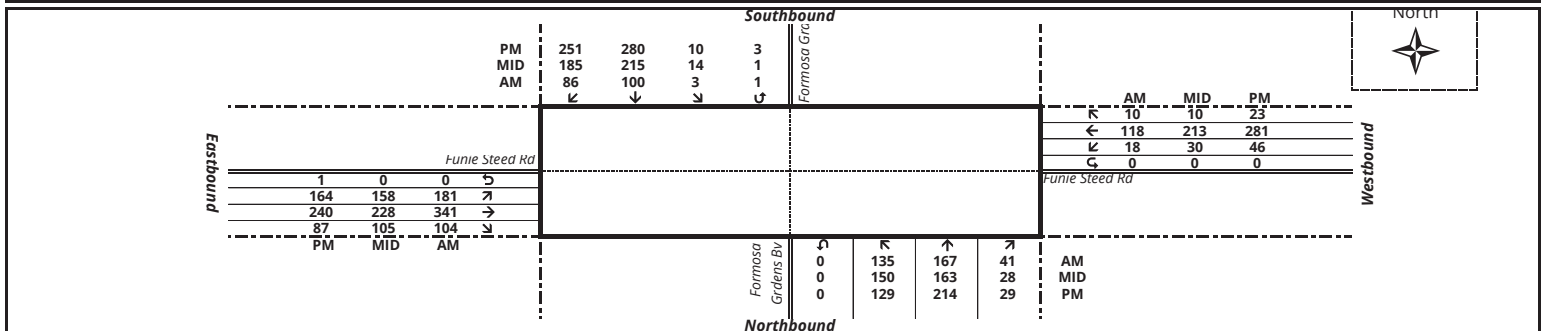
LOCATION: Formosa Grdens Bv & Funie Steed Rd

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Formosa Grdens Bv NORTHBOUND					Formosa Grdens Bv SOUTHBOUND					N/S TOTAL	Funie Steed Rd EASTBOUND					Funie Steed Rd WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
08:00 AM	17	49	10	0	76	0	14	15	0	29	105	46	80	20	0	146	6	22	1	0	29	175	280
08:15 AM	15	52	9	0	76	0	23	20	0	43	119	60	86	17	0	163	2	24	2	0	28	191	310
08:30 AM	47	39	15	0	101	0	29	23	1	53	154	49	89	22	0	160	7	22	2	0	31	191	345
08:45 AM	42	39	12	0	93	0	25	28	0	53	146	38	90	23	0	151	7	39	3	0	49	200	346
TOTAL	121	179	46	0	346	0	91	86	1	178	524	193	345	82	0	620	22	107	8	0	137	757	1,281
09:00 AM	31	37	5	0	73	3	23	15	0	41	114	34	76	42	0	152	2	33	3	0	38	190	304
09:15 AM	24	50	7	0	81	0	25	18	0	43	124	39	81	27	0	147	6	32	0	0	38	185	309
09:30 AM	32	48	5	0	85	1	33	19	0	53	138	52	64	26	0	142	4	34	1	0	39	181	319
09:45 AM	25	46	6	0	77	1	27	18	0	46	123	26	78	22	0	126	7	35	3	0	45	171	294
TOTAL	112	181	23	0	316	5	108	70	0	183	499	151	299	117	0	567	19	134	7	0	160	727	1,226
12:00 PM	35	62	8	0	105	5	44	23	1	73	178	47	60	25	0	132	5	34	5	0	44	176	354
12:15 PM	29	58	6	0	93	1	49	19	1	70	163	32	58	23	0	113	1	27	3	0	31	144	307
12:30 PM	16	48	6	0	70	2	50	23	1	76	146	33	58	28	0	119	6	38	1	0	45	164	310
12:45 PM	25	42	7	0	74	2	51	38	0	91	165	28	56	21	1	106	6	39	5	0	50	156	321
TOTAL	105	210	27	0	342	10	194	103	3	310	652	140	232	97	1	470	18	138	14	0	170	640	1,292
02:00 PM	39	51	6	0	96	2	47	44	0	93	189	39	53	27	0	119	6	42	7	0	55	174	363
02:15 PM	27	36	10	0	73	1	45	42	0	88	161	36	50	28	0	114	10	49	3	0	62	176	337
02:30 PM	38	41	11	0	90	1	40	41	0	82	172	36	45	28	0	109	11	55	5	0	71	180	352
02:45 PM	39	31	6	0	76	4	48	43	0	95	171	43	57	17	0	117	9	54	2	0	65	182	353
TOTAL	143	159	33	0	335	8	180	170	0	358	693	154	205	100	0	459	36	200	17	0	253	712	1,405
03:00 PM	42	43	7	0	92	4	47	42	0	93	185	30	52	28	0	110	7	55	2	0	64	174	359
03:15 PM	34	41	8	0	83	3	65	50	1	119	202	48	72	31	0	151	5	55	1	0	61	212	414
03:30 PM	35	48	7	0	90	3	55	50	0	108	198	37	47	29	0	113	9	49	5	0	63	176	374
03:45 PM	26	40	6	0	72	3	59	40	0	102	174	39	49	32	1	121	12	50	5	0	67	188	362
TOTAL	137	172	28	0	337	13	226	182	1	422	759	154	220	120	1	495	33	209	13	0	255	750	1,509
04:00 PM	28	40	5	0	73	4	57	46	0	107	180	34	51	27	1	113	11	64	2	0	77	190	370
04:15 PM	23	49	5	0	77	4	66	41	1	112	189	25	54	26	0	105	15	53	6	0	74	179	368
04:30 PM	32	51	9	0	92	1	82	61	0	144	236	38	60	27	0	125	15	75	6	0	96	221	457
04:45 PM	29	59	10	0	98	1	62	60	2	125	223	44	60	18	0	122	14	82	4	0	100	222	445
TOTAL	112	199	29	0	340	10	267	208	3	488	828	141	225	98	1	465	55	274	18	0	347	812	1,640
05:00 PM	30	50	4	0	84	5	72	80	0	157	241	39	57	19	1	116	9	68	4	0	81	197	438
05:15 PM	38	54	6	0	98	3	64	50	1	118	216	43	63	23	0	129	8	56	9	0	73	202	418
05:30 PM	27	57	5	0	89	1	80	54	1	136	225	32	49	18	0	99	12	60	5	0	77	176	401
05:45 PM	28	43	5	0	76	1	66	68	0	135	211	29	35	19	0	83	12	72	3	0	87	170	381
TOTAL	123	204	20	0	347	10	282	252	2	546	893	143	204	79	1	427	41	256	21	0	318	745	1,638
06:00 PM	28	52	7	0	87	3	70	62	1	136	223	36	52	14	0	102	12	80	3	0	95	197	420
06:15 PM	28	35	5	0	68	2	61	59	1	123	191	25	38	16	0	79	11	68	4	0	83	162	353
06:30 PM	23	36	8	0	67	4	69	58	0	131	198	30	55	16	0	101	4	82	6	0	92	193	391
06:45 PM	27	29	8	0	64	0	68	74	0	142	206	26	49	9	0	84	5	50	8	0	63	147	353
TOTAL	106	152	28	0	286	9	268	253	2	532	818	117	194	55	0	366	32	280	21	0	333	699	1,517

Peak	Peak Hour Factor: 0.943																						
AM Peak 08:15 AM to 09:15 AM	135	167	41	0	343	3	100	86	1	190	533	181	341	104	0	626	18	118	10	0	146	772	1,305
Midday Peak 02:45 PM to 03:45 PM	150	163	28	0	341	14	215	185	1	415	756	158	228	105	0	491	30	213	10	0	253	744	1,500
PM Peak 04:30 PM to 05:30 PM	129	214	29	0	372	10	280	251	3	544	916	164	240	87	1	492	46	281	23	0	350	842	1,758



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 2, 2022 (Wednesday)

CITY: Kissimmee

LATITUDE: 0

LOCATION: Formosa Grdens Bv & Funie Steed Rd

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Formosa Grdens Bv					Formosa Grdens Bv					N/S	Funie Steed Rd					Funie Steed Rd					E/W	GRAND	
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND							
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	TOTAL	
08:00 AM	0	1	0	0	1	0	1	1	0	2	3	0	0	2	0	2	0	0	0	0	0	0	2	5
08:15 AM	0	6	0	0	6	0	1	5	0	6	12	1	0	0	0	1	0	1	0	0	1	2	14	
08:30 AM	3	1	0	0	4	0	1	3	0	4	8	1	0	0	0	1	0	1	0	0	1	2	10	
08:45 AM	0	1	0	0	1	0	1	4	0	5	6	2	0	3	0	5	0	0	0	0	0	5	11	
TOTAL	3	9	0	0	12	0	4	13	0	17	29	4	0	5	0	9	0	2	0	0	2	11	40	
09:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	2	11	0	13	0	0	0	0	0	13	14	
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	
09:30 AM	1	2	0	0	3	0	0	0	0	0	3	0	0	1	0	1	0	0	0	0	0	1	4	
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	2	2	0	0	4	0	0	0	0	0	4	0	2	13	0	15	0	0	0	0	0	15	19	
12:00 PM	1	0	0	0	1	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	
12:15 PM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	1	0	0	0	0	0	1	2	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	
12:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	2	
TOTAL	1	1	0	0	2	0	1	1	0	2	4	1	1	1	0	3	0	0	0	0	0	3	7	
02:00 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	2	0	2	1	0	0	0	1	3	5	
02:15 PM	1	1	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
02:30 PM	1	1	0	0	2	1	0	0	0	1	3	1	0	0	0	1	0	1	0	0	1	2	5	
02:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL	3	4	0	0	7	1	0	0	0	1	8	1	0	2	0	3	1	1	0	0	2	5	13	
03:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0	1	1	2	
03:15 PM	1	3	0	0	4	0	1	1	0	2	6	0	0	0	0	0	0	1	0	0	1	1	7	
03:30 PM	1	1	0	0	2	0	0	0	0	0	2	3	1	2	0	6	0	0	0	0	0	6	8	
03:45 PM	0	0	0	0	0	0	3	0	0	3	3	0	1	2	0	3	0	0	0	0	0	3	6	
TOTAL	2	4	0	0	6	0	5	1	0	6	12	3	2	4	0	9	0	2	0	0	2	11	23	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	
04:15 PM	1	0	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	
04:30 PM	1	2	0	0	3	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	4	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	2	2	0	0	4	0	1	1	0	2	6	0	1	0	0	1	0	0	0	0	0	1	7	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	1	
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	2	
TOTAL	1	0	0	0	1	0	0	0	0	0	1	2	0	0	0	2	0	0	0	0	0	2	3	
AM Peak 08:15 AM to 09:15 AM	4	8	0	0	12	0	3	12	0	15	27	4	2	14	0	20	0	2	0	0	2	22	49	
Midday Peak 02:45 PM to 03:45 PM	3	4	0	0	7	0	2	1	0	3	10	3	1	2	0	6	0	2	0	0	2	8	18	
PM Peak 04:30 PM to 05:30 PM	1	2	0	0	3	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	4	

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0 CITY Kissimmee COUNTY Osceola
 STATE ROUTE INTERSECTING ROUTE Funie Steed Rd & Formosa Gardens Bv
 OBSERVER DATE

REMARKS _____

FORM COMPLETED BY CM

Formosa Gardens Bv

SB ST NAME

	8-9	9-10	12-1	2-3	3-4	4-5	5-6	6-7	Total
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0



Funie Steed Rd
 EB ST NAME

	8-9	9-10	12-1	2-3	3-4	4-5	5-6	6-7	Total
8-9	0	0	0	0	0	0	0	0	0
9-10	0	0	0	0	0	0	0	0	0
12-1	0	0	0	0	0	0	0	0	0
2-3	0	0	0	0	0	0	0	0	0
3-4	0	0	0	0	0	0	0	0	0
4-5	0	0	0	0	0	0	0	0	0
5-6	0	0	0	0	0	0	0	0	0
6-7	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Funie Steed Rd
 WB ST NAME

	8-9	9-10	12-1	2-3	3-4	4-5	5-6	6-7	Total
8-9	1	0	1	0	0	0	0	0	2
9-10	3	2	5	0	1	1	0	0	12
12-1	1	2	3	0	0	0	0	0	6
2-3	0	0	0	0	0	0	0	0	0
3-4	0	1	1	0	0	0	0	0	2
4-5	2	0	2	0	0	0	0	0	4
5-6	1	0	1	0	0	0	0	0	2
6-7	0	0	0	0	0	0	0	0	0
Total	8	5	13	0	1	1	0	0	27

Formosa Gardens Bv

NB ST NAME

	8-9	9-10	12-1	2-3	3-4	4-5	5-6	6-7	Total
	0	1	0	0	0	0	0	0	1
	1	0	0	0	0	0	0	0	1
	1	1	0	0	0	0	0	0	2

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0
STATE ROUTE
OBSERVER

CITY Kissimmee
INTERSECTING ROUTE Funie Steed Rd & Formosa Gardens Bv
DATE

COUNTY Osceola

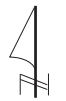
REMARKS _____

FORM COMPLETED BY CM

Formosa Gardens Bv

SB ST NAME

	8-9	9-10	12-1	2-3	3-4	4-5	5-6	6-7	Total
	0	0	0	0	0	2	0	0	2
	0	0	1	0	0	0	0	0	1
	0	0	1	0	0	2	0	0	3



Funie Steed Rd

EB ST NAME

	8-9	9-10	12-1	2-3	3-4	4-5	5-6	6-7	Total
8-9	1	1	0	0	0	0	0	0	2
9-10	0	4	0	0	0	0	0	0	4
12-1	0	0	0	0	0	0	0	0	0
2-3	0	0	0	0	0	0	0	0	0
3-4	0	0	0	0	0	0	0	0	0
4-5	0	0	0	0	0	0	0	0	0
5-6	0	0	0	0	0	0	0	0	0
6-7	0	0	0	0	0	0	0	0	0
Total	1	5	0	0	0	0	0	0	6

Funie Steed Rd

WB ST NAME

	8-9	9-10	12-1	2-3	3-4	4-5	5-6	6-7	Total
8-9	0	0	0	3	0	0	0	0	3
9-10	0	0	0	0	1	0	0	0	1
12-1	0	0	0	0	0	0	0	0	0
2-3	0	0	0	3	0	0	0	0	3
3-4	0	0	0	0	1	0	0	0	1
4-5	0	0	0	0	0	0	0	0	0
5-6	0	0	0	0	0	0	0	0	0
6-7	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	1	0	0	0	4

Formosa Gardens Bv

NB ST NAME

	8-9	9-10	12-1	2-3	3-4	4-5	5-6	6-7	Total
	0	0	1	0	1	0	0	0	2
	0	0	0	0	0	0	0	0	0
	0	0	1	0	1	0	0	0	2

Roadway Count Summary

Start Date 02/01/2022 (Tue)	Start Time 00:00
Stop Date 02/01/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Entry Point Bv: Nof Funie Steed Rd	

1-Feb-22 (Tue)	<u>Northbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	2	2	0	1	3	11	33	43	50	39	29	
30	2	1	2	1	1	9	21	46	46	45	40	33	
45	2	0	0	3	4	3	37	44	69	41	25	34	
00	0	0	1	2	1	16	40	42	53	40	47	33	
Hr Total	14	3	5	6	7	31	109	165	211	176	151	129	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	40	30	40	39	24	39	24	22	10	19	7	3	
30	30	33	36	21	36	38	18	23	18	16	3	5	
45	28	30	30	38	49	37	16	11	13	14	8	3	
00	34	35	33	36	37	34	31	10	17	10	6	5	
Hr Total	132	128	139	134	146	148	89	66	58	59	24	16	
24 Hour Total: 2,146							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 165		PM 4:00-5:00 146					AM Peak Hour:		8:15	218	0.79		
AM 8:00-9:00 211		PM 5:00-6:00 148					PM Peak Hour:		16:30	163	0.83		

1-Feb-22 (Tue)	<u>Southbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	14	0	4	1	0	0	7	17	25	31	25	12	
30	6	7	3	1	0	1	7	20	39	29	22	33	
45	6	3	1	0	3	1	14	28	26	31	21	32	
00	2	3	2	1	1	6	21	36	34	26	24	24	
Hr Total	28	13	10	3	4	8	49	101	124	117	92	101	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	34	39	45	60	55	52	76	44	36	37	30	16	
30	30	21	36	67	69	56	69	53	40	29	26	18	
45	33	37	35	65	72	54	68	49	41	29	24	17	
00	38	39	55	59	73	65	64	45	37	22	24	12	
Hr Total	135	136	171	251	269	227	277	191	154	117	104	63	
24 Hour Total: 2,745							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 101		PM 4:00-5:00 269					AM Peak Hour:		8:15	130	0.83		
AM 8:00-9:00 124		PM 5:00-6:00 227					PM Peak Hour:		17:45	278	0.91		

1-Feb-22 (Tue)	<u>TOTAL TWO WAY (Northbound and Southbound)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	24	2	6	1	1	3	18	50	68	81	64	41	
30	8	8	5	2	1	10	28	66	85	74	62	66	
45	8	3	1	3	7	4	51	72	95	72	46	66	
00	2	3	3	3	2	22	61	78	87	66	71	57	
Hr Total	42	16	15	9	11	39	158	266	335	293	243	230	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	74	69	85	99	79	91	100	66	46	56	37	19	
30	60	54	72	88	105	94	87	76	58	45	29	23	
45	61	67	65	103	121	91	84	60	54	43	32	20	
00	72	74	88	95	110	99	95	55	54	32	30	17	
Hr Total	267	264	310	385	415	375	366	257	212	176	128	79	
24 Hour Total: 4,891							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 266		PM 4:00-5:00 415					AM Peak Hour:		8:15	348	0.92		
AM 8:00-9:00 335		PM 5:00-6:00 375					PM Peak Hour:		16:15	427	0.88		

Roadway Count Summary

Start Date 02/01/2022 (Tue)	Start Time 00:00
Stop Date 02/01/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Entry Point Bv: Sof Funie Steed Rd	

1-Feb-22 (Tue)	<u>Northbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	12	2	0	0	0	1	5	19	27	39	29	24	
30	0	1	1	0	1	4	11	28	33	22	30	23	
45	3	0	0	1	3	2	22	30	40	29	21	26	
00	0	0	0	1	0	7	26	33	45	26	34	25	
Hr Total	15	3	1	2	4	14	64	110	145	116	114	98	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	35	30	32	30	30	37	20	18	11	14	10	6	
30	30	26	36	31	40	35	19	18	19	16	11	6	
45	21	26	29	52	75	33	14	12	12	18	9	3	
00	22	28	25	35	35	31	27	6	13	13	8	2	
Hr Total	108	110	122	148	180	136	80	54	55	61	38	17	
24 Hour Total: 1,795							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 110		PM 4:00-5:00 180					AM Peak Hour:		8:15	157	0.87		
AM 8:00-9:00 145		PM 5:00-6:00 136					PM Peak Hour:		16:15	187	0.62		

1-Feb-22 (Tue)	<u>Southbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	8	0	2	0	0	0	3	24	30	28	20	7	
30	2	2	1	0	0	1	9	40	39	26	13	23	
45	3	2	1	0	1	9	23	29	17	16	21	26	
00	0	2	0	0	1	8	33	43	26	18	16	17	
Hr Total	13	6	4	0	2	18	68	136	112	88	70	73	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	18	25	35	33	32	27	36	22	18	23	17	9	
30	19	14	28	44	41	30	38	24	26	18	11	8	
45	19	26	23	38	50	26	39	32	29	24	12	7	
00	22	30	24	44	39	34	36	22	23	12	11	9	
Hr Total	78	95	110	159	162	117	149	100	96	77	51	33	
24 Hour Total: 1,817							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 136		PM 4:00-5:00 162					AM Peak Hour:		7:15	142	0.83		
AM 8:00-9:00 112		PM 5:00-6:00 117					PM Peak Hour:		15:45	167	0.84		

1-Feb-22 (Tue)	<u>TOTAL TWO WAY (Northbound and Southbound)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	20	2	2	0	0	1	8	43	57	67	49	31	
30	2	3	2	0	1	5	20	68	72	48	43	46	
45	6	2	1	1	4	11	45	59	57	45	42	52	
00	0	2	0	1	1	15	59	76	71	44	50	42	
Hr Total	28	9	5	2	6	32	132	246	257	204	184	171	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	53	55	67	63	62	64	56	40	29	37	27	15	
30	49	40	64	75	81	65	57	42	45	34	22	14	
45	40	52	52	90	125	59	53	44	41	42	21	10	
00	44	58	49	79	74	65	63	28	36	25	19	11	
Hr Total	186	205	232	307	342	253	229	154	151	138	89	50	
24 Hour Total: 3,612							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 246		PM 4:00-5:00 342					AM Peak Hour:		8:15	267	0.93		
AM 8:00-9:00 257		PM 5:00-6:00 253					PM Peak Hour:		15:45	347	0.69		

Roadway Count Summary

Start Date 02/01/2022 (Tue)	Start Time 00:00
Stop Date 02/01/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Funie Steed Rd: Eof Entry Point Bv	

1-Feb-22 (Tue)	<u>Eastbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	14	2	7	2	1	3	13	23	37	39	26	26	
30	6	5	2	5	3	8	9	49	41	44	30	24	
45	7	6	0	3	3	9	31	43	25	34	37	39	
00	8	3	0	3	4	11	39	43	26	34	39	39	
Hr Total	35	16	9	13	11	31	92	158	129	151	132	128	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	32	29	38	47	51	50	55	55	44	40	59	31	
30	34	32	42	57	40	67	57	53	58	50	52	27	
45	33	38	40	53	49	54	43	60	42	52	32	17	
00	37	34	61	67	56	35	41	60	51	65	30	18	
Hr Total	136	133	181	224	196	206	196	228	195	207	173	93	
24 Hour Total: 3,073							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 158		PM 4:00-5:00 196					AM Peak Hour:		7:15	172	0.88		
AM 8:00-9:00 129		PM 5:00-6:00 206					PM Peak Hour:		15:15	228	0.85		

1-Feb-22 (Tue)	<u>Westbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	5	0	2	5	4	7	33	57	81	80	69	60	
30	9	3	2	7	4	20	28	49	87	84	74	86	
45	5	2	3	3	9	15	52	59	89	61	68	46	
00	3	3	0	5	9	24	60	72	65	64	76	72	
Hr Total	22	8	7	20	26	66	173	237	322	289	287	264	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	54	50	58	62	56	54	67	43	24	16	18	14	
30	74	55	55	61	65	71	39	42	24	19	15	9	
45	64	63	65	68	70	47	59	39	31	25	18	9	
00	70	62	57	61	55	53	34	24	24	23	13	9	
Hr Total	262	230	235	252	246	225	199	148	103	83	64	41	
24 Hour Total: 3,809							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 237		PM 4:00-5:00 246					AM Peak Hour:		7:45	329	0.92		
AM 8:00-9:00 322		PM 5:00-6:00 225					PM Peak Hour:		11:45	264	0.89		

1-Feb-22 (Tue)	<u>TOTAL TWO WAY (Eastbound and Westbound)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	19	2	9	7	5	10	46	80	118	119	95	86	
30	15	8	4	12	7	28	37	98	128	128	104	110	
45	12	8	3	6	12	24	83	102	114	95	105	85	
00	11	6	0	8	13	35	99	115	91	98	115	111	
Hr Total	57	24	16	33	37	97	265	395	451	440	419	392	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	86	79	96	109	107	104	122	98	68	56	77	45	
30	108	87	97	118	105	138	96	95	82	69	67	36	
45	97	101	105	121	119	101	102	99	73	77	50	26	
00	107	96	118	128	111	88	75	84	75	88	43	27	
Hr Total	398	363	416	476	442	431	395	376	298	290	237	134	
24 Hour Total: 6,882							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 395		PM 4:00-5:00 442					AM Peak Hour:		7:45	475	0.93		
AM 8:00-9:00 451		PM 5:00-6:00 431					PM Peak Hour:		15:00	476	0.93		

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 2, 2022 (Wednesday)

CITY: Kissimmee

LATITUDE: 0

LOCATION: Entry Point Bv & Funie Steed Rd

COUNTY: Osceola County

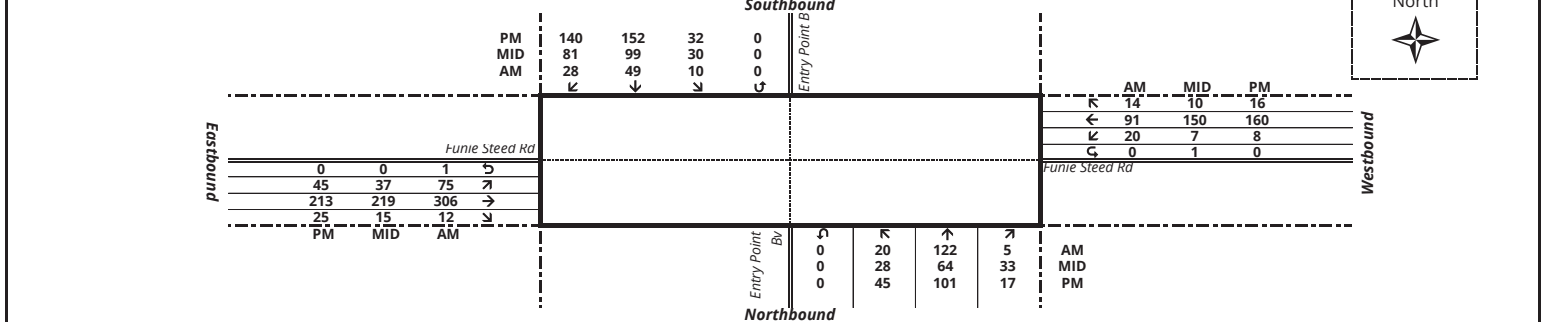
LONGITUDE: 0

TIME BEGIN	Entry Point Bv NORTHBOUND					Entry Point Bv SOUTHBOUND					N/S TOTAL	Funie Steed Rd EASTBOUND					Funie Steed Rd WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	1	16	1	0	18	3	4	6	0	13	31	19	63	4	0	86	5	14	0	0	19	105	136
07:15 AM	2	15	1	0	18	0	10	11	0	21	39	14	65	4	0	83	5	19	1	0	25	108	147
07:30 AM	1	25	1	0	27	0	17	6	0	23	50	19	63	8	0	90	8	27	0	0	35	125	175
07:45 AM	3	20	2	0	25	4	22	7	1	34	59	29	56	8	0	93	11	21	2	0	34	127	186
TOTAL	7	76	5	0	88	7	53	30	1	91	179	81	247	24	0	352	29	81	3	0	113	465	644
08:00 AM	3	31	2	0	36	0	10	5	0	15	51	17	65	1	0	83	7	23	7	0	37	120	171
08:15 AM	4	24	1	0	29	2	16	4	0	22	51	17	73	4	0	94	9	20	1	0	30	124	175
08:30 AM	3	32	1	0	36	4	9	9	0	22	58	25	81	5	0	111	1	21	4	0	26	137	195
08:45 AM	10	35	1	0	46	4	14	10	0	28	74	16	87	2	1	106	3	27	2	0	32	138	212
TOTAL	20	122	5	0	147	10	49	28	0	87	234	75	306	12	1	394	20	91	14	0	125	519	753
09:00 AM	4	14	6	0	24	5	12	12	0	29	53	10	67	2	0	79	4	29	3	0	36	115	168
09:15 AM	4	26	1	0	31	4	10	9	0	23	54	19	65	7	0	91	5	20	4	0	29	120	174
09:30 AM	4	20	4	0	28	6	6	7	0	19	47	22	53	4	0	79	2	31	7	0	40	119	166
09:45 AM	8	27	3	0	38	4	9	10	0	23	61	22	59	1	0	82	1	24	0	0	25	107	168
TOTAL	20	87	14	0	121	19	37	38	0	94	215	73	244	14	0	331	12	104	14	0	130	461	676
02:00 PM	10	7	1	0	18	6	17	23	0	46	64	10	49	1	0	60	4	29	2	0	35	95	159
02:15 PM	8	18	6	0	32	3	18	18	0	39	71	21	47	1	0	69	1	32	0	0	33	102	173
02:30 PM	12	7	3	0	22	5	27	14	0	46	68	8	37	2	0	47	3	41	1	0	45	92	160
02:45 PM	5	11	3	0	19	5	28	20	0	53	72	12	53	4	0	69	3	48	5	0	56	125	197
TOTAL	35	43	13	0	91	19	90	75	0	184	275	51	186	8	0	245	11	150	8	0	169	414	689
03:00 PM	6	21	7	0	34	7	23	15	0	45	79	3	60	3	0	66	0	35	3	1	39	105	184
03:15 PM	9	13	10	0	32	7	25	23	0	55	87	13	60	5	0	78	0	32	1	0	33	111	198
03:30 PM	8	19	13	0	40	11	23	23	0	57	97	9	46	3	0	58	4	35	1	0	40	98	195
03:45 PM	10	26	4	0	40	9	40	29	0	78	118	11	51	5	0	67	3	32	3	0	38	105	223
TOTAL	33	79	34	0	146	34	111	90	0	235	381	36	217	16	0	269	7	134	8	1	150	419	800
04:00 PM	9	16	2	0	27	7	23	23	0	53	80	10	46	4	0	60	1	48	1	0	50	110	190
04:15 PM	9	19	7	0	35	5	32	24	0	61	96	11	46	4	0	61	2	35	1	0	38	99	195
04:30 PM	18	34	8	0	60	9	45	43	0	97	157	18	51	5	0	74	4	45	3	0	52	126	283
04:45 PM	7	25	5	0	37	10	36	35	0	81	118	4	60	7	0	71	2	59	1	0	62	133	251
TOTAL	43	94	22	0	159	31	136	125	0	292	451	43	203	20	0	266	9	187	6	0	202	468	919
05:00 PM	7	27	2	0	36	4	34	30	0	68	104	9	50	7	0	66	1	33	3	0	37	103	207
05:15 PM	13	15	2	0	30	9	37	32	0	78	108	14	52	6	0	72	1	23	9	0	33	105	213
05:30 PM	13	20	4	0	37	13	24	31	0	68	105	8	42	4	0	54	4	34	0	0	38	92	197
05:45 PM	9	15	1	0	25	12	24	36	0	72	97	5	37	3	0	45	3	41	2	0	46	91	188
TOTAL	42	77	9	0	128	38	119	129	0	286	414	36	181	20	0	237	9	131	14	0	154	391	805
06:00 PM	8	15	3	0	26	4	28	36	0	68	94	9	50	7	0	66	1	42	5	0	48	114	208
06:15 PM	5	7	1	0	13	8	23	32	0	63	76	4	47	1	0	52	2	61	3	0	66	118	194
06:30 PM	6	19	3	0	28	4	27	31	0	62	90	10	58	3	0	71	1	54	2	0	57	128	218
06:45 PM	7	9	0	0	16	6	24	25	0	55	71	5	49	2	0	56	2	28	2	0	32	88	159
TOTAL	26	50	7	0	83	22	102	124	0	248	331	28	204	13	0	245	6	185	12	0	203	448	779

AM Peak 08:00 AM to 09:00 AM	20	122	5	0	147	10	49	28	0	87	234	75	306	12	1	394	20	91	14	0	125	519	753	Peak Hour Factor: 0.888
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Midday Peak 02:45 PM to 03:45 PM	28	64	33	0	125	30	99	81	0	210	335	37	219	15	0	271	7	150	10	1	168	439	774	Peak Hour Factor: 0.977
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PM Peak 04:30 PM to 05:30 PM	45	101	17	0	163	32	152	140	0	324	487	45	213	25	0	283	8	160	16	0	184	467	954	Peak Hour Factor: 0.843
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FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0 CITY Kissimmee COUNTY Osceola
 STATE ROUTE INTERSECTING ROUTE Funie Steed Rd & Entry Point Bv
 OBSERVER DATE
 REMARKS
 FORM COMPLETED BY CM

Entry Point Bv
 SB ST NAME

	7-8	8-9	9-10			2-3	3-4	4-5	5-6	6-7			Total
	0	0	0			0	0	0	0	0			0
	0	0	0			0	0	0	0	0			0
	0	0	0			0	0	0	0	0			0



Funie Steed Rd
 EB ST NAME

	7-8	8-9	9-10
7-8	0	0	0
8-9	0	0	0
9-10	2	3	5
2-3	0	0	0
3-4	0	0	0
4-5	0	4	4
5-6	0	0	0
6-7	0	0	0
Total	2	7	9

Funie Steed Rd
 WB ST NAME

	7-8	8-9	9-10
7-8	0	0	0
8-9	1	0	1
9-10	2	0	2
2-3	0	0	0
3-4	0	0	0
4-5	2	1	3
5-6	0	0	0
6-7	0	0	0
Total	5	1	6

Entry Point Bv
 NB ST NAME

	7-8	8-9	9-10			2-3	3-4	4-5	5-6	6-7			Total
	0	0	0			1	1	0	0	0			2
	0	0	0			0	0	1	0	0			1
	0	0	0			1	1	1	0	0			3

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0
STATE ROUTE
OBSERVER

CITY Kissimmee
INTERSECTING ROUTE Funie Steed Rd & Entry Point Bv
DATE

COUNTY Osceola

REMARKS _____

FORM COMPLETED BY CM

Entry Point Bv
SB ST NAME

7-8	8-9	9-10	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0



Funie Steed Rd
EB ST NAME

7-8	0	0	0
8-9	0	0	0
9-10	2	0	2
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	2	0	2

7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
2-3	1	1	2
3-4	0	0	0
4-5	0	1	1
5-6	0	0	0
6-7	0	0	0
Total	1	2	3

Funie Steed Rd
WB ST NAME

7-8	8-9	9-10	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

Entry Point Bv
NB ST NAME

Roadway Count Summary

Start Date 02/01/2022 (Tue)	Start Time 00:00
Stop Date 02/01/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Morgan Williams Rd: Nof Funie Steed Rd	

1-Feb-22 (Tue)	<u>Northbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	2	5	2	1	5	7	25	52	56	65	69	39	
30	4	2	2	5	4	13	32	65	65	50	55	55	
45	3	3	1	5	6	17	44	56	61	55	59	43	
00	1	2	4	1	6	17	50	41	79	49	59	47	
Hr Total	10	12	9	12	21	54	151	214	261	219	242	184	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	47	48	42	41	32	39	40	23	13	10	11	9	
30	50	44	38	49	41	46	32	24	13	16	8	7	
45	46	30	33	46	38	31	31	17	17	16	9	4	
00	34	48	39	38	44	38	27	16	12	17	13	7	
Hr Total	177	170	152	174	155	154	130	80	55	59	41	27	
24 Hour Total: 2,763							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 214		PM 4:00-5:00 155					AM Peak Hour:		8:15	270	0.85		
AM 8:00-9:00 261		PM 5:00-6:00 154					PM Peak Hour:		11:45	190	0.95		

1-Feb-22 (Tue)	<u>Southbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	1	1	0	0	0	0	5	11	11	10	8	4	
30	1	2	0	0	0	1	2	8	12	5	8	9	
45	0	1	0	0	1	0	5	9	10	6	10	4	
00	0	1	0	0	0	2	11	7	8	2	8	7	
Hr Total	2	5	0	0	1	3	23	35	41	23	34	24	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	8	4	5	3	4	11	2	2	9	5	2	3	
30	7	6	3	5	8	8	5	5	2	0	5	0	
45	7	1	7	6	7	5	7	2	3	3	2	3	
00	1	3	2	7	9	6	5	2	3	4	2	3	
Hr Total	23	14	17	21	28	30	19	11	17	12	11	9	
24 Hour Total: 403							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 35		PM 4:00-5:00 28					AM Peak Hour:		8:00	41	0.85		
AM 8:00-9:00 41		PM 5:00-6:00 30					PM Peak Hour:		16:15	35	0.80		

1-Feb-22 (Tue)	<u>TOTAL TWO WAY (Northbound and Southbound)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	3	6	2	1	5	7	30	63	67	75	77	43	
30	5	4	2	5	4	14	34	73	77	55	63	64	
45	3	4	1	5	7	17	49	65	71	61	69	47	
00	1	3	4	1	6	19	61	48	87	51	67	54	
Hr Total	12	17	9	12	22	57	174	249	302	242	276	208	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	55	52	47	44	36	50	42	25	22	15	13	12	
30	57	50	41	54	49	54	37	29	15	16	13	7	
45	53	31	40	52	45	36	38	19	20	19	11	7	
00	35	51	41	45	53	44	32	18	15	21	15	10	
Hr Total	200	184	169	195	183	184	149	91	72	71	52	36	
24 Hour Total: 3,166							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 249		PM 4:00-5:00 183					AM Peak Hour:		8:15	310	0.89		
AM 8:00-9:00 302		PM 5:00-6:00 184					PM Peak Hour:		11:45	219	0.96		

Roadway Count Summary

Start Date 02/01/2022 (Tue)	Start Time 00:00
Stop Date 02/01/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Funie Steed Rd: Eof Morgan Williams Rd	

1-Feb-22 (Tue)	<u>Eastbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	0	0	0	0	0	
30	0	0	0	0	0	0	0	0	0	0	0	0	
45	0	0	0	0	0	0	0	0	0	0	0	0	
00	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	0	0	0	0	1	5	12	7	5	3	1	1	
30	0	0	0	0	10	9	6	10	6	1	1	0	
45	0	0	0	0	4	8	12	12	4	7	5	1	
00	0	0	0	0	9	2	5	4	4	5	3	0	
Hr Total	0	0	0	0	24	24	35	33	19	16	10	2	
24 Hour Total:		163				<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac			
AM 7:00-8:00		0				PM 4:00-5:00		24	AM Peak Hour:	0:00	#N/A	#N/A	
AM 8:00-9:00		0				PM 5:00-6:00		24	PM Peak Hour:	18:00	35	0.73	

1-Feb-22 (Tue)	<u>Westbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	0	0	0	0	0	
30	0	0	0	0	0	0	0	0	0	0	0	0	
45	0	0	0	0	0	0	0	0	0	0	0	0	
00	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	0	0	0	0	0	6	10	11	2	6	6	3	
30	0	0	0	0	6	11	8	2	4	7	9	3	
45	0	0	0	0	8	9	4	8	2	1	3	2	
00	0	0	0	0	6	8	10	8	5	3	2	1	
Hr Total	0	0	0	0	20	34	32	29	13	17	20	9	
24 Hour Total:		174				<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac			
AM 7:00-8:00		0				PM 4:00-5:00		20	AM Peak Hour:	0:00	#N/A	#N/A	
AM 8:00-9:00		0				PM 5:00-6:00		34	PM Peak Hour:	17:15	38	0.86	

1-Feb-22 (Tue)	<u>TOTAL TWO WAY (Eastbound and Westbound)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	0	0	0	0	0	
30	0	0	0	0	0	0	0	0	0	0	0	0	
45	0	0	0	0	0	0	0	0	0	0	0	0	
00	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	0	0	0	0	1	11	22	18	7	9	7	4	
30	0	0	0	0	16	20	14	12	10	8	10	3	
45	0	0	0	0	12	17	16	20	6	8	8	3	
00	0	0	0	0	15	10	15	12	9	8	5	1	
Hr Total	0	0	0	0	44	58	67	62	32	33	30	11	
24 Hour Total:		337				<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac			
AM 7:00-8:00		0				PM 4:00-5:00		44	AM Peak Hour:	0:00	#N/A	#N/A	
AM 8:00-9:00		0				PM 5:00-6:00		58	PM Peak Hour:	17:15	69	0.78	

Roadway Count Summary

Start Date 02/01/2022 (Tue)	Start Time 00:00
Stop Date 02/01/2022 (Tue)	Stop Time 24:00
County Osceola	
Location Funie Steed Rd: Wof Lake Dr	

1-Feb-22 (Tue)	<u>Eastbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	2	0	3	4	6	10	39	73	103	95	79	65	
30	10	2	4	8	4	26	36	76	95	104	83	94	
45	4	2	2	5	11	17	71	77	123	64	81	56	
00	2	4	2	5	9	31	88	90	88	77	76	84	
Hr Total	18	8	11	22	30	84	234	316	409	340	319	299	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	61	55	72	70	53	68	71	52	30	20	14	9	
30	72	63	59	55	62	74	38	56	30	19	13	8	
45	77	69	73	61	55	59	59	38	30	29	17	4	
00	78	71	64	69	58	56	46	23	27	21	21	10	
Hr Total	288	258	268	255	228	257	214	169	117	89	65	31	
24 Hour Total: 4,329							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 316		PM 4:00-5:00 228					AM Peak Hour:		7:45	411	0.84		
AM 8:00-9:00 409		PM 5:00-6:00 257					PM Peak Hour:		11:45	294	0.88		

1-Feb-22 (Tue)	<u>Westbound</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	19	2	8	3	0	1	9	21	32	46	37	27	
30	9	7	5	4	3	2	4	31	39	39	32	34	
45	8	8	0	2	3	3	14	41	36	44	36	45	
00	11	5	2	3	6	2	25	40	39	37	40	43	
Hr Total	47	22	15	12	12	8	52	133	146	166	145	149	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	43	47	47	72	85	83	87	83	64	57	72	40	
30	45	38	53	75	68	99	90	88	78	57	67	34	
45	40	44	57	82	85	91	71	81	56	61	52	23	
00	54	45	87	85	82	66	70	76	56	74	49	17	
Hr Total	182	174	244	314	320	339	318	328	254	249	240	114	
24 Hour Total: 3,983							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 133		PM 4:00-5:00 320					AM Peak Hour:		11:30	176	0.98		
AM 8:00-9:00 146		PM 5:00-6:00 339					PM Peak Hour:		16:45	355	0.90		

1-Feb-22 (Tue)	<u>TOTAL TWO WAY (Eastbound and Westbound)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	21	2	11	7	6	11	48	94	135	141	116	92	
30	19	9	9	12	7	28	40	107	134	143	115	128	
45	12	10	2	7	14	20	85	118	159	108	117	101	
00	13	9	4	8	15	33	113	130	127	114	116	127	
Hr Total	65	30	26	34	42	92	286	449	555	506	464	448	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	104	102	119	142	138	151	158	135	94	77	86	49	
30	117	101	112	130	130	173	128	144	108	76	80	42	
45	117	113	130	143	140	150	130	119	86	90	69	27	
00	132	116	151	154	140	122	116	99	83	95	70	27	
Hr Total	470	432	512	569	548	596	532	497	371	338	305	145	
24 Hour Total: 8,312							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 449		PM 4:00-5:00 548					AM Peak Hour:		8:30	570	0.90		
AM 8:00-9:00 555		PM 5:00-6:00 596					PM Peak Hour:		16:45	614	0.89		

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 2, 2022 (Wednesday)

CITY: Kissimmee

LATITUDE: 0

LOCATION: Morgan Williams Rd & Funie Steed Rd

COUNTY: Osceola County

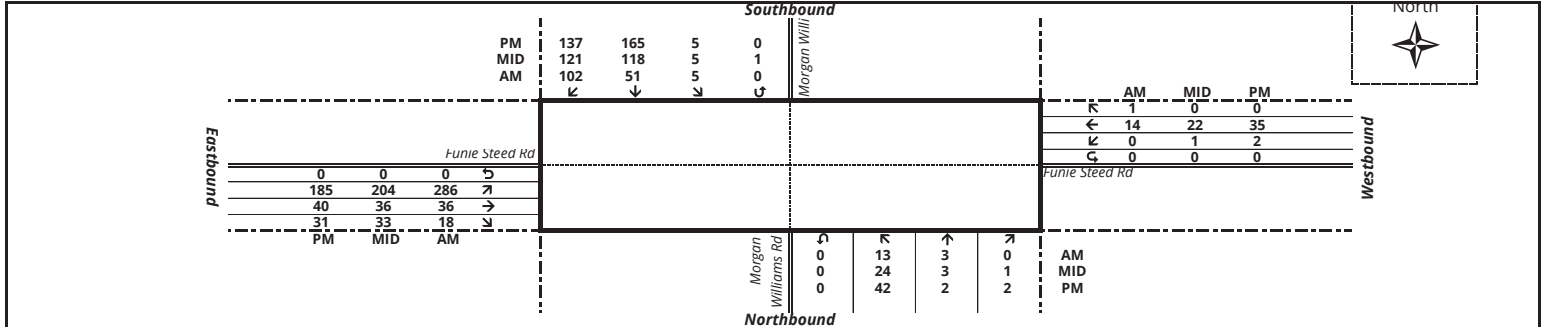
LONGITUDE: 0

TIME BEGIN	Morgan Williams Rd					Morgan Williams Rd					N/S	Funie Steed Rd					Funie Steed Rd					E/W	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	TOTAL
08:00 AM	2	1	0	0	3	1	11	30	0	42	45	65	7	0	0	72	0	1	1	0	2	74	119
08:15 AM	1	0	0	0	1	0	11	29	0	40	41	66	8	1	0	75	0	3	0	0	3	78	119
08:30 AM	5	1	0	0	6	3	15	21	0	39	45	70	9	5	0	84	0	2	1	0	3	87	132
08:45 AM	5	1	0	0	6	0	18	24	0	42	48	83	9	4	0	96	0	4	0	0	4	100	148
TOTAL	13	3	0	0	16	4	55	104	0	163	179	284	33	10	0	327	0	10	2	0	12	339	518
09:00 AM	2	1	0	0	3	2	7	28	0	37	40	67	10	8	0	85	0	5	0	0	5	90	130
09:15 AM	8	1	0	0	9	0	7	25	0	32	41	59	4	6	0	69	0	0	0	0	0	69	110
09:30 AM	3	0	0	0	3	0	13	23	0	36	39	52	5	5	0	62	0	1	1	0	2	64	103
09:45 AM	4	1	0	0	5	0	7	19	0	26	31	55	7	4	0	66	0	2	0	0	2	68	99
TOTAL	17	3	0	0	20	2	34	95	0	131	151	233	26	23	0	282	0	8	1	0	9	291	442
10:00 AM	7	1	0	0	8	0	19	21	0	40	48	73	5	2	0	80	1	0	0	0	1	81	129
10:15 AM	2	0	0	0	2	0	5	19	0	24	26	53	5	6	0	64	0	1	2	0	3	67	93
10:30 AM	0	0	0	0	0	4	19	16	0	39	39	71	5	5	0	81	0	5	0	0	5	86	125
10:45 AM	4	0	1	0	5	0	20	20	0	40	45	63	8	9	0	80	0	2	1	0	3	83	128
TOTAL	13	1	1	0	15	4	63	76	0	143	158	260	23	22	0	305	1	8	3	0	12	317	475
02:00 PM	4	1	0	0	5	2	23	17	0	42	47	43	1	7	0	51	0	9	1	0	10	61	108
02:15 PM	1	2	0	0	3	0	26	32	0	58	61	46	6	6	0	58	0	6	1	0	7	65	126
02:30 PM	3	1	0	0	4	2	30	30	0	62	66	33	3	9	0	45	0	2	1	0	3	48	114
02:45 PM	10	1	0	0	11	1	25	41	0	67	78	42	9	7	0	58	0	2	0	0	2	60	138
TOTAL	18	5	0	0	23	5	104	120	0	229	252	164	19	29	0	212	0	19	3	0	22	234	486
03:00 PM	5	2	0	0	7	2	21	26	1	50	57	50	16	6	0	72	1	6	0	0	7	79	136
03:15 PM	3	0	0	0	3	2	35	26	0	63	66	67	1	7	0	75	0	6	0	0	6	81	147
03:30 PM	6	0	1	0	7	0	37	28	0	65	72	45	10	13	0	68	0	8	0	0	8	76	148
03:45 PM	9	1	0	0	10	2	33	20	0	55	65	40	10	13	0	63	0	5	0	0	5	68	133
TOTAL	23	3	1	0	27	6	126	100	1	233	260	202	37	39	0	278	1	25	0	0	26	304	564
04:00 PM	12	1	0	0	13	1	40	36	0	77	90	39	7	7	0	53	0	4	0	0	4	57	147
04:15 PM	9	0	1	0	10	1	56	20	0	77	87	43	11	4	0	58	0	11	0	0	11	69	156
04:30 PM	12	0	1	0	13	0	31	33	0	64	77	51	12	9	0	72	2	12	0	0	14	86	163
04:45 PM	9	1	0	0	10	3	38	48	0	89	99	52	10	11	0	73	0	8	0	0	8	81	180
TOTAL	42	2	2	0	46	5	165	137	0	307	353	185	40	31	0	256	2	35	0	0	37	293	646
05:00 PM	3	0	1	0	4	2	30	22	0	54	58	47	7	3	0	57	1	9	0	0	10	67	125
05:15 PM	7	0	0	0	7	2	34	24	0	60	67	49	4	11	0	64	0	3	1	0	4	68	135
05:30 PM	6	1	0	0	7	0	28	32	0	60	67	37	9	14	0	60	0	5	0	0	5	65	132
05:45 PM	9	0	0	0	9	1	40	34	0	75	84	30	8	12	0	50	0	6	0	0	6	56	140
TOTAL	25	1	1	0	27	5	132	112	0	249	276	163	28	40	0	231	1	23	1	0	25	256	532
06:00 PM	4	2	0	0	6	0	30	31	0	61	67	43	7	7	0	57	0	8	0	0	8	65	132
06:15 PM	10	0	0	0	10	0	38	55	0	93	103	30	13	10	0	53	0	4	1	0	5	58	161
06:30 PM	6	1	1	0	8	1	26	35	0	62	70	50	12	4	0	66	0	11	0	0	11	77	147
06:45 PM	5	1	0	0	6	2	41	28	0	71	77	42	8	6	0	56	0	3	1	0	4	60	137
TOTAL	25	4	1	0	30	3	135	149	0	287	317	165	40	27	0	232	0	26	2	0	28	260	577

AM Peak 08:15 AM to 09:15 AM	13	3	0	0	16	5	51	102	0	158	174	286	36	18	0	340	0	14	1	0	15	355	529	Peak Hour Factor: 0.894
--	----	---	---	---	----	---	----	-----	---	-----	-----	-----	----	----	---	-----	---	----	---	---	----	-----	-----	-------------------------

Midday Peak 02:45 PM to 03:45 PM	24	3	1	0	28	5	118	121	1	245	273	204	36	33	0	273	1	22	0	0	23	296	569	Peak Hour Factor: 0.961
--	----	---	---	---	----	---	-----	-----	---	-----	-----	-----	----	----	---	-----	---	----	---	---	----	-----	-----	-------------------------

PM Peak 04:00 PM to 05:00 PM	42	2	2	0	46	5	165	137	0	307	353	185	40	31	0	256	2	35	0	0	37	293	646	Peak Hour Factor: 0.897
--	----	---	---	---	----	---	-----	-----	---	-----	-----	-----	----	----	---	-----	---	----	---	---	----	-----	-----	-------------------------



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 2, 2022 (Wednesday)

CITY: Kissimmee

LATITUDE: 0

LOCATION: Morgan Williams Rd & Funie Steed Rd

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Morgan Williams Rd					Morgan Williams Rd					N/S	Funie Steed Rd					Funie Steed Rd					E/W	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	TOTAL
08:00 AM	1	0	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	1	0	2	2	0	0	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	1	0	0	0	1	0	2	2	0	4	5	0	0	1	0	1	0	0	0	0	0	0	6
09:00 AM	0	0	0	0	0	0	0	1	0	1	1	3	0	1	0	4	0	0	0	0	0	0	5
09:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	1	2	0	3	3	3	0	1	0	4	0	0	0	0	0	0	7
10:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	2	0	0	2	2	1	0	0	0	1	0	0	0	0	0	0	3
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	1	0	0	1	1	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak 08:15 AM to 09:15 AM	0	0	0	0	0	0	1	3	0	4	4	3	0	2	0	5	0	0	0	0	0	5	9
Midday Peak 02:45 PM to 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
PM Peak 04:00 PM to 05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	1	

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0 CITY Kissimmee COUNTY Osceola
 STATE ROUTE INTERSECTING ROUTE Funie Steed Rd & Morgan Williams Rd
 OBSERVER DATE

REMARKS _____

FORM COMPLETED BY CM

Morgan Williams Rd

SB ST NAME

	8-9	9-10	10-11				2-3	3-4	4-5	5-6	6-7			Total
	2	0	0				0	0	0	0	0			2
	2	0	0				0	0	0	6	0			8
	4	0	0				0	0	0	6	0			10



Funie Steed Rd

EB ST NAME

	8-9	9-10	10-11
	1	1	2
	0	0	0
	0	4	4
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	1	0	1
Total	2	5	7

Funie Steed Rd

WB ST NAME

	8-9	9-10	10-11
	0	0	0
	2	0	2
	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	1	0	1
5-6	0	0	0
6-7	2	0	2
Total	5	0	5

Morgan Williams Rd

NB ST NAME

	8-9	9-10	10-11				2-3	3-4	4-5	5-6	6-7			Total
	0	0	0				0	0	0	0	0			0
	1	0	0				0	0	1	0	0			2
	1	0	0				0	0	1	0	0			2

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0
STATE ROUTE
OBSERVER

CITY Kissimmee
INTERSECTING ROUTE Funie Steed Rd & Morgan Williams Rd
DATE

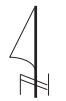
COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Morgan Williams Rd
SB ST NAME

	8-9	9-10				1-2	2-3	3-4	4-5	5-6	6-7				Total
	0	0				0	0	0	0	0	0				0
	0	0				0	1	0	0	0	0				1
	0	0				0	1	0	0	0	0				1



Funie Steed Rd
EB ST NAME

	8-9	9-10	10-11	
8-9	0	0	0	0
9-10	2	0	2	
10-11	0	1	1	
1-2	0	0	0	0
2-3	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
6-7	0	0	0	0
Total	2	1	3	

Funie Steed Rd
WB ST NAME

	8-9	9-10	10-11	
8-9	0	0	0	0
9-10	0	0	0	0
10-11	0	0	0	0
1-2	0	0	0	0
2-3	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
6-7	0	0	0	0
Total	0	0	0	0

Morgan Williams Rd
NB ST NAME

	8-9	9-10				1-2	2-3	3-4	4-5	5-6	6-7				Total
	0	0				0	0	0	0	0	0				0
	0	0				0	0	0	0	0	0				0
	0	0				0	0	0	0	0	0				0

APPENDIX D

SPOT SPEED DATA

(provided by Osceola County)

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lindfields Bv

Direction: Eastbound

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
00:15	0	0	0	0	0	1	0	0	2	3	1	1	0	0	0	8
00:30	0	0	0	0	1	1	0	0	4	7	3	0	0	0	0	16
00:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00	0	0	0	0	0	2	0	0	2	0	0	1	0	0	0	5
Hourly Total	0	0	0	0	1	4	0	0	8	10	5	2	0	0	0	30
01:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	5
01:45	0	0	0	0	1	2	0	0	2	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	5
Hourly Total	0	0	0	0	2	2	0	2	6	0	1	3	0	0	0	16
02:15	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3
02:30	0	0	1	0	1	0	1	0	2	1	0	0	0	0	0	6
02:45	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3
03:00	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3
Hourly Total	0	0	1	0	2	0	3	0	3	2	2	1	1	0	0	15
03:15	0	0	0	0	2	0	1	2	2	2	0	1	0	0	0	10
03:30	0	0	0	0	1	1	0	1	3	1	4	1	0	0	0	12
03:45	0	0	0	0	0	0	1	2	1	0	2	2	0	0	0	8
04:00	0	0	0	0	0	1	0	0	2	2	2	1	0	0	0	8
Hourly Total	0	0	0	0	3	2	2	5	8	5	8	5	0	0	0	38
04:15	0	0	0	0	1	0	0	0	4	4	2	0	0	0	0	11
04:30	0	0	0	0	0	1	0	2	1	0	2	0	0	0	0	6
04:45	0	0	0	0	0	0	0	2	2	4	1	2	1	0	0	12
05:00	0	0	0	0	0	0	0	2	2	1	3	2	0	0	0	10
Hourly Total	0	0	0	0	1	1	0	6	9	9	8	4	1	0	0	39
05:15	0	0	0	0	0	1	1	4	9	4	4	4	0	0	0	27
05:30	0	0	0	0	0	3	1	4	6	4	3	1	0	1	0	23
05:45	0	0	0	1	1	1	2	3	15	11	2	0	0	0	0	36
06:00	0	0	0	0	1	1	0	4	14	11	6	4	0	0	0	41
Hourly Total	0	0	0	1	2	6	4	15	44	30	15	9	0	1	0	127
06:15	0	0	0	0	1	2	0	9	16	14	3	2	0	0	0	47
06:30	0	0	0	0	0	0	2	13	22	23	4	1	0	0	0	65
06:45	0	0	0	0	0	2	3	18	33	21	7	3	0	0	0	87
07:00	0	0	0	1	0	0	4	12	38	28	14	0	0	0	0	97
Hourly Total	0	0	0	1	1	4	9	52	109	86	28	6	0	0	0	296
07:15	0	0	0	1	0	1	0	10	40	27	7	2	0	0	0	88
07:30	0	0	1	1	4	1	3	17	30	34	11	2	0	0	0	104
07:45	0	0	0	0	2	0	6	27	50	35	10	2	0	0	0	132
08:00	0	0	0	0	2	6	7	26	60	23	15	0	0	0	0	139
Hourly Total	0	0	1	2	8	8	16	80	180	119	43	6	0	0	0	463
08:15	0	0	0	2	2	2	2	21	51	25	16	1	1	0	0	123
08:30	0	0	0	0	1	3	4	19	55	47	13	2	0	0	0	144
08:45	0	0	0	1	2	1	8	33	54	31	5	0	0	0	0	135
09:00	0	0	1	0	2	4	8	27	42	15	2	1	0	0	0	102
Hourly Total	0	0	1	3	7	10	22	100	202	118	36	4	1	0	0	504
09:15	0	0	0	4	4	6	11	42	47	24	2	1	0	0	0	141
09:30	0	0	0	3	5	6	5	35	53	22	7	0	0	0	0	136
09:45	0	1	0	0	7	3	12	33	30	19	3	0	0	0	0	108
10:00	0	0	0	2	1	4	4	18	42	28	5	1	0	0	0	105
Hourly Total	0	1	0	9	17	19	32	128	172	93	17	2	0	0	0	490

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lindfields Bv

Direction: Eastbound

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
10:15	0	0	1	1	1	2	4	14	45	29	5	1	1	0	0	104
10:30	0	0	0	2	4	3	2	21	40	27	3	1	0	0	0	103
10:45	0	0	1	4	4	3	4	16	32	26	4	1	0	0	0	95
11:00	0	0	1	4	4	4	8	19	34	12	5	1	0	0	0	92
Hourly Total	0	0	3	11	13	12	18	70	151	94	17	4	1	0	0	394
11:15	0	0	3	2	8	3	10	26	35	20	3	0	0	0	0	110
11:30	0	1	0	3	4	9	12	17	26	13	3	0	0	0	0	88
11:45	0	0	2	2	1	5	9	18	37	16	5	1	0	0	0	96
12:00	0	0	0	1	5	8	11	37	37	11	3	3	0	0	0	116
Hourly Total	0	1	5	8	18	25	42	98	135	60	14	4	0	0	0	410
12:15	0	0	0	0	3	4	1	14	41	20	4	0	0	0	0	87
12:30	0	0	0	0	2	3	5	29	49	18	4	0	1	0	0	111
12:45	0	0	0	1	2	2	1	28	34	19	8	1	0	0	0	96
13:00	0	0	0	0	3	2	2	16	40	25	9	1	0	0	0	98
Hourly Total	0	0	0	1	10	11	9	87	164	82	25	2	1	0	0	392
13:15	0	0	0	1	4	4	4	30	35	21	1	1	0	0	0	101
13:30	0	0	0	0	2	6	3	20	27	25	3	2	0	0	0	88
13:45	0	0	0	0	3	4	10	14	39	20	3	1	0	0	0	94
14:00	0	0	0	3	5	4	8	26	18	22	3	0	0	0	0	89
Hourly Total	0	0	0	4	14	18	25	90	119	88	10	4	0	0	0	372
14:15	0	0	0	1	1	6	6	19	24	17	5	0	0	0	0	79
14:30	0	0	0	0	2	3	3	17	49	22	3	1	0	0	0	100
14:45	0	0	0	0	2	3	4	21	42	17	14	1	0	0	0	104
15:00	0	0	0	3	6	8	6	17	32	14	3	0	0	0	0	89
Hourly Total	0	0	0	4	11	20	19	74	147	70	25	2	0	0	0	372
15:15	0	0	0	1	5	6	6	17	31	27	10	3	0	0	0	106
15:30	0	0	1	1	5	7	8	9	39	15	2	0	1	0	0	88
15:45	0	0	0	0	0	9	14	30	33	10	3	0	0	0	0	99
16:00	0	0	0	2	2	9	10	34	35	8	2	0	2	0	0	104
Hourly Total	0	0	1	4	12	31	38	90	138	60	17	3	3	0	0	397
16:15	0	1	0	2	8	3	13	21	33	17	0	1	0	0	0	99
16:30	0	0	2	3	2	10	10	26	34	18	4	1	0	0	0	110
16:45	0	0	0	5	6	11	17	31	38	12	3	0	0	0	0	123
17:00	0	0	2	3	12	8	3	15	45	22	3	1	0	0	0	114
Hourly Total	0	1	4	13	28	32	43	93	150	69	10	3	0	0	0	446
17:15	0	0	0	3	5	11	4	30	37	18	8	0	0	0	0	116
17:30	0	0	0	1	4	3	3	19	29	18	11	2	0	0	0	90
17:45	0	0	0	2	11	5	5	17	25	25	8	2	2	0	0	102
18:00	0	0	0	0	6	5	14	18	25	19	3	0	1	0	0	91
Hourly Total	0	0	0	6	26	24	26	84	116	80	30	4	3	0	0	399
18:15	0	0	0	3	7	10	7	20	16	19	5	1	0	0	0	88
18:30	0	0	0	3	3	2	6	11	30	15	2	0	0	0	0	72
18:45	0	0	0	4	6	6	2	17	21	6	4	2	0	0	0	68
19:00	0	0	0	2	4	2	10	23	21	13	2	1	0	0	0	78
Hourly Total	0	0	0	12	20	20	25	71	88	53	13	4	0	0	0	306
19:15	0	0	1	2	5	6	6	15	19	8	0	0	0	0	0	62
19:30	0	0	0	0	3	2	2	16	14	9	3	2	0	0	0	51
19:45	0	0	0	0	3	0	12	19	17	12	2	0	0	0	0	65
20:00	0	0	0	0	0	1	2	6	11	12	4	0	0	0	0	36
Hourly Total	0	0	1	2	11	9	22	56	61	41	9	2	0	0	0	214

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lindfields Bv

Direction: Eastbound

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
20:15	0	0	0	2	5	1	3	5	12	1	1	0	0	0	0	30
20:30	0	0	2	0	2	6	5	11	11	8	4	0	0	0	0	49
20:45	0	0	0	2	4	1	3	13	13	6	0	0	0	0	0	42
21:00	0	0	0	2	2	3	1	6	8	8	0	1	0	0	0	31
Hourly Total	0	0	2	6	13	11	12	35	44	23	5	1	0	0	0	152
21:15	0	0	0	1	2	5	6	4	7	4	2	0	0	0	0	31
21:30	0	0	0	0	1	2	4	6	7	6	3	1	0	0	0	30
21:45	0	0	0	1	2	0	1	4	14	4	1	1	1	0	0	29
22:00	0	0	0	0	1	3	3	3	7	9	0	1	0	0	0	27
Hourly Total	0	0	0	2	6	10	14	17	35	23	6	3	1	0	0	117
22:15	0	0	0	0	1	0	2	6	7	7	0	0	0	0	1	24
22:30	0	0	0	1	4	2	4	4	8	3	0	0	0	0	0	26
22:45	0	0	0	3	0	0	5	7	4	8	1	0	0	0	0	28
23:00	0	0	0	0	2	1	3	3	5	5	3	1	0	0	0	23
Hourly Total	0	0	0	4	7	3	14	20	24	23	4	1	0	0	1	101
23:15	0	0	0	0	2	1	1	3	4	1	2	1	0	0	0	15
23:30	0	0	0	1	2	1	2	3	3	1	1	1	0	0	0	15
23:45	0	0	0	1	0	2	1	4	6	0	0	0	0	0	0	14
00:00	0	0	0	2	0	1	2	2	3	1	0	1	0	0	0	12
Hourly Total	0	0	0	4	4	5	6	12	16	3	3	3	0	0	0	56
Grand Total	0	3	19	97	237	287	401	1285	2129	1241	351	82	12	1	1	6146
Percentages	0.00	0.05	0.31	1.58	3.86	4.67	6.52	20.91	34.64	20.19	5.71	1.33	0.20	0.02	0.02	

Speed Summary

Total	Avg Spd	15%ile	50%ile	85%ile	>35	>40	>45	>50	>55	>60	>65	>70	10 MPH Pace
6146	41.15	33.78	42.40	48.47	5102	3817	1688	447	96	14	2	1	35- 45
				Percentages	83.01	62.11	27.47	7.27	1.56	0.23	0.03	0.02	

Peak Hour Totals

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
07:45-08:45	0	0	0	3	7	12	21	99	220	126	49	3	1	0	0	541
Percentages	0.00	0.00	0.00	0.55	1.29	2.22	3.88	18.30	40.67	23.29	9.06	0.55	0.18	0.00	0.00	8.80
16:15-17:15	0	0	4	14	25	40	34	102	154	70	18	2	0	0	0	463
Percentages	0.00	0.00	0.86	3.02	5.40	8.64	7.34	22.03	33.26	15.12	3.89	0.43	0.00	0.00	0.00	7.53

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lindfields Bv

Direction: Westbound

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
00:15	0	0	0	0	1	4	4	6	9	1	0	0	0	0	0	25
00:30	0	0	0	0	0	1	3	0	4	4	0	1	0	0	0	13
00:45	0	0	0	0	0	0	4	4	0	4	0	0	0	0	0	12
01:00	0	0	0	1	0	2	2	5	12	2	1	0	0	0	0	25
Hourly Total	0	0	0	1	1	7	13	15	25	11	1	1	0	0	0	75
01:15	0	0	0	0	1	2	0	1	2	0	0	0	0	0	0	6
01:30	0	0	0	0	0	0	0	2	3	3	0	0	0	0	0	8
01:45	0	0	0	0	0	0	0	3	3	1	2	1	1	0	0	11
02:00	0	0	0	0	0	0	2	1	1	1	0	1	0	0	0	6
Hourly Total	0	0	0	0	1	2	2	7	9	5	2	2	1	0	0	31
02:15	0	0	0	0	1	0	1	1	2	0	0	1	0	0	0	6
02:30	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	6
02:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	1	0	1	4	4	3	1	1	0	0	0	15
03:15	0	0	0	0	1	0	0	0	2	1	1	1	0	0	0	6
03:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	2	2	0	1	0	1	0	0	6
04:00	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	4
Hourly Total	0	0	0	0	2	0	0	7	5	1	2	1	1	0	0	19
04:15	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4
04:30	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	4
04:45	0	0	0	2	0	0	1	1	1	1	1	0	0	0	0	7
05:00	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	3
Hourly Total	0	0	0	2	1	0	5	2	4	1	3	0	0	0	0	18
05:15	0	0	0	1	1	1	0	1	1	2	1	0	0	0	0	8
05:30	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	6
05:45	0	0	0	1	0	1	2	3	0	0	0	0	0	0	0	7
06:00	0	0	0	1	1	0	0	4	2	1	0	0	0	0	0	9
Hourly Total	0	0	0	3	2	2	2	9	6	5	1	0	0	0	0	30
06:15	0	0	0	0	2	0	0	5	8	3	0	0	0	0	0	18
06:30	0	0	0	0	1	0	3	4	1	3	1	0	0	0	0	13
06:45	0	0	0	0	2	1	1	4	7	4	1	0	0	0	0	20
07:00	0	0	0	1	4	1	5	16	13	0	0	0	0	0	0	40
Hourly Total	0	0	0	1	9	2	9	29	29	10	2	0	0	0	0	91
07:15	0	0	0	0	2	2	4	10	8	2	1	0	0	0	0	29
07:30	0	0	0	1	5	3	7	16	21	3	0	0	0	0	0	56
07:45	0	0	0	0	7	5	2	28	20	7	0	0	0	0	0	69
08:00	0	0	0	1	6	3	1	35	19	4	0	0	0	0	0	69
Hourly Total	0	0	0	2	20	13	14	89	68	16	1	0	0	0	0	223
08:15	0	0	0	0	1	2	3	12	27	5	0	0	0	0	0	50
08:30	0	0	0	0	3	2	11	16	15	4	0	0	0	0	0	51
08:45	0	0	0	1	8	3	13	48	11	2	1	0	0	0	0	87
09:00	0	0	0	3	9	6	19	39	28	10	0	0	0	0	0	114
Hourly Total	0	0	0	4	21	13	46	115	81	21	1	0	0	0	0	302
09:15	0	0	0	1	11	4	11	23	31	4	2	0	0	0	0	87
09:30	0	0	0	0	4	5	8	22	21	3	1	0	0	0	1	65
09:45	0	0	0	2	10	3	15	17	18	3	1	0	0	0	0	69
10:00	0	0	0	1	3	3	6	24	15	12	0	0	0	0	0	64
Hourly Total	0	0	0	4	28	15	40	86	85	22	4	0	0	0	1	285

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lindfields Bv

Direction: Westbound

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
10:15	0	0	0	1	2	1	7	22	18	5	0	0	0	0	0	56
10:30	0	0	0	0	9	9	5	18	33	6	0	0	0	0	0	80
10:45	0	0	0	0	5	9	13	25	15	4	1	0	0	0	0	72
11:00	0	0	0	0	6	2	5	24	26	2	0	0	0	0	0	65
Hourly Total	0	0	0	1	22	21	30	89	92	17	1	0	0	0	0	273
11:15	0	0	0	0	3	2	5	18	21	4	0	0	0	0	0	53
11:30	0	0	0	1	7	3	2	17	19	10	1	0	0	0	0	60
11:45	0	0	0	0	4	3	8	27	29	4	0	0	0	0	0	75
12:00	0	0	0	0	4	4	8	32	28	4	0	0	0	0	0	80
Hourly Total	0	0	0	1	18	12	23	94	97	22	1	0	0	0	0	268
12:15	0	0	0	0	3	3	8	21	26	8	1	0	0	0	0	70
12:30	0	0	0	0	2	8	12	12	23	10	0	1	0	0	0	68
12:45	0	0	0	0	5	3	26	21	20	7	2	0	0	0	0	84
13:00	0	0	0	0	8	4	9	36	20	4	0	0	0	0	0	81
Hourly Total	0	0	0	0	18	18	55	90	89	29	3	1	0	0	0	303
13:15	0	0	0	1	2	0	7	26	30	6	2	0	0	0	0	74
13:30	0	0	0	0	9	3	7	15	26	10	1	0	0	0	0	71
13:45	0	0	0	0	2	3	11	26	28	6	1	0	0	0	0	77
14:00	0	0	0	0	3	1	8	40	34	10	1	0	0	0	0	97
Hourly Total	0	0	0	1	16	7	33	107	118	32	5	0	0	0	0	319
14:15	0	0	0	0	6	8	9	33	41	5	1	0	0	0	0	103
14:30	0	0	0	0	4	2	8	28	31	15	0	0	0	0	0	88
14:45	0	0	0	0	6	2	8	24	34	13	2	0	0	0	0	89
15:00	0	0	0	0	6	6	22	40	28	4	0	0	0	0	0	106
Hourly Total	0	0	0	0	22	18	47	125	134	37	3	0	0	0	0	386
15:15	0	0	0	0	4	3	13	51	36	14	4	0	0	0	0	125
15:30	0	0	0	0	8	3	11	36	37	8	1	0	0	0	0	104
15:45	0	0	0	0	6	8	23	47	40	6	2	0	0	0	0	132
16:00	0	0	1	1	3	15	54	40	23	3	0	0	0	0	0	140
Hourly Total	0	0	1	1	21	29	101	174	136	31	7	0	0	0	0	501
16:15	0	0	0	4	11	9	31	45	42	7	2	0	0	0	0	151
16:30	0	0	0	0	10	12	20	40	21	8	0	0	0	0	0	111
16:45	0	0	0	0	5	9	12	46	41	7	0	0	0	0	0	120
17:00	0	0	0	0	5	11	29	31	42	8	1	0	0	0	0	127
Hourly Total	0	0	0	4	31	41	92	162	146	30	3	0	0	0	0	509
17:15	0	0	0	0	2	0	9	53	33	17	3	0	0	0	0	117
17:30	0	0	0	0	7	12	17	32	45	14	0	0	0	0	0	127
17:45	0	0	0	1	5	9	15	86	41	4	2	0	0	0	0	163
18:00	0	0	0	0	4	10	33	71	15	1	1	0	0	0	0	135
Hourly Total	0	0	0	1	18	31	74	242	134	36	6	0	0	0	0	542
18:15	0	0	0	0	8	6	14	41	41	1	1	0	0	0	0	112
18:30	0	0	0	1	6	5	18	53	43	8	0	0	0	0	0	134
18:45	0	0	0	2	7	11	5	66	35	6	0	1	0	0	0	133
19:00	0	0	0	0	5	5	10	39	41	7	0	0	0	0	0	107
Hourly Total	0	0	0	3	26	27	47	199	160	22	1	1	0	0	0	486
19:15	0	0	0	0	2	4	16	36	46	6	2	0	0	0	0	112
19:30	0	0	0	0	3	3	17	45	28	7	3	1	0	0	0	107
19:45	0	0	0	1	6	9	21	24	45	6	2	0	0	0	0	114
20:00	0	0	0	0	5	6	17	39	23	2	0	0	0	0	0	92
Hourly Total	0	0	0	1	16	22	71	144	142	21	7	1	0	0	0	425

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lindfields Bv

Direction: Westbound

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
20:15	0	0	0	1	2	3	17	22	26	2	1	0	0	0	0	74
20:30	0	0	0	0	5	5	21	42	19	5	0	0	0	0	0	97
20:45	0	0	0	0	2	6	23	30	17	1	0	0	0	0	0	79
21:00	0	0	0	0	5	1	13	21	20	1	1	0	0	0	0	62
Hourly Total	0	0	0	1	14	15	74	115	82	9	2	0	0	0	0	312
21:15	0	0	0	0	1	7	11	28	20	3	0	0	0	0	0	70
21:30	0	0	0	2	1	3	9	30	14	0	2	0	0	0	0	61
21:45	0	0	0	0	2	5	21	43	12	2	0	0	0	0	0	85
22:00	0	0	0	0	0	4	3	27	15	2	0	0	0	0	0	51
Hourly Total	0	0	0	2	4	19	44	128	61	7	2	0	0	0	0	267
22:15	0	0	0	1	6	0	15	38	16	7	0	0	0	0	0	83
22:30	0	0	0	1	2	6	21	19	9	1	0	0	0	0	0	59
22:45	0	0	0	0	2	5	14	20	18	7	0	0	1	0	0	67
23:00	0	0	0	0	3	5	6	35	13	4	0	0	0	0	0	66
Hourly Total	0	0	0	2	13	16	56	112	56	19	0	0	1	0	0	275
23:15	0	0	0	0	2	3	10	16	6	4	0	0	0	0	0	41
23:30	0	0	0	0	1	0	10	13	18	3	2	0	0	0	0	47
23:45	0	0	0	0	1	0	2	17	11	2	0	0	0	0	0	33
00:00	0	0	0	1	1	2	3	5	12	1	1	1	0	0	0	27
Hourly Total	0	0	0	1	5	5	25	51	47	10	3	1	0	0	0	148
Grand Total	0	0	1	36	330	335	904	2195	1810	417	62	9	3	0	1	6103
Percentages	0.00	0.00	0.02	0.59	5.41	5.49	14.81	35.97	29.66	6.83	1.02	0.15	0.05	0.00	0.02	

Speed Summary

Total	Avg Spd	15%ile	50%ile	85%ile	>35	>40	>45	>50	>55	>60	>65	>70	10 MPH Pace
6103	38.14	31.94	38.63	44.06	4497	2302	492	75	13	4	1	1	35- 45
				Percentages	73.69	37.72	8.06	1.23	0.21	0.07	0.02	0.02	

Peak Hour Totals

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
07:45-08:45	0	0	0	2	18	10	28	111	72	15	1	0	0	0	0	257
Percentages	0.00	0.00	0.00	0.78	7.00	3.89	10.89	43.19	28.02	5.84	0.39	0.00	0.00	0.00	0.00	4.21
16:15-17:15	0	0	0	0	22	32	70	170	137	40	4	0	0	0	0	475
Percentages	0.00	0.00	0.00	0.00	4.63	6.74	14.74	35.79	28.84	8.42	0.84	0.00	0.00	0.00	0.00	7.78

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lindfields Bv

Direction: Two-way Total

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
00:15	0	0	0	0	1	5	4	6	11	4	1	1	0	0	0	33
00:30	0	0	0	0	1	2	3	0	8	11	3	1	0	0	0	29
00:45	0	0	0	0	0	0	4	4	0	4	1	0	0	0	0	13
01:00	0	0	0	1	0	4	2	5	14	2	1	1	0	0	0	30
Hourly Total	0	0	0	1	2	11	13	15	33	21	6	3	0	0	0	105
01:15	0	0	0	0	2	2	0	1	2	0	0	0	0	0	0	7
01:30	0	0	0	0	0	0	0	4	5	3	1	0	0	0	0	13
01:45	0	0	0	0	1	2	0	3	5	1	2	1	1	0	0	16
02:00	0	0	0	0	0	0	2	1	3	1	0	4	0	0	0	11
Hourly Total	0	0	0	0	3	4	2	9	15	5	3	5	1	0	0	47
02:15	0	0	0	0	2	0	2	1	3	0	0	1	0	0	0	9
02:30	0	0	1	0	1	0	1	1	3	4	1	0	0	0	0	12
02:45	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	5
03:00	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	4
Hourly Total	0	0	1	0	3	0	4	4	7	5	3	2	1	0	0	30
03:15	0	0	0	0	3	0	1	2	4	3	1	2	0	0	0	16
03:30	0	0	0	0	1	1	0	4	3	1	4	1	0	0	0	15
03:45	0	0	0	0	0	0	1	4	3	0	3	2	1	0	0	14
04:00	0	0	0	0	1	1	0	2	3	2	2	1	0	0	0	12
Hourly Total	0	0	0	0	5	2	2	12	13	6	10	6	1	0	0	57
04:15	0	0	0	0	1	0	3	0	5	4	2	0	0	0	0	15
04:30	0	0	0	0	0	1	1	2	2	0	4	0	0	0	0	10
04:45	0	0	0	2	0	0	1	3	3	5	2	2	1	0	0	19
05:00	0	0	0	0	1	0	0	3	3	1	3	2	0	0	0	13
Hourly Total	0	0	0	2	2	1	5	8	13	10	11	4	1	0	0	57
05:15	0	0	0	1	1	2	1	5	10	6	5	4	0	0	0	35
05:30	0	0	0	0	0	3	1	5	9	6	3	1	0	1	0	29
05:45	0	0	0	2	1	2	4	6	15	11	2	0	0	0	0	43
06:00	0	0	0	1	2	1	0	8	16	12	6	4	0	0	0	50
Hourly Total	0	0	0	4	4	8	6	24	50	35	16	9	0	1	0	157
06:15	0	0	0	0	3	2	0	14	24	17	3	2	0	0	0	65
06:30	0	0	0	0	1	0	5	17	23	26	5	1	0	0	0	78
06:45	0	0	0	0	2	3	4	22	40	25	8	3	0	0	0	107
07:00	0	0	0	2	4	1	9	28	51	28	14	0	0	0	0	137
Hourly Total	0	0	0	2	10	6	18	81	138	96	30	6	0	0	0	387
07:15	0	0	0	1	2	3	4	20	48	29	8	2	0	0	0	117
07:30	0	0	1	2	9	4	10	33	51	37	11	2	0	0	0	160
07:45	0	0	0	0	9	5	8	55	70	42	10	2	0	0	0	201
08:00	0	0	0	1	8	9	8	61	79	27	15	0	0	0	0	208
Hourly Total	0	0	1	4	28	21	30	169	248	135	44	6	0	0	0	686
08:15	0	0	0	2	3	4	5	33	78	30	16	1	1	0	0	173
08:30	0	0	0	0	4	5	15	35	70	51	13	2	0	0	0	195
08:45	0	0	0	2	10	4	21	81	65	33	6	0	0	0	0	222
09:00	0	0	1	3	11	10	27	66	70	25	2	1	0	0	0	216
Hourly Total	0	0	1	7	28	23	68	215	283	139	37	4	1	0	0	806
09:15	0	0	0	5	15	10	22	65	78	28	4	1	0	0	0	228
09:30	0	0	0	3	9	11	13	57	74	25	8	0	0	0	1	201
09:45	0	1	0	2	17	6	27	50	48	22	4	0	0	0	0	177
10:00	0	0	0	3	4	7	10	42	57	40	5	1	0	0	0	169
Hourly Total	0	1	0	13	45	34	72	214	257	115	21	2	0	0	1	775

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lindfields Bv

Direction: Two-way Total

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
10:15	0	0	1	2	3	3	11	36	63	34	5	1	1	0	0	160
10:30	0	0	0	2	13	12	7	39	73	33	3	1	0	0	0	183
10:45	0	0	1	4	9	12	17	41	47	30	5	1	0	0	0	167
11:00	0	0	1	4	10	6	13	43	60	14	5	1	0	0	0	157
Hourly Total	0	0	3	12	35	33	48	159	243	111	18	4	1	0	0	667
11:15	0	0	3	2	11	5	15	44	56	24	3	0	0	0	0	163
11:30	0	1	0	4	11	12	14	34	45	23	4	0	0	0	0	148
11:45	0	0	2	2	5	8	17	45	66	20	5	1	0	0	0	171
12:00	0	0	0	1	9	12	19	69	65	15	3	3	0	0	0	196
Hourly Total	0	1	5	9	36	37	65	192	232	82	15	4	0	0	0	678
12:15	0	0	0	0	6	7	9	35	67	28	5	0	0	0	0	157
12:30	0	0	0	0	4	11	17	41	72	28	4	1	1	0	0	179
12:45	0	0	0	1	7	5	27	49	54	26	10	1	0	0	0	180
13:00	0	0	0	0	11	6	11	52	60	29	9	1	0	0	0	179
Hourly Total	0	0	0	1	28	29	64	177	253	111	28	3	1	0	0	695
13:15	0	0	0	2	6	4	11	56	65	27	3	1	0	0	0	175
13:30	0	0	0	0	11	9	10	35	53	35	4	2	0	0	0	159
13:45	0	0	0	0	5	7	21	40	67	26	4	1	0	0	0	171
14:00	0	0	0	3	8	5	16	66	52	32	4	0	0	0	0	186
Hourly Total	0	0	0	5	30	25	58	197	237	120	15	4	0	0	0	691
14:15	0	0	0	1	7	14	15	52	65	22	6	0	0	0	0	182
14:30	0	0	0	0	6	5	11	45	80	37	3	1	0	0	0	188
14:45	0	0	0	0	8	5	12	45	76	30	16	1	0	0	0	193
15:00	0	0	0	3	12	14	28	57	60	18	3	0	0	0	0	195
Hourly Total	0	0	0	4	33	38	66	199	281	107	28	2	0	0	0	758
15:15	0	0	0	1	9	9	19	68	67	41	14	3	0	0	0	231
15:30	0	0	1	1	13	10	19	45	76	23	3	0	1	0	0	192
15:45	0	0	0	0	6	17	37	77	73	16	5	0	0	0	0	231
16:00	0	0	1	3	5	24	64	74	58	11	2	0	2	0	0	244
Hourly Total	0	0	2	5	33	60	139	264	274	91	24	3	3	0	0	898
16:15	0	1	0	6	19	12	44	66	75	24	2	1	0	0	0	250
16:30	0	0	2	3	12	22	30	66	55	26	4	1	0	0	0	221
16:45	0	0	0	5	11	20	29	77	79	19	3	0	0	0	0	243
17:00	0	0	2	3	17	19	32	46	87	30	4	1	0	0	0	241
Hourly Total	0	1	4	17	59	73	135	255	296	99	13	3	0	0	0	955
17:15	0	0	0	3	7	11	13	83	70	35	11	0	0	0	0	233
17:30	0	0	0	1	11	15	20	51	74	32	11	2	0	0	0	217
17:45	0	0	0	3	16	14	20	103	66	29	10	2	2	0	0	265
18:00	0	0	0	0	10	15	47	89	40	20	4	0	1	0	0	226
Hourly Total	0	0	0	7	44	55	100	326	250	116	36	4	3	0	0	941
18:15	0	0	0	3	15	16	21	61	57	20	6	1	0	0	0	200
18:30	0	0	0	4	9	7	24	64	73	23	2	0	0	0	0	206
18:45	0	0	0	6	13	17	7	83	56	12	4	3	0	0	0	201
19:00	0	0	0	2	9	7	20	62	62	20	2	1	0	0	0	185
Hourly Total	0	0	0	15	46	47	72	270	248	75	14	5	0	0	0	792
19:15	0	0	1	2	7	10	22	51	65	14	2	0	0	0	0	174
19:30	0	0	0	0	6	5	19	61	42	16	6	3	0	0	0	158
19:45	0	0	0	1	9	9	33	43	62	18	4	0	0	0	0	179
20:00	0	0	0	0	5	7	19	45	34	14	4	0	0	0	0	128
Hourly Total	0	0	1	3	27	31	93	200	203	62	16	3	0	0	0	639

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lindfields Bv

Direction: Two-way Total

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
20:15	0	0	0	3	7	4	20	27	38	3	2	0	0	0	0	104
20:30	0	0	2	0	7	11	26	53	30	13	4	0	0	0	0	146
20:45	0	0	0	2	6	7	26	43	30	7	0	0	0	0	0	121
21:00	0	0	0	2	7	4	14	27	28	9	1	1	0	0	0	93
Hourly Total	0	0	2	7	27	26	86	150	126	32	7	1	0	0	0	464
21:15	0	0	0	1	3	12	17	32	27	7	2	0	0	0	0	101
21:30	0	0	0	2	2	5	13	36	21	6	5	1	0	0	0	91
21:45	0	0	0	1	4	5	22	47	26	6	1	1	1	0	0	114
22:00	0	0	0	0	1	7	6	30	22	11	0	1	0	0	0	78
Hourly Total	0	0	0	4	10	29	58	145	96	30	8	3	1	0	0	384
22:15	0	0	0	1	7	0	17	44	23	14	0	0	0	0	1	107
22:30	0	0	0	2	6	8	25	23	17	4	0	0	0	0	0	85
22:45	0	0	0	3	2	5	19	27	22	15	1	0	1	0	0	95
23:00	0	0	0	0	5	6	9	38	18	9	3	1	0	0	0	89
Hourly Total	0	0	0	6	20	19	70	132	80	42	4	1	1	0	1	376
23:15	0	0	0	0	4	4	11	19	10	5	2	1	0	0	0	56
23:30	0	0	0	1	3	1	12	16	21	4	3	1	0	0	0	62
23:45	0	0	0	1	1	2	3	21	17	2	0	0	0	0	0	47
00:00	0	0	0	3	1	3	5	7	15	2	1	2	0	0	0	39
Hourly Total	0	0	0	5	9	10	31	63	63	13	6	4	0	0	0	204
Grand Total	0	3	20	133	567	622	1305	3480	3939	1658	413	91	15	1	2	12249
Percentages	0.00	0.02	0.16	1.09	4.63	5.08	10.65	28.41	32.16	13.54	3.37	0.74	0.12	0.01	0.02	

Speed Summary

Total	Avg Spd	15%ile	50%ile	85%ile	>35	>40	>45	>50	>55	>60	>65	>70	10 MPH Pace
12249	39.65	32.51	39.99	46.83	9599	6119	2180	522	109	18	3	2	35- 45
				Percentages	78.37	49.96	17.80	4.26	0.89	0.15	0.02	0.02	

Peak Hour Totals

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
07:45-08:45	0	0	0	5	25	22	49	210	292	141	50	3	1	0	0	798
Percentages	0.00	0.00	0.00	0.63	3.13	2.76	6.14	26.32	36.59	17.67	6.27	0.38	0.13	0.00	0.00	6.51
16:15-17:15	0	0	4	14	47	72	104	272	291	110	22	2	0	0	0	938
Percentages	0.00	0.00	0.43	1.49	5.01	7.68	11.09	29.00	31.02	11.73	2.35	0.21	0.00	0.00	0.00	7.66

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lake Dr

Direction: Eastbound

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
00:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
00:30	0	0	0	0	0	0	0	1	2	5	2	0	0	0	0	10
00:45	0	0	0	0	0	0	1	0	2	0	0	1	0	0	0	4
01:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	1	1	5	6	4	1	0	0	0	18
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
02:00	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	4
Hourly Total	0	0	0	0	0	0	0	1	2	1	0	1	2	1	0	8
02:15	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3
02:30	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	1	4	0	5	1	0	0	0	0	11
03:15	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
03:30	0	0	0	0	0	0	0	3	2	2	1	0	0	0	0	8
03:45	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
04:00	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	5
Hourly Total	0	0	0	0	0	0	0	4	6	8	4	0	0	0	0	22
04:15	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	6
04:30	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4
04:45	0	0	0	0	0	0	1	2	2	5	1	0	0	0	0	11
05:00	0	0	0	0	0	0	0	2	2	3	1	0	1	0	0	9
Hourly Total	0	0	0	0	0	0	1	4	9	8	4	3	1	0	0	30
05:15	0	0	0	0	0	0	1	0	3	5	1	0	0	0	0	10
05:30	0	0	0	0	0	0	3	3	6	3	8	3	0	0	0	26
05:45	0	0	0	0	0	0	1	2	4	1	2	6	1	0	0	17
06:00	0	0	0	0	0	0	0	1	10	12	7	1	0	0	0	31
Hourly Total	0	0	0	0	0	0	5	6	23	21	18	10	1	0	0	84
06:15	0	0	0	0	0	0	0	5	14	14	5	1	0	0	0	39
06:30	0	0	0	0	0	0	0	6	12	13	4	1	0	0	0	36
06:45	0	0	0	0	0	0	1	11	30	21	6	2	0	0	0	71
07:00	0	0	0	0	0	0	4	14	39	23	6	2	0	0	0	88
Hourly Total	0	0	0	0	0	0	5	36	95	71	21	6	0	0	0	234
07:15	0	0	0	0	0	1	8	23	25	11	3	1	0	1	0	73
07:30	0	0	0	0	0	0	0	10	35	27	3	1	0	0	0	76
07:45	0	0	0	0	0	0	2	22	33	13	6	1	0	0	0	77
08:00	0	0	0	0	0	0	4	22	39	18	7	0	0	0	0	90
Hourly Total	0	0	0	0	0	1	14	77	132	69	19	3	0	1	0	316
08:15	0	0	0	1	0	1	11	40	36	9	4	1	0	0	0	103
08:30	0	0	0	0	0	1	11	33	34	12	3	1	0	0	0	95
08:45	0	0	0	0	0	2	25	56	25	11	4	0	0	0	0	123
09:00	0	0	0	0	0	2	3	29	37	15	2	0	0	0	0	88
Hourly Total	0	0	0	1	0	6	50	158	132	47	13	2	0	0	0	409
09:15	0	0	0	0	0	0	21	35	29	10	0	0	0	0	0	95
09:30	0	0	0	0	0	1	14	41	36	10	2	0	0	0	0	104
09:45	0	0	0	0	0	0	4	29	27	4	0	0	0	0	0	64
10:00	0	0	0	0	0	0	19	36	10	12	0	0	0	0	0	77
Hourly Total	0	0	0	0	0	1	58	141	102	36	2	0	0	0	0	340

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lake Dr

Direction: Eastbound

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
10:15	0	0	0	0	0	0	15	23	31	8	2	0	0	0	0	79
10:30	0	0	0	0	0	0	3	24	39	14	2	1	0	0	0	83
10:45	0	0	0	0	0	4	13	17	27	14	6	0	0	0	0	81
11:00	0	0	0	0	0	0	7	21	34	8	6	0	0	0	0	76
Hourly Total	0	0	0	0	0	4	38	85	131	44	16	1	0	0	0	319
11:15	0	0	0	0	0	2	4	15	28	12	3	1	0	0	0	65
11:30	0	0	0	0	0	0	12	34	34	10	3	0	1	0	0	94
11:45	0	0	0	0	0	0	5	18	25	6	2	0	0	0	0	56
12:00	0	0	0	0	0	0	5	33	32	14	0	0	0	0	0	84
Hourly Total	0	0	0	0	0	2	26	100	119	42	8	1	1	0	0	299
12:15	0	0	0	0	0	0	6	16	20	17	0	2	0	0	0	61
12:30	0	0	0	0	0	0	5	29	24	10	3	1	0	0	0	72
12:45	0	0	0	0	0	0	7	24	22	21	3	0	0	0	0	77
13:00	0	0	0	0	0	1	9	16	41	9	2	0	0	0	0	78
Hourly Total	0	0	0	0	0	1	27	85	107	57	8	3	0	0	0	288
13:15	0	0	0	0	0	1	10	12	11	18	2	1	0	0	0	55
13:30	0	0	0	0	0	0	6	25	12	15	4	1	0	0	0	63
13:45	0	0	0	0	0	2	6	29	29	3	0	0	0	0	0	69
14:00	0	0	0	0	0	0	10	16	25	12	5	1	2	0	0	71
Hourly Total	0	0	0	0	0	3	32	82	77	48	11	3	2	0	0	258
14:15	0	0	0	0	0	0	12	25	19	12	3	1	0	0	0	72
14:30	0	0	0	0	0	0	1	16	30	11	1	0	0	0	0	59
14:45	0	0	0	0	0	1	3	20	27	16	3	2	1	0	0	73
15:00	0	0	0	0	0	2	6	18	18	15	4	1	0	0	0	64
Hourly Total	0	0	0	0	0	3	22	79	94	54	11	4	1	0	0	268
15:15	0	0	0	0	0	0	8	20	26	13	2	1	0	0	0	70
15:30	0	0	0	0	0	0	4	18	23	6	3	1	0	0	0	55
15:45	0	0	0	0	0	0	7	17	21	15	1	0	0	0	0	61
16:00	0	0	0	0	0	3	4	19	23	17	2	1	0	0	0	69
Hourly Total	0	0	0	0	0	3	23	74	93	51	8	3	0	0	0	255
16:15	0	0	0	0	1	1	4	15	24	7	0	1	0	0	0	53
16:30	0	0	0	0	1	0	4	17	33	6	1	0	0	0	0	62
16:45	0	0	0	0	0	2	6	17	21	7	2	0	0	0	0	55
17:00	0	0	0	0	0	0	2	22	16	17	0	0	0	0	1	58
Hourly Total	0	0	0	0	2	3	16	71	94	37	3	1	0	0	1	228
17:15	0	0	0	0	0	1	13	16	20	10	7	1	0	0	0	68
17:30	0	0	0	0	0	4	10	22	26	11	0	1	0	0	0	74
17:45	0	0	0	0	0	0	1	9	24	17	6	2	0	0	0	59
18:00	0	0	0	0	0	6	8	17	14	8	2	1	0	0	0	56
Hourly Total	0	0	0	0	0	11	32	64	84	46	15	5	0	0	0	257
18:15	0	0	0	0	0	1	10	35	18	7	0	0	0	0	0	71
18:30	0	0	0	0	0	0	4	8	16	7	2	0	0	1	0	38
18:45	0	0	0	0	0	1	5	22	23	5	3	0	0	0	0	59
19:00	0	0	0	0	0	0	10	16	15	4	1	0	0	0	0	46
Hourly Total	0	0	0	0	0	2	29	81	72	23	6	0	0	1	0	214
19:15	0	0	0	0	0	2	7	19	20	3	1	0	0	0	0	52
19:30	0	0	0	0	0	3	6	26	16	4	1	0	0	0	0	56
19:45	0	0	0	0	0	0	8	13	11	5	0	1	0	0	0	38
20:00	0	0	0	0	0	0	2	2	4	13	2	0	0	0	0	23
Hourly Total	0	0	0	0	0	5	23	60	51	25	4	1	0	0	0	169

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)
Stop Date: February 01, 2022 (Tuesday)
County: Osceola
Location: Funie Steed Rd: Wof Lake Dr

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

Direction: Eastbound

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
20:15	0	0	0	0	0	0	2	11	6	9	2	0	0	0	0	30
20:30	0	0	0	0	0	1	3	6	12	5	2	1	0	0	0	30
20:45	0	0	0	0	0	0	4	8	9	7	2	0	0	0	0	30
21:00	0	0	0	0	1	1	0	10	9	6	0	0	0	0	0	27
Hourly Total	0	0	0	0	1	2	9	35	36	27	6	1	0	0	0	117
21:15	0	0	0	0	0	0	2	4	6	7	1	0	0	0	0	20
21:30	0	0	0	0	0	0	1	4	9	3	2	0	0	0	0	19
21:45	0	0	0	0	0	1	7	6	11	4	0	0	0	0	0	29
22:00	0	0	0	0	0	0	2	7	7	5	0	0	0	0	0	21
Hourly Total	0	0	0	0	0	1	12	21	33	19	3	0	0	0	0	89
22:15	0	0	0	0	0	0	2	6	3	3	0	0	0	0	0	14
22:30	0	0	0	0	0	0	0	7	5	1	0	0	0	0	0	13
22:45	0	0	0	0	0	0	4	9	3	1	0	0	0	0	0	17
23:00	0	0	0	0	0	1	2	6	4	5	2	0	1	0	0	21
Hourly Total	0	0	0	0	0	1	8	28	15	10	2	0	1	0	0	65
23:15	0	0	0	0	0	0	1	3	2	1	1	0	1	0	0	9
23:30	0	0	0	0	0	0	1	4	1	1	1	0	0	0	0	8
23:45	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
00:00	0	0	0	0	0	0	1	4	4	1	0	0	0	0	0	10
Hourly Total	0	0	0	0	0	0	4	12	9	3	2	0	1	0	0	31
Grand Total	0	0	0	1	3	49	436	1309	1521	758	189	49	10	3	1	4329
Percentages	0.00	0.00	0.00	0.02	0.07	1.13	10.07	30.24	35.14	17.51	4.37	1.13	0.23	0.07	0.02	

Speed Summary

Total	Avg Spd	15%ile	50%ile	85%ile	>35	>40	>45	>50	>55	>60	>65	>70	10 MPH Pace
4329	41.84	36.49	41.96	47.90	3840	2531	1010	252	63	14	4	1	35- 45
				Percentages	88.70	58.47	23.33	5.82	1.46	0.32	0.09	0.02	

Peak Hour Totals

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
07:45-08:45	0	0	0	1	0	4	51	151	134	50	18	2	0	0	0	411
Percentages	0.00	0.00	0.00	0.24	0.00	0.97	12.41	36.74	32.60	12.17	4.38	0.49	0.00	0.00	0.00	9.49
11:45-12:45	0	0	0	0	0	0	23	102	98	62	6	3	0	0	0	294
Percentages	0.00	0.00	0.00	0.00	0.00	0.00	7.82	34.69	33.33	21.09	2.04	1.02	0.00	0.00	0.00	6.79

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lake Dr

Direction: Westbound

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
00:15	0	0	0	0	0	0	3	3	5	4	3	0	0	0	1	19
00:30	0	0	0	0	0	0	0	1	3	2	3	0	0	0	0	9
00:45	0	0	0	0	0	0	0	3	0	2	2	1	0	0	0	8
01:00	0	0	0	0	0	0	2	3	4	1	1	0	0	0	0	11
Hourly Total	0	0	0	0	0	0	5	10	12	9	9	1	0	0	1	47
01:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	2	0	2	1	2	0	0	0	7
01:45	0	0	0	0	0	0	1	3	2	1	0	0	1	0	0	8
02:00	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	5
Hourly Total	0	0	0	0	0	0	1	8	4	4	2	2	1	0	0	22
02:15	0	0	0	0	0	0	1	1	6	0	0	0	0	0	0	8
02:30	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	5
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	1	2	10	2	0	0	0	0	0	15
03:15	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3
03:30	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	4
03:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
04:00	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	1	4	2	0	3	2	0	0	0	12
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
05:00	0	0	0	0	0	0	0	3	1	1	1	0	0	0	0	6
Hourly Total	0	0	0	0	0	0	0	4	5	2	1	0	0	0	0	12
05:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:45	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
06:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	3	3	1	0	1	0	0	0	8
06:15	0	0	0	0	0	0	0	3	3	1	2	0	0	0	0	9
06:30	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4
06:45	0	0	0	0	0	0	1	5	1	5	2	0	0	0	0	14
07:00	0	0	0	0	0	0	0	7	14	3	1	0	0	0	0	25
Hourly Total	0	0	0	0	0	0	1	15	19	12	5	0	0	0	0	52
07:15	0	0	0	0	0	0	6	5	7	2	1	0	0	0	0	21
07:30	0	0	0	0	0	0	7	6	7	8	2	1	0	0	0	31
07:45	0	0	0	0	1	1	4	8	16	9	2	0	0	0	0	41
08:00	0	0	0	0	0	1	5	11	15	8	0	0	0	0	0	40
Hourly Total	0	0	0	0	1	2	22	30	45	27	5	1	0	0	0	133
08:15	0	0	0	0	0	2	3	9	12	6	0	0	0	0	0	32
08:30	0	0	0	0	0	0	3	17	15	2	2	0	0	0	0	39
08:45	0	0	0	0	0	1	3	10	12	8	2	0	0	0	0	36
09:00	0	0	0	0	0	0	2	15	12	8	2	0	0	0	0	39
Hourly Total	0	0	0	0	0	3	11	51	51	24	6	0	0	0	0	146
09:15	0	0	0	0	0	0	9	11	13	6	6	1	0	0	0	46
09:30	0	0	0	0	0	0	5	9	18	6	0	1	0	0	0	39
09:45	0	0	0	0	0	0	8	11	12	9	3	1	0	0	0	44
10:00	0	0	0	0	2	3	1	7	17	4	2	1	0	0	0	37
Hourly Total	0	0	0	0	2	3	23	38	60	25	11	4	0	0	0	166

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lake Dr

Direction: Westbound

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
10:15	0	0	0	0	0	0	6	9	16	4	2	0	0	0	0	37
10:30	0	0	0	0	0	0	1	14	6	8	3	0	0	0	0	32
10:45	0	0	1	0	0	0	2	7	15	9	0	2	0	0	0	36
11:00	0	0	0	0	0	0	2	10	15	11	0	2	0	0	0	40
Hourly Total	0	0	1	0	0	0	11	40	52	32	5	4	0	0	0	145
11:15	0	0	0	0	0	0	7	7	8	3	2	0	0	0	0	27
11:30	0	0	0	0	0	0	2	9	14	5	2	1	1	0	0	34
11:45	0	0	0	0	0	0	2	15	21	6	1	0	0	0	0	45
12:00	0	0	0	0	0	3	3	18	11	5	2	1	0	0	0	43
Hourly Total	0	0	0	0	0	3	14	49	54	19	7	2	1	0	0	149
12:15	0	0	0	0	0	0	1	17	14	8	3	0	0	0	0	43
12:30	0	0	0	0	0	0	4	12	19	8	2	0	0	0	0	45
12:45	0	0	0	0	0	2	6	11	18	1	2	0	0	0	0	40
13:00	0	0	0	0	0	0	1	14	23	11	3	2	0	0	0	54
Hourly Total	0	0	0	0	0	2	12	54	74	28	10	2	0	0	0	182
13:15	0	0	0	1	0	0	4	11	19	7	2	3	0	0	0	47
13:30	0	0	0	0	0	0	3	9	16	7	3	0	0	0	0	38
13:45	0	0	0	0	0	2	8	13	12	8	1	0	0	0	0	44
14:00	0	0	0	0	0	1	0	13	17	11	2	0	0	1	0	45
Hourly Total	0	0	0	1	0	3	15	46	64	33	8	3	0	1	0	174
14:15	0	0	0	0	0	0	8	11	17	9	1	1	0	0	0	47
14:30	0	0	0	0	0	0	7	11	22	8	4	1	0	0	0	53
14:45	0	0	0	0	0	2	3	23	17	7	5	0	0	0	0	57
15:00	0	0	1	0	0	1	10	29	28	8	8	2	0	0	0	87
Hourly Total	0	0	1	0	0	3	28	74	84	32	18	4	0	0	0	244
15:15	0	0	0	0	0	1	7	22	30	10	2	0	0	0	0	72
15:30	0	0	0	0	0	1	7	26	26	13	2	0	0	0	0	75
15:45	0	0	0	0	0	0	10	26	27	17	2	0	0	0	0	82
16:00	0	0	0	0	0	1	15	23	24	17	4	0	1	0	0	85
Hourly Total	0	0	0	0	0	3	39	97	107	57	10	0	1	0	0	314
16:15	0	0	0	0	3	0	7	35	25	11	4	0	0	0	0	85
16:30	0	0	0	0	0	3	5	17	34	8	1	0	0	0	0	68
16:45	0	0	0	0	0	1	2	20	27	29	5	0	1	0	0	85
17:00	0	0	0	0	0	0	1	20	33	19	5	3	1	0	0	82
Hourly Total	0	0	0	0	3	4	15	92	119	67	15	3	2	0	0	320
17:15	0	0	1	0	1	0	7	22	34	16	1	0	1	0	0	83
17:30	0	0	0	0	4	3	9	31	31	18	3	0	0	0	0	99
17:45	0	0	0	0	0	3	7	26	28	23	3	0	1	0	0	91
18:00	0	0	0	0	1	2	8	18	29	5	2	1	0	0	0	66
Hourly Total	0	0	1	0	6	8	31	97	122	62	9	1	2	0	0	339
18:15	0	0	0	0	0	0	12	43	21	9	2	0	0	0	0	87
18:30	0	0	0	0	4	2	8	28	33	11	2	2	0	0	0	90
18:45	0	0	0	0	0	0	4	16	34	14	3	0	0	0	0	71
19:00	0	0	0	0	0	1	7	26	25	8	3	0	0	0	0	70
Hourly Total	0	0	0	0	4	3	31	113	113	42	10	2	0	0	0	318
19:15	0	0	0	0	0	0	0	24	38	16	5	0	0	0	0	83
19:30	0	0	0	0	0	0	4	28	39	11	4	2	0	0	0	88
19:45	0	0	0	0	0	0	6	23	41	10	1	0	0	0	0	81
20:00	0	0	0	0	0	4	9	16	27	17	3	0	0	0	0	76
Hourly Total	0	0	0	0	0	4	19	91	145	54	13	2	0	0	0	328

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)
Stop Date: February 01, 2022 (Tuesday)
County: Osceola
Location: Funie Steed Rd: Wof Lake Dr

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

Direction: Westbound

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
20:15	0	0	0	0	0	1	7	26	18	8	4	0	0	0	0	64
20:30	0	0	0	0	0	1	9	30	25	10	2	1	0	0	0	78
20:45	0	0	0	0	0	0	4	9	28	12	3	0	0	0	0	56
21:00	0	0	0	0	0	1	6	10	24	10	3	2	0	0	0	56
Hourly Total	0	0	0	0	0	3	26	75	95	40	12	3	0	0	0	254
21:15	0	0	0	0	0	0	5	13	28	8	3	0	0	0	0	57
21:30	0	0	0	0	0	1	12	23	14	5	2	0	0	0	0	57
21:45	0	0	0	0	0	1	5	21	23	5	5	1	0	0	0	61
22:00	0	0	0	0	0	0	6	26	28	13	1	0	0	0	0	74
Hourly Total	0	0	0	0	0	2	28	83	93	31	11	1	0	0	0	249
22:15	0	0	0	0	0	0	8	20	21	18	4	1	0	0	0	72
22:30	0	0	0	0	0	0	5	29	17	15	1	0	0	0	0	67
22:45	0	0	0	0	0	1	4	19	14	10	3	1	0	0	0	52
23:00	0	0	0	0	0	0	5	21	13	8	1	1	0	0	0	49
Hourly Total	0	0	0	0	0	1	22	89	65	51	9	3	0	0	0	240
23:15	0	0	0	0	0	0	1	11	15	8	4	1	0	0	0	40
23:30	0	0	0	0	0	0	1	3	16	7	5	2	0	0	0	34
23:45	0	0	0	0	0	0	1	4	8	6	4	0	0	0	0	23
00:00	0	0	0	0	0	0	2	4	5	5	1	0	0	0	0	17
Hourly Total	0	0	0	0	0	0	5	22	44	26	14	3	0	0	0	114
Grand Total	0	0	3	1	16	47	361	1187	1442	680	193	44	7	1	1	3983
Percentages	0.00	0.00	0.08	0.03	0.40	1.18	9.06	29.80	36.20	17.07	4.85	1.10	0.18	0.03	0.03	

Speed Summary

Total	Avg Spd	15%ile	50%ile	85%ile	>35	>40	>45	>50	>55	>60	>65	>70	10 MPH Pace
3983	41.87	36.57	42.04	47.93	3555	2368	926	246	53	9	2	1	35- 45
				Percentages	89.25	59.45	23.25	6.18	1.33	0.23	0.05	0.03	

Peak Hour Totals

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
07:45-08:45	0	0	0	0	0	4	14	47	54	24	4	0	0	0	0	147
Percentages	0.00	0.00	0.00	0.00	0.00	2.72	9.52	31.97	36.73	16.33	2.72	0.00	0.00	0.00	0.00	3.69
11:45-12:45	0	0	0	0	0	5	14	58	62	22	9	1	0	0	0	171
Percentages	0.00	0.00	0.00	0.00	0.00	2.92	8.19	33.92	36.26	12.87	5.26	0.58	0.00	0.00	0.00	4.29

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lake Dr

Direction: Two-way Total

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
00:15	0	0	0	0	0	0	3	3	5	4	5	0	0	0	1	21
00:30	0	0	0	0	0	0	0	2	5	7	5	0	0	0	0	19
00:45	0	0	0	0	0	0	1	3	2	2	2	2	0	0	0	12
01:00	0	0	0	0	0	0	2	3	5	2	1	0	0	0	0	13
Hourly Total	0	0	0	0	0	0	6	11	17	15	13	2	0	0	1	65
01:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	2	1	3	1	2	0	0	0	9
01:45	0	0	0	0	0	0	1	4	2	1	0	0	2	0	0	10
02:00	0	0	0	0	0	0	0	2	3	0	1	1	1	1	0	9
Hourly Total	0	0	0	0	0	0	1	9	6	5	2	3	3	1	0	30
02:15	0	0	0	0	0	0	1	2	6	2	0	0	0	0	0	11
02:30	0	0	0	0	0	0	1	3	2	2	1	0	0	0	0	9
02:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
Hourly Total	0	0	0	0	0	0	2	6	10	7	1	0	0	0	0	26
03:15	0	0	0	0	0	0	0	1	3	1	1	1	0	0	0	7
03:30	0	0	0	0	0	0	0	4	3	2	3	0	0	0	0	12
03:45	0	0	0	0	0	0	0	1	2	2	1	1	0	0	0	7
04:00	0	0	0	0	0	0	1	2	0	3	2	0	0	0	0	8
Hourly Total	0	0	0	0	0	0	1	8	8	8	7	2	0	0	0	34
04:15	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	6
04:30	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	7
04:45	0	0	0	0	0	0	1	3	4	5	1	0	0	0	0	14
05:00	0	0	0	0	0	0	0	5	3	4	2	0	1	0	0	15
Hourly Total	0	0	0	0	0	0	1	8	14	10	5	3	1	0	0	42
05:15	0	0	0	0	0	0	1	1	3	5	1	0	0	0	0	11
05:30	0	0	0	0	0	0	3	3	8	3	8	3	0	0	0	28
05:45	0	0	0	0	0	0	1	3	5	2	2	6	1	0	0	20
06:00	0	0	0	0	0	0	0	2	10	12	7	2	0	0	0	33
Hourly Total	0	0	0	0	0	0	5	9	26	22	18	11	1	0	0	92
06:15	0	0	0	0	0	0	0	8	17	15	7	1	0	0	0	48
06:30	0	0	0	0	0	0	0	6	13	16	4	1	0	0	0	40
06:45	0	0	0	0	0	0	2	16	31	26	8	2	0	0	0	85
07:00	0	0	0	0	0	0	4	21	53	26	7	2	0	0	0	113
Hourly Total	0	0	0	0	0	0	6	51	114	83	26	6	0	0	0	286
07:15	0	0	0	0	0	1	14	28	32	13	4	1	0	1	0	94
07:30	0	0	0	0	0	0	7	16	42	35	5	2	0	0	0	107
07:45	0	0	0	0	1	1	6	30	49	22	8	1	0	0	0	118
08:00	0	0	0	0	0	1	9	33	54	26	7	0	0	0	0	130
Hourly Total	0	0	0	0	1	3	36	107	177	96	24	4	0	1	0	449
08:15	0	0	0	1	0	3	14	49	48	15	4	1	0	0	0	135
08:30	0	0	0	0	0	1	14	50	49	14	5	1	0	0	0	134
08:45	0	0	0	0	0	3	28	66	37	19	6	0	0	0	0	159
09:00	0	0	0	0	0	2	5	44	49	23	4	0	0	0	0	127
Hourly Total	0	0	0	1	0	9	61	209	183	71	19	2	0	0	0	555
09:15	0	0	0	0	0	0	30	46	42	16	6	1	0	0	0	141
09:30	0	0	0	0	0	1	19	50	54	16	2	1	0	0	0	143
09:45	0	0	0	0	0	0	12	40	39	13	3	1	0	0	0	108
10:00	0	0	0	0	2	3	20	43	27	16	2	1	0	0	0	114
Hourly Total	0	0	0	0	2	4	81	179	162	61	13	4	0	0	0	506

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)

Start Time: 00:00

Stop Date: February 01, 2022 (Tuesday)

Stop Time: 24:00

County: Osceola

Location: Funie Steed Rd: Wof Lake Dr

Direction: Two-way Total

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
10:15	0	0	0	0	0	0	21	32	47	12	4	0	0	0	0	116
10:30	0	0	0	0	0	0	4	38	45	22	5	1	0	0	0	115
10:45	0	0	1	0	0	4	15	24	42	23	6	2	0	0	0	117
11:00	0	0	0	0	0	0	9	31	49	19	6	2	0	0	0	116
Hourly Total	0	0	1	0	0	4	49	125	183	76	21	5	0	0	0	464
11:15	0	0	0	0	0	2	11	22	36	15	5	1	0	0	0	92
11:30	0	0	0	0	0	0	14	43	48	15	5	1	2	0	0	128
11:45	0	0	0	0	0	0	7	33	46	12	3	0	0	0	0	101
12:00	0	0	0	0	0	3	8	51	43	19	2	1	0	0	0	127
Hourly Total	0	0	0	0	0	5	40	149	173	61	15	3	2	0	0	448
12:15	0	0	0	0	0	0	7	33	34	25	3	2	0	0	0	104
12:30	0	0	0	0	0	0	9	41	43	18	5	1	0	0	0	117
12:45	0	0	0	0	0	2	13	35	40	22	5	0	0	0	0	117
13:00	0	0	0	0	0	1	10	30	64	20	5	2	0	0	0	132
Hourly Total	0	0	0	0	0	3	39	139	181	85	18	5	0	0	0	470
13:15	0	0	0	1	0	1	14	23	30	25	4	4	0	0	0	102
13:30	0	0	0	0	0	0	9	34	28	22	7	1	0	0	0	101
13:45	0	0	0	0	0	4	14	42	41	11	1	0	0	0	0	113
14:00	0	0	0	0	0	1	10	29	42	23	7	1	2	1	0	116
Hourly Total	0	0	0	1	0	6	47	128	141	81	19	6	2	1	0	432
14:15	0	0	0	0	0	0	20	36	36	21	4	2	0	0	0	119
14:30	0	0	0	0	0	0	8	27	52	19	5	1	0	0	0	112
14:45	0	0	0	0	0	3	6	43	44	23	8	2	1	0	0	130
15:00	0	0	1	0	0	3	16	47	46	23	12	3	0	0	0	151
Hourly Total	0	0	1	0	0	6	50	153	178	86	29	8	1	0	0	512
15:15	0	0	0	0	0	1	15	42	56	23	4	1	0	0	0	142
15:30	0	0	0	0	0	1	11	44	49	19	5	1	0	0	0	130
15:45	0	0	0	0	0	0	17	43	48	32	3	0	0	0	0	143
16:00	0	0	0	0	0	4	19	42	47	34	6	1	1	0	0	154
Hourly Total	0	0	0	0	0	6	62	171	200	108	18	3	1	0	0	569
16:15	0	0	0	0	4	1	11	50	49	18	4	1	0	0	0	138
16:30	0	0	0	0	1	3	9	34	67	14	2	0	0	0	0	130
16:45	0	0	0	0	0	3	8	37	48	36	7	0	1	0	0	140
17:00	0	0	0	0	0	0	3	42	49	36	5	3	1	0	1	140
Hourly Total	0	0	0	0	5	7	31	163	213	104	18	4	2	0	1	548
17:15	0	0	1	0	1	1	20	38	54	26	8	1	1	0	0	151
17:30	0	0	0	0	4	7	19	53	57	29	3	1	0	0	0	173
17:45	0	0	0	0	0	3	8	35	52	40	9	2	1	0	0	150
18:00	0	0	0	0	1	8	16	35	43	13	4	2	0	0	0	122
Hourly Total	0	0	1	0	6	19	63	161	206	108	24	6	2	0	0	596
18:15	0	0	0	0	0	1	22	78	39	16	2	0	0	0	0	158
18:30	0	0	0	0	4	2	12	36	49	18	4	2	0	1	0	128
18:45	0	0	0	0	0	1	9	38	57	19	6	0	0	0	0	130
19:00	0	0	0	0	0	1	17	42	40	12	4	0	0	0	0	116
Hourly Total	0	0	0	0	4	5	60	194	185	65	16	2	0	1	0	532
19:15	0	0	0	0	0	2	7	43	58	19	6	0	0	0	0	135
19:30	0	0	0	0	0	3	10	54	55	15	5	2	0	0	0	144
19:45	0	0	0	0	0	0	14	36	52	15	1	1	0	0	0	119
20:00	0	0	0	0	0	4	11	18	31	30	5	0	0	0	0	99
Hourly Total	0	0	0	0	0	9	42	151	196	79	17	3	0	0	0	497

Roadway Count By Speed Bin Summary

Start Date: February 01, 2022 (Tuesday)
Stop Date: February 01, 2022 (Tuesday)
County: Osceola
Location: Funie Steed Rd: Wof Lake Dr

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

Direction: Two-way Total

02/01/2022 (Tue)

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
End Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
20:15	0	0	0	0	0	1	9	37	24	17	6	0	0	0	0	94
20:30	0	0	0	0	0	2	12	36	37	15	4	2	0	0	0	108
20:45	0	0	0	0	0	0	8	17	37	19	5	0	0	0	0	86
21:00	0	0	0	0	1	2	6	20	33	16	3	2	0	0	0	83
Hourly Total	0	0	0	0	1	5	35	110	131	67	18	4	0	0	0	371
21:15	0	0	0	0	0	0	7	17	34	15	4	0	0	0	0	77
21:30	0	0	0	0	0	1	13	27	23	8	4	0	0	0	0	76
21:45	0	0	0	0	0	2	12	27	34	9	5	1	0	0	0	90
22:00	0	0	0	0	0	0	8	33	35	18	1	0	0	0	0	95
Hourly Total	0	0	0	0	0	3	40	104	126	50	14	1	0	0	0	338
22:15	0	0	0	0	0	0	10	26	24	21	4	1	0	0	0	86
22:30	0	0	0	0	0	0	5	36	22	16	1	0	0	0	0	80
22:45	0	0	0	0	0	1	8	28	17	11	3	1	0	0	0	69
23:00	0	0	0	0	0	1	7	27	17	13	3	1	1	0	0	70
Hourly Total	0	0	0	0	0	2	30	117	80	61	11	3	1	0	0	305
23:15	0	0	0	0	0	0	2	14	17	9	5	1	1	0	0	49
23:30	0	0	0	0	0	0	2	7	17	8	6	2	0	0	0	42
23:45	0	0	0	0	0	0	2	5	10	6	4	0	0	0	0	27
00:00	0	0	0	0	0	0	3	8	9	6	1	0	0	0	0	27
Hourly Total	0	0	0	0	0	0	9	34	53	29	16	3	1	0	0	145
Grand Total	0	0	3	2	19	96	797	2496	2963	1438	382	93	17	4	2	8312
Percentages	0.00	0.00	0.04	0.02	0.23	1.15	9.59	30.03	35.65	17.30	4.60	1.12	0.20	0.05	0.02	

Speed Summary

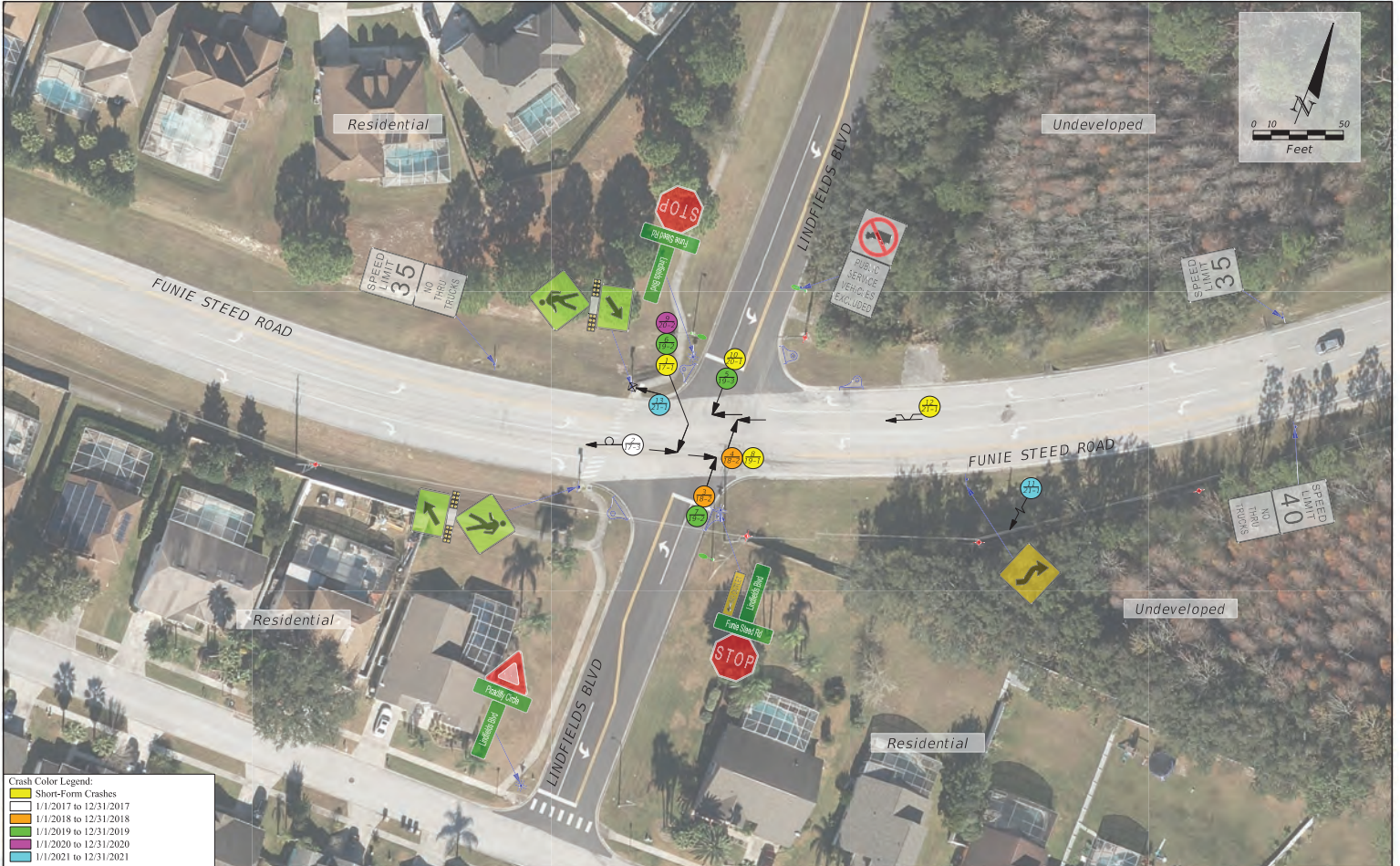
Total	Avg Spd	15%ile	50%ile	85%ile	>35	>40	>45	>50	>55	>60	>65	>70	10 MPH Pace
8312	41.86	36.53	42.00	47.92	7395	4899	1936	498	116	23	6	2	35- 45
				Percentages	88.97	58.94	23.29	5.99	1.40	0.28	0.07	0.02	

Peak Hour Totals

Speed (MPH)	1-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	>70	Total
Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
07:45-08:45	0	0	0	1	0	8	65	198	188	74	22	2	0	0	0	558
Percentages	0.00	0.00	0.00	0.18	0.00	1.43	11.65	35.48	33.69	13.26	3.94	0.36	0.00	0.00	0.00	6.71
11:45-12:45	0	0	0	0	0	5	37	160	160	84	15	4	0	0	0	465
Percentages	0.00	0.00	0.00	0.00	0.00	1.08	7.96	34.41	34.41	18.06	3.23	0.86	0.00	0.00	0.00	5.59

APPENDIX E

COLLISION SUMMARIES AND DIAGRAMS



Crash Color Legend:

Yellow	Short-Form Crashes
Light Green	1/1/2017 to 12/31/2017
Orange	1/1/2018 to 12/31/2018
Light Blue	1/1/2019 to 12/31/2019
Purple	1/1/2020 to 12/31/2020
Dark Blue	1/1/2021 to 12/31/2021

SYMBOLS

	PERSONAL INJURY		FATALITY		ALL OTHER COLLISION		ANGLE COLLISION		REAR END COLLISION
	INJURY SEVERITY		BACKED INTO COLLISION		LEFT TURN COLLISION		HEAD-ON COLLISION		DEAD-OBJECT COLLISION
	PEDESTRIAN COLLISION		RIGHT TURN COLLISION		SIDE SWIPE COLLISION		OVERTURNED VEHICLE		OFFROAD COLLISION
	BICYCLE COLLISION								

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FLORIDA DEPARTMENT OF
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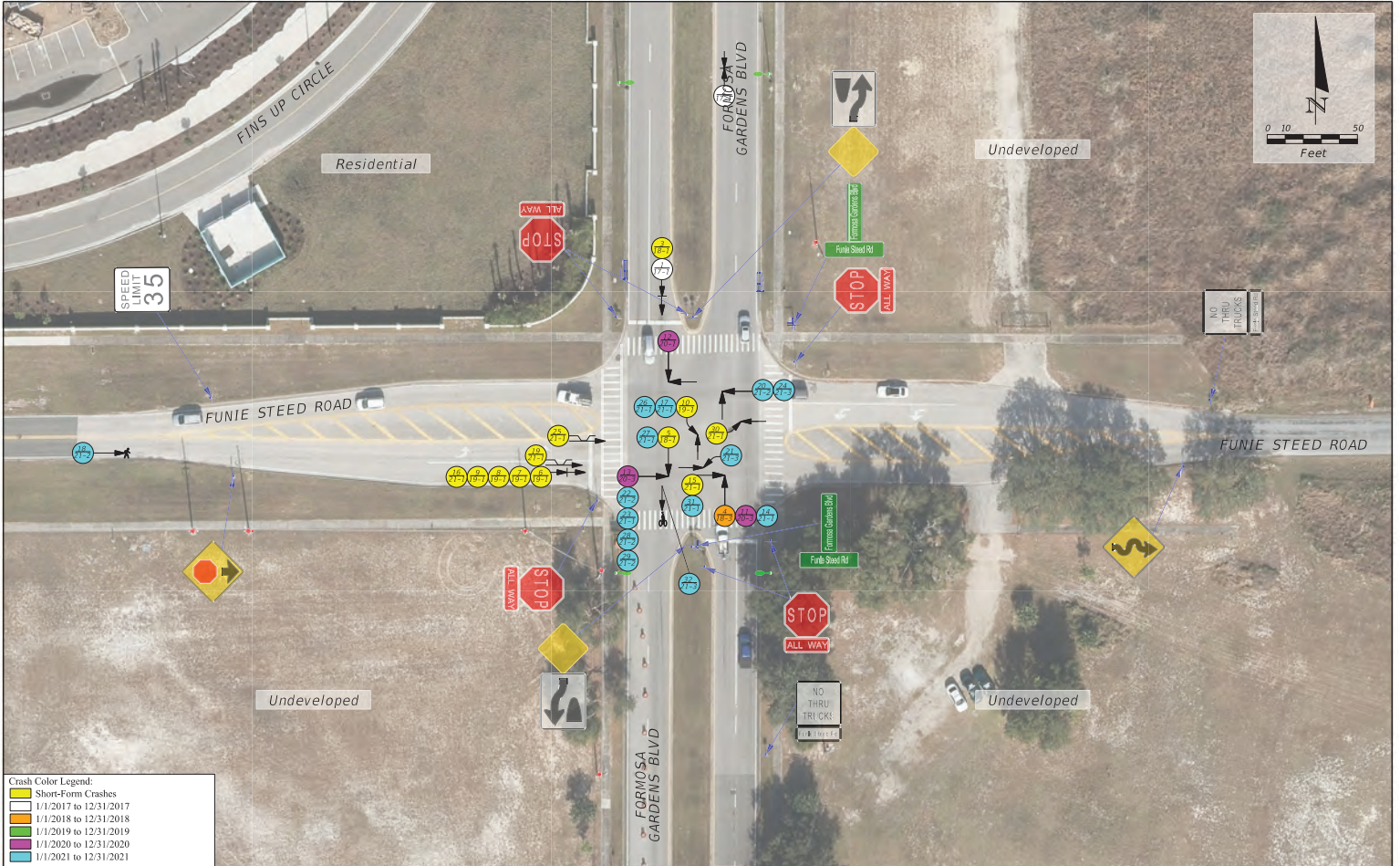
COLLISION DIAGRAM
 LINDFIELDS BOULEVARD
 (1-1-2017 TO 12-31-2021)

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FLORIDA DEPARTMENT OF TRANSPORTATION

COLLISION SUMMARY

Roadway: Funie Steed Road										County: Osceola			
Intersecting route: Lindfields Boulevard										Data by: TSH			
Study period: 1/1/2017 - 12/31/2021										Date: 4/5/2022			
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	FORM LENGTH	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	04/11/17	Tuesday	16:10	0	0	1-No Injury	\$0	Left-Turn	Short	No	Day	Dry	FTYROW
2	08/15/17	Tuesday	12:10	0	1	3-Non-Incapacitating Injury	\$2,500	Rollover	Long	No	Day	Dry	Lost Control
3	02/28/18	Wednesday	17:38	0	3	2-Possible Injury	\$18,000	Angle	Long	No	Day	Dry	FTYROW
4	11/21/18	Wednesday	0:00	0	5	2-Possible Injury	\$18,000	Angle	Long	No	Night	Dry	FTYROW
5	03/19/19	Tuesday	0:15	0	5	3-Non-Incapacitating Injury	\$4,500	Angle	Long	No	Night	Wet	FTYROW
6	03/26/19	Tuesday	16:49	0	1	2-Possible Injury	\$10,000	Angle	Long	No	Day	Dry	FTYROW
7	06/09/19	Sunday	12:36	0	4	2-Possible Injury	\$16,000	Angle	Long	No	Day	Dry	FTYROW
8	08/03/19	Saturday	11:57	0	0	1-No Injury	\$2,450	Angle	Short	No	Day	Wet	FTYROW
9	06/08/20	Monday	11:06	0	2	2-Possible Injury	\$3,500	Angle	Long	No	Day	Wet	FTYROW
10	11/12/20	Thursday	21:57	0	0	1-No Injury	\$0	Angle	Short	No	Night	Dry	FTYROW
11	03/28/21	Sunday	14:09	0	0	1-No Injury	\$2,500	Off-Road	Long	No	Day	Dry	Lost Control
12	09/09/21	Thursday	17:27	0	0	1-No Injury	\$1,700	Side-Swipe	Short	No	Day	Dry	Improper Passing
13	12/18/21	Saturday	1:15	0	0	1-No Injury	\$2,000	Fixed-Object	Long	No	Night	Dry	Careless Driving
TOTAL				0	21		\$81,150						
TOTAL NO.	Injury Severity			Angle	Fixed-Object	Left-Turn	Off-Road	Rollover	Side-Swipe				
	Property Damage Only	Injury	Fatality										
13	6	7	0	8	1	1	1	1	1	0	0	0	0
Percent	46%	54%	0%	62%	8%	8%	8%	8%	8%	0%	0%	0%	0%
CONTRIB-CAUSE	Time of Day		Pavement Cond.		FTYROW	Improper Passing	Careless Driving	Lost Control					
	Day	Night	Dry	Wet									
Total	9	4	10	3	9	1	1	2	0	0	0	0	0
Percent	69%	31%	77%	23%	69%	8%	8%	15%	0%	0%	0%	0%	0%



Crash Color Legend:

Yellow	Short-Form Crashes
Light Green	1/1/2017 to 12/31/2017
Orange	1/1/2018 to 12/31/2018
Dark Green	1/1/2019 to 12/31/2019
Purple	1/1/2020 to 12/31/2020
Light Blue	1/1/2021 to 12/31/2021

SYMBOLS

○ PERSONAL INJURY	⊗ FATALITY	⊙ ALL OTHER COLLISION	↔ REAR END COLLISION
⊙ INJURY SEVERITY	⊙ INJURY SEVERITY	↔ BACKED INTO COLLISION	↔ LEFT TURN COLLISION
⊙ INJURY SEVERITY	⊙ INJURY SEVERITY	↔ PEDESTRIAN COLLISION	↔ SIDE SWIPE COLLISION
⊙ INJURY SEVERITY	⊙ INJURY SEVERITY	↔ BICYCLE COLLISION	↔ RIGHT TURN COLLISION
⊙ INJURY SEVERITY	⊙ INJURY SEVERITY	↔ ANGLE COLLISION	↔ HEAD-ON COLLISION
⊙ INJURY SEVERITY	⊙ INJURY SEVERITY	↔ LEFT TURN COLLISION	⊗ DEER-OBJECT COLLISION
⊙ INJURY SEVERITY	⊙ INJURY SEVERITY	↔ SIDE SWIPE COLLISION	⊙ OVERTURNED VEHICLE
⊙ INJURY SEVERITY	⊙ INJURY SEVERITY	↔ RIGHT TURN COLLISION	⊙ OFFROAD COLLISION

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FLORIDA DEPARTMENT OF
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COLLISION DIAGRAM
 FORMOSA GARDENS BOULEVARD
 (1-1-2017 TO 12-31-2021)

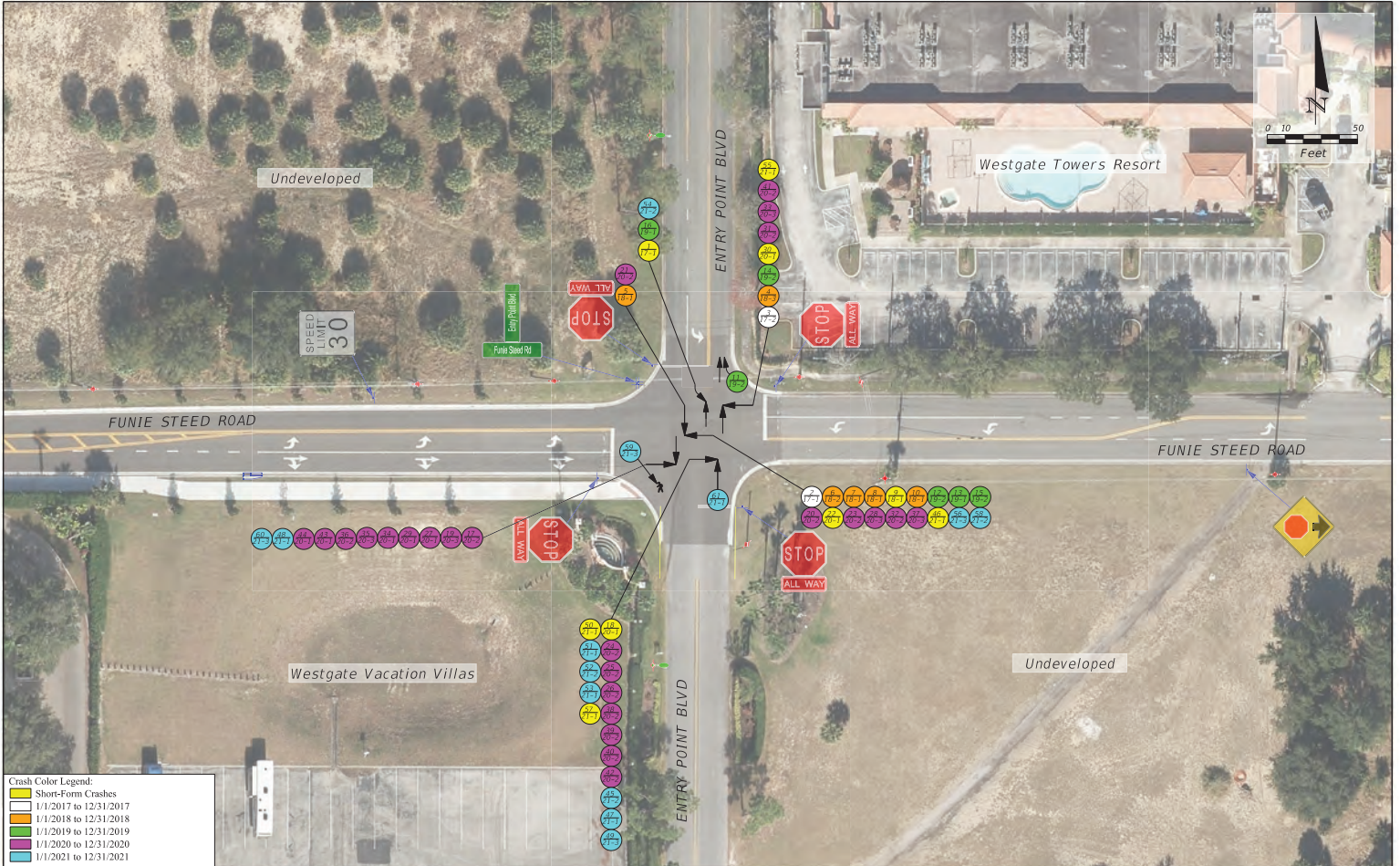
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FLORIDA DEPARTMENT OF TRANSPORTATION

COLLISION SUMMARY

Roadway: **Funie Steed Road** **County:** **Osceola**
Intersecting route: **Formosa Gardens Boulevard** **Data by:** **TSH**
Study period: **1/1/2017 - 12/31/2021** **Date:** **4/5/2022**

NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	FORM LENGTH	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	12/20/17	Wednesday	23:24	0	0	1-No Injury	\$4,000	Rear-End	Long	No	Night	Dry	Careless Driving
2	01/17/18	Wednesday	2:50	0	0	1-No Injury	\$18,000	Head-On	Long	No	Night	Dry	Wrong Way Driving
3	01/27/18	Saturday	11:14	0	0	1-No Injury	\$2,000	Rear-End	Short	No	Day	Dry	Careless Driving
4	08/13/18	Monday	4:39	0	2	3-Non-Incapacitating Injury	\$6,500	Angle	Long	No	Night	Dry	FTYROW
5	08/24/18	Friday	18:40	0	0	1-No Injury	\$1,000	Angle	Short	No	Day	Dry	FTYROW
6	01/18/19	Friday	16:42	0	0	1-No Injury	\$400	Rear-End	Short	No	Day	Dry	Careless Driving
7	04/14/19	Sunday	10:05	0	0	1-No Injury	\$325	Rear-End	Short	No	Day	Dry	Careless Driving
8	04/14/19	Sunday	10:50	0	0	1-No Injury	\$425	Rear-End	Short	No	Day	Dry	Careless Driving
9	07/13/19	Saturday	15:19	0	0	1-No Injury	\$0	Rear-End	Short	No	Day	Dry	Careless Driving
10	11/20/19	Wednesday	18:30	0	0	1-No Injury	\$2,800	Left-Turn	Short	No	Day	Dry	FTYROW
11	07/03/20	Friday	6:00	0	2	3-Non-Incapacitating Injury	\$5,000	Angle	Long	No	Night	Dry	FTYROW
12	08/26/20	Wednesday	20:54	0	0	1-No Injury	\$14,000	Angle	Long	No	Night	Dry	FTYROW
13	12/12/20	Saturday	23:02	0	3	3-Non-Incapacitating Injury	\$13,000	Angle	Long	No	Night	Dry	FTYROW
14	02/26/21	Friday	22:40	0	0	1-No Injury	\$10,000	Angle	Long	No	Night	Dry	FTYROW
15	03/17/21	Wednesday	20:30	0	0	1-No Injury	\$2,000	Angle	Short	No	Night	Dry	FTYROW
16	03/26/21	Friday	14:35	0	0	1-No Injury	\$8,000	Rear-End	Short	No	Day	Dry	Careless Driving
17	04/16/21	Friday	22:28	0	0	1-No Injury	\$7,900	Left-Turn	Long	No	Night	Dry	FTYROW
18	06/21/21	Monday	23:40	0	1	2-Possible Injury	\$0	Pedestrian	Long	No	Night	Wet	Careless Driving
19	06/24/21	Thursday	15:20	0	0	1-No Injury	\$4,000	Side-Swipe	Short	No	Day	Dry	Improper Lane Change
20	06/24/21	Thursday	23:11	0	1	2-Possible Injury	\$4,000	Angle	Long	No	Night	Wet	FTYROW
21	07/18/21	Sunday	20:10	0	1	3-Non-Incapacitating Injury	\$9,050	Left-Turn	Long	No	Night	Dry	FTYROW
22	07/22/21	Thursday	23:43	0	1	2-Possible Injury	\$13,500	Angle	Long	No	Night	Dry	FTYROW
23	08/12/21	Thursday	21:25	0	0	1-No Injury	\$8,000	Angle	Long	No	Night	Dry	FTYROW
24	08/13/21	Friday	12:47	0	2	3-Non-Incapacitating Injury	\$5,000	Angle	Long	No	Day	Dry	FTYROW
25	08/29/21	Sunday	7:07	0	0	1-No Injury	\$10,000	Side-Swipe	Short	No	Day	Dry	Improper Passing
26	09/01/21	Wednesday	22:15	0	0	1-No Injury	\$23,000	Left-Turn	Long	No	Night	Dry	FTYROW
27	10/21/21	Thursday	0:33	0	0	1-No Injury	\$5,500	Angle	Long	No	Night	Dry	FTYROW
28	10/23/21	Saturday	2:25	0	1	2-Possible Injury	\$14,000	Angle	Long	No	Night	Dry	FTYROW
29	11/10/21	Wednesday	20:00	0	2	2-Possible Injury	\$8,000	Angle	Long	No	Night	Wet	FTYROW
30	11/25/21	Thursday	22:45	0	0	1-No Injury	\$2,000	Left-Turn	Short	No	Night	Dry	FTYROW
31	12/04/21	Saturday	9:30	0	0	1-No Injury	\$1,800	Angle	Long	No	Day	Dry	FTYROW
32	12/23/21	Thursday	12:20	0	1	3-Non-Incapacitating Injury	\$300	Bicycle	Long	No	Day	Dry	FTYROW
TOTAL				0	17		\$203,500						
TOTAL NO.	Injury Severity			Angle	Bicycle	Head-On	Left-Turn	Rear-End	Side-Swipe	Pedestrian			
	Property Damage Only	Injury	Fatality										
32	21	11	0	15	1	1	5	7	2	1	0	0	0
Percent	66%	34%	0%	47%	3%	3%	16%	22%	6%	3%	0%	0%	0%
CONTRIB-CAUSE	Time of Day		Pavement Cond.		FTYROW	Careless Driving	Improper Lane Change	Improper Passing	Wrong Way Driving				
	Day	Night	Dry	Wet									
Total	13	19	29	3	21	8	1	1	1	0	0	0	0
Percent	41%	59%	91%	9%	66%	25%	3%	3%	3%	0%	0%	0%	0%



Crash Color Legend:

Yellow	Short-Term Crashes
Orange	1/1/2017 to 12/31/2017
Green	1/1/2018 to 12/31/2018
Purple	1/1/2019 to 12/31/2019
Pink	1/1/2020 to 12/31/2020
Blue	1/1/2021 to 12/31/2021

SYMBOLS

○ PERSONAL INJURY	⊗ FATALITY	⊙ INJURY SEVERITY	⊙ CLEAR
↔ ALL OTHER COLLISION	↔ BACKED INTO COLLISION	↔ PEDESTRIAN COLLISION	↔ BICYCLE COLLISION
↔ ANGLE COLLISION	↔ LEFT TURN COLLISION	↔ SIDE SWIPE COLLISION	↔ RIGHT TURN COLLISION
↔ REAR END COLLISION	↔ HEAD-ON COLLISION	↔ PRED-OBJECT COLLISION	↔ OVERTURNED VEHICLE
↔ OFFROAD COLLISION			

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FLORIDA DEPARTMENT OF
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COLLISION DIAGRAM
 ENTRY POINT BOULEVARD
 (1-1-2017 TO 12-31-2021)

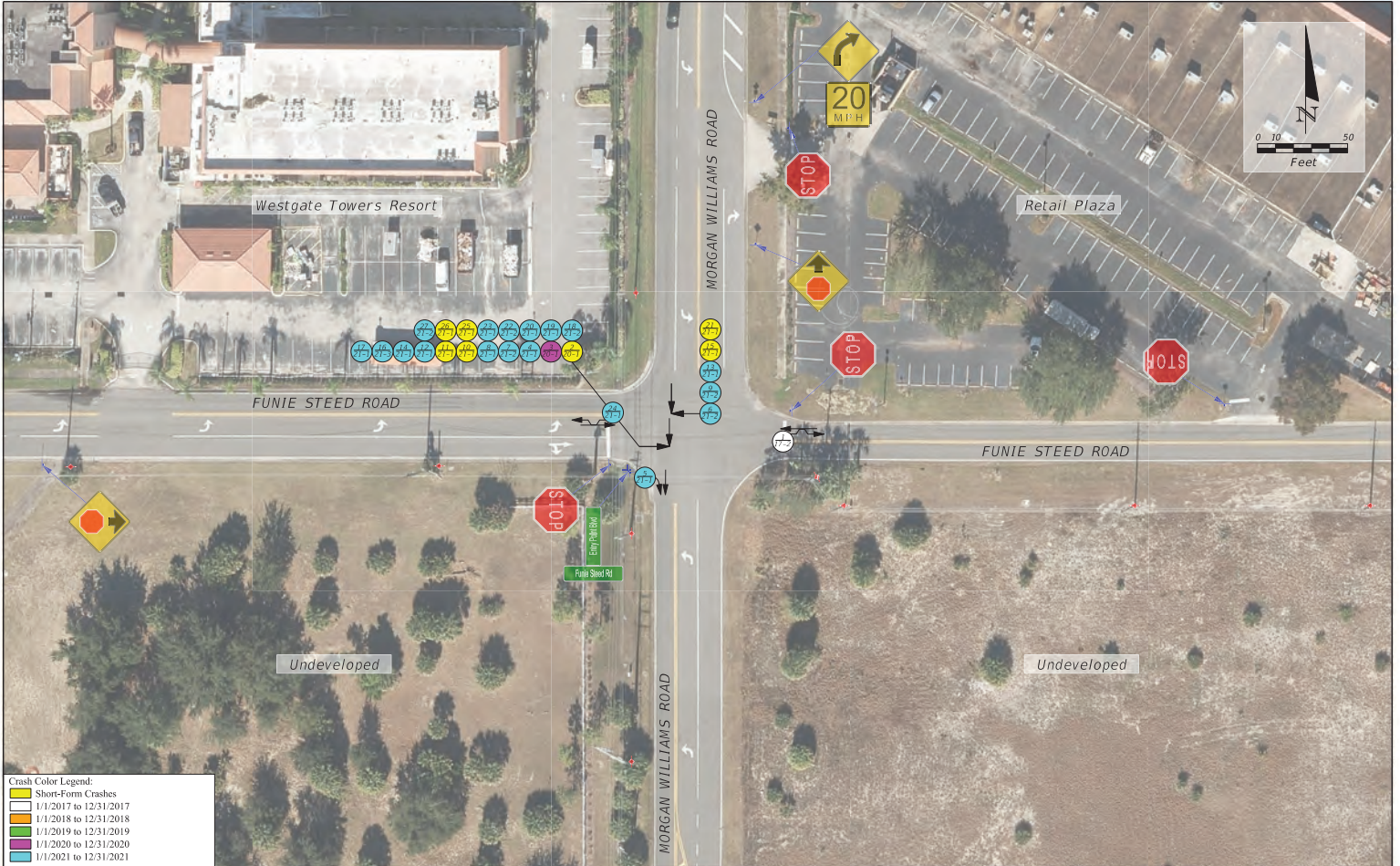
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FLORIDA DEPARTMENT OF TRANSPORTATION

COLLISION SUMMARY

Roadway: Funie Steed Road	County: Osceola
Intersecting route: Entry Point Boulevard	Data by: TSH
Study period: 1/1/2017 - 12/31/2021	Date: 4/5/2022

NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	FORM LENGTH	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	02/03/17	Friday	9:50	0	0	1-No Injury	\$0	Left-Turn	Short	No	Day	Dry	FTYROW
2	05/09/17	Tuesday	18:24	0	0	1-No Injury	\$9,000	Angle	Long	No	Day	Dry	FTYROW
3	10/26/17	Thursday	14:45	0	3	2-Possible Injury	\$9,500	Angle	Long	No	Day	Dry	FTYROW
4	06/04/18	Monday	8:40	0	2	3-Non-Incapitating Injury	\$5,000	Angle	Long	No	Day	Dry	FTYROW
5	07/03/18	Tuesday	10:15	0	0	1-No Injury	\$5,500	Angle	Long	No	Day	Dry	FTYROW
6	07/08/18	Sunday	0:40	0	1	2-Possible Injury	\$14,000	Angle	Long	No	Night	Dry	FTYROW
7	10/11/18	Thursday	20:11	0	0	1-No Injury	\$4,000	Angle	Long	No	Night	Dry	FTYROW
8	11/08/18	Thursday	18:04	0	0	1-No Injury	\$4,000	Angle	Long	No	Day	Dry	FTYROW
9	11/23/18	Friday	17:30	0	0	1-No Injury	\$2,100	Angle	Short	No	Day	Dry	FTYROW
10	12/07/18	Friday	17:45	0	0	1-No Injury	\$8,500	Angle	Long	No	Day	Dry	FTYROW
11	01/14/19	Monday	9:51	0	2	2-Possible Injury	\$6,500	Right-Turn	Long	No	Day	Dry	FTYROW
12	01/27/19	Sunday	15:50	0	3	2-Possible Injury	\$8,500	Angle	Long	No	Day	Wet	FTYROW
13	03/18/19	Monday	22:52	0	0	1-No Injury	\$10,000	Angle	Long	No	Night	Wet	FTYROW
14	03/21/19	Thursday	6:32	0	1	2-Possible Injury	\$7,500	Angle	Long	No	Night	Dry	FTYROW
15	05/10/19	Friday	15:45	0	1	2-Possible Injury	\$13,000	Angle	Long	No	Day	Dry	FTYROW
16	09/18/19	Wednesday	16:05	0	0	1-No Injury	\$8,000	Left-Turn	Long	No	Day	Dry	FTYROW
17	01/31/20	Friday	13:11	0	3	2-Possible Injury	\$15,000	Angle	Long	No	Day	Dry	FTYROW
18	02/07/20	Friday	23:12	0	0	1-No Injury	\$6,000	Angle	Short	No	Night	Dry	FTYROW
19	02/10/20	Monday	7:40	0	2	3-Non-Incapitating Injury	\$2,500	Angle	Long	No	Day	Dry	FTYROW
20	02/21/20	Friday	18:28	0	2	2-Possible Injury	\$27,000	Angle	Long	No	Day	Dry	FTYROW
21	02/25/20	Tuesday	20:40	0	1	2-Possible Injury	\$6,000	Angle	Long	No	Night	Dry	Careless Driving
22	03/03/20	Tuesday	19:08	0	0	1-No Injury	\$1,000	Angle	Short	No	Night	Dry	FTYROW
23	03/17/20	Tuesday	20:53	0	2	2-Possible Injury	\$8,000	Angle	Long	No	Night	Dry	FTYROW
24	03/19/20	Thursday	8:32	0	1	2-Possible Injury	\$2,500	Angle	Long	No	Day	Dry	FTYROW
25	06/03/20	Wednesday	10:45	0	3	2-Possible Injury	\$7,000	Angle	Long	No	Day	Dry	FTYROW
26	06/03/20	Wednesday	12:30	0	3	2-Possible Injury	\$4,500	Angle	Long	No	Day	Dry	FTYROW
27	07/04/20	Saturday	9:15	0	0	1-No Injury	\$3,500	Angle	Long	No	Day	Dry	FTYROW
28	07/14/20	Tuesday	20:20	0	2	3-Non-Incapitating Injury	\$9,500	Angle	Long	No	Night	Dry	FTYROW
29	08/10/20	Monday	16:21	0	0	1-No Injury	\$1,500	Angle	Long	No	Day	Dry	FTYROW
30	08/16/20	Sunday	6:40	0	0	1-No Injury	\$3,000	Angle	Short	No	Night	Dry	FTYROW
31	08/21/20	Friday	12:35	0	1	2-Possible Injury	\$11,000	Angle	Long	No	Day	Dry	FTYROW
32	09/18/20	Friday	20:30	0	1	2-Possible Injury	\$9,000	Angle	Long	No	Night	Dry	FTYROW
33	09/28/20	Monday	8:51	0	5	3-Non-Incapitating Injury	\$4,500	Angle	Long	No	Day	Wet	FTYROW
34	10/03/20	Saturday	19:00	0	0	1-No Injury	\$6,000	Angle	Long	No	Night	Dry	FTYROW
35	10/07/20	Wednesday	7:55	0	6	3-Non-Incapitating Injury	\$3,500	Angle	Long	No	Day	Dry	FTYROW
36	10/14/20	Wednesday	16:00	0	2	2-Possible Injury	\$6,000	Angle	Long	No	Day	Dry	FTYROW
37	11/13/20	Friday	19:29	0	1	3-Non-Incapitating Injury	\$4,400	Angle	Long	No	Night	Dry	FTYROW
38	11/15/20	Sunday	10:03	0	4	2-Possible Injury	\$8,000	Angle	Long	No	Day	Dry	FTYROW
39	11/29/20	Sunday	15:29	0	1	2-Possible Injury	\$9,000	Angle	Long	No	Day	Dry	FTYROW
40	12/05/20	Saturday	18:09	0	1	2-Possible Injury	\$2,650	Angle	Long	No	Day	Dry	FTYROW
41	12/06/20	Sunday	14:32	0	2	2-Possible Injury	\$3,500	Angle	Long	No	Day	Dry	FTYROW
42	12/07/20	Monday	23:15	0	2	2-Possible Injury	\$7,500	Angle	Long	No	Night	Dry	FTYROW
43	12/23/20	Wednesday	17:15	0	0	1-No Injury	\$8,000	Angle	Long	No	Day	Dry	FTYROW
44	12/29/20	Tuesday	15:15	0	0	1-No Injury	\$7,000	Angle	Long	No	Day	Dry	FTYROW
45	01/15/21	Friday	14:12	0	5	2-Possible Injury	\$12,575	Angle	Long	No	Day	Dry	FTYROW
46	01/31/21	Sunday	13:08	0	0	1-No Injury	\$11,000	Angle	Short	No	Day	Dry	FTYROW
47	02/13/21	Saturday	18:41	0	0	1-No Injury	\$6,000	Angle	Long	No	Day	Dry	FTYROW
48	02/21/21	Sunday	12:20	0	0	1-No Injury	\$4,500	Angle	Long	No	Day	Dry	FTYROW
49	02/24/21	Wednesday	6:10	0	1	3-Non-Incapitating Injury	\$5,100	Angle	Long	No	Night	Dry	FTYROW
50	03/13/21	Saturday	19:35	0	0	1-No Injury	\$3,000	Angle	Short	No	Night	Dry	FTYROW
51	03/29/21	Monday	22:50	0	0	1-No Injury	\$7,000	Angle	Long	No	Night	Dry	FTYROW
52	03/31/21	Wednesday	11:00	0	1	2-Possible Injury	\$5,150	Angle	Long	No	Day	Dry	FTYROW
53	04/02/21	Friday	20:40	0	0	1-No Injury	\$5,000	Angle	Short	No	Night	Dry	FTYROW
54	04/08/21	Thursday	21:30	0	2	2-Possible Injury	\$7,000	Left-Turn	Long	No	Night	Dry	FTYROW
55	04/10/21	Saturday	12:17	0	0	1-No Injury	\$1,750	Angle	Short	No	Day	Dry	FTYROW
56	04/28/21	Wednesday	0:20	0	2	3-Non-Incapitating Injury	\$11,500	Angle	Long	No	Night	Dry	FTYROW
57	04/29/21	Thursday	8:10	0	0	1-No Injury	\$1,300	Angle	Short	No	Day	Dry	FTYROW
58	04/30/21	Friday	13:47	0	1	2-Possible Injury	\$4,000	Angle	Long	No	Day	Dry	FTYROW
59	06/06/21	Sunday	21:24	0	1	3-Non-Incapitating Injury	\$0	Pedestrian	Long	No	Night	Dry	FTYROW
60	08/06/21	Friday	22:40	0	1	3-Non-Incapitating Injury	\$16,000	Angle	Long	No	Night	Wet	FTYROW
61	08/23/21	Monday	12:00	0	0	1-No Injury	\$4,000	Angle	Long	No	Day	Dry	FTYROW
TOTAL				0	72		\$407,025						
TOTAL NO.	Injury Severity												
	Property Damage Only	Injury	Fatality		Angle	Left-Turn	Pedestrian	Right-Turn					
61	26	35	0		56	3	1	1	0	0	0	0	0
Percent	43%	57%	0%		92%	5%	2%	2%	0%	0%	0%	0%	0%
CONTRIB-CAUSE	Time of Day		Pavement Cond.										
	Day	Night	Dry	Wet	FTYROW	Careless Driving							
Total	39	22	57	4	60	1	0	0	0	0	0	0	0
Percent	64%	36%	93%	7%	98%	2%	0%	0%	0%	0%	0%	0%	0%



Crash Color Legend:

Yellow	Short-Form Crashes
Light Green	1/1/2017 to 12/31/2017
Orange	1/1/2018 to 12/31/2018
Light Blue	1/1/2019 to 12/31/2019
Dark Blue	1/1/2020 to 12/31/2020
Light Purple	1/1/2021 to 12/31/2021

SYMBOLS

○ PERSONAL INJURY	⊗ FATALITY	⊗ ALL OTHER COLLISION	↔ ANGLE COLLISION	↔ REAR END COLLISION
⊗ INJURY SEVERITY	⊗ INJURY SEVERITY	↔ BACKED INTO COLLISION	↔ LEFT TURN COLLISION	↔ HEAD-ON COLLISION
⊗ INJURY SEVERITY	⊗ INJURY SEVERITY	↔ PEDESTRIAN COLLISION	↔ SIDE SWIPE COLLISION	⊗ DEED-OBJECT COLLISION
⊗ INJURY SEVERITY	⊗ INJURY SEVERITY	↔ BICYCLE COLLISION	↔ RIGHT TURN COLLISION	⊗ OVERTURNED VEHICLE
⊗ INJURY SEVERITY	⊗ INJURY SEVERITY	⊗ INJURY SEVERITY	⊗ INJURY SEVERITY	⊗ OFFROAD COLLISION

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 80 Spring Lake Drive
 Dublin, PA 17018
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 Fax: 717.261.0076

FLORIDA DEPARTMENT OF
 TRANSPORTATION

COLLISION DIAGRAM
 MORGAN WILLIAMS ROAD
 (1-1-2017 TO 12-31-2021)

PAGE
 NO.

FLORIDA DEPARTMENT OF TRANSPORTATION

COLLISION SUMMARY

Roadway: **Funie Steed Road**

County: **Osceola**

Intersecting route: **Morgan Williams Road**

Data by: **TSH**

Study period: **1/1/2017 to 12/31/2021**

Date: **4/5/2022**

NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	FORM LENGTH	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	08/12/18	Sunday	5:25	0	2	2-Possible Injury	\$4,000	Side-Swipe	Long	No	Night	Dry	Careless Driving
2	08/03/20	Monday	12:49	0	0	1-No Injury	\$2,500	Angle	Short	No	Day	Dry	FTYROW
3	11/26/20	Thursday	9:00	0	0	1-No Injury	\$5,000	Angle	Long	No	Day	Dry	FTYROW
4	02/08/21	Monday	20:25	0	0	1-No Injury	\$11,600	Angle	Long	No	Night	Dry	FTYROW
5	03/06/21	Saturday	21:20	0	0	1-No Injury	\$3,000	Right-Turn	Long	No	Night	Wet	FTYROW
6	04/03/21	Saturday	10:20	0	1	2-Possible Injury	\$16,000	Angle	Long	No	Day	Dry	FTYROW
7	04/17/21	Saturday	18:40	0	2	2-Possible Injury	\$10,000	Angle	Long	No	Day	Dry	FTYROW
8	04/24/21	Saturday	0:15	0	0	1-No Injury	\$9,000	Angle	Long	No	Night	Dry	FTYROW
9	04/26/21	Monday	21:01	0	6	2-Possible Injury	\$16,250	Angle	Long	No	Night	Dry	FTYROW
10	05/20/21	Thursday	16:11	0	0	1-No Injury	\$1,000	Angle	Short	No	Day	Dry	FTYROW
11	06/08/21	Tuesday	10:45	0	0	1-No Injury	\$4,500	Angle	Short	No	Day	Dry	FTYROW
12	06/29/21	Tuesday	14:36	0	0	1-No Injury	\$11,500	Angle	Long	No	Day	Dry	FTYROW
13	07/07/21	Wednesday	11:02	0	0	1-No Injury	\$4,000	Angle	Long	No	Day	Dry	FTYROW
14	07/12/21	Monday	11:40	0	0	1-No Injury	\$6,000	Angle	Long	No	Day	Dry	FTYROW
15	07/14/21	Wednesday	15:40	0	0	1-No Injury	\$4,500	Angle	Short	No	Day	Wet	FTYROW
16	07/28/21	Wednesday	13:15	0	2	3-Non-Incapacitating Injury	\$7,500	Angle	Long	No	Day	Wet	FTYROW
17	08/13/21	Friday	11:03	0	0	1-No Injury	\$18,000	Angle	Long	No	Day	Dry	FTYROW
18	09/22/21	Wednesday	16:15	0	2	2-Possible Injury	\$10,000	Angle	Long	No	Day	Dry	FTYROW
19	09/25/21	Saturday	16:15	0	0	1-No Injury	\$7,000	Angle	Long	No	Day	Dry	FTYROW
20	09/26/21	Sunday	12:00	0	0	1-No Injury	\$3,000	Angle	Long	No	Day	Dry	FTYROW
21	10/12/21	Tuesday	11:40	0	0	1-No Injury	\$2,500	Angle	Short	No	Day	Dry	FTYROW
22	11/05/21	Friday	14:15	0	2	2-Possible Injury	\$10,500	Angle	Long	No	Day	Dry	FTYROW
23	11/21/21	Sunday	20:07	0	0	1-No Injury	\$3,350	Angle	Long	No	Night	Wet	FTYROW
24	12/03/21	Friday	14:59	0	0	1-No Injury	\$550	Side-Swipe	Long	No	Day	Dry	Careless Driving
25	12/22/21	Wednesday	20:20	0	0	1-No Injury	\$6,000	Angle	Short	No	Night	Dry	FTYROW
26	12/25/21	Saturday	14:15	0	0	1-No Injury	\$1,000	Angle	Short	No	Day	Dry	FTYROW
27	12/30/21	Thursday	22:10	0	3	2-Possible Injury	\$5,500	Angle	Long	No	Night	Dry	FTYROW
TOTAL				0	20		\$183,750						
TOTAL NO.	Injury Severity			Angle	Right-Turn	Side-Swipe							
	Property Damage Only	Injury	Fatality										
27	19	8	0	24	1	2	0	0	0	0	0	0	0
Percent	70%	30%	0%	89%	4%	7%	0%	0%	0%	0%	0%	0%	0%
CONTRIB-CAUSE	Time of Day		Pavement Cond.		FTYROW	Careless Driving							
	Day	Night	Dry	Wet									
Total	19	8	23	4	25	2	0	0	0	0	0	0	0
Percent	70%	30%	85%	15%	93%	7%	0%	0%	0%	0%	0%	0%	0%

APPENDIX F

CRASH MODIFICATION FACTORS (CMF)



CMF / CRF Details

CMF ID: 325

Install a traffic signal

Description:

Prior Condition: Stop controlled

Category: Intersection traffic control

Study: [*Accident Modification Factors for Traffic Engineering and ITS Improvements, Harkey et al., 2008*](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value: 0.56

Adjusted Standard Error: 0.03

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 44 (This value indicates a **decrease** in crashes)

Adjusted Standard Error: 3

Unadjusted Standard Error:

Applicability

Crash Type:

All

Crash Severity:

All

Roadway Types:

Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type:

Rural

Traffic Volume:

Time of Day:

If countermeasure is intersection-based

Intersection Type:

Roadway/roadway (not interchange related)

Intersection Geometry:

3-leg,4-leg

Traffic Control:

Stop-controlled

Major Road Traffic Volume:

3261 to 29926 Annual Average Daily Traffic (AADT)

Minor Road Traffic Volume:

101 to 10300 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:

Municipality:

State:

Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	Yes. HSM lists this CMF in bold font to indicate that it has the highest reliability since it has an adjusted standard error of 0.1 or less.
Date Added to Clearinghouse:	Dec-01-2009
Comments:	Countermeasure name has been slightly modified for consistency across Clearinghouse

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CMF / CRF Details

CMF ID: 208

Conversion of stop-controlled intersection into multi-lane roundabout

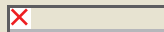
Description:

Prior Condition: *No Prior Condition(s)*

Category: Intersection geometry

Study: [Observational Before-After Study of the Safety Effect of U.S. Roundabout Conversions Using the Empirical Bayes Method, Persaud et al., 2001](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value: 0.95

Adjusted Standard Error: 0.18

Unadjusted Standard Error: 0.1

Crash Reduction Factor (CRF)

Value: 5 (This value indicates a **decrease** in crashes)

Adjusted Standard Error: 18

Unadjusted Standard Error: 10

Applicability

Crash Type:

All

Crash Severity:

All

Roadway Types:

Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type:

Urban

Traffic Volume:

Time of Day:

If countermeasure is intersection-based

Intersection Type:

Roadway/roadway (not interchange related)

Intersection Geometry:

Not specified

Traffic Control:

Stop-controlled

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used:

Municipality:

State:

Country:

Type of Methodology Used:

2

Sample Size Used:	
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Other Details	
----------------------	--

Included in Highway Safety Manual?	No
---	----

Date Added to Clearinghouse:	Dec-01-2009
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Comments:	
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APPENDIX G

NET PRESENT VALUE

Project Name	Lindfields Boulevard
Project Category	Long-Term Improvements
Current Year	2022
Project Completion	2023
Project Life	20
Project Ends	2042
Discount Rate	0.04

Project Description
Convert intersection to signalized control
NPV
\$1,000,089

Costs / Benefits			
Year #	Calendar Year	Estimated Cost	Estimated Benefits
0	2022	\$874,030	\$0
1	2023	\$0	\$137,901
2	2024	\$0	\$137,901
3	2025	\$0	\$137,901
4	2026	\$0	\$137,901
5	2027	\$0	\$137,901
6	2028	\$0	\$137,901
7	2029	\$0	\$137,901
8	2030	\$0	\$137,901
9	2031	\$0	\$137,901
10	2032	\$0	\$137,901
11	2033	\$0	\$137,901
12	2034	\$0	\$137,901
13	2035	\$0	\$137,901
14	2036	\$0	\$137,901
15	2037	\$0	\$137,901
16	2038	\$0	\$137,901
17	2039	\$0	\$137,901
18	2040	\$0	\$137,901
19	2041	\$0	\$137,901
20	2042	\$0	\$137,901

Calculation		
Discount Factor	Discounted Cost	Discounted Benefits
1.000	(\$874,030)	\$0
0.962	\$0	\$132,597
0.925	\$0	\$127,497
0.889	\$0	\$122,593
0.855	\$0	\$117,878
0.822	\$0	\$113,345
0.790	\$0	\$108,985
0.760	\$0	\$104,793
0.731	\$0	\$100,763
0.703	\$0	\$96,887
0.676	\$0	\$93,161
0.650	\$0	\$89,578
0.625	\$0	\$86,133
0.601	\$0	\$82,820
0.577	\$0	\$79,634
0.555	\$0	\$76,571
0.534	\$0	\$73,626
0.513	\$0	\$70,795
0.494	\$0	\$68,072
0.475	\$0	\$65,454
0.456	\$0	\$62,936

Project Name	Formosa Gardens Blvd
Project Category	Long-Term Improvements
Current Year	2022
Project Completion	2023
Project Life	20
Project Ends	2042
Discount Rate	0.04

Project Description
Convert intersection to signalized control.
NPV
\$4,582,888

Costs / Benefits			
Year #	Calendar Year	Estimated Cost	Estimated Benefits
0	2022	\$1,039,468	\$0
1	2023	\$0	\$413,703
2	2024	\$0	\$413,703
3	2025	\$0	\$413,703
4	2026	\$0	\$413,703
5	2027	\$0	\$413,703
6	2028	\$0	\$413,703
7	2029	\$0	\$413,703
8	2030	\$0	\$413,703
9	2031	\$0	\$413,703
10	2032	\$0	\$413,703
11	2033	\$0	\$413,703
12	2034	\$0	\$413,703
13	2035	\$0	\$413,703
14	2036	\$0	\$413,703
15	2037	\$0	\$413,703
16	2038	\$0	\$413,703
17	2039	\$0	\$413,703
18	2040	\$0	\$413,703
19	2041	\$0	\$413,703
20	2042	\$0	\$413,703

Calculation		
Discount Factor	Discounted Cost	Discounted Benefits
1.000	(\$1,039,468)	\$0
0.962	\$0	\$397,791
0.925	\$0	\$382,491
0.889	\$0	\$367,780
0.855	\$0	\$353,635
0.822	\$0	\$340,034
0.790	\$0	\$326,955
0.760	\$0	\$314,380
0.731	\$0	\$302,289
0.703	\$0	\$290,662
0.676	\$0	\$279,483
0.650	\$0	\$268,733
0.625	\$0	\$258,398
0.601	\$0	\$248,459
0.577	\$0	\$238,903
0.555	\$0	\$229,714
0.534	\$0	\$220,879
0.513	\$0	\$212,384
0.494	\$0	\$204,215
0.475	\$0	\$196,361
0.456	\$0	\$188,809

Project Name	Formosa Gardens Blvd
Project Category	Long-Term Improvements
Current Year	2022
Project Completion	2023
Project Life	20
Project Ends	2042
Discount Rate	0.04

Project Description
Convert intersection to roundabout.
NPV
(\$893,306)

Costs / Benefits			
Year #	Calendar Year	Estimated Cost	Estimated Benefits
0	2022	\$1,532,210	\$0
1	2023	\$0	\$47,012
2	2024	\$0	\$47,012
3	2025	\$0	\$47,012
4	2026	\$0	\$47,012
5	2027	\$0	\$47,012
6	2028	\$0	\$47,012
7	2029	\$0	\$47,012
8	2030	\$0	\$47,012
9	2031	\$0	\$47,012
10	2032	\$0	\$47,012
11	2033	\$0	\$47,012
12	2034	\$0	\$47,012
13	2035	\$0	\$47,012
14	2036	\$0	\$47,012
15	2037	\$0	\$47,012
16	2038	\$0	\$47,012
17	2039	\$0	\$47,012
18	2040	\$0	\$47,012
19	2041	\$0	\$47,012
20	2042	\$0	\$47,012

Calculation		
Discount Factor	Discounted Cost	Discounted Benefits
1.000	(\$1,532,210)	\$0
0.962	\$0	\$45,204
0.925	\$0	\$43,465
0.889	\$0	\$41,793
0.855	\$0	\$40,186
0.822	\$0	\$38,640
0.790	\$0	\$37,154
0.760	\$0	\$35,725
0.731	\$0	\$34,351
0.703	\$0	\$33,030
0.676	\$0	\$31,759
0.650	\$0	\$30,538
0.625	\$0	\$29,363
0.601	\$0	\$28,234
0.577	\$0	\$27,148
0.555	\$0	\$26,104
0.534	\$0	\$25,100
0.513	\$0	\$24,135
0.494	\$0	\$23,206
0.475	\$0	\$22,314
0.456	\$0	\$21,456

Project Name	Funie Steed Corridor
Project Category	Long-Term Improvements
Current Year	2022
Project Completion	2023
Project Life	20
Project Ends	2042
Discount Rate	0.04

Project Description		
Convert Formosa GardensBoulevard, Lindfields Boulevard to signalized control.		
NPV		
\$5,599,676		

Costs / Benefits			
Year #	Calendar Year	Estimated Cost	Estimated Benefits
0	2022	\$1,896,798	\$0
1	2023	\$0	\$551,604
2	2024	\$0	\$551,604
3	2025	\$0	\$551,604
4	2026	\$0	\$551,604
5	2027	\$0	\$551,604
6	2028	\$0	\$551,604
7	2029	\$0	\$551,604
8	2030	\$0	\$551,604
9	2031	\$0	\$551,604
10	2032	\$0	\$551,604
11	2033	\$0	\$551,604
12	2034	\$0	\$551,604
13	2035	\$0	\$551,604
14	2036	\$0	\$551,604
15	2037	\$0	\$551,604
16	2038	\$0	\$551,604
17	2039	\$0	\$551,604
18	2040	\$0	\$551,604
19	2041	\$0	\$551,604
20	2042	\$0	\$551,604

Calculation		
Discount Factor	Discounted Cost	Discounted Benefits
1.000	(\$1,896,798)	\$0
0.962	\$0	\$530,388
0.925	\$0	\$509,989
0.889	\$0	\$490,374
0.855	\$0	\$471,513
0.822	\$0	\$453,378
0.790	\$0	\$435,940
0.760	\$0	\$419,173
0.731	\$0	\$403,051
0.703	\$0	\$387,549
0.676	\$0	\$372,644
0.650	\$0	\$358,311
0.625	\$0	\$344,530
0.601	\$0	\$331,279
0.577	\$0	\$318,537
0.555	\$0	\$306,286
0.534	\$0	\$294,506
0.513	\$0	\$283,179
0.494	\$0	\$272,287
0.475	\$0	\$261,815
0.456	\$0	\$251,745