

SAINT LEO UNIVERSITY

TOWN OF SAINT LEO, PASCO COUNTY, FLORIDA

PLANT OPERATIONS BUILDING TRAFFIC IMPACT STUDY

Prepared For:

SAINT LEO UNIVERSITY
33701 State Road 52
Saint Leo, Florida 33574



Prepared By:



RAYSOR Transportation Consulting, LLC.
19046 Bruce B. Downs Boulevard, Suite 308
Tampa, Florida 33647
(813) 625-1699 | (813) 413-7432 fx
ENB No. 27789

April 23, 2014

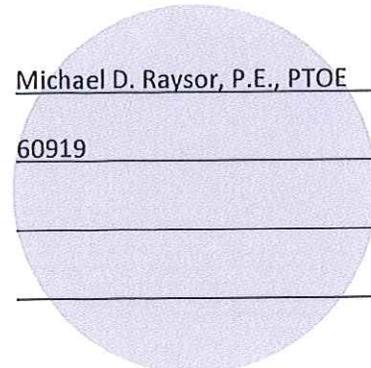
PROFESSIONAL ENGINEERING CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida, practicing with Raysor Transportation Consulting, LLC., a corporation authorized to operate as an engineering business (ENB No. 27789), by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

PROJECT: Saint Leo University – Plant Operations Building Traffic Impact Study
LOCATION: Town of Saint Leo, Pasco County, Florida
REPORT DATE: April 23, 2014
PREPARED FOR: Saint Leo University

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

NAME: Michael D. Raysor, P.E., PTOE
P.E. NO.: 60919
DATE: _____
SIGNATURE: _____



SAINT LEO UNIVERSITY

TOWN OF SAINT LEO, PASCO COUNTY, FLORIDA

PLANT OPERATIONS BUILDING TRAFFIC IMPACT STUDY

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SAINT LEO UNIVERSITY

TOWN OF SAINT LEO, PASCO COUNTY, FLORIDA

PLANT OPERATIONS BUILDING TRAFFIC IMPACT STUDY

EXECUTIVE SUMMARY

This report documents a study undertaken to evaluate the potential traffic impacts upon Pompanic Street anticipated as a result of relocating the Saint Leo University Plant Operations Building to a location west of the core campus area, near Pompanic Street. Based on the data, analyses and findings contained herein, the following is concluded in consideration of relocation of the Saint Leo University Plant Operations Building.

- ❖ Pompanic Street currently carries about 600 to 700 vehicles per day between the location of the planned Plant Operations Building and State Road 52; with approximately 50 to 70 vehicles per hour during peak traffic hours.
- ❖ The existing traffic on Pompanic Street was identified to be comprised of approximately 10% trucks, which is about 60 to 70 trucks per day.
- ❖ A majority of the trips generated by the Plant Operations Building will occur via internal campus connections; and similarly not all current truck traffic to the campus will be rerouted via Pompanic Street (i.e., trucks destined to other parts of the campus, which comprise the majority of campus truck traffic, such as dining facilities, etc., will continue to utilize the main campus access to State Road 52).
- ❖ Upon relocation of the Plant Operations Building, an additional 26 daily trips are anticipated to be generated on Pompanic Street, noting that this study also evaluated a worst-case scenario of an additional 110 daily trips on Pompanic Street.

- ❖ For the worst-case scenario, all truck traffic (excluding pick-up trucks and vans) is expected to comprise only 3.5% of the total new trips generated on Pompanic Street, with only about 1.5% of these being large trucks (i.e., tractor-trailers); whereas large trucks are expected on a frequency of about 1 every other day.

- ❖ Pompanic Street was found to currently operate at about 5.8% to 8.5% of its capacity, and upon relocation of the SLU Plant Operations Building is anticipated to operate at about 6.5% to 9.2% of its capacity for actual expected conditions, and 7.5% to 10.1% percent of its capacity for worst-case conditions; whereas significant excess capacity (of approximately 90%) is anticipated to be available on Pompanic Street for all analysis scenarios.

- ❖ The intersection of Pompanic Street at State Road 52 was found to operate acceptably at level of service "D" or better for all analysis scenarios, and any impacts at the intersection as a result of the relocation of the SLU Plant Operations Building would be insignificant, and not material to the operation of the intersection.

- ❖ The above findings indicate that the transportation standards as documented in the Town of St. Leo Comprehensive Plan are currently met, and are anticipated to continue to be met upon relocation of the SLU Plant Operations Building.

SAINT LEO UNIVERSITY

TOWN OF SAINT LEO, PASCO COUNTY, FLORIDA

PLANT OPERATIONS BUILDING TRAFFIC IMPACT STUDY

SECTION 1.0 INTRODUCTION

Saint Leo University (SLU) is a liberal-arts based university with its main campus located in the Town of Saint Leo, Pasco County, Florida (as shown in Figure 1.0). At the current time, SLU plans to relocate their Plant Operations Building to a location west of the core campus area as shown in Figure 2.0. Access to the relocated Plant Operations Building will be provided via internal campus connections and via Pompanic Street to/from State Road 52.

This report documents a study undertaken to evaluate the potential traffic impacts upon Pompanic Street anticipated as a result of relocating the Plant Operations Building as referenced above; whereas this traffic study was performed in accordance with industry standard practices and procedures.

SECTION 2.0 PLANT OPERATIONS BUILDING DESCRIPTION

The subject Plant Operations Building is planned to consist of 16,000 square feet, where approximately 1/3 will consist of offices and the remaining 2/3 will consist of storage/warehousing. The office component will be staffed by 4 to 5 full time employees which will access the building via Pompanic Street to/from State Road 52. Other employees will access the building via motorized carts internal to the campus; continuing to utilize the main campus access to State Road 52 and parking in the parking garage.

Truck traffic destined to the Plant Operations Building will also access the building via Pompanic Street to/from State Road 52. However, it is important to note that not all current truck traffic to the campus will be rerouted via Pompanic Street. For example, trucks destined to other parts of the campus (which comprise the majority of campus truck traffic), such as dining facilities, etc., will continue to utilize the main campus access to State Road 52. Additional details on truck traffic are provided in Section 3.0 of this report.

FIGURE 1.0 SAINT LEO UNIVERSITY - LOCATION MAP

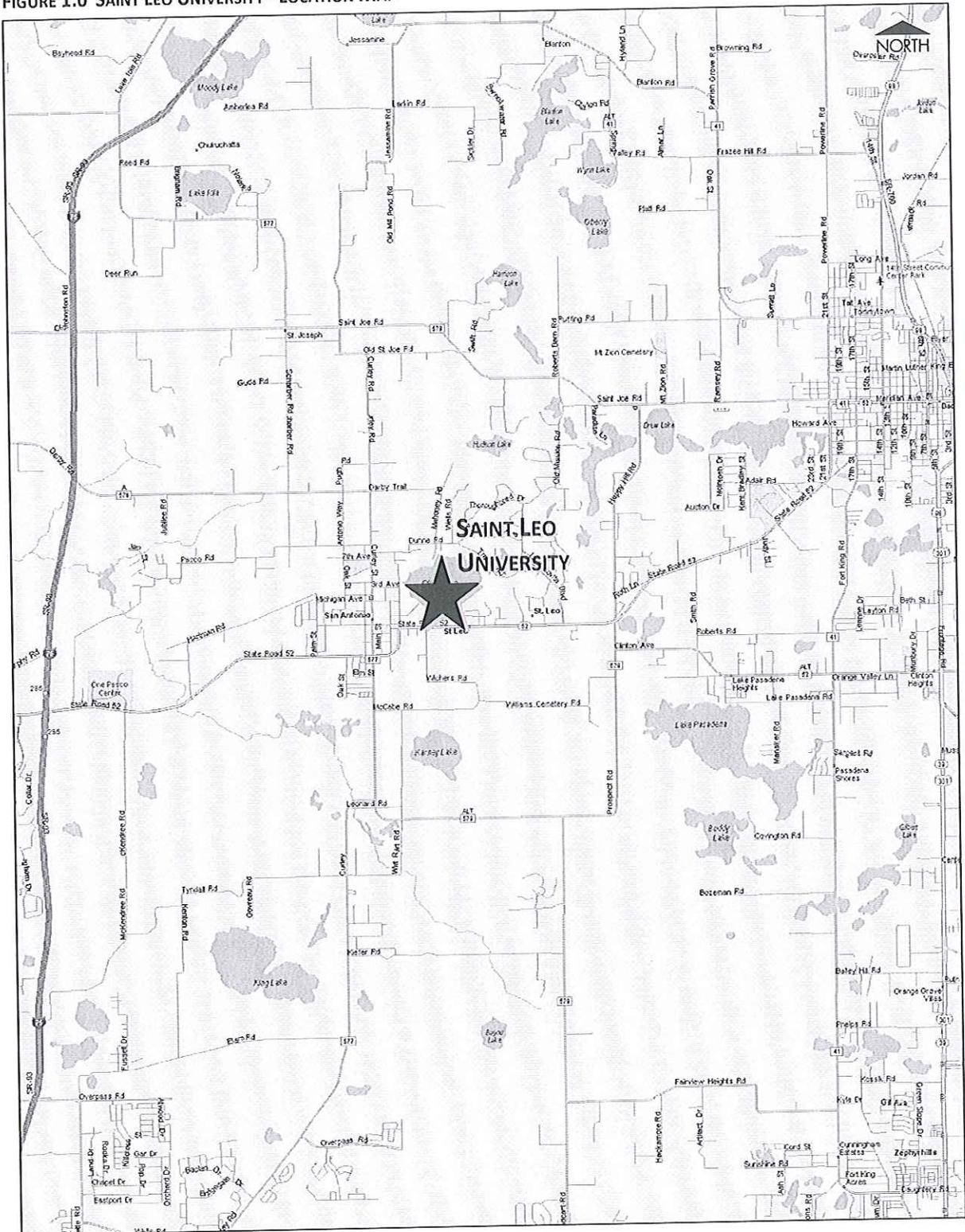
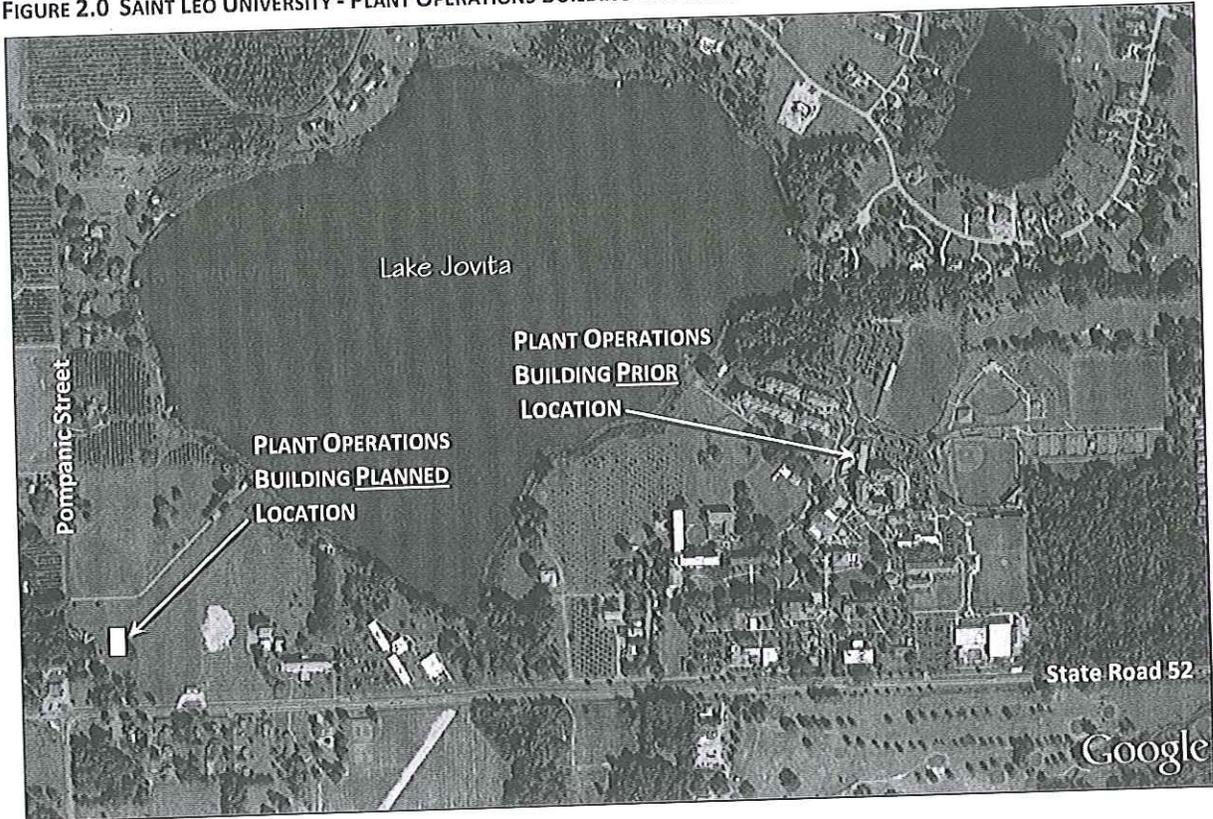


FIGURE 2.0 SAINT LEO UNIVERSITY - PLANT OPERATIONS BUILDING LOCATIONS



SECTION 3.0 PLANT OPERATIONS BUILDING TRIP GENERATION

The trips generated by the Plant Operations Building were classified into three categories as follows: (a) trips generated by the employees that will utilize SR-52/Pompanac Street to access the building, (b) trips generated by deliveries to the building that will utilize SR-52/Pompanac Street, and (c) trips that will occur between the building and the remainder of the campus, which will be wholly internal to the campus. The first two trip categories (i.e., "a" & "b") are anticipated to result in new trips on Pompanac Street, whereas the last trip category (i.e., "c") will not add trips to Pompanac Street, and thus this latter category will not be further considered in this analysis.

The trips generated by the employees were estimated for two scenarios as follows: (1) the trips anticipated to actually occur based on the number of employees assigned to the building, and (2) the trips that would occur as estimated based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th edition, 2012) using the square footage of the building; which provides for a worst-case estimate.

As indicated in Section 2.0 of this report, up to 5 employees are anticipated to be assigned to the Plant Operations Building; whereas these employees would generate 5 trips during the AM peak hour, 5 trips during the PM peak hour, and about 20 daily trips. The ITE estimated (worst-case) trips were calculated as 13 trips during the AM peak hour, 12 trips during the PM peak hour, and 100 daily trips; as further documented in Appendix A.

The trips generated by deliveries to the building were estimated based on observations of deliveries to the prior Plant Operations Building over a period of 19 days spanning 4 weeks. During that period, a total of 56 deliveries (or equivalent) were observed and recorded by SLU staff, as documented in Appendix B. Of these, the following vehicle classifications were identified:

- 34 pick-up trucks/vans (60.7%)
- 6 box/panel trucks (10.7%)
- 6 trash trucks (10.7%)
- 10 tractor-trailers (17.9%)

Both an average daily value and a worst-case daily value was calculated. The average daily value was calculated as 3 deliveries per day, which is equal to 6 daily trips. The worst-case daily value was identified as 5 deliveries per day, which is equal to 10 daily trips; whereas this value represents the highest number of deliveries observed during any one day during the above-referenced observation period.

Peak hour trips for these deliveries were estimated using the typical peak-to-daily ratio of 1:10, resulting in 1 peak hour trip for both the average and worst-case values, calculated as follows: (a) 6 average daily trips / 10 = 0.60 average peak hour trips, rounds to 1.0, and (b) 10 worst-case daily trips / 10 = 1.0 worst-case peak hour trip.

The total of these two trip components (i.e., employees and deliveries) are 26 actual/average and 110 worst case on a daily basis, with 6 actual/average and 14 worst case during the AM peak hour and 6 actual/average and 13 worst case during the PM peak hour; as illustrated in Figures 3.0 and 4.0.

In addition, for the worst-case scenario, it is important to note that all truck traffic (except for pick-up trucks and vans) is expected to comprise only 3.5% of the total new trips generated on Pompanic Street, with only about 1.5% of these being large trucks (i.e., tractor-trailers). Thus, large trucks are expected on a frequency of about 1 every other day.

FIGURE 3.0 PLANT OPERATIONS BUILDING TRIP GENERATION - DAILY VALUES

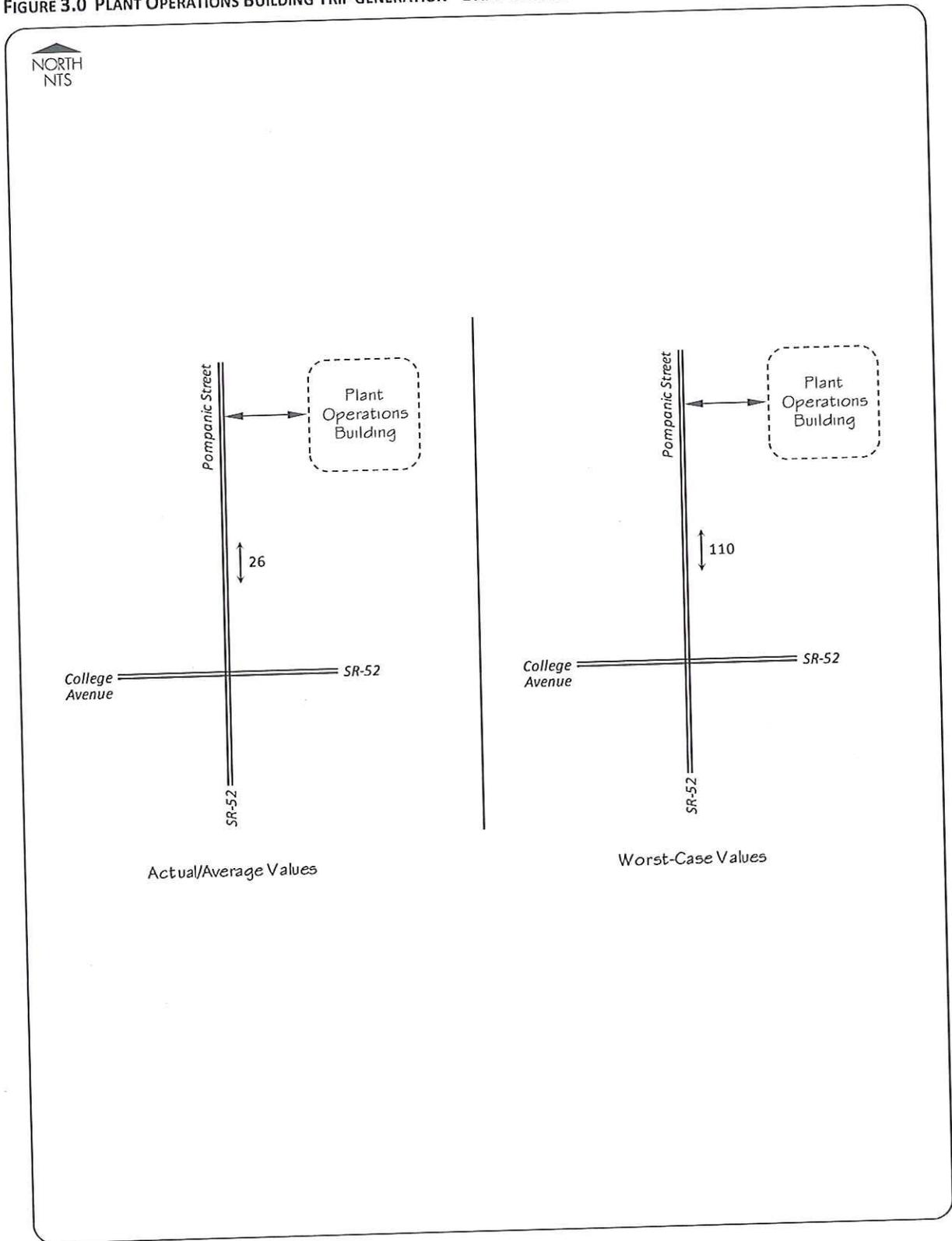
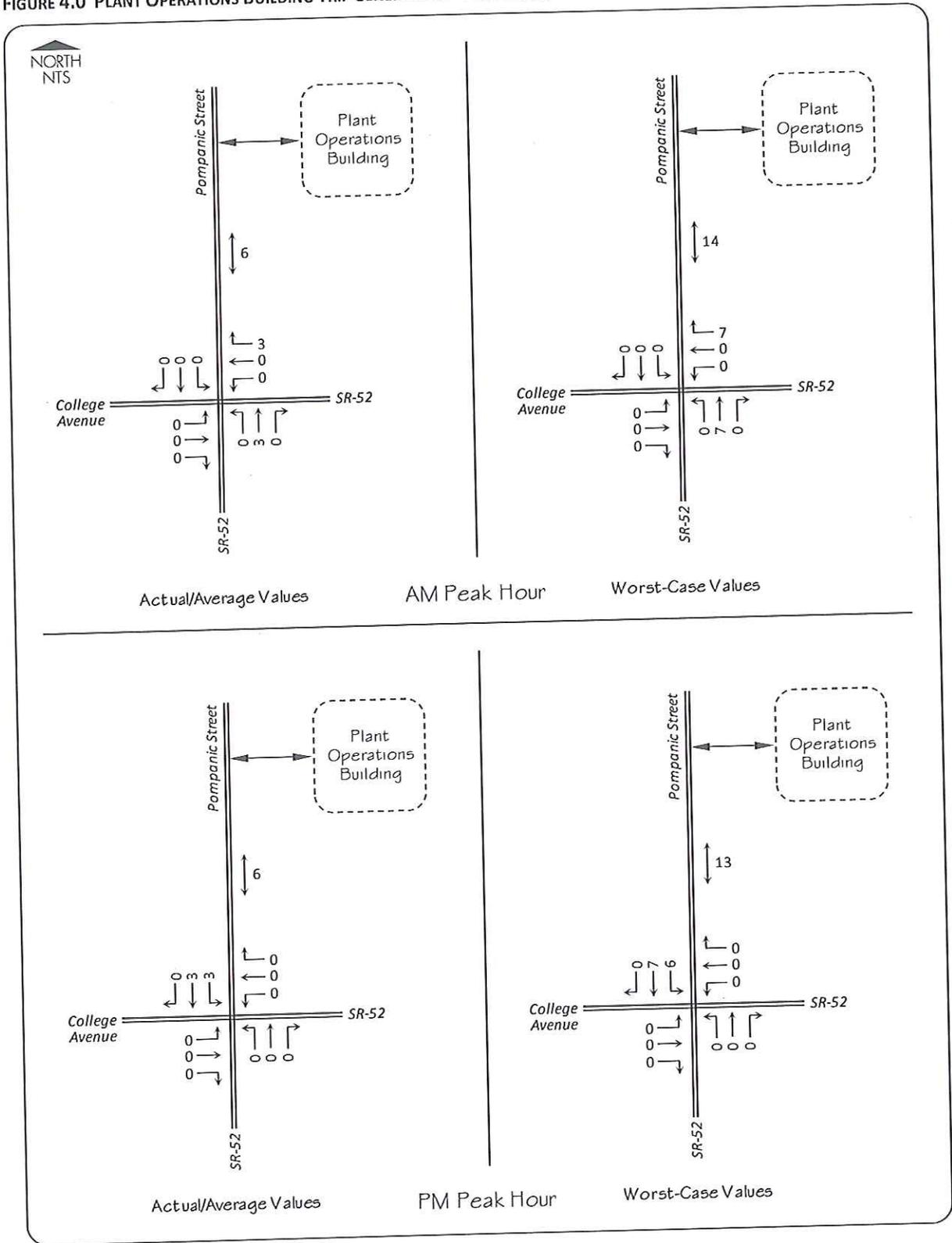


FIGURE 4.0 PLANT OPERATIONS BUILDING TRIP GENERATION - PEAK HOUR VALUES



SECTION 4.0 EXISTING TRAFFIC VOLUMES

Existing traffic volumes on Pompanac Street and the intersection of Pompanac Street at State Road 52 were obtained through traffic counts performed during the first week of April 2014, as documented in Appendix C.

The traffic counts identified existing daily traffic volumes on Pompanac Street of 689 vehicles per day just north of State Road 52 and 607 vehicles per day just south of McMullen Drive. During peak hour conditions the traffic counts identified between 47 and 54 vehicles per hour during the AM peak hour and between 55 and 68 vehicles per hour during the PM peak hour.

In addition, peak hour trucks on this segment of Pompanac Street were identified be 5 during the AM peak hour and 7 during the PM peak hour, which is about 10% of the total volume. Thus, it is estimated that this segment of Pompanac Street carries about 60 to 70 trucks per day.

The actual/average and worst-case trips estimated to be generated by the SLU Plant Operations Building were added to the existing traffic volumes on Pompanac Street and the intersection of Pompanac Street at State Road 52 for use in this analysis. Figures 5.0, 6.0, and 7.0 illustrate the traffic volumes used in this analysis for daily, AM peak hour, and PM peak hour conditions, respectively.

FIGURE 5.0 DAILY TRAFFIC VOLUMES

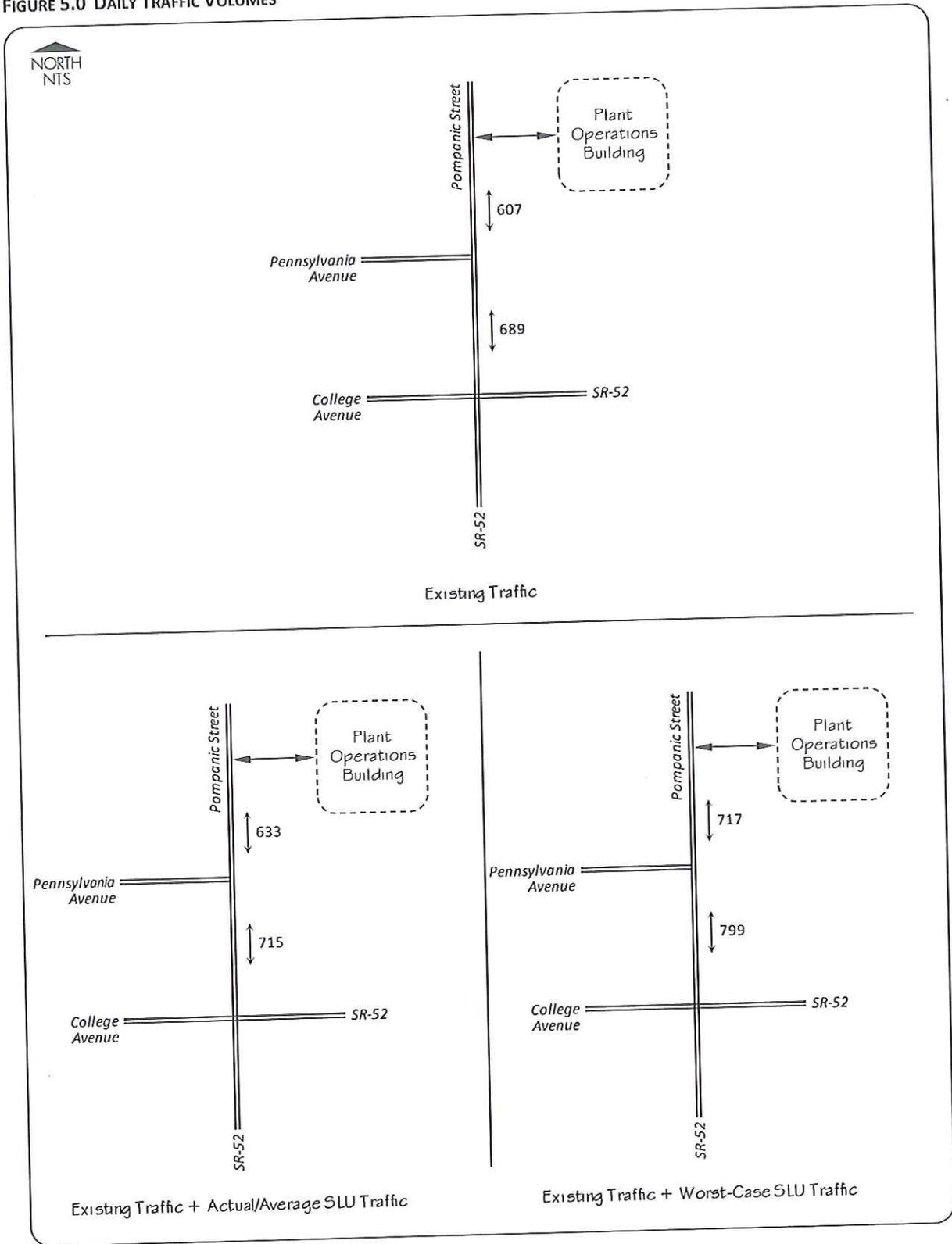


FIGURE 6.0 AM PEAK HOUR TRAFFIC VOLUMES

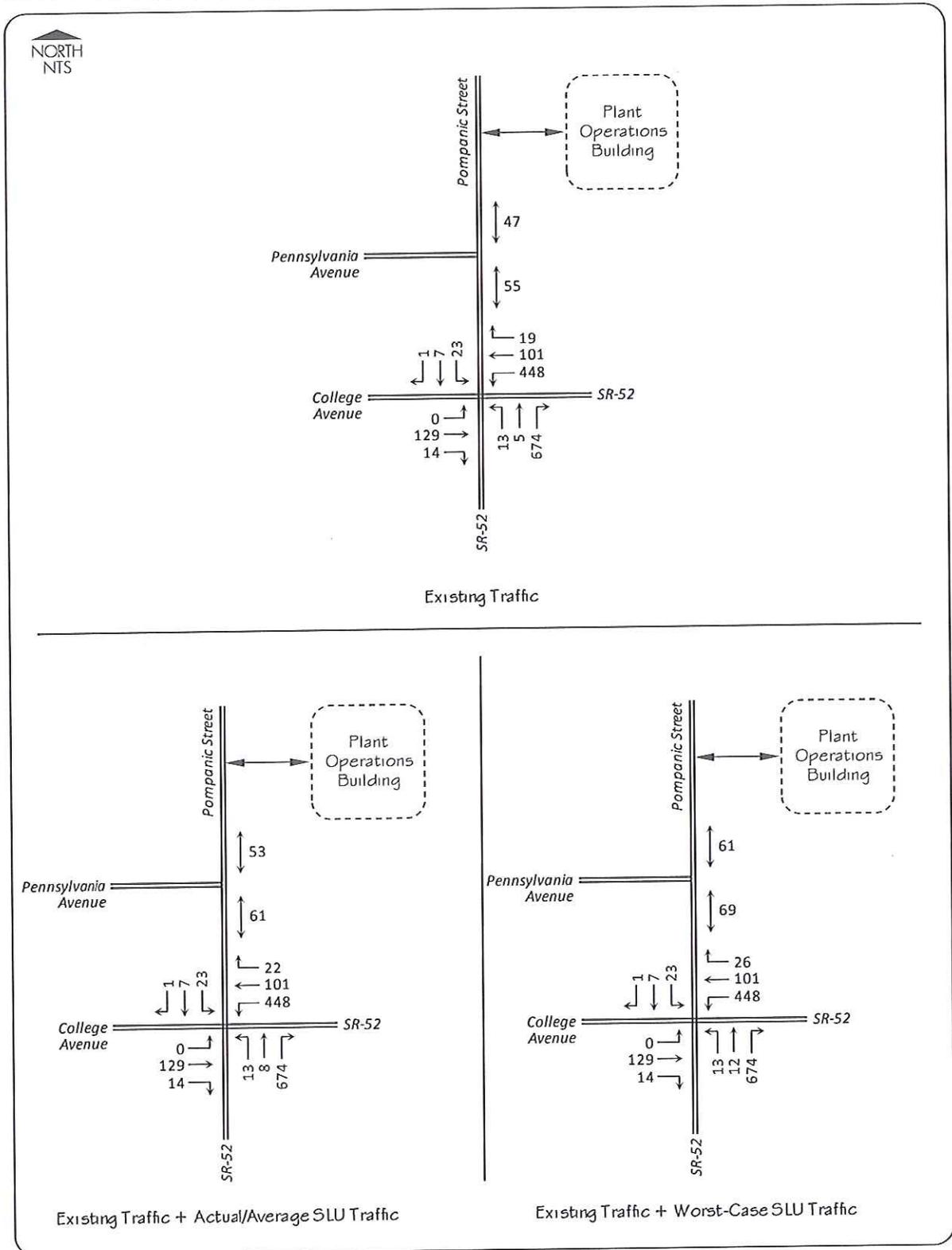
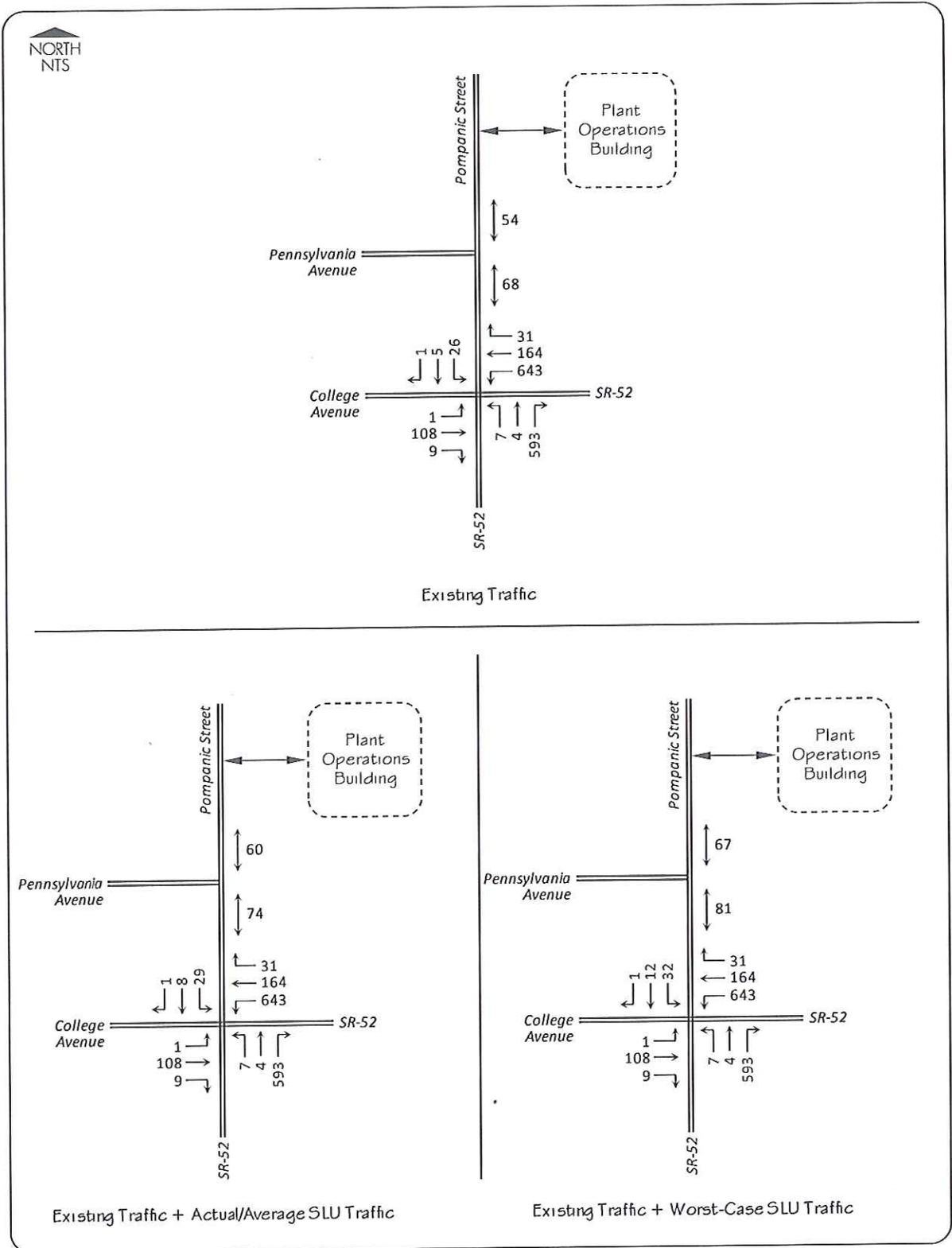


FIGURE 7.0 PM PEAK HOUR TRAFFIC VOLUMES



SECTION 5.0 ROADWAY SEGMENT OPERATIONAL ANALYSIS

Analyses of Pompanac Street were performed using roadway capacity values established by the Florida Department of Transportation, as documented in their 2013 Quality/Level of Service Handbook (FDOT, 2013). The following roadway capacities (as documented in Appendix D) were identified from the referenced FDOT document based on the following characteristics of Pompanac Street: (a) classified by the Town of St. Leo Comprehensive Plan as a local street (non-State facility), (b) classified by the Town of St. Leo Comprehensive Plan as having an adopted level of service standard of "D", (c) having a two-lane undivided cross-section, (d) having a 25 mph posted speed limit, (e) being an interrupted flow facility, (f) not having dedicated turn lanes, and (g) having a lane width between 9 and 10 feet.

- Daily Two-Way Capacity: 8,938 vehicles per day
- Peak Hour Two-Way Capacity: 806 vehicles per hour

In comparison of the traffic volumes shown in the Figures 5.0 through 7.0 to the above capacity values, it is found that Pompanac Street is currently operating at about 5.8% to 8.5% of its capacity. With the relocation of the SLU Plant Operations Building, Pompanac Street is anticipated to operate at about 6.5% to 9.2% of its capacity for actual expected conditions, and 7.5% to 10.1% percent of its capacity for worst-case conditions; as shown in Figure 8.0.

It is noted that significant excess capacity (of approximately 90%) is available on Pompanac Street for all analysis scenarios.

SECTION 6.0 INTERSECTION OPERATIONAL ANALYSIS

Analyses of the intersection of Pompanac Street at State Road 52 were undertaken for peak hour conditions using micro-simulation modeling as performed by *SimTraffic* analysis software. It is noted that a "static" analysis of the subject intersection (as would be performed using *Highway Capacity Software*) was unable to be performed due to limitations with that analysis method because of the traffic control in place (i.e., stop signs for three of four approaches). The results of the analyses are summarized in Table 1.0, as further documented in Appendix E. As shown in Table 1.0, all intersection approaches were found to operate acceptably at level of service "D" or better, thus meeting the adopted level of service "D" standard as documented in the Town of St. Leo Comprehensive Plan. Furthermore, any impacts at the intersection as a result of the relocation of the SLU Plant Operations Building would be insignificant, and not material to the operation of the intersection.

FIGURE 8.0 POMPANIC STREET CAPACITY ANALYSIS

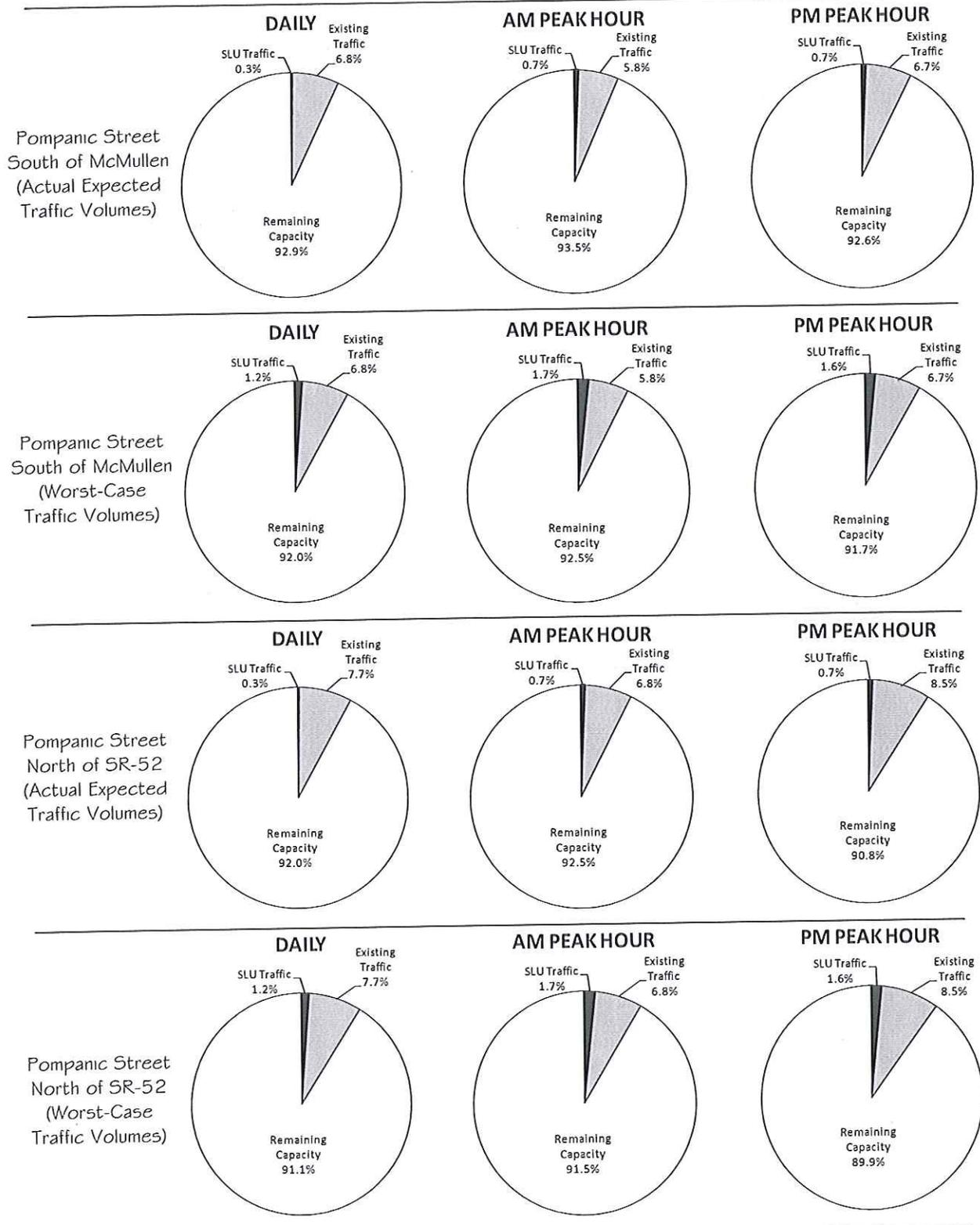


TABLE 1.0 POMPANIC STREET AT STATE ROAD 52 INTERSECTION ANALYSIS SUMMARY

Peak Hour	Scenario	Measure	Approach				Overall
			Eastbound	Westbound	Northbound	Southbound	
AM	Existing Traffic	Delay (sec)	14.2	1.9	16.6	12.4	10.5
		LOS	B	A	C	B	B
	Existing Traffic + SLU Expected Traffic	Delay (sec)	14.8	2.0	16.8	13.0	10.7
		LOS	B	A	C	B	B
	Existing Traffic + SLU Worst Case Traffic	Delay (sec)	15.2	2.0	16.7	13.7	10.7
		LOS	C	A	C	B	B
PM	Existing Traffic	Delay (sec)	21.8	2.9	13.1	24.6	8.5
		LOS	C	A	B	C	A
	Existing Traffic + SLU Expected Traffic	Delay (sec)	22.8	3.0	13.1	26.1	8.7
		LOS	C	A	B	D	A
	Existing Traffic + SLU Worst Case Traffic	Delay (sec)	25.1	3.0	12.9	28.9	9.0
		LOS	D	A	B	D	A

SECTION 7.0 SUMMARY & CONCLUSION

Based on the data, analyses and findings contained herein, the following is concluded in consideration of relocation of the Saint Leo University Plant Operations Building.

- ❖ Pompanic Street currently carries about 600 to 700 vehicles per day between the location of the planned Plant Operations Building and State Road 52; with approximately 50 to 70 vehicles per hour during peak traffic hours.
- ❖ The existing traffic on Pompanic Street was identified to be comprised of approximately 10% trucks, which is about 60 to 70 trucks per day.
- ❖ A majority of the trips generated by the Plant Operations Building will occur via internal campus connections; and similarly not all current truck traffic to the campus will be rerouted via Pompanic Street (i.e., trucks destined to other parts of the campus, which comprise the majority of campus truck traffic, such as dining facilities, etc., will continue to utilize the main campus access to State Road 52).
- ❖ Upon relocation of the Plant Operations Building, an additional 26 daily trips are anticipated to be generated on Pompanic Street, noting that this study also evaluated a worst-case scenario of an additional 110 daily trips on Pompanic Street.
- ❖ For the worst-case scenario, all truck traffic (excluding pick-up trucks and vans) is expected to comprise only 3.5% of the total new trips generated on Pompanic Street, with only about 1.5% of these being large trucks (i.e., tractor-trailers); whereas large trucks are expected on a frequency of about 1 every other day.
- ❖ Pompanic Street was found to currently operate at about 5.8% to 8.5% of its capacity, and upon relocation of the SLU Plant Operations Building is anticipated to operate at about 6.5% to 9.2% of its capacity for actual expected conditions, and 7.5% to 10.1% percent of its capacity for worst-case conditions; whereas significant excess capacity (of approximately 90%) is anticipated to be available on Pompanic Street for all analysis scenarios.
- ❖ The intersection of Pompanic Street at State Road 52 was found to operate acceptably at level of service "D" or better for all analysis scenarios, and any impacts at the intersection as a result of the relocation of the SLU Plant Operations Building would be insignificant, and not material to the operation of the intersection.
- ❖ The above findings indicate that the transportation standards as documented in the Town of St. Leo Comprehensive Plan are currently met, and are anticipated to continue to be met upon relocation of the SLU Plant Operations Building.

APPENDIX A

ITE Based Trip Generation Estimate

Saint Leo University Plant Operations Building

Institute of Transportation Engineers based Trip Generation Estimate

ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour			PM Peak Hour				
			Trip Rate	Trips	Trip Rate	Trips	Enter	Exit	Trip Rate	Trips	Enter	Exit
715	Office (Single Tenant)	5,333 sf	11.65	62	1.80	10	9	1	1.74	9	1	8
220	Warehouse	10,667 sf	3.56	38	0.30	3	3	0	0.32	3	0	3
Total Trips			--	100	--	13	12	1	--	12	1	11

Data Source: Institute of Transportation Engineers *Trip Generation Manual* (9th edition, 2012)

APPENDIX B

Plant Operation Building Delivery Observation Log

TRUCKS ON CAMPUS				
DATE	VENDOR	SIZE	DEPT	PHOTO ?
2/11	BRIGHTHOUSE	DAILY		
2/11	SIMPLEX	MINIVAN		
2/11	WASTE MGMT	TRASH TRUCK		
2/11	TBS	PICKUP		
2/12	SIMPLEX	MINIVAN	SPRINKLER	
2/12	TBS	PICKUP		
2/12	TBS	VAN		
2/12	AAA CORP	32'	SECURITY	
2/13	SIMPLEX	MINIVAN	SPRINKLER	
2/13	CMR	PICKUP		
2/13	WILSON TRUCK	53'	GRANITE	
2/13	TERMINOX	PICKUP		
2/13	TBS	PICKUP		
2/14	JAN PAK	R. Door Box	Hand Carrying	
2/14	TRANE - ED	MINIVAN		
2/14	WASTE MGMT	TRASH P/U		
2/14	H-K GASS	VAN		
2/17	ALG	P/U		
2/17	TERMINOX	P/U		
2/17	SAN ANTONIO	TRASH		
2/17	SIMPLEX	MINIVAN		
2/17	BRIGHTHOUSE	VAN		
2/18	TBS	P/U		
2/18	BRIGHTHOUSE	VAN		
2/19	TRANE	VAN		
2/19	DORMA	VAN		
2/20	UPS SOURCE	32' TRUCK	TRUCK	
2/21	WASTE MGMT	TRASH		
2-24	TRANE	VAN		
2-24	TERMINOX	P/U TRUCK		
2-25	TBS	P/U		✓
2-25	WASTE MGMT	TRASH		✓
2-26	JAN PAK	H-K GASS		✓
2-27	UPS FREIGHT	TRUCK		✓
2-27	TERMINOX	TRUCK		✓
2-28	SIMPLEX	VAN		✓
2-28	CENTINARI	VAN		✓
2-28	RE MICHAEL	BOX TR		✓
2-28	WASTE MGMT	TRASH		✓
3-3	TRANE	MINIVAN		✓
3-3	JOHN DEERE	P/U TRUCK		✓
3-3	TERMINOX	P/U		✓
3-3	TBS	P/U		✓

TRUCKS ON CAMPUS				
DATE	VENDOR	SIZE	DEPT	PHOTO?
3-4	WASTE MANAGEMENT	TRAILER		✓
3-4	UNISEGENCE	32'	H.K.	✓
3-4	AAA COOPER	32'	GROUNDS	✓
3-5	CESTRANSPORTI	47'	ATHLETICS	✓
3-5	MANHO/GRABBER	BOX		✓
3-5	OVERNIGHT	45'	ATHLETICS	✓
3-6	TBS	P/U		✓
3-6	SNACK MAN	BOX	PERMIT	✓
3-6	TERMINIX	P/U		✓
3-6	SOUTHERN	48'	PERMIT	✓
3-10	TERMINIX	P/U		✓
3-10	TBS	P/U	PERMIT	✓
3-10	AAA COOPER	32'	ATHLETICS	✓

APPENDIX C

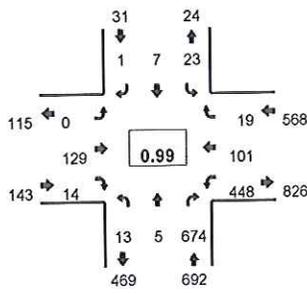
Traffic Count Data

Type of peak hour being reported: Intersection Peak

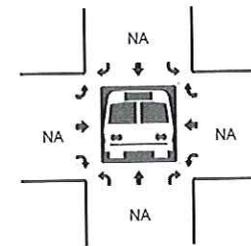
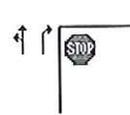
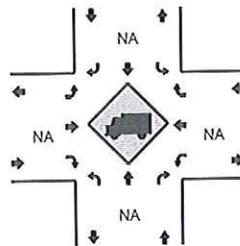
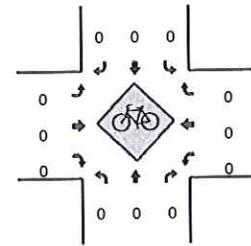
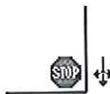
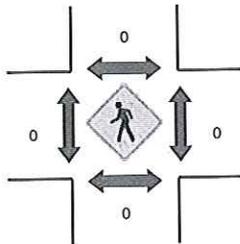
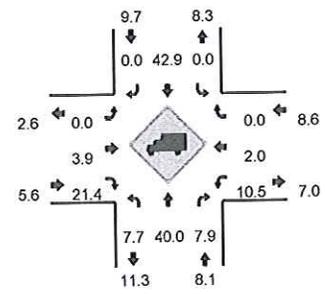
Method for determining peak hour: Total Entering Volume

LOCATION: Pompano St -- College Ave
CITY/STATE: San Antonio, FL

QC JOB #: 12466109
DATE: Wed, Apr 02 2014



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



15-Min Count Period Beginning At	Pompano St (Northbound)				Pompano St (Southbound)				College Ave (Eastbound)				College Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U														
7:00 AM	2	0	116	0	7	2	0	0	0	39	1	0	100	13	7	0	287	
7:15 AM	3	1	125	0	10	2	0	0	0	31	3	0	128	27	4	0	334	
7:30 AM	2	0	149	0	8	1	0	0	0	33	3	0	137	22	8	0	363	
7:45 AM	1	0	180	0	3	2	1	0	0	27	7	0	113	19	4	0	357	1341
8:00 AM	7	3	160	0	7	4	0	0	0	39	0	0	93	41	5	0	359	1413
8:15 AM	3	2	185	0	5	0	0	0	0	30	4	0	105	19	2	0	355	1434
8:30 AM	0	0	159	0	5	1	1	0	0	32	4	0	89	18	4	0	313	1384
8:45 AM	1	1	102	0	5	0	0	0	0	27	0	0	106	18	6	0	266	1293
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	8	0	596	0	32	4	0	0	0	132	12	0	548	88	32	0	1452	
Heavy Trucks	0	0	24		0	0	0		0	0	8		68	4	0		104	
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0			0	0			0	0			0	0			0	
Railroad																		
Stopped Buses																		

Comments:

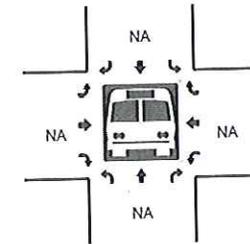
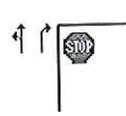
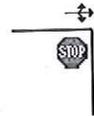
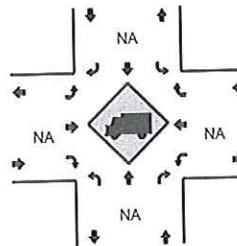
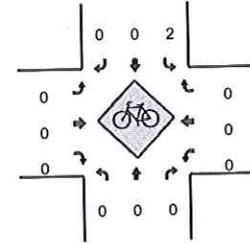
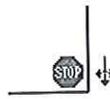
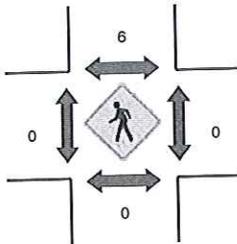
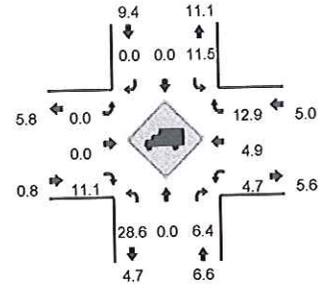
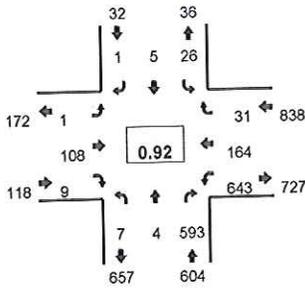
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Pompano St -- College Ave
CITY/STATE: San Antonio, FL

QC JOB #: 12466110
DATE: Wed, Apr 02 2014

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



15-Min Count Period Beginning At	Pompano St (Northbound)				Pompano St (Southbound)				College Ave (Eastbound)				College Ave (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U															
4:00 PM	2	0	136	0	10	1	0	0	0	30	1	0	116	43	4	0	343		
4:15 PM	1	1	109	0	6	0	1	0	0	39	2	0	130	38	7	0	334		
4:30 PM	2	0	148	0	6	0	0	0	1	28	3	0	142	36	5	0	371		
4:45 PM	0	0	153	0	8	2	0	0	0	17	3	0	137	42	8	0	370	1418	
5:00 PM	2	4	156	0	5	1	0	0	0	31	0	0	181	43	9	0	432	1507	
5:15 PM	3	0	136	0	7	2	1	0	0	32	3	0	183	43	9	0	419	1592	
5:30 PM	2	0	153	0	2	2	0	0	0	21	2	0	130	37	5	0	354	1575	
5:45 PM	1	0	124	0	4	1	0	0	0	20	1	0	112	31	5	0	299	1504	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U															
All Vehicles	8	16	624	0	20	4	0	0	0	124	0	0	724	172	36	0	1728		
Heavy Trucks	0	0	16		0	0	0		0	0	0		12	4	4		36		
Pedestrians						12				0				0	0		12		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

Comments:

Report generated on 4/8/2014 4:17 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of report: Tube Count - Volume Data

LOCATION: Pompano St south of Mc Mullen Dr
 SPECIFIC LOCATION: 100 ft from
 CITY/STATE: San Antonio, FL

QC JOB #: 12466114
 DIRECTION: NB/SB
 DATE: Apr 02 2014 - Apr 02 2014

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
	02-Apr-14					Hourly Traffic			Hourly Traffic	
12:00 AM	1					1			1	
1:00 AM	3					3			3	
2:00 AM	0					0			0	
3:00 AM	1					1			1	
4:00 AM	0					0			0	
5:00 AM	6					6			6	
6:00 AM	23					23			23	
7:00 AM	47					47			47	
8:00 AM	37					37			37	
9:00 AM	43					43			43	
10:00 AM	35					35			35	
11:00 AM	26					26			26	
12:00 PM	31					31			31	
1:00 PM	37					37			37	
2:00 PM	37					37			37	
3:00 PM	41					41			41	
4:00 PM	54					54			54	
5:00 PM	51					51			51	
6:00 PM	33					33			33	
7:00 PM	28					28			28	
8:00 PM	27					27			27	
9:00 PM	16					16			16	
10:00 PM	17					17			17	
11:00 PM	13					13			13	
Day Total	607		607			607			607	
% Weekday Average	100.0%									
% Week Average	100.0%					100.0%				
AM Peak Volume	7:00 AM 47					7:00 AM 47			7:00 AM 47	
PM Peak Volume	4:00 PM 54					4:00 PM 54			4:00 PM 54	

Comments:

Report generated on 4/15/2014 2:06 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Pompano St north of College Ave
 SPECIFIC LOCATION: 100 ft from
 CITY/STATE: San Antonio, FL

QC JOB #: 12466113
 DIRECTION: NB/SB
 DATE: Apr.02.2014 - Apr.03.2014

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
	02-Apr-14	03-Apr-14	03-Apr-14	03-Apr-14		Hourly Traffic			Hourly Traffic	
12:00 AM	2	2	2	2		2			2	
1:00 AM	3	0	3	0		2			2	
2:00 AM	1	1	1	1		1			1	
3:00 AM	1	1	1	1		1			1	
4:00 AM	0	0	0	0		0			0	
5:00 AM	5	2	5	2		4			4	
6:00 AM	19	14	19	14		17			17	
7:00 AM	56	35	56	35		46			46	
8:00 AM	41	44	41	44		43			43	
9:00 AM	44	42	44	42		43			43	
10:00 AM	47	29	47	29		38			38	
11:00 AM	37	38	37	38		38			38	
12:00 PM	52	55	52	55		54			54	
1:00 PM	44	60	44	60		52			52	
2:00 PM	46	55	46	55		51			51	
3:00 PM	50	44	50	44		47			47	
4:00 PM	63	56	63	56		60			60	
5:00 PM	62	63	62	63		63			63	
6:00 PM	40	51	40	51		46			46	
7:00 PM	25	21	25	21		23			23	
8:00 PM	29	20	29	20		25			25	
9:00 PM	14	26	14	26		20			20	
10:00 PM	9	4	9	4		7			7	
11:00 PM	5	6	5	6		6			6	
Day Total	695	669	695	669		689			689	
% Weekday Average	100.9%	97.1%	100.9%	97.1%						
% Week Average	100.9%	97.1%	100.9%	97.1%		100.0%				
AM Peak Volume	7:00 AM 56	8:00 AM 44	7:00 AM 56	8:00 AM 44		7:00 AM 46			7:00 AM 46	
PM Peak Volume	4:00 PM 63	5:00 PM 63	4:00 PM 63	5:00 PM 63		5:00 PM 63			5:00 PM 63	
Comments:										

Report generated on 4/4/2014 4:47 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

APPENDIX D

Roadway Capacity Data

TABLE 2 Generalized Annual Average Daily Volumes for Florida's
Transitioning Areas and
Areas Over 5,000 Not In Urbanized Areas¹

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	44,100	57,600	68,900	71,700		
2	Undivided	*	14,400	16,200	**	6	65,100	85,600	102,200	111,000		
4	Divided	*	34,000	35,500	**	8	85,100	113,700	135,200	150,000		
6	Divided	*	52,100	53,500	**	10	106,200	141,700	168,800	189,000		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes Present in Both Directions + 20,000		Ramp Metering + 5%				
2	Undivided	*	6,500	13,300	14,200							
4	Divided	*	9,900	28,800	31,600							
6	Divided	*	16,000	44,900	47,600							
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Pursuant to Exhibit 18-13 of the 2010 Highway Capacity Manual, an adjustment of 0.96 should be applied to reflect a lane width of 9 to 10 feet.						
Non-State Signalized Roadways						-10%						
Median & Turn Lane Adjustments						13,300 x 0.70 x 0.96 = 8,938						
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		UNINTERRUPTED FLOW HIGHWAYS						
2	Divided	Yes	No	-5%		Lanes	Median	B	C	D	E	
2	Undivided	No	No	-20%		2	Undivided	9,200	17,300	24,400	33,300	
Multi	Undivided	Yes	No	-5%		4	Divided	35,300	49,600	62,900	69,600	
Multi	Undivided	No	No	-25%		6	Divided	52,800	74,500	94,300	104,500	
-	-	-	Yes	+5%		Uninterrupted Flow Highway Adjustments						
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	Exclusive left lanes	Adjustment factors			
						2	Divided	Yes	+5%			
						Multi	Undivided	Yes	-5%			
						Multi	Undivided	No	-25%			
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
	B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.							
0-49%	*	2,600	6,100	19,500	* Cannot be achieved using table input value defaults.							
50-84%	1,900	5,500	18,400	>19,500	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.							
85-100%	7,500	19,500	>19,500	**								
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage	B	C	D	E								
0-49%	*	*	2,800	9,400								
50-84%	*	1,600	8,600	15,600								
85-100%	3,800	10,500	17,100	>19,500								
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)												
Sidewalk Coverage	B	C	D	E								
0-84%	> 5	≥ 4	≥ 3	≥ 2								
85-100%	> 4	≥ 3	≥ 2	≥ 1								
Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/srv/bs/default.htm												

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

**Generalized Peak Hour Two-Way Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas¹**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	3,970	5,190	6,200	6,460		
2	Undivided	*	1,300	1,460	**	6	5,860	7,710	9,190	9,990		
4	Divided	*	3,060	3,200	**	8	7,660	10,230	12,170	13,500		
6	Divided	*	4,690	4,820	**	10	9,550	12,750	15,190	17,010		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes Present in Both Directions + 1,800		Ramp Metering + 5%				
2	Undivided	*	580	1,200	1,280							
4	Divided	*	890	2,590	2,850							
6	Divided	*	1,440	4,040	4,280							
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Pursuant to Exhibit 18-13 of the 2010 Highway Capacity Manual, an adjustment of 0.96 should be applied to reflect a lane width of 9 to 10 feet.						
Non-State Signalized Roadways -10%						$1,200 \times 0.70 \times 0.96 = 806$						
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS						
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E	
2	Divided	Yes	No	-5%		2	Undivided	820	1,550	2,190	2,990	
2	Undivided	No	No	-20%		4	Divided	3,170	4,460	5,660	6,260	
Multi	Undivided	Yes	No	-2%		6	Divided	4,750	6,700	8,480	9,400	
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments						
-	-	-	Yes	+5%		Lanes	Median	Exclusive left lanes	Adjustment factors			
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%			
						Multi	Undivided	Yes	-5%			
						Multi	Undivided	No	-25%			
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
Paved Shoulder/Bicycle						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
Lane Coverage	B	C	D	E								
0-49%	*	140	550	1,760								
50-84%	170	500	1,650	>1,760								
85-100%	670	1,760	>1,760	**								
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
Sidewalk Coverage	B	C	D	E								
0-49%	*	*	250	850								
50-84%	*	150	780	1,410								
85-100%	340	950	1,540	>1,760								
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)						* Cannot be achieved using table input value defaults.						
Sidewalk Coverage	B	C	D	E								
0-84%	> 5	≥ 4	≥ 3	≥ 2								
85-100%	> 4	≥ 3	≥ 2	≥ 1								
Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/bs/default.shtm						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						

APPENDIX E

Intersection Analysis (SR-52 at Pompano Street)

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:15	7:15	7:15	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1	1
Vehs Entered	1422	1421	1495	1403	1411	1397	1457
Vehs Exited	1422	1428	1494	1399	1406	1395	1453
Starting Vehs	15	17	11	13	14	12	14
Ending Vehs	15	10	12	17	19	14	18
Denied Entry Before	6	7	1	3	0	3	0
Denied Entry After	2	6	5	4	3	3	1
Travel Distance (mi)	263	264	277	259	261	258	269
Travel Time (hr)	15.6	15.2	16.0	14.9	15.6	14.8	16.1
Total Delay (hr)	5.3	4.8	5.1	4.7	5.3	4.7	5.5
Total Stops	375	313	399	335	384	306	367
Fuel Used (gal)	12.3	12.1	12.8	11.9	12.1	11.7	12.5

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intvl	1	1	1	1
Vehs Entered	1445	1467	1442	1438
Vehs Exited	1448	1463	1441	1435
Starting Vehs	15	11	17	14
Ending Vehs	12	15	18	14
Denied Entry Before	0	2	1	2
Denied Entry After	2	2	1	3
Travel Distance (mi)	268	271	267	266
Travel Time (hr)	17.0	15.8	15.8	15.7
Total Delay (hr)	6.5	5.1	5.3	5.2
Total Stops	365	363	370	358
Fuel Used (gal)	12.7	12.5	12.4	12.3

Interval #0 Information Seeding

Start Time 7:15
End Time 7:30
Total Time (min) 15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time 7:30
End Time 8:30
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1422	1421	1495	1403	1411	1397	1457
Vehs Exited	1422	1428	1494	1399	1406	1395	1453
Starting Vehs	15	17	11	13	14	12	14
Ending Vehs	15	10	12	17	19	14	18
Denied Entry Before	6	7	1	3	0	3	0
Denied Entry After	2	6	5	4	3	3	1
Travel Distance (mi)	263	264	277	259	261	258	269
Travel Time (hr)	15.6	15.2	16.0	14.9	15.6	14.8	16.1
Total Delay (hr)	5.3	4.8	5.1	4.7	5.3	4.7	5.5
Total Stops	375	313	399	335	384	306	367
Fuel Used (gal)	12.3	12.1	12.8	11.9	12.1	11.7	12.5

Interval #1 Information Recording

Start Time 7:30
End Time 8:30
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1445	1467	1442	1438
Vehs Exited	1448	1463	1441	1435
Starting Vehs	15	11	17	14
Ending Vehs	12	15	18	14
Denied Entry Before	0	2	1	2
Denied Entry After	2	2	1	3
Travel Distance (mi)	268	271	267	266
Travel Time (hr)	17.0	15.8	15.8	15.7
Total Delay (hr)	6.5	5.1	5.3	5.2
Total Stops	365	363	370	358
Fuel Used (gal)	12.7	12.5	12.4	12.3

1: College Ave & Pompanic Street Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	14.2	1.9	16.6	12.4	10.5

Total Network Performance

Delay / Veh (s)	13.1
-----------------	------

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:15	7:15	7:15	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1	1
Vehs Entered	1423	1421	1504	1428	1419	1397	1466
Vehs Exited	1423	1428	1501	1424	1416	1395	1461
Starting Vehs	15	17	10	14	15	12	14
Ending Vehs	15	10	13	18	18	14	19
Denied Entry Before	6	7	1	2	0	3	0
Denied Entry After	1	6	6	3	3	3	0
Travel Distance (mi)	263	264	278	264	262	258	271
Travel Time (hr)	15.7	15.2	16.3	15.2	16.1	14.8	16.3
Total Delay (hr)	5.3	4.7	5.3	4.9	5.7	4.6	5.7
Total Stops	374	312	403	349	409	306	370
Fuel Used (gal)	12.4	12.2	12.9	12.1	12.3	11.7	12.6

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intvls	1	1	1	1
Vehs Entered	1445	1475	1442	1441
Vehs Exited	1448	1471	1441	1441
Starting Vehs	15	11	17	13
Ending Vehs	12	15	18	14
Denied Entry Before	0	2	1	2
Denied Entry After	2	2	1	3
Travel Distance (mi)	268	273	267	267
Travel Time (hr)	17.1	15.8	15.8	15.8
Total Delay (hr)	6.6	5.1	5.3	5.3
Total Stops	364	354	360	361
Fuel Used (gal)	12.7	12.6	12.4	12.4

Interval #0 Information Seeding

Start Time 7:15
End Time 7:30
Total Time (min) 15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time 7:30
 End Time 8:30
 Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1423	1421	1504	1428	1419	1397	1466
Vehs Exited	1423	1428	1501	1424	1416	1395	1461
Starting Vehs	15	17	10	14	15	12	14
Ending Vehs	15	10	13	18	18	14	19
Denied Entry Before	6	7	1	2	0	3	0
Denied Entry After	1	6	6	3	3	3	0
Travel Distance (mi)	263	264	278	264	262	258	271
Travel Time (hr)	15.7	15.2	16.3	15.2	16.1	14.8	16.3
Total Delay (hr)	5.3	4.7	5.3	4.9	5.7	4.6	5.7
Total Stops	374	312	403	349	409	306	370
Fuel Used (gal)	12.4	12.2	12.9	12.1	12.3	11.7	12.6

Interval #1 Information Recording

Start Time 7:30
 End Time 8:30
 Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1445	1475	1442	1441
Vehs Exited	1448	1471	1441	1441
Starting Vehs	15	11	17	13
Ending Vehs	12	15	18	14
Denied Entry Before	0	2	1	2
Denied Entry After	2	2	1	3
Travel Distance (mi)	268	273	267	267
Travel Time (hr)	17.1	15.8	15.8	15.8
Total Delay (hr)	6.6	5.1	5.3	5.3
Total Stops	364	354	360	361
Fuel Used (gal)	12.7	12.6	12.4	12.4

1: College Ave & Pompanic Street Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	14.8	2.0	16.8	13.0	10.7

Total Network Performance

Delay / Veh (s)	13.3
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Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:15	7:15	7:15	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1	1
Vehs Entered	1440	1420	1504	1445	1427	1396	1498
Vehs Exited	1438	1429	1501	1441	1423	1396	1494
Starting Vehs	15	19	10	14	14	14	14
Ending Vehs	17	10	13	18	18	14	18
Denied Entry Before	5	6	1	2	0	2	0
Denied Entry After	1	6	6	3	4	3	0
Travel Distance (mi)	266	264	278	267	264	258	277
Travel Time (hr)	15.9	15.3	16.3	15.5	16.1	14.7	16.9
Total Delay (hr)	5.5	4.9	5.3	4.9	5.7	4.5	6.1
Total Stops	402	339	397	349	409	307	400
Fuel Used (gal)	12.5	12.2	12.9	12.3	12.4	11.7	13.0

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intvl	1	1	1	1
Vehs Entered	1462	1483	1450	1454
Vehs Exited	1465	1480	1448	1452
Starting Vehs	15	11	14	12
Ending Vehs	12	14	16	15
Denied Entry Before	0	2	1	2
Denied Entry After	1	2	2	3
Travel Distance (mi)	271	274	268	269
Travel Time (hr)	16.8	16.0	16.0	15.9
Total Delay (hr)	6.2	5.2	5.4	5.4
Total Stops	351	349	373	369
Fuel Used (gal)	12.7	12.7	12.5	12.5

Interval #0 Information Seeding

Start Time 7:15
 End Time 7:30
 Total Time (min) 15
 Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:30
 End Time 8:30
 Total Time (min) 60
 Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1440	1420	1504	1445	1427	1396	1498
Vehs Exited	1438	1429	1501	1441	1423	1396	1494
Starting Vehs	15	19	10	14	14	14	14
Ending Vehs	17	10	13	18	18	14	18
Denied Entry Before	5	6	1	2	0	2	0
Denied Entry After	1	6	6	3	4	3	0
Travel Distance (mi)	266	264	278	267	264	258	277
Travel Time (hr)	15.9	15.3	16.3	15.5	16.1	14.7	16.9
Total Delay (hr)	5.5	4.9	5.3	4.9	5.7	4.5	6.1
Total Stops	402	339	397	349	409	307	400
Fuel Used (gal)	12.5	12.2	12.9	12.3	12.4	11.7	13.0

Interval #1 Information Recording

Start Time 7:30
 End Time 8:30
 Total Time (min) 60
 Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1462	1483	1450	1454
Vehs Exited	1465	1480	1448	1452
Starting Vehs	15	11	14	12
Ending Vehs	12	14	16	15
Denied Entry Before	0	2	1	2
Denied Entry After	1	2	2	3
Travel Distance (mi)	271	274	268	269
Travel Time (hr)	16.8	16.0	16.0	15.9
Total Delay (hr)	6.2	5.2	5.4	5.4
Total Stops	351	349	373	369
Fuel Used (gal)	12.7	12.7	12.5	12.5

1: College Ave & Pompanic Street Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	15.2	2.0	16.7	13.7	10.7

Total Network Performance

Delay / Veh (s)	13.3
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Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intvl's	1	1	1	1	1	1	1
Vehs Entered	1546	1600	1653	1562	1530	1525	1615
Vehs Exited	1554	1609	1658	1564	1526	1526	1611
Starting Vehs	18	24	15	14	11	13	16
Ending Vehs	10	15	10	12	15	12	20
Denied Entry Before	2	0	2	3	0	1	1
Denied Entry After	4	4	3	0	2	2	1
Travel Distance (mi)	288	298	308	291	284	284	300
Travel Time (hr)	15.3	16.6	17.2	16.0	15.5	15.4	16.5
Total Delay (hr)	4.0	4.9	5.1	4.6	4.4	4.2	4.7
Total Stops	226	252	325	273	267	249	267
Fuel Used (gal)	12.6	13.3	13.8	12.9	12.6	12.5	13.3

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intvl's	1	1	1	1
Vehs Entered	1594	1600	1618	1583
Vehs Exited	1601	1594	1612	1586
Starting Vehs	17	15	15	15
Ending Vehs	10	21	21	14
Denied Entry Before	1	0	4	1
Denied Entry After	1	0	4	2
Travel Distance (mi)	297	297	300	295
Travel Time (hr)	16.7	16.3	16.6	16.2
Total Delay (hr)	5.1	4.7	4.9	4.7
Total Stops	250	274	251	261
Fuel Used (gal)	13.3	13.1	13.4	13.1

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time 5:00
End Time 6:00
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1546	1600	1653	1562	1530	1525	1615
Vehs Exited	1554	1609	1658	1564	1526	1526	1611
Starting Vehs	18	24	15	14	11	13	16
Ending Vehs	10	15	10	12	15	12	20
Denied Entry Before	2	0	2	3	0	1	1
Denied Entry After	4	4	3	0	2	2	1
Travel Distance (mi)	288	298	308	291	284	284	300
Travel Time (hr)	15.3	16.6	17.2	16.0	15.5	15.4	16.5
Total Delay (hr)	4.0	4.9	5.1	4.6	4.4	4.2	4.7
Total Stops	226	252	325	273	267	249	267
Fuel Used (gal)	12.6	13.3	13.8	12.9	12.6	12.5	13.3

Interval #1 Information Recording

Start Time 5:00
End Time 6:00
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1594	1600	1618	1583
Vehs Exited	1601	1594	1612	1586
Starting Vehs	17	15	15	15
Ending Vehs	10	21	21	14
Denied Entry Before	1	0	4	1
Denied Entry After	1	0	4	2
Travel Distance (mi)	297	297	300	295
Travel Time (hr)	16.7	16.3	16.6	16.2
Total Delay (hr)	5.1	4.7	4.9	4.7
Total Stops	250	274	251	261
Fuel Used (gal)	13.3	13.1	13.4	13.1

1: College Ave & Pompanic Street Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	21.8	2.9	13.1	24.6	8.5

Total Network Performance

Delay / Veh (s)	10.6
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Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1	1
Vehs Entered	1555	1600	1653	1562	1538	1525	1615
Vehs Exited	1563	1609	1658	1564	1534	1526	1611
Starting Vehs	18	24	15	14	11	13	16
Ending Vehs	10	15	10	12	15	12	20
Denied Entry Before	2	0	2	3	0	1	1
Denied Entry After	4	4	3	0	2	2	1
Travel Distance (mi)	290	298	308	291	285	284	300
Travel Time (hr)	15.4	16.6	17.2	16.0	15.5	15.5	16.5
Total Delay (hr)	4.1	4.9	5.2	4.7	4.3	4.3	4.8
Total Stops	235	255	334	279	272	253	276
Fuel Used (gal)	12.7	13.3	13.8	12.9	12.7	12.5	13.3

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intvl	1	1	1	1
Vehs Entered	1603	1599	1626	1588
Vehs Exited	1609	1594	1620	1589
Starting Vehs	17	15	15	15
Ending Vehs	11	20	21	13
Denied Entry Before	1	0	4	1
Denied Entry After	0	1	4	2
Travel Distance (mi)	299	297	302	295
Travel Time (hr)	17.0	16.7	16.8	16.3
Total Delay (hr)	5.3	5.1	5.0	4.8
Total Stops	259	285	260	269
Fuel Used (gal)	13.4	13.2	13.5	13.1

Interval #0 Information Seeding

Start Time 4:45
End Time 5:00
Total Time (min) 15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time 5:00
End Time 6:00
Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1555	1600	1653	1562	1538	1525	1615
Vehs Exited	1563	1609	1658	1564	1534	1526	1611
Starting Vehs	18	24	15	14	11	13	16
Ending Vehs	10	15	10	12	15	12	20
Denied Entry Before	2	0	2	3	0	1	1
Denied Entry After	4	4	3	0	2	2	1
Travel Distance (mi)	290	298	308	291	285	284	300
Travel Time (hr)	15.4	16.6	17.2	16.0	15.5	15.5	16.5
Total Delay (hr)	4.1	4.9	5.2	4.7	4.3	4.3	4.8
Total Stops	235	255	334	279	272	253	276
Fuel Used (gal)	12.7	13.3	13.8	12.9	12.7	12.5	13.3

Interval #1 Information Recording

Start Time 5:00
End Time 6:00
Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1603	1599	1626	1588
Vehs Exited	1609	1594	1620	1589
Starting Vehs	17	15	15	15
Ending Vehs	11	20	21	13
Denied Entry Before	1	0	4	1
Denied Entry After	0	1	4	2
Travel Distance (mi)	299	297	302	295
Travel Time (hr)	17.0	16.7	16.8	16.3
Total Delay (hr)	5.3	5.1	5.0	4.8
Total Stops	259	285	260	269
Fuel Used (gal)	13.4	13.2	13.5	13.1

1: College Ave & Pompanic Street Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	22.8	3.0	13.1	26.1	8.7

Total Network Performance

Delay / Veh (s)	10.8
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Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intvl's	1	1	1	1	1	1	1
Vehs Entered	1562	1600	1654	1562	1554	1533	1623
Vehs Exited	1570	1609	1658	1564	1550	1535	1620
Starting Vehs	18	24	15	14	11	14	16
Ending Vehs	10	15	11	12	15	12	19
Denied Entry Before	1	0	2	3	0	1	1
Denied Entry After	4	4	2	0	2	2	1
Travel Distance (mi)	291	298	308	291	288	286	301
Travel Time (hr)	16.0	16.6	17.4	15.9	15.9	15.6	16.6
Total Delay (hr)	4.6	5.0	5.4	4.6	4.6	4.4	4.8
Total Stops	263	263	338	274	292	261	281
Fuel Used (gal)	12.9	13.3	13.9	12.9	12.9	12.6	13.4

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intvl's	1	1	1	1
Vehs Entered	1603	1608	1644	1594
Vehs Exited	1609	1602	1636	1596
Starting Vehs	17	15	15	15
Ending Vehs	11	21	23	14
Denied Entry Before	1	0	4	1
Denied Entry After	0	1	3	2
Travel Distance (mi)	299	298	305	296
Travel Time (hr)	17.0	17.1	17.0	16.5
Total Delay (hr)	5.3	5.4	5.1	4.9
Total Stops	279	303	277	281
Fuel Used (gal)	13.4	13.4	13.7	13.2

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time 5:00
 End Time 6:00
 Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1562	1600	1654	1562	1554	1533	1623
Vehs Exited	1570	1609	1658	1564	1550	1535	1620
Starting Vehs	18	24	15	14	11	14	16
Ending Vehs	10	15	11	12	15	12	19
Denied Entry Before	1	0	2	3	0	1	1
Denied Entry After	4	4	2	0	2	2	1
Travel Distance (mi)	291	298	308	291	288	286	301
Travel Time (hr)	16.0	16.6	17.4	15.9	15.9	15.6	16.6
Total Delay (hr)	4.6	5.0	5.4	4.6	4.6	4.4	4.8
Total Stops	263	263	338	274	292	261	281
Fuel Used (gal)	12.9	13.3	13.9	12.9	12.9	12.6	13.4

Interval #1 Information Recording

Start Time 5:00
 End Time 6:00
 Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1603	1608	1644	1594
Vehs Exited	1609	1602	1636	1596
Starting Vehs	17	15	15	15
Ending Vehs	11	21	23	14
Denied Entry Before	1	0	4	1
Denied Entry After	0	1	3	2
Travel Distance (mi)	299	298	305	296
Travel Time (hr)	17.0	17.1	17.0	16.5
Total Delay (hr)	5.3	5.4	5.1	4.9
Total Stops	279	303	277	281
Fuel Used (gal)	13.4	13.4	13.7	13.2

1: College Ave & Pompanic Street Performance by approach

Approach	EB	WB	NB	SB	All
Delay / Veh (s)	25.1	3.0	12.9	28.9	9.0

Total Network Performance

Delay / Veh (s)	11.1				
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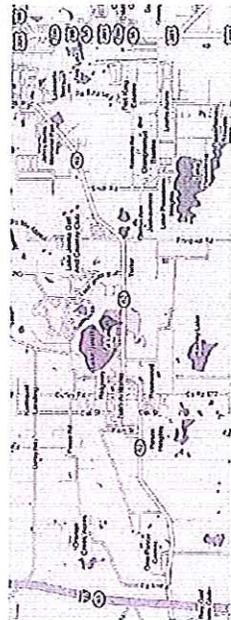


Saint Leo University

Major Modification to Planned Unit Development

To the Town of Saint Leo

33701 State Road 52
 Saint Leo, Florida
 33574-6665



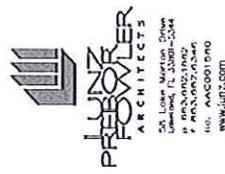
Location Map Saint Leo University
 1/11/14

Amended Major Modification #2 Submitted 05.12.14

Summary of Previous Submissions

Submission	Description	Approval Date
PUD 10-A	Campus Master Plan	Approved 06.04.10
PUD 10-A	Minor Modification #1	Approved 04.11.11
PUD 10-A	Minor Modification #2	Approved 07.11.11
PUD 10-A	Minor Modification #3	Approved 09.08.11
PUD 10-A	Minor Modification #3A	Approved 12.10.12
PUD 10-A	Minor Modification #4	Approved 01.14.13
PUD 10-A	Major Modification #1	Approved 03.12.13
PUD 10-A	Major Modification #2	Added Additional Property

Note: These Drawings Supplement the Written Application and Supporting Data



Submission	Description	Approval Date
PUD 10-A	Campus Master Plan	Approved 06.04.10
PUD 10-A	Minor Modification #1	Approved 04.11.11
PUD 10-A	Minor Modification #2	Approved 07.11.11
PUD 10-A	Minor Modification #3	Approved 09.08.11
PUD 10-A	Minor Modification #3A	Approved 12.10.12
PUD 10-A	Minor Modification #4	Approved 01.14.13
PUD 10-A	Major Modification #1	Approved 03.12.13
PUD 10-A	Major Modification #2	Added Additional Property

