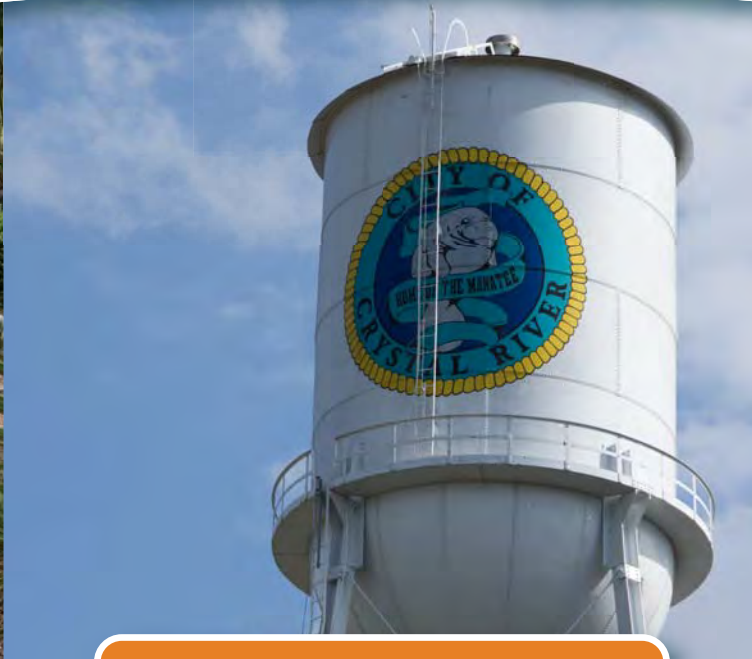




TURKEY OAK CORRIDOR/CITRUS COUNTY CORRIDORS EVALUATION STUDY



APRIL 2023

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INTRODUCTION

The purpose of this report is to evaluate local roadway impacts from the opening and expansion of the Suncoast Parkway north of US 98 in Citrus County. This includes evaluating potential corridor options in Crystal River (Turkey Oak Drive) to address anticipated impacts associated with the planned interim northern termination of the Suncoast Parkway at CR 486 in Citrus County. This effort included evaluating the suitability of Turkey Oaks Drive to serve as a potential interim by-pass route. Figure 1 shows the study area for the Turkey Oak Drive Corridor and Figure 2 shows the study area for Citrus County corridors analyzed as well.

This report also includes an evaluation of the anticipated impacts on specific Citrus County Roadway resulting from the Suncoast Parkway.



Figure 1: Turkey Oak Drive Corridor Study Area

INTRODUCTION

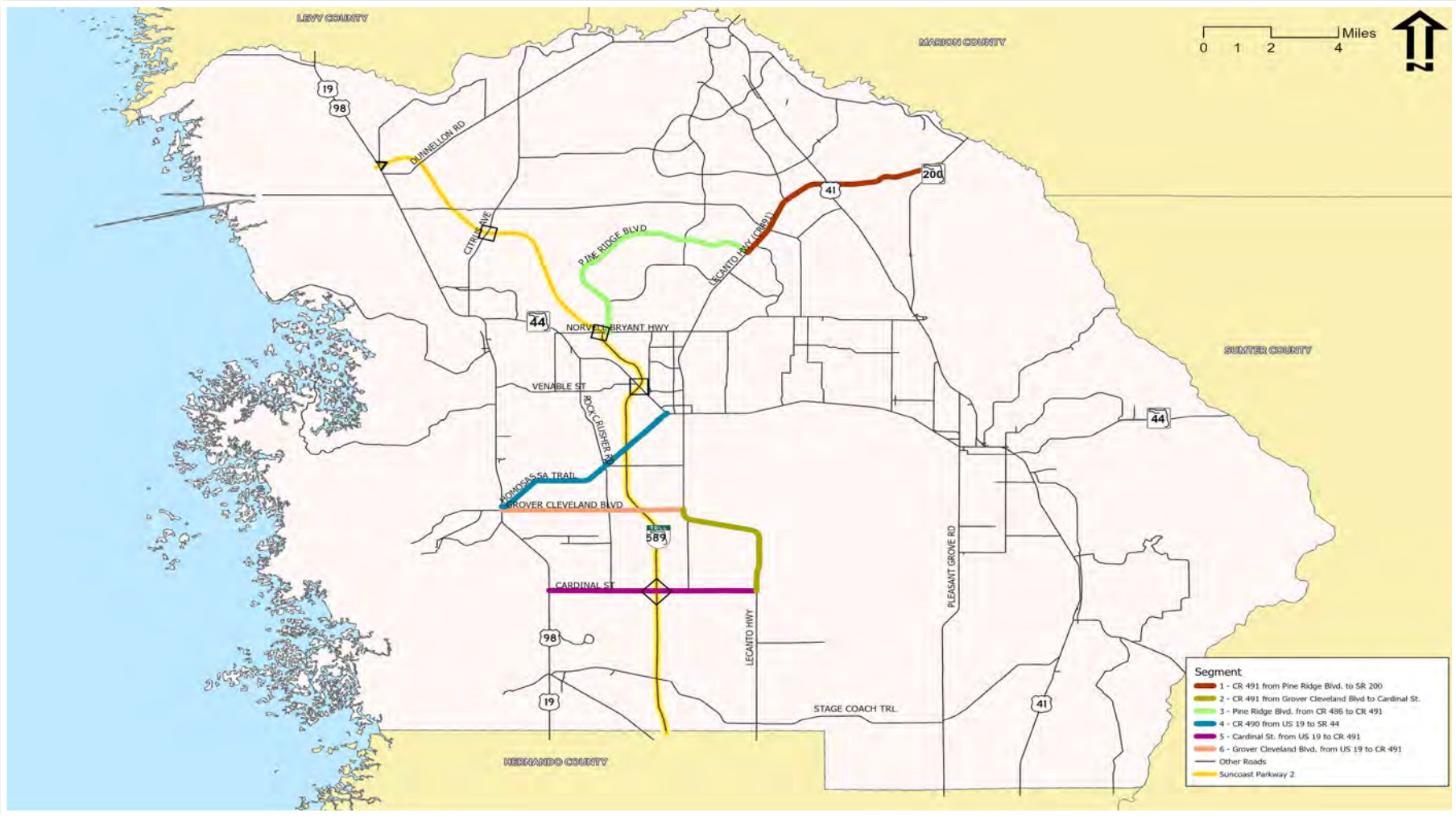


Figure 2: Citrus County Corridors Study Area



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SECTION 1: TURKEY OAK DRIVE CORRIDOR EVALUATION

Traffic Operational Evaluation

Safety Analysis

Community and Business Impacts

Roadway and Pavement Assessment

Improvement Costs

SECTION 1 INTRODUCTION

The purpose of the Turkey Oak Drive Corridor evaluation is to study the suitability for the roadway to serve as a potential bypass corridor for SR 44 and US 19 on an interim basis to address the increase in travel demand caused by the current terminus of the Suncoast Parkway at SR 44 and planned terminus at CR 486. The evaluation is a conceptual level planning study. The North Turkey Oak Drive Corridor Study Area is shown in Figure 3.

In the past, local stakeholders identified truck rerouting for Citrus Avenue between US 19 and North Turkey Oak Drive as a priority in the City of Crystal River. This report builds on those past efforts. The primary focus of this report is on the 3.2 mile section of Turkey Oak Drive that runs from US 19 to SR 44. This report summarizes the evaluation, findings, and recommendations resulting from the technical evaluation conducted.



Figure 3: Turkey Oak Drive Corridor Study Area

The Turkey Oak Corridor Evaluation (Section 1) includes a summary of the following items. An appendix is provided with additional detail where appropriate.

- Traffic Operational Evaluation including potential multimodal improvements
- Safety Evaluation
- Potential Community, Business and Environmental Impacts
- Roadway and Pavement Assessment
- Improvement Costs

This project was led by the Hernando-Citrus MPO and included coordinating with the City of Crystal River, Citrus County, and Florida Department of Transportation District 7.

TRAFFIC OPERATIONAL EVALUATION

An operational analysis was conducted at the signalized intersections, identified in Figure 4, along Turkey Oak Drive between US 19/US 98 (N Suncoast Boulevard) and SR 44 (W Gulf to Lake Highway). The operational analysis was conducted in Synchro 11 utilizing the methodologies and procedures outlined in the latest Highway Capacity Manual (HCM). Synchro 11 outputs are provided in Appendix A and model outputs are provided in Appendix B.

Existing traffic volume data was collected on Tuesday, February 22, 2022 and Wednesday, February 23, 2022 along the study corridor. Based on 48-hour volume counts along the study corridor at two locations, the AM peak period (7:00 AM to 9:00 AM) and PM peak period (1:45 PM to 3:45 PM) were identified for turning movement volume data collection at the signalized intersections along the Turkey Oak Drive corridor:

- Turkey Oak Drive & US 19/US 98 (N Suncoast Boulevard)
- Turkey Oak Drive & CR 495 (Citrus Avenue)
- Turkey Oak Drive & Crystal River High School
- Turkey Oak Drive & SR 44

Traffic counts and turning movement counts are provided in Appendix C.

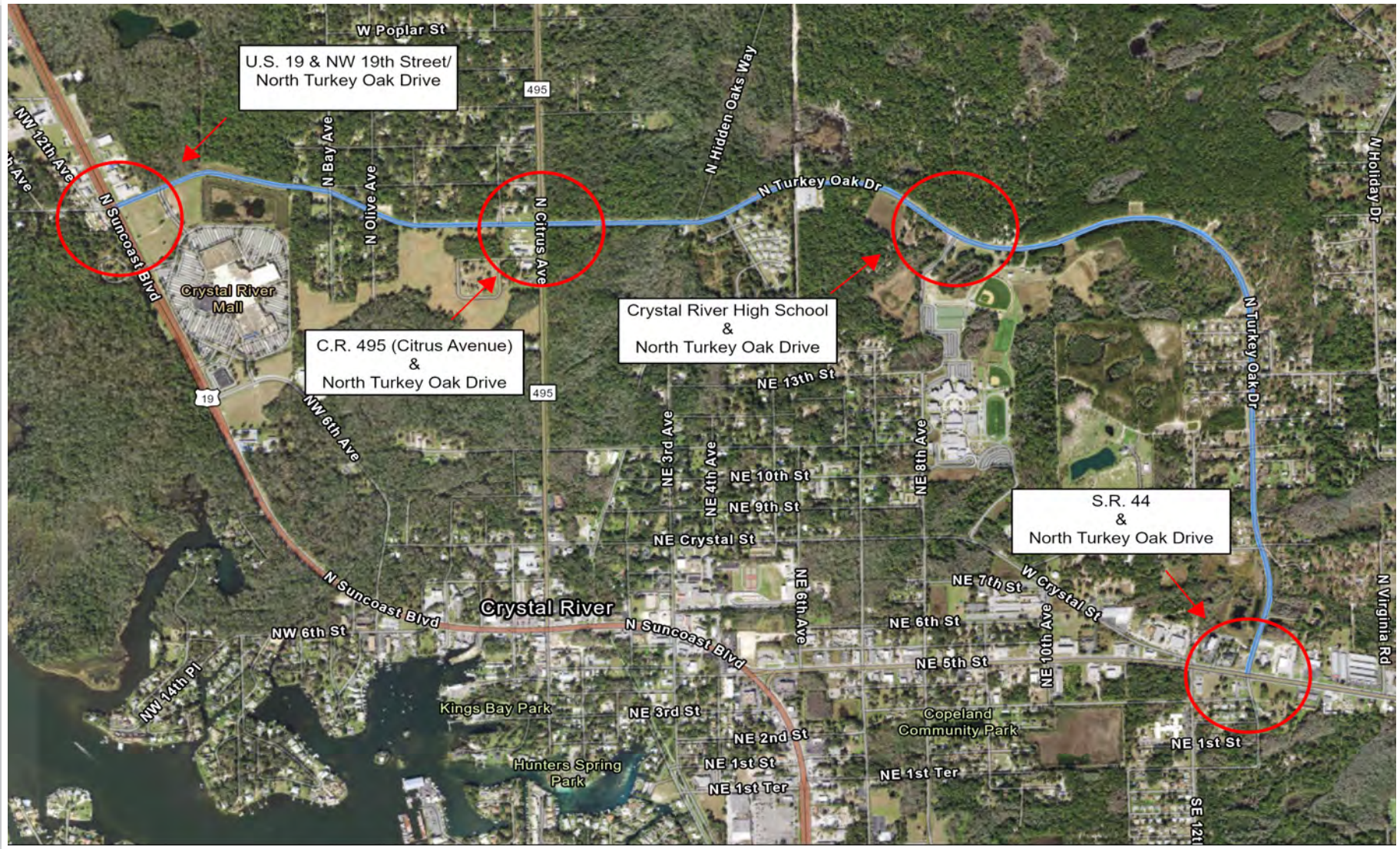


Figure 4: Turkey Oak Drive Intersections Included in Traffic Operational Evaluation

TRAFFIC OPERATIONAL EVALUATION

Existing (2022) Traffic Conditions

Under existing (2022) conditions, the signalized intersections operate with Level of Service (LOS) C or better during the AM peak hour and the PM peak hour. Table 1 summarizes the existing (2022) AM peak hour and PM peak hour operational analysis. The only operational deficiency identified under existing (2022) conditions is the length of the southbound left-turn lane at the intersection of SR 44 and Turkey Oak Drive, which is only approximately 85 feet long and has 95th percentile queues as long as 11 vehicles (or approximately 275 feet) during the AM peak hour. Synchro output reports are provided in Appendix A.

Future Volume Forecasting

The Tampa Bay Regional Planning Model (TBRPM) version 9.2 was utilized to forecast future traffic volumes along the Turkey Oak Drive study corridor through Design Year 2045. Several scenarios were evaluated within the TBRPM Cost Feasible 2045 roadway network involving various termination points for the Suncoast Parkway. Ultimately, a scenario in which the Suncoast Parkway terminates at CR 486 was utilized for the analysis in this section.

The base year model (2015) was compared to historical traffic volumes from the Florida Department of Transportation's (FDOT's) Florida Traffic Online and was found to significantly underestimate the daily traffic volume along Turkey Oak Drive. As such, the TBRPM outputs were not utilized directly, but were utilized to compare between base year (2015) and design year (2045) conditions to determine an approximate growth rate. The growth rates calculated from the comparison of TBRPM outputs were then applied to existing (2022) turning movement volumes at the intersections to forecast design year (2045) AM peak hour and PM peak hour turning movement volumes.

Table 1: Existing Year (2022) AM and PM Peak Hour Operational Conditions

Intersection	Signal Direction		AM Peak Hour		PM Peak Hour	
			Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS
U.S. 19 & NW 19th Street/Turkey Oak Drive	Overall Intersection		11.4	B	13.1	B
	Eastbound	NW 19th Street	45.5	D	46.6	D
	Westbound	Turkey Oak Drive	51.3	D	54.2	D
	Northbound	U.S. 19	6.7	A	7.7	A
	Southbound	U.S. 19	5.5	A	7.4	A
CR 495 (Citrus Ave) & Turkey Oak Dr	Overall Intersection		17.1	B	17.2	B
	Eastbound	Turkey Oak Dr	23.0	C	22.0	C
	Westbound	Turkey Oak Dr	17.5	B	20.4	B
	Northbound	CR 495 (Citrus Ave)	20.1	C	18.1	B
	Southbound	CR 495 (Citrus Ave)	14.9	B	13.0	B
Crystal River High School & Turkey Oak Dr	Overall Intersection		8.6	A	9.5	A
	Eastbound	Turkey Oak Dr	9.0	A	8.4	A
	Westbound	Turkey Oak Dr	3.4	A	4.4	A
	Northbound	Crystal River High School	28.8	C	26.5	C
Turkey Oak Dr & SR 44	Overall Intersection		22.0	C	19.0	B
	Eastbound	SR 44	11.2	B	11.1	B
	Westbound	SR 44	26.1	C	23.1	C
	Northbound	N Joyner Ter	17.9	B	18.0	B
	Southbound	Turkey Oak Dr	28.4	C	25.9	C

TRAFFIC OPERATIONAL EVALUATION

Design Year (2045) Traffic Conditions

Under design year (2045) AM peak hour and PM peak hour conditions, the signalized intersections along the Turkey Oak Drive study corridor are expected to operate with LOS D or better. Table 2 summarizes the design year (2045) AM peak hour and PM peak hour operational analysis. Synchro output reports are provided in Appendix A.

Consistent with existing (2022) conditions, only the southbound left-turn movement at the intersection of SR 44 and Turkey Oak Drive requires improvement. In addition to the turn lane length being insufficient to accommodate 95th percentile queue lengths during the AM peak hour and the PM peak hour, the movement is expected to potentially have a volume-to-capacity (v/c) ratio greater than 1.00 under design year (2045) AM peak hour and PM peak hour conditions. However, given the minimal traffic volumes on the northbound approach and in the eastbound left-turn movement, minor signal timing adjustments could likely improve the operations of the southbound left-turn movement, should southbound left-turn volumes justify such adjustment in the future.

A design year (2045) analysis was conducted to evaluate the potential operational impacts of converting the southbound left-turn phase at the intersection of US 19/US 98 (N Suncoast Boulevard) and Turkey Oak Drive from permissive-protected to protected-only in order to address a trend in historical crash data involving conflicts between southbound left-turn movements and northbound through movements. Converting the southbound left-turn phasing to protected-only would be expected to increase delay for the southbound left-turn movement from approximately 6 seconds per vehicle to 72 seconds per vehicle during the design year (2045) AM peak hour and from 8 seconds per vehicle to 64 seconds per vehicle during the design year (2045) PM peak hour. The overall LOS at the intersection would remain at LOS B during the AM peak hour and LOS B during the PM peak hour. Table 3 summarizes the operational analysis at the intersection of Turkey Oak Drive and US 19/US 98 (N Suncoast Boulevard) with the implementation of protected-only southbound left-turn phasing. Synchro output reports are provided in Appendix A.

Table 2: Design Year (2045) Operational Analysis

Intersection	Signal Direction		AM Peak Hour		PM Peak Hour	
			Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS
U.S. 19 & NW 19th Street/Turkey Oak Drive	Overall Intersection		11.4	B	13.1	B
	Eastbound	NW 19th Street	45.5	D	46.6	D
	Westbound	Turkey Oak Drive	51.3	D	54.2	D
	Northbound	U.S. 19	6.7	A	7.7	A
	Southbound	U.S. 19	5.5	A	7.4	A
CR 495 (Citrus Ave) & Turkey Oak Dr	Overall Intersection		17.1	B	17.2	B
	Eastbound	Turkey Oak Dr	23.0	C	22.0	C
	Westbound	Turkey Oak Dr	17.5	B	20.4	B
	Northbound	CR 495 (Citrus Ave)	20.1	C	18.1	B
	Southbound	CR 495 (Citrus Ave)	14.9	B	13.0	B
Crystal River High School & Turkey Oak Dr	Overall Intersection		8.6	A	9.5	A
	Eastbound	Turkey Oak Dr	9.0	A	8.4	A
	Westbound	Turkey Oak Dr	3.4	A	4.4	A
	Northbound	Crystal River High School	28.8	C	26.5	C
Turkey Oak Dr & SR 44	Overall Intersection		22.0	C	19.0	B
	Eastbound	SR 44	11.2	B	11.1	B
	Westbound	SR 44	26.1	C	23.1	C
	Northbound	N Joyner Ter	17.9	B	18.0	B
	Southbound	Turkey Oak Dr	28.4	C	25.9	C

TRAFFIC OPERATIONAL EVALUATION

Table 3: Design Year (2045) Operational Analysis with Protected-Only Southbound Left						
Intersection	Signal Direction		AM Peak Hour		PM Peak Hour	
			Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS
U.S. 19 & NW 19th Street/Turkey Oak Drive	Overall Intersection		18.2	B	17.4	B
	Eastbound	NW 19th Street	45.0	D	45.7	D
	Westbound	Turkey Oak Drive	50.8	D	53.4	D
	Northbound	U.S. 19	9.0	A	10.2	B
	Southbound	U.S. 19	18.1	B	15.6	B

Recommended Improvements

It is recommended that the southbound left-turn storage lane at the intersection of SR 44 and Turkey Oak Drive be extended to approximately 500 feet to accommodate 95th percentile queues expected at the intersection under design year (2045) AM and PM peak hour conditions. The southbound left-turn queues are expected to extend to approximately 350 feet under design year (2045) conditions; currently but there are fewer than 60 southbound through and right-turn movements during the peak hours (as compared to more than 300 left-turn movements), so it is anticipated that by providing a 500-foot southbound left-turn storage lane, the shared through/right-turn lane would be blocked less often by queueing southbound left-turning vehicles during the AM and PM peak hours and would improve the flow of the southbound left turn.

In order to address the crash history at the intersection of US 19/US 98 (N Suncoast Boulevard) and Turkey Oak Drive, a southbound left-turn phase could be converted to protected-only. The operational analysis indicates that the intersection would be expected to perform acceptably under design year (2045) AM peak hour and PM peak hour conditions with inclusion of the revised signal timings.

SAFETY ANALYSIS

Crash information was summarized for the study area of North Turkey Oak Drive from US 19 to SR 44 and supplemented with crash information along US 19 and SR 44 to compare the severity of crashes along the routes that will be bypassed if a vehicle chooses to utilize North Turkey Oak Drive instead.

A safety analysis was conducted using the Signal Four Analytics web application using crash data from January 1, 2017 to December 31, 2021. This section provides a summary of that data both in text and tabular form.

A crash hotspot map of North Turkey Oak Drive from Signal 4 Analytics is shown in Figure 5 and a summary of crash types along the roadway are summarized in Table 4, 5, and 6. Full crash data from Signal 4 Analytics is provided in Appendix D.

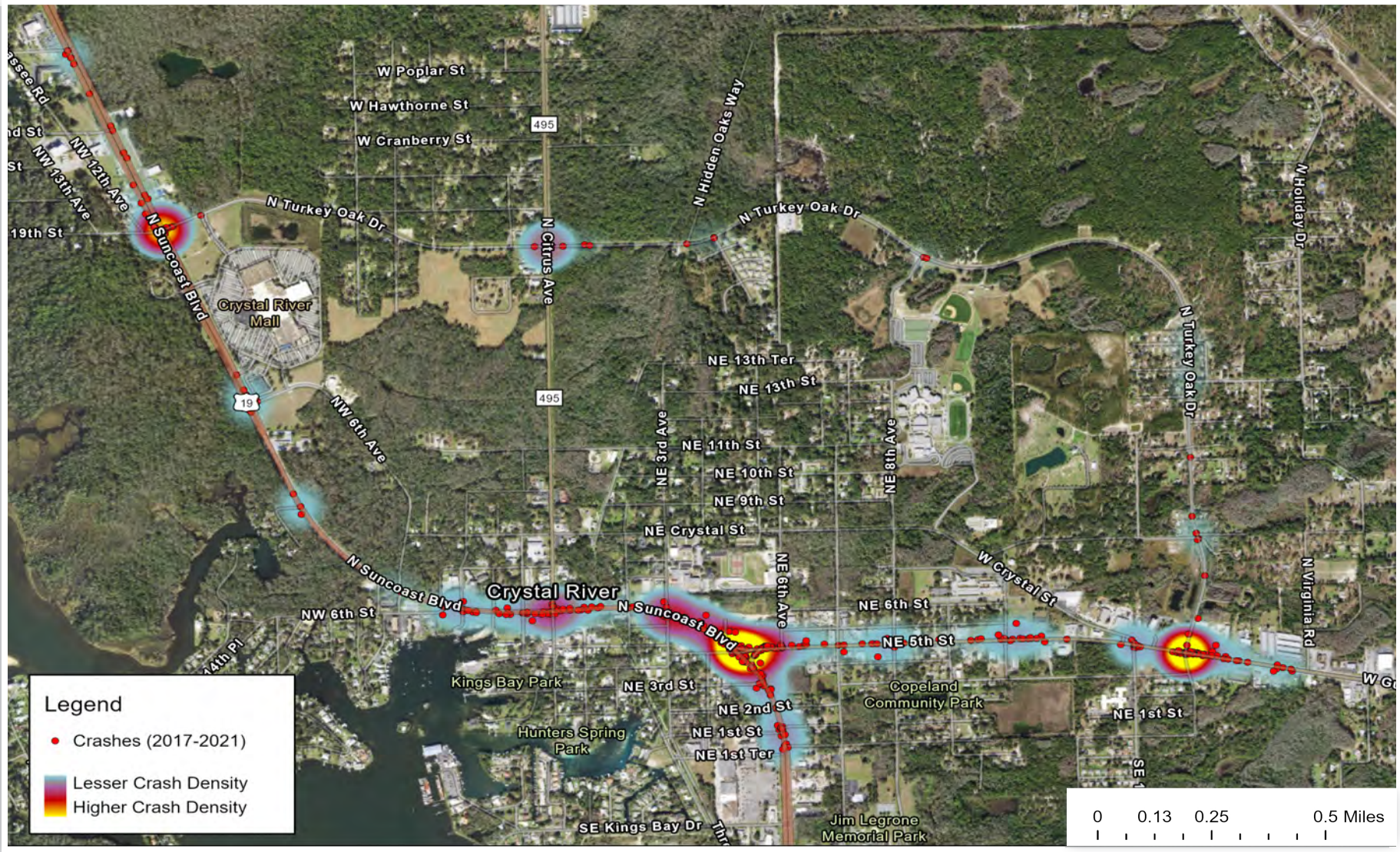


Figure 5: Crash Hotspot Map of North Turkey Oak Drive, S.R. 44, and U.S. 19 (2017 - 2021) (Signal 4 Analytics)

SAFETY ANALYSIS

Safety Information Along North Turkey Oak Drive from US 19 to SR 44

A review of the crash data, from January 1, 2017 through December 31, 2021, a total of 145 crashes occurred within the study area.

- 27 crashes were reported in 2017, 26 crashes in 2018, 28 crashes in 2019, 34 crashes in 2020, and 30 crashes in 2021.
- The crashes included one fatal crash, (resulting in one fatality) and 46 injury crashes, resulting in a total of 73 injuries.
- The fatal left-turn crash occurred during the day (11 AM) under wet conditions and resulted from a southbound vehicle failing to yield the right-of-way to a northbound vehicle while attempting to make a left turn onto N Turkey Oak Drive from US 19 during the permissive left-turn phase.
- Approximately 14% of the crashes occurred on wet pavement and approximately 15% occurred under dark lighting conditions.
- The peak months of the year for crashes were January and August, accounting for 12% of crashes for each month.
- The peak day of the week for crashes was Friday with 31 crashes (21 percent) compared to the daily average of 21 crashes.
- Only six of the crashes involved a driver under the influence of alcohol and/or drugs.
- Two of the crashes involved a non-motorist.
- The 2019 pedestrian crash occurred under dark, wet conditions just north of W Balloon Lane. The southbound pedestrian was walking along the west shoulder of N Turkey Oak Drive when a southbound vehicle's side mirror collided with the left arm of the pedestrian and the vehicle then fled the scene.
- The 2019 bicycle crash occurred during the day at the signalized intersection of US 19 & North Turkey Oak Drive and resulted from a westbound right-turning vehicle failing to yield the right-of-way to a southbound pedestrian attempting to cross N Turkey Oak Drive utilizing the east leg crosswalk.

Table 4: Summary of Crash Types and Year - North Turkey Oak Drive (From US 19 to SR 44)							
Crash Type	2017	2018	2019	2020	2021	Total	Percentage
Rear-End	14	9	8	16	13	60	41.4%
Left-Turn	4	9	7	8	5	33	22.8%
Angle	1	4	6	6	4	21	14.5%
Run-Off-Road	3	3	0	0	3	9	6.2%
Sideswipe	4	0	3	0	1	8	5.5%
Animal	1	0	0	1	2	4	2.8%
Right-Turn	0	0	0	1	0	1	0.7%
Head On	0	0	0	1	0	1	0.7%
Pedestrian	0	0	1	0	0	1	0.7%
Bicycle	0	0	1	0	0	1	0.7%
Other	0	1	2	1	2	6	4.1%
Total	27	26	28	34	30	145	-

Turning movement counts were conducted at major/signalized intersections to support the technical evaluation of the US 19 corridor.

SAFETY ANALYSIS

North Turkey Oak Drive & SR 44 Intersection Crash Trends

- 57 crashes occurred at the intersection (11 in 2017, 11 in 2018, 10 in 2019, 14 in 2020, 11 in 2021)
- 23 percent of the crashes were injury crashes, resulting in 25 injuries
- 12 percent of the crashes occurred on wet pavement
- 9 percent of the crashes occurred under dark conditions
- Predominant crash types included rear-end crashes (53 percent), angle crashes (25 percent), and left-turn crashes (11 percent)
- The majority of rear-end crashes (93 percent) occurred at-fault in one of the SR 44 directions: 16 crashes in the westbound direction and 12 crashes in the eastbound direction.
- 12 of the 14 angle crashes and 2 of the 6 left-turn crashes resulted from the at fault vehicle running a red light. Of these 14 ran red light crashes, 8 crashes occurred at-fault in the westbound direction, 4 crashes in the eastbound direction, 1 crash in the southbound direction, and the remaining crash had an undetermined at-fault direction (was between an eastbound vehicle and northbound vehicle).
- The remaining 4 left-turn crashes occurred during the permissive left-turn phase with 2 crashes at-fault in the southbound direction and 2 crashes in the eastbound direction.

North Turkey Oak Drive & US 19 Intersection Crash Trends

- 40 crashes occurred at the intersection (5 in 2017, 9 in 2018, 11 in 2019, 8 in 2020, 7 in 2021)
- 40 percent of the crashes were injury crashes, resulting in 26 injuries
- 13 percent of the crashes occurred on wet pavement
- 15 percent of the crashes occurred under dark conditions
- Predominant crash types included left-turn crashes (37 percent) and rear-end crashes (23 percent)
- 19 of the 21 left-turn crashes resulted from the at-fault vehicle failing to yield the right-of-way while attempting to make a left turn onto N Turkey Oak Drive during the permissive left-turn phase. Of these 19 crashes, 15 crashes (which included the only fatal crash and 8 other injury crashes) occurred at-fault in the southbound direction and 4 crashes (all injury crashes) in northbound direction.
- The angle crash and 1 of the left-turn crashes resulted from the at-fault vehicle running a red light.
- The majority of rear-end crashes (62 percent) occurred at-fault in one of the US 19 directions: 4 crashes in the northbound direction and 4 crashes in the southbound direction.

SAFETY ANALYSIS

North Turkey Oak Drive & North Citrus Avenue Intersection Crash Trends

- 24 crashes occurred at the intersection (8 in 2017, 3 in 2018, 2 in 2019, 6 in 2020, 5 in 2021)
- 33 percent of the crashes were injury crashes, resulting in 10 injuries
- 25 percent of the crashes occurred on wet pavement
- 13 percent of the crashes occurred under dark conditions
- Predominant crash types included rear-end crashes (19 percent) and left-turn crashes (9 percent)
- 4 of the 5 left-turn crashes occurred during the permissive left-turn phase with 2 crashes at-fault in the southbound direction and 2 crashes in the eastbound direction. The remaining left-turn crash had an undetermined at-fault direction (was between a southbound vehicle and northbound vehicle).
- All 3 angle crashes resulted from the at-fault vehicle running a red light.

Safety Information Along US 19 and SR 44

The crash data along N Turkey Oak Drive was supplemented with crashes along US 19 and SR 44 to compare the severity of crashes along the routes that will be bypassed if a vehicle chooses to utilize N Turkey Oak Drive instead. Crash types along US 19 and SR 44 are summarized in Table 5 and 6.

SAFETY ANALYSIS

US 19 from NE 1st Terrace to W State Park Street

- From January 1, 2017 through December 31, 2021, a total of 329 crashes occurred within the study area (the original extract included 367 crashes; however, duplicate crashes already accounted within the N Turkey Oak Drive section were discarded).
- 43 crashes were reported in 2017, 72 crashes in 2018, 72 crashes in 2019, 60 crashes in 2020, and 82 crashes in 2021.
- The crashes included no fatal crashes and 62 injury crashes, resulting in 102 injuries.
- Approximately 12 percent of the crashes occurred on wet pavement.
- Nearly 18 percent of the crashes occurred under dark conditions.
- The peak month of the year for crashes was November, accounting for 13 percent of crashes.
- The peak day of the week for crashes was Thursday with 63 crashes (19 percent) compared to the daily average of 47 crashes.
- The peak period for crashes was from 12:00 PM to 1:00 PM, accounting for 16 percent of crashes.
- Nine of the crashes involved a driver under the influence of alcohol and/or drugs.

Table 5: Summary of Crash Types and Year - US 19 (From NE 1st Terrace to W State Park Street)							
Crash Type	2017	2018	2019	2020	2021	Total	Percentage
Rear-End	15	33	28	29	23	128	38.9%
Left-Turn	2	16	16	8	13	55	16.7%
Sideswipe	9	8	10	5	13	45	13.7%
Angle	3	2	8	7	7	27	8.2%
Run-Off-Road	1	3	2	3	7	16	4.9%
Head On	1	1	0	0	3	5	1.5%
Right-Turn	0	1	1	0	1	3	0.9%
Pedestrian	1	0	1	0	1	3	0.9%
Other	11	8	6	8	14	47	14.3%
Total	43	72	72	60	82	329	-

SAFETY ANALYSIS

SR 44 from US 19 to N Virginia Road

- From January 1, 2017 through December 31, 2021, a total of 97 crashes occurred within the study area (the original extract included 247 crashes; however, duplicate crashes already accounted within the N Turkey Oak Drive (56 duplicate crashes) and US 19 (94 duplicate crashes) section were discarded).
- 21 crashes were reported in 2017, 18 crashes in 2018, 17 crashes in 2019, 18 crashes in 2020, and 23 crashes in 2021.
- The crashes included two fatal crashes, resulting in two fatalities and 30 injury crashes, resulting in 44 injuries.
- The 2017 fatal bicycle crash occurred under dark conditions (9 PM) and resulted from a southbound bicyclist failing to yield the right-of-way while attempting to cross SR 44 at the signalized intersection with NE 12th Avenue along the east leg (crosswalk unmarked) directly in front of an eastbound vehicle. The bicyclist was pronounced dead at the scene.
- The 2020 fatal pedestrian crash occurred under dark conditions (9 PM) and resulted from a northbound pedestrian failing to yield the right-of-way while attempting to cross
- SR 44 at the unsignalized intersection with NE 7th Avenue along the west leg (crosswalk unmarked) directly in front of a westbound vehicle. The pedestrian was found to be under the influence of alcohol (BAC 0.25) and was pronounced dead at the scene.
- Approximately 14 percent of the crashes occurred on wet pavement and nearly 23 percent of the crashes occurred under dark conditions.
- The peak month of the year for crashes was June, accounting for 16 percent of crashes.
- The peak day of the week for crashes was Friday with 27 crashes (28 percent) compared to the daily average of 14 crashes.
- The peak period for crashes was from 3:00 PM to 4:00 PM, accounting for 12 percent of crashes.
- Six of the crashes involved a driver under the influence of alcohol and/or drugs.

Table 6: Summary of Crash Types and Year - SR 44 (From US 19 to N Virginia Road)							
Crash Type	2017	2018	2019	2020	2021	Total	Percentage
Rear-End	11	9	5	10	4	39	40.2%
Sideswipe	2	2	4	1	4	13	13.4%
Left-Turn	4	4	1	0	4	13	13.4%
Angle	0	2	1	4	1	8	8.2%
Run-Off-Road	0	0	3	1	0	4	4.1%
Pedestrian	0	0	0	1	2	3	3.1%
Bicycle	1	0	0	0	1	2	2.1%
Right-Turn	1	0	0	0	0	1	1.0%
Head On	0	0	1	0	0	1	1.0%
Other	2	1	2	1	7	13	13.4%
Total	21	18	17	18	23	97	-

COMMUNITY AND BUSINESS IMPACTS

As part of this report community and business impacts were reviewed from a planning level. A summary of potential impacts are listed, along with potential environmental impacts that were considered. Figure 6 shows the land uses a quarter-mile along the Turkey Oak Drive Corridor.

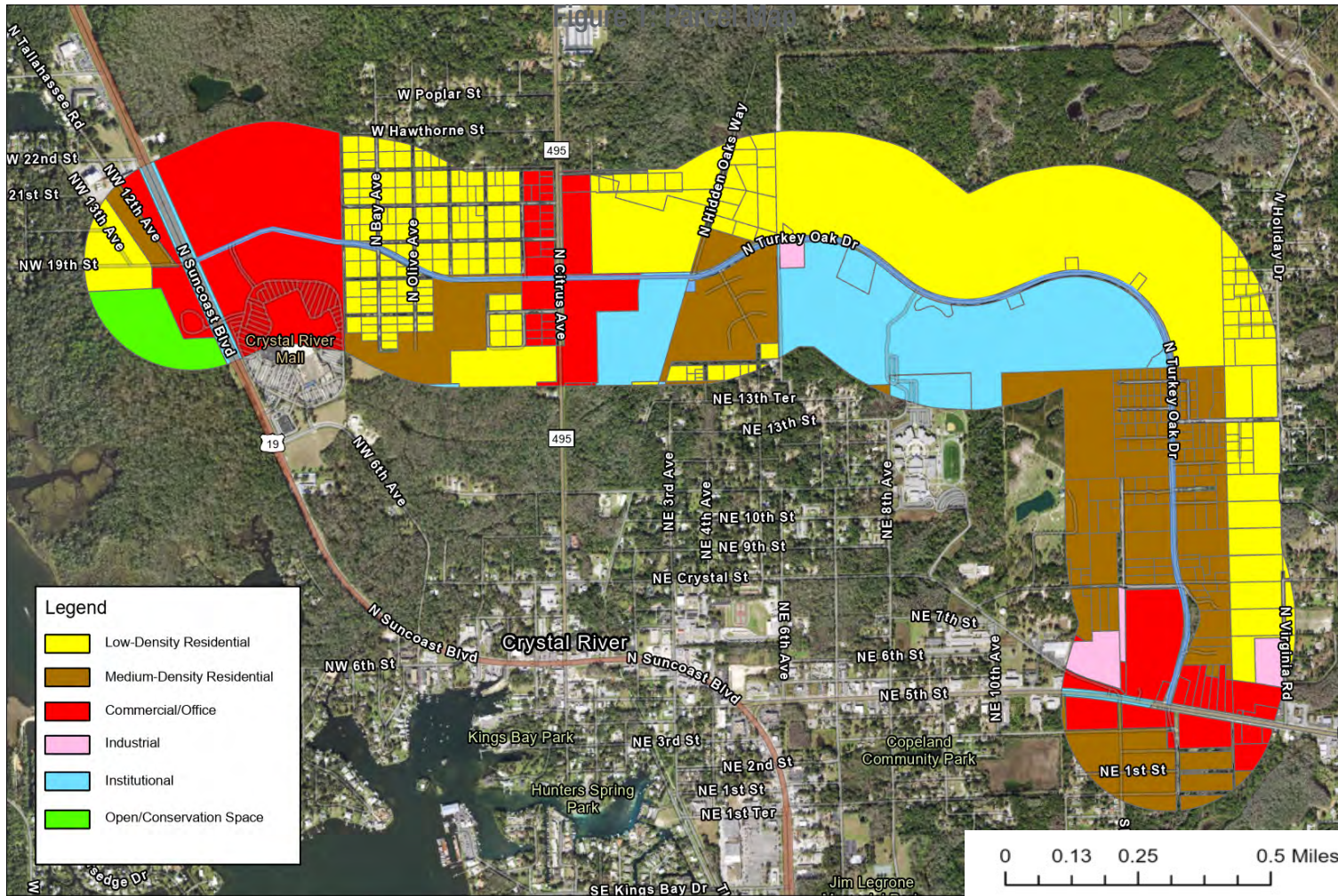


Figure 6: Land Use Along North Turkey Oak Drive

COMMUNITY AND BUSINESS IMPACTS

Community and Business Impacts

As part of this report, community and business impacts were reviewed from a planning level. A summary of potential impacts are listed below:

- The Citrus River Mall represents a redevelopment opportunity over time that may represent different travel patterns or access. Conceptually affordable housing has been discussed as a potential redevelopment of the mall or a portion of the mall site.
- Other residential developments have been approved or are in the process for approval along the corridor that would include additional residential traffic, but not truck traffic.
- Turkey Oak Drive (connecting to US 19 and SR 44) has been discussed as a potential replacement for truck traffic that uses Citrus Avenue, which connects to the Crystal River downtown and waterfront.
- Citrus Avenue also provides a connection to the north of the County and to Dunnellon Road.
- There are several businesses at the intersections of Citrus Avenue and SR 44.
- Crystal River High School is located along the corridor accessed by Crystal River High Drive on the south side of the corridor.
- There are several residential neighborhoods on the east side of the corridor.

Environmental Impacts

It is anticipated that environmental impacts would be limited as potential improvements are focused on intersection improvements. The environmental impacts would need to be assessed further as part of a Project Development and Environment (PD&E), preliminary engineering or design phase.

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ROADWAY AND PAVEMENT ASSESSMENT

A geotechnical engineering report was conducted on May 20, 2022 to provide a comprehensive roadway and pavement assessment for North Turkey Oak Drive from US 19 to SR 44. The assessment was conducted in order to determine if the existing conditions of North Turkey Oak Drive are structurally and geometrically adequate to handle the projected increase in traffic volumes, vehicle types, roadway structural number, and equivalent single axle loads (ESALs). The full evaluation is attached as Appendix E.

Pavement Assessment

The strength of a pavement that must be constructed to carry the mix of vehicle loads over the roadbed soil, while providing satisfactory serviceability during the design period is expressed by the value of the Required Structural Number. The Required Structural Number is used to calculate the minimum pavement thickness. The FDOT Flexible Pavement Design Manual provides the method for calculating the Structural Number. The Required Structural Number is a function of the vehicle loads determined from the annual traffic volumes, percent of truck traffic, and the service life of the roadway (20-year is standard service life for pavement). Figures 7 and 8 show Turkey Oak Drive West and East of North Citrus Drive.

An assessment of the roadway and pavement conditions was performed to determine if the existing roadway is structurally adequate to handle the forecasted future traffic volumes along the Turkey Oak Drive Bypass study corridor. The assessment included a site review of the existing roadway conditions and features. The existing posted speed limit was observed to be 35 mph west of North Citrus Avenue and 40 mph east of North Citrus Avenue. The pavement conditions change significantly at the North Citrus Avenue intersection with the pavement west of the intersection observed to be in poor condition and the pavement east of the intersection being on good condition. The traffic volumes for a 20-year service life of the roadway pavement were forecasted for the scenario in which the Suncoast Parkway terminates at CR 486.

A subsurface exploration and existing pavement assessment were performed by a Geotechnical Engineer through the collection of six (6) pavement cores along the project corridor. The results are presented in the Geotechnical Engineering Report Attached as Appendix D. The exploration determined that the pavement at the west end of the corridor from US 19/US 98 to N Citrus Avenue is in poor condition with severe to very severe cracking and minimal asphalt thickness. The minimal pavement thickness is not sufficient to accommodate increased truck volumes on the roadway. The pavement condition for the corridor east of North Citrus Avenue to SR 44 was determined to be good condition with a thicker asphalt pavement layer. Figure 9 shows a pavement sample collected from Turkey Oak Drive.

ROADWAY AND PAVEMENT ASSESSMENT

Pavement Assessment Continued

The Required Structural Number, based upon the forecasted traffic volumes for a 20-year service life, was calculated using FDOT Flexible Pavement Design procedures. Although the condition of the existing pavement east of North Citrus Avenue was found to be in good condition, it was determined that the existing pavement structure along the entire corridor does not provide an adequate structural value for the forecasted traffic conditions. The construction of a thicker asphalt pavement layer is necessary along the project corridor to achieve the Required Structural Number. It will also be necessary to replace the existing concrete curb and gutter with the installation of the additional asphalt. An estimated cost to construct the roadway pavement structure improvements is provided in Appendix E.

Figure 7: Turkey Oak Drive West of North Citrus Drive



Figure 8: Turkey Oak Drive East of North Citrus Drive



Figure 9: North Turkey Oak Drive Pavement Thickness



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IMPROVEMENT COSTS

Improvements/Recommendations

Several improvements were evaluated along the Turkey Oak Drive corridor. This included intersection improvements, potential ITS trailblazing improvements and improvements to the roadway/pavement. The roadway/pavement improvements will be needed at some point in the future with or without the corridor being designated as a bypass route of downtown Crystal River. Increased traffic flow on Turkey Oak Drive, especially truck traffic, will accelerate the need for these pavement improvements. Table 7 provides overall cost estimates associated with these potential improvements. A breakdown of ITS costs are provided in Appendix F.

For intersection/operational improvements, the most immediate improvement which should be prioritized for implementation is the addition of a southbound left turn lane at the intersection of Turkey Oak Drive at SR 44. Implementation of this as an improvement to SR 44 using state funding should be considered. Additional improvements to the intersection of Turkey Oak Drive at SR44 were also identified. Improvements were also identified at the intersections of Citrus Avenue and US 19. The most noteworthy improvement at Citrus Avenue would be the addition of an eastbound to northbound left turn lane as a safety improvement.

Table 7: Construction Costs

ITEM #	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	RECOMMENDED TIMEFRAME
Intersection Improvements at US 98						
1	SECOND SOUTHBOUND LEFT-TURN LANE	LF	900	\$650.00	\$585,000.00	Future/Long Term Improvements
2	SECOND EASTBOUND RECEIVING LANE	MILE	0.25	\$3,200,000.00	\$800,000.00	Future/Long Term Improvements
3	WESTBOUND RIGHT-TURN LANE	LF	500	\$350.00	\$175,000.00	Future/Long Term Improvements
4	TRAFFIC SEPARATOR	LF	400	\$65.00	\$26,000.00	Future/Long Term Improvements
5	TRAFFIC SIGNAL RECONSTRUCTION	LS	1	\$450,000.00	\$450,000.00	Future/Long Term Improvements
Intersection Improvements at Citrus Avenue						
1	EASTBOUND LEFT-TURN LANE (INCLUDES TRANSITION)	LF	700	\$350.00	\$245,000.00	Future/Long Term Improvements
2	WESTBOUND RIGHT-TURN LANE	LF	500	\$350.00	\$175,000.00	Future/Long Term Improvements
3	EXTENSION OF THE WESTBOUND LEFT-TURN LANE	LF	200	\$350.00	\$70,000.00	Future/Long Term Improvements
4	TRAFFIC SIGNAL RECONSTRUCTION	LS	1	\$350,000.00	\$350,000.00	Future/Long Term Improvements
Intersection Improvements at SR 44						
1	SECOND SOUTHBOUND LEFT-TURN LANE (INCLUDES TRANSITION)	LF	600	\$350.00	\$210,000.00	Short Term Improvements
2	EXTENSION OF EXISTING SOUTHBOUND LEFT-TURN LANE	LF	300	\$350.00	\$105,000.00	Short Term Improvements
3	WESTBOUND RIGHT-TURN LANE	LF	300	\$650.00	\$195,000.00	Short Term Improvements
4	TRAFFIC SEPARATOR	LF	500	\$65.00	\$32,500.00	Short Term Improvements
5	TRAFFIC SIGNAL MODIFICATION	LS	1	\$75,000.00	\$75,000.00	Short Term Improvements
Turkey Oak Drive Improvements						
1	MILLING AND RESURFACING	MILE	3.26	\$675,000.00	\$2,200,500.00	Short Term Improvements
2	FULL DEPTH RECLAMATION	SY	11,500	\$10.00	\$115,000.00	Short Term Improvements
3	NEW 5' SIDEWALK ON NORTH/EAST SIDE	MILE	2.46	\$205,000.00	\$504,300.00	Short Term Improvements
4	NEW 5' SIDEWALK ON WEST SIDE	MILE	0.80	\$205,000.00	\$164,000.00	Short Term Improvements
5	REPLACE EXISTING 4' SIDEWALK WITH 5' SIDEWALK	MILE	3.26	\$205,000.00	\$668,300.00	Short Term Improvements
6	MISC DRAINAGE IMPROVEMENTS	LS	1	\$1,500,000.00	\$1,500,000.00	Short Term Improvements
ITS Improvements						
1	TOTAL FOR ITS IMPROVEMENTS	N/A	0	\$-	\$3,077,522.00	N/A
Total Costs						
CONSTRUCTION SUBTOTAL =					\$11,723,122	
CONTINGENCY (20%) =					\$2,344,600	
RIGHT-OF-WAY ESTIMATE =					\$2,000,000	
PROFESSIONAL ENGINEERING DESIGN (15% of CONST) =					\$2,110,200	
CONSTRUCTION ENGINEERING AND INSPECTION (15% of CONST) =					\$2,110,200	
GRAND TOTAL =					\$20,288,122	





SECTION 2: CITRUS COUNTY CORRIDORS EVALUATION

Traffic Projections and Level of Service

CR 491 From Pine Ridge Blvd. to SR 200

Pine Ridge Blvd. From CR 486 to CR 491

CR 490 From US 19 to SR 44

Grover Cleveland Blvd. From US 19 to CR 491

Cardinal St. From US 19 to CR 491

CR 491 From Grover Cleveland Blvd. to Cardinal Street

SECTION 2 INTRODUCTION

This section (Citrus County Corridors Evaluation) evaluates the anticipated traffic impacts (increases or decreases) and planning level capacity analysis on the following corridors identified by Citrus County for evaluation:

This evaluation was undertaken using the Tampa Bay Regional Demand Model developed before the opening of the Suncoast Parkway north of US 98. Attention is directed to the fact that this evaluation is intended to identify order of magnitude impacts on specific Citrus County Roadways and is not intended to be a deterministic evaluation of anticipated traffic volumes resulting from the Suncoast Parkway. Model outputs are provided in Appendix G.

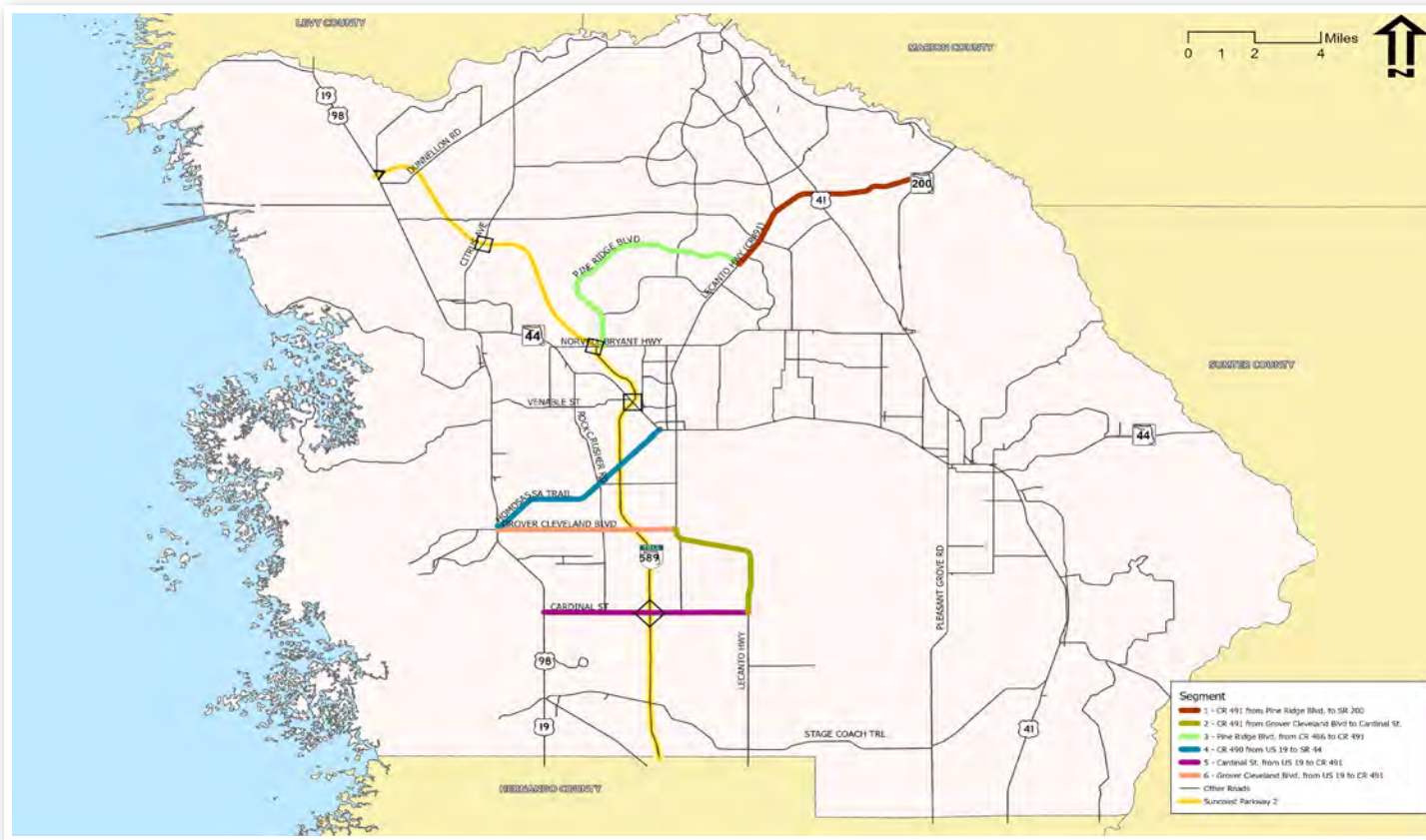


Figure 10: Future Traffic Analysis Corridors

The Citrus County Corridors Evaluation (Section 2) includes a summary of the following items. An appendix is provided with additional detail where appropriate.

- Traffic Projections and Level of Service
- CR 491 from Pine Ridge Boulevard to SR 200
- Pine Ridge Boulevard from CR 486 to CR 491
- CR 490 from US 19 to SR 44
- Grover Cleveland Boulevard from US 19 to CR 491
- Cardinal Street from US 19 to CR 491
- CR 491 (Lecanto Hwy) from Grover Cleveland Boulevard to Cardinal Street

TRAFFIC PROJECTIONS AND LEVEL OF SERVICE

A traffic analysis was performed using traffic projection data from the Tampa Bay Regional Planning Model (TBRPM) version 9.2, published in July 2022. The analysis was performed by using model output data when running the model to establish 2015 (base year) traffic and to project traffic volumes for 2045 (future year) assuming each of three different scenarios. The scenarios are as follows:

- **Scenario A** – Year 2045, in which the Suncoast Parkway terminates at CR 486 (Norvell Bryant Hwy). This scenario is planned to be open to travelers in fiscal year 2026.
- **Scenario B** – Year 2045, in which the Suncoast Parkway terminates at CR 486 (Norvell Bryant Hwy) plus the additional improvements on the Citrus County roadway that includes the following:
 - » Adding dual southbound-to-eastbound left turn lanes at Turkey Oak Dr
 - » Adding both left and right turn lanes in both directions at Citrus Ave
 - » Adding each a westbound to northbound right turn lane and dual southbound-to-eastbound left turn lanes at SR 44
- **Scenario C** – Year 2045, in which the Suncoast Parkway terminates at US 19 in Red Level

The most recent status of the Suncoast Parkway 2 projects is included on Figure 11.

The evaluation included in this section of the report is based on the Tampa Bay Regional Planning Model developed before the extension of the Suncoast Parkway north to US 19 was deemed to be cost feasible in the 2045 Long Range Transportation Plan. As such the forecast identified in this section should not be considered to be an authoritative determination of precise volumes on either the Suncoast Parkway or adjacent roads and actual volumes will likely be higher in the future. The purpose of this study was to identify which county roadways would have the greatest impact from Suncoast Parkway related trips and those roadways least capable of accommodating significant increases in travel demand. Through this analysis, two roadway corridors were identified as having significant additional travel demand and which do not have significant enough capacity: CR 491 and SR 200

Attention is also directed to fact that the mere presence of Suncoast Parkway related trips on a roadway corridor is not an indication that the trips were caused by the Suncoast Parkway. In some cases trips that would access an area of the County using US 19 or some other roadway if the Suncoast Parkway were not available may choose to route their travel using the Suncoast Parkway instead.

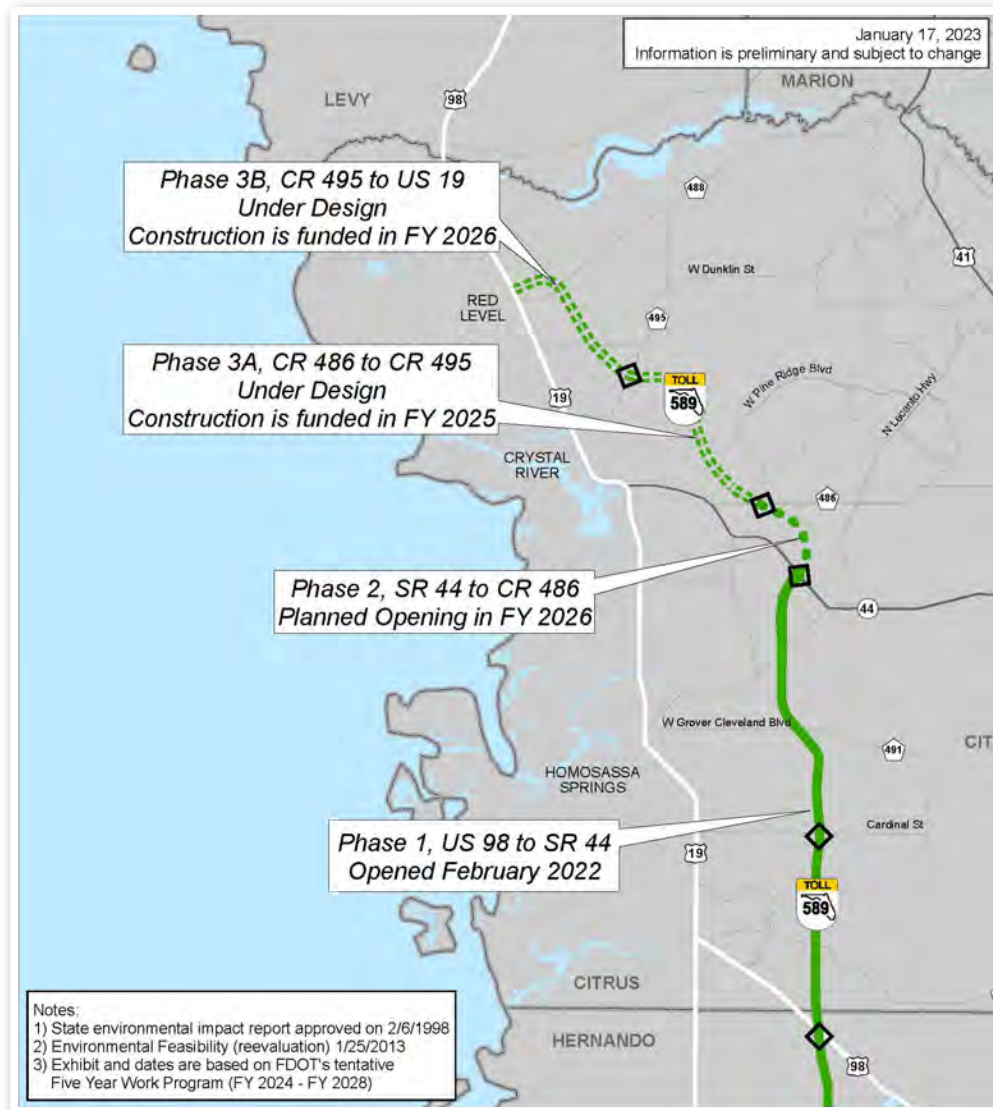


Figure 11: Suncoast Parkway 2 Status

TRAFFIC PROJECTIONS AND LEVEL OF SERVICE

The corridors for which traffic projections and related level of service (LOS) are evaluated include the following as show on Figure 12.

- CR 491 from Pine Ridge Blvd to SR 200
- Pine Ridge Blvd. from CR 486 to CR 491
- CR 490 from US 19 to SR 44
- Grover Cleveland Blvd. from US 19 to CR 491
- Cardinal St. from US 19 to CR 491
- CR 491 (Lecanto Hwy) from Grover Cleveland Blvd to Cardinal St.

The LOS for each corridor was evaluated in the base year condition and in each of the future year scenario conditions. The LOS was determined using the traffic model output related to the Florida Department of Transportation (FDOT) Level Generalized Service Volume Table (GSVT) as found in the 2020 Multimodal Quality/Level of Service Handbook.

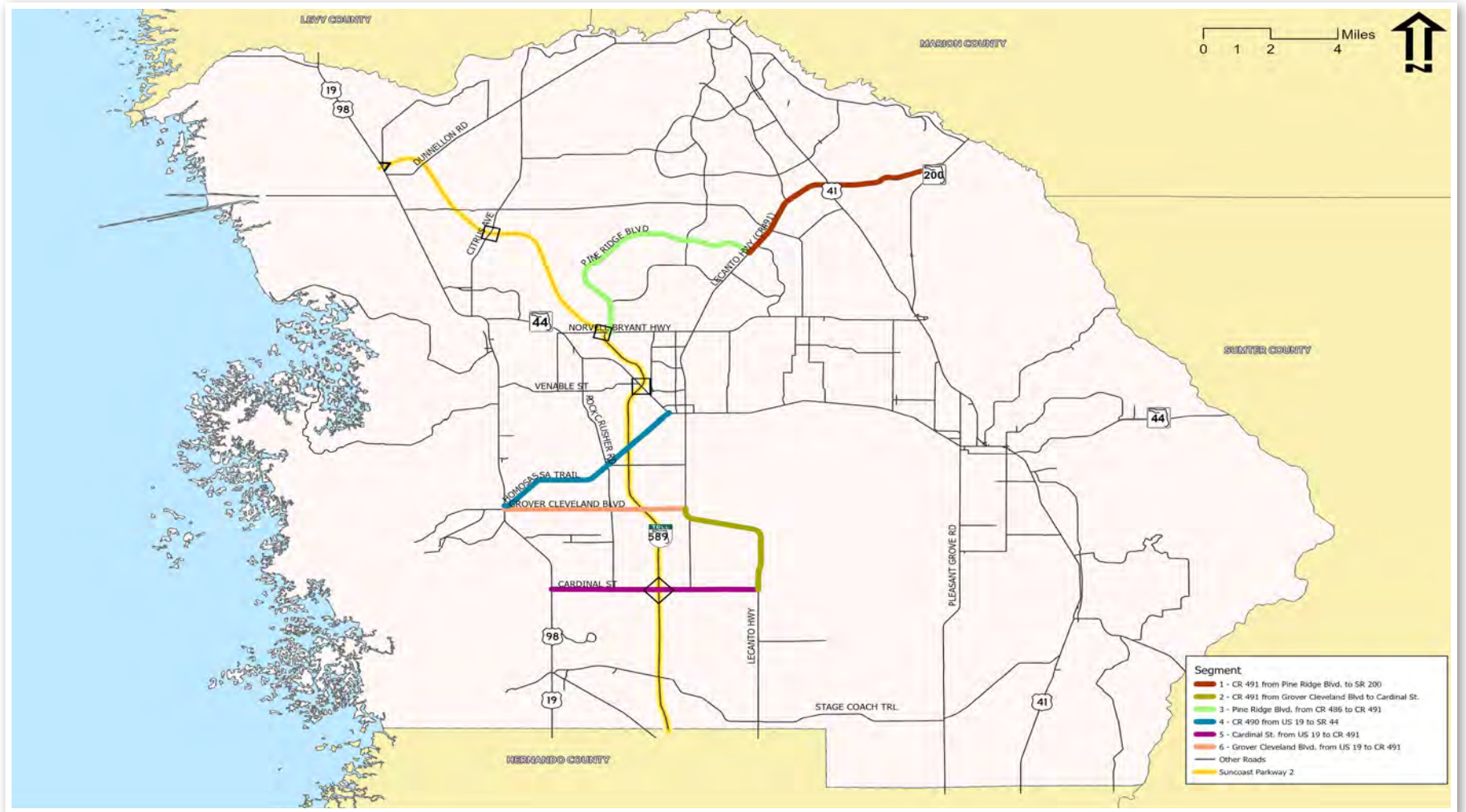


Figure 12: Future Traffic Analysis Corridors

CR 491 FROM PINE RIDGE BLVD. TO SR 200

In 2015, the segment of CR 491 from Pine Ridge Blvd to SR 200 operated at LOS B. Between Pine Ridge Blvd and US 41, there were approximately 14,300 trips per day. Between US 41 and SR 200, there were approximately 7,000 trips. In 2045, CR 491 is anticipated to operate below accepted level of service, at LOS F for all three Suncoast Pkwy scenarios.

Scenarios A/B show about 5,000 trips coming from northbound Suncoast Pkwy, with nearly half (45%) turning northbound onto US 41. Scenario C anticipates fewer than 100 additional trips from southbound Suncoast Pkwy.

These findings are depicted in Figure 13.

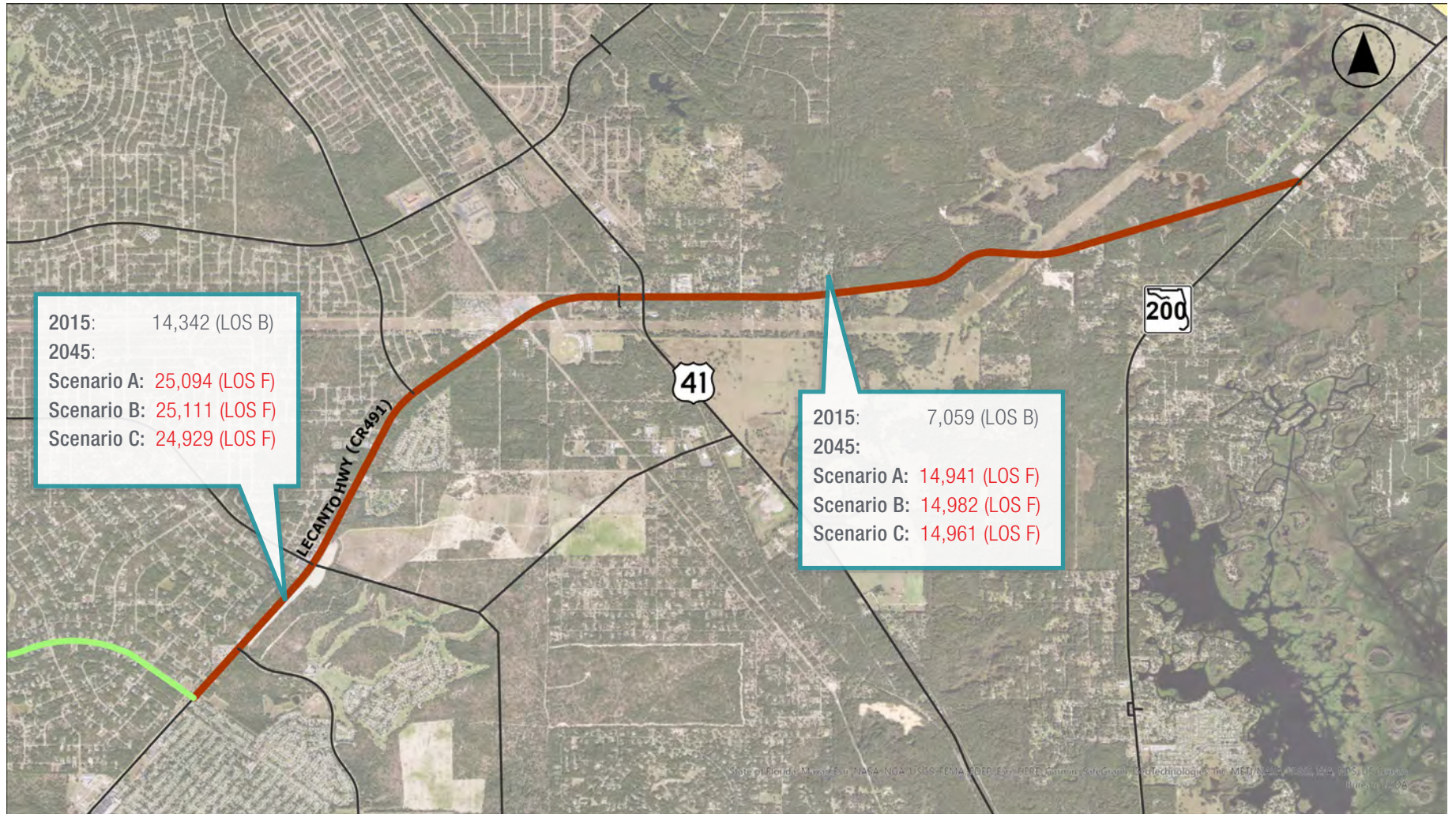


Figure 13: CR 491 from Pine Ridge Blvd to SR 200

PINE RIDGE BLVD. FROM CR 486 TO CR 491

In 2015, Pine Ridge Blvd from CR 486 to CR 491 operated at LOS B. Between CR 486 and Mustang Blvd, there were approximately 4,750 trips per day. Between Elkcam Blvd and CR 491, there were approximately 1,900 trips. In 2045, CR 491 is anticipated to continue operating at an acceptable LOS B for all three Suncoast Pkwy scenarios.

Scenarios A/B show about 1,000 trips coming from northbound Suncoast Pkwy, with half turning onto Mustang Blvd. Scenario C anticipates about 200 additional trips from southbound Suncoast Pkwy. Most of these trips are projected to continue to SR 200.

Based on the 2045 model outputs, there is reserve capacity of 50%-80% on Pine Ridge Blvd. In Scenario A/B, Suncoast Pkwy traffic could increase up to 40% before reaching LOS F on any segment of Pine Ridge Blvd. In Scenario C, Suncoast Pkwy traffic could increase up to 40% before reaching LOS F.

These findings are depicted in Figure 14.

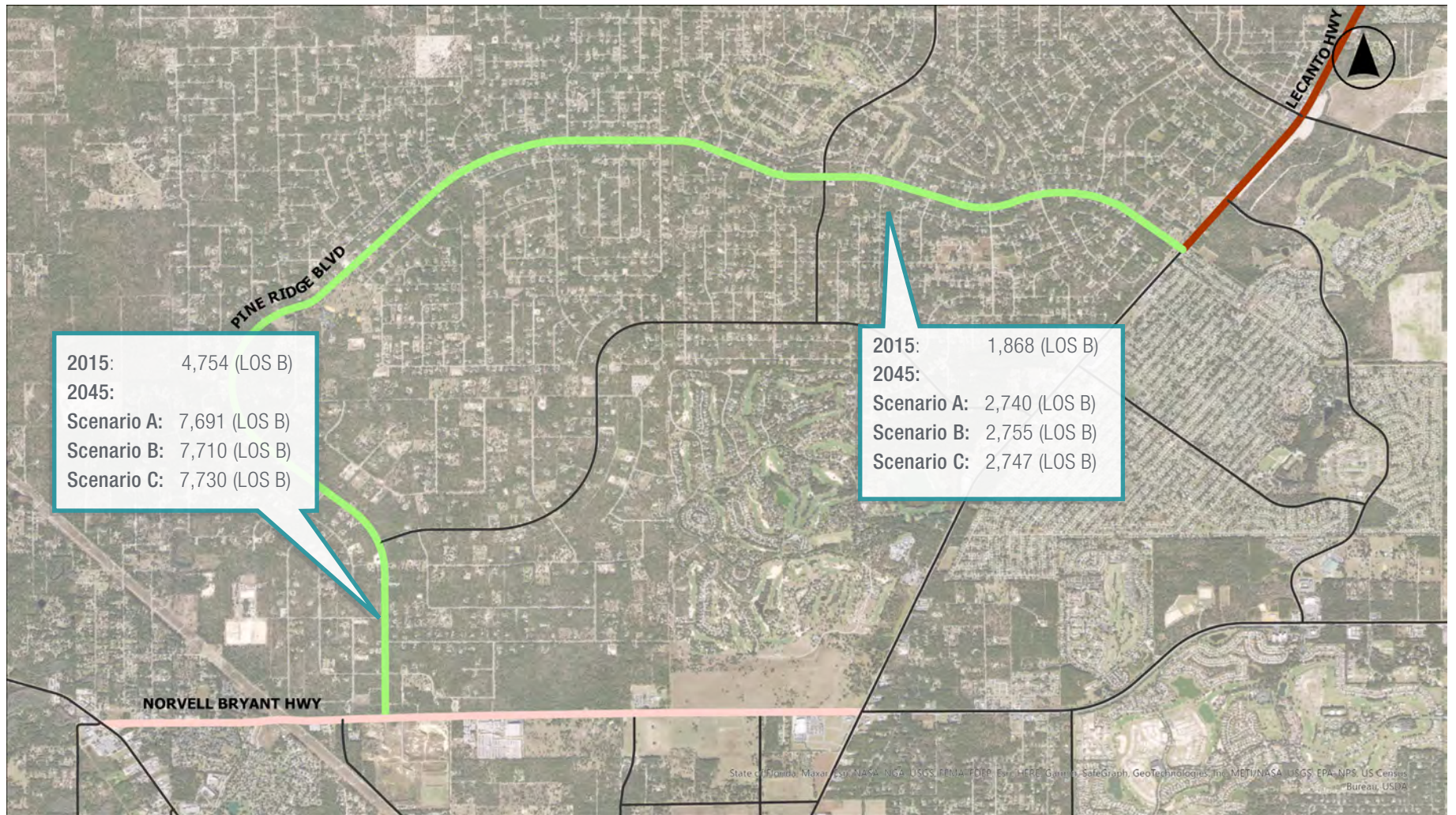


Figure 14: Pine Ridge Blvd from CR 486 to CR 491

HOMOSSASSA TRAIL FROM US 19 TO SR 44

In 2015, Homosassa Trail (CR 490) from US 19 to SR 44 operated at LOS B. Between US 19 and Rock Crusher Rd, there were approximately 10,800 trips per day. Between Rock Crusher Rd and SR 44, there were approximately 8,400 trips. In 2045, CR 490 is anticipated to continue operating at an acceptable LOS B for all three Suncoast Pkwy scenarios.

All three scenarios project less than 1% of total trips coming from northbound Suncoast Pkwy.

Based on the 2045 model outputs, there is reserve capacity of about 4,000 trips along CR 490.

These findings are depicted in Figure 15.

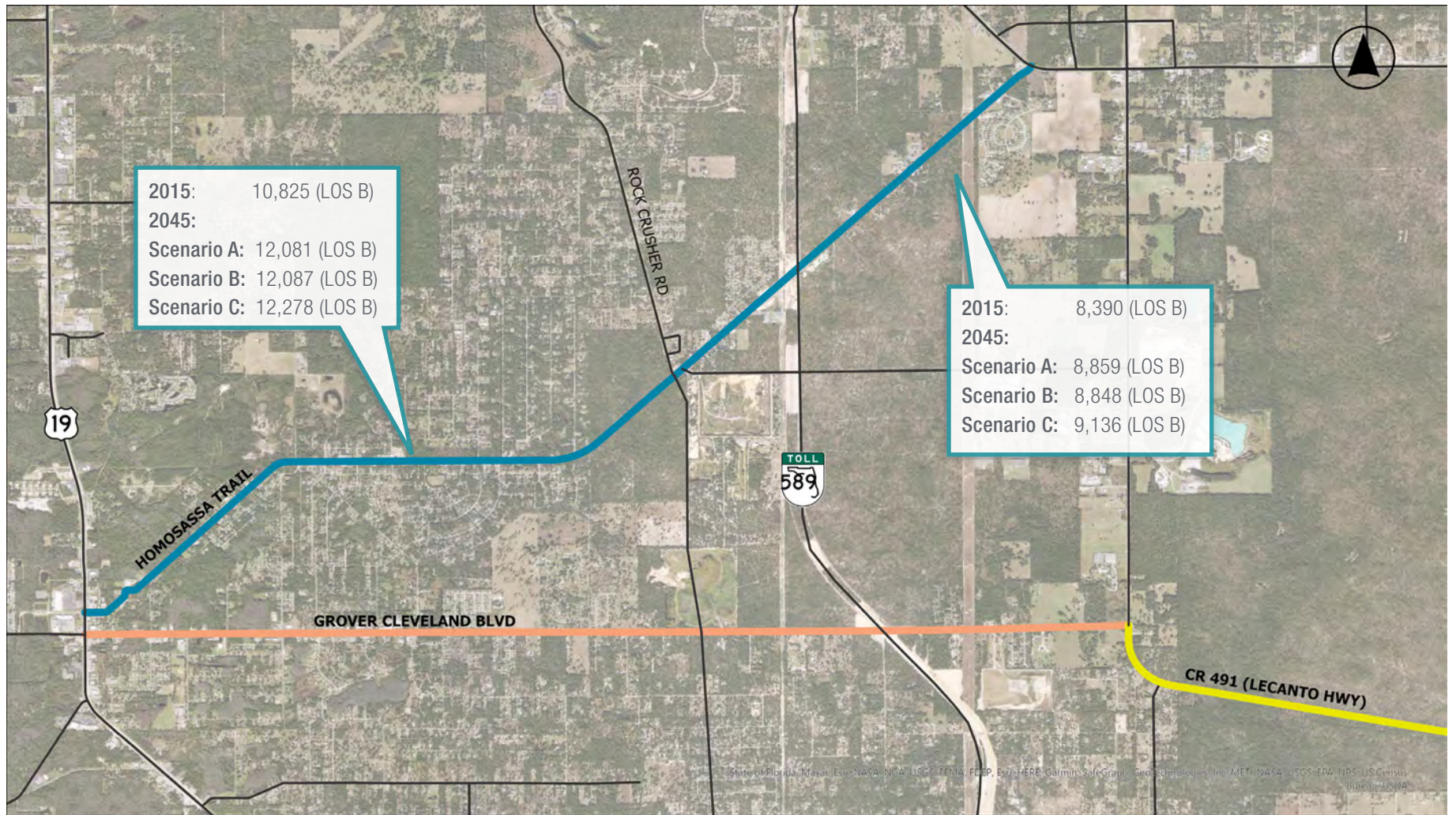


Figure 15: CR 490 from US 19 to SR 44

GROVER CLEVELAND BLVD. FROM US 19 TO CR 491

In 2015, Grover Cleveland Blvd from US 19 to CR 491 operated at LOS B. Between US 19 and Rock Crusher Rd, there were approximately 4,150 trips per day. Between Rock Crusher Rd and CR 491, there were approximately 6,100 trips. In 2045, Grover Cleveland Blvd is anticipated to continue operating at an acceptable LOS B for all three Suncoast Pkwy scenarios.

All three scenarios project less than 1% of total trips coming from Suncoast Pkwy.

Based on the 2045 model outputs, there is reserve capacity of about approximately 9,700 to 11,700 trips along Grover Cleveland Blvd.

These findings are depicted in Figure 16.

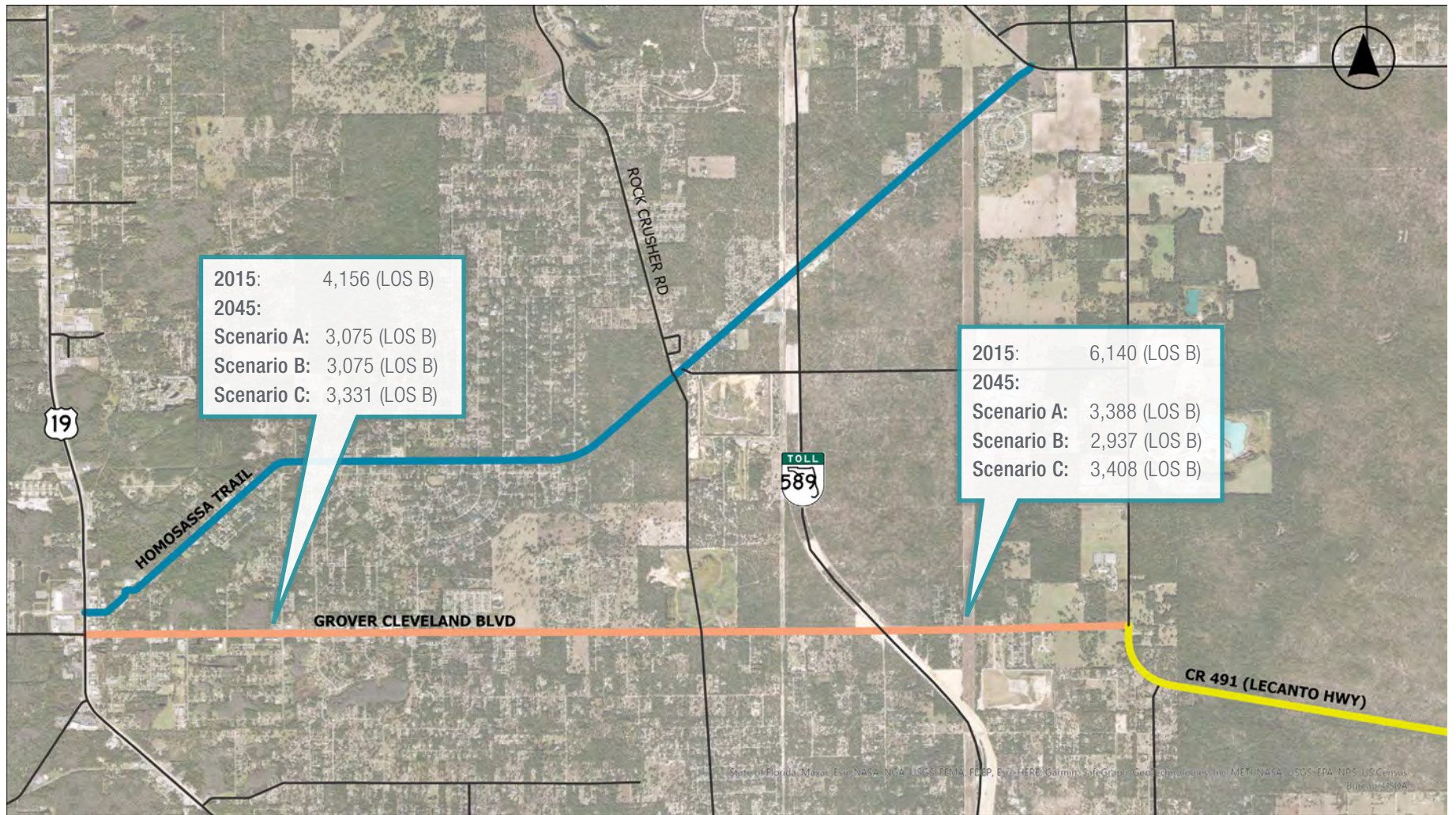


Figure 16: Grover Cleveland Blvd from US 19 to CR 491

CARDINAL ST. FROM US 19 TO CR 491

In 2015, Cardinal Street from US 19 to CR 491 operated at LOS B. Between US 19 and Suncoast Pkwy, there were approximately 7,700 trips per day. Suncoast Pkwy and CR 491, there were approximately 1,751 trips. This indicates that a substantial number of travelers have been using Suncoast Pkwy as an alternative to continuing southbound US 19. In 2045, Cardinal St is anticipated to continue operating at an acceptable LOS B for all three Suncoast Pkwy scenarios.

Based on the model outputs, there is not anticipated to be a significant change in traffic from volumes west of Suncoast Pkwy from those in the base year. East of Suncoast Pkwy, the model projects an additional 9,000 trips from northbound Suncoast Pkwy in Scenario A/B and an additional 4,000 trips from southbound Suncoast Pkwy.

Based on these projections, there is reserve capacity of about approximately 8,400 trips west of Suncoast Pkwy and approximately 2,200 trips east of Suncoast Pkwy.

These findings are depicted in Figure 17.

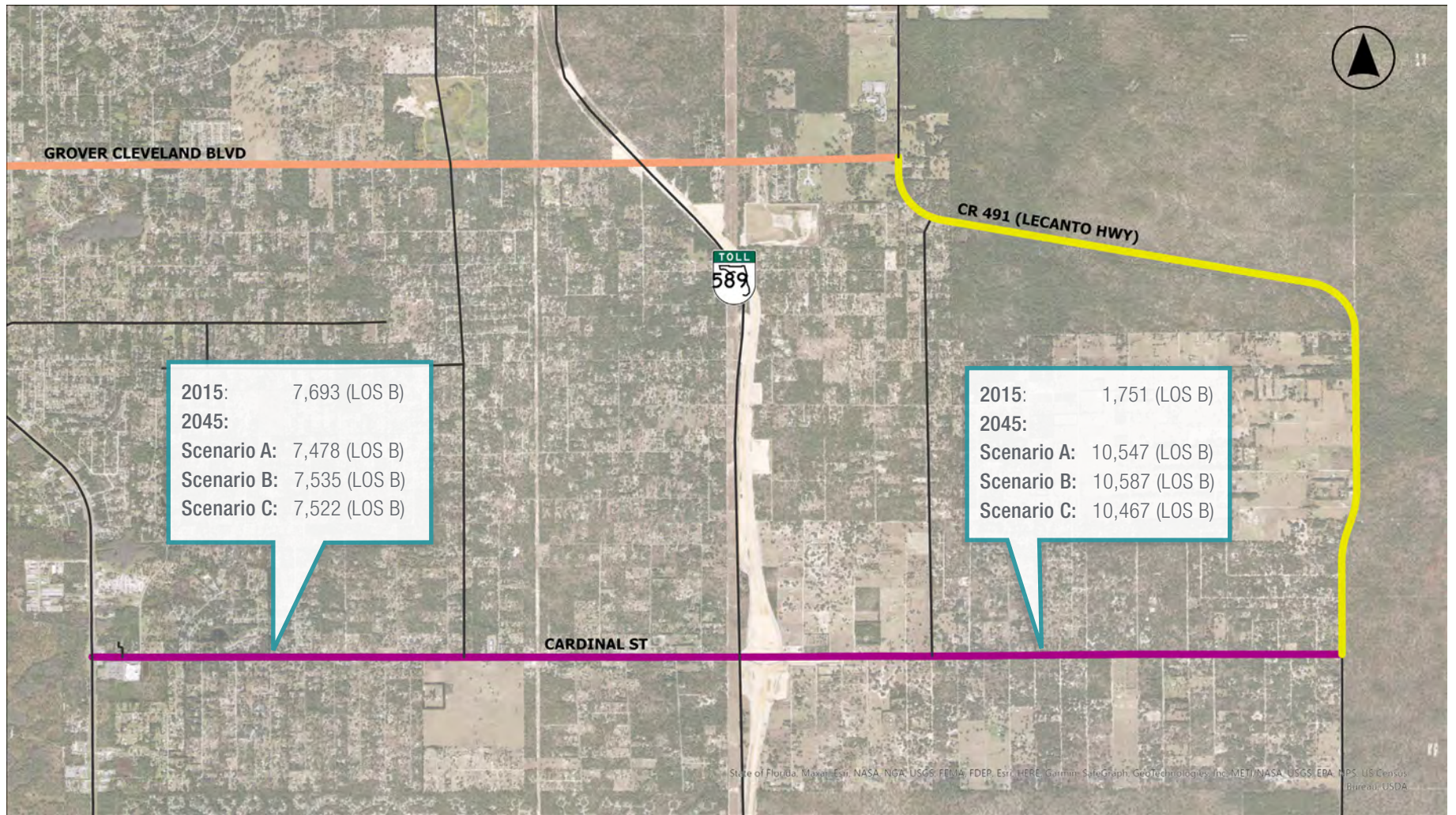


Figure 17: Cardinal St. from US 19 to CR 491

CR 491 FROM GROVER CLEVELAND BLVD. TO CARDINAL ST.

In 2015, the segment of CR 491 from Grover Cleveland Blvd. to Cardinal St. operated at LOS B, with approximately 9,500 trips per day. Based on the model projections, in 2045 CR 491 is anticipated to operate below accepted level of service, at LOS F for all three Suncoast Pkwy scenarios. It should be noted that the segment just north of Cardinal St is projected to have fewer trips with Scenario C by nearly 100 trips, where it remains just below the threshold for LOS F.

Scenarios A/B show about 7,800 trips coming from northbound Suncoast Pkwy. Scenario C shows about 3,000 additional trips from southbound Suncoast Pkwy.

These findings are depicted in Figure 18.

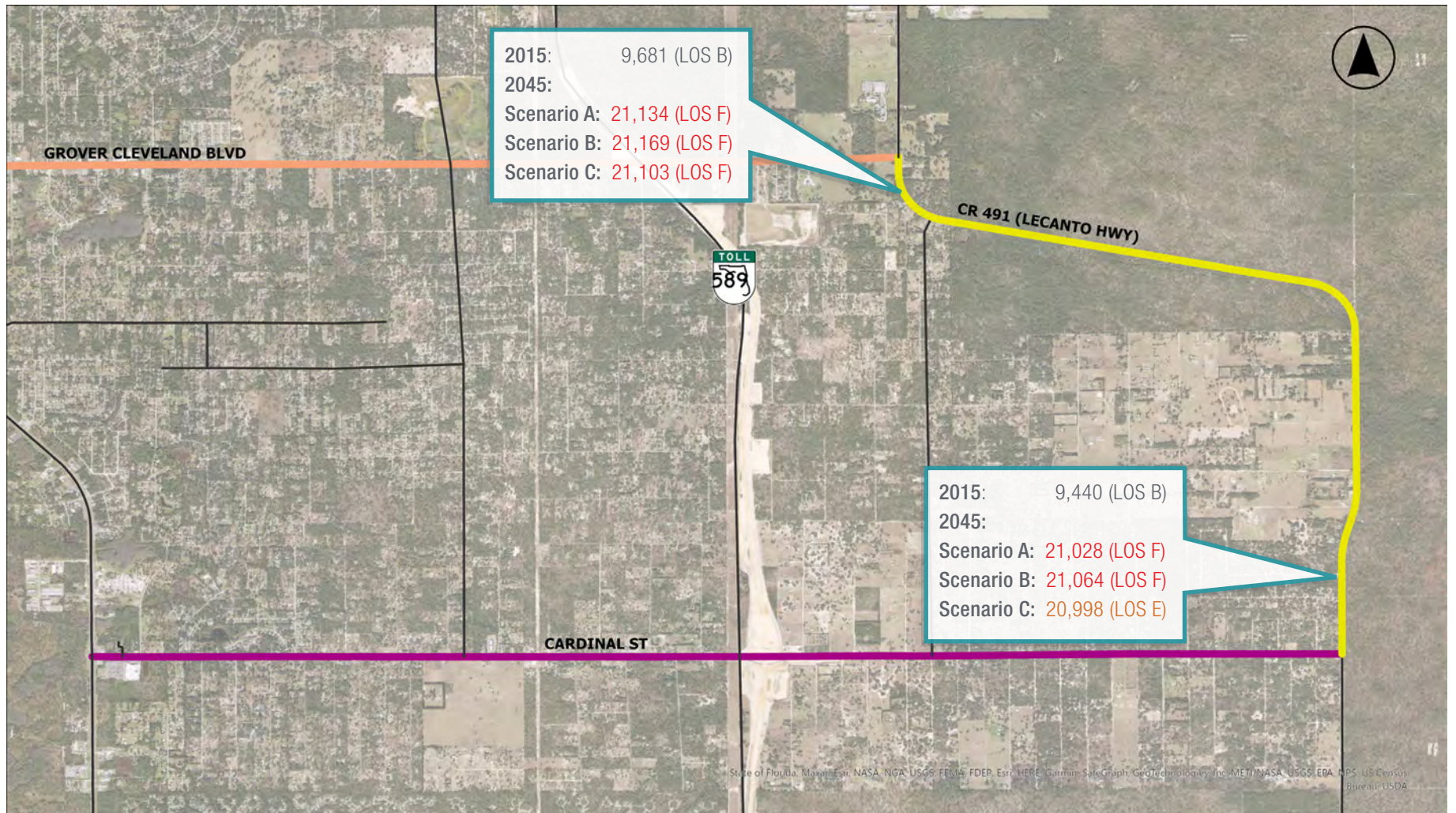


Figure 18: CR 491 from Grover Cleveland Blvd. to Cardinal St.

IMPROVEMENTS

Conclusion

The evaluation of the corridors in Citrus County, indicated that substantial travel flows from the Suncoast Parkway to CR 491 and SR 200 can be expected. These traffic volumes will likely be significant and result in future level of service deficiencies. The MPO should work with the Florida Department of Transportation and Citrus County to identify the timing and potential funding opportunities for these improvements. Evaluation of these regional and state-wide travel flows on CR 491 and SR 200 should be evaluated carefully in the MPOs 2045 long range transportation plan. The MPO should also consider updating their 2050 population and employment forecasts to address new developments which are now expected following the opening of the various sections of the Suncoast Parkway. Additionally, the MPO should work with the Florida Department of Transportation to ensure that the external station volumes that contribute to trips using the Suncoast Parkway are carefully developed for the 2050 Tampa Bay Regional Planning Model and adequately forecast future travel demand.

Appendices

Appendix A:

Synchro Outputs

Lanes, Volumes, Timings
1: US 19 & NW 19th St/Turkey Oaks Dr

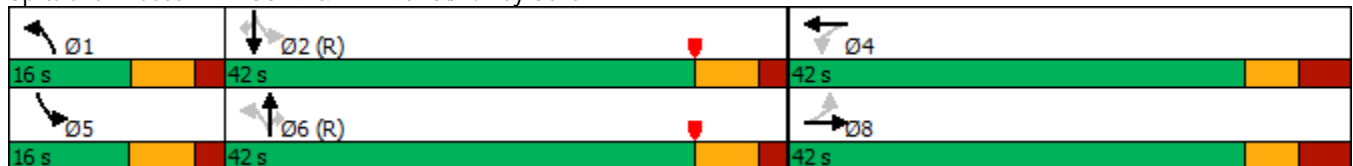
Turkey Oak Dr Bypass
Existing (2022) Conditions, AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	16	28	10	5	74	10	373	12	100	448	4
Future Volume (vph)	3	16	28	10	5	74	10	373	12	100	448	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	475		625	400		525
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		2032			4693			3120			2373	
Travel Time (s)		46.2			91.4			47.3			36.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6		6	2		2
Detector Phase	8	8		4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	42.0	42.0		42.0	42.0		11.9	38.0	38.0	12.0	27.0	27.0
Total Split (s)	42.0	42.0		42.0	42.0		16.0	42.0	42.0	16.0	42.0	42.0
Total Split (%)	42.0%	42.0%		42.0%	42.0%		16.0%	42.0%	42.0%	16.0%	42.0%	42.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	4.0	4.0		4.0	4.0		2.1	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		8.0		8.0	8.0		6.9	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

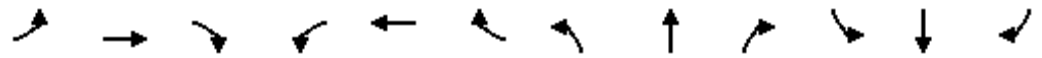
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 43 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 1: US 19 & NW 19th St/Turkey Oaks Dr



HCM 6th Signalized Intersection Summary
 1: US 19 & NW 19th St/Turkey Oaks Dr

Turkey Oak Dr Bypass
 Existing (2022) Conditions, AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	3	16	28	10	5	74	10	373	12	100	448	4
Future Volume (veh/h)	3	16	28	10	5	74	10	373	12	100	448	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	17	30	11	5	79	11	397	13	106	477	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	42	66	171	7	112	686	2339	1043	757	2464	1099
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.01	0.66	0.66	0.05	0.69	0.69
Sat Flow, veh/h	31	557	882	1359	95	1504	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	50	0	0	11	0	84	11	397	13	106	477	4
Grp Sat Flow(s),veh/h/ln	1471	0	0	1359	0	1600	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	5.1	0.2	4.3	0.3	1.9	4.8	0.1
Cycle Q Clear(g_c), s	5.2	0.0	0.0	0.8	0.0	5.1	0.2	4.3	0.3	1.9	4.8	0.1
Prop In Lane	0.06		0.60	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	0	0	171	0	119	686	2339	1043	757	2464	1099
V/C Ratio(X)	0.34	0.00	0.00	0.06	0.00	0.70	0.02	0.17	0.01	0.14	0.19	0.00
Avail Cap(c_a), veh/h	586	0	0	532	0	544	824	2339	1043	832	2464	1099
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.97	0.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	0.0	0.0	43.2	0.0	45.2	5.4	6.6	5.9	4.7	5.4	4.7
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.2	0.0	7.2	0.0	0.2	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	0.0	0.0	0.5	0.0	4.0	0.1	2.5	0.2	1.0	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	0.0	0.0	43.3	0.0	52.4	5.5	6.7	5.9	4.8	5.6	4.7
LnGrp LOS	D	A	A	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		50			95			421			587	
Approach Delay, s/veh		45.5			51.3			6.7			5.5	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	76.3		15.5	11.7	72.8		15.5				
Change Period (Y+Rc), s	6.9	* 7		8.0	* 7	* 7		8.0				
Max Green Setting (Gmax), s	9.1	* 35		34.0	* 9	* 35		34.0				
Max Q Clear Time (g_c+I1), s	2.2	6.8		7.1	3.9	6.3		7.2				
Green Ext Time (p_c), s	0.0	3.0		0.5	0.1	2.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
 2: CR 495 (N Citrus Ave) & Turkey Oaks Dr

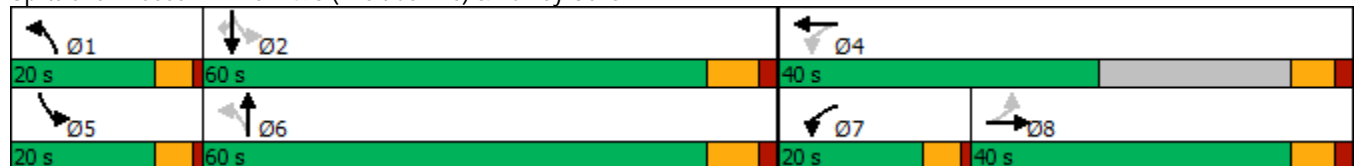
Turkey Oak Dr Bypass
 Existing (2022) Conditions, AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	84	30	17	62	60	19	190	21	231	379	19
Future Volume (vph)	7	84	30	17	62	60	19	190	21	231	379	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	225		0	275		275
Storage Lanes	0		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		4693			4604			909			762	
Travel Time (s)		106.7			78.5			13.8			11.5	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Shared Lane Traffic (%)												
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	6.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	34.7	34.7		10.0	29.7		10.0	25.4		10.0	25.4	25.4
Total Split (s)	40.0	40.0		20.0	40.0		20.0	60.0		20.0	60.0	60.0
Total Split (%)	28.6%	28.6%		14.3%	28.6%		14.3%	42.9%		14.3%	42.9%	42.9%
Yellow Time (s)	4.7	4.7		4.0	4.7		4.0	5.4		4.0	5.4	5.4
All-Red Time (s)	2.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.7		5.0	6.7		5.0	7.4		5.0	7.4	7.4
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min		None	Min	Min

Intersection Summary

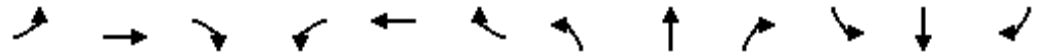
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 68.6
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: CR 495 (N Citrus Ave) & Turkey Oaks Dr



HCM 6th Signalized Intersection Summary
 2: CR 495 (N Citrus Ave) & Turkey Oaks Dr

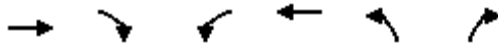
Turkey Oak Dr Bypass
 Existing (2022) Conditions, AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	7	84	30	17	62	60	19	190	21	231	379	19
Future Volume (veh/h)	7	84	30	17	62	60	19	190	21	231	379	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	109	39	22	81	78	25	247	27	300	492	25
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	174	60	378	225	216	297	374	41	516	663	562
Arrive On Green	0.14	0.14	0.14	0.03	0.26	0.26	0.03	0.23	0.23	0.16	0.35	0.35
Sat Flow, veh/h	49	1278	439	1781	876	843	1781	1657	181	1781	1870	1585
Grp Volume(v), veh/h	157	0	0	22	0	159	25	0	274	300	492	25
Grp Sat Flow(s),veh/h/ln	1766	0	0	1781	0	1719	1781	0	1838	1781	1870	1585
Q Serve(g_s), s	0.7	0.0	0.0	0.5	0.0	4.0	0.6	0.0	7.2	6.2	12.2	0.5
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.5	0.0	4.0	0.6	0.0	7.2	6.2	12.2	0.5
Prop In Lane	0.06		0.25	1.00		0.49	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	313	0	0	378	0	441	297	0	415	516	663	562
V/C Ratio(X)	0.50	0.00	0.00	0.06	0.00	0.36	0.08	0.00	0.66	0.58	0.74	0.04
Avail Cap(c_a), veh/h	1166	0	0	834	0	1078	749	0	1820	739	1853	1570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	17.2	0.0	16.2	15.2	0.0	18.7	11.8	15.0	11.2
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.8	0.4	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	0.0	0.0	0.3	0.0	2.7	0.3	0.0	4.9	3.3	7.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	0.0	0.0	17.2	0.0	17.5	15.3	0.0	20.5	12.2	16.7	11.3
LnGrp LOS	C	A	A	B	A	B	B	A	C	B	B	B
Approach Vol, veh/h		157			181			299			817	
Approach Delay, s/veh		23.0			17.5			20.1			14.9	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	26.2		20.3	13.4	19.4	6.4	13.9				
Change Period (Y+Rc), s	5.0	7.4		6.7	5.0	7.4	5.0	6.7				
Max Green Setting (Gmax), s	15.0	52.6		33.3	15.0	52.6	15.0	33.3				
Max Q Clear Time (g_c+I1), s	2.6	14.2		6.0	8.2	9.2	2.5	6.4				
Green Ext Time (p_c), s	0.0	3.1		1.8	0.3	1.5	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				17.1								
HCM 6th LOS				B								

Lanes, Volumes, Timings
 3: Crystal River HS & Turkey Oaks Dr

Turkey Oak Dr Bypass
 Existing (2022) Conditions, AM Peak

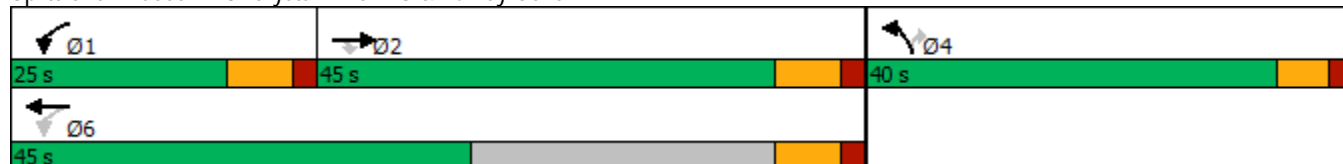


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (vph)	270	68	21	117	20	10
Future Volume (vph)	270	68	21	117	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		350	600		0	125
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	25	
Link Distance (ft)	4604			8054	653	
Travel Time (s)	78.5			137.3	17.8	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Shared Lane Traffic (%)						
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	35.0	35.0	10.0	35.0	10.0	10.0
Minimum Split (s)	42.4	42.4	17.4	42.4	29.4	29.4
Total Split (s)	45.0	45.0	25.0	45.0	40.0	40.0
Total Split (%)	40.9%	40.9%	22.7%	40.9%	36.4%	36.4%
Yellow Time (s)	5.4	5.4	5.4	5.4	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	6.4	6.4
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None

Intersection Summary

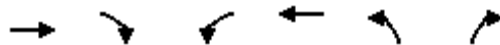
Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 65.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Crystal River HS & Turkey Oaks Dr



HCM 6th Signalized Intersection Summary
 3: Crystal River HS & Turkey Oaks Dr

Turkey Oak Dr Bypass
 Existing (2022) Conditions, AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (veh/h)	270	68	21	117	20	10
Future Volume (veh/h)	270	68	21	117	20	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	360	0	28	156	27	13
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1002		653	1328	141	125
Arrive On Green	0.54	0.00	0.06	0.71	0.08	0.08
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	360	0	28	156	27	13
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	7.2	0.0	0.4	1.7	0.9	0.5
Cycle Q Clear(g_c), s	7.2	0.0	0.4	1.7	0.9	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1002		653	1328	141	125
V/C Ratio(X)	0.36		0.04	0.12	0.19	0.10
Avail Cap(c_a), veh/h	1076		1024	1328	916	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	5.3	3.0	28.1	27.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	0.0	0.2	0.6	0.7	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.0	0.0	5.3	3.0	28.9	28.4
LnGrp LOS	A		A	A	C	C
Approach Vol, veh/h	360	A		184	40	
Approach Delay, s/veh	9.0			3.4	28.8	
Approach LOS	A			A	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.4	42.4		11.6		53.8
Change Period (Y+Rc), s	7.4	7.4		6.4		7.4
Max Green Setting (Gmax), s	17.6	37.6		33.6		37.6
Max Q Clear Time (g_c+I1), s	2.4	9.2		2.9		3.7
Green Ext Time (p_c), s	0.0	2.6		0.1		1.0

Intersection Summary

HCM 6th Ctrl Delay			8.6			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Turkey Oaks Dr & SR 44

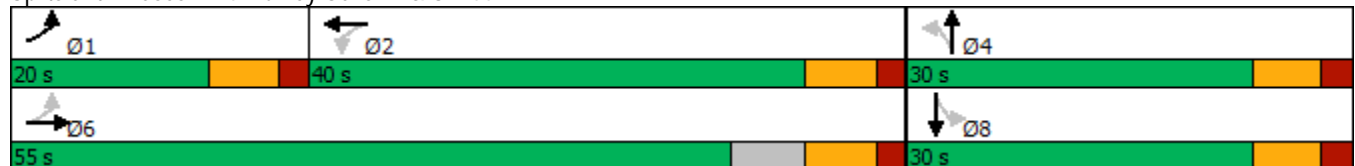
Turkey Oak Dr Bypass
Existing (2022) Conditions, AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	561	0	3	804	133	5	4	10	326	8	43
Future Volume (vph)	16	561	0	3	804	133	5	4	10	326	8	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	90		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30				40
Link Distance (ft)		2923			4427			616				8054
Travel Time (s)		44.3			67.1			14.0				137.3
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4				8
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8		8
Switch Phase												
Minimum Initial (s)	7.0	15.0		20.0	20.0		15.0	15.0		15.0		15.0
Minimum Split (s)	13.8	35.8		30.8	30.8		30.0	30.0		30.0		30.0
Total Split (s)	20.0	55.0		40.0	40.0		30.0	30.0		30.0		30.0
Total Split (%)	22.2%	61.1%		44.4%	44.4%		33.3%	33.3%		33.3%		33.3%
Yellow Time (s)	4.8	4.8		4.8	4.8		4.5	4.5		4.5		4.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	2.3		2.3		2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8	6.8		6.8		6.8
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None		None

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 70.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Turkey Oaks Dr & SR 44



HCM 6th Signalized Intersection Summary

4: Turkey Oaks Dr & SR 44

Turkey Oak Dr Bypass
Existing (2022) Conditions, AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	561	0	3	804	133	5	4	10	326	8	43
Future Volume (veh/h)	16	561	0	3	804	133	5	4	10	326	8	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	668	0	4	957	158	6	5	12	388	10	51
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1792	0	391	1159	191	476	150	360	519	82	418
Arrive On Green	0.03	0.50	0.00	0.38	0.38	0.38	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	3647	0	769	3053	504	1341	488	1171	1396	267	1359
Grp Volume(v), veh/h	19	668	0	4	557	558	6	0	17	388	0	61
Grp Sat Flow(s),veh/h/ln	1781	1777	0	769	1777	1780	1341	0	1660	1396	0	1626
Q Serve(g_s), s	0.4	8.3	0.0	0.2	20.5	20.5	0.2	0.0	0.5	19.5	0.0	2.0
Cycle Q Clear(g_c), s	0.4	8.3	0.0	0.2	20.5	20.5	2.2	0.0	0.5	20.0	0.0	2.0
Prop In Lane	1.00		0.00	1.00		0.28	1.00		0.71	1.00		0.84
Lane Grp Cap(c), veh/h	203	1792	0	391	674	675	476	0	510	519	0	500
V/C Ratio(X)	0.09	0.37	0.00	0.01	0.83	0.83	0.01	0.00	0.03	0.75	0.00	0.12
Avail Cap(c_a), veh/h	474	2371	0	453	817	818	494	0	533	538	0	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	10.9	0.0	14.0	20.3	20.3	18.8	0.0	17.5	24.5	0.0	18.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.0	5.9	5.9	0.0	0.0	0.0	5.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	4.8	0.0	0.1	13.0	13.1	0.1	0.0	0.3	10.7	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	11.1	0.0	14.0	26.1	26.2	18.8	0.0	17.5	30.0	0.0	18.1
LnGrp LOS	B	B	A	B	C	C	B	A	B	C	A	B
Approach Vol, veh/h		687			1119			23			449	
Approach Delay, s/veh		11.2			26.1			17.9			28.4	
Approach LOS		B			C			B			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.0	34.2		29.0		43.2		29.0				
Change Period (Y+Rc), s	6.8	6.8		* 6.8		6.8		* 6.8				
Max Green Setting (Gmax), s	13.2	33.2		* 23		48.2		* 23				
Max Q Clear Time (g_c+I1), s	2.4	22.5		4.2		10.3		22.0				
Green Ext Time (p_c), s	0.0	4.9		0.0		4.6		0.2				

Intersection Summary

HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
 1: US 19 & NW 19th St/Turkey Oaks Dr

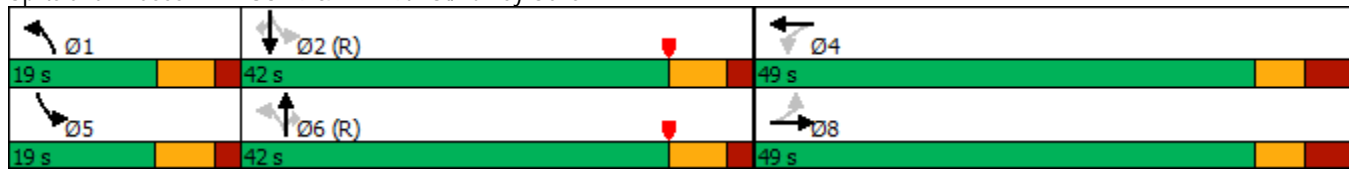
Turkey Oak Dr Bypass
 Existing (2022) Conditions, PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	10	33	12	12	106	42	516	14	82	567	9
Future Volume (vph)	3	10	33	12	12	106	42	516	14	82	567	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	475		625	400		525
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		2032			4693			3120			2373	
Travel Time (s)		46.2			91.4			47.3			36.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6		6	2		2
Detector Phase	8	8		4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	42.0	42.0		42.0	42.0		11.9	38.0	38.0	12.0	27.0	27.0
Total Split (s)	49.0	49.0		49.0	49.0		19.0	42.0	42.0	19.0	42.0	42.0
Total Split (%)	44.5%	44.5%		44.5%	44.5%		17.3%	38.2%	38.2%	17.3%	38.2%	38.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	4.0	4.0		4.0	4.0		2.1	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		8.0		8.0	8.0		6.9	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

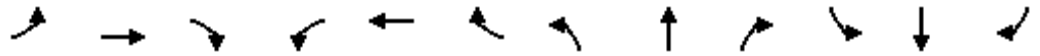
Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 43 (39%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 1: US 19 & NW 19th St/Turkey Oaks Dr



HCM 6th Signalized Intersection Summary
 1: US 19 & NW 19th St/Turkey Oaks Dr

Turkey Oak Dr Bypass
 Existing (2022) Conditions, PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	3	10	33	12	12	106	42	516	14	82	567	9
Future Volume (veh/h)	3	10	33	12	12	106	42	516	14	82	567	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	11	35	13	13	113	45	549	15	87	603	10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	40	106	163	17	146	609	2333	1041	643	2366	1055
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.66	0.66	0.04	0.67	0.67
Sat Flow, veh/h	24	395	1048	1360	166	1444	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	49	0	0	13	0	126	45	549	15	87	603	10
Grp Sat Flow(s),veh/h/ln	1468	0	0	1360	0	1610	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	8.4	0.9	6.9	0.4	1.7	7.5	0.2
Cycle Q Clear(g_c), s	8.4	0.0	0.0	1.6	0.0	8.4	0.9	6.9	0.4	1.7	7.5	0.2
Prop In Lane	0.06		0.71	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	0	0	163	0	163	609	2333	1041	643	2366	1055
V/C Ratio(X)	0.27	0.00	0.00	0.08	0.00	0.77	0.07	0.24	0.01	0.14	0.25	0.01
Avail Cap(c_a), veh/h	622	0	0	532	0	600	745	2333	1041	762	2366	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.91	0.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	0.0	0.0	45.1	0.0	48.2	5.6	7.7	6.5	5.5	7.4	6.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.2	0.0	6.9	0.1	0.2	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	0.0	0.0	0.6	0.0	6.6	0.5	4.2	0.2	1.0	4.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	0.0	0.0	45.3	0.0	55.2	5.7	7.9	6.6	5.6	7.7	6.2
LnGrp LOS	D	A	A	D	A	E	A	A	A	A	A	A
Approach Vol, veh/h		49			139			609			700	
Approach Delay, s/veh		46.6			54.2			7.7			7.4	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	80.2		19.1	11.6	79.2		19.1				
Change Period (Y+Rc), s	6.9	* 7		8.0	* 7	* 7		8.0				
Max Green Setting (Gmax), s	12.1	* 35		41.0	* 12	* 35		41.0				
Max Q Clear Time (g_c+I1), s	2.9	9.5		10.4	3.7	8.9		10.4				
Green Ext Time (p_c), s	0.0	3.9		0.8	0.1	3.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
2: CR 495 (N Citrus Ave) & Turkey Oaks Dr

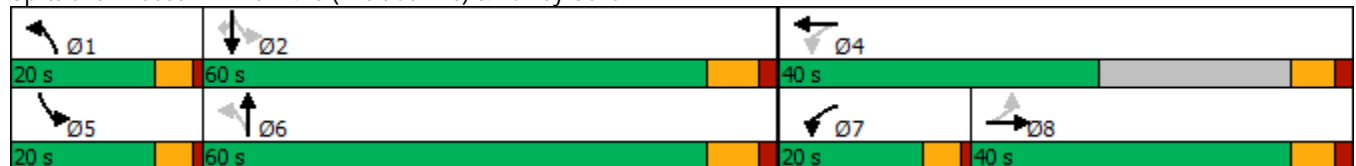
Turkey Oak Dr Bypass
Existing (2022) Conditions, PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	81	14	23	96	149	27	379	20	113	285	28
Future Volume (vph)	24	81	14	23	96	149	27	379	20	113	285	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	225		0	275		275
Storage Lanes	0		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		4693			4604			909			762	
Travel Time (s)		106.7			78.5			13.8			11.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	6.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	34.7	34.7		10.0	29.7		10.0	25.4		10.0	25.4	25.4
Total Split (s)	40.0	40.0		20.0	40.0		20.0	60.0		20.0	60.0	60.0
Total Split (%)	28.6%	28.6%		14.3%	28.6%		14.3%	42.9%		14.3%	42.9%	42.9%
Yellow Time (s)	4.7	4.7		4.0	4.7		4.0	5.4		4.0	5.4	5.4
All-Red Time (s)	2.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.7		5.0	6.7		5.0	7.4		5.0	7.4	7.4
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min		None	Min	Min

Intersection Summary

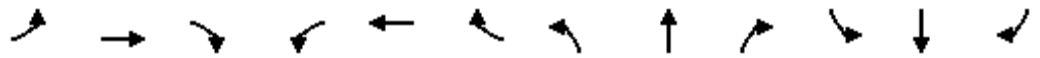
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 69.2
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: CR 495 (N Citrus Ave) & Turkey Oaks Dr



HCM 6th Signalized Intersection Summary
 2: CR 495 (N Citrus Ave) & Turkey Oaks Dr

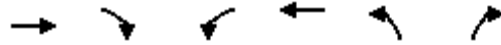
Turkey Oak Dr Bypass
 Existing (2022) Conditions, PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	24	81	14	23	96	149	27	379	20	113	285	28
Future Volume (veh/h)	24	81	14	23	96	149	27	379	20	113	285	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	84	15	24	100	155	28	395	21	118	297	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	151	25	402	164	254	429	517	27	372	639	541
Arrive On Green	0.12	0.12	0.12	0.03	0.25	0.25	0.03	0.29	0.29	0.08	0.34	0.34
Sat Flow, veh/h	225	1256	204	1781	661	1025	1781	1760	94	1781	1870	1585
Grp Volume(v), veh/h	124	0	0	24	0	255	28	0	416	118	297	29
Grp Sat Flow(s),veh/h/ln	1685	0	0	1781	0	1686	1781	0	1854	1781	1870	1585
Q Serve(g_s), s	1.5	0.0	0.0	0.6	0.0	6.8	0.5	0.0	10.3	2.2	6.3	0.6
Cycle Q Clear(g_c), s	3.4	0.0	0.0	0.6	0.0	6.8	0.5	0.0	10.3	2.2	6.3	0.6
Prop In Lane	0.20		0.12	1.00		0.61	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	289	0	0	402	0	418	429	0	544	372	639	541
V/C Ratio(X)	0.43	0.00	0.00	0.06	0.00	0.61	0.07	0.00	0.76	0.32	0.47	0.05
Avail Cap(c_a), veh/h	1162	0	0	882	0	1113	901	0	1932	759	1950	1652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	0.0	16.8	0.0	16.8	11.8	0.0	16.2	11.8	13.0	11.1
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	2.3	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.0	0.0	0.4	0.0	4.7	0.3	0.0	6.7	1.2	3.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	0.0	0.0	16.9	0.0	20.8	11.8	0.0	18.5	12.0	13.5	11.2
LnGrp LOS	C	A	A	B	A	C	B	A	B	B	B	B
Approach Vol, veh/h		124			279			444			444	
Approach Delay, s/veh		22.0			20.4			18.1			13.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	24.6		19.2	9.0	22.2	6.4	12.8				
Change Period (Y+Rc), s	5.0	7.4		6.7	5.0	7.4	5.0	6.7				
Max Green Setting (Gmax), s	15.0	52.6		33.3	15.0	52.6	15.0	33.3				
Max Q Clear Time (g_c+I1), s	2.5	8.3		8.8	4.2	12.3	2.6	5.4				
Green Ext Time (p_c), s	0.0	1.8		3.1	0.1	2.5	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay				17.2								
HCM 6th LOS				B								

Lanes, Volumes, Timings
 3: Crystal River HS & Turkey Oaks Dr

Turkey Oak Dr Bypass
 Existing (2022) Conditions, PM Peak

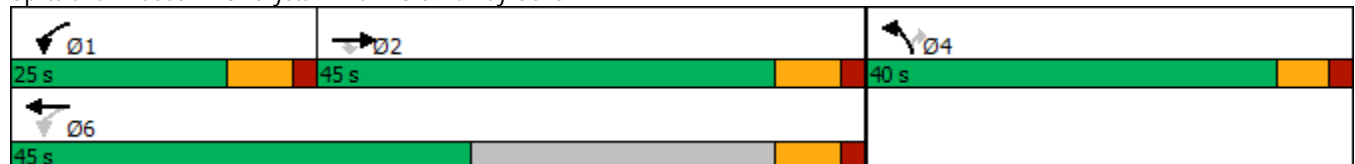


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↗
Traffic Volume (vph)	207	6	6	216	43	37
Future Volume (vph)	207	6	6	216	43	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		350	600		0	125
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	25	
Link Distance (ft)	4604			8054	653	
Travel Time (s)	78.5			137.3	17.8	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Shared Lane Traffic (%)						
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	35.0	35.0	10.0	35.0	10.0	10.0
Minimum Split (s)	42.4	42.4	17.4	42.4	29.4	29.4
Total Split (s)	45.0	45.0	25.0	45.0	40.0	40.0
Total Split (%)	40.9%	40.9%	22.7%	40.9%	36.4%	36.4%
Yellow Time (s)	5.4	5.4	5.4	5.4	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	6.4	6.4
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None

Intersection Summary

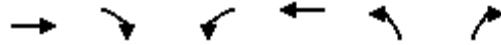
Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 62.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Crystal River HS & Turkey Oaks Dr



HCM 6th Signalized Intersection Summary
 3: Crystal River HS & Turkey Oaks Dr

Turkey Oak Dr Bypass
 Existing (2022) Conditions, PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (veh/h)	207	6	6	216	43	37
Future Volume (veh/h)	207	6	6	216	43	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	246	0	7	257	51	44
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	997		667	1243	223	199
Arrive On Green	0.53	0.00	0.02	0.66	0.13	0.13
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	246	0	7	257	51	44
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	4.6	0.0	0.1	3.5	1.7	1.6
Cycle Q Clear(g_c), s	4.6	0.0	0.1	3.5	1.7	1.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	997		667	1243	223	199
V/C Ratio(X)	0.25		0.01	0.21	0.23	0.22
Avail Cap(c_a), veh/h	1072		1112	1243	912	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	0.0	6.1	4.3	25.8	25.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	0.1	1.6	1.3	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.4	0.0	6.1	4.4	26.5	26.5
LnGrp LOS	A		A	A	C	C
Approach Vol, veh/h	246	A		264	95	
Approach Delay, s/veh	8.4			4.4	26.5	
Approach LOS	A			A	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.6	42.4		14.6		51.0
Change Period (Y+Rc), s	7.4	7.4		6.4		7.4
Max Green Setting (Gmax), s	17.6	37.6		33.6		37.6
Max Q Clear Time (g_c+I1), s	2.1	6.6		3.7		5.5
Green Ext Time (p_c), s	0.0	1.7		0.3		1.8

Intersection Summary

HCM 6th Ctrl Delay		9.5	
HCM 6th LOS		A	

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Turkey Oaks Dr & SR 44

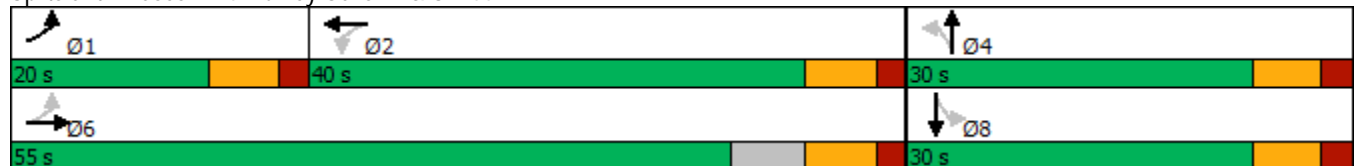
Turkey Oak Dr Bypass
Existing (2022) Conditions, PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	810	1	9	791	228	10	15	53	309	10	46
Future Volume (vph)	25	810	1	9	791	228	10	15	53	309	10	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	90		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30				40
Link Distance (ft)		2923			4427			616				8054
Travel Time (s)		44.3			67.1			14.0				137.3
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4				8
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8		8
Switch Phase												
Minimum Initial (s)	7.0	15.0		20.0	20.0		15.0	15.0		15.0		15.0
Minimum Split (s)	13.8	35.8		30.8	30.8		30.0	30.0		30.0		30.0
Total Split (s)	20.0	55.0		40.0	40.0		30.0	30.0		30.0		30.0
Total Split (%)	22.2%	61.1%		44.4%	44.4%		33.3%	33.3%		33.3%		33.3%
Yellow Time (s)	4.8	4.8		4.8	4.8		4.5	4.5		4.5		4.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	2.3		2.3		2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8	6.8		6.8		6.8
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None		None

Intersection Summary

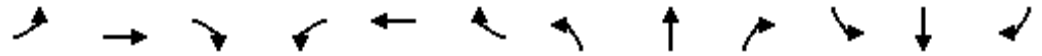
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 67
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Turkey Oaks Dr & SR 44



HCM 6th Signalized Intersection Summary
 4: Turkey Oaks Dr & SR 44

Turkey Oak Dr Bypass
 Existing (2022) Conditions, PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	25	810	1	9	791	228	10	15	53	309	10	46
Future Volume (veh/h)	25	810	1	9	791	228	10	15	53	309	10	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	818	1	9	799	230	10	15	54	312	10	46
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	1847	2	349	1003	289	467	104	376	455	85	392
Arrive On Green	0.04	0.51	0.51	0.37	0.37	0.37	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	3642	4	668	2723	784	1348	356	1283	1332	291	1338
Grp Volume(v), veh/h	25	399	420	9	521	508	10	0	69	312	0	56
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	668	1777	1729	1348	0	1639	1332	0	1629
Q Serve(g_s), s	0.5	9.7	9.7	0.6	17.9	17.9	0.4	0.0	2.1	15.4	0.0	1.7
Cycle Q Clear(g_c), s	0.5	9.7	9.7	0.9	17.9	17.9	2.1	0.0	2.1	17.5	0.0	1.7
Prop In Lane	1.00		0.00	1.00		0.45	1.00		0.78	1.00		0.82
Lane Grp Cap(c), veh/h	233	901	948	349	655	637	467	0	481	455	0	478
V/C Ratio(X)	0.11	0.44	0.44	0.03	0.80	0.80	0.02	0.00	0.14	0.69	0.00	0.12
Avail Cap(c_a), veh/h	509	1258	1324	429	867	843	531	0	559	518	0	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	10.7	10.7	13.9	19.2	19.2	18.4	0.0	17.8	24.2	0.0	17.6
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.0	3.9	4.0	0.0	0.0	0.1	3.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	5.5	5.8	0.1	11.2	11.0	0.2	0.0	1.4	8.3	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	11.0	11.0	14.0	23.1	23.2	18.4	0.0	17.9	27.4	0.0	17.7
LnGrp LOS	B	B	B	B	C	C	B	A	B	C	A	B
Approach Vol, veh/h		844			1038			79				368
Approach Delay, s/veh		11.1			23.1			18.0				25.9
Approach LOS		B			C			B				C
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.4	31.9		26.8		41.3		26.8				
Change Period (Y+Rc), s	6.8	6.8		* 6.8		6.8		* 6.8				
Max Green Setting (Gmax), s	13.2	33.2		* 23		48.2		* 23				
Max Q Clear Time (g_c+I1), s	2.5	19.9		4.1		11.7		19.5				
Green Ext Time (p_c), s	0.0	5.2		0.3		5.1		0.5				

Intersection Summary

HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
 1: US 19 & NW 19th St/Turkey Oaks Dr

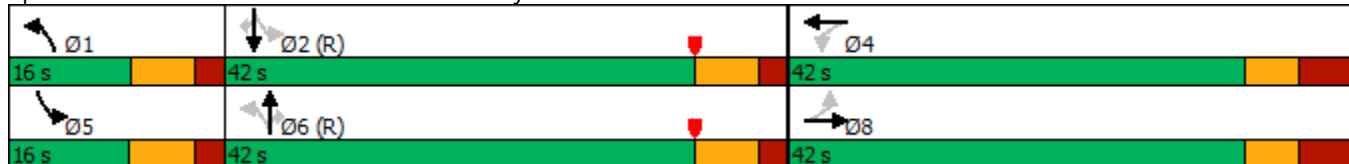
Turkey Oak Dr Bypass
 Alt A - Future (2045) Conditions, AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	18	31	11	6	82	12	458	15	123	552	5
Future Volume (vph)	3	18	31	11	6	82	12	458	15	123	552	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	475		625	400		525
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		2032			4693			3120			2373	
Travel Time (s)		46.2			91.4			47.3			36.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6		6	2		2
Detector Phase	8	8		4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	42.0	42.0		42.0	42.0		11.9	38.0	38.0	12.0	27.0	27.0
Total Split (s)	42.0	42.0		42.0	42.0		16.0	42.0	42.0	16.0	42.0	42.0
Total Split (%)	42.0%	42.0%		42.0%	42.0%		16.0%	42.0%	42.0%	16.0%	42.0%	42.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	4.0	4.0		4.0	4.0		2.1	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		8.0		8.0	8.0		6.9	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

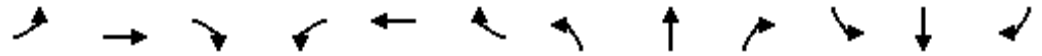
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 43 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 1: US 19 & NW 19th St/Turkey Oaks Dr



HCM 6th Signalized Intersection Summary
 1: US 19 & NW 19th St/Turkey Oaks Dr

Turkey Oak Dr Bypass
 Alt A - Future (2045) Conditions, AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	3	18	31	11	6	82	12	458	15	123	552	5
Future Volume (veh/h)	3	18	31	11	6	82	12	458	15	123	552	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	19	33	12	6	87	13	487	16	131	587	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	46	72	173	8	121	613	2311	1031	692	2434	1086
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.02	0.65	0.65	0.05	0.68	0.68
Sat Flow, veh/h	27	568	892	1352	103	1498	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	55	0	0	12	0	93	13	487	16	131	587	5
Grp Sat Flow(s),veh/h/ln	1486	0	0	1352	0	1601	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	5.7	0.2	5.6	0.4	2.4	6.2	0.1
Cycle Q Clear(g_c), s	5.7	0.0	0.0	0.9	0.0	5.7	0.2	5.6	0.4	2.4	6.2	0.1
Prop In Lane	0.05		0.60	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	158	0	0	173	0	129	613	2311	1031	692	2434	1086
V/C Ratio(X)	0.35	0.00	0.00	0.07	0.00	0.72	0.02	0.21	0.02	0.19	0.24	0.00
Avail Cap(c_a), veh/h	586	0	0	523	0	544	748	2311	1031	765	2434	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.96	0.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	0.0	42.7	0.0	44.8	5.7	7.1	6.2	5.1	5.9	5.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.2	0.0	7.0	0.0	0.2	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.0	0.0	0.5	0.0	4.4	0.1	3.2	0.2	1.3	3.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	0.0	0.0	42.8	0.0	51.8	5.7	7.3	6.2	5.2	6.2	5.0
LnGrp LOS	D	A	A	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		55			105			516			723	
Approach Delay, s/veh		45.0			50.8			7.2			6.0	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	75.5		16.1	11.9	72.0		16.1				
Change Period (Y+Rc), s	6.9	* 7		8.0	* 7	* 7		8.0				
Max Green Setting (Gmax), s	9.1	* 35		34.0	* 9	* 35		34.0				
Max Q Clear Time (g_c+I1), s	2.2	8.2		7.7	4.4	7.6		7.7				
Green Ext Time (p_c), s	0.0	3.8		0.5	0.1	3.1		0.2				

Intersection Summary

HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
2: CR 495 (N Citrus Ave) & Turkey Oaks Dr

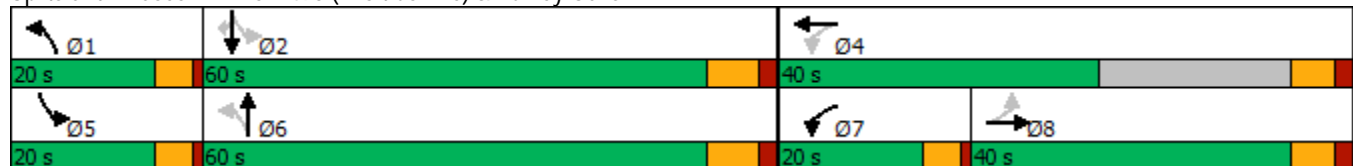
Turkey Oak Dr Bypass
Alt A - Future (2045) Conditions, AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	93	33	19	68	66	19	190	21	231	379	19
Future Volume (vph)	8	93	33	19	68	66	19	190	21	231	379	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	225		0	275		275
Storage Lanes	0		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		4693			4604			909			762	
Travel Time (s)		106.7			78.5			13.8			11.5	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Shared Lane Traffic (%)												
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	6.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	34.7	34.7		10.0	29.7		10.0	25.4		10.0	25.4	25.4
Total Split (s)	40.0	40.0		20.0	40.0		20.0	60.0		20.0	60.0	60.0
Total Split (%)	28.6%	28.6%		14.3%	28.6%		14.3%	42.9%		14.3%	42.9%	42.9%
Yellow Time (s)	4.7	4.7		4.0	4.7		4.0	5.4		4.0	5.4	5.4
All-Red Time (s)	2.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.7		5.0	6.7		5.0	7.4		5.0	7.4	7.4
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min		None	Min	Min

Intersection Summary

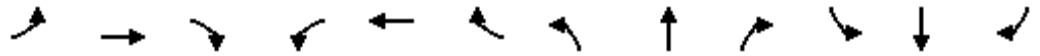
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 70
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: CR 495 (N Citrus Ave) & Turkey Oaks Dr



HCM 6th Signalized Intersection Summary
 2: CR 495 (N Citrus Ave) & Turkey Oaks Dr

Turkey Oak Dr Bypass
 Alt A - Future (2045) Conditions, AM Peak



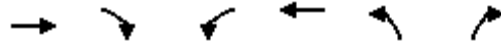
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	↔
Traffic Volume (veh/h)	8	93	33	19	68	66	19	190	21	231	379	19
Future Volume (veh/h)	8	93	33	19	68	66	19	190	21	231	379	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	121	43	25	88	86	25	247	27	300	492	25
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	188	64	379	233	228	289	367	40	508	656	556
Arrive On Green	0.15	0.15	0.15	0.03	0.27	0.27	0.03	0.22	0.22	0.16	0.35	0.35
Sat Flow, veh/h	48	1281	436	1781	869	849	1781	1657	181	1781	1870	1585
Grp Volume(v), veh/h	174	0	0	25	0	174	25	0	274	300	492	25
Grp Sat Flow(s),veh/h/ln	1766	0	0	1781	0	1718	1781	0	1838	1781	1870	1585
Q Serve(g_s), s	0.9	0.0	0.0	0.6	0.0	4.5	0.6	0.0	7.4	6.4	12.6	0.6
Cycle Q Clear(g_c), s	5.0	0.0	0.0	0.6	0.0	4.5	0.6	0.0	7.4	6.4	12.6	0.6
Prop In Lane	0.06		0.25	1.00		0.49	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	330	0	0	379	0	460	289	0	407	508	656	556
V/C Ratio(X)	0.53	0.00	0.00	0.07	0.00	0.38	0.09	0.00	0.67	0.59	0.75	0.05
Avail Cap(c_a), veh/h	1143	0	0	820	0	1056	731	0	1784	720	1816	1539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	17.0	0.0	16.1	15.7	0.0	19.3	12.2	15.5	11.6
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.9	0.4	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.0	0.0	0.4	0.0	3.0	0.4	0.0	5.1	3.5	7.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	0.0	0.0	17.1	0.0	17.6	15.8	0.0	21.2	12.6	17.3	11.6
LnGrp LOS	C	A	A	B	A	B	B	A	C	B	B	B
Approach Vol, veh/h		174			199			299			817	
Approach Delay, s/veh		23.2			17.5			20.8			15.4	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	26.4		21.2	13.6	19.4	6.6	14.7				
Change Period (Y+Rc), s	5.0	7.4		6.7	5.0	7.4	5.0	6.7				
Max Green Setting (Gmax), s	15.0	52.6		33.3	15.0	52.6	15.0	33.3				
Max Q Clear Time (g_c+I1), s	2.6	14.6		6.5	8.4	9.4	2.6	7.0				
Green Ext Time (p_c), s	0.0	3.1		2.0	0.2	1.5	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Lanes, Volumes, Timings
 3: Crystal River HS & Turkey Oaks Dr

Turkey Oak Dr Bypass
 Alt A - Future (2045) Conditions, AM Peak

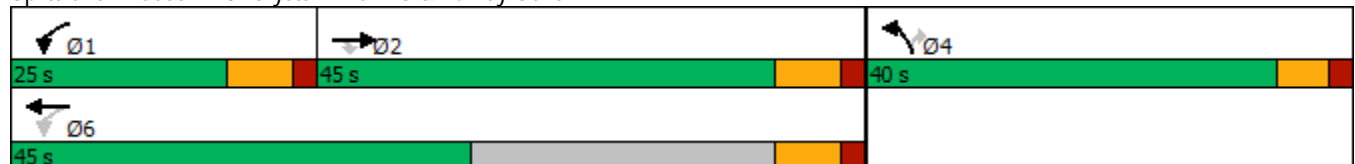


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	297	75	22	125	20	10
Future Volume (vph)	297	75	22	125	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		350	600		0	125
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	25	
Link Distance (ft)	4604			8054	653	
Travel Time (s)	78.5			137.3	17.8	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Shared Lane Traffic (%)						
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	35.0	35.0	10.0	35.0	10.0	10.0
Minimum Split (s)	42.4	42.4	17.4	42.4	29.4	29.4
Total Split (s)	45.0	45.0	25.0	45.0	40.0	40.0
Total Split (%)	40.9%	40.9%	22.7%	40.9%	36.4%	36.4%
Yellow Time (s)	5.4	5.4	5.4	5.4	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	6.4	6.4
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 65.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

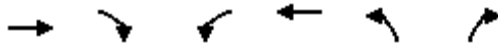
Splits and Phases: 3: Crystal River HS & Turkey Oaks Dr



HCM 6th Signalized Intersection Summary

3: Crystal River HS & Turkey Oaks Dr

Turkey Oak Dr Bypass
Alt A - Future (2045) Conditions, AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (veh/h)	297	75	22	125	20	10
Future Volume (veh/h)	297	75	22	125	20	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	396	0	29	167	27	13
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1000		626	1328	141	125
Arrive On Green	0.53	0.00	0.06	0.71	0.08	0.08
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	396	0	29	167	27	13
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	8.2	0.0	0.4	1.9	0.9	0.5
Cycle Q Clear(g_c), s	8.2	0.0	0.4	1.9	0.9	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1000		626	1328	141	125
V/C Ratio(X)	0.40		0.05	0.13	0.19	0.10
Avail Cap(c_a), veh/h	1074		994	1328	914	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	5.4	3.0	28.2	28.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	0.2	0.7	0.7	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.3	0.0	5.5	3.1	29.0	28.4
LnGrp LOS	A		A	A	C	C
Approach Vol, veh/h	396	A		196	40	
Approach Delay, s/veh	9.3			3.4	28.8	
Approach LOS	A			A	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.5	42.4		11.6		53.9
Change Period (Y+Rc), s	7.4	7.4		6.4		7.4
Max Green Setting (Gmax), s	17.6	37.6		33.6		37.6
Max Q Clear Time (g_c+I1), s	2.4	10.2		2.9		3.9
Green Ext Time (p_c), s	0.0	2.8		0.1		1.1

Intersection Summary

HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Turkey Oaks Dr & SR 44

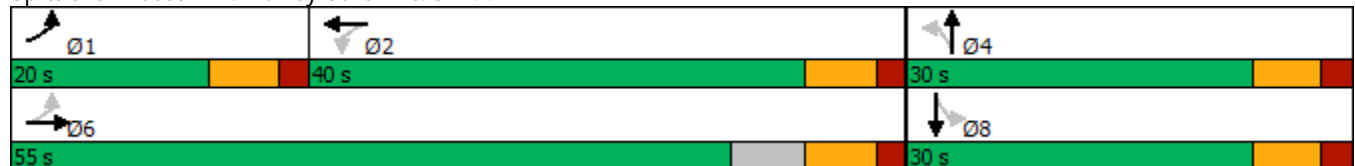
Turkey Oak Dr Bypass
Alt A - Future (2045) Conditions, AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	639	0	3	931	154	5	4	11	348	9	46
Future Volume (vph)	18	639	0	3	931	154	5	4	11	348	9	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	90		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30				40
Link Distance (ft)		2923			4427			616				8054
Travel Time (s)		44.3			67.1			14.0				137.3
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4				8
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8		8
Switch Phase												
Minimum Initial (s)	7.0	15.0		20.0	20.0		15.0	15.0		15.0		15.0
Minimum Split (s)	13.8	35.8		30.8	30.8		30.0	30.0		30.0		30.0
Total Split (s)	20.0	55.0		40.0	40.0		30.0	30.0		30.0		30.0
Total Split (%)	22.2%	61.1%		44.4%	44.4%		33.3%	33.3%		33.3%		33.3%
Yellow Time (s)	4.8	4.8		4.8	4.8		4.5	4.5		4.5		4.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	2.3		2.3		2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8	6.8		6.8		6.8
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None		None

Intersection Summary

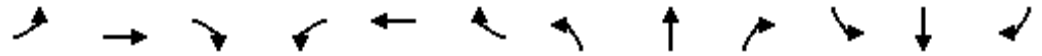
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 75.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Turkey Oaks Dr & SR 44



HCM 6th Signalized Intersection Summary
4: Turkey Oaks Dr & SR 44

Turkey Oak Dr Bypass
Alt A - Future (2045) Conditions, AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	18	639	0	3	931	154	5	4	11	348	9	46
Future Volume (veh/h)	18	639	0	3	931	154	5	4	11	348	9	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	761	0	4	1108	183	6	5	13	414	11	55
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1869	0	373	1239	204	452	137	357	499	81	405
Arrive On Green	0.03	0.53	0.00	0.41	0.41	0.41	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3647	0	705	3054	503	1335	460	1195	1395	271	1355
Grp Volume(v), veh/h	21	761	0	4	643	648	6	0	18	414	0	66
Grp Sat Flow(s),veh/h/ln	1781	1777	0	705	1777	1780	1335	0	1655	1395	0	1626
Q Serve(g_s), s	0.5	10.0	0.0	0.3	26.2	26.4	0.3	0.0	0.6	22.6	0.0	2.3
Cycle Q Clear(g_c), s	0.5	10.0	0.0	0.9	26.2	26.4	2.6	0.0	0.6	23.2	0.0	2.3
Prop In Lane	1.00		0.00	1.00		0.28	1.00		0.72	1.00		0.83
Lane Grp Cap(c), veh/h	179	1869	0	373	721	722	452	0	495	499	0	486
V/C Ratio(X)	0.12	0.41	0.00	0.01	0.89	0.90	0.01	0.00	0.04	0.83	0.00	0.14
Avail Cap(c_a), veh/h	424	2206	0	388	760	761	452	0	495	499	0	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	11.1	0.0	14.2	21.5	21.6	20.8	0.0	19.3	27.7	0.0	19.9
Incr Delay (d2), s/veh	0.3	0.1	0.0	0.0	12.5	13.0	0.0	0.0	0.0	11.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	5.9	0.0	0.1	17.5	17.7	0.1	0.0	0.4	13.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	11.2	0.0	14.2	34.0	34.6	20.8	0.0	19.3	39.0	0.0	20.0
LnGrp LOS	B	B	A	B	C	C	C	A	B	D	A	C
Approach Vol, veh/h		782			1295			24				480
Approach Delay, s/veh		11.4			34.2			19.7				36.4
Approach LOS		B			C			B				D
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.3	38.3		30.0		47.6		30.0				
Change Period (Y+Rc), s	6.8	6.8		* 6.8		6.8		* 6.8				
Max Green Setting (Gmax), s	13.2	33.2		* 23		48.2		* 23				
Max Q Clear Time (g_c+I1), s	2.5	28.4		4.6		12.0		25.2				
Green Ext Time (p_c), s	0.0	3.1		0.0		5.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
 1: US 19 & NW 19th St/Turkey Oaks Dr

Turkey Oak Dr Bypass
 Alt A - Future (2045) Conditions, PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	11	37	13	13	118	52	634	17	101	698	11
Future Volume (vph)	3	11	37	13	13	118	52	634	17	101	698	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	475		625	400		525
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		2032			4693			3120			2373	
Travel Time (s)		46.2			91.4			47.3			36.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6		6	2		2
Detector Phase	8	8		4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	42.0	42.0		42.0	42.0		11.9	38.0	38.0	12.0	27.0	27.0
Total Split (s)	49.0	49.0		49.0	49.0		19.0	42.0	42.0	19.0	42.0	42.0
Total Split (%)	44.5%	44.5%		44.5%	44.5%		17.3%	38.2%	38.2%	17.3%	38.2%	38.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	4.0	4.0		4.0	4.0		2.1	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		8.0		8.0	8.0		6.9	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 43 (39%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 95

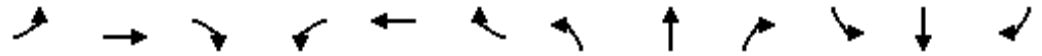
Control Type: Actuated-Coordinated

Splits and Phases: 1: US 19 & NW 19th St/Turkey Oaks Dr



HCM 6th Signalized Intersection Summary
 1: US 19 & NW 19th St/Turkey Oaks Dr

Turkey Oak Dr Bypass
 Alt A - Future (2045) Conditions, PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	3	11	37	13	13	118	52	634	17	101	698	11
Future Volume (veh/h)	3	11	37	13	13	118	52	634	17	101	698	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	12	39	14	14	126	55	674	18	107	743	12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	43	118	164	18	160	530	2295	1023	566	2322	1036
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.04	0.65	0.65	0.04	0.65	0.65
Sat Flow, veh/h	21	388	1063	1354	161	1449	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	54	0	0	14	0	140	55	674	18	107	743	12
Grp Sat Flow(s),veh/h/ln	1472	0	0	1354	0	1610	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	9.3	1.1	9.1	0.4	2.2	10.1	0.3
Cycle Q Clear(g_c), s	9.4	0.0	0.0	1.9	0.0	9.3	1.1	9.1	0.4	2.2	10.1	0.3
Prop In Lane	0.06		0.72	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	0	0	164	0	178	530	2295	1023	566	2322	1036
V/C Ratio(X)	0.27	0.00	0.00	0.09	0.00	0.79	0.10	0.29	0.02	0.19	0.32	0.01
Avail Cap(c_a), veh/h	621	0	0	519	0	600	660	2295	1023	683	2322	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	0.88	0.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	0.0	44.3	0.0	47.7	6.1	8.5	7.0	6.1	8.4	6.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	6.6	0.1	0.3	0.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.0	0.0	0.6	0.0	7.1	0.6	5.6	0.3	1.2	6.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	0.0	0.0	44.5	0.0	54.3	6.2	8.8	7.0	6.2	8.7	6.7
LnGrp LOS	D	A	A	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		54			154			747			862	
Approach Delay, s/veh		45.7			53.4			8.6			8.4	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	78.9		20.2	11.8	78.0		20.2				
Change Period (Y+Rc), s	6.9	* 7		8.0	* 7	* 7		8.0				
Max Green Setting (Gmax), s	12.1	* 35		41.0	* 12	* 35		41.0				
Max Q Clear Time (g_c+I1), s	3.1	12.1		11.3	4.2	11.1		11.4				
Green Ext Time (p_c), s	0.1	4.8		0.9	0.1	4.4		0.3				

Intersection Summary

HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
2: CR 495 (N Citrus Ave) & Turkey Oaks Dr

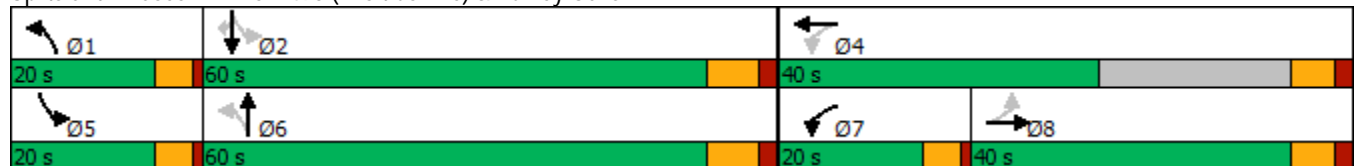
Turkey Oak Dr Bypass
Alt A - Future (2045) Conditions, PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	90	16	25	105	164	27	379	20	113	285	28
Future Volume (vph)	27	90	16	25	105	164	27	379	20	113	285	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	225		0	275		275
Storage Lanes	0		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		4693			4604			909			762	
Travel Time (s)		106.7			78.5			13.8			11.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	6.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	34.7	34.7		10.0	29.7		10.0	25.4		10.0	25.4	25.4
Total Split (s)	40.0	40.0		20.0	40.0		20.0	60.0		20.0	60.0	60.0
Total Split (%)	28.6%	28.6%		14.3%	28.6%		14.3%	42.9%		14.3%	42.9%	42.9%
Yellow Time (s)	4.7	4.7		4.0	4.7		4.0	5.4		4.0	5.4	5.4
All-Red Time (s)	2.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.7		5.0	6.7		5.0	7.4		5.0	7.4	7.4
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min		None	Min	Min

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 70.8
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: CR 495 (N Citrus Ave) & Turkey Oaks Dr



HCM 6th Signalized Intersection Summary
 2: CR 495 (N Citrus Ave) & Turkey Oaks Dr

Turkey Oak Dr Bypass
 Alt A - Future (2045) Conditions, PM Peak



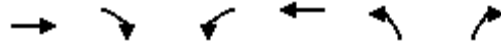
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	↕
Traffic Volume (veh/h)	27	90	16	25	105	164	27	379	20	113	285	28
Future Volume (veh/h)	27	90	16	25	105	164	27	379	20	113	285	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	94	17	26	109	171	28	395	21	118	297	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	163	27	403	169	265	423	514	27	366	635	538
Arrive On Green	0.13	0.13	0.13	0.03	0.26	0.26	0.03	0.29	0.29	0.08	0.34	0.34
Sat Flow, veh/h	221	1252	205	1781	656	1029	1781	1760	94	1781	1870	1585
Grp Volume(v), veh/h	139	0	0	26	0	280	28	0	416	118	297	29
Grp Sat Flow(s),veh/h/ln	1678	0	0	1781	0	1685	1781	0	1854	1781	1870	1585
Q Serve(g_s), s	1.8	0.0	0.0	0.6	0.0	7.6	0.6	0.0	10.5	2.3	6.4	0.6
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.6	0.0	7.6	0.6	0.0	10.5	2.3	6.4	0.6
Prop In Lane	0.20		0.12	1.00		0.61	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	302	0	0	403	0	434	423	0	542	366	635	538
V/C Ratio(X)	0.46	0.00	0.00	0.06	0.00	0.65	0.07	0.00	0.77	0.32	0.47	0.05
Avail Cap(c_a), veh/h	1134	0	0	869	0	1091	885	0	1895	744	1912	1621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	0.0	16.7	0.0	17.0	12.1	0.0	16.6	12.1	13.3	11.4
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	0.0	4.4	0.0	0.0	2.3	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	0.0	0.0	0.4	0.0	5.3	0.3	0.0	7.0	1.3	3.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	0.0	16.8	0.0	21.4	12.1	0.0	18.9	12.3	13.9	11.5
LnGrp LOS	C	A	A	B	A	C	B	A	B	B	B	B
Approach Vol, veh/h		139			306			444			444	
Approach Delay, s/veh		22.2			21.0			18.5			13.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	24.9		19.9	9.1	22.4	6.6	13.4				
Change Period (Y+Rc), s	5.0	7.4		6.7	5.0	7.4	5.0	6.7				
Max Green Setting (Gmax), s	15.0	52.6		33.3	15.0	52.6	15.0	33.3				
Max Q Clear Time (g_c+I1), s	2.6	8.4		9.6	4.3	12.5	2.6	5.9				
Green Ext Time (p_c), s	0.0	1.8		3.5	0.1	2.5	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Lanes, Volumes, Timings
 3: Crystal River HS & Turkey Oaks Dr

Turkey Oak Dr Bypass
 Alt A - Future (2045) Conditions, PM Peak

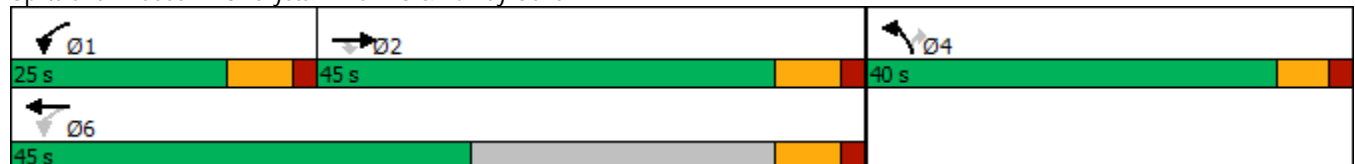


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	227	7	6	231	43	37
Future Volume (vph)	227	7	6	231	43	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		350	600		0	125
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	25	
Link Distance (ft)	4604			8054	653	
Travel Time (s)	78.5			137.3	17.8	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Shared Lane Traffic (%)						
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	35.0	35.0	10.0	35.0	10.0	10.0
Minimum Split (s)	42.4	42.4	17.4	42.4	29.4	29.4
Total Split (s)	45.0	45.0	25.0	45.0	40.0	40.0
Total Split (%)	40.9%	40.9%	22.7%	40.9%	36.4%	36.4%
Yellow Time (s)	5.4	5.4	5.4	5.4	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	6.4	6.4
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 62.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

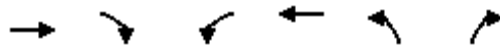
Splits and Phases: 3: Crystal River HS & Turkey Oaks Dr



HCM 6th Signalized Intersection Summary

3: Crystal River HS & Turkey Oaks Dr

Turkey Oak Dr Bypass
Alt A - Future (2045) Conditions, PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (veh/h)	227	7	6	231	43	37
Future Volume (veh/h)	227	7	6	231	43	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	270	0	7	275	51	44
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	997		646	1243	223	199
Arrive On Green	0.53	0.00	0.02	0.66	0.13	0.13
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	270	0	7	275	51	44
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	5.2	0.0	0.1	3.8	1.7	1.6
Cycle Q Clear(g_c), s	5.2	0.0	0.1	3.8	1.7	1.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	997		646	1243	223	199
V/C Ratio(X)	0.27		0.01	0.22	0.23	0.22
Avail Cap(c_a), veh/h	1072		1092	1243	912	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	0.0	6.1	4.3	25.8	25.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.0	0.1	1.7	1.3	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.5	0.0	6.2	4.4	26.5	26.5
LnGrp LOS	A		A	A	C	C
Approach Vol, veh/h	270	A		282	95	
Approach Delay, s/veh	8.5			4.5	26.5	
Approach LOS	A			A	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.6	42.4		14.6		51.0
Change Period (Y+Rc), s	7.4	7.4		6.4		7.4
Max Green Setting (Gmax), s	17.6	37.6		33.6		37.6
Max Q Clear Time (g_c+I1), s	2.1	7.2		3.7		5.8
Green Ext Time (p_c), s	0.0	1.8		0.3		1.9

Intersection Summary

HCM 6th Ctrl Delay		9.4	
HCM 6th LOS		A	

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Turkey Oaks Dr & SR 44

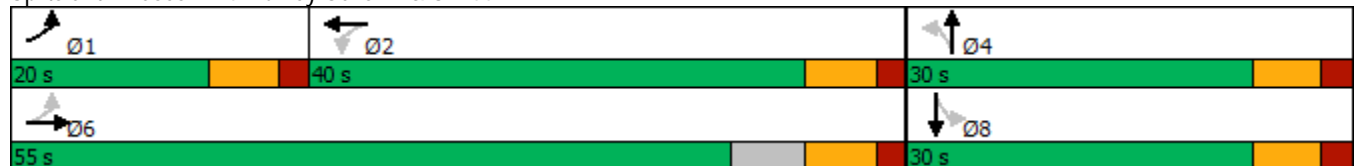
Turkey Oak Dr Bypass
Alt A - Future (2045) Conditions, PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	923	1	10	916	264	11	16	57	330	11	49
Future Volume (vph)	28	923	1	10	916	264	11	16	57	330	11	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	90		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30				40
Link Distance (ft)		2923			4427			616				8054
Travel Time (s)		44.3			67.1			14.0				137.3
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4				8
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8		8
Switch Phase												
Minimum Initial (s)	7.0	15.0		20.0	20.0		15.0	15.0		15.0		15.0
Minimum Split (s)	13.8	35.8		30.8	30.8		30.0	30.0		30.0		30.0
Total Split (s)	20.0	55.0		40.0	40.0		30.0	30.0		30.0		30.0
Total Split (%)	22.2%	61.1%		44.4%	44.4%		33.3%	33.3%		33.3%		33.3%
Yellow Time (s)	4.8	4.8		4.8	4.8		4.5	4.5		4.5		4.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	2.3		2.3		2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8	6.8		6.8		6.8
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None		None

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 72.6
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Turkey Oaks Dr & SR 44



HCM 6th Signalized Intersection Summary

4: Turkey Oaks Dr & SR 44

Turkey Oak Dr Bypass
Alt A - Future (2045) Conditions, PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	28	923	1	10	916	264	11	16	57	330	11	49
Future Volume (veh/h)	28	923	1	10	916	264	11	16	57	330	11	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	932	1	10	925	267	11	16	58	333	11	49
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1899	2	308	1067	307	463	107	388	450	90	402
Arrive On Green	0.04	0.52	0.52	0.39	0.39	0.39	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3643	4	600	2722	784	1343	354	1285	1326	299	1332
Grp Volume(v), veh/h	28	455	478	10	603	589	11	0	74	333	0	60
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	600	1777	1729	1343	0	1639	1326	0	1631
Q Serve(g_s), s	0.7	12.7	12.7	0.8	24.0	24.2	0.5	0.0	2.5	18.9	0.0	2.1
Cycle Q Clear(g_c), s	0.7	12.7	12.7	3.5	24.0	24.2	2.5	0.0	2.5	21.4	0.0	2.1
Prop In Lane	1.00		0.00	1.00		0.45	1.00		0.78	1.00		0.82
Lane Grp Cap(c), veh/h	203	926	975	308	696	678	463	0	495	450	0	492
V/C Ratio(X)	0.14	0.49	0.49	0.03	0.87	0.87	0.02	0.00	0.15	0.74	0.00	0.12
Avail Cap(c_a), veh/h	436	1114	1172	332	767	747	463	0	495	450	0	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	11.8	11.8	16.2	21.5	21.6	20.4	0.0	19.6	27.5	0.0	19.5
Incr Delay (d2), s/veh	0.3	0.4	0.4	0.0	9.6	10.1	0.0	0.0	0.1	6.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	7.5	7.8	0.2	15.8	15.6	0.3	0.0	1.7	10.4	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	12.2	12.2	16.2	31.1	31.6	20.4	0.0	19.8	33.9	0.0	19.6
LnGrp LOS	B	B	B	B	C	C	C	A	B	C	A	B
Approach Vol, veh/h		961			1202			85			393	
Approach Delay, s/veh		12.4			31.2			19.8			31.7	
Approach LOS		B			C			B			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	36.9		30.0		46.9		30.0				
Change Period (Y+Rc), s	6.8	6.8		* 6.8		6.8		* 6.8				
Max Green Setting (Gmax), s	13.2	33.2		* 23		48.2		* 23				
Max Q Clear Time (g_c+I1), s	2.7	26.2		4.5		14.7		23.4				
Green Ext Time (p_c), s	0.0	4.0		0.3		6.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
1: US 19 & NW 19th St/Turkey Oaks Dr

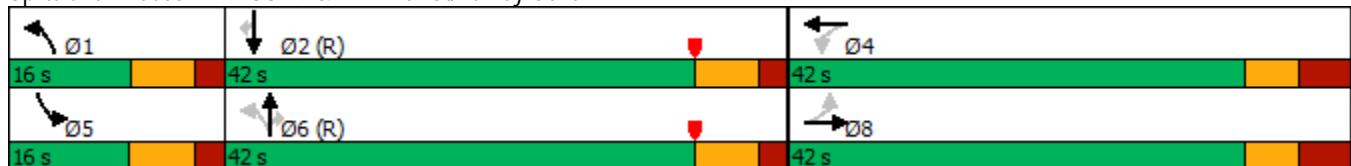
Turkey Oak Dr Bypass
Alt A adj - Future (2045) Conditions, AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	18	31	11	6	82	12	458	15	123	552	5
Future Volume (vph)	3	18	31	11	6	82	12	458	15	123	552	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	475		625	400		525
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		2032			4693			3120			2373	
Travel Time (s)		46.2			91.4			47.3			36.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6		6			2
Detector Phase	8	8		4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	42.0	42.0		42.0	42.0		11.9	38.0	38.0	12.0	27.0	27.0
Total Split (s)	42.0	42.0		42.0	42.0		16.0	42.0	42.0	16.0	42.0	42.0
Total Split (%)	42.0%	42.0%		42.0%	42.0%		16.0%	42.0%	42.0%	16.0%	42.0%	42.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	4.0	4.0		4.0	4.0		2.1	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		8.0		8.0	8.0		6.9	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

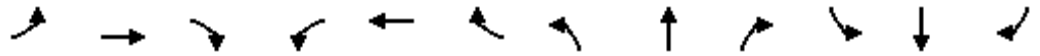
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 43 (43%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 1: US 19 & NW 19th St/Turkey Oaks Dr



HCM 6th Signalized Intersection Summary
 1: US 19 & NW 19th St/Turkey Oaks Dr

Turkey Oak Dr Bypass
 Alt A adj - Future (2045) Conditions, AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	3	18	31	11	6	82	12	458	15	123	552	5
Future Volume (veh/h)	3	18	31	11	6	82	12	458	15	123	552	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	19	33	12	6	87	13	487	16	131	587	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	46	72	173	8	121	602	2165	966	160	2434	1086
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.02	0.61	0.61	0.09	0.68	0.68
Sat Flow, veh/h	27	568	892	1352	103	1498	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	55	0	0	12	0	93	13	487	16	131	587	5
Grp Sat Flow(s),veh/h/ln	1486	0	0	1352	0	1601	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	5.7	0.3	6.2	0.4	7.2	6.2	0.1
Cycle Q Clear(g_c), s	5.7	0.0	0.0	0.9	0.0	5.7	0.3	6.2	0.4	7.2	6.2	0.1
Prop In Lane	0.05		0.60	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	158	0	0	173	0	129	602	2165	966	160	2434	1086
V/C Ratio(X)	0.35	0.00	0.00	0.07	0.00	0.72	0.02	0.22	0.02	0.82	0.24	0.00
Avail Cap(c_a), veh/h	586	0	0	523	0	544	737	2165	966	160	2434	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.96	0.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	0.0	42.7	0.0	44.8	7.1	8.8	7.7	44.7	5.9	5.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.2	0.0	7.0	0.0	0.2	0.0	27.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.0	0.0	0.5	0.0	4.4	0.2	3.8	0.2	7.7	3.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	0.0	0.0	42.8	0.0	51.8	7.1	9.1	7.7	71.9	6.2	5.0
LnGrp LOS	D	A	A	D	A	D	A	A	A	E	A	A
Approach Vol, veh/h		55			105			516			723	
Approach Delay, s/veh		45.0			50.8			9.0			18.1	
Approach LOS		D			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	75.5		16.1	16.0	67.9		16.1				
Change Period (Y+Rc), s	6.9	* 7		8.0	* 7	* 7		8.0				
Max Green Setting (Gmax), s	9.1	* 35		34.0	* 9	* 35		34.0				
Max Q Clear Time (g_c+I1), s	2.3	8.2		7.7	9.2	8.2		7.7				
Green Ext Time (p_c), s	0.0	3.8		0.5	0.0	3.1		0.2				

Intersection Summary

HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
1: US 19 & NW 19th St/Turkey Oaks Dr

Turkey Oak Dr Bypass
Alt A adj - Future (2045) Conditions, PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	11	37	13	13	118	52	634	17	101	698	11
Future Volume (vph)	3	11	37	13	13	118	52	634	17	101	698	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	475		625	400		525
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		2032			4693			3120			2373	
Travel Time (s)		46.2			91.4			47.3			36.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6		6			2
Detector Phase	8	8		4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	42.0	42.0		42.0	42.0		11.9	38.0	38.0	12.0	27.0	27.0
Total Split (s)	49.0	49.0		49.0	49.0		19.0	42.0	42.0	19.0	42.0	42.0
Total Split (%)	44.5%	44.5%		44.5%	44.5%		17.3%	38.2%	38.2%	17.3%	38.2%	38.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	4.0	4.0		4.0	4.0		2.1	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		8.0		8.0	8.0		6.9	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

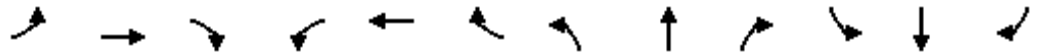
Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 43 (39%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 1: US 19 & NW 19th St/Turkey Oaks Dr



HCM 6th Signalized Intersection Summary
 1: US 19 & NW 19th St/Turkey Oaks Dr

Turkey Oak Dr Bypass
 Alt A adj - Future (2045) Conditions, PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	3	11	37	13	13	118	52	634	17	101	698	11
Future Volume (veh/h)	3	11	37	13	13	118	52	634	17	101	698	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	12	39	14	14	126	55	674	18	107	743	12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	43	118	164	18	160	530	2184	974	133	2322	1036
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.04	0.61	0.61	0.07	0.65	0.65
Sat Flow, veh/h	21	388	1063	1354	161	1449	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	54	0	0	14	0	140	55	674	18	107	743	12
Grp Sat Flow(s),veh/h/ln	1472	0	0	1354	0	1610	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	9.3	1.2	9.9	0.5	6.5	10.1	0.3
Cycle Q Clear(g_c), s	9.4	0.0	0.0	1.9	0.0	9.3	1.2	9.9	0.5	6.5	10.1	0.3
Prop In Lane	0.06		0.72	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	0	0	164	0	178	530	2184	974	133	2322	1036
V/C Ratio(X)	0.27	0.00	0.00	0.09	0.00	0.79	0.10	0.31	0.02	0.80	0.32	0.01
Avail Cap(c_a), veh/h	621	0	0	519	0	600	660	2184	974	194	2322	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	0.88	0.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	0.0	44.3	0.0	47.7	7.1	10.1	8.3	50.1	8.4	6.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	6.6	0.1	0.4	0.0	13.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.0	0.0	0.6	0.0	7.1	0.7	6.4	0.3	6.0	6.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	0.0	0.0	44.5	0.0	54.3	7.1	10.5	8.3	64.0	8.7	6.7
LnGrp LOS	D	A	A	D	A	D	A	B	A	E	A	A
Approach Vol, veh/h		54			154			747				862
Approach Delay, s/veh		45.7			53.4			10.2				15.6
Approach LOS		D			D			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	78.9		20.2	15.2	74.6		20.2				
Change Period (Y+Rc), s	6.9	* 7		8.0	* 7	* 7		8.0				
Max Green Setting (Gmax), s	12.1	* 35		41.0	* 12	* 35		41.0				
Max Q Clear Time (g_c+I1), s	3.2	12.1		11.3	8.5	11.9		11.4				
Green Ext Time (p_c), s	0.1	4.8		0.9	0.1	4.3		0.3				

Intersection Summary

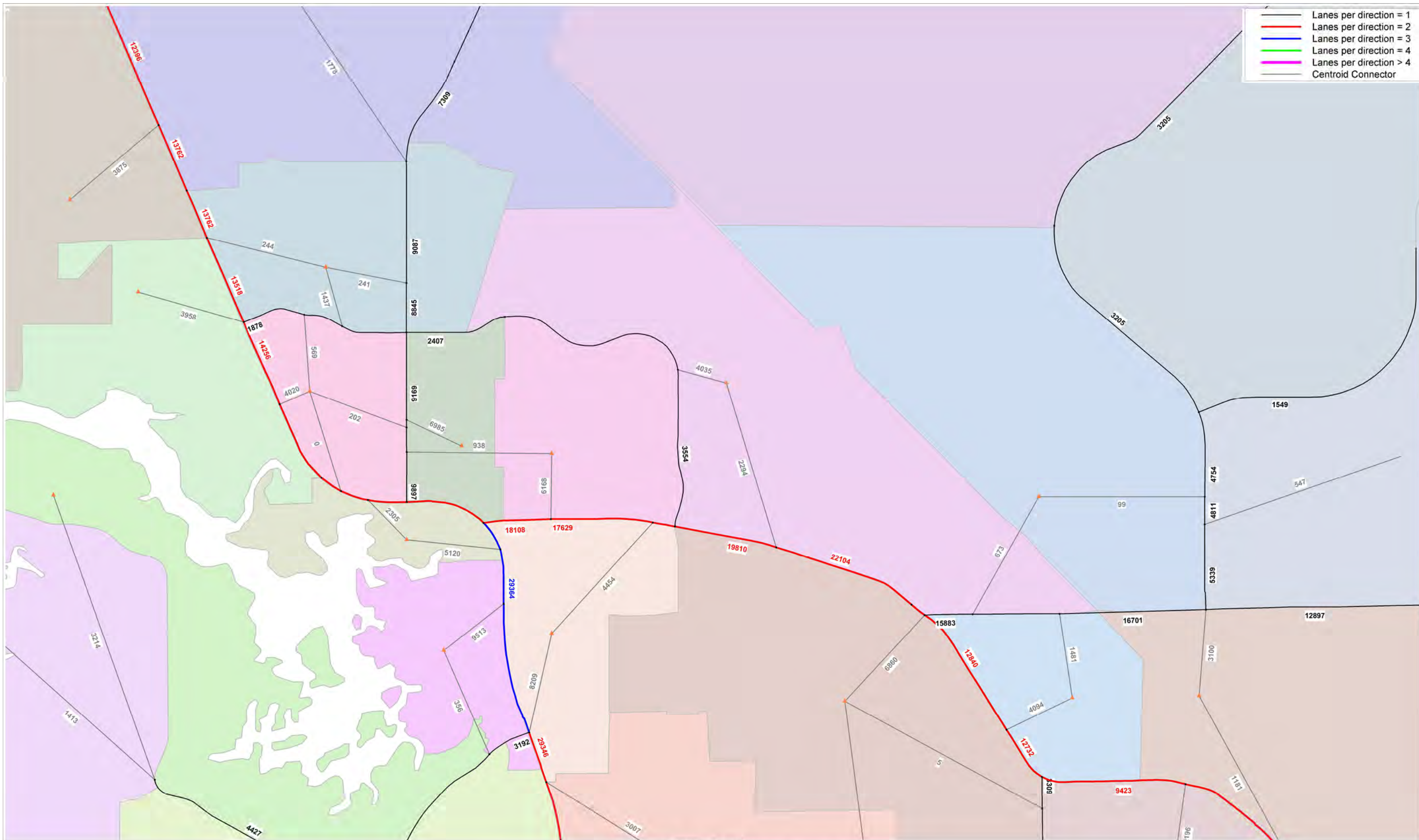
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

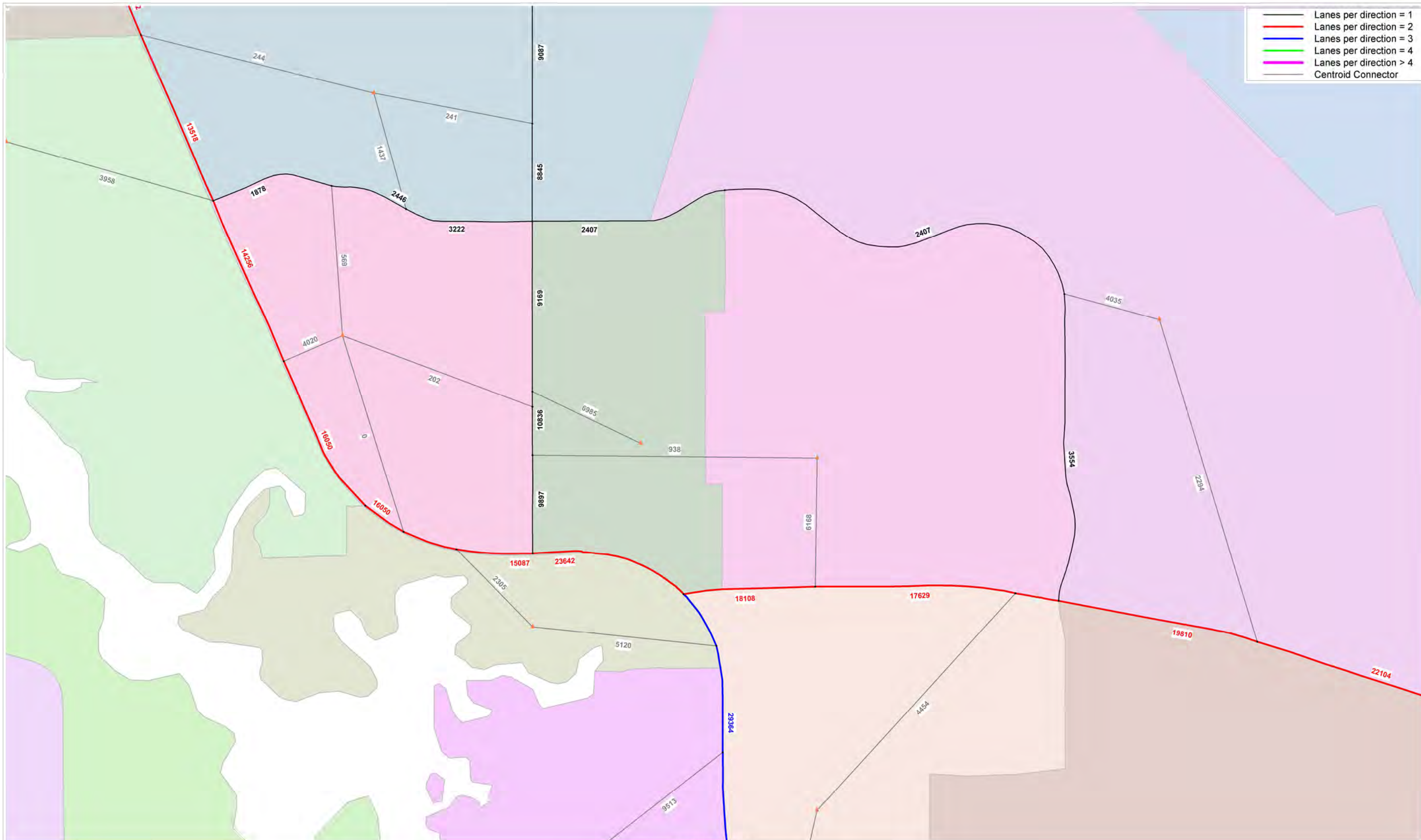
- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix B:

Turkey Oak Drive Model Outputs



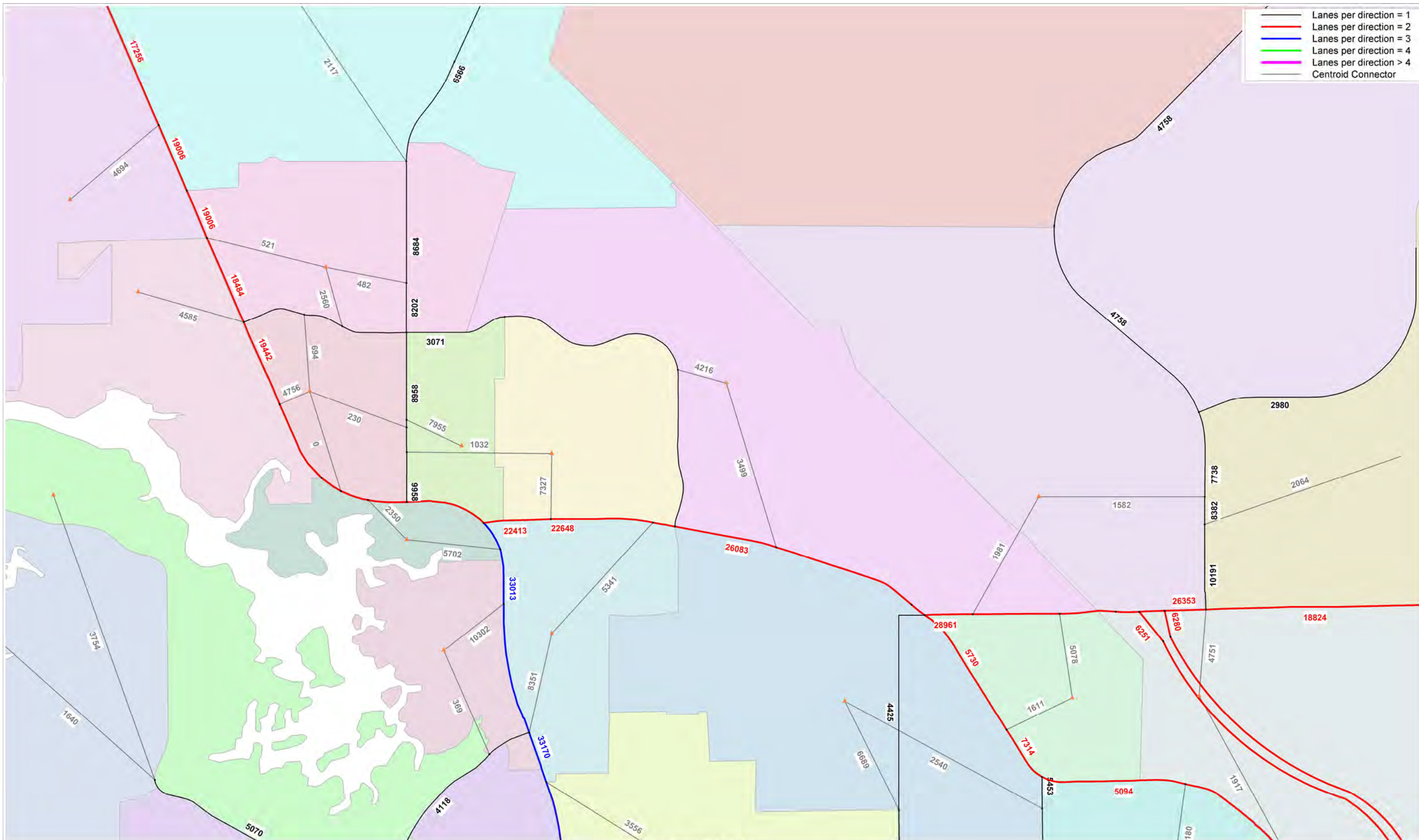
TBRPM v9.2 - 2015
 Hernando Citrus Crystal River By-Pass - Total Daily Volumes - Base
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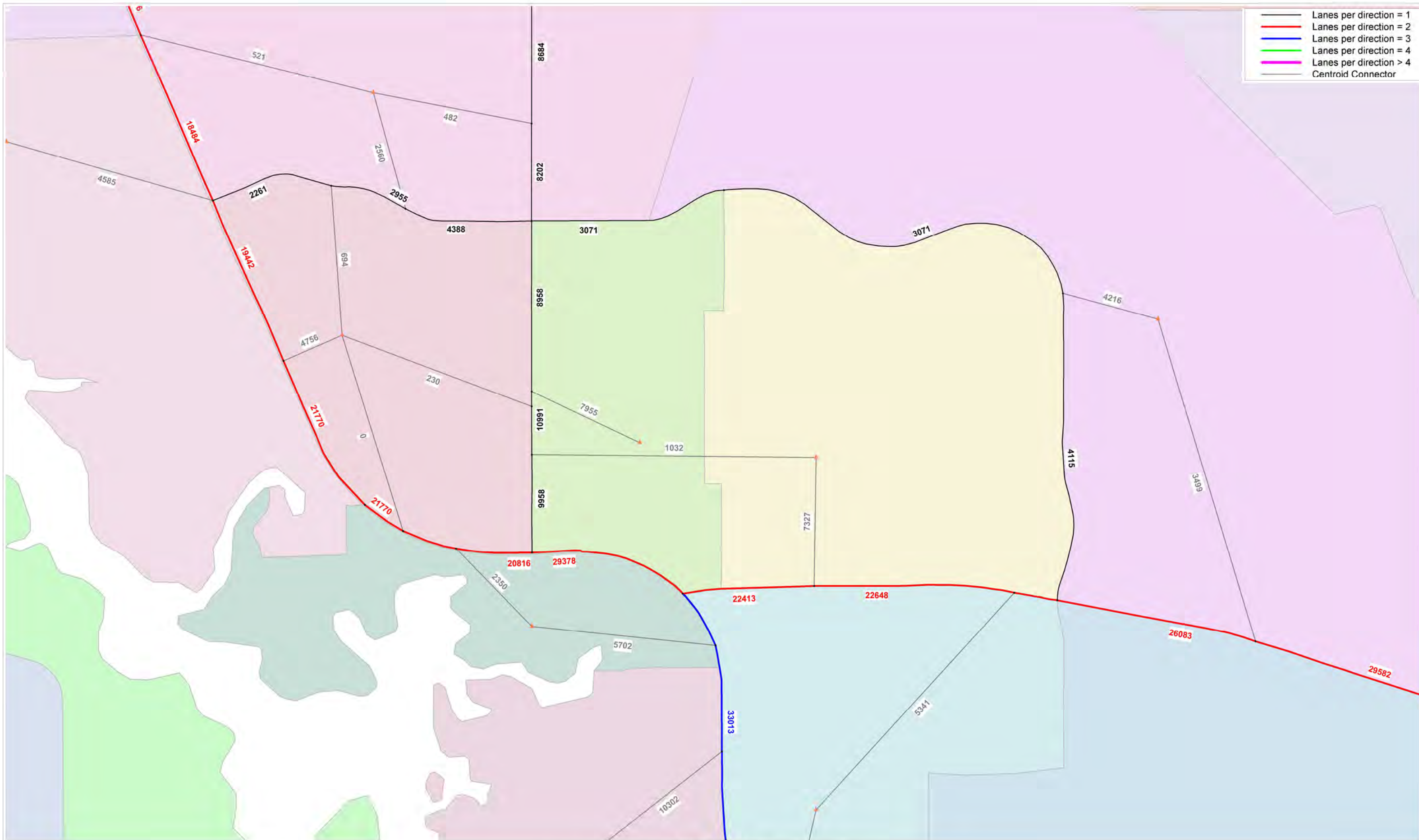
TBRPM v9.2 - 2015

Hernando Citrus Crystal River By-Pass - Total Daily Volumes - Base

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TBRPM v9.2 - 2045
 Hernando Citrus Crystal River By-Pass - Total Daily Volumes - Alt A
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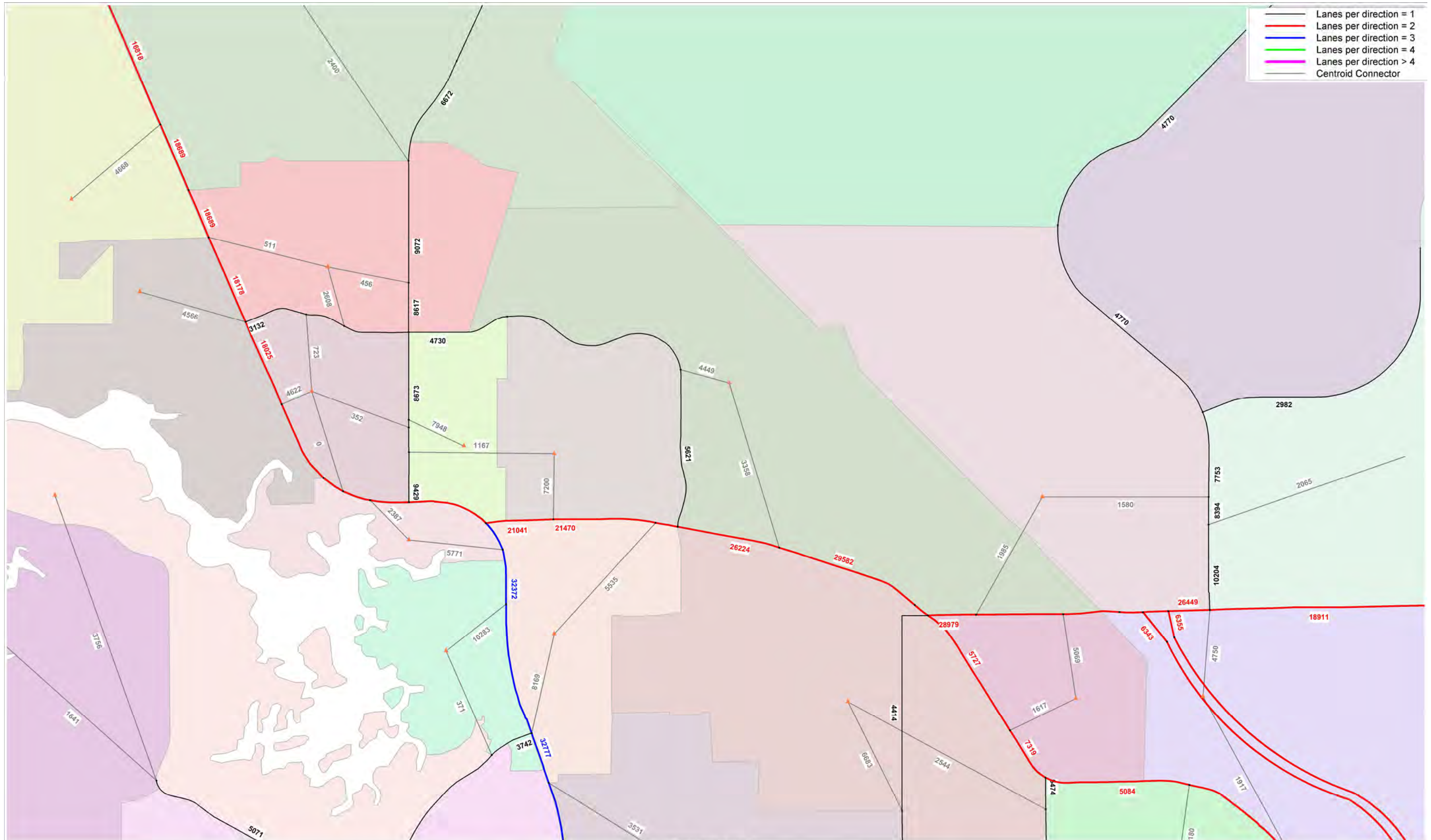
- Lanes per direction = 1
- Lanes per direction = 2
- Lanes per direction = 3
- Lanes per direction = 4
- Lanes per direction > 4
- Centroid Connector

TBRPM v9.2 - 2045

Hernando Citrus Crystal River By-Pass - Total Daily Volumes - Alt A

C:\FSUTMS\ID7\TBRPM_v9.2\BASE\Yr_2045_CA\OUTPUT\HWYLOAD_DAILY_A45.NET 2/11/2022

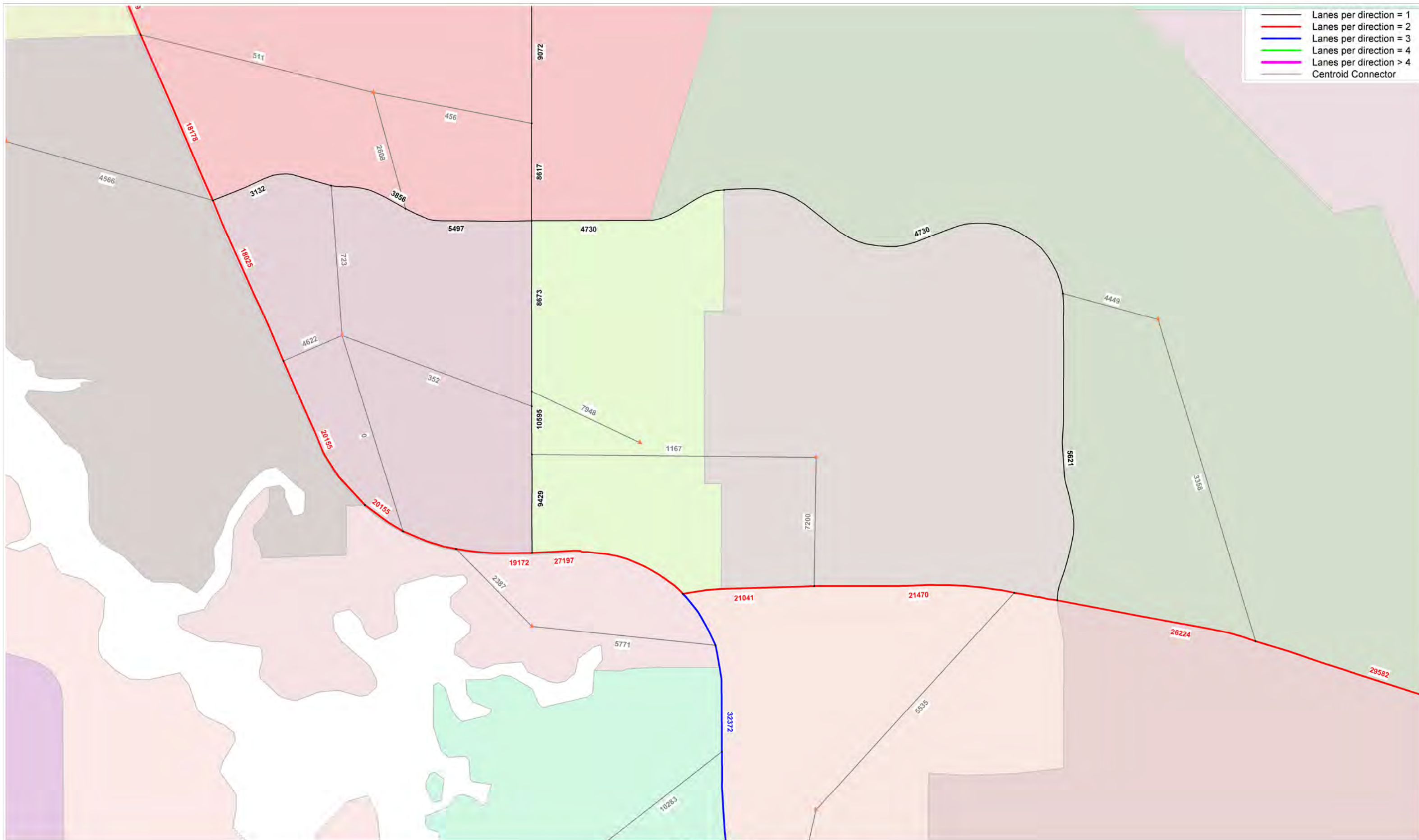
- Lanes per direction = 1
- Lanes per direction = 2
- Lanes per direction = 3
- Lanes per direction = 4
- Lanes per direction > 4
- Centroid Connector



TBRPM v9.2 - 2045
 Hernando Citrus Crystal River By-Pass - Total Daily Volumes - Alt B
 C:\FSUTMS\ID7\TBRPM_v9.2\BASE\Yr_2045_CA\CrystalRivBypass_AltB_45\OUTPUT\HWYLOAD_DAILY_A45.NET 2/11/2022



(Licensed to Kimley Horn and Associates Inc)

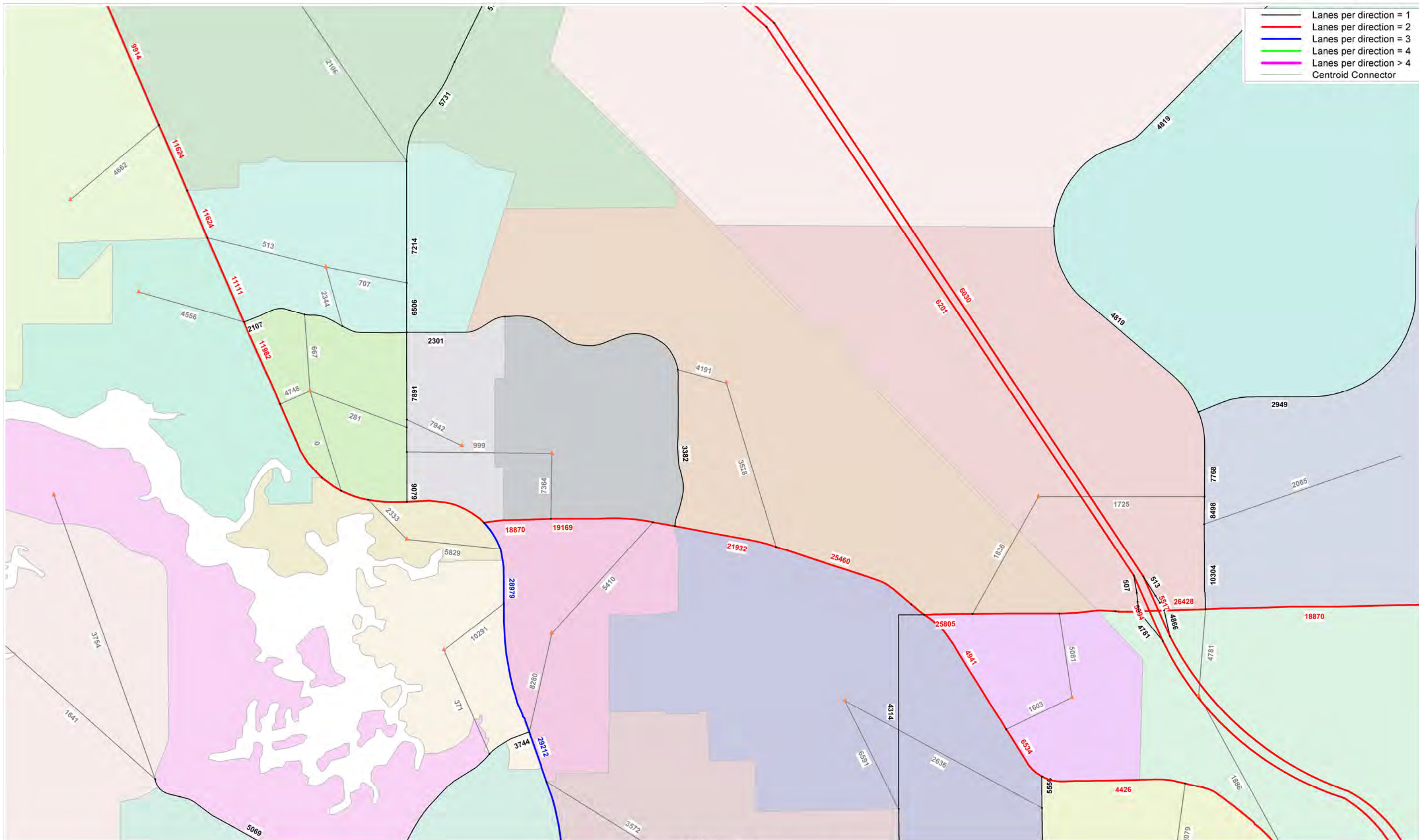


- Lanes per direction = 1
- Lanes per direction = 2
- Lanes per direction = 3
- Lanes per direction = 4
- Lanes per direction > 4
- Centroid Connector

TBRPM v9.2 - 2045

Hernando Citrus Crystal River By-Pass - Total Daily Volumes - Alt B

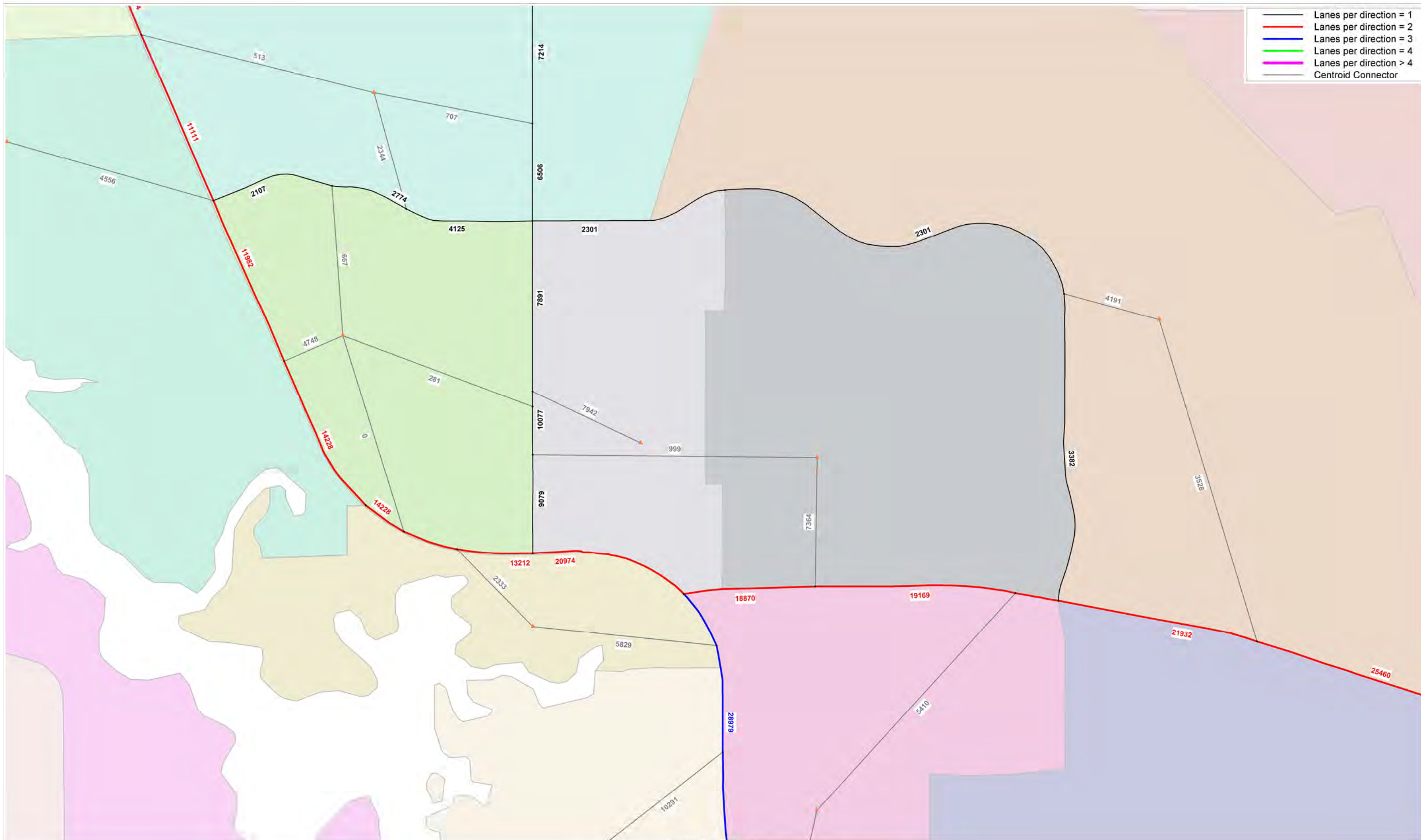
C:\FSUTMS\ID7\TBRPM_v9.2\BASE\Yr_2045_CA\CrystalRivBypass_AltB_45\OUTPUT\HWYLOAD_DAILY_A45.NET 2/11/2022



TBRPM v9.2 - 2045

Hernando Citrus Crystal River By-Pass - Total Daily Volumes - Alt C

C:\FSUTMS\ID\TBRPM_v9.2\BASE\Yr_2045_CA\CrystalRivBypass_AltC_45\OUTPUT\HWYLOAD_DAILY_A45.NET 2/28/2022

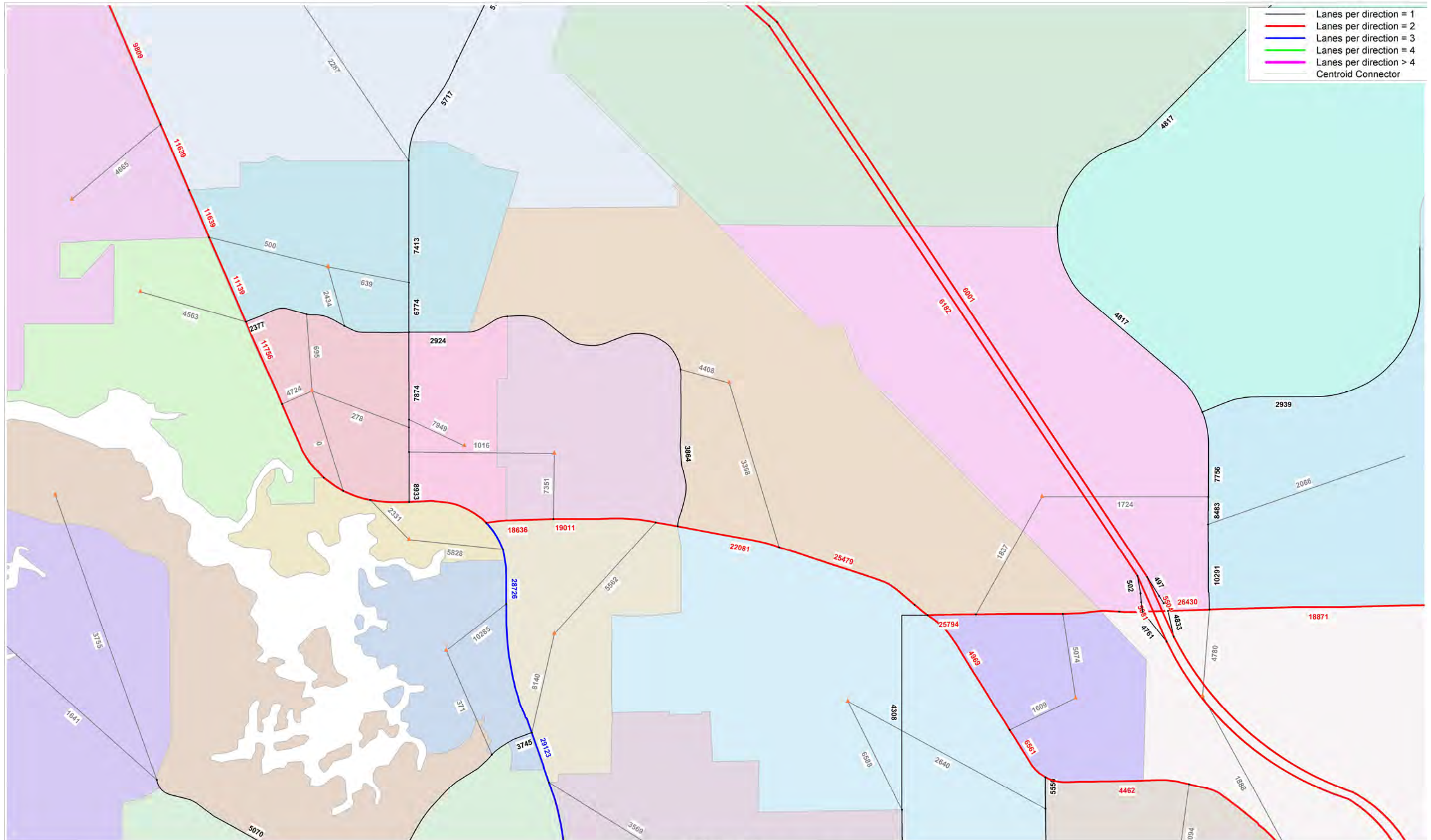


TBRPM v9.2 - 2045

Hernando Citrus Crystal River By-Pass - Total Daily Volumes - Alt C

C:\FSUTMS\ID7\TBRPM_v9.2\BASE\Yr_2045_CA\CrystalRivBypass_AltC_45\OUTPUT\HWYLOAD_DAILY_A45.NET 2/28/2022

- Lanes per direction = 1
- Lanes per direction = 2
- Lanes per direction = 3
- Lanes per direction = 4
- Lanes per direction > 4
- Centroid Connector



TBRPM v9.2 - 2045

Hernando Citrus Crystal River By-Pass - Total Daily Volumes - Alt D

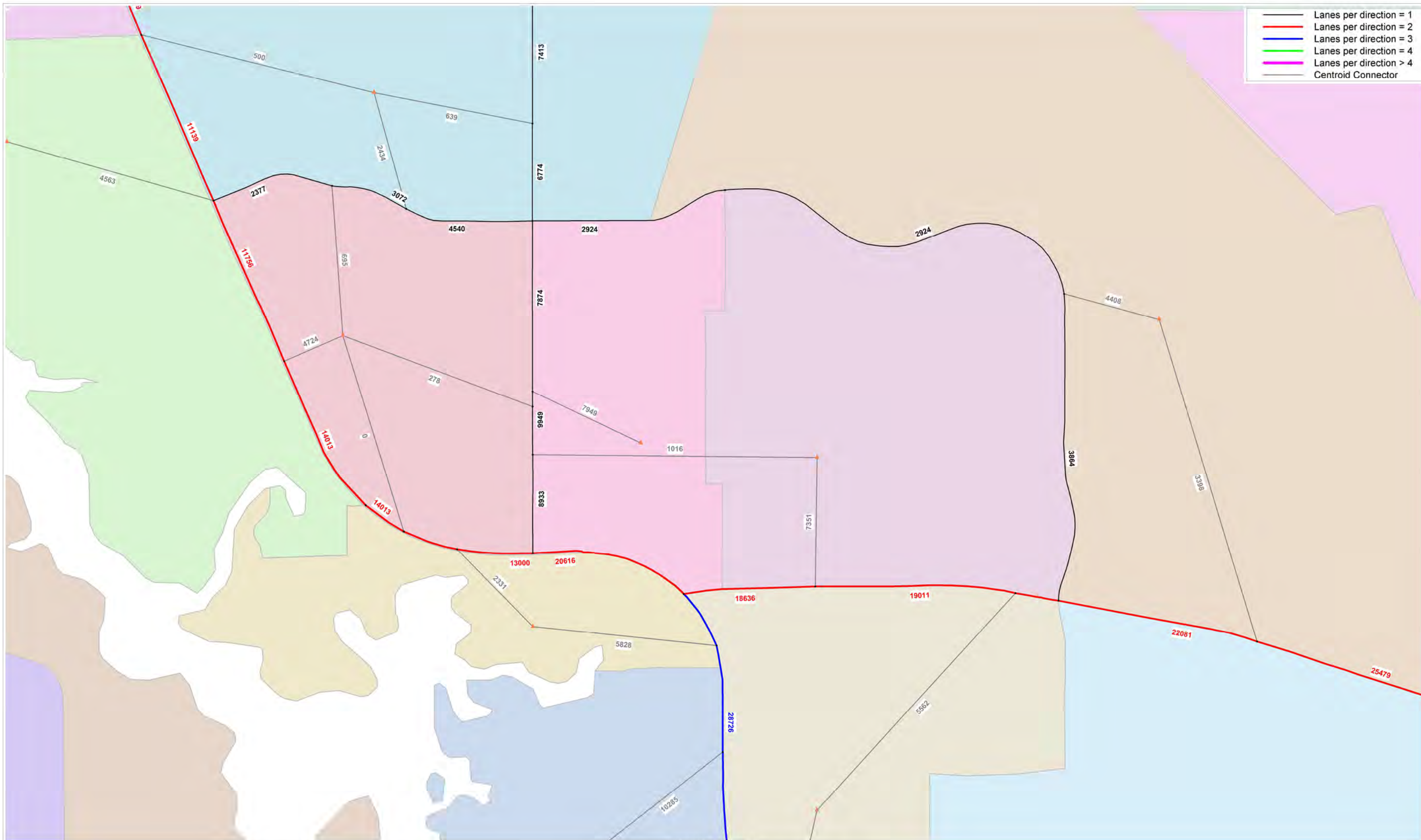
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(Licensed to Kimley-Horn and Associates Inc)

Appendix C:

Traffic Counts

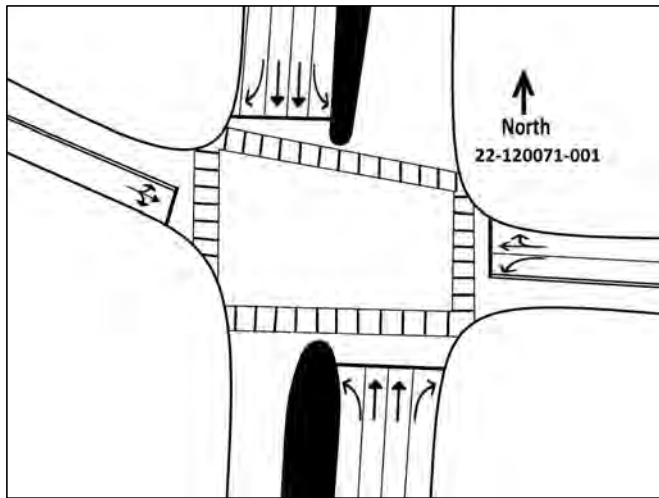
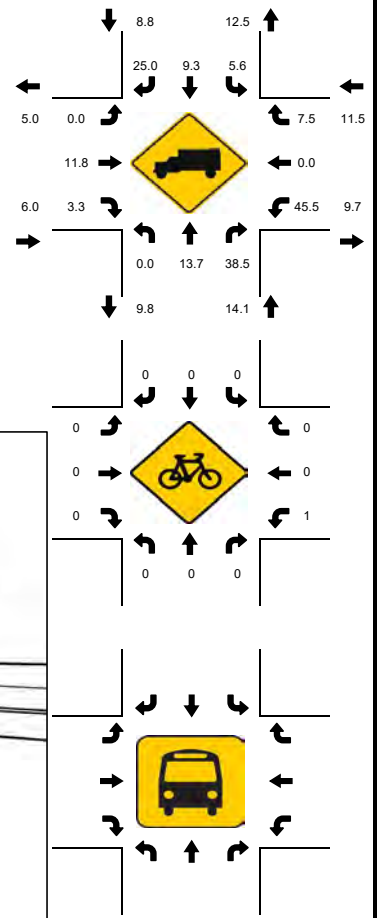
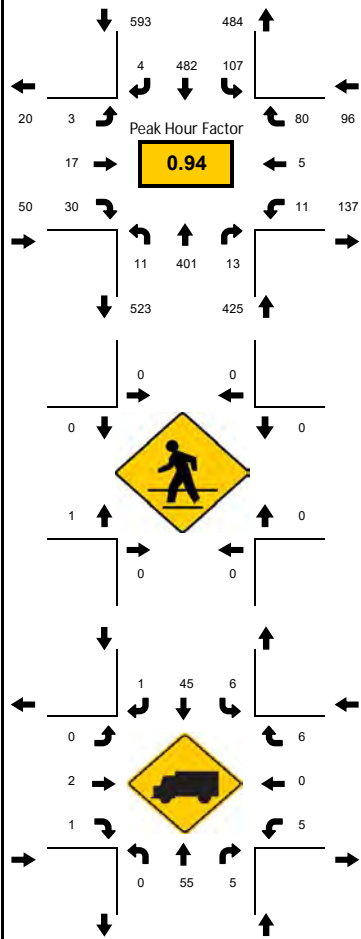


TBRPM v9.2 - 2045

Hernando Citrus Crystal River By-Pass - Total Daily Volumes - Alt D

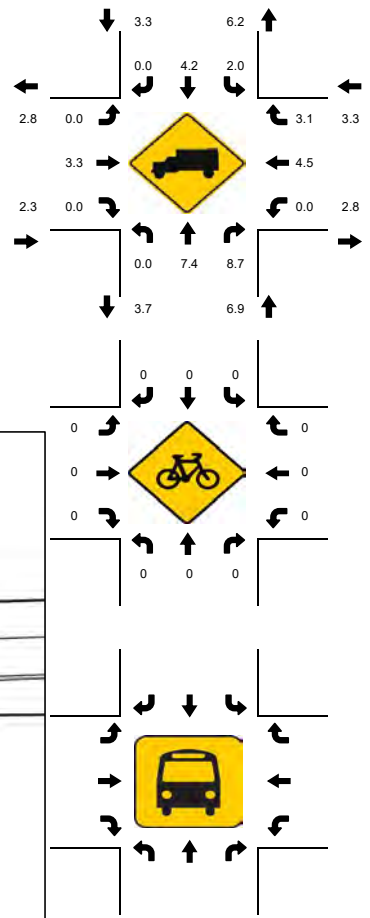
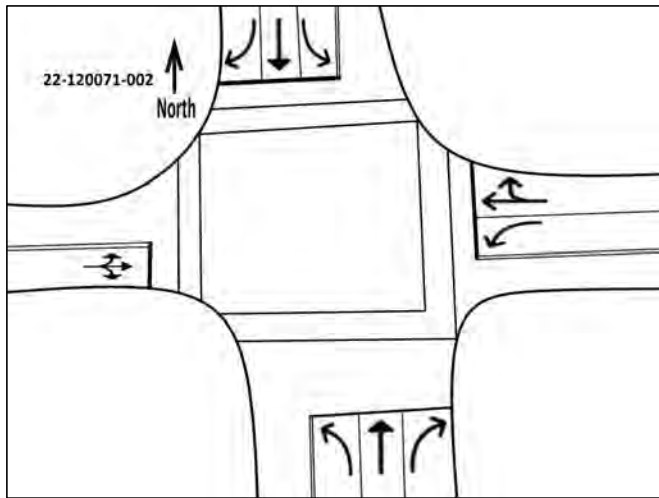
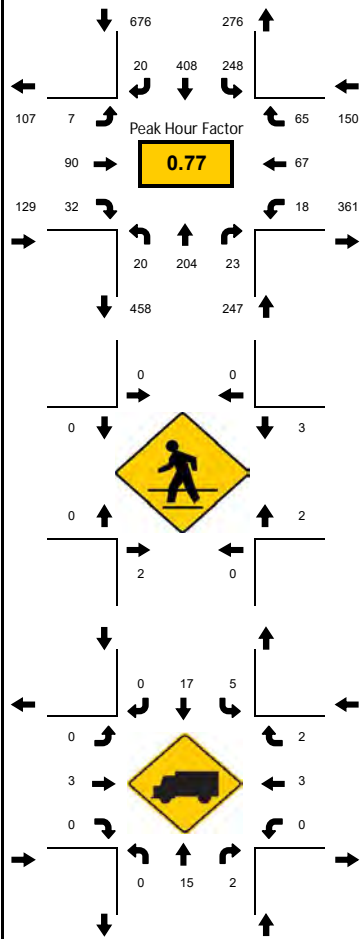
C:\FSUTMS\ID\TBRPM_v9.2\BASE\Yr_2045_CA\CrystalRivBypass_AltD_45\OUTPUT\HWYLOAD_DAILY_A45.NET 2/28/2022

Peak-Hour: 07:15 AM - 08:15 AM
 Peak 15-Minute: 07:30 AM - 07:45 AM



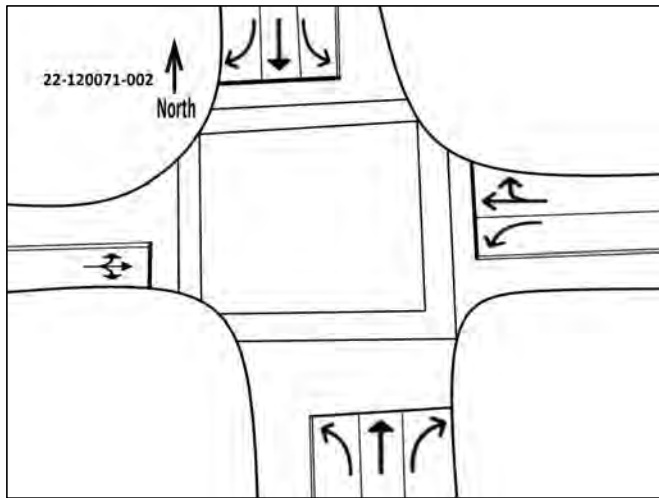
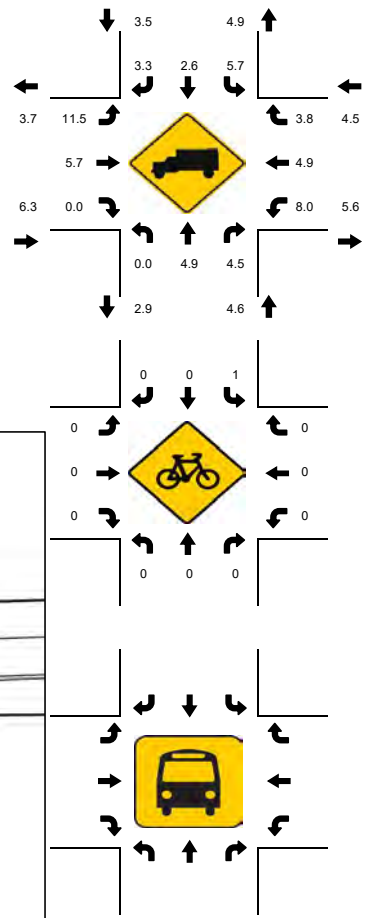
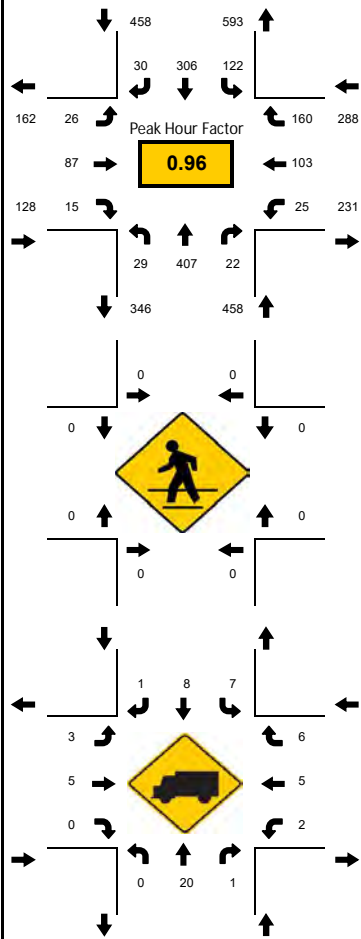
15-Min Count Period Beginning At	US 19/US 98/N Suncoast Blvd Northbound					US 19/US 98/N Suncoast Blvd Southbound					NW 19th St/N Turkey Oak Dr Eastbound					NW 19th St/N Turkey Oak Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
06:15 AM	2	116	1	0		9	63	0	0		2	1	2	0		2	0	10	0		208	928
06:30 AM	2	160	2	0		16	68	1	0		2	0	2	0		2	1	15	0		271	992
06:45 AM	5	87	0	0		18	95	0	0		2	2	3	0		1	4	13	0		230	1032
07:00 AM	3	86	3	0		18	83	0	2		0	4	3	0		3	1	13	0		219	1095
07:15 AM	4	84	1	0		30	122	1	0		1	6	3	0		2	1	17	0		272	1164
07:30 AM	1	84	1	0		37	144	2	1		1	2	12	0		2	1	23	0		311	892
07:45 AM	3	107	8	0		23	113	0	1		0	3	8	0		2	1	24	0		293	581
08:00 AM	3	126	3	0		14	103	1	1		1	6	7	0		5	2	16	0		288	288
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	16	504	32	0		148	576	8	4		4	24	48	0		20	8	96	0		1488	
Heavy Trucks	0	68	12	0		8	56	4	0		0	8	4	0		12	0	8	0		180	
Pedestrians	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		4	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		4	0	0	0		4	
Buses																						
Stopped Buses																						

Peak-Hour: 07:15 AM - 08:15 AM
 Peak 15-Minute: 07:30 AM - 07:45 AM



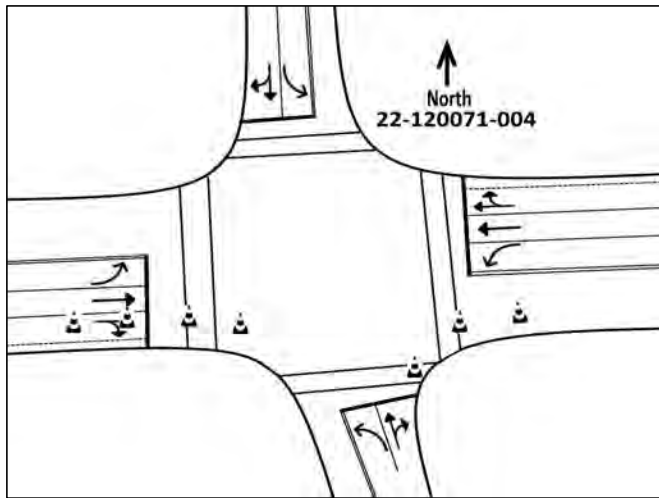
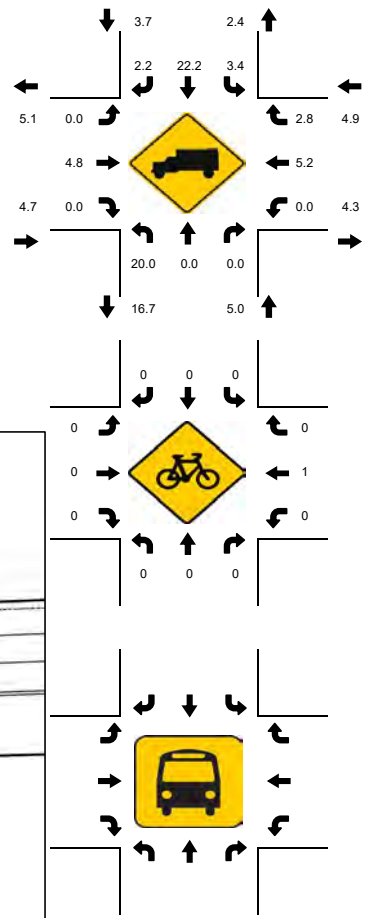
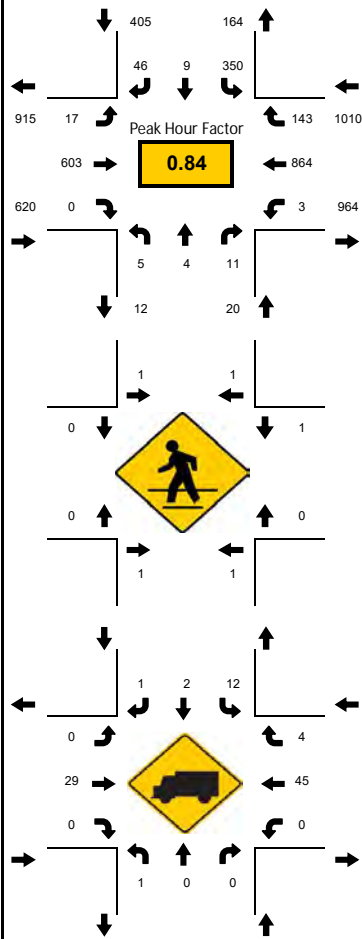
15-Min Count Period Beginning At	CR 495/N Citrus Ave Northbound				CR 495/N Citrus Ave Southbound				N Turkey Oak Dr Eastbound				N Turkey Oak Dr Westbound				Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru
06:15 AM	0	18	0	0	21	42	5	0	0	8	0	0	1	5	4	0	104	580	
06:30 AM	1	13	0	0	21	55	1	0	3	8	1	0	3	15	4	0	125	756	
06:45 AM	2	24	2	0	26	64	4	0	2	19	3	0	3	12	10	0	171	1021	
07:00 AM	4	27	2	0	29	75	2	0	2	14	5	0	4	5	11	0	180	1165	
07:15 AM	2	39	5	0	72	87	4	0	2	25	10	0	3	17	14	0	280	1202	
07:30 AM	8	60	5	0	90	140	4	0	2	29	14	0	6	17	15	0	390	922	
07:45 AM	7	64	6	0	56	109	5	0	1	24	3	0	6	19	15	0	315	532	
08:00 AM	3	41	7	0	30	72	7	0	2	12	5	0	3	14	21	0	217	217	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Rgt	U	Left	Thru	Rgt	U	Left	Thru	Rgt	U	Left	Thru	Rgt	U			
All Vehicles	32	256	28	0	360	560	28	0	8	116	56	0	24	76	84	0	1628		
Heavy Trucks	0	32	4	0	8	20	0	0	0	4	0	0	0	4	4	0	76		
Pedestrians	8				0				0				20				28		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Buses																			
Stopped Buses																			

Peak-Hour: 02:45 PM - 03:45 PM
 Peak 15-Minute: 02:45 PM - 03:00 PM



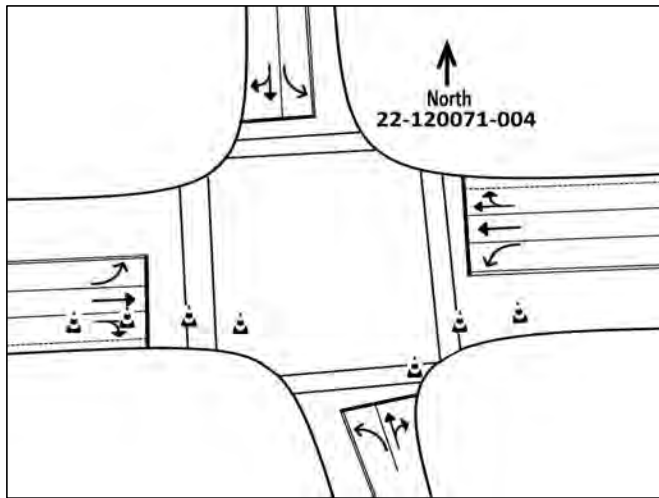
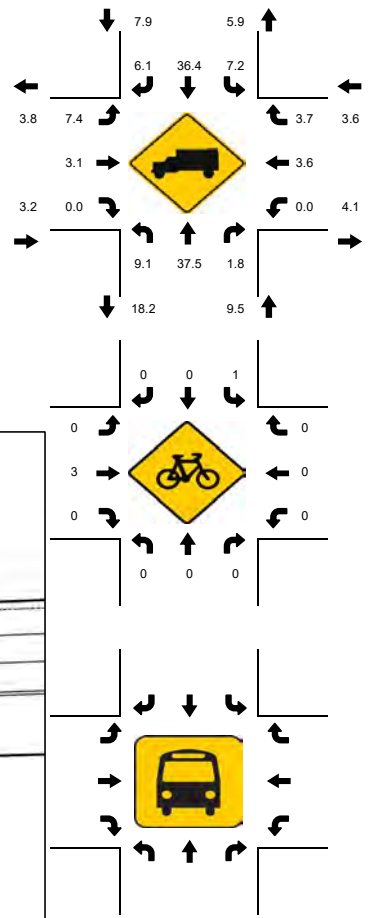
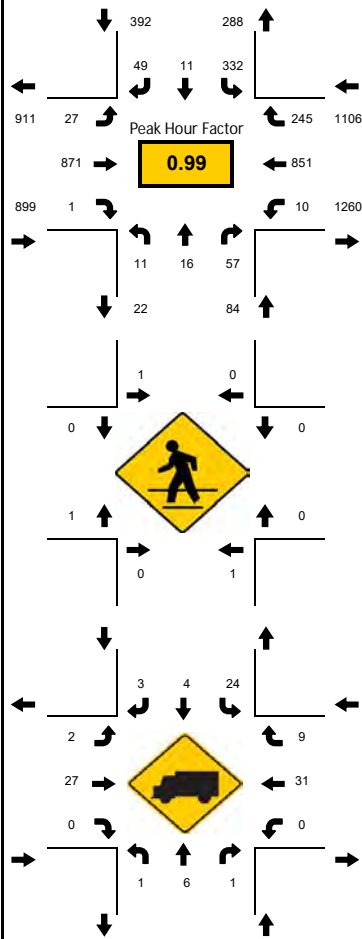
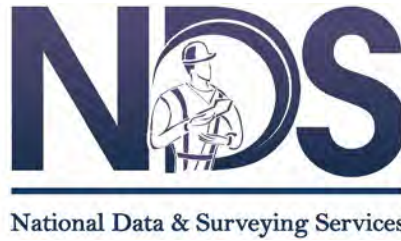
15-Min Count Period Beginning At	CR 495/N Citrus Ave Northbound					CR 495/N Citrus Ave Southbound					N Turkey Oak Dr Eastbound					N Turkey Oak Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
01:45 PM	4	78	3	0		22	74	7	0		10	22	3	0		1	16	22	0		262	1030
02:00 PM	2	66	8	0		22	61	4	0		2	20	8	0		1	13	19	0		226	1114
02:15 PM	7	81	8	0		21	71	6	0		4	23	3	0		4	19	20	0		267	1195
02:30 PM	3	77	5	0		34	80	6	0		4	24	2	0		1	23	16	0		275	1271
02:45 PM	12	92	7	0		29	85	8	0		7	15	5	0		13	30	43	0		346	1332
03:00 PM	7	103	3	0		27	61	6	0		5	28	0	0		3	25	39	0		307	986
03:15 PM	3	109	10	0		30	72	10	0		10	27	7	0		5	22	38	0		343	679
03:30 PM	7	103	2	0		36	88	6	0		4	17	3	0		4	26	40	0		336	336
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	48	436	40	0		144	352	40	0		40	112	28	0		52	120	172	0		1584	
Heavy Trucks	0	44	4	0		8	16	4	0		8	8	0	0		4	16	8	0		120	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Bicycles	0	0	0	0		4	0	0	0		0	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

Peak-Hour: 07:15 AM - 08:15 AM
 Peak 15-Minute: 07:30 AM - 07:45 AM



15-Min Count Period Beginning At	Turkey Oak Dr/N Joyner Terrace Northbound				Turkey Oak Dr/N Joyner Terrace Southbound				SR 44/NE 5th St/W Gulf to Lake Hwy Eastbound				SR 44/NE 5th St/W Gulf to Lake Hwy Westbound				Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru
06:15 AM	0	0	2	0	23	0	6	0	2	56	0	0	1	86	11	0	187	1115	
06:30 AM	0	0	1	0	36	0	6	0	7	84	0	0	0	128	21	0	283	1354	
06:45 AM	0	0	2	0	51	0	10	0	4	79	0	0	1	148	27	0	322	1685	
07:00 AM	2	2	4	0	46	0	6	0	4	80	0	0	1	150	28	0	323	1936	
07:15 AM	2	0	0	0	75	1	16	0	2	111	0	0	0	190	29	0	426	2055	
07:30 AM	1	1	0	0	96	3	12	0	3	190	0	0	1	258	49	0	614	1629	
07:45 AM	1	1	7	0	105	4	7	0	6	182	0	0	1	223	36	0	573	1015	
08:00 AM	1	2	4	0	74	1	11	0	6	120	0	0	1	193	29	0	442	442	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	8	8	28	0	420	16	64	0	24	760	0	0	4	1032	196	0	2560		
Heavy Trucks	4	0	0	0	16	4	4	0	0	40	0	0	0	60	8	0	136		
Pedestrians		8				4				0				4			16		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4		
Buses																			
Stopped Buses																			

Peak-Hour: 02:45 PM - 03:45 PM
 Peak 15-Minute: 03:15 PM - 03:30 PM



15-Min Count Period Beginning At	Turkey Oak Dr/N Joyner Terrace Northbound				Turkey Oak Dr/N Joyner Terrace Southbound				SR 44/NE 5th St/W Gulf to Lake Hwy Eastbound				SR 44/NE 5th St/W Gulf to Lake Hwy Westbound				Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru
01:45 PM	2	3	7	0	53	3	23	0	8	227	0	0	1	215	37	0	579	2301	
02:00 PM	1	0	7	0	63	1	6	0	7	202	1	0	1	237	48	0	574	2332	
02:15 PM	1	3	6	0	67	2	17	0	12	212	0	0	0	235	34	0	589	2372	
02:30 PM	3	2	6	0	70	3	7	0	9	214	0	0	2	198	45	0	559	2412	
02:45 PM	1	5	6	0	88	3	11	0	8	227	0	0	1	207	53	0	610	2481	
03:00 PM	3	1	13	0	88	3	9	0	6	216	1	0	1	205	68	0	614	1871	
03:15 PM	6	5	22	0	81	2	17	0	5	211	0	0	6	218	56	0	629	1257	
03:30 PM	1	5	16	0	75	3	12	0	8	217	0	0	2	221	68	0	628	628	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	24	20	88	0	352	12	68	0	32	908	4	0	24	884	272	0	2688		
Heavy Trucks	4	8	4	0	52	8	4	0	4	36	0	0	0	52	24	0	196		
Pedestrians		4				4				4				0			12		
Bicycles	0	0	0	0	4	0	0	0	0	8	0	0	0	0	0	0	12		
Buses																			
Stopped Buses																			

VOLUME

North Turkey Oak Dr E/O US 19/98/N Suncoast Blvd

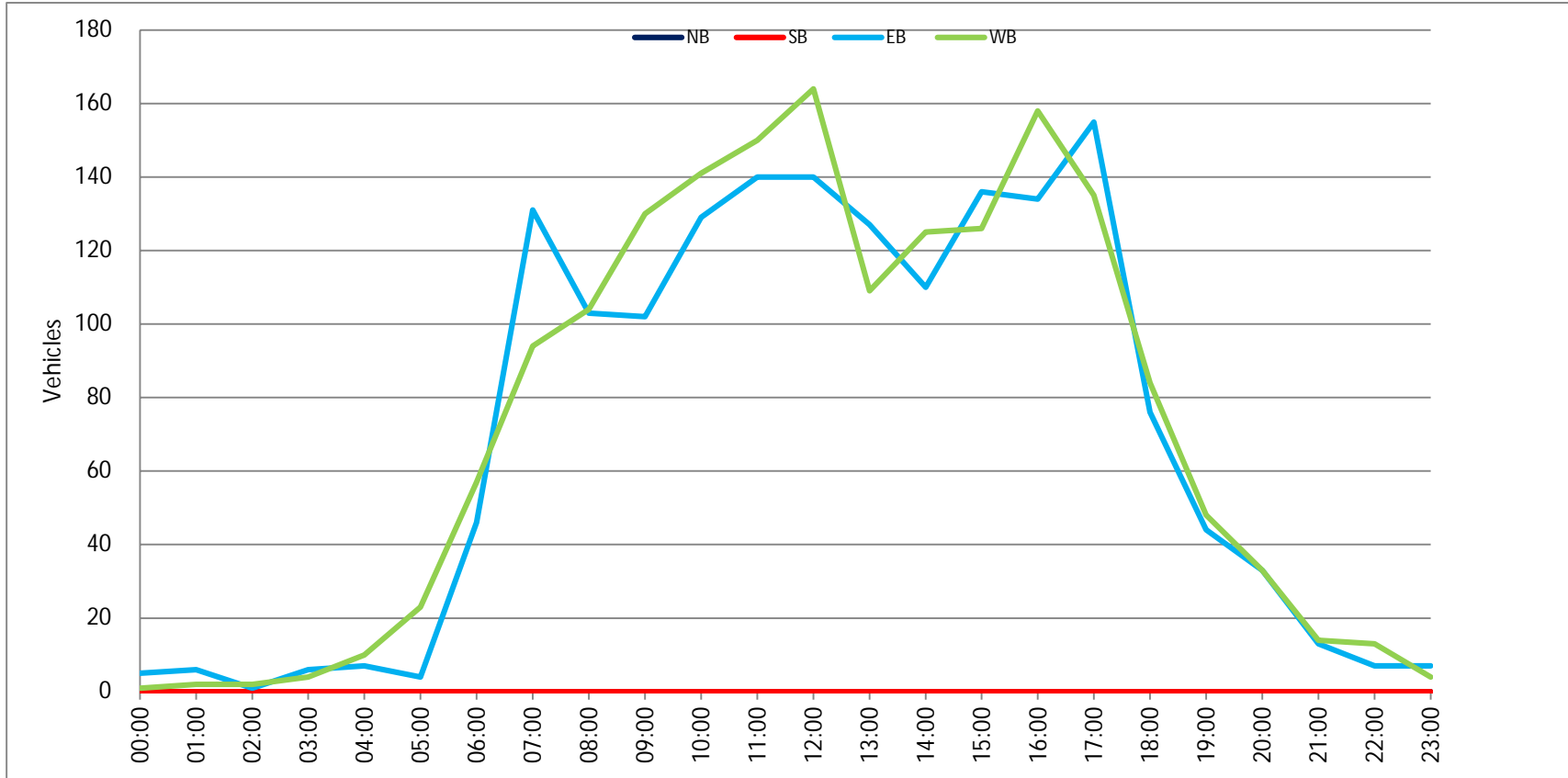
Day: Tuesday
 Date: 2/22/2022

City: Crystal River
 Project #: FL22_120072_001

DAILY TOTALS						NB	SB					Total
						0	0	EB	WB			3,393
								1,662	1,731			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	1	0	1	12:00	0	0	37	42	79	
00:15	0	0	1	0	1	12:15	0	0	39	43	82	
00:30	0	0	3	1	4	12:30	0	0	31	42	73	
00:45	0	0	0	5	0	12:45	0	0	33	140	173	
					6					164	304	
01:00	0	0	3	1	4	13:00	0	0	29	36	65	
01:15	0	0	2	0	2	13:15	0	0	26	24	50	
01:30	0	0	1	0	1	13:30	0	0	40	26	66	
01:45	0	0	0	6	1	13:45	0	0	32	127	159	
					8					109	236	
02:00	0	0	1	2	3	14:00	0	0	30	18	48	
02:15	0	0	0	0	0	14:15	0	0	28	30	58	
02:30	0	0	0	0	0	14:30	0	0	28	28	56	
02:45	0	0	0	1	0	14:45	0	0	24	110	134	
					3					125	235	
03:00	0	0	0	0	0	15:00	0	0	32	39	71	
03:15	0	0	4	1	5	15:15	0	0	32	32	64	
03:30	0	0	1	0	1	15:30	0	0	27	29	56	
03:45	0	0	1	6	3	15:45	0	0	45	136	181	
					10					126	262	
04:00	0	0	2	2	4	16:00	0	0	33	47	80	
04:15	0	0	0	2	2	16:15	0	0	43	34	77	
04:30	0	0	3	1	4	16:30	0	0	29	31	60	
04:45	0	0	2	7	5	16:45	0	0	29	134	163	
					17					158	292	
05:00	0	0	1	3	4	17:00	0	0	47	37	84	
05:15	0	0	1	3	4	17:15	0	0	42	33	75	
05:30	0	0	2	5	7	17:30	0	0	42	31	73	
05:45	0	0	0	4	12	17:45	0	0	24	155	179	
					27					135	290	
06:00	0	0	3	10	13	18:00	0	0	26	27	53	
06:15	0	0	9	12	21	18:15	0	0	24	24	48	
06:30	0	0	16	17	33	18:30	0	0	15	17	32	
06:45	0	0	18	46	18	18:45	0	0	11	76	87	
					57					84	160	
07:00	0	0	23	14	37	19:00	0	0	11	18	29	
07:15	0	0	40	24	64	19:15	0	0	15	12	27	
07:30	0	0	38	24	62	19:30	0	0	9	11	20	
07:45	0	0	30	131	32	19:45	0	0	9	44	53	
					94					48	160	
08:00	0	0	21	24	45	20:00	0	0	14	9	23	
08:15	0	0	26	25	51	20:15	0	0	6	14	20	
08:30	0	0	27	25	52	20:30	0	0	9	6	15	
08:45	0	0	29	103	30	20:45	0	0	4	33	37	
					104					33	66	
09:00	0	0	28	33	61	21:00	0	0	3	4	7	
09:15	0	0	21	33	54	21:15	0	0	4	2	6	
09:30	0	0	24	34	58	21:30	0	0	3	4	7	
09:45	0	0	29	102	30	21:45	0	0	3	13	16	
					130					14	27	
10:00	0	0	28	38	66	22:00	0	0	3	7	10	
10:15	0	0	40	38	78	22:15	0	0	2	3	5	
10:30	0	0	21	32	53	22:30	0	0	1	2	3	
10:45	0	0	40	129	33	22:45	0	0	1	7	8	
					141					13	20	
11:00	0	0	30	41	71	23:00	0	0	3	3	6	
11:15	0	0	38	39	77	23:15	0	0	2	0	2	
11:30	0	0	30	33	63	23:30	0	0	1	0	1	
11:45	0	0	42	140	37	23:45	0	0	1	7	8	
					150					4	11	
TOTALS			680	718	1398	TOTALS			982	1013	1995	
SPLIT %			48.6%	51.4%	41.2%	SPLIT %			49.2%	50.8%	58.8%	

DAILY TOTALS						NB	SB					Total
						0	0	EB	WB			3,393
								1,662	1,731			

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			16:45	12:00	16:45
AM Pk Volume			149	164	313	PM Pk Volume			160	164	307
PK Hr Factor			0.887	0.953	0.954	PK Hr Factor			0.851	0.953	0.914
7 - 9 Volume	0	0	234	198	432	4 - 6 Volume	0	0	289	293	582
7 - 9 Peak Hour			07:00	07:45	07:15	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	131	106	233	PK Hr Factor	0	0	160	158	307
PK Hr Factor	0.000	0.000	0.819	0.828	0.910	Volume	0.000	0.000	0.851	0.840	0.914



VOLUME

North Turkey Oak Dr E/O US 19/98/N Suncoast Blvd

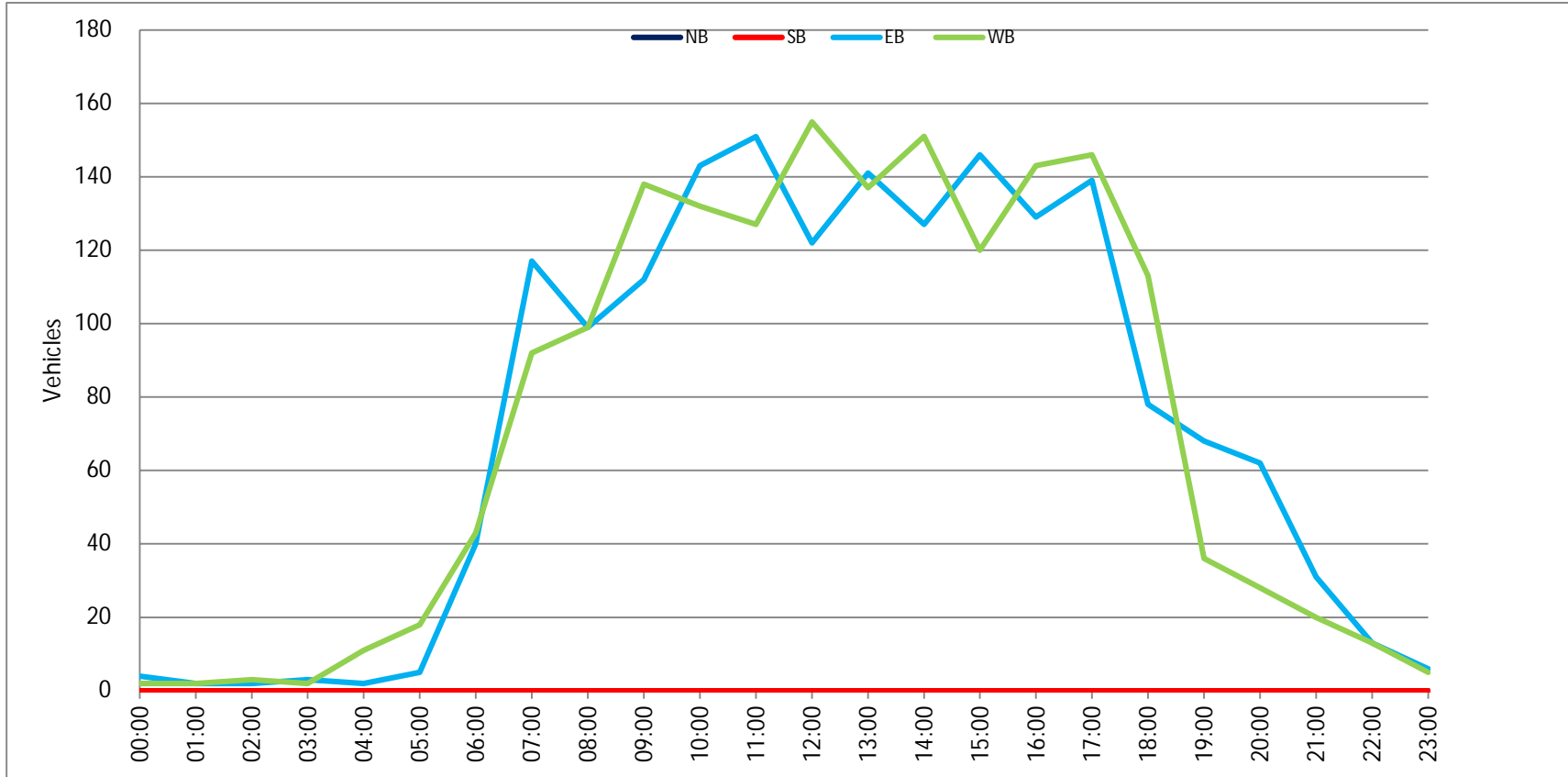
Day: Wednesday
 Date: 2/23/2022

City: Crystal River
 Project #: FL22_120072_001

DAILY TOTALS						NB	SB					Total			
						0	0	EB	WB			3,478			
								1,742	1,736						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	1	0	1	12:00	0	0	32	37	69				
00:15	0	0	1	0	1	12:15	0	0	31	35	66				
00:30	0	0	0	0	0	12:30	0	0	27	37	64				
00:45	0	0	2	4	2	2	12:45	0	0	32	122	46	155	78	277
01:00	0	0	0	0	0	13:00	0	0	35	30	65				
01:15	0	0	1	0	1	13:15	0	0	31	39	70				
01:30	0	0	0	0	0	13:30	0	0	38	35	73				
01:45	0	0	1	2	2	2	13:45	0	0	37	141	33	137	70	278
02:00	0	0	2	1	3	14:00	0	0	41	32	73				
02:15	0	0	0	1	1	14:15	0	0	29	31	60				
02:30	0	0	0	1	1	14:30	0	0	24	35	59				
02:45	0	0	0	2	0	3	14:45	0	0	33	127	53	151	86	278
03:00	0	0	2	0	2	15:00	0	0	24	21	45				
03:15	0	0	1	1	2	15:15	0	0	39	36	75				
03:30	0	0	0	0	0	15:30	0	0	47	29	76				
03:45	0	0	0	3	1	2	15:45	0	0	36	146	34	120	70	266
04:00	0	0	0	3	3	16:00	0	0	28	41	69				
04:15	0	0	1	2	3	16:15	0	0	36	33	69				
04:30	0	0	0	2	2	16:30	0	0	28	31	59				
04:45	0	0	1	2	4	11	16:45	0	0	37	129	38	143	75	272
05:00	0	0	2	4	6	17:00	0	0	34	49	83				
05:15	0	0	1	4	5	17:15	0	0	38	32	70				
05:30	0	0	1	4	5	17:30	0	0	40	26	66				
05:45	0	0	1	5	6	18	17:45	0	0	27	139	39	146	66	285
06:00	0	0	1	7	8	18:00	0	0	26	35	61				
06:15	0	0	9	11	20	18:15	0	0	19	24	43				
06:30	0	0	16	10	26	18:30	0	0	15	33	48				
06:45	0	0	14	40	15	43	18:45	0	0	18	78	21	113	39	191
07:00	0	0	21	13	34	19:00	0	0	16	14	30				
07:15	0	0	25	18	43	19:15	0	0	16	12	28				
07:30	0	0	42	20	62	19:30	0	0	19	4	23				
07:45	0	0	29	117	41	92	19:45	0	0	17	68	6	36	23	104
08:00	0	0	17	25	42	20:00	0	0	9	10	19				
08:15	0	0	25	26	51	20:15	0	0	12	6	18				
08:30	0	0	24	26	50	20:30	0	0	18	9	27				
08:45	0	0	33	99	22	99	20:45	0	0	23	62	3	28	26	90
09:00	0	0	26	34	60	21:00	0	0	17	9	26				
09:15	0	0	21	28	49	21:15	0	0	4	6	10				
09:30	0	0	29	37	66	21:30	0	0	7	3	10				
09:45	0	0	36	112	39	138	21:45	0	0	3	31	2	20	5	51
10:00	0	0	29	34	63	22:00	0	0	4	2	6				
10:15	0	0	40	25	65	22:15	0	0	5	3	8				
10:30	0	0	32	42	74	22:30	0	0	2	4	6				
10:45	0	0	42	143	31	132	22:45	0	0	2	13	4	13	6	26
11:00	0	0	40	25	65	23:00	0	0	1	2	3				
11:15	0	0	35	33	68	23:15	0	0	3	1	4				
11:30	0	0	46	41	87	23:30	0	0	1	1	2				
11:45	0	0	30	151	28	127	23:45	0	0	1	6	1	5	2	11
TOTALS			680	669	1349	TOTALS			1062	1067	2129				
SPLIT %			50.4%	49.6%	38.8%	SPLIT %			49.9%	50.1%	61.2%				

DAILY TOTALS						NB	SB					Total
						0	0	EB	WB			3,478
								1,742	1,736			

AM Peak Hour			10:45	11:30	10:45	PM Peak Hour			15:15	12:00	16:45
AM Pk Volume			163	293	293	PM Pk Volume			150	155	294
PK Hr Factor			0.886	0.860	0.842	PK Hr Factor			0.798	0.842	0.886
7 - 9 Volume	0	0	216	191	407	4 - 6 Volume	0	0	268	289	557
7 - 9 Peak Hour			07:00	07:45	07:30	4 - 6 Peak Hour			16:45	16:15	16:45
7 - 9 Pk Volume	0	0	117	118	225	PK Hr Factor	0	0	149	151	294
PK Hr Factor	0.000	0.000	0.696	0.720	0.804	PK Hr Factor	0.000	0.000	0.931	0.770	0.886



VOLUME

North Turkey Oak Dr N/O SR 44/W Gulf to Lake Hwy

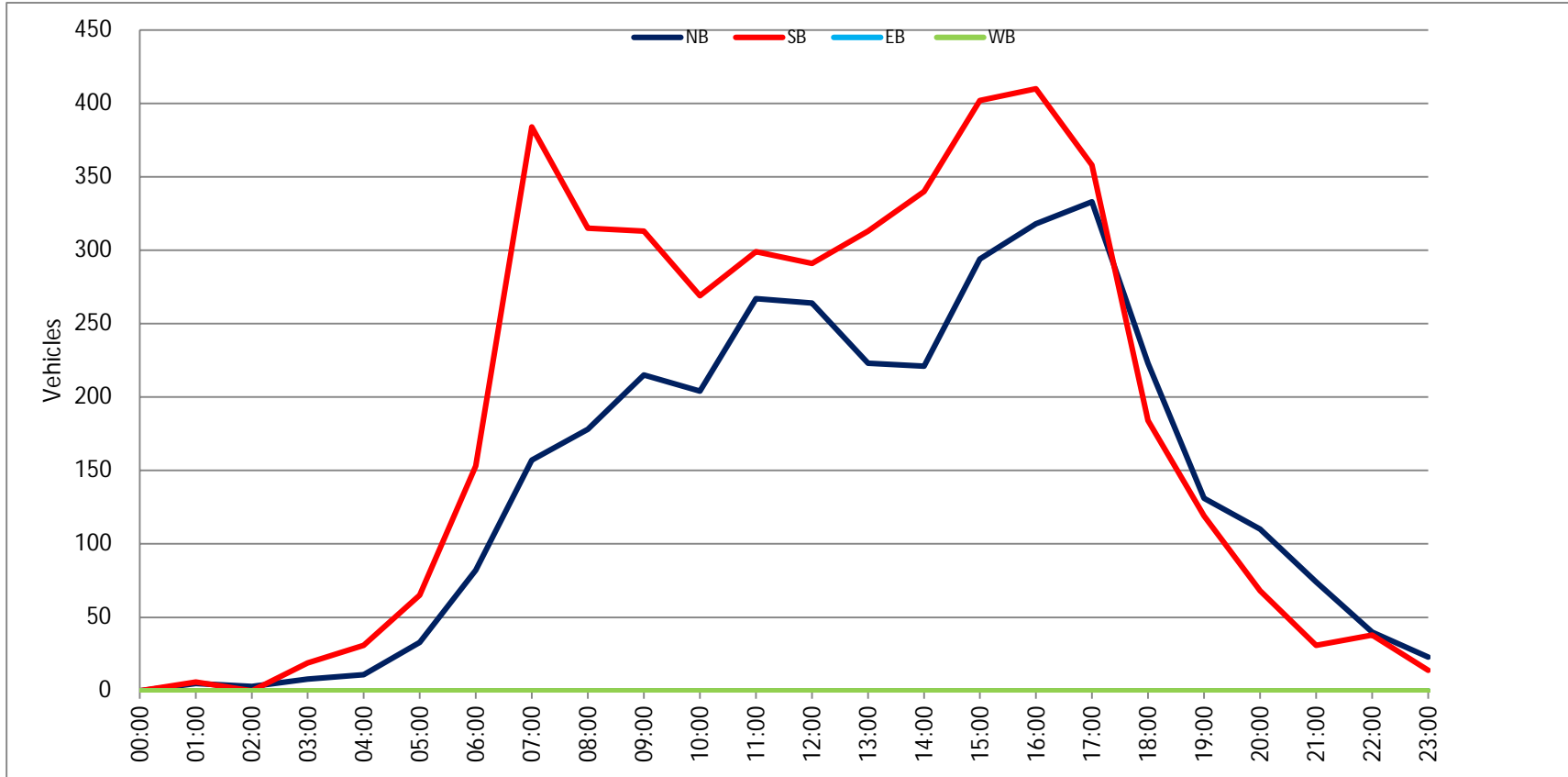
Day: Tuesday
 Date: 2/22/2022

City: Crystal River
 Project #: FL22_120072_002

DAILY TOTALS						NB	SB			EB	WB	Total
						3,417	4,422			0	0	7,839
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0		12:00	66	69	0	0	135	
00:15	0	0	0	0		12:15	69	61	0	0	130	
00:30	0	0	0	0		12:30	62	77	0	0	139	
00:45	0	0	0	0		12:45	67	264	84	291	555	
01:00	0	2	0	0	2	13:00	65	88	0	0	153	
01:15	2	0	0	0	2	13:15	56	72	0	0	128	
01:30	1	3	0	0	4	13:30	56	76	0	0	132	
01:45	2	5	1	6	3	13:45	46	223	77	313	536	
02:00	1	0	0	0	1	14:00	49	73	0	0	122	
02:15	1	0	0	0	1	14:15	52	91	0	0	143	
02:30	0	0	0	0	0	14:30	57	68	0	0	125	
02:45	1	3	0	0	1	14:45	63	221	108	340	561	
03:00	0	3	0	0	3	15:00	74	111	0	0	185	
03:15	1	7	0	0	8	15:15	68	111	0	0	179	
03:30	4	5	0	0	9	15:30	76	84	0	0	160	
03:45	3	8	4	19	7	15:45	76	294	96	402	696	
04:00	1	3	0	0	4	16:00	86	106	0	0	192	
04:15	4	5	0	0	9	16:15	69	104	0	0	173	
04:30	3	13	0	0	16	16:30	74	98	0	0	172	
04:45	3	11	10	31	13	16:45	89	318	102	410	728	
05:00	2	13	0	0	15	17:00	85	102	0	0	187	
05:15	3	16	0	0	19	17:15	98	102	0	0	200	
05:30	10	22	0	0	32	17:30	83	89	0	0	172	
05:45	18	33	14	65	32	17:45	67	333	65	358	691	
06:00	15	18	0	0	33	18:00	58	68	0	0	126	
06:15	13	33	0	0	46	18:15	60	49	0	0	109	
06:30	25	39	0	0	64	18:30	53	38	0	0	91	
06:45	29	82	63	153	92	18:45	52	223	29	184	407	
07:00	34	52	0	0	86	19:00	39	34	0	0	73	
07:15	28	97	0	0	125	19:15	37	36	0	0	73	
07:30	52	115	0	0	167	19:30	35	20	0	0	55	
07:45	43	157	120	384	163	19:45	20	131	29	119	250	
08:00	37	80	0	0	117	20:00	32	28	0	0	60	
08:15	42	84	0	0	126	20:15	34	19	0	0	53	
08:30	47	72	0	0	119	20:30	22	10	0	0	32	
08:45	52	178	79	315	131	20:45	22	110	11	68	178	
09:00	48	93	0	0	141	21:00	25	6	0	0	31	
09:15	55	69	0	0	124	21:15	19	6	0	0	25	
09:30	52	84	0	0	136	21:30	18	10	0	0	28	
09:45	60	215	67	313	127	21:45	12	74	9	31	105	
10:00	53	63	0	0	116	22:00	19	15	0	0	34	
10:15	41	67	0	0	108	22:15	7	9	0	0	16	
10:30	51	71	0	0	122	22:30	7	7	0	0	14	
10:45	59	204	68	269	127	22:45	7	40	7	38	78	
11:00	66	78	0	0	144	23:00	6	4	0	0	10	
11:15	63	62	0	0	125	23:15	8	5	0	0	13	
11:30	72	77	0	0	149	23:30	3	2	0	0	5	
11:45	66	267	82	299	148	23:45	6	23	3	14	37	
TOTALS	1163	1854			3017	TOTALS	2254	2568			4822	
SPLIT %	38.5%	61.5%			38.5%	SPLIT %	46.7%	53.3%			61.5%	

DAILY TOTALS						NB	SB			EB	WB	Total
						3,417	4,422			0	0	7,839

AM Peak Hour	11:30	07:15			07:30	PM Peak Hour	16:45	14:45			16:30
AM Pk Volume	273	412			573	PM Pk Volume	355	414			750
PK Hr Factor	0.948	0.858			0.858	PK Hr Factor	0.906	0.932			0.938
7 - 9 Volume	335	699	0	0	1034	4 - 6 Volume	651	768	0	0	1419
7 - 9 Peak Hour	08:00	07:15			07:30	4 - 6 Peak Hour	16:45	16:00			16:30
7 - 9 Pk Volume	178	412	0	0	573	4 - 6 Pk Volume	355	410	0	0	750
PK Hr Factor	0.856	0.858	0.000	0.000	0.858	PK Hr Factor	0.906	0.967	0.000	0.000	0.938



VOLUME

North Turkey Oak Dr N/O SR 44/W Gulf to Lake Hwy

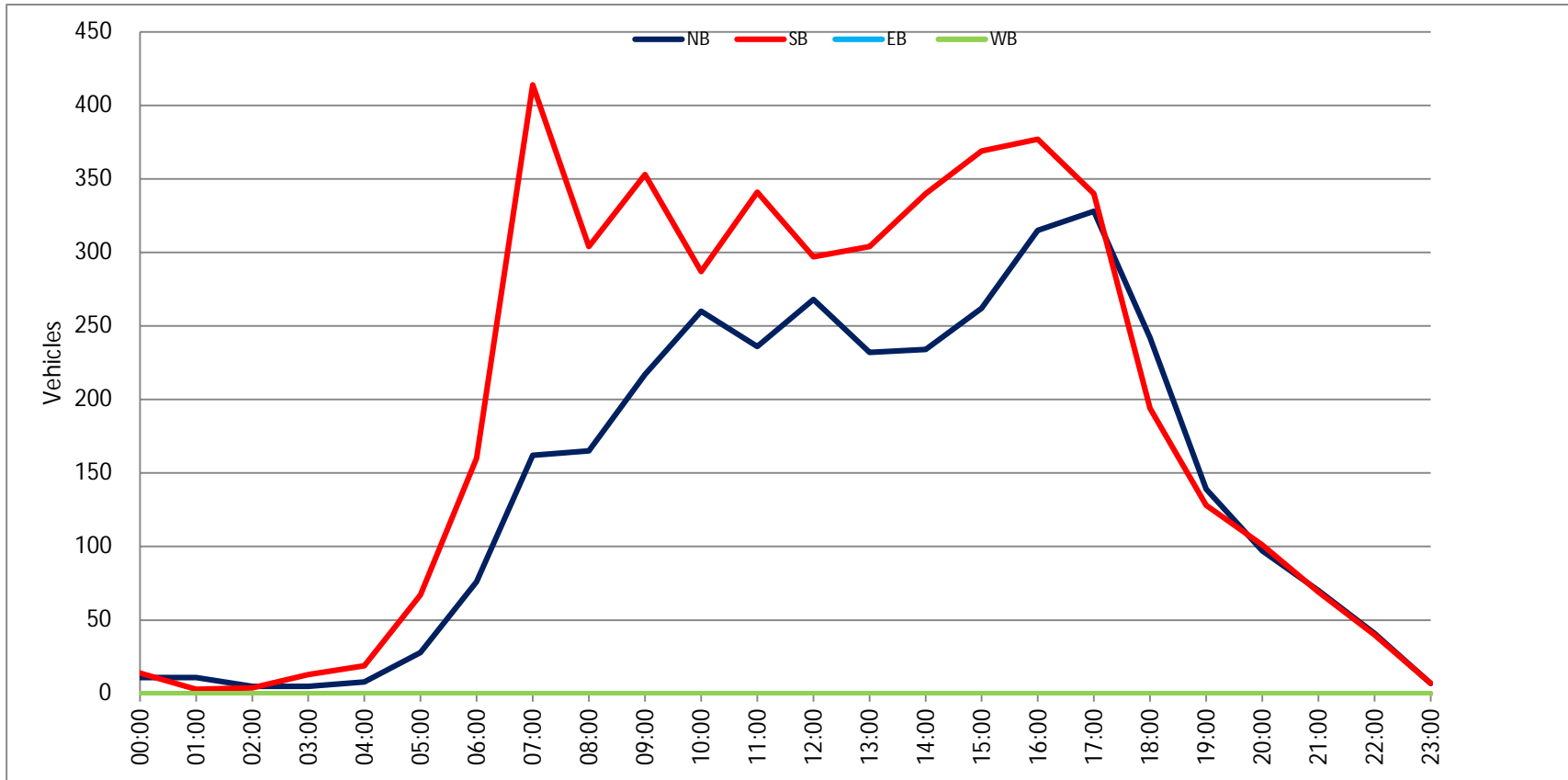
Day: Wednesday
 Date: 2/23/2022

City: Crystal River
 Project #: FL22_120072_002

DAILY TOTALS						NB	SB			EB	WB	Total
						3,419	4,545			0	0	7,964
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	1	5	0	0	6	12:00	69	72	0	0	141	
00:15	5	3	0	0	8	12:15	65	74	0	0	139	
00:30	3	3	0	0	6	12:30	73	68	0	0	141	
00:45	2	11	3	14	5	12:45	61	268	83	297	144	565
01:00	1	0	0	0	1	13:00	69	80	0	0	149	
01:15	1	0	0	0	1	13:15	64	74	0	0	138	
01:30	5	0	0	0	5	13:30	51	76	0	0	127	
01:45	4	11	3	3	7	13:45	48	232	74	304	122	536
02:00	2	1	0	0	3	14:00	51	84	0	0	135	
02:15	0	1	0	0	1	14:15	62	71	0	0	133	
02:30	2	1	0	0	3	14:30	71	73	0	0	144	
02:45	1	5	1	4	2	14:45	50	234	112	340	162	574
03:00	0	3	0	0	3	15:00	47	90	0	0	137	
03:15	0	2	0	0	2	15:15	71	82	0	0	153	
03:30	4	4	0	0	8	15:30	80	108	0	0	188	
03:45	1	5	4	13	5	15:45	64	262	89	369	153	631
04:00	2	4	0	0	6	16:00	79	103	0	0	182	
04:15	0	1	0	0	1	16:15	74	96	0	0	170	
04:30	2	5	0	0	7	16:30	80	95	0	0	175	
04:45	4	8	9	19	13	16:45	82	315	83	377	165	692
05:00	6	11	0	0	17	17:00	81	92	0	0	173	
05:15	8	16	0	0	24	17:15	89	89	0	0	178	
05:30	6	20	0	0	26	17:30	78	78	0	0	156	
05:45	8	28	20	67	28	17:45	80	328	81	340	161	668
06:00	13	19	0	0	32	18:00	63	52	0	0	115	
06:15	19	38	0	0	57	18:15	73	52	0	0	125	
06:30	14	43	0	0	57	18:30	59	50	0	0	109	
06:45	30	76	60	160	90	18:45	47	242	40	194	87	436
07:00	33	56	0	0	89	19:00	32	43	0	0	75	
07:15	33	95	0	0	128	19:15	40	39	0	0	79	
07:30	49	137	0	0	186	19:30	28	24	0	0	52	
07:45	47	162	126	414	173	19:45	39	139	22	128	61	267
08:00	31	70	0	0	101	20:00	17	28	0	0	45	
08:15	41	68	0	0	109	20:15	28	20	0	0	48	
08:30	47	65	0	0	112	20:30	23	24	0	0	47	
08:45	46	165	101	304	147	20:45	29	97	29	101	58	198
09:00	54	86	0	0	140	21:00	25	29	0	0	54	
09:15	60	84	0	0	144	21:15	20	24	0	0	44	
09:30	47	102	0	0	149	21:30	17	10	0	0	27	
09:45	56	217	81	353	137	21:45	8	70	6	69	14	139
10:00	63	71	0	0	134	22:00	9	9	0	0	18	
10:15	75	66	0	0	141	22:15	9	13	0	0	22	
10:30	69	76	0	0	145	22:30	16	7	0	0	23	
10:45	53	260	74	287	127	22:45	7	41	11	40	18	81
11:00	72	68	0	0	140	23:00	7	7	0	0	14	
11:15	52	91	0	0	143	23:15	0	0	0	0		
11:30	54	100	0	0	154	23:30	0	0	0	0		
11:45	58	236	82	341	140	23:45	0	7	0	7	0	14
TOTALS	1184	1979			3163	TOTALS	2235	2566			4801	
SPLIT %	37.4%	62.6%			39.7%	SPLIT %	46.6%	53.4%			60.3%	

DAILY TOTALS						NB	SB			EB	WB	Total
						3,419	4,545			0	0	7,964

AM Peak Hour	10:15	07:15			07:15	PM Peak Hour	16:30	15:30			15:30
AM Pk Volume	269	428			588	PM Pk Volume	332	396			693
PK Hr Factor	0.897	0.781			0.790	PK Hr Factor	0.933	0.917			0.922
7 - 9 Volume	327	718	0	0	1045	4 - 6 Volume	643	717	0	0	1360
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	16:30	16:00			16:00
7 - 9 Pk Volume	168	428	0	0	588	4 - 6 Pk Volume	332	377	0	0	692
PK Hr Factor	0.857	0.781	0.000	0.000	0.790	PK Hr Factor	0.933	0.915	0.000	0.000	0.951



TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: US 19 & NW 19th St/Turkey Oak Dr
COUNT DATE: February 22, 2022
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	3	17	30	11	5	80	0	11	401	13	3	104	482	4
Seasonal Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
AM EXISTING CONDITIONS	3	16	28	10	5	74	0	10	373	12	3	97	448	4
"PM EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	3	11	36	13	13	114	4	41	555	15	3	85	610	10
Seasonal Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PM EXISTING CONDITIONS	3	10	33	12	12	106	4	38	516	14	3	79	567	9
"AM BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	23	23	23	23	23	23	23	23	23	23	23	23	23	23
Yearly Growth Rate	0.45%	0.45%	0.45%	0.45%	0.45%	0.45%	0.90%	0.90%	0.90%	0.90%	0.91%	0.91%	0.91%	0.91%
AM BACKGROUND TRAFFIC GROWTH	0	2	3	1	1	8	0	2	85	3	1	22	104	1
AM NON-PROJECT TRAFFIC	3	18	31	11	6	82	0	12	458	15	4	119	552	5
"PM BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	23	23	23	23	23	23	23	23	23	23	23	23	23	23
Yearly Growth Rate	0.45%	0.45%	0.45%	0.45%	0.45%	0.45%	0.90%	0.90%	0.90%	0.90%	0.91%	0.91%	0.91%	0.91%
PM BACKGROUND TRAFFIC GROWTH	0	1	4	1	1	12	1	9	118	3	1	18	131	2
PM NON-PROJECT TRAFFIC	3	11	37	13	13	118	5	47	634	17	4	97	698	11

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Turkey Oak Dr & CR 495 (N Citrus Ave)

COUNT DATE: February 22, 2022

AM PEAK HOUR FACTOR: 0.77

PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Raw Turning Movements	7	90	32	18	67	65	20	204	23	248	408	20
Seasonal Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
AM EXISTING CONDITIONS	7	84	30	17	62	60	19	190	21	231	379	19
"PM EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
PM Raw Turning Movements	26	87	15	25	103	160	29	407	22	122	306	30
Seasonal Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PM EXISTING CONDITIONS	24	81	14	23	96	149	27	379	20	113	285	28
"AM BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	23	23	23	23	23	23	23	23	23	23	23	23
Yearly Growth Rate	0.45%	0.45%	0.45%	0.41%	0.41%	0.41%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM BACKGROUND TRAFFIC GROWTH	1	9	3	2	6	6	0	0	0	0	0	0
AM NON-PROJECT TRAFFIC	8	93	33	19	68	66	19	190	21	231	379	19
"PM BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	23	23	23	23	23	23	23	23	23	23	23	23
Yearly Growth Rate	0.45%	0.45%	0.45%	0.41%	0.41%	0.41%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PM BACKGROUND TRAFFIC GROWTH	3	9	2	2	9	15	0	0	0	0	0	0
PM NON-PROJECT TRAFFIC	27	90	16	25	105	164	27	379	20	113	285	28

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Turkey Oak Dr & Crystal River HS

COUNT DATE: February 22, 2022

AM PEAK HOUR FACTOR: 0.75

PM PEAK HOUR FACTOR: 0.84

"AM EXISTING TRAFFIC"	EBT	EBR	WBL	WBT	NBL	NBR
AM Raw Turning Movements	290	73	23	126	21	11
Seasonal Factor	0.93	0.93	0.93	0.93	0.93	0.93

AM EXISTING CONDITIONS	270	68	21	117	20	10
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"PM EXISTING TRAFFIC"	EBT	EBR	WBL	WBT	NBL	NBR
PM Raw Turning Movements	223	6	6	232	46	40
Seasonal Factor	0.93	0.93	0.93	0.93	0.93	0.93

PM EXISTING CONDITIONS	207	6	6	216	43	37
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"AM BACKGROUND TRAFFIC"	EBT	EBR	WBL	WBT	NBL	NBR
Years To Buildout	23	23	23	23	23	23
Yearly Growth Rate	0.41%	0.41%	0.29%	0.29%	0.0%	0.0%
AM BACKGROUND TRAFFIC GROWTH	27	7	1	8	0	0

AM NON-PROJECT TRAFFIC	297	75	22	125	20	10
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"PM BACKGROUND TRAFFIC"	EBT	EBR	WBL	WBT	NBL	NBR
Years To Buildout	23	23	23	23	23	23
Yearly Growth Rate	0.41%	0.41%	0.29%	0.29%	0.0%	0.0%
PM BACKGROUND TRAFFIC GROWTH	20	1	0	15	0	0

PM NON-PROJECT TRAFFIC	227	7	6	231	43	37
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Turkey Oak Dr & SR 44

COUNT DATE: February 22, 2022

AM PEAK HOUR FACTOR: 0.84

PM PEAK HOUR FACTOR: 0.99

"AM EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Raw Turning Movements	17	603	0	3	864	143	5	4	11	350	9	46
Seasonal Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
AM EXISTING CONDITIONS	16	561	0	3	804	133	5	4	10	326	8	43
"PM EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
PM Raw Turning Movements	27	871	1	10	851	245	11	16	57	332	11	49
Seasonal Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PM EXISTING CONDITIONS	25	810	1	9	791	228	10	15	53	309	10	46
"AM BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	23	23	23	23	23	23	23	23	23	23	23	23
Yearly Growth Rate	0.57%	0.57%	0.57%	0.64%	0.64%	0.64%	0.29%	0.29%	0.29%	0.29%	0.29%	0.29%
AM BACKGROUND TRAFFIC GROWTH	2	78	0	0	127	21	0	0	1	22	1	3
AM NON-PROJECT TRAFFIC	18	639	0	3	931	154	5	4	11	348	9	46
"PM BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	23	23	23	23	23	23	23	23	23	23	23	23
Yearly Growth Rate	0.57%	0.57%	0.57%	0.64%	0.64%	0.64%	0.29%	0.29%	0.29%	0.29%	0.29%	0.29%
PM BACKGROUND TRAFFIC GROWTH	3	113	0	1	125	36	1	1	4	21	1	3
PM NON-PROJECT TRAFFIC	28	923	1	10	916	264	11	16	57	330	11	49

Appendix D:

Signal Four Study Area Crash Statistics

S4A CRASH DATA DETAIL 2017-2021

Location: N Turkey Oak Drive from US 19 (US 98/N Suncoast Boulevard) to SR 44 (W Gulf of Lake Highway/NE 5th Street)
 Period: 1/1/2017 to 12/31/2021

County: Citrus
 City: Crystal River

No.	HSMV No	Location	Date	Day of Week	Time	V1 Direction	V1 Maneuver	V2 Direction	V2 Maneuver	Type	ROR	# of Fatalities	# of Injuries	Severity	Lighting	Wet/Dry	Alcohol/Drugs
1	86483460	SR 44 at N TURKEY OAK DR	1/12/17	Thursday	11:35	West	Changing Lanes	West	Stopped in Traffic	Sideswipe	No	0	0	PDO	Daylight	Dry	No
2	86483469	N TURKEY OAK DR 436' North from W WOODBURY CT	1/12/17	Thursday	15:10	North	Straight Ahead	-	-	Animal	No	0	0	PDO	Daylight	Dry	No
3	86483471	SR 44 1500' West from N TURKEY OAK DR	1/13/17	Friday	17:22	East	Turning Right	East	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
4	86483486	SR 44 48' East from N TURKEY OAK DR	1/16/17	Monday	7:25	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
5	86952839	SR 44 at N TURKEY OAK DR	2/3/17	Friday	15:29	East	Slowing	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
6	85415089	SR 44 75' West from N TURKEY OAK DR	2/3/17	Friday	16:40	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
7	86953040	US 19 at N TURKEY OAK DR	3/21/17	Tuesday	17:25	South	Leaving Traffic	-	-	Other Post, Pole or Support	Yes	0	0	PDO	Daylight	Dry	No
8	86953169	US 19 56' North from N TURKEY OAK DR	4/5/17	Wednesday	16:15	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
9	86953176	US 19 at N TURKEY OAK DR	4/7/17	Friday	19:43	South	Turning Left	North	Straight Ahead	Left Turn	No	0	2	Injury	Dark - Lighted	Dry	No
10	85468062	SR 44 75' West from N TURKEY OAK DR	4/14/17	Friday	15:50	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
11	86953336	N TURKEY OAK DR at N CITRUS AVE	5/4/17	Thursday	17:12	North	Straight Ahead	West	Straight Ahead	Angle	No	0	1	Injury	Daylight	Dry	No
12	86953390	N CITRUS AVE at N TURKEY OAK DR	5/13/17	Saturday	10:55	East	Turning Left	West	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Wet	No
13	85480855	SR 44 30' East from N TURKEY OAK DR	5/24/17	Wednesday	9:24	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	1	Injury	Daylight	Dry	No
14	86953651	N CITRUS AVE at N TURKEY OAK DR	6/16/17	Friday	22:35	North	Turning Left	-	-	Culvert	Yes	0	1	Injury	Daylight	Dry	No
15	86953832	SR 44 at N TURKEY OAK DR	8/4/17	Friday	15:40	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
16	86953888	N TURKEY OAK DR 200' East from N CITRUS AVE	8/12/17	Saturday	22:15	West	Straight Ahead	East	Straight Ahead	Sideswipe	No	0	1	Injury	Dark - Not Lighted	Dry	No
17	86953938	N CITRUS AVE 7' South from N TURKEY OAK DR	8/15/17	Tuesday	19:30	Unknown	Unknown	North	Straight Ahead	Rear End	No	0	0	PDO	Dusk	Dry	No
18	86953960	SR 44 48' East from N TURKEY OAK DR	8/22/17	Tuesday	16:23	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
19	85541751	SR 44 at N TURKEY OAK DR	9/1/17	Friday	17:15	East	Turning Left	West	Straight Ahead	Left Turn	No	0	2	Injury	Daylight	Dry	No
20	85558042	US 19 at N TURKEY OAK DR	9/20/17	Wednesday	16:40	South	Turning Left	North	Straight Ahead	Left Turn	No	0	2	Injury	Daylight	Dry	No
21	86954198	N TURKEY OAK DR at N CITRUS AVE	9/28/17	Thursday	11:18	West	Straight Ahead	West	Turning Right	Rear End	No	0	0	PDO	Daylight	Dry	No
22	86954377	US 19 at N TURKEY OAK DR	10/20/17	Friday	12:00	North	Straight Ahead	North	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
23	85570503	SR 44 49' West from N TURKEY OAK DR	10/28/17	Saturday	4:00	East	Straight Ahead	-	-	Utility Pole/Light Support	Yes	0	1	Injury	Dark - Lighted	Dry	No
24	86954451	N CITRUS AVE at N TURKEY OAK DR	11/3/17	Friday	9:00	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
25	85589162	N TURKEY OAK DR at N HIDDEN OAKS WAY	11/16/17	Thursday	16:45	West	Negotiating a Curve	East	Straight Ahead	Sideswipe	No	0	1	Injury	Daylight	Dry	Yes
26	86954606	N CITRUS AVE at N TURKEY OAK DR	11/29/17	Wednesday	7:56	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
27	87117519	SR 44 59' West from N TURKEY OAK DR	12/5/17	Tuesday	10:55	East	Slowing	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
28	87688056	SR 44 73' East from N TURKEY OAK DR	1/5/18	Friday	10:29	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
29	87688095	N TURKEY OAK DR at US 19	1/13/18	Saturday	14:06	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
30	87688247	N CITRUS AVE at N TURKEY OAK DR	2/5/18	Monday	6:50	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
31	87688492	N CITRUS AVE at N TURKEY OAK DR	3/13/18	Tuesday	8:20	East	Straight Ahead	North	Straight Ahead	Angle	No	0	2	Injury	Daylight	Dry	No
32	87159133	N TURKEY OAK DR 230' South from W BALLOON LN	3/20/18	Tuesday	17:51	North	Straight Ahead	-	-	Tree (standing)	Yes	0	1	Injury	Daylight	Dry	No
33	87689236	SR 44 at N TURKEY OAK DR	4/14/18	Saturday	14:09	East	Straight Ahead	East	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
34	87688782	US 19 48' South from N TURKEY OAK DR	4/15/18	Sunday	19:35	North	Straight Ahead	North	Slowing	Rear End	No	0	2	Injury	Dusk	Wet	No
35	87689055	SR 44 at N TURKEY OAK DR	5/10/18	Thursday	10:30	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
36	87688946	SR 44 at N TURKEY OAK DR	5/14/18	Monday	14:10	West	Straight Ahead	South	Turning Left	Angle	No	0	0	PDO	Daylight	Wet	No
37	87175691	SR 44 at N TURKEY OAK DR	5/30/18	Wednesday	12:55	West	Straight Ahead	South	Turning Left	Angle	No	0	0	PDO	Daylight	Wet	No
38	87689080	N TURKEY OAK DR at SR 44	6/7/18	Thursday	15:08	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
39	87243883	US 19 at N TURKEY OAK DR	6/12/18	Tuesday	10:07	North	Turning Left	South	Straight Ahead	Left Turn	No	0	1	Injury	Daylight	Dry	No
40	87689120	US 19 at N TURKEY OAK DR	6/15/18	Friday	16:18	South	Straight Ahead	-	-	Thrown or Falling Object	No	0	0	PDO	Daylight	Dry	No
41	87207864	SR 44 16' West from N TURKEY OAK DR	7/14/18	Saturday	20:10	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	2	Injury	Dusk	Dry	No
42	87689264	US 19 at N TURKEY OAK DR	7/16/18	Monday	13:47	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
43	87240840	N TURKEY OAK DR at N HOLIDAY DR	8/5/18	Sunday	22:20	South	Straight Ahead	-	-	Traffic Sign Support	Yes	0	0	PDO	Dark - Not Lighted	Dry	No
44	87689593	SR 44 at N TURKEY OAK DR	9/17/18	Monday	14:44	West	Straight Ahead	South	Turning Left	Angle	No	0	0	PDO	Daylight	Dry	No
45	87689635	SR 44 at N TURKEY OAK DR	9/24/18	Monday	17:17	West	Slowing	West	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
46	87689802	SR 44 25' West from N TURKEY OAK DR	10/15/18	Monday	11:00	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
47	87689848	US 19 at N TURKEY OAK DR	10/22/18	Monday	13:40	North	Turning Left	South	Straight Ahead	Left Turn	No	0	2	Injury	Daylight	Dry	No
48	87689939	US 19 at N TURKEY OAK DR	11/12/18	Monday	10:47	South	Turning Left	North	Straight Ahead	Left Turn	No	0	2	Injury	Daylight	Dry	No
49	88846100	US 19 at N TURKEY OAK DR	11/18/18	Sunday	18:22	South	Turning Left	North	Straight Ahead	Left Turn	No	0	2	Injury	Dark - Lighted	Dry	Yes
50	88035333	SR 44 at N TURKEY OAK DR	11/19/18	Monday	13:50	East	Turning Left	West	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
51	88025901	N TURKEY OAK DR 131' West from N CITRUS AVE	12/1/18	Saturday	15:30	East	Slowing	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Wet	No
52	87295212	N TURKEY OAK DR at W BALLOON LN	12/1/18	Saturday	22:22	South	Straight Ahead	-	-	Traffic Sign Support	Yes	0	0	PDO	Dark - Not Lighted	Wet	No
53	88846360	N TURKEY OAK DR at US 19	12/24/18	Monday	21:32	South	Turning Left	North	Straight Ahead	Left Turn	No	0	1	Injury	Dark - Lighted	Dry	No
54	88846407	N CITRUS AVE at N TURKEY OAK DR	1/11/19	Friday	11:04	South	Straight Ahead	-	-	Overturn/Rollover	No	0	1	Injury	Daylight	Dry	No
55	88025926	US 19 at N TURKEY OAK DR	1/27/19	Sunday	11:08	South	Turning Left	North	Straight Ahead	Left Turn	No	1	1	Fatal	Daylight	Wet	No
56	88041252	SR 44 10' West from N TURKEY OAK DR	2/23/19	Saturday	14:35	East	Straight Ahead	East	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
57	88846665	SR 44 at N TURKEY OAK DR	3/1/19	Friday	11:39	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
58	88846727	SR 44 at N TURKEY OAK DR	3/12/19	Tuesday	14:30	West	Straight Ahead	East	Turning Left	Left Turn	No	0	0	PDO	Daylight	Dry	No
59	88051218	SR 44 at N TURKEY OAK DR	3/23/19	Saturday	0:23	West	Straight Ahead	South	Turning Left	Angle	No	0	0	PDO	Dark - Not Lighted	Dry	No
60	88082058	SR 44 at N TURKEY OAK DR	3/30/19	Saturday	17:55	West	Straight Ahead	South	Turning Left	Angle	No	0	2	Injury	Daylight	Dry	No
61	88846887	N TURKEY OAK DR at US 19	4/2/19	Tuesday	17:00	Unknown	Unknown	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
62	88846945	US 19 68' North from N TURKEY OAK DR	4/20/19	Saturday	14:22	South	Unknown	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
63	88847029	SR 44 at N TURKEY OAK DR	5/8/19	Wednesday	10:00	East	Straight Ahead	East	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No

S4A CRASH DATA DETAIL 2017-2021

Location: N Turkey Oak Drive from US 19 (US 98/N Suncoast Boulevard) to SR 44 (W Gulf of Lake Highway/NE 5th Street)
 Period: 1/1/2017 to 12/31/2021

County: Citrus
 City: Crystal River

No.	HSMV No	Location	Date	Day of Week	Time	V1 Direction	V1 Maneuver	V2 Direction	V2 Maneuver	Type	ROR	# of Fatalities	# of Injuries	Severity	Lighting	Wet/Dry	Alcohol/Drugs
64	88847192	N TURKEY OAK DR 125' East from US 19	6/8/19	Saturday	12:28	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Wet	No
65	88847486	N CITRUS AVE at N TURKEY OAK DR	8/1/19	Thursday	16:11	South	Straight Ahead	.	.	Overturn/Rollover	No	0	1	Injury	Daylight	Wet	No
66	88847499	US 19 at N TURKEY OAK DR	8/4/19	Sunday	12:32	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
67	88847510	N TURKEY OAK DR 59' East from US 19	8/6/19	Tuesday	17:19	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
68	88847549	SR 44 at N TURKEY OAK DR	8/13/19	Tuesday	13:20	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
69	88847627	SR 44 at N TURKEY OAK DR	8/25/19	Sunday	16:20	West	Straight Ahead	South	Turning Left	Angle	No	0	1	Injury	Daylight	Dry	No
70	88123518	N TURKEY OAK DR at N HOLIDAY DR	8/25/19	Sunday	20:21	West	Straight Ahead	North	Straight Ahead	Angle	No	0	0	PDO	Dark - Not Lighted	Dry	No
71	88847634	N TURKEY OAK DR 28' South from W WOODBURY CT	8/28/19	Wednesday	12:05	North	Straight Ahead	North	Stopped in Traffic	Sideswipe	No	0	0	PDO	Daylight	Dry	No
72	88160823	N TURKEY OAK DR at W BALLOON LN	9/17/19	Tuesday	9:35	West	Turning Left	North	Straight Ahead	Angle	No	0	2	Injury	Daylight	Dry	No
73	88847950	N TURKEY OAK DR 75' North from W BALLOON LN	10/19/19	Saturday	6:30	South	Straight Ahead	South	Straight Ahead	Pedestrian	No	0	1	Injury	Dark - Not Lighted	Wet	No
74	88848048	US 19 at N TURKEY OAK DR	10/31/19	Thursday	18:11	North	Turning Left	South	Straight Ahead	Left Turn	No	0	1	Injury	Daylight	Dry	No
75	88848059	SR 44 at N TURKEY OAK DR	11/1/19	Friday	21:15	North	Unknown	North	Turning Right	Sideswipe	No	0	0	PDO	Dark - Unknown Lighting	Dry	No
76	88848060	N TURKEY OAK DR at SR 44	11/2/19	Saturday	16:25	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
77	89475013	US 19 at N TURKEY OAK DR	11/19/19	Tuesday	16:04	North	Straight Ahead	South	Turning Left	Left Turn	No	0	2	Injury	Dark - Lighted	Dry	No
78	89474980	US 19 at N TURKEY OAK DR	11/19/19	Tuesday	17:27	North	Turning Left	South	Straight Ahead	Left Turn	No	0	1	Injury	Dark - Lighted	Dry	No
79	89474973	US 19 at N TURKEY OAK DR	11/22/19	Friday	12:02	East	Turning Left	North	Straight Ahead	Angle	No	0	2	Injury	Daylight	Dry	No
80	89475068	N TURKEY OAK DR at CRYSTAL RIVER HIGH DR	12/5/19	Thursday	15:15	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	1	Injury	Daylight	Dry	No
81	89475083	N TURKEY OAK DR at US 19	12/6/19	Friday	11:20	West	Turning Right	South	In Crosswalk	Bicycle	No	0	0	PDO	Daylight	Dry	No
82	89475252	N TURKEY OAK DR 243' North from SR 44	1/2/20	Thursday	8:20	South	Backing	South	Straight Ahead	Backed Into	No	0	0	PDO	Daylight	Dry	No
83	89475406	N TURKEY OAK DR 451' East from N CITRUS AVE	1/23/20	Thursday	15:00	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
84	89475407	US 19 at N TURKEY OAK DR	1/23/20	Thursday	16:00	South	Turning Left	North	Straight Ahead	Left Turn	No	0	1	Injury	Daylight	Dry	No
85	89475431	SR 44 at N TURKEY OAK DR	1/30/20	Thursday	16:00	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	Yes
86	89475463	US 19 at N TURKEY OAK DR	2/4/20	Tuesday	12:00	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
87	89475578	N TURKEY OAK DR at N CITRUS AVE	2/21/20	Friday	14:20	East	Turning Left	West	Stopped in Traffic	Left Turn	No	0	0	PDO	Daylight	Dry	No
88	89475599	US 19 at FORT ISLAND TRAIL	2/24/20	Monday	13:31	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
89	89475620	N CITRUS AVE 83' North from N TURKEY OAK DR	2/27/20	Thursday	9:16	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
90	89475696	N TURKEY OAK DR 513' East from N CITRUS AVE	3/11/20	Wednesday	14:55	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	2	Injury	Daylight	Dry	No
91	89475817	N TURKEY OAK DR 50' East from US 19	4/6/20	Monday	7:50	West	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
92	89475883	SR 44 at N TURKEY OAK DR	4/23/20	Thursday	14:05	West	Straight Ahead	South	Turning Left	Angle	No	0	0	PDO	Daylight	Dry	No
93	89475932	SR 44 34' East from N TURKEY OAK DR	5/2/20	Saturday	10:49	West	Straight Ahead	West	Slowing	Rear End	No	0	1	Injury	Daylight	Dry	No
94	89475955	SR 44 at N TURKEY OAK DR	5/5/20	Tuesday	18:47	East	Straight Ahead	South	Turning Left	Angle	No	0	3	Injury	Daylight	Dry	No
95	89476118	US 19 at N TURKEY OAK DR	6/4/20	Thursday	12:15	South	Straight Ahead	North	Turning Left	Left Turn	No	0	3	Injury	Daylight	Wet	No
96	88289447	N TURKEY OAK DR 16' East from N CITRUS AVE	6/5/20	Friday	21:40	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Dark - Not Lighted	Wet	No
97	89476147	US 19 at N TURKEY OAK DR	6/12/20	Friday	16:44	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
98	88312805	SR 44 49' West from N TURKEY OAK DR	6/21/20	Sunday	14:33	East	Turning Left	East	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
99	89476257	N TURKEY OAK DR 62' East from US 19	7/1/20	Wednesday	15:20	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
100	89476356	N CITRUS AVE at N TURKEY OAK DR	7/20/20	Monday	11:32	South	Turning Left	North	Straight Ahead	Left Turn	No	0	1	Injury	Daylight	Dry	No
101	89476368	N TURKEY OAK DR at NW 11TH AVE	7/22/20	Wednesday	11:52	North	Turning Left	West	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
102	89476503	US 19 at N TURKEY OAK DR	8/14/20	Friday	13:20	South	Turning Left	North	Straight Ahead	Left Turn	No	0	1	Injury	Daylight	Dry	No
103	89476565	SR 44 at N TURKEY OAK DR	8/25/20	Tuesday	16:02	West	Turning Right	South	Stopped	Angle	No	0	0	PDO	Daylight	Dry	No
104	88367317	SR 44 10' East from N TURKEY OAK DR	9/4/20	Friday	19:20	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Dusk	Wet	No
105	89476663	SR 44 at N TURKEY OAK DR	9/10/20	Thursday	17:03	East	Straight Ahead	South	Turning Left	Angle	No	0	1	Injury	Daylight	Wet	No
106	89476748	SR 44 79' East from N TURKEY OAK DR	9/25/20	Friday	10:40	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
107	89476749	N TURKEY OAK DR at W BALLOON LN	9/25/20	Friday	17:00	North	Turning Left	South	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
108	89476752	SR 44 100' West from N TURKEY OAK DR	9/25/20	Friday	19:45	East	Straight Ahead	East	Straight Ahead	Rear End	No	0	0	PDO	Dark - Lighted	Dry	No
109	89476753	N TURKEY OAK DR 1487' East from N MANN AVE	9/25/20	Friday	20:32	East	Straight Ahead	.	.	Animal	No	0	0	PDO	Dark - Not Lighted	Dry	No
110	88421311	N TURKEY OAK DR at W WOODBURY CT	11/10/20	Tuesday	12:18	East	Straight Ahead	West	Straight Ahead	Head On	No	0	1	Injury	Daylight	Dry	No
111	24155976	N TURKEY OAK DR at N CITRUS AVE	12/1/20	Tuesday	10:37	South	Turning Left	East	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
112	24156040	SR 44 98' West from N TURKEY OAK DR	12/10/20	Thursday	13:00	East	Turning Left	East	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
113	24156063	SR 44 at N TURKEY OAK DR	12/13/20	Sunday	0:30	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	1	Injury	Dark - Lighted	Dry	No
114	24156090	N CITRUS AVE at N TURKEY OAK DR	12/16/20	Wednesday	14:51	West	Turning Right	North	Straight Ahead	Right Turn	No	0	0	PDO	Daylight	Wet	No
115	24156114	SR 44 8' West from N TURKEY OAK DR	12/21/20	Monday	13:40	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
116	24156193	SR 44 59' West from N TURKEY OAK DR	1/4/21	Monday	10:12	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
117	24156318	N HOLIDAY DR 37' East from N TURKEY OAK DR	1/16/21	Saturday	1:32	Off-Road	Other	Off-Road	Other	Rear End	No	0	1	Injury	Dark - Lighted	Dry	No
118	24156338	US 19 at N TURKEY OAK DR	1/24/21	Sunday	12:55	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
119	24156341	US 19 17' North from N TURKEY OAK DR	1/26/21	Tuesday	18:45	North	Leaving Traffic	.	.	Other Post, Pole or Support	Yes	0	0	PDO	Dark - Not Lighted	Dry	No
120	24156356	SR 44 at N TURKEY OAK DR	1/28/21	Thursday	13:18	South	Turning Left	West	Straight Ahead	Angle	No	0	5	Injury	Daylight	Dry	No
121	24156534	N CITRUS AVE 60' North from N TURKEY OAK DR	2/26/21	Friday	18:01	North	Straight Ahead	North	Slowing	Rear End	No	0	0	PDO	Dusk	Dry	No
122	24156573	SR 44 at N TURKEY OAK DR	3/7/21	Sunday	12:54	East	Turning Left	West	Straight Ahead	Overturn/Rollover	No	0	1	Injury	Daylight	Dry	No
123	24156574	N TURKEY OAK DR at SR 44	3/7/21	Sunday	13:40	East	Turning Right	North	Stopped	Angle	No	0	0	PDO	Daylight	Dry	No
124	24156619	N TURKEY OAK DR 60' East from N CITRUS AVE	3/14/21	Sunday	12:19	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	2	Injury	Daylight	Dry	Yes
125	24156688	N TURKEY OAK DR 5' North from W DELATREE LN	3/23/21	Tuesday	14:48	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
126	24156704	N TURKEY OAK DR at US 19	3/26/21	Friday	15:05	West	Turning Right	.	.	Other Post, Pole or Support	Yes	0	0	PDO	Daylight	Dry	No

S4A CRASH DATA DETAIL 2017-2021

Location: N Turkey Oak Drive from US 19 (US 98/N Suncoast Boulevard) to SR 44 (W Gulf of Lake Highway/NE 5th Street)
 Period: 1/1/2017 to 12/31/2021

County: Citrus
 City: Crystal River

No.	HSMV No	Location	Date	Day of Week	Time	V1 Direction	V1 Maneuver	V2 Direction	V2 Maneuver	Type	ROR	# of Fatalities	# of Injuries	Severity	Lighting	Wet/Dry	Alcohol/Drugs
127	24156757	N TURKEY OAK DR at W WOODBURY CT	4/4/21	Sunday	0:18	North	Passing	North	Turning Left	Sideswipe	No	0	0	PDO	Dark - Not Lighted	Dry	No
128	24156864	N TURKEY OAK DR 360' North from WALL ST	4/20/21	Tuesday	9:30	South	Straight Ahead	-	-	Animal	No	0	0	PDO	Daylight	Dry	No
129	24157036	US 19 at N TURKEY OAK DR	5/20/21	Thursday	8:13	South	Turning Left	North	Straight Ahead	Left Turn	No	0	1	Injury	Daylight	Dry	No
130	88470829	SR 44 20' West from N TURKEY OAK DR	6/16/21	Wednesday	12:05	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	4	Injury	Daylight	Wet	No
131	88495378	N TURKEY OAK DR 98' North from SR 44	6/29/21	Tuesday	14:40	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Wet	No
132	24157296	N TURKEY OAK DR 112' East from US 19	7/3/21	Saturday	8:50	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Wet	No
133	24157612	N TURKEY OAK DR 190' South from W BALLOON LN	8/20/21	Friday	16:00	South	Straight Ahead	-	-	Guardrail Face	Yes	0	1	Injury	Daylight	Dry	Yes
134	24157652	N TURKEY OAK DR at N CITRUS AVE	8/27/21	Friday	8:03	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
135	24551657	N TURKEY OAK DR at N MANN AVE	8/30/21	Monday	15:39	West	Straight Ahead	-	-	Animal	No	0	0	PDO	Daylight	Dry	No
136	24551670	SR 44 at N TURKEY OAK DR	9/1/21	Wednesday	18:10	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Wet	Yes
137	24551699	N TURKEY OAK DR at SR 44	9/5/21	Sunday	13:05	East	Straight Ahead	North	Turning Left	Angle	No	0	0	PDO	Daylight	Dry	No
138	24552059	N TURKEY OAK DR at SR 44	10/26/21	Tuesday	11:41	East	Turning Left	West	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
139	24552112	N TURKEY OAK DR at US 19	11/3/21	Wednesday	16:30	North	Slowing	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
140	24552166	N TURKEY OAK DR at SR 44	11/10/21	Wednesday	15:30	East	Straight Ahead	North	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
141	24552206	N CITRUS AVE at N TURKEY OAK DR	11/14/21	Sunday	1:00	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Dark - Unknown Lighting	Dry	No
142	24552418	US 19 at N TURKEY OAK DR	12/13/21	Monday	8:11	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
143	24552447	N TURKEY OAK DR 2711' East from N MANN AVE	12/17/21	Friday	5:30	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Dark - Not Lighted	Dry	No
144	24552480	N TURKEY OAK DR 42' East from N CITRUS AVE	12/21/21	Tuesday	15:45	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Wet	No
145	24552498	SR 44 85' West from N TURKEY OAK DR	12/22/21	Wednesday	16:50	East	Making U-Turn	West	Straight Ahead	U Turn	No	0	0	PDO	Daylight	Dry	No

S4A CRASH DATA DETAIL 2017-2021

Location: US 19 (US 98/N Suncoast Boulevard) from NE 1st Terrace to W State Park Street
 Period: 1/1/2017 to 12/31/2021

County: Citrus
 City: Crystal River

No.	HSMV No	Location	Date	Day of Week	Time	V1 Direction	V1 Maneuver	V2 Direction	V2 Maneuver	Type	ROR	# of Fatalities	# of Injuries	Severity	Lighting	Wet/Dry	Alcohol/Drugs
1	86483448	SR 44 at US 19	1/10/17	Tuesday	18:51	Unknown	Turning Right	Unknown	Straight Ahead	Rear End	No	0	0	PDO	Dark - Lighted	Dry	No
2	86952772	US 19 49' South from NE 3RD AVE	1/21/17	Saturday	12:00	South	Other	North	Straight Ahead	Unknown	No	0	0	PDO	Daylight	Dry	No
3	86483546	US 19 192' East from NE 3RD AVE	1/25/17	Wednesday	18:57	South	Turning Left	North	Straight Ahead	Left Turn	No	0	4	Injury	Dark - Lighted	Dry	No
4	86952785	US 19 399' South from NW 22ND ST	2/9/17	Thursday	12:26	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
5	86952796	N CITRUS AVE at US 19	2/11/17	Saturday	19:09	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Dark - Lighted	Dry	No
6	86952955	US 19 50' North from SE 8TH AVE	3/7/17	Tuesday	13:15	South	Straight Ahead	South	Stopped in Traffic	Sideswipe	No	0	2	Injury	Daylight	Dry	No
7	86952996	US 19 184' North from NE 3RD ST	3/14/17	Tuesday	13:50	South	Other	South	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
8	86953100	US 19 211' North from NE 8TH AVE	3/29/17	Wednesday	14:08	Unknown	Backing	Unknown	Backing	Other	No	0	0	PDO	Daylight	Dry	No
9	86953193	US 19 302' South from SR 44	4/10/17	Monday	10:30	North	Other	North	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
10	86953285	US 19 at NW 6TH AVE	4/27/17	Thursday	17:02	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
11	85424011	US 19 at SR 44	5/11/17	Thursday	15:00	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
12	86953453	US 19 9' East from SR 44	5/26/17	Friday	12:12	South	Changing Lanes	South	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
13	86953716	US 19 at NE 1ST TERR	5/29/17	Monday	17:30	North	Making U-Turn	South	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
14	85277203	US 19 20' South from NW 6TH AVE	6/3/17	Saturday	2:10	South	Straight Ahead	-	-	Rollover	Yes	0	2	Injury	Dark - Lighted	Dry	No
15	86953663	US 19 324' West from SR 44	6/29/17	Thursday	8:30	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
16	86953732	SR 44 at US 19	7/17/17	Monday	10:50	East	Negotiating a Curve	East	Negotiating a Curve	Rear End	No	0	0	PDO	Daylight	Dry	No
17	86953756	NE 3RD AVE at US 19	7/18/17	Tuesday	9:58	East	Straight Ahead	North	Turning Left	Left Turn	No	0	0	PDO	Daylight	Dry	No
18	86953745	US 19 58' North from SE 8TH AVE	7/19/17	Wednesday	13:35	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
19	86953828	NE 3RD AVE at US 19	7/21/17	Friday	11:23	East	Straight Ahead	North	Straight Ahead	Angle	No	0	1	Injury	Daylight	Dry	No
20	85508201	US 19 184' North from SR 44	8/4/17	Friday	9:14	North	Making U-Turn	North	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
21	86954001	US 19 156' West from SR 44	8/7/17	Monday	12:18	South	Turning Left	South	Turning Left	Sideswipe	No	0	0	PDO	Daylight	Dry	No
22	86953871	US 19 146' West from NW 1ST AVE	8/10/17	Thursday	16:51	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	2	Injury	Daylight	Dry	No
23	86953944	US 19 407' East from N CITRUS AVE	8/19/17	Saturday	1:16	North	Straight Ahead	-	-	Other	No	0	0	PDO	Dark - Lighted	Wet	Yes
24	86953942	US 19 89' East from SR 44	8/20/17	Sunday	13:05	West	Turning Right	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
25	85573247	US 19 at NW 6TH AVE	8/27/17	Sunday	10:45	East	Straight Ahead	-	-	Pedestrian	No	0	1	Injury	Daylight	Dry	No
26	86954044	US 19 at NE 3RD AVE	9/4/17	Monday	13:09	South	Straight Ahead	South	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
27	86954061	SR 44 14' East from NE 3RD AVE	9/6/17	Wednesday	12:45	North	Negotiating a Curve	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
28	86954083	US 19 185' North from NE 3RD AVE	9/8/17	Friday	14:51	North	Stopped in Traffic	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
29	86954094	US 19 48' North from NE 3RD AVE	9/9/17	Saturday	10:16	South	Straight Ahead	-	-	Other	No	0	1	Injury	Daylight	Dry	No
30	86954158	US 19 at NE 3RD AVE	9/22/17	Friday	10:20	North	Straight Ahead	South	Straight Ahead	Head On	No	0	2	Injury	Daylight	Dry	No
31	86954245	US 19 at NE 1ST TERR	10/5/17	Thursday	17:05	South	Negotiating a Curve	South	Parked	Other	No	0	0	PDO	Daylight	Dry	No
32	86954335	US 19 at SR 44	10/19/17	Thursday	18:45	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
33	86954360	US 19 113' East from NW 3RD AVE	10/23/17	Monday	14:46	North	Making U-Turn	South	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
34	86954429	US 19 at NE 1ST TERR	11/1/17	Wednesday	15:35	South	Turning Right	South	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
35	86954491	US 19 304' East from NE 3RD AVE	11/10/17	Friday	13:35	West	Straight Ahead	North	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
36	86954522	US 19 87' South from NW SNUG HARBOR RD	11/16/17	Thursday	18:39	North	Negotiating a Curve	-	-	Other	No	0	0	PDO	Dark - Lighted	Dry	No
37	86954539	US 19 at NW SNUG HARBOR RD	11/17/17	Friday	19:19	South	Straight Ahead	-	-	Other	No	0	0	PDO	Dark - Lighted	Dry	No
38	86954604	US 19 at SR 44	11/28/17	Tuesday	17:20	West	Turning Left	West	Turning Left	Sideswipe	No	0	0	PDO	Daylight	Dry	No
39	86954733	NE 3RD AVE 16' North from US 19	12/14/17	Thursday	12:06	West	Straight Ahead	South	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
40	87688032	US 19 at NE 3RD AVE	12/21/17	Thursday	19:43	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	1	Injury	Dark - Lighted	Dry	Yes
41	87687995	US 19 24' West from SR 44	12/24/17	Sunday	21:53	South	Negotiating a Curve	South	Negotiating a Curve	Sideswipe	No	0	0	PDO	Dark - Lighted	Wet	No
42	87688011	US 19 18' East from NW 6TH ST	12/27/17	Wednesday	21:35	North	Unknown	North	Slowing	Rear End	No	0	0	PDO	Dark - Lighted	Dry	No
43	87688016	US 19 at NE 3RD ST	12/29/17	Friday	11:30	South	Changing Lanes	South	Straight Ahead	Unknown	No	0	0	PDO	Daylight	Dry	No
44	87688066	US 19 7' North from NE 1ST ST	1/8/18	Monday	12:56	South	Changing Lanes	South	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
45	87688119	SR 44 at US 19	1/17/18	Wednesday	12:33	West	Changing Lanes	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
46	87688248	US 19 at SR 44	1/22/18	Monday	21:11	North	Straight Ahead	South	Turning Left	Left Turn	No	0	1	Injury	Dark - Lighted	Wet	No
47	87688254	US 19 367' East from N CITRUS AVE	2/5/18	Monday	12:00	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
48	85603454	US 19 101' South from SR 44	2/11/18	Sunday	18:34	South	Straight Ahead	South	Stopped in Traffic	Head On	No	0	0	PDO	Dark - Not Lighted	Dry	No
49	87688340	US 19 at SR 44	2/20/18	Tuesday	13:50	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	2	Injury	Daylight	Dry	No
50	87688388	US 19 at W STATE PARK DR	2/27/18	Tuesday	16:57	East	Turning Left	South	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
51	87688393	SR 44 at US 19	3/1/18	Thursday	2:48	West	Straight Ahead	-	-	Other Fixed Object	Yes	0	1	Injury	Dark - Lighted	Dry	No
52	87688403	US 19 17' East from SR 44	3/2/18	Friday	9:05	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
53	87688509	US 19 31' East from NE 3RD AVE	3/15/18	Thursday	7:00	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Dark - Unknown Lighting	Dry	No
54	87688517	US 19 79' East from SR 44	3/15/18	Thursday	13:11	South	Leaving Traffic Lane	South	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
55	87688530	US 19 at N CITRUS AVE	3/16/18	Friday	16:04	North	Straight Ahead	South	Turning Left	Left Turn	No	0	0	PDO	Daylight	Dry	No
56	87688566	NW 3RD AVE at US 19	3/21/18	Wednesday	15:18	North	Turning Left	North	Stopped in Traffic	Rear End	No	0	1	Injury	Daylight	Dry	No
57	87688618	US 19 at N CITRUS AVE	3/28/18	Wednesday	7:33	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	1	Injury	Daylight	Dry	No
58	87688634	SR 44 2' South from US 19	3/29/18	Thursday	14:21	East	Turning Left	West	Straight Ahead	Left Turn	No	0	5	Injury	Daylight	Dry	No
59	87688649	US 19 at NE 1ST ST	3/30/18	Friday	14:10	North	Making U-Turn	South	Straight Ahead	Other	No	0	1	Injury	Daylight	Dry	No
60	87688653	NW 6TH AVE at US 19	3/31/18	Saturday	13:10	South	Entering Traffic Lane	South	Straight Ahead	Rear End	No	0	2	Injury	Daylight	Dry	No
61	87149056	US 19 54' North from N CITRUS AVE	3/31/18	Saturday	18:00	North	Changing Lanes	North	Straight Ahead	Unknown	No	0	1	Injury	Daylight	Dry	No
62	87688717	US 19 at NE 1ST TERR	4/2/18	Monday	18:00	North	Slowing	West	Slowing	Rear End	No	0	2	Injury	Daylight	Dry	No
63	87688670	US 19 98' East from SR 44	4/3/18	Tuesday	12:14	West	Entering Traffic Lane	North	Entering Traffic Lane	Rear End	No	0	0	PDO	Daylight	Dry	No

S4A CRASH DATA DETAIL 2017-2021

Location: US 19 (US 98/N Suncoast Boulevard) from NE 1st Terrace to W State Park Street
 Period: 1/1/2017 to 12/31/2021

County: Citrus
 City: Crystal River

No.	HSMV No	Location	Date	Day of Week	Time	V1 Direction	V1 Maneuver	V2 Direction	V2 Maneuver	Type	ROR	# of Fatalities	# of Injuries	Severity	Lighting	Wet/Dry	Alcohol/Dugs
64	87688721	US 19 211' North from SE 8TH AVE	4/7/18	Saturday	15:20	Unknown	Parked	-	-	Other	No	0	0	PDO	Daylight	Wet	No
65	87159145	US 19 30' South from SR 44	4/23/18	Monday	1:47	North	Negotiating a Curve	-	-	Curb	Yes	0	1	Injury	Dark - Not Lighted	Dry	No
66	87689024	US 19 65' West from N CITRUS AVE	5/1/18	Tuesday	16:45	North	Straight Ahead	North	Turning Right	Rear End	No	0	0	PDO	Daylight	Dry	No
67	87688874	US 19 354' West from SR 44	5/3/18	Thursday	13:30	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
68	87688953	US 19 at N CITRUS AVE	5/16/18	Wednesday	7:52	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
69	87689058	NE 3RD AVE at US 19	5/24/18	Thursday	14:28	South	Straight Ahead	East	Straight Ahead	Angle	No	0	4	Injury	Daylight	Dry	No
70	85600850	US 19 at SR 44	5/28/18	Monday	5:00	North	Straight Ahead	South	Turning Left	Left Turn	No	0	0	PDO	Dark - Lighted	Dry	No
71	87689025	US 19 329' East from N CITRUS AVE	5/28/18	Monday	12:08	West	Entering Traffic Lane	North	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
72	87689059	US 19 97' West from SR 44	6/3/18	Sunday	16:17	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
73	87689156	US 19 95' East from SR 44	6/21/18	Thursday	14:19	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Wet	No
74	87689196	NW 6TH AVE 88' East from US 19	7/1/18	Sunday	10:06	East	Backing	West	Stopped in Traffic	Other	No	0	0	PDO	Daylight	Wet	No
75	87180239	US 19 42' South from NW 3RD AVE	7/3/18	Tuesday	16:15	South	Straight Ahead	South	Slowing	Rear End	No	0	1	Injury	Daylight	Wet	No
76	87689239	US 19 at SR 44	7/4/18	Wednesday	20:55	South	Slowing	South	Stopped in Traffic	Rear End	No	0	0	PDO	Dusk	Dry	Yes
77	87689249	US 19 at W STATE PARK DR	7/12/18	Thursday	15:00	South	Entering Traffic Lane	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Wet	No
78	87207862	US 19 at NW 6TH ST	7/14/18	Saturday	3:07	South	Straight Ahead	-	-	Utility Pole/Light Support	Yes	0	2	Injury	Dark - Not Lighted	Dry	No
79	87689261	US 19 41' South from NE 1ST TERR	7/16/18	Monday	9:31	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	3	Injury	Daylight	Dry	No
80	87689365	NE 3RD AVE at US 19	8/3/18	Friday	12:53	South	Turning Left	East	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
81	87689377	US 19 519' North from NW 22ND ST	8/6/18	Monday	12:40	South	Straight Ahead	-	-	Animal	No	0	0	PDO	Daylight	Dry	No
82	87689379	US 19 12' South from NW 22ND ST	8/6/18	Monday	12:58	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
83	87689387	US 19 34' South from NE 1ST ST	8/7/18	Tuesday	17:35	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
84	87689432	SR 44 28' East from US 19	8/7/18	Tuesday	21:58	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Dark - Lighted	Dry	No
85	87689402	US 19 367' West from SR 44	8/10/18	Friday	16:13	West	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
86	87689404	US 19 151' East from NW 3RD AVE	8/10/18	Friday	19:14	East	Turning Left	South	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
87	87689479	US 19 at NE 3RD AVE	8/25/18	Saturday	6:36	North	Straight Ahead	Unknown	Straight Ahead	Other	No	0	0	PDO	Dawn	Dry	No
88	87689503	NE 1ST ST at US 19	8/30/18	Thursday	7:43	East	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
89	87689506	US 19 at N CITRUS AVE	8/30/18	Thursday	15:32	South	Slowing	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
90	87689523	SR 44 35' East from US 19	9/4/18	Tuesday	10:40	North	Turning Left	West	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
91	87689559	US 19 at NE 3RD AVE	9/12/18	Wednesday	7:36	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
92	87243085	US 19 200' East from N CITRUS AVE	9/13/18	Thursday	13:00	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	Yes
93	87689619	SR 44 49' East from US 19	9/21/18	Friday	6:30	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Dark - Lighted	Dry	No
94	87689676	US 19 at NW 3RD AVE	9/29/18	Saturday	19:57	South	Straight Ahead	Off-Road	Parked	Other	No	0	0	PDO	Daylight	Dry	No
95	87689795	US 19 at NE 3RD AVE	10/17/18	Wednesday	16:50	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
96	87689804	SR 44 at US 19	10/18/18	Thursday	20:04	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Dark - Lighted	Dry	No
97	87689873	US 19 20' North from NE 1ST ST	10/23/18	Tuesday	17:23	North	Entering Traffic Lane	North	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
98	87689839	SR 44 48' East from US 19	10/25/18	Thursday	14:31	East	Turning Left	West	Turning Right	Right Turn	No	0	4	Injury	Daylight	Dry	No
99	87689835	US 19 122' East from N CITRUS AVE	10/25/18	Thursday	16:23	North	Straight Ahead	North	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
100	87689863	US 19 139' West from Unknown	10/25/18	Thursday	18:00	East	Changing Lanes	East	Straight Ahead	Sideswipe	No	0	0	PDO	Dusk	Dry	No
101	87689917	US 19 at SR 44	10/29/18	Monday	18:03	South	Changing Lanes	South	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
102	87689908	US 19 353' West from SR 44	11/5/18	Monday	11:50	South	Entering Traffic Lane	North	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
103	88846075	US 19 at SR 44	11/5/18	Monday	12:50	South	Straight Ahead	South	Stopped in Traffic	Sideswipe	No	0	0	PDO	Daylight	Dry	No
104	87689931	SR 44 at US 19	11/6/18	Tuesday	16:30	East	Entering Traffic Lane	East	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
105	87254920	US 19 242' South from SR 44	11/10/18	Saturday	12:08	South	Turning Left	North	Straight Ahead	Left Turn	No	0	1	Injury	Daylight	Dry	No
106	88846078	US 19 2575' North from NW 6TH AVE	11/14/18	Wednesday	11:12	North	Straight Ahead	North	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
107	88846106	SR 44 37' East from US 19	11/19/18	Monday	11:30	East	Turning Left	West	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
108	88846157	US 19 114' North from NE 3RD ST	11/26/18	Monday	17:50	South	Turning Left	South	Slowing	Left Turn	No	0	0	PDO	Dark - Lighted	Wet	No
109	87295207	US 19 49' North from NW 22ND ST	11/27/18	Tuesday	4:47	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	2	Injury	Dark - Not Lighted	Dry	No
110	88846240	US 19 216' West from SR 44	12/14/18	Friday	15:15	South	Turning Left	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Wet	No
111	88846274	SR 44 32' East from US 19	12/20/18	Thursday	12:41	North	Turning Left	West	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Wet	No
112	88025910	US 19 at W STATE PARK DR	12/20/18	Thursday	17:54	North	Turning Left	South	Straight Ahead	Left Turn	No	0	1	Injury	Dark - Lighted	Wet	No
113	88846312	US 19 351' West from SR 44	12/24/18	Monday	15:06	South	Turning Left	South	Changing Lanes	Other	No	0	0	PDO	Daylight	Dry	No
114	88846311	US 19 at SR 44	12/24/18	Monday	17:02	North	Turning Right	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
115	88846319	US 19 91' South from SR 44	12/26/18	Wednesday	13:10	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
116	88846499	US 19 at SR 44	1/20/19	Sunday	17:21	South	Stopped in Traffic	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
117	88846481	NE 3RD AVE at US 19	1/26/19	Saturday	18:45	North	Turning Left	South	Straight Ahead	Left Turn	No	0	0	PDO	Dark - Lighted	Dry	No
118	88846486	NE 3RD AVE 12' South from US 19	1/27/19	Sunday	18:29	South	Straight Ahead	East	Straight Ahead	Angle	No	0	0	PDO	Dark - Lighted	Wet	No
119	88846539	US 19 42' East from NE 2ND AVE	2/6/19	Wednesday	9:29	North	Entering Traffic Lane	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
120	88846598	US 19 at N CITRUS AVE	2/19/19	Tuesday	7:22	North	Straight Ahead	North	Turning Right	Rear End	No	0	0	PDO	Daylight	Dry	No
121	88846627	US 19 413' North from N TURKEY OAK DR	2/23/19	Saturday	12:03	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
122	88846703	US 19 112' North from SR 44	3/8/19	Friday	17:00	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
123	88846742	NE 3RD AVE at US 19	3/15/19	Friday	8:34	South	Straight Ahead	North	Turning Left	Left Turn	No	0	1	Injury	Daylight	Dry	No
124	88846750	US 19 at NE 3RD AVE	3/15/19	Friday	21:05	East	Turning Left	West	Straight Ahead	Left Turn	No	0	2	Injury	Dark - Lighted	Dry	No
125	88846760	NW 6TH AVE at US 19	3/17/19	Sunday	15:40	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
126	88846763	US 19 136' West from Unknown	3/18/19	Monday	10:52	Unknown	Unknown	West	Other	Unknown	No	0	0	PDO	Daylight	Dry	No

S4A CRASH DATA DETAIL 2017-2021

Location: US 19 (US 98/N Suncoast Boulevard) from NE 1st Terrace to W State Park Street
 Period: 1/1/2017 to 12/31/2021

County: Citrus
 City: Crystal River

No.	HSMV No	Location	Date	Day of Week	Time	V1 Direction	V1 Maneuver	V2 Direction	V2 Maneuver	Type	ROR	# of Fatalities	# of Injuries	Severity	Lighting	Wet/Dry	Alcohol/Drugs
127	88846779	US 19 319' West from SR 44	3/21/19	Thursday	11:40	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
128	88846878	US 19 136' East from NW 1ST AVE	4/3/19	Wednesday	17:24	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	Yes
129	88846876	US 19 364' East from NE 3RD AVE	4/9/19	Tuesday	17:00	South	Entering Traffic Lane	West	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
130	88846950	US 19 at SR 44	4/22/19	Monday	9:15	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
131	88846958	US 19 at SR 44	4/23/19	Tuesday	11:03	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
132	88847004	US 19 149' West from NW 1ST AVE	5/3/19	Friday	17:52	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
133	88847043	US 19 76' East from NE 3RD AVE	5/10/19	Friday	14:08	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	2	Injury	Daylight	Dry	No
134	88847056	SR 44 35' East from US 19	5/13/19	Monday	8:26	East	Negotiating a Curve	East	Negotiating a Curve	Rear End	No	0	0	PDO	Daylight	Dry	No
135	88847102	SR 44 52' East from US 19	5/24/19	Friday	9:51	West	Entering Traffic Lane	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
136	88847125	US 19 440' North from N TURKEY OAK DR	5/28/19	Tuesday	14:21	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
137	88847133	US 19 230' East from NE 3RD AVE	5/29/19	Wednesday	14:20	South	Entering Traffic Lane	West	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
138	88847268	SR 44 79' East from US 19	6/24/19	Monday	11:52	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
139	88847277	NE 3RD AVE at US 19	6/25/19	Tuesday	12:10	North	Straight Ahead	East	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
140	88847326	SR 44 57' East from US 19	7/2/19	Tuesday	23:00	East	Entering Traffic Lane	East	Turning Left	Other	No	0	1	Injury	Dark - Lighted	Dry	No
141	88847343	US 19 at NE 3RD AVE	7/5/19	Friday	7:13	South	Slowing	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
142	88847342	US 19 67' West from SR 44	7/6/19	Saturday	17:55	South	Straight Ahead	South	Stopped in Traffic	Sideswipe	No	0	0	PDO	Daylight	Wet	No
143	88847398	US 19 180' West from SR 44	7/17/19	Wednesday	12:50	North	Turning Right	North	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
144	88847404	SR 44 32' West from US 19	7/19/19	Friday	11:33	East	Other	East	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
145	88847438	SR 44 at US 19	7/19/19	Friday	15:20	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	2	Injury	Daylight	Dry	No
146	88847454	SR 44 45' East from US 19	7/27/19	Saturday	12:40	North	Turning Left	West	Straight Ahead	Left Turn	No	0	1	Injury	Daylight	Dry	No
147	88847464	N CITRUS AVE 64' North from US 19	7/28/19	Sunday	23:00	North	Turning Right	-	-	Tree (standing)	Yes	0	0	PDO	Dark - Lighted	Dry	No
148	88847478	SR 44 at US 19	8/1/19	Thursday	6:33	East	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Dawn	Dry	No
149	88847592	US 19 25' West from N CITRUS AVE	8/18/19	Sunday	16:12	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Wet	No
150	88847650	US 19 at SR 44	8/30/19	Friday	15:58	South	Negotiating a Curve	South	Negotiating a Curve	Sideswipe	No	0	0	PDO	Daylight	Dry	No
151	88847685	US 19 at N CITRUS AVE	9/6/19	Friday	7:16	West	Turning Right	West	Straight Ahead	Other	No	0	1	Injury	Daylight	Dry	No
152	88847697	US 19 115' West from N CITRUS AVE	9/7/19	Saturday	10:17	South	Leaving Traffic Lane	South	Straight Ahead	Unknown	No	0	0	PDO	Daylight	Dry	No
153	88847749	US 19 350' North from SR 44	9/12/19	Thursday	18:13	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
154	88847757	US 19 86' West from SR 44	9/14/19	Saturday	11:20	South	Slowing	South	Stopped in Traffic	Rear End	No	0	1	Injury	Daylight	Dry	No
155	88847759	N CITRUS AVE 94' North from US 19	9/14/19	Saturday	14:50	West	Slowing	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
156	88847802	US 19 21' West from NW 3RD AVE	9/23/19	Monday	14:02	North	Entering Traffic Lane	North	Changing Lanes	Unknown	No	0	0	PDO	Daylight	Dry	No
157	88847820	US 19 49' East from NW 1ST AVE	9/27/19	Friday	16:38	East	Straight Ahead	East	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
158	88847877	US 19 60' West from SR 44	9/29/19	Sunday	21:40	East	Turning Right	East	Straight Ahead	Sideswipe	No	0	0	PDO	Dark - Lighted	Dry	No
159	88847912	SR 44 at US 19	10/12/19	Saturday	19:00	West	Turning Right	West	Straight Ahead	Rear End	No	0	0	PDO	Dusk	Dry	No
160	88847962	US 19 26' East from NE 3RD AVE	10/19/19	Saturday	18:57	North	Turning Left	South	Turning Right	Right Turn	No	0	0	PDO	Dark - Not Lighted	Wet	No
161	88848051	US 19 at NE 3RD AVE	10/23/19	Wednesday	20:58	West	Turning Left	East	Straight Ahead	Left Turn	No	0	1	Injury	Dark - Lighted	Dry	No
162	88848019	N CITRUS AVE at US 19	10/28/19	Monday	10:36	East	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
163	89474893	US 19 330' West from SR 44	11/6/19	Wednesday	13:26	South	Turning Left	South	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
164	89474896	US 19 at SR 44	11/6/19	Wednesday	14:10	East	Straight Ahead	North	Straight Ahead	Angle	No	0	1	Injury	Daylight	Dry	No
165	89474894	SR 44 53' East from US 19	11/6/19	Wednesday	16:23	North	Straight Ahead	West	Stopped in Traffic	Angle	No	0	1	Injury	Daylight	Dry	No
166	89474905	SR 44 30' East from US 19	11/7/19	Thursday	16:00	East	Turning Right	East	Other	Rear End	No	0	0	PDO	Daylight	Dry	No
167	89474945	SR 44 at US 19	11/10/19	Sunday	14:45	East	Changing Lanes	East	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
168	89474917	US 19 67' West from NE 3RD AVE	11/11/19	Monday	12:40	South	Straight Ahead	South	Stopped in Traffic	Sideswipe	No	0	1	Injury	Daylight	Dry	No
169	89474923	US 19 140' North from SE 8TH AVE	11/12/19	Tuesday	10:58	West	Slowing	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
170	89474946	US 19 313' West from SR 44	11/14/19	Thursday	12:48	East	Turning Left	North	Straight Ahead	Left Turn	No	0	2	Injury	Daylight	Dry	No
171	89474964	US 19 268' North from N TURKEY OAK DR	11/19/19	Tuesday	13:40	South	Other	-	-	Mailbox	Yes	0	0	PDO	Daylight	Dry	No
172	89474977	US 19 at NE 2ND ST	11/19/19	Tuesday	14:38	North	Turning Left	South	Straight Ahead	Left Turn	No	0	1	Injury	Daylight	Dry	No
173	89474987	SR 44 at US 19	11/21/19	Thursday	14:50	West	Straight Ahead	-	-	Pedestrian	No	0	0	PDO	Daylight	Dry	No
174	89474970	US 19 8' West from NW 6TH AVE	11/21/19	Thursday	15:03	North	Turning Left	South	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
175	89474998	SR 44 17' East from US 19	11/26/19	Tuesday	8:54	East	Straight Ahead	East	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
176	89475017	NW 1ST AVE at US 19	11/29/19	Friday	15:27	East	Entering Traffic Lane	South	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
177	89475027	US 19 23' South from NE 3RD ST	11/30/19	Saturday	14:36	North	Changing Lanes	North	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
178	89475056	US 19 47' East from NW 1ST AVE	12/4/19	Wednesday	10:18	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
179	89475087	US 19 18' South from NE 1ST ST	12/6/19	Friday	17:38	West	Turning Left	South	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
180	89475104	US 19 159' East from NE 3RD AVE	12/9/19	Monday	13:12	South	Entering Traffic Lane	West	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
181	89475140	US 19 58' South from NE 3RD ST	12/13/19	Friday	15:45	West	Turning Left	South	Straight Ahead	Left Turn	No	0	1	Injury	Daylight	Wet	No
182	89475136	US 19 147' East from NW 3RD AVE	12/13/19	Friday	18:00	West	Changing Lanes	West	Turning Left	Sideswipe	No	0	0	PDO	Dark - Lighted	Wet	No
183	89475153	US 19 57' North from NE 3RD ST	12/15/19	Sunday	12:47	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
184	89475199	US 19 22' East from NE 3RD AVE	12/21/19	Saturday	15:32	North	Straight Ahead	East	Turning Left	Left Turn	No	0	0	PDO	Daylight	Dry	No
185	89475201	US 19 373' East from NE 3RD AVE	12/21/19	Saturday	21:54	West	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Dark - Lighted	Wet	No
186	89475214	US 19 102' North from SR 44	12/23/19	Monday	17:45	North	Unknown	North	Stopped in Traffic	Rear End	No	0	0	PDO	Dark - Lighted	Wet	No
187	89475223	US 19 at SR 44	12/26/19	Thursday	12:33	North	Unknown	North	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
188	89475282	SR 44 60' East from US 19	1/6/20	Monday	13:15	North	Turning Left	West	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
189	89475329	US 19 at N CITRUS AVE	1/10/20	Friday	11:30	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No

S4A CRASH DATA DETAIL 2017-2021

Location: US 19 (US 98/N Suncoast Boulevard) from NE 1st Terrace to W State Park Street
 Period: 1/1/2017 to 12/31/2021

County: Citrus
 City: Crystal River

No.	HSMV No	Location	Date	Day of Week	Time	V1 Direction	V1 Maneuver	V2 Direction	V2 Maneuver	Type	ROR	# of Fatalities	# of Injuries	Severity	Lighting	Wet/Dry	Alcohol/Drugs
190	89475328	SR 44 48' East from US 19	1/10/20	Friday	13:42	East	Straight Ahead	East	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
191	89475359	US 19 107' South from SR 44	1/14/20	Tuesday	12:45	North	Stopped in Traffic	North	Stopped in Traffic	Rear End	No	0	2	Injury	Daylight	Dry	No
192	89475379	US 19 369' East from NE 3RD AVE	1/17/20	Friday	10:45	South	Entering Traffic Lane	West	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
193	89475383	US 19 13' West from NE 2ND AVE	1/18/20	Saturday	15:17	East	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
194	89475421	US 19 101' North from SR 44	1/27/20	Monday	19:20	North	Turning Left	South	Straight Ahead	Left Turn	No	0	0	PDO	Dark - Lighted	Wet	No
195	89475435	N CITRUS AVE at US 19	1/30/20	Thursday	15:27	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
196	89475457	US 19 at SR 44	2/3/20	Monday	16:25	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	Yes
197	89475477	US 19 103' South from NW 22ND ST	2/6/20	Thursday	8:21	East	Turning Left	South	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
198	88275814	US 19 at SR 44	2/7/20	Friday	15:00	North	Turning Right	-	-	Curb	Yes	0	1	Injury	Daylight	Dry	No
199	89475524	NE 3RD AVE at US 19	2/12/20	Wednesday	16:20	North	Straight Ahead	West	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
200	89475566	US 19 195' East from NE 3RD AVE	2/16/20	Sunday	18:51	West	Turning Left	Unknown	Straight Ahead	Unknown	No	0	0	PDO	Dark - Lighted	Dry	No
201	89475588	US 19 114' West from SR 44	2/23/20	Sunday	8:45	North	Straight Ahead	North	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
202	89475628	US 19 156' West from SR 44	2/25/20	Tuesday	17:55	South	Straight Ahead	South	Leaving Traffic Lane	Rear End	No	0	0	PDO	Dark - Not Lighted	Wet	No
203	89475714	N CITRUS AVE 61' North from US 19	3/13/20	Friday	21:24	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	2	Injury	Dark - Lighted	Dry	Yes
204	89475846	NE 3RD AVE at US 19	4/13/20	Monday	12:05	North	Straight Ahead	West	Straight Ahead	Angle	No	0	1	Injury	Daylight	Dry	No
205	89475859	US 19 71' West from NE 3RD AVE	4/16/20	Thursday	7:25	South	Straight Ahead	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Wet	No
206	89475871	SR 44 35' West from US 19	4/21/20	Tuesday	12:00	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
207	89475896	US 19 186' West from SR 44	4/26/20	Tuesday	20:20	South	Unknown	South	Stopped in Traffic	Rear End	No	0	0	PDO	Dusk	Dry	No
208	89475908	US 19 21' West from SR 44	4/30/20	Thursday	9:22	North	Straight Ahead	East	Turning Left	Left Turn	No	0	0	PDO	Daylight	Wet	No
209	89475927	US 19 at NE 3RD AVE	5/2/20	Saturday	20:30	North	Straight Ahead	North	Straight Ahead	Sideswipe	No	0	0	PDO	Dark - Lighted	Dry	No
210	89475943	US 19 51' West from SR 44	5/6/20	Wednesday	16:28	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	Yes
211	89475952	US 19 424' West from NE 2ND AVE	5/8/20	Friday	12:43	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
212	89475989	US 19 53' West from NE 3RD AVE	5/13/20	Wednesday	15:00	South	Other	South	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
213	89476012	SR 44 75' West from US 19	5/19/20	Tuesday	16:40	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
214	89476097	US 19 31' North from NE 1ST TERR	6/3/20	Wednesday	12:40	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
215	89476098	US 19 at SE 8TH AVE	6/3/20	Wednesday	17:15	South	Changing Lanes	South	Changing Lanes	Rear End	No	0	0	PDO	Daylight	Dry	No
216	89476102	SR 44 47' East from US 19	6/4/20	Thursday	12:48	South	Straight Ahead	West	Straight Ahead	Angle	No	0	1	Injury	Daylight	Wet	No
217	89476103	US 19 169' East from NW 2ND AVE	6/4/20	Thursday	17:30	East	Backing	North	Stopped in Traffic	Other	No	0	0	PDO	Daylight	Wet	No
218	89476128	US 19 65' East from NW 2ND AVE	6/9/20	Tuesday	7:15	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
219	89476176	US 19 297' East from N CITRUS AVE	6/13/20	Saturday	12:37	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
220	89476251	US 19 26' South from NE 1ST ST	7/1/20	Wednesday	12:57	North	Changing Lanes	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Wet	No
221	89476254	SR 44 28' West from US 19	7/1/20	Wednesday	15:41	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Wet	No
222	89476290	US 19 120' East from N CITRUS AVE	7/8/20	Wednesday	11:59	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Wet	No
223	89476304	SR 44 at US 19	7/10/20	Friday	12:35	East	Negotiating a Curve	East	Negotiating a Curve	Rear End	No	0	0	PDO	Daylight	Dry	No
224	89476354	US 19 198' East from NE 3RD AVE	7/18/20	Saturday	18:04	West	Entering Traffic Lane	North	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
225	89476378	N CITRUS AVE at US 19	7/24/20	Friday	14:50	South	Slowing	South	Slowing	Rear End	No	0	1	Injury	Daylight	Dry	No
226	89476387	US 19 at N CITRUS AVE	7/26/20	Sunday	19:13	South	Straight Ahead	East	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
227	89476511	US 19 at W CLEAR LN	8/16/20	Sunday	22:05	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Dark - Lighted	Dry	No
228	89476567	US 19 369' East from NE 3RD AVE	8/26/20	Wednesday	8:17	South	Turning Left	East	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
229	89476568	US 19 85' South from NW 6TH AVE	8/26/20	Wednesday	9:58	South	Turning Left	South	Turning Left	Sideswipe	No	0	0	PDO	Daylight	Dry	No
230	88216039	US 19 151' North from SR 44	8/27/20	Thursday	14:08	South	Changing Lanes	South	Stopped in Traffic	Other	No	0	0	PDO	Daylight	Dry	No
231	89476589	US 19 44' West from NW 3RD AVE	8/30/20	Sunday	5:47	East	Straight Ahead	-	-	Curb	Yes	0	0	PDO	Dark - Lighted	Wet	No
232	89476611	US 19 at Unknown	8/31/20	Monday	12:35	Off-Road	Backing	Off-Road	Parked	Other	No	0	0	PDO	Daylight	Wet	No
233	89476623	N CITRUS AVE at US 19	9/4/20	Friday	11:40	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
234	89476804	US 19 103' South from SR 44	10/1/20	Thursday	17:00	North	Straight Ahead	-	-	Other	No	0	0	PDO	Daylight	Dry	No
235	89476803	US 19 96' North from SR 44	10/1/20	Thursday	17:05	North	Straight Ahead	South	Straight Ahead	Unknown	No	0	0	PDO	Daylight	Dry	No
236	89476796	US 19 421' North from N TURKEY OAK DR	10/4/20	Sunday	12:15	South	Straight Ahead	-	-	Rollover	Yes	0	0	PDO	Daylight	Wet	No
237	24155705	US 19 103' South from Unknown	10/14/20	Wednesday	13:25	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
238	24155748	US 19 at SR 44	10/22/20	Thursday	15:32	South	Turning Left	West	Turning Left	Left Turn	No	0	0	PDO	Daylight	Dry	No
239	24155798	US 19 at SR 44	10/30/20	Friday	19:29	North	Slowing	North	Stopped in Traffic	Rear End	No	0	0	PDO	Dark - Lighted	Dry	No
240	24155873	US 19 at NE 3RD ST	11/12/20	Thursday	13:03	East	Turning Right	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
241	24155883	US 19 at N CRYSTAL PARK TERR	11/14/20	Saturday	12:40	South	Overtaking/Passing	North	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
242	24156014	US 19 at N CITRUS AVE	12/6/20	Sunday	17:31	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Dusk	Dry	No
243	24156069	US 19 at KINGS BAY DR	12/13/20	Sunday	19:15	North	Turning Left	Unknown	Parked	Other	No	0	0	PDO	Dark - Lighted	Dry	No
244	24156077	US 19 at N CITRUS AVE	12/14/20	Monday	16:15	East	Straight Ahead	North	Straight Ahead	Angle	No	0	1	Injury	Daylight	Dry	No
245	24156096	SR 44 96' East from US 19	12/17/20	Thursday	11:09	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
246	24156104	US 19 119' West from N CITRUS AVE	12/18/20	Friday	15:05	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
247	24156155	US 19 171' West from SR 44	12/26/20	Saturday	13:09	North	Changing Lanes	North	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
248	24156197	NE 3RD ST 46' West from US 19	1/4/21	Monday	12:09	East	Straight Ahead	East	Other	Rear End	No	0	0	PDO	Daylight	Dry	No
249	88421336	US 19 499' North from N TURKEY OAK DR	1/9/21	Saturday	1:11	North	Straight Ahead	North	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
250	24156371	US 19 69' South from NW 6TH AVE	1/27/21	Wednesday	20:27	North	Straight Ahead	-	-	Other	No	0	0	PDO	Dark - Lighted	Dry	No
251	24156510	US 19 190' East from NE 3RD AVE	2/24/21	Wednesday	9:45	North	Straight Ahead	North	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
252	24156527	SR 44 at US 19	2/27/21	Saturday	15:38	North	Straight Ahead	East	Turning Left	Left Turn	No	0	0	PDO	Daylight	Dry	No

S4A CRASH DATA DETAIL 2017-2021

Location: US 19 (US 98/N Suncoast Boulevard) from NE 1st Terrace to W State Park Street
 Period: 1/1/2017 to 12/31/2021

County: Citrus
 City: Crystal River

No.	HSMV No	Location	Date	Day of Week	Time	V1 Direction	V1 Maneuver	V2 Direction	V2 Maneuver	Type	ROR	# of Fatalities	# of Injuries	Severity	Lighting	Wet/Dry	Alcohol/Dugs
253	24156563	US 19 at NE 1ST ST	3/5/21	Friday	16:00	North	Changing Lanes	North	Straight Ahead	Unknown	No	0	1	Injury	Daylight	Dry	No
254	24156606	N CITRUS AVE at US 19	3/12/21	Friday	18:09	East	Straight Ahead	North	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
255	24156649	US 19 at SR 44	3/18/21	Thursday	1:43	West	Turning Right	-	-	Other Fixed Object	Yes	0	0	PDO	Dark - Lighted	Dry	No
256	24156694	US 19 201' East from N CITRUS AVE	3/24/21	Wednesday	15:47	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
257	24156737	US 19 322' West from NE 2ND AVE	3/31/21	Wednesday	13:54	North	Stopped in Traffic	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
258	24156741	NW 6TH ST at US 19	3/31/21	Wednesday	17:32	East	Turning Left	West	Turning Right	Right Turn	No	0	0	PDO	Daylight	Dry	No
259	24156850	US 19 320' South from NW 22ND ST	4/18/21	Sunday	12:44	North	Straight Ahead	North	Slowing	Rear End	No	0	1	Injury	Daylight	Dry	No
260	24156868	US 19 30' South from SR 44	4/21/21	Wednesday	8:12	South	Entering Traffic Lane	South	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
261	24156897	US 19 663' North from N TURKEY OAK DR	4/25/21	Sunday	12:50	South	Straight Ahead	South	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
262	24156916	US 19 375' East from NE 3RD AVE	4/28/21	Wednesday	18:30	South	Turning Left	South	Turning Left	Rear End	No	0	0	PDO	Daylight	Dry	No
263	88464151	US 19 98' North from SR 44	5/3/21	Monday	1:27	North	Negotiating a Curve	-	-	Utility Pole/Light Support	Yes	0	0	PDO	Dark - Lighted	Dry	No
264	24156943	US 19 116' South from SR 44	5/3/21	Monday	12:28	South	Overtaking/Passing	South	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
265	24157049	US 19 108' West from N CITRUS AVE	5/21/21	Friday	17:43	West	Straight Ahead	-	-	Other Post, Pole or Support	Yes	0	0	PDO	Daylight	Dry	No
266	24157151	NE 2ND ST 7' West from US 19	6/8/21	Friday	13:57	West	Entering Traffic Lane	North	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
267	24157180	US 19 95' East from SR 44	6/13/21	Sunday	10:41	South	Overtaking/Passing	South	Leaving Traffic Lane	Unknown	No	0	0	PDO	Daylight	Dry	No
268	24157191	US 19 187' South from W STATE PARK DR	6/15/21	Tuesday	13:45	South	Turning Right	South	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
269	24157216	US 19 10' North from NE 2ND ST	6/17/21	Thursday	10:35	North	Changing Lanes	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
270	24157257	US 19 36' West from SR 44	6/26/21	Saturday	22:05	North	Turning Right	South	Making U-Turn	Head On	No	0	0	PDO	Dark - Lighted	Dry	No
271	24157297	US 19 369' East from NE 3RD AVE	7/3/21	Saturday	14:20	South	Turning Right	South	Making U-Turn	Head On	No	0	0	PDO	Daylight	Wet	No
272	24157326	SR 44 at US 19	7/9/21	Friday	12:20	West	Straight Ahead	-	-	Other Post, Pole or Support	Yes	0	0	PDO	Daylight	Dry	No
273	24157343	US 19 at NE 3RD AVE	7/13/21	Tuesday	17:46	Off-Road	Other	-	-	Curb	Yes	0	0	PDO	Daylight	Dry	No
274	24157355	US 19 66' West from SR 44	7/15/21	Thursday	15:20	South	Straight Ahead	South	Slowing	Rear End	No	0	1	Injury	Daylight	Dry	No
275	24157371	US 19 157' East from NE 3RD AVE	7/16/21	Friday	21:50	South	Turning Left	South	Straight Ahead	Sideswipe	No	0	0	PDO	Dark - Lighted	Dry	No
276	24157402	SR 44 at US 19	7/23/21	Friday	6:41	East	Turning Left	North	Straight Ahead	Left Turn	No	0	2	Injury	Daylight	Wet	No
277	24157431	NE 3RD AVE at US 19	7/27/21	Tuesday	12:54	North	Straight Ahead	West	Straight Ahead	Angle	No	0	2	Injury	Daylight	Dry	No
278	24157447	US 19 354' West from NE 2ND AVE	7/30/21	Friday	15:00	Unknown	Turning Left	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
279	24157534	US 19 at Unknown	8/11/21	Wednesday	7:42	Off-Road	Backing	Off-Road	Stopped in Traffic	Other	No	0	0	PDO	Daylight	Dry	No
280	24157583	US 19 at SR 44	8/17/21	Tuesday	15:29	South	Straight Ahead	East	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
281	24157616	US 19 at Unknown	8/21/21	Saturday	2:44	South	Backing	Unknown	Other	Pedestrian	No	0	0	PDO	Dark - Lighted	Dry	No
282	24157621	NW 1ST AVE at US 19	8/22/21	Sunday	0:40	North	Backing	Unknown	Parked	Other	No	0	0	PDO	Dark - Not Lighted	Dry	No
283	24157625	SR 44 66' East from US 19	8/23/21	Monday	15:49	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
284	24157626	US 19 at N CITRUS AVE	8/24/21	Tuesday	12:03	South	Slowing	South	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
285	24551665	US 19 at Unknown	8/31/21	Tuesday	14:30	Off-Road	Backing	Off-Road	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
286	24551679	US 19 61' West from N CITRUS AVE	9/2/21	Thursday	14:35	South	Straight Ahead	South	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
287	24551697	US 19 357' East from NE 3RD AVE	9/4/21	Saturday	14:15	North	Changing Lanes	North	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
288	24551721	NW 3RD AVE 94' North from US 19	9/8/21	Wednesday	10:18	North	Backing	North	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
289	24551729	US 19 368' West from SR 44	9/9/21	Thursday	12:06	West	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Wet	No
290	24551732	SR 44 95' East from US 19	9/9/21	Thursday	16:15	West	Entering Traffic Lane	West	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
291	24551779	US 19 23' East from NW 2ND AVE	9/16/21	Thursday	12:12	North	Straight Ahead	North	Turning Right	Rear End	No	0	0	PDO	Daylight	Wet	No
292	24551821	US 19 13' East from SR 44	9/22/21	Wednesday	5:50	North	Changing Lanes	North	Straight Ahead	Sideswipe	No	0	0	PDO	Dark - Lighted	Dry	No
293	24551867	US 19 at Unknown	9/30/21	Thursday	14:16	North	Unknown	Off-Road	Parked	Other	No	0	0	PDO	Daylight	Dry	No
294	24551881	US 19 158' East from NW 2ND AVE	10/2/21	Saturday	10:24	North	Turning Right	-	-	Other Fixed Object	Yes	0	0	PDO	Daylight	Dry	No
295	24551922	NE 3RD AVE 96' North from US 19	10/5/21	Tuesday	15:30	North	Entering Traffic Lane	West	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
296	24551920	US 19 185' West from NE 3RD AVE	10/7/21	Thursday	22:04	North	Straight Ahead	North	Changing Lanes	Rear End	No	0	2	Injury	Dark - Lighted	Dry	No
297	24551924	US 19 71' East from NE 3RD AVE	10/8/21	Friday	10:25	East	Straight Ahead	North	Stopped in Traffic	Angle	No	0	0	PDO	Daylight	Dry	No
298	24551929	NW 1ST AVE at US 19	10/9/21	Saturday	16:40	South	Straight Ahead	North	Straight Ahead	Head On	No	0	0	PDO	Daylight	Dry	No
299	24551955	NE 3RD AVE at US 19	10/13/21	Wednesday	8:02	South	Straight Ahead	East	Turning Left	Left Turn	No	0	0	PDO	Daylight	Dry	No
300	24551960	N FOREST RIDGE BLVD 100' South from W SUNBIRD PATH	10/13/21	Wednesday	20:20	North	Negotiating a Curve	-	-	Animal	No	0	0	PDO	Dark - Not Lighted	Dry	No
301	24551961	NW 6TH ST 100' South from US 19	10/14/21	Thursday	1:20	East	Straight Ahead	-	-	Tree (standing)	Yes	0	0	PDO	Dark - Not Lighted	Dry	No
302	24552002	SR 44 26' East from US 19	10/20/21	Wednesday	7:30	East	Other	East	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
303	24552039	US 19 9' South from NE 1ST ST	10/22/21	Friday	16:06	North	Turning Left	South	Entering Traffic Lane	Left Turn	No	0	0	PDO	Daylight	Dry	No
304	24552044	N CITRUS AVE at US 19	10/22/21	Friday	19:17	North	Turning Left	South	Straight Ahead	Left Turn	No	0	4	Injury	Dark - Lighted	Dry	No
305	24552045	US 19 75' West from SR 44	10/24/21	Sunday	20:02	South	Changing Lanes	South	Straight Ahead	Sideswipe	No	0	0	PDO	Dark - Lighted	Wet	No
306	24552071	US 19 91' North from NE 3RD ST	10/28/21	Thursday	12:00	North	Straight Ahead	North	Unknown	Rear End	No	0	0	PDO	Daylight	Wet	No
307	24552089	US 19 92' East from NE 3RD AVE	11/1/21	Monday	17:58	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
308	24552093	N CITRUS AVE at US 19	11/2/21	Tuesday	8:56	North	Turning Left	South	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
309	24552105	US 19 130' South from NE 3RD ST	11/3/21	Wednesday	10:55	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
310	24552111	US 19 376' East from NE 3RD AVE	11/3/21	Wednesday	16:28	West	Making U-Turn	West	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
311	24552121	US 19 143' East from NW 2ND AVE	11/4/21	Thursday	14:49	South	Changing Lanes	South	Straight Ahead	Rear End	No	0	2	Injury	Daylight	Dry	No
312	24552141	US 19 99' East from N CITRUS AVE	11/6/21	Saturday	20:42	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Dark - Lighted	Dry	Yes
313	24552178	US 19 132' South from NE 3RD ST	11/11/21	Thursday	12:29	South	Turning Left	North	Straight Ahead	Left Turn	No	0	1	Injury	Daylight	Dry	No
314	24552202	NE 3RD AVE at US 19	11/13/21	Saturday	19:42	South	Straight Ahead	East	Turning Left	Left Turn	No	0	0	PDO	Dark - Lighted	Dry	No
315	24552205	US 19 92' East from SR 44	11/13/21	Saturday	20:40	South	Changing Lanes	South	Straight Ahead	Sideswipe	No	0	0	PDO	Dark - Lighted	Dry	No

S4A CRASH DATA DETAIL 2017-2021

Location: US 19 (US 98/N Suncoast Boulevard) from NE 1st Terrace to W State Park Street
 Period: 1/1/2017 to 12/31/2021

County: Citrus
 City: Crystal River

No.	HSMV No	Location	Date	Day of Week	Time	V1 Direction	V1 Maneuver	V2 Direction	V2 Maneuver	Type	ROR	# of Fatalities	# of Injuries	Severity	Lighting	Wet/Dry	Alcohol/Drugs
316	24552208	US 19 at SR 44	11/14/21	Sunday	15:27	South	Turning Left	South	Turning Left	Rear End	No	0	0	PDO	Daylight	Dry	No
317	24552242	US 19 at NE 2ND AVE	11/18/21	Thursday	17:10	South	Entering Traffic Lane	West	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
318	24552243	US 19 at SR 44	11/18/21	Thursday	17:17	South	Turning Right	South	Turning Left	Sideswipe	No	0	0	PDO	Daylight	Dry	No
319	24552283	US 19 139' South from NE 3RD ST	11/24/21	Wednesday	13:38	South	Turning Left	North	Straight Ahead	Left Turn	No	0	3	Injury	Daylight	Dry	No
320	24552284	US 19 36' East from NE 1ST ST	11/24/21	Wednesday	14:58	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
321	24552341	US 19 at Unknown	12/1/21	Wednesday	17:00	East	Backing	South	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
322	88567315	US 19 49' South from SR 44	12/7/21	Tuesday	7:30	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	2	Injury	Daylight	Dry	No
323	24552394	SR 44 at US 19	12/10/21	Friday	7:47	West	Unknown	West	Changing Lanes	Sideswipe	No	0	0	PDO	Daylight	Dry	No
324	24552396	US 19 at Unknown	12/10/21	Friday	12:22	East	Backing	North	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
325	24552430	US 19 at Unknown	12/14/21	Tuesday	23:25	Off-Road	Unknown	Off-Road	Parked	Other	No	0	0	PDO	Dark - Lighted	Dry	No
326	24552443	SR 44 14' West from US 19	12/16/21	Thursday	11:33	East	Entering Traffic Lane	East	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
327	24552462	SR 44 at US 19	12/18/21	Saturday	17:15	North	Straight Ahead	North	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
328	24552504	US 19 58' North from NE 3RD ST	12/24/21	Friday	12:13	North	Changing Lanes	North	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
329	24552519	US 19 41' South from SR 44	12/27/21	Monday	12:59	South	Turning Left	North	Straight Ahead	Left Turn	No	0	1	Injury	Daylight	Dry	No

S4A CRASH DATA DETAIL 2017-2021

Location: SR 44 (W Gulf of Lake Highway) from US 19 (US 98/N Suncoast Boulevard) to N Virginia Road
 Period: 1/1/2017 to 12/31/2021

County: Citrus
 City: Crystal River

No.	HSMV No	Location	Date	Day of Week	Time	V1 Direction	V1 Maneuver	V2 Direction	V2 Maneuver	Type	ROR	# of Fatalities	# of Injuries	Severity	Lighting	Wet/Dry	Alcohol/Dugs
1	86483470	SR 44 270' East from NE 10TH AVE	1/13/17	Friday	18:49	East	Turning Left	West	Straight Ahead	Left Turn	No	0	1	Injury	Dark - Lighted	Dry	No
2	86483545	SR 44 362' East from NE 10TH AVE	1/25/17	Wednesday	19:27	East	Straight Ahead	East	Straight Ahead	Sideswipe	No	0	1	Injury	Dark - Lighted	Dry	No
3	85415085	SR 44 200' East from N TURKEY OAK DR	1/26/17	Thursday	19:00	East	Straight Ahead	West	Straight Ahead	Rear End	No	0	1	Injury	Dark - Lighted	Wet	Yes
4	86952779	SR 44 273' East from NE 6TH AVE	2/3/17	Friday	16:40	North	Turning Left	West	Straight Ahead	Left Turn	No	0	2	Injury	Daylight	Dry	No
5	86952771	SR 44 at NE 6TH AVE	2/3/17	Friday	16:45	South	Turning Left	West	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
6	85468049	SR 44 623' East from N TURKEY OAK DR	3/28/17	Tuesday	16:02	West	Straight Ahead	West	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
7	86953249	SR 44 at NE 6TH AVE	4/3/17	Monday	10:25	West	Entering Traffic Lane	West	Straight Ahead	Unknown	No	0	0	PDO	Daylight	Dry	No
8	86953290	SR 44 at NE 10TH AVE	4/28/17	Friday	12:27	West	Changing Lanes	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
9	85513562	SR 44 200' East from NE 10TH AVE	4/29/17	Saturday	12:40	West	Straight Ahead	West	Turning Right	Rear End	No	0	3	Injury	Daylight	Dry	No
10	85480850	SR 44 499' East from N TURKEY OAK DR	5/15/17	Monday	15:17	West	Slowing	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
11	85461631	SR 44 at NE 12TH AVE	6/1/17	Thursday	21:42	South	Straight Ahead	East	Straight Ahead	Bicycle	No	1	0	Fatal	Dark - Not Lighted	Dry	No
12	86953493	NE 8TH AVE at SR 44	6/2/17	Friday	16:23	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
13	85424021	SR 44 600' East from N TURKEY OAK DR	6/2/17	Friday	17:20	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
14	86953520	SR 44 201' East from NE 6TH AVE	6/7/17	Wednesday	15:32	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	2	Injury	Daylight	Wet	No
15	86953868	SR 44 317' West from NE 10TH AVE	8/10/17	Thursday	9:10	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
16	86953915	SR 44 151' East from US 19	8/17/17	Thursday	8:33	East	Turning Right	East	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
17	86953920	SR 44 117' East from NE 12TH AVE	8/17/17	Thursday	16:15	West	Backing	North	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
18	86954199	SR 44 299' East from N TURKEY OAK DR	9/28/17	Thursday	13:50	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
19	86954481	SR 44 195' West from NE 8TH AVE	11/9/17	Thursday	14:39	North	Turning Right	East	Straight Ahead	Right Turn	No	0	2	Injury	Daylight	Dry	No
20	86954645	SR 44 6' East from N TURKEY OAK DR	11/29/17	Wednesday	18:35	East	Slowing	East	Stopped in Traffic	Rear End	No	0	0	PDO	Dark - Lighted	Dry	No
21	86954722	SR 44 270' East from NE 10TH AVE	12/13/17	Wednesday	6:10	South	Turning Left	West	Straight Ahead	Left Turn	No	0	0	PDO	Dark - Lighted	Dry	No
22	85603441	SR 44 600' East from N TURKEY OAK DR	1/12/18	Friday	17:49	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	2	Injury	Dark - Lighted	Dry	No
23	87688223	SR 44 252' East from NE 6TH AVE	2/1/18	Thursday	12:17	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
24	87103596	SR 44 299' West from N VIRGINIA RD	2/13/18	Tuesday	11:16	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	1	Injury	Daylight	Dry	No
25	87688382	NE 12TH AVE at SR 44	2/26/18	Monday	21:27	North	Turning Left	East	Straight Ahead	Left Turn	No	0	0	PDO	Dark - Lighted	Dry	No
26	87688401	SR 44 88' West from NE 6TH AVE	3/2/18	Friday	10:32	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
27	87688658	SR 44 269' East from NE 6TH AVE	3/30/18	Friday	14:15	North	Turning Left	West	Straight Ahead	Left Turn	No	0	2	Injury	Daylight	Wet	No
28	87688700	SR 44 at NE 12TH AVE	4/6/18	Friday	9:16	East	Turning Left	East	Straight Ahead	Other	No	0	0	PDO	Daylight	Dry	No
29	87688772	SR 44 418' East from NE 10TH AVE	4/16/18	Monday	16:06	West	Entering Traffic Lane	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
30	87688811	SR 44 at NE 6TH AVE	4/23/18	Monday	9:15	South	Straight Ahead	West	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
31	87689070	SR 44 at NE 10TH AVE	6/5/18	Tuesday	17:00	East	Entering Traffic Lane	East	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
32	87689168	SR 44 49' West from NE 6TH AVE	6/23/18	Saturday	17:40	East	Changing Lanes	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
33	87689286	SR 44 202' East from N TURKEY OAK DR	7/20/18	Friday	7:40	West	Straight Ahead	West	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Wet	No
34	87689486	SR 44 110' West from NE 9TH AVE	8/26/18	Sunday	15:17	West	Straight Ahead	West	Slowing	Rear End	No	0	1	Injury	Daylight	Dry	No
35	87689499	SR 44 287' East from NE 10TH AVE	8/28/18	Tuesday	9:42	South	Entering Traffic Lane	West	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
36	87689513	SR 44 368' West from N VIRGINIA RD	8/31/18	Friday	15:29	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
37	87689571	SR 44 at NE 12TH AVE	9/7/18	Friday	18:02	West	Changing Lanes	West	Turning Left	Sideswipe	No	0	0	PDO	Dusk	Dry	No
38	88846232	SR 44 240' West from NE 8TH AVE	12/13/18	Thursday	13:31	East	Turning Left	West	Straight Ahead	Left Turn	No	0	3	Injury	Daylight	Dry	No
39	87274966	SR 44 at NE 12TH AVE	12/14/18	Friday	22:54	South	Turning Left	West	Straight Ahead	Left Turn	No	0	2	Injury	Dark - Not Lighted	Wet	Yes
40	88077786	SR 44 200' West from N VIRGINIA RD	1/24/19	Thursday	23:30	West	Straight Ahead	-	-	Curb	Yes	0	0	PDO	Dark - Lighted	Dry	Yes
41	88846492	NE 12TH AVE at SR 44	1/28/19	Monday	21:40	East	Entering Traffic Lane	North	Straight Ahead	Angle	No	0	0	PDO	Dark - Not Lighted	Wet	No
42	88846676	SR 44 48' West from NE 8TH AVE	3/4/19	Monday	12:50	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
43	88846681	SR 44 6' East from NE 6TH AVE	3/5/19	Tuesday	9:25	East	Unknown	East	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
44	88846845	SR 44 363' East from N TURKEY OAK DR	4/1/19	Monday	13:01	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Wet	No
45	88846848	SR 44 79' East from NE 10TH AVE	4/2/19	Tuesday	15:10	East	Changing Lanes	East	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
46	88847114	NE 6TH AVE 34' North from SR 44	5/28/19	Tuesday	9:56	South	Backing	South	Turning Right	Other	No	0	0	PDO	Daylight	Dry	No
47	88847174	SR 44 464' East from N TURKEY OAK DR	6/5/19	Wednesday	9:46	West	Straight Ahead	West	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
48	88847257	NE 8TH AVE at SR 44	6/21/19	Friday	6:47	Unknown	Turning Left	South	Stopped in Traffic	Head On	No	0	0	PDO	Daylight	Dry	No
49	88847303	NE 7TH AVE 86' South from SR 44	6/28/19	Friday	14:00	West	Backing	Off-Road	Parked	Other	No	0	0	PDO	Daylight	Dry	No
50	88847452	SR 44 79' West from NE 10TH AVE	7/26/19	Friday	13:35	West	Straight Ahead	-	-	Mailbox	Yes	0	0	PDO	Daylight	Wet	No
51	88847682	SR 44 215' East from NE 8TH AVE	9/5/19	Thursday	14:08	East	Leaving Traffic Lane	East	Straight Ahead	Sideswipe	No	0	1	Injury	Daylight	Dry	No
52	88847694	SR 44 212' East from N TURKEY OAK DR	9/6/19	Friday	17:16	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
53	88847901	SR 44 at NE 8TH AVE	10/11/19	Friday	8:40	South	Turning Left	West	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
54	88848025	SR 44 122' East from N TURKEY OAK DR	10/28/19	Monday	15:30	West	Straight Ahead	West	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
55	88120423	SR 44 299' East from NE 10TH AVE	11/7/19	Thursday	9:24	West	Straight Ahead	-	-	Roller	Yes	0	1	Injury	Daylight	Dry	No
56	89475012	SR 44 170' East from NE 10TH AVE	11/19/19	Tuesday	17:36	West	Changing Lanes	East	Slowing	Sideswipe	No	0	1	Injury	Dark - Lighted	Dry	No
57	89475787	SR 44 13' West from NE 10TH AVE	3/28/20	Saturday	20:48	North	Straight Ahead	West	Straight Ahead	Angle	No	0	2	Injury	Dark - Lighted	Dry	No
58	89475791	SR 44 279' East from NE 6TH AVE	3/29/20	Sunday	11:18	South	Straight Ahead	West	Straight Ahead	Angle	No	0	1	Injury	Daylight	Dry	No
59	89475950	SR 44 114' East from NE 6TH AVE	5/8/20	Friday	13:56	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
60	89475965	NE 12TH AVE 20' North from SR 44	5/12/20	Tuesday	11:30	West	Turning Right	-	-	Other Fixed Object	Yes	0	0	PDO	Daylight	Dry	No
61	89475993	SR 44 at NE 9TH AVE	5/15/20	Friday	16:25	North	Straight Ahead	West	Straight Ahead	Angle	No	0	0	PDO	Daylight	Dry	No
62	89476100	SR 44 148' West from N TURKEY OAK DR	6/4/20	Thursday	12:15	East	Straight Ahead	East	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
63	89476117	SR 44 110' East from US 19	6/7/20	Sunday	20:50	East	Straight Ahead	West	Straight Ahead	Sideswipe	No	0	0	PDO	Dark - Lighted	Wet	No

S4A CRASH DATA DETAIL 2017-2021

Location: SR 44 (W Gulf of Lake Highway) from US 19 (US 98/N Suncoast Boulevard) to N Virginia Road
 Period: 1/1/2017 to 12/31/2021

County: Citrus
 City: Crystal River

No.	HSMV No	Location	Date	Day of Week	Time	V1 Direction	V1 Maneuver	V2 Direction	V2 Maneuver	Type	ROR	# of Fatalities	# of Injuries	Severity	Lighting	Wet/Dry	Alcohol/Drugs
64	89476134	SR 44 158' East from N TURKEY OAK DR	6/10/20	Wednesday	15:05	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	1	Injury	Daylight	Dry	No
65	89476148	SR 44 129' East from N TURKEY OAK DR	6/12/20	Friday	15:11	North	Straight Ahead	North	Stopped in Traffic	Rear End	No	0	1	Injury	Daylight	Dry	No
66	88271235	SR 44 449' East from N TURKEY OAK DR	7/7/20	Tuesday	9:45	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
67	89476359	SR 44 181' West from N VIRGINIA RD	7/21/20	Tuesday	7:35	East	Straight Ahead	East	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
68	89476407	SR 44 368' West from N VIRGINIA RD	7/21/20	Tuesday	7:35	East	Straight Ahead	East	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
69	89476437	SR 44 303' East from N TURKEY OAK DR	8/3/20	Monday	14:40	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	2	Injury	Daylight	Dry	No
70	89476656	NE 12TH AVE 29' South from SR 44	9/8/20	Tuesday	21:38	East	Straight Ahead	South	Turning Right	Angle	No	0	2	Injury	Dark - Lighted	Dry	Yes
71	88367024	SR 44 at NE 7TH AVE	10/25/20	Sunday	21:02	North	Straight Ahead	West	Straight Ahead	Pedestrian	No	1	0	Fatal	Dark - Lighted	Dry	Yes
72	24155812	SR 44 277' East from NE 7TH AVE	11/1/20	Sunday	13:28	West	Straight Ahead	West	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
73	24155833	SR 44 37' East from NE 12TH AVE	11/5/20	Thursday	10:57	West	Straight Ahead	West	Straight Ahead	Unknown	No	0	1	Injury	Daylight	Dry	No
74	24155996	SR 44 164' West from NE 7TH AVE	12/3/20	Thursday	11:59	West	Straight Ahead	West	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
75	24156288	SR 44 646' West from NE 12TH AVE	1/18/21	Monday	15:48	East	Changing Lanes	East	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
76	24156387	SR 44 261' East from NE 9TH AVE	2/4/21	Thursday	15:30	West	Turning Right	West	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
77	24156397	SR 44 265' East from NE 10TH AVE	2/5/21	Friday	17:03	South	Entering Traffic Lane	West	Straight Ahead	Angle	No	0	0	PDO	Dusk	Wet	No
78	24156530	SR 44 284' West from NE 10TH AVE	2/28/21	Sunday	9:50	West	Unknown	-	-	Pedestrian	No	0	1	Injury	Daylight	Dry	No
79	24156547	SR 44 at NE 8TH AVE	3/2/21	Tuesday	22:55	Unknown	Unknown	East	Straight Ahead	Other	No	0	1	Injury	Dark - Lighted	Dry	No
80	24156561	SR 44 138' East from N TURKEY OAK DR	3/5/21	Friday	11:12	West	Straight Ahead	West	Stopped in Traffic	Rear End	No	0	0	PDO	Daylight	Dry	No
81	24156560	SR 44 712' West from N VIRGINIA RD	3/5/21	Friday	15:09	West	Stopped in Traffic	West	Stopped in Traffic	Rear End	No	0	1	Injury	Daylight	Dry	No
82	24156734	SR 44 69' East from NE 12TH AVE	3/31/21	Wednesday	13:27	East	Straight Ahead	East	Straight Ahead	Rear End	No	0	0	PDO	Daylight	Dry	No
83	24156762	SR 44 at NE 12TH AVE	4/5/21	Monday	15:00	South	Turning Left	West	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
84	24156901	NE 12TH AVE 75' North from SR 44	4/26/21	Monday	6:00	South	Entering Traffic Lane	North	Straight Ahead	Unknown	No	0	1	Injury	Dark - Not Lighted	Dry	No
85	88470825	SR 44 49' West from NE 10TH AVE	6/8/21	Tuesday	21:30	West	Straight Ahead	-	-	Pedestrian	No	0	1	Injury	Dark - Not Lighted	Dry	No
86	24157245	SR 44 at Unknown	6/25/21	Friday	10:23	South	Turning Left	West	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Wet	No
87	24157269	NE 8TH AVE at SR 44	6/29/21	Tuesday	12:03	South	Turning Left	North	Straight Ahead	Left Turn	No	0	0	PDO	Daylight	Dry	No
88	24157386	SR 44 at Unknown	7/18/21	Sunday	1:10	Off-Road	Straight Ahead	Off-Road	Parked	Other	No	0	0	PDO	Dark - Lighted	Dry	Yes
89	24157481	SR 44 at Unknown	8/4/21	Wednesday	21:54	Off-Road	Turning Right	Off-Road	Backing	Other	No	0	0	PDO	Dark - Not Lighted	Wet	No
90	24157619	SR 44 256' West from NE 8TH AVE	8/22/21	Sunday	11:48	West	Straight Ahead	West	Slowing	Rear End	No	0	0	PDO	Daylight	Dry	No
91	24551669	SR 44 at Unknown	9/1/21	Wednesday	10:00	East	Straight Ahead	Off-Road	Parked	Other	No	0	0	PDO	Daylight	Wet	No
92	24551673	SR 44 60' East from NE 7TH AVE	9/2/21	Thursday	7:45	East	Turning Left	East	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Wet	No
93	24551866	SR 44 14' North from NE 6TH AVE	9/30/21	Thursday	11:35	East	Turning Left	West	Slowing	Left Turn	No	0	2	Injury	Daylight	Dry	No
94	24552015	SR 44 242' East from N TURKEY OAK DR	10/21/21	Thursday	8:43	West	Changing Lanes	West	Straight Ahead	Sideswipe	No	0	0	PDO	Daylight	Dry	No
95	24552082	SR 44 at Unknown	10/30/21	Saturday	21:23	South	Turning Right	West	Parked	Other	No	0	0	PDO	Dark - Lighted	Dry	No
96	24552401	SR 44 at Unknown	12/6/21	Monday	11:30	Off-Road	Other	-	-	Bicycle	No	0	1	Injury	Daylight	Dry	No
97	24552397	SR 44 at Unknown	12/10/21	Friday	13:16	South	Backing	South	Parked	Other	No	0	0	PDO	Daylight	Dry	No

Appendix E:

Pavement Report



Geotechnical Engineering Report

**Turkey Oaks Drive Roadway Cores
Crystal River, Citrus County, Florida**

May 20, 2022

Terracon Project No: H4225023

Prepared for:

Kimley-Horn

Tampa, FL

Prepared by:

Terracon Consultants, Inc.

Tampa, Florida



May 20, 2022

Kimley-Horn
655 north Franklin Street, Suite 150
Tampa, FL 33602



Attn: Mr. John Seals, P.E.
P: 813.635.5525
E: John.seals@Kimnley-horn.com

Re: Geotechnical Engineering Report
Turkey Oaks Drive Roadway Cores
North Turkey Oaks Drive from US 19 to SR 44
Crystal River, Citrus County, Florida
Terracon Project No: H4225023

Dear Mr. Seals:

We have completed the Geotechnical Engineering services for the above referenced project. This study was performed in general accordance with Terracon Proposal No. PH4225023 dated April 15, 2022. This report presents the findings of the subsurface exploration and provides comments concerning the existing pavement in the subject roadway.

We appreciate the opportunity to be of service to you on this project. If you have any questions concerning this report or if we may be of further service, please contact us.

Sincerely,
Terracon Consultants, Inc.
Registry Number 8830

Stephen C. Knauss, P.E., D.GE
Senior Engineer
Florida Registration No.: 28202

Keith D. Bennett, P.E.
Senior Geotechnical Engineer
Florida Registration No.: 33075

This report has been digitally signed and sealed by Stephen C. Knauss, P.E. on date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Terracon Consultants, Inc. 5463 W. Waters Ave., Suite 830 Tampa, FL 33634
P (813) 221-0050 F (813) 221-0051 terracon.com

REPORT TOPICS

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SITE CONDITIONS.....	1
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Note: This report was originally delivered in a web-based format. **Orange Bold** text in the report indicates a referenced section heading. The PDF version also includes hyperlinks which direct the reader to that section and clicking on the **GeoReport** logo will bring you back to this page. For more interactive features, please view your project online at client.terracon.com.

ATTACHMENTS

- EXPLORATION AND TESTING PROCEDURES
- PHOTOGRAPHY LOG
- SITE LOCATION AND EXPLORATION PLANS
- EXPLORATION RESULTS
- SUPPORTING INFORMATION

Note: Refer to each individual Attachment for a listing of contents.

Geotechnical Engineering Report
Turkey Oaks Drive Roadway Cores
North Turkey Oaks Drive from US 19 to SR 44
Crystal River, Citrus County, Florida
Terracon Project No: H4225023
May 20, 2022

INTRODUCTION

This report presents the results of our subsurface exploration and geotechnical engineering services performed for the future roadway planning of North Turkey Oaks Drive from US 19 to SR 44 in Crystal River, Citrus County, Florida. The purpose of these services is to provide information relative to:

- Coring logs with field data including asphalt and base thickness
- Subgrade type
- Correlated LBR values for the base and subgrade
- Groundwater conditions

The geotechnical engineering Scope of Services for this project included the advancement of six test borings to depths ranging from approximately 1 to 7 feet below existing pavement surface.

Maps showing the site and boring locations are shown in the **Site Location** and **Exploration Plan** sections, respectively.

SITE CONDITIONS

The following description of site conditions is derived from our site visit in association with the field exploration and our review of publicly available geologic and topographic maps.

Item	Description
Parcel Information	The project is North Turkey Oaks Drive from US 19 to SR 44 in Crystal River, Citrus County, Florida. The roadway is about ¾ miles in length. Latitude/Longitude (approximate midpoint) 28.913/-82.586 See Site Location
Existing Improvements	North Turkey Oaks Drive is an asphalt paved two-lane two-way roadway with curbing.
Existing Topography	The elevation of the roadway is generally less than +10 feet NGVD at its wester end; rising to as high as about +20 feet on the east; and then falling to less than 10 feet at its intersection with SR 44.

We also collected photographs when the core locations were laid out in the field and during our field exploration program. Representative photos are provided in our [Photography Log](#).

PROJECT DESCRIPTION

Our initial understanding of the project was provided in our proposal and was discussed during project planning. A period of collaboration has transpired since the project was initiated, and our final understanding of the project conditions is as follows:

Item	Description
Information Provided	Information was provided in emails and a phone conversation with John Seals of Kimley-Horn.
Project Description	The scope of the project is to perform roadway cores at locations selected by Kimley-Horn to determine the asphalt and base thickness and the depth to the groundwater.
Estimated Start of Construction	Not provided

PAVEMENT CHARACTERIZATION

The pavement structure was explored by conducting six cores at widely spaced locations along the roadway. The core locations were marked in roadway at the approximate locations as requested and as shown on the [Exploration Plan](#). The odd numbered cores were drilled in the eastbound lanes and the even numbered cores were drilled in the westbound lanes. Photographs at each core location after the location was marked are included in the [Photography Log](#).

The condition of the pavement at each location was noted by the technician when the cores were located. This is summarized in the table below.

Core Location	Condition
C-1	Severe cracking - pavement in poor condition
C-2	Cracking and nearby patch – pavement in poor condition
C-3	Very severe cracking - pavement in poor condition
C-4	Pavement in good condition
C-5	Pavement in good condition
C-6	Pavement in good condition

Geotechnical Engineering Report

Turkey Oaks Drive Roadway Cores ■ Crystal River, Citrus County, Florida
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The SSOCOF locate was then conducted to identify the location of underground utilities at or near the location of each of the cores. At core location C-2, markings for water lines were noted. A photograph of this location just prior to coring in also included in the **Photography Log**. To avoid the potential to striking a water line, the core at this location was terminated at the top of the limerock base. At core location C-4, auger refusal was experienced at what the coring crew believed was wood.

Conditions encountered at each core location are indicated on the individual logs. The individual logs can be found in the **Exploration Results** section.

The pavement structure at each location is summarized below.

Core No.	Asphalt Thickness (in)	Base			Subgrade	
		Type	Thickness (in)	LBR	Type	LBR
C-1	1-3/8	Limerock	8-1/4	100	Sand (SP)	75
C-2 ¹	1-1/4	Limerock	Not Determined	Not Determined	Not Determined	Not Determined
C-3	1	Limerock	11	100	Sand (SP)	75
C-4	1-5/8	Limerock	6	100	Sand (SP)	75
C-5	3-1/2 ²	Limerock	5-1/2	125	Sand (SP)	125
C-6	2-1/8 ³	Soil Cement ⁴	3-1/2	N/A	Sand (SP)	38
		Limerock	13	100		

1. Due to the underground utility line in the immediate area the core was not extended through the Limerock base.
2. Two layers, 1-1/2" over 2"
3. Two lifts 1-1/4" over 7/8"
4. Soil cement thickness about 3-1/2", LBR value of soil cement not determined

Groundwater was encountered only at C-1 at a depth of 4'2" below the pavement surface. It was not encountered at any other location with most of the borings extended to 6.5 to 7 feet below the pavement surface.

Geotechnical Engineering Report

Turkey Oaks Drive Roadway Cores ■ Crystal River, Citrus County, Florida
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GENERAL COMMENTS

Our analysis and opinions are based upon our understanding of the project, the conditions in the area, and the data obtained from our site exploration. Natural variations will occur between exploration point locations or due to the modifying effects of construction or weather. The nature and extent of such variations may not become evident until during or after construction.

Our Scope of Services does not include either specifically or by implication any environmental or biological (e.g., mold, fungi, bacteria) assessment of the site or identification or prevention of pollutants, hazardous materials or conditions. If the owner is concerned about the potential for such contamination or pollution, other studies should be undertaken.

Our services and any correspondence or collaboration through this system are intended for the sole benefit and exclusive use of our client for specific application to the project discussed and are accomplished in accordance with generally accepted geotechnical engineering practices with no third-party beneficiaries intended. Any third-party access to services or correspondence is solely for information purposes to support the services provided by Terracon to our client. Reliance upon the services and any work product is limited to our client, and is not intended for third parties. Any use or reliance of the provided information by third parties is done solely at their own risk. No warranties, either express or implied, are intended or made.

ATTACHMENTS

EXPLORATION AND TESTING PROCEDURES

Field Exploration

Number of Borings	Boring Depth (feet)	Planned Location
6	1 to 7	Existing pavement

Boring Layout and Elevations: Terracon personnel provided the core/boring layout. Coordinates were obtained with a handheld GPS unit (estimated horizontal accuracy of about ±10 feet). If elevations and a more precise boring layout are desired, we recommend that the boring locations be surveyed.

Subsurface Exploration Procedures: At all locations Temporary Traffic Control (TTC) was established before coring was initiated. The TTC consisted of signage and flaggers to control traffic while a driving lane was shut down.

The asphalt was cored using an electric core drill with a 3-inch diameter diamond tipped core bit.

Hand auger borings were advanced in the pavement areas with Dynamic Cone Penetration (DCP) testing in accordance with ASTM D6951 to a depth of two feet. The results of this test can be used to correlate to a CBR value, and that value can then be correlated to an LBR value for pavement design in accordance with FDOT methods. The borings were then continued to a depth of 6.5 to 7 feet to obtain information about the subgrade soils.

The hand auger boring procedure consisted of manually turning a 3-inch diameter, 6-inch-long sampler into the soil until it was full. The sampler was then retrieved and the soils in the sampler were visually examined and classified. This procedure was repeated until the desired termination depth was achieved. Samples of representative strata were obtained for further visual examination and classification in our laboratory. Groundwater levels, if encountered, were measured in the boreholes at the time of our field exploration to evaluate the depth to groundwater. These borings were then backfilled with soil cuttings upon completion and the pavement was patched with cold-mix asphalt.

The sampling depths, penetration distances, and other sampling information was recorded on the field boring logs. The samples were placed in appropriate containers and taken to our soil laboratory for testing and classification by a Geotechnical Engineer. Our exploration team prepared field boring logs as part of the drilling operations. These field logs included visual classifications of the materials encountered during drilling and our interpretation of the subsurface conditions between samples. Final boring logs were prepared from the field logs. The final boring logs represent the Geotechnical Engineer's interpretation of the field logs and include modifications based on observations of the samples in our laboratory.

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Laboratory Testing

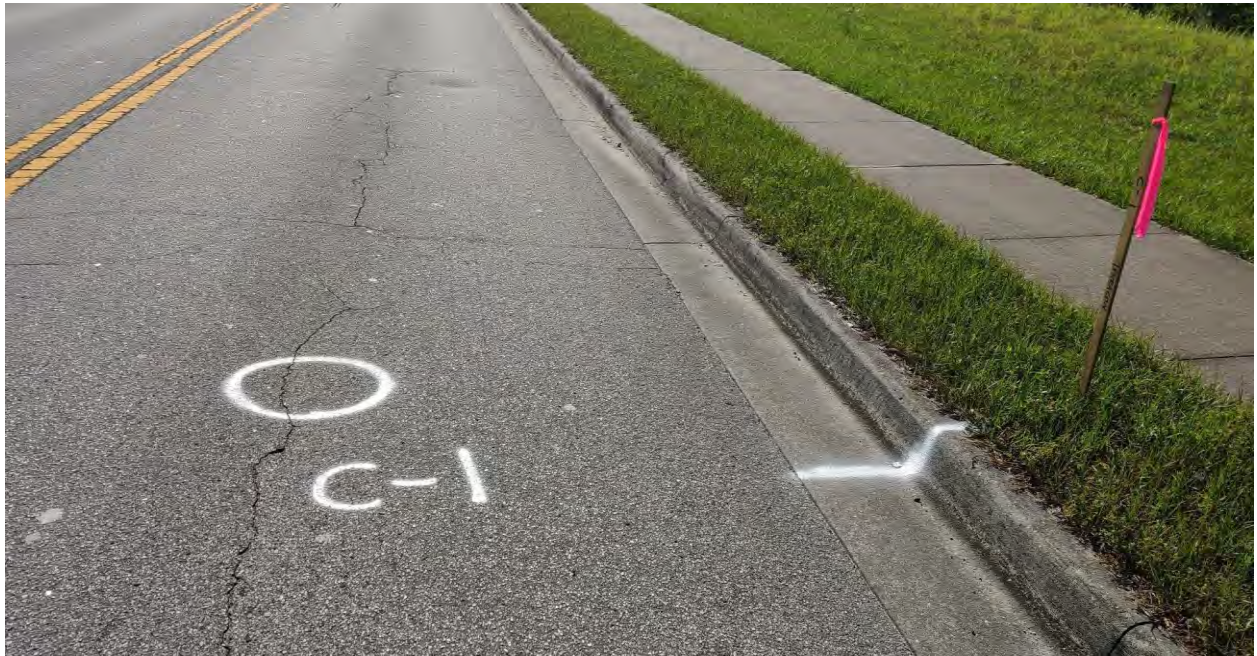
The project engineer reviewed the field data to understand the engineering properties of the various soil strata for this project. Laboratory testing was not necessary to provide the information in this report. The laboratory program included visual classification of soil samples by an engineer. Based on the material's texture and plasticity, we described and classified the soil samples in accordance with the Unified Soil Classification System.

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PHOTOGRAPHY LOG



Core C-1



Core C-2

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Core C-3



Core C-4

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Core Location C-5



Core Location C-6

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Core Location C-2 with water line markings

SITE LOCATION AND EXPLORATION PLANS

Contents:

Site Location Plan

Site and Core Locations on a Topographic Map

Exploration Plan

SITE LOCATION

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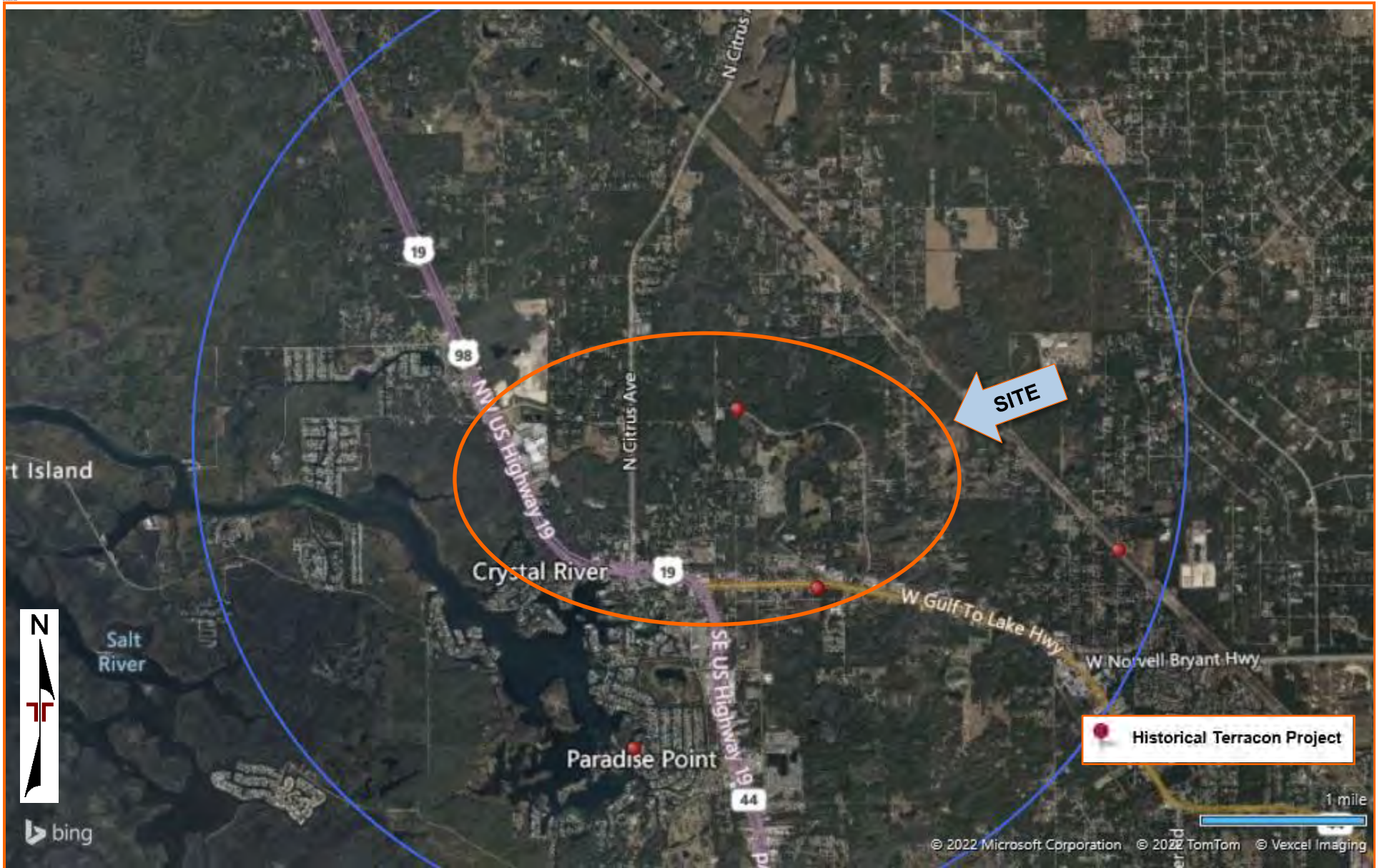


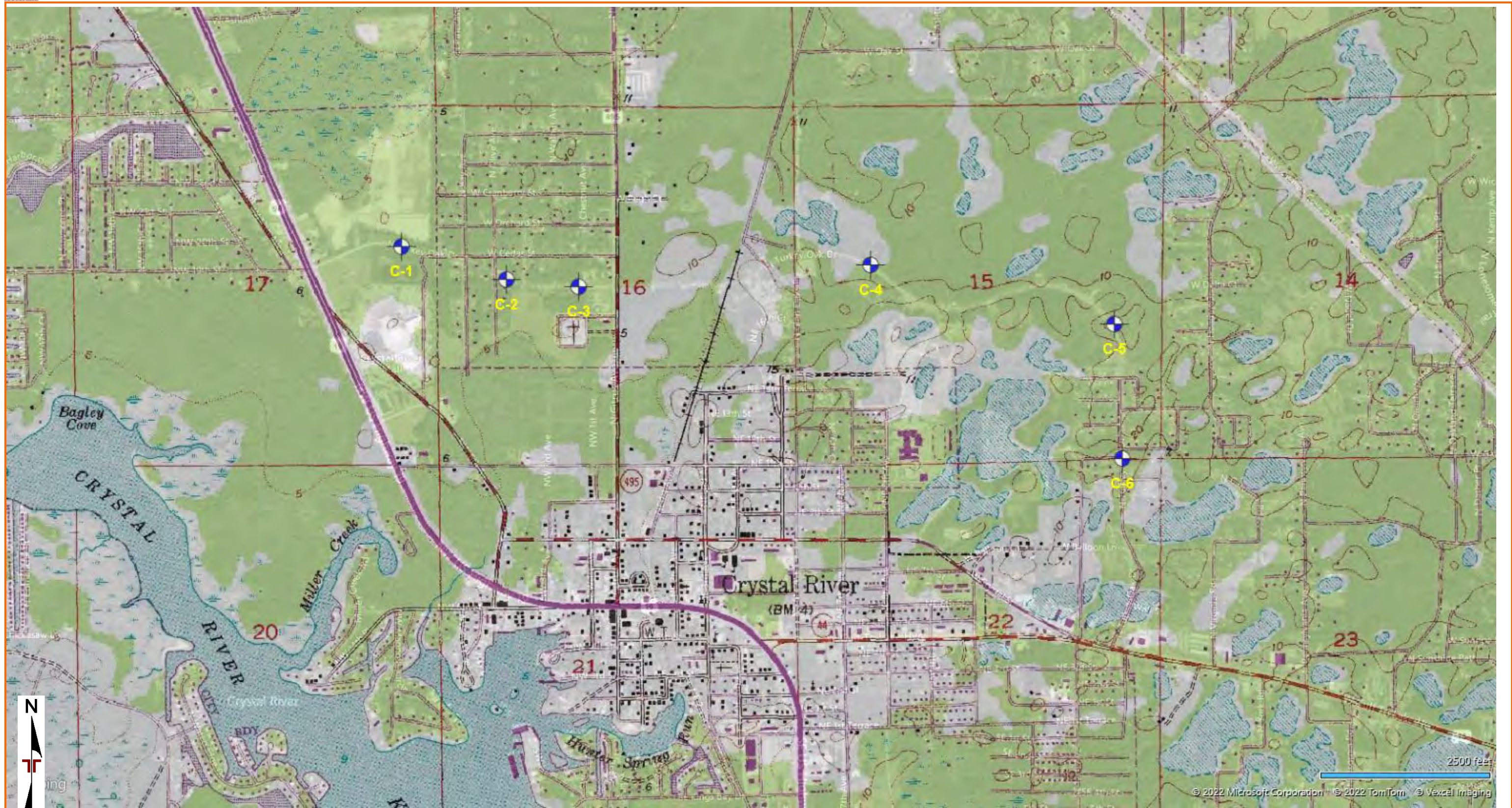
DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY MICROSOFT BING MAPS

SITE AND CORE LOCATIONS ON TOPOGRAPHIC MAP

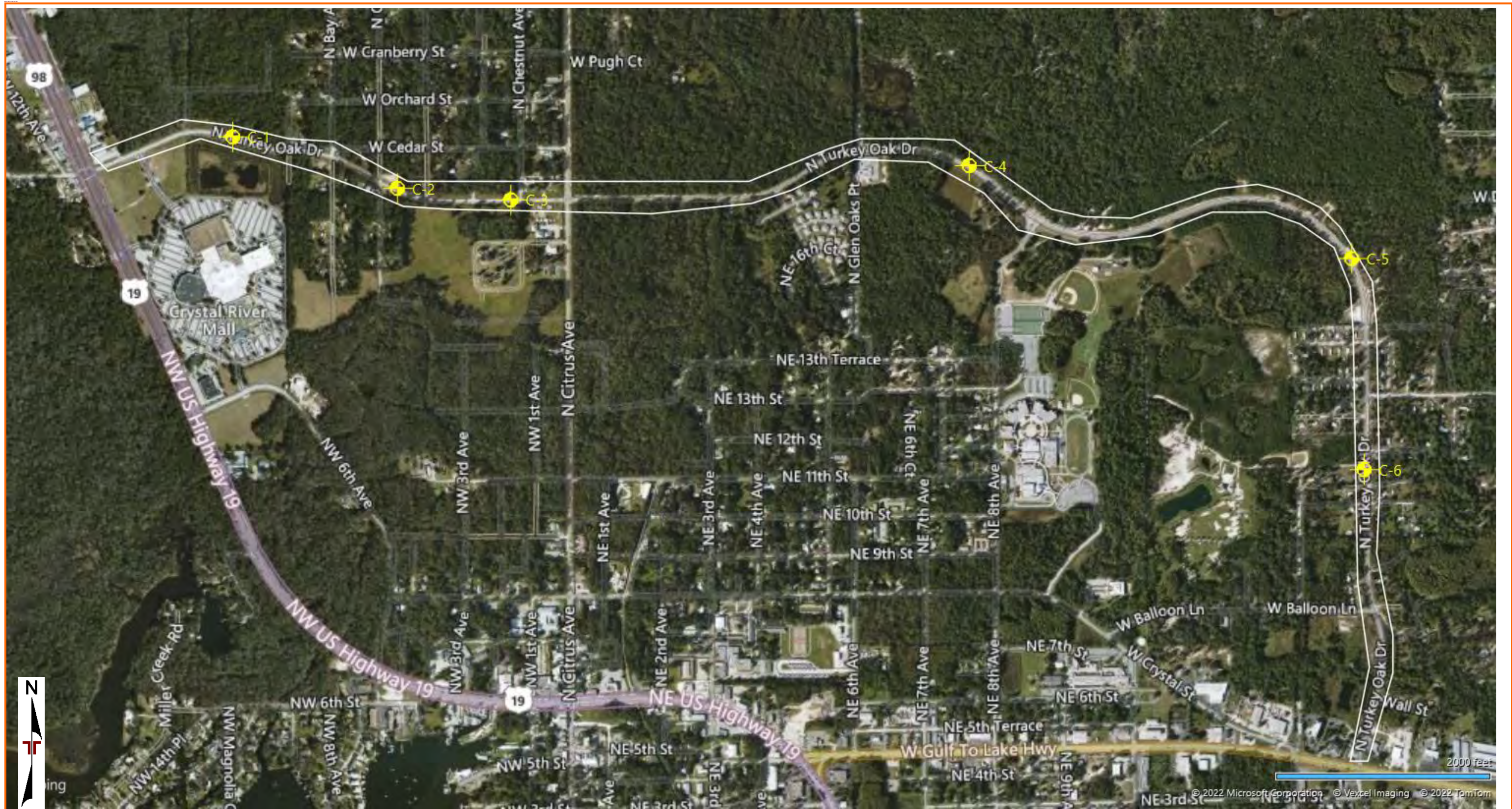
Turkey Oaks Drive Roadway Cores ■ Crystal River, Citrus County, Florida

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EXPLORATION PLAN

Turkey Oaks Drive Roadway Cores ■ Crystal River, Citrus County, Florida
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EXPLORATION RESULTS

Contents:

Boring Logs (C-1 through C-6)

BORING LOG NO. C-1

PROJECT: North Turkey Oaks Drive - Pavement Cores

CLIENT: Kimley-Horn and Associates Inc
Tampa, FL

SITE: North Turkey Oaks Drive
Crystal River, FL

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL_H4225023 NORTH TURKEY OAKS.GPJ TERRACON.DATATEMPLATE.GDT 5/20/22

GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.9141° Longitude: -82.6029°	DEPTH (Ft)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	DCP INDEX (mm/blow)	ESTIMATED LBR VALUE
0.1	ASPHALT , 1-3/8" Asphalt						
0.8	LIMEROCK BASE , 8-1/4" of Limerock Base		↓		72/8"	3	100
0.8	POORLY GRADED SAND (SP) , fine grained, light brown	1	↓		82/12"	4	75
4.2	Boring Terminated at 4.2 Feet	4	▽				



Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: DCP

<p>Advancement Method: Core Machine Hand Auger</p> <p>Abandonment Method: Borings backfilled with soil cuttings upon completion. Sealed with bituminous cold patch at surface.</p>	<p>See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).</p> <p>See Supporting Information for explanation of symbols and abbreviations.</p>	<p>Notes:</p> <p>Field test results indicate the number of blows from the dual mass DCP in general accordance with ASTM D6951 required to advance the tip the noted distance in inches</p>						
<p>WATER LEVEL OBSERVATIONS</p> <p>▽ Groundwater encountered at 4.2' during drilling</p>	<p>5463 W Waters Ave Ste 830 Tampa, FL</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-bottom: 1px solid black;">Boring Started: 05-13-2022</td> <td style="width: 50%; border-bottom: 1px solid black;">Boring Completed: 05-13-2022</td> </tr> <tr> <td style="border-bottom: 1px solid black;">Drill Rig: Core Rig</td> <td style="border-bottom: 1px solid black;">Driller: H. Peach</td> </tr> <tr> <td colspan="2" style="border-bottom: 1px solid black;">Project No.: H4225023</td> </tr> </table>	Boring Started: 05-13-2022	Boring Completed: 05-13-2022	Drill Rig: Core Rig	Driller: H. Peach	Project No.: H4225023	
Boring Started: 05-13-2022	Boring Completed: 05-13-2022							
Drill Rig: Core Rig	Driller: H. Peach							
Project No.: H4225023								

BORING LOG NO. C-2

PROJECT: North Turkey Oaks Drive - Pavement Cores

CLIENT: Kimley-Horn and Associates Inc
Tampa, FL

SITE: North Turkey Oaks Drive
Crystal River, FL

GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.9128° Longitude: -82.5981°	DEPTH (Ft)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	DCP INDEX (mm/blow)	ESTIMATED LBR VALUE
	0.1 ASPHALT , 1-1/4" Asphalt						
	0.2 LIMEROCK BASE , Limerock Base, Thickness not determined <i>Boring Terminated at 0.2 Foot</i>						



Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: DCP

Advancement Method:
Core Machine
Hand Auger

See [Exploration and Testing Procedures](#) for a description of field and laboratory procedures used and additional data (if any).

Notes:

Boring was terminated in Base due to conflicting water line markings at the location

Abandonment Method:
Borings backfilled with soil cuttings upon completion. Sealed with bituminous cold patch at surface.

See [Supporting Information](#) for explanation of symbols and abbreviations.

WATER LEVEL OBSERVATIONS

Groundwater not encountered



Boring Started: 05-13-2022

Boring Completed: 05-13-2022

Drill Rig: Core Rig

Driller: H. Peach

Project No.: H4225023

BORING LOG NO. C-3

PROJECT: North Turkey Oaks Drive - Pavement Cores

CLIENT: Kimley-Horn and Associates Inc
Tampa, FL

SITE: North Turkey Oaks Drive
Crystal River, FL

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL_H4225023 NORTH TURKEY OAKS.GPJ TERRACON.DATATEMPLATE.GDT 5/20/22

GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.9125° Longitude: -82.5948°	DEPTH (Ft)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	DCP INDEX (mm/blow)	ESTIMATED LBR VALUE
0.1	ASPHALT , 1" Asphalt						
	LIMEROCK BASE , 11" of Limerock Base		↓		59/8"	3	100
1.0	POORLY GRADED SAND (SP) , fine grained, light brown	1					
	light brown with orange	2	↓		77/12"	4	75
		3					
		4					
		5					
		6					
7.0	Boring Terminated at 7 Feet	7					



Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: DCP

<p>Advancement Method: Core Machine Hand Auger</p>	<p>See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).</p> <p>See Supporting Information for explanation of symbols and abbreviations.</p>	<p>Notes: Field test results indicate the number of blows from the dual mass DCP in general accordance with ASTM D6951 required to advance the tip the noted distance in inches</p>
<p>Abandonment Method: Borings backfilled with soil cuttings upon completion. Sealed with bituminous cold patch at surface.</p>		
<p>WATER LEVEL OBSERVATIONS <i>Groundwater not encountered</i></p>	<p>Boring Started: 05-13-2022</p> <p>Drill Rig: Core Rig</p> <p>Project No.: H4225023</p>	<p>Boring Completed: 05-13-2022</p> <p>Driller: H. Peach</p>

BORING LOG NO. C-4

PROJECT: North Turkey Oaks Drive - Pavement Cores

CLIENT: Kimley-Horn and Associates Inc
Tampa, FL

SITE: North Turkey Oaks Drive
Crystal River, FL

GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.9134° Longitude: -82.5814°	DEPTH (Ft)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	DCP INDEX (mm/blow)	ESTIMATED LBR VALUE
0.1	ASPHALT , 1-5/8" Asphalt						
0.7	LIMEROCK BASE , 6" of Limerock Base			↓	48/6"	3	100
2.0	POORLY GRADED SAND (SP) , fine grained, light brown	1		↓	79/12"	4	75
2.0	Refusal of Hand Auger with wood at 2' below ground surface Boring Terminated at 2 Feet	2		↓			



Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: DCP

Advancement Method:
Core Machine
Hand Auger

See [Exploration and Testing Procedures](#) for a description of field and laboratory procedures used and additional data (if any).

Notes:
Field test results indicate the number of blows from the dual mass DCP in general accordance with ASTM D6951 required to advance the tip the noted distance in inches

Abandonment Method:
Borings backfilled with soil cuttings upon completion. Sealed with bituminous cold patch at surface.

See [Supporting Information](#) for explanation of symbols and abbreviations.

WATER LEVEL OBSERVATIONS

Groundwater not encountered

5463 W Waters Ave Ste 830
Tampa, FL

Boring Started: 05-13-2022

Drill Rig: Core Rig

Project No.: H4225023

Boring Completed: 05-13-2022

Driller: H. Peach

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL_H4225023 NORTH TURKEY OAKS.GPJ TERRACON_DATATEMPLATE.GDT 5/20/22

BORING LOG NO. C-5

PROJECT: North Turkey Oaks Drive - Pavement Cores

CLIENT: Kimley-Horn and Associates Inc
Tampa, FL

SITE: North Turkey Oaks Drive
Crystal River, FL

GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.9110° Longitude: -82.5703°	DEPTH (Ft)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	DCP INDEX (mm/blow)	ESTIMATED LBR VALUE
DEPTH							
0.1	ASPHALT , 3-1/2" Asphalt (1.-1/2" Surface Layer, 2" Second Layer)			↓	50/1"	1	125
0.8	BASE , 5.5" of Limerock Base						
1	POORLY GRADED SAND (SP) , fine grained, light brown	1		↓	100/6"	2	125
2		2					
3		3					
4		4					
5		5					
6		6					
6.5	Boring Terminated at 6.5 Feet						



Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: DCP

Advancement Method:
Core Machine
Hand Auger

See [Exploration and Testing Procedures](#) for a description of field and laboratory procedures used and additional data (if any).

Notes:
Field test results indicate the number of blows from the dual mass DCP in general accordance with ASTM D6951 required to advance the tip the noted distance in inches

Abandonment Method:
Borings backfilled with soil cuttings upon completion. Sealed with bituminous cold patch at surface.

See [Supporting Information](#) for explanation of symbols and abbreviations.

WATER LEVEL OBSERVATIONS

Groundwater not encountered

5463 W Waters Ave Ste 830
Tampa, FL

Boring Started: 05-13-2022

Boring Completed: 05-13-2022

Drill Rig: Core Rig

Driller: H. Peach

Project No.: H4225023

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL_H4225023 NORTH TURKEY OAKS.GPJ TERRACON.DATATEMPLATE.GDT 5/20/22

BORING LOG NO. C-6

PROJECT: North Turkey Oaks Drive - Pavement Cores

CLIENT: Kimley-Horn and Associates Inc
Tampa, FL

SITE: North Turkey Oaks Drive
Crystal River, FL

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL_H4225023 NORTH TURKEY OAKS.GPJ TERRACON.DATATEMPLATE.GDT 5/20/22

GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.9056° Longitude: -82.5699°	DEPTH (Ft)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	DCP INDEX (mm/blow)	ESTIMATED LBR VALUE
DEPTH							
0.3	ASPHALT AND SOIL CEMENT , 2-1/8" Asphalt (1-1/4" Surface Layer, 7/8" Second Layer), 3-1/2" Soil Cement						
1.3	LIMEROCK BASE , 13" of Limerock Base	1	↓		100/12"	3	100
7.0	POORLY GRADED SAND (SP) , fine grained, light brown	2	↓		36/12"	8	38
		3					
		4					
		5					
		6					
		7					
	Boring Terminated at 7 Feet						



Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: DCP

Advancement Method: Core Machine Hand Auger	See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any). See Supporting Information for explanation of symbols and abbreviations.	Notes: Field test results indicate the number of blows from the dual mass DCP in general accordance with ASTM D6951 required to advance the tip the noted distance in inches
Abandonment Method: Borings backfilled with soil cuttings upon completion. Sealed with bituminous cold patch at surface.		
WATER LEVEL OBSERVATIONS <i>Groundwater not encountered</i>	Boring Started: 05-13-2022 Drill Rig: Core Rig Project No.: H4225023	Boring Completed: 05-13-2022 Driller: H. Peach

SUPPORTING INFORMATION

Contents:







General Notes

Unified Soil Classification System

GENERAL NOTES

DESCRIPTION OF SYMBOLS AND ABBREVIATIONS

North Turkey Oaks Drive - Pavement Cores ■ Crystal River, FL
Terracon Project No. H4225023

SAMPLING	WATER LEVEL	FIELD TESTS
 Auger Cuttings  Dynamic Cone Penetrometer	 Water Initially Encountered  Water Level After a Specified Period of Time  Water Level After a Specified Period of Time  Cave In Encountered Water levels indicated on the soil boring logs are the levels measured in the borehole at the times indicated. Groundwater level variations will occur over time. In low permeability soils, accurate determination of groundwater levels is not possible with short term water level observations.	N Standard Penetration Test Resistance (Blows/Ft.) (HP) Hand Penetrometer (T) Torvane (DCP) Dynamic Cone Penetrometer UC Unconfined Compressive Strength (PID) Photo-Ionization Detector (OVA) Organic Vapor Analyzer

DESCRIPTIVE SOIL CLASSIFICATION
Soil classification as noted on the soil boring logs is based Unified Soil Classification System. Where sufficient laboratory data exist to classify the soils consistent with ASTM D2487 "Classification of Soils for Engineering Purposes" this procedure is used. ASTM D2488 "Description and Identification of Soils (Visual-Manual Procedure)" is also used to classify the soils, particularly where insufficient laboratory data exist to classify the soils in accordance with ASTM D2487. In addition to USCS classification, coarse grained soils are classified on the basis of their in-place relative density, and fine-grained soils are classified on the basis of their consistency. See "Strength Terms" table below for details. The ASTM standards noted above are for reference to methodology in general. In some cases, variations to methods are applied as a result of local practice or professional judgment.

LOCATION AND ELEVATION NOTES
Exploration point locations as shown on the Exploration Plan and as noted on the soil boring logs in the form of Latitude and Longitude are approximate. See Exploration and Testing Procedures in the report for the methods used to locate the exploration points for this project. Surface elevation data annotated with +/- indicates that no actual topographical survey was conducted to confirm the surface elevation. Instead, the surface elevation was approximately determined from topographic maps of the area.

STRENGTH TERMS				
RELATIVE DENSITY OF COARSE-GRAINED SOILS <small>(More than 50% retained on No. 200 sieve.) Density determined by Standard Penetration Resistance</small>		CONSISTENCY OF FINE-GRAINED SOILS <small>(50% or more passing the No. 200 sieve.) Consistency determined by laboratory shear strength testing, field visual-manual procedures or standard penetration resistance</small>		
Descriptive Term (Density)	Standard Penetration or N-Value Blows/Ft.	Descriptive Term (Consistency)	Unconfined Compressive Strength Qu, (tsf)	Standard Penetration or N-Value Blows/Ft.
Very Loose	< 3	Very Soft	less than 0.25	0 - 1
Loose	3 - 8	Soft	0.25 to 0.50	1 - 3
Medium Dense	8 - 24	Medium Stiff	0.50 to 1.00	3 - 5
Dense	24 - 40	Stiff	1.00 to 2.00	6 - 12
Very Dense	> 40	Very Stiff	2.00 to 4.00	12 - 24
		Hard	> 4.00	> 24

RELEVANCE OF SOIL BORING LOG
The soil boring logs contained within this document are intended for application to the project as described in this document. Use of these soil boring logs for any other purpose may not be appropriate.

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests ^A				Soil Classification		
				Group Symbol	Group Name ^B	
Coarse-Grained Soils: More than 50% retained on No. 200 sieve	Gravels: More than 50% of coarse fraction retained on No. 4 sieve	Clean Gravels: Less than 5% fines ^C	$Cu \geq 4$ and $1 \leq Cc \leq 3$ ^E	GW	Well-graded gravel ^F	
			$Cu < 4$ and/or [$Cc < 1$ or $Cc > 3.0$] ^E	GP	Poorly graded gravel ^F	
		Gravels with Fines: More than 12% fines ^C	Fines classify as ML or MH	GM	Silty gravel ^{F, G, H}	
			Fines classify as CL or CH	GC	Clayey gravel ^{F, G, H}	
	Sands: 50% or more of coarse fraction passes No. 4 sieve	Clean Sands: Less than 5% fines ^D	$Cu \geq 6$ and $1 \leq Cc \leq 3$ ^E	SW	Well-graded sand ^I	
			$Cu < 6$ and/or [$Cc < 1$ or $Cc > 3.0$] ^E	SP	Poorly graded sand ^I	
		Sands with Fines: More than 12% fines ^D	Fines classify as ML or MH	SM	Silty sand ^{G, H, I}	
			Fines classify as CL or CH	SC	Clayey sand ^{G, H, I}	
Fine-Grained Soils: 50% or more passes the No. 200 sieve	Silts and Clays: Liquid limit less than 50	Inorganic:	$PI > 7$ and plots on or above "A" line	CL	Lean clay ^{K, L, M}	
			$PI < 4$ or plots below "A" line ^J	ML	Silt ^{K, L, M}	
		Organic:	Liquid limit - oven dried	< 0.75	OL	Organic clay ^{K, L, M, N}
			Liquid limit - not dried			Organic silt ^{K, L, M, O}
	Silts and Clays: Liquid limit 50 or more	Inorganic:	PI plots on or above "A" line	CH	Fat clay ^{K, L, M}	
			PI plots below "A" line	MH	Elastic Silt ^{K, L, M}	
		Organic:	Liquid limit - oven dried	< 0.75	OH	Organic clay ^{K, L, M, P}
			Liquid limit - not dried			Organic silt ^{K, L, M, O}
Highly organic soils:	Primarily organic matter, dark in color, and organic odor			PT	Peat	

^A Based on the material passing the 3-inch (75-mm) sieve.

^B If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.

^C Gravels with 5 to 12% fines require dual symbols: GW-GM well-graded gravel with silt, GW-GC well-graded gravel with clay, GP-GM poorly graded gravel with silt, GP-GC poorly graded gravel with clay.

^D Sands with 5 to 12% fines require dual symbols: SW-SM well-graded sand with silt, SW-SC well-graded sand with clay, SP-SM poorly graded sand with silt, SP-SC poorly graded sand with clay.

$$Cu = D_{60}/D_{10} \quad Cc = \frac{(D_{30})^2}{D_{10} \times D_{60}}$$

^F If soil contains $\geq 15\%$ sand, add "with sand" to group name.

^G If fines classify as CL-ML, use dual symbol GC-GM, or SC-SM.

^H If fines are organic, add "with organic fines" to group name.

^I If soil contains $\geq 15\%$ gravel, add "with gravel" to group name.

^J If Atterberg limits plot in shaded area, soil is a CL-ML, silty clay.

^K If soil contains 15 to 29% plus No. 200, add "with sand" or "with gravel," whichever is predominant.

^L If soil contains $\geq 30\%$ plus No. 200 predominantly sand, add "sandy" to group name.

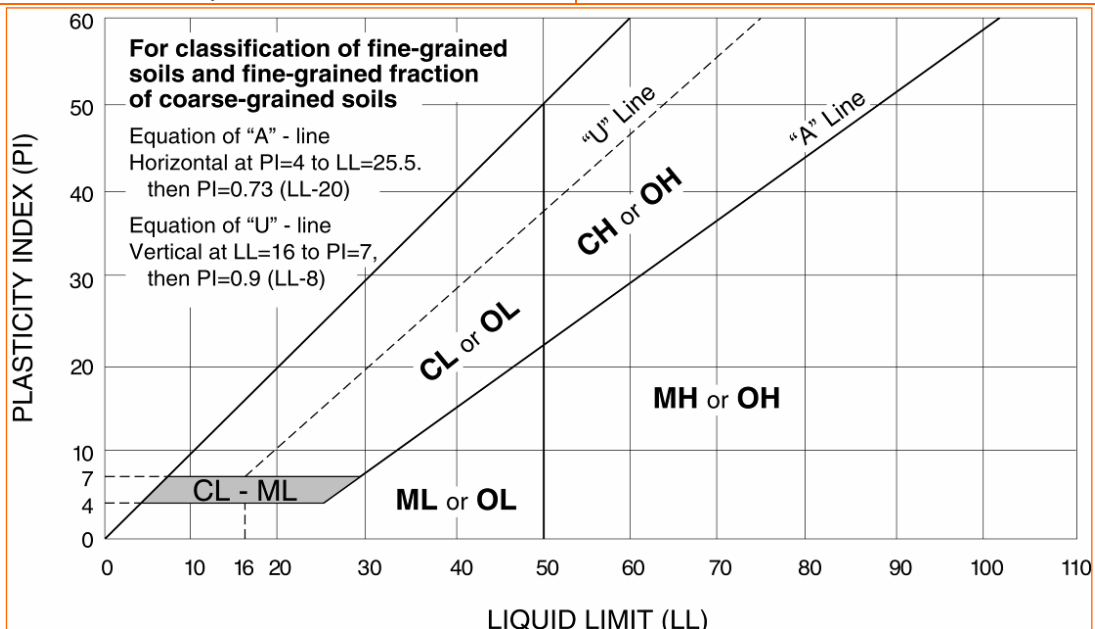
^M If soil contains $\geq 30\%$ plus No. 200, predominantly gravel, add "gravelly" to group name.

^N $PI \geq 4$ and plots on or above "A" line.

^O $PI < 4$ or plots below "A" line.

^P PI plots on or above "A" line.

^Q PI plots below "A" line.



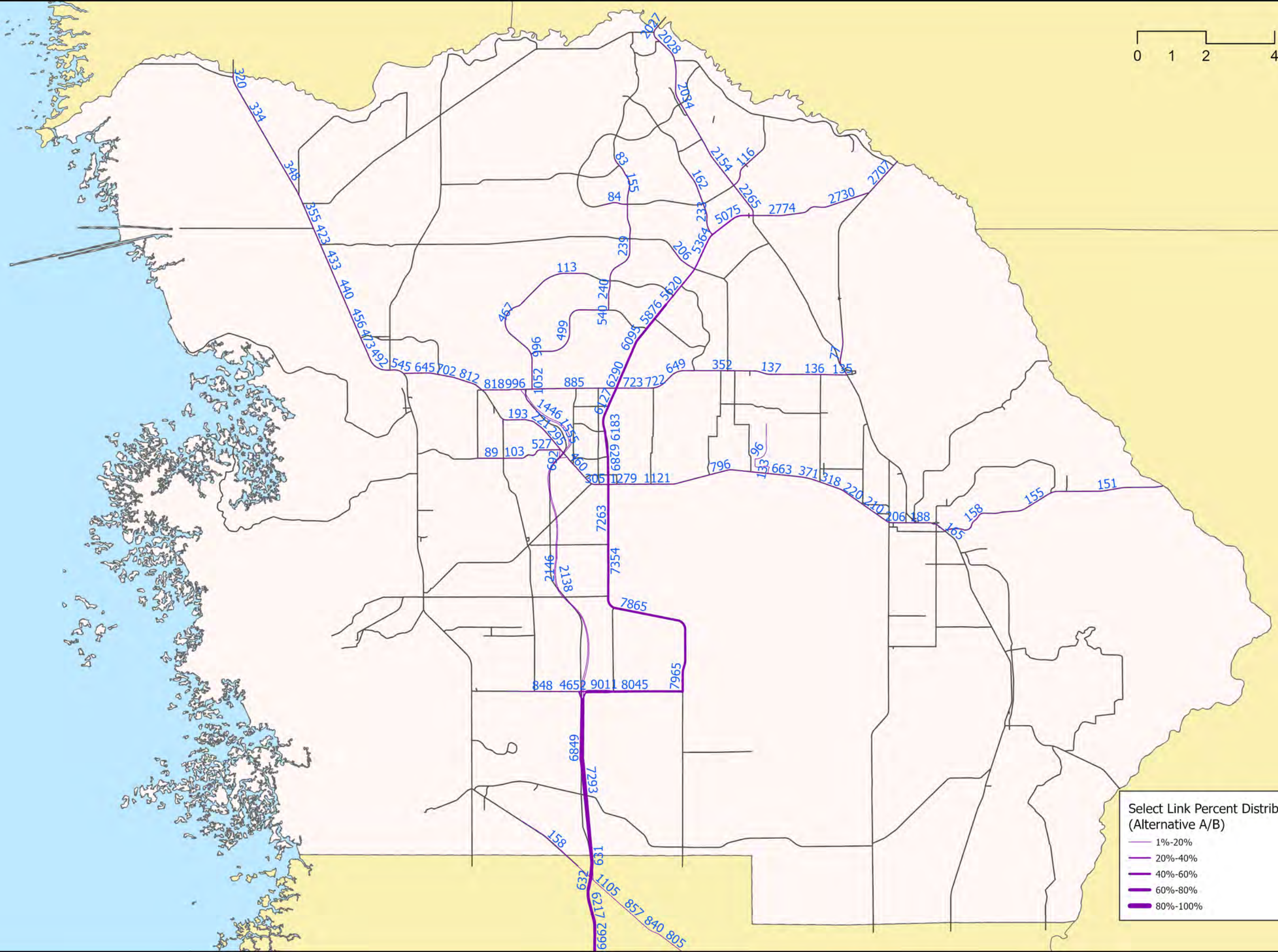
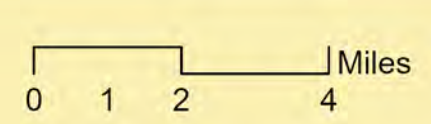
Appendix F:

ITS Cost Estimates

City of Crystal River		Dynamic Trailblazer Project			
		US Hwy 98 to W Gulf to Lake Hwy			
Item	Unit	Qty.	Unit Cost	Cost	Notes
Design/Planning	LS	1		\$ 121,348	12% of Construction
CE&I	LS	1		\$ 80,899	8% of Construction
			Subtotal	\$ 202,246	
Construction					
-Const. Management	LS	1		\$ 91,930	10% (F&I, plus Mobilization through Demo)
-Mobilization	LS	1		\$ 57,416	8% (F&I)
-Maintenance of Traffic	LS	1		\$ 57,416	8% (F&I)
-Bonding/Insurance	LS	1		\$ 35,885	5% (F&I)
-Demolition/Site Prep	LS	1		\$ 35,885	5% (F&I)
-Permits	LS	1	\$ 15,000	\$ 15,000	
-ITS Devices (F&I)					
-ADMS (Front Access) on FDOT Cantilever Structure (new)	EA	2	\$ 43,500	\$ 87,000	
-FDOT Cantilever Structure	EA	2	\$ 81,500	\$ 163,000	DMS Support Structure, 21-30 FT
-CCTV (PTZ, HD) on Concrete Pole (45') (new)	EA	2	\$ 6,500	\$ 13,000	Verification camera for ADMS
-Concrete Pole (45') (new)	EA	2	\$ 15,000	\$ 30,000	w/ lowering device
-Bluetooth Assembly (on ADMS Structure)	EA	2	\$ 3,000	\$ 6,000	
-Bluetooth Assembly (on Signal Mast Arm)	EA	4	\$ 3,000	\$ 12,000	
-Bluetooth Cabinet Equipment	EA	6	\$ 1,000	\$ 6,000	
-Embedded DMS on Sign - 12 SF (Trailblazer)	EA	5	\$ 21,500	\$ 107,500	
-ITS Cabinet (Pole Mount)	EA	2	\$ 5,800	\$ 11,600	
-ITS Cabinet (Ground Mount)	EA	2	\$ 8,400	\$ 16,800	
-12-count SM Fiber Optic Cable (w conduit, open trench)	LF	3,500	\$ 15	\$ 52,500	Includes warning tape, tubular route markers
-12-count SM Fiber Optic Cable (w conduit, direct bury)	LF	1,500	\$ 22	\$ 33,000	Includes warning tape, tubular route markers
-FOC Splice Vault	EA	2	\$ 2,650	\$ 5,300	
-FOC Pull Box	EA	8	\$ 800	\$ 6,400	
-ITS Auxillary Devices	LS	1	\$ 25,000	\$ 25,000	Switches, Patch Panels, UPS, etc.
-ITS Power	EA	8	\$ 4,700	\$ 37,600	
-Citrus County TCC ITS (F&I)					
-Server	EA	1	\$ 15,000	\$ 15,000	
-ITS Master Switch	EA	1	\$ 65,000	\$ 65,000	
-ITS Auxillary Devices	LS	1	\$ 15,000	\$ 15,000	Switches, Patch Panels, UPS, etc.
-Software (Licenses)	LS	1	\$ 10,000	\$ 10,000	
			Subtotal	\$ 1,011,232	
Contingency	LS	1		\$ 364,044	30%
			Total	\$ 1,577,522	
Operations and Maintenance (O&M)	YR	10	\$ 150,000	\$ 1,500,000	Some Devices could be added to TSMCA (for partial maintenance reimbursement)
			Grand Total	\$ 3,077,522	

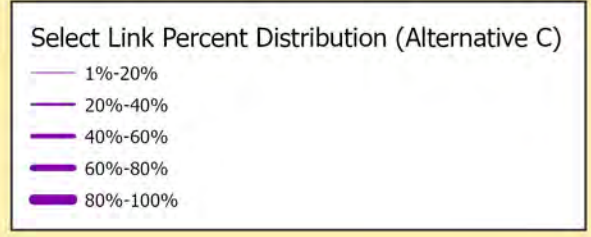
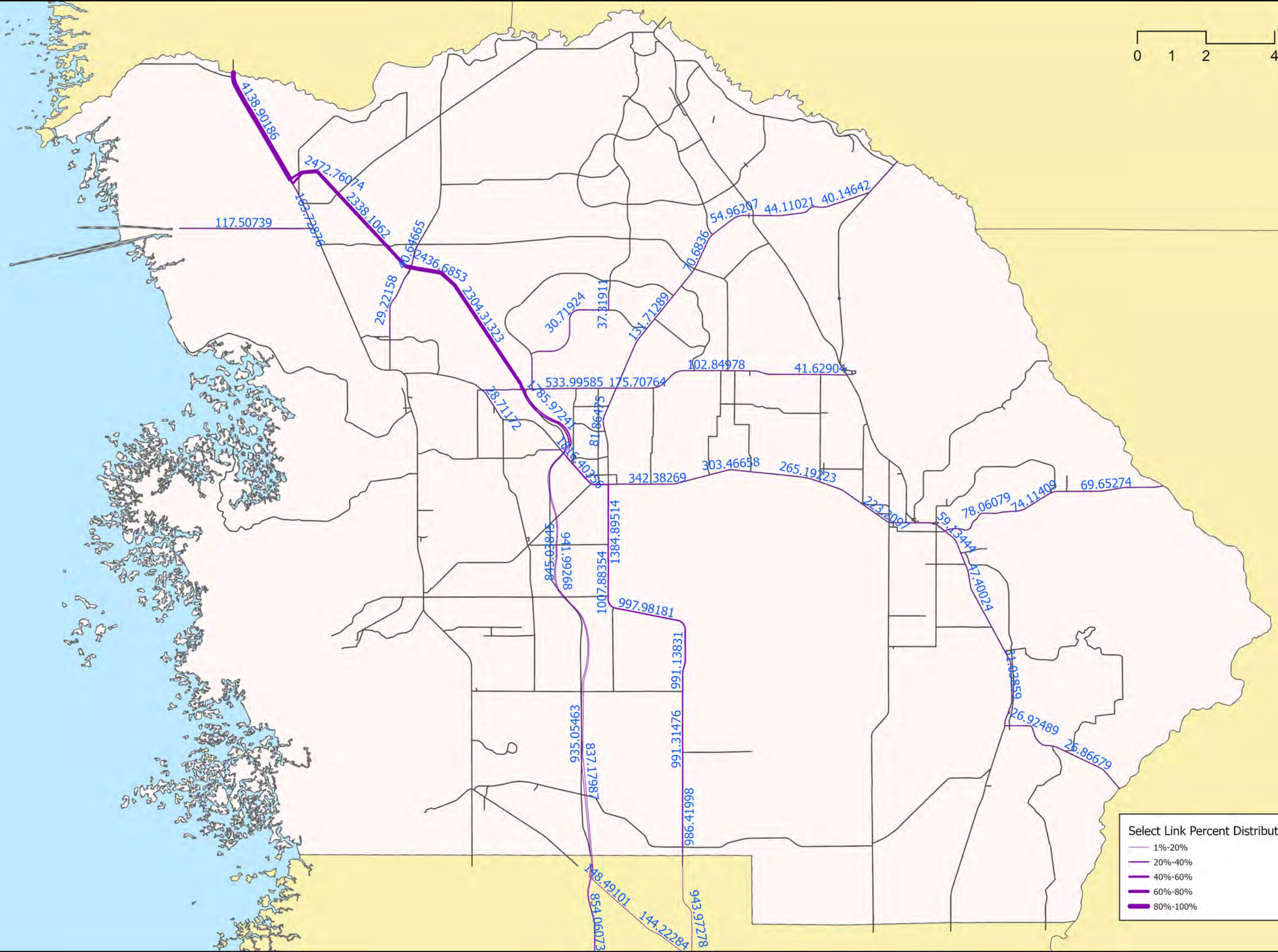
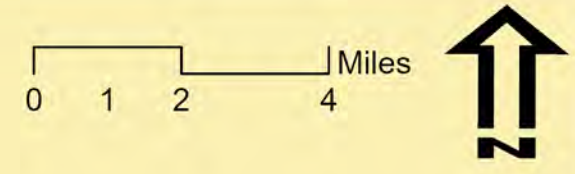
Appendix G:

Citrus Corridors Model Outputs



Select Link Percent Distribution (Alternative A/B)

- 1%-20%
- 20%-40%
- 40%-60%
- 60%-80%
- 80%-100%



4138.90186
 2472.76074
 2338.1062
 117.50739
 162.72878
 29.22158
 2436.6853
 2304.31323
 30.71924
 37.81911
 131.71289
 70.6836
 54.96207
 44.11021
 40.14642
 102.84978
 41.62904
 533.99585
 175.70764
 28.71172
 1785.97241
 81.86475
 1316.40358
 342.38269
 303.46658
 265.19223
 223.2097
 78.06079
 74.11409
 69.65274
 845.03845
 941.99268
 1007.88354
 1384.89514
 997.98181
 223.2097
 59.13444
 17.40024
 69.65274
 935.05463
 837.17987
 991.31476
 991.13831
 986.41998
 1103859
 26.92489
 26.86679
 148.49101
 144.22284
 943.97278
 854.06073



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