FINAL TRAFFIC REPORT:
VOLUME 2 - FUTURE CONDITIONS

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
US 19 (SR 55)
FROM SOUTH OF US 98 TO CR 488
CITRUS COUNTY, FLORIDA

Work Program Item Segment No: 405822 1
Federal-Aid Program No: 1852 007 P

The proposed project involves improving US 19 (SR 55) to a six-lane divided facility from US 98 to Turkey Oak Drive, and improvements to the CR 488 intersection in Citrus County. The total length of the project is approximately 18.8 miles.

Prepared for:

Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612-6456

May 2004

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Prepared by:

5300 West Cypress Street
Suite 300
Tampa, Florida 33607

May 2004

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

SECTION 1
INTRODUCTION

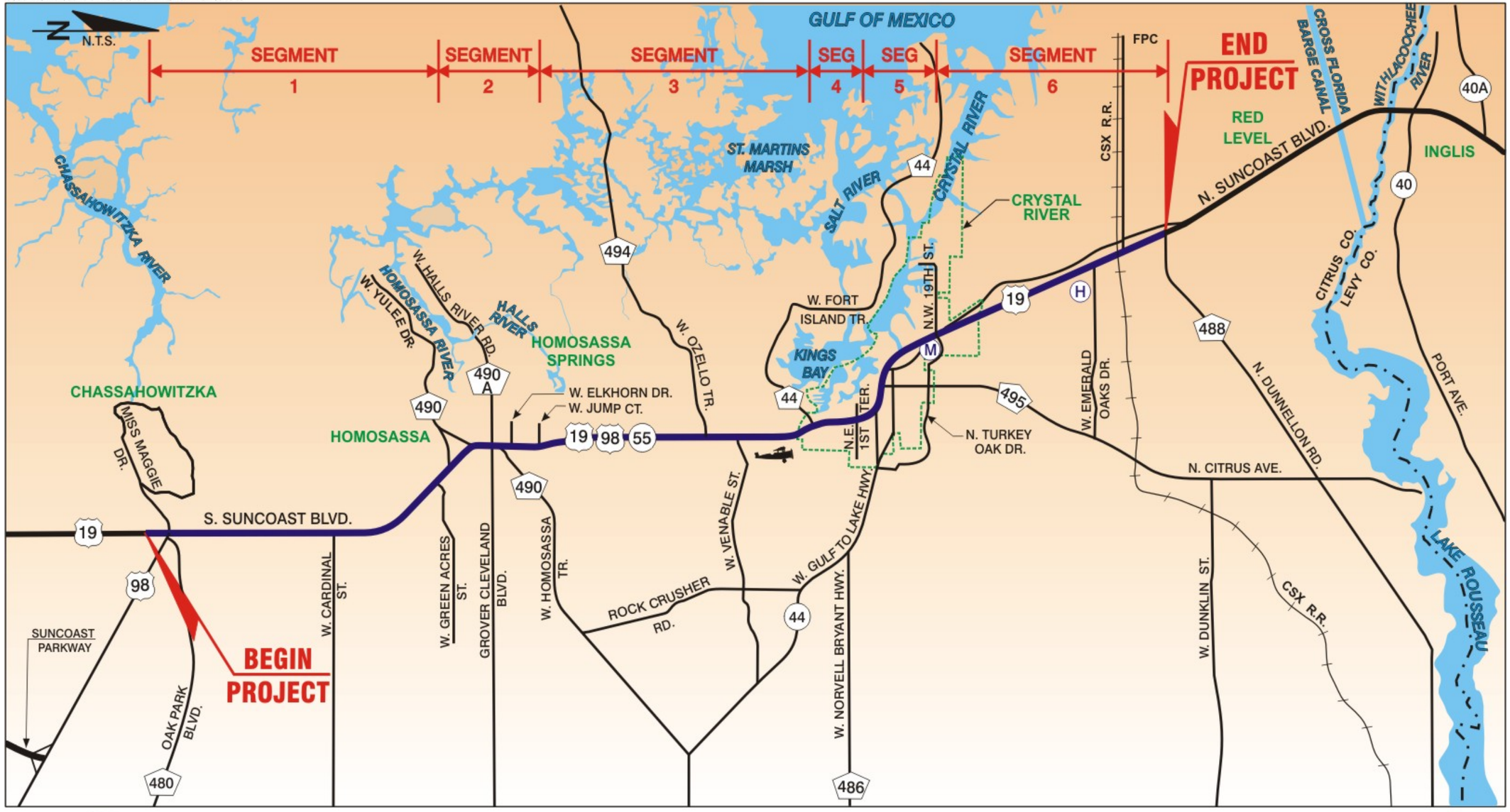
The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study for improvement alternatives along US 19 (SR 55) from south of US 98 (milepost 1.730) to North Dunnellon Road (CR 488) (milepost 20.742) in Citrus County, Florida. The project location map (Figure 1-1) illustrates the location and limits of the PD&E Study.

The purpose of this report is to document future conditions along the US 19 corridor and intersecting cross streets. As part of this effort, the traffic volumes from the recently completed Action Plan Update for the corridor were projected to reflect 2005 (opening year and 2025 (design year) daily and peak hour traffic. In addition, forecast future level of service (LOS) under No-Build and Build (six laning of the corridor and intersection improvements) conditions were determined. Deficiencies along the corridor and at intersecting cross streets were determined using the Highway Capacity Software (HCS) and queues were calculated for 2025 in order to determine storage lengths needed at intersections.

1.1 PURPOSE

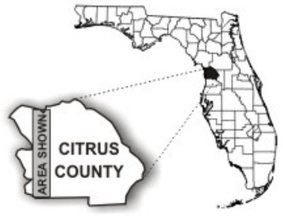
The purpose of the PD&E Study was to provide documented environmental and engineering analyses to assist the FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the type, location and conceptual design of the necessary improvements, in order to accommodate future traffic demand in a safe and efficient manner. The PD&E Study also satisfied the requirements of the National Environmental Policy Act (NEPA) and other Federal requirements in order to qualify the project for federal-aid funding of future development phases of the project.

G:/COREL/PD&E/US 19 CITRUS CO/LOC MAPS/FIG 1-1.CDR/6-25-03



LEGEND

- US 19 Project Limits
- Crystal River Airport
- Crystal River City Limits
- (H) Seven Rivers Community Hospital
- (M) Crystal River Mall



US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida

PROJECT LOCATION MAP

WPI SEG NO: 405822 1
FAP: 1852 007 P

FIGURE 1-1

This Study documents the need for the improvements, and presents the procedures utilized to develop and evaluate various improvement alternatives. Information relating to the engineering and environmental characteristics essential for alternatives and analytical decisions were collected. Design criteria have been established and preliminary alternatives have been developed. The comparison of alternatives was based on a variety of parameters utilizing a matrix format. This process identified the alternative that would have minimal impacts, while providing the necessary improvements. **The design year for the analysis is 2025.**

1.2 PROJECT DESCRIPTION

The PD&E Study limits encompass the portion of US 19 from south of US 98 to North Dunnellon Road (CR 488) in western Citrus County (Sections 1, 12, 13, 24, and 25 of Township 20 South, Range 17 East; Sections 3, 10, 15, 22, 26, 27, 34, and 35 of Township 19 South, Range 17 East; Sections 5, 6, 8, 17, 20, 21, 22, 27, 28, and 34 of Township 18 South, Range 17 East; Sections 30 and 31 of Township 17 South, Range 17 East; and Section 25 of Township 17 South, Range 16 East). The total length of the Study is approximately 18.8 miles (mi). US 19 is primarily a north/south rural principal arterial which follows the West Coast of Florida. Within the project limits, US 19 is part of the National Highway System (NHS) and the Florida Intrastate Highway System (FIHS). The facility serves as a major evacuation route for residents in Citrus County.

For the purposes of evaluating improvement alternatives, the project was divided into six segments based on the existing and future land use, projected traffic volumes for the design year 2025, existing typical sections and available existing ROW. The project segments are as follows:

Segment 1: South of US 98 to West Green Acres Street; 4.86 mi
Segment 2: West Green Acres Street to West Jump Court; 2.07 mi
Segment 3: West Jump Court to West Fort Island Trail (CR 44); 4.65 mi

Segment 4: West Fort Island Trail (CR 44) to NE 1st Terrace; 0.86 mi
Segment 5: NE 1st Terrace to Turkey Oak Drive; 2.05 mi
Segment 6: Turkey Oak Drive to North Dunnellon Road (CR 488); 4.31 mi

1.3 NEED FOR IMPROVEMENT

Improvements to the US 19 corridor are needed to accommodate anticipated traffic growth and to improve traffic circulation and safety conditions. An evaluation of the 2025 traffic projections applied to the No-Build Alternative demonstrates the need to increase capacity in the corridor.

The PD&E Study will evaluate methods to improve vehicular and pedestrian/bicycle safety along the corridor. Improvements in traffic operations will be analyzed at the major cross streets intersecting the corridor, including:

- US 98
- W. Cardinal Street
- W. Yulee Drive (CR 490)
- W. Halls River Road (CR 490A)/W. Grover Cleveland Boulevard
- W. Homosassa Trail (CR 490)
- W. Ozello Trail (CR 494)
- W. Venable Street
- Crystal River Plaza
- W. Fort Island Trail (CR 44)/S.E. 8th Avenue
- S.E. Kings Bay Drive
- SR 44
- N.E. 3rd Avenue
- N. Citrus Avenue (CR 495)
- N.W. 6th Avenue
- Crystal River Mall

- N.W. 19th Street/Turkey Oak Drive
- Seven Rivers Community Hospital
- W. Power Line Street
- N. Dunnellon Road (CR 488)

1.4 STUDY METHODOLOGY

The study methodology includes analyses of existing and future traffic conditions for the study corridor. The evaluation of existing and future traffic and safety conditions for the study used data collected for this study and from the recent US 19 Action Plan Update – From US 98 to Crystal River Mall[1], hereafter referred to as the Action Plan Update, completed in July 2000. A stand alone Traffic Report: Volume 1 – Existing Conditions[2] for US 19, hereafter referred to as the Existing Conditions Report, was completed for the project corridor from south of US 98 to North Dunnellon Road (CR 488) in April 2002. The analyses of future conditions are presented in Section 2 – Future Traffic Conditions of this report.

SECTION 2
FUTURE TRAFFIC CONDITIONS

This section summarizes the analysis of future traffic conditions along the US 19 corridor in Citrus County. This required the development of future traffic characteristics and projections for the study corridor. Traffic projections were developed for two analysis years: opening year (2005) and design year (2025). The opening year (2005) scenario considered "no build" conditions only or, more specifically, interim improvements needed along the corridor short of six-laning US 19. The design year (2025) considered two alternatives: 1) 2025 conditions with Suncoast Parkway Phase 2, and 2) 2025 conditions without Suncoast Parkway Phase 2 and the associated improvements necessary with each of these alternatives.

2.1 PLANNED ROADWAY IMPROVEMENTS

The Citrus County Comprehensive Plan 1995-2020[3] was reviewed to determine the planned roadway improvements anticipated in the vicinity of the US 19 corridor through the year 2020. The planned roadway improvements are included in Table 2-1.

Table 2-1
Planned Roadway Improvements in the Vicinity of the US 19 Corridor

Description	Number of Lanes	
	Existing	Planned Improvements
US 98 from US 19 to Suncoast Parkway Phase 1	2 lanes	4 lanes
W. Yulee Drive (CR 490) from US 19 west	2 lanes	4 lanes
W. Halls River Road (CR 490A) from US 19 west	2 lanes	4 lanes
W. Grover Cleveland Boulevard from US 19 to CR 491	2 lanes	4 lanes
N. Citrus Avenue (CR 495) from US 19 to N. Dunnellon Road (CR 488)	2 lanes	4 lanes
N. Dunnellon Road (CR 488) from US 19 to N. Citrus Avenue (CR 495)	2 lanes	4 lanes

Source: Citrus County Comprehensive Plan 1995-2020

For informational purposes, the 2020 identified improvements map from the Citrus County Comprehensive Plan 1995-2020 is shown in Appendix A. The planned improvements described in Table 2-1 and also shown on the 2020 identified improvements map were considered for the development of future traffic projections.

2.2 TRAFFIC PROJECTIONS

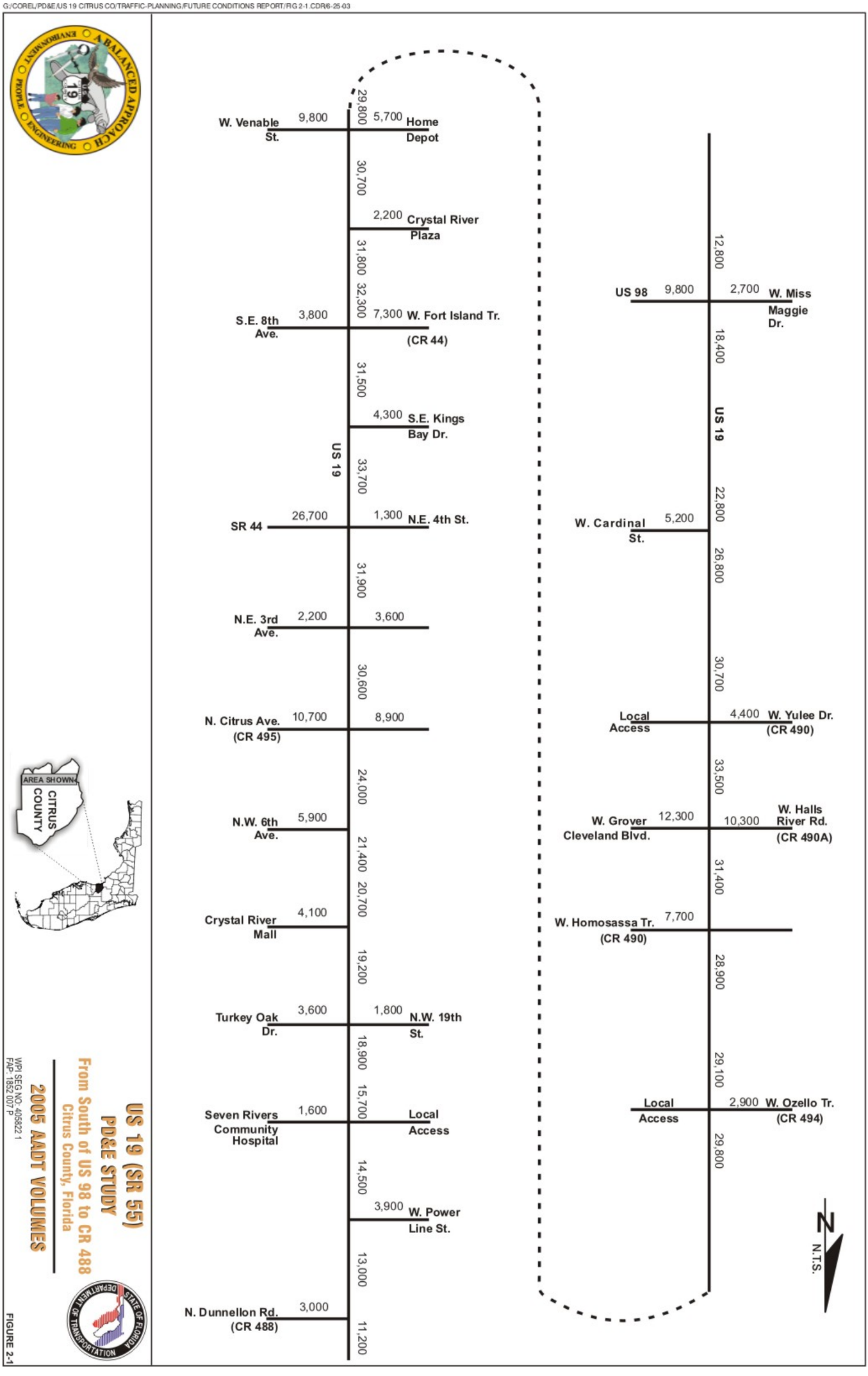
The future daily traffic volumes were developed for the opening year (2005) and design year (2025) for the US 19 corridor. The future daily traffic volumes were used to determine the peak hour traffic projections for this study. The following subsections summarize these data.

2.2.1 Annual Average Daily Traffic Projections

The annual average daily traffic (AADT) projections for the study corridor were developed for the opening year (2005) and design year (2025). The Design Traffic Procedures adopted by FDOT were followed during the development of the daily traffic projections. The Tampa Bay Regional Planning Model (TBRPM) and historical traffic volumes were used to develop the future traffic projections. In the case of the 2025 AADT projections, the model provided the primary tool for estimating future volumes both with Suncoast Parkway Phase 2 and without Suncoast Parkway Phase 2. The model volumes were smoothed using control numbers along the corridor. These control numbers, developed in coordination with FDOT District 7 Planning, considered historic count data in determining whether the model appeared to be overestimating or underestimating future traffic volumes along a segment. With the 2005 AADT projections, historical traffic volumes and growth trends were used to estimate future traffic in the short-term. Documentation of the calculation, methodology and control numbers used to determine AADT volumes are provided in Appendix B.

The opening year (2005) AADT volumes along the US 19 corridor are provided in Figure 2-1. The design year (2025) AADT volumes along the corridor for the with and without

G:/COREL/PD&E/US 19 CITRUS CO/TRAFFIC-PLANNING/FUTURE CONDITIONS REPORT/FIG 2-1.CDR6-25-03



US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida

2005 AADT VOLUMES

WPI SEG NO. 4058221
FAP- 1852 007 P

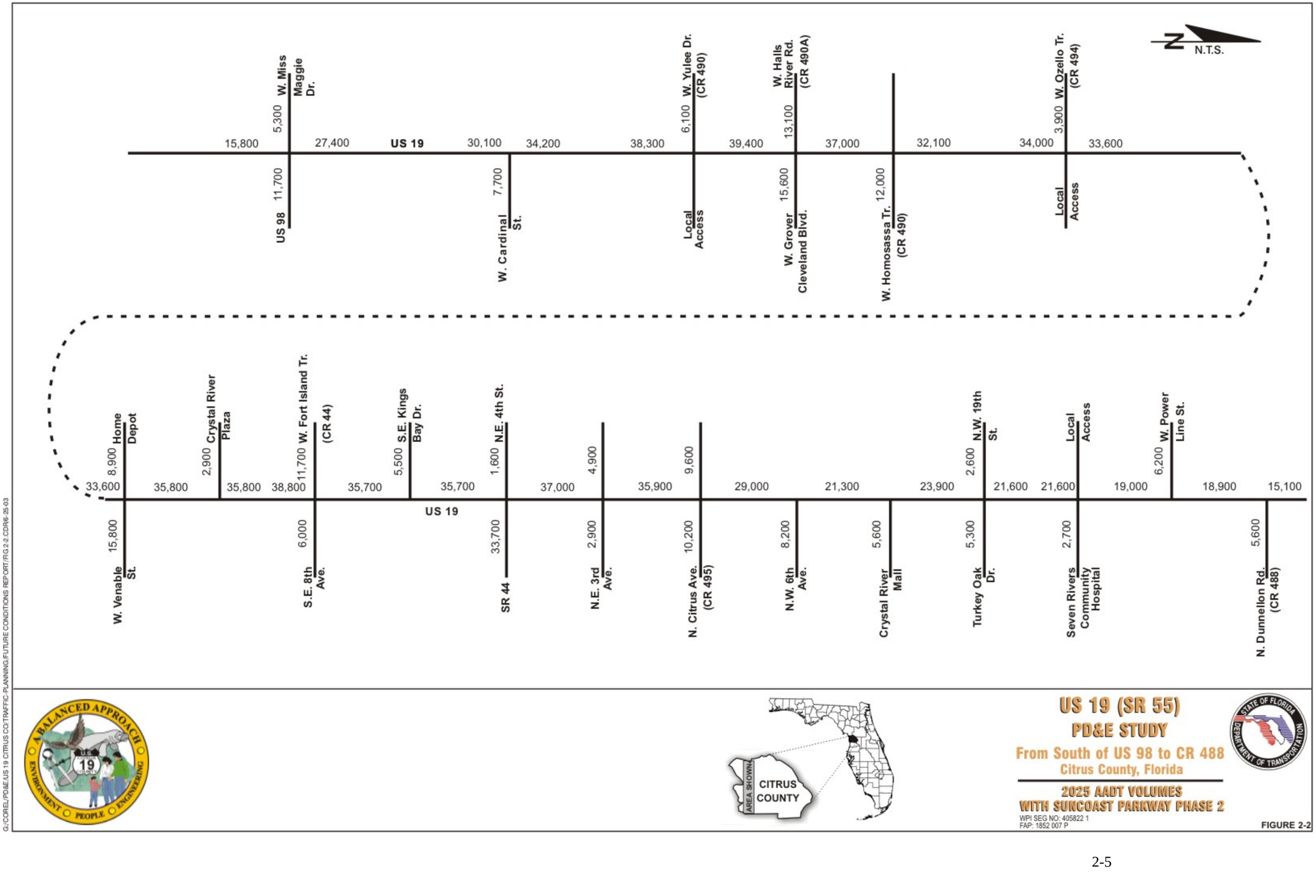
FIGURE 2-1

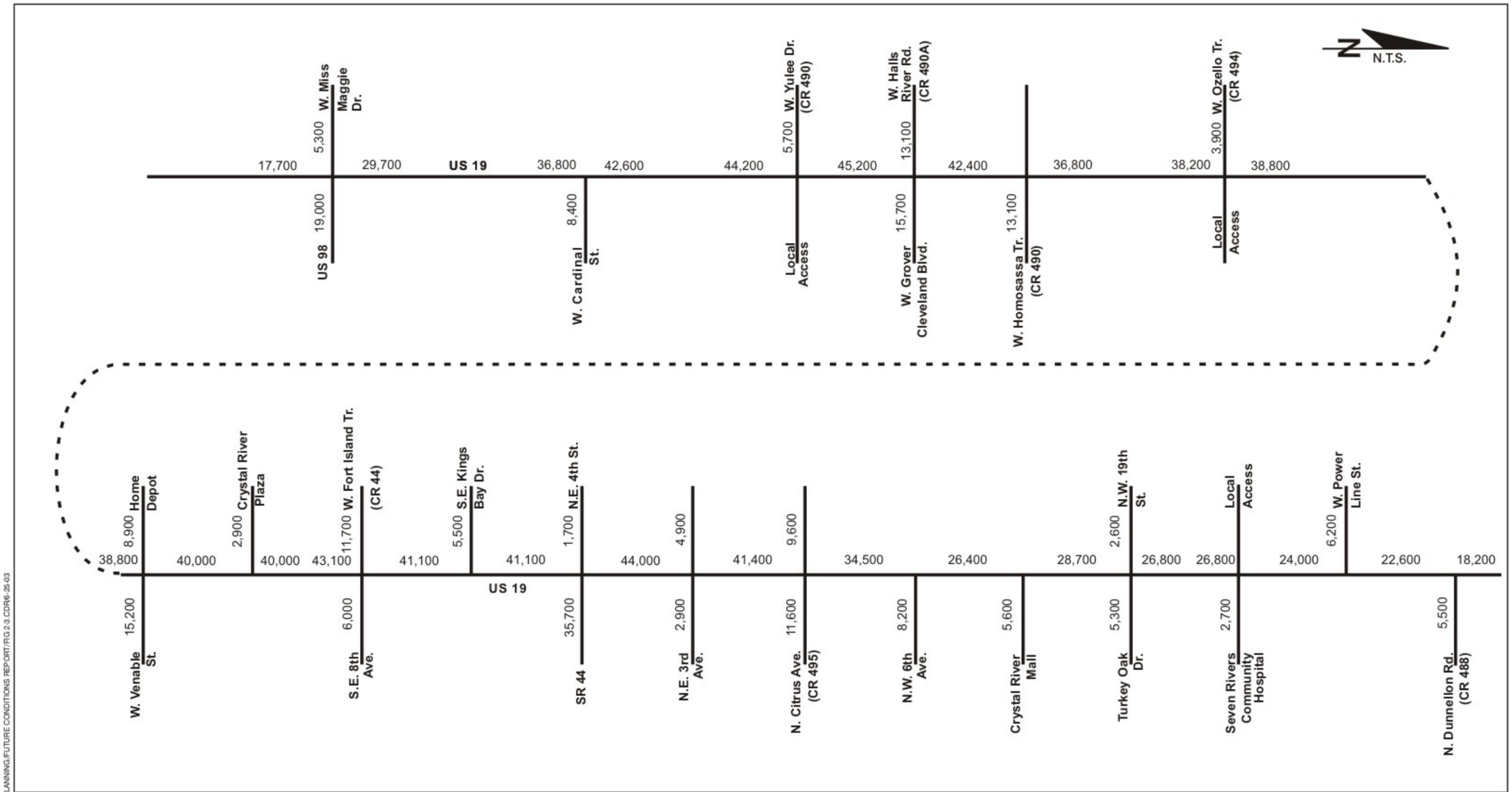
Suncoast Parkway Phase 2 scenarios are provided in Figures 2-2 and 2-3, respectively. The AADT volumes are expected to range from 11,200 vehicles per day (vpd) to 33,700 vpd in the opening year (2005). In the design year (2025), the AADT volumes are expected to range between 15,100 vpd to 39,400 vpd for the with Suncoast Parkway Phase 2 scenario. Volumes are generally a few thousand vehicles higher for the without Suncoast Parkway Phase 2 scenario, ranging between 17,700 vpd to 45,200 vpd.

2.2.2 Future Traffic Assumptions

Uniform with the Existing Conditions Report and as was agreed to at the methodology meeting for the PD&E Study, the design hour (30^{th} highest hour) "K", "D" and "T" factors from the Action Plan Update were used for the Future Conditions Report. The corresponding K and D factors are 10.56 percent and 54.10 percent, respectively. The T factor used varies along the corridor. A T factor of 7 percent was used for US 19 and all cross streets from the US 98 intersection to south of the SR 44 intersection. A T factor of 6 percent was used for US 19 and all cross streets from the SR 44 intersection north to the CR 488 intersection.

In addition, a peak hour factor (PHF) of 0.95 was used for the future operational analyses, discussed in Section 2.3, of this report. This is also consistent with the Action Plan Update.


N
N.T.S.
W. Miss Maggie Dr.
W. Yulee Dr. (CR 490)
W. Halls River Rd. (CR 490A)
W. Ozello Tr. (CR 494)
15,800
5,300
27,400
US 19
30,100
34,200
38,300
6,100
39,400
13,100
37,000
32,100
34,000
3,900
33,600
US 98
11,700
W. Cardinal St.
7,700
Local Access
W. Grover Cleveland Blvd.
15,600
W. Homosassa Tr. (CR 490)
12,000
Local Access
Home Depot
8,900
33,600
Crystal River Plaza
2,900
35,800
W. Fort Island Tr. (CR 44)
11,700
35,800
38,800
S.E. Kings Bay Dr.
5,500
35,700
N.E. 4th St.
1,600
35,700
4,900
37,000
9,600
35,900
N.W. 19th St.
2,600
29,000
Local Access
21,300
23,900
W. Power Line St.
6,200
21,600
21,600
19,000
18,900
15,100
US 19
W. Venable St.
15,800
S.E. 8th Ave.
6,000
SR 44
33,700
N.E. 3rd Ave.
2,900
N. Citrus Ave. (CR 495)
10,200
N.W. 6th Ave.
8,200
Crystal River Mall
5,600
Turkey Oak Dr.
5,300
Seven Rivers Community Hospital
2,700
N. Dunnellon Rd. (CR 488)
5,600
AREA SHOWN
CITRUS COUNTY
US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida
2025 AADT VOLUMES
WITH SUNCOAST PARKWAY PHASE 2
WPI SEG NO: 405822 1
FAP: 1852 007 P
FIGURE 2-2
A BALANCED APPROACH
ENVIRONMENT
PEOPLE
ENGINEERING
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
G:/COREL/PD&E/US 19 CITRUS CO/TRAFFIC- PLANNING/FUTURE CONDITIONS REPORT/FIG 2-2.CDR6 25-03


N.T.S.
US 19
38,800
8,900 Home Depot
40,000
2,900 Crystal River Plaza
40,000
43,100
11,700 W. Fort Island Tr. (CR 44)
41,100
5,500 S.E. Kings Bay Dr.
41,100
1,700 N.E. 4th St.
44,000
4,900
41,400
9,600
34,500
26,400
28,700
2,600 N.W. 19th St.
26,800
26,800
Local Access
24,000
6,200 W. Power Line St.
22,600
18,200
15,200 W. Venable St.
6,000 S.E. 8th Ave.
35,700 SR 44
2,900 N.E. 3rd Ave.
11,600 N. Citrus Ave. (CR 495)
8,200 N.W. 6th Ave.
5,600 Crystal River Mall
5,300 Turkey Oak Dr.
2,700 Seven Rivers Community Hospital
5,500 N. Dunnellon Rd. (CR 488)
17,700
5,300 W. Miss Maggie Dr.
29,700
US 98
19,000
36,800
8,400 W. Cardinal St.
42,600
44,200
5,700 W. Yulee Dr. (CR 490)
Local Access
45,200
13,100 W. Halls River Rd. (CR 490A)
15,700 W. Grover Cleveland Blvd.
42,400
W. Homosassa Tr. (CR 490)
13,100
36,800
38,200
3,900 W. Ozello Tr. (CR 494)
Local Access
38,800
AREA SHOWN
CITRUS COUNTY
A BALANCED APPROACH
ENVIRONMENT
PEOPLE
ENGINEERING
US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida
2025 AADT VOLUMES
WITHOUT SUNCOAST PARKWAY PHASE 2
WPI SEG NO: 405822 1
FAP: 1852 007 P
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FIGURE 2-3
G:/COREL/PD&E/US 19 CITRUS CO/TRAFFIC-PLANNING/FUTURE CONDITIONS REPORT/FIG 2-3.CDR(6.25.03

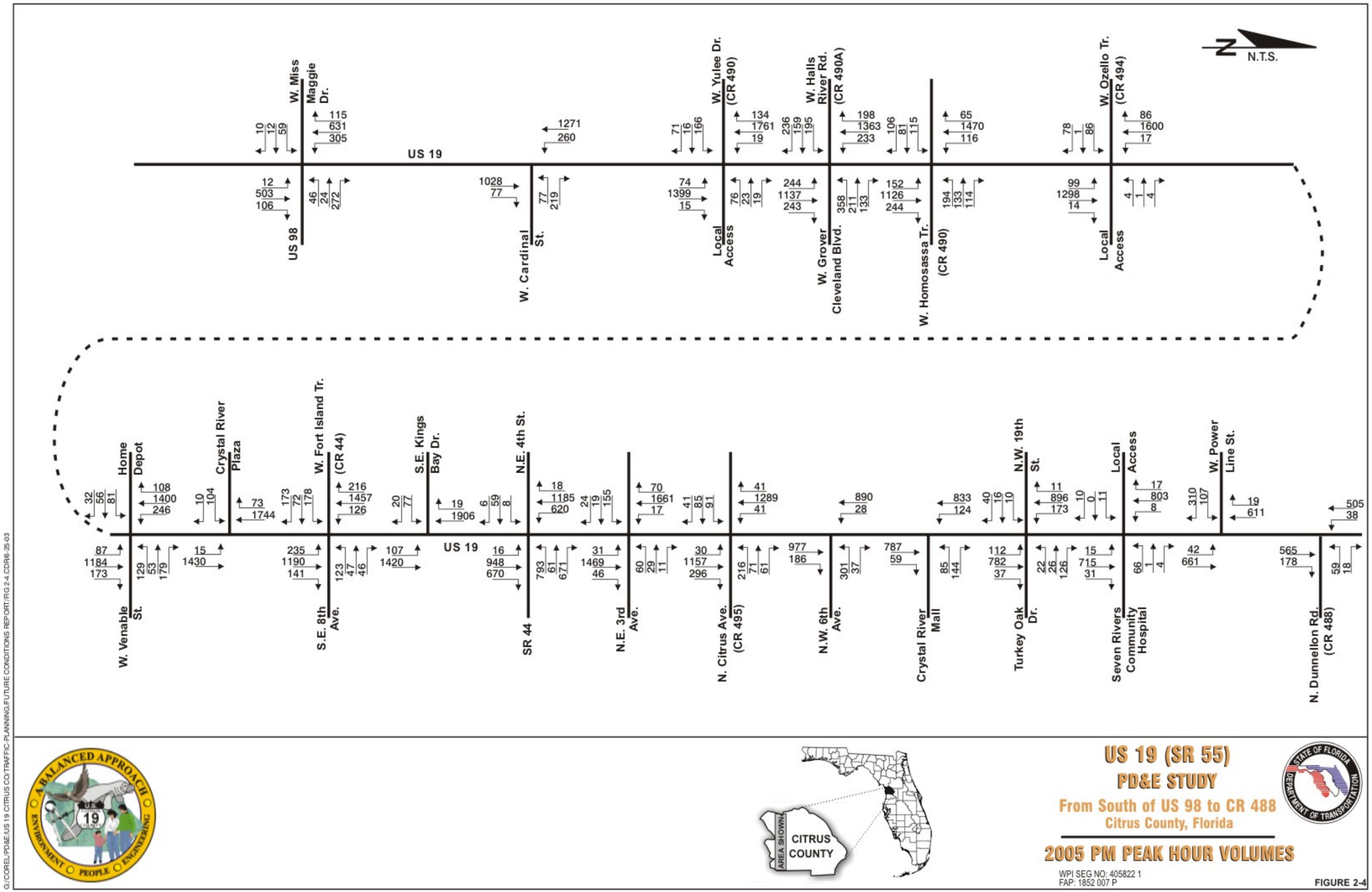
2.2.3 Peak Hour Traffic Projections

The traffic assumptions previously discussed were used to develop the peak hour traffic projections. First, the future AADT volumes were multiplied by the K_{30} factor of 10.56 percent to develop non-directional peak hour volumes. The directional peak hour volumes were then determined by applying a D_{30} factor of 54.10 percent to develop peak direction approach volumes and 1-D_{30} or 45.90 percent to develop non-peak direction approach volumes at the intersections. Based on existing traffic count data, the peak direction along the US 19 corridor was determined to be southbound from W. Power Line Street through the US 98 intersection and northbound from W. Power Line Street through the North Dunnellon Road (CR 488) intersection during the PM peak hour. The same peak hour distribution conditions were assumed in the development of the future traffic volumes. PM peak hour volumes for cross streets intersecting the US 19 corridor where developed consistent with existing travel patterns. AM peak hour volumes were not developed, to be consistent with the Action Plan Update and the agreed upon methodology for the study.

Appendix B documents the methodology and calculations used to develop the peak hour volumes. The resultant 2005 peak hour volumes are depicted in Figure 2-4. The resultant 2025 peak hour volumes with and without Suncoast Parkway Phase 2 are shown in Figures 2-5 and 2-6, respectively.

2.3 FUTURE OPERATIONAL ANALYSES

The analyses of future traffic conditions along the US 19 corridor considered existing LOS standards and intersection geometry. Then, based on future operating conditions, improvements to the existing corridor necessary for it to meet LOS standards were identified.


N.T.S.
US 19
US 98
W. Miss Maggie Dr.
W. Cardinal St.
W. Yulee Dr. (CR 490)
W. Halls River Rd. (CR 490A)
W. Homosassa Tr. (CR 490)
W. Ozello Tr. (CR 494)
Local Access
W. Grover Cleveland Blvd.
Home Depot
Crystal River Plaza
W. Fort Island Tr. (CR 44)
S.E. Kings Bay Dr.
N.E. 4th St.
SR 44
N.E. 3rd Ave.
N. Citrus Ave. (CR 495)
N.W. 6th Ave.
Crystal River Mall
N.W. 19th St.
Turkey Oak Dr.
Seven Rivers Community Hospital
W. Power Line St.
N. Dunnellon Rd. (CR 488)
W. Venable St.
S.E. 8th Ave.
AREA SHOWN
CITRUS COUNTY
A BALANCED APPROACH
ENVIRONMENT PEOPLE ENGINEERING
US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida
2005 PM PEAK HOUR VOLUMES
WPI SEG NO: 405822 1
FAP: 1852 007 P
FIGURE 2-4
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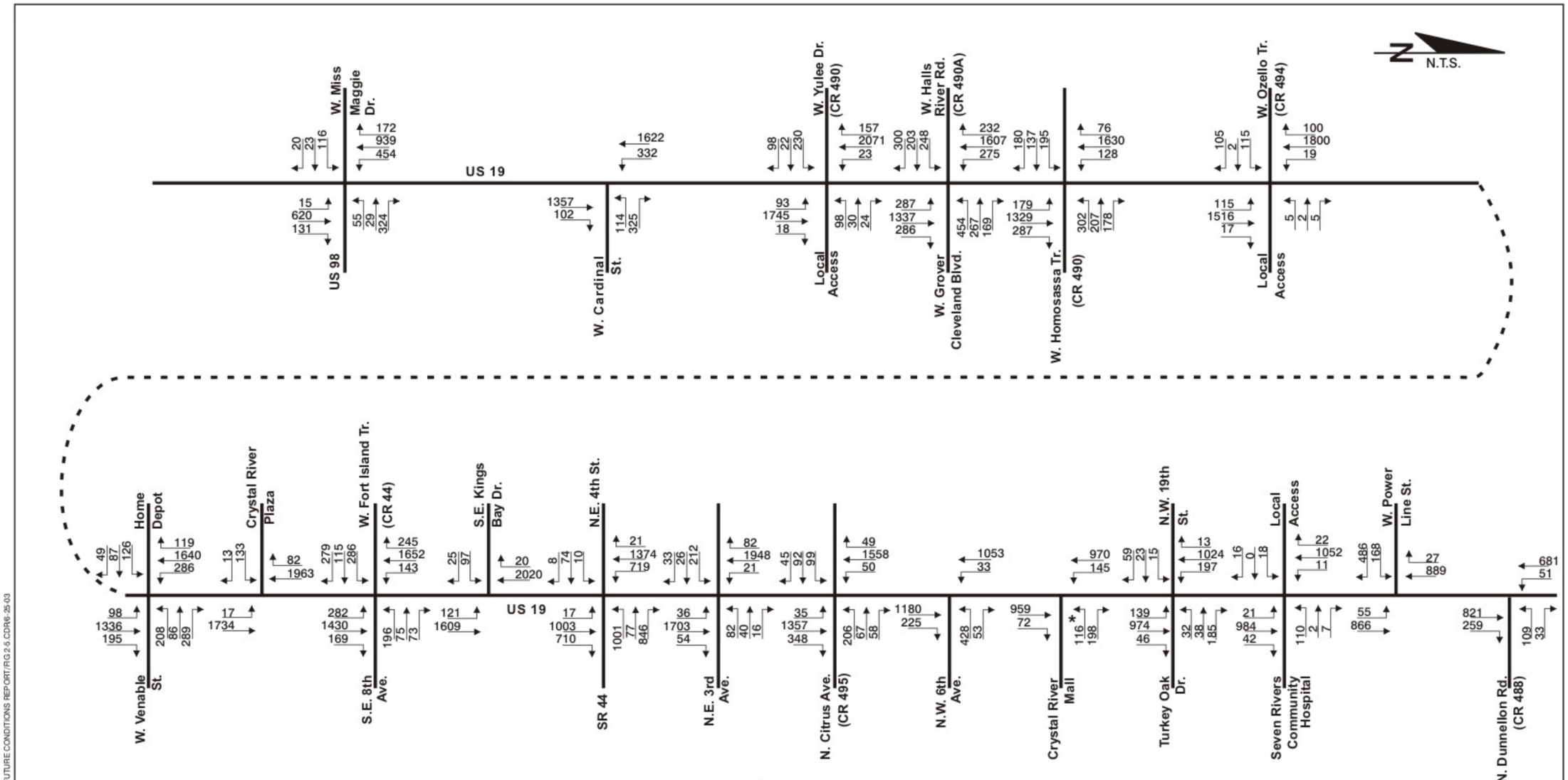
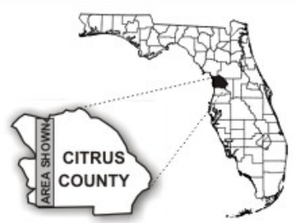


* Note: Under the Build Alternative it is recommended that the Crystal River Mall entrance be directionalized to allow southbound entry off of US 19 but no westbound left turn movement to US 19 southbound. In this instance, the 116 westbound left turns would be redistributed 50/50 to the N. W. 6th Avenue and Turkey Oak Drive signalized intersections.



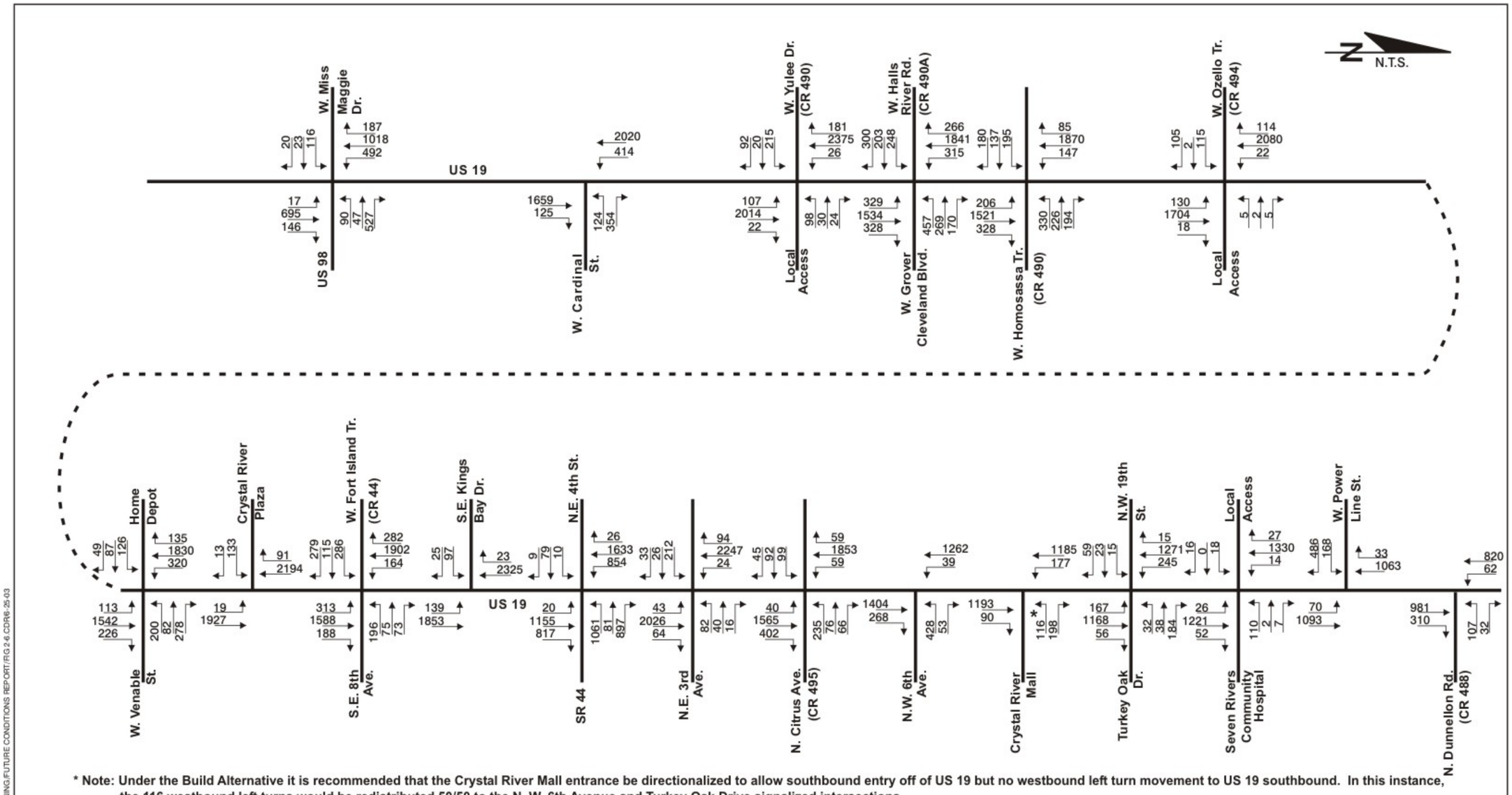
US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida

2025 PM PEAK HOUR VOLUMES WITH SUNCOAST PARKWAY PHASE 2

WPI SEG NO: 405822 1
FAP: 1852 007 P

FIGURE 2-5

G:/CDREL/PD&E/US 19 CITRUS CO/TRAFFIC-PLANNING/FUTURE CONDITIONS REPORT/FIG 2-5.CDR6-25-03



* Note: Under the Build Alternative it is recommended that the Crystal River Mall entrance be directionalized to allow southbound entry off of US 19 but no westbound left turn movement to US 19 southbound. In this instance, the 116 westbound left turns would be redistributed 50/50 to the N. W. 6th Avenue and Turkey Oak Drive signalized intersections.

G:/COREL/PD&E/US 19 CITRUS CO/TRAFFIC-PLANNING/FUTURE CONDITIONS REPORT/FIG 2-6.CDR6: 25-03

As noted in the Existing Conditions Report and Section 1.2, the US 19 corridor through Citrus County is classified as part of the Florida Intrastate Highway System (FIHS). Based on the FDOT 1998 Level of Service Handbook[4], the LOS standard for the US 19 corridor is LOS B for rural sections and LOS C for communities located along the corridor (i.e., Homosassa Springs and Crystal River).

The corridor currently consists of a mostly four-lane cross section. The exceptions being a five-lane cross section with a two-way left turn lane from W. Yulee Drive (CR 490) to north of W. Homosassa Trail (CR 490) in Homosassa Springs, a seven-lane cross section with a two-way left turn lane from S.E. 8th Avenue/W. Fort Island Trail (CR 44) to SR 44 and a five-lane cross section with a two-way left turn lane from SR 44 to south of N.W. 6th Avenue in Crystal River.

There are currently 15 signalized and four unsignalized intersections located along the corridor. The intersections are as follows:

Signalized

- US 19/W. Cardinal Street
- US 19/W. Yulee Drive (CR 490)
- US 19/W. Halls River Road (CR 490A)/W. Grover Cleveland Boulevard
- US 19/W. Homosassa Trail (CR 490)
- US 19/W. Ozello Trail (CR 494)
- US 19/W. Venable Street
- US 19/Crystal River Plaza
- US 19/S.E. 8th Avenue/W. Fort Island Trail (CR 44)
- US 19/S.E. Kings Bay Drive
- US 19/SR 44

Signalized (Continued)

- US 19/N.E. 3rd Avenue
- US 19/N. Citrus Avenue (CR 495)
- US 19/N.W. 6th Avenue
- US 19/N.W. 19th Street/Turkey Oak Drive
- US 19/W. Power Line Street

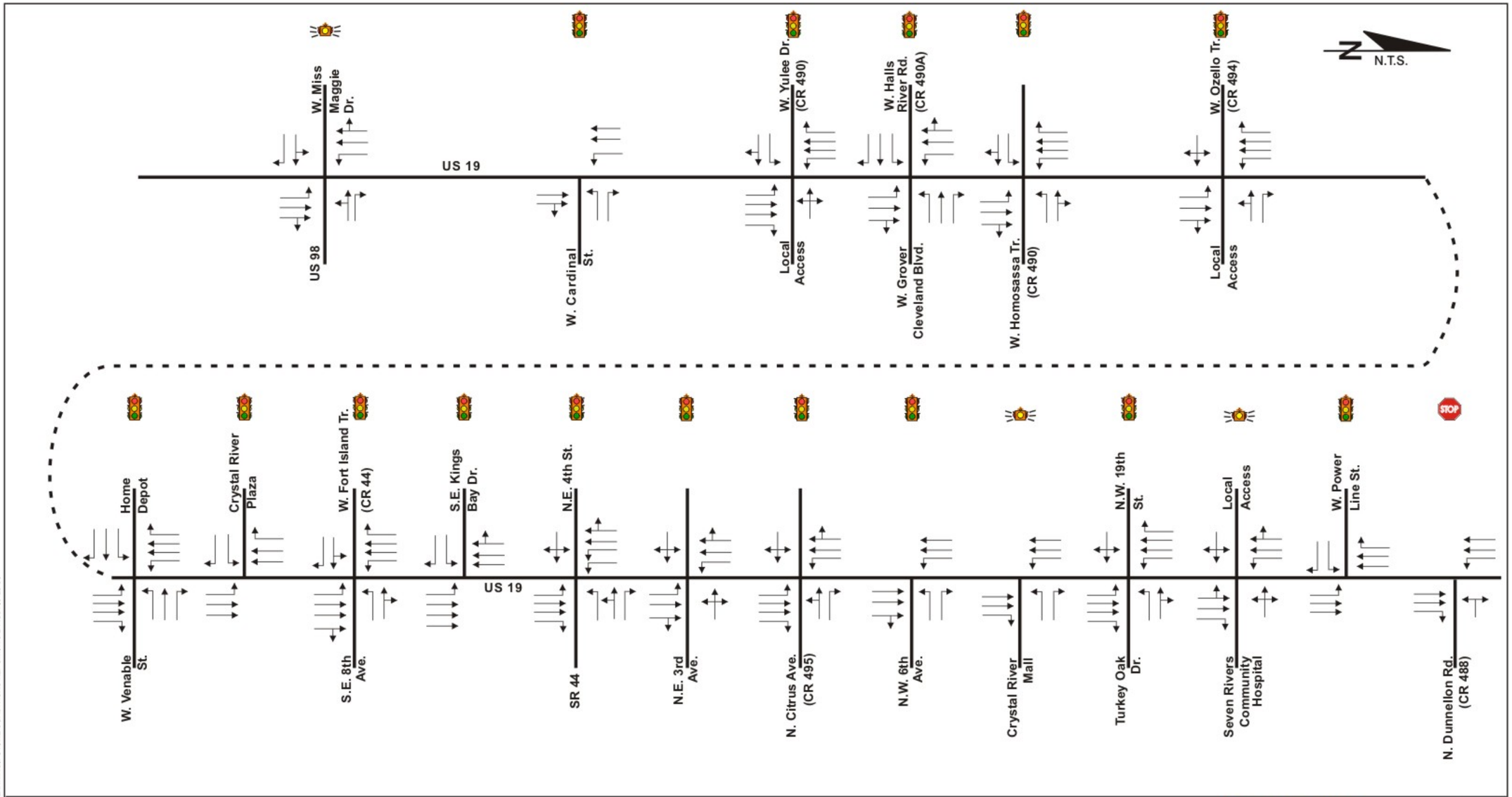
Unsignalized

- US 19/US 98 (flashing light)
- US 19/Crystal River Mall (flashing light)
- US 19/Seven Rivers Community Hospital (flashing light)
- US 19/N. Dunnellon Road (CR 488)

The existing intersection geometry used as a base for analyzing future intersection and arterial conditions is displayed in Figure 2-7. The Highway Capacity Software, Release 2.1g[5], (HCS) based on the Highway Capacity Manual, Special Report 209, Third Edition[6] (HCM) was used for both the intersection and arterial segment analyses. This is consistent with the Existing Conditions Report.

2.3.1 2005 Conditions

The future traffic analyses for 2005 conditions evaluate the operation of the corridor with minimal improvements. The following subsections summarize the results of the 2005 traffic analyses.


N.T.S.
US 19
US 98
W. Miss Maggie Dr.
W. Cardinal St.
Local Access
W. Yulee Dr. (CR 490)
W. Halls River Rd. (CR 490A)
W. Grover Cleveland Blvd.
W. Homosassa Tr. (CR 490)
Local Access
W. Ozello Tr. (CR 494)
W. Venable St.
Home Depot
Crystal River Plaza
S.E. 8th Ave.
W. Fort Island Tr. (CR 44)
S.E. Kings Bay Dr.
SR 44
N.E. 4th St.
N.E. 3rd Ave.
N. Citrus Ave. (CR 495)
N.W. 6th Ave.
Crystal River Mall
Turkey Oak Dr.
N.W. 19th St.
Seven Rivers Community Hospital
Local Access
W. Power Line St.
N. Dunnellon Rd. (CR 488)
STOP
LEGEND
Signalized intersection
Flashing signal intersection
Unsignalized intersection
A BALANCED APPROACH
ENVIRONMENT
PEOPLE
ENGINEERING
AREA SHOWN
CITRUS COUNTY
US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
EXISTING (2001) INTERSECTION GEOMETRY
WPI SEG NO: 405822 1
FAP: 1852 007 P
FIGURE 2-7
G:/COREL/PD&E/US 19 CITRUS CO/TRAFFIC PLANNING/FUTURE CONDITIONS REPORT/FIG 2-7.CDR6: 25 03

2.3.1.1 Unsignalized Intersection Operational Analyses

As outlined earlier, the four existing unsignalized intersections analyzed as part of this study are:

- US 19/US 98
- US 19/Crystal River Mall
- US 19/Seven Rivers Community Hospital
- US 19/N. Dunnellon Road (CR 488)

For purposes of the future conditions analysis, the existing unsignalized intersection at US 19/US 98 was considered signalized since it is programmed to be signalized by the year 2005 as part of the FDOT District Seven Five Year Tentative Work Program (Fiscal Years July 1, 2001 through June 30, 2006)[7].

The HCS Two-Way Stop Control Module was used to complete the unsignalized intersection operational analyses. The following input data were used to complete the analyses:

- 2005 PM peak hour turning movement volumes displayed in Figure 2-4
- Existing lane geometry displayed in Figure 2-7
- Peak hour turning movement truck percentages outlined earlier in Section 2.2.2
- PHF's outlined earlier in Section 2.2.2

The results from the HCS unsignalized intersection analyses are provided in Table 2-2. The 2005 HCS unsignalized intersection analyses are provided in Appendix C.

Table 2-2
2005 Intersection Analyses

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/US 98	EB	12.2	B
	WB	7.7	B
	NB	11.9	B
	SB	5.1	B
	Overall	7.8	B
US 19/W. Cardinal Street	EB	N/A	N/A
	WB	11.9	B
	NB	12.1	B
	SB	5.4	B
	Overall	8.6	B
US 19/W. Yulee Drive (CR 490)	EB	26.8	D
	WB	24.7	C
	NB	10.5	B
	SB	15.3	C
	Overall	14.4	B
US 19/W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	EB	21.7	C
	WB	30.7	D
	NB	19.7	C
	SB	28.7	D
	Overall	25.0	C
US 19/W. Homosassa Trail (CR 490)	EB	25.3	D
	WB	30.9	D
	NB	15.2	C
	SB	27.2	D
	Overall	22.8	C
US 19/W. Ozello Trail (CR 494)	EB	34.8	D
	WB	15.6	C
	NB	9.9	B
	SB	14.6	B
	Overall	14.9	B

Table 2-2 (Cont'd.)
2005 Intersection Analyses

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/W. Venable Street	EB	16.8	C
	WB	14.0	B
	NB	10.7	B
	SB	14.5	B
	Overall	13.1	B
US 19/Crystal River Plaza	EB	17.2	C
	WB	N/A	N/A
	NB	4.2	A
	SB	19.9	C
	Overall	13.1	B
US 19/SE. 8th Avenue/W. Fort Island Trail (CR 44)	EB	13.8	B
	WB	14.9	B
	NB	12.5	B
	SB	15.3	C
	Overall	14.0	B
US 19/SE. Kings Bay Drive	EB	14.7	B
	WB	N/A	N/A
	NB	5.5	B
	SB	14.0	B
	Overall	10.3	B
US 19/SR 44	EB[3]	N/A	N/A
	WB	18.0	C
	NB	17.1	C
	SB	10.1	B
	Overall	14.8	B
US 19/N.E. 3rd Avenue	EB	30.8	D
	WB	17.0	C
	NB	19.4	C
	SB	6.7	B
	Overall	13.7	B
US 19/N. Citrus Avenue (CR 495)	EB	10.8	B
	WB	11.2	B
	NB	10.4	B
	SB	13.3	B
	Overall	11.7	B

Table 2-2 (Cont'd.)
2005 Intersection Analyses

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/N.W. 6th Avenue	EB	N/A	N/A
	WB	9.2	B
	NB	10.3	B
	SB	10.7	B
	Overall	10.3	B
US 19/Crystal River Mall (Unsignalized)	WBL	*	F
	SBL	8.3	B
US 19/N.W. 19th Street/Turkey Oak Drive	EB	12.9	B
	WB	13.6	B
	NB	7.3	B
	SB	10.5	B
	Overall	9.5	B
US 19/Seven Rivers Community Hospital (Unsignalized)	EBLTR[4]	26.3	D
	WBLTR[4]	142.8	F
	NBL	6.3	B
	SBL	5.4	B
US 19/W. Power Line Street	EB	8.1	B
	WB	N/A	N/A
	NB	10.9	B
	SB	10.6	B
	Overall	10.1	B
US 19/N. Dunnellon Road (CR 488) (Unsignalized)	WBLR[5]	25.5	D
	SBL	4.6	A

[1] Average total intersection delay in seconds per entering vehicle
[2] Level of service, the standard for each intersection is assumed to be the same as the standard for the segment
[3] The analysis reflects the closing of the EB leg (N.E. 4th Street) of the US 19/SR 44 intersection by 2005, in order to achieve an acceptable LOS
[4] One lane serves the left turn, through and right turn movements
[5] One lane serves the left turn and right turn movements
* Delay is excessive. In the case of signalized intersections, the v/c ratio is greater than 1.2.

Similar to the existing conditions analysis, most of the unsignalized intersections have at least one turning movement that is failing during peak hour conditions. Only the US 19/N. Dunnellon Road (CR 488) intersection shows no failing movements. At the US 19/Crystal River Mall and US 19/Seven Rivers Community Hospital intersections left turns from US 19 onto the cross streets are operating at acceptable levels of service

during peak hour conditions. However, left turns from the cross streets onto US 19 experience delays. At both intersections the delay for left turns from the cross streets exceeds 100 seconds per vehicle. These intersections should be monitored to see when signalization is warranted in the future.

In the case of the US 19/Crystal River Mall intersection it is recommended that the existing median opening be directionalized, allowing the southbound to eastbound left-turn movement for southbound vehicles entering the mall but eliminating the westbound to southbound left-turn movement for traffic exiting the mall. This would improve operations at this intersection. Exiting mall traffic could use Turkey Oak Drive or N.W. 6th Avenue, signalized intersections providing additional access to the mall, in order to access southbound US 19.

2.3.1.2 Signalized Intersection Operational Analyses

The 15 existing signalized intersections located within the study area, as outlined earlier, are:

- US 19/W. Cardinal Street
- US 19/W. Yulee Drive (CR 490)
- US 19/W. Halls River Road (CR 490A)/W. Grover Cleveland Boulevard
- US 19/W. Homosassa Trail (CR 490)
- US 19/W. Ozello Trail (CR 494)
- US 19/W. Venable Street
- US 19/Crystal River Plaza
- US 19/S.E. 8th Avenue/W. Fort Island Trail (CR 44)
- US 19/S.E. Kings Bay Drive
- US 19/SR 44
- US 19/N.E. 3rd Avenue
- US 19/N. Citrus Avenue (CR 495)

- US 19/N.W. 6th Avenue
- US 19/N.W. 19th Street/Turkey Oak Drive
- US 19/W. Power Line Street

The HCS Signalized Intersection Module was used to evaluate the 2005 PM peak hour operations for the intersections listed previously. Only minimal operational improvements (i.e., additional turn lanes if needed but no additional through lanes) were evaluated for 2005. In addition, as noted earlier, the intersection of US 19/US 98 was considered signalized as part of the future conditions analyses since signalization at this intersection is programmed as part of the FDOT Five Year Work Program. The following input data were used to complete the analyses:

- 2005 PM peak hour turning movement volumes displayed in Figure 2-4
- Existing signal phasings and timings from the Action Plan Update or updated information provided by FDOT
- Existing lane geometry displayed in Figure 2-7, updated as necessary
- Peak hour turning movement truck percentages from the Action Plan Update as outlined earlier in Section 2.2.2
- PHF's from the Action Plan Update as outlined earlier in Section 2.2.2

With minimal operational improvements, all the signalized intersections within the study area are expected to meet LOS standards in the year 2005. Operational improvements are needed at the following intersections by the year 2005 in order to meet LOS standards:

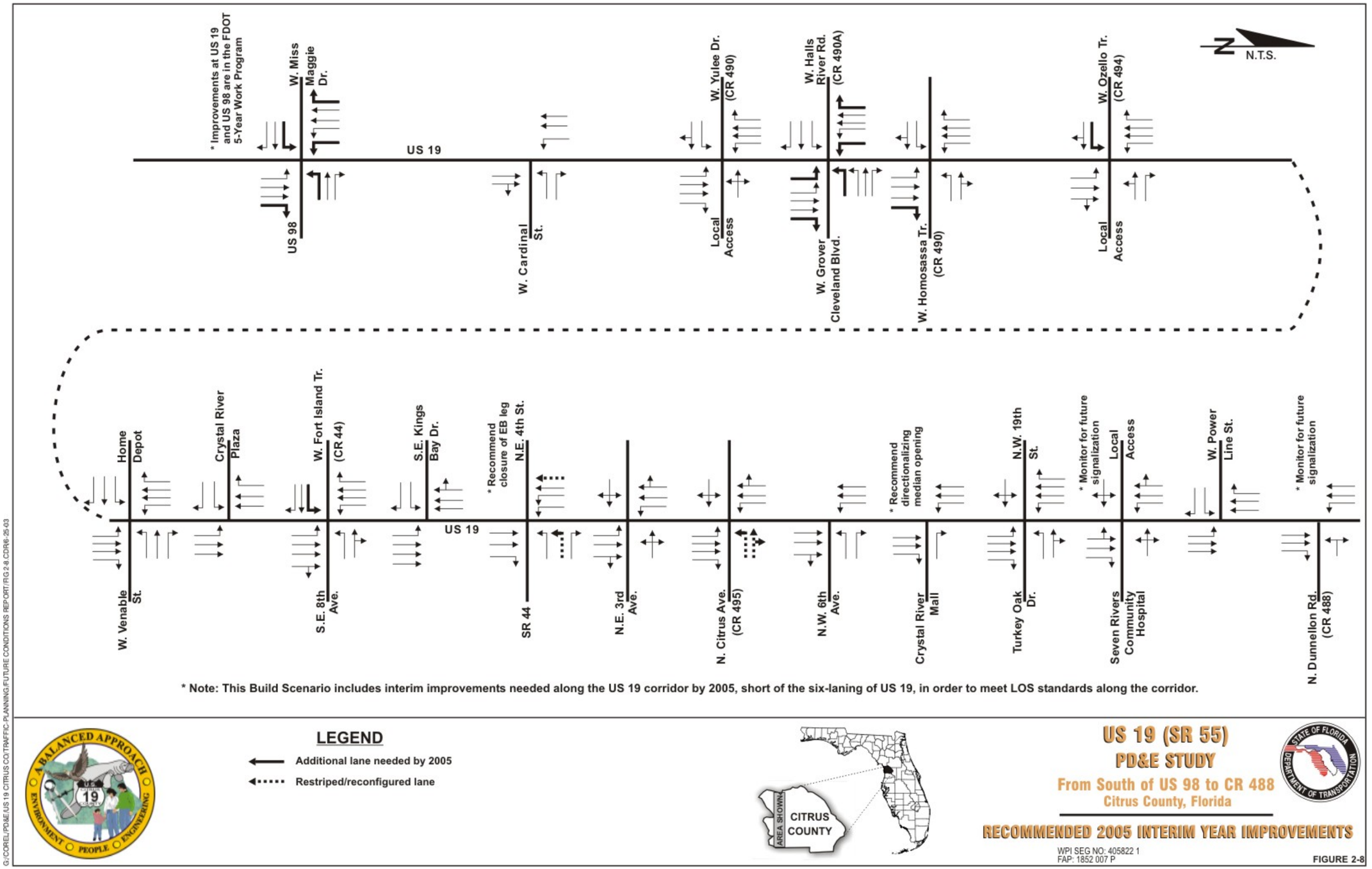
- US 19/US 98
- US 19/W. Halls River Road (CR 490A)/W. Grover Cleveland Boulevard
- US 19/W. Homosassa Trail (CR 490)
- US 19/W. Ozello Trail (CR 494)
- US 19/S.E. 8th Avenue/W. Fort Island Trail (CR 44)

- US 19/SR 44
- US 19/N. Citrus Avenue (CR 495)

In most instances, these improvements consist of adding turn lanes. The improvements needed by 2005 are highlighted in Figure 2-8.

The results from the HCS signalized intersection analyses are provided in Table 2-2. The 2005 HCS signalized intersection analyses are provided in Appendix C.

Both the Multilane Highway Module and Urban Arterial Module considered existing travel characteristics along the corridor as part of the 2005 interim conditions analysis, including traffic volumes, traffic factors (truck and PHF) and speed limits. Further, given the Urban Arterial Module incorporates signal operations in determining LOS for an arterial segment the minimal operational improvements highlighted in Figure 2-8 and minor signal retimings from the intersection analyses were considered in determining LOS between signalized intersections. The results of these analyses are presented in Table 2-3. The corridor is expected to be deficient in meeting LOS standards along the segments of US 19 in Homosassa Springs [W. Halls River Road (CR 490A) to W. Homosassa Trail (CR 490) both northbound and southbound], between W. Venable Street and Crystal River Plaza (both northbound and southbound) and in Crystal River [SR 44 to N. Citrus Avenue (CR 495) northbound]. The 2005 HCS segment analyses are provided in Appendix D.



* Note: This Build Scenario includes interim improvements needed along the US 19 corridor by 2005, short of the six-laning of US 19, in order to meet LOS standards along the corridor.

LEGEND

- Additional lane needed by 2005
- Restriped/reconfigured lane

US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida

RECOMMENDED 2005 INTERIM YEAR IMPROVEMENTS

WPI SEG NO: 405822 1
FAP: 1852 007 P

FIGURE 2-8

G:/COREL/PD&E/US 19 CITRUS CO/TRAFFIC-PLANNING/FUTURE CONDITIONS REPORT/FIG 2-8.CDR:6-25-03

Table 2-3
2005 Level of Service Summary by Segment

US 19 Segment		Existing Lanes	2005 Two-Way Peak Hour Volume[1]	FDOT LOS Standard[2]	2005 Peak Hour LOS[3]	
From	To				Northbound	Southbound
South of US 98	US 98	4LD	1,308	B	A	A
US 98	W. Cardinal Street	4LD	2,453	B	A	A
W. Cardinal Street	W. Yulee Drive (CR 490)	4LD	3,396	B	A	A
W. Yulee Drive (CR 490)	W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	5L	3,581	C	C	C
W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	W. Homosassa Trail (CR 490)	5L	3,292	C	E	F
W. Homosassa Trail (CR 490)	W. Ozello Trail (CR 494)	4LD	3,093	B	A	A
W. Ozello Trail (CR 494)	W. Venable Street	4LD	3,005	B	A	A
W. Venable Street	Crystal River Plaza	4LD	3,199	B	C	E
Crystal River Plaza	S.E. 8th Avenue / W. Fort Island Trail (CR 44)	4LD	3,178	B	A	B
S.E. 8th Avenue / W. Fort Island Trail (CR 44)	S.E. Kings Bay Drive	7L	3,453	C	A	B
S.E. Kings Bay Drive	SR 44	7L	3,618	C	C	C
SR 44	N.E. 3rd Avenue	5L	3,291	C	E	C
N.E. 3rd Avenue	N. Citrus Avenue (CR 495)	5L	3,029	C	D	C

Table 2-3 (Cont'd.)
2005 Level of Service Summary by Segment

US 19 Segment		Existing Lanes	2005 Two-Way Peak Hour Volume[1]	FDOT LOS Standard[2]	2005 Peak Hour LOS[3]	
From	To				Northbound	Southbound
N. Citrus Avenue (CR 495)	N.W. 6th Avenue	5L	2,354	C	A	A
N.W. 6th Avenue	Crystal River Mall	4LD	1,764	C	B	B
Crystal River Mall	N.W. 19th Street/ Turkey Oak Drive	4LD	1,889	C	B	B
N.W. 19th Street/ Turkey Oak Drive	Seven Rivers Community Hospital	4LD	1,640	B	A	A
Seven Rivers Community Hospital	W. Power Line Street	4LD	1,624	B	A	A
W. Power Line Street	N. Dunnellon Road (CR 488)	4LD	1,398	B	A	A

[1] Volumes were obtained from Figure 2-4, 2005 PM Peak Hour Volumes.
[2] 1998 Level of Service Manual, Table 2-1.
[3] LOS determined from HCS Arterial program.

2.3.2 2025 Conditions

The future traffic analyses for 2025 conditions evaluate the operation of the corridor under four different scenarios:

- 2025 No-Build – With Suncoast Parkway Phase 2
- 2025 No-Build – Without Suncoast Parkway Phase 2
- 2025 Build – With Suncoast Parkway Phase 2
- 2025 Build – Without Suncoast Parkway Phase 2

The purpose in analyzing each of the various 2025 scenarios is to identify conditions not only under No-Build and Build conditions but also in attempt to gauge the effects of the proposed Suncoast Parkway Phase 2 project on the US 19 corridor. The analysis techniques for 2025 conditions were similar to those used for analyzing 2005 conditions. The following input data were used to complete the analyses:

- 2025 PM peak hour turning movement volumes with and without Suncoast Parkway Phase 2, displayed in Figures 2-5 and 2-6,
- Existing lane geometry displayed in Figure 2-7 and the programmed improvements at the US 19/US 98 intersection shown in Figure 2-8, for 2005 interim year conditions
- Peak hour turning movement truck percentages outlined earlier in Section 2.2.2
- PHF's outlined earlier in Section 2.2.2

The following subsections summarize the results of the 2025 traffic analyses.

2.3.2.1 2025 No-Build Conditions

Analysis of 2025 No-Build conditions for the US 19 corridor, both with and without Suncoast Parkway Phase 2, indicate that a number of intersections and roadway segments will not meet LOS standards in the future. Besides the poor LOS for left turns from unsignalized cross streets located along the corridor, a number of signalized intersections in the Homosassa Springs and Crystal River areas are expected to fail (LOS F). The No-Build analyses results for both intersections and arterials, both with and without Suncoast Parkway Phase 2, are presented in Tables 2-4 to 2-7. The HCS intersection and arterial analyses are provided in Appendices E-H.

2.3.2.2 2025 Build Conditions (Recommended Improvements)

As outlined in Section 2.3.2.1 and highlighted in Tables 2-4 to 2-7, under No-Build conditions the US 19 corridor is expected to be deficient in meeting LOS standards, LOS B for rural and LOS C for urban areas (i.e., Homosassa Springs and Crystal River), for a number of intersections and roadway segments by 2025. In order to address these deficiencies a number of recommendations put forward as part of the Action Plan Update were tested. This included a number of intersection improvements, widening of the existing corridor to six lanes and flyover concepts for the US 19/SR 44 intersection. The flyover concepts included a westbound flyover to eliminate the existing dual westbound left turn lanes or a southbound flyover to eliminate the existing dual southbound left turn lanes. In both instances the flyovers were deemed necessary in order to achieve an acceptable LOS for this intersection. Both alternatives also included closure of the existing eastbound low volume leg of the intersection. The need for the flyovers was further justified by no improvements to either Turkey Oak Drive or S.E. 8th Avenue in the Citrus County Comprehensive Plan, which might serve as diversionary routes to the US 19/SR 44 intersection. This issue was raised as part of the Action Plan Update.

Table 2-4
2025 No-Build Intersection Analyses
With Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/US 98	EB	11.7	B
	WB	7.2	B
	NB	13.6	B
	SB	11.6	B
	Overall	11.6	B
US 19/W. Cardinal Street	EB	N/A	N/A
	WB	20.5	C
	NB	20.9	C
	SB	8.4	B
	Overall	14.5	B
US 19/W. Yulee Drive (CR 490)	EB	69.9	F
	WB	49.3	E
	NB	7.0	B
	SB	39.3	D
	Overall	28.8	D
US 19/W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	EB	*	F
	WB	*	F
	NB	*	F
	SB	*	F
	Overall	*	F
US 19/W. Homosassa Trail (CR 490)	EB	*	F
	WB	*	F
	NB	*	F
	SB	*	F
	Overall	*	F
US 19/W. Ozello Trail (CR 494)	EB	32.9	D
	WB	21.8	C
	NB	6.3	B
	SB	20.1	C
	Overall	14.8	B

Table 2-4 (Cont'd.)
2025 No-Build Intersection Analyses
With Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/W. Venable Street	EB	22.9	C
	WB	34.2	D
	NB	15.1	C
	SB	31.0	D
	Overall	25.2	C
US 19/Crystal River Plaza	EB	24.3	C
	WB	N/A	N/A
	NB	4.7	A
	SB	23.2	C
	Overall	15.0	B
US 19/S.E. 8th Avenue/W. Fort Island Trail (CR 44)	EB	*	F
	WB	*	F
	NB	19.3	C
	SB	*	F
	Overall	*	F
US 19/S.E. Kings Bay Drive	EB	20.3	C
	WB	N/A	N/A
	NB	4.1	A
	SB	13.9	B
	Overall	9.7	B
US 19/SR 44	EB	36.7	D
	WB	*	F
	NB	*	F
	SB	32.2	D
	Overall	*	F
US 19/N.E. 3rd Avenue	EB	51.9	E
	WB	19.9	C
	NB	32.1	D
	SB	17.4	C
	Overall	25.8	D

Table 2-4 (Cont'd.)
2025 No-Build Intersection Analyses
With Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/N. Citrus Avenue (CR 495)	EB	12.8	B
	WB	33.7	D
	NB	18.2	C
	SB	27.8	D
	Overall	23.2	C
US 19/N.W. 6th Avenue	EB	N/A	N/A
	WB	14.5	B
	NB	12.0	B
	SB	12.6	B
	Overall	12.6	B
US 19/Crystal River Mall (Unsignalized)	WBL	*	F
	SBL	12.4	C
US 19/N.W. 19th Street/Turkey Oak Drive	EB	39.8	D
	WB	58.6	E
	NB	12.0	B
	SB	5.0	A
	Overall	14.0	B
US 19/Seven Rivers Community Hospital (Unsignalized)	EBLTR[3]	118.7	F
	WBLTR[3]	*	F
	NBL	9.0	B
	SBL	7.8	B
US 19/W. Power Line Street	EB	12.6	B
	WB	N/A	N/A
	NB	12.2	B
	SB	11.7	B
	Overall	12.1	B
US 19/N. Dunnellon Road (CR 488) (Unsignalized)	WBLR[4]	875.8	F
	SBL	6.8	B

[1] Average total intersection delay in seconds per entering vehicle
[2] Level of service, the standard for each intersection is assumed to be the same as the standard for the segment
[3] One lane serves the left turn, through and right turn movements
[4] One lane serves the left turn and right turn movements
* Delay is excessive. In the case of signalized intersections, the v/c ratio is greater than 1.2.

Table 2-5
2025 No-Build Intersection Analyses
Without Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/US 98	EB	12.7	B
	WB	10.3	B
	NB	13.0	B
	SB	12.2	B
	Overall	12.0	B
US 19/W. Cardinal Street	EB	N/A	N/A
	WB	28.1	D
	NB	30.2	D
	SB	12.7	B
	Overall	20.9	C
US 19/W. Yulee Drive (CR 490)	EB	43.7	E
	WB	35.8	D
	NB	10.7	B
	SB	*	F
	Overall	*	F
US 19/W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	EB	*	F
	WB	*	F
	NB	*	F
	SB	*	F
	Overall	*	F
US 19/W. Homosassa Trail (CR 490)	EB	*	F
	WB	*	F
	NB	*	F
	SB	*	F
	Overall	*	F
US 19/W. Ozello Trail (CR 494)	EB	51.6	E
	WB	23.9	C
	NB	6.1	B
	SB	34.1	D
	Overall	22.9	C

Table 2-5 (Cont'd.)
2025 No-Build Intersection Analyses
Without Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/W. Venable Street	EB	25.7	D
	WB	51.9	E
	NB	15.6	C
	SB	41.4	E
	Overall	32.0	D
US 19/Crystal River Plaza	EB	30.3	D
	WB	N/A	N/A
	NB	3.8	A
	SB	28.3	D
	Overall	17.4	C
US 19/S.E. 8th Avenue/W. Fort Island Trail (CR 44)	EB	*	F
	WB	*	F
	NB	*	F
	SB	*	F
	Overall	*	F
US 19/S.E. Kings Bay Drive	EB	20.3	C
	WB	N/A	N/A
	NB	4.5	A
	SB	22.9	C
	Overall	14.6	B
US 19/SR 44	EB	37.8	D
	WB	*	F
	NB	*	F
	SB	*	F
	Overall	*	F
US 19/N.E. 3rd Avenue	EB	*	F
	WB	23.4	C
	NB	*	F
	SB	24.4	C
	Overall	*	F

Table 2-5 (Cont'd.)
2025 No-Build Intersection Analyses
Without Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/N. Citrus Avenue (CR 495)	EB	13.4	B
	WB	60.8	F
	NB	33.8	D
	SB	*	F
	Overall	*	F
US 19/N.W. 6th Avenue	EB	N/A	N/A
	WB	14.5	B
	NB	13.6	B
	SB	14.9	B
	Overall	14.2	B
US 19/Crystal River Mall (Unsignalized)	WBL	*	F
	SBL	27.1	D
US 19/N.W. 19th Street/Turkey Oak Drive	EB	39.5	D
	WB	57.9	E
	NB	*	F
	SB	11.7	B
	Overall	*	F
US 19/Seven Rivers Community Hospital (Unsignalized)	EBLTR[3]	*	F
	WBLTR[3]	*	F
	NBL	13.6	C
	SBL	10.7	C
US 19/W. Power Line Street	EB	13.1	B
	WB	N/A	N/A
	NB	12.7	B
	SB	10.7	B
	Overall	12.0	B
US 19/N. Dunnellon Road (CR 488) (Unsignalized)	WBLR[4]	*	F
	SBL	8.8	B

[1] Average total intersection delay in seconds per entering vehicle
[2] Level of service, the standard for each intersection is assumed to be the same as the standard for the segment
[3] One lane serves the left turn, through and right turn movements
[4] One lane serves the left turn and right turn movements
* Delay is excessive. In the case of signalized intersections, the v/c ratio is greater than 1.2.

Table 2-6
2025 No-Build Level of Service Summary by Segment
With Suncoast Parkway Phase 2

US 19 Segment		Existing Lanes	2025 Two-Way Peak Hour Volume[1]	FDOT LOS Standard[2]	2025 Peak Hour LOS[3]	
From	To				Northbound	Southbound
South of US 98	US 98	4LD	1,780	B	A	A
US 98	W. Cardinal Street	4LD	3,195	B	A	A
W. Cardinal Street	W. Yulee Drive (CR 490)	4LD	4,123	B	F[4]	F[4]
W. Yulee Drive (CR 490)	W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	5L	4,271	C	F[4]	F[4]
W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	W. Homosassa Trail (CR 490)	5L	3,907	C	F[4]	F[4]
W. Homosassa Trail (CR 490)	W. Ozello Trail (CR 494)	4LD	3,558	B	F[4]	F[4]
W. Ozello Trail (CR 494)	W. Venable Street	4LD	3,526	B	F[4]	F[4]
W. Venable Street	Crystal River Plaza	4LD	3,727	B	F[4]	F[4]
Crystal River Plaza	S.E. 8th Avenue / W. Fort Island Trail (CR 44)	4LD	4,008	B	F[4]	F[4]
S.E. 8th Avenue / W. Fort Island Trail (CR 44)	S.E. Kings Bay Drive	7L	3,775	C	F[4]	F[4]
S.E. Kings Bay Drive	SR 44	7L	4,113	C	F[4]	F[4]
SR 44	N.E. 3rd Avenue	5L	3,856	C	F[4]	F[4]
N.E. 3rd Avenue	N. Citrus Avenue (CR 495)	5L	3,549	C	F[4]	F[4]

Table 2-6 (Cont'd.)
2025 No-Build Level of Service Summary by Segment
With Suncoast Parkway Phase 2

US 19 Segment		Existing Lanes	2025 Two-Way Peak Hour Volume[1]	FDOT LOS Standard[2]	2025 Peak Hour LOS[3]	
From	To				Northbound	Southbound
N. Citrus Avenue (CR 495)	N.W. 6th Avenue	5L	2,886	C	A	B
N.W. 6th Avenue	Crystal River Mall	4LD	2,117	C	B	B
Crystal River Mall	N.W. 19th Street/ Turkey Oak Drive	4LD	2,274	C	B	B
N.W. 19th Street/ Turkey Oak Drive	Seven Rivers Community Hospital	4LD	2,225	B	A	A
Seven Rivers Community Hospital	W. Power Line Street	4LD	2,296	B	A	A
W. Power Line Street	N. Dunnellon Road (CR 488)	4LD	1,870	B	A	A

[1] Volumes were obtained from Figure 2-5, 2025 PM Peak Hour Volumes With Suncoast Parkway Phase 2.
[2] 1998 Level of Service Manual, Table 2-1.
[3] LOS determined from HCS Arterial program.
[4] Overall LOS for the segments from W. Cardinal Street to N. Citrus Avenue (CR 495) is F. LOS for individual segments cannot be reported because of excessive delays for a number of intersections along the corridor.

Table 2-7
2025 No-Build Level of Service Summary by Segment
Without Suncoast Parkway Phase 2

US 19 Segment		Existing Lanes	2025 Two-Way Peak Hour Volume[1]	FDOT LOS Standard[2]	2025 Peak Hour LOS[3]	
From	To				Northbound	Southbound
South of US 98	US 98	4LD	1,986	B	A	A
US 98	W. Cardinal Street	4LD	3,928	B	A	A
W. Cardinal Street	W. Yulee Drive (CR 490)	4LD	4,708	B	F[4]	F[4]
W. Yulee Drive (CR 490)	W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	5L	4,789	C	F[4]	F[4]
W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	W. Homosassa Trail (CR 490)	5L	4,435	C	F[4]	F[4]
W. Homosassa Trail (CR 490)	W. Ozello Trail (CR 494)	4LD	4,042	B	F[4]	F[4]
W. Ozello Trail (CR 494)	W. Venable Street	4LD	3,960	B	F[4]	F[4]
W. Venable Street	Crystal River Plaza	4LD	4,153	B	F[4]	F[4]
Crystal River Plaza	S.E. 8th Avenue / W. Fort Island Trail (CR 44)	4LD	4,466	B	F[4]	F[4]
S.E. 8th Avenue / W. Fort Island Trail (CR 44)	S.E. Kings Bay Drive	7L	4,342	C	F[4]	F[4]
S.E. Kings Bay Drive	SR 44	7L	4,695	C	F[4]	F[4]
SR 44	N.E. 3rd Avenue	5L	4,495	C	F[4]	F[4]
N.E. 3rd Avenue	N. Citrus Avenue (CR 495)	5L	4,140	C	F[4]	F[4]

Table 2-7 (Cont'd.)
2025 No-Build Level of Service Summary by Segment
Without Suncoast Parkway Phase 2

US 19 Segment		Existing Lanes	2025 Two-Way Peak Hour Volume[1]	FDOT LOS Standard[2]	2025 Peak Hour LOS[3]	
From	To				Northbound	Southbound
N. Citrus Avenue (CR 495)	N.W. 6th Avenue	5L	3,362	C	A	F[5]
N.W. 6th Avenue	Crystal River Mall	4LD	2,584	C	B	F[5]
Crystal River Mall	N.W. 19th Street/ Turkey Oak Drive	4LD	2,753	C	B	F[5]
N.W. 19th Street/ Turkey Oak Drive	Seven Rivers Community Hospital	4LD	2,755	B	A	F[5]
Seven Rivers Community Hospital	W. Power Line Street	4LD	2,712	B	A	F[5]
W. Power Line Street	N. Dunnellon Road (CR 488)	4LD	2,218	B	B	A

[1] Volumes were obtained from Figure 2-5, 2025 PM Peak Hour Volumes With Suncoast Parkway Phase 2.
[2] 1998 Level of Service Manual, Table 2-1.
[3] LOS determined from HCS Arterial program.
[4] Overall LOS for the northbound and southbound segments from W. Cardinal Street to N. Citrus Avenue (CR 495) is F. LOS for individual segments cannot be reported because of excessive delays for a number of intersections along the corridor.
[5] Overall LOS for the southbound segment from W. Power Line Street to N. Citrus Avenue (CR 495) is F. LOS for individual segments cannot be reported because of excessive delays at the N. Citrus Avenue (CR 495) intersection.

Figure 2-9 includes a comparison of the corridor improvements needed by 2025 both with and without Suncoast Parkway Phase 2. Tables 2-8 to 2-11 presents the results for the Build condition intersection and arterial analyses based on the improvements outlined in Figure 2-9. The accompanying HCS intersection and arterial analyses are provided in Appendices I-L.

Based on the improvements outlined on Figure 2-9 and the 2025 forecast peak hour volumes with and without Suncoast Parkway, Figures 2-5 and 2-6 respectively, queue calculations were performed. The queue calculations are provided in Appendix M. The corresponding storage requirements for the with and without Suncoast Parkway Phase 2 Build scenarios are provided in Figures 2-10 and 2-11, respectively. Also, traffic data sheets for the air and noise studies being conducted for the corridor have been included in Appendix N.

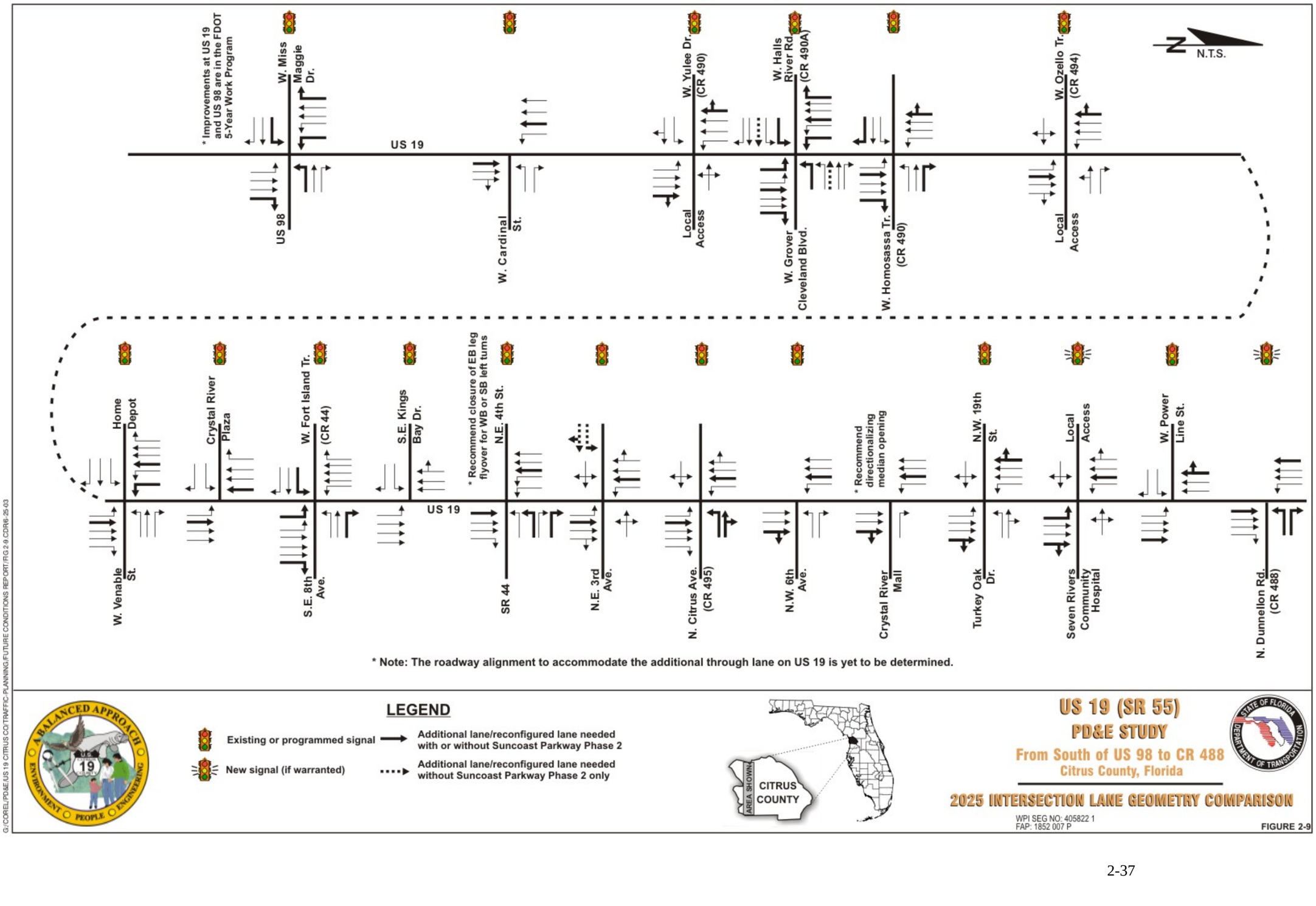

* Improvements at US 19 and US 98 are in the FDOT 5-Year Work Program
US 19
US 98
W. Miss Maggie Dr.
W. Cardinal St.
Local Access
W. Yulee Dr. (CR 490)
W. Grover Cleveland Blvd.
W. Halls River Rd. (CR 490A)
W. Homosassa Tr. (CR 490)
Local Access
W. Ozello Tr. (CR 494)
N
N.T.S.
W. Venable St.
Home Depot
Crystal River Plaza
S.E. 8th Ave.
W. Fort Island Tr. (CR 44)
S.E. Kings Bay Dr.
* Recommend closure of EB leg flyover for WB or SB left turns
SR 44
N.E. 4th St.
N.E. 3rd Ave.
N. Citrus Ave. (CR 495)
N.W. 6th Ave.
* Recommend directionalizing median opening
Crystal River Mall
N.W. 19th St.
Turkey Oak Dr.
Local Access
Seven Rivers Community Hospital
W. Power Line St.
N. Dunnellon Rd. (CR 488)
* Note: The roadway alignment to accommodate the additional through lane on US 19 is yet to be determined.
LEGEND
Existing or programmed signal
New signal (if warranted)
Additional lane/reconfigured lane needed with or without Suncoast Parkway Phase 2
Additional lane/reconfigured lane needed without Suncoast Parkway Phase 2 only
AREA SHOWN
CITRUS COUNTY
US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida
2025 INTERSECTION LANE GEOMETRY COMPARISON
WPI SEG NO: 405822 1
FAP: 1852 007 P
FIGURE 2-9
G:/COREL/PD&E/US 19 CITRUS CO/TRAFFIC-PLANNING/FUTURE CONDITIONS REPORT/FIG 2-9 CDR6-25-03

Table 2-8
2025 Build Intersection Analyses
With Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/US 98	EB	11.7	B
	WB	2.3	A
	NB	13.6	B
	SB	11.6	B
	Overall	10.9	B
US 19/W. Cardinal Street	EB	N/A	N/A
	WB	12.4	B
	NB	11.0	B
	SB	6.2	B
	Overall	8.7	B
US 19/W. Yulee Drive (CR 490)	EB	24.9	C
	WB	21.6	C
	NB	14.7	B
	SB	24.0	C
	Overall	20.2	C
US 19/W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	EB	24.2	C
	WB	30.6	D
	NB	20.5	C
	SB	24.9	C
	Overall	24.2	C
US 19/W. Homosassa Trail (CR 490)	EB	20.6	C
	WB	24.4	C
	NB	15.8	C
	SB	20.9	C
	Overall	19.4	C
US 19/W. Ozello Trail (CR 494)	EB	17.1	C
	WB	13.2	B
	NB	5.4	B
	SB	14.9	B
	Overall	10.9	B

Table 2-8 (Cont'd.)
2025 Build Intersection Analyses
With Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/W. Venable Street	EB	22.3	C
	WB	22.5	C
	NB	11.4	B
	SB	14.8	B
	Overall	14.9	B
US 19/Crystal River Plaza	EB	14.8	B
	WB	N/A	N/A
	NB	5.3	B
	SB	14.2	B
	Overall	10.3	B
US 19/S.E. 8th Avenue/W. Fort Island Trail (CR 44)	EB	16.3	C
	WB	16.5	C
	NB	13.6	B
	SB	11.5	B
	Overall	13.2	B
US 19/S.E. Kings Bay Drive	EB	14.4	B
	WB	N/A	N/A
	NB	5.3	B
	SB	14.6	B
	Overall	10.4	B
US 19/SR 44 With Westbound Left-Turn Flyover	EB	N/A	N/A
	WB	16.0	C
	NB	15.9	C
	SB	4.0	A
	Overall	10.6	B
US 19/SR 44 With Southbound Left-Turn Flyover	EB	N/A	N/A
	WB	11.4	B
	NB	6.2	B
	SB	11.6	B
	Overall	9.7	B

Table 2-8 (Cont'd.)
2025 Build Intersection Analyses
With Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/N.E. 3rd Avenue	EB	30.7	D
	WB	14.0	B
	NB	15.8	C
	SB	29.8	D
	Overall	23.4	C
US 19/N. Citrus Avenue (CR 495)	EB	14.4	B
	WB	16.5	C
	NB	13.1	B
	SB	15.7	C
	Overall	14.6	B
US 19/N.W. 6th Avenue	EB	N/A	N/A
	WB	15.9	C
	NB	16.8	C
	SB	7.6	B
	Overall	13.3	B
US 19/Crystal River Mall (Unsignalized)	WBR	5.3	B
	SBL	12.4	C
US 19/N.W. 19th Street/Turkey Oak Drive	EB	11.9	B
	WB	12.8	B
	NB	13.6	B
	SB	13.6	B
	Overall	13.5	B
US 19/Seven Rivers Community Hospital	EB	12.6	B
	WB	13.6	B
	NB	12.1	B
	SB	12.3	B
	Overall	12.3	B

Table 2-8 (Cont'd.)
2025 Build Intersection Analyses
With Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/W. Power Line Street	EB	11.7	B
	WB	N/A	N/A
	NB	5.4	B
	SB	10.8	B
	Overall	9.0	B
US 19/N. Dunnellon Road (CR 488)	EB	N/A	N/A
	WB	11.2	B
	NB	11.0	B
	SB	5.8	B
	Overall	9.0	B

[1] Average total intersection delay in seconds per entering vehicle
[2] Level of service, the standard for each intersection is assumed to be the same as the standard for the segment

Table 2-9
2025 Build Intersection Analyses
Without Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/US 98	EB	12.7	B
	WB	2.6	A
	NB	13.0	B
	SB	12.2	B
	Overall	10.6	B
US 19/W. Cardinal Street	EB	N/A	N/A
	WB	13.0	B
	NB	14.4	B
	SB	6.1	B
	Overall	10.0	B
US 19/W. Yulee Drive (CR 490)	EB	33.2	D
	WB	27.6	D
	NB	13.3	B
	SB	27.3	D
	Overall	21.8	C
US 19/W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	EB	24.7	C
	WB	31.3	D
	NB	20.3	C
	SB	25.4	D
	Overall	24.3	C
US 19/W. Homosassa Trail (CR 490)	EB	22.1	C
	WB	31.4	D
	NB	16.6	C
	SB	24.0	C
	Overall	22.0	C
US 19/W. Ozello Trail (CR 494)	EB	22.1	C
	WB	15.1	C
	NB	4.5	A
	SB	19.8	C
	Overall	13.3	B

Table 2-9 (Cont'd.)
2025 Build Intersection Analyses
Without Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/W. Venable Street	EB	23.8	C
	WB	24.8	C
	NB	11.4	B
	SB	15.2	C
	Overall	15.0	B
US 19/Crystal River Plaza	EB	17.7	C
	WB	N/A	N/A
	NB	3.9	A
	SB	18.6	C
	Overall	12.0	B
US 19/S.E. 8th Avenue/W. Fort Island Trail (CR 44)	EB	16.3	C
	WB	16.5	C
	NB	15.4	C
	SB	13.9	B
	Overall	14.9	B
US 19/S.E. Kings Bay Drive	EB	16.4	C
	WB	N/A	N/A
	NB	4.5	A
	SB	15.1	C
	Overall	10.4	B
US 19/SR 44 With Westbound Left-Turn Flyover	EB	N/A	N/A
	WB	16.1	C
	NB	16.7	C
	SB	4.4	A
	Overall	10.9	B
US 19/SR 44 With Southbound Left-Turn Flyover	EB	N/A	N/A
	WB	12.1	B
	NB	6.6	B
	SB	13.3	B
	Overall	10.5	B

Table 2-9 (Cont'd.)
2025 Build Intersection Analyses
Without Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/N.E. 3rd Avenue	EB	22.3	C
	WB	16.3	C
	NB	13.8	B
	SB	23.5	C
	Overall	19.0	C
US 19/N. Citrus Avenue (CR 495)	EB	15.5	C
	WB	23.0	C
	NB	14.1	B
	SB	24.0	C
	Overall	19.1	C
US 19/N.W. 6th Avenue	EB	N/A	N/A
	WB	20.4	C
	NB	18.0	C
	SB	6.9	B
	Overall	14.2	B
US 19/Crystal River Mall (Unsignalized)	WBR	6.1	B
	SBL	27.1	D[3]
US 19/N.W. 19th Street/Turkey Oak Drive	EB	12.8	B
	WB	13.9	B
	NB	13.8	B
	SB	14.5	B
	Overall	14.1	B
US 19/Seven Rivers Community Hospital	EB	12.6	B
	WB	13.6	B
	NB	13.4	B
	SB	14.0	B
	Overall	13.7	B

Table 2-9 (Cont'd.)
2025 Build Intersection Analyses
Without Suncoast Parkway Phase 2

Intersection	Approach	PM Peak Hour	
		Delay[1]	LOS[2]
US 19/W. Power Line Street	EB	11.1	B
	WB	N/A	N/A
	NB	5.8	B
	SB	11.4	B
	Overall	9.1	B
US 19/N. Dunnellon Road (CR 488)	EB	N/A	N/A
	WB	11.1	B
	NB	11.6	B
	SB	6.0	B
	Overall	9.4	B

[1] Average total intersection delay in seconds per entering vehicle
[2] Level of service, the standard for each intersection is assumed to be the same as the standard for the segment
[3] Does not reflect gaps created by the upstream signal at N.W. 6th Avenue, as such the southbound left turns should operate at a better LOS than the analysis indicates.

Table 2-10
2025 Build Level of Service Summary by Segment
With Suncoast Parkway Phase 2

US 19 Segment		Proposed Through Lanes	2025 Two-Way Peak Hour Volume[1]	FDOT LOS Standard[2]	2025 Peak Hour LOS[3]	
From	To				Northbound	Southbound
South of US 98	US 98	4	1,780	B	A	A
US 98	W. Cardinal Street	6	3,195	B	A	A
W. Cardinal Street	W. Yulee Drive (CR 490)	6	4,123	B	A	A
W. Yulee Drive (CR 490)	W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	6	4,271	C	C	D[4]
W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	W. Homosassa Trail (CR 490)	6	3,907	C	F[4]	F[4]
W. Homosassa Trail (CR 490)	W. Ozello Trail (CR 494)	6	3,558	B	A	A
W. Ozello Trail (CR 494)	W. Venable Street	6	3,526	B	A	A
W. Venable Street	Crystal River Plaza	6	3,727	B	C[4]/D[4,5]	E[4]
Crystal River Plaza	S.E. 8th Avenue / W. Fort Island Trail (CR 44)	6	4,008	B	A	A
S.E. 8th Avenue / W. Fort Island Trail (CR 44)	S.E. Kings Bay Drive	6	3,775	C	A	B
S.E. Kings Bay Drive	SR 44	6	4,113	C	B	C
SR 44	N.E. 3rd Avenue	6	3,856	C	E[4]	B/D[4,5]
N.E. 3rd Avenue	N. Citrus Avenue (CR 495)	6	3,549	C	D[4]	E[4]

Table 2-10 (Cont'd.)
2025 Build Level of Service Summary by Segment
With Suncoast Parkway Phase 2

US 19 Segment		Proposed Through Lanes	2025 Two-Way Peak Hour Volume[1]	FDOT LOS Standard[2]	2025 Peak Hour LOS[3]	
From	To				Northbound	Southbound
N. Citrus Avenue (CR 495)	N.W. 6th Avenue	6	2,886	C	B	B
N.W. 6th Avenue	Crystal River Mall	6	2,117	C	C	B
Crystal River Mall	N.W. 19th Street/ Turkey Oak Drive	6	2,274	C	C	B
N.W. 19th Street/ Turkey Oak Drive	Seven Rivers Community Hospital	6	2,225	B	A	A
Seven Rivers Community Hospital	W. Power Line Street	6	2,296	B	A	A
W. Power Line Street	N. Dunnellon Road (CR 488)	6	1,870	B	A	A

[1] Volumes were obtained from Figure 2-5, 2025 Peak Hour Volumes With Suncoast Parkway Phase 2.
[2] 1998 Level of Service Manual, Table 2-1.
[3] LOS determined from HCS Arterial program.
[4] Does not meet LOS standard for segment but since the intersections operate at acceptable LOS (within the standard) it is recommended that signals in Homosassa Springs (W. Yulee Drive (CR 490) to W. Homosassa Trail (CR 490), at the W. Venable Street and Crystal River Plaza intersections and in Crystal River (SR 44 to N. Citrus Avenue (CR 495) be coordinated to minimize delays along the corridor.
[5] Reflects LOS under two scenarios: 1) with westbound left-turn flyover at the US 19/SR 44 intersection and, 2) with southbound left-turn flyover at the US 19/SR 44 intersection. In all other instances, LOS is unaffected on segments along the W. Cardinal Street to N. Citrus Avenue (CR 495) arterial.

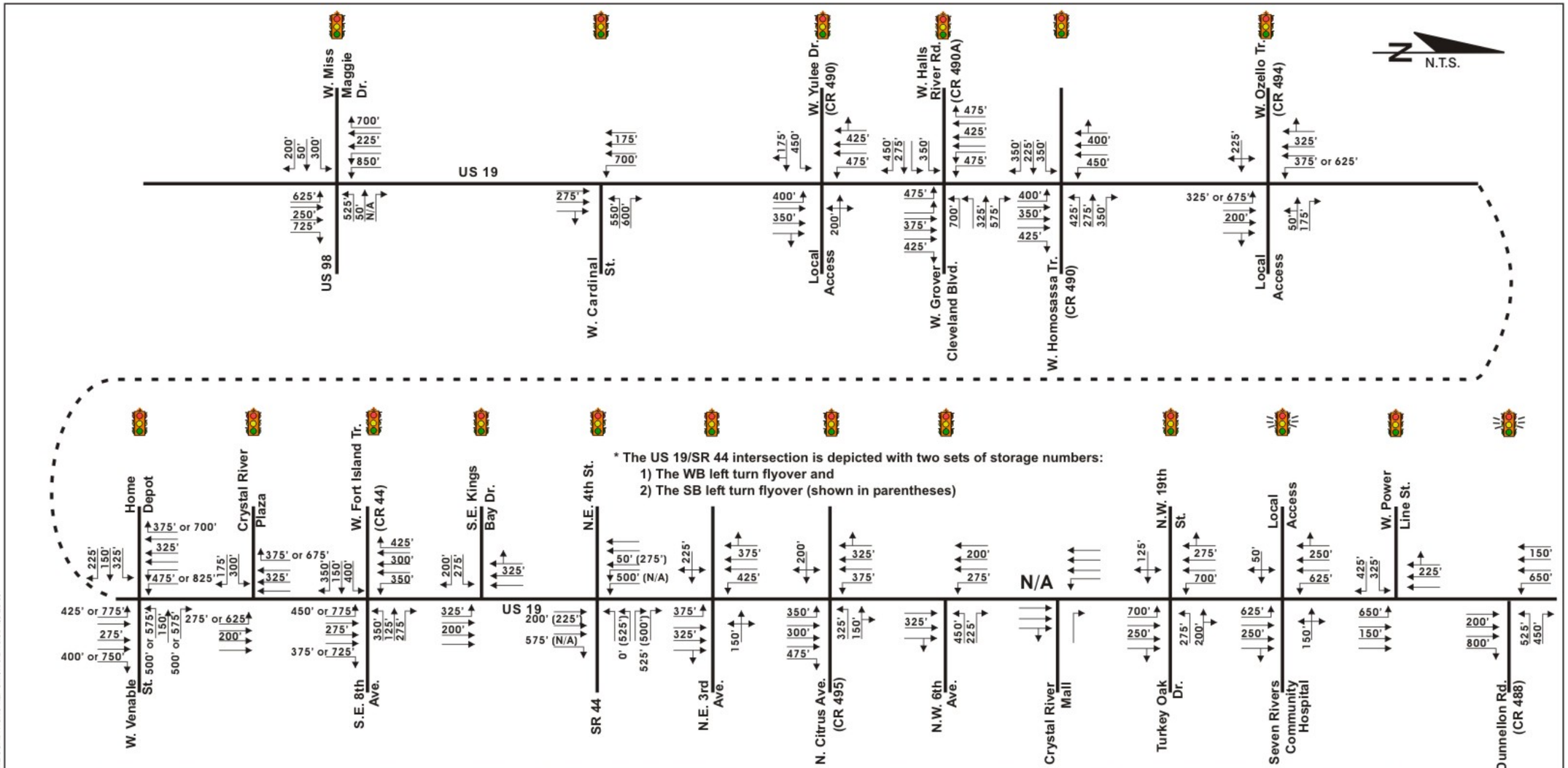
Table 2-11
2025 Build Level of Service Summary by Segment
Without Suncoast Parkway Phase 2

US 19 Segment		Proposed Through Lanes	2025 Two-Way Peak Hour Volume[1]	FDOT LOS Standard[2]	2025 Peak Hour LOS[3]	
From	To				Northbound	Southbound
South of US 98	US 98	4	1,986	B	A	A
US 98	W. Cardinal Street	6	3,928	B	A	A
W. Cardinal Street	W. Yulee Drive (CR 490)	6	4,708	B	A	A
W. Yulee Drive (CR 490)	W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	6	4,789	C	C	D[4]
W. Halls River Road (CR 490A)/ W. Grover Cleveland Boulevard	W. Homosassa Trail (CR 490)	6	4,435	C	E[4]	F[4]
W. Homosassa Trail (CR 490)	W. Ozello Trail (CR 494)	6	4,042	B	A	A
W. Ozello Trail (CR 494)	W. Venable Street	6	3,960	B	A	B
W. Venable Street	Crystal River Plaza	6	4,153	B	C[4]	E[4]
Crystal River Plaza	S.E. 8th Avenue / W. Fort Island Trail (CR 44)	6	4,466	B	A	A
S.E. 8th Avenue / W. Fort Island Trail (CR 44)	S.E. Kings Bay Drive	6	4,342	C	A	B
S.E. Kings Bay Drive	SR 44	6	4,695	C	B	C
SR 44	N.E. 3rd Avenue	6	4,495	C	D[4]	B/D[5]
N.E. 3rd Avenue	N. Citrus Avenue (CR 495)	6	4,140	C	D[4]	E[4]

Table 2-11 (Cont'd.)
2025 Build Level of Service Summary by Segment
Without Suncoast Parkway Phase 2

US 19 Segment		Proposed Through Lanes	2025 Two-Way Peak Hour Volume[1]	FDOT LOS Standard[2]	2025 Peak Hour LOS[3]	
From	To				Northbound	Southbound
N. Citrus Avenue (CR 495)	N.W. 6th Avenue	6	3,362	C	B	B
N.W. 6th Avenue	Crystal River Mall	6	2,584	C	C	B
Crystal River Mall	N.W. 19th Street/ Turkey Oak Drive	6	2,753	C	C	B
N.W. 19th Street/ Turkey Oak Drive	Seven Rivers Community Hospital	6	2,755	B	A	A
Seven Rivers Community Hospital	W. Power Line Street	6	2,712	B	A	A
W. Power Line Street	N. Dunnellon Road (CR 488)	6	2,218	B	A	A

[1] Volumes were obtained from Figure 2-6, 2025 Peak Hour Volumes Without Suncoast Parkway Phase 2.
[2] 1998 Level of Service Manual, Table 2-1.
[3] LOS determined from HCS Arterial program.
[4] Does not meet LOS standard for segment but since the intersections operate at acceptable LOS (within the standard) it is recommended that signals in Homosassa Springs (W. Yulee Drive (CR 490) to W. Homosassa Trail (CR 490), at the W. Venable Street and Crystal River Plaza intersections and in Crystal River (SR 44 to N. Citrus Avenue (CR 495) be coordinated to minimize delays along the corridor.
[5] Reflects LOS under two scenarios: 1) with westbound left-turn flyover at the US 19/SR 44 intersection and, 2) with southbound left-turn flyover at the US 19/SR 44 intersection. In all other instances, LOS is unaffected on segments along the W. Cardinal Street to N. Citrus Avenue (CR 495) link.

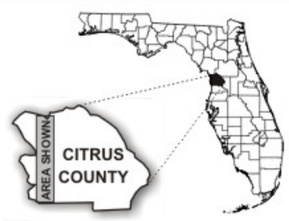


* Notes: Storage requirements are from the queue calculations included in Appendix M. These storage requirements reflect total length, which is queue lengths plus deceleration lengths. No storage requirements were calculated for the N.E. 4th Street leg or the Crystal River Mall intersection given access modifications and lack of signalization. Assumes 50 MPH urban design speed or 70 MPH rural design speed for US 19 except for the W. Ozello Trail, W. Venable Street, Crystal River Plaza and Fort Island Trail intersections which have calculations shown for both urban (shorter distances) and rural (long distances). Where more than one lane is shown for a particular movement (i.e., left turn lanes) the storage requirement reflects all lanes.

LEGEND

Existing or programmed signal

New signal (if warranted)



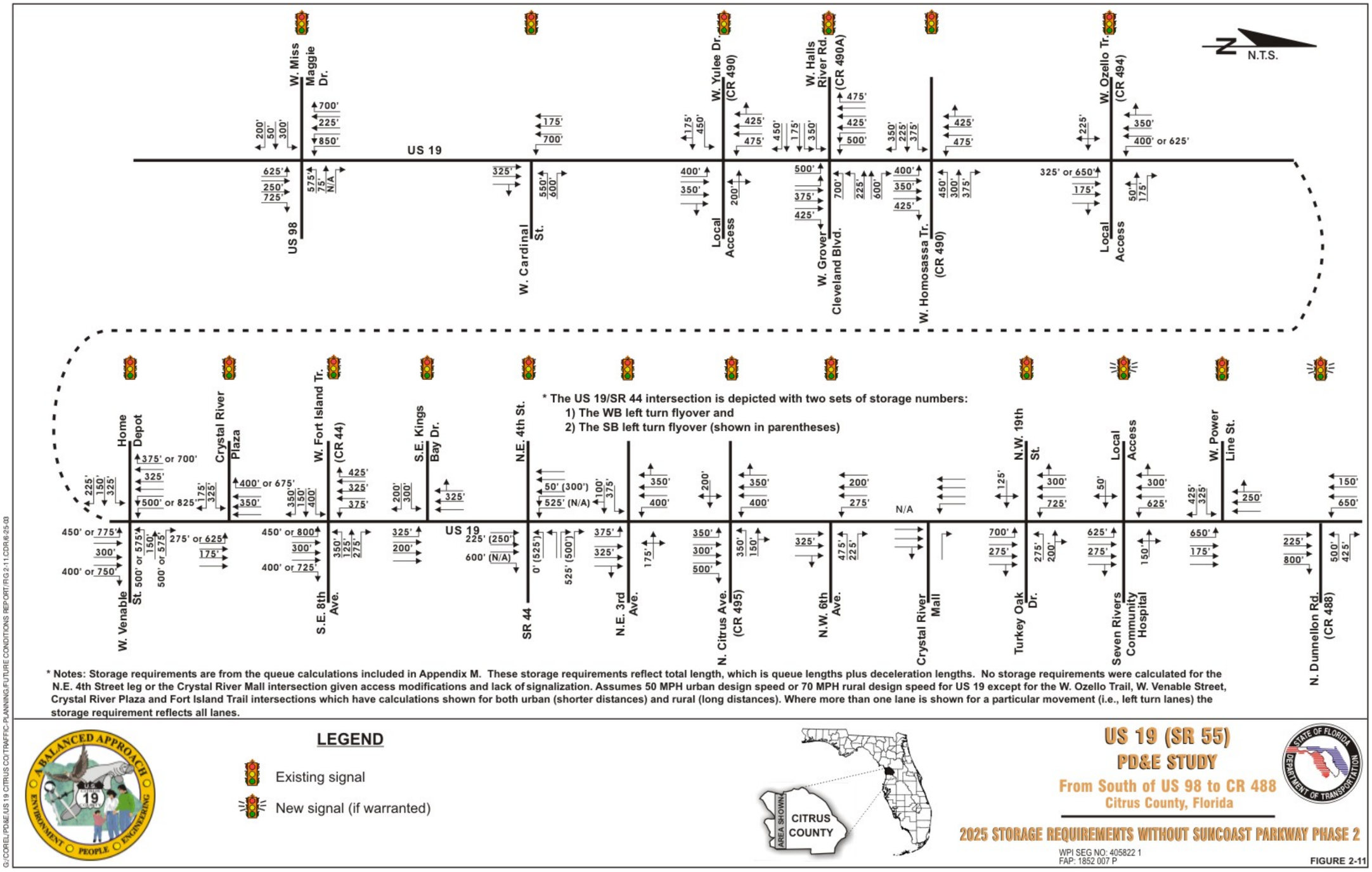
US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida

2025 STORAGE REQUIREMENTS WITH SUNCOAST PARKWAY PHASE 2

WPI SEG NO: 405822 1
FAP: 1852 007 P

FIGURE 2-10

G:/COREL/PD&E/US 19 CITRUS CO/TRAFFIC-PLANNING/FUTURE CONDITIONS REPORT/FIG 2-10.CDR;6-25-03


N.T.S.
US 19
W. Miss Maggie Dr.
US 98
W. Cardinal St.
W. Yulee Dr. (CR 490)
Local Access
W. Halls River Rd. (CR 490A)
W. Grover Cleveland Blvd.
W. Homosassa Tr. (CR 490)
W. Ozello Tr. (CR 494)
Local Access
Home Depot
Crystal River Plaza
W. Fort Island Tr. (CR 44)
S.E. Kings Bay Dr.
N.E. 4th St.
SR 44
N.E. 3rd Ave.
N. Citrus Ave. (CR 495)
N.W. 6th Ave.
Crystal River Mall
N.W. 19th St.
Turkey Oak Dr.
Local Access
Seven Rivers Community Hospital
W. Power Line St.
N. Dunnellon Rd. (CR 488)
W. Venable St.
S.E. 8th Ave.
* The US 19/SR 44 intersection is depicted with two sets of storage numbers:
1) The WB left turn flyover and
2) The SB left turn flyover (shown in parentheses)
* Notes: Storage requirements are from the queue calculations included in Appendix M. These storage requirements reflect total length, which is queue lengths plus deceleration lengths. No storage requirements were calculated for the N.E. 4th Street leg or the Crystal River Mall intersection given access modifications and lack of signalization. Assumes 50 MPH urban design speed or 70 MPH rural design speed for US 19 except for the W. Ozello Trail, W. Venable Street, Crystal River Plaza and Fort Island Trail intersections which have calculations shown for both urban (shorter distances) and rural (long distances). Where more than one lane is shown for a particular movement (i.e., left turn lanes) the storage requirement reflects all lanes.
LEGEND
Existing signal
New signal (if warranted)
AREA SHOWN
CITRUS COUNTY
US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida
2025 STORAGE REQUIREMENTS WITHOUT SUNCOAST PARKWAY PHASE 2
WPI SEG NO: 405822 1
FAP: 1852 007 P
FIGURE 2-11
G:\COREL\PD&E\US 19 CITRUS CO\TRAFFIC-PLANNING\FUTURE CONDITIONS REPORT\FIG 2-11.CDR\6.25-08

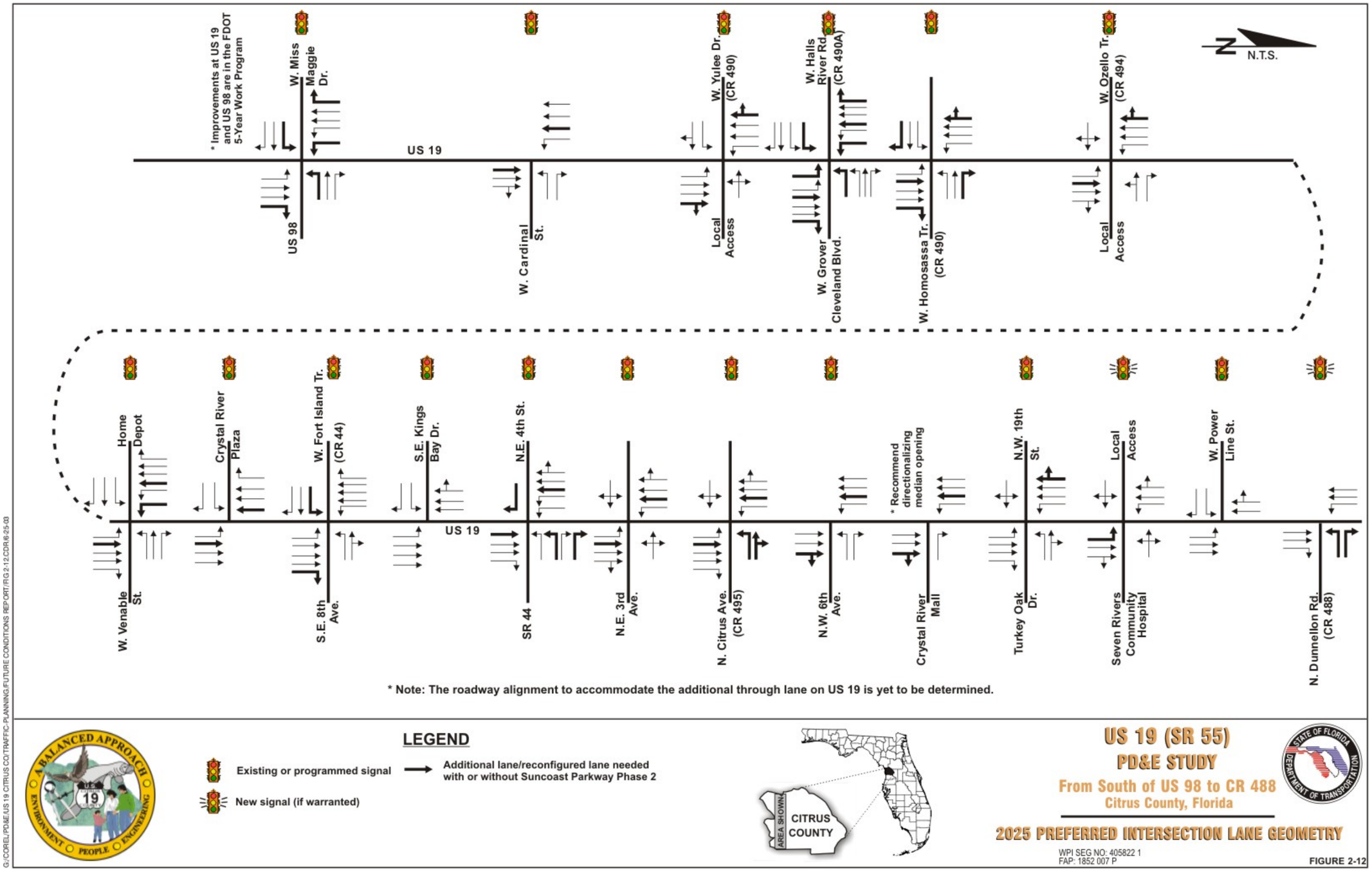
2.3.2.3 2025 Build Conditions (Preferred Geometry)

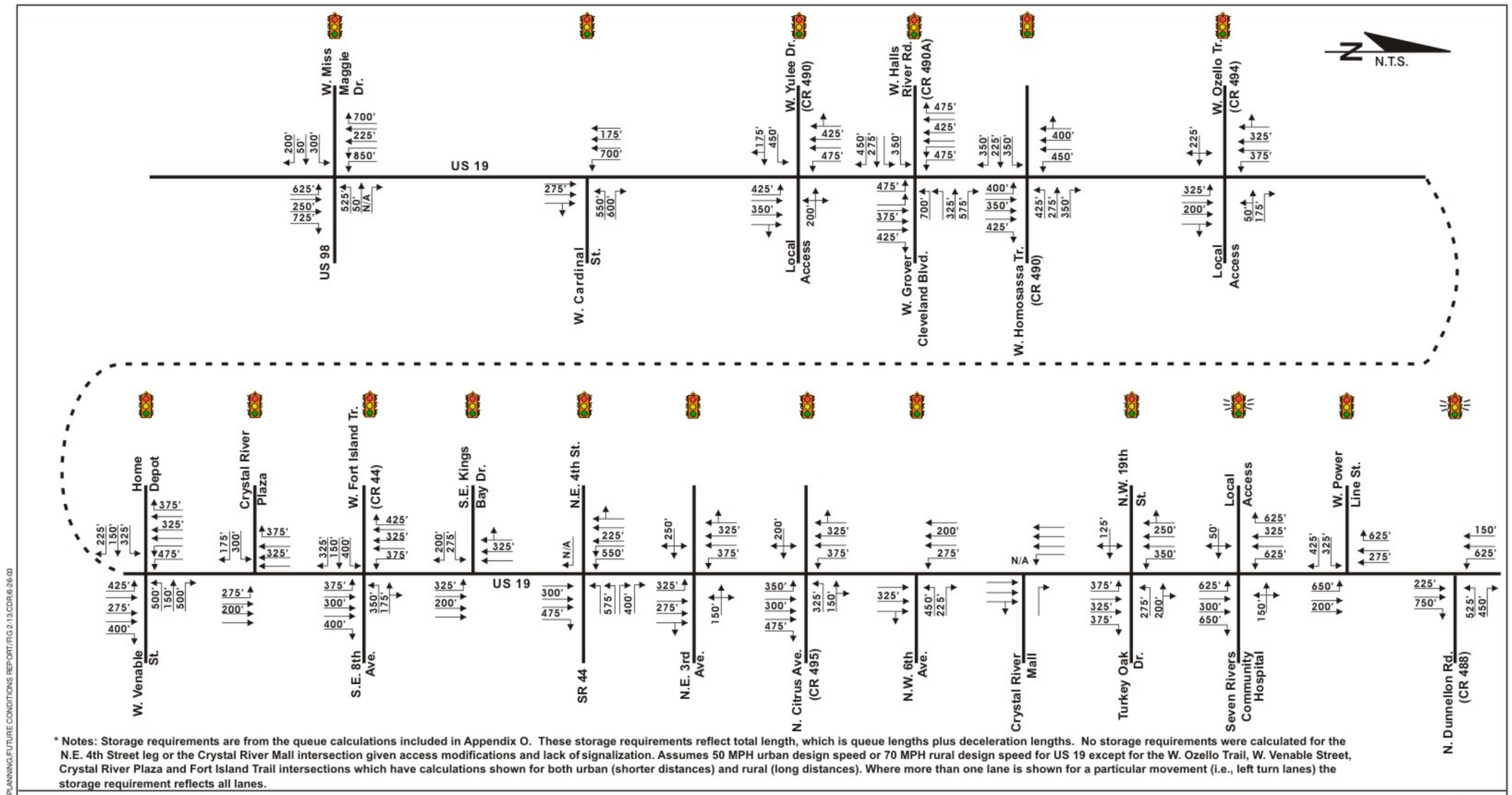
Given the cost for improvements and right-of-way constraints along the corridor, a number of recommended intersection improvements outlined in Section 2.3.2.2 and highlighted in Figure 2-9 were reconsidered as part of this study. This included preferred improvements at the following intersections:

- US 19/W. Yulee Drive (CR 490)
- US 19/S.E. 8th Avenue/W. Fort Island Trail (CR 44)
- US 19/SR 44
- US 19/ N.E. 3rd Avenue
- US 19/N.W. 19th Street/Turkey Oak Drive
- US 19/Seven Rivers Community Hospital
- US 19/W. Power Line Street
- US 19/N. Dunnellon Road (CR 488)

In the case of the US 19/S.E. 8th Avenue/W. Fort Island Trail (CR 44) intersection, the turn lane recommendations were revised. In the case of the US 19/SR 44 intersection, the flyover concepts were eliminated in favor of at-grade intersection improvements. For the US 19/N.W. 19th Street/Turkey Oak Drive, US 19/Seven Rivers Community Hospital, US 19/W. Power Line Street and US 19/N. Dunnellon Road (CR 488) intersections the proposed six-lane US 19 corridor was reduced to a four-lane corridor. In all cases, the preferred geometry produced acceptable intersection operations.

Figure 2-12 depicts the 2025 preferred intersection geometry. Figures 2-13 and 2-14 show the revised queues with the preferred intersection geometry with and without Suncoast Parkway Phase 2, respectively. Appendix O includes documentation of the 2025 preferred geometry HCS analyses and queue calculations.


* Improvements at US 19 and US 98 are in the FDOT 5-Year Work Program
US 19
US 98
W. Miss Maggie Dr.
W. Cardinal St.
Local Access
W. Yulee Dr. (CR 490)
W. Grover Cleveland Blvd.
W. Halls River Rd. (CR 490A)
W. Homosassa Tr. (CR 490)
Local Access
W. Ozello Tr. (CR 494)
N
N.T.S.
W. Venable St.
Home Depot
Crystal River Plaza
S.E. 8th Ave.
W. Fort Island Tr. (CR 44)
S.E. Kings Bay Dr.
SR 44
N.E. 4th St.
N.E. 3rd Ave.
N. Citrus Ave. (CR 495)
N.W. 6th Ave.
* Recommend directionalizing median opening
Crystal River Mall
Turkey Oak Dr.
N.W. 19th St.
Seven Rivers Community Hospital
Local Access
W. Power Line St.
N. Dunnellon Rd. (CR 488)
* Note: The roadway alignment to accommodate the additional through lane on US 19 is yet to be determined.
LEGEND
Existing or programmed signal
New signal (if warranted)
Additional lane/reconfigured lane needed with or without Suncoast Parkway Phase 2
AREA SHOWN
CITRUS COUNTY
US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida
2025 PREFERRED INTERSECTION LANE GEOMETRY
WPI SEG NO: 405822 1
FAP: 1852 007 P
FIGURE 2-12
G:/COREL/PD&E/US 19 CITRUS CO/TRAFFIC- PLANNING/FUTURE CONDITIONS REPORT/FIG 2-12.CDR 6-25-03

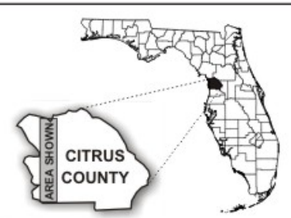


* Notes: Storage requirements are from the queue calculations included in Appendix O. These storage requirements reflect total length, which is queue lengths plus deceleration lengths. No storage requirements were calculated for the N.E. 4th Street leg or the Crystal River Mall intersection given access modifications and lack of signalization. Assumes 50 MPH urban design speed or 70 MPH rural design speed for US 19 except for the W. Ozello Trail, W. Venable Street, Crystal River Plaza and Fort Island Trail intersections which have calculations shown for both urban (shorter distances) and rural (long distances). Where more than one lane is shown for a particular movement (i.e., left turn lanes) the storage requirement reflects all lanes.

LEGEND

Existing or programmed signal

New signal (if warranted)



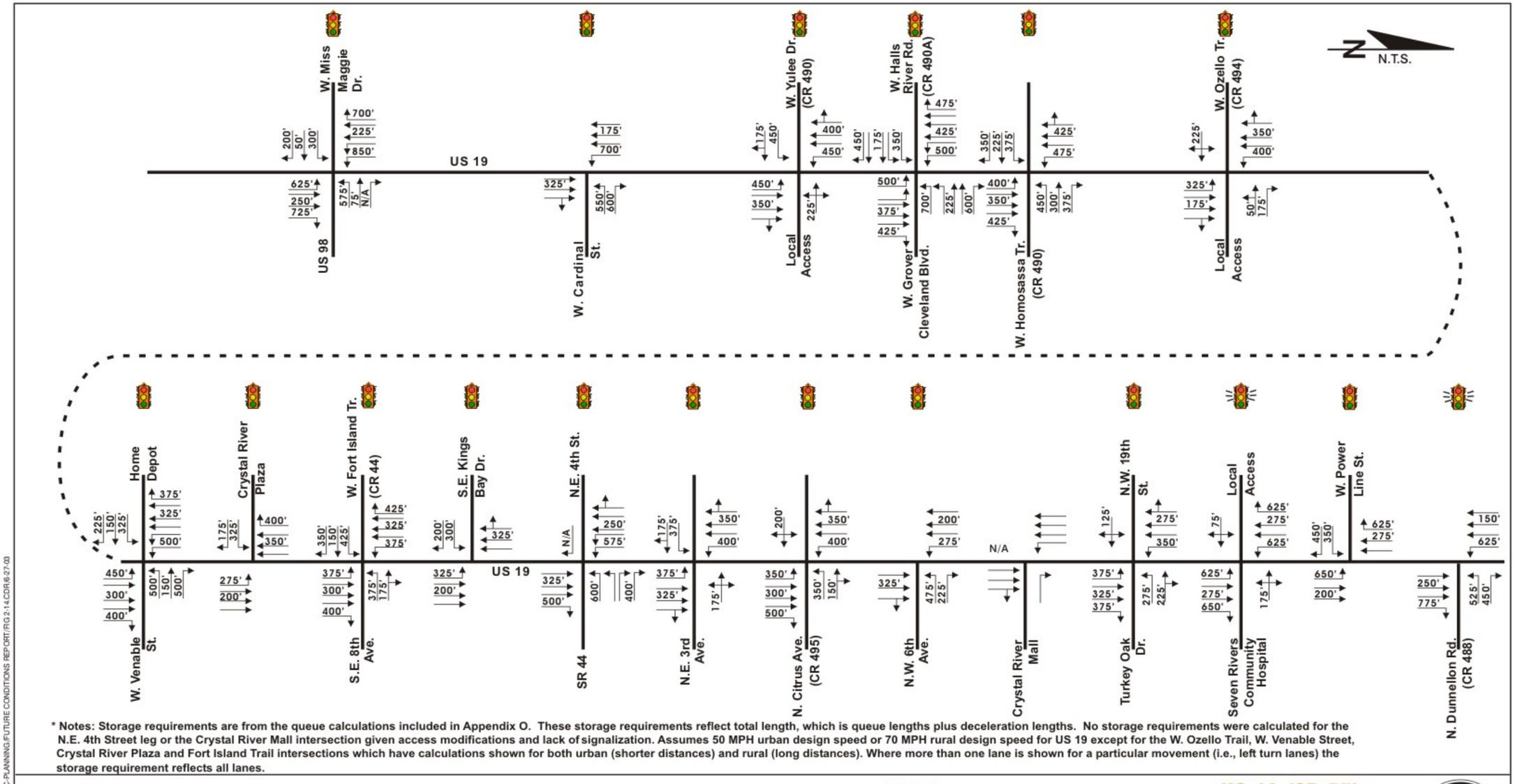
US 19 (SR 55)
PD&E STUDY
From South of US 98 to CR 488
Citrus County, Florida

2025 STORAGE REQUIREMENTS WITH PREFERRED GEOMETRY AND SUNCOAST PARKWAY PHASE 2

WPI SEG NO: 405822 1
FAP: 1852 007 P

FIGURE 2-13

G:/COREL/PD&E/US 19 CITRUS CO/TRAFFIC-PLANNING/FUTURE CONDITIONS REPORT/FIG 2-13.CDR 6-26-03



* Notes: Storage requirements are from the queue calculations included in Appendix O. These storage requirements reflect total length, which is queue lengths plus deceleration lengths. No storage requirements were calculated for the N.E. 4th Street leg or the Crystal River Mall intersection given access modifications and lack of signalization. Assumes 50 MPH urban design speed or 70 MPH rural design speed for US 19 except for the W. Ozello Trail, W. Venable Street, Crystal River Plaza and Fort Island Trail intersections which have calculations shown for both urban (shorter distances) and rural (long distances). Where more than one lane is shown for a particular movement (i.e., left turn lanes) the storage requirement reflects all lanes.

G:/COREL/PD&E/US 19 CITRUS CO/TRAFFIC-PLANNING/FUTURE CONDITIONS REPORT/FIG 2-14.CDR/6-27-03

SECTION 3
REFERENCES

1. US 19 Action Plan Update – From US 98 to Crystal River Mall; URS; July 2000.

2. Traffic Report: Volume 1 - Existing Conditions, US 19 (SR 55) From South of US 98 to CR 488, Citrus County, Florida; PBS&J; May 2004.

3. Citrus County Comprehensive Plan 1995-2020; Citrus County Department of Development Services; Lecanto, Florida; December 14, 1999.

4. 1998 Level of Service Handbook; Florida Department of Transportation, Systems Planning Office; Tallahassee, Florida; 1998.

5. 1997 Highway Capacity Manual Software; Release 2.1g; McTrans; University of Florida Transportation Research Center; 1997.

6. Highway Capacity Manual, Special Report 209, Third Edition; Transportation Research Board; Washington, D.C.; 1994.

7. Five Year Tentative Work Program Fiscal Years July 1, 2001 through June 30, 2006; Florida Department of Transportation District Seven; Tampa, Florida.

APPENDICES

Appendix A:	**Citrus County Comprehensive Plan – 2020 Road Network**
Appendix B:	**Development of AADT and Peak Hour Volumes**
Appendix C:	**2005 Intersection Analyses**
Appendix D:	**2005 Arterial Analyses**
Appendix E:	**2025 No-Build Intersection Analyses With Suncoast Parkway Phase 2**
Appendix F:	**2025 No-Build Intersection Analyses Without Suncoast Parkway Phase 2**
Appendix G:	**2025 No-Build Arterial Analyses With Suncoast Parkway Phase 2**
Appendix H:	**2025 No-Build Arterial Analyses Without Suncoast Parkway Phase 2**
Appendix I:	**2025 Build Intersection Analyses With Suncoast Parkway Phase 2**
Appendix J:	**2025 Build Intersection Analyses Without Suncoast Parkway Phase 2**
Appendix K:	**2025 Build Arterial Analyses With Suncoast Parkway Phase 2**
Appendix L:	**2025 Build Arterial Analyses Without Suncoast Parkway Phase 2**
Appendix M:	**2025 Queue Calculations**
Appendix N:	**Traffic Data Sheets for Air and Noise Studies**
Appendix O:	**2025 Preferred Geometry Documentation**

Appendix A

Citrus County Comprehensive Plan – 2020 Road Network

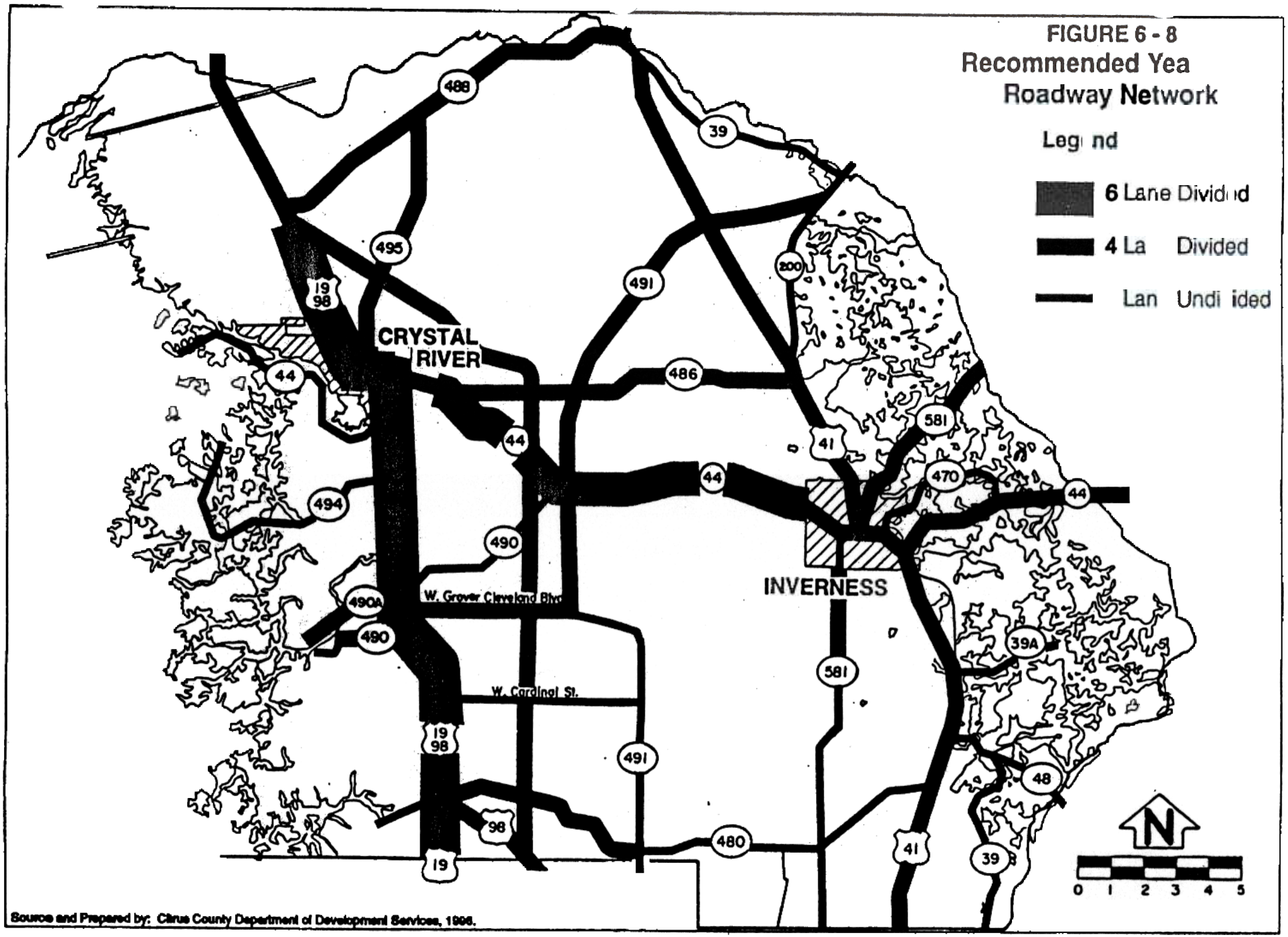


FIGURE 6 - 8
Recommended Yea
Roadway Network
Leg nd
6 Lane Divid d
4 La Divided
Lan Undi ided
CRYSTAL RIVER
INVERNESS
W. Grover Cleveland Blvd
W. Cardinal St.
488
39
495
491
200
19
98
44
486
581
41
470
494
490
490A
39A
48
480
98
19
0 1 2 3 4 5
Source and Prepared by: Citrus County Department of Development Services, 1996.

Appendix B

Development of AADT and Peak Hour Volumes

FDOT Control Numbers for Smoothing 2025 Tampa Bay Regional Planning Model Volumes
Citrus and Hernando Counties (With Suncoast Parkway Phase 2)

			1	2	3	4= 1*mocf	5= 2*mocf	6=(3/4)*5	7=(3-4)+5	8=(6+7)/2	9=(4/3)	10=(8/3)
STATION NUMBER	DESCRIPTION		1999 Validation PSWADT	2025 Model PSWADT	1999 COUNT AADT	99 Model Validation AADT	2025 Model AADT	Smoothing Adj Ratio AADT	Smoothing Adj Diff AADT	2025 Average AADT	1999 Vol/Count Ratio	2025/1999 Growth Rate
	FROM	TO										
	US 19											
1013	N of Suncoast		10100	22800	9505	9,595	21,660	21,457	21,570	21,513	1.01	2.26
1013	S of Suncoast		10100	16000	9505	9,595	15,200	15,057	15,110	15,084	1.01	1.59
1014	S of CR 488		11800	19000	11832	11,210	18,050	19,052	18,672	18,862	0.95	1.59
1012	S of Jewel St		12200	18700	12598	11,590	17,765	19,310	18,773	19,042	0.92	1.51
373	N of State Park Dr		13400	20000	14812	12,730	19,000	22,107	21,082	21,595	0.86	1.46
FDOT 4	N of CR 495		16500	25100	19800	15,675	23,845	30,120	27,970	29,045	0.79	1.47
FDOT 5015	N of N.E. 3rd Av		36100	48000	26000	34,295	46,600	34,571	37,305	35,938	1.32	1.38
FDOT 6	N of CR44		19300	26700	27000	18,335	25,365	37,352	34,030	35,691	0.68	1.32
1010A	S of CR 44		29100	37000	30816	27,645	35,150	39,182	38,321	38,751	0.90	1.26
1010	N of Venable		29000	37800	27485	27,550	35,910	35,825	35,845	35,835	1.00	1.30
1009	S of Venable		27800	36500	25522	26,410	34,675	33,509	33,787	33,648	1.03	1.32
1008	S of CR 494		27800	36500	25818	26,410	34,675	33,898	34,083	33,990	1.02	1.32
291	N of CR 490		25100	32300	25058	23,845	30,685	32,246	31,898	32,072	0.95	1.28
281	S of CR 490A		27200	36000	30288	25,840	34,200	40,087	38,648	39,368	0.85	1.30
1004	N of Green Acres		25800	33800	29860	24,510	32,110	39,119	37,460	38,289	0.82	1.28
1003	N of Cardinal St		24700	34600	24550	23,465	32,870	34,390	33,955	34,172	0.96	1.39
1002	S of Cardinal St		23600	34300	20432	22,420	32,585	29,696	30,597	30,146	1.10	1.48
261	N of CR 480		16500	30400	14637	15,675	28,880	26,968	27,842	27,405	1.07	1.87
251	S of US 98		12200	15500	12500	11,590	14,725	15,881	15,635	15,758	0.93	1.26

Citrus MOCF= .95

FDOT Control Numbers for Smoothing 2025 Tampa Bay Regional Planning Model Volumes
Citrus and Hernando Counties (Without Suncoast Parkway Phase 2)

			1	2	3	4= 1*mocf	5= 2*mocf	6=(3/4)*5	7=(3-4)+5	8=(6+7)/2	9=(4/3)	10=(8/3)
STATION NUMBER	DESCRIPTION		1999 Validation PSWADT	2025 Model PSWADT	1999 COUNT AADT	99 Model Validation AADT	2025 Model AADT	Smoothing		2025 Average AADT	1999 Vol/Count Ratio	2025/1999 Growth Rate
	FROM	TO						Adj Ratio AADT	Adj Diff AADT			
	US 19											
1013	N of CR 488		10100	19300	9505	9,595	18,335	18,163	18,245	18,204	1.01	1.92
1014	S of CR 488		11800	22800	11832	11,210	21,660	22,862	22,282	22,572	0.95	1.91
1012	S of Jewel St		12200	23700	12598	11,590	22,515	24,473	23,523	23,998	0.92	1.90
373	N of State Park Dr		13400	25100	14812	12,730	23,845	27,745	25,927	26,836	0.86	1.81
FDOT 4	N of CR 495		16500	30200	19800	15,675	28,690	36,240	32,815	34,528	0.79	1.74
FDOT 5015	N of N.E. 3rd Av		36100	54500	26000	34,295	51,775	39,252	43,480	41,366	1.32	1.59
FDOT 6	N of CR 44		19300	31300	27000	18,335	29,735	43,788	38,400	41,094	0.68	1.52
1010A	S of CR 44		29100	41300	30816	27,645	39,235	43,735	42,406	43,071	0.90	1.40
1010	N of Venable		29000	42200	27485	27,550	40,090	39,995	40,025	40,010	1.00	1.46
1009	S of Venable		27800	42000	25522	26,410	39,900	38,558	39,012	38,785	1.03	1.52
1008	S of CR 494		27800	41000	25818	26,410	38,950	38,077	38,358	38,217	1.02	1.48
291	N of CR490		25100	37200	25058	23,845	35,340	37,138	36,553	36,845	0.95	1.47
281	S of CR 490A		27200	41700	30288	25,840	39,615	46,434	44,063	45,249	0.85	1.49
1004	N of Green Acres		25800	39400	29860	24,510	37,430	45,600	42,780	44,190	0.82	1.48
1003	N of Cardinal St		24700	43300	24550	23,465	41,135	43,037	42,220	42,629	0.96	1.74
1002	S of Cardinal St		23600	41600	20432	22,420	39,520	36,016	37,532	36,774	1.10	1.80
261	N of CR 480		16500	32900	14637	15,675	31,255	29,185	30,217	29,701	1.07	2.03
251	S of US 98		12200	17500	12500	11,590	16,625	17,930	17,535	17,733	0.93	1.42

Citrus MOCF= .95

FDOT Control Numbers for Smoothing 2025 Tampa Bay Regional Planning Model Volumes

US 19 Side Streets (Without Suncoast Parkway Phase 2)

			1	2	3	4= 1*mocf	5= 2*mocf	6=(3/4)*5	7=(3-4)+5	8=(6+7)/2	9=(4/3)	10=(8/3)
STATION NUMBER	DESCRIPTION		1999 Validation	2025 Model	1999 COUNT	99 Model Validation	2025 Model	Smoothing		2025 Average	1999 Vol/Count	2025/1999 Growth
	FROM	TO						Adj Ratio	Adj Diff			
	US 19 Side St		PSWADT	PSWADT	AADT	AADT	AADT	AADT	AADT	AADT	Ratio	Rate
380	CR 488	E of 19	3,100	6,500	2,500	2,945	6,175	5,242	5,730	5,486	1.18	2.19
NA	Powerline Rd	W of 19	6,000	14,500								
1049	Turkey Oak	E of 19	NA	NA	3,400							
371	CR 495	N of 19	7,300	10,300	8,400	6,935	9,785	11,852	11,250	11,551	0.83	1.38
340	SR 44	E of 19	25,700	39,100	23,300	24,415	37,145	35,449	36,030	35,739	1.05	1.53
350	CR 44	W of 19	8,800	13,900	7,200	8,360	13,205	11,373	12,045	11,709	1.16	1.63
352	Venable	E of 19	8,100	16,200	7,600	7,695	15,390	15,200	15,295	15,248	1.01	2.01
360	CR 494	W of 19	2,500	3,900	2,500	2,375	3,705	3,900	3,830	3,865	0.95	1.55
300	CR 490	E of 19	7,100	11,000	8,800	6,745	10,450	13,634	12,505	13,069	0.77	1.49
290	CR 490A	W of 19	8,900		7,600	8,455	0	0	-855	-428	1.11	-0.06
292	Grover Cleveland		9,800	17,000	9,000	9,310	16,150	15,612	15,840	15,726	1.03	1.75
294	CR 490		3,500	5,600	3,600	3,325	5,320	5,760	5,595	5,678	0.92	1.58
312	Cardinal St	E of 19	2,800	4,700	5,600	2,660	4,465	9,400	7,405	8,403	0.48	1.50
	US 98	E of 19	6,400	9,700	6,200	6,080	8,715	9,084	8,835	8,960	0.98	3.06

US 19 Side Streets (With Suncoast Parkway Phase 2)

			1	2	3	4= 1*mocf	5= 2*mocf	6=(3/4)*5	7=(3-4)+5	8=(6+7)/2	9=(4/3)	10=(8/3)
STATION NUMBER	DESCRIPTION		1999 Validation	2025 Model	1999 COUNT	99 Model Validation	2025 Model	Smoothing		2025 Average	1999 Vol/Count	2025/1999 Growth
	FROM	TO						Adj Ratio	Adj Diff			
	US 19 Side St		PSWADT	PSWADT	AADT	AADT	AADT	AADT	AADT	AADT	Ratio	Rate
380	CR 488	E of 19	3,100	6,600	2,500	2,945	6,270	5,323	5,825	5,574	1.18	2.23
	Powerline Rd	W of 19	6,000	14,500								
1049	Turkey Oak	E of 19	NA	NA	3,400							
371	CR 495	N of 19	7,300	9,000	8,400	6,935	8,550	10,356	10,015	10,186	0.83	1.21
340	SR 44	E of 19	25,700	36,900	23,300	24,415	35,055	33,454	33,940	33,697	1.05	1.45
350	CR 44	W of 19	8,800	13,900	7,200	8,360	13,205	11,373	12,045	11,709	1.16	1.63
352	Venable	E of 19	8,100	16,800	7,600	7,695	15,960	15,763	15,865	15,814	1.01	2.08
360	CR 494	W of 19	2,500	3,900	2,500	2,375	3,705	3,900	3,830	3,865	0.95	1.55
300	CR 490	E of 19	7,100	10,000	8,800	6,745	9,500	12,394	11,555	11,975	0.77	1.36
290	CR 490A	W of 19	8,900		7,600	8,455	0	0	-855	-428	1.11	-0.06
292	Grover Cleveland		9,800	16,900	9,000	9,310	16,055	15,520	15,745	15,633	1.03	1.74
294	CR 490		3,500	6,000	3,600	3,325	5,700	6,171	5,975	6,073	0.92	1.69
312	Cardinal St	E of 19	2,800	4,200	5,600	2,660	3,990	8,400	6,930	7,665	0.48	1.37
	US 98	E of 19	6,400	12,100	6,200	6,080	11,495	11,722	11,615	11,668	0.98	1.88

US 19 - Citrus County
2005 PM Design Hour Volume Calculations

US 19/US 98

NB

	Left	Thru	Right
2001 PM DHV	11	463	98
2001 % Turns	2%	81%	17%
2001 AADT	11800		
2025 AADT	17700		
2005 AADT	12800		
K30 0.1056	1352		
D 0.4590	621		
Growth '01-'05	8%		
2005 PM DHV	**12**	**503**	**106**

SB

	Left	Thru	Right
2001 PM DHV	267	552	101
2001 % Turns	29%	60%	11%
2001 AADT	16100		
2025 AADT	29700		
2005 AADT	18400		
K30 0.1056	1943		
D 0.5410	1051		
Growth '01-'05	14%		
2005 PM DHV	**305**	**631**	**115**

EB

	Left	Thru	Right
2001 PM DHV	48	10	8
2001 % Turns	73%	15%	13%
Est. 2001 AADT	2200		
2025 AADT	5300		
2005 AADT	2700		
Growth '01-'05	23%		
2005 PM DHV	**59**	**12**	**10**

WB

	Left	Thru	Right
2001 PM DHV	37	19	219
2001 % Turns	14%	7%	79%
Est. 2001 AADT	7900		
2025 AADT	19000		
2005 AADT	9800		
Growth '01-'05	24%		
2005 PM DHV	**46**	**24**	**272**

US 19/W. Cardinal Street

NB

	Left	Thru	Right
2001 PM DHV	N/A	901	68
2001 % Turns	0%	93%	7%
2001 AADT	20000		
2025 AADT	36800		
2005 AADT	22800		
K30 0.1056	2408		
D 0.4590	1105		
Growth '01-'05	14%		
2005 PM DHV	**0**	**1028**	**77**

SB

	Left	Thru	Right
2001 PM DHV	229	1119	N/A
2001 % Turns	17%	83%	0%
2001 AADT	23600		
2025 AADT	42600		
2005 AADT	26800		
K30 0.1056	2830		
D 0.5410	1531		
Growth '01-'05	14%		
2005 PM DHV	**260**	**1271**	**0**

EB

	Left	Thru	Right
2001 PM DHV	N/A	N/A	N/A
2001 % Turns	0%	0%	0%
Est. 2001 AADT	N/A		
2025 AADT	N/A		
2005 AADT	N/A		
Growth '01-'05	N/A		
2005 PM DHV	**0**	**0**	**0**

WB

	Left	Thru	Right
2001 PM DHV	68	N/A	194
2001 % Turns	26%	0%	74%
Est. 2001 AADT	4600		
2025 AADT	8400		
2005 AADT	5200		
Growth '01-'05	13%		
2005 PM DHV	**77**	**0**	**219**

US 19/W. Yulee Drive (CR 490)

NB

	Left	Thru	Right
2001 PM DHV	68	1276	13
2001 % Turns	5%	94%	1%
2001 AADT	28000		
2025 AADT	44200		
2005 AADT	30700		
K30 0.1056	3242		
D 0.4590	1488		
Growth '01-'05	10%		
2005 PM DHV	**74**	**1399**	**15**

SB

	Left	Thru	Right
2001 PM DHV	18	1635	124
2001 % Turns	1%	92%	7%
2001 AADT	31100		
2025 AADT	45200		
2005 AADT	33500		
K30 0.1056	3538		
D 0.5410	1914		
Growth '01-'05	8%		
2005 PM DHV	**19**	**1761**	**134**

EB

	Left	Thru	Right
2001 PM DHV	155	15	66
2001 % Turns	66%	6%	28%
Est. 2001 AADT	4100		
2025 AADT	5700		
2005 AADT	4400		
Growth '01-'05	7%		
2005 PM DHV	**166**	**16**	**71**

WB

	Left	Thru	Right
2001 PM DHV	70	21	17
2001 % Turns	65%	20%	16%
Est. 2001 AADT	N/A		
2025 AADT	N/A		
2005 AADT	N/A		
Side Street Gwth '01-'05	7%		
2005 PM DHV	**76**	**23**	**19**

US 19/W. Halls River Road (CR 490A)

NB

	Left	Thru	Right
2001 PM DHV	226	1055	226
2001 % Turns	15%	70%	15%
2001 AADT	31100		
2025 AADT	45200		
2005 AADT	33500		
K30 0.1056	3538		
D 0.4590	1624		
Growth '01-'05	8%		
2005 PM DHV	**244**	**1137**	**243**

SB

	Left	Thru	Right
2001 PM DHV	217	1268	183
2001 % Turns	13%	76%	11%
2001 AADT	29200		
2025 AADT	42400		
2005 AADT	31400		
K30 0.1056	3316		
D 0.5410	1794		
Growth '01-'05	6%		
2005 PM DHV	**233**	**1383**	**198**

EB

	Left	Thru	Right
2001 PM DHV	183	150	222
2001 % Turns	33%	27%	40%
2001 AADT	9700		
2025 AADT	13100		
2005 AADT	10300		
Growth '01-'05	6%		
2005 PM DHV	**195**	**159**	**236**

WB

	Left	Thru	Right
2001 PM DHV	337	199	125
2001 % Turns	51%	30%	19%
2001 AADT	11600		
2025 AADT	15700		
2005 AADT	12300		
Growth '01-'05	6%		
2005 PM DHV	**358**	**211**	**133**

US 19/W. Homosassa Trail (CR 490)

NB

	Left	Thru	Right
2001 PM DHV	142	1048	226
2001 % Turns	10%	74%	16%
2001 AADT	29200		
2025 AADT	42400		
2005 AADT	31400		
K30 0.1056	3316		
D 0.4590	1522		
Growth '01-'05	8%		
2005 PM DHV	**152**	**1126**	**244**

SB

	Left	Thru	Right
2001 PM DHV	109	1380	61
2001 % Turns	7%	89%	4%
2001 AADT	27300		
2025 AADT	36800		
2005 AADT	28900		
K30 0.1056	3052		
D 0.5410	1651		
Growth '01-'05	6%		
2005 PM DHV	**116**	**1470**	**65**

EB

	Left	Thru	Right
2001 PM DHV	98	69	90
2001 % Turns	38%	27%	35%
2001 AADT	N/A		
2025 AADT	N/A		
2005 AADT	N/A		
Side Street Gwth '01-'05	17%		
2005 PM DHV	**115**	**81**	**106**

WB

	Left	Thru	Right
2001 PM DHV	166	114	98
2001 % Turns	44%	30%	26%
2001 AADT	6600		
2025 AADT	13100		
2005 AADT	7700		
Growth '01-'05	17%		
2005 PM DHV	**194**	**133**	**114**

NB

	Left	Thru	Right
2001 PM DHV	93	1217	13
2001 % Turns	7%	92%	1%
2001 AADT	27300		
2025 AADT	38200		
2005 AADT	29100		
K30 0.1056	3073		
D 0.4590	1411		
Growth '01-'05	7%		
2005 PM DHV	**99**	**1298**	**14**

SB

	Left	Thru	Right
2001 PM DHV	16	1504	80
2001 % Turns	1%	94%	5%
2001 AADT	28000		
2025 AADT	38800		
2005 AADT	29800		
K30 0.1056	3147		
D 0.5410	1703		
Growth '01-'05	6%		
2005 PM DHV	**17**	**1600**	**86**

EB

	Left	Thru	Right
2001 PM DHV	80	1	73
2001 % Turns	52%	1%	47%
2001 AADT	2700		
2025 AADT	3900		
2005 AADT	2900		
Growth '01-'05	7%		
2005 PM DHV	**86**	**1**	**78**

WB

	Left	Thru	Right
2001 PM DHV	4	1	4
2001 % Turns	43%	14%	43%
2001 AADT	N/A		
2025 AADT			
2005 AADT			
Side Street Gwth '01-'05	7%		
2005 PM DHV	**4**	**1**	**4**

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200 PM Design Hour Volume

	NB Left	NB Thru	NB Right
2001 PM DHV	81	1113	163
2001 % Turns	6%	82%	12%
2001 AADT	28000		
2025 AADT	38800		
2005 AADT	29800		
K30 0.1056	3147		
D 0.4590	1444		
Growth '01-'05	6%		
2005 PM DHV	**87**	**1184**	**173**

	SB Left	SB Thru	SB Right
2001 PM DHV	230	1316	99
2001 % Turns	14%	80%	6%
2001 AADT	28800		
2025 AADT	40000		
2005 AADT	30700		
K30 0.1056	3242		
D 0.5410	1754		
Growth '01-'05	7%		
2005 PM DHV	**246**	**1400**	**108**

	EB Left	EB Thru	EB Right
2001 PM DHV	72	50	28
2001 % Turns	48%	33%	19%
2001 AADT	5100		
2025 AADT	8900		
2005 AADT	5700		
Side Street Gwth '0 -'05	13%		
2005 PM DHV	**81**	**56**	**32**

	WB Left	WB Thru	WB Right
2001 PM DHV	114	47	159
2001 % Turns	36%	15%	50%
2001 AADT	8700		
2025 AADT	15200		
2005 AADT	9800		
Growth '0 '05	13%		
2005 PM DHV	**129**	**53**	**179**

19/Crystal River Plaza

	NB Left	NB Thru	NB Right
2001 PM DHV	14	1330	N/A
2001 % Turns	1%	99%	0%
2001 AADT	28800		
2025 AADT	40000		
2005 AADT	30700		
K30 0.1056	3242		
D 0.4590	1488		
Growth '01-'05	7%		
2005 PM DHV	**15**	**1473**	**0**
Balanced PM DHV	15	1430	0

	SB Left	SB Thru	SB Right
2001 PM DHV	N/A	1651	69
2001 % Turns	0%	96%	4%
2001 AADT	30100		
2025 AADT	40000		
2005 AADT	31800		
K30 0.1056	3358		
D 0.5410	1817		
Growth '01-'05	6%		
2005 PM DHV	**0**	**1744**	**73**

	EB Left	EB Thru	EB Right
2001 PM DHV	98	N/A	9
2001 % Turns	91%	0%	9%
2001 AADT	2100		
2025 AADT	2900		
2005 AADT	2200		
Avg US 19 Gwth '0	6%		
2005 PM DHV	**104**	**0**	**10**

	WB Left	WB Thru	WB Right
2001 PM DHV	N/A	N/A	N/A
2001 % Turns	0%	0%	0%
2001 AADT	N/A		
	N/A		
	N/A		
Growth '01-'05	N/A		
2005 PM DHV	**0**	**0**	**0**

19/W. Fort Island CR

	NB Left	NB Thru	NB Right
2001 PM DHV	219	1109	131
2001 % Turns	15%	76%	9%
2001 AADT	30100		
2025 AADT	43100		
2005 AADT	32300		
K30 0.1056	3411		
D 0.4590	1566		
Growth '01-'05	7%		
2005 PM DHV	**235**	**1190**	**141**

	SB Left	SB Thru	SB Right
2001 PM DHV	118	1370	203
2001 % Turns	7%	81%	12%
2001 AADT	29600		
2025 AADT	41100		
2005 AADT	31500		
K30 0.1056	3326		
D 0.5410	1799		
Growth '01-'05	6%		
2005 PM DHV	**126**	**1457**	**216**

	EB Left	EB Thru	EB Right
2001 PM DHV	156	63	152
2001 % Turns	42%	17%	41%
1998 AADT	6500		
2025 AADT	11700		
2005 AADT	7400		
Growth '01-'05	14%		
2005 PM DHV	**178**	**72**	**173**

	WB Left	WB Thru	WB Right
2001 PM DHV	107	41	40
2001 % Turns	57%	22%	21%
1998 AADT	3300		
2025 AADT	6000		
2005 AADT	3800		
Growth '01-'05	15%		
2005 PM DHV	**123**	**47**	**46**

Bay

	NB Left	NB Thru	NB Right
2001 PM DHV	100	1336	N/A
2001 % Turns	7%	93%	0%
2001 AADT	29600		
2025 AADT	41100		
2005 AADT	31600		
K30 0.1056	3326		
D 0.4590	1527		
Growth '01-'05	6%		
2005 PM DHV	**107**	**1420**	**0**

	SB Left	SB Thru	SB Right
2001 PM DHV	N/A	1821	18
2001 % Turns	0%	99%	1%
2001 AADT	32200		
2025 AADT	41100		
2005 AADT	33700		
K30 0.1056	3559		
D 0.5410	1925		
Growth '01-'05	5%		
2005 PM DHV	**0**	**1906**	**19**

	EB Left	EB Thru	EB Right
2001 PM DHV	73	N/A	19
2001 % Turns	79%	0%	21%
2001 AADT	4100		
2025 AADT	5500		
2005 AADT	4300		
Avg US 19 Gwth '01	6%		
2005 PM DHV	**77**	**0**	**20**

	WB Left	WB Thru	WB Right
2001 PM DHV	N/A	N/A	N/A
2001 % Turns	0%	0%	0%
2001 AADT	N/A		
2025 AADT	N/A		
2005 AADT	N/A		
19 Gwth '01-'	N/A		
2005 PM DHV	**0**	**0**	**0**

	NB Left	NB Thru	NB Right
2001 PM DHV	16	905	640
2001 % Turns	1%	58%	41%
2001 AADT	32200		
2025 AADT	41100		
2005 AADT	33700		
K30 0.1056	3559		
D 0.4590	1634		
Growth '01-'05	5%		
2005 PM DHV	**16**	**948**	**670**

	SB Left	SB Thru	SB Right
2001 PM DHV	573	1095	17
2001 % Turns	34%	65%	1%
2001 AADT	29600		
2025 AADT	44000		
2005 AADT	31900		
K30 0.1056	3369		
D 0.5410	1823		
Growth '01-'05	8%		
2005 PM DHV	**620**	**1185**	**18**

	EB Left	EB Thru	EB Right
2001 PM DHV	7	55	6
2001 % Turns	11%	81%	9%
2001 AADT	1200		
2025 AADT	1700		
2005 AADT	1300		
Street Gwth '01-'05	7%		
2005 PM DHV	**8**	**59**	**6**

	WB Left	WB Thru	WB Right
2001 PM DHV	740	57	625
2001 % Turns	52%	4%	44%
2001 AADT	24900		
2025 AADT	35700		
2005 AADT	26700	MOCF 0.92	
Growth '01-'05	7%		
2005 PM DHV	**793**	**61**	**671**

	NB Left	NB Thru	NB Right
2001 PM DHV	29	1359	42
2001 % Turns	2%	95%	3%
2001 AADT	29500		
2025 AADT	44000		
2005 AADT	31900		
K30 0.1056	3369		
D 0.4590	1546		
Growth '01-'05	8%		
2005 PM DHV	**31**	**1469**	**46**

	SB Left	SB Thru	SB Right
2001 PM DHV	16	1541	65
2001 % Turns	1%	95%	4%
2001 AADT	28400		
2025 AADT	41400		
2005 AADT	30600		
K30 0.1056	3231		
D 0.5410	1748		
Growth '01-'05	8%		
2005 PM DHV	**17**	**1661**	**70**

	EB Left	EB Thru	EB Right
2001 PM DHV	144	18	22
2001 % Turns	78%	10%	12%
2001 AADT	3300		
2025 AADT	4900		
2005 AADT	3600		
Avg US 19 Gwth '0 '05	8%		
2005 PM DHV	**155**	**19**	**24**

	WB Left	WB Thru	WB Right
2001 PM DH	55	27	11
2001 % Turns	59%	29%	11%
2001 AADT	2000		
2025 AADT	2900		
2005 AADT	2200		
Avg US 19 Gwth '01-'05	8%		
2005 PM DHV	**60**	**29**	**11**

US 19 - Citrus County
2005 PM Design Hour Volume Calculations

US 19/N. Citrus Avenue (CR 495)

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	28	1074	276	38	1176	37	80	83	41	212	69	60
2001 % Turns	2%	78%	20%	3%	94%	3%	42%	39%	19%	62%	20%	17%
2001 AADT	28400			21900						10500		
2025 AADT	41400			34500						11600		
2005 AADT	30600			24000						10700		
K30 0.1056	3231			2534								
D 0.4590	1483			1371								
Growth '01-'05	8%			10%			Side Street Gwth '01-'05	2%		Growth '01-'05	2%	
2005 PM DHV	30	1157	296	41	1289	41	2005 PM DHV	91	85	41	2005 PM DHV	216	71	61

US 19/N.W. 6th Ave

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	N/A	892	170	25	818	N/A	N/A	N/A	N/A	274	N/A	34
2001 % Turns	0%	84%	16%	3%	97%	0%	0%	0%	0%	89%	0%	11%
2001 AADT	21900						N/A			5400		
2025 AADT	34500						N/A			8400		
2005 AADT	24000						N/A			5900		
K30 0.1056	2534			1721								
D 0.4590	1163			931								
Growth '01-'05	10%			N/A			N/A			US 19 Gwth '01-'05	10%	
2005 PM DHV	0	977	186	25	983	0	2005 PM DHV			2005 PM DHV	301	0	37
				Revised Pk Vol	918							
				REV 2005 AADT								
				REV 2005 PM DHV	28	899	0					

Note: Northbound and southbound volumes were adjusted to reflect travel patterns around the Crystal River Mall.

US 19/Crystal River Mall

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	0	702	53	114	763	N/A	N/A	N/A	N/A	80	N/A	137
2001 % Turns	0%	93%	7%	13%	87%	0%	0%	0%	0%			
2001 AADT	19600			19600								
2025 AADT	26400			N/A								
2005 AADT	20700			16300								
K30 0.1056	2186			1721								
D 0.4590	1003			931								
Growth '01-'05	6%			N/A						US 19 Gwth '01-'05	6%	
2005 PM DHV	0	933	79	121	810	0	2005 PM DHV	0	0	2005 PM DHV	85	0	144
Revised Pk Vol	846			956								
REV 2005 AADT	23600											
REV 2005 PM DHV	0	787	69	124	833	0						

Note: Northbound and southbound volumes were adjusted to reflect travel patterns around the Crystal River Mall.

US 19/N.W. 19th Street/Turkey Oak Drive

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	101	705	33	158	820	10	9	14	37	20	24	114
2001 % Turns	12%	84%	4%	16%	83%	1%	16%	24%	61%	13%	15%	72%
2001 AADT	17300			17300			1600			3300		
2025 AADT	28700			28600			2600			5300		
2005 AADT	19200			18900						3600		
K30 0.1056	2028			1996								
D 0.4590	931			1080								
Growth '01-'05	11%			9%						Avg US 19 Gwth '01-'05	10%	
2005 PM DHV	112	782	37	173	898	11				2005 PM DHV	22	26	126

US 19/Seven Rivers Community Hospital

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	13	616	26	7	698	15	9	0	8	57	1	4
2001 % Turns	2%	94%	4%	1%	97%	2%	53%	0%	47%	92%	2%	6%
2001 AADT	13500			12600			N/A			1400		
2025 AADT	26800			24000			N/A			2700		
2005 AADT	15700			14500			N/A			1600		
K30 0.1056	1658			1531								
D 0.4590	761			828								
Growth '01-'05	16%			15%			Avg US 19 Gwth '01-'05	16%			16%		
2005 PM DHV	15	715	31	8	803	17	2005 PM DHV	11	0	10	66	1	4

US 19/W. Power Line Street

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	43	677	N/A	N/A	615	19	92	N/A	267	N/A	N/A	N/A
2001 % Turns	6%	94%	0%	0%	97%	3%	26%	0%	74%	0%	0%	0%
2001 AADT	12600			11100			3400			N/A		
2025 AADT	24000			22600			6200			N/A		
2005 AADT	14500			13000			3900			N/A		
K30 0.1056	1531			1373								
D 0.4590	703			630								
Growth '01-'05	15%			17%			Avg US 19 Gwth '01-'05	16%				
2005 PM DHV	42	661	0	0	611	19	2005 PM DHV			2005 PM DHV	0	0	0

US 19 - Citrus County
2005 PM Design Hour Volume Calculations

US 19/CR 488

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM PkCnt	N/A	482	152	33	442	N/A	N/A	N/A	N/A	51	0	15
2001 % Turns	0%	76%	24%	7%	93%	0%	0%	0%	0%	77%	0%	23%
2001 AADT	11100			9800			N/A			2600		
2025 AADT				16200			N/A			5500		
2005 AADT				11200			N/A			3000		
K30 0.1056				1183								
D 0.5410				543								
Growth '01-'05	17%			14%						16%		
2005 PM DHV	0	565	178	38	505	0	0	0	0	59		

Notes:
2001 PM peak count volumes, 2001 percent turns and 2001 AADT are from the US 19 Final Existing Conditions Report.
2025 AADT volumes were developed through the use of control numbers developed in cooperation with FDOT District 7 Planning.
K30 and D factors from the US 19 Action Plan Update were used to develop peak hour peak direction volumes.
2005 AADT and design hour volumes were interpreted from 2001 and 2025 data shown above except for some side street intersection legs.
In some instances, as noted, growth on adjacent intersection legs or average US 19 growth north and south of an intersection were used to develop 2005 AADT and design hour side street volumes.

US 19 - Citrus County
2025 PM Design Hour Volume Calculation - With Suncoast Parkway Phase 2

US 19/US 98

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	11	463	98	267	552	101	48	10	8	37	19	219
2001 % Turns	2%	81%	17%	29%	60%	11%	73%	15%	13%	14%	7%	79%
2001 AADT	11800			16100			2200			7900		
2025 AADT	15800	FDOT Control		27400	FDOT Control		5300	Estimated		11700	FDOT Control	
K30 0.1056	1668			2893								
D 0.4590	766			1565								
Growth '01-'25	34%			70%			141%			48%		
2025 PM DHV	15	620	131	454	939	172	116	23	20	55	29	324

US 19/W. Cardinal Street

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	N/A	901	68	229	1119	N/A	N/A	N/A	N/A	68	N/A	194
2001 % Turns	0%	93%	7%	17%	83%	0%	0%	0%	0%			
2001 AADT	20000			23600			N/A					
2025 AADT	30100	FDOT Control		34200	FDOT Control		N/A					
K30 0.1056	3179			3612								
D 0.4590	1459			1954								
Growth '01-'25	51%			46%								
2025 PM DHV	0	1357	102	332	1622	0	0	0	0			

US 19/W. Yulee Drive (CR 490)

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	68	1276	13				155	15	66	70	21	17
2001 % Turns	5%	94%	1%	1%	92%	7%						
2001 AADT	28000			31100			4100			N/A		
2025 AADT	38300	FDOT Control		39400	FDOT Control		6100	FDOT Control		N/A		
K30 0.1056	4044											
D 0.4590	1856											
Growth '01-'25	37%			27%			49%			39%		
2025 PM DHV	93	1745	18	23	2071	157	230	22	98	98	30	24

US 19/W. Halls River Road (CR 490A)

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	226	1055	226	217	1268	183	183	150	222	337	199	125
2001 % Turns	15%	70%	15%	13%	76%	11%	33%	27%	40%	51%	30%	19%
2001 AADT	31100			29200			9700			11600		
2025 AADT	39400	FDOT Control		37000	Estimated		13100	Estimated		15600	FDOT Control	
K30 0.1056	4161			3907								
D 0.4590	1910			2114								
Growth '01-'25	27%			27%			35%			34%		
2025 PM DHV	287	1337	286	275	1607	232	248	203	300			

US 19/W. Homosassa Trail (CR 490)

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV				109	1390	61	98	69	90	166	114	98
2001 % Turns				7%	89%	4%				44%	30%	26%
2001 AADT	29200			27300						6600		
2025 AADT	37000	Estimated		32100	FDOT Control					12000	FDOT Control	
K30 0.1056	3907			3390								
D 0.4590	1793			1834								
Growth '01-'25	27%			18%						82%		
2025 PM DHV	179	1327	287	128	1639	78				302	207	178

US 19/W. Ozello Trail (CR 494)

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	93	1217	13	16	1504	80	80	1	73	4	1	4
2001 % Turns	7%	92%	1%	1%	94%	5%	52%	1%	47%	43%	14%	43%
2001 AADT	27300			28000			2700			N/A		
2025 AADT	34000	FDOT Control		33600	FDOT Control		3900	FDOT Control				
K30 0.1056	3590			3548								
D 0.4590	1648			1919								
Growth '01-'25	25%			20%			44%			44%		
2025 PM DHV	115	1516	17	19	1800	100	115	2	105	5	2	5

US 19 - Citrus County
2025 PM Design Hour Volume Calculation - With Suncoast Parkway Phase 2

US 19/W. Venable Street

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV				230	1316	99	72	50	28			
2001 % Turns				14%	80%	6%	48%	33%	19%			
2001 AADT	28000			28800			5100					
2025 AADT	33800	FDOT Control		35800	FDOT Control		8900	Estimated				
K30 0.1056	3548			3780								
D 0.4590	1629			2045								
Growth '01-'25	20%			24%			75%			82%		
2025 PM DHV	98	1336	195	286	1640	119	126	87	49	208	86	289

US 19/Crystal River Plaza

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	14	1382	N/A	N/A	1651	69	98	N/A	9	N/A	N/A	N/A
2001 % Turns	1%	99%	0%	0%	96%	4%	91%	0%	9%	0%	0%	0%
2001 AADT	28800			30100			2100			N/A		
2025 AADT	35800	FDOT Control		35800	FDOT Control		2900	Estimated		N/A		
K30 0.1056	3780			3780								
D 0.4590	1735			2045								
Growth '01-'25	24%			19%			36%					
2025 PM DHV	17	1718	0	0	1963	82	133	0	13	0	0	0
Balanced PM DHV	17	1734	0									

US 19/W. Fort Island Trail (CR 44)

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	219	1109	131							107	41	40
2001 % Turns	15%	76%	9%							57%	22%	21%
2001 AADT	30100			29600			6400			3300		
2025 AADT	38800	FDOT Control		35700	FDOT Control		11700	FDOT Control		6000	Estimated	
K30 0.1056	4097			3770								
D 0.4590	1881			2040								
Growth '01-'25	29%			21%			83%			83%		
2025 PM DHV	282	1430	169	143	1652	245	286	115	279	196	75	73

US 19/Kings Bay Drive

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	100	1335	N/A	N/A	1821	18	73	N/A	19	N/A	N/A	N/A
2001 % Turns	7%	93%	0%	0%	99%	1%	79%	0%	21%	0%	0%	0%
2001 AADT	29600			32200			4100			N/A		
2025 AADT	35700	FDOT Control		35700	FDOT Control		5500	Estimated		N/A		
K30 0.1056	3770			3770								
D 0.4590	1730			2040								
Growth '01-'25	21%			11%			33%					
2025 PM DHV	121	1609	0	0	2020	20	97	0	25	0	0	0

US 19/SR 44

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	16	905	640	573	1095	17	7	55	6	740	57	625
2001 % Turns	1%	58%	41%	34%	65%	1%	11%	81%	9%			
2001 AADT	32200			29500			1200					
2025 AADT	35700	FDOT Control		37000	Estimated		1600	Estimated				
K30 0.1056	3770			3907								
D 0.4590	1730			2114								
Growth '01-'25	11%			25%			33%					
2025 PM DHV	17	1003	710	719	1374	21	10	74	8			

US 19/N.E. 3rd Avenue

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	29	1359	42	16	1541	65	144	18	22	55	27	11
2001 % Turns	2%	95%	3%	1%	95%	4%						
2001 AADT	29500			28400								
2025 AADT	37000	Estimated		35900	FDOT Control							
K30 0.1056	3907			3791								
D 0.4580	1793			2051								
Growth '01-'25	25%			26%								
2025 PM DHV	36	1703	54	21	1948	82			33	82	40	16

US 19 - Citrus County
2025 PM Design Hour Volume Calculation - With Suncoast Parkway Phase 2

US 19/N. Citrus Avenue (CR 495)

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	28	1074	275	38	1176	37	89	83	41	212	69	60
2001 % Turns	2%	78%	20%	3%	94%	3%	43%	39%	19%	69%	22%	17%
2001 AADT	28400			21900						10500		
2025 AADT	35900	FDOT Control		29000	FDOT Control					10200	FDOT Control	
K30 0.1056	3791			3062								
D 0.4590	1740			1657								
Growth '01-'25	26%			32%						-3%		
2025 PM DHV	35	1357	348	50	1558	49	99	92	45	206	67	58

IS 19/N.W. 6th Avenue

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	N/A	892	170				N/A	N/A	N/A	274	N/A	34
2001 % Turns	0%	84%	16%	3%	97%	0%	0%	0%	0%	89%	0%	11%
2001 AADT	21900			19600			N/A			5400		
2025 AADT	29000	FDOT Control		N/A			N/A			8400	Estimated	
K30 0.1056	3062											
D 0.4590	1405			Revised Pk Vol	1086							
Growth '01-'25	32%			Growth '01-'25	29%					Growth '01-'25	56%	
2025 PM DHV	0	1180	225	2025 PM DHV	33	1053	0	0	0	2025 PM DHV	428	0	53

Note: Southbound volumes were adjusted to reflect travel patterns around the Crystal River Mall.

US 19/Crystal River Mall

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	0	702	53	114	763	N/A	N/A	N/A	N/A	80	N/A	137
2001 % Turns	0%	93%	7%	13%	87%	0%	0%	0%	0%	37%	0%	63%
2001 AADT	19600			19600			N/A					
2025 AADT	21300	Estimated		N/A	MOCF 0.95		N/A					
K30 0.1056	2249			0								
D 0.4590	1031			Revised Pk Vol	1115							
Growth '01-'25	9%			Growth '01-'25	27%					Growth '01-'25		
2025 PM DHV	0	959	72	2025 PM DHV	145	970	0	0	0	2025 PM DHV	0	198

Note: Southbound volumes were adjusted to reflect travel patterns around the Crystal River Mall.

US 19/N.W. 19th Street/Turkey Oak Drive

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	101	705	33	158	820	10	9	14	37	20	24	114
2001 % Turns	12%	84%	4%	16%	83%	1%	16%	24%	61%	13%	15%	72%
2001 AADT	17300			17300			1600			3300		
2025 AADT	23900	Estimated		21600	FDOT Control		2600	Estimated		5300	Estimated	
K30 0.1056	2524			2281								
D 0.4590	1159			1234								
Growth '01-'25	38%			25%			60%			Growth '01-'25	60%	
2025 PM DHV	139	974	46	197	1024	13	15	23	59	2025 PM DHV	32	38	185

Note: Northbound volumes were adjusted to reflect travel patterns around the Crystal River Mall.

US 19/Seven Rivers Community Hospital

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	13	616	26	7	698	15	9	0	8	57	1	4
2001 % Turns	2%	94%	4%	1%	97%	2%	53%	0%	47%	92%	2%	6%
2001 AADT	13500			12600			N/A			1400		
2025 AADT	21600	FDOT Control		19000	FDOT Control		N/A			2700	Estimated	
K30 0.1056	2281			2006								
D 0.4590				1085								
Growth '01-'25	60%			51%			94%			Growth '01-'25	94%	
2025 PM DHV	21	984	42	11	1052	22	18	0	16	2025 PM DHV	110	2	7

US 19/W. Power Line Street

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	43	677	N/A	N/A	615	19				N/A	N/A	N/A
2001 % Turns	6%	94%	0%	0%	97%	3%				0%	0%	0%
2001 AADT	12600			11100						N/A		
2025 AADT	19000	FDOT Control		16900	FDOT Control					N/A		
K30 0.1056	2006			1996								
D 0.4590	921			916								
Growth '01-'25	51%			70%								
2025 PM DHV	55	886	0	0	889	27				2025 PM DHV	0	0	0

US 19 - Citrus County
2025 PM Design Hour Volume Calculation - With Suncoast Parkway Phase 2

US 19/CR 488

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM PkCnt	N/A	482	152	33	442	N/A	N/A	N/A	N/A	51	0	15
2001 % Turns	0%	76%	24%	7%	93%	0%	0%	0%	0%	77%	0%	23%
2001 AADT	11100			9800			N/A			2600		
2025 AADT	18900	FDOT Control		15100	FDOT Control		N/A			5600	FDOT Control	
K30 0.1056	1996			1595								
D 0.5410	1080			732								
Growth '01-'25	70%			54%						115%		
2025 PM DHV	0	821	259	51	681	0	0	0	0	109	0	33

Notes:
2001 PM peak count volumes, 2001 percent turns and 2001 AADT are from the US 19 Final Existing Conditions Report.
2025 AADT volumes were developed through the use of control numbers developed in cooperation with FDOT District 7 Planning.
K30 and D factors from the US 19 Action Plan Update were used to develop peak hour peak direction volumes.
In some instances, as noted, growth on adjacent intersection legs were used to develop 2025 AADT and design hour side street volumes.
Estimated AADTs for side streets are consistent with those reported for the 2025 without Suncoast Parkway Phase 2, reflecting volumes that are unaffected by Suncoast Parkway Phase 2.

US 19 - Citrus County
2025 PM Design Hour Volume Calculation - Without Suncoast Parkway Phase 2

US 19/US 98

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	11	463	98	267	552	101	48	10	8	37	19	219
2001 % Turns	2%	81%	17%	29%	60%	11%	73%	15%	13%	14%	7%	79%
2001 AADT	11800			16100			2200			7900		
2025 AADT	17700	FDOT Control		29700	FDOT Control		5300	Estimated		19000	FDOT Control	
K30 0.1056	1869			3136								
D 0.4590	858			1697								
Growth '01-'25	50%			84%			141%			141%		
2025 PM DHV	17	695	146	492	1018	187	116	23	20	90	47	527

US 19/W. Cardinal Street

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	N/A	901	68	229	1119	N/A	N/A	N/A	N/A	68	N/A	194
2001 % Turns	0%	93%	7%	17%	83%	0%	0%	0%	0%	26%	0%	74%
2001 AADT	20000			23600			N/A			4600		
2025 AADT	36800	FDOT Control		42600	FDOT Control		N/A			8400	FDOT Control	
K30 0.1056	3886			4499								
D 0.4590	1784			2434								
Growth '01-'25	84%			81%						83%		
2025 PM DHV	0	1659	125	414	2020	0	0	0	0	124	0	354

US 19/W. Yulee Drive (CR 490)

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	68	1276	13	18	1635	124	155	15	66	70	21	17
2001 % Turns	5%	94%	1%	1%	92%	7%	66%	6%	28%	65%	20%	16%
2001 AADT	28000			31100			4100			N/A		
2025 AADT	44200	FDOT Control		45200	FDOT Control		5700	FDOT Control		N/A		
K30 0.1056	4668			4773								
D 0.4590	2143			2582								
Growth '01-'25	58%			45%			39%			Side Street Gwth '01-'25	39%	
2025 PM DHV	107	2014	22	26	2375	181	215	20	92	2025 PM DHV	98	30	24

US 19/W. Halls River Road (CR 490A)

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	226	1055	228	217	1268	183	183	150	222	337	199	125
2001 % Turns	15%	70%	15%	13%	76%	11%	33%	27%	40%	51%	30%	19%
2001 AADT	31100			29200			9700			11600		
2025 AADT	45200	FDOT Control		42400	Estimated		13100	Estimated		15700	FDOT Control	
K30 0.1056	4773			4477								
D 0.4590	2191			2422								
Growth '01-'25	45%			45%			35%			Growth '01-'25	35%	
2025 PM DHV	329	1534	328	315	1841	266	248	203	300	2025 PM DHV	457	269	170

US 19/W. Homosassa Trail (CR 490)

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	142	1048	226	109	1390	61	98	68	90	166	114	98
2001 % Turns	10%	74%	16%	7%	89%	4%	38%	27%	35%	44%	30%	26%
2001 AADT	29200			27300			N/A			6600		
2025 AADT	42400	Estimated		36800	FDOT Control		N/A			13100	FDOT Control	
K30 0.1056	4477			3886								
D 0.4590	2055			2102								
Growth '01-'25	45%			35%			ide Street Growth '01-'25	98%		Growth '01-'25	98%	
2025 PM DHV	206	1521	328	147	1870	85	2025 PM DHV	195	137	180	2025 PM DHV	330	226	194

US 19/W. Ozello Trail (CR 494)

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	93	1217	13	16	1504	80	80	1	73	4	1	4
2001 % Turns	7%	92%	1%	1%	94%	5%	52%	1%	47%	43%	14%	43%
2001 AADT	27300			28000			2700			N/A		
2025 AADT	38200	FDOT Control		38800	FDOT Control		3900	FDOT Control				
K30 0.1056	4034			4097								
D 0.4590	1852			2216								
Growth '01-'25	40%			39%			44%			ide Street Growth '01-'25	44%	
2025 PM DHV	130	1704	18	22	2080	114	115	2	105	2025 PM DHV	5	2	5

US 19 - Citrus County
2025 PM Design Hour Volume Calculation - Without Suncoast Parkway Phase 2

US 19/W. Venable Street

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	81	1113	163	230	1316	99	72	50	28	114	47	159
2001 % Turns	6%	82%	12%	14%	80%	6%	48%	33%	19%	[illegible]	[illegible]	[illegible]
2001 AADT	28000			28800			5100			[illegible]		
2025 AADT	38800	FDOT Control		40000	FDOT Control		8900	Estimated				
K30 0.1056	4097			4224								
D 0.4590	1881			2285								
Growth '01-'25	39%			39%			ide Street Growth '01-'25	75%		Growth '01-'25		
2025 PM DHV	113	1542	226	320	1830	135	2025 PM DHV	126	87	49	2025 PM DHV	[illegible]	[illegible]	[illegible]

US 19/Crystal River Plaza

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	[illegible]	[illegible]	[illegible]	N/A	1651	69	98	N/A	9	N/A	N/A	N/A
2001 % Turns	1%	99%	0%	0%	96%	4%	91%	0%	9%	0%	0%	0%
2001 AADT	28800			30100			2100			N/A		
2025 AADT	40000	FDOT Control		40000	FDOT Control		2900	Estimated		N/A		
K30 0.1056	4224			4224								
D 0.4590	1939			2285								
Growth '01-'25	39%			33%			Avg US 19 Gwth '01-'25	36%				
2025 PM DHV	19	1920	0	0	2194	91	2025 PM DHV	133	0	13	2025 PM DHV	0	0	0
Balanced PM DHV	19	1927	0									

US 19/W. Fort Island Trail (CR 44)

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	219	1109	131	118	1370	203	156	63	152	107	41	40
2001 % Turns	15%	76%	9%	7%	81%	12%	42%	17%	41%	57%	22%	21%
2001 AADT	30100			29600			1998 AADT			3300		
2025 AADT	43100	FDOT Control		41100	FDOT Control		2025 AADT			6000	Estimated	
K30 0.1056	4551			4340								
D 0.4590	2089			2348								
Growth '01-'25	43%			39%			Growth '01-'25			ide Street Growth '01-'25	83%		
2025 PM DHV	313	1588	188	164	1902	282	2025 PM DHV	[illegible]	[illegible]	[illegible]	2025 PM DHV	196	75	73

US 19/Kings Bay Drive

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	100	1335	N/A	N/A	1821	18	73	N/A	19	N/A	N/A	N/A
2001 % Turns	7%	93%	0%	0%	99%	1%	79%	0%	21%	0%	0%	0%
2001 AADT	29600			32200			4100			N/A		
2025 AADT	41100	FDOT Control		41100	FDOT Control		5500	Estimated		N/A		
K30 0.1056	4340			4340								
D 0.4590	1992			2348								
Growth '01-'25	39%			28%			Avg US 19 Gwth '01-'25	33%				
2025 PM DHV	139	1853	0	0	2325	23	2025 PM DHV	97	0	25	2025 PM DHV	0	0	0

US 19/SR 44

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	[illegible]	[illegible]	[illegible]	573	1095	17	7	55	6	740	57	625
2001 % Turns	[illegible]	[illegible]	[illegible]	34%	65%	1%	11%	81%	9%	52%	4%	44%
2001 AADT	32200			29500			1200			24900		
2025 AADT	41100	FDOT Control		44000	Estimated		1700	Estimated		35700	FDOT Control	
K30 0.1056	4340			4646								
D 0.4590	1992			2513								
Growth '01-'25	28%			49%			ide Street Growth '01-'25	43%		Growth '01-'25	43%		
2025 PM DHV	20	1155	817	854	1633	26	2025 PM DHV	10	79	9	2025 PM DHV	1061	81	897

US 19/N.E. 3rd Avenue

	NB			SB			EB			WB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2001 PM DHV	29	1359	42	16	1541	65	144	18	22	55	27	11
2001 % Turns	2%	95%	3%	1%	95%	4%	78%	10%	12%	59%	29%	11%
2001 AADT	29500			28400			3300			2000		
2025 AADT	44000	Estimated		41400	FDOT Control		4900	Estimated		2900	Estimated	
K30 0.1056	4646			4372								
D 0.4590	2133			2365								
Growth '01-'25	49%			46%			Avg US 19 Gwth '01-'25	47%		Avg US 19 Gwth '01-'25	47%		
2025 PM DHV	43	2026	64	24	2247	94	2025 PM DHV	212	26	33	2025 PM DHV	82	40	16

US 19 - Citrus County
2025 PM Design Hour Volume Calculation - Without Suncoast Parkway Phase 2

US 19/N. Citrus Avenue (CR 495)

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	28	1074	275	38	1176	37	89	83	41	212	69	60
2001 % Turns	2%	78%	20%	3%	94%	3%	42%	39%	19%	62%	20%	17%
2001 AADT	28400			21900			8700			10500		
2025 AADT	41400	FDOT Control		34500	FDOT Control		9600	Estimated		11600	FDOT Control	
K30 0.1056	4372			3643								
D 0.4590	2007			1971								
Growth '01-'25	46%			58%			ide Street Growth '01-'25	10%		Growth '01-'25	10%	
2025 PM DHV	40	1565	402	59	1853	59	2025 PM DHV	99	92	45	2025 PM DHV	235	76	66

US 19/N.W. 6th Avenue

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	N/A	892	170				N/A	N/A	N/A	274	N/A	34
2001 % Turns	0%	84%	16%	3%	97%	0%	0%	0%	0%	89%	0%	11%
2001 AADT	21900			19600			N/A			5400		
2025 AADT	34500	FDOT Control		N/A			N/A			8400	Estimated	
K30 0.1056	3643											
D 0.4590	1672			Revised Pk Vol	1301							
Growth '01-'25	58%			Growth '01-'25	54%					Avg US 19 Gwth '01-'25	56%	
2025 PM DHV	0	1404	268	2025 PM DHV	39	1262	0	0	0	2025 PM DHV	428	0	53

Note: Southbound volumes were adjusted to reflect travel patterns around the Crystal River Mall.

US 19/Crystal River Mall

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	0	702	53	114	763	N/A	N/A	N/A	N/A	80	N/A	137
2001 % Turns	0%	93%	7%	13%	87%	0%	0%	0%	0%	37%	0%	63%
2001 AADT	19600			19600			N/A			3800		
2025 AADT	26400	Estimated		N/A			N/A			5500	Estimated	
K30 0.1056	2788											
D 0.4590	1283			Revised Pk Vol	1362							
Growth '01-'25	35%			Growth '01-'25	55%					Avg US 19 Gwth '01-'25	45%	
2025 PM DHV	0	1193	90	2025 PM DHV	177	1185	0	0	0	2025 PM DHV	116	0	198

Note: Southbound volumes were adjusted to reflect travel patterns around the Crystal River Mall.

US 19/N.W. 19th Street/Turkey Oak Drive

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	101	705	33	158	820	10	9	14	37	20	24	114
2001 % Turns	12%	84%	4%	16%	83%	1%	16%	24%	61%	13%	15%	72%
2001 AADT	17300			17300						3300		
2025 AADT	26700	Estimated		26800	FDOT Control					5300	Estimated	
K30 0.1056	3031			2830								
D 0.4590	1391			1531								
Growth '01-'25	66%			55%			Avg US 19 Gwth '01-'25	60%		Avg US 19 Gwth '01-'25	60%	
2025 PM DHV	167	1168	86	245	1271	15	2025 PM DHV	15	23	59	2025 PM DHV	32	38	184

Note: Northbound volumes were adjusted to reflect travel patterns around the Crystal River Mall.

US 19/Seven Rivers Community Hospital

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	13	616	26	7	698	15	9	0	8	57	1	4
2001 % Turns	2%	94%	4%	1%	97%	2%	53%	0%	47%	92%	2%	6%
2001 AADT	13500			12600			N/A			1400		
2025 AADT	26800	FDOT Control		24000	FDOT Control		N/A			2700	Estimated	
K30 0.1056				2534								
D 0.4590	1299			1371								
Growth '01-'25	99%			90%			Avg US 19 Gwth '01-'25	94%		Avg US 19 Gwth '01-'25	94%	
2025 PM DHV	26	1221	52	14	1330	27	2025 PM DHV	18	0	16	2025 PM DHV	110	2	7

US 19/W. Power Line Street

	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
2001 PM DHV	43	677	N/A	N/A	615	19	92	N/A	267	N/A	N/A	N/A
2001 % Turns	6%	94%	0%	0%	97%	3%				0%	0%	0%
2001 AADT	12600			11100						N/A		
2025 AADT	24000	FDOT Control		22600	MOCF 0.95					N/A		
K30 0.1056	2534			2387								
D 0.4590	1163			1096								
Growth '01-'25	90%			104%			Growth '01-'25					
2025 PM DHV	70	1093	0	0	1063	33	2025 PM DHV			2025 PM DHV	0	0	0

US 19 - Citrus County
2025 PM Design Hour Volume Calculation - Without Suncoast Parkway Phase 2

US 19/CR 488

NB

	Left	Thru	Right
2001 PM PkCnt	N/A	482	152
2001 % Turns	0%	76%	24%
2001 AADT	11100		
2025 AADT	22600	FDOT Control	
K30 0.1056	2387		
D 0.5410	1291		
Growth '01-'25	104%		
2025 PM DHV	**0**	**981**	**310**

SB

	Left	Thru	Right
2001 PM PkCnt	33	442	N/A
2001 % Turns	7%	93%	0%
2001 AADT	9800		
2025 AADT	18200	FDOT Control	
K30 0.1056	1922		
D 0.4590	882		
Growth '01-'25	86%		
2025 PM DHV	**62**	**820**	**0**

EB

	Left	Thru	Right
2001 PM PkCnt	N/A	N/A	N/A
2001 % Turns	0%	0%	0%
2001 AADT	N/A		
2025 AADT	N/A		
2025 PM DHV	**0**	**0**	**0**

WB

	Left	Thru	Right
2001 PM PkCnt	51	0	15
2001 % Turns	77%	0%	23%
2001 AADT	2600		
2025 AADT	5500	FDOT Control	
Growth '01-'25	112%		
2025 PM DHV	**107**	**0**	**32**

Notes:
2001 PM peak count volumes, 2001 percent turns and 2001 AADT are from the US 19 Final Existing Conditions Report.
2025 AADT volumes were developed through the use of control numbers developed in cooperation with FDOT District 7 Planning.
K30 and D factors from the US 19 Action Plan Update were used to develop peak hour peak direction volumes.
In some instances, as noted, growth on adjacent intersection legs or average US 19 growth north and south of an intersection were used to develop 2025 AADT and design hour side street volumes.

Appendix C

2005 Intersection Analyses

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 05-03-2002
Center For Microcomputers In Transportation

Streets: (E-W) US 98 (N-S) US 19
Analyst: PBS&J File Name: 1998N05P.HC9
Area Type: Other 5-3-2 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - PLANNED IMPROVEMENTS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	2	2	1
Volumes	59	12	10	46	24	272	12	503	106	305	631	115
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*	*	
Thru	*				Thru	*	*	
Right	*				Right	*	*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	*		
Green	24.0A				Green	13.0A	28.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	505	1553	0.123	0.325	12.3	B	12.2	B
	T	577	1776	0.023	0.325	11.9	B		
	R	491	1509	0.022	0.325	11.9	B		
WB	L	525	1616	0.091	0.325	12.1	B	7.7	B
	T	577	1776	0.043	0.325	11.9	B		
	R	830	1509	0.345	0.550	6.6	B		
NB	L	141	377	0.092	0.375	10.5	B	11.9	B
	T	1332	3551	0.417	0.375	12.1	B		
	R	566	1509	0.198	0.375	10.9	B		
SB	L	981	3374	0.337	0.600	5.1	B	5.1	B
	T	2131	3551	0.327	0.600	5.2	B		
	R	906	1509	0.134	0.600	4.5	A		

Intersection Delay = 7.8 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.374

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. CARDINAL STREET (N-S) US 19
Analyst: PBS&J File Name: 19CAN05P.HC9
Area Type: Other 4-27-2 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	2	< 0	1	2	0
Volumes				77		219		1028	77	260	1271	
Lane W (ft)				12.0		12.0		12.0		12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru					Thru		*		
Right					Right		*		
Peds					Peds				
WB Left		*			SB Left	*			
Thru					Thru	*	*		
Right		*			Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right	*			
Green	11.0A				Green	18.0A	36.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	274	1687	0.295	0.162	19.2	C	11.9	B
	R	679	1509	0.340	0.450	9.4	B		
NB	TR	1669	3514	0.732	0.475	12.1	B	12.1	B
SB	L	422	1687	0.650	0.250	19.8	C	5.4	B
	T	2708	3551	0.519	0.762	2.6	A		

Intersection Delay = 8.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.629

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 05-06-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490 YULEE DRIVE (N-S) US 19
Analyst: 02S&J File Name: 19YUN05P.HC9
Area Type: Other 4-26-1 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	0	0 >	1 <	0	1	2	1	1	2	1
Volumes	166	16	71	76	23	19	74	1399	15	19	1761	134
Lane W (ft)	12.0	12.0			12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	23.0A				Green	7.0A	65.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	266	1172	0.657	0.227	28.9	D	26.8	D
	TR	354	1559	0.260	0.227	22.6	C		
WB	LTR	266	1171	0.466	0.227	24.7	C	24.7	C
NB	L	203	1687	0.384	0.718	13.2	B	10.5	B
	T	2163	3551	0.715	0.609	10.4	B		
	R	919	1509	0.017	0.609	5.5	B		
SB	L	212	1687	0.094	0.718	6.3	B	15.3	C
	T	2163	3551	0.900	0.609	16.1	C		
	R	919	1509	0.153	0.609	6.0	B		

Intersection Delay = 14.4 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.810

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490A HALLS RIVER (N-S) US 19
Analyst: PBS&J File Name: 19HAN05P.HC9
Area Type: Other 4-26-1 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	2	1	1	2	2	1	2	2	1
Volumes	195	159	236	358	211	133	244	1137	243	233	1363	243
Lane W (ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	11.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right	*				EB	Right	*			
SB	Right	*				WB	Right	*			
Green		14.0A	18.0A			Green		12.0A	46.0A		
Yellow/AR		5.0	5.0			Yellow/AR		5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	330	1687	0.621	0.355	20.0	C	21.7	C
	T	323	1776	0.517	0.182	27.4	D		
	R	508	1509	0.489	0.336	19.3	C		
WB	L	491	3374	0.791	0.145	35.2	D	30.7	D
	T	323	1776	0.688	0.182	31.3	D		
	R	508	1509	0.276	0.336	17.3	C		
NB	L	429	3374	0.617	0.127	31.3	D	19.7	C
	T	1550	3551	0.811	0.436	19.9	C		
	R	889	1459	0.288	0.609	6.6	B		
SB	L	429	3374	0.587	0.127	30.8	D	28.7	D
	T	1550	3551	0.973	0.436	32.1	D		
	R	919	1509	0.279	0.609	6.6	B		

Intersection Delay = 25.0 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.841

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490 HOMOSASSA TR (N-S) US 19
Analyst: PBS&J File Name: 19HON05P.HC9
Area Type: Other 4-27-2 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	1	2	1	1	2	1
Volumes	115	81	106	194	133	114	152	1126	244	116	1470	65
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*	*			NB Left	*	*		
Thru		*			Thru		*		
Right		*			Right		*		
Peds					Peds				
WB Left	*	*			SB Left	*	*		
Thru		*			Thru		*		
Right		*			Right		*		
Peds					Peds				
NB Right	*				EB Right				
SB Right	*				WB Right				
Green	8.0A	20.0A			Green	12.0A	50.0A		
Yellow/AR	5.0	5.0			Yellow/AR	5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	226	1687	0.535	0.318	20.5	C	25.3	D
	TR	325	1624	0.607	0.200	28.2	D		
WB	L	281	1687	0.726	0.318	25.5	D	30.9	D
	TR	331	1653	0.786	0.200	35.1	D		
NB	L	280	1687	0.571	0.627	18.3	C	15.2	C
	T	1679	3551	0.741	0.473	16.5	C		
	R	892	1509	0.288	0.591	7.2	B		
SB	L	280	1687	0.436	0.627	10.8	B	27.2	D
	T	1679	3551	0.967	0.473	29.3	D		
	R	892	1509	0.076	0.591	6.2	B		

Intersection Delay = 22.8 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.898

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002

Center For Microcomputers In Transportation

Streets: (E-W) W. OZELLO TR. (N-S) US 19

Analyst: PBS&J File Name: 19OZN05P.HC9

Area Type: Other 4-27-2 PM PEAK

Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 < 0		0 > 1		1	1	2 < 0		1	2	1
Volumes	86	1	78	4	1	4	99	1298	13	17	1600	86
Lane W (ft	12.0	12.0			12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		16.0A				Green		7.0A	42.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	374	1661	0.920	0.225	39.2	D	34.8	D
	TR	340	1513	0.244	0.225	16.5	C		
WB	LT	351	1562	0.014	0.225	15.6	C	15.6	C
	R	340	1509	0.012	0.225	15.6	C		
NB	L	280	1687	0.371	0.700	8.8	B	9.9	B
	TR	1950	3546	0.743	0.550	10.0	B		
SB	L	280	1687	0.064	0.700	4.9	A	14.6	B
	T	1953	3551	0.905	0.550	15.1	C		
	R	830	1509	0.110	0.550	5.6	B		

Intersection Delay = 14.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.864

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002

Center For Microcomputers In Transportation

Streets: (E-W) W. VENABLE ST. (N-S) US 19

Analyst: PBS&J File Name: 19VEN05P.HC9

Area Type: Other 4-27-2 PM PEAK

Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Volumes	81	56	32	129	53	179	87	1184	173	246	1400	108
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right	*			
Green	15.0A				Green	12.0A	38.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	299	1409	0.284	0.213	17.2	C	16.8	C
	T	377	1776	0.156	0.213	16.6	C		
	R	321	1509	0.106	0.213	16.4	C		
WB	L	297	1397	0.458	0.213	18.6	C	14.0	B
	T	377	1776	0.148	0.213	16.6	C		
	R	641	1509	0.293	0.425	9.8	B		
NB	L	385	1687	0.239	0.713	6.7	B	10.7	B
	T	1776	3551	0.737	0.500	11.4	B		
	R	754	1509	0.241	0.500	7.4	B		
SB	L	385	1687	0.673	0.713	14.5	B	14.5	B
	T	1776	3551	0.872	0.500	15.1	C		
	R	754	1509	0.151	0.500	7.0	B		

Intersection Delay = 13.1 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.774

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CRYSTAL RIVER PLAZA (N-S) US 19
Analyst: PBS&J File Name: 19CRN05P.HC9
Area Type: Other 4-27-2 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
Volumes	104		10				15	1430			1744	73
Lane W (ft)	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru					Thru	*	*		
Right	*				Right				
Peds					Peds				
WB Left					SB Left				
Thru					Thru		*		
Right					Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	15.0A				Green	7.0A	43.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	358	1687	0.304	0.213	17.3	C	17.2	C
	R	321	1509	0.034	0.213	16.1	C		
NB	L	280	1687	0.057	0.713	8.8	B	4.2	A
	T	2530	3551	0.624	0.712	4.2	A		
SB	T	1997	3551	0.965	0.563	20.5	C	19.9	C
	R	849	1509	0.091	0.563	5.2	B		

Intersection Delay = 13.1 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.695

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 44 W. FORT ISLAND (N-S) US 19
Analyst: PBS&J File Name: 19FON05P.HC9
Area Type: Other 4-27-2 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound						Southbound		
	L	T	R	L	T	R				L	T	R
No. Lanes	1	1	1	1	1	< 0				1	2	1
Volumes	178	72	173	123	47	46				126	1457	216
Lane W (ft)	12.0	12.0	12.0	12.0	12.0					12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right	*			
SB Right					WB Right				
Green	20.0A				Green	7.0A	38.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	341	1239	0.549	0.275	17.4	C	13.8	B
	T	488	1776	0.156	0.275	14.2	B		
	R	641	1509	0.284	0.425	9.8	B		
WB	L	366	1330	0.353	0.275	15.3	C	14.9	B
	TR	452	1644	0.215	0.275	14.5	B		
NB	L	280	1687	0.882	0.650	32.1	D	12.5	B
	TR	2621	5243	0.588	0.500	9.4	B		
SB	L	280	1687	0.475	0.650	6.5	B	15.3	C
	T	1776	3551	0.907	0.500	17.1	C		
	R	755	1509	0.301	0.500	7.7	B		

Intersection Delay = 14.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.808

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) S.E. KINGS BAY DRIVE (N-S) US 19
Analyst: PBS&J File Name: 19KIN05P.HC9
Area Type: Other 4-27-2 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	3	0	0	3	< 0
Volumes	77		20				107	1420			1906	19
Lane W (ft)	12.0		12.0				12.0	12.0			12.0	
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru					Thru	*	*		
Right	*				Right				
Peds					Peds				
WB Left					SB Left				
Thru					Thru		*		
Right					Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	19.0A				Green	9.0A	37.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	443	1687	0.183	0.262	14.8	B	14.7	B
	R	396	1509	0.053	0.262	14.3	B		
NB	L	232	1687	0.487	0.138	21.9	C	5.5	B
	T	3529	5327	0.466	0.663	4.3	A		
SB	TR	2593	5319	0.860	0.488	14.0	B	14.0	B

Intersection Delay = 10.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.602

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 05-06-2002
Center For Microcomputers In Transportation

Streets: (E-W) SR 44 (N-S) US 19
Analyst: PBS&J File Name: 1944N051.HC9
Area Type: Other 4-27-2 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD1 <WO/EB APPROACH>

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	2	0	1	0	2	1	2	2	0
Volumes				793		671		948	670	620	1185	
Lane W (ft)				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00		

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru					Thru	*	*	
Right	*				Right			
Peds					Peds			
NB Right	*				EB Right			
SB Right					WB Right	*		
Green	21.0A				Green	20.0A	24.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	979	3406	0.878	0.287	24.1	C	18.0	C
	R	914	1524	0.772	0.600	10.6	B		
NB	T	1165	3585	0.899	0.325	23.5	C	17.1	C
	R	990	1524	0.712	0.650	7.6	B		
SB	L	937	3406	0.719	0.275	18.8	C	10.1	B
	T	2285	3585	0.573	0.637	5.6	B		

Intersection Delay = 14.8 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.817

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) N.E. 3RD AVENUE (N-S) US 19
Analyst: PBS&J File Name: 193AN05P.HC9
Area Type: Other 4-27-2 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	2	< 0	1	2	< 0
Volumes	155	19	24	60	29	11	31	1469	46	17	1661	70
Lane W (ft		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left		*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		17.0A				Green		10.0A	38.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	256	1076	0.814	0.237	30.8	D	30.8	D
WB	LTR	274	1152	0.388	0.237	17.0	C	17.0	C
NB	L	90	179	0.367	0.500	9.1	B	19.4	C
	TR	1784	3569	0.938	0.500	19.6	C		
SB	L	345	1703	0.052	0.688	7.5	B	6.7	B
	TR	2450	3563	0.781	0.688	6.6	B		

Intersection Delay = 13.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.789

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 495 (N-S) US 19
Analyst: PBS&J File Name: 19CIN05P.HC9
Area Type: Other 4-27-2 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	1	1	< 0	1	2	1	1	2	< 0
Volumes	91	85	41	216	71	61	30	1157	296	41	1289	41
Lane W (ft)		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		32.0A				Green		38.0A			
Yellow/AR		5.0				Yellow/AR		5.0			

Cycle Length: 80 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	536	1260	0.426	0.425	10.8	B	10.8	B
WB	L	411	968	0.552	0.425	12.4	B	11.2	B
	TR	709	1669	0.196	0.425	9.3	B		
NB	L	90	179	0.356	0.500	8.9	B	10.4	B
	T	1792	3585	0.714	0.500	11.0	B		
	R	762	1524	0.409	0.500	8.3	B		
SB	L	90	179	0.478	0.500	11.5	B	13.3	B
	TR	1784	3568	0.824	0.500	13.3	B		

Intersection Delay = 11.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.699

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

	Eastbound											
	L	T	R									
No. Lanes	0	0	0									
Volumes					37							
Lane W (ft)				----	12.0							
RTOR Vols					0			0				0
Lost Time				3.00	3.00			3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru					Thru	*			
Right					Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru					Thru	*			
Right	*				Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	35.0A				Green	35.0A			
Yellow/AR	5.0				Yellow/AR	5.0			

Cycle Length: 80 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	788	1703	0.402	0.463	9.4	B	9.2	B
	R	705	1524	0.055	0.463	7.7	B		
NB	TR	2427	5248	0.555	0.463	10.3	B	10.3	B
SB	L	90	194	0.322	0.463	9.5	B	10.7	B
	T	1658	3585	0.593	0.463	10.7	B		

Intersection Delay = 10.3 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.498

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

Streets: (N-S) US 19 (E-W) CRYSTAL RIVER MALL
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... PBS&J
Date of Analysis..... 4/27/2
Other Information..... 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes		787	59	124	833					85		144
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)				0						0		0
SU/RV's (%)				6						6		6
CV's (%)				0						0		0
PCE's				1.03						1.03		1.03

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	414	
Potential Capacity: (pcph)	854	
Movement Capacity: (pcph)	854	
Prob. of Queue-Free State:	0.82	
Step 2: LT from Major Street	**SB**	**NB**
Conflicting Flows: (vph)	890	
Potential Capacity: (pcph)	571	
Movement Capacity: (pcph)	571	
Prob. of Queue-Free State:	0.76	
Step 4: LT from Minor Street	**WB**	**EB**
Conflicting Flows: (vph)	1836	
Potential Capacity: (pcph)	71	
Major LT, Minor TH Impedance Factor:	0.76	
Adjusted Impedance Factor:	0.76	
Capacity Adjustment Factor due to Impeding Movements	0.76	
Movement Capacity: (pcph)	54	

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB	L	92	54		*	22.3	F	551.9
WB	R	157	854		5.2	0.8	B	
SB	L	135	571		8.3	1.1	B	1.1

Intersection Delay = 62.7 sec/veh

The calculated value was greater than 999.9

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) N.W. 19TH AVENUE (N-S) US 19
Analyst: PBS&J File Name: 19TUN05P.HC9
Area Type: Other 4-27-2 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	1	1	< 0	1	2	1	1	2	1
Volumes	10	16	40	22	26	126	112	782	37	173	896	11
Lane W (ft)		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
WB Left	*				SB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	23.0A				Green 47.0A			
Yellow/AR	5.0				Yellow/AR 5.0			

Cycle Length: 80 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	434	1389	0.161	0.313	12.9	B	12.9	B
WB	L	454	1452	0.051	0.313	12.4	B	13.6	B
	TR	490	1569	0.326	0.313	13.7	B		
NB	L	148	242	0.796	0.613	24.4	C	7.3	B
	T	2196	3585	0.393	0.613	5.2	B		
	R	933	1524	0.042	0.613	4.0	A		
SB	L	198	324	0.917	0.613	38.2	D	10.5	B
	T	2196	3585	0.451	0.613	5.5	B		
	R	933	1524	0.013	0.613	3.9	A		

Intersection Delay = 9.5 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.718

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

Streets: (N-S) US 19 (E-W) 7 RIVERS HOPITAL
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... PBS&J
Date of Analysis..... 10/12/1
Other Information..... 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	1	1	2	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			Y			N						
Volumes	15	715	31	8	803	17	11	0	10	66	1	4
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)	0			0			0	0	0	0	0	0
SU/RV's (%)	6			6			6	6	6	6	6	6
CV's (%)	0			0			0	0	0	0	0	0
PCE's	1.03			1.03			1.03	1.03	1.03	1.03	1.03	1.03

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	376	432
Potential Capacity: (pcph)	893	836
Movement Capacity: (pcph)	893	836
Prob. of Queue-Free State:	1.00	0.99
Step 2: LT from Major Street	**SB**	**NB**
Conflicting Flows: (vph)	753	863
Potential Capacity: (pcph)	676	590
Movement Capacity: (pcph)	676	590
Prob. of Queue-Free State:	0.99	0.97
TH Saturation Flow Rate: (pcphpl)		3400
RT Saturation Flow Rate: (pcphpl)		
Major LT Shared Lane Prob. of Queue-Free State:		0.97
Step 3: TH from Minor Street	**WB**	**EB**
Conflicting Flows: (vph)	1640	1631
Potential Capacity: (pcph)	120	121
Capacity Adjustment Factor due to Impeding Movements	0.95	0.95
Movement Capacity: (pcph)	114	115
Prob. of Queue-Free State:	0.99	1.00
Step 4: LT from Minor Street	**WB**	**EB**
Conflicting Flows: (vph)	1622	1632
Potential Capacity: (pcph)	97	96
Major LT, Minor TH Impedance Factor:	0.95	0.95
Adjusted Impedance Factor:	0.96	0.96
Capacity Adjustment Factor due to Impeding Movements	0.95	0.95
Movement Capacity: (pcph)	92	92

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)		Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB	L	12	92	>					
EB	T	0	115	>	160	26.3	0.5	D	26.3
EB	R	11	836	>					
WB	L	71	92	>					
WB	T	1	114	>	97	142.8	6.1	F	142.8
WB	R	4	893	>					
NB	L	16	590			6.3	0.0	B	0.1
SB	L	8	676			5.4	0.0	B	0.1

Intersection Delay = 6.4 sec/veh

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. POWER LINE STREET (N-S) US 19
Analyst: PBS&J File Name: 19PON05P.HC9
Area Type: Other 4-27-2 PM PEAK
Comment: 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
Volumes	107		310				42	661			611	19
Lane W (ft)	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru					Thru	*			
Right	*				Right				
Peds					Peds				
WB Left					SB Left				
Thru					Thru	*			
Right					Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	38.0A				Green	32.0A			
Yellow/AR	5.0				Yellow/AR	5.0			

Cycle Length: 80 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group: Mvmts	Adj Sat Flow Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	Approach: LOS
EB	L	851	1703	0.133	0.500	6.9	B	8.1	B
	R	762	1524	0.428	0.500	8.5	B		
NB	L	176	415	0.249	0.425	9.7	B	10.9	B
	T	1524	3585	0.480	0.425	10.9	B		
SB	T	1524	3585	0.443	0.425	10.7	B	10.6	B
	R	648	1524	0.031	0.425	8.7	B		

Intersection Delay = 10.1 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.452

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Gainesville, FL 32611-6585
Ph: (352) 392-0378

Streets: (N-S) US 19 (E-W) CR 488
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... PBS&J
Date of Analysis..... 4/27/2
Other Information..... 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	0	> 0	< 0	0	0	0
Stop/Yield			Y			N						
Volumes		565	178	38	505		59		18			
PHF		.95	.95	.95	.95		.95		.95			
Grade		0			0			0				
MC's (%)				0			0		0			
SU/RV's (%)				6			6		6			
CV's (%)				0			0		0			
PCE's				1.03			1.03		1.03			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)		266
Potential Capacity: (pcph)		1015
Movement Capacity: (pcph)		1015
Prob. of Queue-Free State:		0.98

Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	595	
Potential Capacity: (pcph)	822	
Movement Capacity: (pcph)	822	
Prob. of Queue-Free State:	0.95	

Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)		1166
Potential Capacity: (pcph)		190
Major LT, Minor TH Impedance Factor:		0.95
Adjusted Impedance Factor:		0.95
Capacity Adjustment Factor due to Impeding Movements		0.95
Movement Capacity: (pcph)		181

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	64	181 >					
			225	25.5	1.9	D	25.5
EB R	20	1015 >					
SB L	41	822		4.6	0.0	A	0.3

Intersection Delay = 1.6 sec/veh

Appendix D

2005 Arterial Analyses

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Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NB98N05P.HC1
Arterial..... US 19
From/To..... US 98 TO CARDINAL ST
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/03/02
Other Information.... 2005 WITHOUT SUNCOAST PKWY PHASE 2
W/US 98 PLANNED IMP

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
1	1998N05P.HC9 19CAN05P.HC9	US 98 W. CARDINAL STREET	2.85	1	*	55	1

Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.47	0.95	0.731	1669	3	Y	12.8	0.850	1.2	12.1	15.7	B

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Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SB98N05P.HC1
Arterial..... US 19
From/To..... CARDINAL ST TO US98
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/03/02
Other Information.... 2005 WITHOUT SUNCOAST PKWY PHASE 2
W/US 98 PLANNED IMP.

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
1	19CAN05P.HC9 1998N05P.HC9	W. CARDINAL STREET US 98	2.85	1	*	55	1

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.60	0.95	0.327	2131	3	Y	6.1	0.850	0.0	5.2	6.7	B

File Name NB98N05P.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Section Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	186.5	15.7	0.0	202.3	2.85	50.7	A

Grand sum of time: 202.3 sec
Grand sum of length: 2.85 mi
Arterial Speed: 50.7 mph
Arterial LOS: A

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Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SBCCN05P.HC1
Arterial..... US 19
From/To..... CR 495 TO W.CARDINAL
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/05/02
Other Information.... 2005 WITHOUT SUNCOAST PKWY PHASE 2 -
NO BUILD <SR 44 W/3 LEG>

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CIN05P.HC9	CR 495					
1	193AN05P.HC9	N.E. 3RD AVENUE	0.25	1		40	1
2	1944N051.HC9	SR 44	*0.19	1		40	2
3	19KIN05P.HC9	S.E. KINGS BAY DRIVE	0.45	1		40	3
4	19FON05P.HC9	CR 44 W. FORT ISLAND	0.68	1		45	4
5	19CRN05P.HC9	CRYSTAL RIVER PLAZA	1.13	1		45	5
6	19VEN05P.HC9	W. VENABLE ST.	*0.14	1		45	6
7	19OZN05P.HC9	W. OZELLO TR.	0.58	1	*	55	7
8	19HON05P.HC9	CR 490 HOMOSASSA TR	3.49	1	*	55	8
9	19HAN05P.HC9	CR 490A HALLS RIVER	*0.13	1		45	9
10	19YUN05P.HC9	CR 490 YULEE DRIVE	0.39	1		45	10
11	19CAN05P.HC9	W. CARDINAL STREET	2.90	1	*	55	11

* Segment has length out of range for class (see Table 11-4).
The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.69	0.95	0.781	2450	3	Y	6.4	0.850	1.2	6.6	8.6	B
2	80	0.64	0.95	0.573	2285	3	Y	6.3	0.850	0.3	5.6	7.3	B
3	80	0.49	0.95	0.860	2593	3	Y	13.7	0.850	2.3	14.0	18.1	B
4	80	0.50	0.95	0.907	1776	3	Y	13.9	0.850	5.2	17.1	22.2	C
5	80	0.56	0.95	0.965	1998	3	Y	12.7	0.850	9.6	20.4	26.6	C
6	80	0.50	0.95	0.872	1776	3	Y	13.5	0.850	3.6	15.1	19.6	C

7	80	0.55	0.95	0.905	1953	3	Y	12.3	0.850	4.7	15.1	19.7	C
8	110	0.47	0.95	0.967	1679	3	Y	21.4	0.850	11.1	29.3	38.2	D
9	110	0.44	0.95	0.972	1550	3	Y	23.1	0.850	12.5	32.1	41.7	D
10	110	0.61	0.95	0.900	2163	3	Y	14.1	0.850	4.1	16.1	20.9	C
11	80	0.76	0.95	0.519	2708	3	Y	2.8	0.850	0.1	2.6	3.3	A

File Name SB98N05P.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	186.5	6.7	0.0	193.3	2.85	53.1	A

Grand sum of time: 193.3 sec
Grand sum of length: 2.85 mi
Arterial Speed: 53.1 mph
Arterial LOS: A

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NBCCN05P.HC1
Arterial..... US 19
From/To..... W.CARDINAL TO CR 495
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/05/02
Other Information.... 2005 WITHOUT SUNCOAST PKWY PHASE 2 - NO BUILD <W/3-LEG SR 44>

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CAN05P.HC9	W. CARDINAL STREET					
1	19YUN05P.HC9	CR 490 YULEE DRIVE	2.90	1	*	55	1
2	19HAN05P.HC9	CR 490A HALLS RIVER	0.39	1		45	2
3	19HON05P.HC9	CR 490 HOMOSASSA TR	*0.13	1		45	3
4	19OZN05P.HC9	W. OZELLO TR.	3.49	1	*	55	4
5	19VEN05P.HC9	W. VENABLE ST.	0.58	1	*	55	5
6	19CRN05P.HC9	CRYSTAL RIVER PLAZA	*0.14	1		45	6
7	19FON05P.HC9	CR 44 W. FORT ISLAND	1.13	1		45	7
8	19KIN05P.HC9	S.E. KINGS BAY DRIVE	0.68	1		45	8
9	1944N051.HC9	SR 44	0.45	1		40	9
10	193AN05P.HC9	N.E. 3RD AVENUE	*0.19	1		40	10
11	19CIN05P.HC9	CR 495	0.25	1		40	11

Segment has length out of range for class (see Table 11-4).
The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	110	0.61	0.95	0.715	2163	3	Y	11.3	0.850	0.8	10.4	13.6	B
2	110	0.44	0.95	0.811	1550	3	Y	20.6	0.850	2.4	19.9	25.8	C
3	110	0.47	0.95	0.741	1679	3	Y	17.9	0.850	1.3	16.5	21.4	C
4	80	0.55	0.95	0.743	1950	3	Y	10.4	0.850	1.1	10.0	12.9	B
5	80	0.50	0.95	0.737	1776	3	Y	12.0	0.850	1.2	11.4	14.8	B
6	80	0.71	0.95	0.624	2530	3	Y	4.5	0.850	0.4	4.2	5.5	A

7	80	0.50	0.95	0.588	2621	3	Y	10.8	0.850	0.3	9.4	12.2	B
8	80	0.66	0.95	0.466	3529	3	Y	5.0	0.850	0.1	4.3	5.6	A
9	80	0.32	0.95	0.899	1165	3	Y	19.6	0.850	6.9	23.5	30.6	C
10	80	0.50	0.95	0.938	1784	3	Y	14.3	0.850	7.4	19.6	25.5	C
11	80	0.50	0.95	0.714	1792	3	Y	11.8	0.850	1.0	11.0	14.3	B

File Name NBCCN05P.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	189.8	13.6	0.0	203.4	2.90	51.3	A
2	2	36.9	25.8	0.0	62.7	0.39	22.4	C
3	3	14.2	21.4	0.0	35.6	0.13	13.2	E
4	4	228.4	12.9	0.0	241.4	3.49	52.1	A
5	5	38.0	14.8	0.0	52.8	0.58	39.6	A
6	6	15.3	5.5	0.0	20.7	0.14	24.3	C
7	7	90.4	12.2	0.0	102.6	1.13	39.6	A
8	8	57.9	5.6	0.0	63.5	0.68	38.5	A
9	9	42.5	30.6	0.0	73.1	0.45	22.2	C
10	10	21.9	25.5	0.0	47.3	0.19	14.5	E
11	11	27.5	14.3	0.0	41.8	0.25	21.5	D

Grand sum of time: 944.9 sec
Grand sum of length: 10.33 mi
Arterial Speed: 39.4 mph
Arterial LOS: A

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SBCCN05P.HC1
Arterial..... US 19
From/To..... CR 495 TO W.CARDINAL
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/05/02
Other Information.... 2005 WITHOUT SUNCOAST PKWY PHASE 2
NO BUILD <SR 44 W/3 LEG>

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CIN05P.HC9	CR 495					
1	193AN05P.HC9	N.E. 3RD AVENUE	0.25	1		40	1
2	1944N051.HC9	SR 44	*0.19	1		40	2
3	19KIN05P.HC9	S.E. KINGS BAY DRIVE	0.45	1		40	3
4	19FON05P.HC9	CR 44 W. FORT ISLAND	0.68	1		45	4
5	19CRN05P.HC9	CRYSTAL RIVER PLAZA	1.13	1		45	5
6	19VEN05P.HC9	W. VENABLE ST.	*0.14	1		45	6
7	19OZN05P.HC9	W. OZELLO TR.	0.58	1	*	55	7
8	19HON05P.HC9	CR 490 HOMOSASSA TR	3.49	1	*	55	8
9	19HAN05P.HC9	CR 490A HALLS RIVER	*0.13	1		45	9
10	19YUN05P.HC9	CR 490 YULEE DRIVE	0.39	1		45	10
11	19CAN05P.HC9	W. CARDINAL STREET	2.90	1	*	55	11

* Segment has length out of range for class (see Table 11-4)
The extrapolation procedures in Notes 2-3 will be used.

Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.69	0.95	0.781	2450	3	Y	6.4	0.850	1.2	6.6	8.6	B
2	80	0.64	0.95	0.573	2285	3	Y	6.3	0.850	0.3	5.6	7.3	B
3	80	0.49	0.95	0.860	2593	3	Y	13.7	0.850	2.3	14.0	18.1	B
4	80	0.50	0.95	0.907	1776	3	Y	13.9	0.850	5.2	17.1	22.2	C
5	80	0.56	0.95	0.965	1998	3	Y	12.7	0.850	9.6	20.4	26.6	C
6	80	0.50	0.95	0.872	1776	3	Y	13.5	0.850	3.6	15.1	19.6	C

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File Name NBCPN05P.HC1
Arterial..... US 19
From/To..... CR 495 TO POWER LINE
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2005 WITHOUT SUNCOAST PKWY PHASE 2
NO BUILD

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CIN05P.HC9	CR 495					
1	196AN05P.HC9	N.W. 6TH AVENUE	0.91	1		45	1
2	19TUN05P.HC9	N.W. 19TH AVENUE	0.47	1		45	2
3	19PON05P.HC9	W. POWER LINE STREET	3.47	1	*	55	3

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.46	0.95	0.555	2427	3	Y	11.8	0.850	0.2	10.3	13.3	B
2	80	0.61	0.95	0.393	2196	3	Y	6.0	0.850	0.1	5.2	6.7	B
3	80	0.43	0.95	0.480	1524	3	Y	12.6	0.850	0.2	10.9	14.2	B

File Name NBCPN05P.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	74.1	13.3	0.0	87.4	0.91	37.5	A
2	2	42.2	6.7	0.0	48.9	0.47	34.6	B
3	3	227.1	14.2	0.0	241.3	3.47	51.8	A

Grand sum of time: 377.7 sec
Grand sum of length: 4.85 mi
Arterial Speed: 46.2 mph
Arterial LOS: A

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Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SBCPN05P.HC1
Arterial..... US 19
From/To..... POWER LINE TO CR 495
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2005 WITHOUT SUNCOAST PKWY PHASE 2
NO BUILD

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19PON05P.HC9	W. POWER LINE STREET					
1	19TUN05P.HC9	N.W. 19TH AVENUE	3.47	1	*	55	1
2	196AN05P.HC9	N.W. 6TH AVENUE	0.47	1		45	2
3	19CIN05P.HC9	CR 495	0.91	1		45	3

Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter LOS
1	80	0.61	0.95	0.451	2196	3	Y	6.3	0.850	0.1	5.5	7.1	B
2	80	0.46	0.95	0.593	1658	3	Y	12.1	0.850	0.4	10.7	13.9	B
3	80	0.50	0.95	0.824	1784	3	Y	12.9	0.850	2.3	13.3	17.3	B

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name PO488N05.HC7
Facility Section..... US 19
From/To..... POWER LINE TO CR 488
Analyst..... PBS&J
Time of Analysis..... 2005 PM PEAK
Date of Analysis..... 04/27/02
Other Information.... 2005 WITHOUT SUNCOAST PKWY PHASE 2
NO BUILD

A. Geometrics and Traffic Input	Direction 1	Direction 2
Volume	743	630
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Number of Lanes	2	2
Percentage of Trucks and Buses	6	6
Percentage of Recreational Vehicles	0	0
Ideal Free-Flow Speed (mph)	55.0	55.0
Type of Median	D	D
Lane Width (ft)	12.0	12.0
Distance from Roadway Edge (ft)	0.0	0.0
Access Points per Mile	1.3	1.3

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F M	F LW	F LC	F A
Dir 1	LEVEL	1.50		0.97	0.00	0.00	5.40	0.33
Dir 2		1.50		0.97	0.00	0.00	5.40	0.33

C. Level of Service Results	Direction 1	Direction 2
Service Flow Rate (Vp)	403	342
Free Flow Speed (mph)	49.3	49.3
Average Passenger Car Speed (mph)	49.3	49.3
Density (pcpmpl)	8.2	6.9
Level of Service (LOS)	A	A

File Name SBCPN05P.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	227.1	7.1	0.0	234.2	3.47	53.3	A
2	2	42.2	13.9	0.0	56.1	0.47	30.1	B
3	3	74.1	17.3	0.0	91.4	0.91	35.8	A

Grand sum of time: 381.8 sec
Grand sum of length: 4.85 mi
Arterial Speed: 45.7 mph
Arterial LOS: A

Appendix E

2025 No-Build Intersection Analyses With Suncoast Parkway Phase 2

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 05-03-2002
Center For Microcomputers In Transportation

Streets: (E-W) US 98 (N-S) US 19
Analyst: PBS&J File Name: 1998NSCP.HC9
Area Type: Other 5-3-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - PLANNED IMPROVEMENTS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	2	2	1
Volumes	116	23	20	55	29	324	15	620	131	454	939	172
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left		*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	*			
Green		26.0A				Green		13.0A	26.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	533	1523	0.229	0.350	11.9	B	11.7	B
	T	621	1776	0.039	0.350	11.1	B		
	R	528	1509	0.040	0.350	11.1	B		
WB	L	545	1558	0.106	0.350	11.3	B	7.2	B
	T	621	1776	0.050	0.350	11.1	B		
	R	868	1509	0.393	0.575	6.2	B		
NB	L	90	254	0.178	0.350	11.7	B	13.6	B
	T	1243	3551	0.552	0.350	13.9	B		
	R	528	1509	0.261	0.350	12.1	B		
SB	L	633	3374	0.778	0.188	24.2	C	11.6	B
	T	2042	3551	0.508	0.575	6.8	B		
	R	868	1509	0.209	0.575	5.3	B		

Intersection Delay = 11.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.472

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. CARDINAL STREET (N-S) US 19
Analyst: PBS&J File Name: 19CANSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	2	< 0	1	2	0
Volumes				114		325		1357	102	332	1622	
Lane W (ft)				12.0		12.0		12.0		12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru					Thru	*	*	
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	*		
Green	16.0A				Green	29.0A	60.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 120 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	253	1687	0.474	0.150	31.2	D	20.5	C
	R	654	1509	0.523	0.433	16.7	C		
NB	TR	1816	3514	0.888	0.517	20.9	C	20.9	C
SB	L	436	1687	0.801	0.258	33.9	D	8.4	B
	T	2841	3551	0.631	0.800	3.5	A		

Intersection Delay = 14.5 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.796

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490 YULEE DRIVE (N-S) US 19
Analyst: PBS&J File Name: 19YUNSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	0	0	> 1 <	0	1	2	1	1	2	1
Volumes	230	22	98	98	30	24	93	1745	18	23	2071	157
Lane W (ft)	12.0	13.0			12.0		12.0	12.0	11.0	11.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru	*				Thru	*	*	
Right	*				Right	*	*	
Peds					Peds			
WB Left	*				SB Left		*	
Thru	*				Thru		*	
Right	*				Right		*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	23.0A				Green	10.0A	72.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 120 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	231	1107	1.049	0.208	92.3	F	69.9	F
	TR	335	1610	0.376	0.208	26.7	D		
WB	LTR	188	903	0.851	0.208	49.3	E	49.3	E
NB	L	229	1687	0.428	0.742	19.6	C	7.0	B
	T	2634	3551	0.732	0.742	6.4	B		
	R	1082	1459	0.018	0.742	2.6	A		
SB	L	98	159	0.245	0.617	7.0	B	39.3	D
	T	2190	3551	1.045	0.617	42.0	E		
	R	931	1509	0.177	0.617	6.4	B		

Intersection Delay = 28.8 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.996

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490A HALLS RIVER (N-S) US 19
Analyst: PBS&J File Name: 19HANSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	< 0	1	2	< 0
Volumes	248	203	300	454	267	169	287	1337	286	275	1607	232
Lane W (ft)	11.0	14.0	12.0	12.0	12.0	14.0	13.0	13.0		13.0	13.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left	*	*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
WB	Left	*	*			SB	Left	*	*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0A	19.0A			Green		10.0A	51.0A		
Yellow/AR		5.0	5.0			Yellow/AR		5.0	5.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	359	1631	0.727	0.383	23.6	C	*	*
	T	331	1894	0.646	0.175	32.7	D		
	R	264	1509	1.196	0.175	*	*		
WB	L	392	1687	1.219	0.383	*	*	*	*
	T	311	1776	0.904	0.175	51.2	E		
	R	282	1610	0.632	0.175	32.8	D		
NB	L	235	1743	1.285	0.567	*	*	*	*
	TR	1578	3573	1.136	0.442	*	*		
SB	L	235	1743	1.230	0.567	*	*	*	*
	TR	1590	3600	1.278	0.442	*	*		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490 HOMOSASSA TR (N-S) US 19
Analyst: PBS&J File Name: 19HONSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	0	1	1 <	0	1	2 <	0	1	2	1
Volumes	195	137	180	302	207	178	179	1327	287	128	1630	76
Lane W (ft)	12.0	12.0		13.0	13.0		12.0	13.0		12.0	12.5	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	35.0A				Green	20.0A	50.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 120 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	69	223	2.981	0.308	*	*	*	*
	TR	501	1625	0.665	0.308	25.6	D		
WB	L	116	375	2.750	0.308	*	*	*	*
	TR	527	1708	0.769	0.308	29.0	D		
NB	L	369	1687	0.509	0.642	18.9	C	*	*
	TR	1548	3572	1.153	0.433	*	*		
SB	L	369	1687	0.366	0.642	13.9	B	*	*
	T	1565	3611	1.152	0.433	*	*		
	R	654	1509	0.122	0.433	13.1	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. OZELLO TR. (N-S) US 19
Analyst: PBS&J File Name: 19OZNSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	< 0	1	2	1
Volumes	115	2	105	5	2	5	115	1516	17	19	1800	100
Lane W (ft)		12.0			10.0	10.0	11.5	12.0		12.0	12.0	11.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *	*		
Thru	*				Thru *	*		
Right	*				Right *	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	22.0A				Green	10.0A	63.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 110 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	309	1419	0.756	0.218	32.9	D	32.9	D
WB	LT	285	1308	0.025	0.218	21.8	C	21.8	C
	R	307	1409	0.016	0.218	21.8	C		
NB	L	246	1659	0.492	0.727	17.5	C	6.3	B
	TR	2579	3545	0.657	0.727	5.5	B		
SB	L	111	188	0.180	0.591	6.7	B	20.1	C
	T	2099	3551	0.948	0.591	21.0	C		
	R	862	1459	0.122	0.591	6.4	B		

Intersection Delay = 14.8 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.869

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. VENABLE ST. (N-S) US 19
Analyst: PBS&J File Name: 19VENSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Volumes	126	87	49	208	86	289	98	1336	195	286	1640	119
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	13.0	10.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	24.0A				Green	16.0A	55.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	285	1204	0.467	0.236	24.2	C	22.9	C
	T	420	1776	0.219	0.236	21.9	C		
	R	357	1509	0.146	0.236	21.5	C		
WB	L	283	1198	0.773	0.236	33.8	D	34.2	D
	T	420	1776	0.217	0.236	21.9	C		
	R	357	1509	0.852	0.236	38.2	D		
NB	L	341	1687	0.302	0.709	12.7	B	15.1	C
	T	1840	3551	0.802	0.518	16.0	C		
	R	808	1560	0.254	0.518	9.5	B		
SB	L	323	1574	0.932	0.709	46.3	E	31.0	D
	T	1840	3551	0.985	0.518	30.0	D		
	R	782	1509	0.160	0.518	9.0	B		

Intersection Delay = 25.2 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.954

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) CRYSTAL RIVER PLAZA (N-S) US 19
Analyst: PBS&J File Name: 19CRNSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
Volumes	133		13				17	1734			1963	82
Lane W (ft)	12.0		14.0				12.0	12.0			12.0	12.0
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru					Thru	*	*		
Right	*				Right				
Peds					Peds				
WB Left					SB Left				
Thru					Thru		*		
Right					Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	16.0A				Green	9.0A	60.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 100 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	304	1687	0.461	0.180	24.5	C	24.3	C
	R	290	1610	0.048	0.180	21.9	C		
NB	L	258	1687	0.070	0.760	12.8	B	4.7	A
	T	2699	3551	0.710	0.760	4.7	A		
SB	T	2202	3551	0.985	0.620	23.9	C	23.2	C
	R	936	1509	0.092	0.620	4.9	A		

Intersection Delay = 15.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.774

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002

Center For Microcomputers In Transportation

Streets: (E-W) CR 44 W. FORT ISLAND (N-S) US 19
Analyst: PBS&J File Name: 19FONSCP.HC9
Area Type: Other 4-18-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0 >	1	1	1	1 <	0	1	3 <	0	1	2	1
Volumes	286	115	279	196	75	73	282	1430	169	143	1652	245
Lane W (ft)		10.0	11.0	12.0	15.0		11.0	12.0		12.0	12.0	14.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0A				Green		15.0A	40.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 90 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	204	834	2.070	0.244	*	*	*	*
	R	357	1459	0.824	0.244	30.8	D		
WB	L	80	323	2.575	0.244	*	*	*	*
	TR	442	1809	0.353	0.244	18.4	C		
NB	L	308	1631	0.964	0.189	54.0	E	19.3	C
	TR	2447	5243	0.757	0.467	13.8	B		
SB	L	319	1687	0.474	0.189	21.9	C	*	*
	T	1657	3551	1.102	0.467	*	*		
	R	751	1610	0.343	0.467	10.0	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) S.E. KINGS BAY DRIVE (N-S) US 19
Analyst: PBS&J File Name: 19KINSCP.HC9
Area Type: Other 4-18-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	3	0	0	3	< 0
Volumes	97		25				121	1609			2020	20
Lane W (ft)	12.0		14.0				12.0	12.0			12.0	
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru						Thru	*	*		
	Right	*					Right				
	Peds						Peds				
WB	Left					SB	Left				
	Thru						Thru		*		
	Right						Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		15.0A				Green		15.0A	45.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 90 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Adj Sat Flow Cap	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	319 1687	0.320	0.189	20.6	C	20.3	C
	R	304 1610	0.085	0.189	19.4	C		
NB	L	319 1687	0.399	0.189	21.1	C	4.1	A
	T	3966 5327	0.470	0.744	3.0	A		
SB	TR	2778 5319	0.850	0.522	13.9	B	13.9	B

Intersection Delay = 9.7 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.644

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) SR 44 (N-S) US 19
Analyst: PBS&J File Name: 1944NSCP.HC9
Area Type: Other 4-17-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY 120 SEC

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	1	> 1	1	1	2	1	2	2	< 0
Volumes	10	74	8	1001	77	846	17	1003	710	719	1374	21
Lane W (ft)		14.0		12.0	13.0	13.5	12.0	12.0	16.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		*			NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*	*	
Right	*				Right	*	*	
Peds					Peds			
NB Right	*	*			EB Right			
SB Right					WB Right	*		
Green	35.0A	10.0A			Green	25.0A	30.0A	
Yellow/AR	5.0	5.0			Yellow/AR	5.0	5.0	

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	169	1690	0.574	0.100	36.7	D	36.7	D
WB	L	525	1703	1.065	0.308	*	*	*	*
	LT	548	1776	1.052	0.308	71.7	F		
	R	853	1600	1.044	0.533	54.1	E		
NB	L	60	224	0.300	0.267	23.5	C	*	*
	T	956	3585	1.160	0.267	*	*		
	R	1209	1727	0.618	0.700	6.8	B		
SB	L	766	3406	1.018	0.225	59.6	E	32.2	D
	TR	1848	3577	0.834	0.517	18.4	C		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) N.E. 3RD AVENUE (N-S) US 19
Analyst: PBS&J File Name: 193ANSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	2	< 0	1	2	< 0
Volumes	212	26	33	82	40	16	36	1703	54	21	1948	82
Lane W (ft)		15.0			15.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left		*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		26.0A				Green		7.0A	52.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 100 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	299	1067	0.954	0.280	51.9	E	51.9	E
WB	LTR	322	1151	0.450	0.280	19.9	C	19.9	C
NB	L	72	133	0.528	0.540	14.9	B	32.1	D
	TR	1927	3568	1.008	0.540	32.4	D		
SB	L	225	1703	0.098	0.660	13.0	B	17.4	C
	TR	2352	3563	0.954	0.660	17.5	C		

Intersection Delay = 25.8 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.954

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 495 (N-S) US 19
Analyst: PBS&J File Name: 19CINSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	1	1	2	< 0
Volumes	99	92	45	206	67	58	35	1357	348	50	1558	49
Lane W (ft)		16.0			9.5	9.0	12.0	11.5	9.0	12.0	14.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	44.0A				Green	46.0A			
Yellow/AR	5.0				Yellow/AR	5.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	507	1103	0.489	0.460	12.8	B	12.8	B
WB	LT	312	679	0.922	0.460	38.8	D	33.7	D
	R	631	1371	0.097	0.460	9.9	B		
NB	L	72	149	0.514	0.480	16.4	C	18.2	C
	T	1692	3525	0.886	0.480	19.6	C		
	R	658	1371	0.556	0.480	12.7	B		
SB	L	72	149	0.736	0.480	34.0	D	27.8	D
	TR	1827	3806	0.973	0.480	27.7	D		

Intersection Delay = 23.2 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.948

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) N.W. 6TH AVENUE (N-S) US 19
Analyst: PBS&J File Name: 196ANSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	3	< 0	1	2	0
Volumes				428		53		1180	225	33	1053	
Lane W (ft)				11.5		11.5		12.0		11.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru					Thru	*			
Right					Right	*			
Peds					Peds				
WB Left		*			SB Left	*			
Thru					Thru	*			
Right		*			Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green		42.0A			Green	48.0A			
Yellow/AR		5.0			Yellow/AR	5.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	737	1674	0.612	0.440	15.0	B	14.5	B
	R	659	1498	0.085	0.440	10.5	B		
NB	TR	2624	5248	0.620	0.500	12.0	B	12.0	B
SB	L	72	139	0.486	0.500	14.6	B	12.6	B
	T	1792	3585	0.649	0.500	12.5	B		

Intersection Delay = 12.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.632

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Gainesville, FL 32611-6585
Ph: (352) 392-0378

Streets: (N-S) US 19 (E-W) CRYSTAL RIVER MALL
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... PBS&J
Date of Analysis..... 4/18/2
Other Information..... 2025 WITH SUNCOAST PKWY PHASE 2
EXISTING GEOMETRY
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes		959	72	145	970					116		198
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)				0						0		0
SU/RV's (%)				6						6		6
CV's (%)				0						0		0
PCE's				1.03						1.03		1.03

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	504	
Potential Capacity: (pcph)	769	
Movement Capacity: (pcph)	769	
Prob. of Queue-Free State:	0.72	

Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1085	
Potential Capacity: (pcph)	448	
Movement Capacity: (pcph)	448	
Prob. of Queue-Free State:	0.65	

Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	2183	
Potential Capacity: (pcph)	43	
Major LT, Minor TH Impedance Factor:	0.65	
Adjusted Impedance Factor:	0.65	
Capacity Adjustment Factor due to Impeding Movements	0.65	
Movement Capacity: (pcph)	28	

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB	L	126	28		*	49.8	F	*
	R	214	769		6.5	1.3	B	
	L	158	448		12.4	1.8	C	1.6

Intersection Delay = 312.0 sec/veh

The calculated value was greater than 999.9.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) N.W. 19TH STREET (N-S) US 19
Analyst: PBS&J File Name: 19TUNSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	1	1	< 0	1	2	1	1	2	1
Volumes	15	23	59	32	38	185	139	974	46	197	1024	13
Lane W (ft)		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left		*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		17.0A				Green		8.0A	80.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 120 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	146	925	0.696	0.158	39.8	D	39.8	D
WB	L	157	994	0.216	0.158	28.5	D	58.6	E
	TR	248	1569	0.946	0.158	63.0	F		
NB	L	149	219	0.977	0.683	61.6	F	12.0	B
	T	2450	3585	0.439	0.683	5.6	B		
	R	1041	1524	0.046	0.683	4.0	A		
SB	L	267	1703	0.775	0.792	18.9	C	5.0	A
	T	2838	3585	0.399	0.792	2.5	A		
	R	1206	1524	0.012	0.792	1.7	A		

Intersection Delay = 14.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.974

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Gainesville, FL 32611-6585
Ph: (352) 392-0378

Streets: (N-S) US 19 (E-W) 7 RIVERS HOPITAL
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... PBS&J
Date of Analysis..... 4/18/2
Other Information..... 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	1	1	2	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			Y			N						
Volumes	21	984	42	11	1052	22	18	0	16	110	2	7
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)	0			0			0	0	0	0	0	0
SU/RV's (%)	6			6			6	6	6	6	6	6
CV's (%)	0			0			0	0	0	0	0	0
PCE's	1.03			1.03			1.03	1.03	1.03	1.03	1.03	1.03

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	518	565
Potential Capacity: (pcph)	757	716
Movement Capacity: (pcph)	757	716
Prob. of Queue-Free State:	0.99	0.97
Step 2: LT from Major Street	**SB**	**NB**
Conflicting Flows: (vph)	1036	1130
Potential Capacity: (pcph)	476	424
Movement Capacity: (pcph)	476	424
Prob. of Queue-Free State:	0.97	0.95
TH Saturation Flow Rate: (pcphpl)		3400
RT Saturation Flow Rate: (pcphpl)		
Major LT Shared Lane Prob. of Queue-Free State:		0.92
Step 3: TH from Minor Street	**WB**	**EB**
Conflicting Flows: (vph)	2200	2188
Potential Capacity: (pcph)	56	57
Capacity Adjustment Factor due to Impeding Movements	0.90	0.90
Movement Capacity: (pcph)	50	51
Prob. of Queue-Free State:	0.96	1.00
Step 4: LT from Minor Street	**WB**	**EB**
Conflicting Flows: (vph)	2178	2190
Potential Capacity: (pcph)	43	42
Major LT, Minor TH Impedance Factor:	0.90	0.86
Adjusted Impedance Factor:	0.92	0.89
Capacity Adjustment Factor due to Impeding Movements	0.90	0.89
Movement Capacity: (pcph)	39	37

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)		Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB	L	20	37	>					
EB	T	0	51	>	67	118.7	3.0	F	118.7
EB	R	18	716	>					
WB	L	119	39	>					
WB	T	2	50	>	41	*	44.8	F	*
WB	R	7	757	>					
NB	L	23	424			9.0	0.0	B	0.2
SB	L	12	476			7.8	0.0	B	0.1

Intersection Delay = 211.9 sec/veh

* The calculated value was greater than 999.9

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. POWER LINE STREET (N-S) US 19
Analyst: PBS&J File Name: 19PONSCP.HC9
Area Type: Other 4-18-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
Volumes	168		486				55	866			889	27
Lane W (ft)	12.0		14.0				12.0	12.0			12.0	12.0
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru					Thru	*			
Right	*				Right				
Peds					Peds				
WB Left					SB Left				
Thru					Thru	*			
Right					Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	40.0A				Green	40.0A			
Yellow/AR	5.0				Yellow/AR	5.0			

Cycle Length: 90 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	795	1703	0.223	0.467	9.3	B	12.6	B
	R	758	1625	0.675	0.467	13.7	B		
NB	L	89	191	0.650	0.467	22.0	C	12.2	B
	T	1673	3585	0.573	0.467	11.6	B		
SB	T	1673	3585	0.588	0.467	11.8	B	11.7	B
	R	711	1524	0.039	0.467	8.4	B		

Intersection Delay = 12.1 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.663

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

Streets: (N-S) US 19 (E-W) CR 488
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... PBS&J
Date of Analysis..... 4/18/2
Other Information..... 2025 WITH SUNCOAST PKWY PHASE 2
EXISTING GEOMETRY
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	0	0	0	0	> 0	< 0
Stop/Yield			Y			N						
Volumes		821	259	51	681					109		33
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)				0						0		0
SU/RV's (%)				6						6		6
CV's (%)				0						0		0
PCE's				1.03						1.03		1.03

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	432	
Potential Capacity: (pcph)	836	
Movement Capacity: (pcph)	836	
Prob. of Queue-Free State:	0.96	

Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	864	
Potential Capacity: (pcph)	589	
Movement Capacity: (pcph)	589	
Prob. of Queue-Free State:	0.90	

Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	1636	
Potential Capacity: (pcph)	95	
Major LT, Minor TH Impedance Factor:	0.90	
Adjusted Impedance Factor:	0.90	
Capacity Adjustment Factor due to Impeding Movements	0.90	
Movement Capacity: (pcph)	86	

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB	L	118	86 >					
				109	875.8	27.9	F	875.8
	R	36	836 >					
	L	56	589		6.8	0.3	B	0.5

Intersection Delay = 63.8 sec/veh

Appendix F

2025 No-Build Intersection Analyses Without Suncoast Parkway Phase 2

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 05-03-2002
Center For Microcomputers In Transportation

Streets: (E-W) US 98 (N-S) US 19
Analyst: PBS&J File Name: 1998NWOP.HC9
Area Type: Other 5-3-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - PLANNED IMPROVEMENTS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	2	2	1
Volumes	116	23	20	90	47	527	17	695	146	492	1018	187
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left	*				NB	Left	*		
	Thru	*					Thru	*		
	Right	*					Right	*		
	Peds						Peds			
WB	Left	*				SB	Left	*		
	Thru	*					Thru	*	*	
	Right	*					Right	*	*	
	Peds						Peds			
NB	Right					EB	Right			
SB	Right					WB	Right	*		
Green		24.0A				Green		13.0A	28.0A	
Yellow/AR		5.0				Yellow/AR		5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	468	1439	0.261	0.325	12.9	B	12.7	B
	T	577	1776	0.042	0.325	11.9	B		
	R	491	1509	0.043	0.325	11.9	B		
WB	L	506	1558	0.188	0.325	12.6	B	10.3	B
	T	577	1776	0.085	0.325	12.1	B		
	R	830	1509	0.669	0.550	9.7	B		
NB	L	90	237	0.200	0.375	11.1	B	13.0	B
	T	1332	3551	0.577	0.375	13.4	B		
	R	566	1509	0.272	0.375	11.3	B		
SB	L	633	3374	0.844	0.188	27.4	D	12.2	B
	T	2131	3551	0.528	0.600	6.3	B		
	R	906	1509	0.218	0.600	4.8	A		

Intersection Delay = 12.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.632

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. CARDINAL STREET (N-S) US 19
Analyst: PBS&J File Name: 19CANWOP.HC9
Area Type: Other 4-4-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	2	< 0	1	2	0
Volumes				124		354		1659	125	414	2020	
Lane W (ft)				12.0		12.0		12.0		12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left					NB	Left			
	Thru						Thru	*		
	Right						Right	*		
	Peds						Peds			
WB	Left	*				SB	Left	*		
	Thru						Thru	*	*	
	Right	*					Right			
	Peds						Peds			
NB	Right					EB	Right			
SB	Right					WB	Right	*		
Green		10.0A				Green		29.0A	66.0A	
Yellow/AR		5.0				Yellow/AR		5.0	5.0	

Cycle Length: 120 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	169	1687	0.777	0.100	47.4	E	28.1	D
	R	579	1509	0.645	0.383	21.3	C		
NB	TR	1991	3514	0.990	0.567	30.2	D	30.2	D
SB	L	436	1687	1.000	0.258	62.0	F	12.7	B
	T	3019	3551	0.739	0.850	3.0	A		

Intersection Delay = 20.9 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.970

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490 YULEE DRIVE (N-S) US 19
Analyst: PBS&J File Name: 19YUNWOP.HC9
Area Type: Other 4-15-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	0	0 >	1 <	0	1	2	1	1	2	1
Volumes	215	20	92	98	30	24	107	2014	22	26	2375	181
Lane W (ft)	12.0	13.0			12.0		12.0	12.0	11.0	11.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left	*				SB	Left		*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		25.0A				Green		10.0A	70.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 120 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	248	1104	0.910	0.225	53.3	E	43.7	E
	TR	362	1609	0.326	0.225	25.3	D		
WB	LTR	219	973	0.731	0.225	35.8	D	35.8	D
NB	L	229	1687	0.493	0.725	21.3	C	10.7	B
	T	2575	3551	0.865	0.725	10.3	B		
	R	1058	1459	0.022	0.725	3.0	A		
SB	L	64	106	0.424	0.600	11.0	B	*	*
	T	2131	3551	1.232	0.600	*	*		
	R	906	1509	0.211	0.600	7.1	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490A HALLS RIVER (N-S) US 19
Analyst: PBS&J File Name: 19HANWOP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	< 0	1	2	< 0
Volumes	248	203	300	457	269	170	329	1534	328	315	1841	266
Lane W (ft)	11.0	14.0	12.0	12.0	12.0	14.0	13.0	13.0		13.0	13.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left	*	*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
WB	Left	*	*			SB	Left	*	*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0A	19.0A			Green		10.0A	51.0A		
Yellow/AR		5.0	5.0			Yellow/AR		5.0	5.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	359	1631	0.727	0.383	23.6	C	*	*
	T	331	1894	0.646	0.175	32.7	D		
	R	264	1509	1.197	0.175	*	*		
WB	L	392	1687	1.227	0.383	*	*	*	*
	T	311	1776	0.911	0.175	52.2	E		
	R	282	1610	0.635	0.175	32.9	D		
NB	L	235	1743	1.472	0.567	*	*	*	*
	TR	1578	3573	1.304	0.442	*	*		
SB	L	235	1743	1.413	0.567	*	*	*	*
	TR	1590	3600	1.465	0.442	*	*		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490 HOMOSASSA TR (N-S) US 19
Analyst: PBS&J File Name: 19HONWOP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	0	1	1 <	0	1	2 <	0	1	2	1
Volumes	195	137	180	330	226	194	206	1521	328	147	1870	85
Lane W (ft)	12.0	12.0		13.0	13.0		12.0	13.0		12.0	12.5	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		35.0A				Green		20.0A	50.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 120 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	60	192	3.417	0.308	*	*	*	*
	TR	501	1625	0.665	0.308	25.6	D		
WB	L	116	375	3.000	0.308	*	*	*	*
	TR	527	1708	0.839	0.308	33.0	D		
NB	L	369	1687	0.588	0.642	21.4	C	*	*
	TR	1548	3572	1.320	0.433	*	*		
SB	L	369	1687	0.420	0.642	16.0	C	*	*
	T	1565	3611	1.320	0.433	*	*		
	R	654	1509	0.136	0.433	13.2	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. OZELLO TR. (N-S) US 19
Analyst: PBS&J File Name: 19OZNWOP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	< 0	1	2	1
Volumes	115	2	105	5	2	5	130	1704	18	22	2080	114
Lane W (ft)		12.0			10.0	10.0	11.5	12.0		12.0	12.0	11.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru	*	*		
Right	*				Right	*	*		
Peds					Peds				
WB Left	*				SB Left		*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	18.0A				Green	10.0A	67.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	258	1418	0.907	0.182	51.6	E	51.6	E
WB	LT	206	1136	0.034	0.182	23.9	C	23.9	C
	R	256	1409	0.020	0.182	23.9	C		
NB	L	246	1659	0.557	0.764	22.5	C	6.1	B
	TR	2708	3546	0.703	0.764	4.9	A		
SB	L	114	181	0.202	0.627	5.8	B	34.1	D
	T	2228	3551	1.032	0.627	35.9	D		
	R	915	1459	0.131	0.627	5.4	B		

Intersection Delay = 22.9 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.974

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. VENABLE ST. (N-S) US 19
Analyst: PBS&J File Name: 19VENWOP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Volumes	126	87	49	200	82	278	113	1542	226	320	1830	135
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	13.0	10.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru	*				Thru		*	
Right	*				Right		*	
Peds					Peds			
WB Left	*				SB Left	*	*	
Thru	*				Thru		*	
Right	*				Right		*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0A				Green	16.0A	59.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 110 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	242	1211	0.549	0.200	27.6	D	25.7	D
	T	355	1776	0.259	0.200	24.1	C		
	R	302	1509	0.172	0.200	23.6	C		
WB	L	234	1172	0.900	0.200	51.2	E	51.9	E
	T	355	1776	0.242	0.200	24.0	C		
	R	302	1509	0.971	0.200	60.7	F		
NB	L	341	1687	0.349	0.745	14.8	B	15.6	C
	T	1969	3551	0.865	0.555	16.7	C		
	R	865	1560	0.275	0.555	8.4	B		
SB	L	323	1574	1.043	0.745	75.9	F	41.4	E
	T	1969	3551	1.027	0.555	38.0	D		
	R	837	1509	0.170	0.555	7.8	B		

Intersection Delay = 32.0 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 1.182

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) CRYSTAL RIVER PLAZA (N-S) US 19
Analyst: PBS&J File Name: 19CRNWOP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
Volumes	133		13				19	1927			2194	91
Lane W (ft)	12.0		14.0				12.0	12.0			12.0	12.0
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru					Thru	*	*		
Right	*				Right				
Peds					Peds				
WB Left					SB Left				
Thru					Thru		*		
Right					Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	11.0A				Green	9.0A	65.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 100 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	219	1687	0.638	0.130	30.9	D	30.3	D
	R	209	1610	0.067	0.130	24.7	C		
NB	L	258	1687	0.078	0.810	15.4	C	3.8	A
	T	2877	3551	0.740	0.810	3.7	A		
SB	T	2379	3551	1.019	0.670	29.3	D	28.3	D
	R	1011	1509	0.095	0.670	3.8	A		

Intersection Delay = 17.4 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.854

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 44 W. FORT ISLAND (N-S) US 19
Analyst: PBS&J File Name: 19FONWOP.HC9
Area Type: Other 4-15-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	1	1	< 0	1	3	< 0	1	2	1
Volumes	286	115	279	196	75	73	313	1588	188	164	1902	282
Lane W (ft)		10.0	11.0	12.0	15.0		11.0	12.0		12.0	12.0	14.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0A				Green		15.0A	40.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 90 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	204	834	2.070	0.244	*	*	*	*
	R	357	1459	0.824	0.244	30.8	D		
WB	L	80	323	2.575	0.244	*	*	*	*
	TR	442	1809	0.353	0.244	18.4	C		
NB	L	308	1631	1.068	0.189	*	*	*	*
	TR	2446	5242	0.841	0.467	15.6	C		
SB	L	319	1687	0.543	0.189	22.8	C	*	*
	T	1657	3551	1.268	0.467	*	*		
	R	751	1610	0.395	0.467	10.3	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) S.E. KINGS BAY DRIVE (N-S) US 19
Analyst: PBS&J File Name: 19KINWOP.HC9
Area Type: Other 4-15-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	3	0	0	3	< 0
Volumes	97		25				139	1853			2325	23
Lane W (ft)	12.0		14.0				12.0	12.0			12.0	
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru						Thru	*	*		
	Right	*					Right				
	Peds						Peds				
WB	Left					SB	Left				
	Thru						Thru		*		
	Right						Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		15.0A				Green		15.0A	45.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 90 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	319	1687	0.320	0.189	20.6	C	20.3	C
	R	304	1610	0.085	0.189	19.4	C		
NB	L	319	1687	0.458	0.189	21.7	C	4.5	A
	T	3966	5327	0.541	0.744	3.3	A		
SB	TR	2778	5319	0.979	0.522	22.9	C	22.9	C

Intersection Delay = 14.6 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.731

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) SR 44 (N-S) US 19
Analyst: PBS&J File Name: 1944NWOP.HC9
Area Type: Other 4-4-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	1	> 1	1	1	2	1	2	2	< 0
Volumes	10	79	9	1061	81	897	20	1155	817	854	1633	26
Lane W (ft)		14.0		12.0	13.0	13.5	12.0	12.0	16.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		*			NB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
NB	Right	*	*			EB	Right				
SB	Right					WB	Right	*			
Green		35.0A	10.0A			Green		25.0A	30.0A		
Yellow/AR		5.0	5.0			Yellow/AR		5.0	5.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	169	1689	0.610	0.100	37.8	D	37.8	D
WB	L	525	1703	1.148	0.308	*	*	*	*
	LT	548	1776	1.094	0.308	*	*		
	R	853	1600	1.106	0.533	*	*		
NB	L	60	224	0.350	0.267	24.4	C	*	*
	T	956	3585	1.336	0.267	*	*		
	R	1209	1727	0.711	0.700	8.3	B		
SB	L	766	3406	1.208	0.225	*	*	*	*
	TR	1848	3577	0.992	0.517	33.0	D		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) N.E. 3RD AVENUE (N-S) US 19
Analyst: PBS&J File Name: 193ANWOP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	2	< 0	1	2	< 0
Volumes	212	26	33	82	40	16	43	2026	64	24	2247	94
Lane W (ft)		15.0			15.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left		*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0A				Green		10.0A	55.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 100 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	237	1077	1.202	0.220	*	*	*	*
WB	LTR	284	1292	0.510	0.220	23.4	C	23.4	C
NB	L	72	126	0.625	0.570	19.7	C	*	*
	TR	2034	3569	1.136	0.570	*	*		
SB	L	276	1703	0.091	0.720	12.8	B	24.4	C
	TR	2566	3563	1.008	0.720	24.5	C		

Intersection Delay = * (sec/veh) Intersection LOS =
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 495 (N-S) US 19
Analyst: PBS&J File Name: 19CINWOP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	1	1	2	< 0
Volumes	99	92	45	235	76	66	40	1565	402	59	1853	59
Lane W (ft)		16.0			9.5	9.0	12.0	11.5	9.0	12.0	14.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	44.0A				Green	46.0A		
Yellow/AR	5.0				Yellow/AR	5.0		

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	465	1012	0.533	0.460	13.4	B	13.4	B
WB	LT	312	678	1.048	0.460	71.5	F	60.8	F
	R	631	1371	0.109	0.460	9.9	B		
NB	L	72	149	0.583	0.480	20.0	C	33.8	D
	T	1692	3525	1.022	0.480	38.9	D		
	R	658	1371	0.643	0.480	14.1	B		
SB	L	72	149	0.861	0.480	55.9	E	*	*
	TR	1827	3806	1.157	0.480	*	*		

Intersection Delay = * (sec/veh) Intersection LOS

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) N.W. 6TH AVENUE (N-S) US 19
Analyst: PBS&J File Name: 196ANWOP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	3	< 0	1	2	0
Volumes				428		53		1404	268	39	1262	
Lane W (ft)				11.5		11.5		12.0		11.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru *			
Right					Right *			
Peds					Peds			
WB Left	*				SB Left *			
Thru					Thru *			
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	42.0A				Green 48.0A			
Yellow/AR	5.0				Yellow/AR 5.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group: Mvmts	Adj Sat Flow Cap	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	737	1674	0.612	0.440	15.0	B	14.5	B
	R	659	1498	0.085	0.440	10.5	B		
NB	TR	2624	5248	0.738	0.500	13.6	B	13.6	B
SB	L	72	139	0.569	0.500	18.5	C	14.9	B
	T	1792	3585	0.778	0.500	14.8	B		

Intersection Delay = 14.2 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.700

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

Streets: (N-S) US 19 (E-W) CRYSTAL RIVER MALL
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... PBS&J
Date of Analysis..... 4/16/2
Other Information..... 2025 WITHOUT SUNCOAST PKWY PHASE 2
EXISTING GEOMETRY
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes		1193	90	177	1185					116		198
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)				0						0		0
SU/RV's (%)				6						6		6
CV's (%)				0						0		0
PCE's				1.03						1.03		1.03

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	628	
Potential Capacity: (pcph)	665	
Movement Capacity: (pcph)	665	
Prob. of Queue-Free State:	0.68	

Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1351	
Potential Capacity: (pcph)	323	
Movement Capacity: (pcph)	323	
Prob. of Queue-Free State:	0.41	

Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	2688	
Potential Capacity: (pcph)	20	
Major LT, Minor TH Impedance Factor:	0.41	
Adjusted Impedance Factor:	0.41	
Capacity Adjustment Factor due to Impeding Movements	0.41	
Movement Capacity: (pcph)	8	

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB	L	126	8		*	59.2	F	
WB	R	214	665		8.0	1.6	B	
SB	L	192	323		27.1	4.3	D	3.5

Intersection Delay = *

The calculated value was greater than 999.9.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) N.W. 19TH STREET (N-S) US 19
Analyst: PBS&J File Name: 19TUNWOP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	1	1	< 0	1	2	1	1	2	1
Volumes	15	23	59	32	38	184	167	1168	56	245	1271	15
Lane W (ft)		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*	*	
Thru	*				Thru	*	*	
Right	*				Right	*	*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	17.0A				Green	8.0A	80.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 120 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	147	930	0.693	0.158	39.5	D	39.5	D
WB	L	157	994	0.216	0.158	28.5	D	57.9	E
	TR	249	1570	0.942	0.158	62.1	F		
NB	L	149	219	1.178	0.683	*	*	*	
	T	2450	3585	0.527	0.683	6.2	B		
	R	1041	1524	0.057	0.683	4.0	A		
SB	L	258	1703	1.000	0.792	60.6	F	11.7	B
	T	2838	3585	0.495	0.792	2.9	A		
	R	1206	1524	0.013	0.792	1.7	A		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

Streets: (N-S) US 19 (E-W) 7 RIVERS HOPITAL
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... PBS&J
Date of Analysis..... 4/16/2
Other Information..... 2025 WITHOUT SUNCOAST PKWY PHASE 2
EXISTING GEOMETRY
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	1	1	2	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			Y			N						
Volumes	26	1221	52	14	1330	27	18	0	16	110	2	7
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)	0			0			0	0	0	0	0	0
SU/RV's (%)	6			6			6	6	6	6	6	6
CV's (%)	0			0			0	0	0	0	0	0
PCE's	1.03			1.03			1.03	1.03	1.03	1.03	1.03	1.03

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	642	714
Potential Capacity: (pcph)	655	602
Movement Capacity: (pcph)	655	602
Prob. of Queue-Free State:	0.99	0.97
Step 2: LT from Major Street	**SB**	**NB**
Conflicting Flows: (vph)	1285	1428
Potential Capacity: (pcph)	350	293
Movement Capacity: (pcph)	350	293
Prob. of Queue-Free State:	0.96	0.90
TH Saturation Flow Rate: (pcphpl)		3400
RT Saturation Flow Rate: (pcphpl)		
Major LT Shared Lane Prob. of Queue-Free State:		0.85
Step 3: TH from Minor Street	**WB**	**EB**
Conflicting Flows: (vph)	2755	2741
Potential Capacity: (pcph)	27	27
Capacity Adjustment Factor due to Impeding Movements	0.81	0.81
Movement Capacity: (pcph)	22	22
Prob. of Queue-Free State:	0.91	1.00
Step 4: LT from Minor Street	**WB**	**EB**
Conflicting Flows: (vph)	2728	2742
Potential Capacity: (pcph)	19	19
Major LT, Minor TH Impedance Factor:	0.81	0.74
Adjusted Impedance Factor:	0.85	0.80
Capacity Adjustment Factor due to Impeding Movements	0.83	0.79
Movement Capacity: (pcph)	16	15

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)		Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB	L	20	15	>					
EB	T	0	22	>	28	*	8.7	F	*
EB	R	18	602	>					
WB	L	119	16	>					
WB	T	2	22	>	17	*	55.9	F	*
WB	R	7	655	>					
NB	L	28	293			13.6	0.3	C	0.3
SB	L	15	350			10.7	0.0	C	0.1

Intersection Delay = 527.8 sec/veh

* The calculated value was greater than 999.9.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. POWER LINE STREET (N-S) US 19
Analyst: PBS&J File Name: 19PONWOP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
Volumes	168		486				70	1093			1063	33
Lane W (ft)	12.0		14.0				12.0	12.0			12.0	12.0
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru					Thru	*		
Right	*				Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	33.0A				Green	37.0A		
Yellow/AR	5.0				Yellow/AR	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	745	1703	0.238	0.438	9.2	B	13.1	B
	R	711	1625	0.720	0.438	14.4	B		
NB	L	90	184	0.822	0.488	39.8	D	12.7	B
	T	1748	3585	0.692	0.488	11.1	B		
SB	T	1748	3585	0.672	0.488	10.8	B	10.7	B
	R	743	1524	0.047	0.488	6.9	B		

Intersection Delay = 12.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.776

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

Streets: (N-S) US 19 (E-W) CR 488
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... PBS&J
Date of Analysis..... 4/16/2
Other Information..... 2025 WITHOUT SUNCOAST PKWY PHASE 2
EXISTING GEOMETRY

Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	0	0	0	0	> 0	< 0
Stop/Yield			Y			N						
Volumes		981	310	62	820					107		32
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)				0						0		0
SU/RV's (%)				6						6		6
CV's (%)				0						0		0
PCE's				1.03						1.03		1.03

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	516	
Potential Capacity: (pcph)	758	
Movement Capacity: (pcph)	758	
Prob. of Queue-Free State:	0.95	

Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1033	
Potential Capacity: (pcph)	478	
Movement Capacity: (pcph)	478	
Prob. of Queue-Free State:	0.86	

Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	1961	
Potential Capacity: (pcph)	59	
Major LT, Minor TH Impedance Factor:	0.86	
Adjusted Impedance Factor:	0.86	
Capacity Adjustment Factor due to Impeding Movements	0.86	
Movement Capacity: (pcph)	51	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB L	116	51 >					
			65	*	45.0	F	*
WB R	35	758 >					
SB L	67	478		8.8	0.5	B	0.6

Intersection Delay = 152.4 sec/veh

* The calculated value was greater than 999.9

Appendix G

2025 No-Build Arterial Analyses With Suncoast Parkway Phase 2

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NB98NSCP.HC1
Arterial..... US 19
From/To..... US 98 TO CARDINAL ST
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/03/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2 - EXIST GEO & PLANNED IMP

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class	Free Flow Speed (mph)		Sect
	1998NSCP.HC9	US 98					
1	19CANSCP.HC9	W. CARDINAL STREET	2.85	1	*	55	1

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter LOS
1	120	0.52	0.95	0.888	1816	3	Y	19.7	0.850	4.2	20.9	27.2	C

File Name NB98NSCP.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art LOS
1	1	186.5	27.2	0.0	213.7	2.85	48.0	A

Grand sum of time: 213.7 sec
Grand sum of length: 2.85 mi
Arterial Speed: 48.0 mph
Arterial LOS: A

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SB98NSCP.HC1
Arterial..... US 19
From/To..... CARDINAL ST TO US98
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/03/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2
EXIST GEO & PLANNED IMP

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CANSCP.HC9	W. CARDINAL STREET					
1	1998NSCP.HC9	US 98	2.85	1	*	55	1

Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.57	0.95	0.508	2042	3	Y	7.8	0.850	0.2	6.8	8.8	B

File Name SB98NSCP.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	186.5	8.8	0.0	195.3	2.85	52.5	A

Grand sum of time: 195.3 sec
Grand sum of length: 2.85 mi
Arterial Speed: 52.5 mph
Arterial LOS: A

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512 Weil Hall
Gainesville, FL 32611-6585
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File Name NBCCNSCP.HC1
Arterial..... US 19
From/To..... W.CARDINAL TO CR 495
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE
EXISTING GEOMETRY

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect
	19CANSCP.HC9	W. CARDINAL STREET					
1	19YUNSCP.HC9	CR 490 YULEE DRIVE	2.90	1	*	55	1
2	19HANSCP.HC9	CR 490A HALLS RIVER	0.39	1		45	2
3	19HONSCP.HC9	CR 490 HOMOSASSA TR	*0.13	1		45	3
4	19OZNSCP.HC9	W. OZELLO TR.	3.49	1	*	55	4
5	19VENSCP.HC9	W. VENABLE ST.	0.58	1	*	55	5
6	19CRNSCP.HC9	CRYSTAL RIVER PLAZA	*0.14	1		45	6
7	19FONSCP.HC9	CR 44 W. FORT ISLAND	1.13	1		45	7
8	19KINSCP.HC9	S.E. KINGS BAY DRIVE	0.68	1		45	8
9	1944NSCP.HC9	SR 44	0.45	1		40	9
10	193ANSCP.HC9	N.E. 3RD AVENUE	*0.19	1		40	10
11	19CINSCP.HC9	CR 495	0.25	1		40	11

* Segment has length out of range for class (see Table 11-4)
The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF		d2		d		D	Inter. LOS
1	120	0.74	0.95	0.732	2634	3	Y	6.7	0.850		0.8		6.4		8.3	B
2	120	0.44	0.95	*1.136	1578	3	Y	25.5	0.850	*		*		*		F
3	120	0.43	0.95	*1.153	1548	3	Y	25.8	0.850	*		*		*		F
4	110	0.73	0.95	0.657	2579	3	Y	6.0	0.850		0.4		5.5		7.2	B
5	110	0.52	0.95	0.802	1840	3	Y	16.6	0.850		1.9		16.0		20.8	C
6	100	0.76	0.95	0.710	2699	3	Y	4.8	0.850		0.6		4.7		6.1	A

7	110	0.59	0.95	0.948	2099	3	Y	15.9	0.850	7.4	21.0	27.2	C
8	120	0.43	0.95	*1.152	1565	3	Y	25.8	0.850	*	*	*	F
9	120	0.44	0.95	*1.278	1590	3	Y	25.5	0.850	*	*	*	F
10	120	0.62	0.95	1.045	2190	3	Y	17.5	0.850	27.1	42.0	54.6	E
11	120	0.80	0.95	0.631	2841	3	Y	3.7	0.850	0.3	3.5	4.5	A

*Delay is meaningless when v/c exceeds MIN(1.2,1/PHF).

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
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File Name SBCCNSCP.HC1
Arterial..... US 19
From/To..... CR 495 TO W.CARDINAL
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2
EXISTING GEOMETY

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect
	19CINSCP.HC9	CR 495					
1	193ANSCP.HC9	N.E. 3RD AVENUE	0.25	1		40	1
2	1944NSCP.HC9	SR 44	*0.19	1		40	2
3	19KINSCP.HC9	S.E. KINGS BAY DRIVE	0.45	1		40	3
4	19FONSCP.HC9	CR 44 W. FORT ISLAND	0.68	1		45	4
5	19CRNSCP.HC9	CRYSTAL RIVER PLAZA	1.13	1		45	5
6	19VENSCP.HC9	W. VENABLE ST.	*0.14	1		45	6
7	19OZNSCP.HC9	W. OZELLO TR.	0.58	1	*	55	7
8	19HONSCP.HC9	CR 490 HOMOSASSA TR	3.49	1	*	55	8
9	19HANSCP.HC9	CR 490A HALLS RIVER	*0.13	1		45	9
10	19YUNSCP.HC9	CR 490 YULEE DRIVE	0.39	1		45	10
11	19CANSCP.HC9	W. CARDINAL STREET	2.90	1	*	55	11

* Segment has length out of range for class (see Table 11-4)
The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	100	0.66	0.95	0.954	2352	3	Y	11.9	0.850	7.4	17.5	22.7	C
2	120	0.52	0.95	0.834	1848	3	Y	18.7	0.850	2.5	18.4	23.9	C
3	90	0.52	0.95	0.850	2778	3	Y	14.0	0.850	1.9	13.9	18.0	B
4	90	0.47	0.95	*1.102	1657	3	Y	18.2	0.850	*	*	*	F
5	100	0.62	0.95	0.985	2202	3	Y	14.1	0.850	11.9	23.9	31.1	C
6	110	0.52	0.95	0.985	1840	3	Y	19.8	0.850	13.2	30.0	39.0	D

7	90	0.47	0.95	0.757	2447	3	Y	15.0	0.850	1.0	13.8	17.9	B
8	90	0.74	0.95	0.470	3966	3	Y	3.4	0.850	0.1	3.0	3.9	A
9	120	0.27	0.95	*1.160	956	3	Y	33.4	0.850	*	*	*	F
10	100	0.54	0.95	1.008	1927	3	Y	17.5	0.850	17.5	32.4	42.1	D
11	100	0.48	0.95	0.886	1692	3	Y	17.9	0.850	4.4	19.6	25.4	C

*Delay is meaningless when v/c exceeds MIN(1.2,1/PHF).

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NBCPNSCP.HC1
Arterial..... US 19
From/To..... CR 495 TO POWER LINE
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2
EXISTING GEOMETRY

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CINSCP.HC9	CR 495					
1	196ANSCP.HC9	N.W. 6TH AVENUE	0.91	1		45	1
2	19TUNSCP.HC9	N.W. 19TH STREET	0.47	1		45	2
3	19PONSCP.HC9	W. POWER LINE STREET	3.47	1	*	55	3

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter LOS
1	100	0.50	0.95	0.620	2624	3	Y	13.8	0.850	0.3	12.0	15.6	B
2	120	0.68	0.95	0.439	2450	3	Y	6.5	0.850	0.1	5.6	7.3	B
3	90	0.47	0.95	0.573	1673	3	Y	13.3	0.850	0.4	11.6	15.1	B

File Name NBCPNSCP.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art LOS
1	1	74.1	15.6	0.0	89.8	0.91	36.5	A
2	2	42.2	7.3	0.0	49.5	0.47	34.2	B
3	3	227.1	15.1	0.0	242.3	3.47	51.6	A
4	%16920		3.3	0.0				
5	%16920		3.3	0.0				
6	%16920		3.3	0.0				
7	%16920		3.3	0.0				
8	%16920		3.3	0.0				
9	%16920		3.3	0.0				
10	%16920		3.3	0.0				
11	%16920							
		0.0	3.3	0.0	193.2	2.90	54.0	A

Grand sum of time: 381.6 sec
Grand sum of length: 4.85 mi
Arterial Speed: 45.8 mph

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SBCPNSCP.HC1
Arterial..... US 19
From/To..... POWER LINE TO CR 495
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class	Free Flow Speed (mph)	Sect.
	19PONSCP.HC9	W. POWER LINE STREET				
1	19TUNSCP.HC9	N.W. 19TH STREET	3.47	1	* 55	1
2	196ANSCP.HC9	N.W. 6TH AVENUE	0.47	1	45	2
3	19CINSCP.HC9	CR 495	0.91	1	45	3

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	120	0.79	0.95	0.399	2838	3	Y	2.9	0.850	0.1	2.5	3.3	A
2	100	0.50	0.95	0.649	1792	3	Y	14.1	0.850	0.6	12.5	16.3	B
3	100	0.48	0.95	0.973	1827	3	Y	19.3	0.850	11.3	27.7	36.0	D

File Name SBCPNSCP.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	227.1	3.3	0.0	230.4	3.47	54.2	A
2	2	42.2	16.3	0.0	58.5	0.47	28.9	B
3	3	74.1	36.0	0.0	110.1	0.91	29.8	B

Grand sum of time: 399.0 sec
Grand sum of length: 4.85 mi
Arterial Speed: 43.8 mph
Arterial LOS: A

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name PO488NSC.HC7
Facility Section..... US 19
From/To..... POWER LINE TO CR 488
Analyst..... PBS&J
Time of Analysis..... DESIGN YR <2025>PM PEAK
Date of Analysis..... 04/22/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2
EXISTING GEOMETRY

A. Geometrics and Traffic Input	Direction 1	Direction 2
Volume	1080	790
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Number of Lanes	2	2
Percentage of Trucks and Buses	6	6
Percentage of Recreational Vehicles	0	0
Ideal Free-Flow Speed (mph)	55.0	55.0
Type of Median	D	D
Lane Width (ft)	12.0	12.0
Distance from Roadway Edge (ft)	0.0	0.0
Access Points per Mile	1.3	1.3

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F M	F LW	F LC	F A
Dir 1	LEVEL	1.50		0.97	0.00	0.00	5.40	0.33
Dir 2		1.50		0.97	0.00	0.00	5.40	0.33

C Level of Service Results	Direction 1	Direction 2
Service Flow Rate (Vp)	585	428
Free Flow Speed (mph)	49.3	49.3
Average Passenger Car Speed (mph)	49.3	49.3
Density (pcpmpl)	11.9	8.7
Level of Service (LOS)	A	A

Appendix H

2025 No-Build Arterial Analyses Without Suncoast Parkway Phase 2

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NB98NWOP.HC1
Arterial..... US 19
From/To..... US 98 TO CARDINAL ST
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/03/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2
EXIST GEO & PLANNED IMP

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	1998NWOP.HC9	US 98					
1	19CANWOP.HC9	W. CARDINAL STREET	2.85	1	*	55	1

Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter LOS
1	120	0.57	0.95	0.990	1991	3	Y	19.5	0.850	13.6	30.2	39.2	D

File Name NB98NWOP.HC1
C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	186.5	39.2	0.0	225.8	2.85	45.4	A

Grand sum of time: 225.8 sec
Grand sum of length: 2.85 mi
Arterial Speed: 45.4 mph
Arterial LOS: A

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University of Florida
512 Weil Hall
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Ph: (352) 392-0378

File Name SB98NWOP.HC1
Arterial..... US 19
From/To..... CARDINAL ST TO US98
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/03/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXIST GEO & PLANNED IMP.

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect
	19CANWOP.HC9	W. CARDINAL STREET					
1	1998NWOP.HC9	US 98	2.85	1	*	55	1

Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.60	0.95	0.528	2131	3	Y	7.1	0.850	0.2	6.3	8.1	B

File Name SB98NWOP.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art LOS
1	1	186.5	8.1	0.0	194.7	2.85	52.7	A

Grand sum of time: 194.7 sec
Grand sum of length: 2.85 mi
Arterial Speed: 52.7 mph
Arterial LOS: A

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NBCCNWOP.HC1
Arterial..... US 19
From/To..... W.CARDINAL TO CR 495
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - EXISTING GEOMETRY

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CANWOP.HC9	W. CARDINAL STREET					
1	19YUNWOP.HC9	CR 490 YULEE DRIVE	2.90	1	*	55	1
2	19HANWOP.HC9	CR 490A HALLS RIVER	0.39	1		45	2
3	19HONWOP.HC9	CR 490 HOMOSASSA TR	*0.13	1		45	3
4	19OZNWOP.HC9	W. OZELLO TR.	3.49	1	*	55	4
5	19VENWOP.HC9	W. VENABLE ST.	0.58	1	*	55	5
6	19CRNWOP.HC9	CRYSTAL RIVER PLAZA	*0.14	1		45	6
7	19FONWOP.HC9	CR 44 W. FORT ISLAND	1.13	1		45	7
8	19KINWOP.HC9	S.E. KINGS BAY DRIVE	0.68	1		45	8
9	1944NWOP.HC9	SR 44	0.45	1		40	9
10	193ANWOP.HC9	N.E. 3RD AVENUE	*0.19	1		40	10
11	19CINWOP.HC9	CR 495	0.25	1		40	11

* Segment has length out of range for class (see Table 11-4)
The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter LOS
1	120	0.73	0.95	0.865	2575	3	Y	9.2	0.850	2.4	10.3	13.3	B
2	120	0.44	0.95*	1.304	1578	3	Y	25.5	0.850 *	*	*	*	F
3	120	0.43	0.95*	1.320	1548	3	Y	25.8	0.850 *	*	*	*	F
4	110	0.76	0.95	0.703	2708	3	Y	5.0	0.850	0.6	4.9	6.3	A
5	110	0.55	0.95	0.865	1969	3	Y	15.9	0.850	3.1	16.7	21.7	C
6	100	0.81	0.95	0.740	2877	3	Y	3.4	0.850	0.7	3.7	4.7	A

7	90	0.47	0.95	0.841	2446	3	Y	16.0	0.850	2.0	15.6	20.3	C
8	90	0.74	0.95	0.541	3966	3	Y	3.7	0.850	0.1	3.3	4.3	A
9	120	0.27	0.95	*1.336	956	3	Y	33.4	0.850	*	*	*	F
10	100	0.57	0.95	*1.136	2034	3	Y	16.3	0.850	*	*	*	F
11	100	0.48	0.95	1.022	1692	3	Y	19.8	0.850	22.1	38.9	50.6	D

*Delay is meaningless when v/c exceeds MIN(1.2,1/PHF).

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University of Florida
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File Name SBCCNWOP.HC1
Arterial..... US 19
From/To..... CR 495 TO W.CARDINAL
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2
EXISTING GEOMETY

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect
	19CINWOP.HC9	CR 495					
1	193ANWOP.HC9	N.E. 3RD AVENUE	0.25	1		40	1
2	1944NWOP.HC9	SR 44	*0.19	1		40	2
3	19KINWOP.HC9	S.E. KINGS BAY DRIVE	0.45	1		40	3
4	19FONWOP.HC9	CR 44 W. FORT ISLAND	0.68	1		45	4
5	19CRNWOP.HC9	CRYSTAL RIVER PLAZA	1.13	1		45	5
6	19VENWOP.HC9	W. VENABLE ST.	*0.14	1		45	6
7	19OZNWOP.HC9	W. OZELLO TR.	0.58	1	*	55	7
8	19HONWOP.HC9	CR 490 HOMOSASSA TR	3.49	1	*	55	8
9	19HANWOP.HC9	CR 490A HALLS RIVER	*0.13	1		45	9
10	19YUNWOP.HC9	CR 490 YULEE DRIVE	0.39	1		45	10
11	19CANWOP.HC9	W. CARDINAL STREET	2.90	1	*	55	11

Segment has length out of range for class (see Table 11-4)
The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF		d2		d		D	Inter. LOS
1	100	0.72	0.95	1.008	2566	3	Y	10.6	0.850		15.5		24.5		31.9	C
2	120	0.52	0.95	0.992	1848	3	Y	21.9	0.850		14.5		33.0		42.9	D
3	90	0.52	0.95	0.979	2778	3	Y	16.0	0.850		9.4		22.9		29.8	C
4	90	0.47	0.95	*1.268	1657	3	Y	18.2	0.850	*		*		*		F
5	100	0.67	0.95	1.019	2379	3	Y	12.5	0.850		18.6		29.3		38.0	D
6	110	0.55	0.95	1.027	1969	3	Y	18.6	0.850		22.2		38.1		49.5	D

7	110	0.63	0.95	1.032	2228	3	Y	15.6	0.850	22.7	35.9	46.7	D
8	120	0.43	0.95	*1.320	1565	3	Y	25.8	0.850	*	*	*	F
9	120	0.44	0.95	*1.465	1590	3	Y	25.5	0.850	*	*	*	F
10	120	0.60	0.95	*1.232	2131	3	Y	18.2	0.850	*	*	*	F
11	120	0.85	0.95	0.739	3019	3	Y	2.8	0.850	0.7	3.0	4.0	A

*Delay is meaningless when v/c exceeds MIN(1.2,1/PHF).

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NBCPNWOP.HC1
Arterial..... US 19
From/To..... CR 495 TO POWER LINE
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2
EXISTING GEOMETRY

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class	Free Flow Speed (mph)	Sect
	19CINWOP.HC9	CR 495				
1	196ANWOP.HC9	N.W. 6TH AVENUE	0.91	1	45	1
2	19TUNWOP.HC9	N.W. 19TH STREET	0.47	1	45	2
3	19PONWOP.HC9	W. POWER LINE STREET	3.47	1	* 55	3

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	100	0.50	0.95	0.738	2624	3	Y	15.1	0.850	0.8	13.6	17.7	B
2	120	0.68	0.95	0.527	2450	3	Y	7.1	0.850	0.2	6.2	8.1	B
3	80	0.51	0.95	0.658	1837	3	Y	10.9	0.850	0.6	9.9	12.9	B

File Name NBCPNWOP.HC1
C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	74.1	17.7	0.0	91.8	0.91	35.7	A
2	2	42.2	8.1	0.0	50.3	0.47	33.6	B
3	3	227.1	12.9	0.0	240.0	3.47	52.1	A

Grand sum of time: 382.1 sec
Grand sum of length: 4.85 mi
Arterial Speed: 45.7 mph
Arterial LOS: A

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512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SBCPNWOP.HC1
Arterial..... US 19
From/To..... POWER LINE TO CR 495
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2
EXISTING GEOMETRY

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19PONWOP.HC9	W. POWER LINE STREET					
1	19TUNWOP.HC9	N.W. 19TH STREET	3.47	1	*	55	1
2	196ANWOP.HC9	N.W. 6TH AVENUE	0.47	1		45	2
3	19CINWOP.HC9	CR 495	0.91	1		45	3

Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	120	0.79	0.95	0.495	2838	3	Y	3.3	0.850	0.1	2.9	3.7	A
2	100	0.50	0.95	0.778	1792	3	Y	15.5	0.850	1.6	14.8	19.2	B
3	100	0.48	0.95	*1.157	1827	3	Y	19.8	0.850	*	*	*	F

*Delay is meaningless when v/c exceeds MIN(1.2,1/PHF).

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name PO488NWO.HC7
Facility Section..... US 19
From/To..... POWER LINE TO CR 488
Analyst..... PBS&J
Time of Analysis..... DESIGN YR(2025) PM PEAK
Date of Analysis..... 04/22/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY
EXISTING GEOMETRY

A. Geometrics and Traffic Input	Direction 1	Direction 2
Volume	1291	933
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Number of Lanes	2	2
Percentage of Trucks and Buses	6	6
Percentage of Recreational Vehicles	0	0
Ideal Free-Flow Speed (mph)	55.0	55.0
Type of Median	D	D
Lane Width (ft)	12.0	12.0
Distance from Roadway Edge (ft)	0.0	0.0
Access Points per Mile	1.3	1.3

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F M	F LW	F LC	F A
Dir 1	LEVEL	1.50		0.97	0.00	0.00	5.40	0.33
Dir 2		1.50		0.97	0.00	0.00	5.40	0.33

C. Level of Service Results	Direction 1	Direction 2
Service Flow Rate (Vp)	700	506
Free Flow Speed (mph)	49.3	49.3
Average Passenger Car Speed (mph)	49.3	49.3
Density (pcpmpl)	14.2	10.3
Level of Service (LOS)	B	A

Appendix I

2025 Build Intersection Analyses With Suncoast Parkway Phase 2

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 05-05-2002
Center For Microcomputers In Transportation

Streets: (E-W) US 98 (N-S) US 19
Analyst: PBS&J File Name: 1998BSCP.HC9
Area Type: Other 5-3-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	2	2	1
Volumes	116	23	20	55	29	324	15	620	131	454	939	172
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left	*				NB	Left	*		
	Thru	*					Thru	*		
	Right	*					Right	*		
	Peds						Peds			
WB	Left	*				SB	Left	*		
	Thru	*					Thru	*	*	
	Right	*					Right	*	*	
	Peds						Peds			
NB	Right					EB	Right			
SB	Right					WB	Right	*	*	
Green		26.0A				Green		13.0A	26.0A	
Yellow/AR		5.0				Yellow/AR		5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	533	1523	0.229	0.350	11.9	B	11.7	B
	T	621	1776	0.039	0.350	11.1	B		
	R	528	1509	0.040	0.350	11.1	B		
WB	L	545	1558	0.106	0.350	11.3	B	2.3	A
	T	621	1776	0.050	0.350	11.1	B		
	R	1509	1509	0.226	1.000	0.0	A		
NB	L	90	254	0.178	0.350	11.7	B	13.6	B
	T	1243	3551	0.552	0.350	13.9	B		
	R	528	1509	0.261	0.350	12.1	B		
SB	L	633	3374	0.778	0.188	24.2	C	11.6	B
	T	2042	3551	0.508	0.575	6.8	B		
	R	868	1509	0.209	0.575	5.3	B		

Intersection Delay = 10.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.472

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. CARDINAL STREET (N-S) US 19
Analyst: PBS&J File Name: 19CABSCP.HC9
Area Type: Other 4-25-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	3	< 0	1	3	0
Volumes				114		325		1357	102	332	1622	
Lane W (ft)				12.0		12.0		12.0		12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left	*				SB Left	*	*	
Thru					Thru	*	*	
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	*		
Green	15.0A				Green	14.0A	36.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	358	1687	0.335	0.213	17.5	C	12.4	B
	R	679	1509	0.504	0.450	10.6	B		
NB	TR	2504	5271	0.675	0.475	11.0	B	11.0	B
SB	L	427	1687	0.817	0.712	21.1	C	6.2	B
	T	3796	5327	0.495	0.712	3.4	A		

Intersection Delay = 8.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.666

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002

Center For Microcomputers In Transportation

Streets: (E-W) CR 490 YULEE DRIVE (N-S) US 19

Analyst: PBS&J File Name: 19YUBSCP.HC9

Area Type: Other 4-25-2 PM PEAK

Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	0	0 >	1 <	0	1	3 <	0	1	3 <	0
Volumes	230	22	98	98	30	24	93	1745	18	23	2071	157
Lane W (ft)	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		*			NB Left	*	*	
Thru		*			Thru		*	
Right		*			Right		*	
Peds					Peds			
WB Left		*			SB Left	*	*	
Thru		*			Thru		*	
Right		*			Right		*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		31.0A			Green	10.0A	54.0A	
Yellow/AR		5.0			Yellow/AR	5.0	5.0	

Cycle Length: 110 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	329	1097	0.735	0.300	28.0	D	24.9	C
	TR	467	1558	0.270	0.300	19.0	C		
WB	LTR	318	1061	0.503	0.300	21.6	C	21.6	C
NB	L	249	1687	0.394	0.645	13.6	B	14.7	B
	TR	2708	5319	0.754	0.509	14.8	B		
SB	L	249	1687	0.096	0.645	8.0	B	24.0	C
	TR	2683	5271	0.961	0.509	24.2	C		

Intersection Delay = 20.2 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.837

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490A HALLS RIVER (N-S) US 19
Analyst: PBS&J File Name: 19HABSCP.HC9
Area Type: Other 4-25-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	1	2	1	1	2	3	1	2	3	1
Volumes	248	203	300	454	267	169	287	1337	286	275	1607	232
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right	*				EB	Right	*			
SB	Right	*				WB	Right	*			
Green		18.0A	20.0A			Green		12.0A	40.0A		
Yellow/AR		5.0	5.0			Yellow/AR		5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	613	3374	0.439	0.182	26.2	D	24.2	C
	T	355	1776	0.603	0.200	27.9	D		
	R	535	1509	0.591	0.355	20.0	C		
WB	L	613	3374	0.802	0.182	33.1	D	30.6	D
	T	355	1776	0.791	0.200	34.9	D		
	R	535	1509	0.333	0.355	16.9	C		
NB	L	429	3374	0.724	0.127	33.9	D	20.5	C
	T	2034	5327	0.761	0.382	20.4	C		
	R	892	1509	0.337	0.591	7.5	B		
SB	L	429	3374	0.694	0.127	33.0	D	24.9	C
	T	2034	5327	0.915	0.382	25.9	D		
	R	892	1509	0.274	0.591	7.1	B		

Intersection Delay = 24.2 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.837

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002

Center For Microcomputers In Transportation

Streets: (E-W) CR 490 HOMOSASSA TR (N-S) US 19
Analyst: PBS&J File Name: 19HOBSCP.HC9
Area Type: Other 4-25-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	3	1	1	3	< 0
Volumes	195	137	180	302	207	178	179	1327	287	128	1630	76
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		*			NB	Left	*	*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
WB	Left	*	*			SB	Left	*	*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right	*				EB	Right	*			
SB	Right					WB	Right	*			
Green		15.0A	18.0A			Green		12.0A	45.0A		
Yellow/AR		5.0	5.0			Yellow/AR		5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	349	1687	0.587	0.364	18.8	C	20.6	C
	T	323	1776	0.446	0.182	26.6	D		
	R	508	1509	0.372	0.336	18.1	C		
WB	L	415	1687	0.766	0.364	23.7	C	24.4	C
	T	323	1776	0.675	0.182	30.9	D		
	R	508	1509	0.368	0.336	18.1	C		
NB	L	280	1687	0.671	0.582	20.8	C	15.8	C
	T	2276	5327	0.675	0.427	17.0	C		
	R	919	1509	0.329	0.609	6.9	B		
SB	L	280	1687	0.482	0.582	11.3	B	20.9	C
	TR	2261	5292	0.874	0.427	21.6	C		

Intersection Delay = 19.4 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.856

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. OZELLO TR. (N-S) US 19
Analyst: PBS&J File Name: 19OZBSCP.HC9
Area Type: Other 4-25-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	3	< 0	1	3	< 0
Volumes	115	2	105	5	2	5	115	1516	17	19	1800	100
Lane W (ft)		12.0			12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left	*				SB	Left		*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		21.0A				Green		8.0A	36.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	409	1422	0.572	0.287	17.1	C	17.1	C
WB	LT	410	1426	0.017	0.287	13.2	B	13.2	B
	R	434	1509	0.012	0.287	13.2	B		
NB	L	301	1687	0.402	0.637	8.4	B	5.4	B
	TR	3390	5318	0.524	0.637	5.2	B		
SB	L	103	217	0.194	0.475	8.0	B	14.9	B
	TR	2510	5285	0.876	0.475	15.0	B		

Intersection Delay = 10.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.735

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. VENABLE ST. (N-S) US 19
Analyst: PBS&J File Name: 19VEBSCP.HC9
Area Type: Other 4-25-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Volumes	126	87	49	208	86	289	98	1336	195	286	1640	119
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	10.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	*			
Green		25.0A				Green		12.0A	58.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	297	1209	0.448	0.245	23.5	C	22.3	C
	T	436	1776	0.211	0.245	21.4	C		
	R	370	1509	0.140	0.245	21.0	C		
WB	L	295	1204	0.741	0.245	31.2	D	22.5	C
	T	436	1776	0.209	0.245	21.4	C		
	R	604	1509	0.504	0.400	16.6	C		
NB	L	215	1687	0.480	0.127	30.1	D	11.4	B
	T	2906	5327	0.532	0.545	10.5	B		
	R	823	1509	0.249	0.545	8.5	B		
SB	L	401	3149	0.774	0.127	36.2	D	14.8	B
	T	2906	5327	0.654	0.545	11.8	B		
	R	823	1509	0.152	0.545	8.0	B		

Intersection Delay = 14.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.694

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CRYSTAL RIVER PLAZA (N-S) US 19
Analyst: PBS&J File Name: 19CRBSCP.HC9
Area Type: Other 4-25-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	3	0	0	3	1
Volumes	133		13				17	1734			1963	82
Lane W (ft)	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru						Thru	*	*		
	Right	*					Right				
	Peds						Peds				
WB	Left					SB	Left				
	Thru						Thru		*		
	Right						Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0A				Green		8.0A	42.0A		
Yellow/AR		5.0				Yellow/AR		5.0	0.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	464	1687	0.302	0.275	14.9	B	14.8	B
	R	415	1509	0.034	0.275	13.7	B		
NB	L	301	1687	0.060	0.650	6.9	B	5.3	B
	T	3463	5327	0.580	0.650	5.3	B		
SB	T	2597	5327	0.875	0.488	14.5	B	14.2	B
	R	736	1509	0.117	0.488	7.2	B		

Intersection Delay = 10.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.586

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 44 W. FORT ISLAND (N-S) US 19
Analyst: PBS&J File Name: 19FOBSCP.HC9
Area Type: Other 4-25-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	2	3	1	1	3	1
Volumes	286	115	279	196	75	73	282	1430	169	143	1652	245
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			90			73			90			90
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right	*			
SB	Right					WB	Right				
Green		22.0A				Green		7.0A	36.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	396	1319	0.761	0.300	22.1	C	16.3	C
	T	533	1776	0.227	0.300	13.6	B		
	R	679	1509	0.293	0.450	9.1	B		
WB	L	339	1130	0.608	0.300	17.7	C	16.5	C
	T	533	1776	0.148	0.300	13.3	B		
	R	533	1776	0.000	0.300	0.0	A		
NB	L	380	3374	0.806	0.112	30.7	D	13.6	B
	T	2530	5327	0.654	0.475	10.8	B		
	R	717	1509	0.116	0.475	7.5	B		
SB	L	280	1687	0.539	0.625	8.3	B	11.5	B
	T	2530	5327	0.756	0.475	12.1	B		
	R	717	1509	0.227	0.475	8.0	B		

Intersection Delay = 13.2 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.764

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) S.E. KINGS BAY DRIVE (N-S) US 19
Analyst: PBS&J File Name: 19KIBSCP.HC9
Area Type: Other 4-25-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	3	0	0	3	< 0
Volumes	97		25				121	1609			2020	20
Lane W (ft)	12.0		12.0				12.0	12.0			12.0	
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru						Thru	*	*		
	Right	*					Right				
	Peds						Peds				
WB	Left					SB	Left				
	Thru						Thru		*		
	Right						Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0A				Green		7.0A	38.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	464	1687	0.220	0.275	14.5	B	14.4	B
	R	415	1509	0.063	0.275	13.8	B		
NB	L	280	1687	0.454	0.650	9.2	B	5.3	B
	T	3463	5327	0.538	0.650	5.0	A		
SB	TR	2660	5319	0.888	0.500	14.6	B	14.6	B

Intersection Delay = 10.4 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.653

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002

Center For Microcomputers In Transportation

Streets: (E-W) SR 44 (N-S) US 19
Analyst: PBS&J File Name: 1944BSC2.HC9
Area Type: Other 4-25-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD2 W/ WB LT FLYOVER

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	2	0	3	1	2	3	0
Volumes						846		1003	710	719	1374	
Lane W (ft)						12.0		12.0	12.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time						3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru					Thru		*		
Right					Right		*		
Peds					Peds				
WB Left					SB Left	*			
Thru					Thru	*	*		
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right	*			
Green					Green	31.0A	39.0A		
Yellow/AR					Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	R	1257	3047	0.801	0.412	16.0	C	16.0	C
NB	T	2756	5377	0.422	0.512	7.9	B	15.9	C
	R	781	1524	0.956	0.512	28.3	D		
SB	L	1405	3406	0.555	0.412	11.9	B	4.0	A
	T	5175	5377	0.307	0.962	0.1	A		

Intersection Delay = 10.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.887

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 05-05-2002
Center For Microcomputers In Transportation

Streets: (E-W) SR 44 (N-S) US 19
Analyst: PBS&J File Name: 1944BSC3.HC9
Area Type: Other 4-25-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD3 W/ SB LT FLYOVER

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	2	0	2	0	3	1	0	3	0
Volumes				1001		846		1003	710		1374	
Lane W (ft)				12.0		12.0		12.0	12.0		12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00		3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB				
Thru						*			
Right						*			
Peds									
WB Left	*				SB				
Thru						*			
Right	*								
Peds									
NB Right	*								
SB Right									
Green	36.0								
Yellow/AR	5.0								
Cycle Length:	80 s								

	Lane Mvmts	Approach: Delay	LOS
WB	L	11.4	B
	R		
NB	T	6.2	B
	R		
SB	T		

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) N.E. 3RD AVENUE (N-S) US 19
Analyst: PBS&J File Name: 193ABSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	3	< 0	1	3	< 0
Volumes	212	26	33	82	40	16	36	1703	54	21	1948	82
Lane W (ft)		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		25.0A				Green		7.0A	33.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	328	973	0.868	0.338	30.7	D	30.7	D
WB	LTR	329	974	0.441	0.338	14.0	B	14.0	B
NB	L	282	1703	0.135	0.587	9.3	B	15.8	C
	TR	2342	5353	0.869	0.438	15.9	C		
SB	L	282	1703	0.078	0.587	7.5	B	29.8	D
	TR	2338	5345	1.005	0.438	30.0	D		

Intersection Delay = 23.4 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.851

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 495 (N-S) US 19
Analyst: PBS&J File Name: 19CIBSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	1	1	< 0	1	3	1	1	3	< 0
Volumes	99	92	45	206	67	58	35	1357	348	50	1558	49
Lane W (ft)		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	27.0A				Green	7.0A	31.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	441	1215	0.563	0.363	14.4	B	14.4	B
WB	L	302	833	0.719	0.363	19.7	C	16.5	C
	TR	605	1668	0.218	0.363	11.4	B		
NB	L	282	1703	0.131	0.563	7.7	B	13.1	B
	T	2218	5377	0.708	0.412	13.3	B		
	R	628	1524	0.582	0.412	12.8	B		
SB	L	282	1703	0.188	0.563	6.9	B	15.7	C
	TR	2208	5353	0.843	0.412	15.9	C		

Intersection Delay = 14.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.720

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) N.W. 6TH AVENUE (N-S) US 19
Analyst: PBS&J File Name: 196ABSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	3	< 0	1	3	0
Volumes				486		53		1180	225	33	1053	
Lane W (ft)				12.0		12.0		12.0		12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left					NB Left			
	Thru					Thru	*		
	Right					Right	*		
	Peds					Peds			
WB	Left		*			SB Left	*	*	
	Thru					Thru	*	*	
	Right		*			Right			
	Peds					Peds			
NB	Right					EB Right			
SB	Right					WB Right			
Green			30.0A			Green	7.0A	28.0A	
Yellow/AR			5.0			Yellow/AR	5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	681	1703	0.752	0.400	16.6	C	15.9	C
	R	609	1524	0.092	0.400	9.7	B		
NB	TR	1968	5248	0.827	0.375	16.8	C	16.8	C
SB	L	282	1703	0.124	0.525	8.0	B	7.6	B
	T	2823	5377	0.432	0.525	7.6	B		

Intersection Delay = 13.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.711

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

Streets: (N-S) US 19 (E-W) CRYSTAL RIVER MALL
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... PBS&J
Date of Analysis..... 4/28/2
Other Information.....2025 WITH SUNCOAST PKWY PHASE 2 - BUILD
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	< 0	1	3	0	0	0	0	0	0	1
Stop/Yield			N			N						
Volumes		959	72	145	970							198
PHF		.95	.95	.95	.95							.95
Grade		0			0						0	
MC's (%)				0								0
SU/RV's (%)				6								6
CV's (%)				0								0
PCE's				1.03								1.03

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	374	
Potential Capacity: (pcph)	895	
Movement Capacity: (pcph)	895	
Prob. of Queue-Free State:	0.76	

Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1085	
Potential Capacity: (pcph)	448	
Movement Capacity: (pcph)	448	
Prob. of Queue-Free State:	0.65	

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB	R	214	895		5.3	1.1	B	5.3
SB	L	158	448		12.4	1.8	C	1.6

Intersection Delay = 1.2 sec/veh

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002

Center For Microcomputers In Transportation

Streets: (E-W) N.W. 19TH STREET (N-S) US 19

Analyst: PBS&J File Name: 19TUBSCP.HC9

Area Type: Other 4-28-2 PM PEAK

Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	3	< 0	1	3	< 0
Volumes	15	23	59	90	38	185	139	974	46	197	1024	13
Lane W (ft)		12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	26.0A				Green	13.0A	26.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	460	1315	0.222	0.350	11.9	B	11.9	B
WB	L	440	1257	0.216	0.350	11.9	B	12.8	B
	TR	549	1569	0.428	0.350	13.2	B		
NB	L	409	1703	0.357	0.575	6.7	B	13.6	B
	TR	1869	5341	0.631	0.350	14.5	B		
SB	L	409	1703	0.506	0.575	7.8	B	13.6	B
	TR	1878	5367	0.639	0.350	14.6	B		

Intersection Delay = 13.5 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.558

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) 7 RIVERS HOSPITAL (N-S) US 19
Analyst: PBS&J File Name: 197RBSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	3	< 0	1	3	< 0
Volumes	16	1	16	110	2	7	21	984	42	11	1052	22
Lane W (ft)		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	23.0A				Green	12.0A	30.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	398	1275	0.088	0.313	12.6	B	12.6	B
WB	LTR	412	1319	0.303	0.313	13.6	B	13.6	B
NB	L	388	1703	0.057	0.613	4.8	A	12.1	B
	TR	2138	5344	0.556	0.400	12.2	B		
SB	L	388	1703	0.031	0.613	4.7	A	12.3	B
	TR	2144	5361	0.580	0.400	12.4	B		

Intersection Delay = 12.3 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.383

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. POWER LINE STREET (N-S) US 19
Analyst: PBS&J File Name: 19POBSCP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	3	0	0	3 <	0
Volumes	168		486				55	866			889	27
Lane W (ft)	12.0		12.0				12.0	12.0			12.0	
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru					Thru	*	*		
Right	*				Right				
Peds					Peds				
WB Left					SB Left				
Thru					Thru		*		
Right					Right		*		
Peds					Peds				
NB Right					EB Right	*			
SB Right					WB Right				
Green	25.0A				Green	8.0A	32.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	575	1703	0.308	0.338	12.8	B	11.7	B
	R	762	1524	0.672	0.500	11.4	B		
NB	L	303	1703	0.191	0.587	5.2	B	5.4	B
	T	3159	5377	0.317	0.587	5.4	B		
SB	TR	2275	5354	0.466	0.425	10.8	B	10.8	B

Intersection Delay = 9.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.577

Appendix J

2025 Build Intersection Analyses Without Suncoast Parkway Phase 2

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 05-05-2002

Center For Microcomputers In Transportation

Streets: (E-W) US 98 (N-S) US 19

Analyst: PBS&J File Name: 1998BWOP.HC9

Area Type: Other 5-3-2 PM PEAK

Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	2	2	1
Volumes	116	23	20	90	47	527	17	695	146	492	1018	187
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left	*				NB	Left	*		
	Thru	*					Thru	*		
	Right	*					Right	*		
	Peds						Peds			
WB	Left	*				SB	Left	*		
	Thru	*					Thru	*	*	
	Right	*					Right	*	*	
	Peds						Peds			
NB	Right					EB	Right			
SB	Right					WB	Right	*	*	
Green		24.0A				Green		13.0A	28.0A	
Yellow/AR		5.0				Yellow/AR		5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	468	1439	0.261	0.325	12.9	B	12.7	B
	T	577	1776	0.042	0.325	11.9	B		
	R	491	1509	0.043	0.325	11.9	B		
WB	L	506	1558	0.188	0.325	12.6	B	2.6	A
	T	577	1776	0.085	0.325	12.1	B		
	R	1509	1509	0.368	1.000	0.1	A		
NB	L	90	237	0.200	0.375	11.1	B	13.0	B
	T	1332	3551	0.577	0.375	13.4	B		
	R	566	1509	0.272	0.375	11.3	B		
SB	L	633	3374	0.844	0.188	27.4	D	12.2	B
	T	2131	3551	0.528	0.600	6.3	B		
	R	906	1509	0.218	0.600	4.8	A		

Intersection Delay = 10.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.518

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. CARDINAL STREET (N-S) US 19
Analyst: PBS&J File Name: 19CABWOP.HC9
Area Type: Other 4-27-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	3	< 0	1	3	0
Volumes				124		354		1659	125	414	2020	
Lane W (ft)				12.0		12.0		12.0		12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left					NB	Left			
	Thru						Thru	*		
	Right						Right	*		
	Peds						Peds			
WB	Left	*				SB	Left	*	*	
	Thru						Thru	*	*	
	Right	*					Right			
	Peds						Peds			
NB	Right					EB	Right			
SB	Right					WB	Right	*		
Green		12.0A				Green		18.0A	35.0A	
Yellow/AR		5.0				Yellow/AR		5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	295	1687	0.444	0.175	19.8	C	13.0	B
	R	698	1509	0.534	0.463	10.6	B		
NB	TR	2438	5271	0.847	0.463	14.4	B	14.4	B
SB	L	512	1687	0.852	0.750	22.7	C	6.1	B
	T	3995	5327	0.585	0.750	3.0	A		

Intersection Delay = 10.0 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.811

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490 YULEE DRIVE (N-S) US 19
Analyst: PBS&J File Name: 19YUBWOP.HC9
Area Type: Other 4-22-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	0	0 >	1 <	0	1	3 <	0	1	3 <	0
Volumes	215	20	92	98	30	24	107	2014	22	26	2375	181
Lane W (ft)	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		25.0A				Green		10.0A	60.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	270	1102	0.836	0.245	39.0	D	33.2	D
	TR	382	1557	0.309	0.245	22.0	C		
WB	LTR	251	1024	0.637	0.245	27.6	D	27.6	D
NB	L	249	1687	0.454	0.700	16.0	C	13.3	B
	TR	2998	5319	0.786	0.564	13.2	B		
SB	L	249	1687	0.108	0.700	7.8	B	27.3	D
	TR	2970	5270	0.997	0.564	27.4	D		

Intersection Delay = 21.8 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.908

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490A HALLS RIVER (N-S) US 19
Analyst: PBS&J File Name: 19HABWOP.HC9
Area Type: Other 4-27-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Volumes	248	203	300	457	269	170	329	1534	328	315	1841	266
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			65			65			65			65
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right	*				EB	Right	*			
SB	Right	*				WB	Right	*			
Green		17.0A	16.0A			Green		12.0A	45.0A		
Yellow/AR		5.0	5.0			Yellow/AR		5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	583	3374	0.462	0.173	26.9	D	24.7	C
	T	581	3551	0.387	0.164	26.8	D		
	R	480	1509	0.516	0.318	20.6	C		
WB	L	583	3374	0.849	0.173	36.5	D	31.3	D
	T	581	3551	0.511	0.164	27.8	D		
	R	480	1509	0.231	0.318	17.9	C		
NB	L	429	3374	0.829	0.127	39.1	D	20.3	C
	T	2276	5327	0.781	0.427	18.8	C		
	R	947	1509	0.293	0.627	6.1	B		
SB	L	429	3374	0.796	0.127	37.0	D	25.4	D
	T	2276	5327	0.937	0.427	25.4	D		
	R	947	1509	0.224	0.627	5.8	B		

Intersection Delay = 24.3 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.826

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 490 HOMOSASSA TR (N-S) US 19
Analyst: PBS&J File Name: 19HOBWOP.HC9
Area Type: Other 4-26-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	3	1	1	3	< 0
Volumes	195	137	180	330	226	194	206	1521	328	147	1870	85
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left	*	*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
WB	Left	*	*			SB	Left	*	*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right	*				EB	Right	*			
SB	Right					WB	Right	*			
Green		13.0A	18.0A			Green		11.0A	48.0A		
Yellow/AR		5.0	5.0			Yellow/AR		5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	302	1687	0.679	0.345	22.2	C	22.1	C
	T	323	1776	0.446	0.182	26.6	D		
	R	494	1509	0.383	0.327	18.6	C		
WB	L	384	1687	0.904	0.345	37.5	D	31.4	D
	T	323	1776	0.737	0.182	33.3	D		
	R	494	1509	0.413	0.327	18.9	C		
NB	L	264	1687	0.822	0.600	32.6	D	16.6	C
	T	2421	5327	0.727	0.455	16.6	C		
	R	933	1509	0.370	0.618	6.8	B		
SB	L	264	1687	0.587	0.600	15.8	C	24.0	C
	TR	2406	5293	0.941	0.455	24.5	C		

Intersection Delay = 22.0 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.916

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. OZELLO TR. (N-S) US 19
Analyst: PBS&J File Name: 19OZBWOP.HC9
Area Type: Other 4-22-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	3	< 0	1	3	< 0
Volumes	115	2	105	5	2	5	130	1704	18	22	2080	114
Lane W (ft)		12.0			12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru	*	*		
Right	*				Right	*	*		
Peds					Peds				
WB Left	*				SB Left		*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	17.0A				Green	10.0A	38.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	337	1420	0.694	0.237	22.1	C	22.1	C
WB	LT	329	1386	0.021	0.237	15.1	C	15.1	C
	R	358	1509	0.014	0.237	15.1	C		
NB	L	343	1687	0.399	0.688	9.1	B	4.5	A
	TR	3657	5319	0.545	0.688	4.2	A		
SB	L	108	217	0.212	0.500	7.4	B	19.8	C
	TR	2643	5286	0.961	0.500	19.9	C		

Intersection Delay = 13.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.819

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Volumes	126	87	49	200	82	278	113	1542	226	320	1830	135
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			49			65			65			65
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right	*			
Green	23.0A				Green	12.0A	60.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	279	1228	0.476	0.227	24.8	C	23.8	C
	T	404	1776	0.228	0.227	22.4	C		
	R	404	1776	0.000	0.227	0.0	A		
WB	L	271	1193	0.779	0.227	34.9	D	24.8	C
	T	404	1776	0.213	0.227	22.3	C		
	R	576	1509	0.390	0.382	16.2	C		
NB	L	215	1687	0.554	0.127	31.5	D	11.4	B
	T	3003	5327	0.594	0.564	10.4	B		
	R	851	1509	0.200	0.564	7.6	B		
SB	L	429	3374	0.808	0.127	37.7	D	15.2	C
	T	3003	5327	0.706	0.564	11.8	B		
	R	851	1509	0.087	0.564	7.1	B		

Intersection Delay = 15.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.738

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CRYSTAL RIVER PLAZA (N-S) US 19
Analyst: PBS&J File Name: 19CRBWOP.HC9
Area Type: Other 4-23-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	3	0	0	3	1
Volumes	133		13				19	1927			2194	91
Lane W (ft)	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru						Thru	*	*		
	Right	*					Right				
	Peds						Peds				
WB	Left					SB	Left				
	Thru						Thru		*		
	Right						Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		15.0A				Green		12.0A	38.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	358	1687	0.391	0.213	17.8	C	17.7	C
	R	321	1509	0.044	0.213	16.2	C		
NB	L	385	1687	0.052	0.713	7.4	B	3.9	A
	T	3796	5327	0.588	0.712	3.9	A		
SB	T	2664	5327	0.954	0.500	19.0	C	18.6	C
	R	755	1509	0.127	0.500	6.9	B		

Intersection Delay = 12.0 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.644

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 44 W. FORT ISLAND (N-S) US 19
Analyst: PBS&J File Name: 19FOBWOP.HC9
Area Type: Other 4-23-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	2	3	1	1	3	1
Volumes	286	115	279	196	75	73	313	1588	188	164	1902	282
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	13.0	12.0	12.0	12.0
RTOR Vols			90			73			90			90
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right	*			
SB Right					WB Right				
Green	22.0A				Green	7.0A	36.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	396	1319	0.761	0.300	22.1	C	16.3	C
	T	533	1776	0.227	0.300	13.6	B		
	R	679	1509	0.293	0.450	9.1	B		
WB	L	339	1130	0.608	0.300	17.7	C	16.5	C
	T	533	1776	0.148	0.300	13.3	B		
	R	533	1776	0.000	0.300	0.0	A		
NB	L	380	3374	0.893	0.112	38.5	D	15.4	C
	T	2530	5327	0.727	0.475	11.6	B		
	R	741	1560	0.139	0.475	7.6	B		
SB	L	280	1687	0.618	0.625	10.5	B	13.9	B
	T	2530	5327	0.870	0.475	14.7	B		
	R	717	1509	0.282	0.475	8.3	B		

Intersection Delay = 14.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.838

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) S.E. KINGS BAY DRIVE (N-S) US 19
Analyst: PBS&J File Name: 19KIBWOP.HC9
Area Type: Other 4-23-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	3	0	0	3	< 0
Volumes	97		25				139	1853			2325	23
Lane W (ft)	12.0		12.0				12.0	12.0			12.0	
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru					Thru	*	*	
Right	*				Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru		*	
Right					Right		*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	16.0A				Green	7.0A	42.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	380	1687	0.269	0.225	16.6	C	16.4	C
	R	340	1509	0.077	0.225	15.8	C		
NB	L	280	1687	0.521	0.700	10.8	B	4.5	A
	T	3729	5327	0.576	0.700	4.1	A		
SB	TR	2925	5319	0.929	0.550	15.1	C	15.1	C

Intersection Delay = 10.4 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.741

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) SR 44 (N-S) US 19
Analyst: PBS&J File Name: 1944BWO2.HC9
Area Type: Other 4-23-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD2 W/ WB LT FLYOVER

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	2	0	3	1	2	3	0
Volumes						897		1155	817	855	1633	
Lane W (ft)						13.5		12.0	16.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time						3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left					SB Left	*		
Thru					Thru	*	*	
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	*		
Green					Green	31.0A	39.0A	
Yellow/AR					Yellow/AR	5.0	5.0	

Cycle Length: 80 secs Phase combination order: #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	R	1320	3200	0.808	0.412	16.1	C	16.1	C
NB	T	2756	5377	0.486	0.512	8.3	B	16.7	C
	R	885	1727	0.972	0.512	29.8	D		
SB	L	1405	3406	0.660	0.412	13.1	B	4.4	A
	T	5176	5377	0.365	0.962	0.1	A		

Intersection Delay = 10.9 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.899

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002

Center For Microcomputers In Transportation

Streets: (E-W) SR 44 (N-S) US 19

Analyst: PBS&J File Name: 1944BWO3.HC9

Area Type: Other 4-23-2 PM PEAK

Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD3 W/ SB LT FLYOVER

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	2	0	2	0	3	1	0	3	0
Volumes				1061		897		1155	817		1633	
Lane W (ft)				12.0		12.0		12.0	12.0		12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00		3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru *			
Right					Right *			
Peds					Peds			
WB Left	*				SB Left			
Thru					Thru *			
Right	*				Right			
Peds					Peds			
NB Right	*				EB Right			
SB Right					WB Right			
Green	36.0A				Green 34.0A			
Yellow/AR	5.0				Yellow/AR 5.0			

Cycle Length: 80 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	1618	3406	0.712	0.475	11.8	B	12.1	B
	R	1447	3047	0.737	0.475	12.4	B		
NB	T	2420	5377	0.553	0.450	10.6	B	6.6	B
	R	1524	1524	0.564	1.000	0.4	A		
SB	T	2420	5377	0.781	0.450	13.3	B	13.3	B

Intersection Delay = 10.5 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.759

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) N.E. 3RD AVENUE (N-S) US 19
Analyst: PBS&J File Name: 193ABWOP.HC9
Area Type: Other 4-23-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	0	0 >	1 <	0	1	3 <	0	1	3 <	0
Volumes	212	26	33	82	40	16	43	2026	64	24	2247	94
Lane W (ft)	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		19.0A				Green		7.0A	39.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	297	1132	0.751	0.262	24.4	C	22.3	C
	TR	431	1641	0.144	0.262	14.6	B		
WB	LTR	344	1309	0.422	0.262	16.3	C	16.3	C
NB	L	282	1703	0.160	0.663	9.5	B	13.8	B
	TR	2743	5353	0.882	0.512	13.9	B		
SB	L	282	1703	0.089	0.663	7.2	B	23.5	C
	TR	2739	5345	0.989	0.512	23.6	C		

Intersection Delay = 19.0 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.823

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 495 (N-S) US 19
Analyst: PBS&J File Name: 19CIBWOP.HC9
Area Type: Other 4-23-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	1	1	< 0	1	3	1	1	3	< 0
Volumes	99	92	45	235	76	66	40	1565	402	59	1853	59
Lane W (ft)		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		26.0A				Green		7.0A	32.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	414	1183	0.599	0.350	15.5	C	15.5	C
WB	L	291	831	0.849	0.350	29.6	D	23.0	C
	TR	584	1668	0.255	0.350	12.0	B		
NB	L	282	1703	0.149	0.575	9.1	B	14.1	B
	T	2285	5377	0.793	0.425	14.3	B		
	R	648	1524	0.653	0.425	13.5	B		
SB	L	282	1703	0.220	0.575	7.4	B	24.0	C
	TR	2275	5353	0.973	0.425	24.4	C		

Intersection Delay = 19.1 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.842

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002

Center For Microcomputers In Transportation

Streets: (E-W) N.W. 6TH AVENUE (N-S) US 19

Analyst: PBS&J File Name: 196ABWOP.HC9

Area Type: Other 4-23-2 PM PEAK

Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	3	< 0	1	3	0
Volumes				486		53		1404	268	39	1262	
Lane W (ft)				12.0		12.0		12.0		12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left		*			SB Left	*	*	
Thru					Thru	*	*	
Right		*			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		27.0A			Green	7.0A	31.0A	
Yellow/AR		5.0			Yellow/AR	5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	617	1703	0.829	0.363	21.5	C	20.4	C
	R	552	1524	0.101	0.363	10.9	B		
NB	TR	2165	5248	0.894	0.412	18.0	C	18.0	C
SB	L	282	1703	0.145	0.563	8.0	B	6.9	B
	T	3025	5377	0.483	0.563	6.9	B		

Intersection Delay = 14.2 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.782

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

Streets: (N-S) US 19 (E-W) CRYSTAL RIVER MALL
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... PBS&J
Date of Analysis..... 4/28/2
Other Information..... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	< 0	1	3	0	0	0	0	0	0	1
Stop/Yield			N			N						
Volumes		1193	90	177	1185							198
PHF		.95	.95	.95	.95							.95
Grade		0			0						0	
MC's (%)				0								0
SU/RV's (%)				6								6
CV's (%)				0								0
PCE's				1.03								1.03

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	466	
Potential Capacity: (pcph)	804	
Movement Capacity: (pcph)	804	
Prob. of Queue-Free State:	0.73	

Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1351	
Potential Capacity: (pcph)	323	
Movement Capacity: (pcph)	323	
Prob. of Queue-Free State:	0.41	

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh
WB	R	214	804		6.1	1.2	B	6.1
SB	L	192	323		27.1	4.3	D	3.5

Intersection Delay = 2.1 sec/veh

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-28-2002
Center For Microcomputers In Transportation

Streets: (E-W) N.W. 19TH STREET (N-S) US 19
Analyst: PBS&J File Name: 19TUBWOP.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	1	1	< 0	1	3	< 0	1	3	< 0
Volumes	15	23	59	90	38	184	167	1168	56	245	1271	15
Lane W (ft)		12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	24.0A				Green	13.0A	28.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	426	1312	0.239	0.325	12.8	B	12.8	B
WB	L	405	1247	0.234	0.325	12.8	B	13.9	B
	TR	510	1570	0.459	0.325	14.3	B		
NB	L	409	1703	0.430	0.600	7.3	B	13.8	B
	TR	2003	5340	0.708	0.375	14.6	B		
SB	L	409	1703	0.631	0.600	11.4	B	14.5	B
	TR	2013	5368	0.740	0.375	15.0	B		

Intersection Delay = 14.1 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.651

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002

Center For Microcomputers In Transportation

Streets: (E-W) 7 RIVERS HOSPITAL (N-S) US 19
Analyst: PBS&J File Name: 197RBWOP.HC9
Area Type: Other 4-23-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	3	< 0	1	3	< 0
Volumes	18	1	16	110	2	7	26	1221	52	14	1330	27
Lane W (ft		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left *	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	23.0A				Green 12.0A	30.0A		
Yellow/AR	5.0				Yellow/AR 5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	395	1263	0.094	0.313	12.6	B	12.6	B
WB	LTR	409	1309	0.306	0.313	13.6	B	13.6	B
NB	L	388	1703	0.070	0.613	5.6	B	13.4	B
	TR	2138	5344	0.690	0.400	13.5	B		
SB	L	388	1703	0.039	0.613	5.3	B	14.0	B
	TR	2145	5362	0.733	0.400	14.1	B		

Intersection Delay = 13.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.456

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) W. POWER LINE STREET (N-S) US 19
Analyst: PBS&J File Name: 19POBWOP.HC9
Area Type: Other 4-23-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	3	0	0	3	< 0
Volumes	168		486				70	1093			1063	33
Lane W (ft)	12.0		14.0				12.0	12.0			12.0	
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru					Thru	*	*		
Right	*				Right				
Peds					Peds				
WB Left					SB Left				
Thru					Thru		*		
Right					Right		*		
Peds					Peds				
NB Right					EB Right	*			
SB Right					WB Right				
Green	25.0A				Green	8.0A	32.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Adj Sat Flow Cap	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	575 1703	0.308	0.338	12.8	B	11.1	B
	R	812 1625	0.630	0.500	10.6	B		
NB	L	303 1703	0.244	0.587	5.7	B	5.8	B
	T	3159 5377	0.401	0.587	5.8	B		
SB	TR	2275 5353	0.558	0.425	11.4	B	11.4	B

Intersection Delay = 9.1 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.597

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 04-27-2002
Center For Microcomputers In Transportation

Streets: (E-W) CR 488 (N-S) US 19
Analyst: PBS&J File Name: 1948BWOP.HC9
Area Type: Other 4-23-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	3	1	1	3	0
Volumes				107		32		981	310	62	820	
Lane W (ft)				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left	*				SB Left	*	*	
Thru					Thru	*	*	
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	27.0A				Green	7.0A	31.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	617	1703	0.183	0.363	11.3	B	11.1	B
	R	552	1524	0.062	0.363	10.7	B		
NB	T	2218	5377	0.512	0.412	11.5	B	11.6	B
	R	628	1524	0.519	0.412	12.0	B		
SB	L	282	1703	0.230	0.563	6.0	B	6.0	B
	T	3025	5377	0.314	0.563	6.0	B		

Intersection Delay = 9.4 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.359

Appendix K

2025 Build Arterial Analyses With Suncoast Parkway Phase 2

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512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NB98BSCP.HC1
Arterial..... US 19
From/To..... US 98 TO CARDINAL ST
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/03/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	1998BSCP.HC9	US 98					
1	19CABSCP.HC9	W. CARDINAL STREET	2.85	1	*	55	1

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter LOS
1	80	0.47	0.95	0.675	2504	3	Y	12.3	0.850	0.5	11.0	14.3	B

File Name NB98BSCP.HC1
C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art LOS
1	1	186.5	14.3	0.0	200.8	2.85	51.1	A

Grand sum of time: 200.8 sec
Grand sum of length: 2.85 mi
Arterial Speed: 51.1 mph
Arterial LOS: A

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SB98BSCP.HC1
Arterial..... US 19
From/To..... CARDINAL ST TO US98
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/03/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class	Free Flow Speed (mph)	Sect.
	19CABSCP.HC9	W. CARDINAL STREET				
1	1998BSCP.HC9	US 98	2.85	1	* 55	1

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter LOS
1	80	0.57	0.95	0.508	2042	3	Y	7.8	0.850	0.2	6.8	8.8	B

Grand sum of time:	195.3 sec
Grand sum of length:	2.85 mi
Arterial Speed:	52.5 mph
Arterial LOS:	A

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NBCCBSC2.HC1
Arterial..... US 19
From/To..... W.CARDINAL TO CR 495
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2
BUILD2 <WB LT FLYOVER>

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CABSCP.HC9	W. CARDINAL STREET					
1	19YUBSCP.HC9	CR 490 YULEE DRIVE	2.90	1	*	55	1
2	19HABSCP.HC9	CR 490A HALLS RIVER	0.39	1		45	2
3	19HOBSCP.HC9	CR 490 HOMOSASSA TR	*0.13	1		45	3
4	19OZBSCP.HC9	W. OZELLO TR.	3.49	1	*	55	4
5	19VEBSCP.HC9	W. VENABLE ST.	0.58	1	*	55	5
6	19CRBSCP.HC9	CRYSTAL RIVER PLAZA	*0.14	1		45	6
7	19FOBSCP.HC9	CR 44 W. FORT ISLAND	1.13	1		45	7
8	19KIBSCP.HC9	S.E. KINGS BAY DRIVE	0.68	1		45	8
9	1944BSC2.HC9	SR 44	0.45	1		40	9
10	193ABSCP.HC9	N.E. 3RD AVENUE	*0.19	1		40	10
11	19CIBSCP.HC9	CR 495	0.25	1		40	11

Segment has length out of range for class (see Table 11-4)
The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	110	0.51	0.95	0.754	2708	3	Y	16.4	0.850	0.9	14.8	19.2	B
2	110	0.38	0.95	0.761	2034	3	Y	22.5	0.850	1.2	20.4	26.5	C
3	110	0.43	0.95	0.675	2276	3	Y	19.3	0.850	0.6	17.0	22.0	C
4	80	0.64	0.95	0.524	3390	3	Y	6.0	0.850	0.1	5.2	6.8	B
5	110	0.55	0.95	0.532	2906	3	Y	12.2	0.850	0.2	10.5	13.6	B
6	80	0.65	0.95	0.580	3463	3	Y	6.0	0.850	0.2	5.3	6.8	B

File Name NBCCBSC2.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	189.8	19.2	0.0	209.0	2.90	49.9	A
2	2	36.9	26.5	0.0	63.3	0.39	22.2	C
3	3	14.2	22.0	0.0	36.2	0.13	12.9	F
4	4	228.4	6.8	0.0	235.2	3.49	53.4	A
5	5	38.0	13.6	0.0	51.6	0.58	40.5	A
6	6	15.3	6.8	0.0	22.1	0.14	22.8	C
7	7	90.4	14.0	0.0	104.4	1.13	39.0	A
8	8	57.9	6.5	0.0	64.4	0.68	38.0	A
9	9	42.5	10.3	0.0	52.8	0.45	30.7	B
10	10	21.9	20.7	0.0	42.6	0.19	16.1	E
11	11	27.5	17.4	0.0	44.9	0.25	20.1	D

Grand sum of time: 926.5 sec
Grand sum of length: 10.33 mi
Arterial Speed: 40.1 mph
Arterial LOS: A

7	80	0.47	0.95	0.654	2530	3	Y	12.2	0.850	0.4	10.8	14.0	B
8	80	0.65	0.95	0.538	3463	3	Y	5.7	0.850	0.1	5.0	6.5	B
9	80	0.51	0.95	0.422	2756	3	Y	9.2	0.850	0.1	7.9	10.3	B
10	80	0.44	0.95	0.869	2342	3	Y	15.5	0.850	2.7	15.9	20.7	C
11	80	0.41	0.95	0.708	2218	3	Y	14.8	0.850	0.7	13.3	17.4	B

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SBCCBSC2.HC1
Arterial..... US 19
From/To..... CR 495 TO W.CARDINAL
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2
BUILD2 <WB LT FLYOVER>

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CIBSCP.HC9	CR 495					
1	193ABSCP.HC9	N.E. 3RD AVENUE	0.25	1		40	1
2	1944BSC2.HC9	SR 44	*0.19	1		40	2
3	19KIBSCP.HC9	S.E. KINGS BAY DRIVE	0.45	1		40	3
4	19FOBSCP.HC9	CR 44 W. FORT ISLAND	0.68	1		45	4
5	19CRBSCP.HC9	CRYSTAL RIVER PLAZA	1.13	1		45	5
6	19VEBSCP.HC9	W. VENABLE ST.	*0.14	1		45	6
7	19OZBSCP.HC9	W. OZELLO TR.	0.58	1	*	55	7
8	19HOBSCP.HC9	CR 490 HOMOSASSA TR	3.49	1	*	55	8
9	19HABSCP.HC9	CR 490A HALLS RIVER	*0.13	1		45	9
10	19YUBSCP.HC9	CR 490 YULEE DRIVE	0.39	1		45	10
11	19CABSCP.HC9	W. CARDINAL STREET	2.90	1	*	55	11

Segment has length out of range for class (see Table 11-4)
The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.44	0.95	1.005	2338	3	Y	17.1	0.850	15.5	30.0	39.0	D
2	80	0.96	0.95	0.307	5176	3	Y	0.1	0.850	0.0	0.1	0.1	A
3	80	0.50	0.95	0.888	2660	3	Y	13.7	0.850	3.0	14.6	19.0	B
4	80	0.47	0.95	0.756	2530	3	Y	13.1	0.850	1.0	12.1	15.7	B
5	80	0.49	0.95	0.875	2597	3	Y	13.9	0.850	2.7	14.5	18.8	B
6	110	0.55	0.95	0.654	2906	3	Y	13.4	0.850	0.4	11.8	15.3	B

7	80	0.47	0.95	0.876	2510	3	Y	14.4	0.850	2.8	15.0	19.5	B
8	110	0.43	0.95	0.874	2261	3	Y	21.9	0.850	3.0	21.6	28.1	C
9	110	0.38	0.95	0.915	2034	3	Y	24.6	0.850	5.1	25.9	33.7	D
10	110	0.51	0.95	0.961	2683	3	Y	19.7	0.850	7.4	24.2	31.5	C
11	80	0.71	0.95	0.495	3796	3	Y	3.9	0.850	0.1	3.4	4.4	A

File Name SBCCBSC2.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	27.5	39.0	0.0	66.5	0.25	13.5	E
2	2	21.9	0.1	0.0	21.9	0.19	31.2	B
3	3	42.5	19.0	0.0	61.5	0.45	26.3	C
4	4	57.9	15.7	0.0	73.6	0.68	33.3	B
5	5	90.4	18.8	0.0	109.2	1.13	37.2	A
6	6	15.3	15.3	0.0	30.6	0.14	16.5	E
7	7	38.0	19.5	0.0	57.4	0.58	36.4	A
8	8	228.4	28.1	0.0	256.5	3.49	49.0	A
9	9	14.2	33.7	0.0	47.9	0.13	9.8	F
10	10	36.9	31.5	0.0	68.3	0.39	20.6	D
11	11	189.8	4.4	0.0	194.2	2.90	53.8	A

Grand sum of time: 987.7 sec
Grand sum of length: 10.33 mi
Arterial Speed: 37.7 mph
Arterial LOS: A

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NBCCBSC3.HC1
Arterial..... US 19
From/To..... W.CARDINAL TO CR 495
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD3 <SB LT FLYOVER>

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CABSCP.HC9	W. CARDINAL STREET					
1	19YUBSCP.HC9	CR 490 YULEE DRIVE	2.90	1	*	55	1
2	19HABSCP.HC9	CR 490A HALLS RIVER	0.39	1		45	2
3	19HOBSCP.HC9	CR 490 HOMOSASSA TR	*0.13	1		45	3
4	19OZBSCP.HC9	W. OZELLO TR.	3.49	1	*	55	4
5	19VEBSCP.HC9	W. VENABLE ST.	0.58	1	*	55	5
6	19VEBSCP.HC9	W. VENABLE ST.	*0.14	1		45	6
7	19FOBSCP.HC9	CR 44 W. FORT ISLAND	1.13	1		45	7
8	19KIBSCP.HC9	S.E. KINGS BAY DRIVE	0.68	1		45	8
9	1944BSC3.HC9	SR 44	0.45	1		40	9
10	193ABSCP.HC9	N.E. 3RD AVENUE	*0.19	1		40	10
11	19CIBSCP.HC9	CR 495	0.25	1		40	11

Segment has length out of range for class (see Table 11-4)
The extrapolation procedures in Notes 2-3 will be used.

Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter LOS
1	110	0.51	0.95	0.754	2708	3	Y	16.4	0.850	0.9	14.8	19.2	B
2	110	0.38	0.95	0.761	2034	3	Y	22.5	0.850	1.2	20.4	26.5	C
3	110	0.43	0.95	0.675	2276	3	Y	19.3	0.850	0.6	17.0	22.0	C
4	80	0.64	0.95	0.524	3390	3	Y	6.0	0.850	0.1	5.2	6.8	B
5	110	0.55	0.95	0.532	2906	3	Y	12.2	0.850	0.2	10.5	13.6	B
6	110	0.55	0.95	0.532	2906	3	Y	12.2	0.850	0.2	10.5	13.6	B

7	80	0.47	0.95	0.654	2530	3	Y	12.2	0.850	0.4	10.8	14.0	B
8	80	0.65	0.95	0.538	3463	3	Y	5.7	0.850	0.1	5.0	6.5	B
9	80	0.45	0.95	0.480	2420	3	Y	11.7	0.850	0.1	10.1	13.1	B
10	80	0.44	0.95	0.869	2342	3	Y	15.5	0.850	2.7	15.9	20.7	C
11	80	0.41	0.95	0.708	2218	3	Y	14.8	0.850	0.7	13.3	17.4	B

File Name NBCCBSC3.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	189.8	19.2	0.0	209.0	2.90	49.9	A
2	2	36.9	26.5	0.0	63.3	0.39	22.2	C
3	3	14.2	22.0	0.0	36.2	0.13	12.9	F
4	4	228.4	6.8	0.0	235.2	3.49	53.4	A
5	5	38.0	13.6	0.0	51.6	0.58	40.5	A
6	6	15.3	13.6	0.0	28.9	0.14	17.4	D
7	7	90.4	14.0	0.0	104.4	1.13	39.0	A
8	8	57.9	6.5	0.0	64.4	0.68	38.0	A
9	9	42.5	13.1	0.0	55.6	0.45	29.1	B
10	10	21.9	20.7	0.0	42.6	0.19	16.1	E
11	11	27.5	17.4	0.0	44.9	0.25	20.1	D

Grand sum of time: 936.2 sec
Grand sum of length: 10.33 mi
Arterial Speed: 39.7 mph
Arterial LOS: A

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SBCCBSC3.HC1
Arterial..... US 19
From/To..... CR 495 TO W.CARDINAL
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2
BUILD3 <SB LT FLYOVER>

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CIBSCP.HC9	CR 495					
1	193ABSCP.HC9	N.E. 3RD AVENUE	0.25	1		40	1
2	1944BSC3.HC9	SR 44	*0.19	1		40	2
3	19KIBSCP.HC9	S.E. KINGS BAY DRIVE	0.45	1		40	3
4	19FOBSCP.HC9	CR 44 W. FORT ISLAND	0.68	1		45	4
5	19CRBSCP.HC9	CRYSTAL RIVER PLAZA	1.13	1		45	5
6	19VEBSCP.HC9	W. VENABLE ST.	*0.14	1		45	6
7	19OZBSCP.HC9	W. OZELLO TR.	0.58	1	*	55	7
8	19HOBSCP.HC9	CR 490 HOMOSASSA TR	3.49	1	*	55	8
9	19HABSCP.HC9	CR 490A HALLS RIVER	*0.13	1		45	9
10	19YUBSCP.HC9	CR 490 YULEE DRIVE	0.39	1		45	10
11	19CABSCP.HC9	W. CARDINAL STREET	2.90	1	*	55	11

* Segment has length out of range for class (see Table 11-4)
The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.44	0.95	1.005	2338	3	Y	17.1	0.850	15.5	30.0	39.0	D
2	80	0.45	0.95	0.658	2420	3	Y	13.1	0.850	0.5	11.6	15.0	B
3	80	0.50	0.95	0.888	2660	3	Y	13.7	0.850	3.0	14.6	19.0	B
4	80	0.47	0.95	0.756	2530	3	Y	13.1	0.850	1.0	12.1	15.7	B
5	80	0.49	0.95	0.875	2597	3	Y	13.9	0.850	2.7	14.5	18.8	B
6	110	0.55	0.95	0.654	2906	3	Y	13.4	0.850	0.4	11.8	15.3	B

7	80	0.47	0.95	0.876	2510	3	Y	14.4	0.850	2.8	15.0	19.5	B
8	110	0.43	0.95	0.874	2261	3	Y	21.9	0.850	3.0	21.6	28.1	C
9	110	0.38	0.95	0.915	2034	3	Y	24.6	0.850	5.1	25.9	33.7	D
10	110	0.51	0.95	0.961	2683	3	Y	19.7	0.850	7.4	24.2	31.5	C
11	80	0.71	0.95	0.495	3796	3	Y	3.9	0.850	0.1	3.4	4.4	A

File Name SBCCBSC3.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	27.5	39.0	0.0	66.5	0.25	13.5	E
2	2	21.9	15.0	0.0	36.9	0.19	18.5	D
3	3	42.5	19.0	0.0	61.5	0.45	26.3	C
4	4	57.9	15.7	0.0	73.6	0.68	33.3	B
5	5	90.4	18.8	0.0	109.2	1.13	37.2	A
6	6	15.3	15.3	0.0	30.6	0.14	16.5	E
7	7	38.0	19.5	0.0	57.4	0.58	36.4	A
8	8	228.4	28.1	0.0	256.5	3.49	49.0	A
9	9	14.2	33.7	0.0	47.9	0.13	9.8	F
10	10	36.9	31.5	0.0	68.3	0.39	20.6	D
11	11	189.8	4.4	0.0	194.2	2.90	53.8	A

Grand sum of time: 1002.6 sec
Grand sum of length: 10.33 mi
Arterial Speed: 37.1 mph
Arterial LOS: A

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File Name NBC4BSCP.HC1
Arterial..... US 19
From/To..... CR 495 TO CR 488
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect
	19CIBSCP.HC9	CR 495					
1	196ABSCP.HC9	N.W. 6TH AVENUE	0.91	1		45	1
2	19TUBSCP.HC9	N.W. 19TH STREET	0.46	1		45	2
3	197RBSCP.HC9	7 RIVERS HOSPITAL	2.83	1	*	55	3
4	19POBSCP.HC9	W. POWER LINE STREET	0.64	1	*	55	4
5	1948BSCP.HC9	CR 488	0.80	1	*	55	5

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.38	0.95	0.827	1968	3	Y	17.2	0.850	2.2	16.8	21.8	C
2	80	0.35	0.95	0.631	1869	3	Y	16.5	0.850	0.5	14.5	18.9	B
3	80	0.40	0.95	0.556	2138	3	Y	14.1	0.850	0.2	12.2	15.9	B
4	80	0.59	0.95	0.317	3159	3	Y	6.4	0.850	0.0	5.4	7.1	B
5	80	0.41	0.95	0.428	2218	3	Y	12.7	0.850	0.1	10.9	14.2	B

File Name NBC4BSCP.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	74.1	21.8	0.0	96.0	0.91	34.1	B
2	2	41.6	18.9	0.0	60.5	0.46	27.4	C
3	3	185.2	15.9	0.0	201.1	2.83	50.7	A
4	4	41.9	7.1	0.0	48.9	0.64	47.1	A
5	5	52.4	14.2	0.0	66.6	0.80	43.3	A

Grand sum of time: 473.0 sec
Grand sum of length: 5.64 mi
Arterial Speed: 42.9 mph

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File Name SBC4BSCP.HC1
Arterial..... US 19
From/To..... CR 488 TO CR 495
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	1948BSCP.HC9	CR 488					
1	19POBSCP.HC9	W. POWER LINE STREET	0.80	1	*	55	1
2	197RBSCP.HC9	7 RIVERS HOSPITAL	0.64	1	*	55	2
3	19TUBSCP.HC9	N.W. 19TH STREET	2.83	1	*	55	3
4	196ABSCP.HC9	N.W. 6TH AVENUE	0.46	1		45	4
5	19CIBSCP.HC9	CR 495	0.91	1		45	5

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.43	0.95	0.466	2275	3	Y	12.5	0.850	0.1	10.8	14.0	B
2	80	0.40	0.95	0.580	2144	3	Y	14.2	0.850	0.3	12.4	16.1	B
3	80	0.35	0.95	0.639	1878	3	Y	16.5	0.850	0.5	14.6	19.0	B
4	80	0.52	0.95	0.432	2823	3	Y	8.9	0.850	0.1	7.6	9.9	B
5	80	0.41	0.95	0.843	2208	3	Y	16.1	0.850	2.3	15.9	20.7	C

File Name SBC4BSCP.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	52.4	14.0	0.0	66.4	0.80	43.4	A
2	2	41.9	16.1	0.0	58.0	0.64	39.7	A
3	3	185.2	19.0	0.0	204.2	2.83	49.9	A
4	4	41.6	9.9	0.0	51.5	0.46	32.2	B
5	5	74.1	20.7	0.0	94.8	0.91	34.6	B

Grand sum of time: 474.9 sec
Grand sum of length: 5.64 mi
Arterial Speed: 42.8 mph

Appendix L

2025 Build Arterial Analyses Without Suncoast Parkway Phase 2

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File Name NB98BWOP.HC1
Arterial..... US 19
From/To..... US 98 TO CARDINAL ST
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/03/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class	Free Flow Speed (mph)		Sect.
	1998BWOP.HC9	US 98					
1	19CABWOP.HC9	W. CARDINAL STREET	2.85	1	*	55	1

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.46	0.95	0.847	2438	3	Y	14.4	0.850	2.1	14.4	18.7	B

File Name NB98BWOP.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	186.5	18.7	0.0	205.3	2.85	50.0	A

Grand sum of time: 205.3 sec
Grand sum of length: 2.85 mi
Arterial Speed: 50.0 mph
Arterial LOS: A

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File Name SB98BWOP.HC1
Arterial..... US 19
From/To..... CARDINAL ST TO US98
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 05/03/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class	Free Flow Speed (mph)	Sect.
	19CABWOP.HC9	W. CARDINAL STREET				
1	1998BWOP.HC9	US 98	2.85	1 *	55	1

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.60	0.95	0.528	2131	3	Y	7.1	0.850	0.2	6.3	8.1	B

File Name SB98BWOP.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	186.5	8.1	0.0	194.7	2.85	52.7	A

Grand sum of time: 194.7 sec
Grand sum of length: 2.85 mi
Arterial Speed: 52.7 mph
Arterial LOS: A

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File Name NBCCBWO2.HC1
Arterial..... US 19
From/To..... W.CARDINAL TO CR 495
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD2 <WB LT FLYOVER>

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CABWOP.HC9	W. CARDINAL STREET					
1	19YUBWOP.HC9	CR 490 YULEE DRIVE	2.90	1	*	55	1
2	19HABWOP.HC9	CR 490A HALLS RIVER	0.39	1		45	2
3	19HOBWOP.HC9	CR 490 HOMOSASSA TR	*0.13	1		45	3
4	19OZBWOP.HC9	W. OZELLO TR.	3.49	1	*	55	4
5	19VEBWOP.HC9	W. VENABLE ST.	0.58	1	*	55	5
6	19CRBWOP.HC9	CRYSTAL RIVER PLAZA	*0.14	1		45	6
7	19FOBWOP.HC9	CR 44 W. FORT ISLAND	1.13	1		45	7
8	19KIBWOP.HC9	S.E. KINGS BAY DRIVE	0.68	1		45	8
9	1944BWO2.HC9	SR 44	0.45	1		40	9
10	193ABWOP.HC9	N.E. 3RD AVENUE	*0.19	1		40	10
11	19CIBWOP.HC9	CR 495	0.25	1		40	11

* Segment has length out of range for class (see Table 11-4). The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	110	0.56	0.95	0.786	2998	3	Y	14.3	0.850	1.0	13.2	17.1	B
2	110	0.43	0.95	0.781	2276	3	Y	20.6	0.850	1.3	18.8	24.4	C
3	110	0.45	0.95	0.727	2421	3	Y	18.6	0.850	0.8	16.6	21.6	C
4	80	0.69	0.95	0.545	3657	3	Y	4.7	0.850	0.1	4.2	5.4	A
5	110	0.56	0.95	0.594	3003	3	Y	12.0	0.850	0.2	10.4	13.5	B
6	80	0.71	0.95	0.588	3796	3	Y	4.3	0.850	0.2	3.9	5.0	A

7	80	0.47	0.95	0.727	2530	3	Y	12.8	0.850	0.8	11.6	15.1	B
8	80	0.70	0.95	0.575	3729	3	Y	4.6	0.850	0.2	4.1	5.3	A
9	80	0.51	0.95	0.486	2756	3	Y	9.6	0.850	0.1	8.3	10.8	B
10	80	0.51	0.95	0.882	2743	3	Y	13.2	0.850	2.7	13.9	18.1	B
11	80	0.43	0.95	0.793	2285	3	Y	15.2	0.850	1.4	14.3	18.6	B

File Name NBCCBWO2.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	189.8	17.1	0.0	206.9	2.90	50.4	A
2	2	36.9	24.4	0.0	61.3	0.39	22.9	C
3	3	14.2	21.6	0.0	35.7	0.13	13.1	E
4	4	228.4	5.4	0.0	233.9	3.49	53.7	A
5	5	38.0	13.5	0.0	51.5	0.58	40.5	A
6	6	15.3	5.0	0.0	20.3	0.14	24.9	C
7	7	90.4	15.1	0.0	105.5	1.13	38.6	A
8	8	57.9	5.3	0.0	63.2	0.68	38.8	A
9	9	42.5	10.8	0.0	53.3	0.45	30.4	B
10	10	21.9	18.1	0.0	39.9	0.19	17.1	D
11	11	27.5	18.6	0.0	46.1	0.25	19.5	D

Grand sum of time: 917.6 sec
Grand sum of length: 10.33 mi
Arterial Speed: 40.5 mph
Arterial LOS: A

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Ph: (352) 392-0378

File Name SBCCBWO2.HC1
Arterial..... US 19
From/To..... CR 495 TO W.CARDINAL
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD2 <WB LT FLYOVER>

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CIBWOP.HC9	CR 495					
1	193ABWOP.HC9	N.E. 3RD AVENUE	0.25	1		40	1
2	1944BWO2.HC9	SR 44	*0.19	1		40	2
3	19KIBWOP.HC9	S.E. KINGS BAY DRIVE	0.45	1		40	3
4	19FOBWOP.HC9	CR 44 W. FORT ISLAND	0.68	1		45	4
5	19CRBWOP.HC9	CRYSTAL RIVER PLAZA	1.13	1		45	5
6	19VEBWOP.HC9	W. VENABLE ST.	*0.14	1		45	6
7	19OZBWOP.HC9	W. OZELLO TR.	0.58	1	*	55	7
8	19HOBWOP.HC9	CR 490 HOMOSASSA TR	3.49	1	*	55	8
9	19HABWOP.HC9	CR 490A HALLS RIVER	*0.13	1		45	9
10	19YUBWOP.HC9	CR 490 YULEE DRIVE	0.39	1		45	10
11	19CABWOP.HC9	W. CARDINAL STREET	2.90	1	*	55	11

* Segment has length out of range for class (see Table 11-4). The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.51	0.95	0.989	2739	3	Y	14.7	0.850	11.2	23.6	30.7	C
2	80	0.96	0.95	0.365	5176	3	Y	0.1	0.850	0.0	0.1	0.1	A
3	80	0.55	0.95	0.929	2926	3	Y	12.6	0.850	4.4	15.1	19.7	C
4	80	0.47	0.95	0.870	2530	3	Y	14.3	0.850	2.6	14.7	19.1	B
5	80	0.50	0.95	0.954	2664	3	Y	14.5	0.850	6.7	19.0	24.7	C
6	110	0.56	0.95	0.706	3003	3	Y	13.2	0.850	0.5	11.8	15.3	B

7	80	0.50	0.95	0.961	2643	3	Y	14.6	0.850	7.5	19.9	25.9	C
8	110	0.45	0.95	0.941	2406	3	Y	21.7	0.850	6.1	24.5	31.9	C
9	110	0.43	0.95	0.937	2276	3	Y	22.9	0.850	6.0	25.4	33.1	D
10	110	0.56	0.95	0.996	2971	3	Y	18.2	0.850	12.0	27.4	35.6	D
11	80	0.75	0.95	0.585	3995	3	Y	3.4	0.850	0.2	3.0	4.0	A

File Name SBCCBWO2.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	27.5	30.7	0.0	58.2	0.25	15.5	E
2	2	21.9	0.1	0.0	21.9	0.19	31.2	B
3	3	42.5	19.7	0.0	62.2	0.45	26.1	C
4	4	57.9	19.1	0.0	77.0	0.68	31.8	B
5	5	90.4	24.7	0.0	115.1	1.13	35.3	A
6	6	15.3	15.3	0.0	30.6	0.14	16.5	E
7	7	38.0	25.9	0.0	63.8	0.58	32.7	B
8	8	228.4	31.9	0.0	260.3	3.49	48.3	A
9	9	14.2	33.1	0.0	47.2	0.13	9.9	F
10	10	36.9	35.6	0.0	72.5	0.39	19.4	D
11	11	189.8	4.0	0.0	193.8	2.90	53.9	A

Grand sum of time: 1002.7 sec
Grand sum of length: 10.33 mi
Arterial Speed: 37.1 mph
Arterial LOS: A

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NBCCBWO3.HC1
Arterial..... US 19
From/To..... W.CARDINAL TO CR 495
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD3 <SB LT FLYOVER>

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CABWOP.HC9	W. CARDINAL STREET					
1	19YUBWOP.HC9	CR 490 YULEE DRIVE	2.90	1	*	55	1
2	19HABWOP.HC9	CR 490A HALLS RIVER	0.39	1		45	2
3	19HOBWOP.HC9	CR 490 HOMOSASSA TR	*0.13	1		45	3
4	19OZBWOP.HC9	W. OZELLO TR.	3.49	1	*	55	4
5	19VEBWOP.HC9	W. VENABLE ST.	0.58	1	*	55	5
6	19CRBWOP.HC9	CRYSTAL RIVER PLAZA	*0.14	1		45	6
7	19FOBWOP.HC9	CR 44 W. FORT ISLAND	1.13	1		45	7
8	19KIBWOP.HC9	S.E. KINGS BAY DRIVE	0.68	1		45	8
9	1944BWO3.HC9	SR 44	0.45	1		40	9
10	193ABWOP.HC9	N.E. 3RD AVENUE	*0.19	1		40	10
11	19CIBWOP.HC9	CR 495	0.25	1		40	11

* Segment has length out of range for class (see Table 11-4). The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	110	0.56	0.95	0.786	2998	3	Y	14.3	0.850	1.0	13.2	17.1	B
2	110	0.43	0.95	0.781	2276	3	Y	20.6	0.850	1.3	18.8	24.4	C
3	110	0.45	0.95	0.727	2421	3	Y	18.6	0.850	0.8	16.6	21.6	C
4	80	0.69	0.95	0.545	3657	3	Y	4.7	0.850	0.1	4.2	5.4	A
5	110	0.56	0.95	0.594	3003	3	Y	12.0	0.850	0.2	10.4	13.5	B
6	80	0.71	0.95	0.588	3796	3	Y	4.3	0.850	0.2	3.9	5.0	A

7	80	0.47	0.95	0.727	2530	3	Y	12.8	0.850	0.8	11.6	15.1	B
8	80	0.70	0.95	0.575	3729	3	Y	4.6	0.850	0.2	4.1	5.3	A
9	80	0.45	0.95	0.553	2420	3	Y	12.2	0.850	0.2	10.6	13.8	B
10	80	0.51	0.95	0.882	2743	3	Y	13.2	0.850	2.7	13.9	18.1	B
11	80	0.43	0.95	0.793	2285	3	Y	15.2	0.850	1.4	14.3	18.6	B

File Name NBCCBWO3.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	189.8	17.1	0.0	206.9	2.90	50.4	A
2	2	36.9	24.4	0.0	61.3	0.39	22.9	C
3	3	14.2	21.6	0.0	35.7	0.13	13.1	E
4	4	228.4	5.4	0.0	233.9	3.49	53.7	A
5	5	38.0	13.5	0.0	51.5	0.58	40.5	A
6	6	15.3	5.0	0.0	20.3	0.14	24.9	C
7	7	90.4	15.1	0.0	105.5	1.13	38.6	A
8	8	57.9	5.3	0.0	63.2	0.68	38.8	A
9	9	42.5	13.8	0.0	56.3	0.45	28.8	B
10	10	21.9	18.1	0.0	39.9	0.19	17.1	D
11	11	27.5	18.6	0.0	46.1	0.25	19.5	D

Grand sum of time: 920.6 sec
Grand sum of length: 10.33 mi
Arterial Speed: 40.4 mph
Arterial LOS: A

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Ph: (352) 392-0378

File Name SBCCBWO3.HC1
Arterial..... US 19
From/To..... CR 495 TO W.CARDINAL
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD3 <SB LT FLYOVER>

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CIBWOP.HC9	CR 495					
1	193ABWOP.HC9	N.E. 3RD AVENUE	0.25	1		40	1
2	1944BWO3.HC9	SR 44	*0.19	1		40	2
3	19KIBWOP.HC9	S.E. KINGS BAY DRIVE	0.45	1		40	3
4	19FOBWOP.HC9	CR 44 W. FORT ISLAND	0.68	1		45	4
5	19CRBWOP.HC9	CRYSTAL RIVER PLAZA	1.13	1		45	5
6	19VEBWOP.HC9	W. VENABLE ST.	*0.14	1		45	6
7	19OZBWOP.HC9	W. OZELLO TR.	0.58	1	*	55	7
8	19HOBWOP.HC9	CR 490 HOMOSASSA TR	3.49	1	*	55	8
9	19HABWOP.HC9	CR 490A HALLS RIVER	*0.13	1		45	9
10	19YUBWOP.HC9	CR 490 YULEE DRIVE	0.39	1		45	10
11	19CABWOP.HC9	W. CARDINAL STREET	2.90	1	*	55	11

* Segment has length out of range for class (see Table 11-4). The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.51	0.95	0.989	2739	3	Y	14.7	0.850	11.2	23.6	30.7	C
2	80	0.45	0.95	0.781	2420	3	Y	14.2	0.850	1.2	13.3	17.3	B
3	80	0.55	0.95	0.929	2926	3	Y	12.6	0.850	4.4	15.1	19.7	C
4	80	0.47	0.95	0.870	2530	3	Y	14.3	0.850	2.6	14.7	19.1	B
5	80	0.50	0.95	0.954	2664	3	Y	14.5	0.850	6.7	19.0	24.7	C
6	110	0.56	0.95	0.706	3003	3	Y	13.2	0.850	0.5	11.8	15.3	B

7	80	0.50	0.95	0.961	2643	3	Y	14.6	0.850	7.5	19.9	25.9	C
8	110	0.45	0.95	0.941	2406	3	Y	21.7	0.850	6.1	24.5	31.9	C
9	110	0.43	0.95	0.937	2276	3	Y	22.9	0.850	6.0	25.4	33.1	D
10	110	0.56	0.95	0.996	2971	3	Y	18.2	0.850	12.0	27.4	35.6	D
11	80	0.75	0.95	0.585	3995	3	Y	3.4	0.850	0.2	3.0	4.0	A

File Name SBCCBWO3.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	27.5	30.7	0.0	58.2	0.25	15.5	E
2	2	21.9	17.3	0.0	39.1	0.19	17.5	D
3	3	42.5	19.7	0.0	62.2	0.45	26.1	C
4	4	57.9	19.1	0.0	77.0	0.68	31.8	B
5	5	90.4	24.7	0.0	115.1	1.13	35.3	A
6	6	15.3	15.3	0.0	30.6	0.14	16.5	E
7	7	38.0	25.9	0.0	63.8	0.58	32.7	B
8	8	228.4	31.9	0.0	260.3	3.49	48.3	A
9	9	14.2	33.1	0.0	47.2	0.13	9.9	F
10	10	36.9	35.6	0.0	72.5	0.39	19.4	D
11	11	189.8	4.0	0.0	193.8	2.90	53.9	A

Grand sum of time: 1019.9 sec
Grand sum of length: 10.33 mi
Arterial Speed: 36.5 mph
Arterial LOS: A

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University of Florida
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Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NBC4BWOP.HC1
Arterial..... US 19
From/To..... CR 495 TO CR 488
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CIBWOP.HC9	CR 495					
1	196ABWOP.HC9	N.W. 6TH AVENUE	0.91	1		45	1
2	19TUBWOP.HC9	N.W. 19TH STREET	0.46	1		45	2
3	197RBWOP.HC9	7 RIVERS HOSPITAL	2.83	1	*	55	3
4	19POBWOP.HC9	W. POWER LINE STREET	0.64	1	*	55	4
5	1948BWOP.HC9	CR 488	0.80	1	*	55	5

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.41	0.95	0.894	2165	3	Y	16.6	0.850	3.8	18.0	23.3	C
2	80	0.38	0.95	0.708	2003	3	Y	16.2	0.850	0.8	14.6	18.9	B
3	80	0.40	0.95	0.690	2138	3	Y	15.1	0.850	0.7	13.5	17.6	B
4	80	0.59	0.95	0.401	3159	3	Y	6.8	0.850	0.0	5.8	7.5	B
5	80	0.41	0.95	0.512	2218	3	Y	13.3	0.850	0.2	11.5	14.9	B

File Name NBC4BWOP.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	74.1	23.3	0.0	97.5	0.91	33.6	B
2	2	41.6	18.9	0.0	60.5	0.46	27.4	C
3	3	185.2	17.6	0.0	202.8	2.83	50.2	A
4	4	41.9	7.5	0.0	49.4	0.64	46.6	A
5	5	52.4	14.9	0.0	67.3	0.80	42.8	A

Grand sum of time: 477.5 sec
Grand sum of length: 5.64 mi
Arterial Speed: 42.5 mph

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SBC4BWOP.HC1
Arterial..... US 19
From/To..... CR 488 TO CR 495
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 04/28/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class	Free Flow Speed (mph)	Sect.
	1948BWOP.HC9	CR 488				
1	19POBWOP.HC9	W. POWER LINE STREET	0.80	1	* 55	1
2	197RBWOP.HC9	7 RIVERS HOSPITAL	0.64	1	* 55	2
3	19TUBWOP.HC9	N.W. 19TH STREET	2.83	1	* 55	3
4	196ABWOP.HC9	N.W. 6TH AVENUE	0.46	1	45	4
5	19CIBWOP.HC9	CR 495	0.91	1	45	5

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.43	0.95	0.558	2275	3	Y	13.2	0.850	0.2	11.4	14.9	B
2	80	0.40	0.95	0.733	2145	3	Y	15.5	0.850	0.9	14.1	18.3	B
3	80	0.38	0.95	0.740	2013	3	Y	16.4	0.850	1.0	15.0	19.5	C
4	80	0.56	0.95	0.483	3025	3	Y	8.0	0.850	0.1	6.9	9.0	B
5	80	0.43	0.95	0.973	2275	3	Y	17.1	0.850	9.9	24.4	31.8	C

File Name SBC4BWOP.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	52.4	14.9	0.0	67.2	0.80	42.8	A
2	2	41.9	18.3	0.0	60.2	0.64	38.3	A
3	3	185.2	19.5	0.0	204.8	2.83	49.8	A
4	4	41.6	9.0	0.0	50.5	0.46	32.8	B
5	5	74.1	31.8	0.0	105.9	0.91	30.9	B

Grand sum of time: 488.6 sec
Grand sum of length: 5.64 mi
Arterial Speed: 41.6 mph

Appendix M

2025 Queue Calculations

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488

Red Time Formula Method (1)

Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/US 98	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	15	1	15	3.29	0.650	25	70	585	610	625
Northbound Thru	80	1.07	620	2	310	1.97	0.650	236	70	N/A	236	250
Northbound Right	80	1.07	131	1	131	2.64	0.650	133	70	585	718	725
Southbound Left	80	1.07	454	2	227	2.22	0.812	243	70	585	828	850
Southbound Thru	80	1.07	939	2	470	1.76	0.425	209	70	N/A	209	225
Southbound Right	80	1.07	172	1	172	2.40	0.425	104	70	585	689	700
Eastbound Left	80	1.07	116	1	116	2.79	0.650	125	40	155	280	300
Eastbound Thru	80	1.07	23	1	23	3.29	0.650	29	40	N/A	29	50
Eastbound Right	80	1.07	20	1	20	3.29	0.650	25	40	155	180	200
Westbound Left	80	1.07	55	1	55	3.29	0.650	70	60	455	525	525
Westbound Thru	80	1.07	29	1	29	3.29	0.650	37	60	N/A	37	50
Westbound Right	Free-flow Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

US 19/W. Cardinal St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru-Right	80	1.07	1459	3	486	1.73	0.525	262	70	N/A	262	275
Southbound Left	80	1.07	332	1	332	1.94	0.288	110	70	585	695	700
Southbound Thru	80	1.07	1622	3	541	1.66	0.288	154	70	N/A	154	175
Westbound Left	80	1.07	114	1	114	2.79	0.787	149	55	385	534	550
Westbound Right	80	1.07	325	1	325	1.95	0.550	208	55	385	593	600

US 19/W. Yulee Dr. (CR 490)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	93	1	93	2.44	0.355	66	50	240	306	400
Northbound Thru-Right	110	1.07	1763	3	588	1.48	0.491	349	50	N/A	349	350
Southbound Left	110	1.07	23	1	23	2.58	0.355	25	50	240	265	475
Southbound Thru-Right	110	1.07	2228	3	743	1.41	0.491	421	50	N/A	421	425
Eastbound Left	110	1.07	230	1	230	1.89	0.700	248	45	185	433	450
Eastbound Thru-Right	110	1.07	120	1	120	2.26	0.700	155	45	N/A	155	175
Westbound Left-Thru-Right	110	1.07	152	1	152	2.12	0.700	184	30	N/A	184	200

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488

Red Time Formula Method (1)

Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/W. Halls River Rd. (CR 490 A)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	287	2	144	2.17	0.873	222	50	240	462	475
Northbound Thru	110	1.07	1337	3	446	1.58	0.618	357	50	N/A	357	375
Northbound Right	110	1.07	286	1	286	1.79	0.409	171	50	240	411	425
Southbound Left	110	1.07	275	2	138	2.21	0.873	217	50	240	457	475
Southbound Thru	110	1.07	1607	3	536	1.51	0.618	407	50	N/A	407	425
Southbound Right	110	1.07	232	1	232	1.89	0.409	146	50	240	386	475
Eastbound Left	110	1.07	248	2	124	2.26	0.818	187	40	155	342	350
Eastbound Thru	110	1.07	203	1	203	1.94	0.800	258	40	N/A	258	275
Eastbound Right	110	1.07	300	1	300	1.75	0.645	277	40	155	432	450
Westbound Left	110	1.07	454	2	227	1.90	0.818	289	55	385	674	700
Westbound Thru	110	1.07	267	1	267	1.83	0.800	319	55	N/A	319	325
Westbound Right	110	1.07	169	1	169	2.08	0.645	186	55	385	571	575

US 19/W. Homosassa Tr. (CR 490)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	179	1	179	2.05	0.418	125	50	240	365	400
Northbound Thru	110	1.07	1327	3	442	1.58	0.573	328	50	N/A	328	350
Northbound Right	110	1.07	287	1	287	1.79	0.391	164	50	240	404	425
Southbound Left	110	1.07	128	1	128	2.26	0.418	99	50	240	339	450
Southbound Thru-Right	110	1.07	1706	3	569	1.49	0.573	397	50	N/A	397	400
Eastbound Left	110	1.07	195	1	195	1.98	0.636	200	30	145	345	350
Eastbound Thru	110	1.07	137	1	137	2.21	0.818	203	30	N/A	203	225
Eastbound Right	110	1.07	180	1	180	2.01	0.664	197	30	145	342	350
Westbound Left	110	1.07	302	1	302	1.75	0.636	275	35	145	420	425
Westbound Thru	110	1.07	207	1	207	1.94	0.818	268	35	N/A	268	275
Westbound Right	110	1.07	178	1	178	2.05	0.664	198	35	145	343	350

US 19/W. Ozello Tr. (CR 494)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	115	1	115	2.79	0.363	69	50	240	309	325
Northbound Thru-Right	80	1.07	1533	3	511	1.68	0.363	186	50	N/A	186	200
Southbound Left	80	1.07	19	1	19	3.29	0.525	25	50	240	265	375
Southbound Thru-Right	80	1.07	1900	3	633	1.60	0.525	316	50	N/A	316	325
Eastbound Left-Thru-Right	80	1.07	222	1	222	2.22	0.713	209	40	N/A	209	225
Westbound Left-Thru	80	1.07	7	1	7	3.29	0.713	25	30	N/A	25	50
Westbound Right	80	1.07	5	1	5	3.29	0.713	25	30	145	170	175

Note: This scenario assumes an urban design speed of 50 MPH for US 19.

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
Red Time Formula Method (1)
Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/W. Ozello Tr. (CR 494)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	115	1	115	2.79	0.363	69	70	585	654	675
Northbound Thru-Right	80	1.07	1533	3	511	1.68	0.363	186	70	N/A	186	200
Southbound Left	80	1.07	19	1	19	3.29	0.525	25	70	585	610	625
Southbound Thru-Right	80	1.07	1900	3	633	1.60	0.525	316	70	N/A	316	325
Eastbound Left-Thru-Right	80	1.07	222	1	222	2.22	0.713	209	40	N/A	209	225
Westbound Left-Thru	80	1.07	7	1	7	3.29	0.713	25	30	N/A	25	50
Westbound Right	80	1.07	5	1	5	3.29	0.713	25	30	145	170	175

Note: This scenario assumes a rural design speed of 70 MPH for US 19.

US 19/W. Venable St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	98	1	98	2.40	0.873	168	50	240	408	425
Northbound Thru	110	1.07	1336	3	445	1.58	0.455	262	50	N/A	262	275
Northbound Right	110	1.07	195	1	195	1.98	0.455	143	50	240	383	400
Southbound Left	110	1.07	286	2	143	2.17	0.873	221	50	240	461	475
Southbound Thru	110	1.07	1640	3	547	1.50	0.455	305	50	N/A	305	325
Southbound Right	110	1.07	119	1	119	2.30	0.455	102	50	240	342	375
Eastbound Left	110	1.07	126	1	126	2.26	0.755	176	30	145	321	325
Eastbound Thru	110	1.07	87	1	87	2.49	0.755	134	30	N/A	134	150
Eastbound Right	110	1.07	49	1	49	2.58	0.755	78	30	145	223	225
Westbound Left	110	1.07	208	1	208	1.94	0.755	249	50	240	489	500
Westbound Thru	110	1.07	86	1	86	2.49	0.755	132	50	N/A	132	150
Westbound Right	110	1.07	289	1	289	1.79	0.600	254	50	240	494	500

Note: This scenario assumes an urban design speed of 50 MPH for US 19.

US 19/W. Venable St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	98	1	98	2.40	0.873	168	70	585	753	775
Northbound Thru	110	1.07	1336	3	445	1.58	0.455	262	70	N/A	262	275
Northbound Right	110	1.07	195	1	195	1.98	0.455	143	70	585	728	750
Southbound Left	110	1.07	286	2	143	2.17	0.873	221	70	585	806	825
Southbound Thru	110	1.07	1640	3	547	1.50	0.455	305	70	N/A	305	325
Southbound Right	110	1.07	119	1	119	2.30	0.455	102	70	585	687	700
Eastbound Left	110	1.07	126	1	126	2.26	0.755	176	30	145	321	325
Eastbound Thru	110	1.07	87	1	87	2.49	0.755	134	30	N/A	134	150
Eastbound Right	110	1.07	49	1	49	2.58	0.755	78	30	145	223	225
Westbound Left	110	1.07	208	1	208	1.94	0.755	249	50	320	569	575
Westbound Thru	110	1.07	86	1	86	2.49	0.755	132	50	N/A	132	150
Westbound Right	110	1.07	289	1	289	1.79	0.600	254	50	320	574	575

Note: This scenario assumes a rural design speed of 70 MPH for US 19.

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488

Red Time Formula Method (1)

Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/Crystal River Plaza	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	17	1	17	3.29	0.350	25	50	240	265	275
Northbound Thru	80	1.07	1734	3	578	1.64	0.350	197	50	N/A	197	200
Southbound Thru	80	1.07	1963	3	654	1.59	0.512	316	50	N/A	316	325
Southbound Right	80	1.07	82	1	82	3.21	0.512	80	50	240	320	375
Eastbound Left	80	1.07	133	1	133	2.64	0.725	151	30	145	296	300
Eastbound Right	80	1.07	13	1	13	3.29	0.725	25	30	145	170	175

Note: This scenario assumes an urban design speed of 50 MPH for US 19.

US 19/Crystal River Plaza	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	17	1	17	3.29	0.350	25	70	585	610	625
Northbound Thru	80	1.07	1734	3	578	1.64	0.350	197	70	N/A	197	200
Southbound Thru	80	1.07	1963	3	654	1.59	0.512	316	70	N/A	316	325
Southbound Right	80	1.07	82	1	82	3.21	0.512	80	70	585	665	675
Eastbound Left	80	1.07	133	1	133	2.64	0.725	151	30	145	296	300
Eastbound Right	80	1.07	13	1	13	3.29	0.725	25	30	145	170	175

Note: This scenario assumes a rural design speed of 70 MPH for US 19.

US 19/W. Fort Island Tr. (CR 44)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	282	2	141	2.56	0.888	190	50	240	430	450
Northbound Thru	80	1.07	1430	3	477	1.74	0.525	259	50	N/A	259	275
Northbound Right	80	1.07	169	1	169	2.44	0.525	129	50	240	369	375
Southbound Left	80	1.07	143	1	143	2.56	0.375	82	50	240	322	350
Southbound Thru	80	1.07	1652	3	551	1.66	0.525	284	50	N/A	284	300
Southbound Right	80	1.07	245	1	245	2.16	0.525	165	50	240	405	425
Eastbound Left	80	1.07	286	1	286	2.05	0.700	243	30	145	388	400
Eastbound Thru	80	1.07	115	1	115	2.79	0.700	134	30	N/A	134	150
Eastbound Right	80	1.07	279	1	279	2.07	0.550	189	30	145	334	350
Westbound Left	80	1.07	196	1	196	2.32	0.700	189	40	155	344	350
Westbound Thru	80	1.07	75	1	75	3.29	0.700	103	40	N/A	103	125
Westbound Right	80	1.07	73	1	73	3.29	0.700	100	40	155	255	275

Note: This scenario assumes an urban design speed of 50 MPH for US 19.

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
Red Time Formula Method (1)
Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/W. Fort Island Tr. (CR 44)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	282	2	141	2.56	0.888	190	70	585	775	775
Northbound Thru	80	1.07	1430	3	477	1.74	0.525	259	70	N/A	259	275
Northbound Right	80	1.07	169	1	169	2.44	0.525	129	70	585	714	725
Southbound Left	80	1.07	143	1	143	2.56	0.375	82	50	240	322	350
Southbound Thru	80	1.07	1652	3	551	1.66	0.525	284	50	N/A	284	300
Southbound Right	80	1.07	245	1	245	2.16	0.525	165	50	240	405	425
Eastbound Left	80	1.07	286	1	286	2.05	0.700	243	30	145	388	400
Eastbound Thru	80	1.07	115	1	115	2.79	0.700	134	30	N/A	134	150
Eastbound Right	80	1.07	279	1	279	2.07	0.550	189	30	145	334	350
Westbound Left	80	1.07	196	1	196	2.32	0.700	189	40	155	344	350
Westbound Thru	80	1.07	75	1	75	3.29	0.700	103	40	N/A	103	125
Westbound Right	80	1.07	73	1	73	3.29	0.700	100	40	155	255	275

Note: This scenario assumes a rural design speed of 70 MPH for northbound US 19 approaching the intersection and an urban design speed of 50 MPH for southbound US 19 approaching the intersection.

US 19/S. E. Kings Bay Dr.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	121	1	121	2.71	0.350	68	50	240	308	325
Northbound Thru	80	1.07	1609	3	536	1.67	0.350	186	50	N/A	186	200
Southbound Thru-Right	80	1.07	2040	3	680	1.56	0.500	316	50	N/A	316	325
Eastbound Left	80	1.07	97	1	97	2.95	0.725	123	30	145	268	275
Eastbound Right	80	1.07	25	1	25	3.29	0.725	35	30	145	180	200

US 19/SR 44 With WB Left Turn Flyover	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru	80	1.06	1003	3	334	1.94	0.488	186	50	N/A	186	200
Northbound Right	80	1.06	710	1	710	1.55	0.488	316	50	240	556	575
Southbound Left	80	1.06	719	2	360	1.90	0.588	237	50	240	477	500
Southbound Thru -	80	1.06	1374	3	458	1.78	0.038	25	50	N/A	25	50
Westbound Right	80	1.06	846	2	423	1.80	0.588	264	50	240	504	525

US 19/SR 44 With SB Left Turn Flyover	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru	80	1.06	1003	3	334	1.94	0.550	210	50	N/A	210	225
Northbound Right	Free-flow Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Southbound Thru	80	1.06	1374	3	458	1.78	0.550	264	50	N/A	264	275
Westbound Left	80	1.06	1001	2	501	1.69	0.525	262	50	240	502	525
Westbound Right	80	1.06	846	2	423	1.80	0.525	236	50	240	476	500

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
Red Time Formula Method (1)
Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/N.E. 3rd Av.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	36	1	36	3.29	0.413	29	50	240	269	375
Northbound Thru-Right	80	1.06	1757	3	586	1.63	0.562	317	50	N/A	317	325
Southbound Left	80	1.06	21	1	21	3.29	0.413	25	50	240	265	425
Southbound Thru-Right	80	1.06	2030	3	677	1.57	0.562	352	50	N/A	352	375
Eastbound Left-Thru-Right	80	1.06	271	1	271	2.07	0.662	219	30	N/A	219	225
Westbound Left-Thru-Right	80	1.06	138	1	138	2.64	0.662	142	30	N/A	142	150

US 19/N. Citrus Av.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	35	1	35	3.29	0.437	30	50	240	270	350
Northbound Thru	80	1.06	1357	3	452	1.78	0.588	279	50	N/A	279	300
Northbound Right	80	1.06	348	1	348	1.92	0.588	231	50	240	471	475
Southbound Left	80	1.06	50	1	50	3.29	0.437	42	50	240	282	375
Southbound Thru-Right	80	1.06	1607	3	536	1.67	0.588	310	50	N/A	310	325
Eastbound Left-Thru-Right	80	1.06	236	1	236	2.19	0.637	194	30	N/A	194	200
Westbound Left	80	1.06	206	1	206	2.28	0.637	176	35	145	321	325
Westbound Thru-Right	80	1.06	125	1	125	2.71	0.637	127	35	N/A	127	150

US 19/N.W. 6th Av.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru-Right	80	1.06	1405	3	468	1.76	0.625	304	50	N/A	304	325
Southbound Left	80	1.06	33	1	33	3.29	0.475	30	50	240	270	275
Southbound Thru	80	1.06	1053	3	351	1.90	0.475	187	50	N/A	187	200
Westbound Left	80	1.06	486	1	486	1.73	0.600	296	35	145	441	450
Westbound Right	80	1.06	53	1	53	3.29	0.600	62	35	145	207	225

US 19/N.W. 19th St./ Turkey Oak Dr.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	139	1	139	2.64	0.425	92	70	585	677	700
Northbound Thru-Right	80	1.06	1020	3	340	1.92	0.650	250	70	N/A	250	250
Southbound Left	80	1.06	197	1	197	2.32	0.425	114	70	585	699	700
Southbound Thru-Right	80	1.06	1037	3	346	1.92	0.650	254	70	N/A	254	275
Eastbound Left-Thru-Right	80	1.06	97	1	97	2.95	0.650	110	35	N/A	110	125
Westbound Left	80	1.06	90	1	90	3.04	0.650	105	40	155	260	275
Westbound Thru-Right	80	1.06	223	1	223	2.22	0.650	189	40	N/A	189	200

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488

Red Time Formula Method (1)

Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/Seven Rivers Community Hospital	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	21	1	21	3.29	0.387	25	70	585	610	625
Northbound Thru-Right	80	1.06	1026	3	342	1.92	0.600	232	70	N/A	232	250
Southbound Left	80	1.06	11	1	11	3.29	0.387	25	70	585	610	625
Southbound Thru-Right	80	1.06	1074	3	358	1.90	0.600	240	70	N/A	240	250
Eastbound Left-Thru-Right	80	1.06	33	1	33	3.29	0.687	44	30	N/A	44	50
Westbound Left-Thru-Right	80	1.06	119	1	119	2.79	0.687	134	30	N/A	134	150

US 19/W. Power Line St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	55	1	55	3.29	0.413	44	70	585	629	650
Northbound Thru	80	1.06	866	3	289	2.05	0.413	144	70	N/A	144	150
Southbound Thru-Right	80	1.06	916	3	305	1.99	0.575	206	70	N/A	206	225
Eastbound Left	80	1.06	168	1	168	2.44	0.662	160	40	155	315	325
Eastbound Right	80	1.06	486	1	486	1.73	0.500	247	40	155	402	425

US 19/CR 488	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru	80	1.06	821	3	274	2.07	0.588	197	70	N/A	197	200
Northbound Right	80	1.06	259	1	259	2.13	0.588	191	70	585	776	800
Southbound Left	80	1.06	51	1	51	3.29	0.437	43	70	585	628	650
Southbound Thru	80	1.06	681	3	227	2.22	0.437	130	70	N/A	130	150
Westbound Left	80	1.06	109	1	109	2.87	0.637	117	55	385	502	525
Westbound Right	80	1.06	33	1	33	3.29	0.637	41	55	385	426	450

Notes:

(1) Queue length: (DHV)*(1+truck%)*(Arrival Factor)*(1-g/C)*(Cycle Length)*(25')/3600*(# of Lanes).

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

(3) The deceleration length is included only for the left and right turn lanes and not for the through lanes. Total deceleration lengths are based on the 1998 FDOT Roadway & Traffic Design Standards.

(4) The recommended length is = to the left or right total turn lane length; except when these lengths are < or = to thru total length + 50 ft., than we used the thru total length + 50 ft.

The recommended lengths are rounded up to the nearest 25 ft., with a minimum of 50 ft. recommended.

The design speed was assumed to be 5 mph above posted speed limit for cross streets.

N/A Not Applicable

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QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488

Red Time Formula Method (1)

Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/US 98	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	17	1	17	3.29	0.625	25	70	585	610	625
Northbound Thru	80	1.07	695	2	348	1.92	0.625	248	70	N/A	248	250
Northbound Right	80	1.07	146	1	146	2.56	0.625	139	70	585	724	725
Southbound Left	80	1.07	492	2	246	2.16	0.812	256	70	585	841	850
Southbound Thru	80	1.07	1018	2	509	1.69	0.400	205	70	N/A	205	225
Southbound Right	80	1.07	187	1	187	2.36	0.400	105	70	585	690	700
Eastbound Left	80	1.07	116	1	116	2.79	0.675	130	40	155	285	300
Eastbound Thru	80	1.07	23	1	23	3.29	0.675	30	40	N/A	30	50
Eastbound Right	80	1.07	20	1	20	3.29	0.675	26	40	155	181	200
Westbound Left	80	1.07	90	1	90	3.04	0.675	110	60	455	565	575
Westbound Thru	80	1.07	47	1	47	3.29	0.675	62	60	N/A	62	75
Westbound Right	Free-flow Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

US 19/W. Cardinal St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru-Right	80	1.07	1784	3	595	1.63	0.537	309	70	N/A	309	325
Southbound Left	80	1.07	414	1	414	1.81	0.250	111	70	585	696	700
Southbound Thru	80	1.07	2020	3	673	1.57	0.250	157	70	N/A	157	175
Westbound Left	80	1.07	124	1	124	2.71	0.825	165	55	385	550	550
Westbound Right	80	1.07	354	1	354	1.90	0.537	215	55	385	600	600

US 19/W. Yulee Dr. (CR 490)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	107	1	107	2.35	0.300	62	50	240	302	400
Northbound Thru-Right	110	1.07	2036	3	679	1.44	0.436	349	50	N/A	349	350
Southbound Left	110	1.07	26	1	26	2.58	0.300	25	50	240	265	475
Southbound Thru-Right	110	1.07	2556	3	852	1.37	0.436	416	50	N/A	416	425
Eastbound Left	110	1.07	215	1	215	1.92	0.755	255	45	185	440	450
Eastbound Thru-Right	110	1.07	112	1	112	2.30	0.755	159	45	N/A	159	175
Westbound Left-Thru-Right	110	1.07	152	1	152	2.12	0.755	199	30	N/A	199	200

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
Red Time Formula Method (1)
Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/W. Halls River Rd. (CR 490 A)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	329	2	165	2.08	0.873	245	50	240	485	500
Northbound Thru	110	1.07	1534	3	511	1.52	0.573	363	50	N/A	363	375
Northbound Right	110	1.07	328	1	328	1.73	0.373	173	50	240	413	425
Southbound Left	110	1.07	315	2	158	2.12	0.873	238	50	240	478	500
Southbound Thru	110	1.07	1841	3	614	1.47	0.573	421	50	N/A	421	425
Southbound Right	110	1.07	266	1	266	1.83	0.373	148	50	240	388	475
Eastbound Left	110	1.07	248	2	124	2.26	0.827	189	40	155	344	350
Eastbound Thru	110	1.07	203	2	102	2.35	0.836	163	40	N/A	163	175
Eastbound Right	110	1.07	300	1	300	1.75	0.682	293	40	155	448	450
Westbound Left	110	1.07	457	2	229	1.90	0.827	294	55	385	679	700
Westbound Thru	110	1.07	269	2	135	2.21	0.836	203	55	N/A	203	225
Westbound Right	110	1.07	170	1	170	2.05	0.682	194	55	385	579	600

US 19/W. Homosassa Tr. (CR 490)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	206	1	206	1.94	0.400	131	50	240	371	400
Northbound Thru	110	1.07	1521	3	507	1.52	0.545	343	50	N/A	343	350
Northbound Right	110	1.07	328	1	328	1.73	0.382	177	50	240	417	425
Southbound Left	110	1.07	147	1	147	2.17	0.400	104	50	240	344	475
Southbound Thru-Right	110	1.07	1955	3	652	1.45	0.545	421	50	N/A	421	425
Eastbound Left	110	1.07	195	1	195	1.98	0.655	206	30	145	351	375
Eastbound Thru	110	1.07	137	1	137	2.21	0.818	203	30	N/A	203	225
Eastbound Right	110	1.07	180	1	180	2.01	0.673	199	30	145	344	350
Westbound Left	110	1.07	330	1	330	1.71	0.655	303	35	145	448	450
Westbound Thru	110	1.07	226	1	226	1.90	0.818	288	35	N/A	288	300
Westbound Right	110	1.07	194	1	194	1.98	0.673	211	35	145	356	375

US 19/W. Ozello Tr. (CR 494)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	130	1	130	2.64	0.312	64	50	240	304	325
Northbound Thru-Right	80	1.07	1722	3	574	1.64	0.312	175	50	N/A	175	175
Southbound Left	80	1.07	22	1	22	3.29	0.500	25	50	240	265	400
Southbound Thru-Right	80	1.07	2194	3	731	1.54	0.500	335	50	N/A	335	350
Eastbound Left-Thru-Right	80	1.07	222	1	222	2.22	0.763	224	40	N/A	224	225
Westbound Left-Thru	80	1.07	7	1	7	3.29	0.763	25	30	N/A	25	50
Westbound Right	80	1.07	5	1	5	3.29	0.763	25	30	145	170	175

Note: This scenario assumes an urban design speed of 50 MPH for US 19.

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
Red Time Formula Method (1)
Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/W. Ozello Tr. (CR 494)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	130	1	130	2.64	0.312	64	70	585	649	650
Northbound Thru-Right	80	1.07	1722	3	574	1.64	0.312	175	70	N/A	175	175
Southbound Left	80	1.07	22	1	22	3.29	0.500	25	70	585	610	625
Southbound Thru-Right	80	1.07	2194	3	731	1.54	0.500	335	70	N/A	335	350
Eastbound Left-Thru-Right	80	1.07	222	1	222	2.22	0.763	224	40	N/A	224	225
Westbound Left-Thru	80	1.07	7	1	7	3.29	0.763	25	30	N/A	25	50
Westbound Right	80	1.07	5	1	5	3.29	0.763	25	30	145	170	175

Note: This scenario assumes a rural design speed of 70 MPH for US 19.

US 19/W. Venable St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	113	1	113	2.30	0.873	186	50	240	426	450
Northbound Thru	110	1.07	1542	3	514	1.52	0.436	278	50	N/A	278	300
Northbound Right	110	1.07	226	1	226	1.90	0.436	153	50	240	393	400
Southbound Left	110	1.07	320	2	160	2.08	0.873	238	50	240	478	500
Southbound Thru	110	1.07	1830	3	610	1.47	0.436	319	50	N/A	319	325
Southbound Right	110	1.07	135	1	135	2.21	0.436	106	50	240	346	375
Eastbound Left	110	1.07	126	1	126	2.26	0.773	180	30	145	325	325
Eastbound Thru	110	1.07	87	1	87	2.49	0.773	137	30	N/A	137	150
Eastbound Right	110	1.07	49	1	49	2.58	0.773	80	30	145	225	225
Westbound Left	110	1.07	200	1	200	1.94	0.773	245	50	240	485	500
Westbound Thru	110	1.07	82	1	82	2.53	0.773	131	50	N/A	131	150
Westbound Right	110	1.07	278	1	278	1.81	0.618	254	50	240	494	500

Note: This scenario assumes an urban design speed of 50 MPH for US 19.

US 19/W. Venable St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	113	1	113	2.30	0.873	186	70	585	771	775
Northbound Thru	110	1.07	1542	3	514	1.52	0.436	278	70	N/A	278	300
Northbound Right	110	1.07	226	1	226	1.90	0.436	153	70	585	738	750
Southbound Left	110	1.07	320	2	160	2.08	0.873	238	70	585	823	825
Southbound Thru	110	1.07	1830	3	610	1.47	0.436	319	70	N/A	319	325
Southbound Right	110	1.07	135	1	135	2.21	0.436	106	70	585	691	700
Eastbound Left	110	1.07	126	1	126	2.26	0.773	180	30	145	325	325
Eastbound Thru	110	1.07	87	1	87	2.49	0.773	137	30	N/A	137	150
Eastbound Right	110	1.07	49	1	49	2.58	0.773	80	30	145	225	225
Westbound Left	110	1.07	200	1	200	1.94	0.773	245	50	320	565	575
Westbound Thru	110	1.07	82	1	82	2.53	0.773	131	50	N/A	131	150
Westbound Right	110	1.07	278	1	278	1.81	0.618	254	50	320	574	575

Note: This scenario assumes a rural design speed of 70 MPH for US 19.

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
Red Time Formula Method (1)
Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/Crystal River Plaza	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	19	1	19	3.29	0.287	25	50	240	265	275
Northbound Thru	80	1.07	1927	3	642	1.59	0.288	175	50	N/A	175	175
Southbound Thru	80	1.07	2194	3	731	1.54	0.500	335	50	N/A	335	350
Southbound Right	80	1.07	91	1	91	3.04	0.500	82	50	240	322	400
Eastbound Left	80	1.07	133	1	133	2.64	0.787	164	30	145	309	325
Eastbound Right	80	1.07	13	1	13	3.29	0.787	25	30	145	170	175

Note: This scenario assumes an urban design speed of 50 MPH for US 19.

US 19/Crystal River Plaza	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	19	1	19	3.29	0.287	25	70	585	610	625
Northbound Thru	80	1.07	1927	3	642	1.59	0.288	175	70	N/A	175	175
Southbound Thru	80	1.07	2194	3	731	1.54	0.500	335	70	N/A	335	350
Southbound Right	80	1.07	91	1	91	3.04	0.500	82	70	585	667	675
Eastbound Left	80	1.07	133	1	133	2.64	0.787	164	30	145	309	325
Eastbound Right	80	1.07	13	1	13	3.29	0.787	25	30	145	170	175

Note: This scenario assumes a rural design speed of 70 MPH for US 19.

US 19/W. Fort Island Tr. (CR 44)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	313	2	157	2.48	0.888	205	50	240	445	450
Northbound Thru	80	1.07	1588	3	529	1.68	0.525	277	50	N/A	277	300
Northbound Right	80	1.07	188	1	188	2.36	0.525	138	50	240	378	400
Southbound Left	80	1.07	164	1	164	2.44	0.375	89	50	240	329	375
Southbound Thru	80	1.07	1902	3	634	1.60	0.525	316	50	N/A	316	325
Southbound Right	80	1.07	282	1	282	2.05	0.525	180	50	240	420	425
Eastbound Left	80	1.07	286	1	286	2.05	0.700	243	30	145	388	400
Eastbound Thru	80	1.07	115	1	115	2.79	0.700	134	30	N/A	134	150
Eastbound Right	80	1.07	279	1	279	2.07	0.550	189	30	145	334	350
Westbound Left	80	1.07	196	1	196	2.32	0.700	189	40	155	344	350
Westbound Thru	80	1.07	75	1	75	3.29	0.700	103	40	N/A	103	125
Westbound Right	80	1.07	73	1	73	3.29	0.700	100	40	155	255	275

Note: This scenario assumes an urban design speed of 50 MPH for US 19.

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
Red Time Formula Method (1)
Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/W. Fort Island Tr. (CR 44)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	313	2	157	2.48	0.888	205	70	585	790	800
Northbound Thru	80	1.07	1588	3	529	1.68	0.525	277	70	N/A	277	300
Northbound Right	80	1.07	188	1	188	2.36	0.525	138	70	585	723	725
Southbound Left	80	1.07	164	1	164	2.44	0.375	89	50	240	329	375
Southbound Thru	80	1.07	1902	3	634	1.60	0.525	316	50	N/A	316	325
Southbound Right	80	1.07	282	1	282	2.05	0.525	180	50	240	420	425
Eastbound Left	80	1.07	286	1	286	2.05	0.700	243	30	145	388	400
Eastbound Thru	80	1.07	115	1	115	2.79	0.700	134	30	N/A	134	150
Eastbound Right	80	1.07	279	1	279	2.07	0.550	189	30	145	334	350
Westbound Left	80	1.07	196	1	196	2.32	0.700	189	40	155	344	350
Westbound Thru	80	1.07	75	1	75	3.29	0.700	103	40	N/A	103	125
Westbound Right	80	1.07	73	1	73	3.29	0.700	100	40	155	255	275

Note; This scenario assumes a rural design speed of 70 MPH for northbound US 19 approaching the intersection and an urban design speed of 50 MPH for southbound US 19 approaching the intersection.

US 19/S. E. Kings Bay Dr.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	139	1	139	2.64	0.300	65	50	240	305	325
Northbound Thru	80	1.07	1853	3	618	1.61	0.300	178	50	N/A	178	200
Southbound Thru-Right	80	1.07	2348	3	783	1.53	0.450	319	50	N/A	319	325
Eastbound Left	80	1.07	97	1	97	2.95	0.775	132	30	145	277	300
Eastbound Right	80	1.07	25	1	25	3.29	0.775	38	30	145	183	200

US 19/SR 44 With WB Left Turn Flyover	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru	80	1.06	1155	3	385	1.85	0.488	205	50	N/A	205	225
Northbound Right	80	1.06	817	1	817	1.52	0.488	356	50	240	596	600
Southbound Left	80	1.06	855	2	428	1.80	0.588	267	50	240	507	525
Southbound Thru	80	1.06	1633	3	544	1.66	0.038	25	50	N/A	25	50
Westbound Right	80	1.06	897	2	449	1.79	0.588	278	50	240	518	525

US 19/SR 44 With SB Left Turn Flyover	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru	80	1.06	1155	3	385	1.85	0.550	231	50	N/A	231	250
Northbound Right	Free-flow Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Southbound Thru	80	1.06	1633	3	544	1.66	0.550	293	50	N/A	293	300
Westbound Left	80	1.06	1061	2	531	1.67	0.525	274	50	240	514	525
Westbound Right	80	1.06	897	2	449	1.79	0.525	248	50	240	488	500

Appendix N

Traffic Data Sheets for Air and Noise Studies

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at US 98

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:	US 19 at US 98	Signalized Intersection:	US 19 at US 98
Design or Peak Hour Traffic for most congested leg:	-- vph	Design or Peak Hour Traffic for most congested leg:	1051 vph
Specify leg:	--	Specify leg:	Southbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:	US 19 at US 98	Signalized Intersection:	US 19 at US 98
Design or Peak Hour Traffic for most congested leg:	1565 vph	Design or Peak Hour Traffic for most congested leg:	1565 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:	US 19 at US 98	Signalized Intersection:	US 19 at US 98
Design or Peak Hour Traffic for most congested leg:	1697 vph	Design or Peak Hour Traffic for most congested leg:	1697 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at W. Cardinal St.

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
Not Applicable		US 19 at W. Cardinal St.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	-- vph	for most congested leg:	1531 vph
Specify leg:	--	Specify leg:	Southbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at W. Cardinal St.		US 19 at W. Cardinal St.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	1954 vph	for most congested leg:	1954 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at W. Cardinal St.		US 19 at W. Cardinal St.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	2434 vph	for most congested leg:	2434 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at W. Yulee Dr. (CR 490)

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
Not Applicable		US 19 at W. Yulee Dr. (CR 490)	
Design or Peak Hour Traffic for most congested leg:	-- vph	Design or Peak Hour Traffic for most congested leg:	1914 vph
Specify leg:	--	Specify leg:	Southbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at W. Yulee Dr. (CR 490)		US 19 at W. Yulee Dr. (CR 490)	
Design or Peak Hour Traffic for most congested leg:	2251 vph	Design or Peak Hour Traffic for most congested leg:	2251 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at W. Yulee Dr. (CR 490)		US 19 at W. Yulee Dr. (CR 490)	
Design or Peak Hour Traffic for most congested leg:	2582 vph	Design or Peak Hour Traffic for most congested leg:	2582 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at W. Grover Cleveland Blvd. / W. Halls River Rd. (CR 490A)

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:	Not Applicable	Signalized Intersection:	US 19 at W. Grover Cleveland Blvd. / W. Halls River Rd. (CR 490A)
Design or Peak Hour Traffic for most congested leg:	-- vph	Design or Peak Hour Traffic for most congested leg:	1794 vph
Specify leg:	--	Specify leg:	Southbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:	US 19 at W. Grover Cleveland Blvd. / W. Halls River Rd. (CR 490A)	Signalized Intersection:	US 19 at W. Grover Cleveland Blvd. / W. Halls River Rd. (CR 490A)
Design or Peak Hour Traffic for most congested leg:	2114 vph	Design or Peak Hour Traffic for most congested leg:	2114 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:	US 19 at W. Grover Cleveland Blvd. / W. Halls River Rd. (CR 490A)	Signalized Intersection:	US 19 at W. Grover Cleveland Blvd. / W. Halls River Rd. (CR 490A)
Design or Peak Hour Traffic for most congested leg:	2422 vph	Design or Peak Hour Traffic for most congested leg:	2422 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at W. Homosassa Tr. (CR 490)

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
Not Applicable		US 19 at W. Homosassa Tr. (CR 490)	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	-- vph	for most congested leg:	1651 vph
Specify leg:	--	Specify leg:	Southbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at W. Homosassa Tr. (CR 490)		US 19 at W. Homosassa Tr. (CR 490)	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	1834 vph	for most congested leg:	1834 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at W. Homosassa Tr. (CR 490)		US 19 at W. Homosassa Tr. (CR 490)	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	2102 vph	for most congested leg:	2102 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at W. Ozello Tr. (CR 494)

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"	"No-Build"
Signalized Intersection: Not Applicable	Signalized Intersection: US 19 at W. Ozello Tr. (CR 494)
Design or Peak Hour Traffic for most congested leg: -- vph	Design or Peak Hour Traffic for most congested leg: 1703 vph
Specify leg: --	Specify leg: Southbound-US 19
Approach Speed: -- mph	Approach Speed: 40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"	"No-Build"
Signalized Intersection: US 19 at W. Ozello Tr. (CR 494)	Signalized Intersection: US 19 at W. Ozello Tr. (CR 494)
Design or Peak Hour Traffic for most congested leg: 1919 vph	Design or Peak Hour Traffic for most congested leg: 1919 vph
Specify leg: Southbound-US 19	Specify leg: Southbound-US 19
Approach Speed: 40 mph	Approach Speed: 40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"	"No-Build"
Signalized Intersection: US 19 at W. Ozello Tr. (CR 494)	Signalized Intersection: US 19 at W. Ozello Tr. (CR 494)
Design or Peak Hour Traffic for most congested leg: 2216 vph	Design or Peak Hour Traffic for most congested leg: 2216 vph
Specify leg: Southbound-US 19	Specify leg: Southbound-US 19
Approach Speed: 40 mph	Approach Speed: 40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at W. Venable St.

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
Not Applicable		US 19 at W. Venable St.	
Design or Peak Hour Traffic for most congested leg:	-- vph	Design or Peak Hour Traffic for most congested leg:	1754 vph
Specify leg:	--	Specify leg:	Southbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at W. Venable St.		US 19 at W. Venable St.	
Design or Peak Hour Traffic for most congested leg:	2045 vph	Design or Peak Hour Traffic for most congested leg:	2045 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at W. Venable St.		US 19 at W. Venable St.	
Design or Peak Hour Traffic for most congested leg:	2285 vph	Design or Peak Hour Traffic for most congested leg:	2285 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at Crystal River Plaza

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
Not Applicable		US 19 at Crystal River Plaza	
Design or Peak Hour Traffic for most congested leg:	-- vph	Design or Peak Hour Traffic for most congested leg:	1817 vph
Specify leg:	--	Specify leg:	Southbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at Crystal River Plaza		US 19 at Crystal River Plaza	
Design or Peak Hour Traffic for most congested leg:	2045 vph	Design or Peak Hour Traffic for most congested leg:	2045 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at Crystal River Plaza		US 19 at Crystal River Plaza	
Design or Peak Hour Traffic for most congested leg:	2285 vph	Design or Peak Hour Traffic for most congested leg:	2285 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at S.E. 8th Ave / W. Fort Island Tr. (CR 44)

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
Not Applicable		US 19 at S.E. 8th Ave / W. Fort Island Tr. (CR 44)	
Design or Peak Hour Traffic for most congested leg:	-- vph	Design or Peak Hour Traffic for most congested leg:	1799 vph
Specify leg:	--	Specify leg:	Southbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at S.E. 8th Ave / W. Fort Island Tr. (CR 44)		US 19 at S.E. 8th Ave / W. Fort Island Tr. (CR 44)	
Design or Peak Hour Traffic for most congested leg:	2040 vph	Design or Peak Hour Traffic for most congested leg:	2040 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at S.E. 8th Ave / W. Fort Island Tr. (CR 44)		US 19 at S.E. 8th Ave / W. Fort Island Tr. (CR 44)	
Design or Peak Hour Traffic for most congested leg:	2348 vph	Design or Peak Hour Traffic for most congested leg:	2348 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at S.E. Kings Bay Dr.

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
Not Applicable		US 19 at S.E. Kings Bay Dr.	
Design or Peak Hour Traffic for most congested leg:	-- vph	Design or Peak Hour Traffic for most congested leg:	1925 vph
Specify leg:	--	Specify leg:	Southbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at S.E. Kings Bay Dr.		US 19 at S.E. Kings Bay Dr.	
Design or Peak Hour Traffic for most congested leg:	2040 vph	Design or Peak Hour Traffic for most congested leg:	2040 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at S.E. Kings Bay Dr.		US 19 at S.E. Kings Bay Dr.	
Design or Peak Hour Traffic for most congested leg:	2348 vph	Design or Peak Hour Traffic for most congested leg:	2348 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at SR 44 / N.E. 4th St.

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
Not Applicable		US 19 at SR 44 / N.E. 4th St.	
Design or Peak Hour Traffic for most congested leg:	-- vph	Design or Peak Hour Traffic for most congested leg:	1823 vph
Specify leg:	--	Specify leg:	Southbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at SR 44 / N.E. 4th St.		US 19 at SR 44 / N.E. 4th St.	
Design or Peak Hour Traffic for most congested leg:	2114 vph	Design or Peak Hour Traffic for most congested leg:	2114 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at SR 44 / N.E. 4th St.		US 19 at SR 44 / N.E. 4th St.	
Design or Peak Hour Traffic for most congested leg:	2513 vph	Design or Peak Hour Traffic for most congested leg:	2513 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at N.E. 3rd Ave.

OPENING YEAR:2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
Not Applicable		US 19 at N.E. 3rd Ave.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	-- vph	for most congested leg:	1748 vph
Specify leg:	--	Specify leg:	Southbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at N.E. 3rd Ave.		US 19 at N.E. 3rd Ave.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	2051 vph	for most congested leg:	2051 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at N.E. 3rd Ave.		US 19 at N.E. 3rd Ave.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	2365 vph	for most congested leg:	2365 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at N. Citrus Ave. (CR 495)

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"	"No-Build"
Signalized Intersection:	Signalized Intersection:
Not Applicable	US 19 at N. Citrus Ave. (CR 495)
Design or Peak Hour Traffic	Design or Peak Hour Traffic
for most congested leg: -- vph	for most congested leg: 1483 vph
Specify leg: --	Specify leg: Northbound-US 19
Approach Speed: -- mph	Approach Speed: 40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"	"No-Build"
Signalized Intersection:	Signalized Intersection:
US 19 at N. Citrus Ave. (CR 495)	US 19 at N. Citrus Ave. (CR 495)
Design or Peak Hour Traffic	Design or Peak Hour Traffic
for most congested leg: 1740 vph	for most congested leg: 1740 vph
Specify leg: Northbound-US 19	Specify leg: Northbound-US 19
Approach Speed: 40 mph	Approach Speed: 40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"	"No-Build"
Signalized Intersection:	Signalized Intersection:
US 19 at N. Citrus Ave. (CR 495)	US 19 at N. Citrus Ave. (CR 495)
Design or Peak Hour Traffic	Design or Peak Hour Traffic
for most congested leg: 2007 vph	for most congested leg: 2007 vph
Specify leg: Northbound-US 19	Specify leg: Northbound-US 19
Approach Speed: 40 mph	Approach Speed: 40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at N.W. 6th Ave.

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
Not Applicable		US 19 at N.W. 6th Ave.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	-- vph	for most congested leg:	1163 vph
Specify leg:	--	Specify leg:	Northbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at N.W. 6th Ave.		US 19 at N.W. 6th Ave.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	1405 vph	for most congested leg:	1405 vph
Specify leg:	Northbound-US 19	Specify leg:	Northbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at N.W. 6th Ave.		US 19 at N.W. 6th Ave.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	1672 vph	for most congested leg:	1672 vph
Specify leg:	Northbound-US 19	Specify leg:	Northbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at Turkey Oak Dr. / N.W. 19th St.

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
Not Applicable		US 19 at Turkey Oak Dr. / N.W. 19th St.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	-- vph	for most congested leg:	1080 vph
Specify leg:	--	Specify leg:	Southbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at Turkey Oak Dr. / N.W. 19th St.		US 19 at Turkey Oak Dr. / N.W. 19th St.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	1234 vph	for most congested leg:	1234 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at Turkey Oak Dr. / N.W. 19th St.		US 19 at Turkey Oak Dr. / N.W. 19th St.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	1531 vph	for most congested leg:	1531 vph
Specify leg:	Southbound-US 19	Specify leg:	Southbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 23-Apr-02
PREPARED BY: PBS&J (A. Robinson)

Financial Project Number(s):
Work Program Item No.: 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: PD&E Study for US 19 From South of US 98 to CR 488

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

US 19 at W. Power Line St.

OPENING YEAR: 2005
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
Not Applicable		US 19 at W. Power Line St.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	-- vph	for most congested leg:	703 vph
Specify leg:	--	Specify leg:	Northbound-US 19
Approach Speed:	-- mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
With Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at W. Power Line St.		US 19 at W. Power Line St.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	921 vph	for most congested leg:	921 vph
Specify leg:	Northbound-US 19	Specify leg:	Northbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DESIGN YEAR: 2025
Without Suncoast Parkway

"Build"		"No-Build"	
Signalized Intersection:		Signalized Intersection:	
US 19 at W. Power Line St.		US 19 at W. Power Line St.	
Design or Peak Hour Traffic		Design or Peak Hour Traffic	
for most congested leg:	1163 vph	for most congested leg:	1163 vph
Specify leg:	Northbound-US 19	Specify leg:	Northbound-US 19
Approach Speed:	40 mph	Approach Speed:	40 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 south of US 98
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 43000	LOS (C) 43000	LOS (C) 43000
Demand 11800	Demand 17700	Demand 17700
Posted Speed: 60 mph	Posted Speed: 60 mph	Posted Speed: 60 mph
100 km/h	100 km/h	100 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 14 % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = 7 % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 43000	LOS (C) 43000
Demand -	Demand 15800	Demand 15800
Posted Speed: - mph	Posted Speed: 60 mph	Posted Speed: 60 mph
- km/h	100 km/h	100 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = - % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
- % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between US 98 and W. Cardinal St.
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 43000	LOS (C) 43000	LOS (C) 64500
Demand 18050*	Demand 33250*	Demand 33250*
Posted Speed: 60 mph	Posted Speed: 60 mph	Posted Speed: 60 mph
100 km/h	100 km/h	100 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 14 % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = 7 % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 43000	LOS (C) 64500
Demand -	Demand 28750*	Demand 28750*
Posted Speed: - mph	Posted Speed: 60 mph	Posted Speed: 60 mph
- km/h	100 km/h	100 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = - % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
- % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

* Average of segment volumes

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between W. Cardinal St. and W. Yulee Dr.
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 43000	LOS (C) 43000	LOS (C) 64500
Demand 25800*	Demand 43400*	Demand 43400*
Posted Speed: 55 mph	Posted Speed: 55 mph	Posted Speed: 60 mph
90 km/h	90 km/h	100 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 14 % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = 7 % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 43000	LOS (C) 64500
Demand -	Demand 36250*	Demand 36250*
Posted Speed: - mph	Posted Speed: 55 mph	Posted Speed: 60 mph
- km/h	90 km/h	100 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = - % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
- % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

* Average of segment volumes

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between W. Yulee Dr. and W. Grover Cleveland Blvd. / W. Halls River Rd. (CR 490A)
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 30100	LOS (C) 30100	LOS (C) 45300
Demand 31100	Demand 45200	Demand 45200
Posted Speed: 45 mph	Posted Speed: 45 mph	Posted Speed: 45 mph
70 km/h	70 km/h	70 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 14 % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = 7 % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 30100	LOS (C) 45300
Demand -	Demand 39400	Demand 39400
Posted Speed: - mph	Posted Speed: 45 mph	Posted Speed: 45 mph
- km/h	70 km/h	70 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = - % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
- % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between W. Grover Cleveland Blvd. / W. Halls River Rd. (CR 490A) and W. Homosassa Tr. (CR 490)

(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 30100	LOS (C) 30100	LOS (C) 45300
Demand 29200	Demand 42400	Demand 42400
Posted Speed: 45 mph	Posted Speed: 45 mph	Posted Speed: 45 mph
70 km/h	70 km/h	70 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 14 % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = 7 % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 30100	LOS (C) 45300
Demand -	Demand 37000	Demand 37000
Posted Speed: - mph	Posted Speed: 45 mph	Posted Speed: 45 mph
- km/h	70 km/h	70 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = - % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
- % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between W. Homosassa Tr. (CR 490) and W. Ozello Tr. (CR 494)
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 43000	LOS (C) 43000	LOS (C) 64500
Demand 27300	Demand 37500*	Demand 37500*
Posted Speed: 45 mph	Posted Speed: 45 mph	Posted Speed: 45 mph
70 km/h	70 km/h	70 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 14 % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = 7 % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 43000	LOS (C) 64500
Demand -	Demand 33050*	Demand 33050*
Posted Speed: - mph	Posted Speed: 45 mph	Posted Speed: 45 mph
- km/h	70 km/h	70 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = - % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
- % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

*Average of segment volume

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between W. Ozello Tr.(CR 494) and W. Venable St.
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 43000	LOS (C) 43000	LOS (C) 64500
Demand 28000	Demand 38800	Demand 38800
Posted Speed: 55 mph	Posted Speed: 55 mph	Posted Speed: 60 mph
90 km/h	90 km/h	100 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 14 % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = 7 % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 43000	LOS (C) 64500
Demand -	Demand 33600	Demand 33600
Posted Speed: - mph	Posted Speed: 55 mph	Posted Speed: 60 mph
- km/h	90 km/h	100 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = - % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
- % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between W. Venable St. and Crystal River Plaza
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 43000	LOS (C) 43000	LOS (C) 64500
Demand 28800	Demand 40000	Demand 40000
Posted Speed: 55 mph	Posted Speed: 55 mph	Posted Speed: 60 mph
90 km/h	90 km/h	100 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 14 % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = 7 % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 43000	LOS (C) 64500
Demand -	Demand 35800	Demand 35800
Posted Speed: - mph	Posted Speed: 55 mph	Posted Speed: 60 mph
- km/h	90 km/h	100 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = - % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
- % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between Crystal River Plaza and S.E. 8th Ave. / W. Fort Island TR. (CR 44)
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 43000	LOS (C) 43000	LOS (C) 64500
Demand 30100	Demand 41550*	Demand 41550*
Posted Speed: 45 mph	Posted Speed: 45 mph	Posted Speed: 60 mph
70 km/h	70 km/h	100 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 14 % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = 7 % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 43000	LOS (C) 64500
Demand -	Demand 37300*	Demand 37300*
Posted Speed: - mph	Posted Speed: 45 mph	Posted Speed: 60 mph
- km/h	70 km/h	100 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = - % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
- % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

* Average of segment volumes

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between S.E. 8th Ave. / W. Fort Island Tr. (CR 44) and S.E. Kings Bay Dr.
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 45300	LOS (C) 45300	LOS (C) 45300
Demand 29600	Demand 41100	Demand 41100
Posted Speed: 45 mph	Posted Speed: 45 mph	Posted Speed: 45 mph
70 km/h	70 km/h	70 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 14 % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = 7 % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 45300	LOS (C) 45300
Demand -	Demand 35700	Demand 35700
Posted Speed: - mph	Posted Speed: 45 mph	Posted Speed: 45 mph
- km/h	70 km/h	70 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = - % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
- % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between S.E. Kings Bay Dr. and SR 44
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without the Suncoast Parkway

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 45300	LOS (C) 45300	LOS (C) 45300
Demand 32200	Demand 41100	Demand 41100
Posted Speed: 45 mph	Posted Speed: 45 mph	Posted Speed: 45 mph
70 km/h	70 km/h	70 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 14 % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = 7 % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 45300	LOS (C) 45300
Demand -	Demand 35700	Demand 35700
Posted Speed: - mph	Posted Speed: 45 mph	Posted Speed: 45 mph
- km/h	70 km/h	70 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 14 % for 24 hrs	T = 14 % for 24 hrs
T = - % Design Hr.	T = 7 % Design Hr.	T = 7 % Design Hr.
- % Heavy Trucks DHV	6.00 % Heavy Trucks DHV	6.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between SR 44 and N.E. 3rd Ave.
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 30100	LOS (C) 30100	LOS (C) 45300
Demand 29500	Demand 44000	Demand 44000
Posted Speed: 40 mph	Posted Speed: 40 mph	Posted Speed: 45 mph
60 km/h	60 km/h	70 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 12 % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = 6 % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 30100	LOS (C) 45300
Demand -	Demand 37000	Demand 37000
Posted Speed: - mph	Posted Speed: 40 mph	Posted Speed: 45 mph
- km/h	60 km/h	70 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = - % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
- % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between N.E. 3rd Ave. and N. Citrus Ave. (CR 495)
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 30100	LOS (C) 30100	LOS (C) 45300
Demand 28400	Demand 41400	Demand 41400
Posted Speed: 40 mph	Posted Speed: 40 mph	Posted Speed: 45 mph
60 km/h	60 km/h	70 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 12 % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = 6 % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 30100	LOS (C) 45300
Demand -	Demand 35900	Demand 35900
Posted Speed: - mph	Posted Speed: 40 mph	Posted Speed: 45 mph
- km/h	60 km/h	70 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = - % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
- % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between N.Citrus Ave. (CR 495) and N.W. 6th Ave.
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 30100	LOS (C) 30100	LOS (C) 45300
Demand 21900	Demand 34500	Demand 34500
Posted Speed: 45 mph	Posted Speed: 45 mph	Posted Speed: 45 mph
70 km/h	70 km/h	70 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 12 % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = 6 % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 30100	LOS (C) 45300
Demand -	Demand 29000	Demand 29000
Posted Speed: - mph	Posted Speed: 45 mph	Posted Speed: 45 mph
- km/h	70 km/h	70 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = - % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
- % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between N.W. 6th Ave. and Crystal River Mall
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 30100	LOS (C) 30100	LOS (C) 45300
Demand 19600	Demand 26400	Demand 26400
Posted Speed: 45 mph	Posted Speed: 45 mph	Posted Speed: 45 mph
70 km/h	70 km/h	70 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 12 % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = 6 % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 30100	LOS (C) 45300
Demand -	Demand 21300	Demand 21300
Posted Speed: - mph	Posted Speed: 45 mph	Posted Speed: 45 mph
- km/h	70 km/h	70 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = - % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
- % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between Crystal River Mall and Turkey Oak Dr. / N.W. 19th St.
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 30100	LOS (C) 30100	LOS (C) 45300
Demand 17300	Demand 28700	Demand 28700
Posted Speed: 45 mph	Posted Speed: 45 mph	Posted Speed: 60 mph
70 km/h	70 km/h	100 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 12 % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = 6 % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 30100	LOS (C) 45300
Demand -	Demand 23900	Demand 23900
Posted Speed: - mph	Posted Speed: 45 mph	Posted Speed: 60 mph
- km/h	70 km/h	100 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = - % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
- % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between Turkey Oak Dr. / N.W. 19th St. and Seven Rivers Community Hospital
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 43000	LOS (C) 43000	LOS (C) 64500
Demand 15400	Demand 26800	Demand 26800
Posted Speed: 45 mph	Posted Speed: 45 mph	Posted Speed: 60 mph
70 km/h	70 km/h	100 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 12 % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = 6 % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 43000	LOS (C) 64500
Demand -	Demand 21600	Demand 21600
Posted Speed: - mph	Posted Speed: 45 mph	Posted Speed: 60 mph
- km/h	70 km/h	100 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = - % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
- % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between Seven Rivers Community Hospital and W. Power Line St.
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 43000	LOS (C) 43000	LOS (C) 64500
Demand 12600	Demand 24000	Demand 24000
Posted Speed: 55 mph	Posted Speed: 55 mph	Posted Speed: 60 mph
90 km/h	90 km/h	100 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 12 % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = 6 % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 43000	LOS (C) 64500
Demand -	Demand 19000	Demand 19000
Posted Speed: - mph	Posted Speed: 55 mph	Posted Speed: 60
- km/h	90 km/h	100
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = - % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
- % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 between W. Power Line St and CR 488
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 43000	LOS (C) 43000	LOS (C) 64500
Demand 11100	Demand 22600	Demand 22600
Posted Speed: 60 mph	Posted Speed: 60 mph	Posted Speed: 60 mph
100 km/h	100 km/h	100 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 12 % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = 6 % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 43000	LOS (C) 64500
Demand -	Demand 18900	Demand 18900
Posted Speed: - mph	Posted Speed: 60 mph	Posted Speed: 60 mph
- km/h	100 km/h	100 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = - % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
- % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDY

DATE: 16-Apr-02
PREPARED BY: A. Robinson

Financial Project Number(s): 405822 1
Federal Aid Numbers (s): 1852 007 P
Project Description: US 19 from south of US 98 to CR 488

Segment Description: US 19 north of CR 488
(data sheets are to be filled out for every segment having a change in traffic parameters such as volume, posted speed, typical section, etc.)

NOTE: AADT is the LOS (C) or Demand, whichever is less.

LOS C volume obtained from FDOT 1998 Level of Service Handbook, Table 5-6 (Rural Undeveloped Areas and Cities less than 5000)

Without Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: 2001	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) 43000	LOS (C) 43000	LOS (C) 64500
Demand 9800	Demand 18200	Demand 18200
Posted Speed: 60 mph	Posted Speed: 60 mph	Posted Speed: 60 mph
100 km/h	100 km/h	100 km/h
K = 10.56 %	K = 10.56 %	K = 10.56 %
D = 54.1 %	D = 54.1 %	D = 54.1 %
T = 12 % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = 6 % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

With the Suncoast Parkway Phase 2

Existing Facility	No-Build (design year)	Build (design year)
Year: Not Applicable	Year: 2025	Year: 2025
AADT:	AADT:	AADT:
LOS (C) -	LOS (C) 43000	LOS (C) 64500
Demand -	Demand 15100	Demand 15100
Posted Speed: - mph	Posted Speed: 60 mph	Posted Speed: 60 mph
- km/h	100 km/h	100 km/h
K = - %	K = 10.56 %	K = 10.56 %
D = - %	D = 54.1 %	D = 54.1 %
T = - % for 24 hrs	T = 12 % for 24 hrs	T = 12 % for 24 hrs
T = - % Design Hr.	T = 6 % Design Hr.	T = 6 % Design Hr.
- % Heavy Trucks DHV	5.00 % Heavy Trucks DHV	5.00 % Heavy Trucks DHV
- %Medium Trucks DHV	1.00 %Medium Trucks DHV	1.00 %Medium Trucks DHV

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
Red Time Formula Method (1)
Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/N.E. 3rd Av.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	43	1	43	3.29	0.337	28	50	240	268	375
Northbound Thru-Right	80	1.06	2090	3	697	1.56	0.488	312	50	N/A	312	325
Southbound Left	80	1.06	24	1	24	3.29	0.337	25	50	240	265	400
Southbound Thru-Right	80	1.06	2341	3	780	1.53	0.488	342	50	N/A	342	350
Eastbound Left	80	1.06	212	1	212	2.25	0.738	207	30	145	352	375
Eastbound Thru-Right	80	1.06	59	1	59	3.29	0.738	84	30	N/A	84	100
Westbound Left-Thru-Right	80	1.06	138	1	138	2.64	0.738	158	30	N/A	158	175

US 19/N. Citrus Av.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	40	1	40	3.29	0.425	33	50	240	273	350
Northbound Thru	80	1.06	1565	3	522	1.68	0.575	296	50	N/A	296	300
Northbound Right	80	1.06	402	1	402	1.82	0.575	248	50	240	488	500
Southbound Left	80	1.06	59	1	59	3.29	0.425	49	50	240	289	400
Southbound Thru-Right	80	1.06	1912	3	637	1.60	0.575	345	50	N/A	345	350
Eastbound Left-Thru-Right	80	1.06	236	1	236	2.19	0.650	198	30	N/A	198	200
Westbound Left	80	1.06	235	1	235	2.19	0.650	197	35	145	342	350
Westbound Thru-Right	80	1.06	142	1	142	2.56	0.650	139	35	N/A	139	150

US 19/N.W. 6th Av.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru-Right	80	1.06	1672	3	557	1.66	0.588	319	50	N/A	319	325
Southbound Left	80	1.06	39	1	39	3.29	0.437	33	50	240	273	275
Southbound Thru	80	1.06	1262	3	421	1.80	0.437	195	50	N/A	195	200
Westbound Left	80	1.06	486	1	486	1.73	0.637	315	35	145	460	475
Westbound Right	80	1.06	53	1	53	3.29	0.637	65	35	145	210	225

US 19/N.W. 19th St./ Turkey Oak Dr.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	167	1	167	2.44	0.400	96	70	585	681	700
Northbound Thru-Right	80	1.06	1224	3	408	1.82	0.625	273	70	N/A	273	275
Southbound Left	80	1.06	245	1	245	2.16	0.400	125	70	585	710	725
Southbound Thru-Right	80	1.06	1286	3	429	1.80	0.625	285	70	N/A	285	300
Eastbound Left-Thru-Right	80	1.06	97	1	97	2.95	0.675	114	35	N/A	114	125
Westbound Left	80	1.06	90	1	90	3.04	0.675	109	40	155	264	275
Westbound Thru-Right	80	1.06	222	1	222	2.22	0.675	196	40	N/A	196	200

QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
Red Time Formula Method (1)
Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/Seven Rivers Community Hospital	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	26	1	26	3.29	0.387	25	70	585	610	625
Northbound Thru-Right	80	1.06	1273	3	424	1.80	0.600	270	70	N/A	270	275
Southbound Left	80	1.06	14	1	14	3.29	0.387	25	70	585	610	625
Southbound Thru-Right	80	1.06	1357	3	452	1.78	0.600	284	70	N/A	284	300
Eastbound Left-Thru-Right	80	1.06	35	1	35	3.29	0.687	47	30	N/A	47	50
Westbound Left-Thru-Right	80	1.06	119	1	119	2.79	0.687	134	30	N/A	134	150

US 19/W. Power Line St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	70	1	70	3.29	0.413	56	70	585	641	650
Northbound Thru	80	1.06	1093	3	364	1.88	0.413	167	70	N/A	167	175
Southbound Thru-Right	80	1.06	1096	3	365	1.88	0.575	233	70	N/A	233	250
Eastbound Left	80	1.06	168	1	168	2.44	0.662	160	40	155	315	325
Eastbound Right	80	1.06	486	1	486	1.73	0.500	247	40	155	402	425

US 19/CR 488	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru	80	1.06	981	3	327	1.95	0.588	221	70	N/A	221	225
Northbound Right	80	1.06	310	1	310	1.97	0.588	212	70	585	797	800
Southbound Left	80	1.06	62	1	62	3.29	0.437	52	70	585	637	650
Southbound Thru	80	1.06	820	3	273	2.07	0.437	146	70	N/A	146	150
Westbound Left	80	1.06	107	1	107	2.87	0.637	115	55	385	500	500
Westbound Right	80	1.06	32	1	32	3.29	0.637	39	55	385	424	425

Notes:

(1) Queue length: (DHV)*(1+truck%)*(Arrival Factor)*(1-g/C)*(Cycle Length)*(25')/3600*(# of Lanes).

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

(3) The deceleration length is included only for the left and right turn lanes and not for the through lanes. Total deceleration lengths are based on the 1998 FDOT Roadway & Traffic Design Standards.

(4) The recommended length is = to the left or right total turn lane length; except when these lengths are < or = to thru total length + 50 ft., than we used the thru total length + 50 ft.

The recommended lengths are rounded up to the nearest 25 ft., with a minimum of 50 ft. recommended.

The design speed was assumed to be 5 mph above posted speed limit for cross streets.

N/A Not Applicable

F:\Common\Planning\US19_Citrus\Excel\Queue_Calcs [Without Suncoast]

Appendix O

2025 Preferred Geometry Documentation

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-27-2003
Center For Microcomputers In Transportation

Streets: (E-W) CR 490 YULEE DRIVE (N-S) US 19
Analyst: PBS&J File Name: 19YUBSCR.HC9
Area Type: Other 4-25-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD W/PROTECTED NB & SB LT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	0	0 >	1 <	0	1	3 <	0	1	3 <	0
Volumes	230	22	98	98	30	24	93	1745	18	23	2071	157
Lane W (ft)	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left *			
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	31.0A				Green	10.0A	54.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 110 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	329	1097	0.735	0.300	28.0	D	24.9	C
	TR	467	1558	0.270	0.300	19.0	C		
WB	LTR	318	1061	0.503	0.300	21.6	C	21.6	C
NB	L	184	1687	0.533	0.109	32.3	D	15.6	C
	TR	2708	5319	0.754	0.509	14.8	B		
SB	L	184	1687	0.130	0.109	28.6	D	24.2	C
	TR	2683	5271	0.961	0.509	24.2	C		

Intersection Delay = 20.7 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.837

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-27-2003
Center For Microcomputers In Transportation

Streets: (E-W) CR 44 W. FORT ISLAND (N-S) US 19
Analyst: PBS&J File Name: 19FOBSC2.HC9
Area Type: Other 8-16-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD WITH NB & WB REVISED

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1 <	0	1	3	1	1	3	1
Volumes	286	115	279	196	75	73	282	1430	169	143	1652	245
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			90			73			90			90
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right	*			
SB Right					WB Right				
Green	22.0A				Green	11.0A	32.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	396	1319	0.761	0.300	22.1	C	15.8	C
	T	533	1776	0.227	0.300	13.6	B		
	R	754	1509	0.264	0.500	7.5	B		
WB	L	339	1130	0.608	0.300	17.7	C	16.5	C
	TR	533	1776	0.148	0.300	13.3	B		
NB	L	364	1687	0.816	0.625	22.0	C	14.4	B
	T	2264	5327	0.731	0.425	13.3	B		
	R	641	1509	0.129	0.425	9.0	B		
SB	L	364	1687	0.415	0.625	7.0	B	14.6	B
	T	2264	5327	0.845	0.425	15.6	C		
	R	641	1509	0.254	0.425	9.6	B		

Intersection Delay = 14.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.845

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-27-2003
Center For Microcomputers In Transportation

Streets: (E-W) SR 44 (N-S) US 19
Analyst: PBS&J File Name: 1944BSCR.HC9
Area Type: Other 7-29-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD W/ MODIFIED INTERSECTION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	2	0	2	0	3	1	2	3	< 0
Volumes				1001		846		1003	710	719	1374	21
Lane W (ft)				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru					Thru	*	*	
Right	*				Right	*	*	
Peds					Peds			
NB Right	*				EB Right			
SB Right					WB Right	*		
Green	26.0A				Green	20.0A	19.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	1192	3406	0.911	0.350	23.6	C	14.5	B
	R	2019	3047	0.499	0.663	4.6	A		
NB	T	1411	5377	0.823	0.262	20.8	C	16.0	C
	R	991	1524	0.754	0.650	8.5	B		
SB	L	937	3406	0.833	0.275	22.2	C	11.8	B
	TR	3085	5365	0.524	0.575	6.8	B		

Intersection Delay = 13.9 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.861

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-27-2003
Center For Microcomputers In Transportation

Streets: (E-W) N.E. 3RD AVENUE (N-S) US 19
Analyst: PBS&J File Name: 193ABSCR.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD WITH SR 44 INT EB VOLUME

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	3	< 0	1	3	< 0
Volumes	222	26	112	82	40	16	36	1703	54	21	1948	82
Lane W (ft)		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	31.0A				Green	39.0A		
Yellow/AR	5.0				Yellow/AR	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	445	1078	0.852	0.412	24.0	C	24.0	C
WB	LTR	385	933	0.377	0.412	10.9	B	10.9	B
NB	L	90	175	0.422	0.512	9.7	B	10.7	B
	TR	2743	5353	0.742	0.512	10.7	B		
SB	L	90	175	0.244	0.512	7.3	B	13.0	B
	TR	2739	5345	0.858	0.512	13.1	B		

Intersection Delay = 12.8 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.856

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-27-2003
Center For Microcomputers In Transportation

Streets: (E-W) N.W. 19TH STREET (N-S) US 19
Analyst: PBS&J File Name: 19TUBSCR.HC9
Area Type: Other 8-13-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD WITH 3-LANES SOUTHBOUND

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	1	1	< 0	1	2	1	1	3	< 0
Volumes	15	23	59	90	38	185	139	974	46	197	1024	13
Lane W (ft)		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left *	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	23.0A				Green	13.0A 29.0A		
Yellow/AR	5.0				Yellow/AR	5.0 5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	409	1309	0.249	0.313	13.3	B	13.3	B
WB	L	388	1242	0.245	0.313	13.3	B	14.5	B
	TR	490	1569	0.479	0.313	15.0	B		
NB	L	409	1703	0.357	0.613	5.8	B	14.5	B
	T	1389	3585	0.775	0.387	15.8	C		
	R	591	1524	0.081	0.387	10.0	B		
SB	L	409	1703	0.506	0.613	8.1	B	12.1	B
	TR	2080	5367	0.577	0.387	12.8	B		

Intersection Delay = 13.4 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.644

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-27-2003
Center For Microcomputers In Transportation

Streets: (E-W) 7 RIVERS HOSPITAL (N-S) US 19
Analyst: PBS&J File Name: 197RBSCR.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD WITH 4-LANE US 19

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	2	1	1	2	1
Volumes	16	1	16	110	2	7	21	984	42	11	1052	22
Lane W (ft)		12.0			12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	23.0A				Green	12.0A	30.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	398	1275	0.088	0.313	12.6	B	12.6	B
WB	LTR	412	1319	0.303	0.313	13.6	B	13.6	B
NB	L	388	1703	0.057	0.613	6.1	B	14.7	B
	T	1434	3585	0.759	0.400	15.0	B		
	R	610	1524	0.072	0.400	9.6	B		
SB	L	388	1703	0.031	0.613	5.7	B	16.1	C
	T	1434	3585	0.810	0.400	16.3	C		
	R	610	1524	0.038	0.400	9.4	B		

Intersection Delay = 15.3 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.487

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-27-2003
Center For Microcomputers In Transportation

Streets: (E-W) W. POWER LINE STREET (N-S) US 19
Analyst: PBS&J File Name: 19POBSCR.HC9
Area Type: Other 4-28-2 PM PEAK
Comment: 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD WITH 4-LANE US 19

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
Volumes	168		486				55	866			889	27
Lane W (ft)	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru					Thru	*	*		
Right	*				Right				
Peds					Peds				
WB Left					SB Left				
Thru					Thru		*		
Right					Right		*		
Peds					Peds				
NB Right					EB Right	*			
SB Right					WB Right				
Green	25.0A				Green	8.0A	32.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	575	1703	0.308	0.338	12.8	B	11.7	B
	R	762	1524	0.672	0.500	11.4	B		
NB	L	303	1703	0.191	0.587	6.0	B	6.1	B
	T	2106	3585	0.455	0.587	6.1	B		
SB	T	1524	3585	0.645	0.425	12.4	B	12.3	B
	R	648	1524	0.043	0.425	8.7	B		

Intersection Delay = 9.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.660

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NBCCBSCR.HC1
Arterial..... US 19
From/To..... W.CARDINAL TO CR 495
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 08/13/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD W/MOD. INTERSECTIONS

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CABSCP.HC9	W. CARDINAL STREET					
1	19YUBSCR.HC9	CR 490 YULEE DRIVE	2.90	1	*	55	1
2	19HABSCP.HC9	CR 490A HALLS RIVER	0.39	1		45	2
3	19HOBSCP.HC9	CR 490 HOMOSASSA TR	*0.13	1		45	3
4	19OZBSCP.HC9	W. OZELLO TR.	3.49	1	*	55	4
5	19VEBSCP.HC9	W. VENABLE ST.	0.58	1	*	55	5
6	19CRBSCP.HC9	CRYSTAL RIVER PLAZA	*0.14	1		45	6
7	19FOBSC2.HC9	CR 44 W. FORT ISLAND	1.13	1		45	7
8	19KIBSCP.HC9	S.E. KINGS BAY DRIVE	0.68	1		45	8
9	1944BSCR.HC9	SR 44	0.45	1		40	9
10	193ABSCR.HC9	N.E. 3RD AVENUE	*0.19	1		40	10
11	19CIBSCP.HC9	CR 495	0.25	1		40	11

* Segment has length out of range for class (see Table 11-4). The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	110	0.51	0.95	0.754	2708	3	Y	16.4	0.850	0.9	14.8	19.2	B
2	110	0.38	0.95	0.761	2034	3	Y	22.5	0.850	1.2	20.4	26.5	C
3	110	0.43	0.95	0.675	2276	3	Y	19.3	0.850	0.6	17.0	22.0	C
4	80	0.64	0.95	0.524	3390	3	Y	6.0	0.850	0.1	5.2	6.8	B
5	110	0.55	0.95	0.532	2906	3	Y	12.2	0.850	0.2	10.5	13.6	B
6	80	0.65	0.95	0.580	3463	3	Y	6.0	0.850	0.2	5.3	6.8	B

7	80	0.43	0.95	0.731	2264	3	Y	14.6	0.850	0.9	13.3	17.3	B
8	80	0.65	0.95	0.538	3463	3	Y	5.7	0.850	0.1	5.0	6.5	B
9	80	0.26	0.95	0.823	1412	3	Y	21.1	0.850	2.9	20.8	27.1	C
10	80	0.51	0.95	0.742	2743	3	Y	11.7	0.850	0.8	10.7	13.9	B
11	80	0.41	0.95	0.708	2218	3	Y	14.8	0.850	0.7	13.3	17.4	B

File Name NBCCBSCR.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	189.8	19.2	0.0	209.0	2.90	49.9	A
2	2	36.9	26.5	0.0	63.3	0.39	22.2	C
3	3	14.2	22.0	0.0	36.2	0.13	12.9	F
4	4	228.4	6.8	0.0	235.2	3.49	53.4	A
5	5	38.0	13.6	0.0	51.6	0.58	40.5	A
6	6	15.3	6.8	0.0	22.1	0.14	22.8	C
7	7	90.4	17.3	0.0	107.7	1.13	37.8	A
8	8	57.9	6.5	0.0	64.4	0.68	38.0	A
9	9	42.5	27.1	0.0	69.6	0.45	23.3	C
10	10	21.9	13.9	0.0	35.8	0.19	19.1	D
11	11	27.5	17.4	0.0	44.9	0.25	20.1	D

Grand sum of time: 939.7 sec
Grand sum of length: 10.33 mi
Arterial Speed: 39.6 mph
Arterial LOS: A

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SBCCBSCR.HC1
Arterial..... US 19
From/To..... CR 495 TO W.CARDINAL
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 08/13/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD W/MOD. INTERSECTIONS

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CIBSCP.HC9	CR 495					
1	193ABSCR.HC9	N.E. 3RD AVENUE	0.25	1		40	1
2	1944BSCR.HC9	SR 44	*0.19	1		40	2
3	19KIBSCP.HC9	S.E. KINGS BAY DRIVE	0.45	1		40	3
4	19FOBSC2.HC9	CR 44 W. FORT ISLAND	0.68	1		45	4
5	19CRBSCP.HC9	CRYSTAL RIVER PLAZA	1.13	1		45	5
6	19VEBSCP.HC9	W. VENABLE ST.	*0.14	1		45	6
7	19OZBSCP.HC9	W. OZELLO TR.	0.58	1	*	55	7
8	19HOBSCP.HC9	CR 490 HOMOSASSA TR	3.49	1	*	55	8
9	19HABSCP.HC9	CR 490A HALLS RIVER	*0.13	1		45	9
10	19YUBSCR.HC9	CR 490 YULEE DRIVE	0.39	1		45	10
11	19CABSCP.HC9	W. CARDINAL STREET	2.90	1	*	55	11

* Segment has length out of range for class (see Table 11-4). The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.51	0.95	0.858	2739	3	Y	12.9	0.850	2.1	13.1	17.0	B
2	80	0.57	0.95	0.523	3085	3	Y	7.9	0.850	0.1	6.8	8.9	B
3	80	0.50	0.95	0.888	2660	3	Y	13.7	0.850	3.0	14.6	19.0	B
4	80	0.43	0.95	0.845	2264	3	Y	15.7	0.850	2.2	15.6	20.3	C
5	80	0.49	0.95	0.875	2597	3	Y	13.9	0.850	2.7	14.5	18.8	B
6	110	0.55	0.95	0.654	2906	3	Y	13.4	0.850	0.4	11.8	15.3	B

7	80	0.47	0.95	0.876	2510	3	Y	14.4	0.850	2.8	15.0	19.5	B
8	110	0.43	0.95	0.874	2261	3	Y	21.9	0.850	3.0	21.6	28.1	C
9	110	0.38	0.95	0.915	2034	3	Y	24.6	0.850	5.1	25.9	33.7	D
10	110	0.51	0.95	0.961	2683	3	Y	19.7	0.850	7.4	24.2	31.5	C
11	80	0.71	0.95	0.495	3796	3	Y	3.9	0.850	0.1	3.4	4.4	A

File Name SBCCBSCR.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	27.5	17.0	0.0	44.5	0.25	20.2	D
2	2	21.9	8.9	0.0	30.7	0.19	22.3	C
3	3	42.5	19.0	0.0	61.5	0.45	26.3	C
4	4	57.9	20.3	0.0	78.1	0.68	31.3	B
5	5	90.4	18.8	0.0	109.2	1.13	37.2	A
6	6	15.3	15.3	0.0	30.6	0.14	16.5	E
7	7	38.0	19.5	0.0	57.4	0.58	36.4	A
8	8	228.4	28.1	0.0	256.5	3.49	49.0	A
9	9	14.2	33.7	0.0	47.9	0.13	9.8	F
10	10	36.9	31.5	0.0	68.3	0.39	20.6	D
11	11	189.8	4.4	0.0	194.2	2.90	53.8	A

Grand sum of time: 979.0 sec
Grand sum of length: 10.33 mi
Arterial Speed: 38.0 mph
Arterial LOS: A

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NBC4BSCR.HC1
Arterial..... US 19
From/To..... CR 495 TO CR 488
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 08/13/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD
WITH 4-LANE US 19

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CIBSCP.HC9	CR 495					
1	196ABSCP.HC9	N.W. 6TH AVENUE	0.91	1		45	1
2	19TUBSCR.HC9	N.W. 19TH STREET	0.46	1		45	2
3	197RBSCR.HC9	7 RIVERS HOSPITAL	2.83	1	*	55	3
4	19POBSCR.HC9	W. POWER LINE STREET	0.64	1	*	55	4
5	1948BSCR.HC9	CR 488	0.80	1	*	55	5

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.38	0.95	0.827	1968	3	Y	17.2	0.850	2.2	16.8	21.8	C
2	80	0.39	0.95	0.775	1389	3	Y	16.3	0.850	2.0	15.8	20.6	C
3	80	0.40	0.95	0.759	1434	3	Y	15.7	0.850	1.7	15.0	19.6	C
4	80	0.59	0.95	0.455	2106	3	Y	7.1	0.850	0.1	6.1	7.9	B
5	80	0.50	0.95	0.506	1792	3	Y	10.2	0.850	0.2	8.8	11.5	B

File Name NBC4BSCR.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	74.1	21.8	0.0	96.0	0.91	34.1	B
2	2	41.6	20.6	0.0	62.2	0.46	26.6	C
3	3	185.2	19.6	0.0	204.8	2.83	49.7	A
4	4	41.9	7.9	0.0	49.8	0.64	46.2	A
5	5	52.4	11.5	0.0	63.9	0.80	45.1	A

Grand sum of time: 476.6 sec
Grand sum of length: 5.64 mi
Arterial Speed: 42.6 mph
Arterial LOS: A

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SBC4BSCR.HC1
Arterial..... US 19
From/To..... CR 488 TO CR 495
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 08/13/02
Other Information.... 2025 WITH SUNCOAST PKWY PHASE 2 - BUILD
WITH 4-LANE US 19

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class	Free Flow Speed (mph)		Sect.
	1948BSCR.HC9	CR 488					
1	19POBSCR.HC9	W. POWER LINE STREET	0.80	1	*	55	1
2	197RBSCR.HC9	7 RIVERS HOSPITAL	0.64	1	*	55	2
3	19TUBSCR.HC9	N.W. 19TH STREET	2.83	1	*	55	3
4	196ABSCP.HC9	N.W. 6TH AVENUE	0.46	1		45	4
5	19CIBSCP.HC9	CR 495	0.91	1		45	5

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.43	0.95	0.645	1524	3	Y	13.8	0.850	0.7	12.4	16.2	B
2	80	0.40	0.95	0.810	1434	3	Y	16.2	0.850	2.6	16.3	21.2	C
3	80	0.39	0.95	0.577	2080	3	Y	14.7	0.850	0.3	12.8	16.6	B
4	80	0.52	0.95	0.432	2823	3	Y	8.9	0.850	0.1	7.6	9.9	B
5	80	0.41	0.95	0.843	2208	3	Y	16.1	0.850	2.3	15.9	20.7	C

File Name SBC4BSCR.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	52.4	16.2	0.0	68.5	0.80	42.0	A
2	2	41.9	21.2	0.0	63.1	0.64	36.5	A
3	3	185.2	16.6	0.0	201.9	2.83	50.5	A
4	4	41.6	9.9	0.0	51.5	0.46	32.2	B
5	5	74.1	20.7	0.0	94.8	0.91	34.6	B

Grand sum of time: 479.8 sec
Grand sum of length: 5.64 mi
Arterial Speed: 42.3 mph

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-23-2003
Center For Microcomputers In Transportation

Streets: (E-W) CR 490 YULEE DRIVE (N-S) US 19
Analyst: PBS&J File Name: 19YUBWOR.HC9
Area Type: Other 4-22-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 -BUILD W/PROTECTED NB & SB LT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	0	0 >	1 <	0	1	3 <	0	1	3 <	0
Volumes	215	20	92	98	30	24	107	2014	22	26	2375	181
Lane W (ft)	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	24.0A				Green	8.0A	63.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 110 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	261	1104	0.866	0.236	43.3	E	36.2	D
	TR	368	1557	0.321	0.236	22.6	C		
WB	LTR	239	1010	0.670	0.236	29.5	D	29.5	D
NB	L	153	1687	0.737	0.091	42.7	E	12.8	B
	TR	3143	5319	0.750	0.591	11.4	B		
SB	L	153	1687	0.176	0.091	29.9	D	19.3	C
	TR	3114	5270	0.950	0.591	19.2	C		

Intersection Delay = 17.9 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.908

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-23-2003
Center For Microcomputers In Transportation

Streets: (E-W) SR 44 (N-S) US 19
Analyst: PBS&J File Name: 1944BWOR.HC9
Area Type: Other 7-29-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD W/ MOD. INTERSECTION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	2	0	2	0	3	1	2	3	< 0
Volumes				1061		897		1155	817	854	1633	26
Lane W (ft)				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru					Thru	*	*	
Right		*			Right	*	*	
Peds					Peds			
NB Right		*			EB Right			
SB Right					WB Right	*		
Green		26.0A			Green	20.0A	19.0A	
Yellow/AR		5.0			Yellow/AR	5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	1192	3406	0.966	0.350	30.1	D	17.9	C
	R	2019	3047	0.529	0.663	4.7	A		
NB	T	1411	5377	0.948	0.262	28.7	D	22.6	C
	R	991	1524	0.868	0.650	13.2	B		
SB	L	937	3406	0.989	0.275	38.8	D	17.7	C
	TR	3085	5365	0.623	0.575	7.6	B		

Intersection Delay = 19.3 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.967

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-23-2003
Center For Microcomputers In Transportation

Streets: (E-W) N.E. 3RD AVENUE (N-S) US 19
Analyst: PBS&J File Name: 193ABWOR.HC9
Area Type: Other 4-23-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD W/ SR 44 INT EB VOL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	0	0 >	1 <	0	1	3 <	0	1	3 <	0
Volumes	222	26	117	82	40	16	43	2026	64	24	2247	94
Lane W (ft)	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		19.0A				Green		7.0A	39.0A		
Yellow/AR		5.0				Yellow/AR		5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	297	1132	0.787	0.262	26.7	D	22.4	C
	TR	413	1572	0.364	0.262	15.8	C		
WB	LTR	284	1080	0.511	0.262	17.5	C	17.5	C
NB	L	282	1703	0.160	0.663	9.5	B	13.8	B
	TR	2743	5353	0.882	0.512	13.9	B		
SB	L	282	1703	0.089	0.663	7.2	B	23.5	C
	TR	2739	5345	0.989	0.512	23.6	C		

Intersection Delay = 19.1 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.834

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-23-2003
Center For Microcomputers In Transportation

Streets: (E-W) N.W. 19TH STREET (N-S) US 19
Analyst: PBS&J File Name: 19TUBWOR.HC9
Area Type: Other 8-13-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD WITH 3-LANES SB

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	1	1	< 0	1	2	1	1	3	< 0
Volumes	15	23	59	90	38	184	167	1168	56	245	1271	15
Lane W (ft)		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	19.0A				Green	13.0A	33.0A		
Yellow/AR	5.0				Yellow/AR	5.0	5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Adj Sat Flow Cap	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	342	1301	0.299	0.262	15.4	C	15.4	C
WB	L	319	1215	0.298	0.262	15.4	C	17.2	C
	TR	412	1570	0.568	0.262	17.9	C		
NB	L	409	1703	0.430	0.663	6.2	B	14.0	B
	T	1568	3585	0.822	0.438	15.4	C		
	R	667	1524	0.088	0.438	8.5	B		
SB	L	409	1703	0.631	0.663	12.7	B	11.9	B
	TR	2348	5368	0.634	0.438	11.7	B		

Intersection Delay = 13.3 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.744

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-24-2003
Center For Microcomputers In Transportation

Streets: (E-W) 7 RIVERS HOSPITAL (N-S) US 19
Analyst: PBS&J File Name: 197RBWOR.HC9
Area Type: Other 8-13-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD WITH 4-LANE US 19

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	2	1	1	2	1
Volumes	18	1	16	110	2	7	26	1221	52	14	1330	27
Lane W (ft)		12.0			12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left *	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0A				Green	12.0A	43.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	192	1281	0.193	0.150	19.3	C	19.3	C
WB	LTR	212	1411	0.591	0.150	23.6	C	23.6	C
NB	L	388	1703	0.070	0.775	3.9	A	8.3	B
	T	2017	3585	0.669	0.563	8.5	B		
	R	857	1524	0.064	0.563	5.1	B		
SB	L	388	1703	0.039	0.775	3.2	A	9.2	B
	T	2017	3585	0.729	0.563	9.3	B		
	R	857	1524	0.033	0.563	5.0	A		

Intersection Delay = 9.5 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.580

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-24-2003
Center For Microcomputers In Transportation

Streets: (E-W) W. POWER LINE STREET (N-S) US 19
Analyst: PBS&J File Name: 19POBWOR.HC9
Area Type: Other 8-13-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD WITH 4-LANE US 19

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
Volumes	168		486				70	1093			1063	33
Lane W (ft)	12.0		14.0				12.0	12.0			12.0	12.0
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru					Thru	*	*	
Right	*				Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru		*	
Right					Right		*	
Peds					Peds			
NB Right					EB Right	*		
SB Right					WB Right			
Green	21.0A				Green	8.0A	36.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	490	1703	0.362	0.287	14.8	B	13.8	B
	R	731	1625	0.700	0.450	13.5	B		
NB	L	303	1703	0.244	0.637	5.8	B	5.3	B
	T	2285	3585	0.529	0.637	5.3	B		
SB	T	1703	3585	0.690	0.475	11.4	B	11.3	B
	R	724	1524	0.048	0.475	7.3	B		

Intersection Delay = 9.5 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.695

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 06-24-2003
Center For Microcomputers In Transportation

Streets: (E-W) CR 488 (N-S) US 19
Analyst: PBS&J File Name: 1948BWOR.HC9
Area Type: Other 8-13-2 PM PEAK
Comment: 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD WITH 4-LANE US 19

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Volumes				107		32		981	310	62	820	
Lane W (ft)				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru					Thru		*		
Right					Right		*		
Peds					Peds				
WB Left		*			SB Left	*	*		
Thru					Thru	*	*		
Right		*			Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green		17.0A			Green		7.0A 41.0A		
Yellow/AR		5.0			Yellow/AR		5.0 5.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	404	1703	0.279	0.237	16.2	C	16.0	C
	R	362	1524	0.094	0.237	15.4	C		
NB	T	1927	3585	0.563	0.538	8.2	B	8.0	B
	R	819	1524	0.398	0.538	7.2	B		
SB	L	282	1703	0.230	0.688	4.1	A	3.5	A
	T	2465	3585	0.368	0.688	3.4	A		

Intersection Delay = 6.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.459

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NBCCBWOR.HC1
Arterial..... US 19
From/To..... W.CARDINAL TO CR 495
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 08/13/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD W/MOD. INTERSECTIONS

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CABWOP.HC9	W. CARDINAL STREET					
1	19YUBWOR.HC9	CR 490 YULEE DRIVE	2.90	1	*	55	1
2	19HABWOP.HC9	CR 490A HALLS RIVER	0.39	1		45	2
3	19HOBWOP.HC9	CR 490 HOMOSASSA TR	*0.13	1		45	3
4	19OZBWOP.HC9	W. OZELLO TR.	3.49	1	*	55	4
5	19VEBWOP.HC9	W. VENABLE ST.	0.58	1	*	55	5
6	19CRBWOP.HC9	CRYSTAL RIVER PLAZA	*0.14	1		45	6
7	19FOBWO2.HC9	CR 44 W. FORT ISLAND	1.13	1		45	7
8	19KIBWOP.HC9	S.E. KINGS BAY DRIVE	0.68	1		45	8
9	1944BWOR.HC9	SR 44	0.45	1		40	9
10	193ABWOR.HC9	N.E. 3RD AVENUE	*0.19	1		40	10
11	19CIBWOP.HC9	CR 495	0.25	1		40	11

* Segment has length out of range for class (see Table 11-4). The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	110	0.59	0.95	0.750	3143	3	Y	12.6	0.850	0.7	11.4	14.8	B
2	110	0.43	0.95	0.781	2276	3	Y	20.6	0.850	1.3	18.8	24.4	C
3	110	0.45	0.95	0.727	2421	3	Y	18.6	0.850	0.8	16.6	21.6	C
4	80	0.69	0.95	0.545	3657	3	Y	4.7	0.850	0.1	4.2	5.4	A
5	110	0.56	0.95	0.594	3003	3	Y	12.0	0.850	0.2	10.4	13.5	B
6	80	0.71	0.95	0.588	3796	3	Y	4.3	0.850	0.2	3.9	5.0	A

7	80	0.46	0.95	0.746	2464	3	Y	13.4	0.850	0.9	12.3	16.0	B
8	80	0.70	0.95	0.575	3729	3	Y	4.6	0.850	0.2	4.1	5.3	A
9	80	0.26	0.95	0.948	1411	3	Y	22.0	0.850	9.9	28.7	37.3	D
10	80	0.51	0.95	0.882	2743	3	Y	13.2	0.850	2.7	13.9	18.1	B
11	80	0.43	0.95	0.793	2285	3	Y	15.2	0.850	1.4	14.3	18.6	B

File Name NBCCBWOR.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	189.8	14.8	0.0	204.7	2.90	51.0	A
2	2	36.9	24.4	0.0	61.3	0.39	22.9	C
3	3	14.2	21.6	0.0	35.7	0.13	13.1	E
4	4	228.4	5.4	0.0	233.9	3.49	53.7	A
5	5	38.0	13.5	0.0	51.5	0.58	40.5	A
6	6	15.3	5.0	0.0	20.3	0.14	24.9	C
7	7	90.4	16.0	0.0	106.4	1.13	38.2	A
8	8	57.9	5.3	0.0	63.2	0.68	38.8	A
9	9	42.5	37.3	0.0	79.8	0.45	20.3	D
10	10	21.9	18.1	0.0	39.9	0.19	17.1	D
11	11	27.5	18.6	0.0	46.1	0.25	19.5	D

Grand sum of time: 942.6 sec
Grand sum of length: 10.33 mi
Arterial Speed: 39.5 mph
Arterial LOS: A

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SBCCBWOR.HC1
Arterial..... US 19
From/To..... CR 495 TO W.CARDINAL
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 08/13/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD W/MOD. INTERSECTIONS

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CIBWOP.HC9	CR 495					
1	193ABWOR.HC9	N.E. 3RD AVENUE	0.25	1		40	1
2	1944BWOR.HC9	SR 44	*0.19	1		40	2
3	19KIBWOP.HC9	S.E. KINGS BAY DRIVE	0.45	1		40	3
4	19FOBWO2.HC9	CR 44 W. FORT ISLAND	0.68	1		45	4
5	19CRBWOP.HC9	CRYSTAL RIVER PLAZA	1.13	1		45	5
6	19VEBWOP.HC9	W. VENABLE ST.	*0.14	1		45	6
7	19OZBWOP.HC9	W. OZELLO TR.	0.58	1	*	55	7
8	19HOBWOP.HC9	CR 490 HOMOSASSA TR	3.49	1	*	55	8
9	19HABWOP.HC9	CR 490A HALLS RIVER	*0.13	1		45	9
10	19YUBWOR.HC9	CR 490 YULEE DRIVE	0.39	1		45	10
11	19CABWOP.HC9	W. CARDINAL STREET	2.90	1	*	55	11

* Segment has length out of range for class (see Table 11-4). The extrapolation procedures in Notes 2-3 will be used.

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.51	0.95	0.989	2739	3	Y	14.7	0.850	11.2	23.6	30.7	C
2	80	0.57	0.95	0.623	3085	3	Y	8.6	0.850	0.3	7.6	9.8	B
3	80	0.55	0.95	0.929	2926	3	Y	12.6	0.850	4.4	15.1	19.7	C
4	80	0.46	0.95	0.894	2464	3	Y	15.0	0.850	3.4	16.1	20.9	C
5	80	0.50	0.95	0.954	2664	3	Y	14.5	0.850	6.7	19.0	24.7	C
6	110	0.56	0.95	0.706	3003	3	Y	13.2	0.850	0.5	11.8	15.3	B

7	80	0.50	0.95	0.961	2643	3	Y	14.6	0.850	7.5	19.9	25.9	C
8	110	0.45	0.95	0.941	2406	3	Y	21.7	0.850	6.1	24.5	31.9	C
9	110	0.43	0.95	0.937	2276	3	Y	22.9	0.850	6.0	25.4	33.1	D
10	110	0.59	0.95	0.950	3114	3	Y	16.0	0.850	5.6	19.2	25.0	C
11	80	0.75	0.95	0.585	3995	3	Y	3.4	0.850	0.2	3.0	4.0	A

File Name SBCCBWOR.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	27.5	30.7	0.0	58.2	0.25	15.5	E
2	2	21.9	9.8	0.0	31.7	0.19	21.6	D
3	3	42.5	19.7	0.0	62.2	0.45	26.1	C
4	4	57.9	20.9	0.0	78.8	0.68	31.1	B
5	5	90.4	24.7	0.0	115.1	1.13	35.3	A
6	6	15.3	15.3	0.0	30.6	0.14	16.5	E
7	7	38.0	25.9	0.0	63.8	0.58	32.7	B
8	8	228.4	31.9	0.0	260.3	3.49	48.3	A
9	9	14.2	33.1	0.0	47.2	0.13	9.9	F
10	10	36.9	25.0	0.0	61.8	0.39	22.7	C
11	11	189.8	4.0	0.0	193.8	2.90	53.9	A

Grand sum of time: 1003.6 sec
Grand sum of length: 10.33 mi
Arterial Speed: 37.1 mph
Arterial LOS: A

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name NBC4BWOR.HC1
Arterial..... US 19
From/To..... CR 495 TO CR 488
Direction ..... N
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 08/12/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD WITH 4-LANE US 19

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class		Free Flow Speed (mph)	Sect.
	19CIBWOP.HC9	CR 495					
1	196ABWOP.HC9	N.W. 6TH AVENUE	0.91	1		45	1
2	19TUBWOR.HC9	N.W. 19TH STREET	0.46	1		45	2
3	197RBWOR.HC9	7 RIVERS HOSPITAL	2.83	1	*	55	3
4	19POBWOR.HC9	W. POWER LINE STREET	0.64	1	*	55	4
5	1948BWOR.HC9	CR 488	0.80	1	*	55	5

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.41	0.95	0.894	2165	3	Y	16.6	0.850	3.8	18.0	23.3	C
2	80	0.44	0.95	0.822	1568	3	Y	15.0	0.850	2.6	15.4	20.0	C
3	80	0.56	0.95	0.669	2017	3	Y	9.3	0.850	0.6	8.5	11.1	B
4	80	0.64	0.95	0.529	2285	3	Y	6.0	0.850	0.2	5.3	6.9	B
5	80	0.54	0.95	0.563	1927	3	Y	9.3	0.850	0.3	8.2	10.7	B

File Name NBC4BWOR.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	74.1	23.3	0.0	97.5	0.91	33.6	B
2	2	41.6	20.0	0.0	61.6	0.46	26.9	C
3	3	185.2	11.1	0.0	196.3	2.83	51.9	A
4	4	41.9	6.9	0.0	48.8	0.64	47.2	A
5	5	52.4	10.7	0.0	63.0	0.80	45.7	A

Grand sum of time: 467.2 sec
Grand sum of length: 5.64 mi
Arterial Speed: 43.5 mph

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University of Florida
512 Weil Hall
Gainesville, FL 32611-6585
Ph: (352) 392-0378

File Name SBC4BWOR.HC1
Arterial..... US 19
From/To..... CR 488 TO CR 495
Direction ..... S
Analyst..... PBS&J
Time of Analysis..... PM PEAK
Date of Analysis..... 08/13/02
Other Information.... 2025 WITHOUT SUNCOAST PKWY PHASE 2 - BUILD WITH 4-LANE US 19

A. Description of Arterial

Seg.	Intersection File Name	Street Name	Length (mi)	Art. Class	Free Flow Speed (mph)	Sect.
	1948BWOR.HC9	CR 488				
1	19POBWOR.HC9	W. POWER LINE STREET	0.80	1	* 55	1
2	197RBWOR.HC9	7 RIVERS HOSPITAL	0.64	1	* 55	2
3	19TUBWOR.HC9	N.W. 19TH STREET	2.83	1	* 55	3
4	196ABWOP.HC9	N.W. 6TH AVENUE	0.46	1	45	4
5	19CIBWOP.HC9	CR 495	0.91	1	45	5

* Free flow speed is out of bounds of Table 11-4. Free-flow speed will be used as arterial speed to compute running times.

B. Intersection Delay Estimates

Seg.	C	g/C	PHF	v/c	c	Arrival Type	Act.	d1	DF	d2	d	D	Inter. LOS
1	80	0.47	0.95	0.690	1703	3	Y	12.5	0.850	0.8	11.4	14.9	B
2	80	0.56	0.95	0.729	2017	3	Y	9.9	0.850	1.0	9.3	12.1	B
3	80	0.44	0.95	0.634	2348	3	Y	13.3	0.850	0.4	11.7	15.2	B
4	80	0.56	0.95	0.483	3025	3	Y	8.0	0.850	0.1	6.9	9.0	B
5	80	0.43	0.95	0.973	2275	3	Y	17.1	0.850	9.9	24.4	31.8	C

File Name SBC4BWOR.HC1

C. Arterial Level of Service

Seg.	Sect.	Running Time (sec)	Int. Total Delay (sec)	Other Delay (sec)	Section Sum of Time (sec)	Sum of Length (mi)	Art. Speed (mph)	Art. LOS
1	1	52.4	14.9	0.0	67.2	0.80	42.8	A
2	2	41.9	12.1	0.0	54.0	0.64	42.6	A
3	3	185.2	15.2	0.0	200.5	2.83	50.8	A
4	4	41.6	9.0	0.0	50.5	0.46	32.8	B
5	5	74.1	31.8	0.0	105.9	0.91	30.9	B

Grand sum of time: 478.2 sec
Grand sum of length: 5.64 mi
Arterial Speed: 42.5 mph

REVISED QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
REFLECTING PREFERRED INTERSECTION GEOMETRY
Red Time Formula Method (1)
Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/US 98	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	15	1	15	3.29	0.350	0.650	25	70	585	610	625
Northbound Thru	80	1.07	620	2	310	1.97	0.350	0.650	236	70	N/A	236	250
Northbound Right	80	1.07	131	1	131	2.64	0.350	0.650	133	70	585	718	725
Southbound Left	80	1.07	454	2	227	2.22	0.188	0.812	243	70	585	828	850
Southbound Thru	80	1.07	939	2	470	1.76	0.575	0.425	209	70	N/A	209	225
Southbound Right	80	1.07	172	1	172	2.40	0.575	0.425	104	70	585	689	700
Eastbound Left	80	1.07	116	1	116	2.79	0.350	0.650	125	40	155	280	300
Eastbound Thru	80	1.07	23	1	23	3.29	0.350	0.650	29	40	N/A	29	50
Eastbound Right	80	1.07	20	1	20	3.29	0.350	0.650	25	40	155	180	200
Westbound Left	80	1.07	55	1	55	3.29	0.350	0.650	70	60	455	525	525
Westbound Thru	80	1.07	29	1	29	3.29	0.350	0.650	37	60	N/A	37	50
Westbound Right	Free-flow Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

US 19/W. Cardinal St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru-Right	80	1.07	1459	3	486	1.73	0.475	0.525	262	70	N/A	262	275
Southbound Left	80	1.07	332	1	332	1.94	0.712	0.288	110	70	585	695	700
Southbound Thru	80	1.07	1622	3	541	1.66	0.712	0.288	154	70	N/A	154	175
Westbound Left	80	1.07	114	1	114	2.79	0.213	0.787	149	55	385	534	550
Westbound Right	80	1.07	325	1	325	1.95	0.450	0.550	208	55	385	593	600

US 19/W. Yulee Dr. (CR 490)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	93	1	93	2.44	0.109	0.891	165	50	240	405	425
Northbound Thru-Right	110	1.07	1763	3	588	1.48	0.509	0.491	349	50	N/A	349	350
Southbound Left	110	1.07	23	1	23	2.58	0.109	0.891	43	50	240	283	475
Southbound Thru-Right	110	1.07	2228	3	743	1.41	0.509	0.491	421	50	N/A	421	425
Eastbound Left	110	1.07	230	1	230	1.89	0.300	0.700	248	45	185	433	450
Eastbound Thru-Right	110	1.07	120	1	120	2.26	0.300	0.700	155	45	N/A	155	175
Westbound Left-Thru-Right	110	1.07	152	1	152	2.12	0.300	0.700	184	30	N/A	184	200

REVISED QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
REFLECTING PREFERRED INTERSECTION GEOMETRY
Red Time Formula Method (1)
Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/W. Halls River Rd. (CR 490 A)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	287	2	144	2.17	0.127	0.873	222	50	240	462	475
Northbound Thru	110	1.07	1337	3	446	1.58	0.382	0.618	357	50	N/A	357	375
Northbound Right	110	1.07	286	1	286	1.79	0.591	0.409	171	50	240	411	425
Southbound Left	110	1.07	275	2	138	2.21	0.127	0.873	217	50	240	457	475
Southbound Thru	110	1.07	1607	3	536	1.51	0.382	0.618	407	50	N/A	407	425
Southbound Right	110	1.07	232	1	232	1.89	0.591	0.409	146	50	240	386	475
Eastbound Left	110	1.07	248	2	124	2.26	0.182	0.818	187	40	155	342	350
Eastbound Thru	110	1.07	203	1	203	1.94	0.200	0.800	258	40	N/A	258	275
Eastbound Right	110	1.07	300	1	300	1.75	0.355	0.645	277	40	155	432	450
Westbound Left	110	1.07	454	2	227	1.90	0.182	0.818	289	55	385	674	700
Westbound Thru	110	1.07	267	1	267	1.83	0.200	0.800	319	55	N/A	319	325
Westbound Right	110	1.07	169	1	169	2.08	0.355	0.645	186	55	385	571	575

US 19/W. Homosassa Tr. (CR 490)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	179	1	179	2.05	0.582	0.418	125	50	240	365	400
Northbound Thru	110	1.07	1327	3	442	1.58	0.427	0.573	328	50	N/A	328	350
Northbound Right	110	1.07	287	1	287	1.79	0.609	0.391	164	50	240	404	425
Southbound Left	110	1.07	128	1	128	2.26	0.582	0.418	99	50	240	339	450
Southbound Thru-Right	110	1.07	1706	3	569	1.49	0.427	0.573	397	50	N/A	397	400
Eastbound Left	110	1.07	195	1	195	1.98	0.364	0.636	200	30	145	345	350
Eastbound Thru	110	1.07	137	1	137	2.21	0.182	0.818	203	30	N/A	203	225
Eastbound Right	110	1.07	180	1	180	2.01	0.336	0.664	197	30	145	342	350
Westbound Left	110	1.07	302	1	302	1.75	0.364	0.636	275	35	145	420	425
Westbound Thru	110	1.07	207	1	207	1.94	0.182	0.818	268	35	N/A	268	275
Westbound Right	110	1.07	178	1	178	2.05	0.336	0.664	198	35	145	343	350

US 19/W. Ozello Tr. (CR 494)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	115	1	115	2.79	0.637	0.363	69	50	240	309	325
Northbound Thru-Right	80	1.07	1533	3	511	1.68	0.637	0.363	186	50	N/A	186	200
Southbound Left	80	1.07	19	1	19	3.29	0.475	0.525	25	50	240	265	375
Southbound Thru-Right	80	1.07	1900	3	633	1.60	0.475	0.525	316	50	N/A	316	325
Eastbound Left-Thru-Right	80	1.07	222	1	222	2.22	0.287	0.713	209	40	N/A	209	225
Westbound Left-Thru	80	1.07	7	1	7	3.29	0.287	0.713	25	30	N/A	25	50
Westbound Right	80	1.07	5	1	5	3.29	0.287	0.713	25	30	145	170	175

REVISED QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
REFLECTING PREFERRED INTERSECTION GEOMETRY
Red Time Formula Method (1)
Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/W. Venable St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	98	1	98	2.40	0.127	0.873	168	50	240	408	425
Northbound Thru	110	1.07	1336	3	445	1.58	0.545	0.455	262	50	N/A	262	275
Northbound Right	110	1.07	195	1	195	1.98	0.545	0.455	143	50	240	383	400
Southbound Left	110	1.07	286	2	143	2.17	0.127	0.873	221	50	240	461	475
Southbound Thru	110	1.07	1640	3	547	1.50	0.545	0.455	305	50	N/A	305	325
Southbound Right	110	1.07	119	1	119	2.30	0.545	0.455	102	50	240	342	375
Eastbound Left	110	1.07	126	1	126	2.26	0.245	0.755	176	30	145	321	325
Eastbound Thru	110	1.07	87	1	87	2.49	0.245	0.755	134	30	N/A	134	150
Eastbound Right	110	1.07	49	1	49	2.58	0.245	0.755	78	30	145	223	225
Westbound Left	110	1.07	208	1	208	1.94	0.245	0.755	249	50	240	489	500
Westbound Thru	110	1.07	86	1	86	2.49	0.245	0.755	132	50	N/A	132	150
Westbound Right	110	1.07	289	1	289	1.79	0.400	0.600	254	50	240	494	500

US 19/Crystal River Plaza	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	17	1	17	3.29	0.650	0.350	25	50	240	265	275
Northbound Thru	80	1.07	1734	3	578	1.64	0.650	0.350	197	50	N/A	197	200
Southbound Thru	80	1.07	1963	3	654	1.59	0.488	0.512	316	50	N/A	316	325
Southbound Right	80	1.07	82	1	82	3.21	0.488	0.512	80	50	240	320	375
Eastbound Left	80	1.07	133	1	133	2.64	0.275	0.725	151	30	145	296	300
Eastbound Right	80	1.07	13	1	13	3.29	0.275	0.725	25	30	145	170	175

US 19/W. Fort Island Tr. (CR 44)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	282	1	282	2.05	0.625	0.375	129	50	240	369	375
Northbound Thru	80	1.07	1430	3	477	1.74	0.425	0.575	284	50	N/A	284	300
Northbound Right	80	1.07	169	1	169	2.44	0.425	0.575	141	50	240	381	400
Southbound Left	80	1.07	143	1	143	2.56	0.625	0.375	82	50	240	322	375
Southbound Thru	80	1.07	1652	3	551	1.66	0.425	0.575	312	50	N/A	312	325
Southbound Right	80	1.07	245	1	245	2.16	0.425	0.575	181	50	240	421	425
Eastbound Left	80	1.07	286	1	286	2.05	0.300	0.700	243	30	145	388	400
Eastbound Thru	80	1.07	115	1	115	2.79	0.300	0.700	134	30	N/A	134	150
Eastbound Right	80	1.07	279	1	279	2.07	0.500	0.500	172	30	145	317	325
Westbound Left	80	1.07	196	1	196	2.32	0.300	0.700	189	40	155	344	350
Westbound Thru-Right	80	1.07	148	1	148	2.56	0.300	0.700	158	40	N/A	158	175

REVISED QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
REFLECTING PREFERRED INTERSECTION GEOMETRY
Red Time Formula Method (1)
Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/S. E. Kings Bay Dr.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	121	1	121	2.71	0.650	0.350	68	50	240	308	325
Northbound Thru	80	1.07	1609	3	536	1.67	0.650	0.350	186	50	N/A	186	200
Southbound Thru-Right	80	1.07	2040	3	680	1.56	0.500	0.500	316	50	N/A	316	325
Eastbound Left	80	1.07	97	1	97	2.95	0.275	0.725	123	30	145	268	275
Eastbound Right	80	1.07	25	1	25	3.29	0.275	0.725	35	30	145	180	200

US 19/SR 44 With At-Grade Intersection	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru	80	1.06	1003	3	334	1.94	0.262	0.738	281	50	N/A	281	300
Northbound Right	80	1.06	710	1	710	1.55	0.650	0.350	226	50	240	466	475
Southbound Left	80	1.06	719	2	360	1.90	0.275	0.725	292	50	240	532	550
Southbound Thru-Right	80	1.06	1395	3	465	1.76	0.575	0.425	205	50	N/A	205	225
Westbound Left	80	1.06	1001	2	501	1.69	0.350	0.650	324	50	240	564	575
Westbound Right	80	1.06	846	2	423	1.80	0.663	0.337	151	50	240	391	400

US 19/N.E. 3rd Av.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	36	1	36	3.29	0.512	0.488	34	50	240	274	325
Northbound Thru-Right	80	1.06	1757	3	586	1.63	0.512	0.488	275	50	N/A	275	275
Southbound Left	80	1.06	21	1	21	3.29	0.512	0.488	25	50	240	265	375
Southbound Thru-Right	80	1.06	2030	3	677	1.57	0.512	0.488	305	50	N/A	305	325
Eastbound Left-Thru-Right	80	1.06	360	1	360	1.88	0.412	0.588	235	30	N/A	235	250
Westbound Left-Thru-Right	80	1.06	138	1	138	2.64	0.412	0.588	126	30	N/A	126	150

Reflects diversion from US 19/SR 44 intersection due to partial closure of the EB leg.

US 19/N. Citrus Av.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	35	1	35	3.29	0.563	0.437	30	50	240	270	350
Northbound Thru	80	1.06	1357	3	452	1.78	0.412	0.588	279	50	N/A	279	300
Northbound Right	80	1.06	348	1	348	1.92	0.412	0.588	231	50	240	471	475
Southbound Left	80	1.06	50	1	50	3.29	0.563	0.437	42	50	240	282	375
Southbound Thru-Right	80	1.06	1607	3	536	1.67	0.412	0.588	310	50	N/A	310	325
Eastbound Left-Thru-Right	80	1.06	236	1	236	2.19	0.363	0.637	194	30	N/A	194	200
Westbound Left	80	1.06	206	1	206	2.28	0.363	0.637	176	35	145	321	325
Westbound Thru-Right	80	1.06	125	1	125	2.71	0.363	0.637	127	35	N/A	127	150

REVISED QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
REFLECTING PREFERRED INTERSECTION GEOMETRY
Red Time Formula Method (1)
Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/N.W. 6th Av.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru-Right	80	1.06	1405	3	468	1.76	0.375	0.625	304	50	N/A	304	325
Southbound Left	80	1.06	33	1	33	3.29	0.525	0.475	30	50	240	270	275
Southbound Thru	80	1.06	1053	3	351	1.90	0.525	0.475	187	50	N/A	187	200
Westbound Left	80	1.06	486	1	486	1.73	0.400	0.600	296	35	145	441	450
Westbound Right	80	1.06	53	1	53	3.29	0.400	0.600	62	35	145	207	225

US 19/N.W. 19th St./ Turkey Oak Dr.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	139	1	139	2.64	0.613	0.387	84	50	240	324	375
Northbound Thru	80	1.06	974	2	487	1.73	0.387	0.613	303	50	N/A	303	325
Northbound Right	80	1.06	46	1	46	3.29	0.387	0.613	55	50	240	295	375
Southbound Left	80	1.06	197	1	197	2.32	0.613	0.387	104	50	240	344	350
Southbound Thru-Right	80	1.06	1037	3	346	1.92	0.387	0.613	239	50	N/A	239	250
Eastbound Left-Thru-Right	80	1.06	97	1	97	2.95	0.313	0.687	116	35	N/A	116	125
Westbound Left	80	1.06	90	1	90	3.04	0.313	0.687	111	40	155	266	275
Westbound Thru-Right	80	1.06	223	1	223	2.22	0.313	0.687	200	40	N/A	200	200

US 19/Seven Rivers Community Hospital	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	21	1	21	3.29	0.613	0.387	25	70	585	610	625
Northbound Thru	80	1.06	984	2	492	1.71	0.400	0.600	297	70	N/A	297	300
Northbound Right	80	1.06	42	1	42	3.29	0.400	0.600	49	70	585	634	650
Southbound Left	80	1.06	11	1	11	3.29	0.613	0.387	25	70	585	610	625
Southbound Thru	80	1.06	1052	2	526	1.68	0.400	0.600	311	70	N/A	311	325
Southbound Right	80	1.06	22	1	22	3.29	0.400	0.600	26	70	585	611	625
Eastbound Left-Thru-Right	80	1.06	33	1	33	3.29	0.313	0.687	44	30	N/A	44	50
Westbound Left-Thru-Right	80	1.06	119	1	119	2.79	0.313	0.687	134	30	N/A	134	150

US 19/W. Power Line St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	55	1	55	3.29	0.587	0.413	44	70	585	629	650
Northbound Thru	80	1.06	866	2	433	1.80	0.587	0.413	189	70	N/A	189	200
Southbound Thru	80	1.06	889	2	445	1.79	0.425	0.575	269	70	N/A	269	275
Southbound Right	80	1.06	27	1	27	3.29	0.425	0.575	30	70	585	615	625
Eastbound Left	80	1.06	168	1	168	2.44	0.338	0.662	160	40	155	315	325
Eastbound Right	80	1.06	486	1	486	1.73	0.500	0.500	247	40	155	402	425

REVISED QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
REFLECTING PREFERRED INTERSECTION GEOMETRY
Red Time Formula Method (1)
Design Year (2025) Build Alternative - With Suncoast Parkway Phase 2

US 19/CR 488	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru	80	1.06	821	2	411	1.81	0.500	0.500	219	70	N/A	219	225
Northbound Right	80	1.06	259	1	259	2.13	0.500	0.500	162	70	585	747	750
Southbound Left	80	1.06	51	1	51	3.29	0.650	0.350	35	70	585	620	625
Southbound Thru	80	1.06	681	2	341	1.92	0.650	0.350	135	70	N/A	135	150
Westbound Left	80	1.06	109	1	109	2.87	0.275	0.725	134	55	385	519	525
Westbound Right	80	1.06	33	1	33	3.29	0.275	0.725	46	55	385	431	450

Notes:

(1) Queue length: (DHV)*(1+truck%)*(Arrival Factor)*(1-g/C)*(Cycle Length)*(25')/3600*(# of Lanes).

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

(3) The deceleration length is included only for the left and right turn lanes and not for the through lanes. Total deceleration lengths are based on the 1998 FDOT Roadway & Traffic Design Standards.

(4) The recommended length is = to the left or right total turn lane length; except when these lengths are < or = to thru total length + 50 ft., than we used the thru total length + 50 ft.

The recommended lengths are rounded up to the nearest 25 ft., with a minimum of 50 ft. recommended.

The design speed was assumed to be 5 mph above posted speed limit for cross streets.

N/A Not Applicable

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REVISED QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
REFLECTING PREFERRED INTERSECTION GEOMETRY WHERE APPLICABLE
Red Time Formula Method (1)
Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/US 98	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	17	1	17	3.29	0.375	0.625	25	70	585	610	625
Northbound Thru	80	1.07	695	2	348	1.92	0.375	0.625	248	70	N/A	248	250
Northbound Right	80	1.07	146	1	146	2.56	0.375	0.625	139	70	585	724	725
Southbound Left	80	1.07	492	2	246	2.16	0.188	0.812	256	70	585	841	850
Southbound Thru	80	1.07	1018	2	509	1.69	0.600	0.400	205	70	N/A	205	225
Southbound Right	80	1.07	187	1	187	2.36	0.600	0.400	105	70	585	690	700
Eastbound Left	80	1.07	116	1	116	2.79	0.325	0.675	130	40	155	285	300
Eastbound Thru	80	1.07	23	1	23	3.29	0.325	0.675	30	40	N/A	30	50
Eastbound Right	80	1.07	20	1	20	3.29	0.325	0.675	26	40	155	181	200
Westbound Left	80	1.07	90	1	90	3.04	0.325	0.675	110	60	455	565	575
Westbound Thru	80	1.07	47	1	47	3.29	0.325	0.675	62	60	N/A	62	75
Westbound Right	Free-flow Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

US 19/W. Cardinal St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru-Right	80	1.07	1784	3	595	1.63	0.463	0.537	309	70	N/A	309	325
Southbound Left	80	1.07	414	1	414	1.81	0.750	0.250	111	70	585	696	700
Southbound Thru	80	1.07	2020	3	673	1.57	0.750	0.250	157	70	N/A	157	175
Westbound Left	80	1.07	124	1	124	2.71	0.175	0.825	165	55	385	550	550
Westbound Right	80	1.07	354	1	354	1.90	0.463	0.537	215	55	385	600	600

US 19/W. Yulee Dr. (CR 490)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	107	1	107	2.35	0.091	0.909	187	50	240	427	450
Northbound Thru-Right	110	1.07	2036	3	679	1.44	0.591	0.409	327	50	N/A	327	350
Southbound Left	110	1.07	26	1	26	2.58	0.091	0.909	50	50	240	290	450
Southbound Thru-Right	110	1.07	2556	3	852	1.37	0.591	0.409	390	50	N/A	390	400
Eastbound Left	110	1.07	215	1	215	1.92	0.236	0.764	258	45	185	443	450
Eastbound Thru-Right	110	1.07	112	1	112	2.30	0.236	0.764	161	45	N/A	161	175
Westbound Left-Thru-Right	110	1.07	152	1	152	2.12	0.236	0.764	201	30	N/A	201	225

REVISED QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
REFLECTING PREFERRED INTERSECTION GEOMETRY WHERE APPLICABLE
Red Time Formula Method (1)
Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/W. Halls River Rd. (CR 490 A)	Cycle Length (sec)	1+¾truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	329	2	165	2.08	0.127	0.873	245	50	240	485	500
Northbound Thru	110	1.07	1534	3	511	1.52	0.427	0.573	363	50	N/A	363	375
Northbound Right	110	1.07	328	1	328	1.73	0.627	0.373	173	50	240	413	425
Southbound Left	110	1.07	315	2	158	2.12	0.127	0.873	238	50	240	478	500
Southbound Thru	110	1.07	1841	3	614	1.47	0.427	0.573	421	50	N/A	421	425
Southbound Right	110	1.07	266	1	266	1.83	0.627	0.373	148	50	240	388	475
Eastbound Left	110	1.07	248	2	124	2.26	0.173	0.827	189	40	155	344	350
Eastbound Thru	110	1.07	203	2	102	2.35	0.164	0.836	163	40	N/A	163	175
Eastbound Right	110	1.07	300	1	300	1.75	0.318	0.682	293	40	155	448	450
Westbound Left	110	1.07	457	2	229	1.90	0.173	0.827	294	55	385	679	700
Westbound Thru	110	1.07	269	2	135	2.21	0.164	0.836	203	55	N/A	203	225
Westbound Right	110	1.07	170	1	170	2.05	0.318	0.682	194	55	385	579	600

US 19/W. Homosassa Tr. (CR 490)	Cycle Length (sec)	1+¾truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	206	1	206	1.94	0.600	0.400	131	50	240	371	400
Northbound Thru	110	1.07	1521	3	507	1.52	0.455	0.545	343	50	N/A	343	350
Northbound Right	110	1.07	328	1	328	1.73	0.618	0.382	177	50	240	417	425
Southbound Left	110	1.07	147	1	147	2.17	0.600	0.400	104	50	240	344	475
Southbound Thru-Right	110	1.07	1955	3	652	1.45	0.455	0.545	421	50	N/A	421	425
Eastbound Left	110	1.07	195	1	195	1.98	0.345	0.655	206	30	145	351	375
Eastbound Thru	110	1.07	137	1	137	2.21	0.182	0.818	203	30	N/A	203	225
Eastbound Right	110	1.07	180	1	180	2.01	0.327	0.673	199	30	145	344	350
Westbound Left	110	1.07	330	1	330	1.71	0.345	0.655	303	35	145	448	450
Westbound Thru	110	1.07	226	1	226	1.90	0.182	0.818	288	35	N/A	288	300
Westbound Right	110	1.07	194	1	194	1.98	0.327	0.673	211	35	145	356	375

US 19/W. Ozello Tr. (CR 494)	Cycle Length (sec)	1+¾truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	130	1	130	2.64	0.688	0.312	64	50	240	304	325
Northbound Thru-Right	80	1.07	1722	3	574	1.64	0.688	0.312	175	50	N/A	175	175
Southbound Left	80	1.07	22	1	22	3.29	0.500	0.500	25	50	240	265	400
Southbound Thru-Right	80	1.07	2194	3	731	1.54	0.500	0.500	335	50	N/A	335	350
Eastbound Left-Thru-Right	80	1.07	222	1	222	2.22	0.237	0.763	224	40	N/A	224	225
Westbound Left-Thru	80	1.07	7	1	7	3.29	0.237	0.763	25	30	N/A	25	50
Westbound Right	80	1.07	5	1	5	3.29	0.237	0.763	25	30	145	170	175

REVISED QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
REFLECTING PREFERRED INTERSECTION GEOMETRY WHERE APPLICABLE
Red Time Formula Method (1)
Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/W. Venable St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	110	1.07	113	1	113	2.30	0.127	0.873	186	50	240	426	450
Northbound Thru	110	1.07	1542	3	514	1.52	0.564	0.436	278	50	N/A	278	300
Northbound Right	110	1.07	226	1	226	1.90	0.564	0.436	153	50	240	393	400
Southbound Left	110	1.07	320	2	160	2.08	0.127	0.873	238	50	240	478	500
Southbound Thru	110	1.07	1830	3	610	1.47	0.564	0.436	319	50	N/A	319	325
Southbound Right	110	1.07	135	1	135	2.21	0.564	0.436	106	50	240	346	375
Eastbound Left	110	1.07	126	1	126	2.26	0.227	0.773	180	30	145	325	325
Eastbound Thru	110	1.07	87	1	87	2.49	0.227	0.773	137	30	N/A	137	150
Eastbound Right	110	1.07	49	1	49	2.58	0.227	0.773	80	30	145	225	225
Westbound Left	110	1.07	200	1	200	1.94	0.227	0.773	245	50	240	485	500
Westbound Thru	110	1.07	82	1	82	2.53	0.227	0.773	131	50	N/A	131	150
Westbound Right	110	1.07	278	1	278	1.81	0.382	0.618	254	50	240	494	500

US 19/Crystal River Plaza	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	19	1	19	3.29	0.713	0.287	25	50	240	265	275
Northbound Thru	80	1.07	1927	3	642	1.59	0.712	0.288	175	50	N/A	175	200
Southbound Thru	80	1.07	2194	3	731	1.54	0.500	0.500	335	50	N/A	335	350
Southbound Right	80	1.07	91	1	91	3.04	0.500	0.500	82	50	240	322	400
Eastbound Left	80	1.07	133	1	133	2.64	0.213	0.787	164	30	145	309	325
Eastbound Right	80	1.07	13	1	13	3.29	0.213	0.787	25	30	145	170	175

US 19/W. Fort Island Tr. (CR 44)	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	313	1	313	1.97	0.663	0.337	124	50	240	364	375
Northbound Thru	80	1.07	1588	3	529	1.68	0.463	0.537	283	50	N/A	283	300
Northbound Right	80	1.07	188	1	188	2.36	0.463	0.537	142	50	240	382	400
Southbound Left	80	1.07	164	1	164	2.44	0.663	0.337	80	50	240	320	375
Southbound Thru	80	1.07	1902	3	634	1.60	0.463	0.537	324	50	N/A	324	325
Southbound Right	80	1.07	282	1	282	2.05	0.463	0.537	184	50	240	424	425
Eastbound Left	80	1.07	286	1	286	2.05	0.262	0.738	257	30	145	402	425
Eastbound Thru	80	1.07	115	1	115	2.79	0.262	0.738	141	30	N/A	141	150
Eastbound Right	80	1.07	279	1	279	2.07	0.463	0.537	185	30	145	330	350
Westbound Left	80	1.07	196	1	196	2.32	0.262	0.738	199	40	155	354	375
Westbound Thru-Right	80	1.07	148	1	148	2.56	0.262	0.738	166	40	N/A	166	175

REVISED QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
REFLECTING PREFERRED INTERSECTION GEOMETRY WHERE APPLICABLE
Red Time Formula Method (1)
Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/S. E. Kings Bay Dr.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.07	139	1	139	2.64	0.700	0.300	65	50	240	305	325
Northbound Thru	80	1.07	1853	3	618	1.61	0.700	0.300	178	50	N/A	178	200
Southbound Thru-Right	80	1.07	2348	3	783	1.53	0.550	0.450	319	50	N/A	319	325
Eastbound Left	80	1.07	97	1	97	2.95	0.225	0.775	132	30	145	277	300
Eastbound Right	80	1.07	25	1	25	3.29	0.225	0.775	38	30	145	183	200

US 19/SR 44 With At-Grade Intersection	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru	80	1.06	1155	3	385	1.85	0.262	0.738	310	50	N/A	310	325
Northbound Right	80	1.06	817	1	817	1.52	0.650	0.350	255	50	240	495	500
Southbound Left	80	1.06	854	2	427	1.80	0.275	0.725	329	50	240	569	575
Southbound Thru-Right	80	1.06	1659	3	553	1.66	0.575	0.425	229	50	N/A	229	250
Westbound Left	80	1.06	1061	2	531	1.67	0.350	0.650	339	50	240	579	600
Westbound Right	80	1.06	897	2	449	1.79	0.663	0.337	159	50	240	399	400

US 19/N.E. 3rd Av.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	43	1	43	3.29	0.663	0.337	28	50	240	268	375
Northbound Thru-Right	80	1.06	2090	3	697	1.56	0.512	0.488	312	50	N/A	312	325
Southbound Left	80	1.06	24	1	24	3.29	0.663	0.337	25	50	240	265	400
Southbound Thru-Right	80	1.06	2341	3	780	1.53	0.512	0.488	342	50	N/A	342	350
Eastbound Left	80	1.06	222	1	222	2.22	0.262	0.738	214	30	145	359	375
Eastbound Thru-Right	80	1.06	143	1	143	2.56	0.262	0.738	159	30	N/A	159	175
Westbound Left-Thru-Right	80	1.06	138	1	138	2.64	0.262	0.738	158	30	N/A	158	175

Reflects diversion from US 19/SR 44 intersection due to partial closure of the EB leg.

US 19/N. Citrus Av.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	40	1	40	3.29	0.575	0.425	33	50	240	273	350
Northbound Thru	80	1.06	1565	3	522	1.68	0.425	0.575	296	50	N/A	296	300
Northbound Right	80	1.06	402	1	402	1.82	0.425	0.575	248	50	240	488	500
Southbound Left	80	1.06	59	1	59	3.29	0.575	0.425	49	50	240	289	400
Southbound Thru-Right	80	1.06	1912	3	637	1.60	0.425	0.575	345	50	N/A	345	350
Eastbound Left-Thru-Right	80	1.06	236	1	236	2.19	0.350	0.650	198	30	N/A	198	200
Westbound Left	80	1.06	235	1	235	2.19	0.350	0.650	197	35	145	342	350
Westbound Thru-Right	80	1.06	142	1	142	2.56	0.350	0.650	139	35	N/A	139	150

REVISED QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
REFLECTING PREFERRED INTERSECTION GEOMETRY WHERE APPLICABLE
Red Time Formula Method (1)
Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/N.W. 6th Av.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru-Right	80	1.06	1672	3	557	1.66	0.412	0.588	319	50	N/A	319	325
Southbound Left	80	1.06	39	1	39	3.29	0.563	0.437	33	50	240	273	275
Southbound Thru	80	1.06	1262	3	421	1.80	0.563	0.437	195	50	N/A	195	200
Westbound Left	80	1.06	486	1	486	1.73	0.363	0.637	315	35	145	460	475
Westbound Right	80	1.06	53	1	53	3.29	0.363	0.637	65	35	145	210	225

US 19/N.W. 19th St./ Turkey Oak Dr.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	167	1	167	2.44	0.663	0.337	81	50	240	321	375
Northbound Thru	80	1.06	1168	2	584	1.63	0.438	0.562	316	50	N/A	316	325
Northbound Right	80	1.06	56	1	56	3.29	0.438	0.562	61	50	240	301	375
Southbound Left	80	1.06	245	1	245	2.16	0.663	0.337	105	50	240	345	350
Southbound Thru-Right	80	1.06	1286	3	429	1.80	0.438	0.562	256	50	N/A	256	275
Eastbound Left-Thru-Right	80	1.06	97	1	97	2.95	0.262	0.738	125	35	N/A	125	125
Westbound Left	80	1.06	90	1	90	3.04	0.262	0.738	119	40	155	274	275
Westbound Thru-Right	80	1.06	222	1	222	2.22	0.262	0.738	214	40	N/A	214	225

US 19/Seven Rivers Community Hospital	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	26	1	26	3.29	0.775	0.225	25	70	585	610	625
Northbound Thru	80	1.06	1221	2	611	1.61	0.563	0.437	253	70	N/A	253	275
Northbound Right	80	1.06	52	1	52	3.29	0.563	0.437	44	70	585	629	650
Southbound Left	80	1.06	14	1	14	3.29	0.775	0.225	25	70	585	610	625
Southbound Thru	80	1.06	1330	2	665	1.58	0.563	0.437	270	70	N/A	270	275
Southbound Right	80	1.06	27	1	27	3.29	0.563	0.437	25	70	585	610	625
Eastbound Left-Thru-Right	80	1.06	35	1	35	3.29	0.150	0.850	58	30	N/A	58	75
Westbound Left-Thru-Right	80	1.06	119	1	119	2.79	0.150	0.850	166	30	N/A	166	175

US 19/W. Power Line St.	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Left	80	1.06	70	1	70	3.29	0.637	0.363	49	70	585	634	650
Northbound Thru	80	1.06	1093	2	547	1.66	0.637	0.363	194	70	N/A	194	200
Southbound Thru	80	1.06	1063	2	532	1.67	0.475	0.525	274	70	N/A	274	275
Southbound Right	80	1.06	33	1	33	3.29	0.475	0.525	34	70	585	619	625
Eastbound Left	80	1.06	168	1	168	2.44	0.287	0.713	172	40	155	327	350
Eastbound Right	80	1.06	486	1	486	1.73	0.450	0.550	272	40	155	427	450

REVISED QUEUE ANALYSES FOR US 19 AND SIDE STREETS - US 98 TO CR 488
REFLECTING PREFERRED INTERSECTION GEOMETRY WHERE APPLICABLE
Red Time Formula Method (1)
Design Year (2025) Build Alternative - Without Suncoast Parkway Phase 2

US 19/CR 488	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.) (3)	Total Length (Ft.)	Recomended Length (Ft.) (4)
Northbound Thru	80	1.06	981	2	491	1.71	0.538	0.462	228	70	N/A	228	250
Northbound Right	80	1.06	310	1	310	1.97	0.538	0.462	166	70	585	751	775
Southbound Left	80	1.06	62	1	62	3.29	0.688	0.312	37	70	585	622	625
Southbound Thru	80	1.06	820	2	410	1.81	0.688	0.312	136	70	N/A	136	150
Westbound Left	80	1.06	107	1	107	2.87	0.237	0.763	138	55	385	523	525
Westbound Right	80	1.06	32	1	32	3.29	0.237	0.763	47	55	385	432	450

Notes:

(1) Queue length: (DHV)*(1+truck%)*(Arrival Factor)*(1-g/C)*(Cycle Length)*(25')/3600*(# of Lanes).

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

(3) The deceleration length is included only for the left and right turn lanes and not for the through lanes. Total deceleration lengths are based on the 1998 FDOT Roadway & Traffic Design Standards.

(4) The recommended length is = to the left or right total turn lane length; except when these lengths are < or = to thru total length + 50 ft., than we used the thru total length + 50 ft.

The recommended lengths are rounded up to the nearest 25 ft., with a minimum of 50 ft. recommended.

The design speed was assumed to be 5 mph above posted speed limit for cross streets.

N/A Not Applicable

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