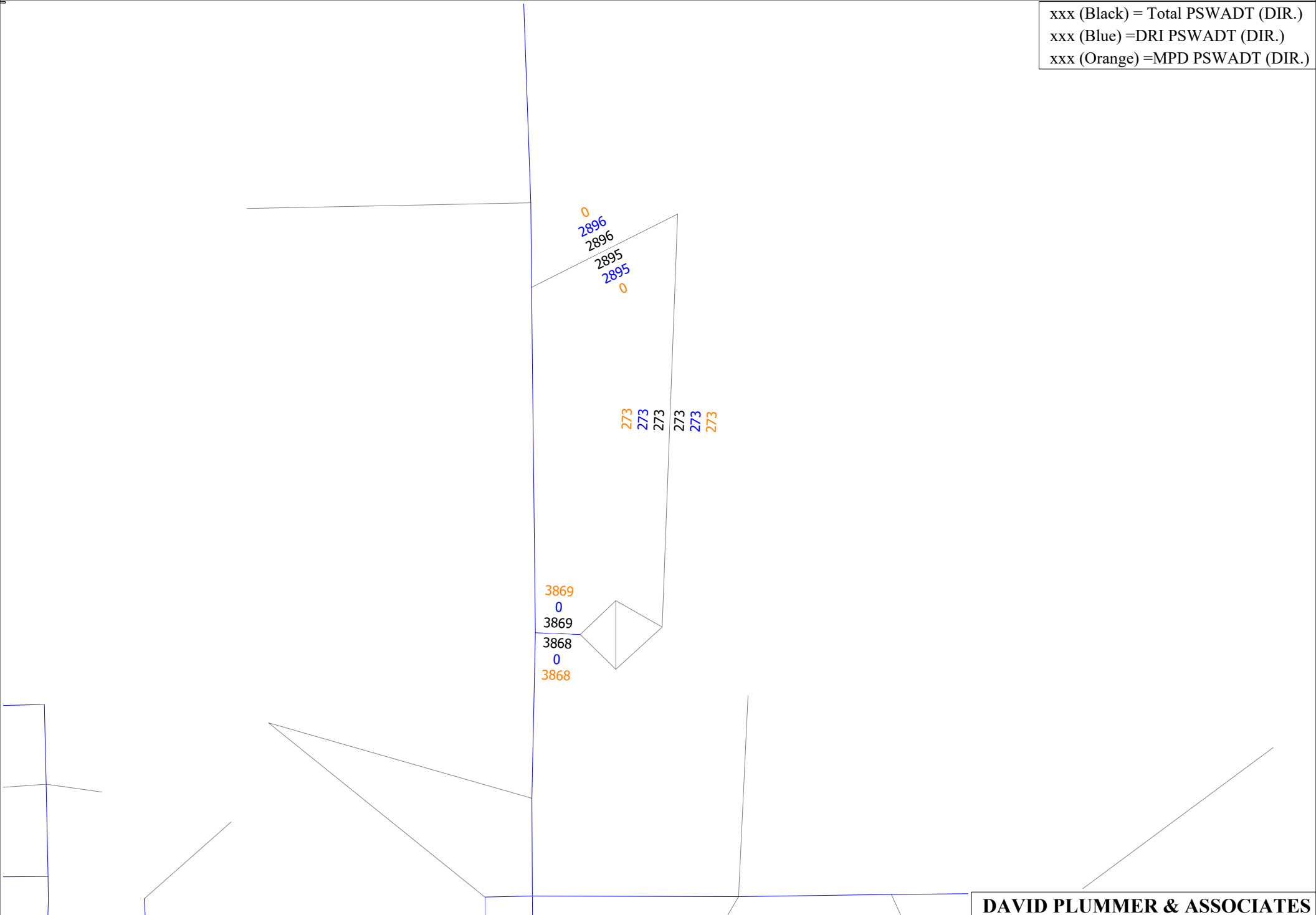


APPENDIX J

EXTERNAL INTERSECTION VOLUME DEVELOPMENT

YEAR 2021 WITH PROJECT
D1RPM INTERSECTION DIRECTIONAL VOLUMES (PSWADT)

xxx (Black) = Total PSWADT (DIR.)
xxx (Blue) =DRI PSWADT (DIR.)
xxx (Orange) =MPD PSWADT (DIR.)

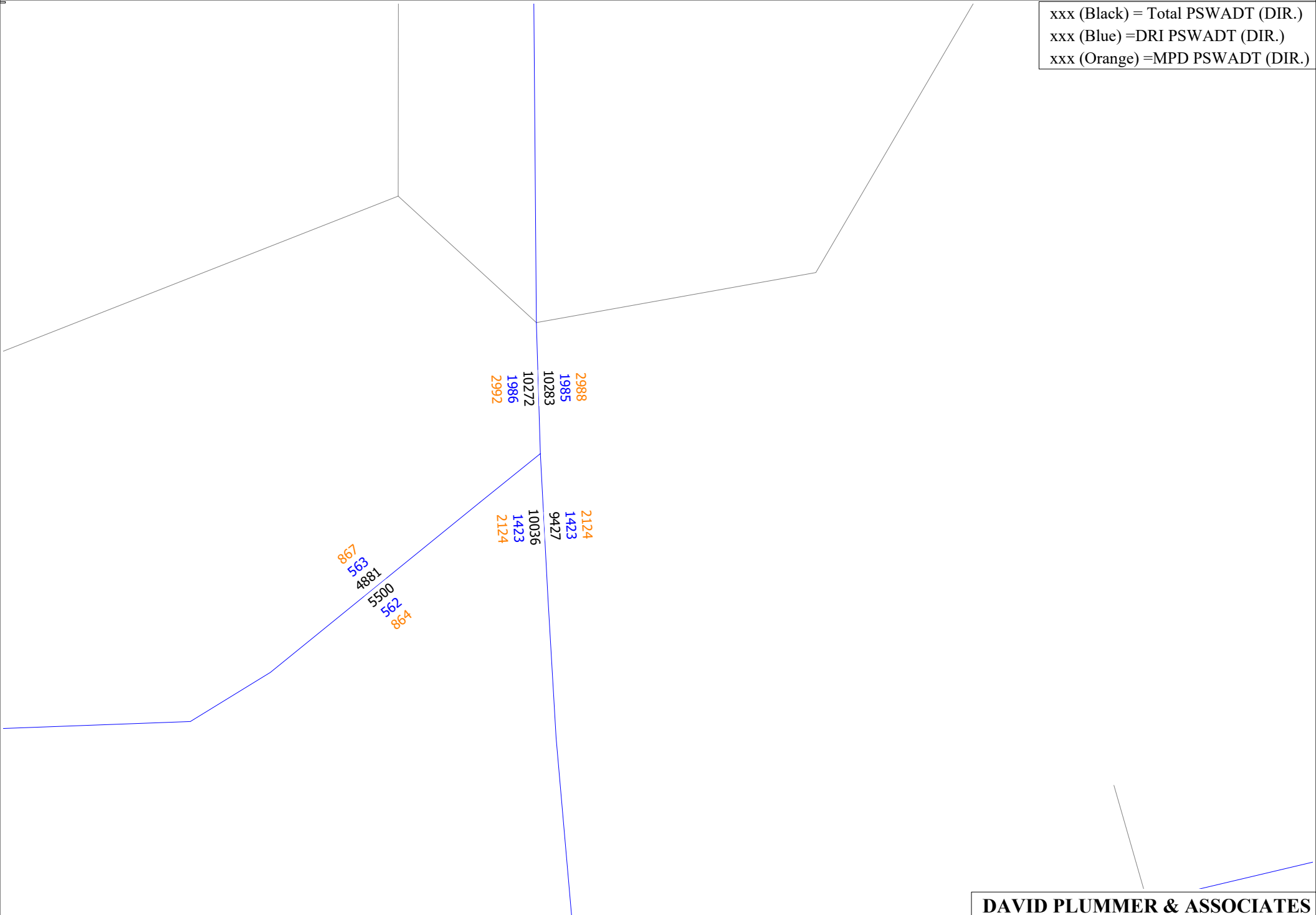


DAVID PLUMMER & ASSOCIATES

BABCOCK MPD
PROJECT ENTRANCE
PSWADT PLOT - YEAR 2021 WITH MPD

J-3

xxx (Black) = Total PSWADT (DIR.)
xxx (Blue) =DRI PSWADT (DIR.)
xxx (Orange) =MPD PSWADT (DIR.)



DAVID PLUMMER & ASSOCIATES

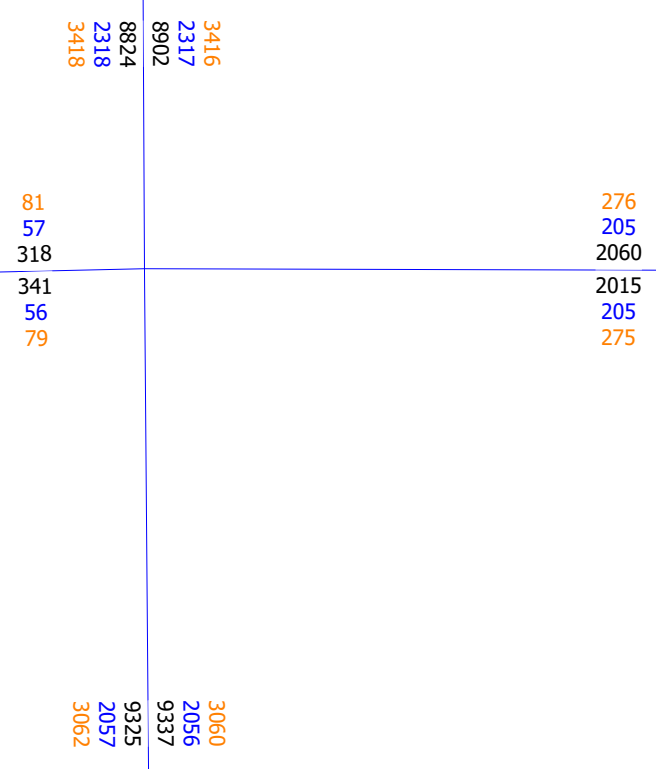
**BABCOCK MPD
SR 31/ BAYSHORE (SR 78)
PSWADT PLOT - YEAR 2021 WITH MPD**

J-4

(Licensed to Florida Department of Transportation)

cube

xxx (Black) = Total PSWADT (DIR.)
xxx (Blue) =DRI PSWADT (DIR.)
xxx (Orange) =MPD PSWADT (DIR.)



DAVID PLUMMER & ASSOCIATES

BABCOCK MPD
SR 31/ NORTH RIVER ROAD (SR 78)
PSWADT PLOT - YEAR 2021 WITH MPD

J-5

(Licensed to Florida Department of Transportation)

cube

YEAR 2021 WITH PROJECT
PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?

☐ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- ☐ EB, WB, and SB
☐ EB, WB, and NB
☒ EB, SB, and NB
☐ WB, SB, and NB

Is the Mainline Oriented North/South?
☐ Yes
☒ No

K Factors
 Mainline

 Side street

D Factors
 Mainline
 Westbound (WB)
 Eastbound (EB)
 Side street
 Northbound (NB)
 Southbound (SB)

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
☒ Yes
☐ No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
		Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Side Street Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2016
Opening	2021
Mid	2031
Design	2041
Model	2021

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2016	8267	0	7411	10211	25889
2026 Adjusted Non-Babcock	7209	0	9968	11627	28804

1st Guess Actual/Counted
 Turning %'s for
 AADT Balancing for 2016

(EB LT)	West-to-North	38.3%	154
(EB THRU)	West-to-East	0.0%	0
(EB RT)	West-to-South	61.7%	248
(WB LT)	East-to-South	0.0%	0
(WB THRU)	East-to-West	0.0%	0
(WB RT)	East-to-North	0.0%	0
(SB LT)	North-to-East	0.0%	0
(SB THRU)	North-to-South	68.9%	188
(SB RT)	North-to-West	31.1%	85
(NB LT)	South-to-West	48.1%	257
(NB THRU)	South-to-North	51.9%	277
(NB RT)	South-to-East	0.0%	0

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
 Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

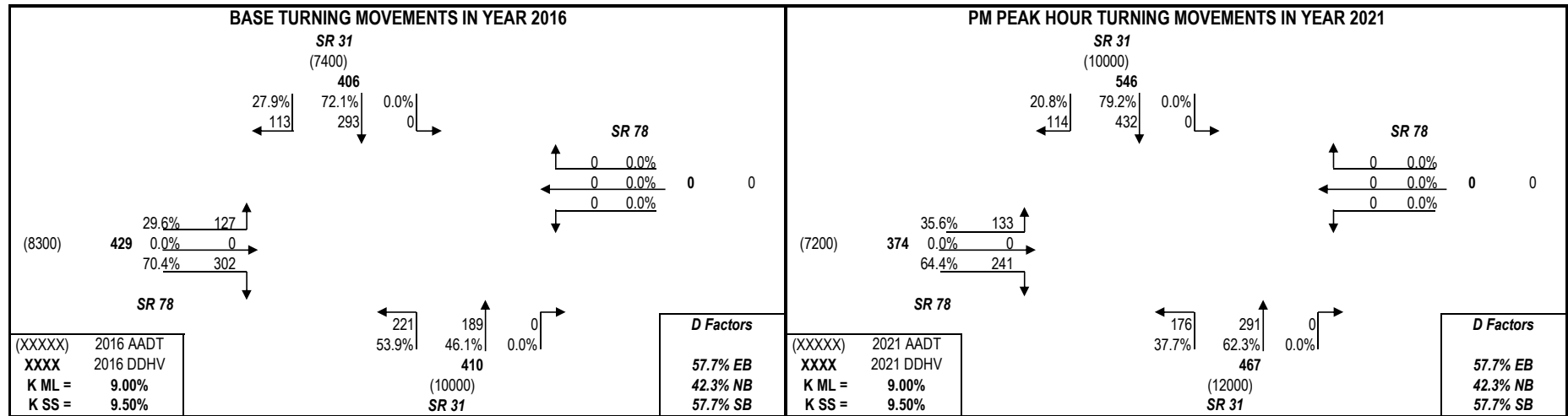
Desired Closure:

2026 Adjusted Non-Babcock	7209	0	9968	11627
2026 Unadjusted Non-Babcock	7074	0	9968	11627
2026 DRI Project Traffic	1058	0	3733	2675
MOCF	0.94	0.94	0.94	0.94

Non-Babcock AADT adjusted (if needed) so that Non-Babcock AADT + DRI Project AADT >= Existing AADT

Adjusted Non-Babcock AADT is used for future year calculations

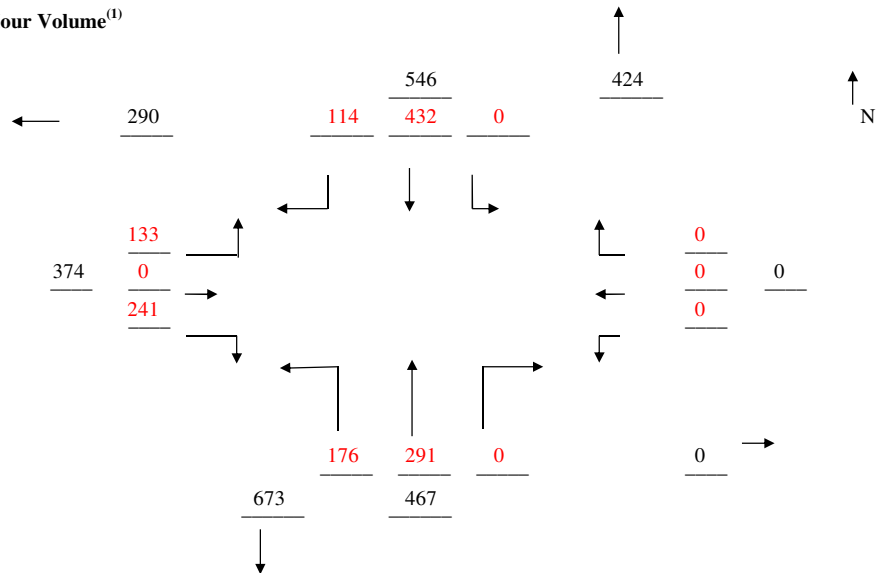
Non-Project Traffic for SR 78 at SR 31 With Project



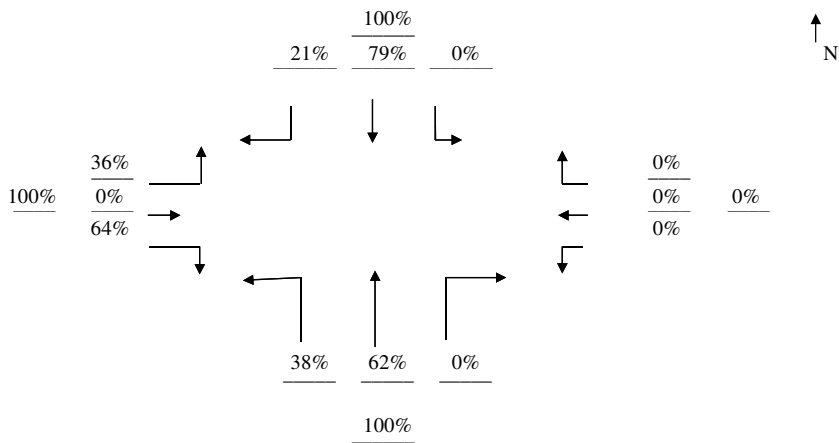
**DIRPM TURNING MOVEMENT DIAGRAM
NON-BABCOCK TRAFFIC (PM PEAK HOUR)**

LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2021 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



Footnote:

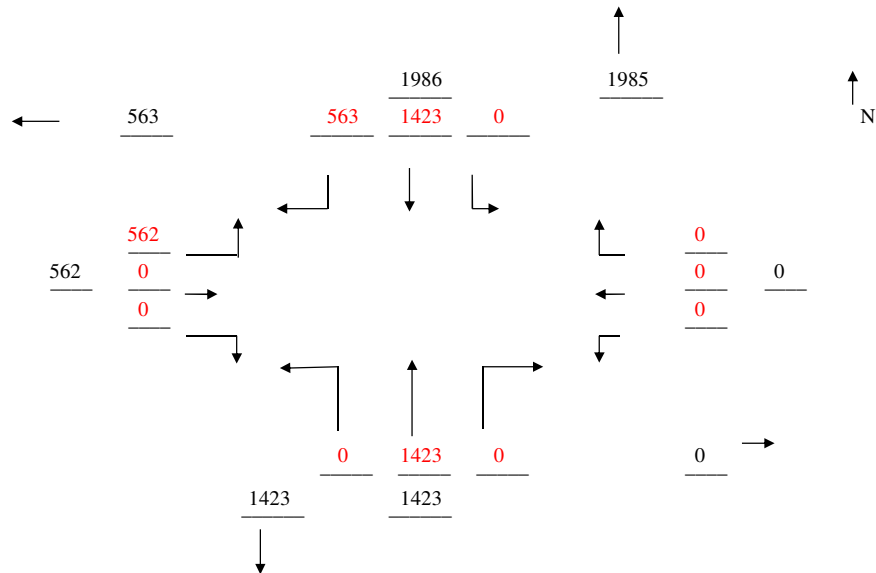
(1) Non-Babcock PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet.

D1RPM TURNING MOVEMENT DIAGRAM DRI PROJECT TRAFFIC (PSWADT)

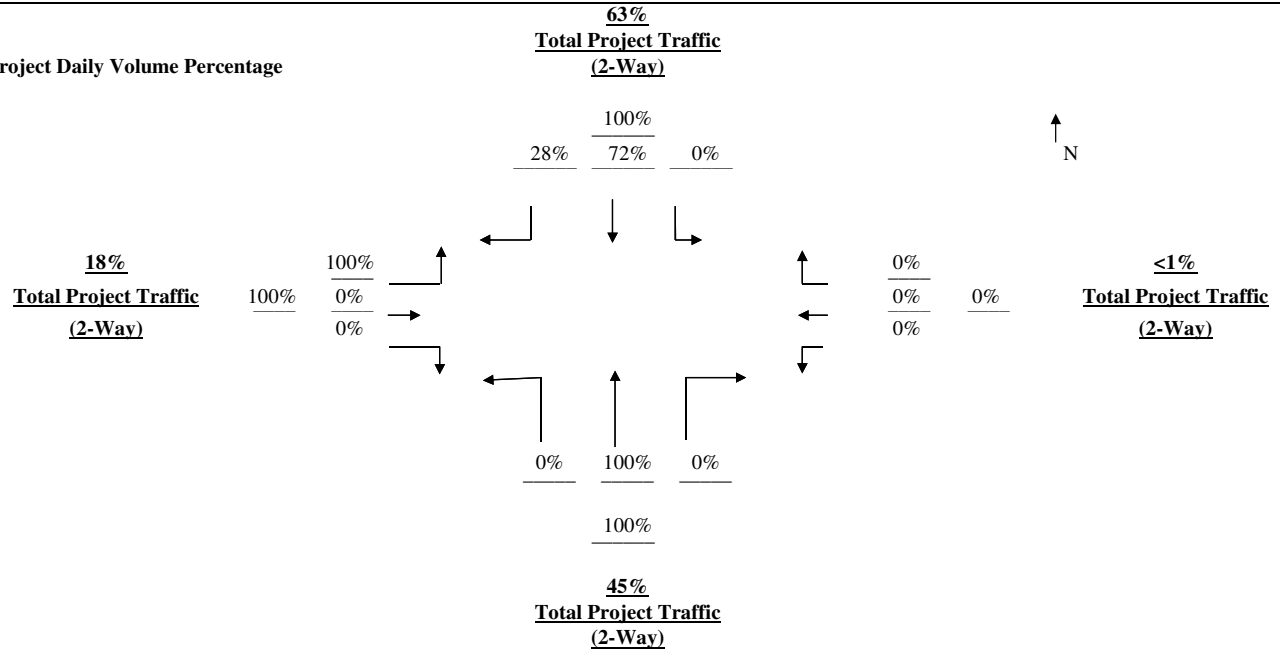
LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 6337

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



Footnote:

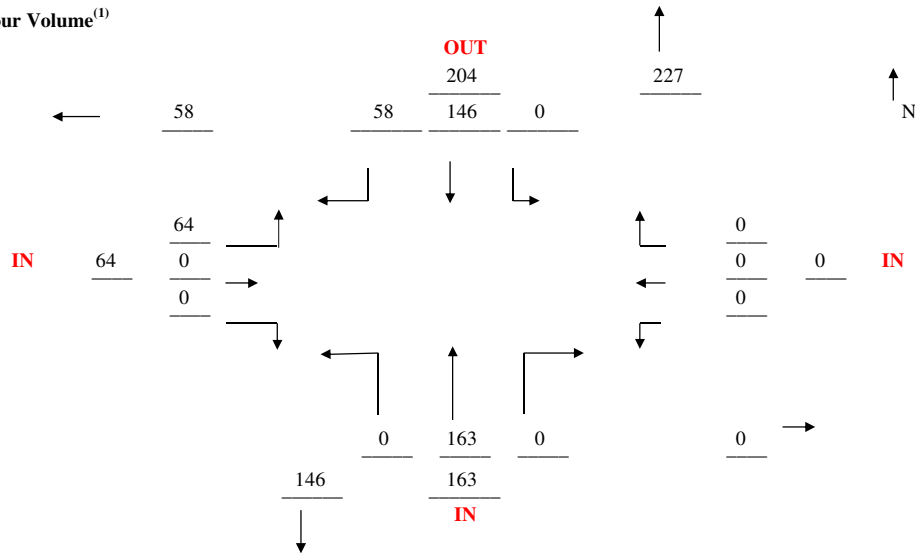
(1) DRI Project daily volume derived from select zone from D1RPM.

**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PM PEAK HOUR)**

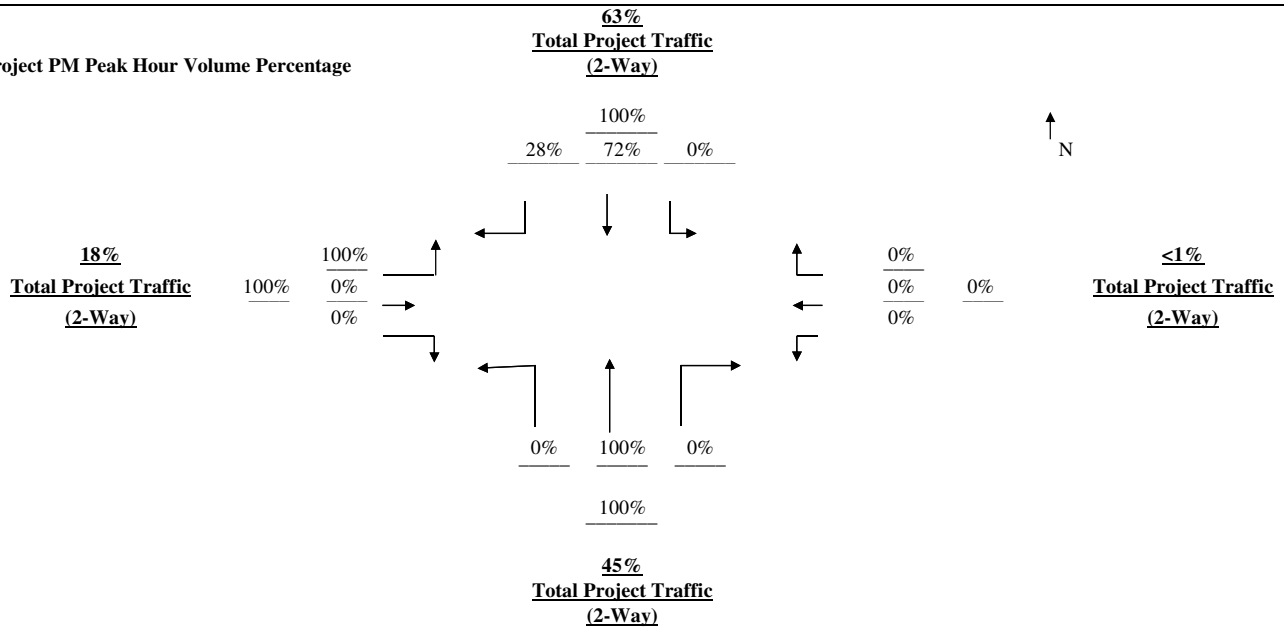
LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS Project Raw Traffic	ITE NET New Peak Hour	IN/OUT Split	
		Dir1	Dir2
6337	688	0.53	0.47

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



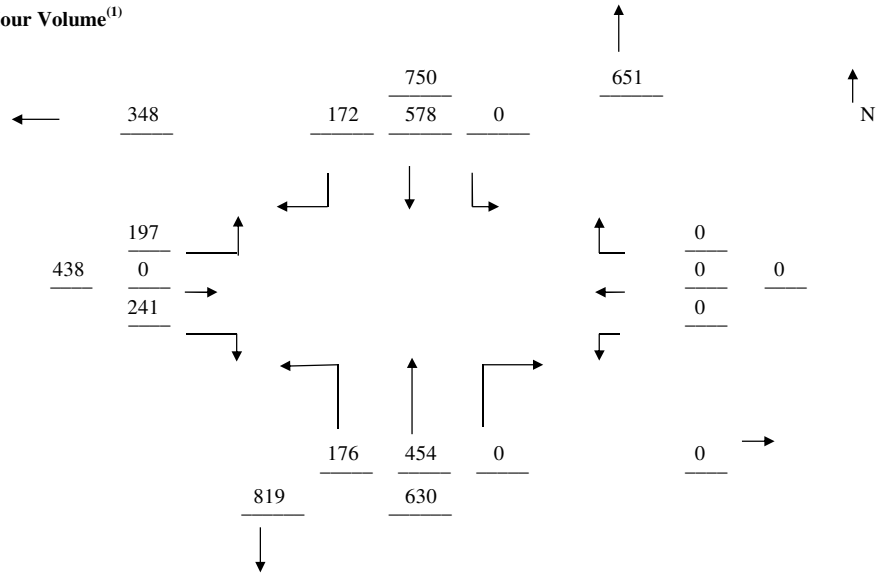
Footnote:

(1) DRI Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

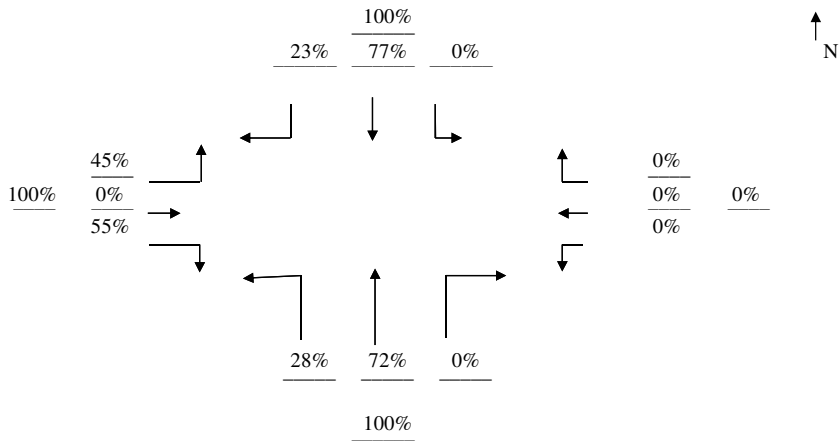
**DIRPM TURNING MOVEMENT DIAGRAM
NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2021 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



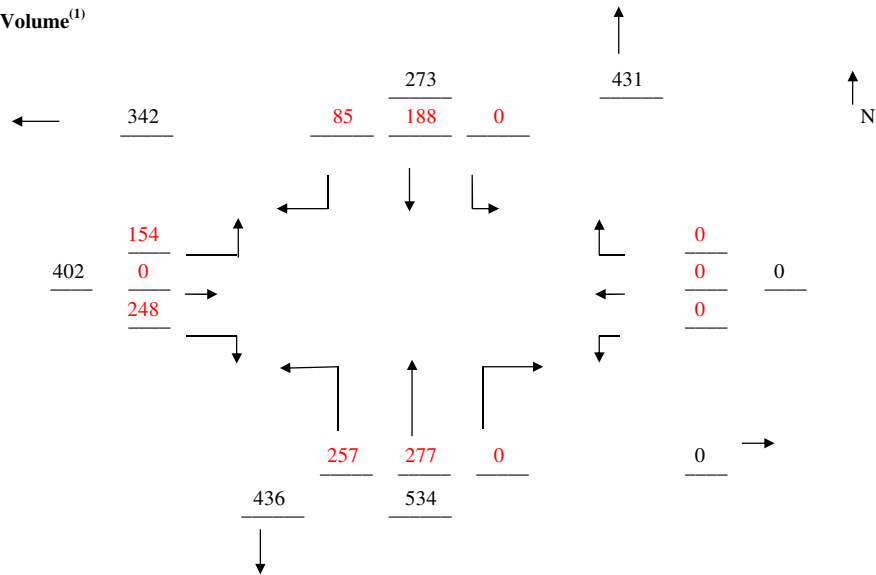
Footnote:

(1) Non-Project is the sum of Non-Babcock traffic and DRI Project traffic.

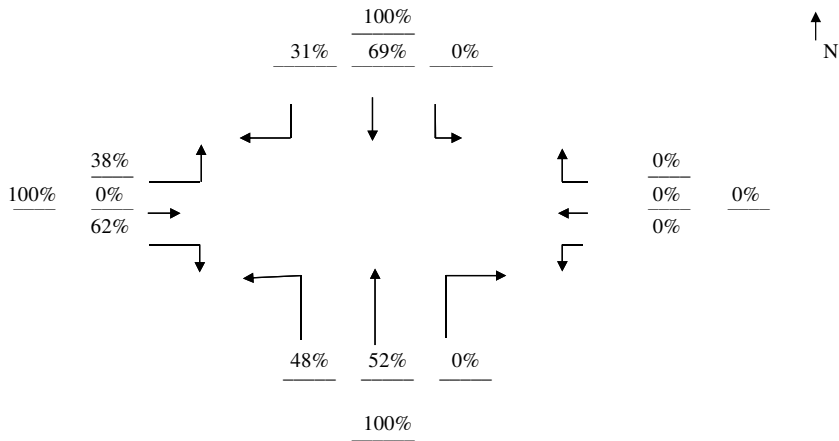
**DIRPM TURNING MOVEMENT DIAGRAM
EXISTING TRAFFIC (PM PEAK HOUR)**

LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2016

Existing PM Peak Hour Volume⁽¹⁾



Existing PM Hour Volume Percentage



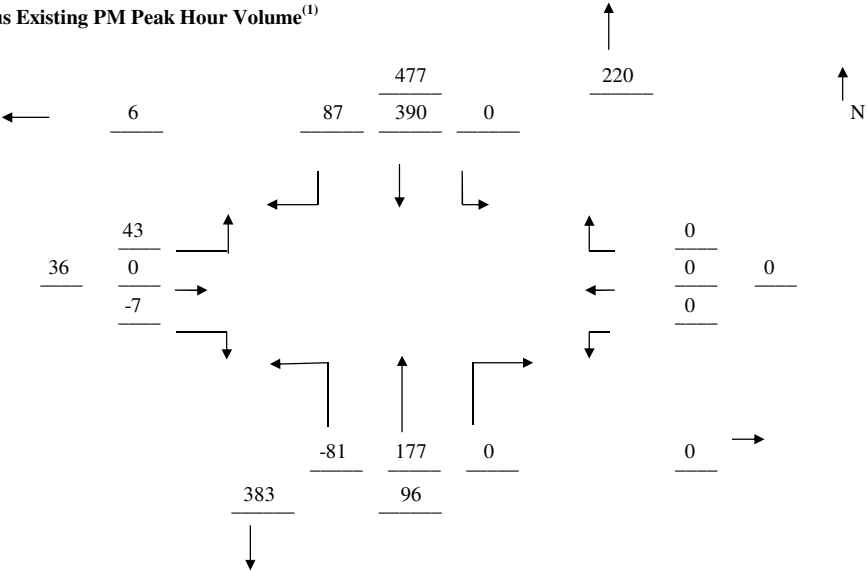
Footnote:

(1) Based on existing turning movement counts.

DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC MINUS EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION:	18) SR 31 / SR 78
COUNTY:	Lee (12)
YEAR:	N/A

Future Non-Project Minus Existing PM Peak Hour Volume⁽¹⁾

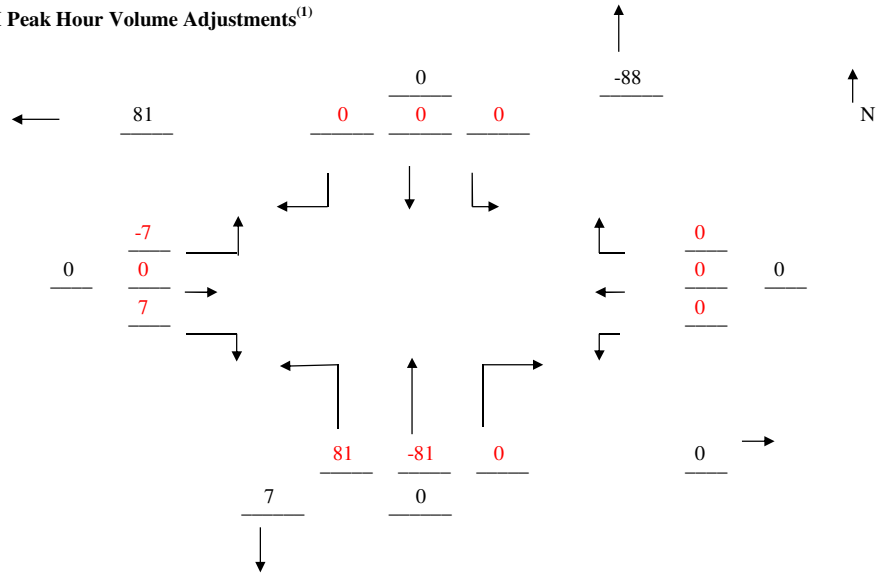


Footnote:
(1) Non-Project peak hour volumes is subtracted bu existing peak hour volumes to identify negative growth.

**DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC ADJUSTMENTS (PM PEAK HOUR)**

LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: N/A

Future Non-Project PM Peak Hour Volume Adjustments⁽¹⁾



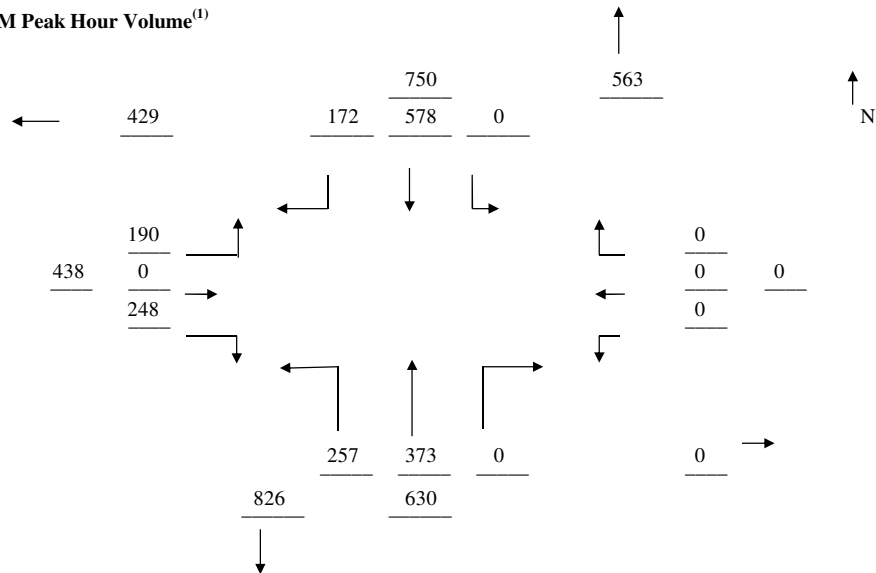
Footnote:

(1) Adjustments are used to ensure future non-Project traffic volumes are no less than existing traffic volumes.

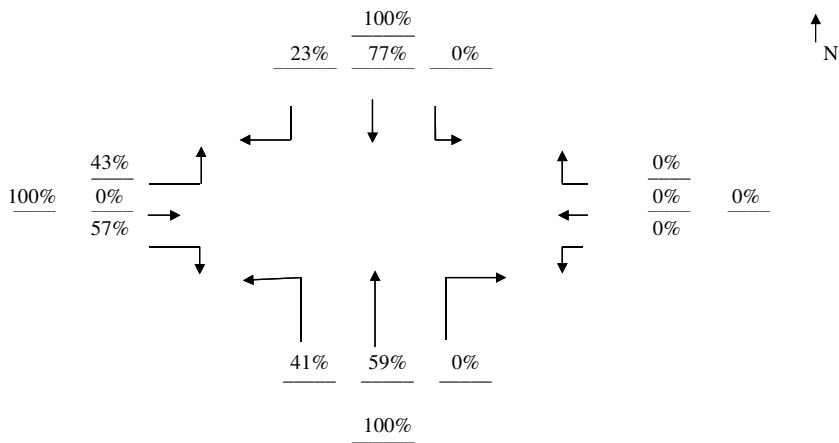
**DIRPM TURNING MOVEMENT DIAGRAM
ADJUSTED NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2021 (With Project)

Adjusted Non-Project PM Peak Hour Volume⁽¹⁾



Adjusted Non-Project PM Hour Volume Percentage



Footnote:

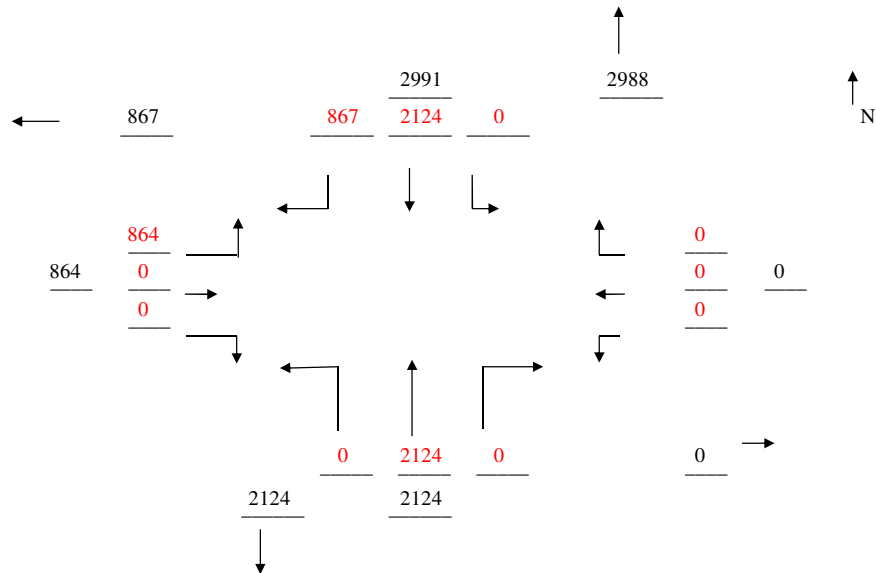
(1) Non-Project PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet then adjusted to ensure volumes are no less than existing volumes.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PSWADT)**

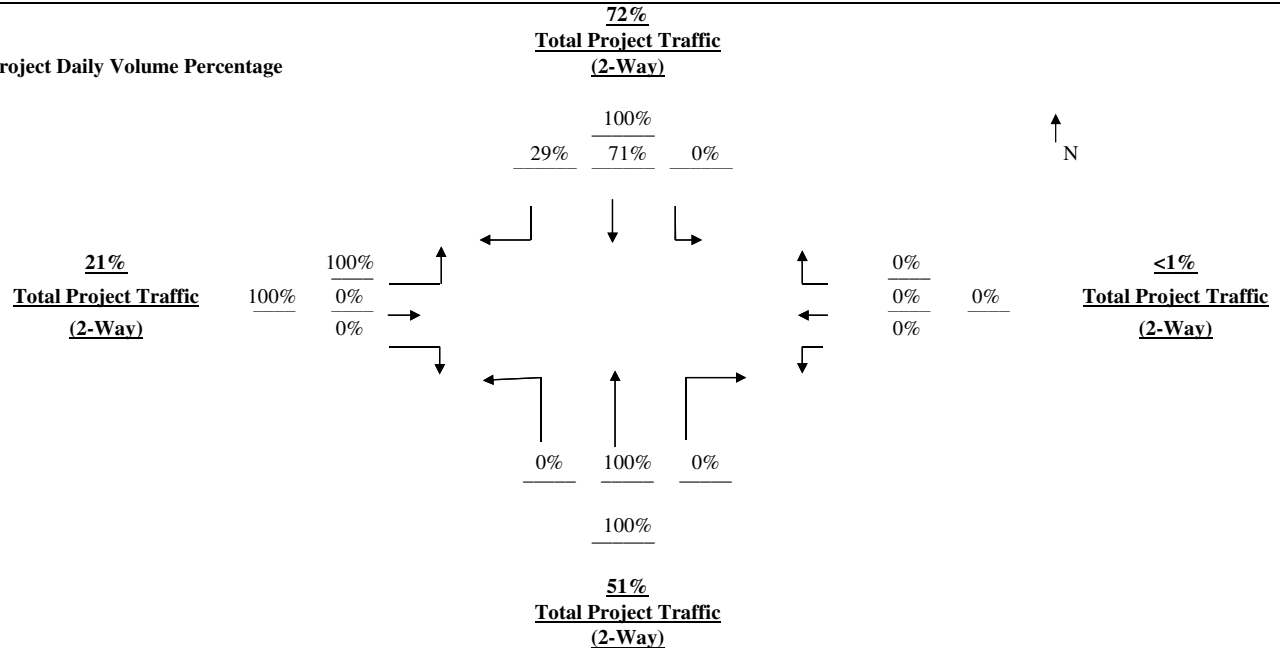
LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2021 (With Project)

FSUTMS
 Project Raw
 Traffic
 8283

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



Footnote:

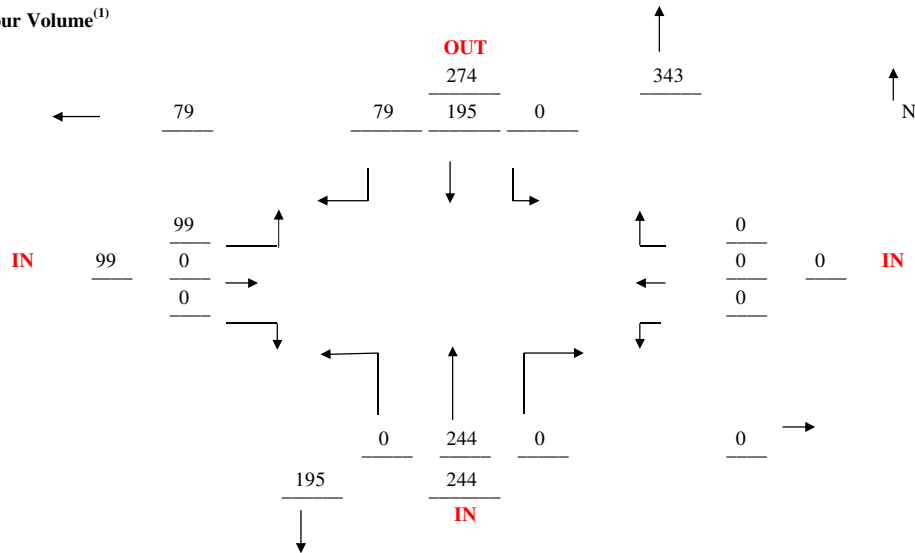
(1) MPD Project daily volume derived from select zone from D1RPM.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PM PEAK HOUR)**

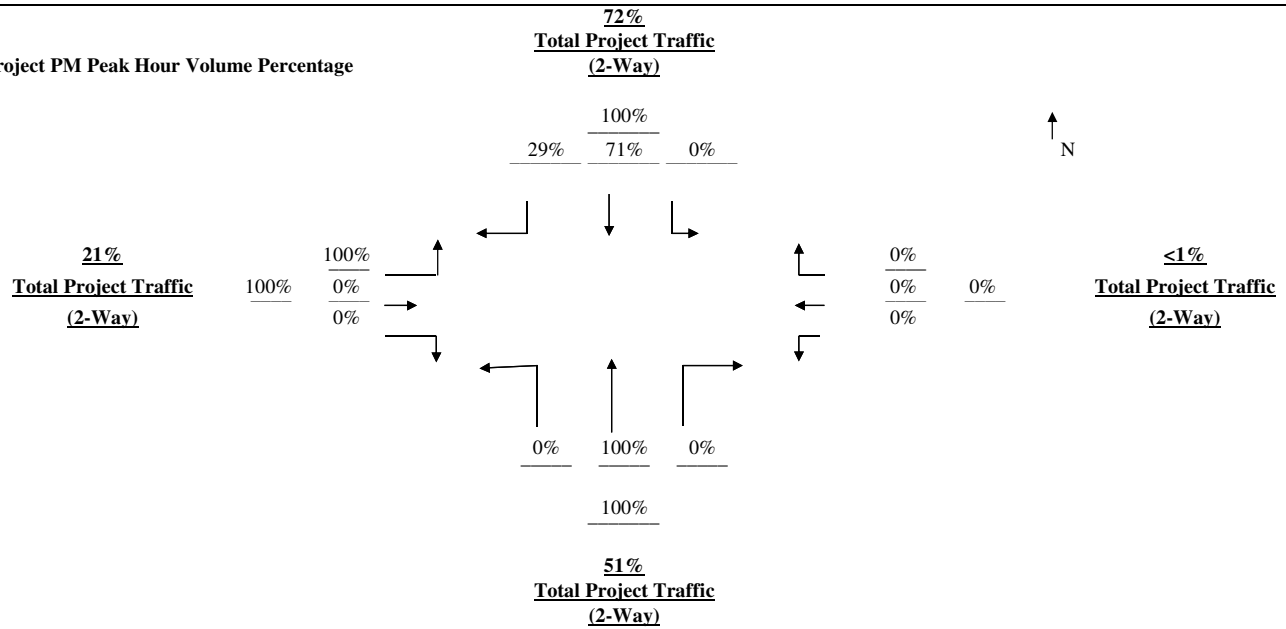
LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2021 (With Project)

FSUTMS Project Raw Traffic	ITE NET New Peak Hour	IN/OUT Split	
		Dir1	Dir2
8283	855	0.56	0.44

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



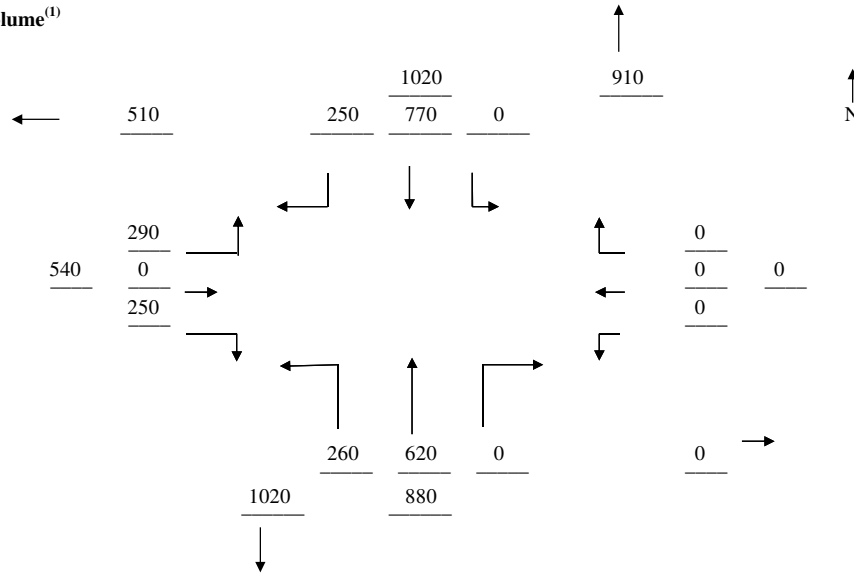
Footnote:

(1) MPD Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

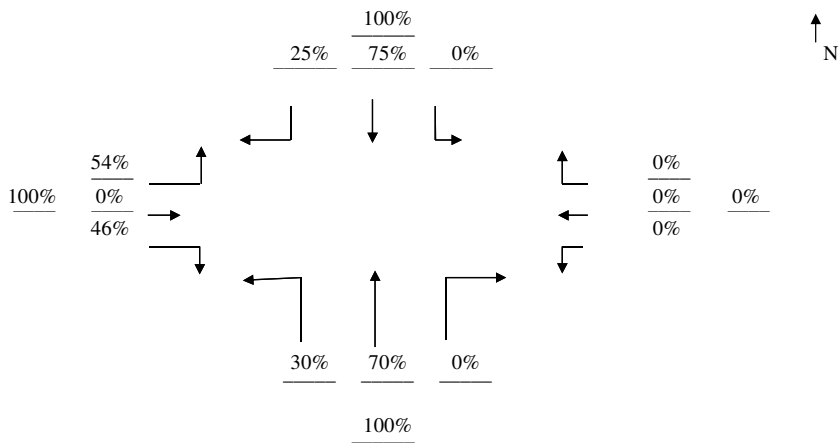
DIRPM TURNING MOVEMENT DIAGRAM **TOTAL TRAFFIC (PM PEAK HOUR)**

LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2021 (With Project)

Total PM Peak Hour Volume⁽¹⁾



Total PM Peak Hour Volume Percentage



Footnote:

(1) Total PM peak hour volume calculated by adding Project and non-Project PM peak hour volumes (rounded to nearest multiple of 10).

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?

☒ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- ☐ EB, WB, and SB
☐ EB, WB, and NB
☐ EB, SB, and NB
☐ WB, SB, and NB

Is the Mainline Oriented North/South?
☒ Yes
☐ No

K Factors
 Mainline
 Side street

D Factors
 Mainline
 Northbound (NB)
 Southbound (SB)
 Side street
 Westbound (WB)
 Eastbound (EB)

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
☒ Yes
☐ No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
Base			Mainline Side Street
Opening			
Mid			
Design			

Mainline Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Side Street Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2016
Opening	2021
Mid	2031
Design	2041
Model	2021

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2016	734	2564	4968	7011	15277
2026 Adjusted Non-Babcock	630	2865	5882	7921	17298

1st Guess Actual/Counted
 Turning %'s for
 AADT Balancing for 2016

(EB LT)	West-to-North	17.4%	4
(EB THRU)	West-to-East	21.7%	5
(EB RT)	West-to-South	60.9%	14
(WB LT)	East-to-South	75.6%	59
(WB THRU)	East-to-West	11.6%	9
(WB RT)	East-to-North	12.8%	10
(SB LT)	North-to-East	10.8%	26
(SB THRU)	North-to-South	87.5%	211
(SB RT)	North-to-West	1.7%	4
(NB LT)	South-to-West	8.6%	33
(NB THRU)	South-to-North	56.8%	217
(NB RT)	South-to-East	34.6%	132

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
 Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

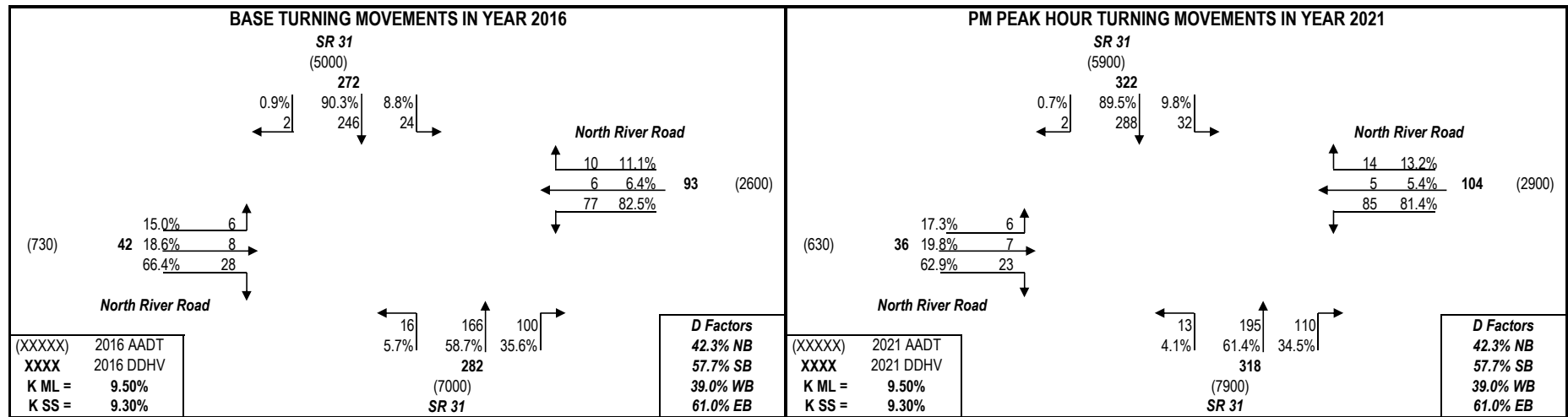
Desired Closure:

2026 Adjusted Non-Babcock	630	2865	5882	7921
2026 Unadjusted Non-Babcock	355	2865	5882	7921
2026 DRI Project Traffic	104	377	4357	3866
MOCF	0.92	0.92	0.94	0.94

Non-Babcock AADT adjusted (if needed) so that Non-Babcock AADT + DRI Project AADT >= Existing AADT

Adjusted Non-Babcock AADT is used for future year calculations

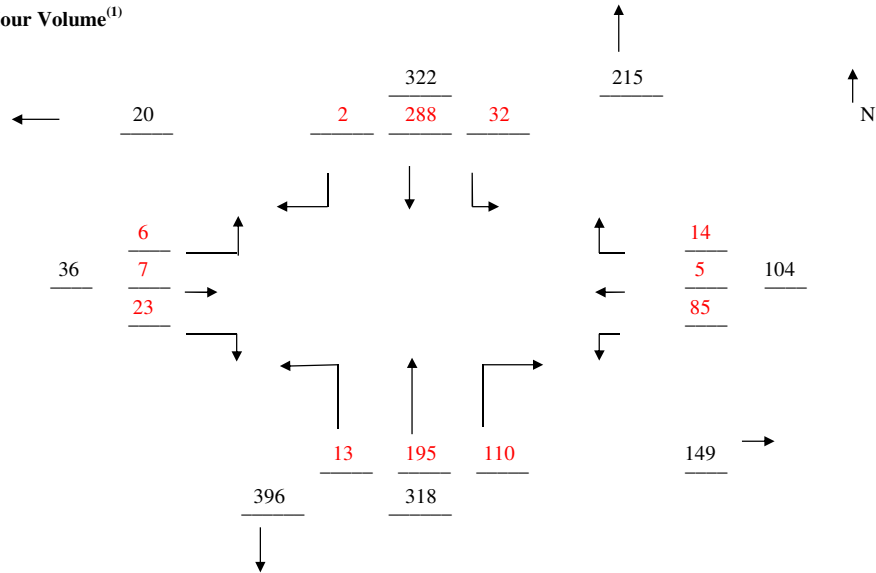
Non-Project Traffic for SR 31 at North River Road With Project



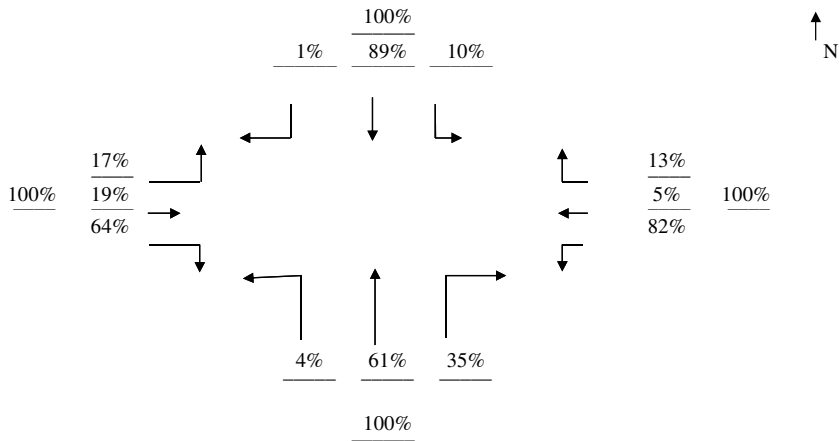
**DIRPM TURNING MOVEMENT DIAGRAM
NON-BABCOCK TRAFFIC (PM PEAK HOUR)**

LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2021 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



Footnote:

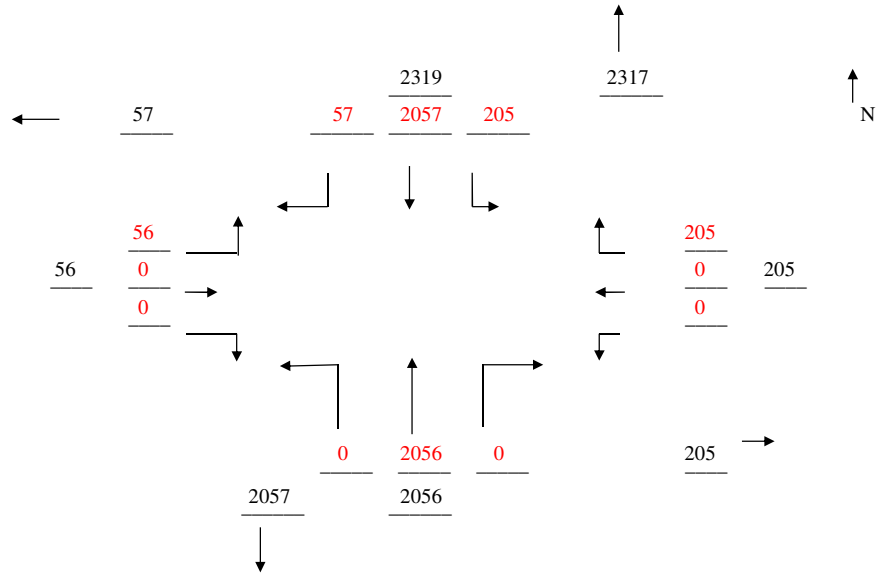
(1) Non-Babcock PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet.

**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PSWADT)**

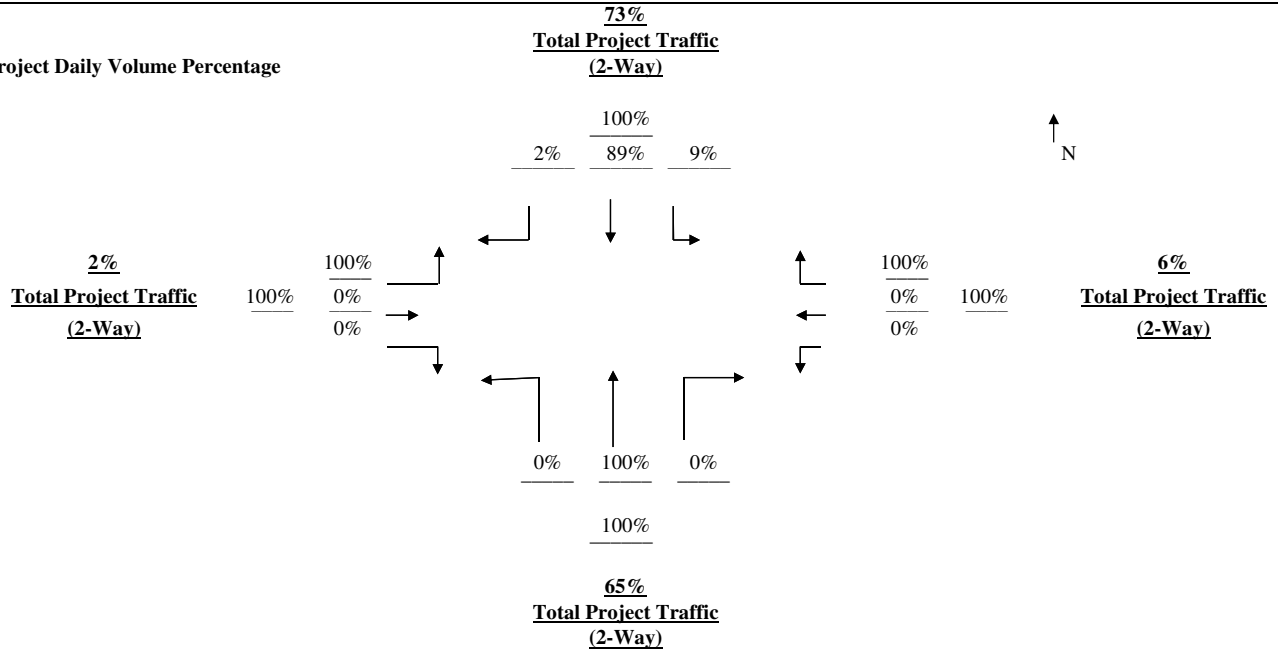
LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 6337

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



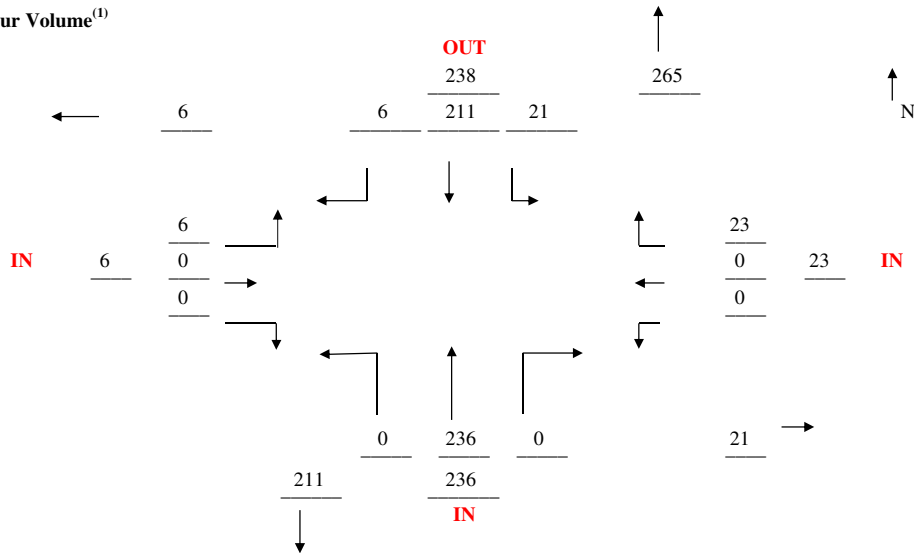
Footnote:

(1) DRI Project daily volume derived from select zone from D1RPM.

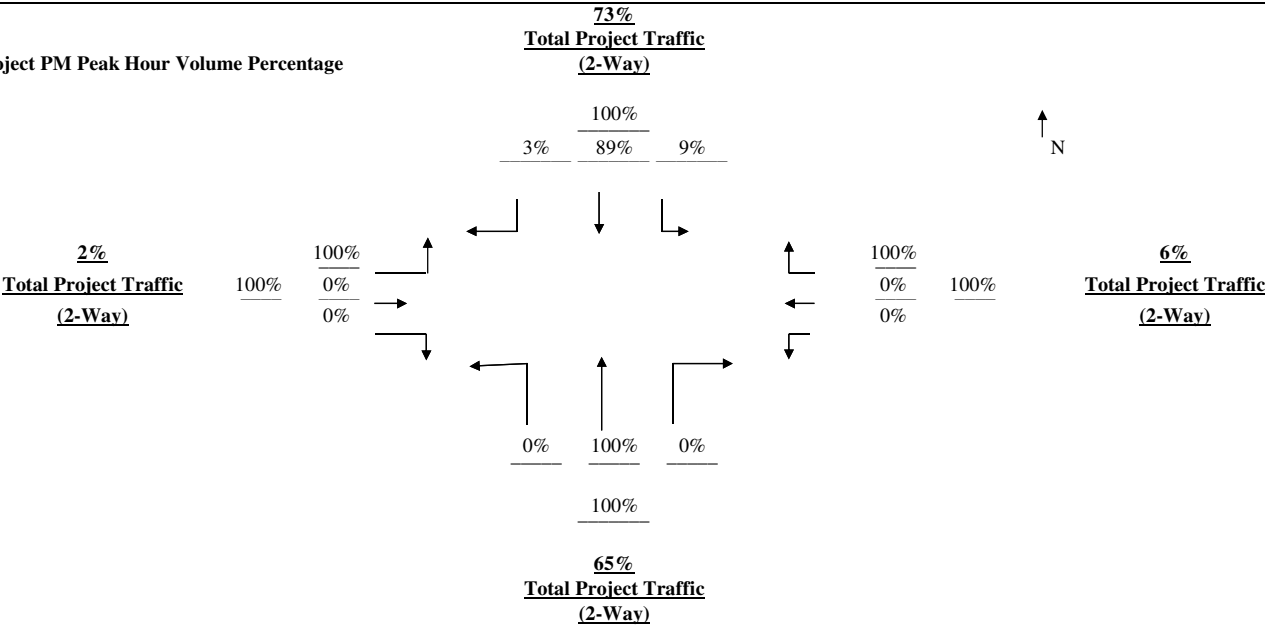
**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	19) SR 31 / North River Road	FSUTMS		IN/OUT
COUNTY:	Lee (12)	Project Raw	ITE NET New	Split
YEAR:	2026 (With Project)	Traffic	Peak Hour	Dir1 Dir2
		6337	688	0.53 0.47

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



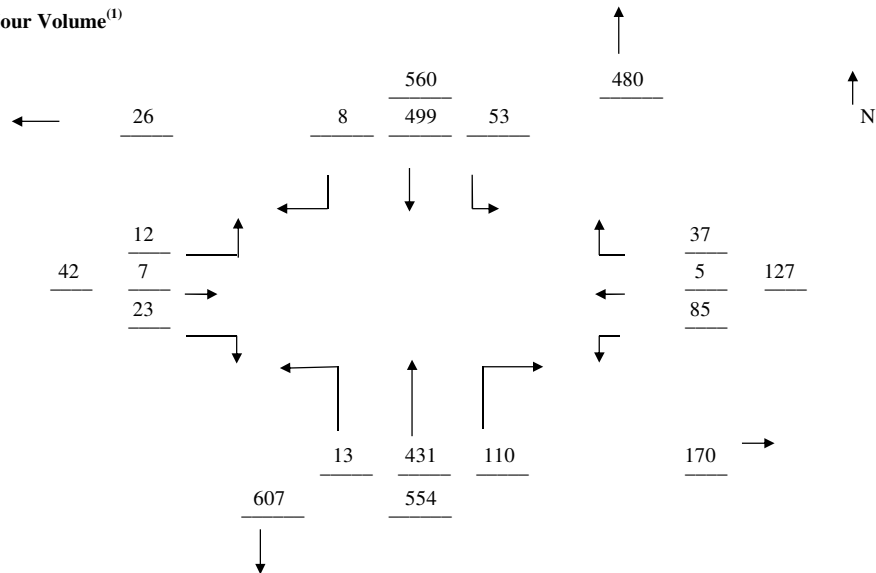
Footnote:

(1) DRI Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

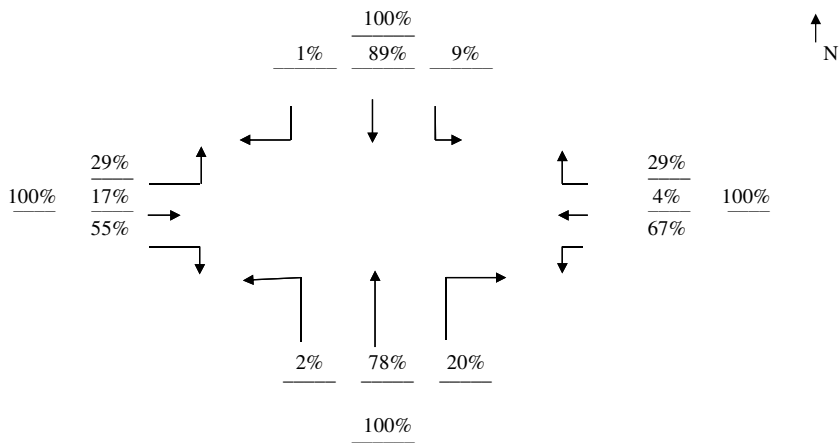
**DIRPM TURNING MOVEMENT DIAGRAM
NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2021 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



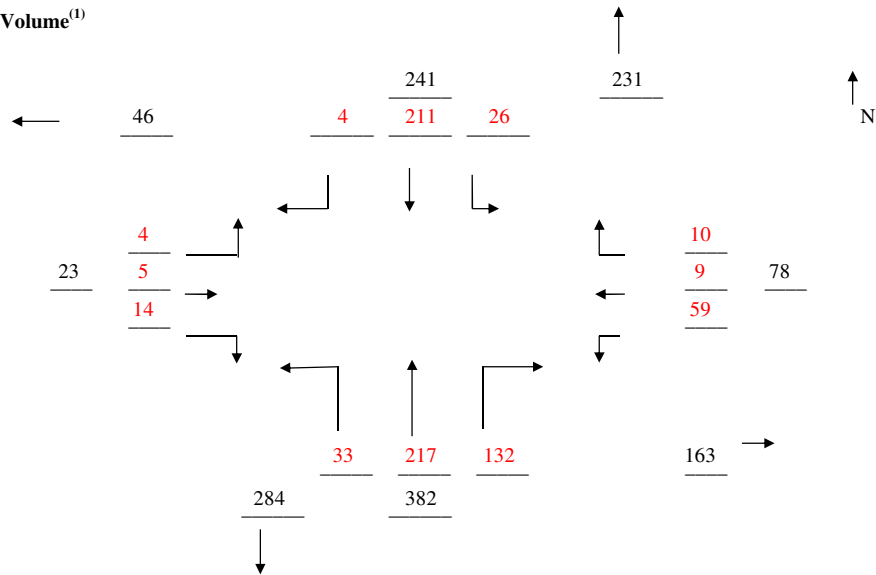
Footnote:

(1) Non-Project is the sum of Non-Babcock traffic and DRI Project traffic.

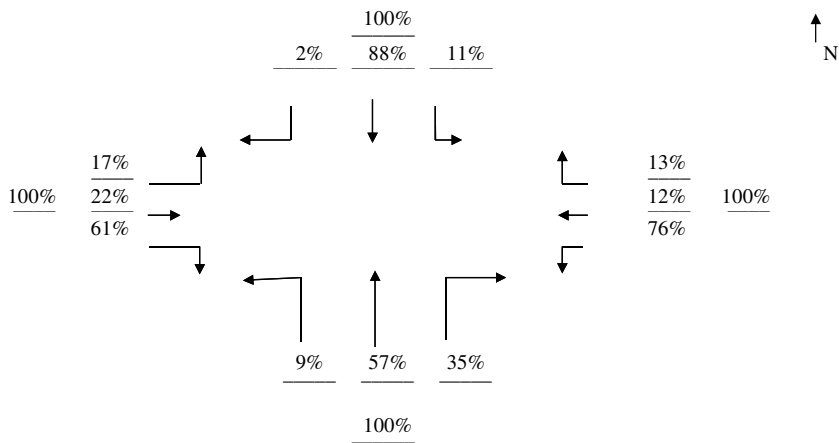
DIRPM TURNING MOVEMENT DIAGRAM EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2016

Existing PM Peak Hour Volume⁽¹⁾



Existing PM Hour Volume Percentage



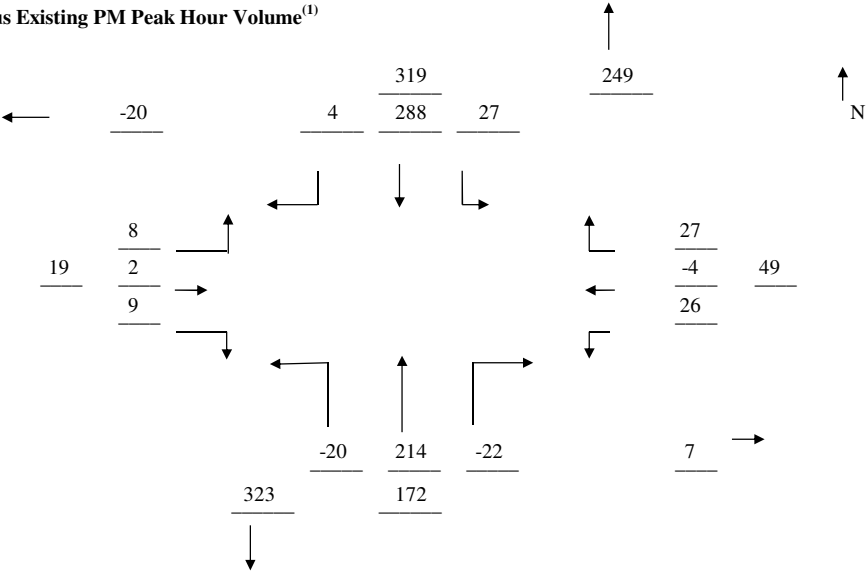
Footnote:

(1) Based on existing turning movement counts.

DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC MINUS EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION:	19) SR 31 / North River Road
COUNTY:	Lee (12)
YEAR:	N/A

Future Non-Project Minus Existing PM Peak Hour Volume⁽¹⁾

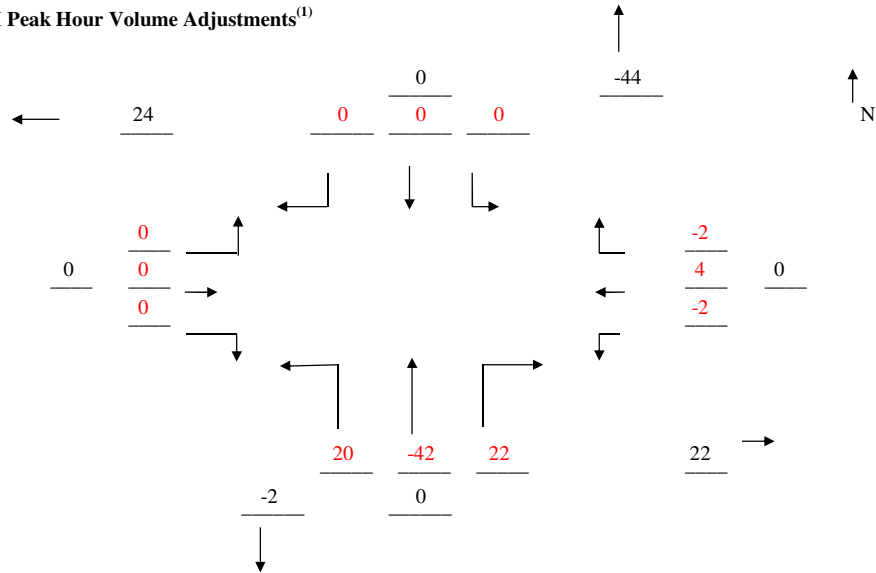


Footnote:
(1) Non-Project peak hour volumes is subtracted bu existing peak hour volumes to identify negative growth.

**DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC ADJUSTMENTS (PM PEAK HOUR)**

LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: N/A

Future Non-Project PM Peak Hour Volume Adjustments⁽¹⁾



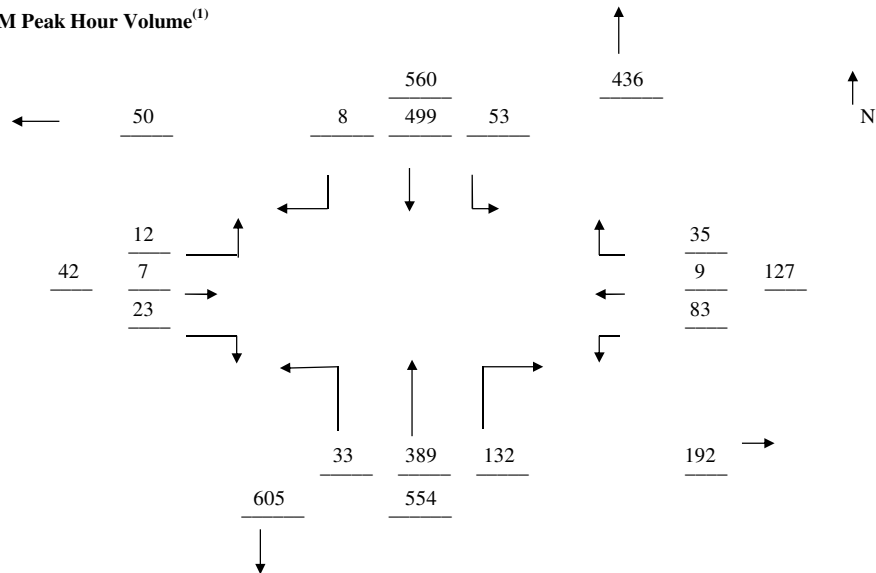
Footnote:

(1) Adjustments are used to ensure future non-Project traffic volumes are no less than existing traffic volumes.

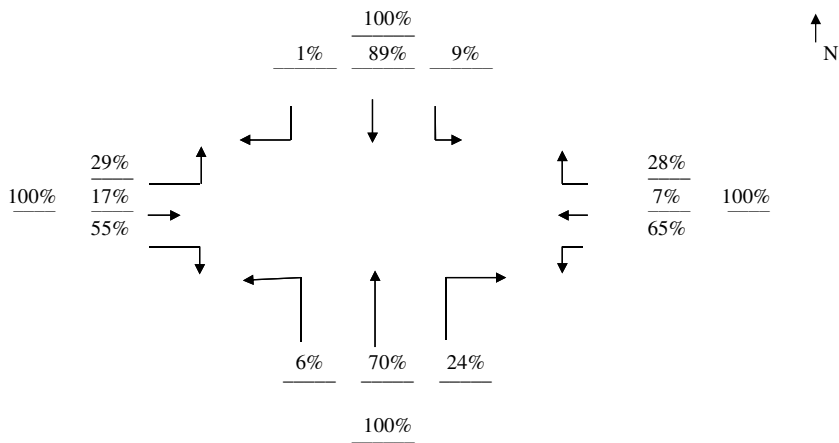
**DIRPM TURNING MOVEMENT DIAGRAM
ADJUSTED NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2021 (With Project)

Adjusted Non-Project PM Peak Hour Volume⁽¹⁾



Adjusted Non-Project PM Hour Volume Percentage



Footnote:

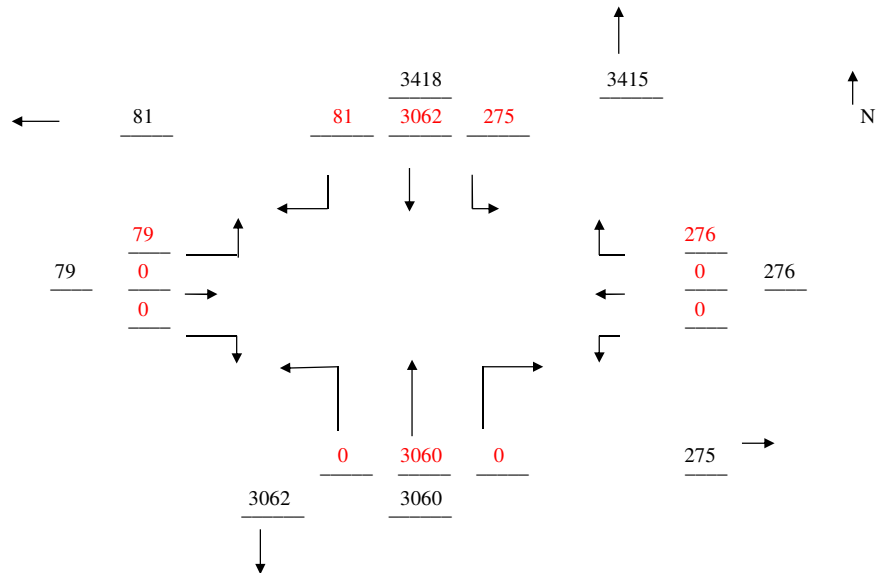
(1) Non-Project PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet then adjusted to ensure volumes are no less than existing volumes.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PSWADT)**

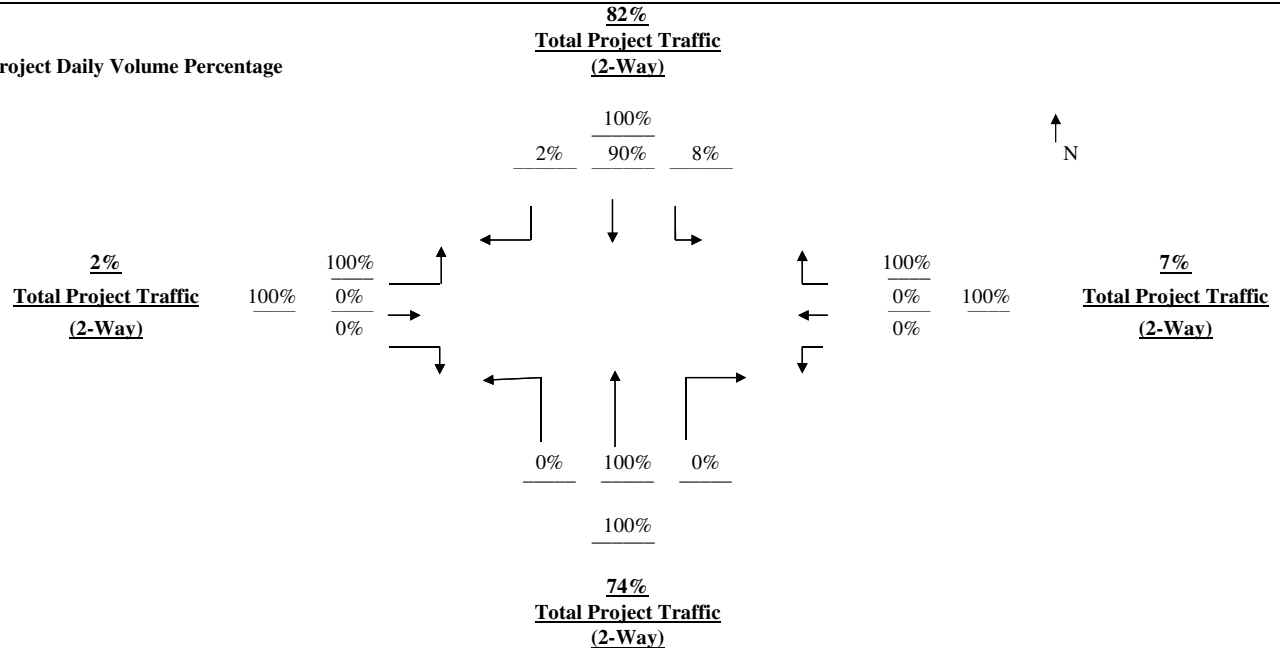
LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2021 (With Project)

FSUTMS
 Project Raw
 Traffic
 8283

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



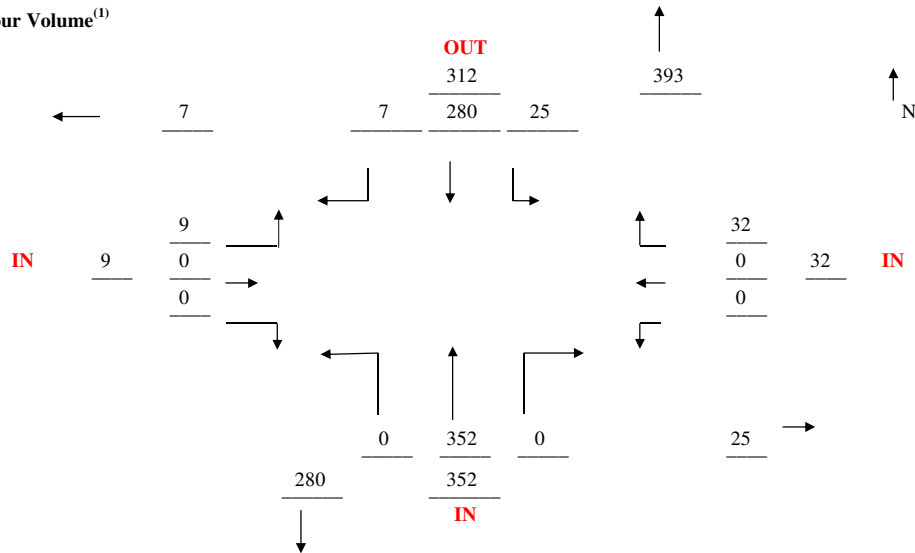
Footnote:

(1) MPD Project daily volume derived from select zone from D1RPM.

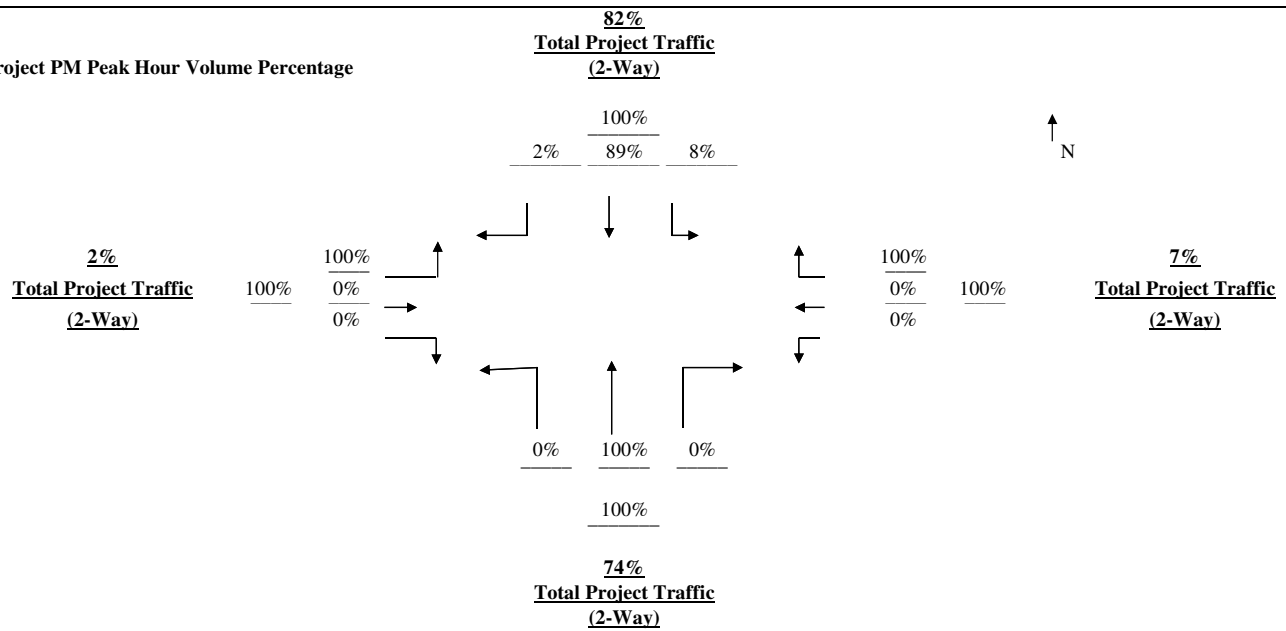
**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	19) SR 31 / North River Road	FSUTMS		IN/OUT
COUNTY:	Lee (12)	Project Raw	ITE NET New	Split
YEAR:	2021 (With Project)	Traffic	Peak Hour	Dir1 Dir2
		8283	855	0.56 0.44

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



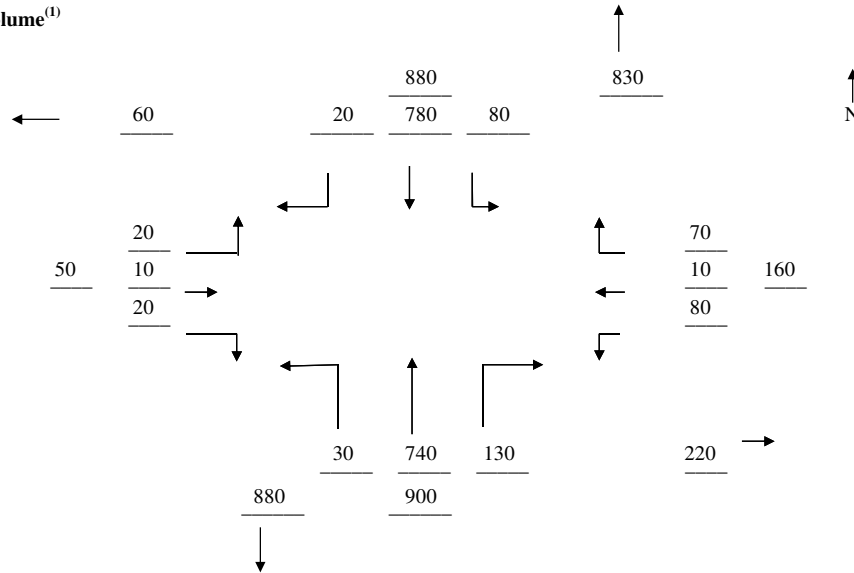
Footnote:

(1) MPD Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

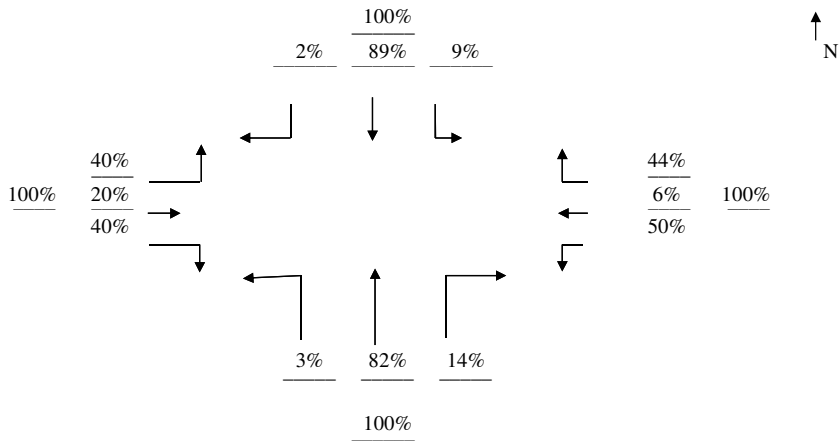
DIRPM TURNING MOVEMENT DIAGRAM **TOTAL TRAFFIC (PM PEAK HOUR)**

LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2021 (With Project)

Total PM Peak Hour Volume⁽¹⁾



Total PM Peak Hour Volume Percentage

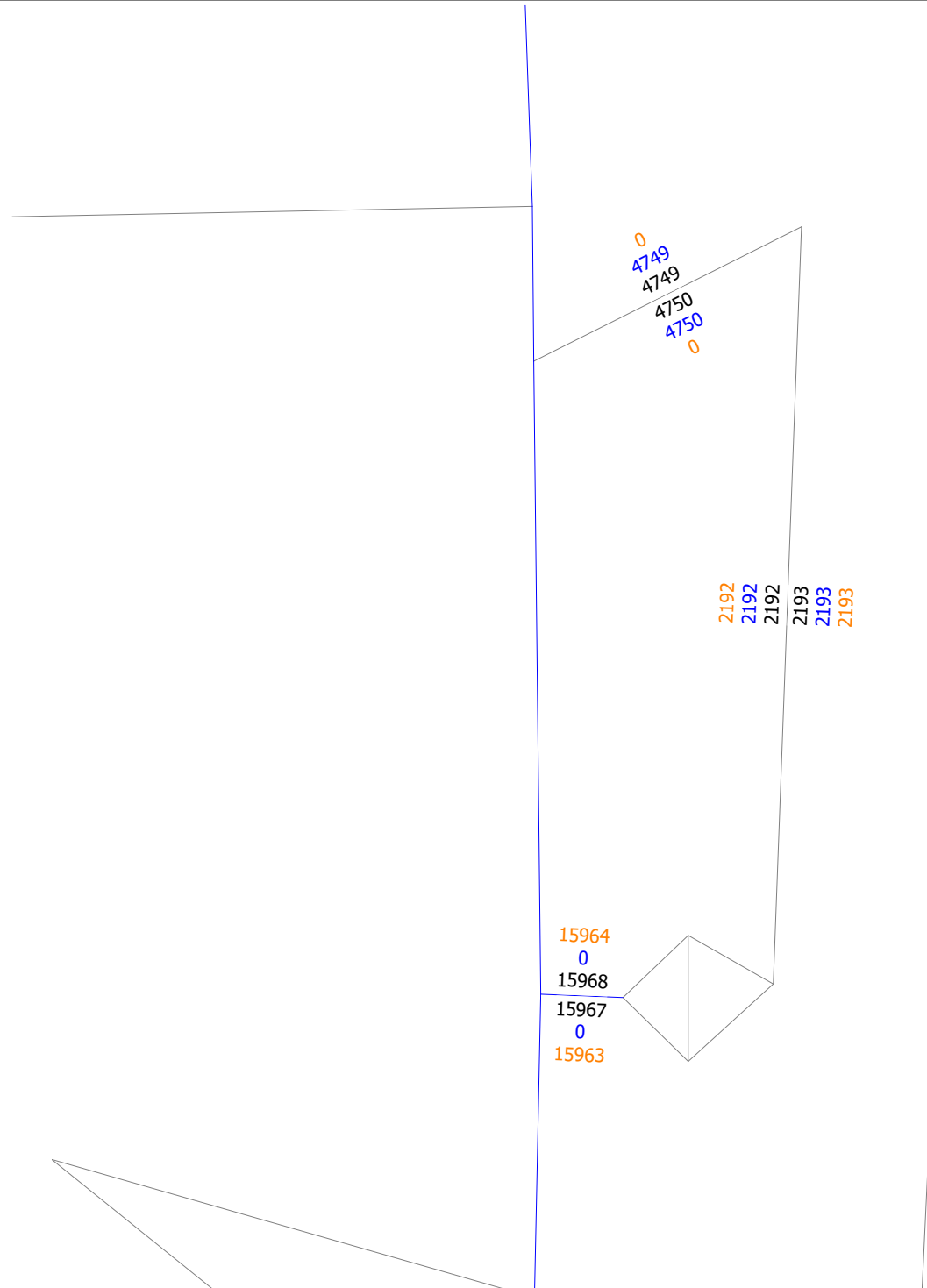


Footnote:

(1) Total PM peak hour volume calculated by adding Project and non-Project PM peak hour volumes (rounded to nearest multiple of 10).

YEAR 2026 WITH PROJECT
D1RPM INTERSECTION DIRECTIONAL VOLUMES (PSWADT)

xxx (Black) =Total PSWADT (DIR.)
xxx (Blue) =MPD PSWADT (DIR.)
xxx (Orange) =DRI PSWADT (DIR.)

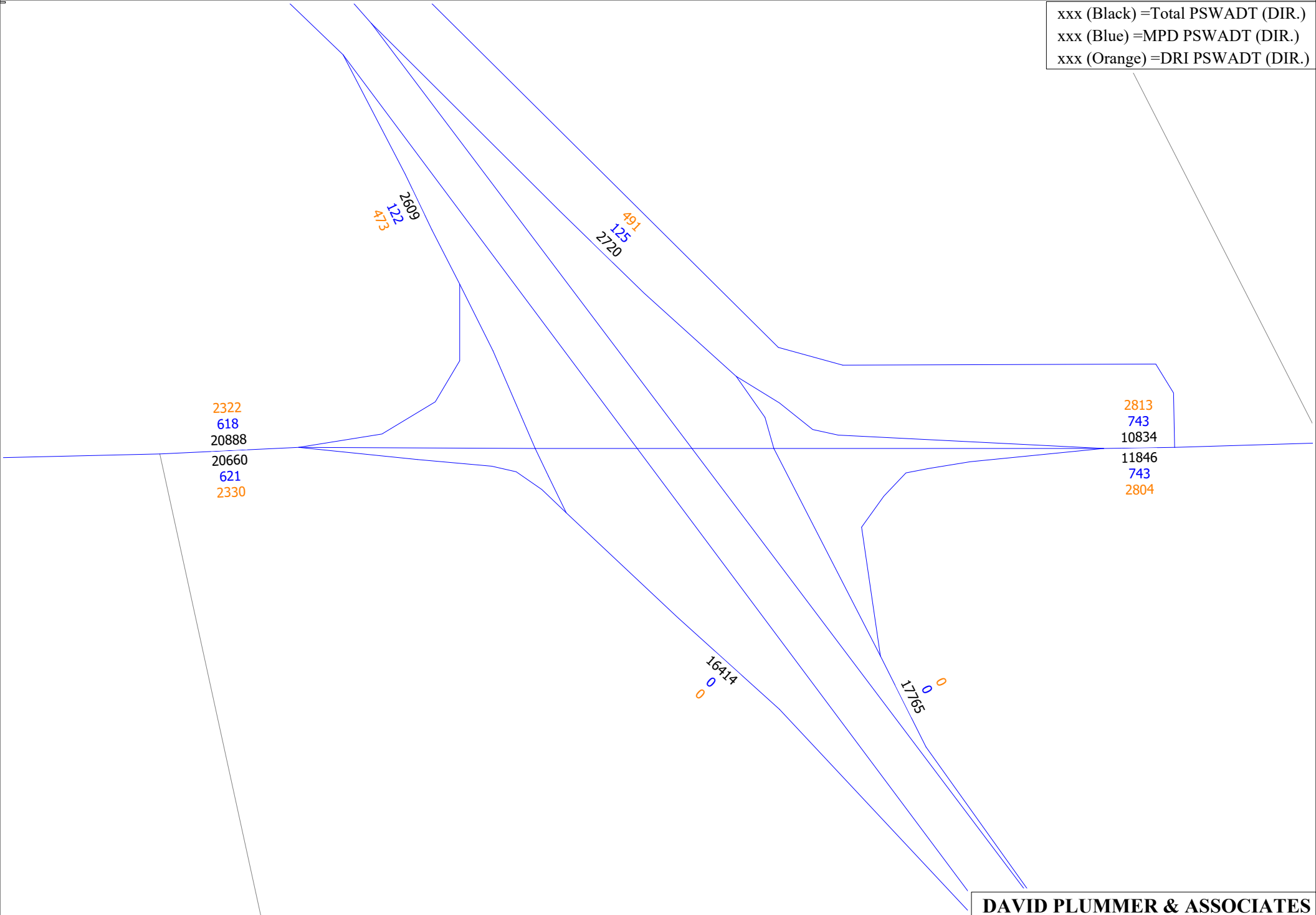


DAVID PLUMMER & ASSOCIATES

**BABCOCK MPD
PROJECT ENTRANCE
PSWADT PLOT - YEAR 2026 WITH MPD**

J-34

xxx (Black) =Total PSWADT (DIR.)
xxx (Blue) =MPD PSWADT (DIR.)
xxx (Orange) =DRI PSWADT (DIR.)

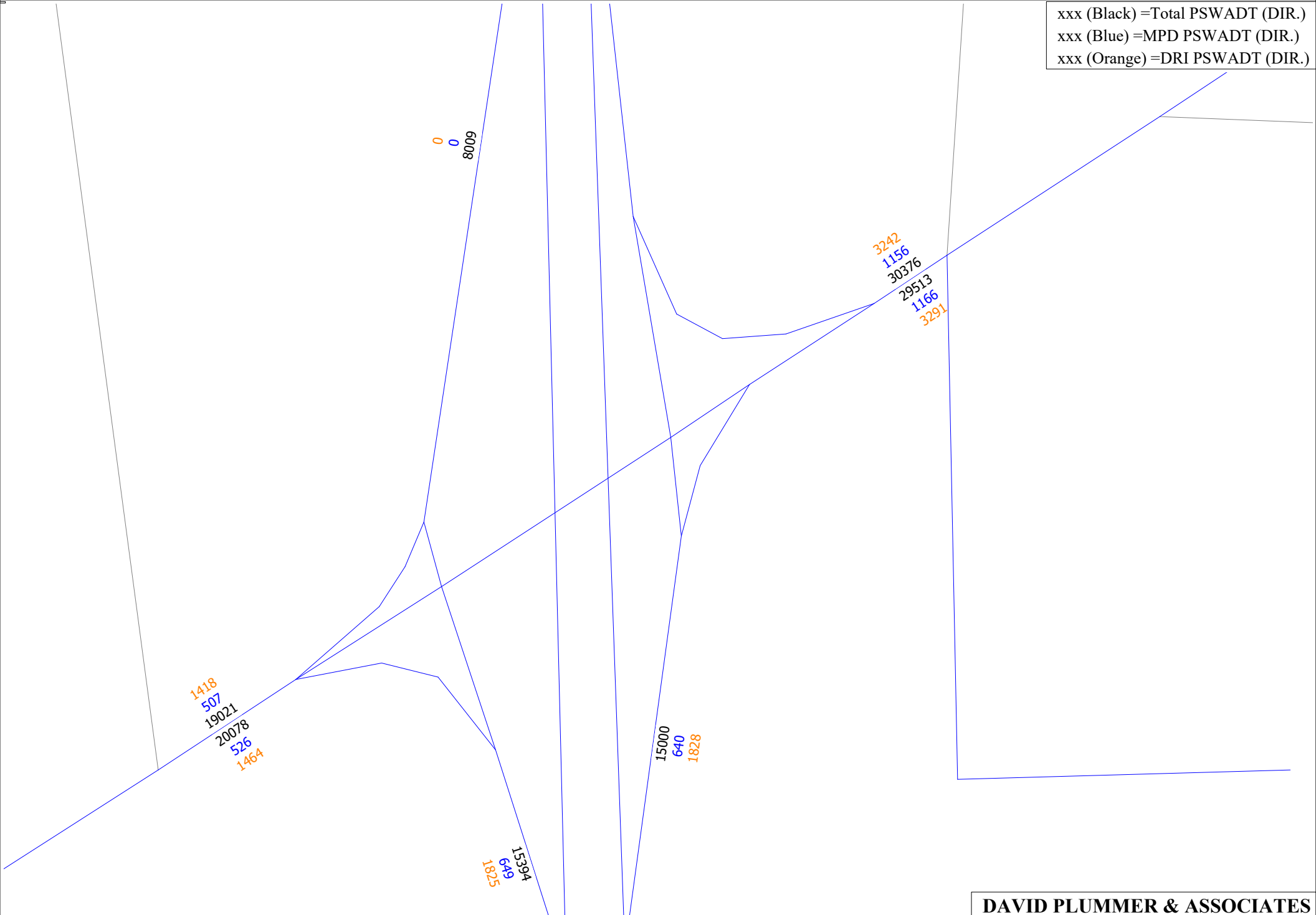


DAVID PLUMMER & ASSOCIATES

**BABCOCK MPD
BAYSHORE (SR 78)/ I-75
PSWADT PLOT - YEAR 2026 WITH MPD**

J-35

xxx (Black) =Total PSWADT (DIR.)
xxx (Blue) =MPD PSWADT (DIR.)
xxx (Orange) =DRI PSWADT (DIR.)

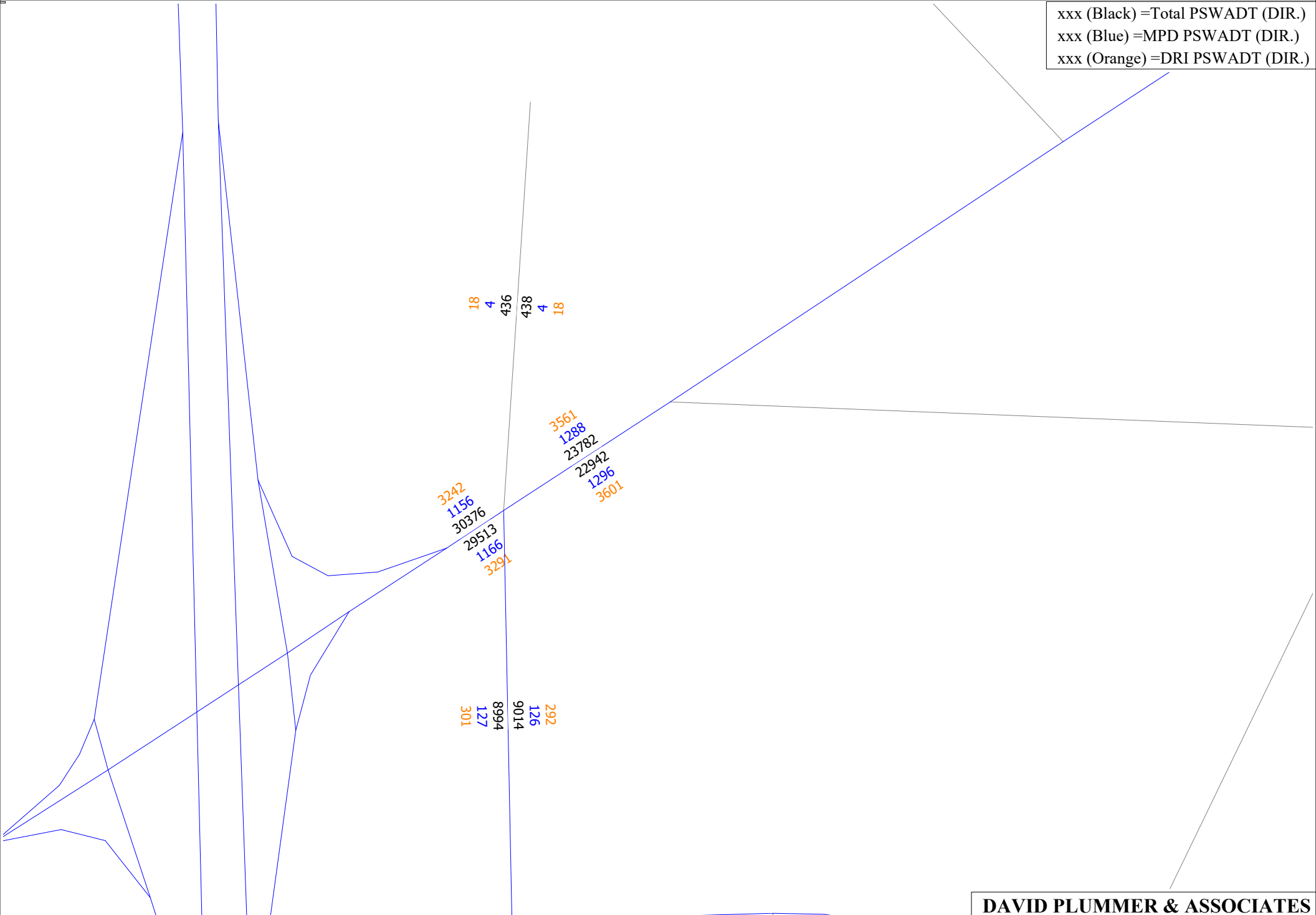


DAVID PLUMMER & ASSOCIATES

BABCOCK MPD
PALM BEACH BLVD (SR 80)/ I-75
PSWADT PLOT - YEAR 2026 WITH MPD

J-36

xxx (Black) =Total PSWADT (DIR.)
xxx (Blue) =MPD PSWADT (DIR.)
xxx (Orange) =DRI PSWADT (DIR.)



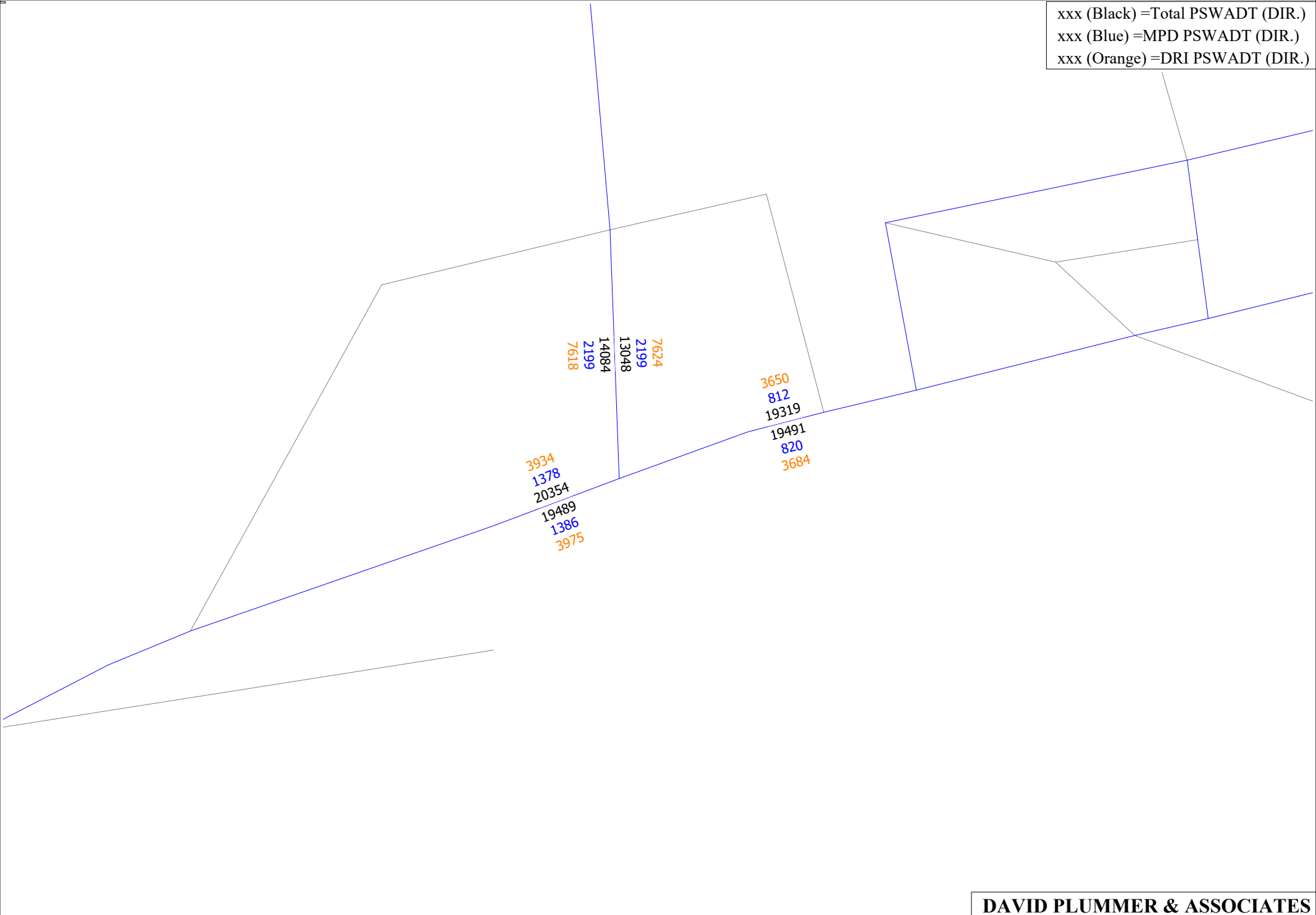
DAVID PLUMMER & ASSOCIATES

BABCOCK MPD
PALM BEACH BLVD (SR 80)/ ORANGE RIVER BLVD
PSWADT PLOT - YEAR 2026 WITH MPD

J-37

(Licensed to Florida Department of Transportation)

xxx (Black) =Total PSWADT (DIR.)
xxx (Blue) =MPD PSWADT (DIR.)
xxx (Orange) =DRI PSWADT (DIR.)



DAVID PLUMMER & ASSOCIATES

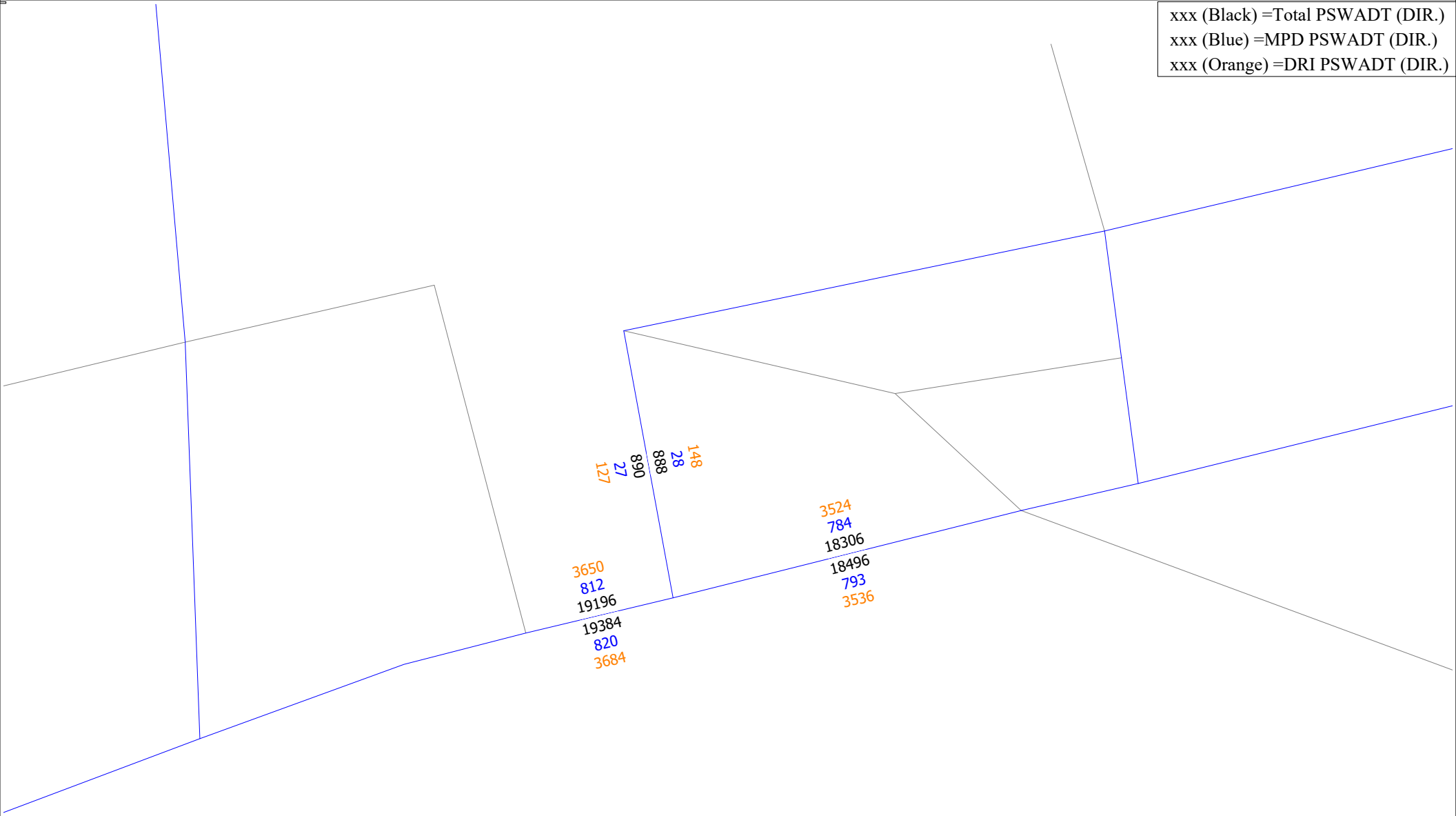
**BABCOCK MPD
PALM BEACH BLVD (SR 80)/ SR 31
PSWADT PLOT - YEAR 2026 WITH MPD**

J-38



(Licensed to Florida Department of Transportation)

xxx (Black) =Total PSWADT (DIR.)
xxx (Blue) =MPD PSWADT (DIR.)
xxx (Orange) =DRI PSWADT (DIR.)

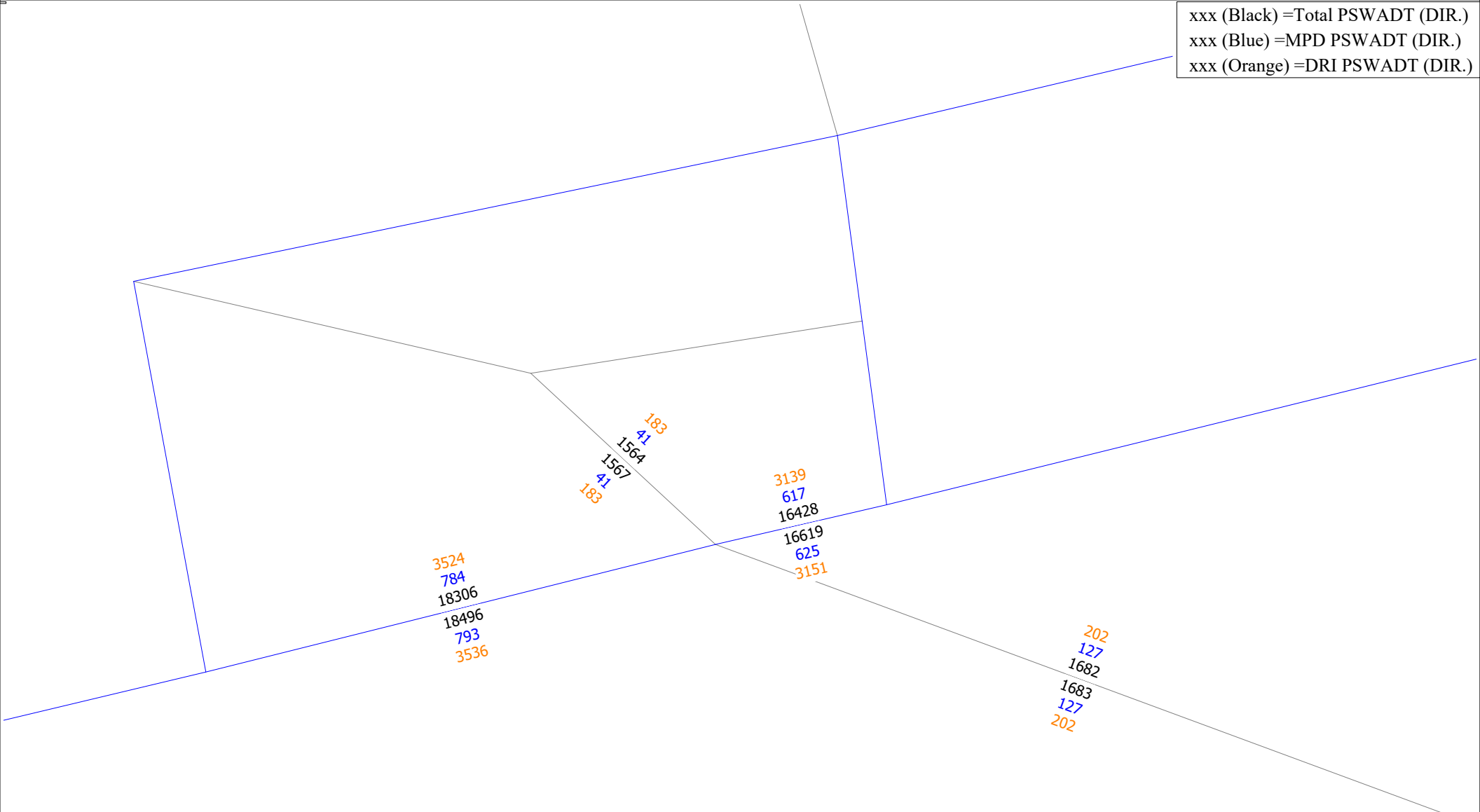


DAVID PLUMMER & ASSOCIATES

BABCOCK MPD
PALM BEACH BLVD (SR 80)/ DAVIS BLVD
PSWADT PLOT - YEAR 2026 WITH MPD

J-39

xxx (Black) =Total PSWADT (DIR.)
xxx (Blue) =MPD PSWADT (DIR.)
xxx (Orange) =DRI PSWADT (DIR.)

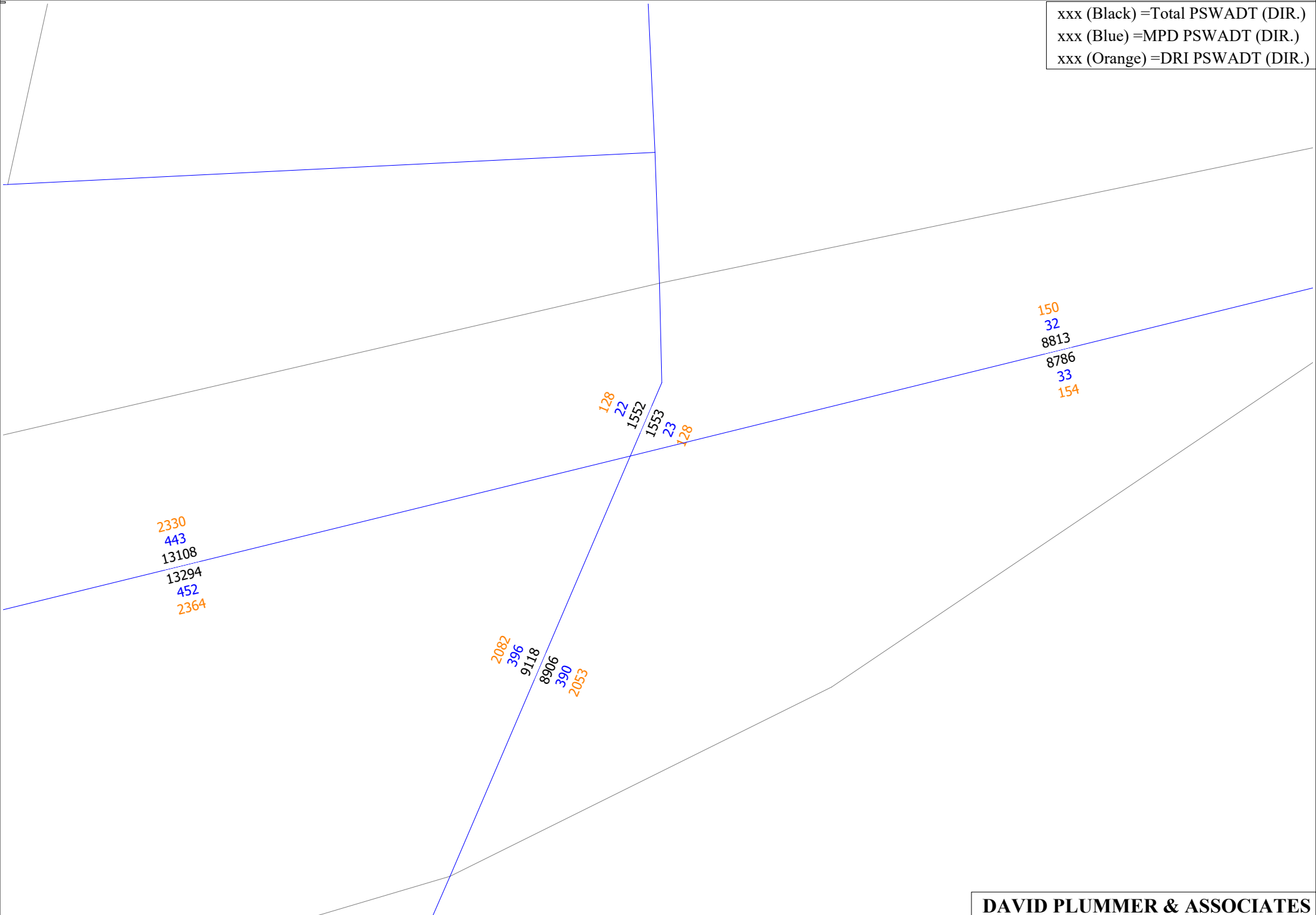


DAVID PLUMMER & ASSOCIATES

**BABCOCK MPD
PALM BEACH BLVD (SR 80)/ TROPOC AVE (VERANDAH BLVD)
PSWADT PLOT - YEAR 2026 WITH MPD**

J-40

xxx (Black) =Total PSWADT (DIR.)
xxx (Blue) =MPD PSWADT (DIR.)
xxx (Orange) =DRI PSWADT (DIR.)



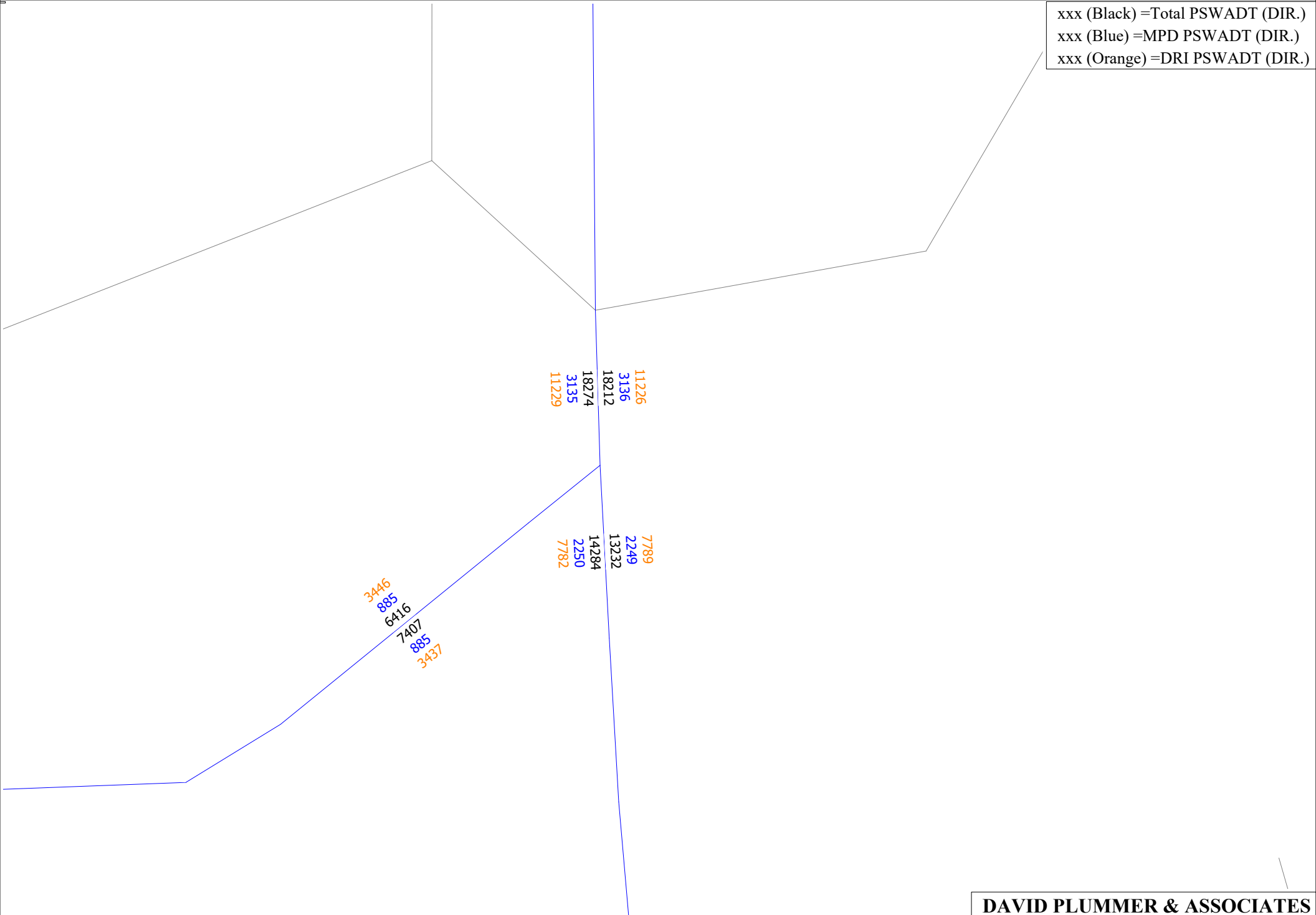
DAVID PLUMMER & ASSOCIATES

BABCOCK MPD
PALM BEACH BLVD (SR 80)/ BUCKINGHAM ROAD
PSWADT PLOT - YEAR 2026 WITH MPD

J-41

(Licensed to Florida Department of Transportation)

xxx (Black) =Total PSWADT (DIR.)
xxx (Blue) =MPD PSWADT (DIR.)
xxx (Orange) =DRI PSWADT (DIR.)

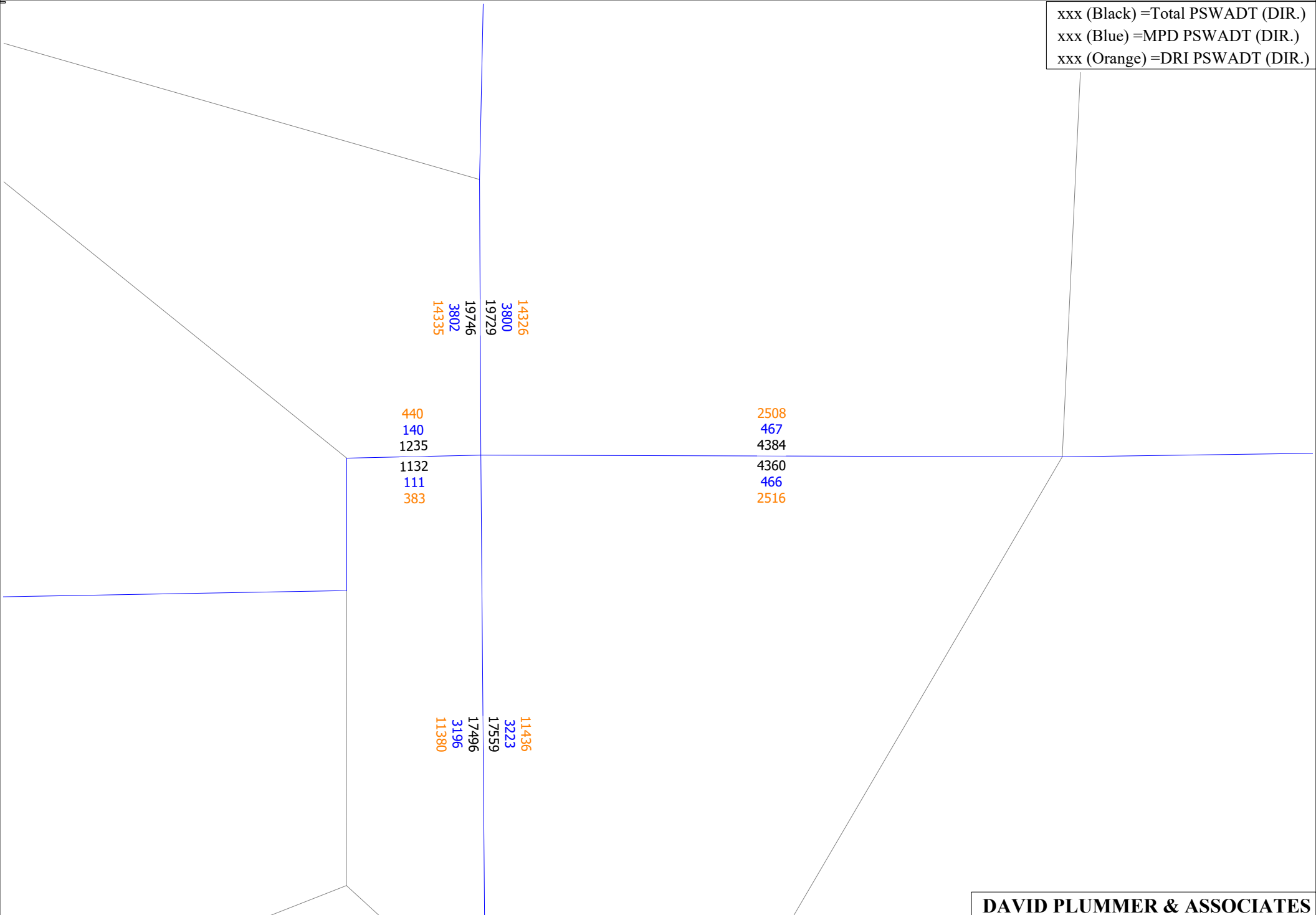


DAVID PLUMMER & ASSOCIATES

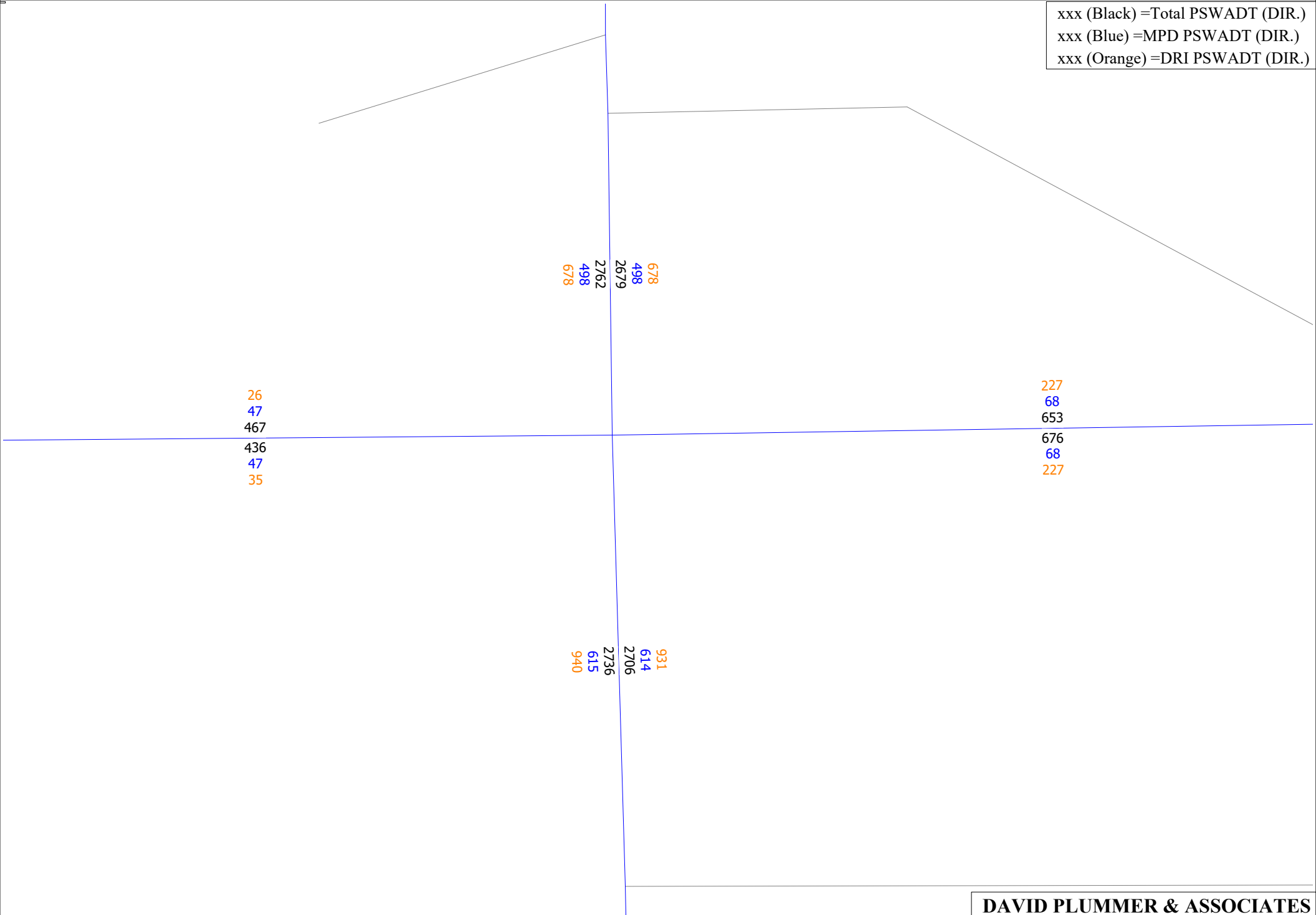
BABCOCK MPD
SR 31/ BAYSHORE (SR 78)
PSWADT PLOT - YEAR 2026 WITH MPD

J-42

xxx (Black) =Total PSWADT (DIR.)
xxx (Blue) =MPD PSWADT (DIR.)
xxx (Orange) =DRI PSWADT (DIR.)



xxx (Black) =Total PSWADT (DIR.)
xxx (Blue) =MPD PSWADT (DIR.)
xxx (Orange) =DRI PSWADT (DIR.)



DAVID PLUMMER & ASSOCIATES

BABCOCK MPD
SR 31/ BERMONT (CR 74)
PSWADT PLOT - YEAR 2026 WITH MPD

J-44



(Licensed to Florida Department of Transportation)

YEAR 2026 WITH PROJECT
PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?

☒ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- ☐ EB, WB, and SB
☐ EB, WB, and NB
☐ EB, SB, and NB
☐ WB, SB, and NB

Is the Mainline Oriented North/South?
☐ Yes
☒ No

K Factors
 Mainline

 Side street

D Factors
 Mainline
 Westbound (WB)
 Eastbound (EB)
 Side street
 Northbound (NB)
 Southbound (SB)

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
☒ Yes
☐ No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
		Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Side Street Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Enter Base Year AADTs for Volume Comparison:

(growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2016
Opening	2026
Mid	2036
Design	2046
Model	2026

Enter Base and Model Year AADTs for Volume Comparison:

(volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2016	37433	16633	2697	26717	83480
2026 Adjusted Non-Babcock	36268	15236	3747	31103	86354

1st Guess Actual/Counted
 Turning %'s for
 AADT Balancing for 2016

(EB LT)	West-to-North	8.1%	113
(EB THRU)	West-to-East	39.9%	559
(EB RT)	West-to-South	52.0%	728
(WB LT)	East-to-South	25.3%	151
(WB THRU)	East-to-West	70.0%	418
(WB RT)	East-to-North	4.7%	28
(SB LT)	North-to-East	42.9%	54
(SB THRU)	North-to-South	0.0%	0
(SB RT)	North-to-West	57.1%	72
(NB LT)	South-to-West	83.7%	1479
(NB THRU)	South-to-North	0.0%	0
(NB RT)	South-to-East	16.3%	287

Existing Year
AADTs

Existing
Turning
Movement
Counts

FSUTMS
Model Year
AADTs

First Guess Turning % Option Used
 Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

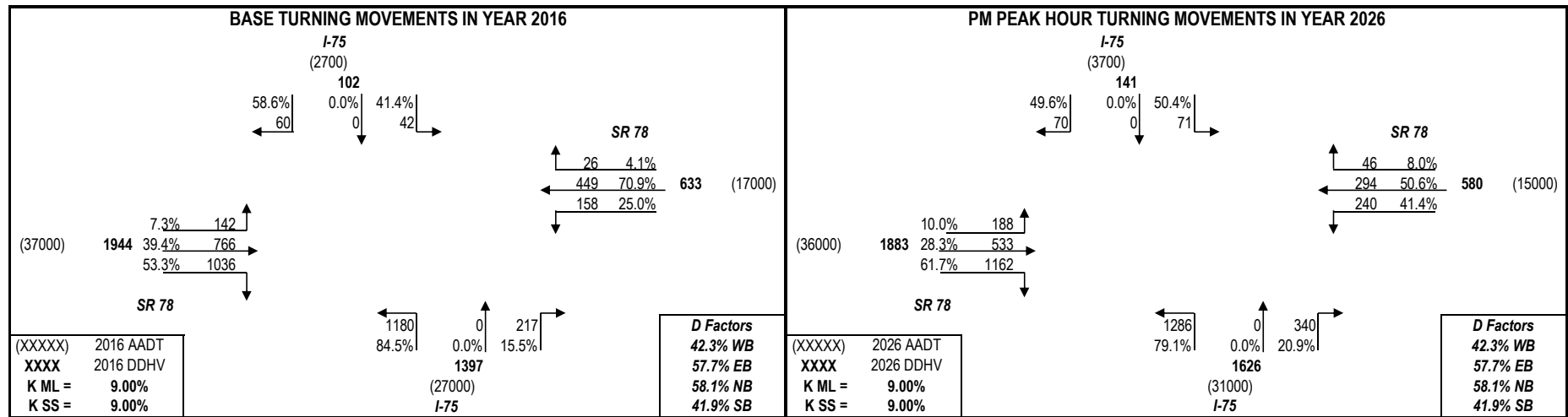
Desired Closure:

2026 Adjusted Non-Babcock	36268	15236	3747	31103
2026 Unadjusted Non-Babcock	33518	14642	3747	31103
2026 DRI Project Traffic	1165	1397	225	0
MOCF	0.94	0.94	0.91	0.91

Non-Babcock AADT adjusted (if needed) so that Non-Babcock AADT + DRI Project AADT >= Existing AADT

Adjusted Non-Babcock AADT is used for future year calculations

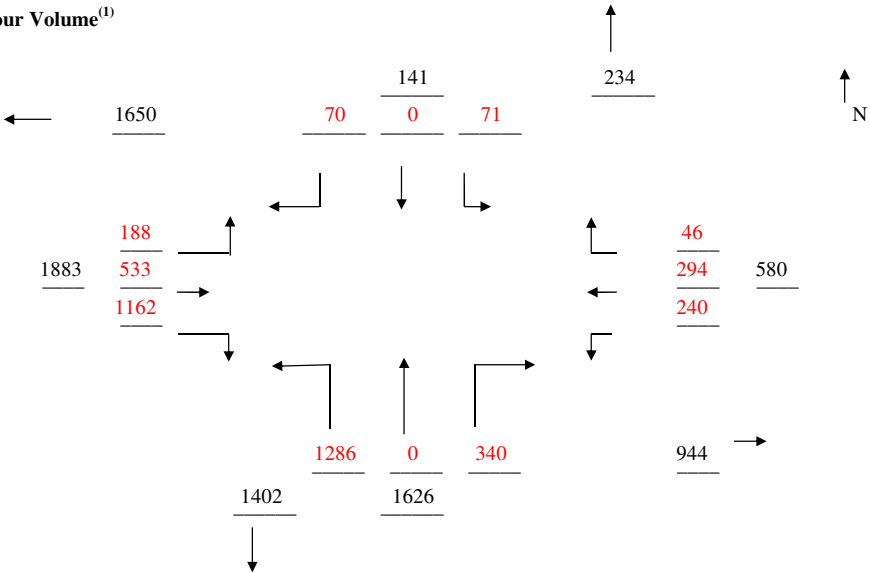
Non-Project Traffic for SR 78 at I-75 With Project



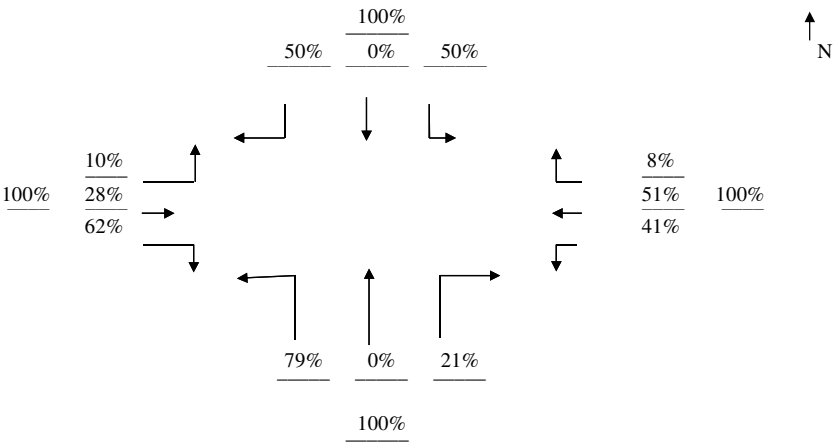
DIRPM TURNING MOVEMENT DIAGRAM
NON-BABCOCK TRAFFIC (PM PEAK HOUR)

LOCATION:	4) I-75 / SR 78
COUNTY:	Lee (12)
YEAR:	2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



Footnote:

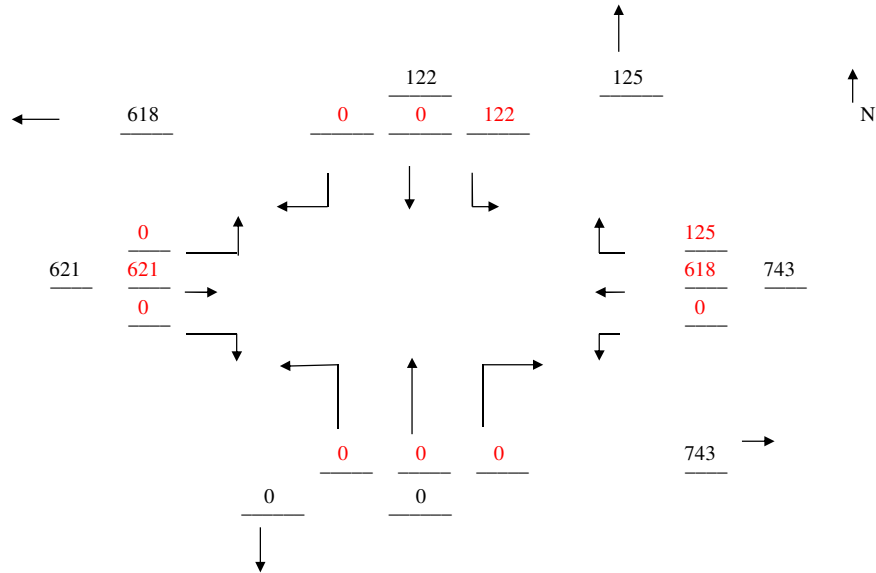
(1) Non-Babcock PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet.

**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PSWADT)**

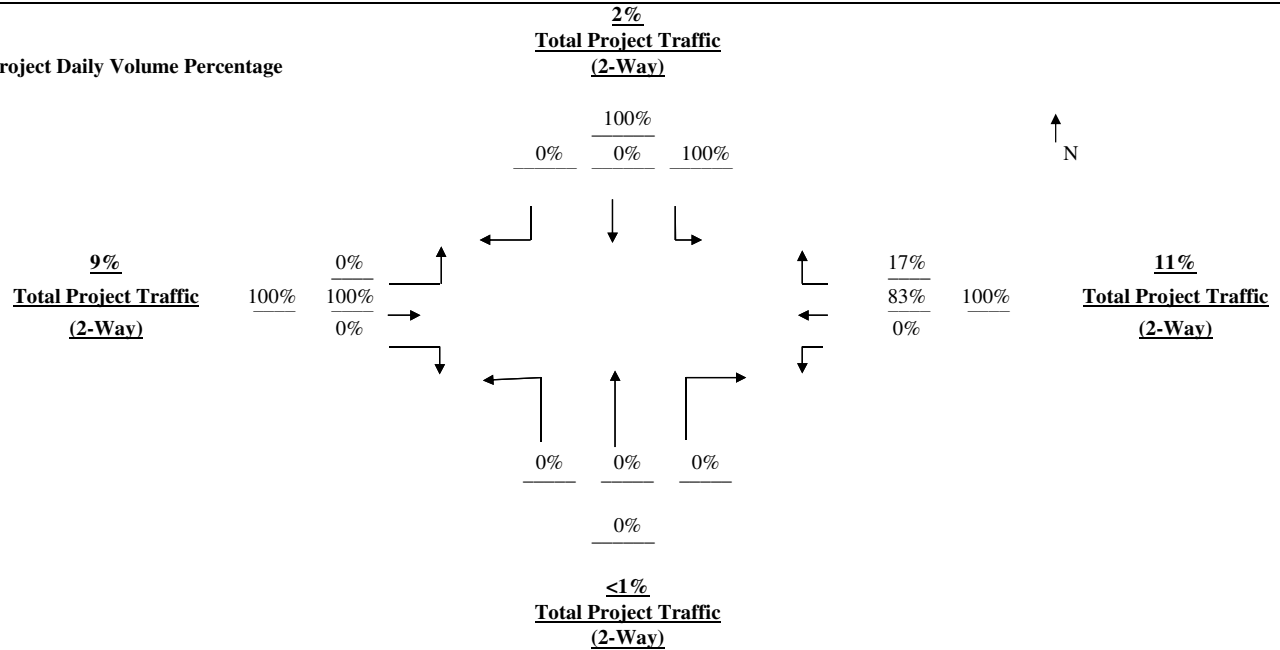
LOCATION: 4) I-75 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 13884

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



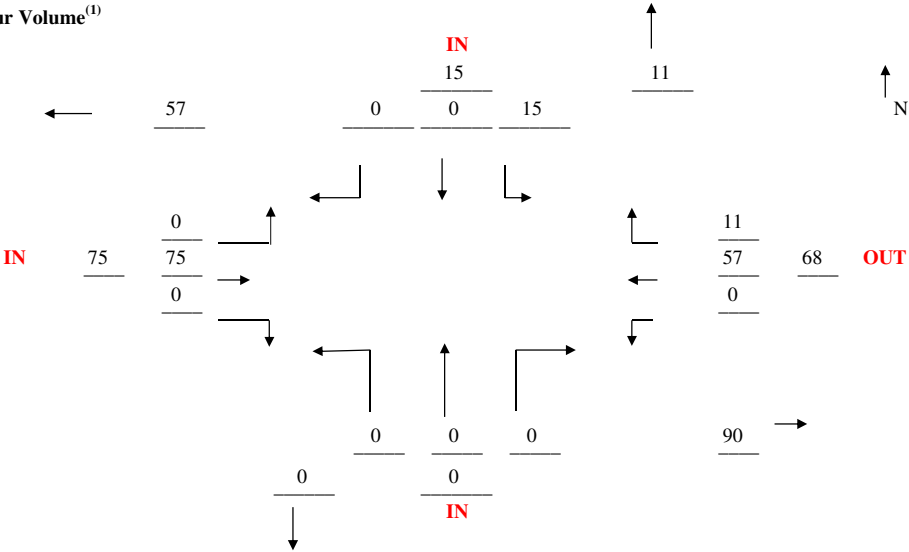
Footnote:

(1) DRI Project daily volume derived from select zone from D1RPM.

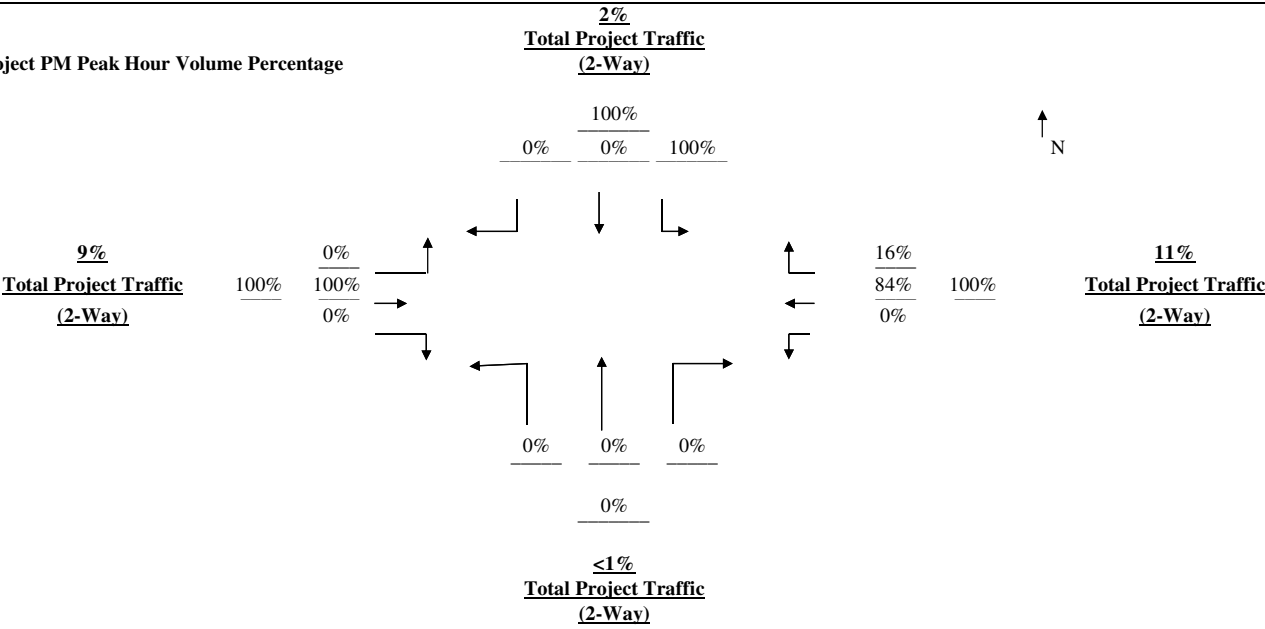
DIRPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PM PEAK HOUR)

LOCATION:	4) I-75 / SR 78	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Lee (12)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		13884	1477	0.57 0.43

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



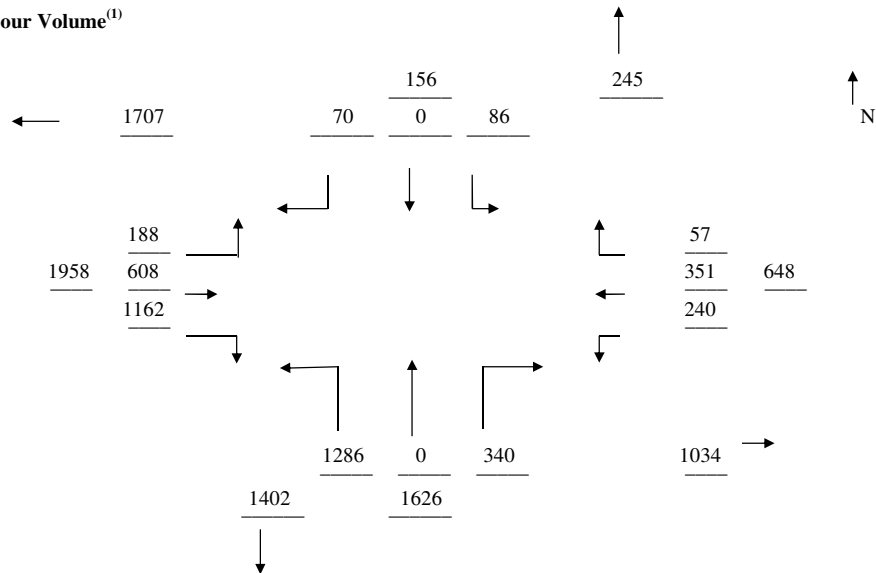
Footnote:

(1) DRI Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

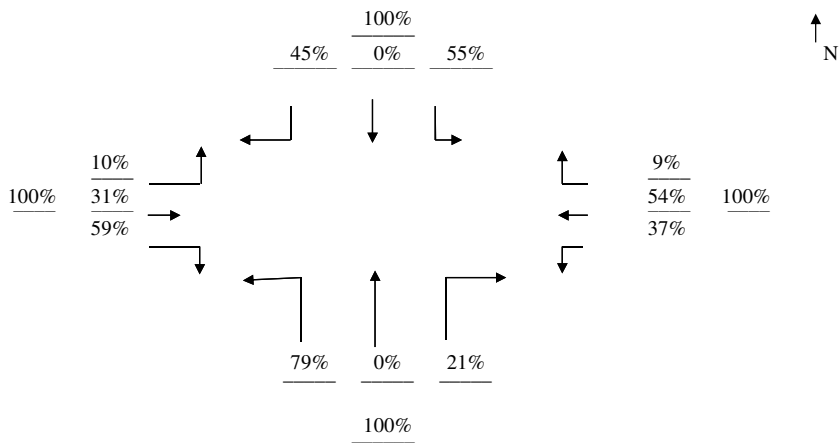
**DIRPM TURNING MOVEMENT DIAGRAM
NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 4) I-75 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



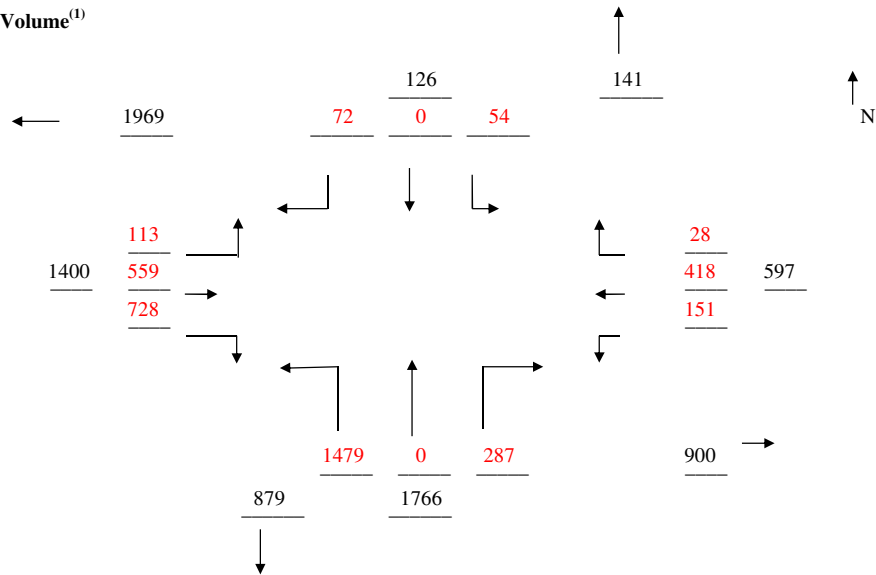
Footnote:

(1) Non-Project is the sum of Non-Babcock traffic and DRI Project traffic.

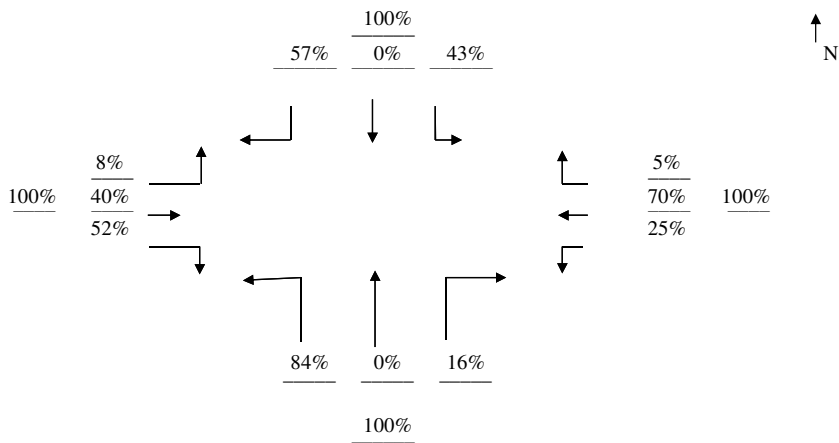
DIRPM TURNING MOVEMENT DIAGRAM EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION: 4) I-75 / SR 78
COUNTY: Lee (12)
YEAR: 2016

Existing PM Peak Hour Volume⁽¹⁾



Existing PM Hour Volume Percentage



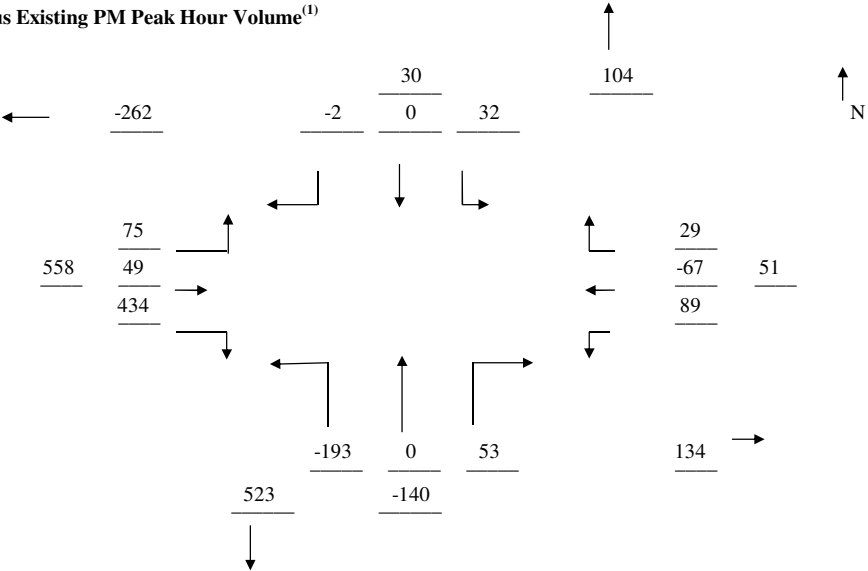
Footnote:

(1) Based on existing turning movement counts.

DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC MINUS EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION:	4) I-75 / SR 78
COUNTY:	Lee (12)
YEAR:	N/A

Future Non-Project Minus Existing PM Peak Hour Volume⁽¹⁾

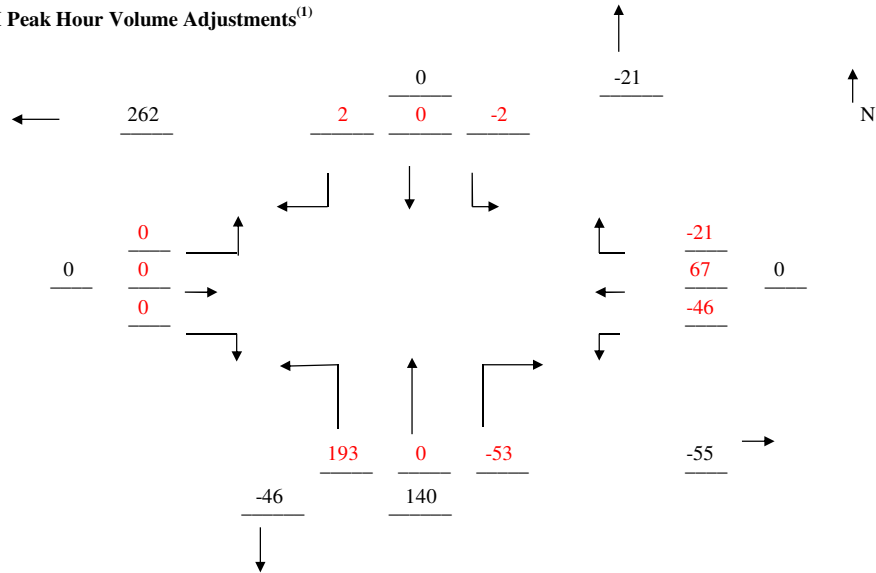


Footnote:
(1) Non-Project peak hour volumes is subtracted bu existing peak hour volumes to identify negative growth.

**DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC ADJUSTMENTS (PM PEAK HOUR)**

LOCATION: 4) I-75 / SR 78
COUNTY: Lee (12)
YEAR: N/A

Future Non-Project PM Peak Hour Volume Adjustments⁽¹⁾



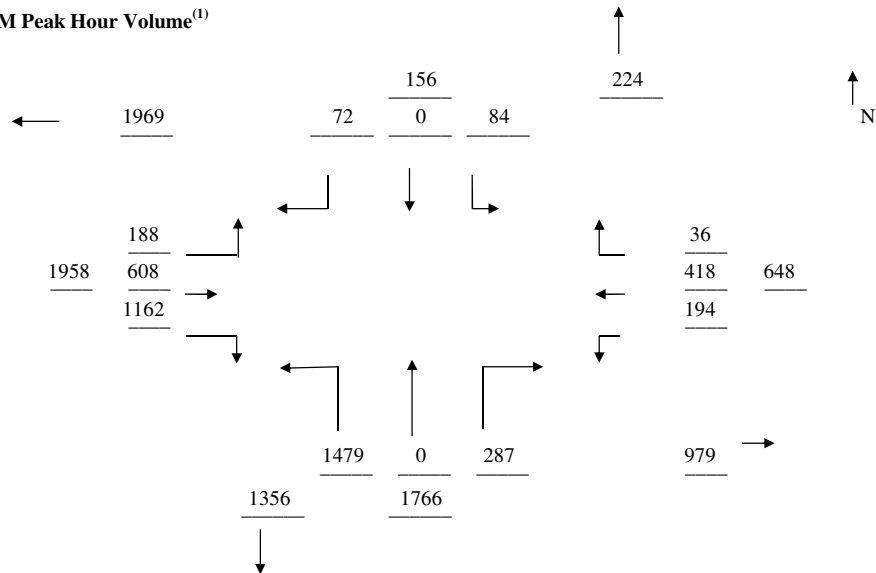
Footnote:

(1) Adjustments are used to ensure future non-Project traffic volumes are no less than existing traffic volumes.

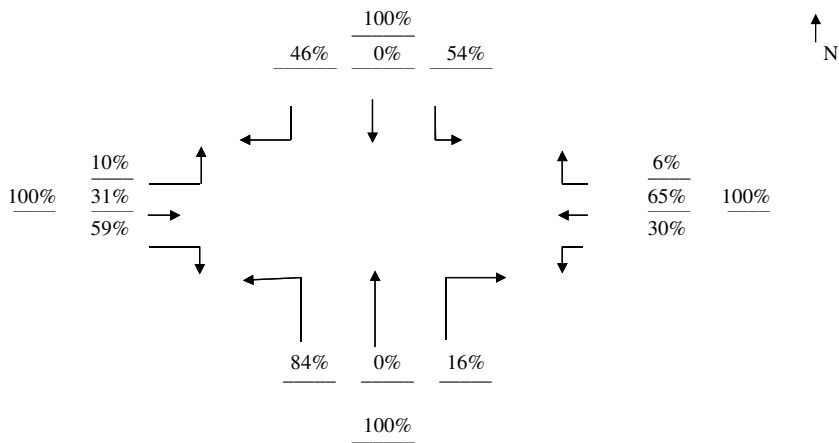
**DIRPM TURNING MOVEMENT DIAGRAM
ADJUSTED NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 4) I-75 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Adjusted Non-Project PM Peak Hour Volume⁽¹⁾



Adjusted Non-Project PM Hour Volume Percentage



Footnote:

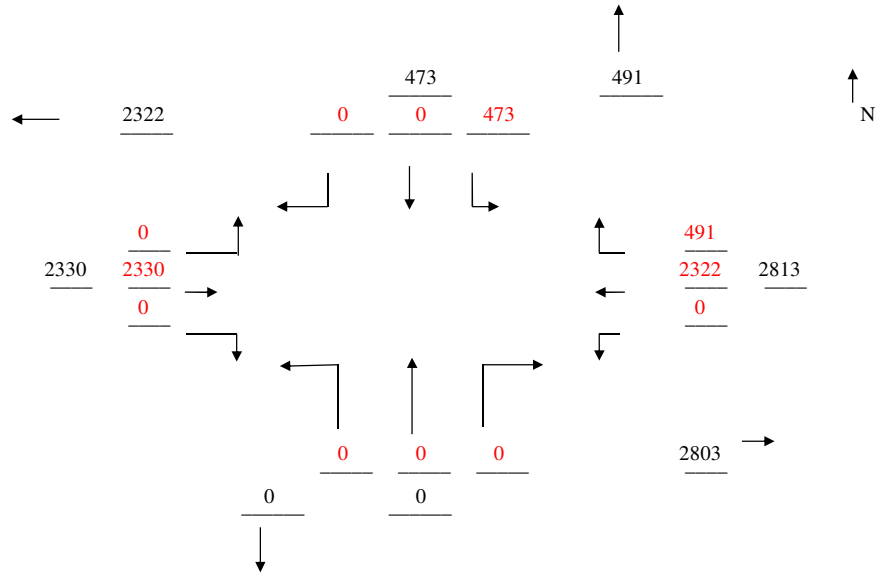
(1) Non-Project PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet then adjusted to ensure volumes are no less than existing volumes.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PSWADT)**

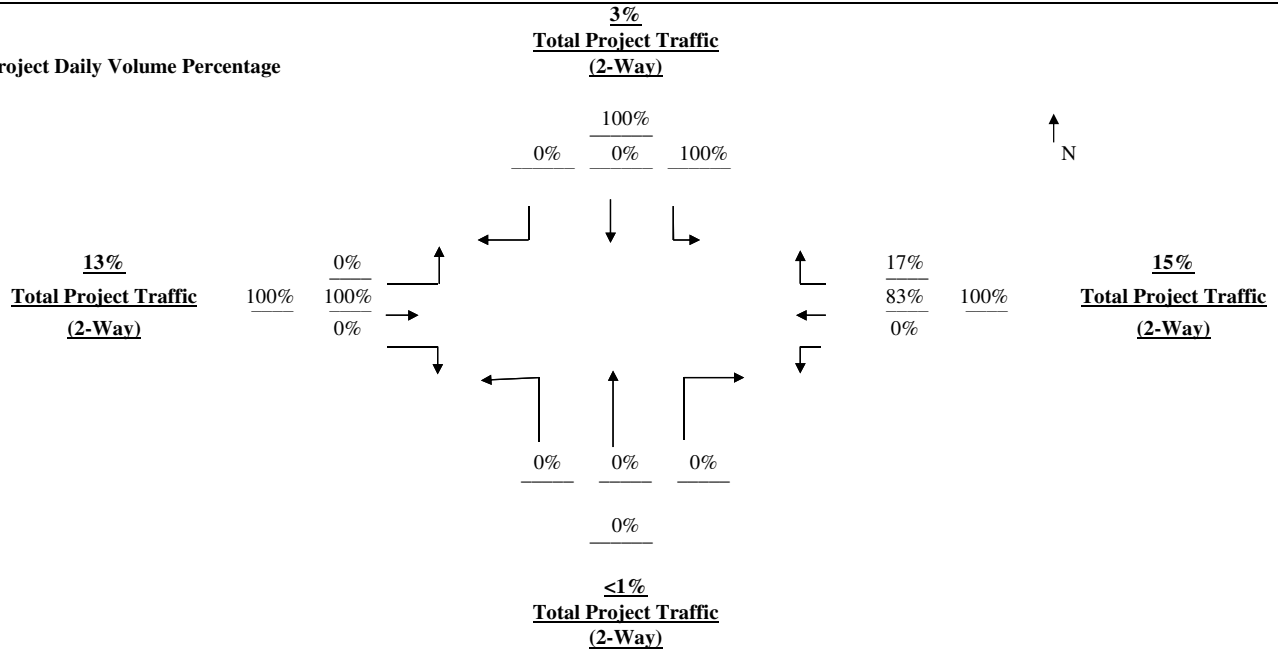
LOCATION: 4) I-75 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 36312

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



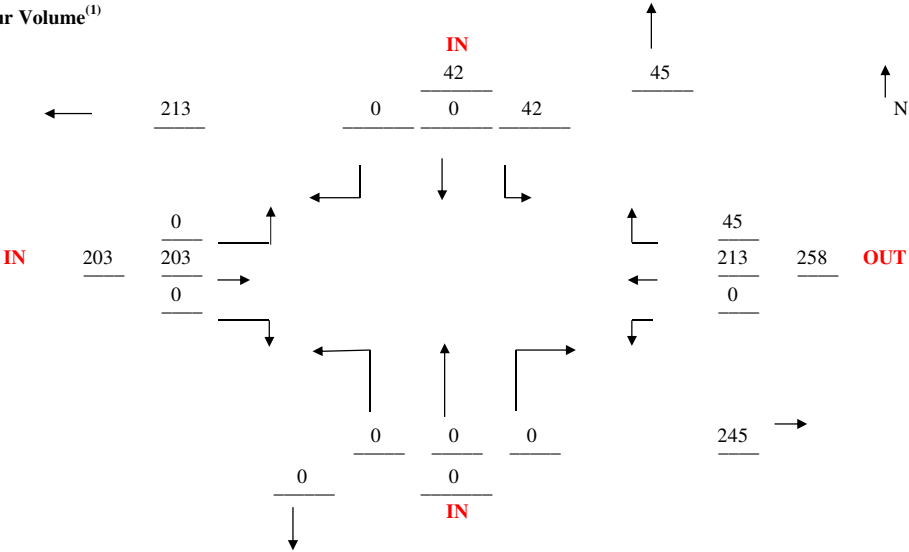
Footnote:

(1) MPD Project daily volume derived from select zone from D1RPM.

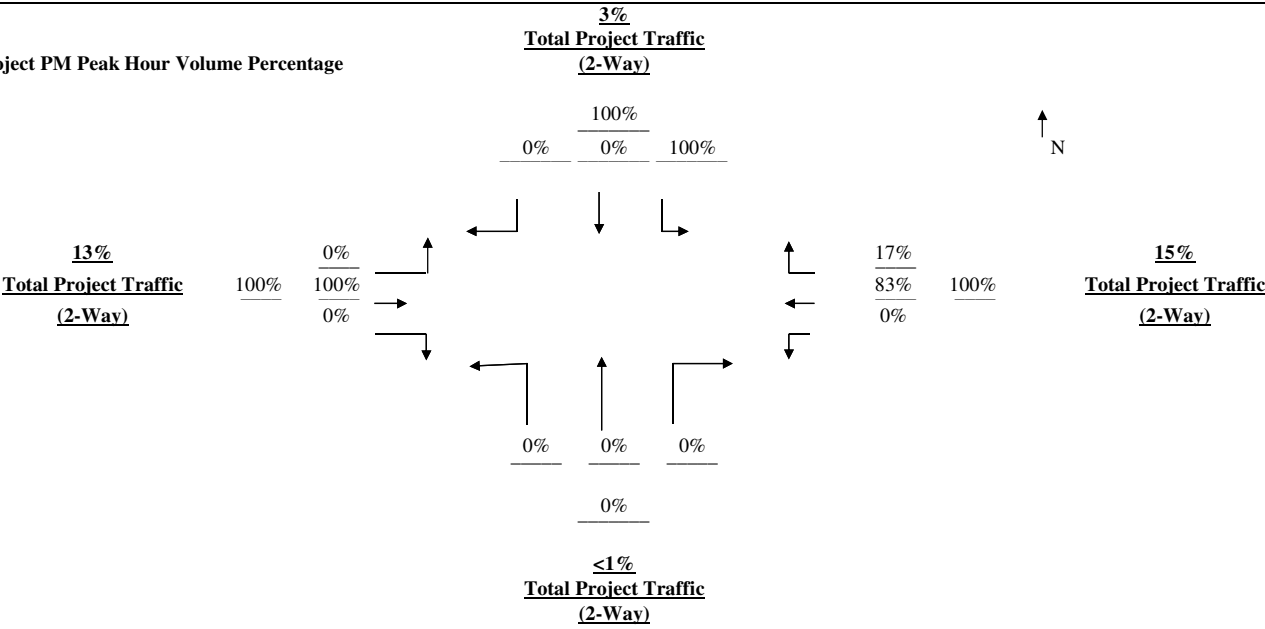
DIRPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PM PEAK HOUR)

LOCATION:	4) I-75 / SR 78	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Lee (12)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		36312	3254	0.49 0.51

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



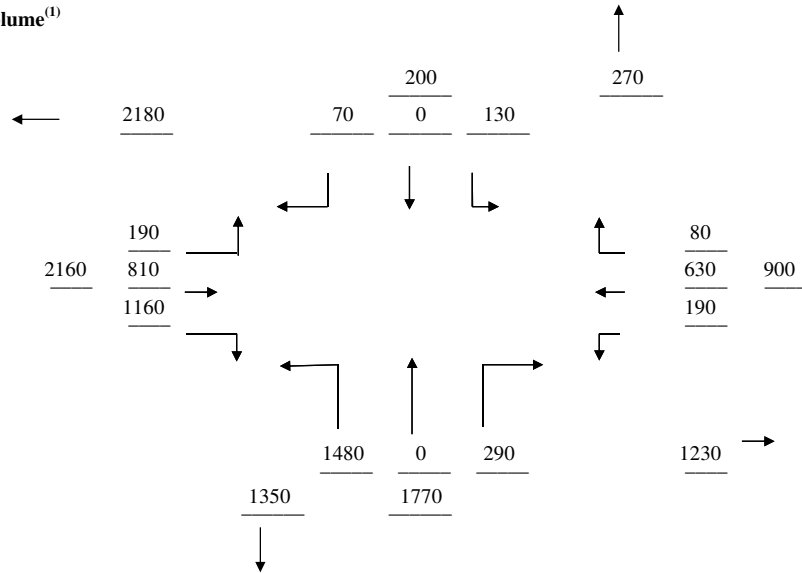
Footnote:

(1) MPD Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

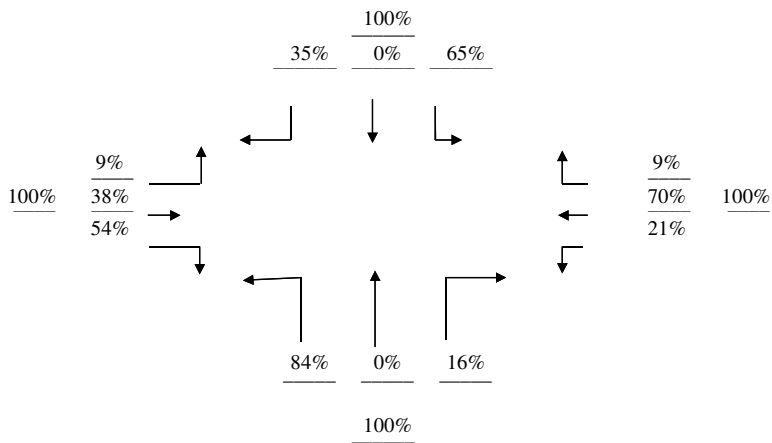
DIRPM TURNING MOVEMENT DIAGRAM **TOTAL TRAFFIC (PM PEAK HOUR)**

LOCATION: 4) I-75 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Total PM Peak Hour Volume⁽¹⁾



Total PM Peak Hour Volume Percentage



Footnote:

(1) Total PM peak hour volume calculated by adding Project and non-Project PM peak hour volumes (rounded to nearest multiple of 10).

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?

☒ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- ☐ EB, WB, and SB
☐ EB, WB, and NB
☐ EB, SB, and NB
☐ WB, SB, and NB

Is the Mainline Oriented North/South?
☐ Yes
☒ No

K Factors
 Mainline

 Side street

D Factors
 Mainline
 Westbound (WB)
 Eastbound (EB)
 Side street
 Northbound (NB)
 Southbound (SB)

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
☒ Yes
☐ No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
		Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Side Street Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2016
Opening	2026
Mid	2036
Design	2046
Model	2026

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2016	27167	47467	9354	26374	110362
2026 Adjusted Non-Babcock	33073	47972	15964	25201	122210

1st Guess Actual/Counted
 Turning %'s for
 AADT Balancing for 2016

(EB LT)	West-to-North	15.8%	242
(EB THRU)	West-to-East	71.0%	1089
(EB RT)	West-to-South	13.2%	202
(WB LT)	East-to-South	50.3%	731
(WB THRU)	East-to-West	33.3%	483
(WB RT)	East-to-North	16.4%	238
(SB LT)	North-to-East	67.1%	351
(SB THRU)	North-to-South	0.0%	0
(SB RT)	North-to-West	32.9%	172
(NB LT)	South-to-West	18.7%	325
(NB THRU)	South-to-North	0.0%	0
(NB RT)	South-to-East	81.3%	1412

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
 Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

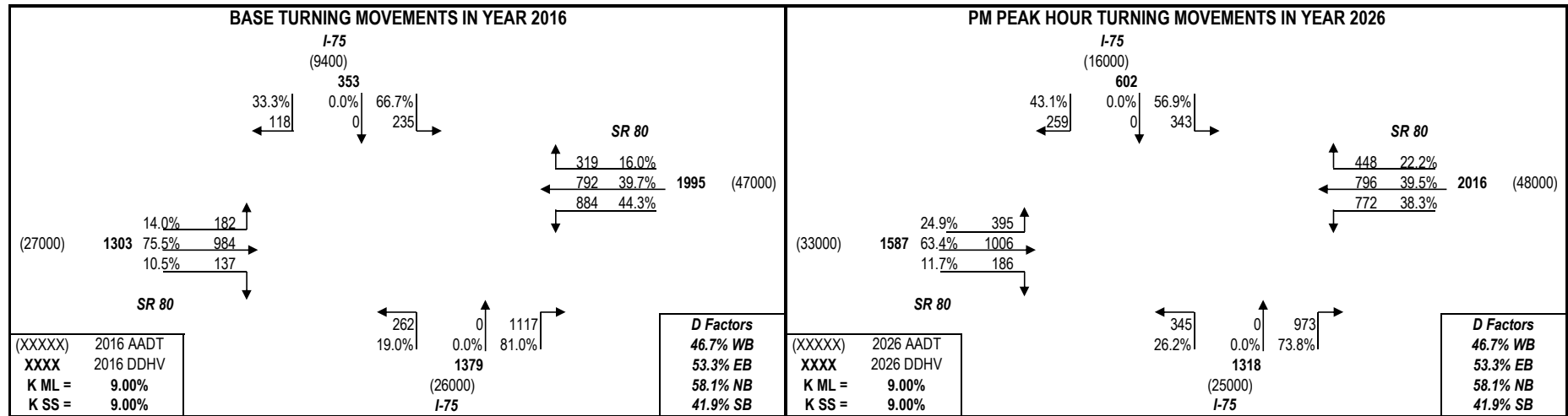
Desired Closure:

2026 Adjusted Non-Babcock	33073	47972	15964	25201
2026 Unadjusted Non-Babcock	33073	47972	15964	23161
2026 DRI Project Traffic	971	2183	0	1173
MOCF	0.94	0.94	0.91	0.91

Non-Babcock AADT adjusted (if needed) so that Non-Babcock AADT + DRI Project AADT >= Existing AADT

Adjusted Non-Babcock AADT is used for future year calculations

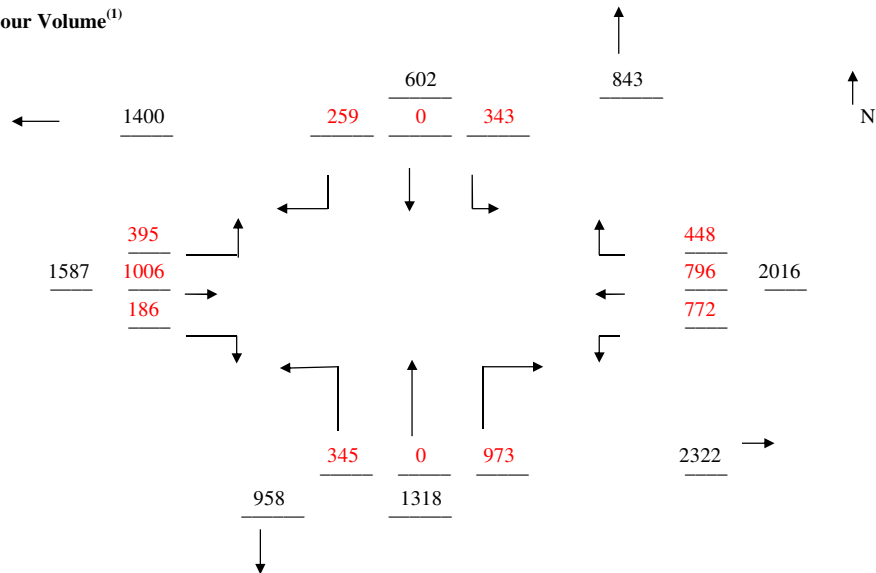
Non-Project Traffic for SR 80 at I-75 With Project



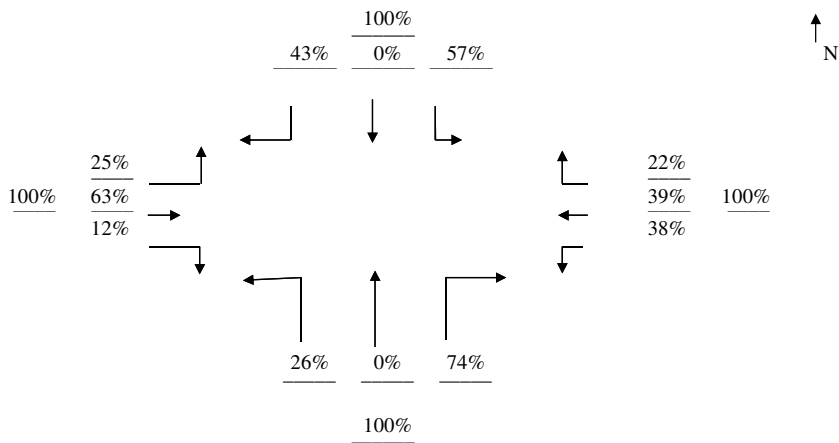
**DIRPM TURNING MOVEMENT DIAGRAM
NON-BABCOCK TRAFFIC (PM PEAK HOUR)**

LOCATION: 11) I-75 / SR 80
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



Footnote:

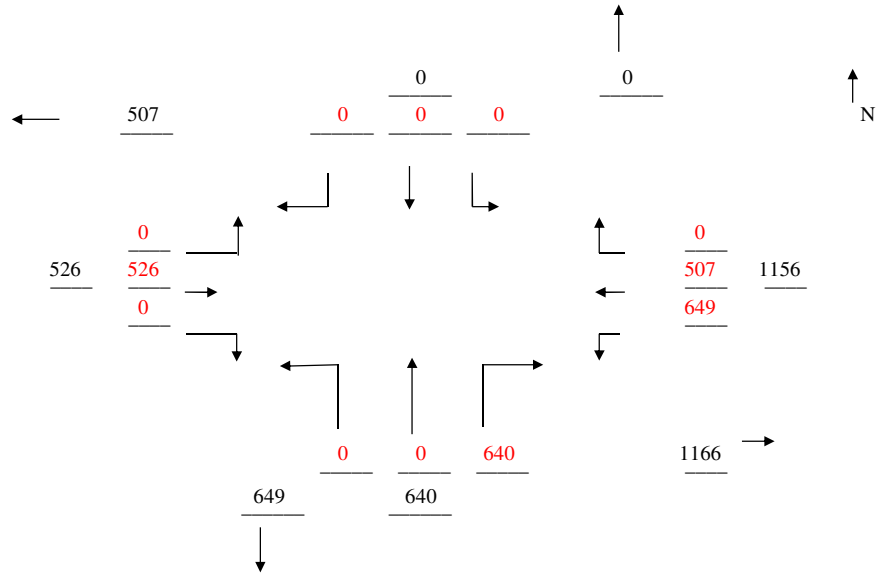
(1) Non-Babcock PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet.

**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PSWADT)**

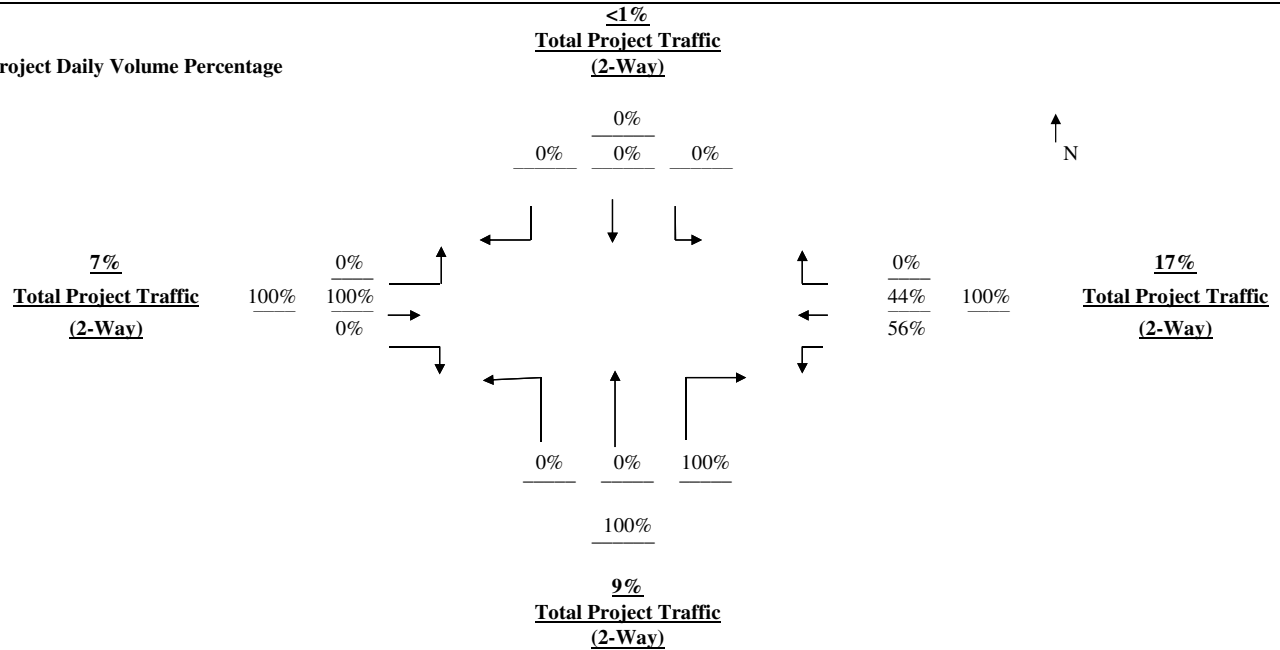
LOCATION: 11) I-75 / SR 80
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
13884

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



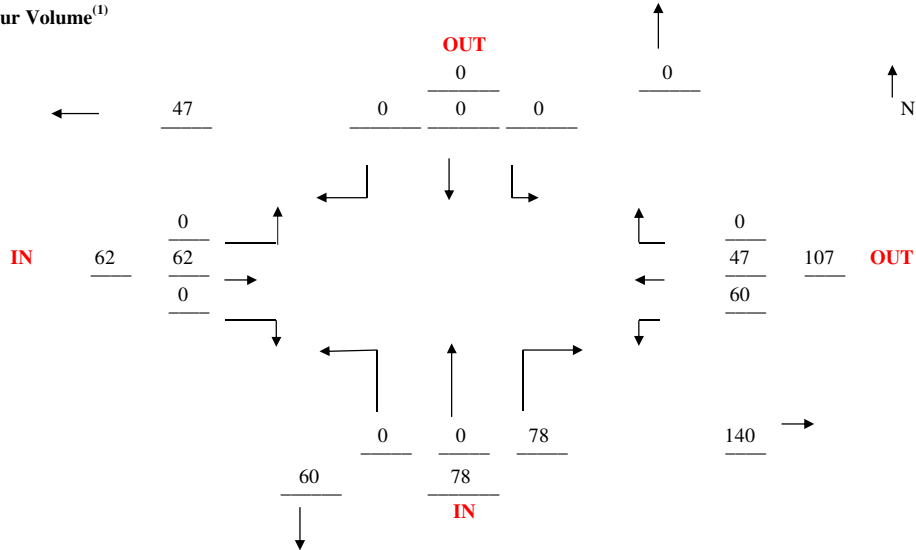
Footnote:

(1) DRI Project daily volume derived from select zone from D1RPM.

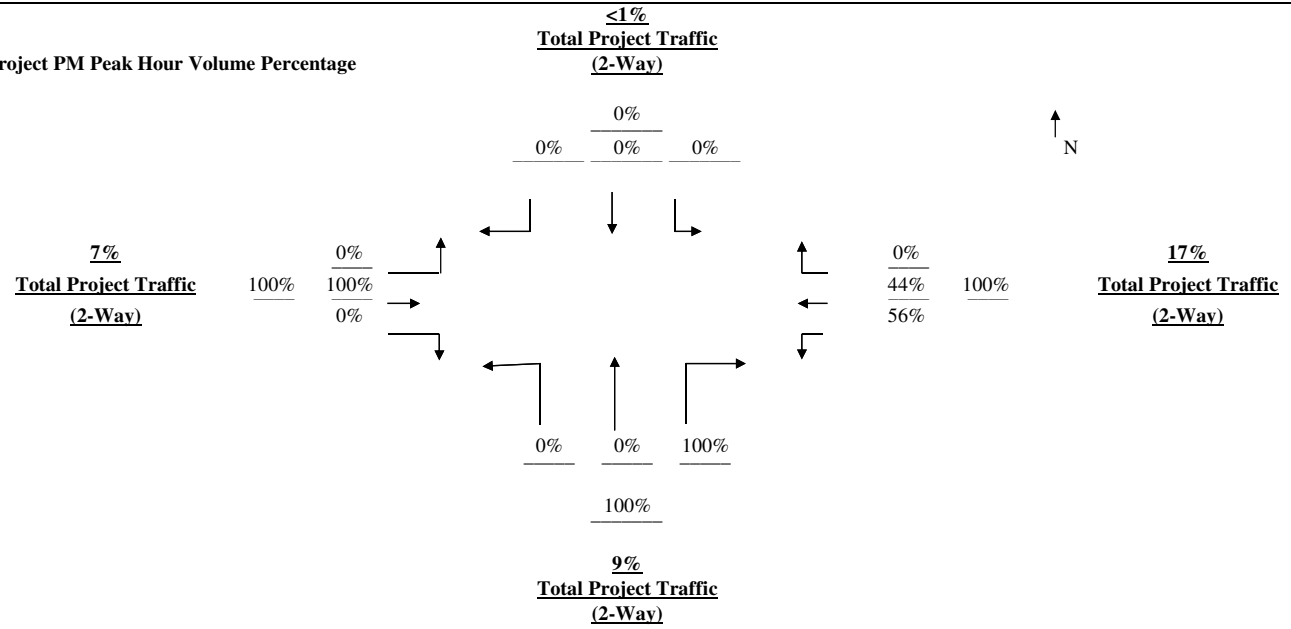
**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	11) I-75 / SR 80	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Lee (12)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		13884	1477	0.57 0.43

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



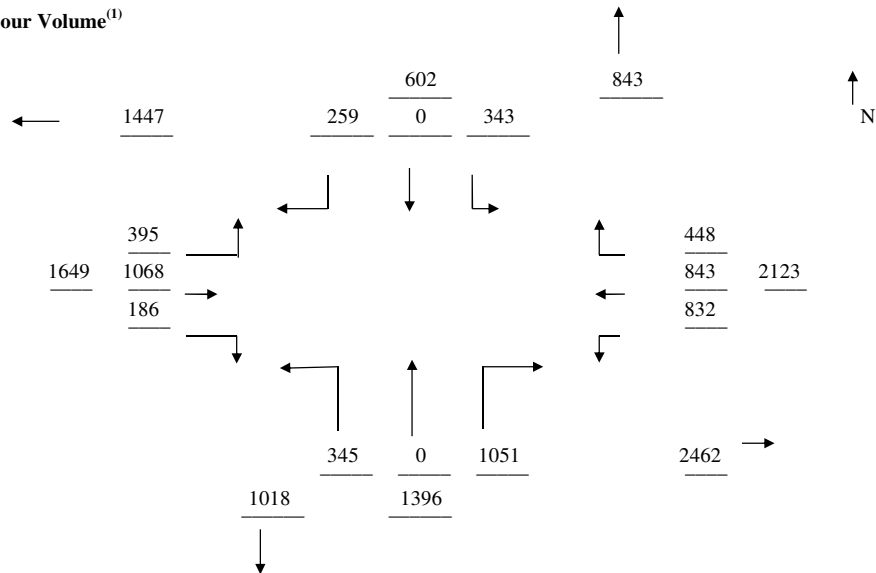
Footnote:

(1) DRI Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

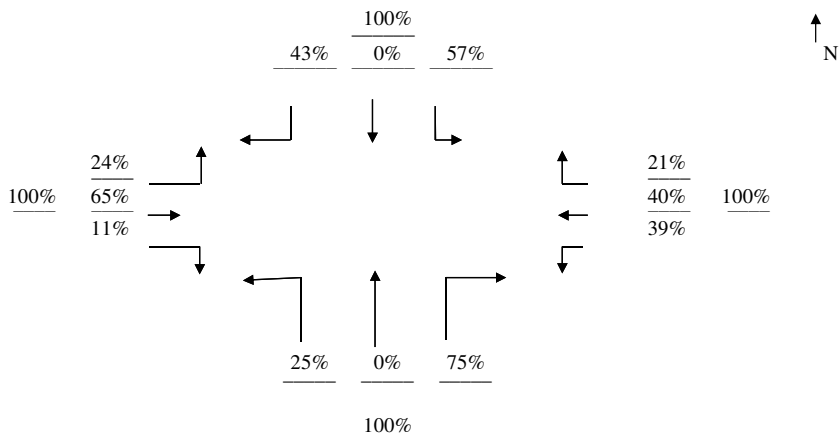
**DIRPM TURNING MOVEMENT DIAGRAM
NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 11) I-75 / SR 80
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



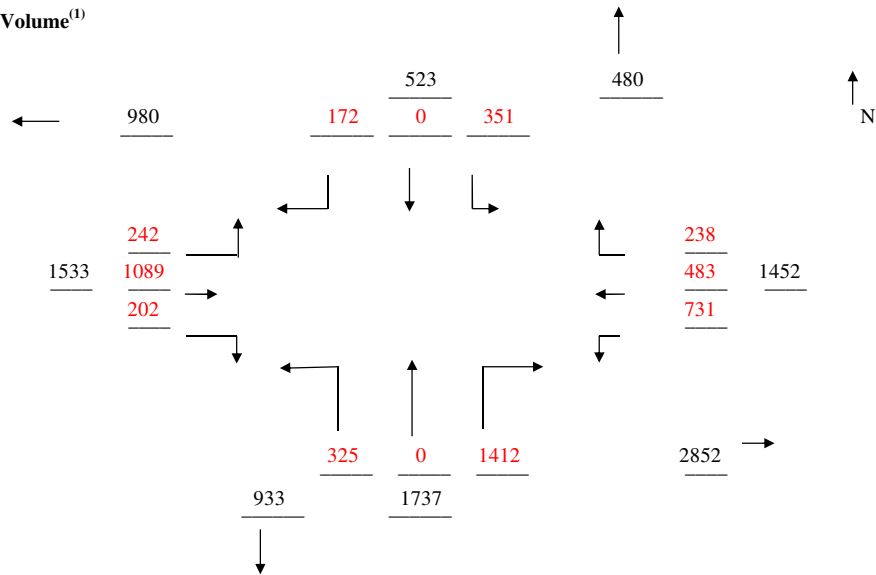
Footnote:

(1) Non-Project is the sum of Non-Babcock traffic and DRI Project traffic.

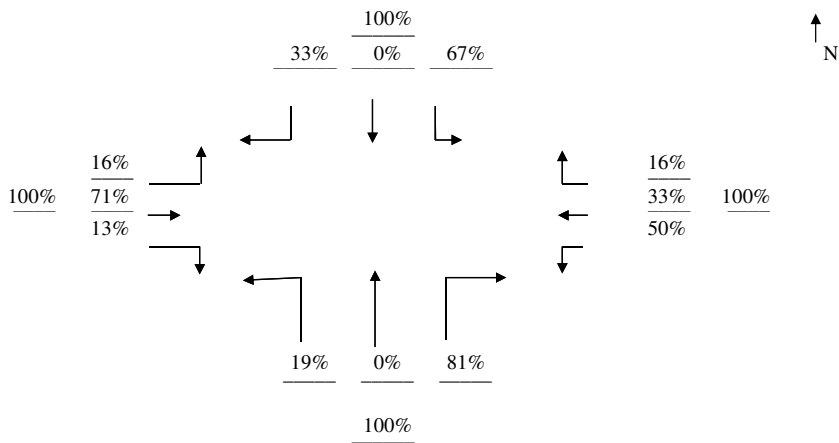
DIRPM TURNING MOVEMENT DIAGRAM EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION: 11) I-75 / SR 80
COUNTY: Lee (12)
YEAR: 2016

Existing PM Peak Hour Volume⁽¹⁾



Existing PM Hour Volume Percentage



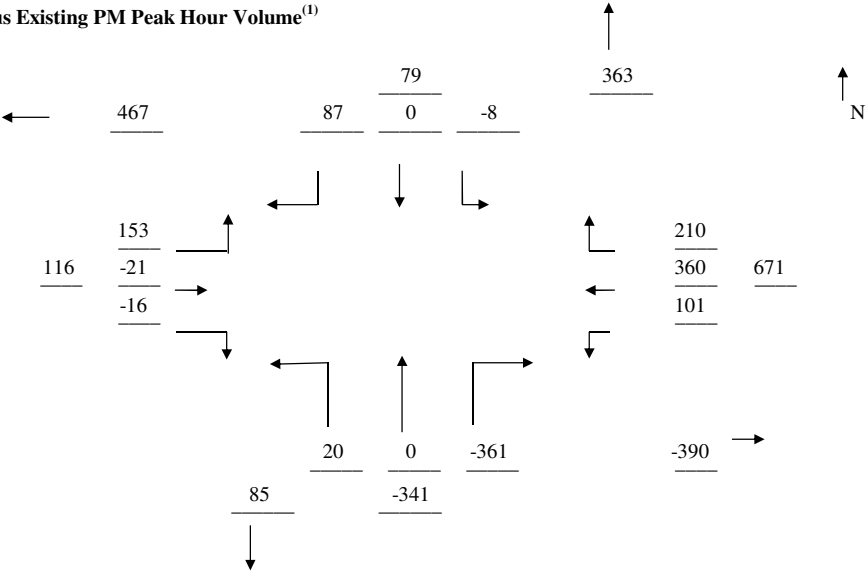
Footnote:

(1) Based on existing turning movement counts.

DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC MINUS EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION:	11) I-75 / SR 80
COUNTY:	Lee (12)
YEAR:	N/A

Future Non-Project Minus Existing PM Peak Hour Volume⁽¹⁾

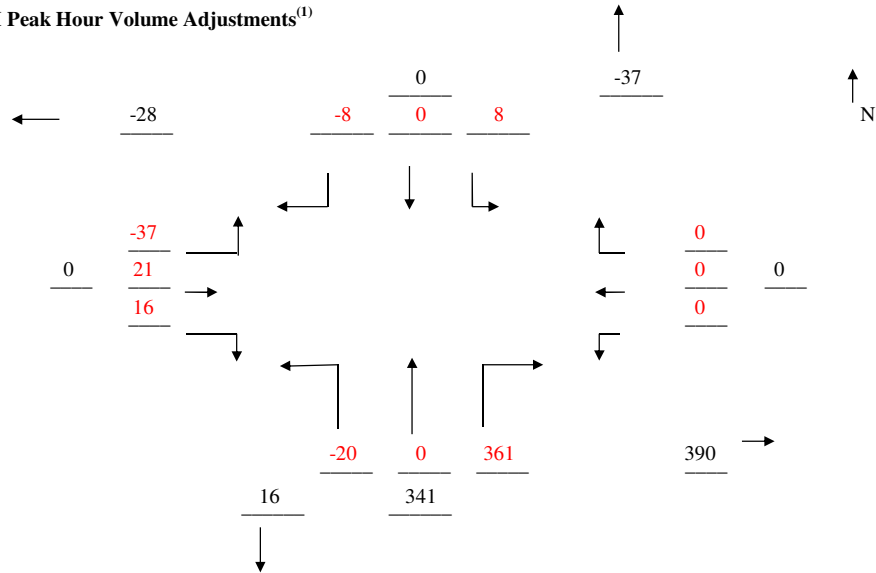


Footnote:
(1) Non-Project peak hour volumes is subtracted bu existing peak hour volumes to identify negative growth.

**DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC ADJUSTMENTS (PM PEAK HOUR)**

LOCATION: 11) I-75 / SR 80
COUNTY: Lee (12)
YEAR: N/A

Future Non-Project PM Peak Hour Volume Adjustments⁽¹⁾



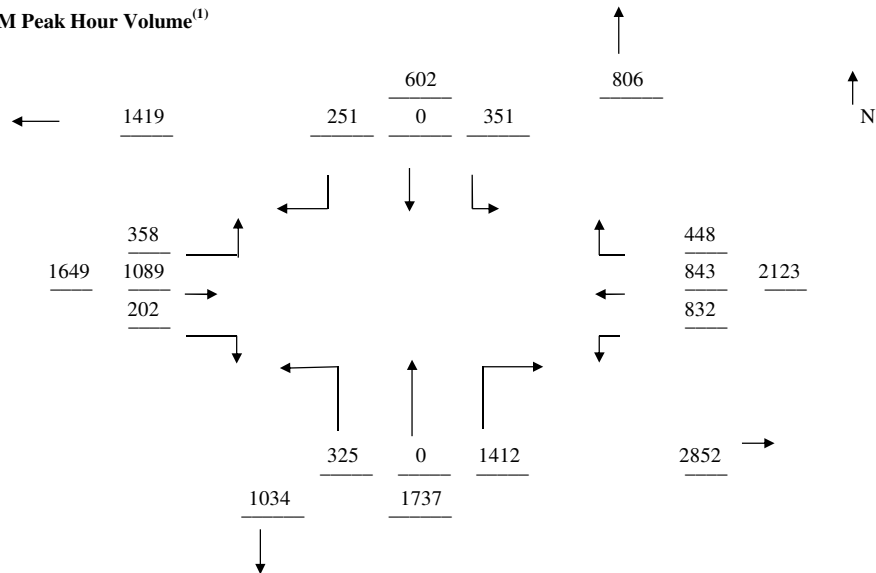
Footnote:

(1) Adjustments are used to ensure future non-Project traffic volumes are no less than existing traffic volumes.

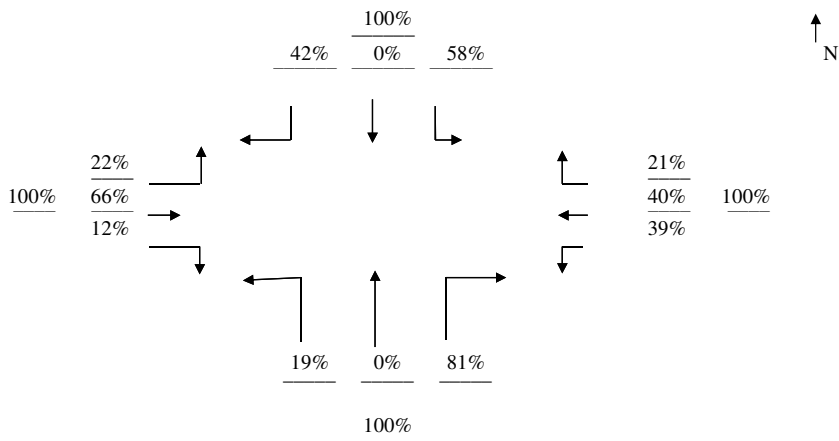
**DIRPM TURNING MOVEMENT DIAGRAM
ADJUSTED NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 11) I-75 / SR 80
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Adjusted Non-Project PM Peak Hour Volume⁽¹⁾



Adjusted Non-Project PM Hour Volume Percentage



Footnote:

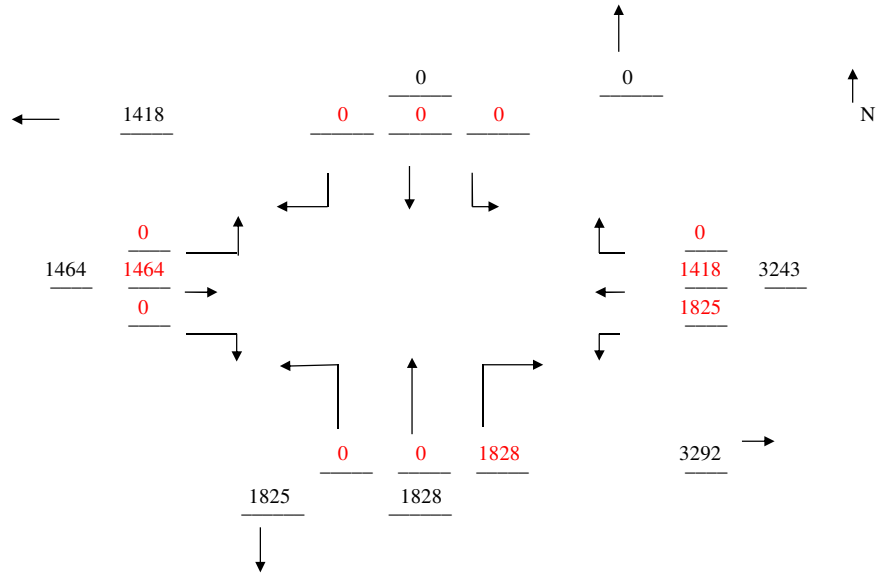
(1) Non-Project PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet then adjusted to ensure volumes are no less than existing volumes.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PSWADT)**

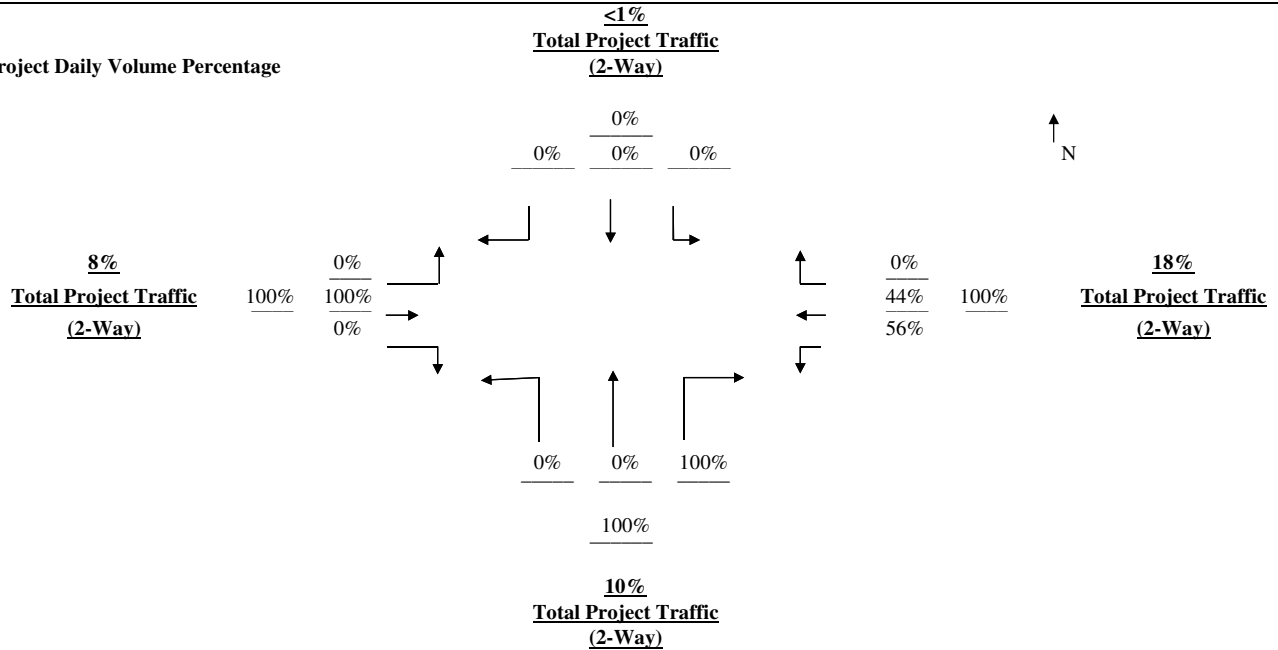
LOCATION: 11) I-75 / SR 80
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 36312

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



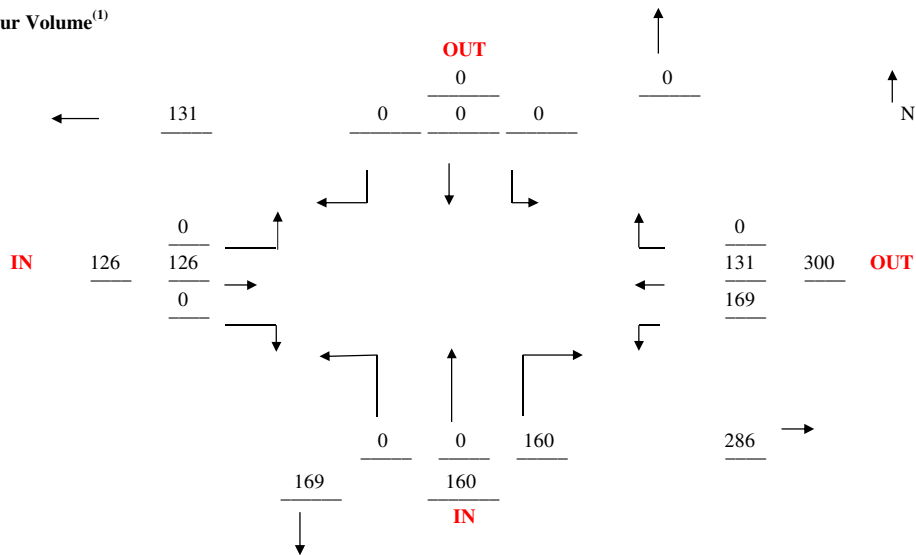
Footnote:

(1) MPD Project daily volume derived from select zone from D1RPM.

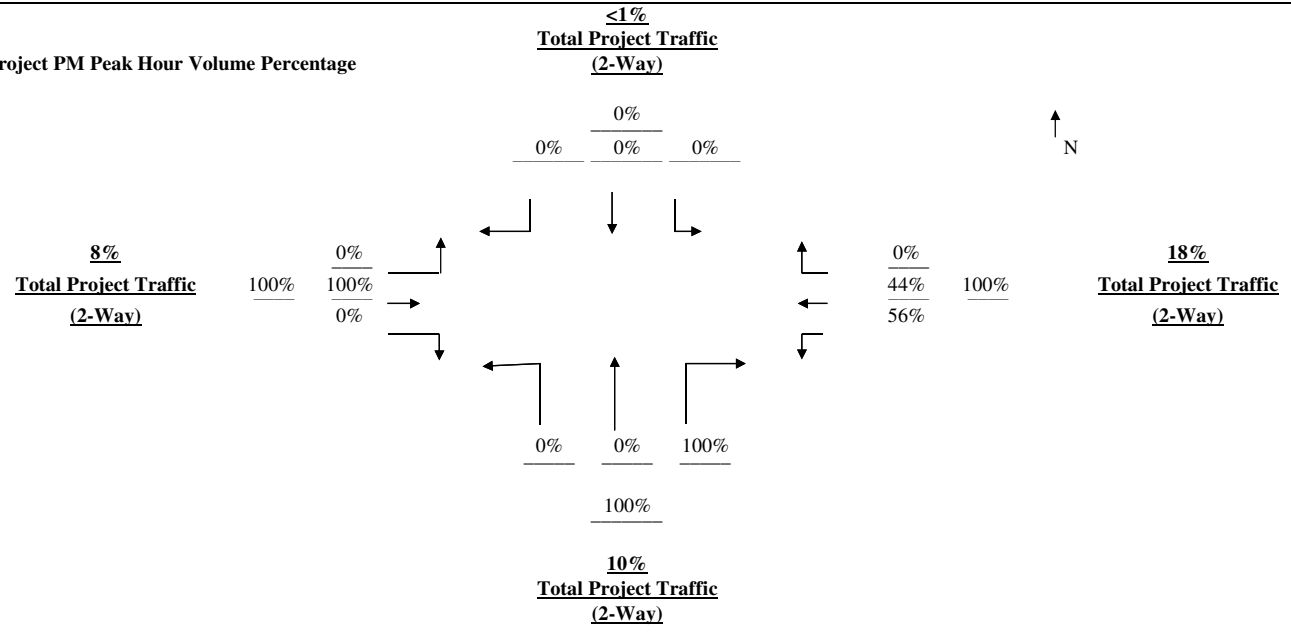
**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	11) I-75 / SR 80	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Lee (12)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		36312	3254	0.49 0.51

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



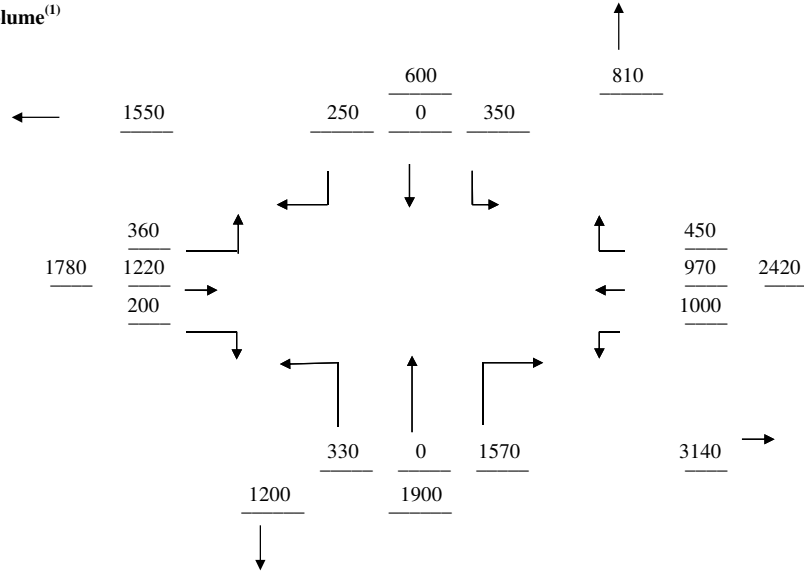
Footnote:

(1) MPD Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

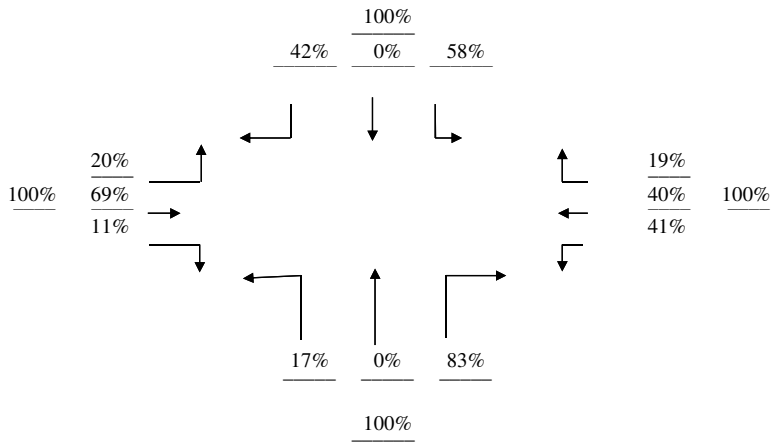
DIRPM TURNING MOVEMENT DIAGRAM TOTAL TRAFFIC (PM PEAK HOUR)

LOCATION: 11) I-75 / SR 80
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Total PM Peak Hour Volume⁽¹⁾



Total PM Peak Hour Volume Percentage



Footnote:

(1) Total PM peak hour volume calculated by adding Project and non-Project PM peak hour volumes (rounded to nearest multiple of 10).

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?

☒ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- ☐ EB, WB, and SB
☐ EB, WB, and NB
☐ EB, SB, and NB
☐ WB, SB, and NB

Is the Mainline Oriented North/South?
☐ Yes
☒ No

K Factors
 Mainline
 Side street

D Factors
 Mainline
 Westbound (WB)
 Eastbound (EB)
 Side street
 Northbound (NB)
 Southbound (SB)

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
☒ Yes
☐ No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
		Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Side Street Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2016
Opening	2026
Mid	2036
Design	2046
Model	2026

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2016	51667	42522	1939	12455	108583
2026 Adjusted Non-Babcock	49484	40093	1932	15789	107298

1st Guess Actual/Counted
 Turning %'s for
 AADT Balancing for 2016

(EB LT)	West-to-North	4.7%	65
(EB THRU)	West-to-East	91.2%	1261
(EB RT)	West-to-South	4.1%	57
(WB LT)	East-to-South	7.3%	76
(WB THRU)	East-to-West	89.6%	928
(WB RT)	East-to-North	3.1%	32
(SB LT)	North-to-East	53.6%	89
(SB THRU)	North-to-South	2.4%	4
(SB RT)	North-to-West	44.0%	73
(NB LT)	South-to-West	54.2%	84
(NB THRU)	South-to-North	7.7%	12
(NB RT)	South-to-East	38.1%	59

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
 Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

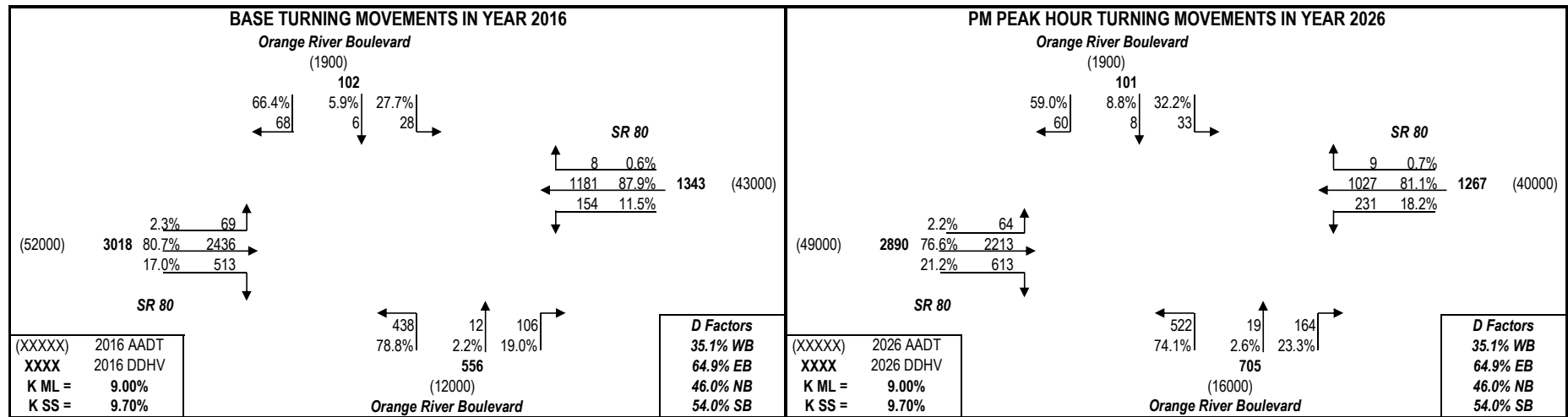
Desired Closure:

2026 Adjusted Non-Babcock	49484	40093	1932	15789
2026 Unadjusted Non-Babcock	47972	34759	764	15789
2026 DRI Project Traffic	2183	2429	7	233
MOCF	0.94	0.94	0.92	0.92

Non-Babcock AADT adjusted (if needed) so that Non-Babcock AADT + DRI Project AADT >= Existing AADT

Adjusted Non-Babcock AADT is used for future year calculations

Non-Project Traffic for SR 80 at Orange River Boulevard With Project

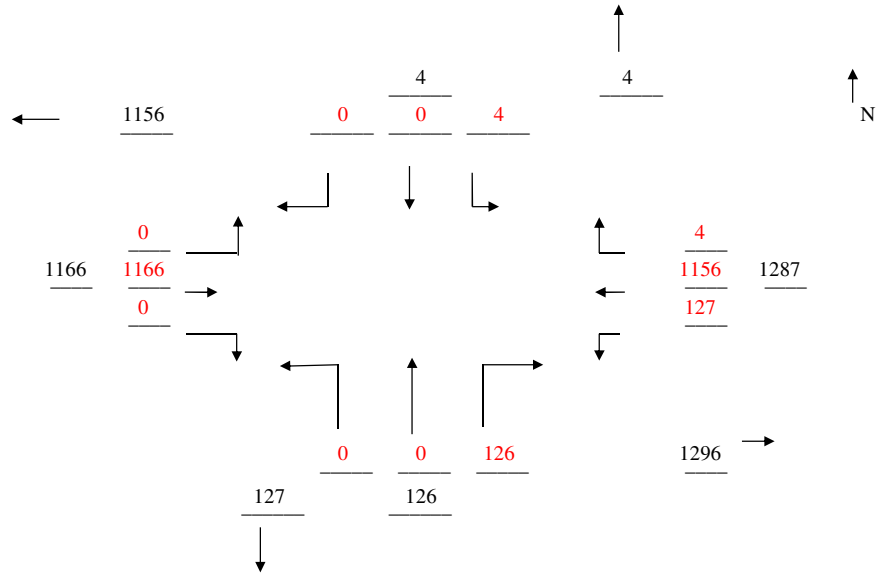


D1RPM TURNING MOVEMENT DIAGRAM DRI PROJECT TRAFFIC (PSWADT)

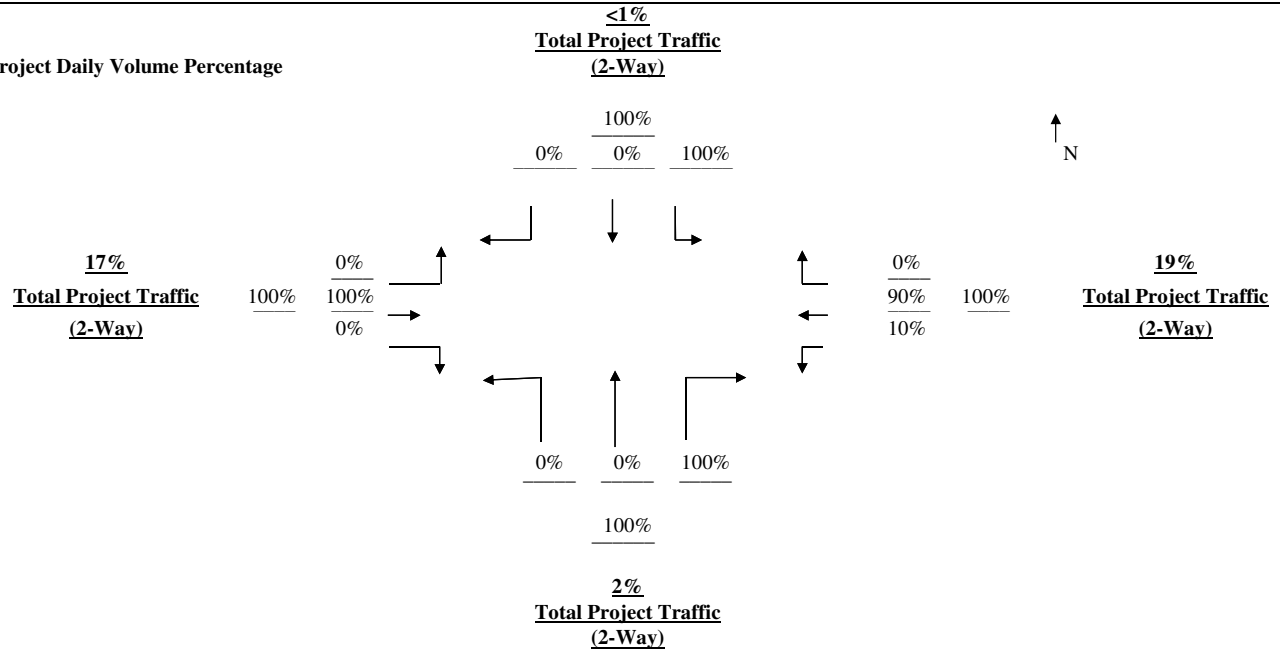
LOCATION: 12) SR 80 / Orange River Boulevard
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
13884

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



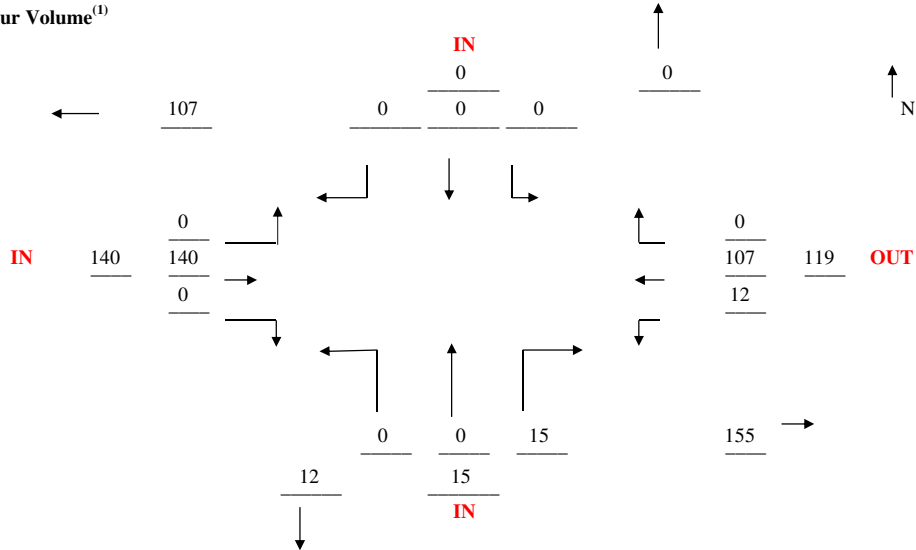
Footnote:

(1) DRI Project daily volume derived from select zone from D1RPM.

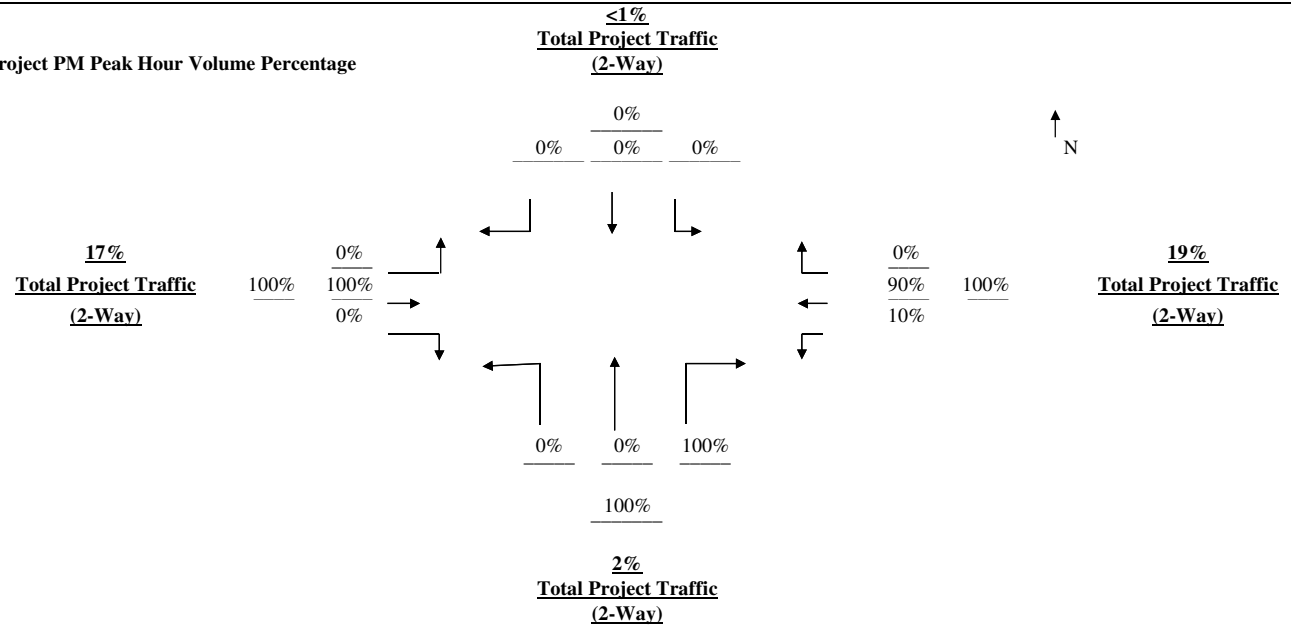
DIRPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PM PEAK HOUR)

LOCATION:	12) SR 80 / Orange River Boulevard	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Lee (12)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		13884	1477	0.57 0.43

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



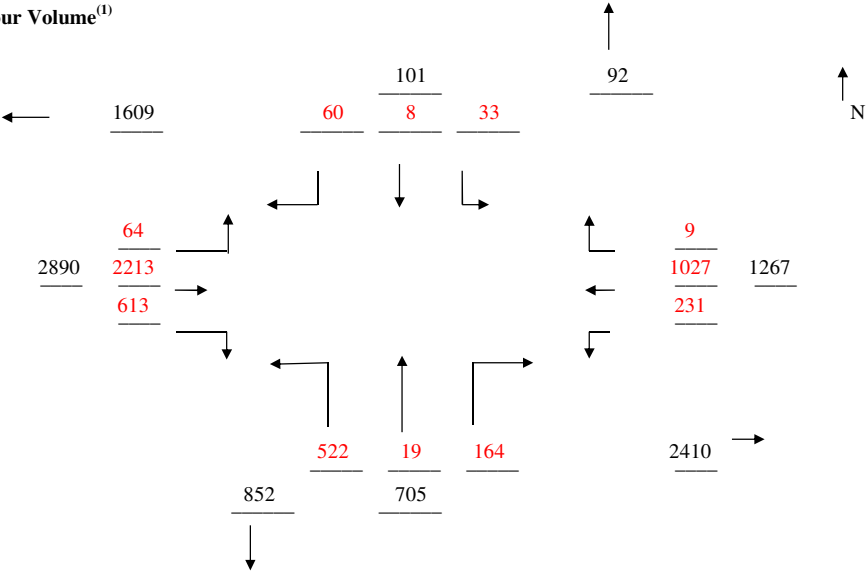
Footnote:

(1) DRI Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

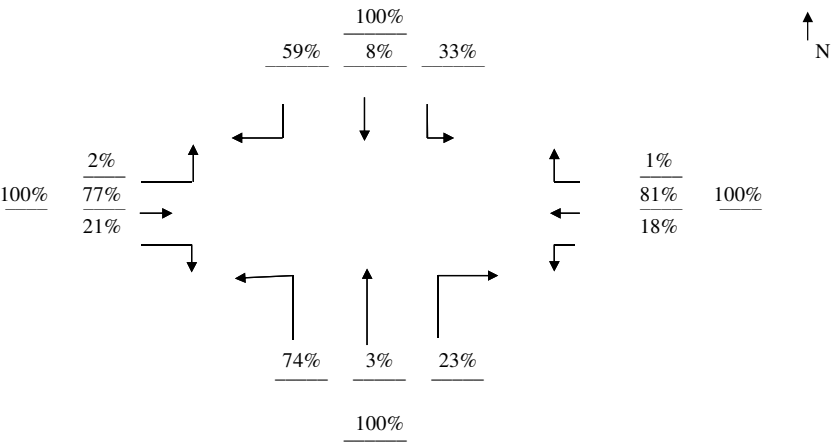
DIRPM TURNING MOVEMENT DIAGRAM
NON-BABCOCK TRAFFIC (PM PEAK HOUR)

LOCATION:	12) SR 80 / Orange River Boulevard
COUNTY:	Lee (12)
YEAR:	2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



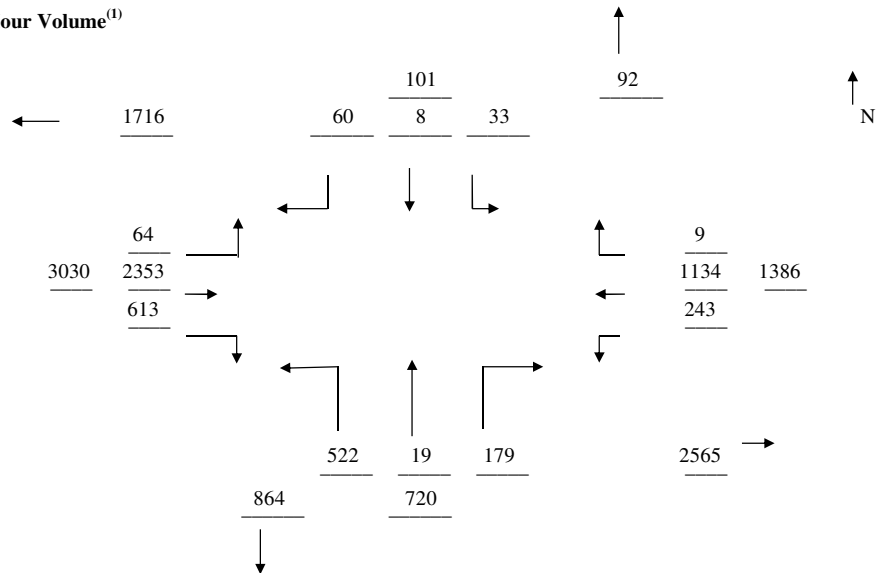
Footnote:

(1) Non-Babcock PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet.

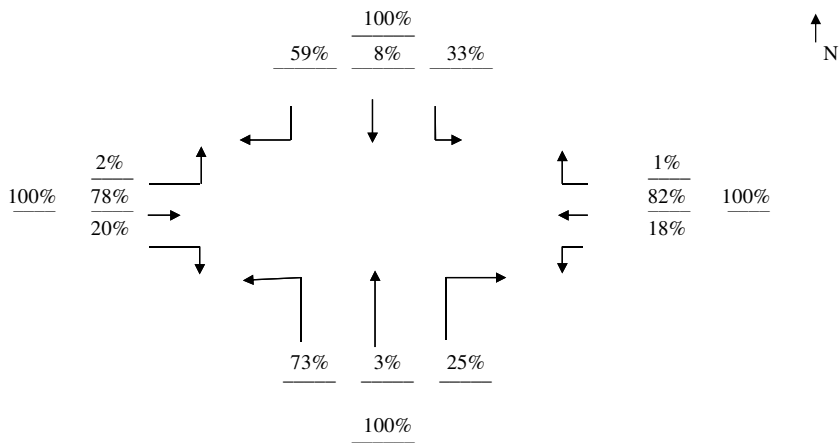
**DIRPM TURNING MOVEMENT DIAGRAM
NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 12) SR 80 / Orange River Boulevard
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



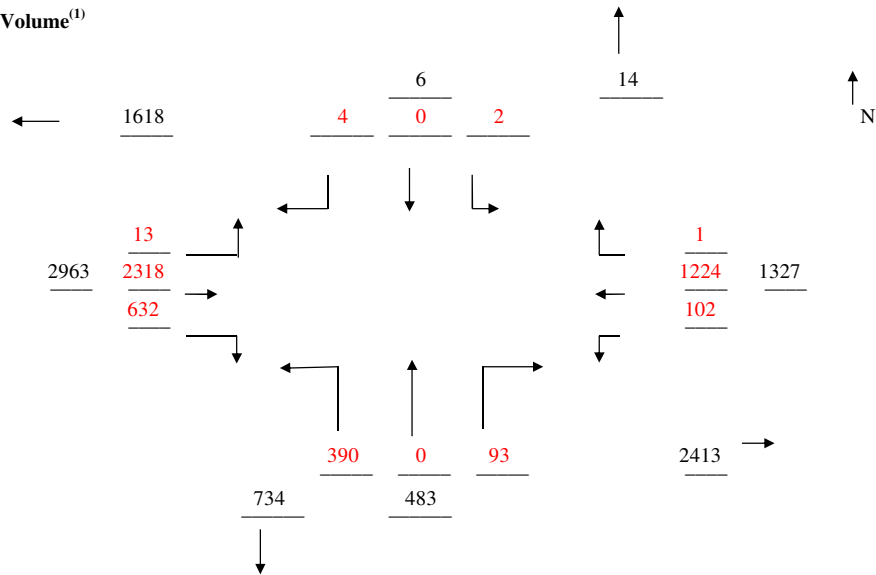
Footnote:

(1) Non-Project is the sum of Non-Babcock traffic and DRI Project traffic.

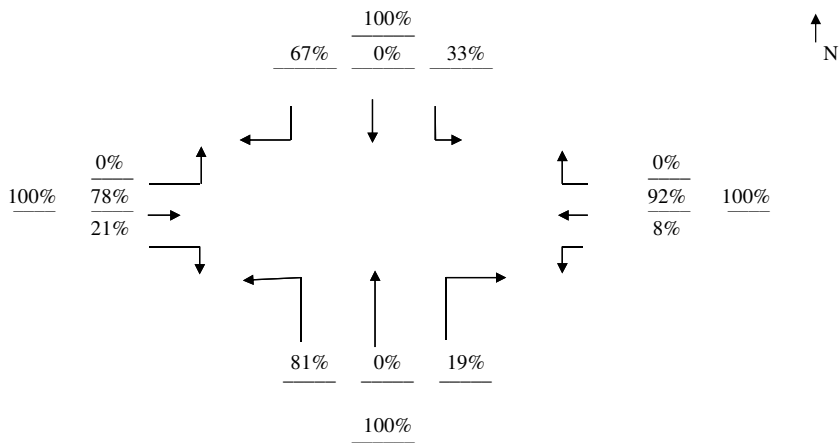
DIRPM TURNING MOVEMENT DIAGRAM **EXISTING TRAFFIC (PM PEAK HOUR)**

LOCATION: 12) SR 80 / Orange River Boulevard
COUNTY: Lee (12)
YEAR: 2016

Existing PM Peak Hour Volume⁽¹⁾



Existing PM Hour Volume Percentage



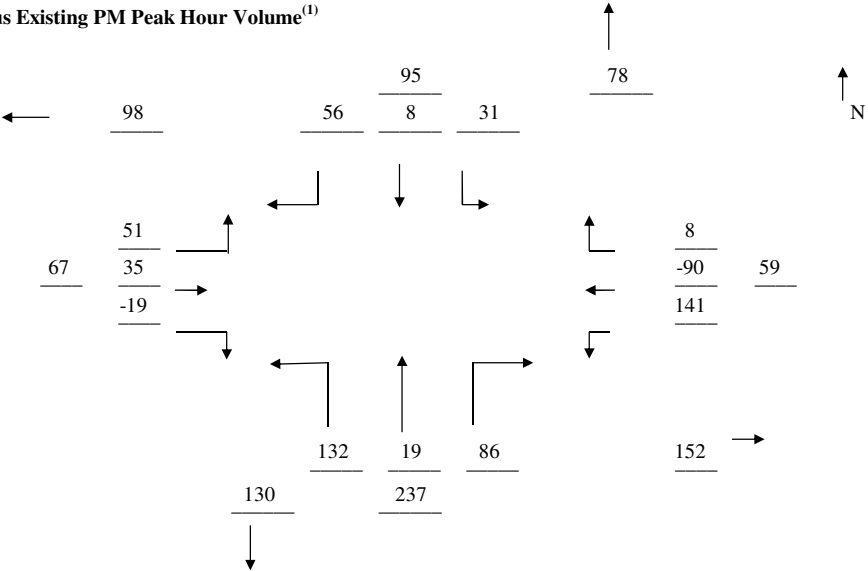
Footnote:

(1) Based on existing turning movement counts.

DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC MINUS EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION:	12) SR 80 / Orange River Boulevard
COUNTY:	Lee (12)
YEAR:	N/A

Future Non-Project Minus Existing PM Peak Hour Volume⁽¹⁾

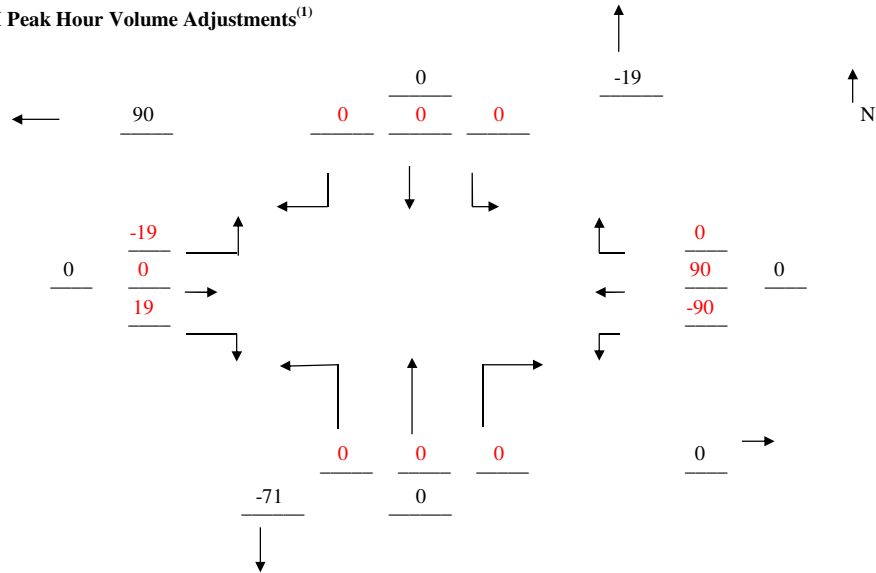


Footnote:
(1) Non-Project peak hour volumes is subtracted bu existing peak hour volumes to identify negative growth.

**DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC ADJUSTMENTS (PM PEAK HOUR)**

LOCATION: 12) SR 80 / Orange River Boulevard
COUNTY: Lee (12)
YEAR: N/A

Future Non-Project PM Peak Hour Volume Adjustments⁽¹⁾



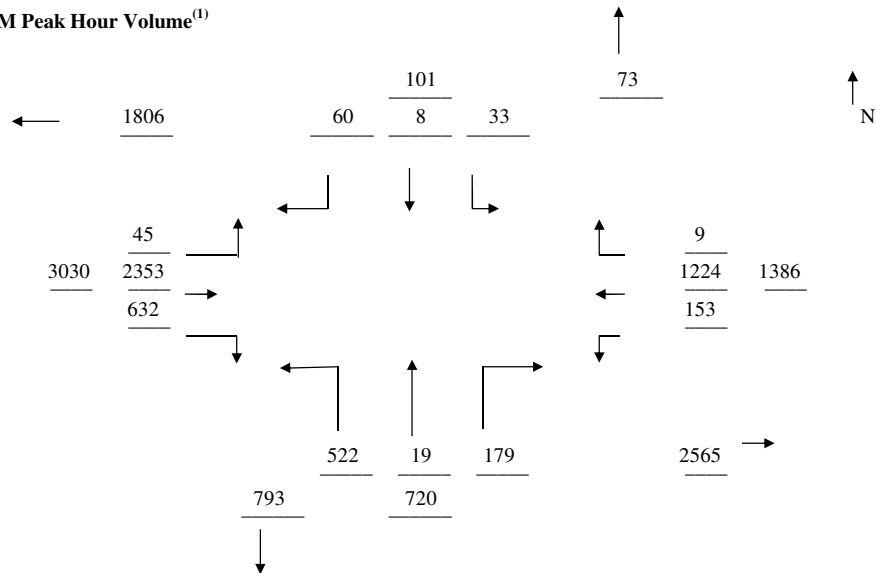
Footnote:

(1) Adjustments are used to ensure future non-Project traffic volumes are no less than existing traffic volumes.

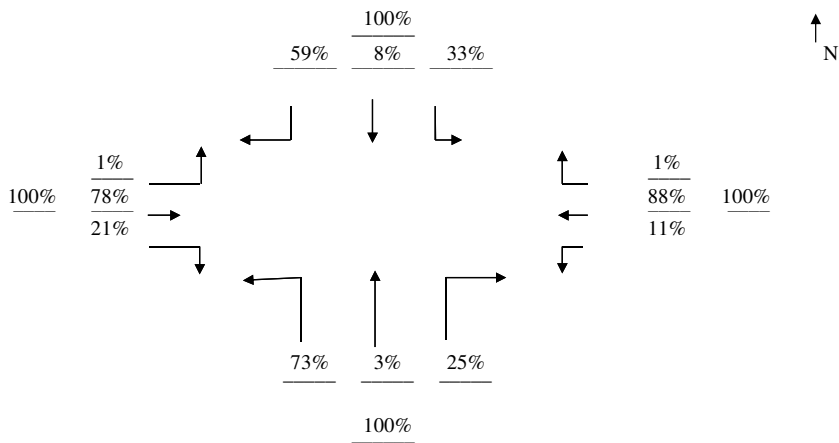
**DIRPM TURNING MOVEMENT DIAGRAM
ADJUSTED NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 12) SR 80 / Orange River Boulevard
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Adjusted Non-Project PM Peak Hour Volume⁽¹⁾



Adjusted Non-Project PM Hour Volume Percentage



Footnote:

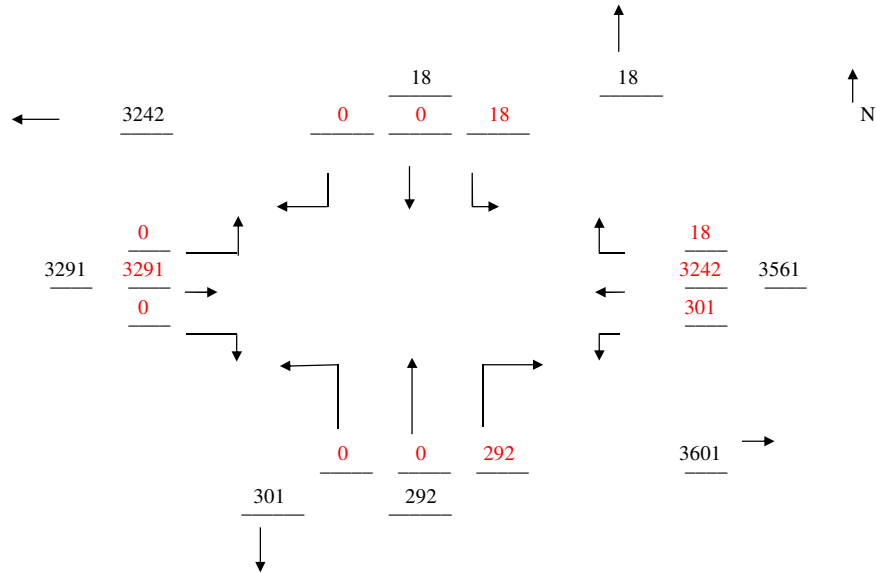
(1) Non-Project PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet then adjusted to ensure volumes are no less than existing volumes.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PSWADT)**

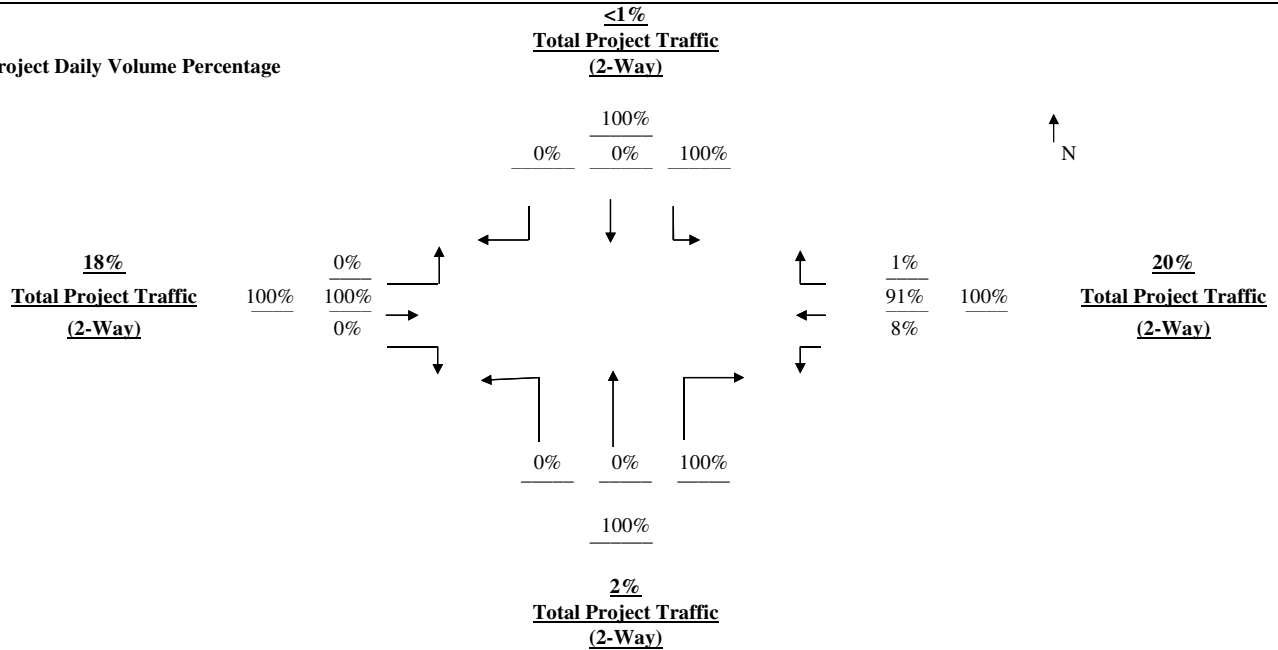
LOCATION: 12) SR 80 / Orange River Boulevard
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 36312

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



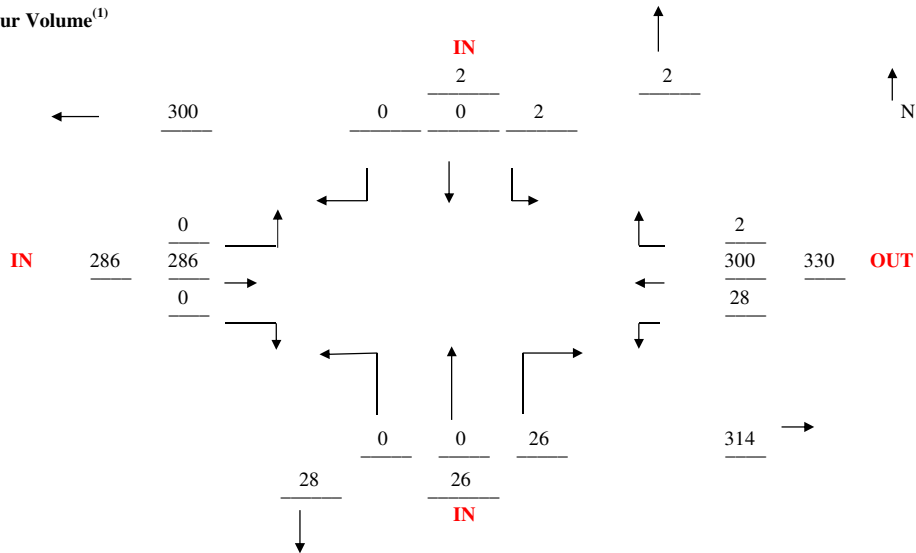
Footnote:

(1) MPD Project daily volume derived from select zone from D1RPM.

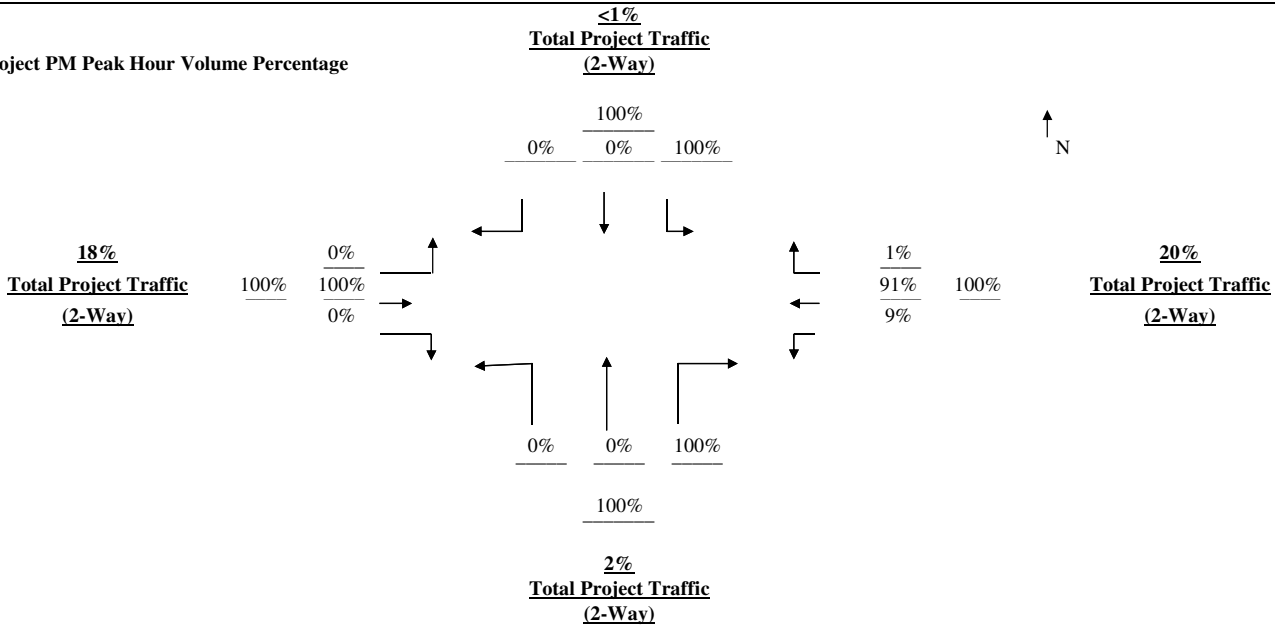
**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	12) SR 80 / Orange River Boulevard	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Lee (12)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		36312	3254	0.49 0.51

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



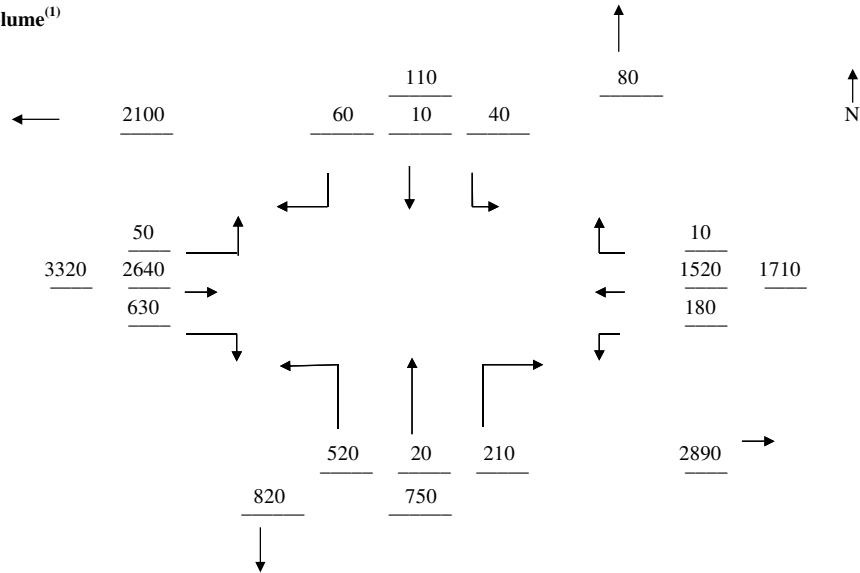
Footnote:

(1) MPD Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

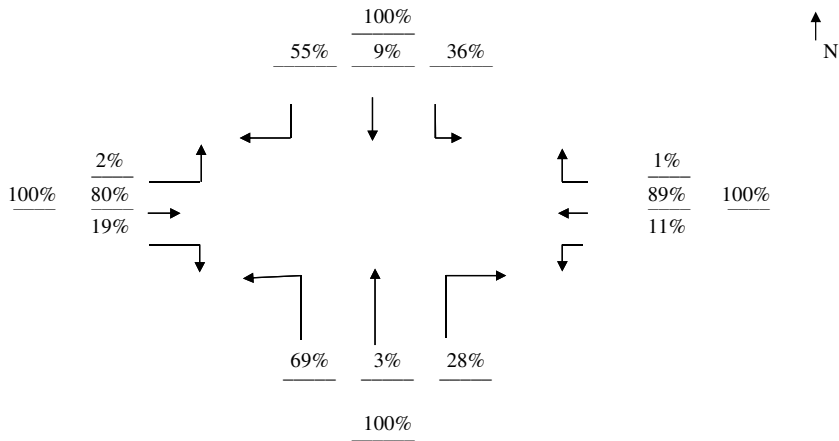
DIRPM TURNING MOVEMENT DIAGRAM **TOTAL TRAFFIC (PM PEAK HOUR)**

LOCATION: 12) SR 80 / Orange River Boulevard
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Total PM Peak Hour Volume⁽¹⁾



Total PM Peak Hour Volume Percentage



Footnote:

(1) Total PM peak hour volume calculated by adding Project and non-Project PM peak hour volumes (rounded to nearest multiple of 10).

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?

☒ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- ☐ EB, WB, and SB
☐ EB, WB, and NB
☐ EB, SB, and NB
☐ WB, SB, and NB

Is the Mainline Oriented North/South?
☐ Yes
☒ No

K Factors
 Mainline

 Side street

D Factors
 Mainline
 Westbound (WB)
 Eastbound (EB)
 Side street
 Northbound (NB)
 Southbound (SB)

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
☒ Yes
☐ No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
		Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Side Street Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2016
Opening	2026
Mid	2036
Design	2046
Model	2026

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2016	29779	34547	11056	7911	83293
2026 Adjusted Non-Babcock	27420	33013	7042	7911	75386

1st Guess Actual/Counted
 Turning %'s for
 AADT Balancing for 2016

(EB LT)	West-to-North	10.2%	180
(EB THRU)	West-to-East	86.3%	1523
(EB RT)	West-to-South	3.5%	62
(WB LT)	East-to-South	10.0%	116
(WB THRU)	East-to-West	71.2%	824
(WB RT)	East-to-North	18.8%	217
(SB LT)	North-to-East	64.6%	319
(SB THRU)	North-to-South	8.3%	41
(SB RT)	North-to-West	27.1%	134
(NB LT)	South-to-West	21.5%	106
(NB THRU)	South-to-North	21.1%	104
(NB RT)	South-to-East	57.4%	283

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
 Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

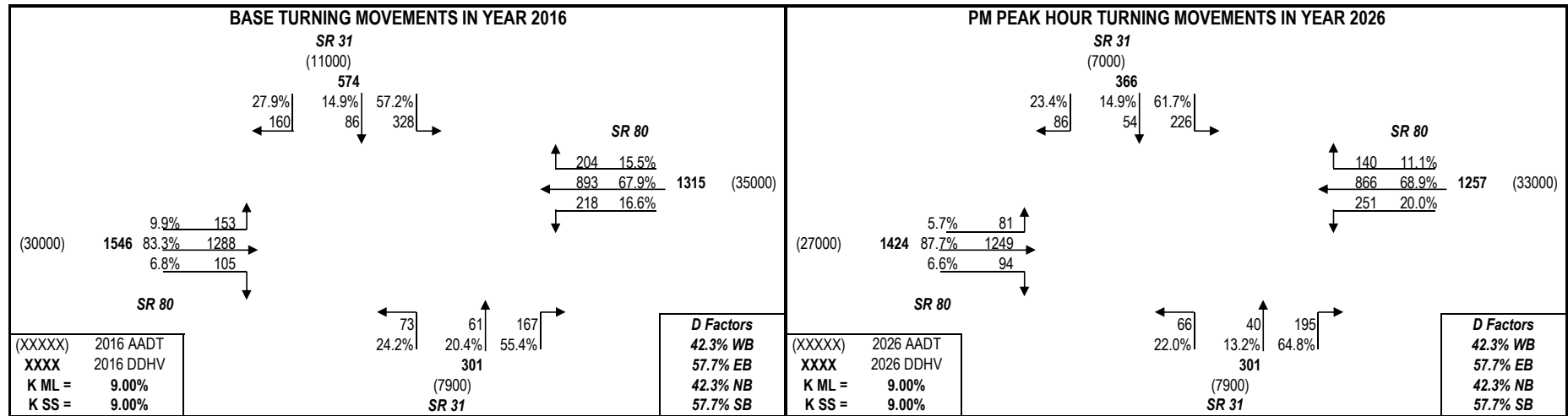
Desired Closure:

2026 Adjusted Non-Babcock	27420	33013	7042	7911
2026 Unadjusted Non-Babcock	27420	28053	7042	0
2026 DRI Project Traffic	2598	1534	4134	0
MOCF	0.94	0.94	0.94	0.94

Non-Babcock AADT adjusted (if needed) so that Non-Babcock AADT + DRI Project AADT >= Existing AADT

Adjusted Non-Babcock AADT is used for future year calculations

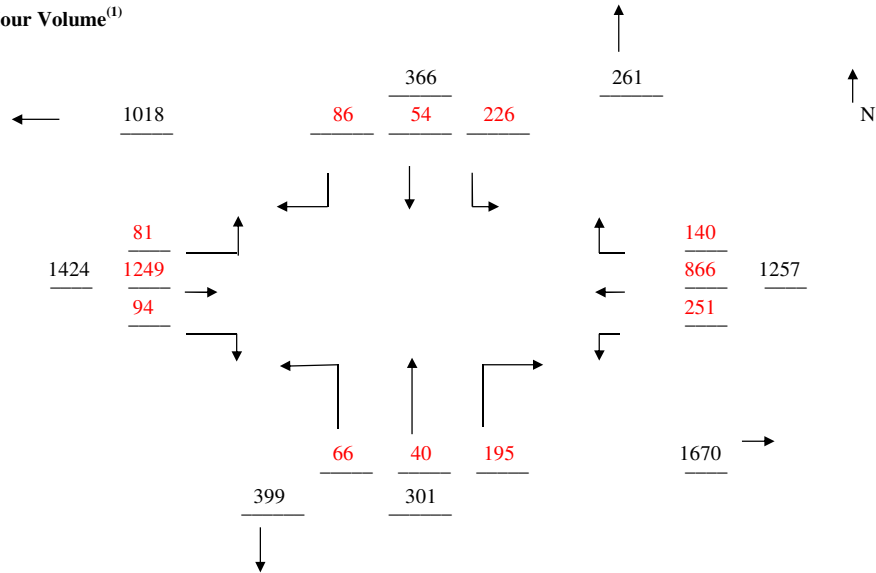
Non-Project Traffic for SR 80 at SR 31 With Project



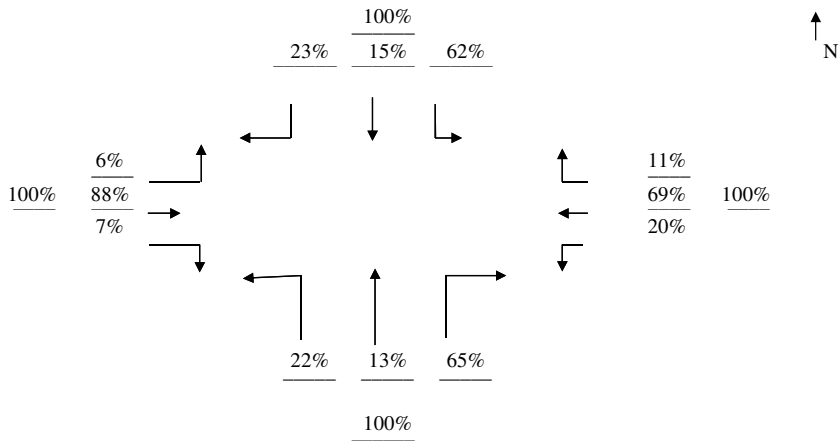
**DIRPM TURNING MOVEMENT DIAGRAM
NON-BABCOCK TRAFFIC (PM PEAK HOUR)**

LOCATION: 13) SR 80 / SR 31
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



Footnote:

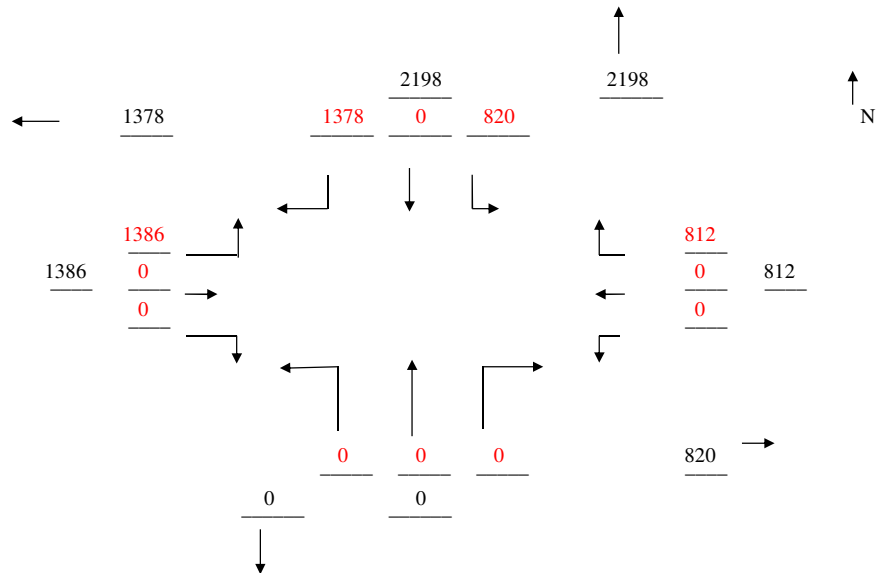
(1) Non-Babcock PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet.

**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PSWADT)**

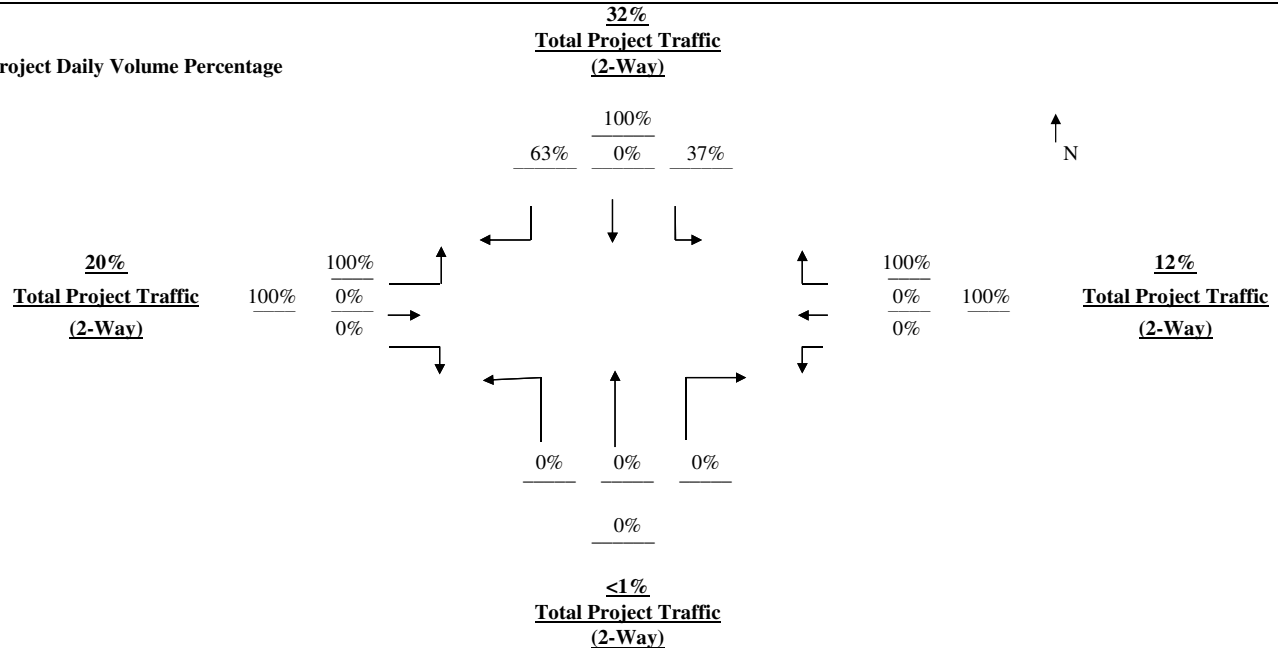
LOCATION: 13) SR 80 / SR 31
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
13884

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



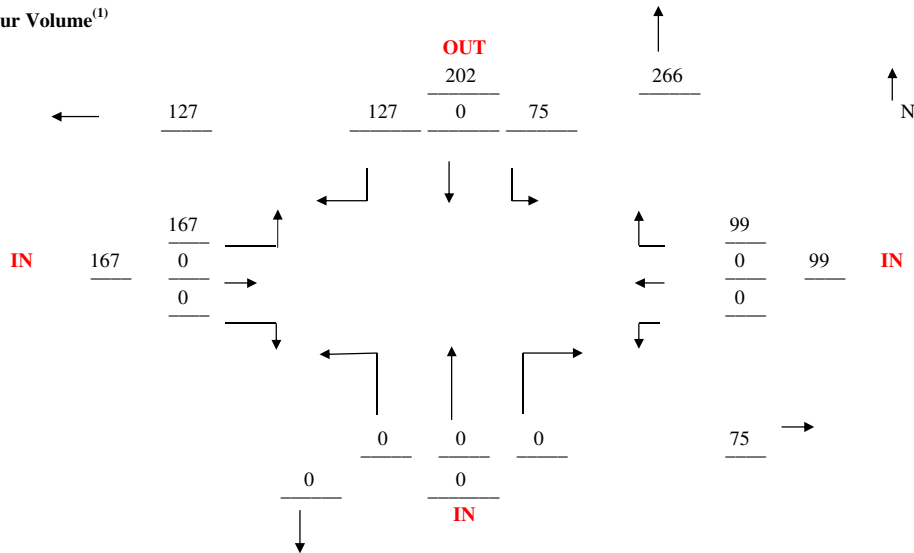
Footnote:

(1) DRI Project daily volume derived from select zone from D1RPM.

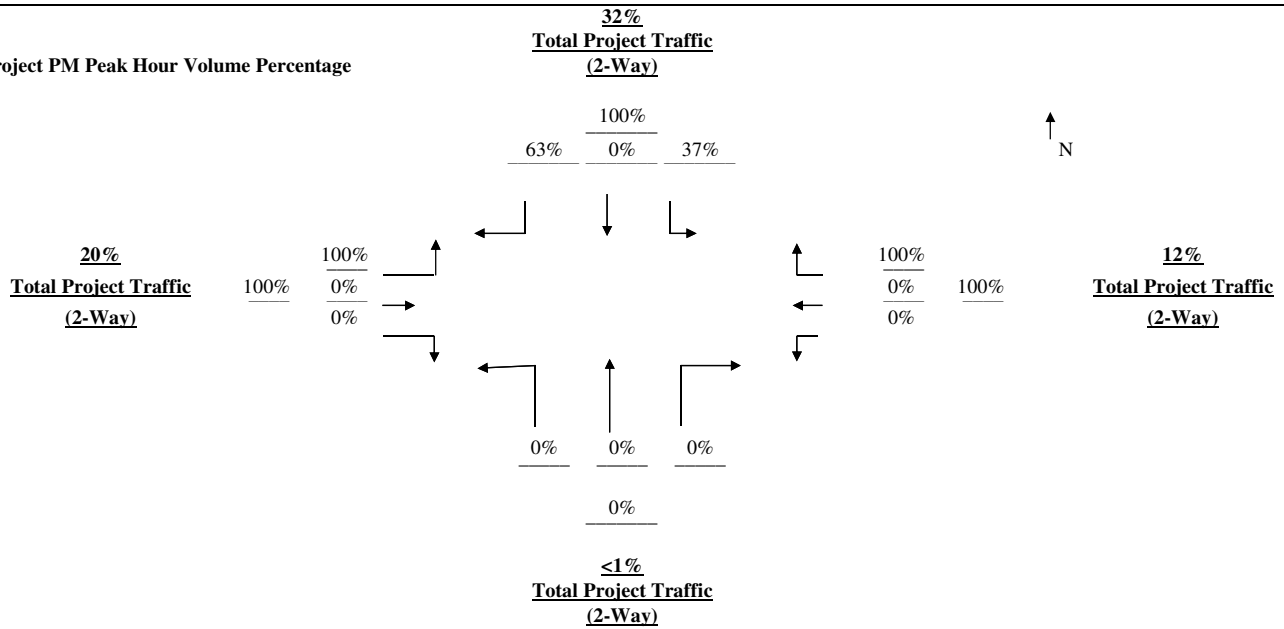
**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	13) SR 80 / SR 31	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Lee (12)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		13884	1477	0.57 0.43

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



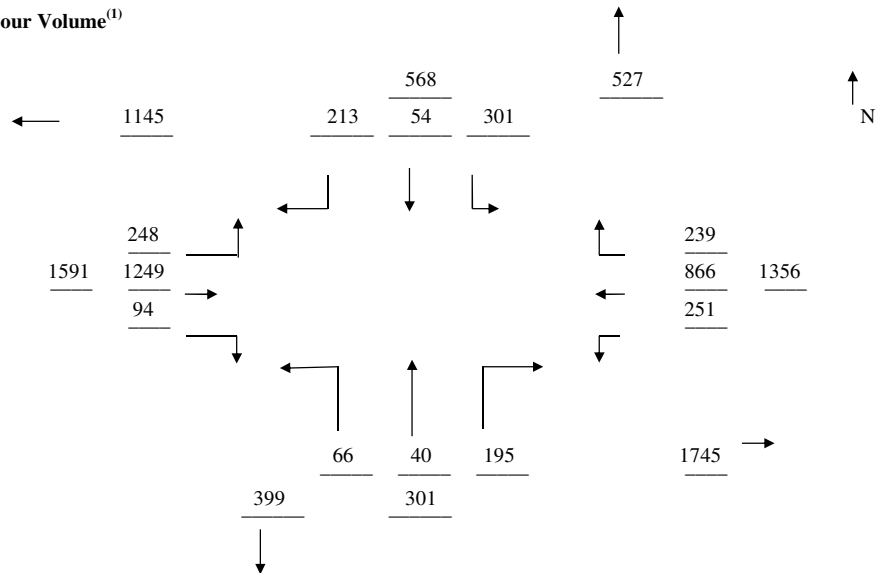
Footnote:

(1) DRI Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

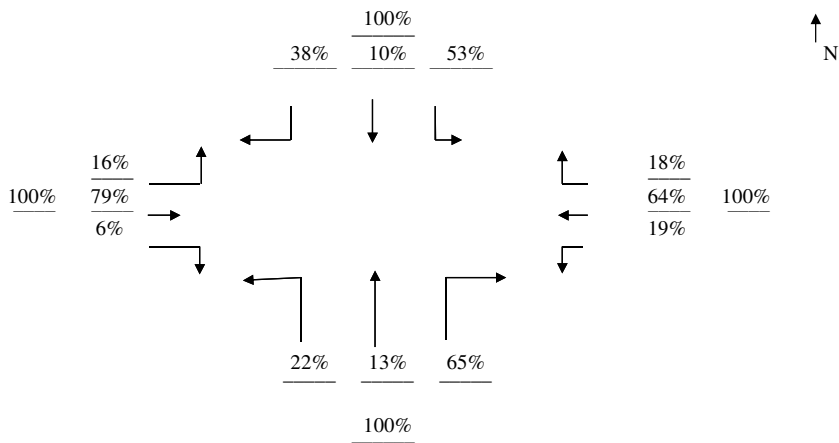
**DIRPM TURNING MOVEMENT DIAGRAM
NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 13) SR 80 / SR 31
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



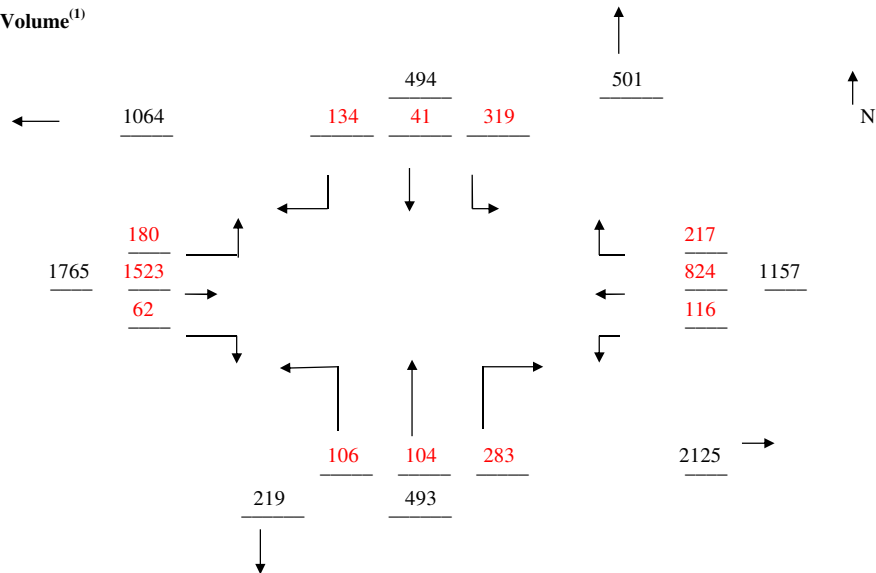
Footnote:

(1) Non-Project is the sum of Non-Babcock traffic and DRI Project traffic.

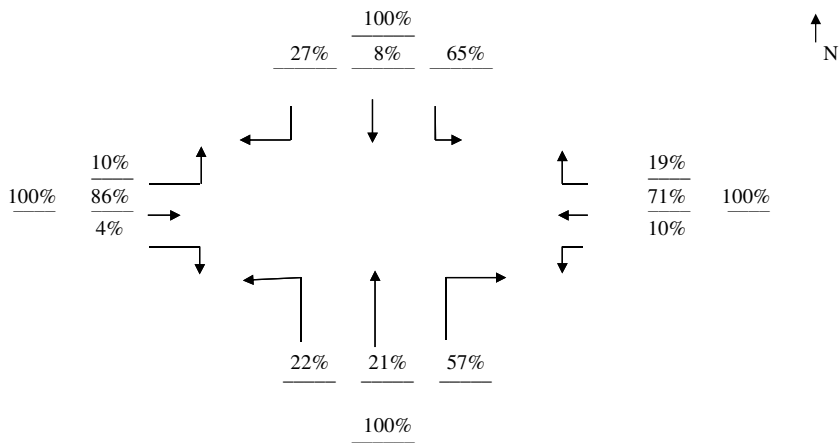
DIRPM TURNING MOVEMENT DIAGRAM EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION: 13) SR 80 / SR 31
COUNTY: Lee (12)
YEAR: 2016

Existing PM Peak Hour Volume⁽¹⁾



Existing PM Hour Volume Percentage



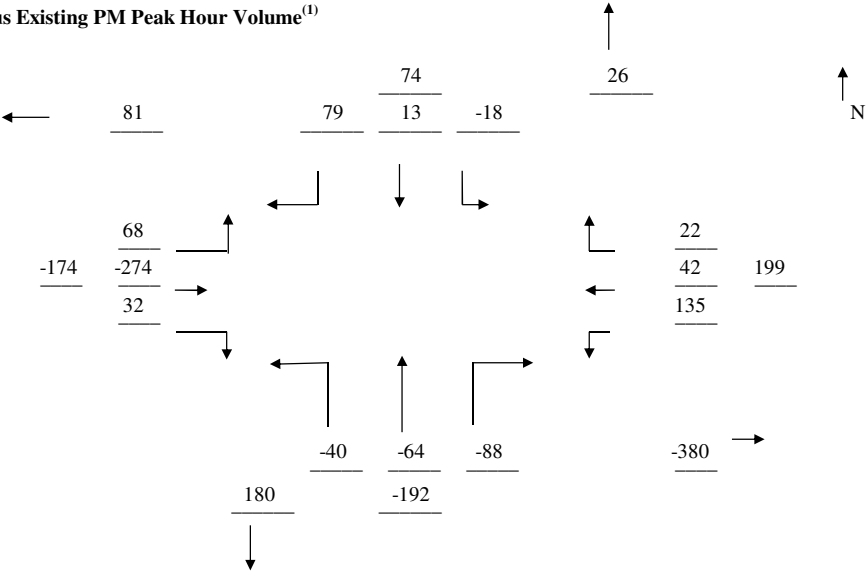
Footnote:

(1) Based on existing turning movement counts.

DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC MINUS EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION:	13) SR 80 / SR 31
COUNTY:	Lee (12)
YEAR:	N/A

Future Non-Project Minus Existing PM Peak Hour Volume⁽¹⁾

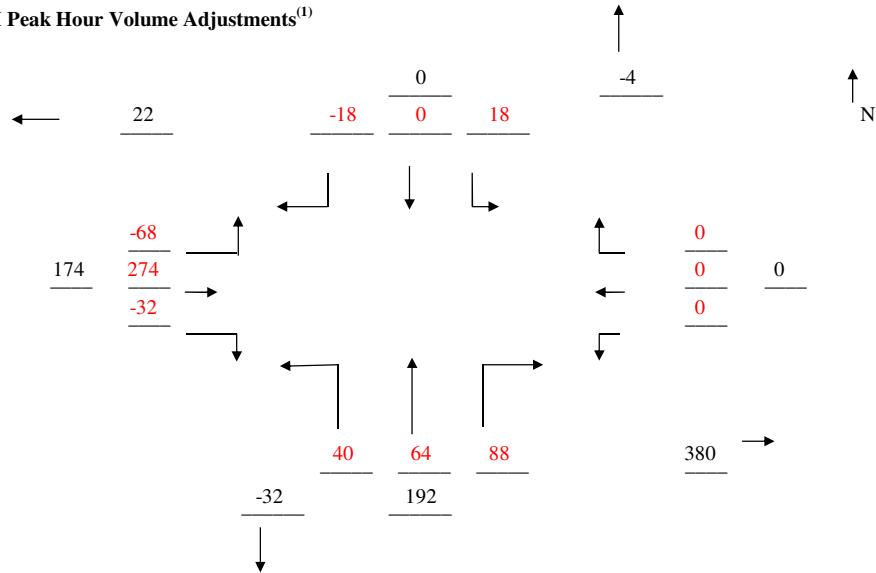


Footnote:
(1) Non-Project peak hour volumes is subtracted bu existing peak hour volumes to identify negative growth.

**DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC ADJUSTMENTS (PM PEAK HOUR)**

LOCATION: 13) SR 80 / SR 31
COUNTY: Lee (12)
YEAR: N/A

Future Non-Project PM Peak Hour Volume Adjustments⁽¹⁾



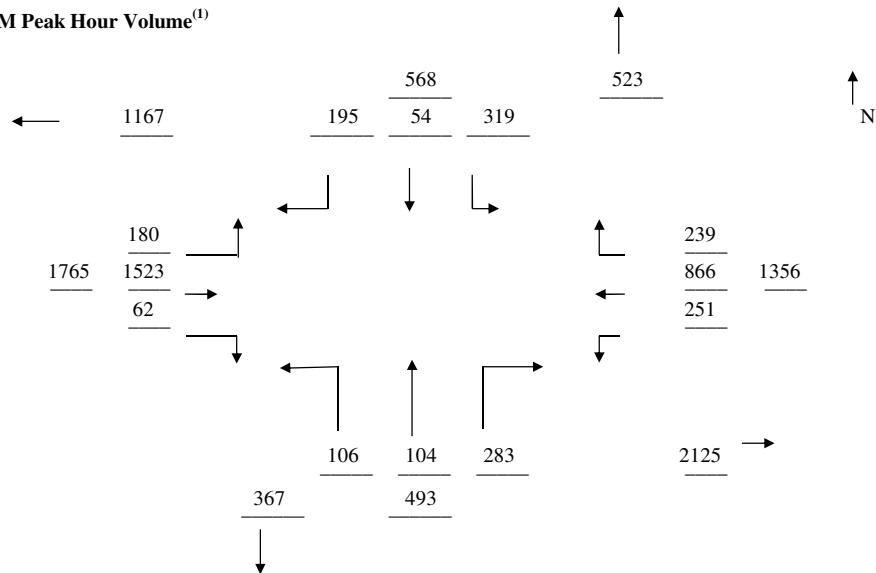
Footnote:

(1) Adjustments are used to ensure future non-Project traffic volumes are no less than existing traffic volumes.

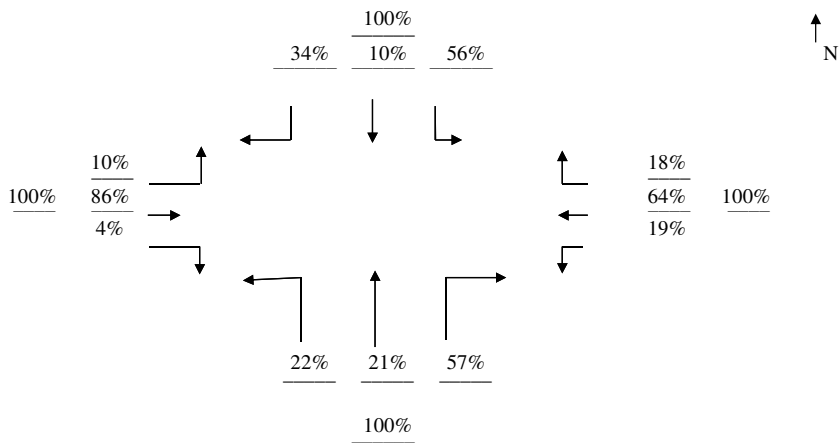
**DIRPM TURNING MOVEMENT DIAGRAM
ADJUSTED NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 13) SR 80 / SR 31
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Adjusted Non-Project PM Peak Hour Volume⁽¹⁾



Adjusted Non-Project PM Hour Volume Percentage



Footnote:

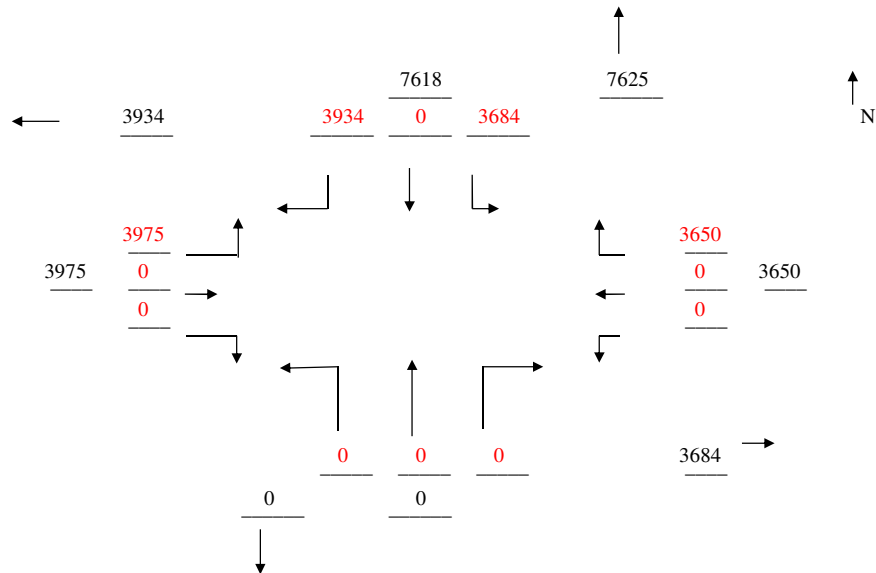
(1) Non-Project PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet then adjusted to ensure volumes are no less than existing volumes.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PSWADT)**

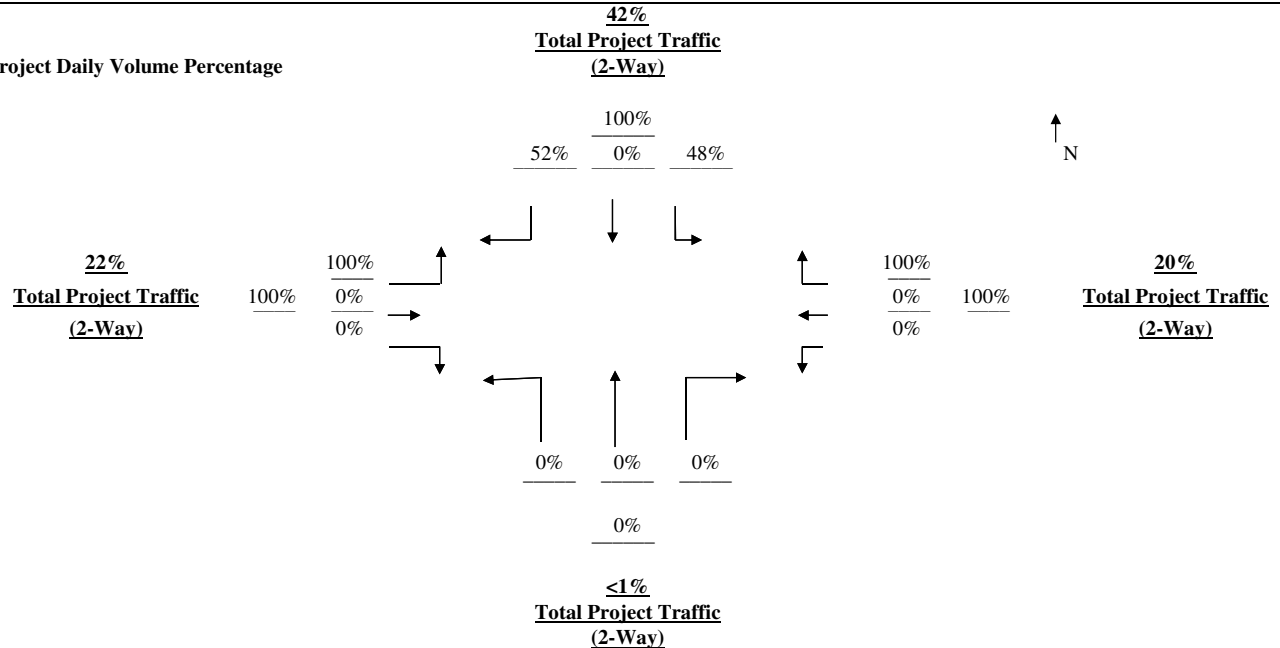
LOCATION: 13) SR 80 / SR 31
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 36312

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



Footnote:

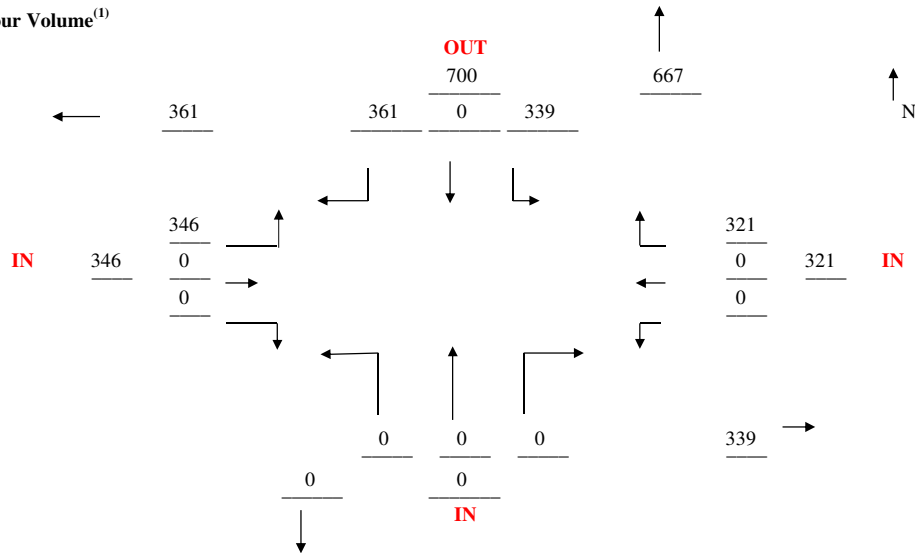
(1) MPD Project daily volume derived from select zone from D1RPM.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PM PEAK HOUR)**

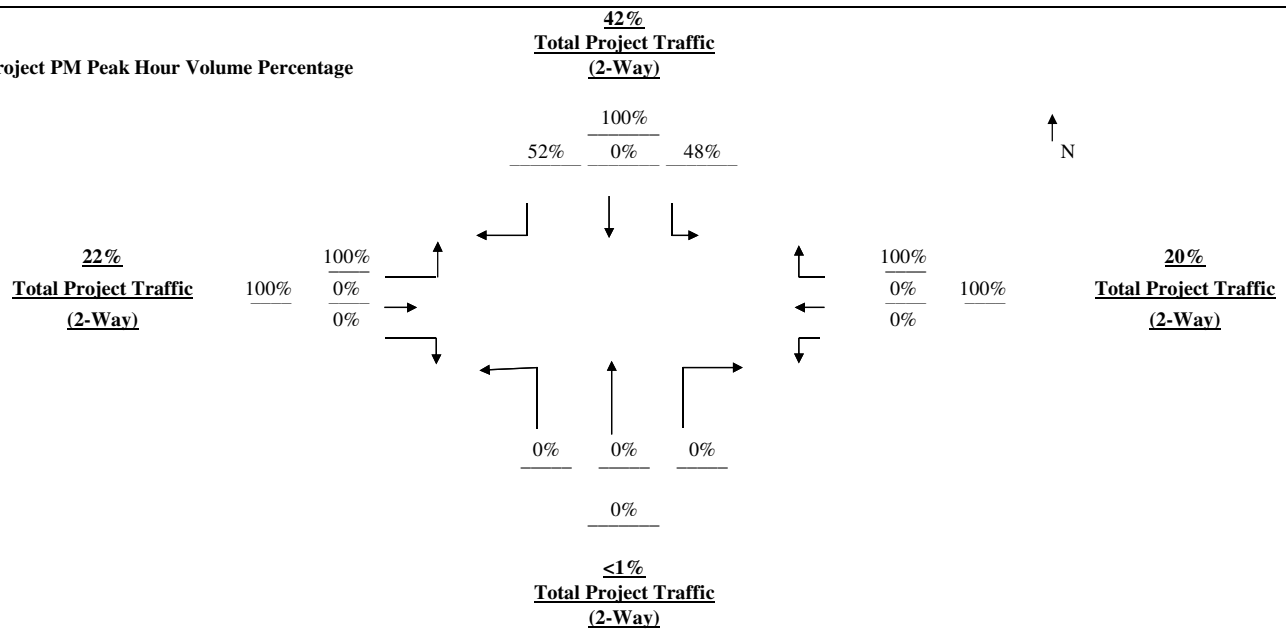
LOCATION: 13) SR 80 / SR 31
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS Project Raw Traffic	ITE NET New Peak Hour	IN/OUT Split	
		Dir1	Dir2
36312	3254	0.49	0.51

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



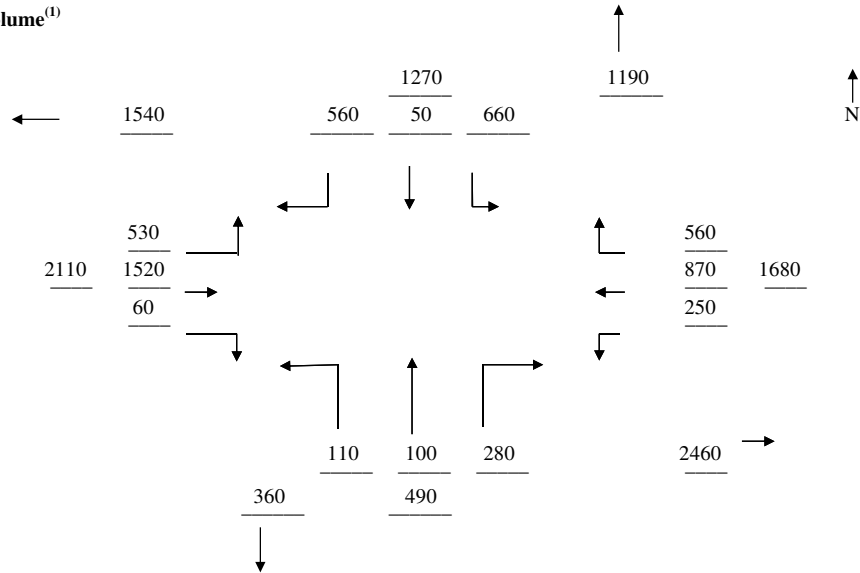
Footnote:

(1) MPD Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

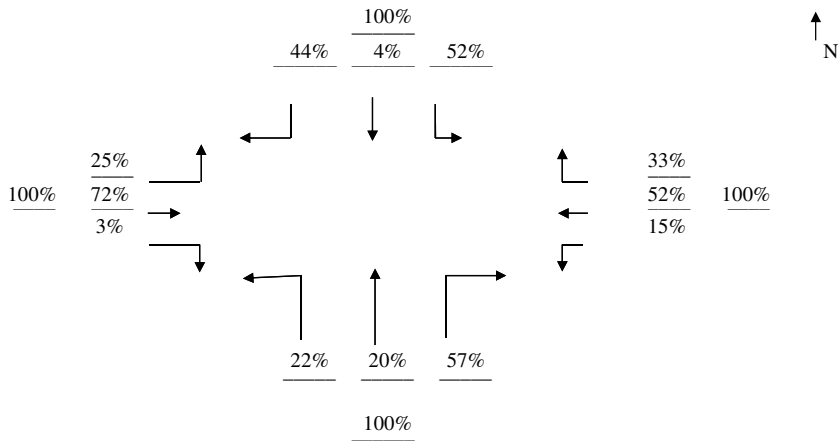
**DIRPM TURNING MOVEMENT DIAGRAM
TOTAL TRAFFIC (PM PEAK HOUR)**

LOCATION: 13) SR 80 / SR 31
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Total PM Peak Hour Volume⁽¹⁾



Total PM Peak Hour Volume Percentage



Footnote:

(1) Total PM peak hour volume calculated by adding Project and non-Project PM peak hour volumes (rounded to nearest multiple of 10).

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?

☒ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- ☐ EB, WB, and SB
☐ EB, WB, and NB
☐ EB, SB, and NB
☐ WB, SB, and NB

Is the Mainline Oriented North/South?
☐ Yes
☒ No

K Factors
 Mainline
 Side street

D Factors
 Mainline
 Westbound (WB)
 Eastbound (EB)
 Side street
 Northbound (NB)
 Southbound (SB)

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
☒ Yes
☐ No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
Base			Mainline Side Street
Opening			
Mid			
Design			

Mainline Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Side Street Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2016
Opening	2026
Mid	2036
Design	2046
Model	2026

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2016	41156	40211	2078	156	83601
2026 Adjusted Non-Babcock	39622	38729	2027	156	80534

1st Guess Actual/Counted
 Turning %'s for
 AADT Balancing for 2016

(EB LT)	West-to-North	3.2%	79
(EB THRU)	West-to-East	96.8%	2351
(EB RT)	West-to-South	0.0%	1
(WB LT)	East-to-South	0.2%	2
(WB THRU)	East-to-West	97.7%	1210
(WB RT)	East-to-North	2.1%	26
(SB LT)	North-to-East	34.1%	28
(SB THRU)	North-to-South	0.0%	0
(SB RT)	North-to-West	65.9%	54
(NB LT)	South-to-West	81.8%	9
(NB THRU)	South-to-North	0.0%	0
(NB RT)	South-to-East	18.2%	2

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
 Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

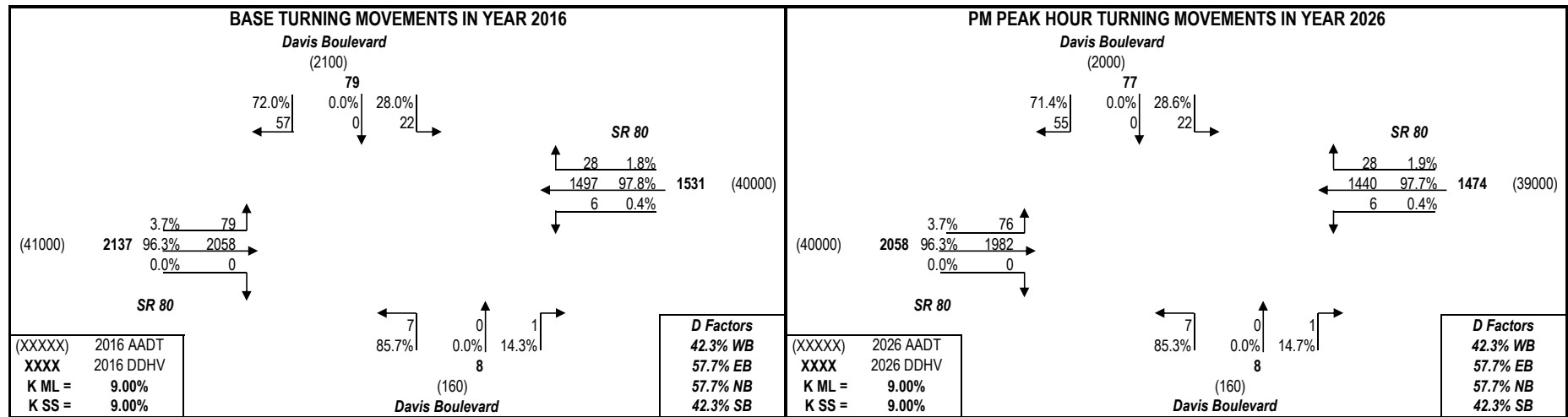
Desired Closure:

2026 Adjusted Non-Babcock	39622	38729	2027	156
2026 Unadjusted Non-Babcock	27837	26475	1332	0
2026 DRI Project Traffic	1534	1482	51	0
MOCF	0.94	0.94	0.92	0.92

Non-Babcock AADT adjusted (if needed) so that Non-Babcock AADT + DRI Project AADT >= Existing AADT

Adjusted Non-Babcock AADT is used for future year calculations

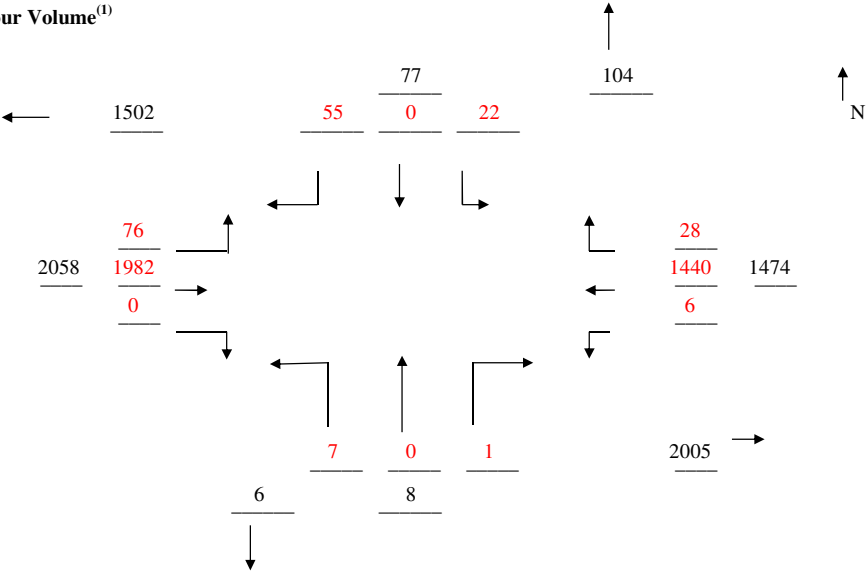
Non-Project Traffic for SR 80 at Davis Boulevard With Project



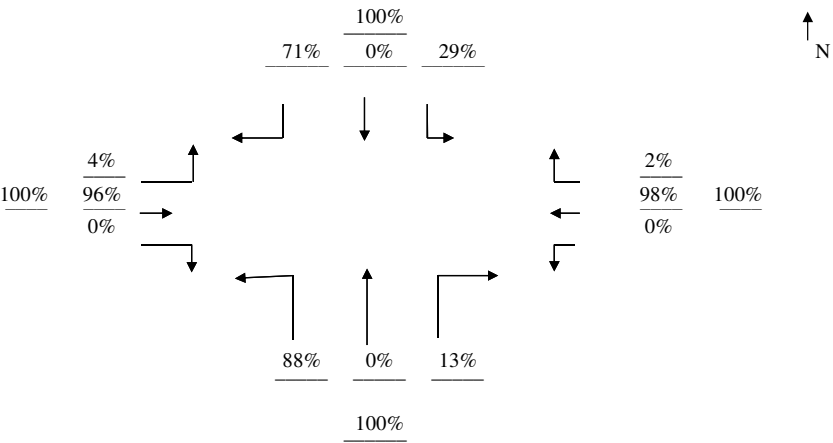
DIRPM TURNING MOVEMENT DIAGRAM
NON-BABCOCK TRAFFIC (PM PEAK HOUR)

LOCATION:	14) SR 80 / Davis Boulevard
COUNTY:	Lee (12)
YEAR:	2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



Footnote:

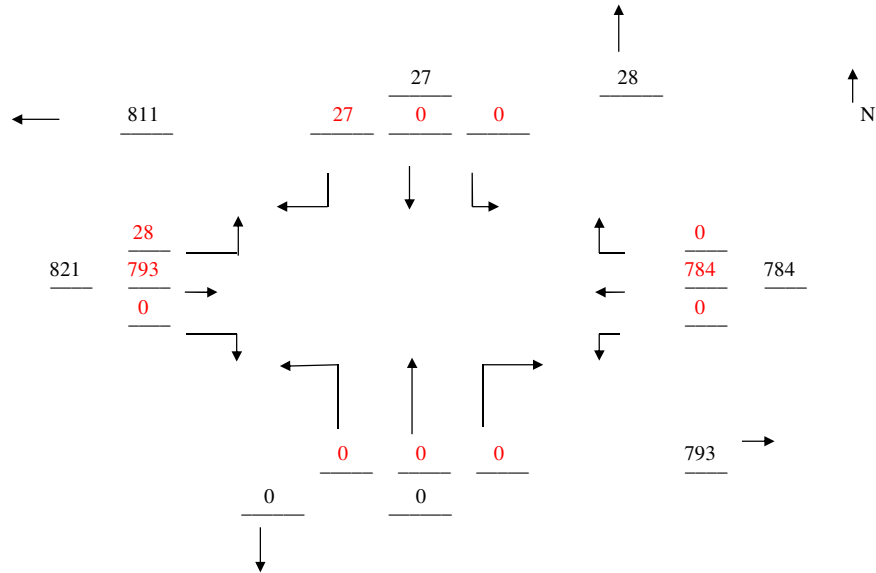
(1) Non-Babcock PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet.

**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PSWADT)**

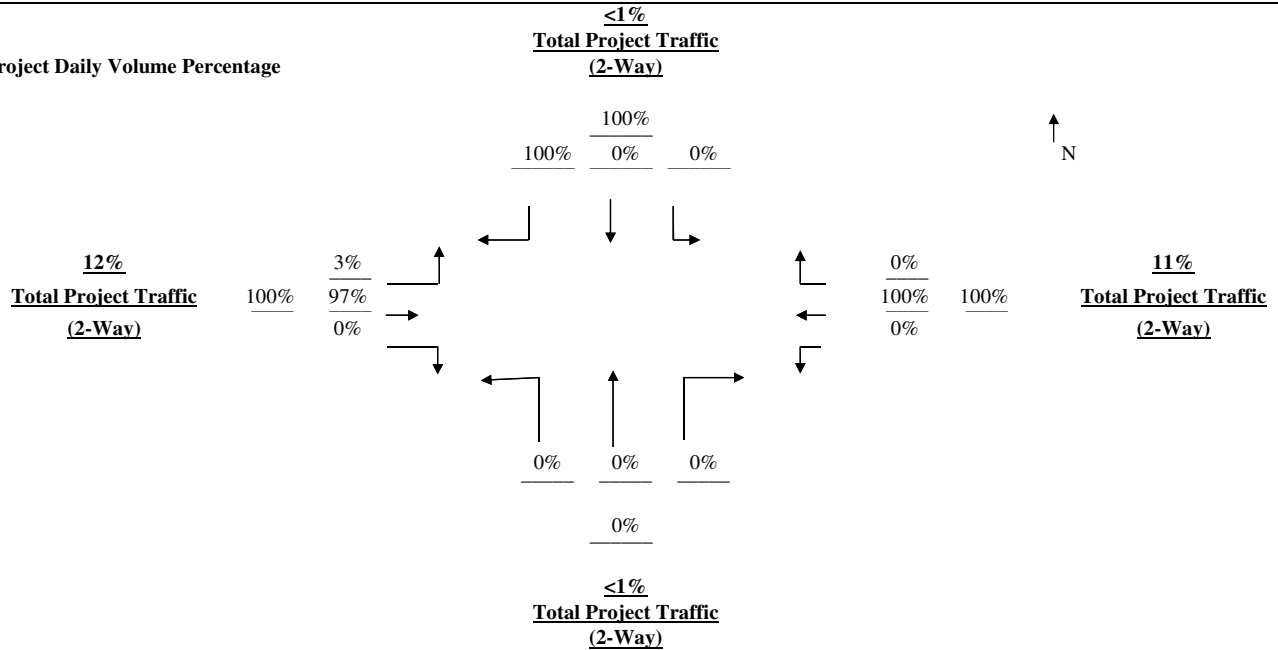
LOCATION: 14) SR 80 / Davis Boulevard
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
13884

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



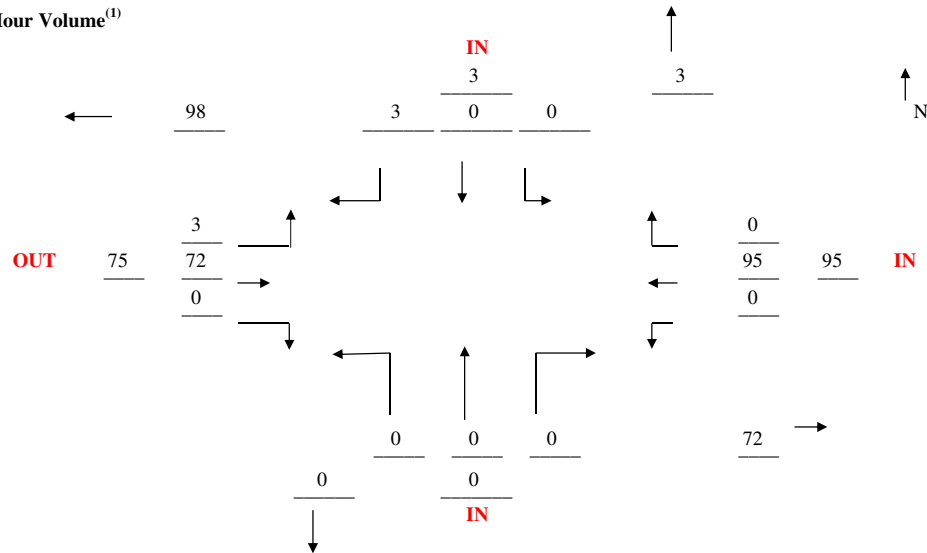
Footnote:

(1) DRI Project daily volume derived from select zone from D1RPM.

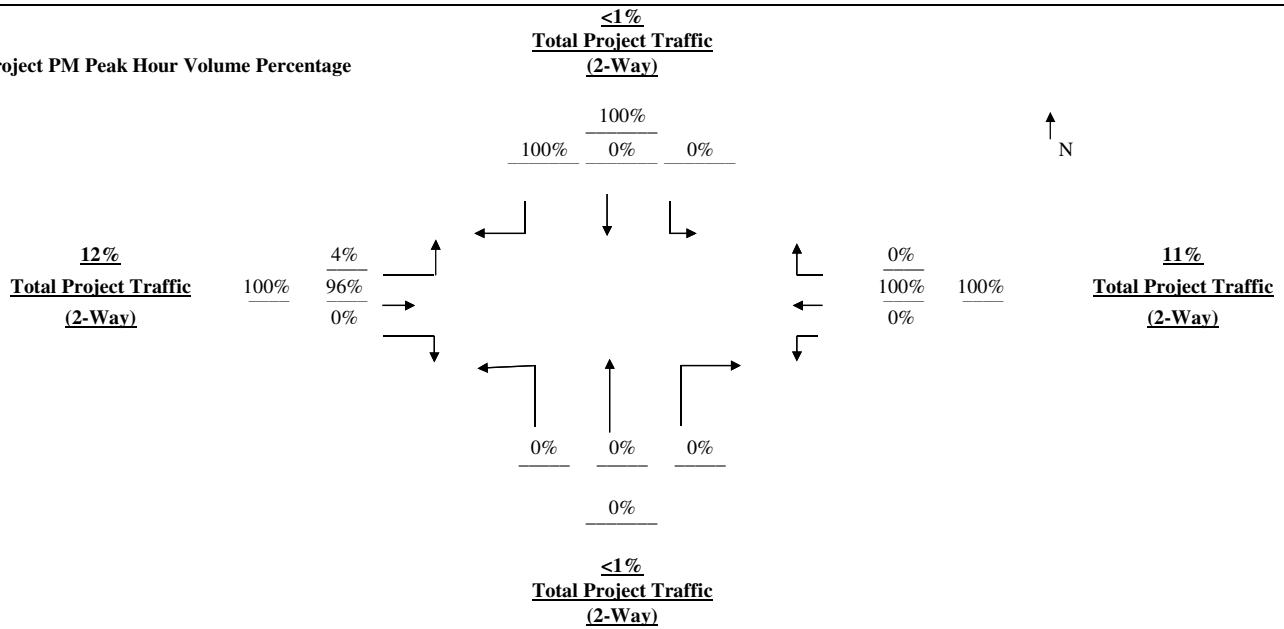
**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	14) SR 80 / Davis Boulevard	FSUTMS		IN/OUT
COUNTY:	Lee (12)	Project Raw	ITE NET New	Split
YEAR:	2026 (With Project)	Traffic	Peak Hour	Dir1 Dir2
		13884	1477	0.57 0.43

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



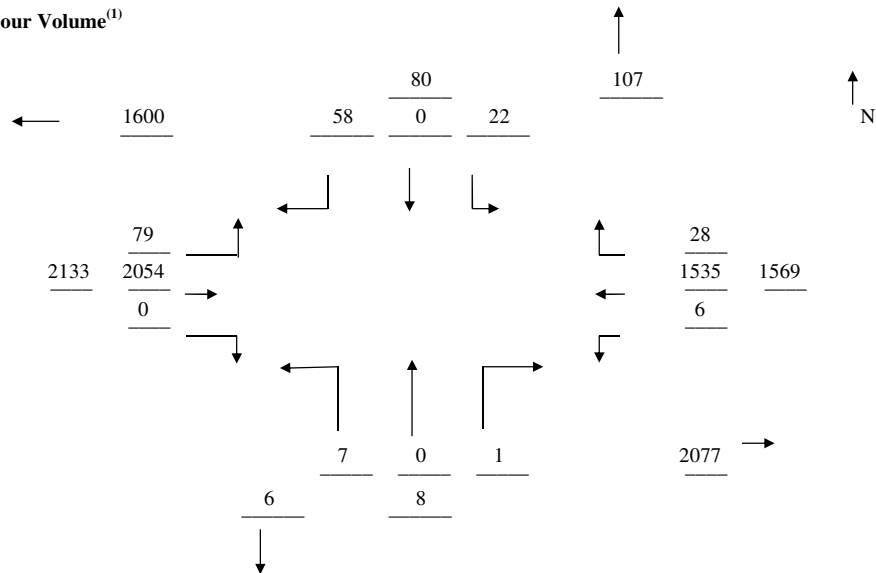
Footnote:

(1) DRI Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

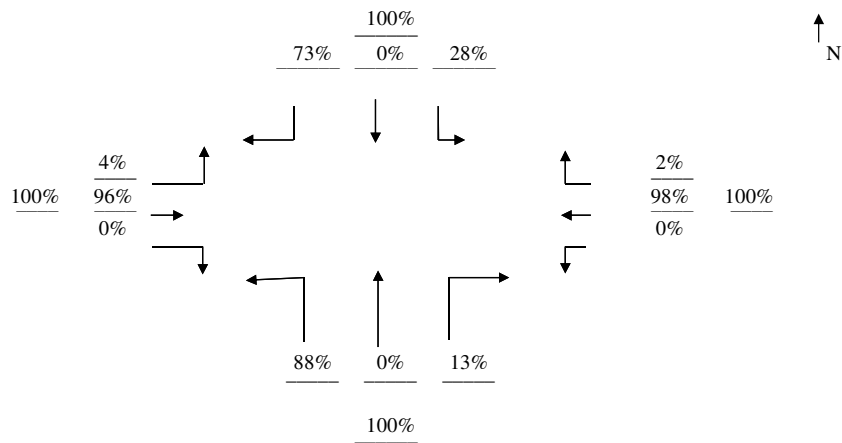
**DIRPM TURNING MOVEMENT DIAGRAM
NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 14) SR 80 / Davis Boulevard
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



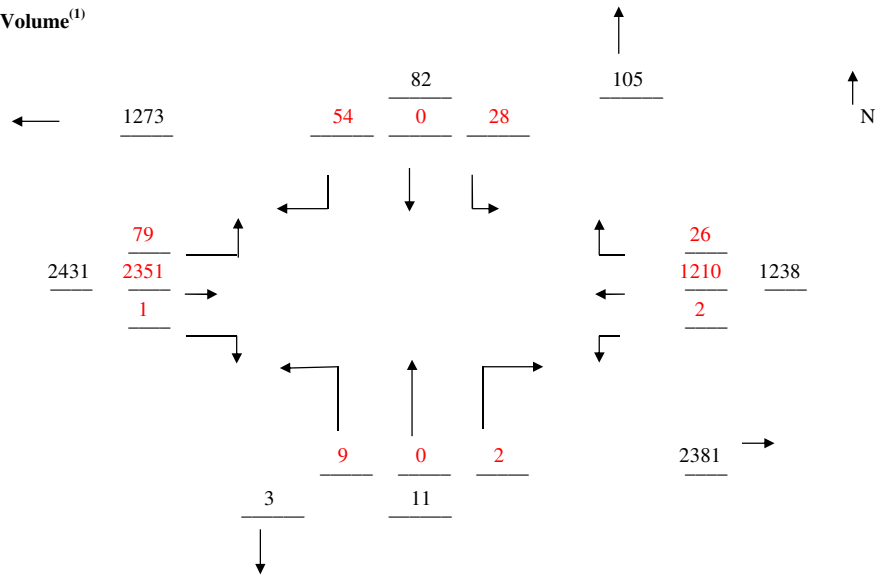
Footnote:

(1) Non-Project is the sum of Non-Babcock traffic and DRI Project traffic.

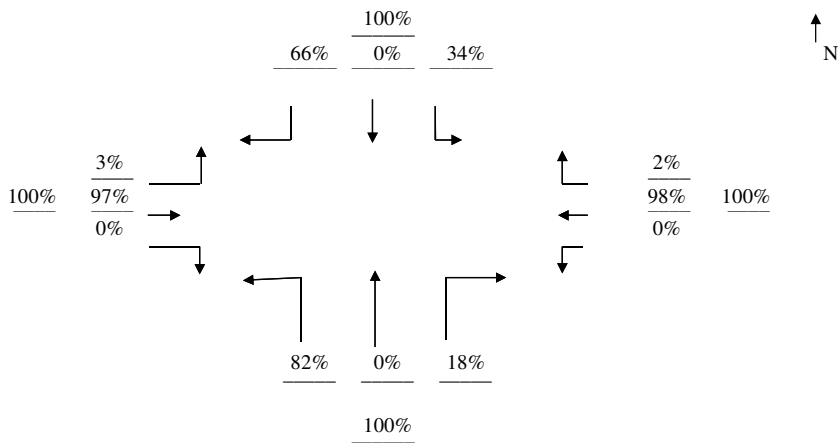
DIRPM TURNING MOVEMENT DIAGRAM EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION: 14) SR 80 / Davis Boulevard
COUNTY: Lee (12)
YEAR: 2016

Existing PM Peak Hour Volume⁽¹⁾



Existing PM Hour Volume Percentage



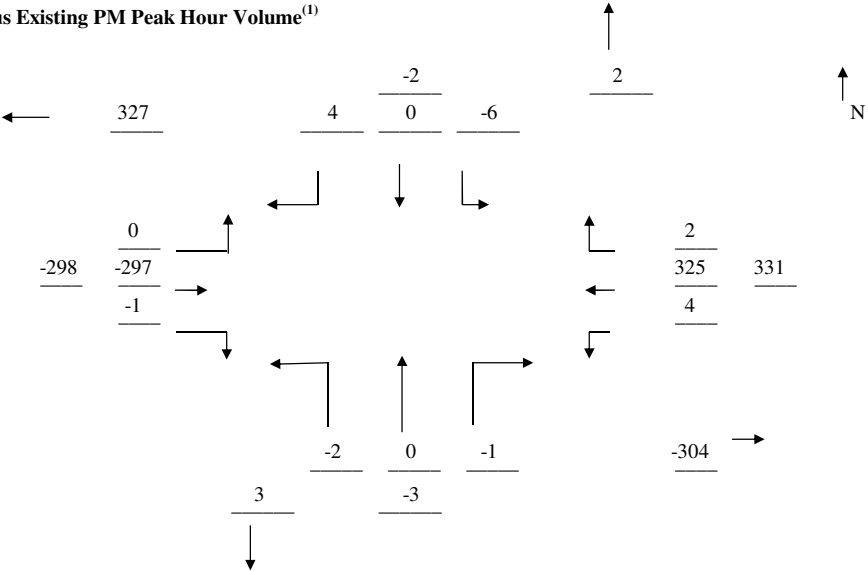
Footnote:

(1) Based on existing turning movement counts.

DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC MINUS EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION:	14) SR 80 / Davis Boulevard
COUNTY:	Lee (12)
YEAR:	N/A

Future Non-Project Minus Existing PM Peak Hour Volume⁽¹⁾

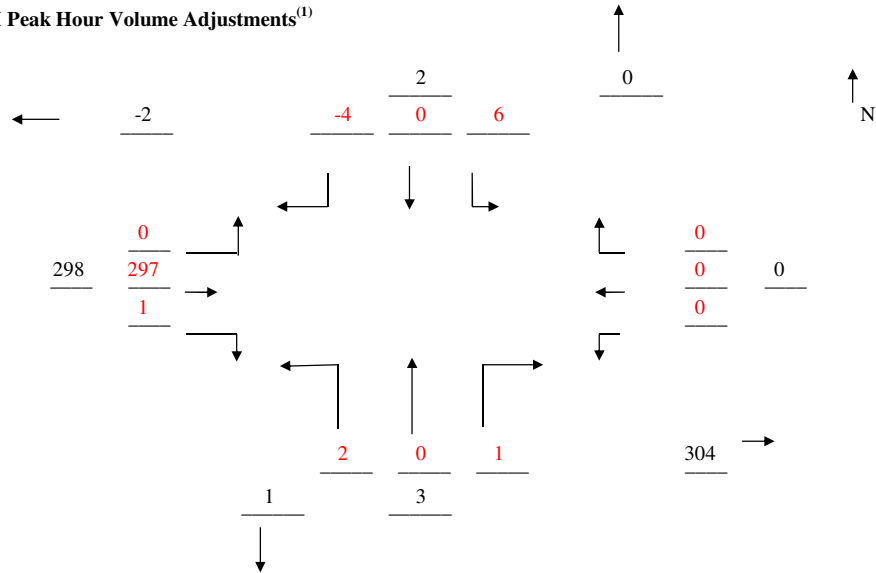


Footnote:
(1) Non-Project peak hour volumes is subtracted by existing peak hour volumes to identify negative growth.

**DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC ADJUSTMENTS (PM PEAK HOUR)**

LOCATION: 14) SR 80 / Davis Boulevard
COUNTY: Lee (12)
YEAR: N/A

Future Non-Project PM Peak Hour Volume Adjustments⁽¹⁾



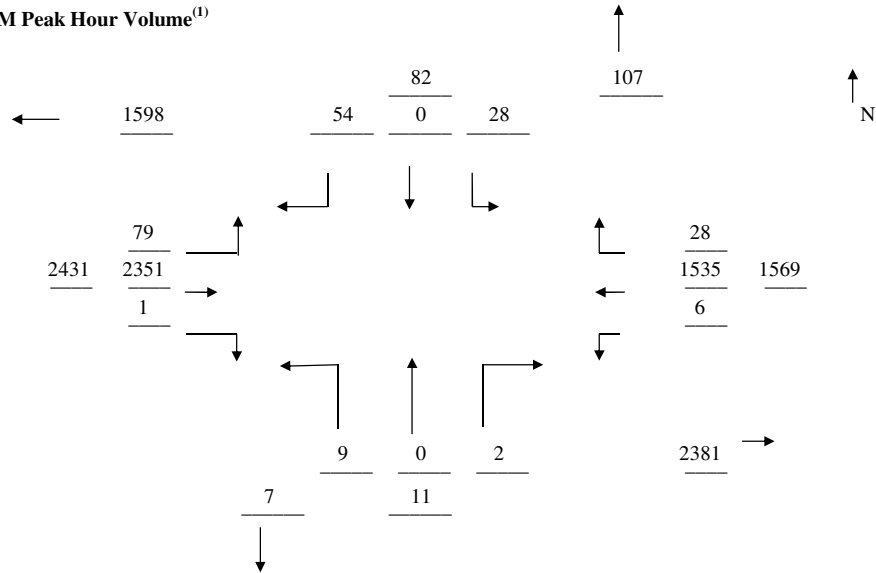
Footnote:

(1) Adjustments are used to ensure future non-Project traffic volumes are no less than existing traffic volumes.

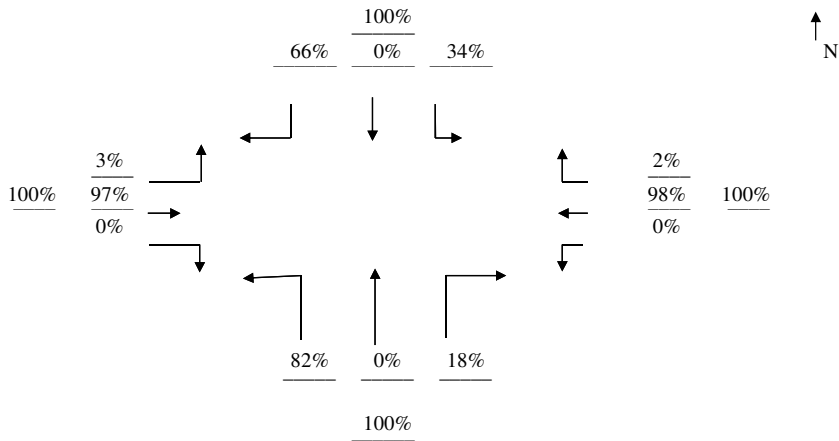
**DIRPM TURNING MOVEMENT DIAGRAM
ADJUSTED NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 14) SR 80 / Davis Boulevard
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Adjusted Non-Project PM Peak Hour Volume⁽¹⁾



Adjusted Non-Project PM Hour Volume Percentage



Footnote:

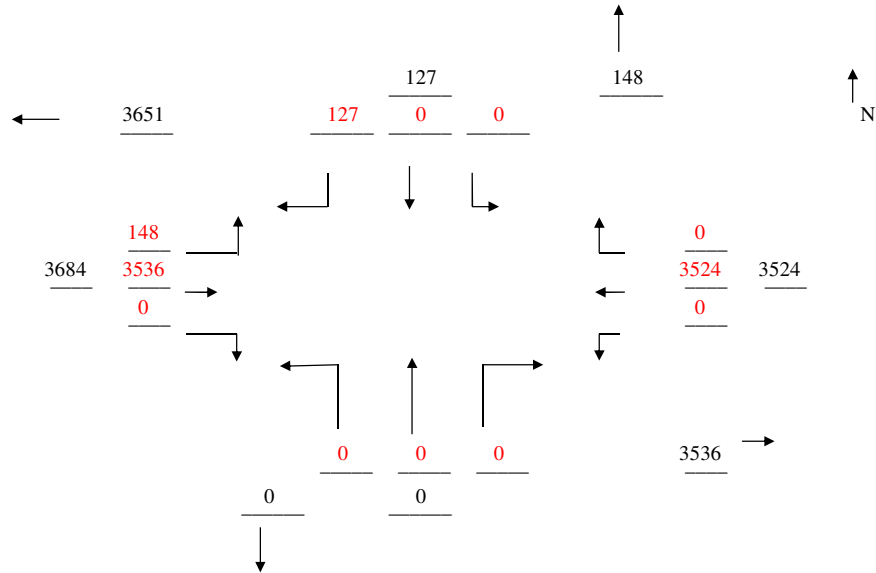
(1) Non-Project PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet then adjusted to ensure volumes are no less than existing volumes.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PSWADT)**

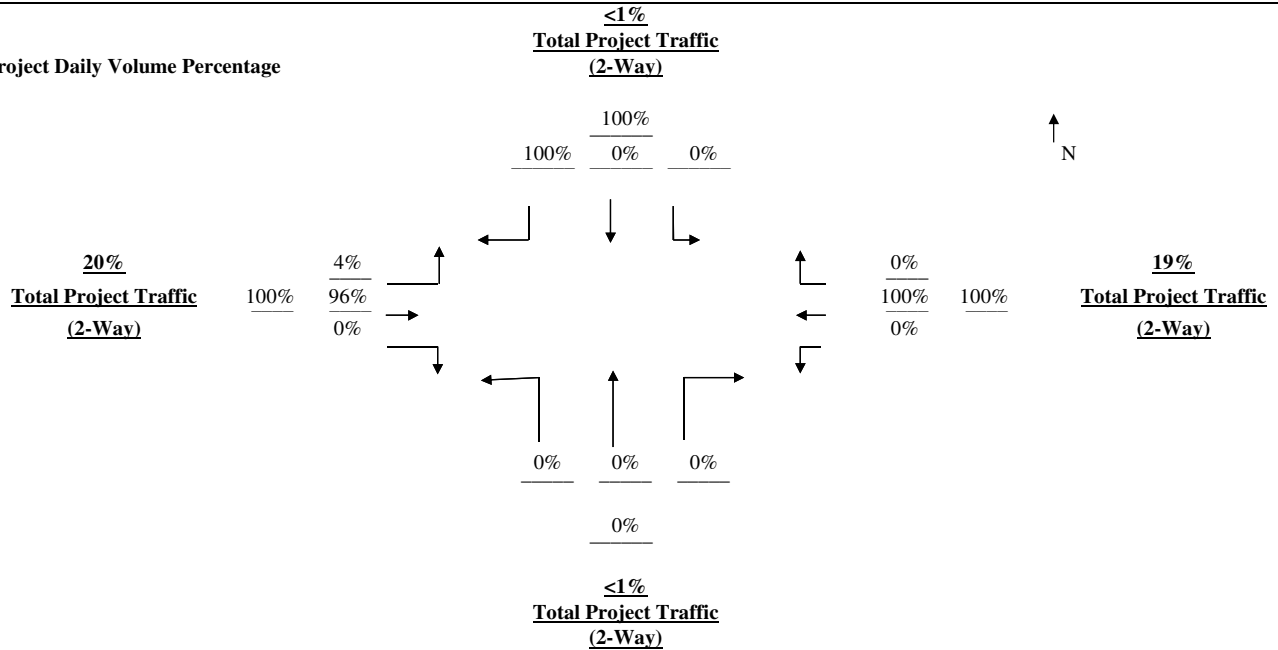
LOCATION: 14) SR 80 / Davis Boulevard
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 36312

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



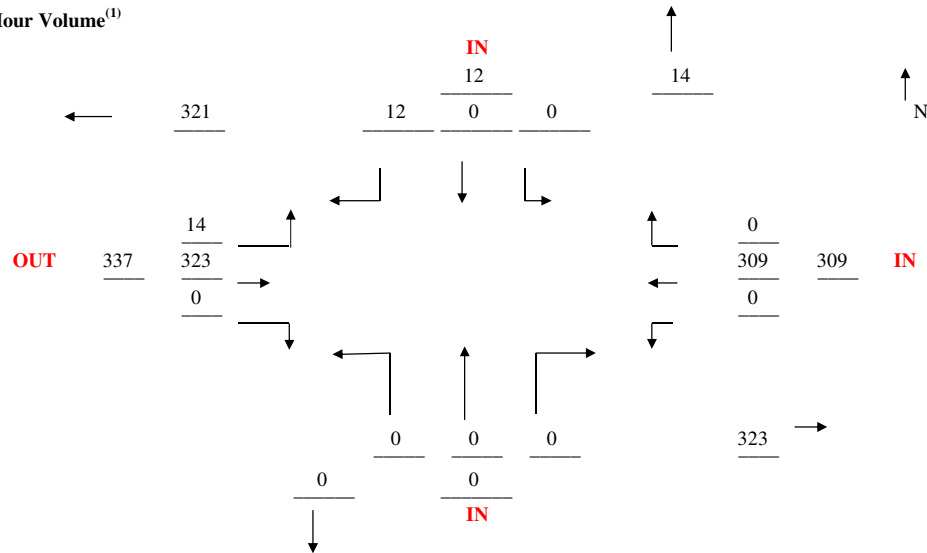
Footnote:

(1) MPD Project daily volume derived from select zone from D1RPM.

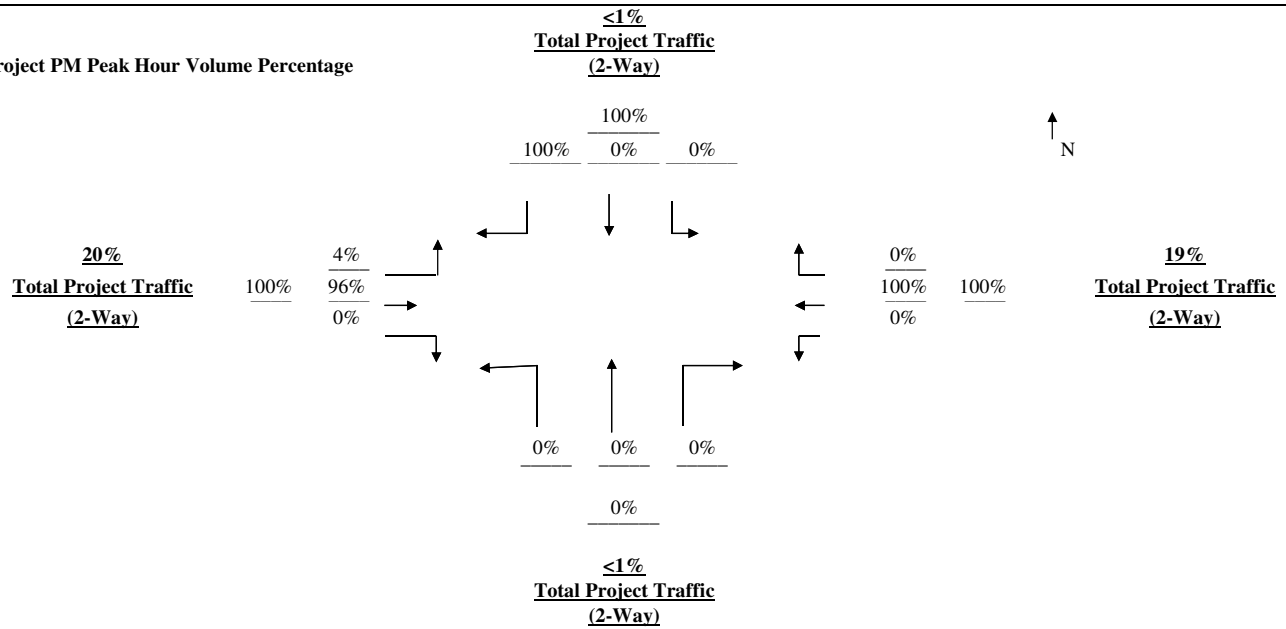
**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	14) SR 80 / Davis Boulevard	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Lee (12)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		36312	3254	0.49 0.51

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



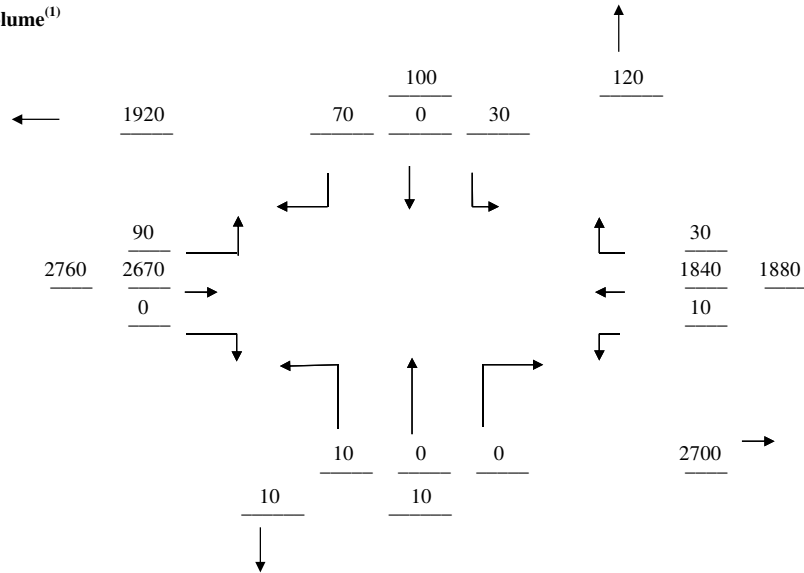
Footnote:

(1) MPD Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

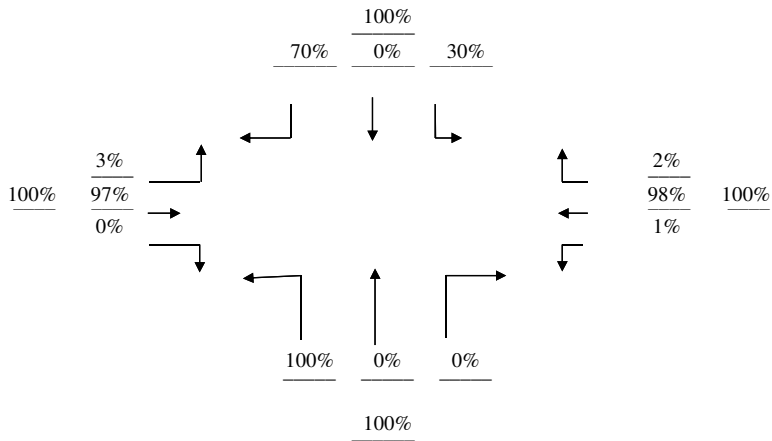
DIRPM TURNING MOVEMENT DIAGRAM TOTAL TRAFFIC (PM PEAK HOUR)

LOCATION: 14) SR 80 / Davis Boulevard
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Total PM Peak Hour Volume⁽¹⁾



Total PM Peak Hour Volume Percentage



Footnote:

(1) Total PM peak hour volume calculated by adding Project and non-Project PM peak hour volumes (rounded to nearest multiple of 10).

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?

☒ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- ☐ EB, WB, and SB
☐ EB, WB, and NB
☐ EB, SB, and NB
☐ WB, SB, and NB

Is the Mainline Oriented North/South?
☐ Yes
☒ No

K Factors
 Mainline
 Side street

D Factors
 Mainline
 Westbound (WB)
 Eastbound (EB)
 Side street
 Northbound (NB)
 Southbound (SB)

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
☒ Yes
☐ No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
Base			Mainline Side Street
Opening			
Mid			
Design			

Mainline Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Side Street Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2016
Opening	2026
Mid	2036
Design	2046
Model	2026

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2016	36044	35100	2611	644	74399
2026 Adjusted Non-Babcock	34562	33933	2536	2490	73521

1st Guess Actual/Counted
 Turning %'s for
 AADT Balancing for 2016

(EB LT)	West-to-North	5.0%	106
(EB THRU)	West-to-East	94.4%	2000
(EB RT)	West-to-South	0.6%	12
(WB LT)	East-to-South	1.1%	12
(WB THRU)	East-to-West	96.4%	1061
(WB RT)	East-to-North	2.5%	28
(SB LT)	North-to-East	53.1%	51
(SB THRU)	North-to-South	1.1%	1
(SB RT)	North-to-West	45.8%	44
(NB LT)	South-to-West	63.6%	21
(NB THRU)	South-to-North	15.2%	5
(NB RT)	South-to-East	21.2%	7

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
 Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

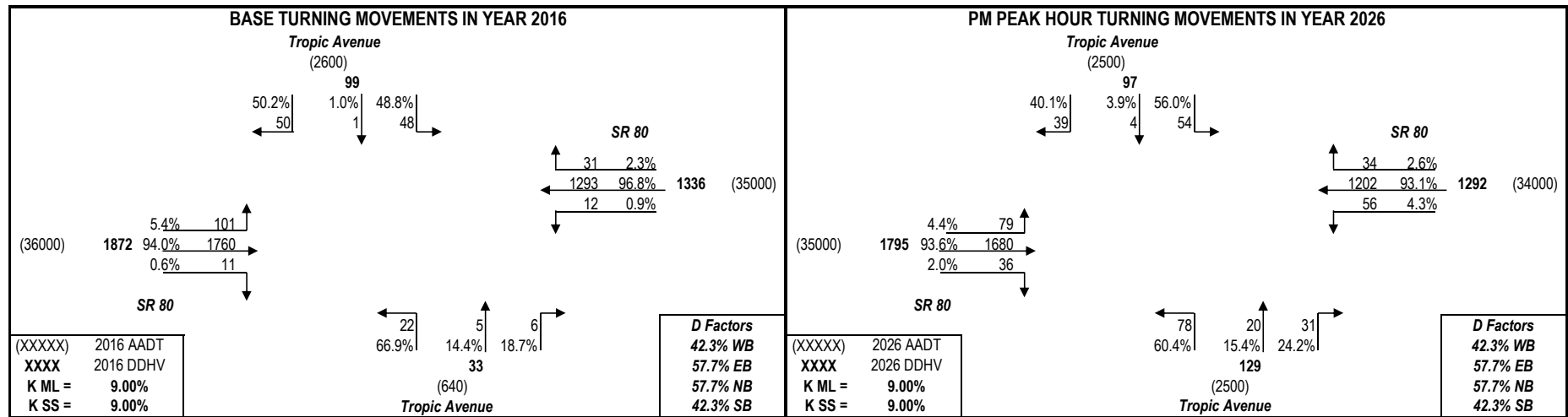
Desired Closure:

2026 Adjusted Non-Babcock	34562	33933	2536	2490
2026 Unadjusted Non-Babcock	26475	23984	2468	2490
2026 DRI Project Traffic	1482	1167	75	234
MOCF	0.94	0.94	0.92	0.92

Non-Babcock AADT adjusted (if needed) so that Non-Babcock AADT + DRI Project AADT >= Existing AADT

Adjusted Non-Babcock AADT is used for future year calculations

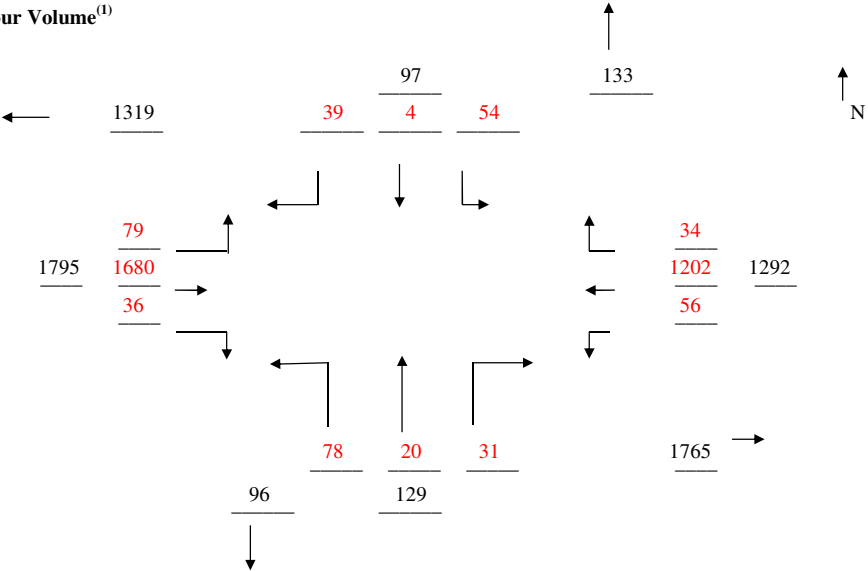
Non-Project Traffic for SR 80 at Tropic Avenue With Project



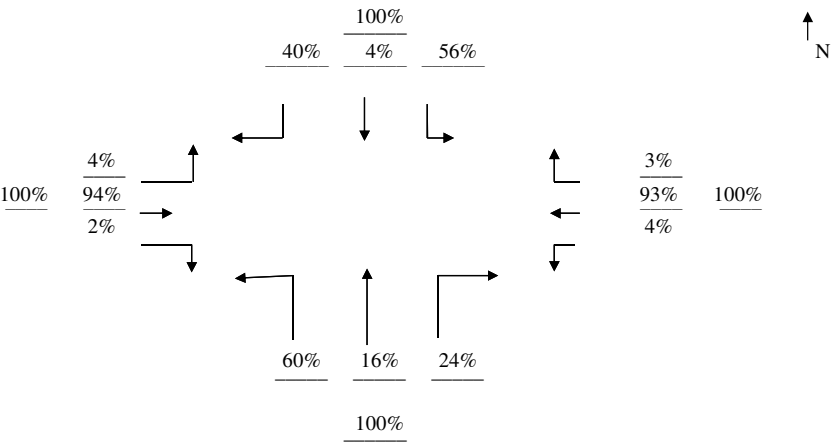
DIRPM TURNING MOVEMENT DIAGRAM
NON-BABCOCK TRAFFIC (PM PEAK HOUR)

LOCATION:	15) SR 80 / Tropic Avenue
COUNTY:	Lee (12)
YEAR:	2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



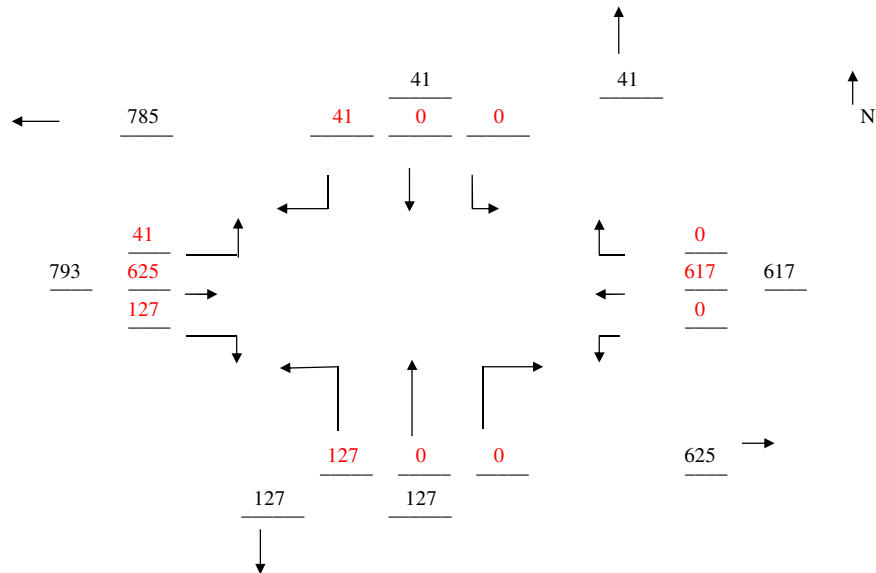
Footnote:
(1) Non-Babcock PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet.

**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PSWADT)**

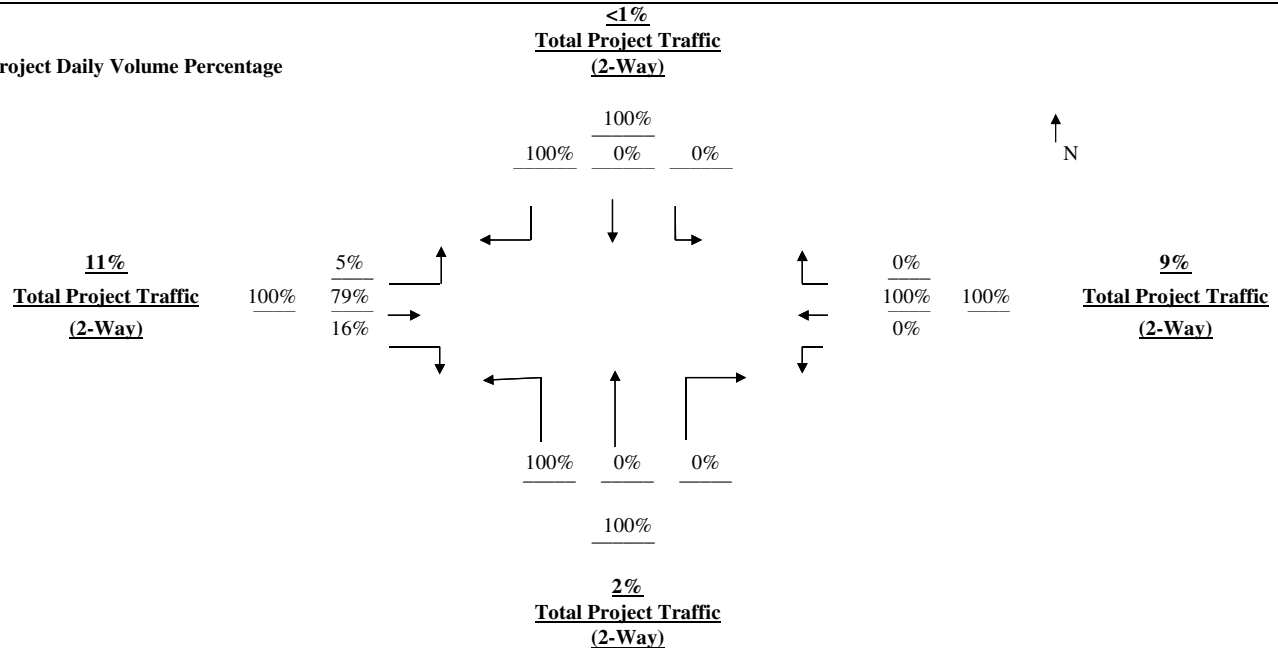
LOCATION: 15) SR 80 / Tropic Avenue
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
13884

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



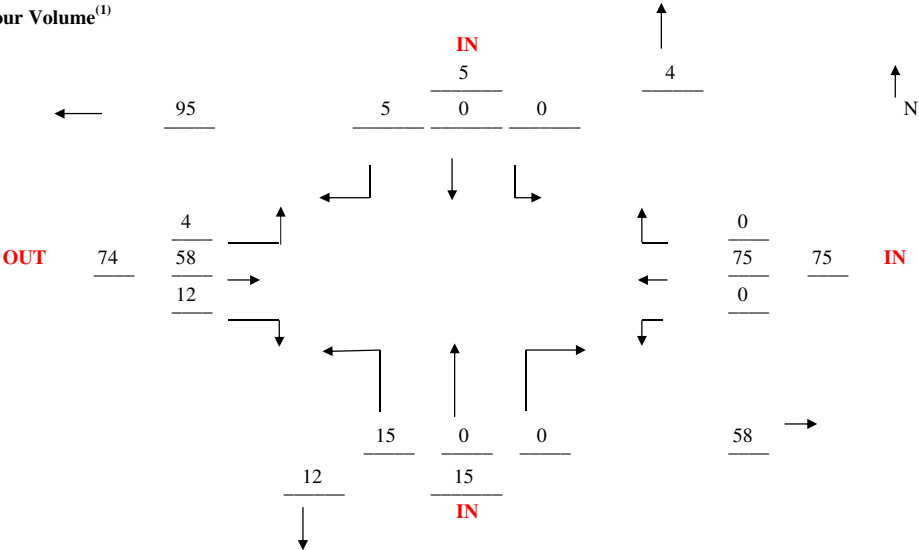
Footnote:

(1) DRI Project daily volume derived from select zone from D1RPM.

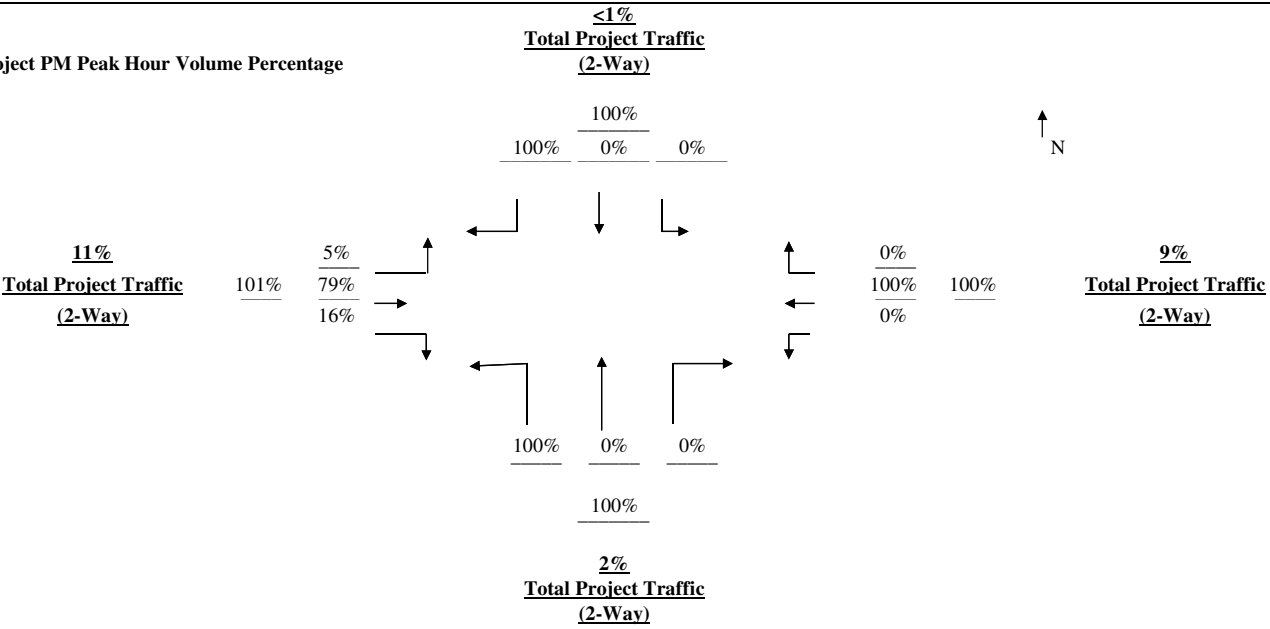
DIRPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PM PEAK HOUR)

LOCATION:	15) SR 80 / Tropic Avenue	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Lee (12)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		13884	1477	0.57 0.43

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



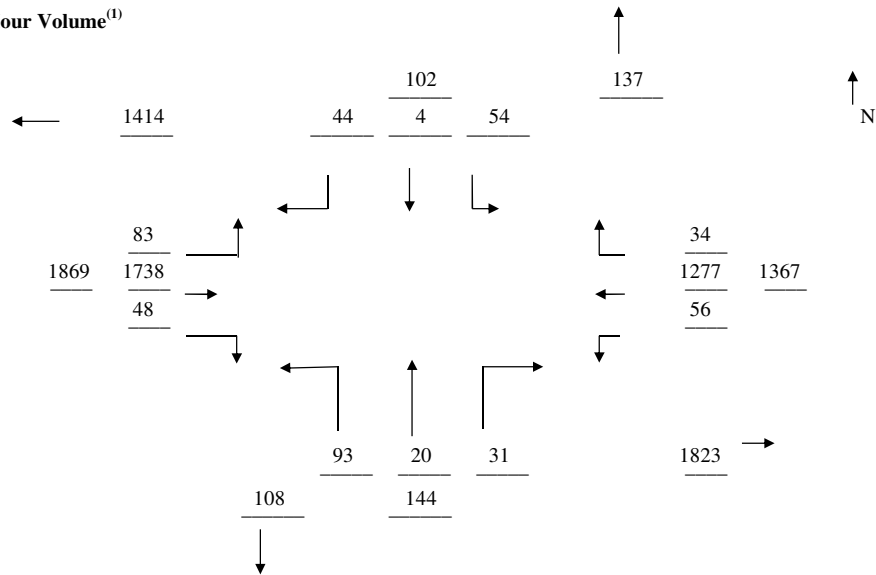
Footnote:

(1) DRI Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

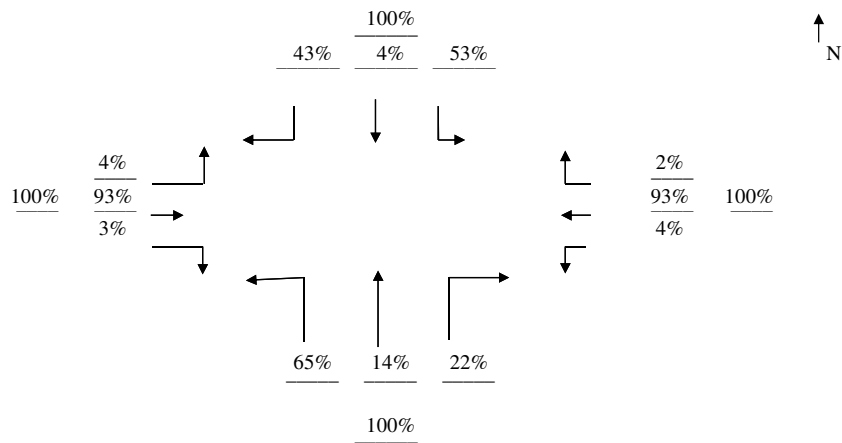
DIRPM TURNING MOVEMENT DIAGRAM NON-PROJECT TRAFFIC (PM PEAK HOUR)

LOCATION: 15) SR 80 / Tropic Avenue
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



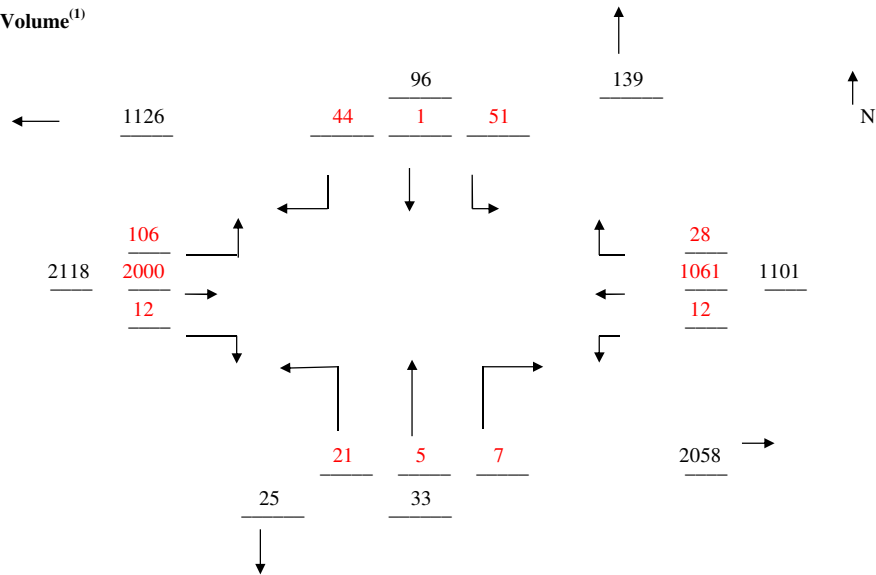
Footnote:

(1) Non-Project is the sum of Non-Babcock traffic and DRI Project traffic.

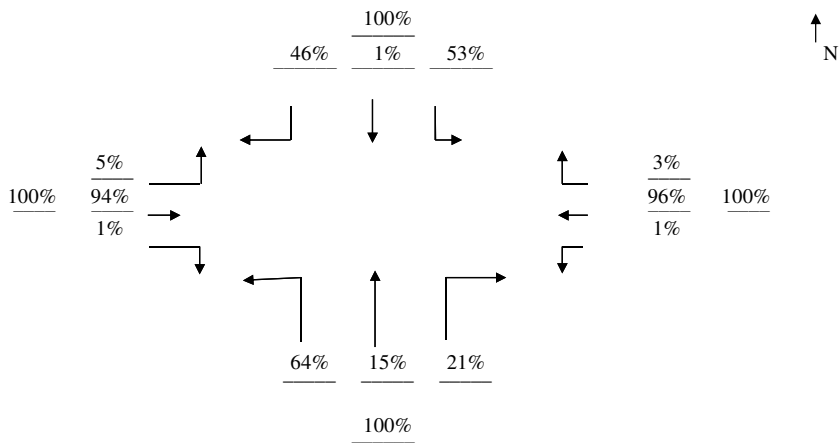
DIRPM TURNING MOVEMENT DIAGRAM EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION: 15) SR 80 / Tropic Avenue
COUNTY: Lee (12)
YEAR: 2016

Existing PM Peak Hour Volume⁽¹⁾



Existing PM Hour Volume Percentage



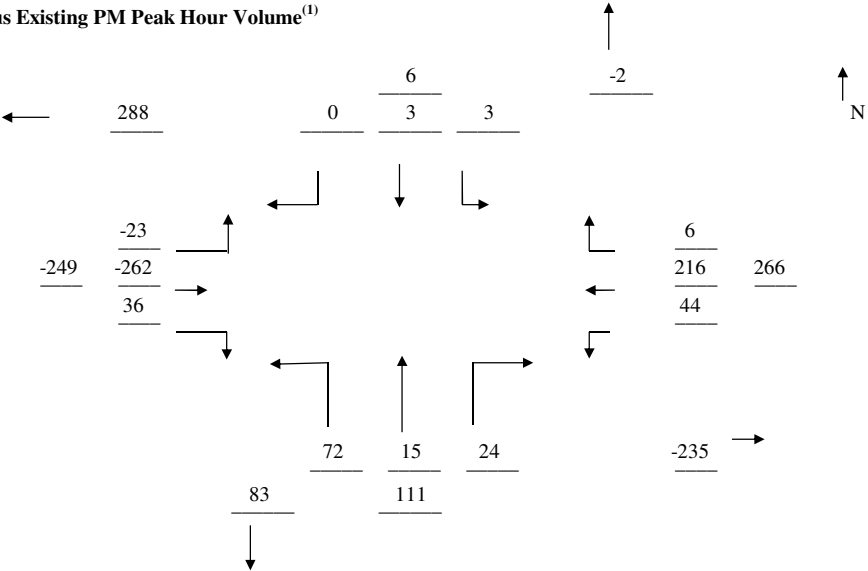
Footnote:

(1) Based on existing turning movement counts.

DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC MINUS EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION:	15) SR 80 / Tropic Avenue
COUNTY:	Lee (12)
YEAR:	N/A

Future Non-Project Minus Existing PM Peak Hour Volume⁽¹⁾

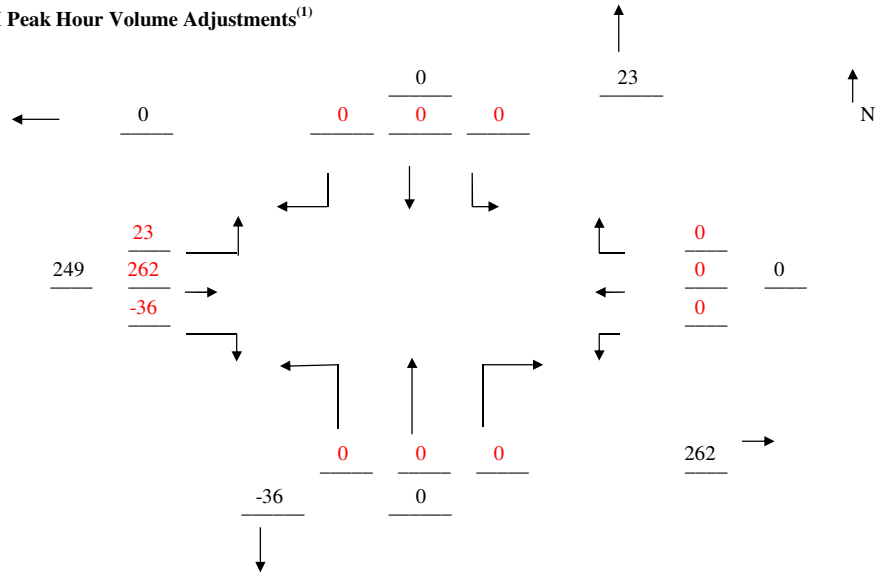


Footnote:
(1) Non-Project peak hour volumes is subtracted bu existing peak hour volumes to identify negative growth.

**DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC ADJUSTMENTS (PM PEAK HOUR)**

LOCATION: 15) SR 80 / Tropic Avenue
COUNTY: Lee (12)
YEAR: N/A

Future Non-Project PM Peak Hour Volume Adjustments⁽¹⁾



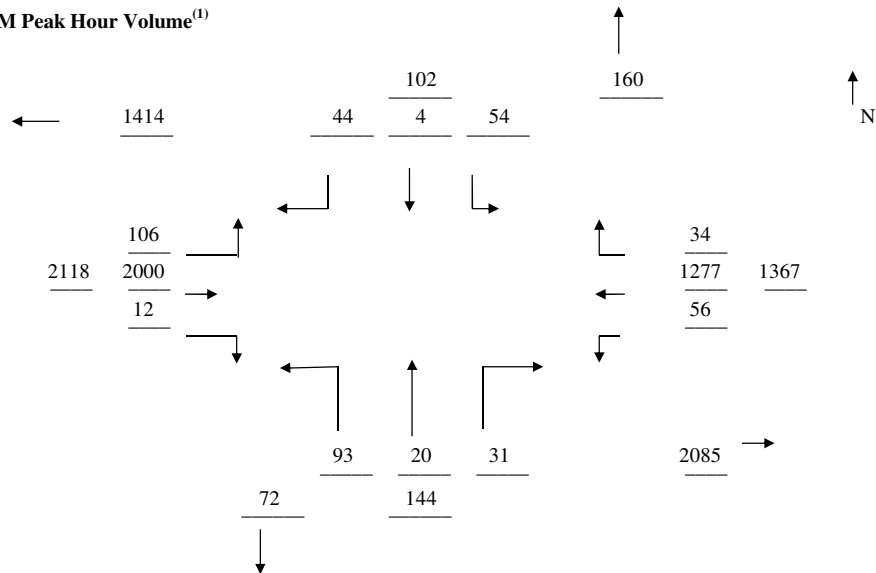
Footnote:

(1) Adjustments are used to ensure future non-Project traffic volumes are no less than existing traffic volumes.

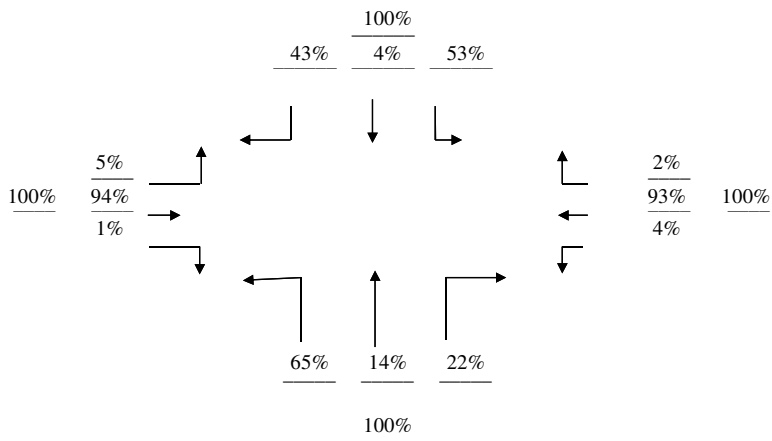
**DIRPM TURNING MOVEMENT DIAGRAM
ADJUSTED NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 15) SR 80 / Tropic Avenue
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Adjusted Non-Project PM Peak Hour Volume⁽¹⁾



Adjusted Non-Project PM Hour Volume Percentage



Footnote:

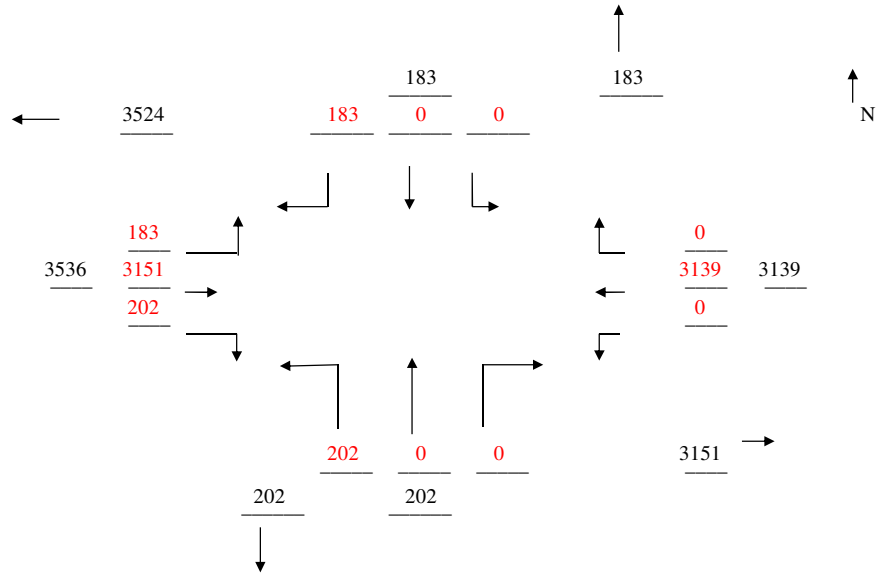
(1) Non-Project PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet then adjusted to ensure volumes are no less than existing volumes.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PSWADT)**

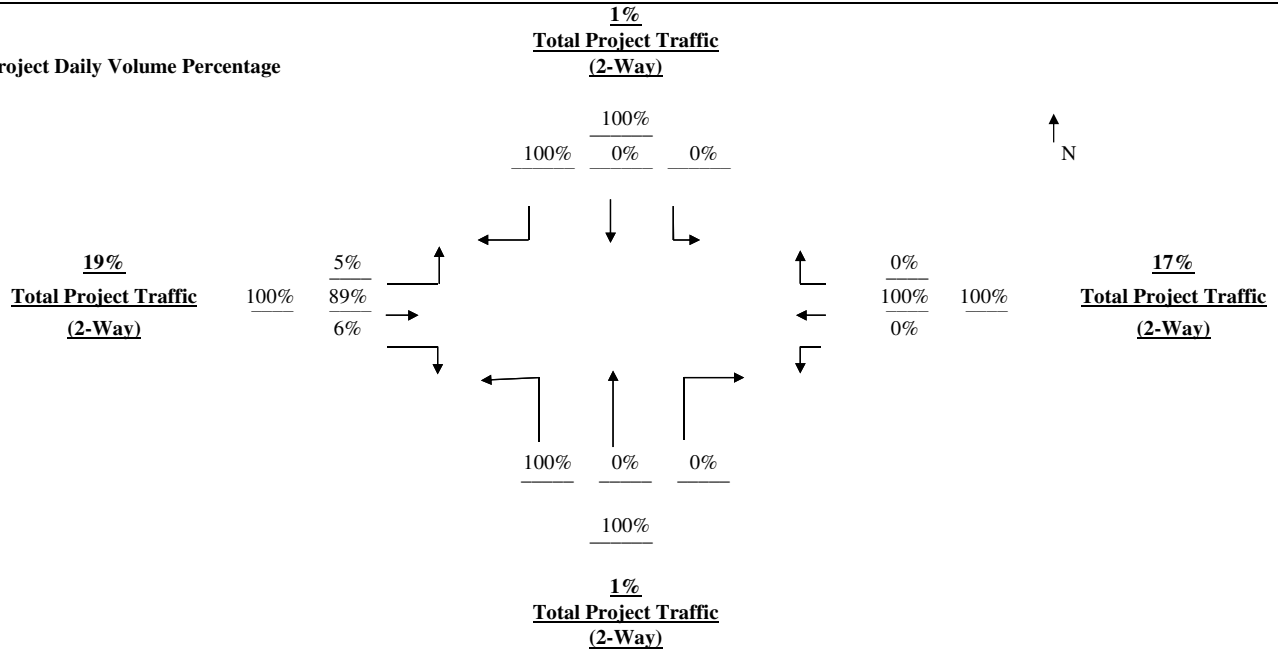
LOCATION: 15) SR 80 / Tropic Avenue
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 36312

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



Footnote:

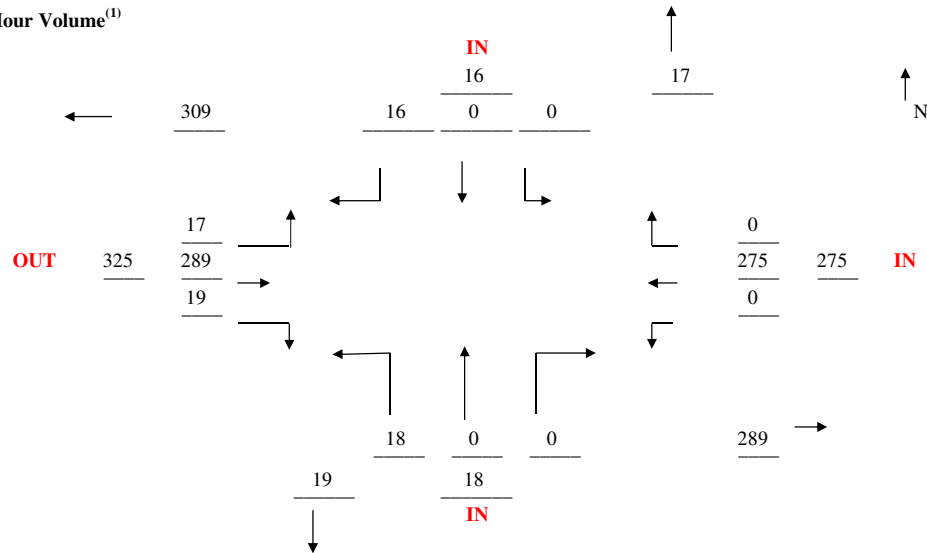
(1) MPD Project daily volume derived from select zone from D1RPM.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PM PEAK HOUR)**

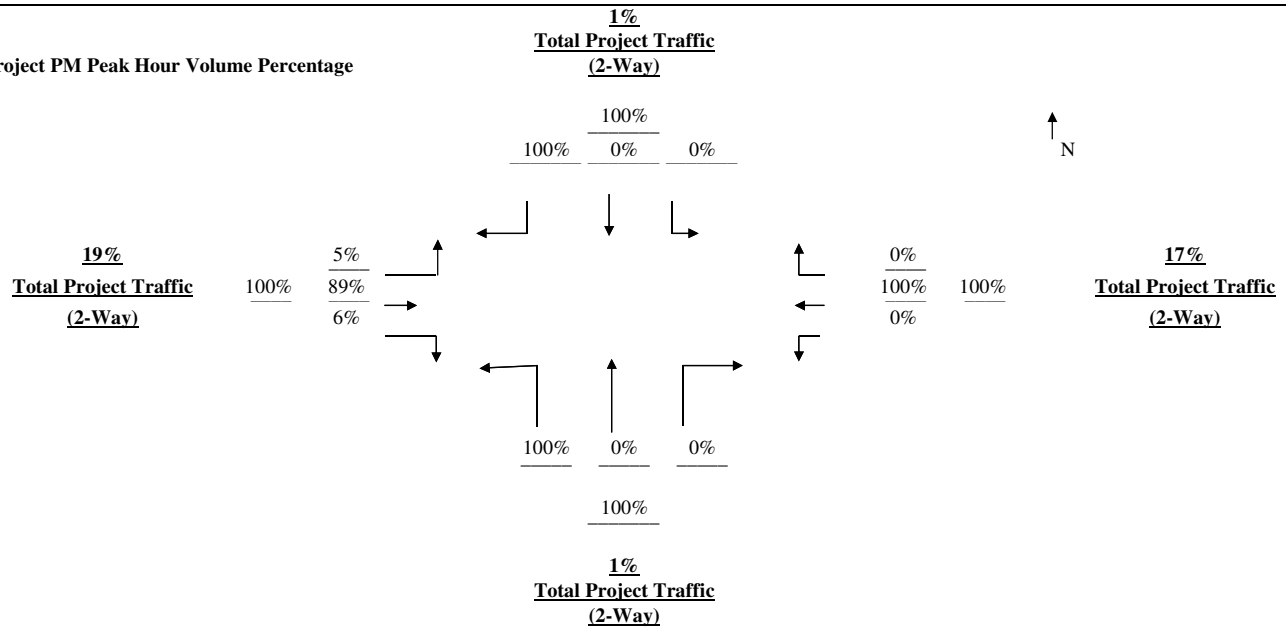
LOCATION: 15) SR 80 / Tropic Avenue
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS	ITE NET New	IN/OUT	
Project Raw	Peak Hour	Dir1	Dir2
36312	3254	0.49	0.51

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



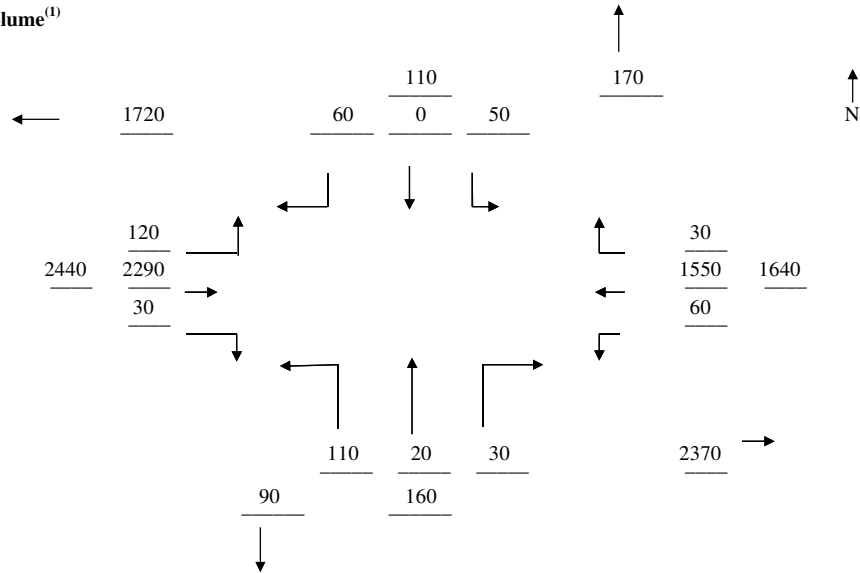
Footnote:

(1) MPD Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

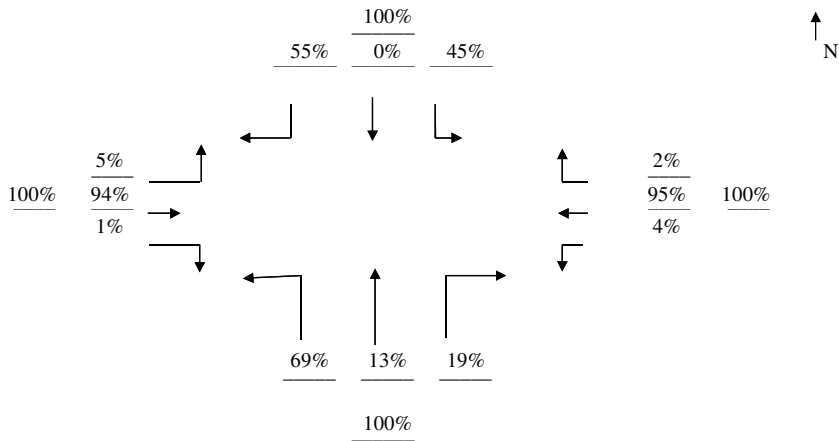
DIRPM TURNING MOVEMENT DIAGRAM **TOTAL TRAFFIC (PM PEAK HOUR)**

LOCATION: 15) SR 80 / Tropic Avenue
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Total PM Peak Hour Volume⁽¹⁾



Total PM Peak Hour Volume Percentage



Footnote:

(1) Total PM peak hour volume calculated by adding Project and non-Project PM peak hour volumes (rounded to nearest multiple of 10).

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?

☒ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- ☐ EB, WB, and SB
☐ EB, WB, and NB
☐ EB, SB, and NB
☐ WB, SB, and NB

Is the Mainline Oriented North/South?
☐ Yes
☒ No

K Factors
 Mainline
 Side street

D Factors
 Mainline
 Westbound (WB)
 Eastbound (EB)
 Side street
 Northbound (NB)
 Southbound (SB)

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
☒ Yes
☐ No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
		Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Side Street Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2016
Opening	2026
Mid	2036
Design	2046
Model	2026

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2016	29918	26818	5889	13033	75658
2026 Adjusted Non-Babcock	29077	26757	5848	12310	73992

1st Guess Actual/Counted
 Turning %'s for
 AADT Balancing for 2016

(EB LT)	West-to-North	5.9%	114
(EB THRU)	West-to-East	77.4%	1497
(EB RT)	West-to-South	16.7%	323
(WB LT)	East-to-South	21.1%	183
(WB THRU)	East-to-West	77.2%	669
(WB RT)	East-to-North	1.7%	15
(SB LT)	North-to-East	36.5%	108
(SB THRU)	North-to-South	36.8%	109
(SB RT)	North-to-West	26.7%	79
(NB LT)	South-to-West	48.4%	270
(NB THRU)	South-to-North	18.8%	105
(NB RT)	South-to-East	32.8%	183

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
 Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

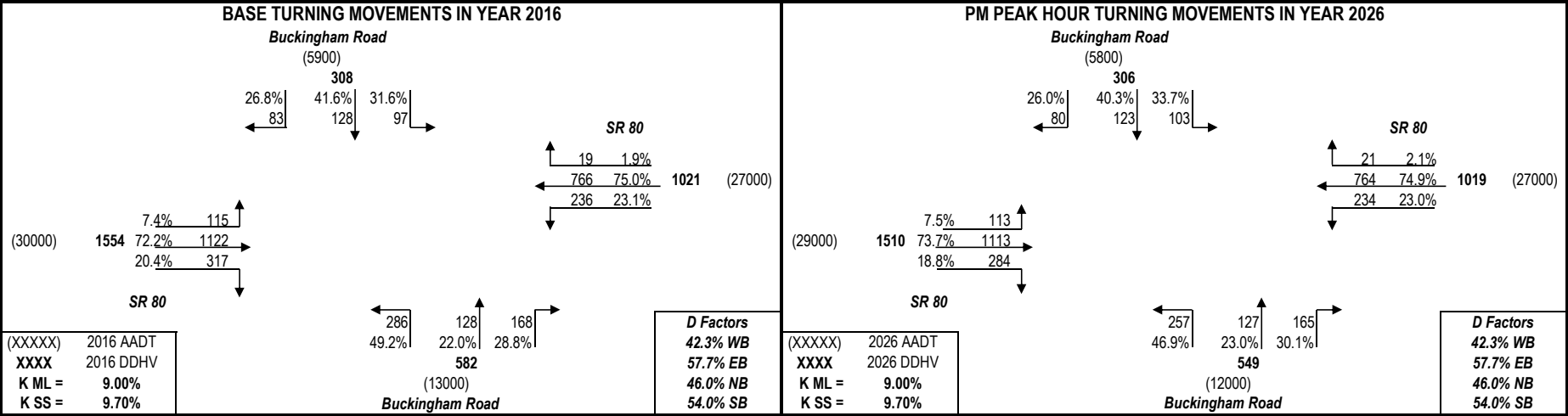
Desired Closure:

2026 Adjusted Non-Babcock	29077	26757	5848	12310
2026 Unadjusted Non-Babcock	19564	16196	2580	12055
2026 DRI Project Traffic	841	61	41	723
MOCF	0.94	0.94	0.92	0.92

Non-Babcock AADT adjusted (if needed) so that Non-Babcock AADT + DRI Project AADT >= Existing AADT

Adjusted Non-Babcock AADT is used for future year calculations

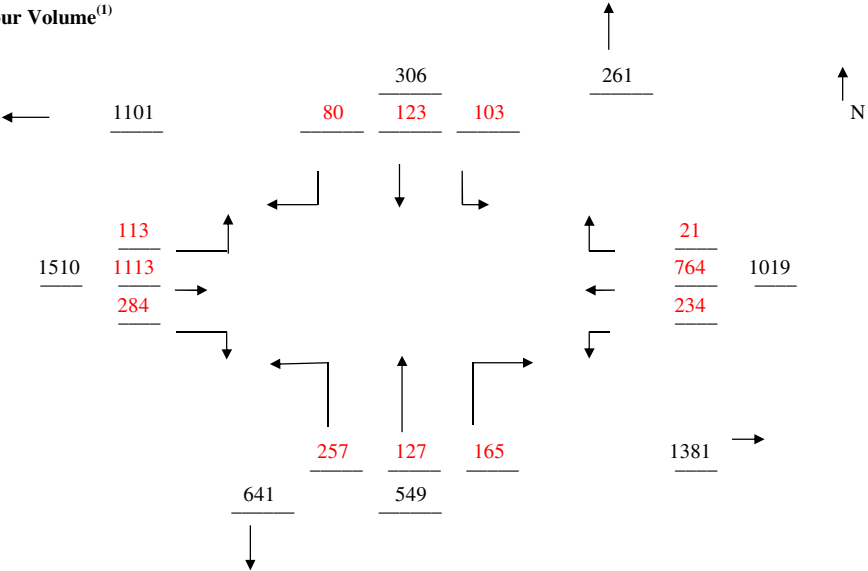
Non-Project Traffic for SR 80 at Buckingham Road With Project



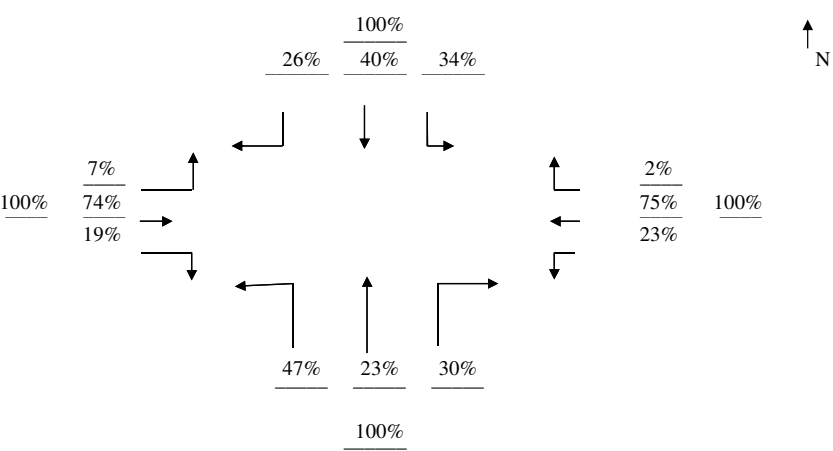
DIRPM TURNING MOVEMENT DIAGRAM
NON-BABCOCK TRAFFIC (PM PEAK HOUR)

LOCATION:	17) SR 80 / Buckingham Road
COUNTY:	Lee (12)
YEAR:	2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



Footnote:

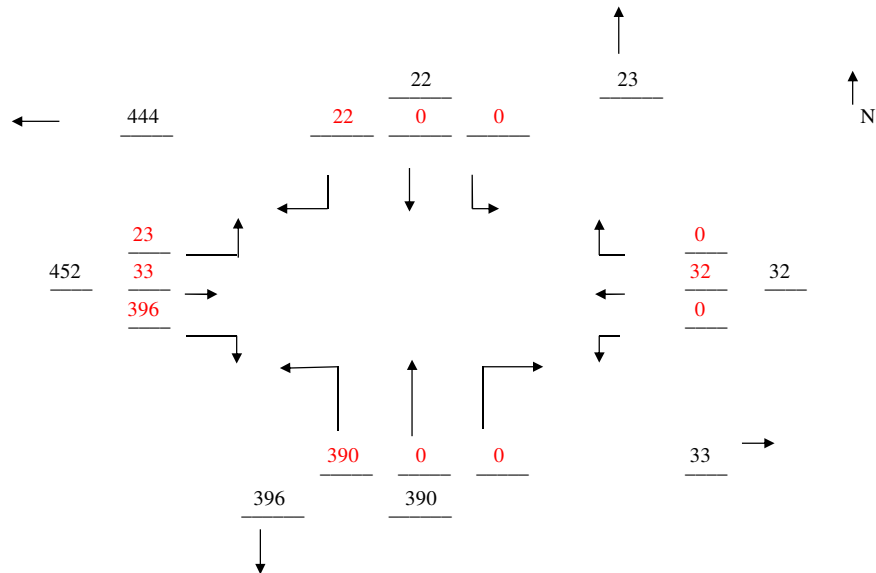
(1) Non-Babcock PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet.

D1RPM TURNING MOVEMENT DIAGRAM DRI PROJECT TRAFFIC (PSWADT)

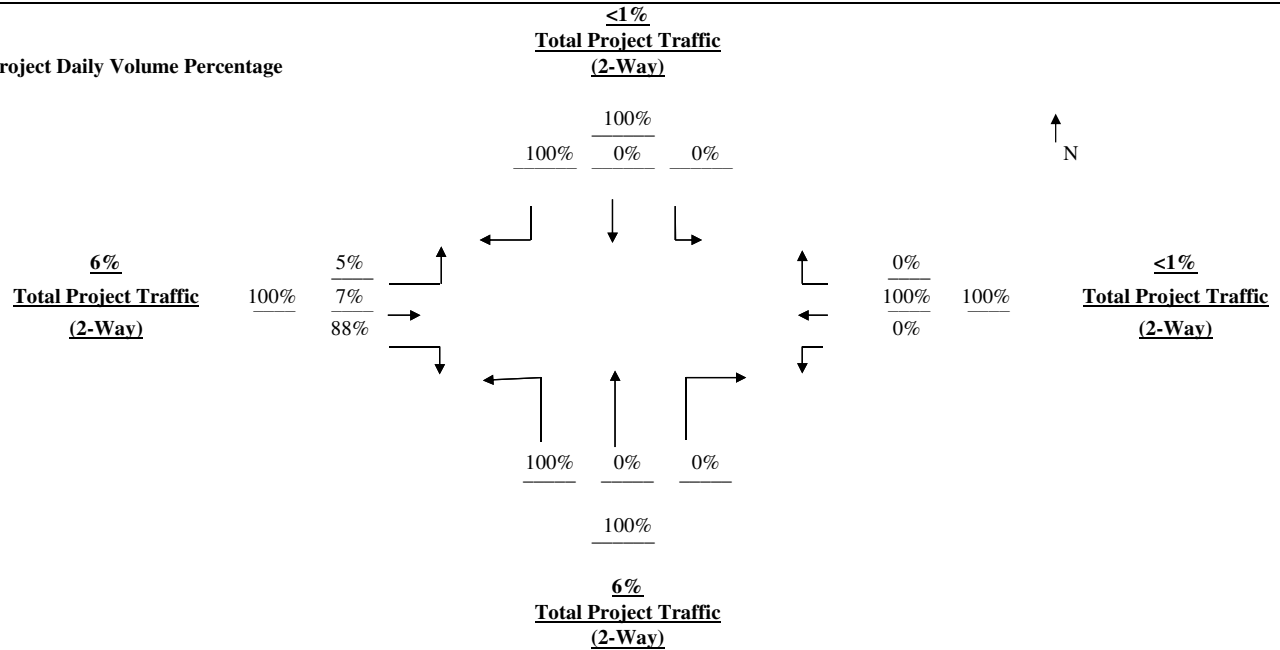
LOCATION: 17) SR 80 / Buckingham Road
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
13884

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



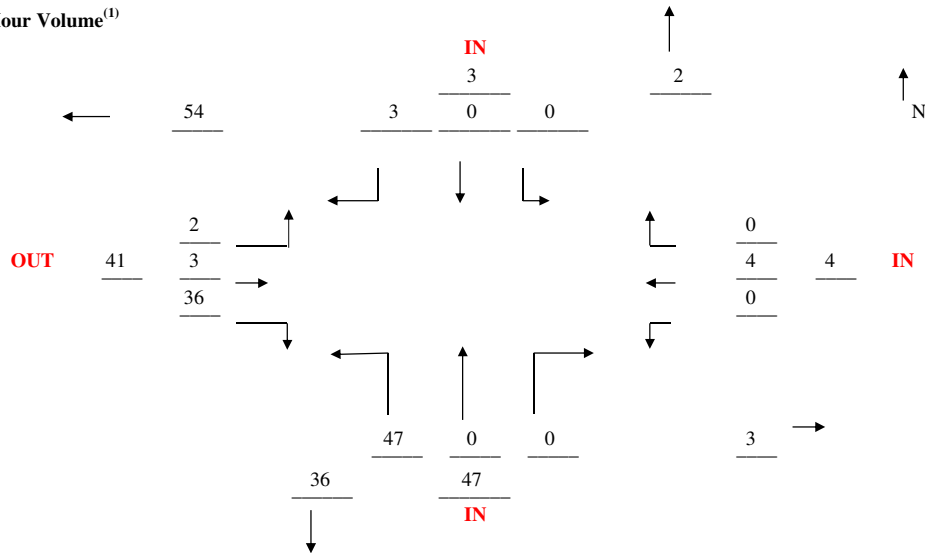
Footnote:

(1) DRI Project daily volume derived from select zone from D1RPM.

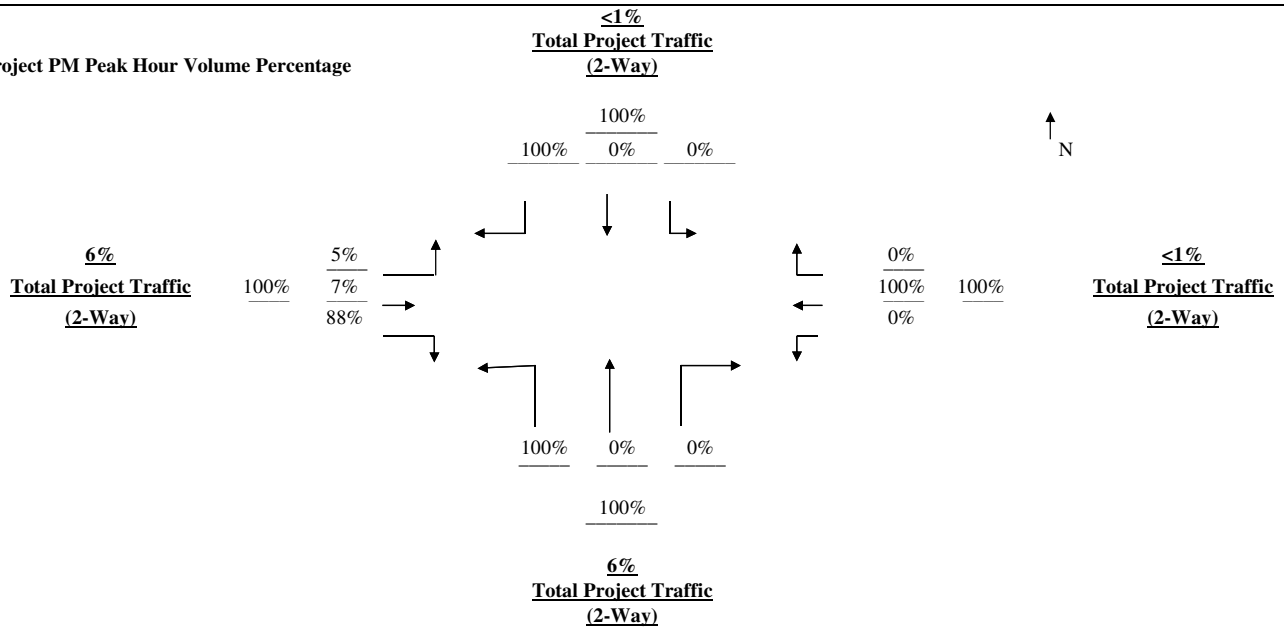
**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	17) SR 80 / Buckingham Road	FSUTMS		IN/OUT
COUNTY:	Lee (12)	Project Raw	ITE NET New	Split
YEAR:	2026 (With Project)	Traffic	Peak Hour	Dir1 Dir2
		13884	1477	0.57 0.43

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



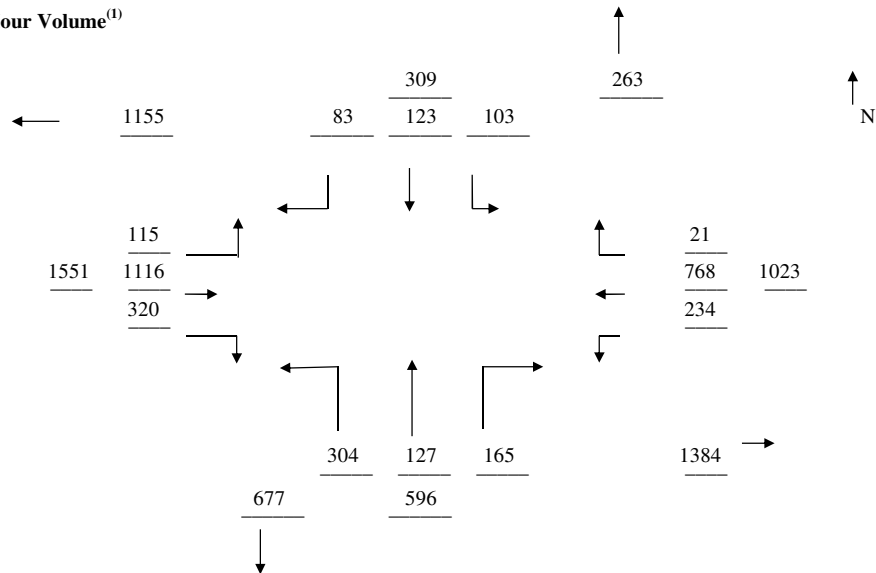
Footnote:

(1) DRI Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

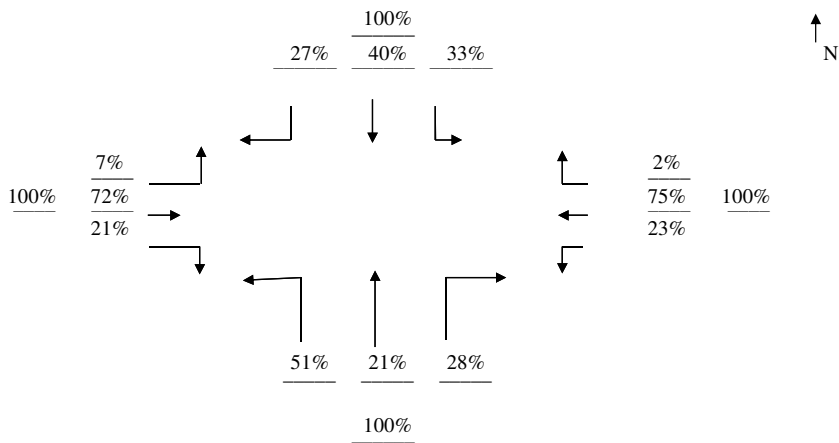
**DIRPM TURNING MOVEMENT DIAGRAM
NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 17) SR 80 / Buckingham Road
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



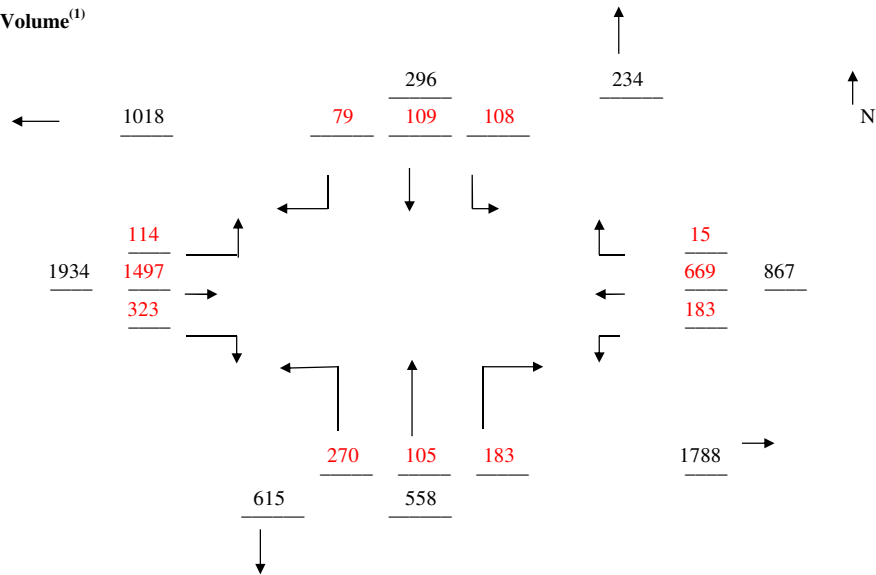
Footnote:

(1) Non-Project is the sum of Non-Babcock traffic and DRI Project traffic.

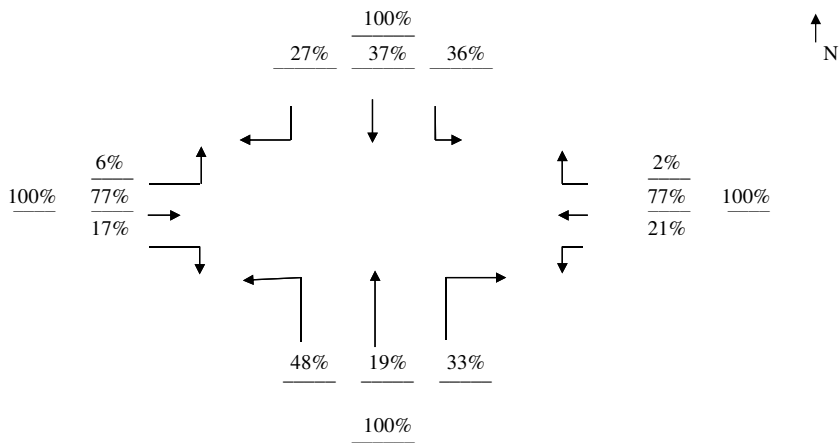
DIRPM TURNING MOVEMENT DIAGRAM EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION: 17) SR 80 / Buckingham Road
COUNTY: Lee (12)
YEAR: 2016

Existing PM Peak Hour Volume⁽¹⁾



Existing PM Hour Volume Percentage



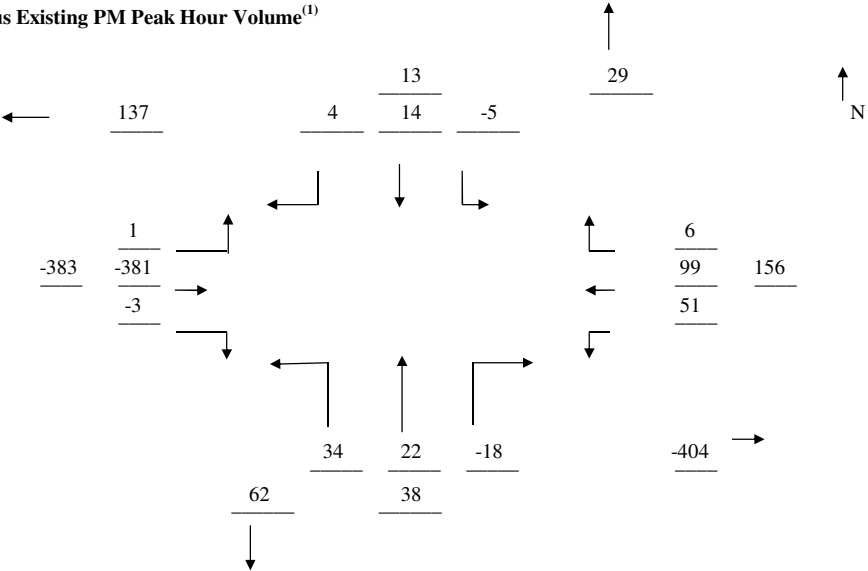
Footnote:

(1) Based on existing turning movement counts.

DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC MINUS EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION:	17) SR 80 / Buckingham Road
COUNTY:	Lee (12)
YEAR:	N/A

Future Non-Project Minus Existing PM Peak Hour Volume⁽¹⁾

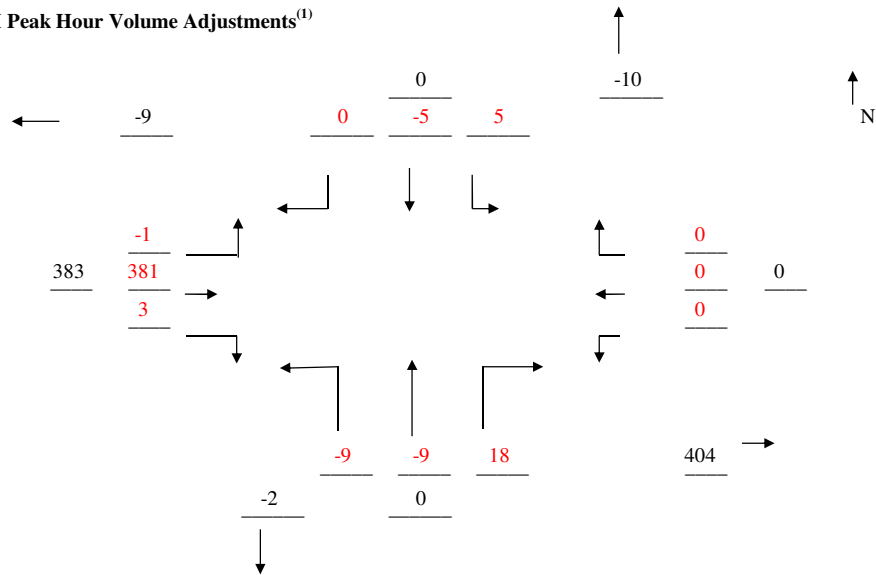


Footnote:
(1) Non-Project peak hour volumes is subtracted bu existing peak hour volumes to identify negative growth.

**DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC ADJUSTMENTS (PM PEAK HOUR)**

LOCATION: 17) SR 80 / Buckingham Road
COUNTY: Lee (12)
YEAR: N/A

Future Non-Project PM Peak Hour Volume Adjustments⁽¹⁾



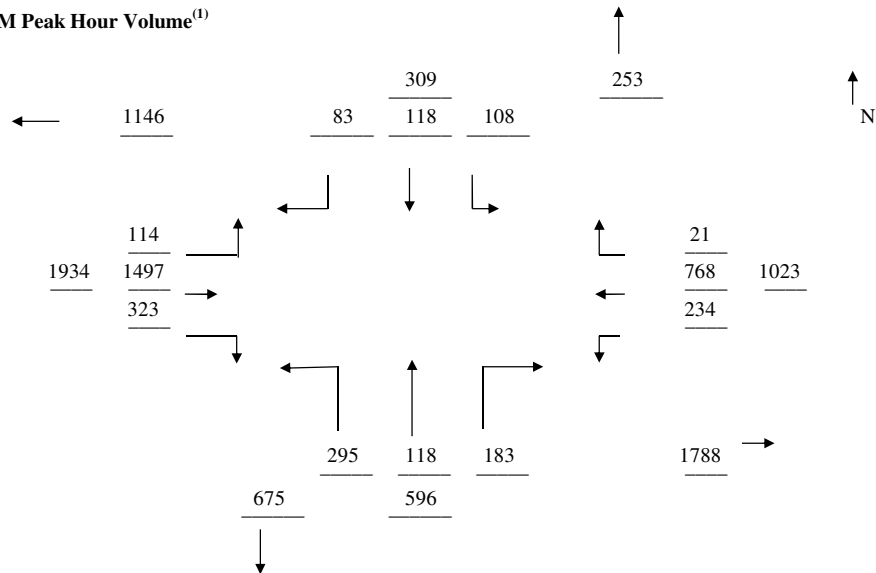
Footnote:

(1) Adjustments are used to ensure future non-Project traffic volumes are no less than existing traffic volumes.

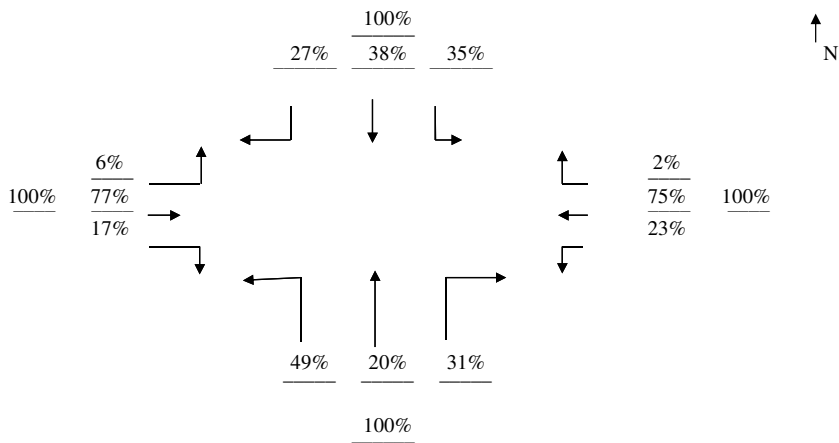
**DIRPM TURNING MOVEMENT DIAGRAM
ADJUSTED NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 17) SR 80 / Buckingham Road
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Adjusted Non-Project PM Peak Hour Volume⁽¹⁾



Adjusted Non-Project PM Hour Volume Percentage



Footnote:

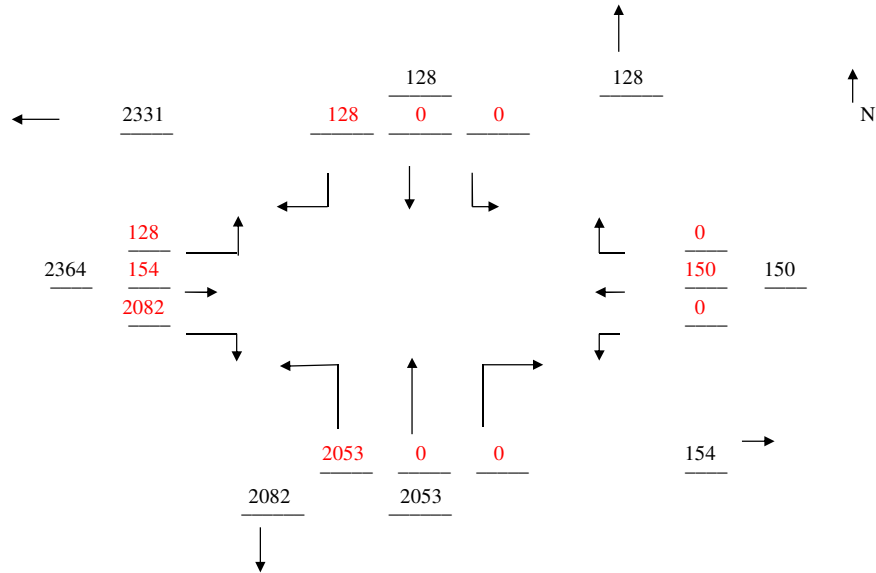
(1) Non-Project PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet then adjusted to ensure volumes are no less than existing volumes.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PSWADT)**

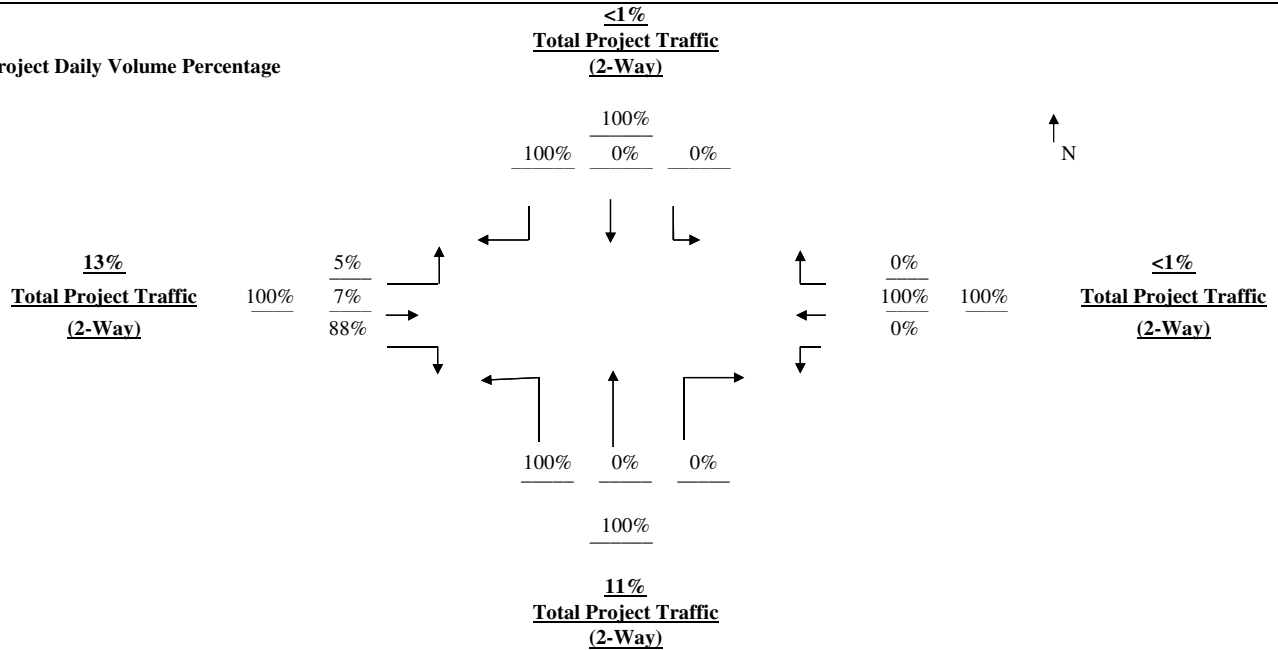
LOCATION: 17) SR 80 / Buckingham Road
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 36312

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



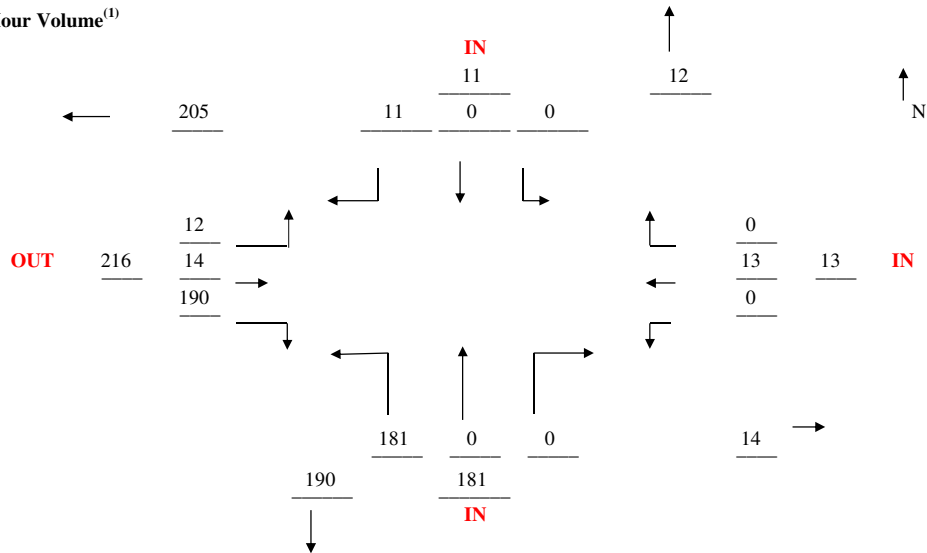
Footnote:

(1) MPD Project daily volume derived from select zone from D1RPM.

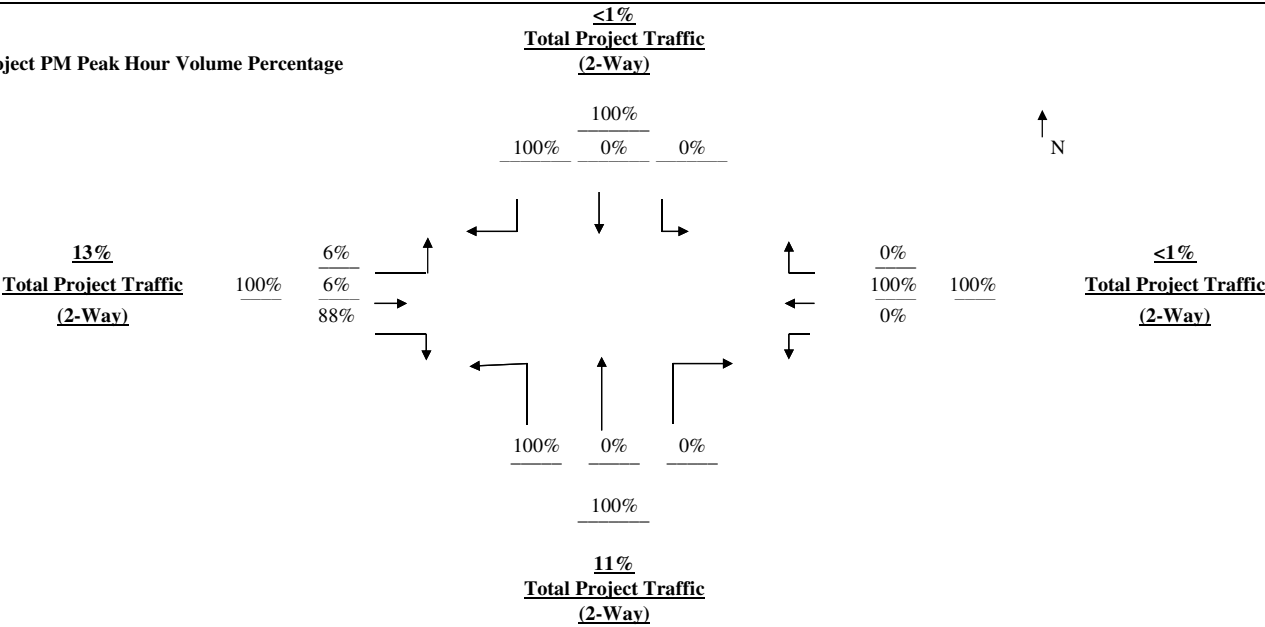
**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	17) SR 80 / Buckingham Road	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Lee (12)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		36312	3254	0.49 0.51

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



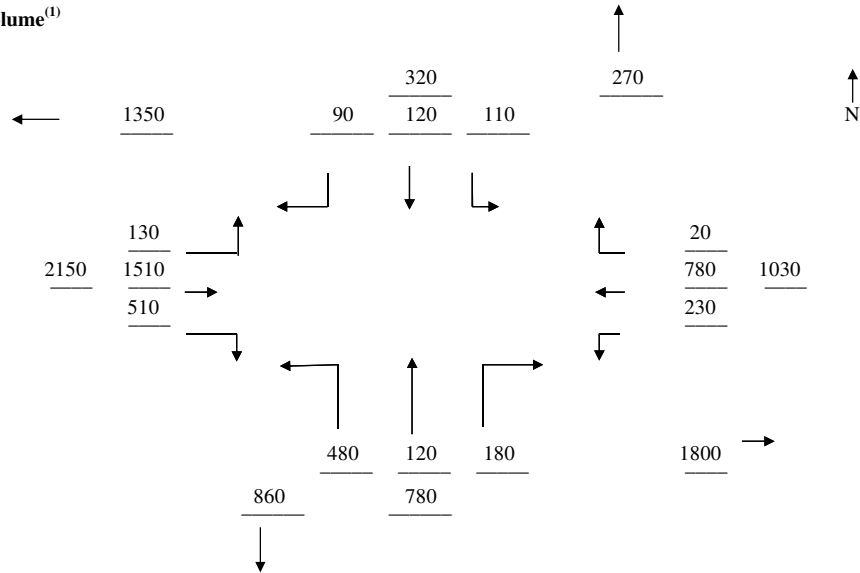
Footnote:

(1) MPD Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

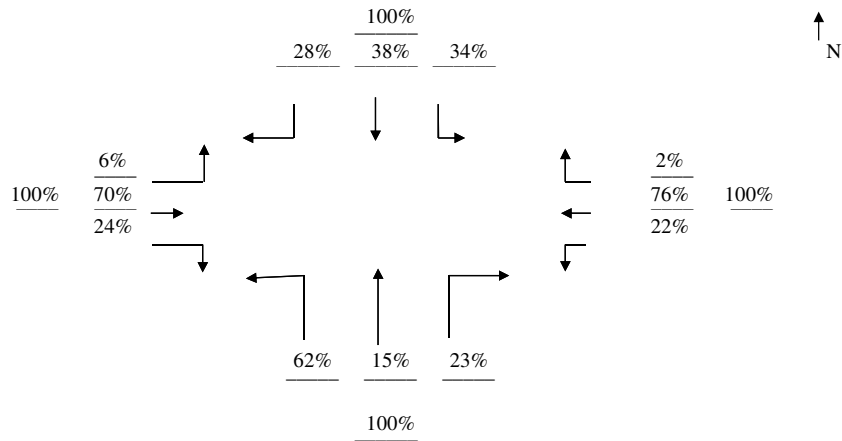
DIRPM TURNING MOVEMENT DIAGRAM TOTAL TRAFFIC (PM PEAK HOUR)

LOCATION: 17) SR 80 / Buckingham Road
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Total PM Peak Hour Volume⁽¹⁾



Total PM Peak Hour Volume Percentage



Footnote:

(1) Total PM peak hour volume calculated by adding Project and non-Project PM peak hour volumes (rounded to nearest multiple of 10).

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?
☐ Yes, my intersection has four approaches
 If not, which 3 approaches exist in the intersection?
☐ EB, WB, and SB
☐ EB, WB, and NB
☒ EB, SB, and NB
☐ WB, SB, and NB

Is the Mainline Oriented North/South?
☐ Yes
☒ No

K Factors	Mainline	D Factors	Mainline
	9.00%	Westbound (WB)	0.0%
	Side street	Eastbound (EB)	57.7%
	9.50%		Side street
		Northbound (NB)	42.3%
		Southbound (SB)	57.7%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
☒ Yes
☐ No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
		Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function
☒ Linear
☐ Exponential
☐ Decaying

Side Street Growth Function
☒ Linear
☐ Exponential
☐ Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2016
Opening	2026
Mid	2036
Design	2046
Model	2026

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2016	8267	0	7411	10211	25889
2026 Adjusted Non-Babcock	6603	0	7294	6999	20896

1st Guess Actual/Counted Turning %'s for AADT Balancing for 2016

(EB LT)	West-to-North	38.3%	154
(EB THRU)	West-to-East	0.0%	0
(EB RT)	West-to-South	61.7%	248
(WB LT)	East-to-South	0.0%	0
(WB THRU)	East-to-West	0.0%	0
(WB RT)	East-to-North	0.0%	0
(SB LT)	North-to-East	0.0%	0
(SB THRU)	North-to-South	68.9%	188
(SB RT)	North-to-West	31.1%	85
(NB LT)	South-to-West	48.1%	257
(NB THRU)	South-to-North	51.9%	277
(NB RT)	South-to-East	0.0%	0

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

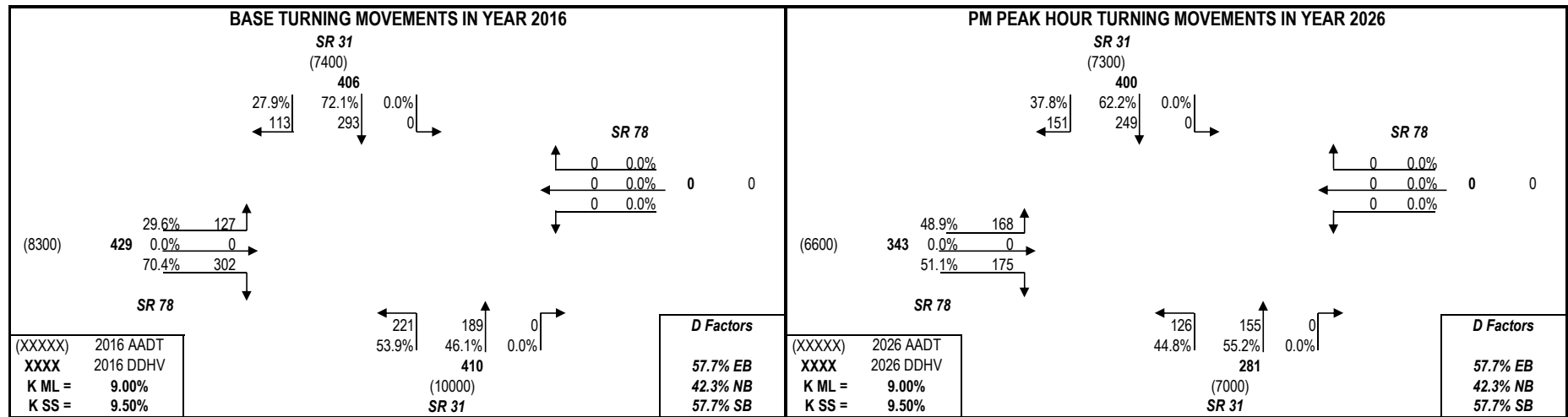
Desired Closure:

2026 Adjusted Non-Babcock	6603	0	7294	6999
2026 Unadjusted Non-Babcock	4860	0	7294	6999
2026 DRI Project Traffic	1664	0	5895	4229
MOCF	0.94	0.94	0.94	0.94

Non-Babcock AADT adjusted (if needed) so that Non-Babcock AADT + DRI Project AADT >= Existing AADT

Adjusted Non-Babcock AADT is used for future year calculations

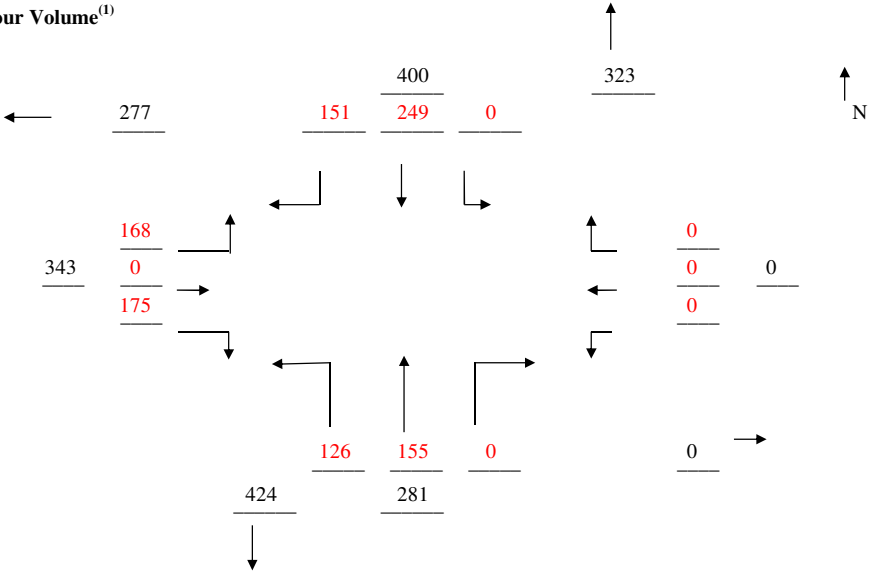
Non-Project Traffic for SR 78 at SR 31 With Project



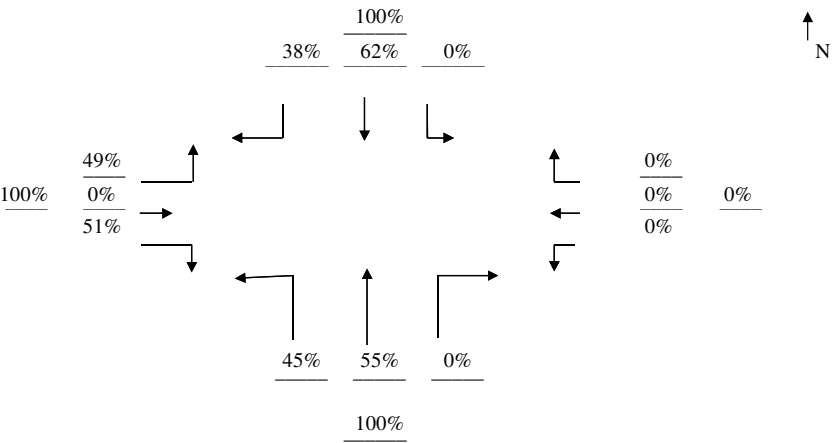
DIRPM TURNING MOVEMENT DIAGRAM
NON-BABCOCK TRAFFIC (PM PEAK HOUR)

LOCATION:	18) SR 31 / SR 78
COUNTY:	Lee (12)
YEAR:	2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



Footnote:

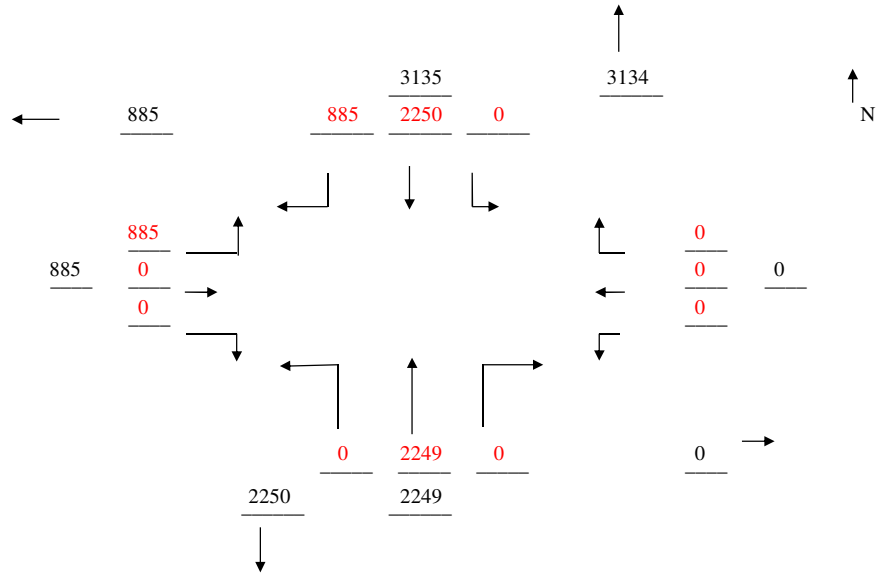
(1) Non-Babcock PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet.

**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PSWADT)**

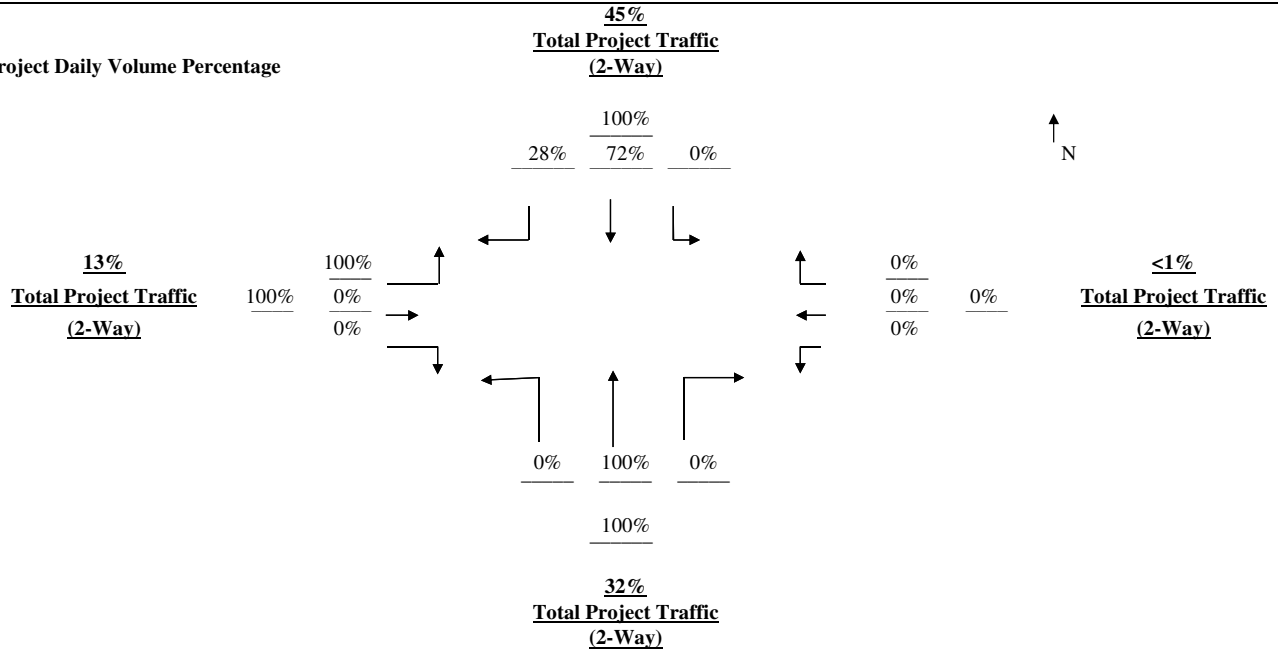
LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 13884

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



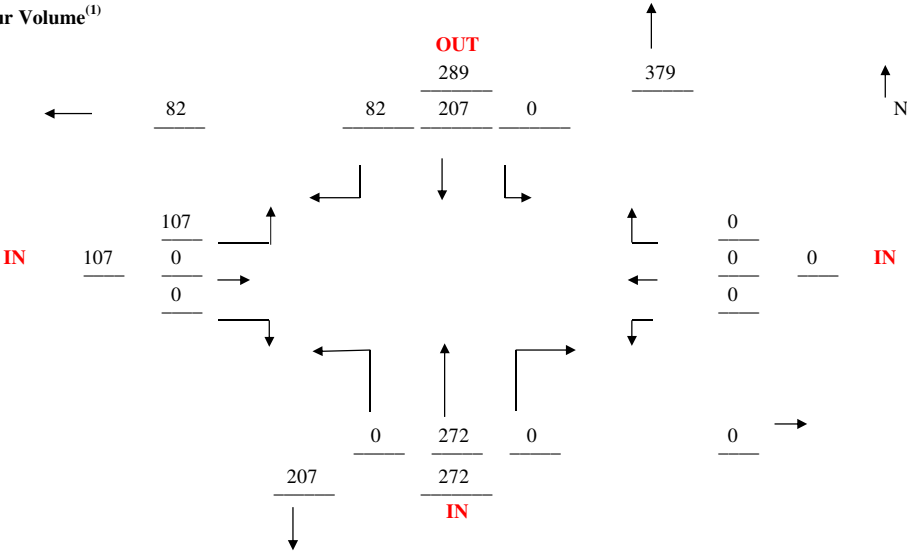
Footnote:

(1) DRI Project daily volume derived from select zone from D1RPM.

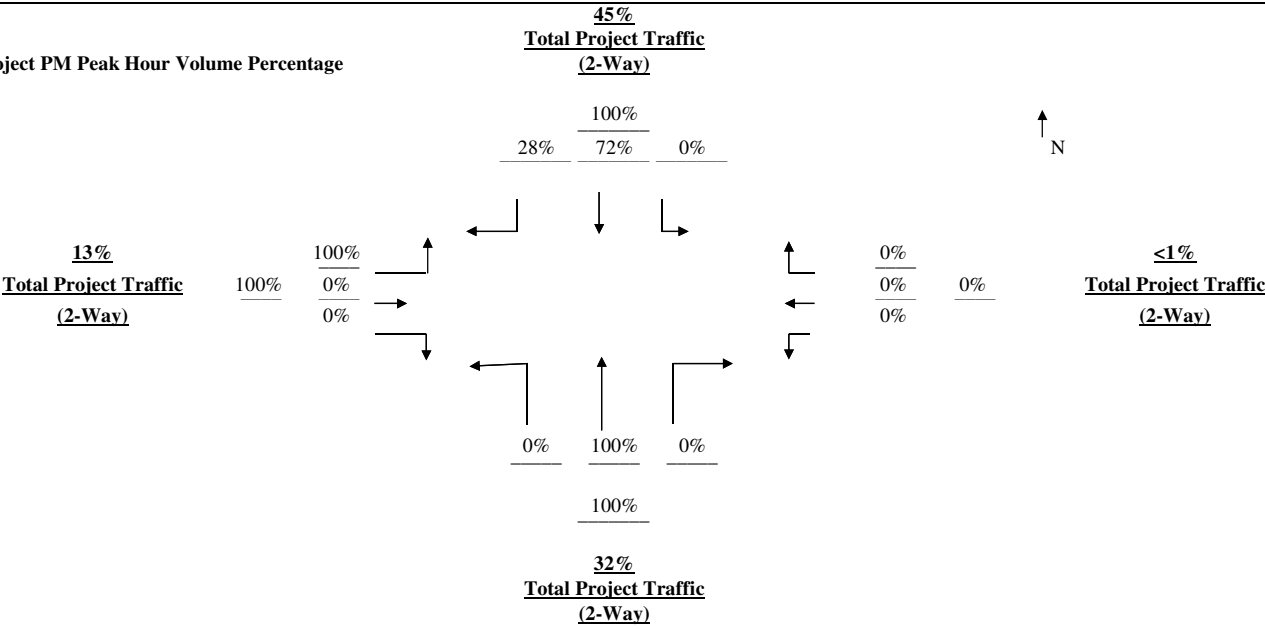
**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	18) SR 31 / SR 78	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Lee (12)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		13884	1477	0.57 0.43

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



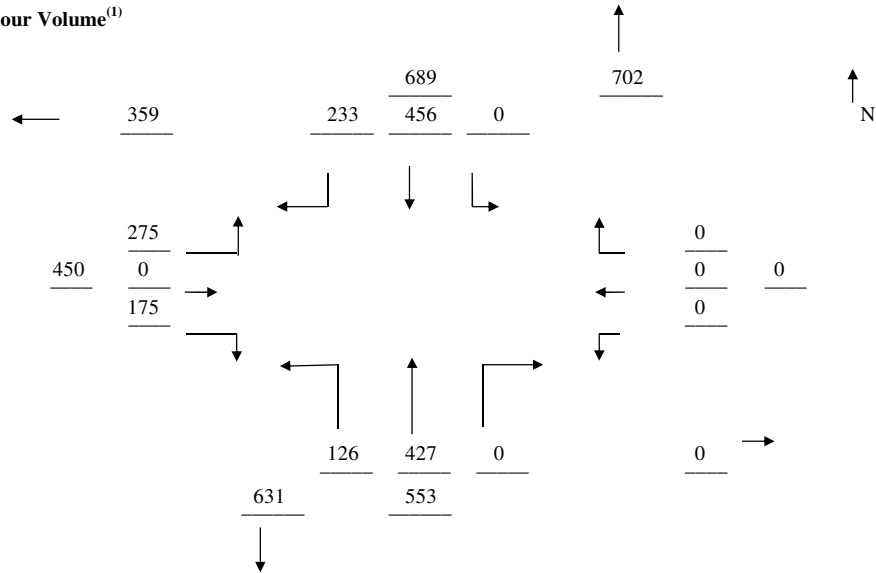
Footnote:

(1) DRI Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

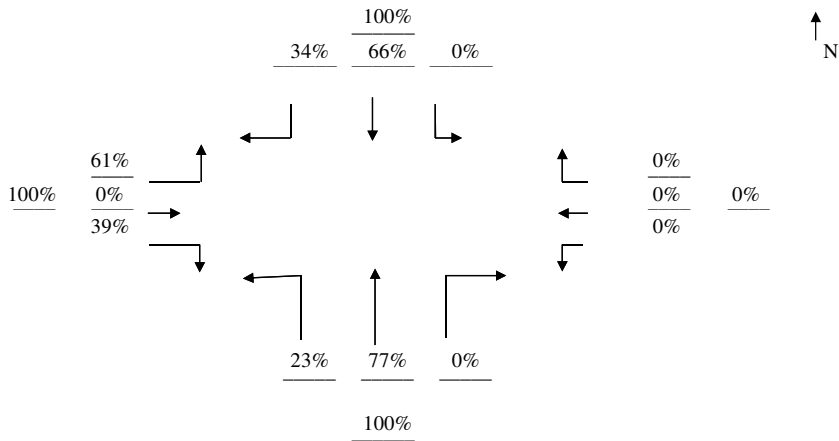
**DIRPM TURNING MOVEMENT DIAGRAM
NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



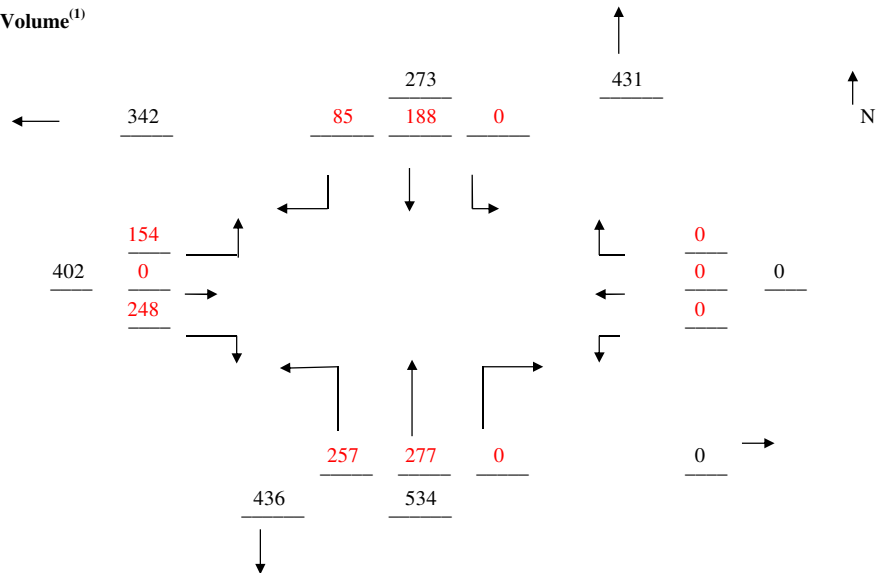
Footnote:

(1) Non-Project is the sum of Non-Babcock traffic and DRI Project traffic.

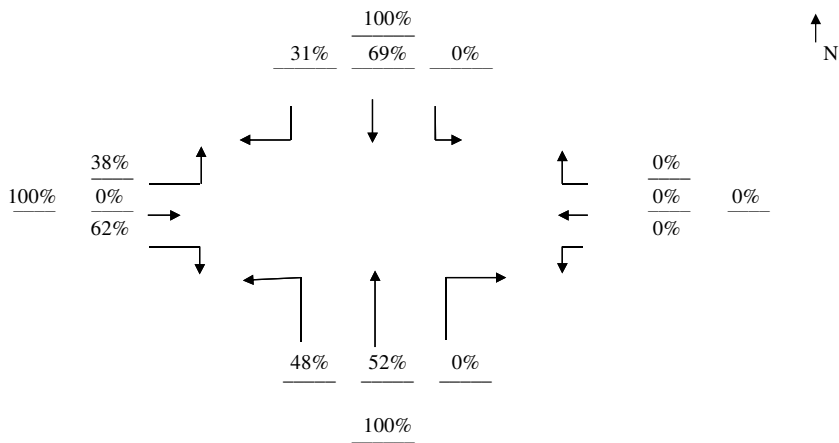
**DIRPM TURNING MOVEMENT DIAGRAM
EXISTING TRAFFIC (PM PEAK HOUR)**

LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2016

Existing PM Peak Hour Volume⁽¹⁾



Existing PM Hour Volume Percentage



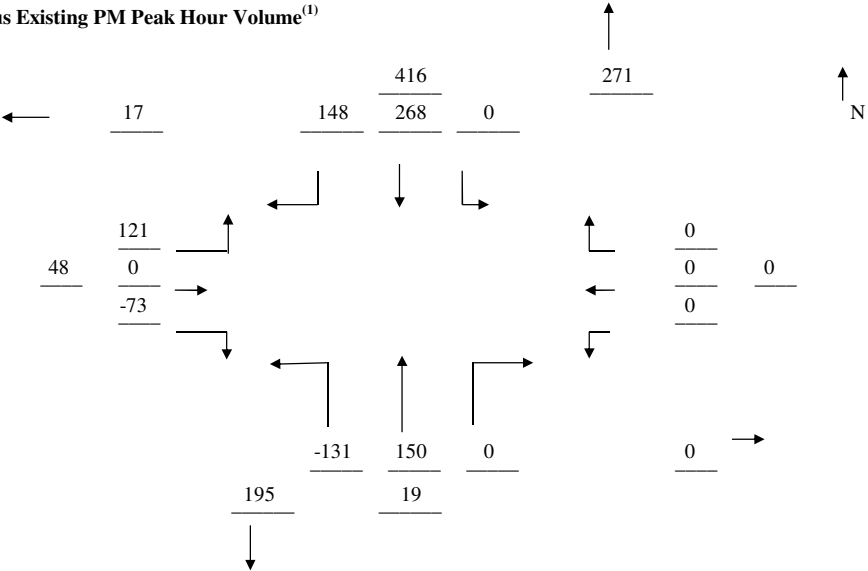
Footnote:

(1) Based on existing turning movement counts.

DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC MINUS EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION:	18) SR 31 / SR 78
COUNTY:	Lee (12)
YEAR:	N/A

Future Non-Project Minus Existing PM Peak Hour Volume⁽¹⁾

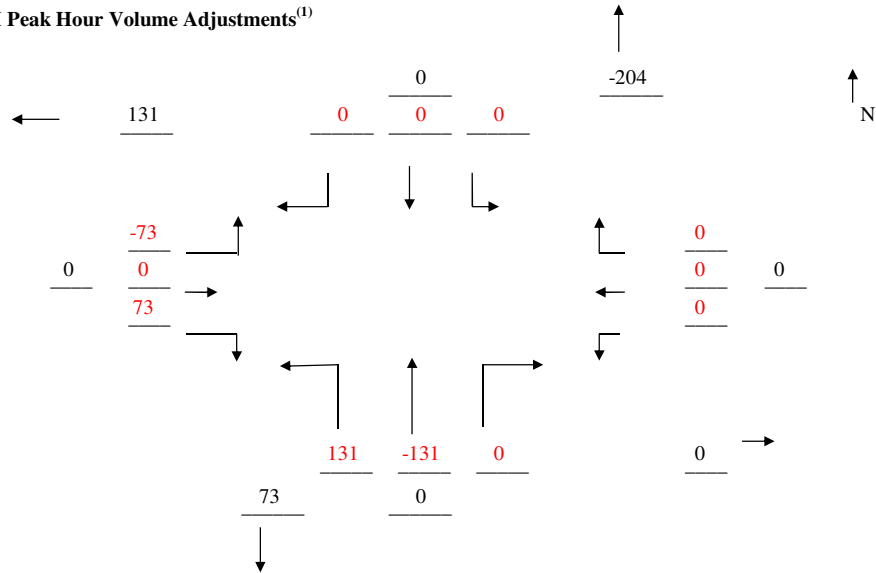


Footnote:
(1) Non-Project peak hour volumes is subtracted bu existing peak hour volumes to identify negative growth.

**DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC ADJUSTMENTS (PM PEAK HOUR)**

LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: N/A

Future Non-Project PM Peak Hour Volume Adjustments⁽¹⁾



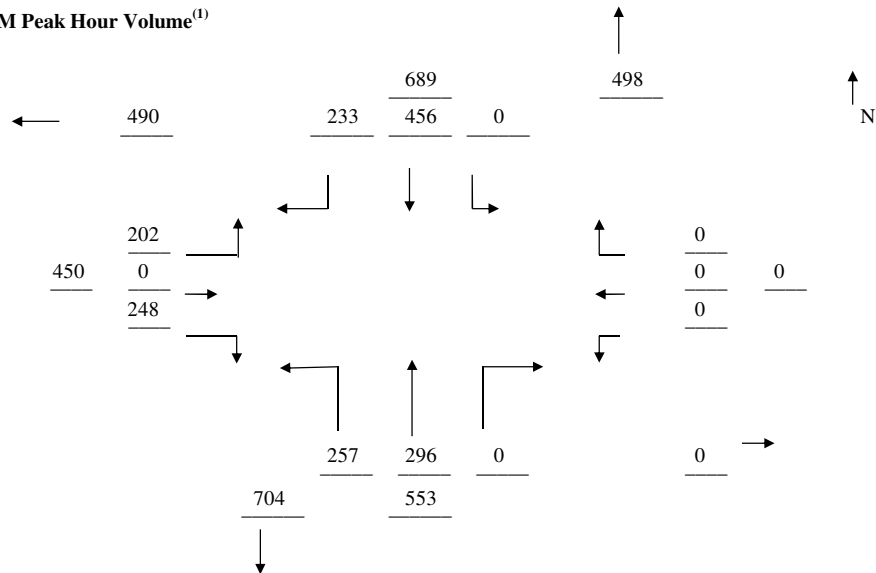
Footnote:

(1) Adjustments are used to ensure future non-Project traffic volumes are no less than existing traffic volumes.

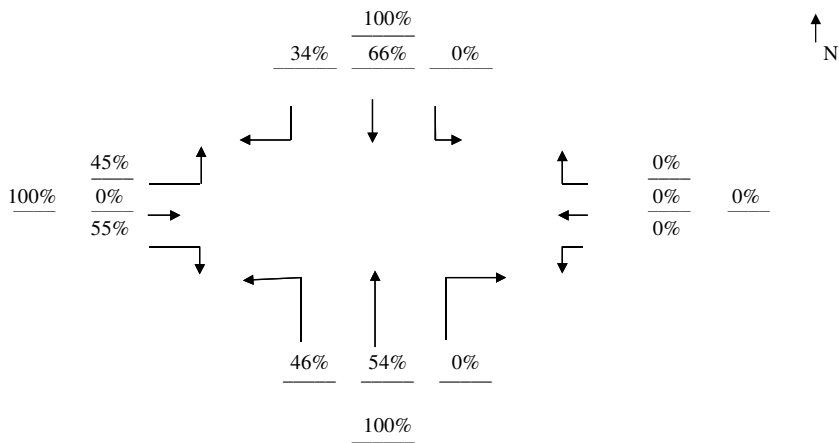
**DIRPM TURNING MOVEMENT DIAGRAM
ADJUSTED NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Adjusted Non-Project PM Peak Hour Volume⁽¹⁾



Adjusted Non-Project PM Hour Volume Percentage



Footnote:

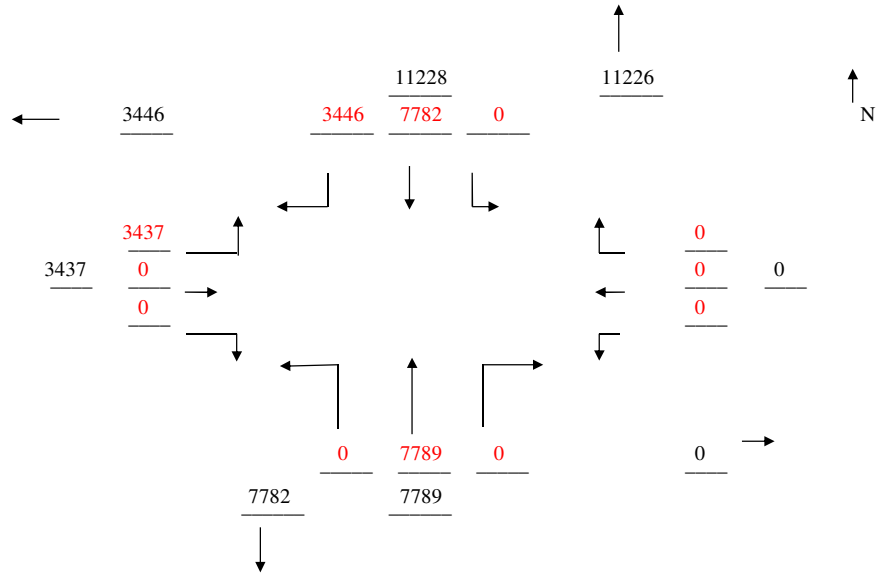
(1) Non-Project PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet then adjusted to ensure volumes are no less than existing volumes.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PSWADT)**

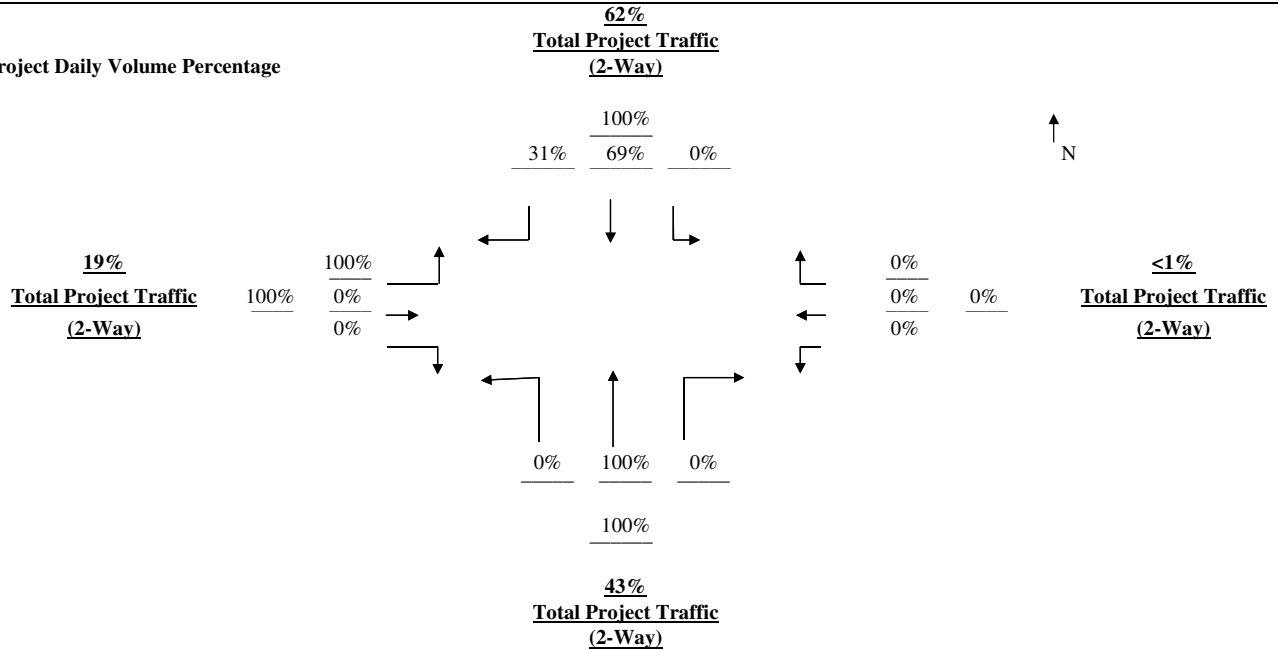
LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 36312

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



Footnote:

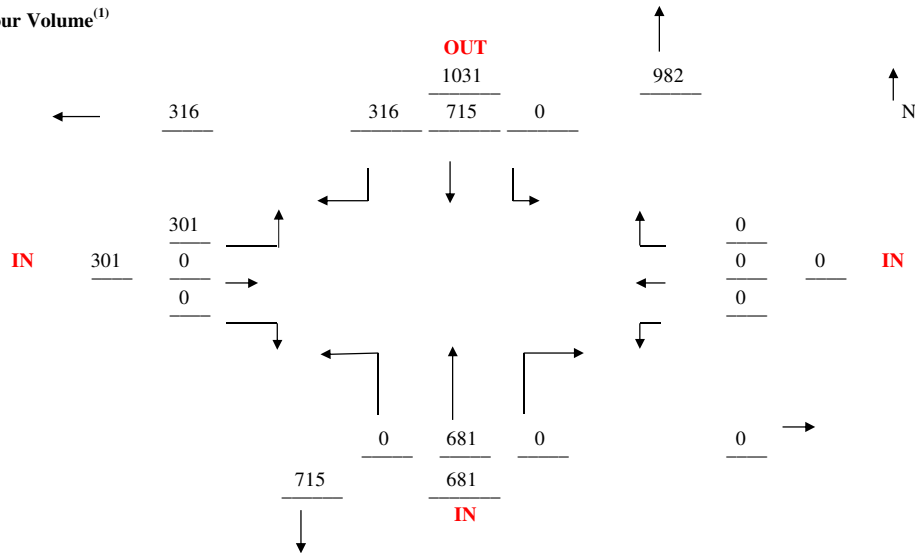
(1) MPD Project daily volume derived from select zone from D1RPM.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PM PEAK HOUR)**

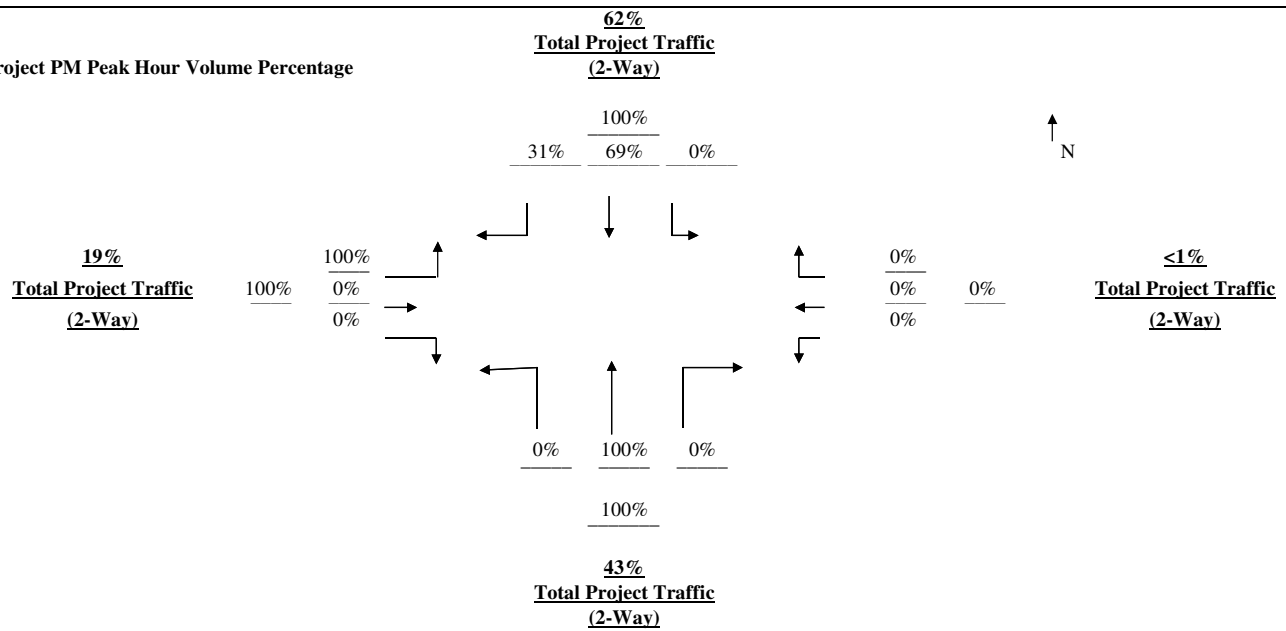
LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS Project Raw Traffic	ITE NET New Peak Hour	IN/OUT Split	
		Dir1	Dir2
36312	3254	0.49	0.51

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



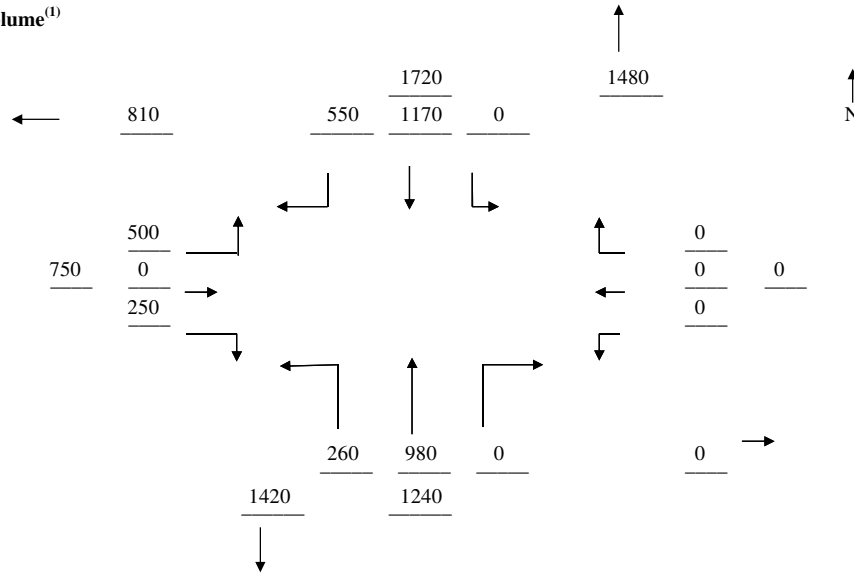
Footnote:

(1) MPD Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

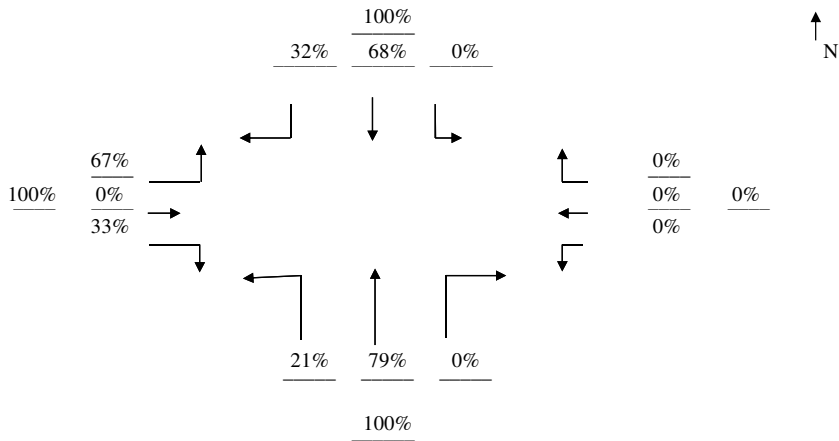
DIRPM TURNING MOVEMENT DIAGRAM **TOTAL TRAFFIC (PM PEAK HOUR)**

LOCATION: 18) SR 31 / SR 78
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Total PM Peak Hour Volume⁽¹⁾



Total PM Peak Hour Volume Percentage



Footnote:

(1) Total PM peak hour volume calculated by adding Project and non-Project PM peak hour volumes (rounded to nearest multiple of 10).

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?

☒ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- ☐ EB, WB, and SB
☐ EB, WB, and NB
☐ EB, SB, and NB
☐ WB, SB, and NB

Is the Mainline Oriented North/South?
☒ Yes
☐ No

K Factors
 Mainline
 Side street

D Factors
 Mainline
 Northbound (NB)
 Southbound (SB)
 Side street
 Westbound (WB)
 Eastbound (EB)

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
☒ Yes
☐ No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
		Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Side Street Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2016
Opening	2026
Mid	2036
Design	2046
Model	2026

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2016	734	2564	4968	7011	15277
2026 Adjusted Non-Babcock	1190	2564	3019	5471	12244

1st Guess Actual/Counted
 Turning %'s for
 AADT Balancing for 2016

(EB LT)	West-to-North	17.4%	4
(EB THRU)	West-to-East	21.7%	5
(EB RT)	West-to-South	60.9%	14
(WB LT)	East-to-South	75.6%	59
(WB THRU)	East-to-West	11.6%	9
(WB RT)	East-to-North	12.8%	10
(SB LT)	North-to-East	10.8%	26
(SB THRU)	North-to-South	87.5%	211
(SB RT)	North-to-West	1.7%	4
(NB LT)	South-to-West	8.6%	33
(NB THRU)	South-to-North	56.8%	217
(NB RT)	South-to-East	34.6%	132

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
 Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

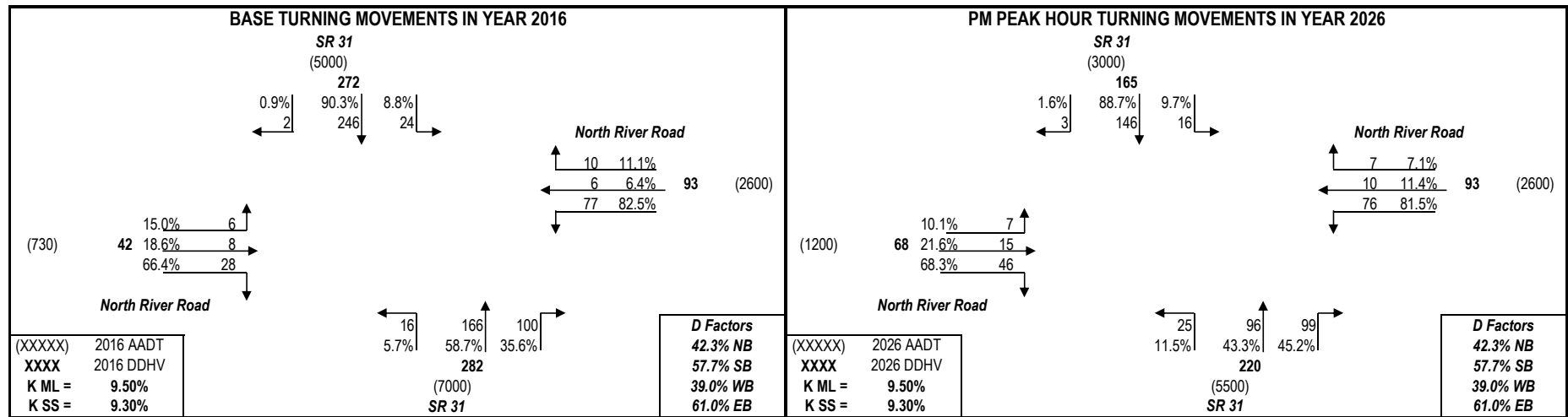
Desired Closure:

2026 Adjusted Non-Babcock	1190	2564	3019	5471
2026 Unadjusted Non-Babcock	1190	2564	3019	5471
2026 DRI Project Traffic	231	858	7146	6034
MOCF	0.92	0.92	0.94	0.94

Non-Babcock AADT adjusted (if needed) so that Non-Babcock AADT + DRI Project AADT >= Existing AADT

Adjusted Non-Babcock AADT is used for future year calculations

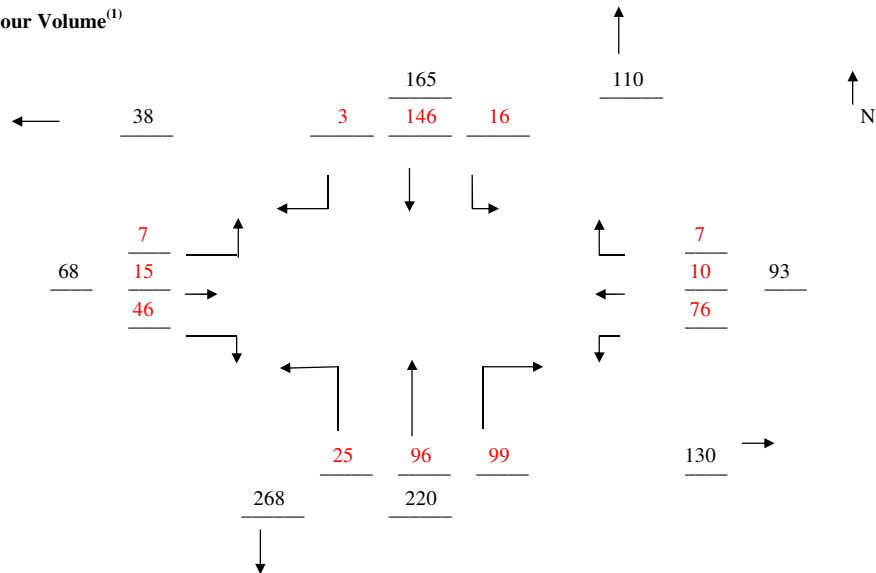
Non-Project Traffic for SR 31 at North River Road With Project



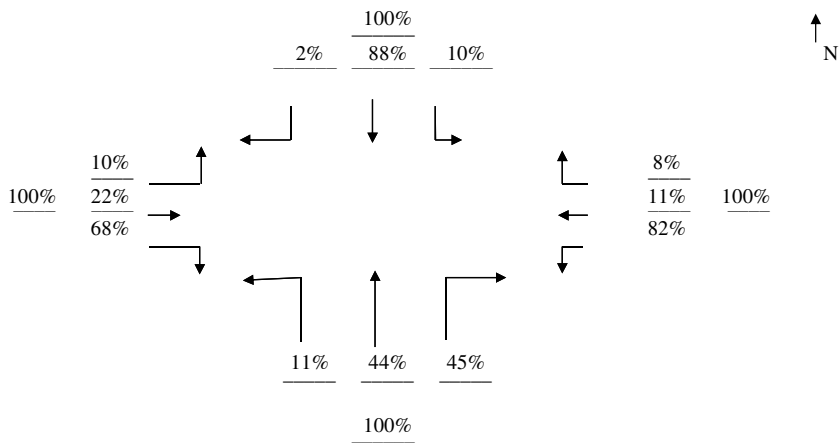
**DIRPM TURNING MOVEMENT DIAGRAM
NON-BABCOCK TRAFFIC (PM PEAK HOUR)**

LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



Footnote:

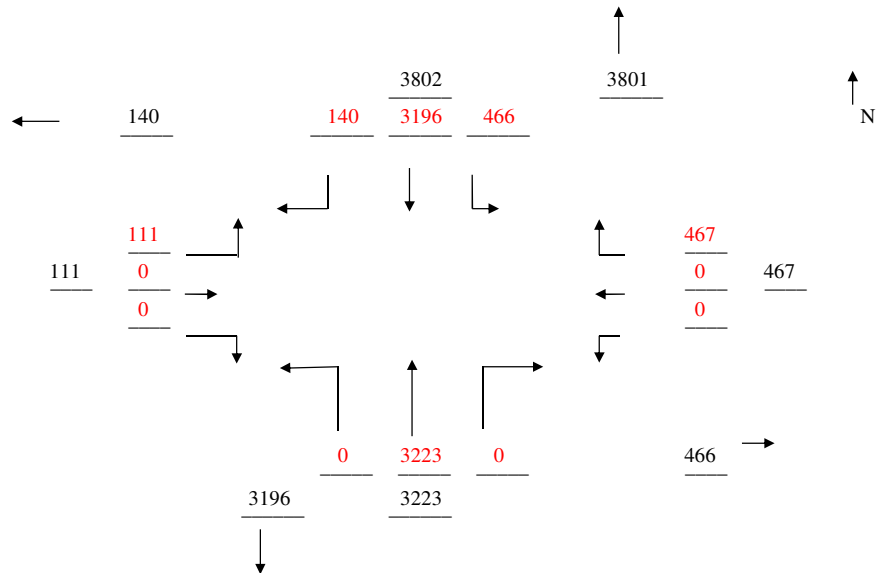
(1) Non-Babcock PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet.

D1RPM TURNING MOVEMENT DIAGRAM DRI PROJECT TRAFFIC (PSWADT)

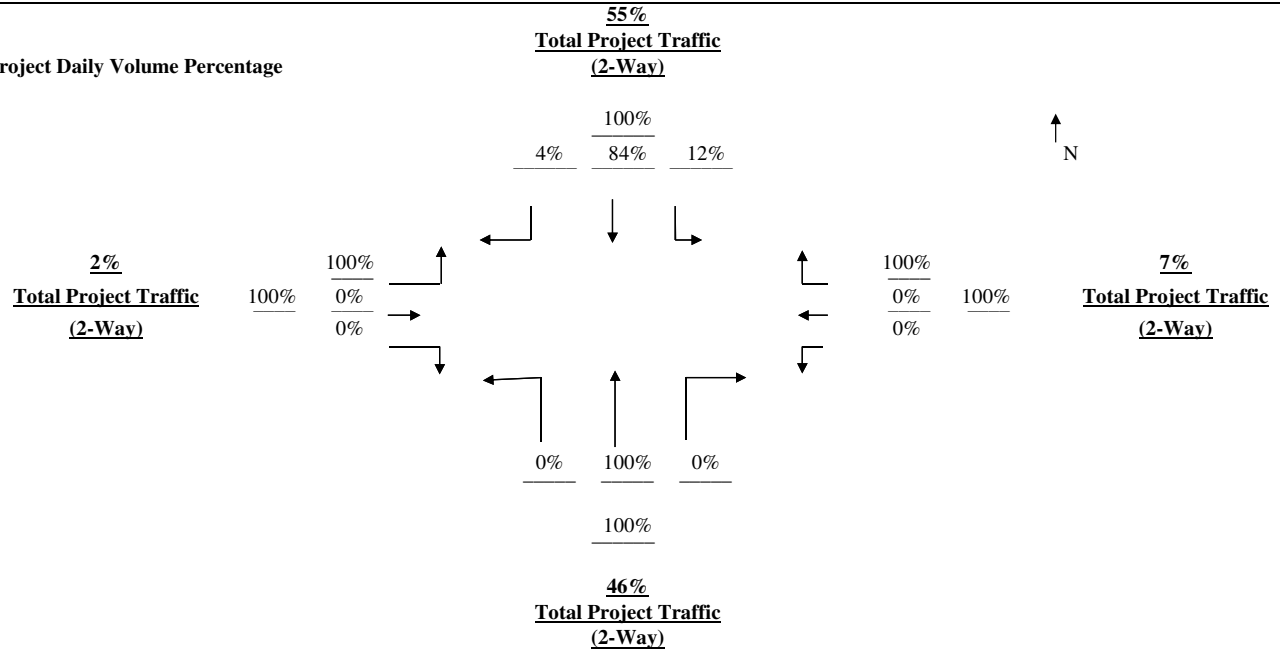
LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 13884

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



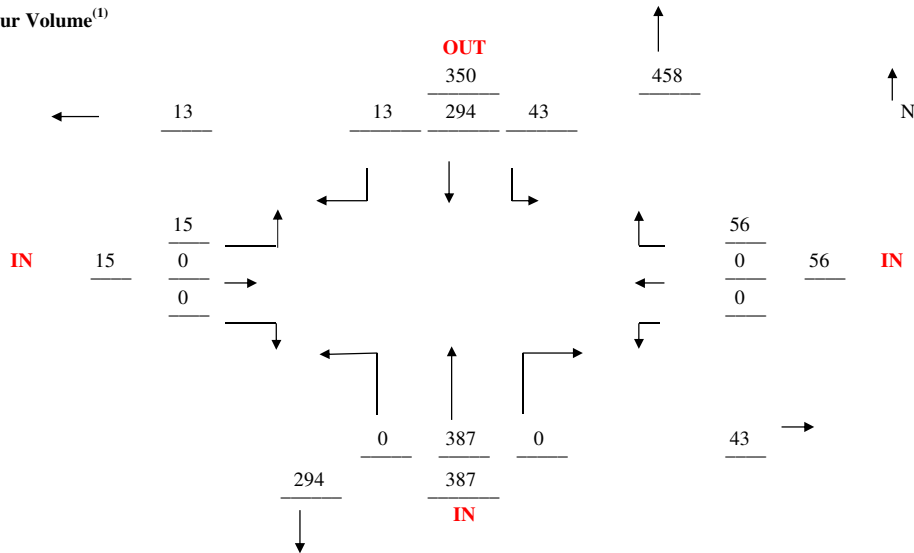
Footnote:

(1) DRI Project daily volume derived from select zone from D1RPM.

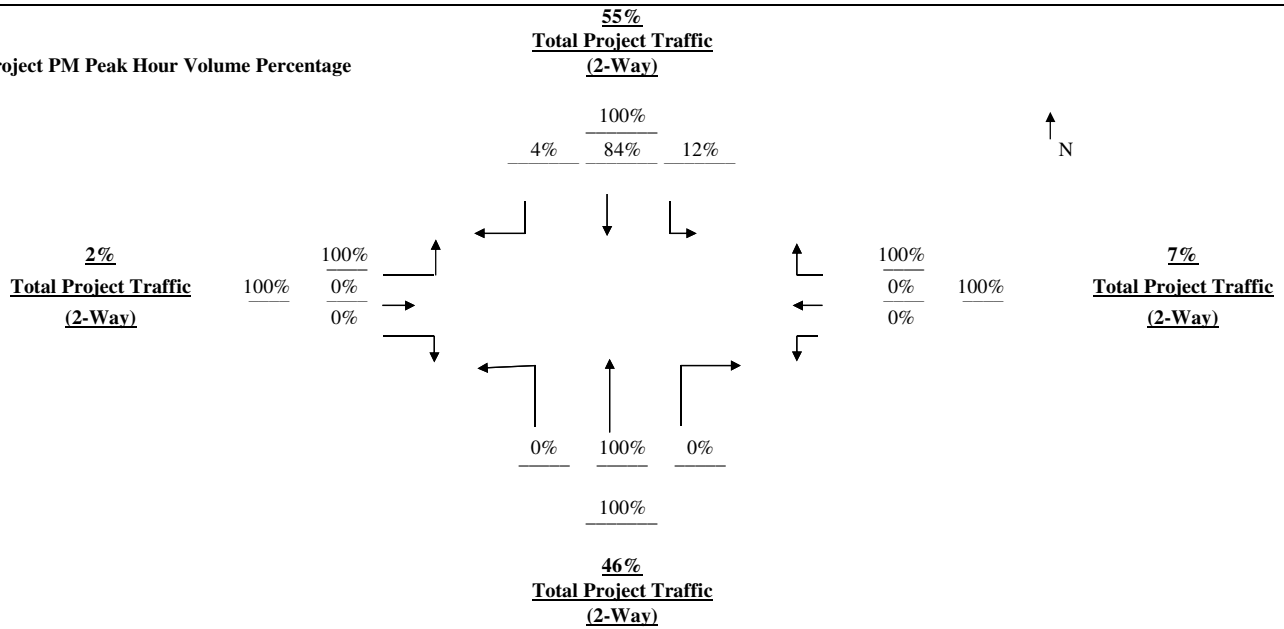
**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	19) SR 31 / North River Road	FSUTMS		IN/OUT
COUNTY:	Lee (12)	Project Raw	ITE NET New	Split
YEAR:	2026 (With Project)	Traffic	Peak Hour	Dir1 Dir2
		13884	1477	0.57 0.43

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



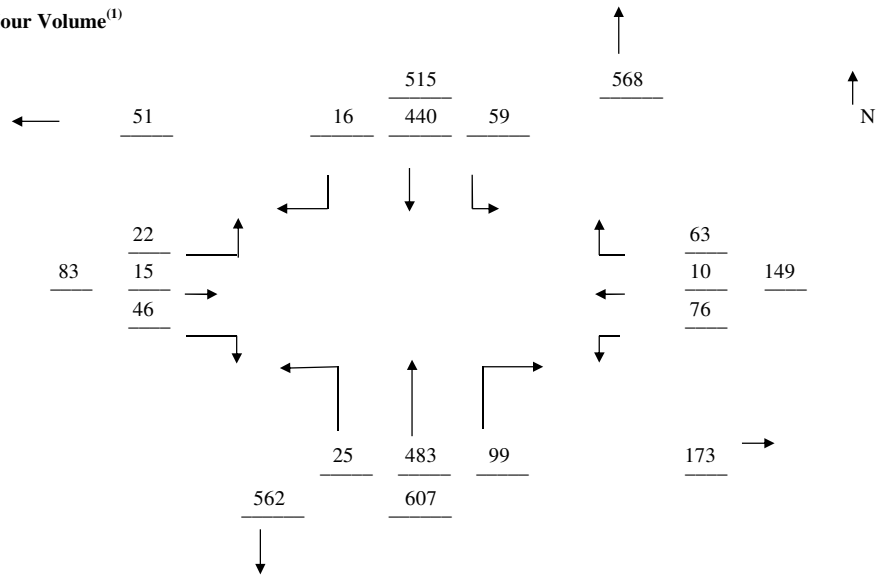
Footnote:

(1) DRI Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

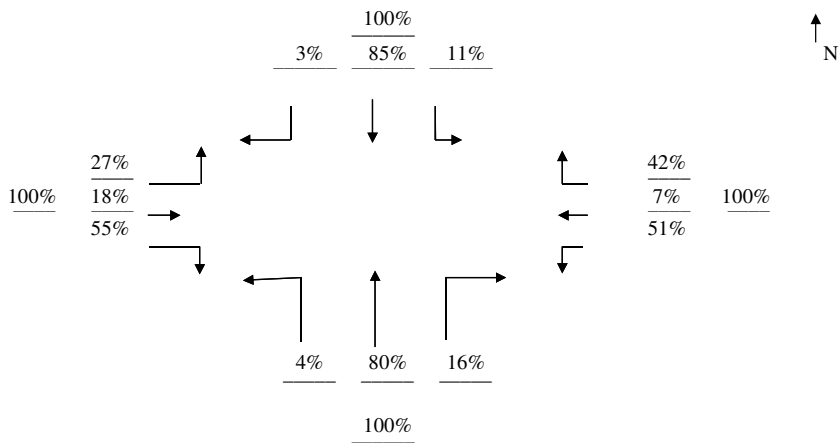
**DIRPM TURNING MOVEMENT DIAGRAM
NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



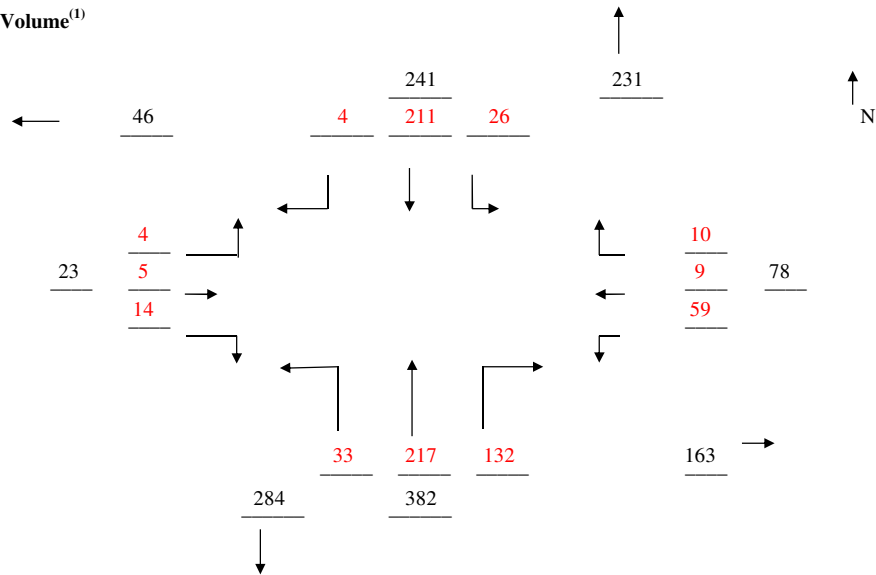
Footnote:

(1) Non-Project is the sum of Non-Babcock traffic and DRI Project traffic.

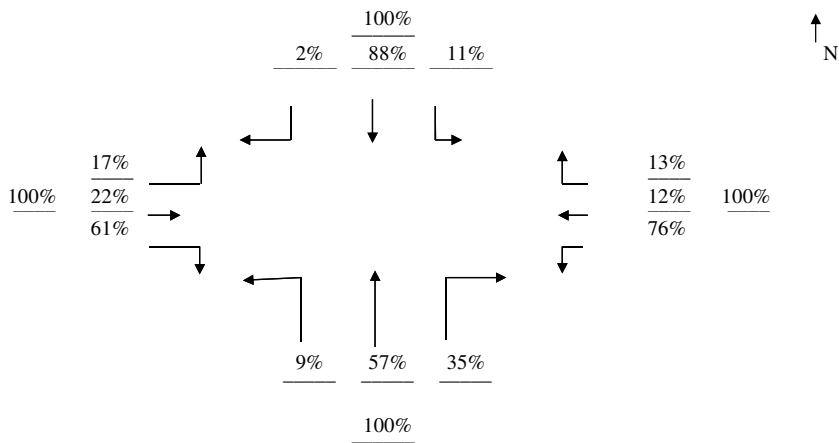
DIRPM TURNING MOVEMENT DIAGRAM EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2016

Existing PM Peak Hour Volume⁽¹⁾



Existing PM Hour Volume Percentage



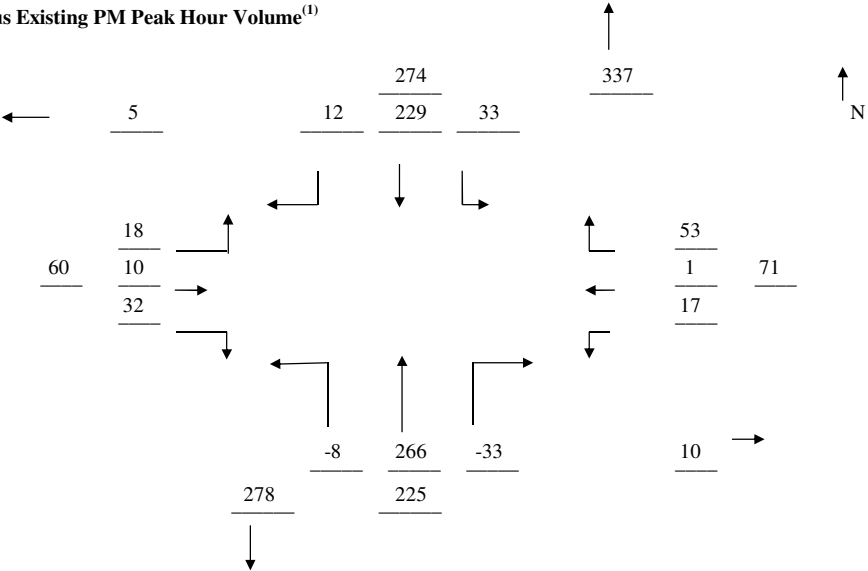
Footnote:

(1) Based on existing turning movement counts.

DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC MINUS EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION:	19) SR 31 / North River Road
COUNTY:	Lee (12)
YEAR:	N/A

Future Non-Project Minus Existing PM Peak Hour Volume⁽¹⁾

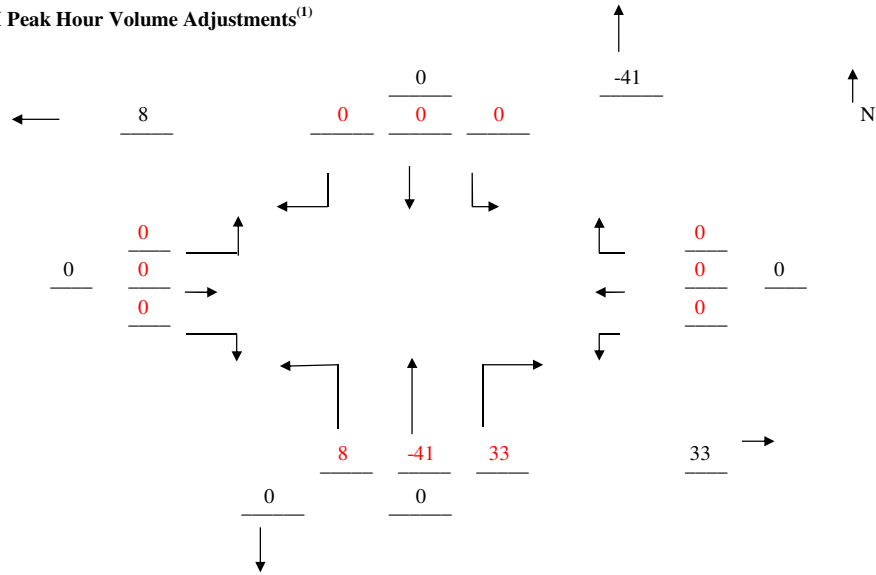


Footnote:
(1) Non-Project peak hour volumes is subtracted bu existing peak hour volumes to identify negative growth.

**DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC ADJUSTMENTS (PM PEAK HOUR)**

LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: N/A

Future Non-Project PM Peak Hour Volume Adjustments⁽¹⁾



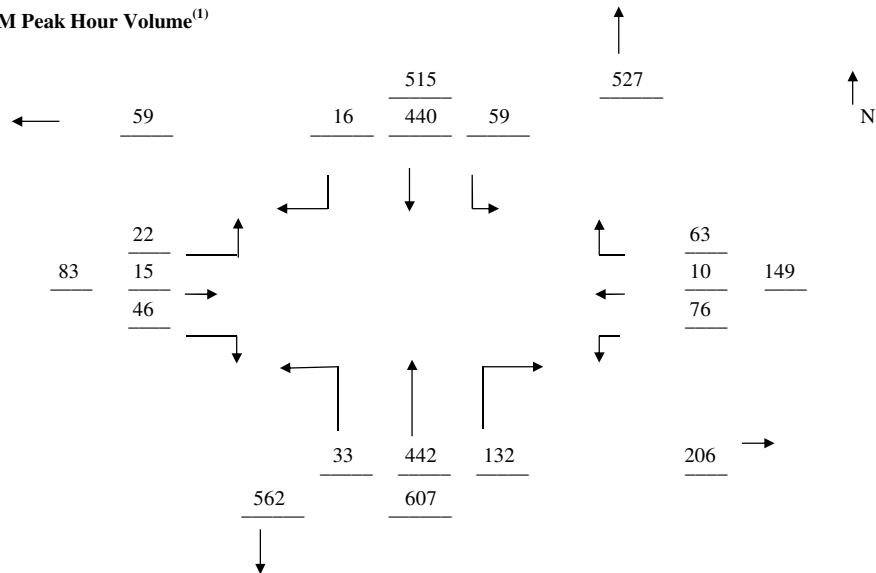
Footnote:

(1) Adjustments are used to ensure future non-Project traffic volumes are no less than existing traffic volumes.

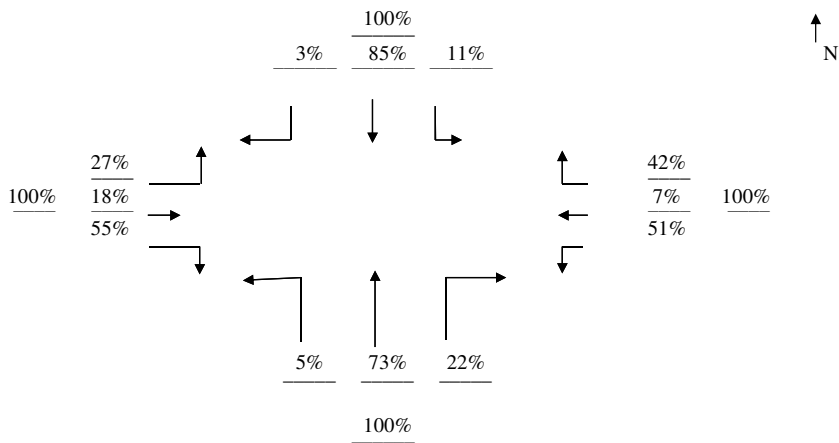
**DIRPM TURNING MOVEMENT DIAGRAM
ADJUSTED NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Adjusted Non-Project PM Peak Hour Volume⁽¹⁾



Adjusted Non-Project PM Hour Volume Percentage



Footnote:

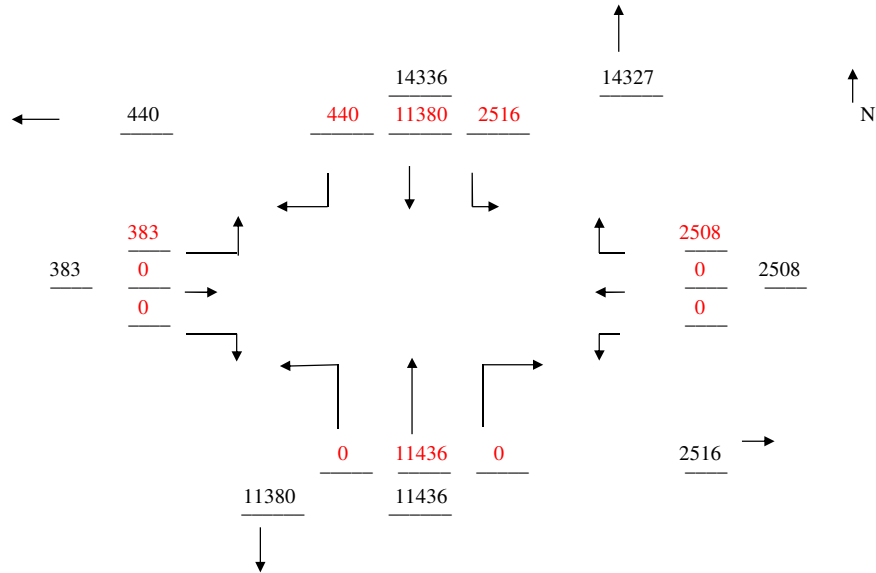
(1) Non-Project PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet then adjusted to ensure volumes are no less than existing volumes.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PSWADT)**

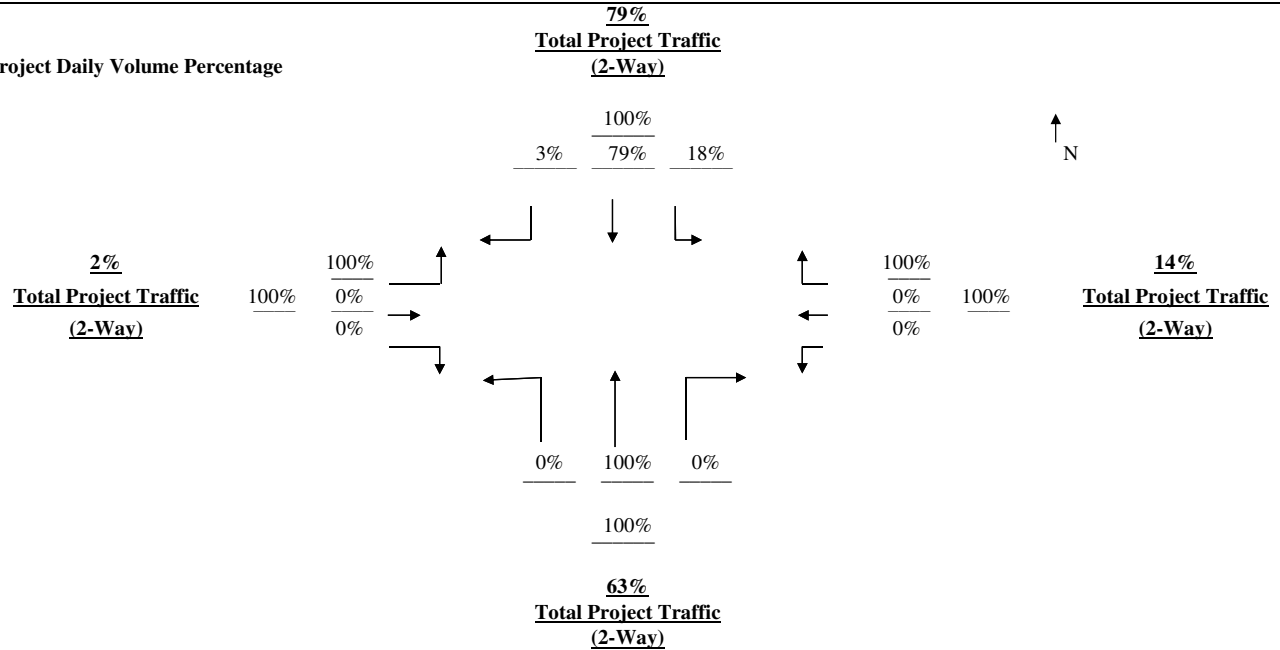
LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 36312

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



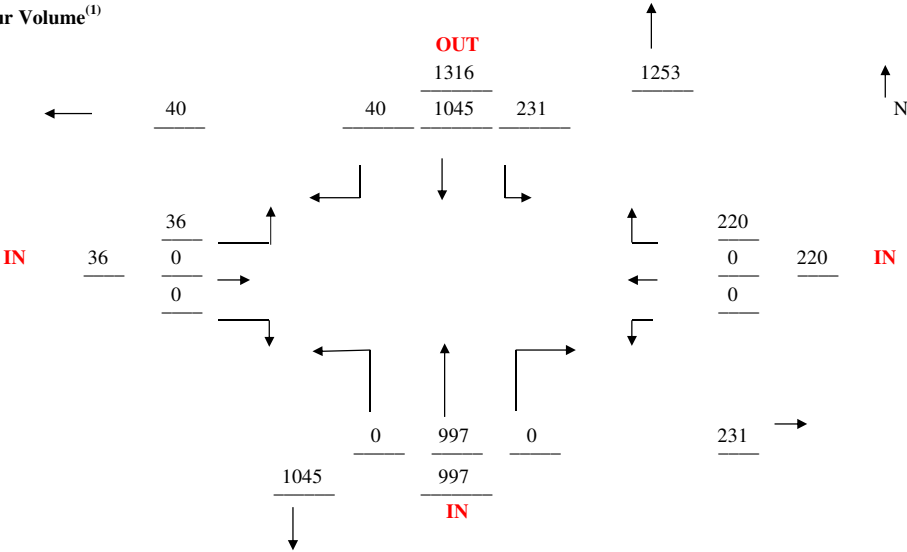
Footnote:

(1) MPD Project daily volume derived from select zone from D1RPM.

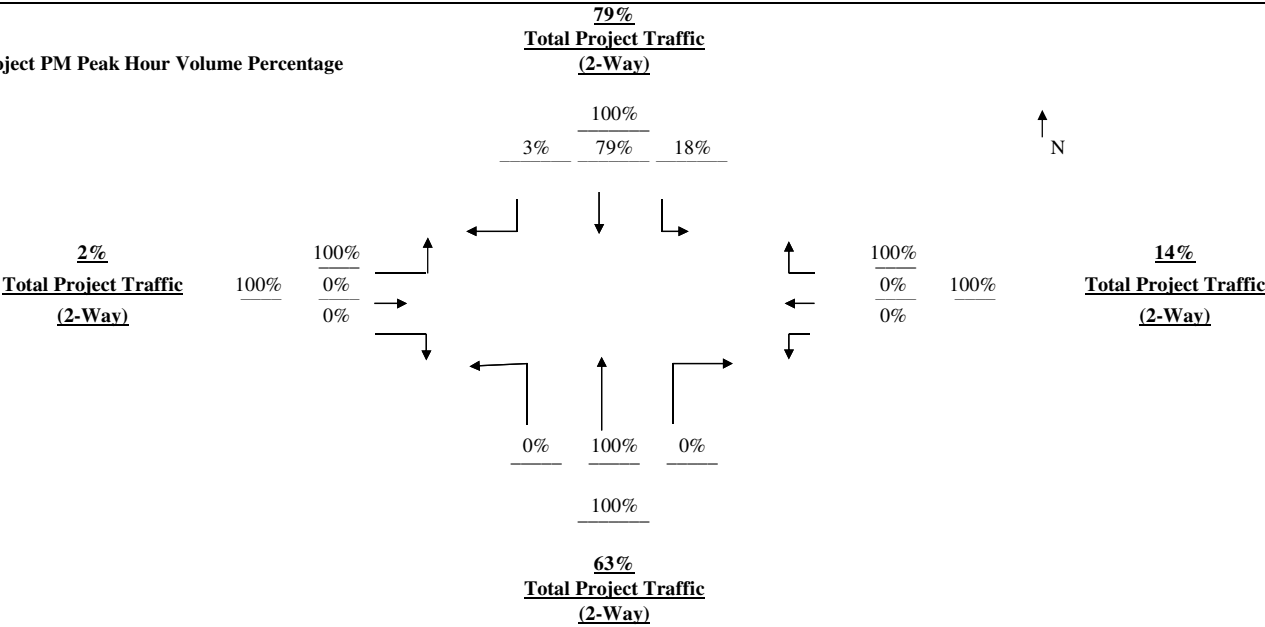
DIRPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PM PEAK HOUR)

LOCATION:	19) SR 31 / North River Road	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Lee (12)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		36312	3254	0.49 0.51

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



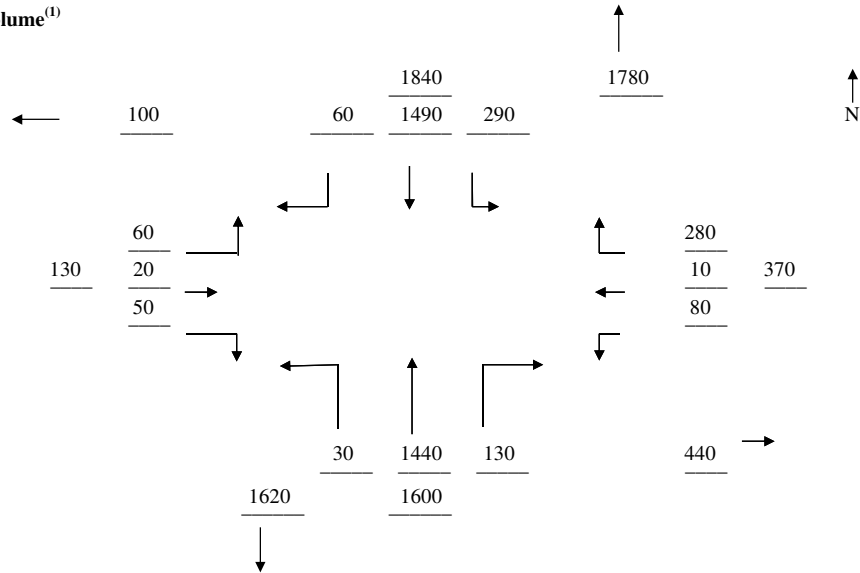
Footnote:

(1) MPD Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

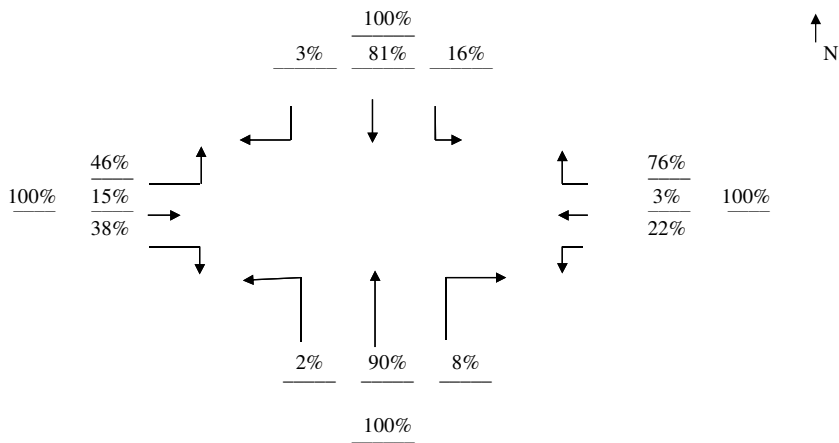
DIRPM TURNING MOVEMENT DIAGRAM TOTAL TRAFFIC (PM PEAK HOUR)

LOCATION: 19) SR 31 / North River Road
COUNTY: Lee (12)
YEAR: 2026 (With Project)

Total PM Peak Hour Volume⁽¹⁾



Total PM Peak Hour Volume Percentage



Footnote:

(1) Total PM peak hour volume calculated by adding Project and non-Project PM peak hour volumes (rounded to nearest multiple of 10).

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?

☒ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- ☐ EB, WB, and SB
☐ EB, WB, and NB
☐ EB, SB, and NB
☐ WB, SB, and NB

Is the Mainline Oriented North/South?
☒ Yes
☐ No

K Factors Mainline

Side street

D Factors

Northbound (NB)

Southbound (SB)

Westbound (WB)

Eastbound (EB)

Mainline

Side street

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No

☒ Yes

☐ No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
Base			Mainline Side Street
Opening			
Mid			
Design			

Mainline Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Side Street Growth Function

- ☒ Linear
☐ Exponential
☐ Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2016
Opening	2026
Mid	2036
Design	2046
Model	2026

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2016	1385	1330	3737	4147	10599
2026 Adjusted Non-Babcock	1300	1208	2904	2992	8404

1st Guess Actual/Counted
 Turning %'s for
 AADT Balancing for 2016

(EB LT)	West-to-North	16.1%	9
(EB THRU)	West-to-East	53.5%	30
(EB RT)	West-to-South	30.4%	17
(WB LT)	East-to-South	21.7%	13
(WB THRU)	East-to-West	65.0%	39
(WB RT)	East-to-North	13.3%	8
(SB LT)	North-to-East	5.9%	10
(SB THRU)	North-to-South	89.4%	152
(SB RT)	North-to-West	4.7%	8
(NB LT)	South-to-West	10.8%	23
(NB THRU)	South-to-North	79.3%	168
(NB RT)	South-to-East	9.9%	21

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
 Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

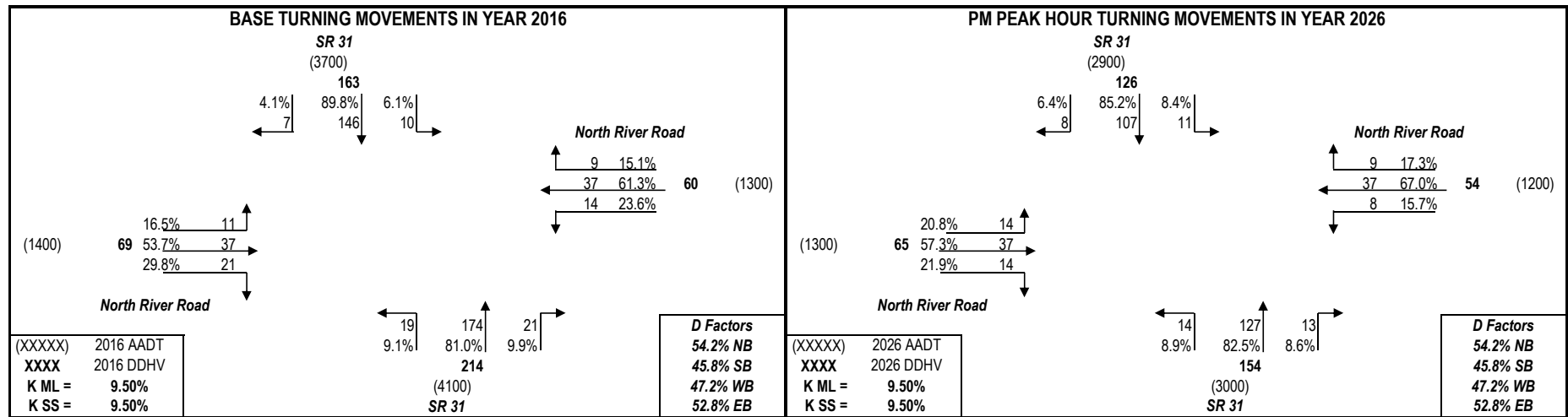
Desired Closure:

2026 Adjusted Non-Babcock	1300	1208	2904	2992
2026 Unadjusted Non-Babcock	673	665	2904	2201
2026 DRI Project Traffic	85	122	936	1155
MOCF	0.9	0.9	0.94	0.94

Non-Babcock AADT adjusted (if needed) so that Non-Babcock AADT + DRI Project AADT >= Existing AADT

Adjusted Non-Babcock AADT is used for future year calculations

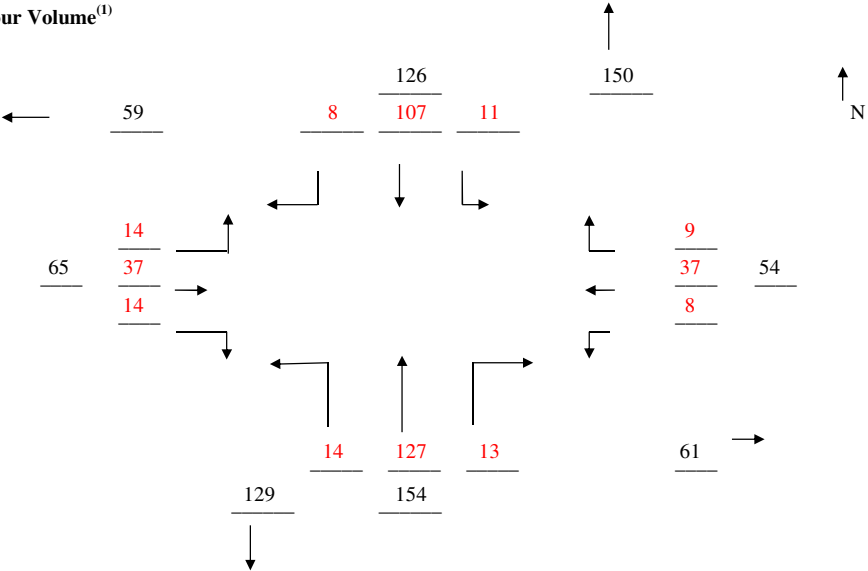
Non-Project Traffic for SR 31 at North River Road With Project



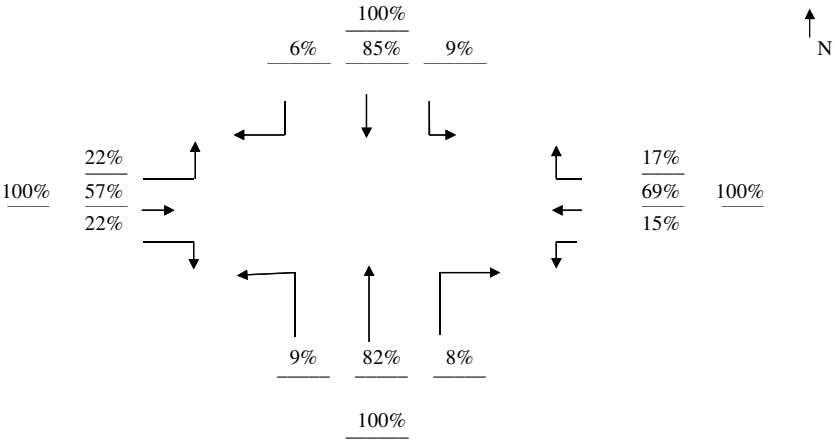
DIRPM TURNING MOVEMENT DIAGRAM
NON-BABCOCK TRAFFIC (PM PEAK HOUR)

LOCATION:	24) SR 31 / CR 74
COUNTY:	Charlotte (01)
YEAR:	2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



Footnote:

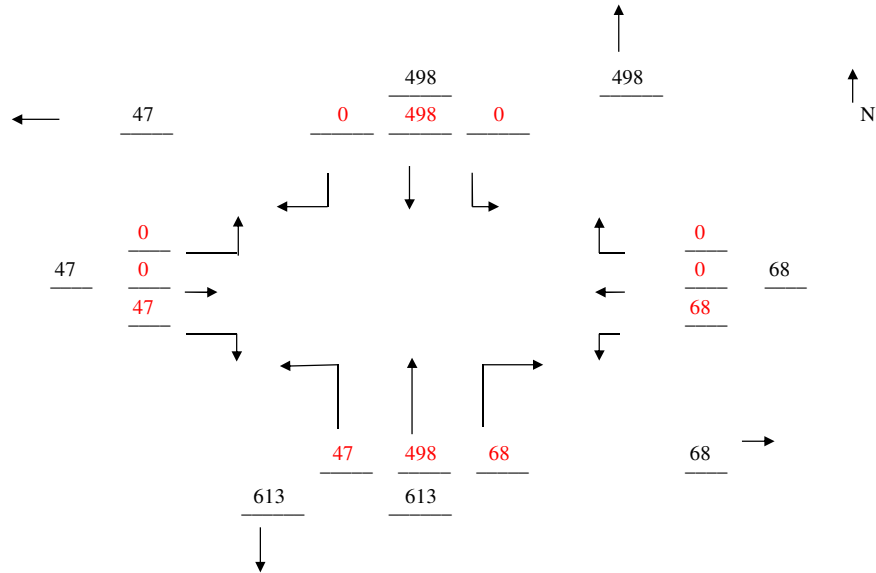
(1) Non-Babcock PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet.

**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PSWADT)**

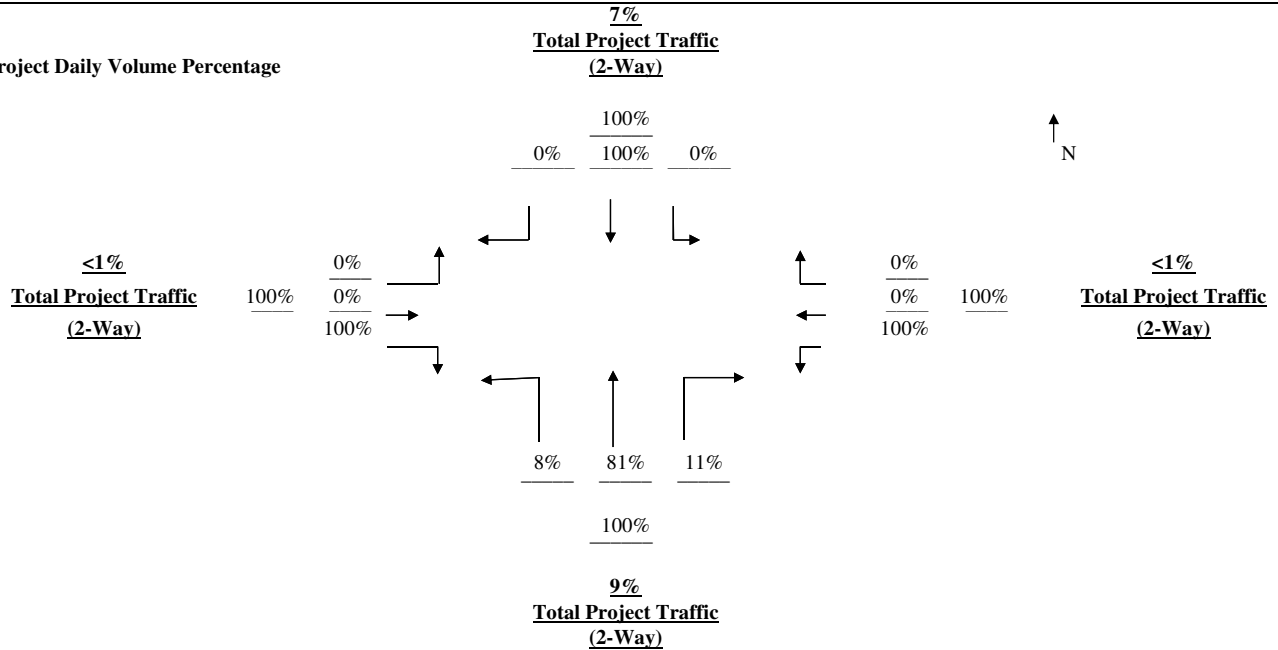
LOCATION: 24) SR 31 / CR 74
COUNTY: Charlotte (01)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
13884

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



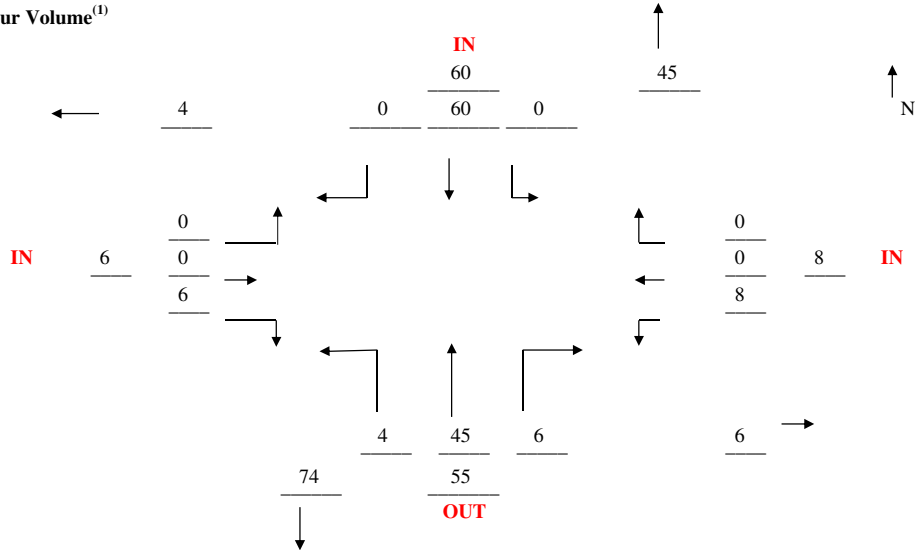
Footnote:

(1) DRI Project daily volume derived from select zone from D1RPM.

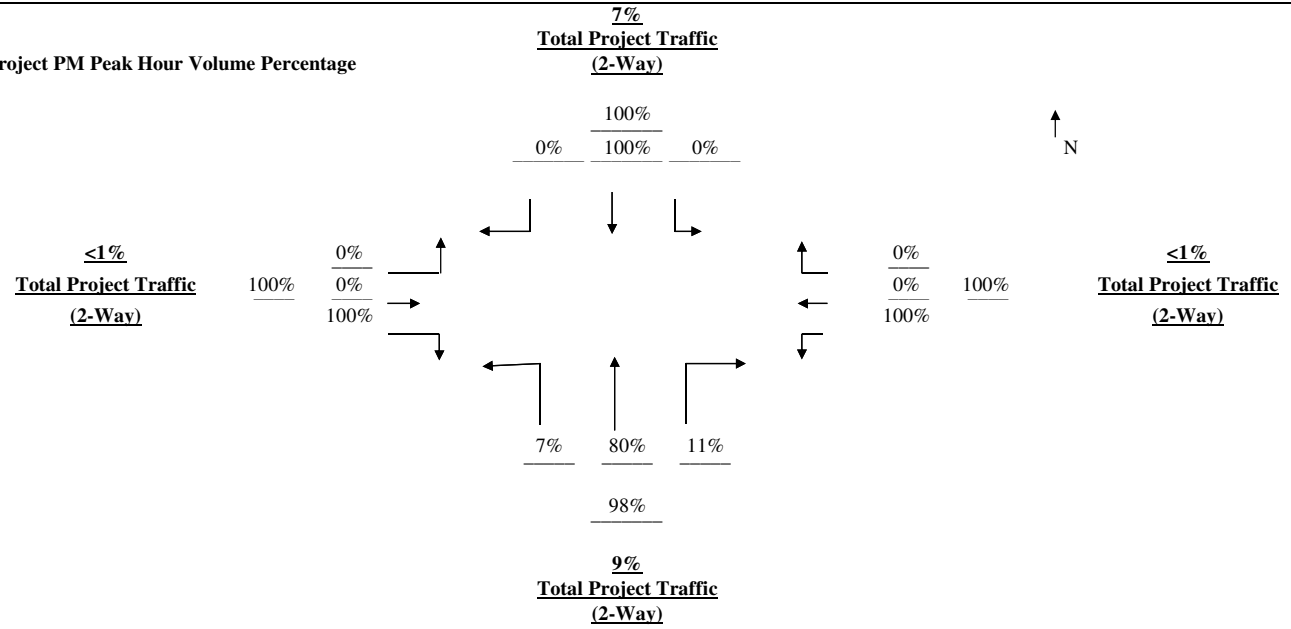
**D1RPM TURNING MOVEMENT DIAGRAM
DRI PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	24) SR 31 / CR 74	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Charlotte (01)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		13884	1477	0.57 0.43

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



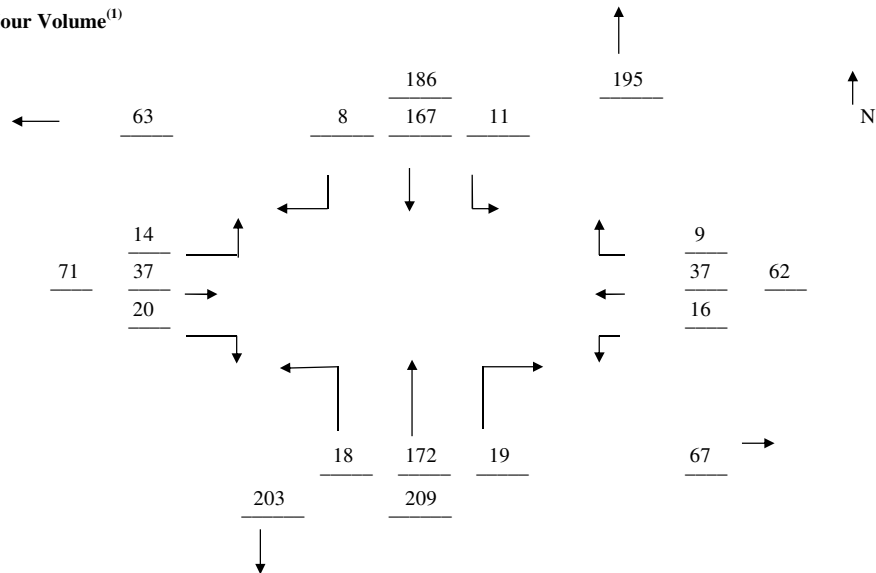
Footnote:

(1) DRI Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

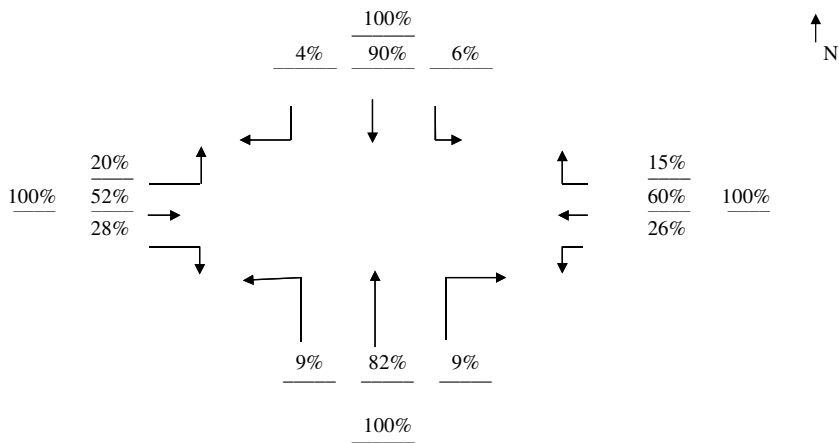
**DIRPM TURNING MOVEMENT DIAGRAM
NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 24) SR 31 / CR 74
COUNTY: Charlotte (01)
YEAR: 2026 (With Project)

Non-Project PM Peak Hour Volume⁽¹⁾



Non-Project PM Hour Volume Percentage



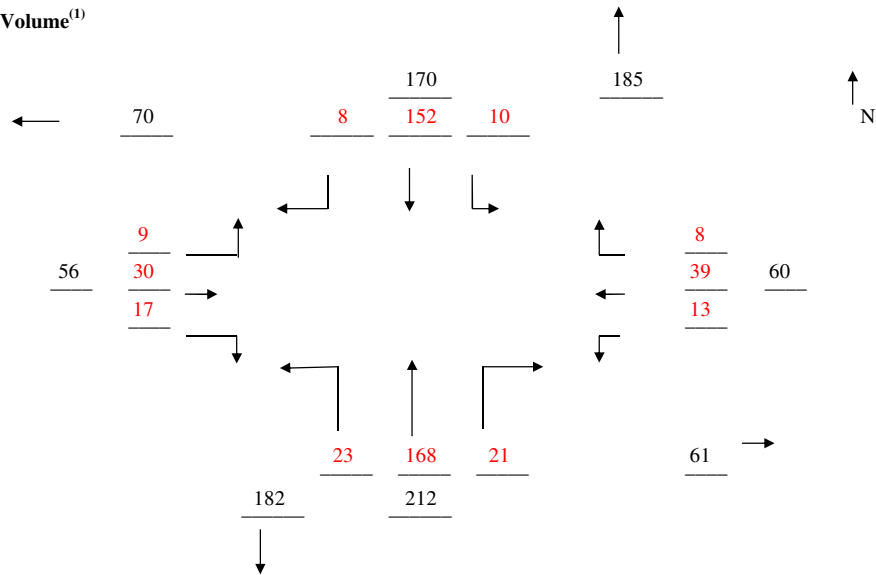
Footnote:

(1) Non-Project is the sum of Non-Babcock traffic and DRI Project traffic.

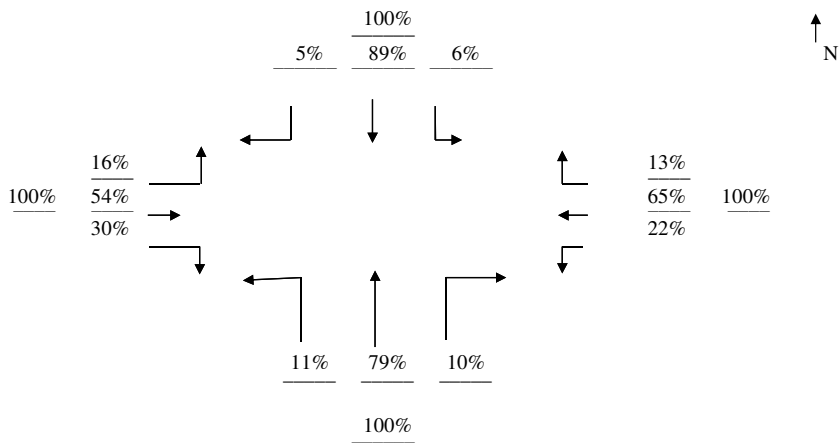
DIRPM TURNING MOVEMENT DIAGRAM EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION: 24) SR 31 / CR 74
COUNTY: Charlotte (01)
YEAR: 2016

Existing PM Peak Hour Volume⁽¹⁾



Existing PM Hour Volume Percentage



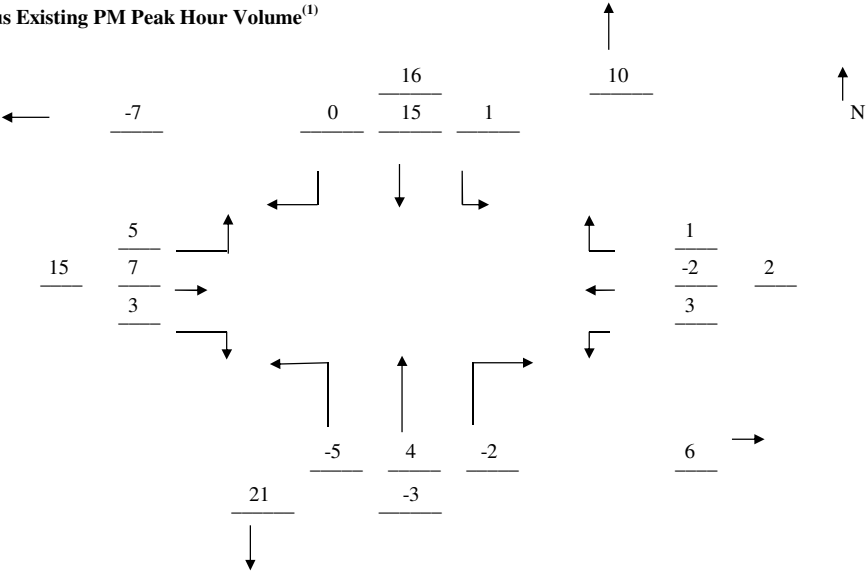
Footnote:

(1) Based on existing turning movement counts.

DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC MINUS EXISTING TRAFFIC (PM PEAK HOUR)

LOCATION:	24) SR 31 / CR 74
COUNTY:	Charlotte (01)
YEAR:	N/A

Future Non-Project Minus Existing PM Peak Hour Volume⁽¹⁾

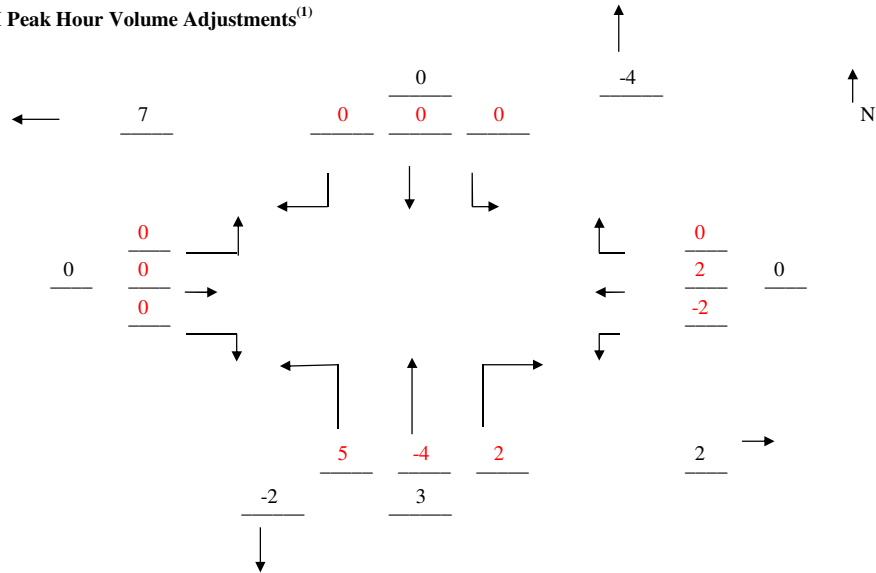


Footnote:
(1) Non-Project peak hour volumes is subtracted by existing peak hour volumes to identify negative growth.

**DIRPM TURNING MOVEMENT DIAGRAM
FUTURE NON-PROJECT TRAFFIC ADJUSTMENTS (PM PEAK HOUR)**

LOCATION: 24) SR 31 / CR 74
COUNTY: Charlotte (01)
YEAR: N/A

Future Non-Project PM Peak Hour Volume Adjustments⁽¹⁾



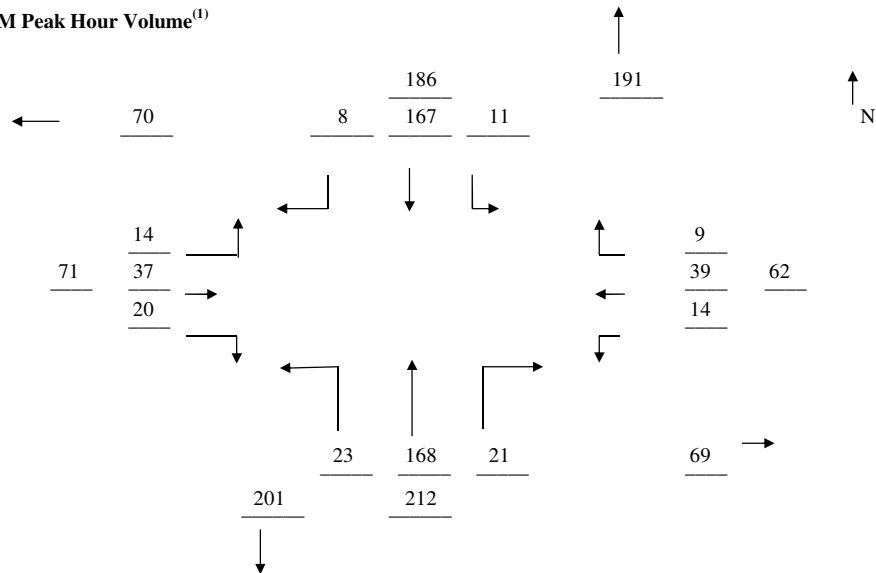
Footnote:

(1) Adjustments are used to ensure future non-Project traffic volumes are no less than existing traffic volumes.

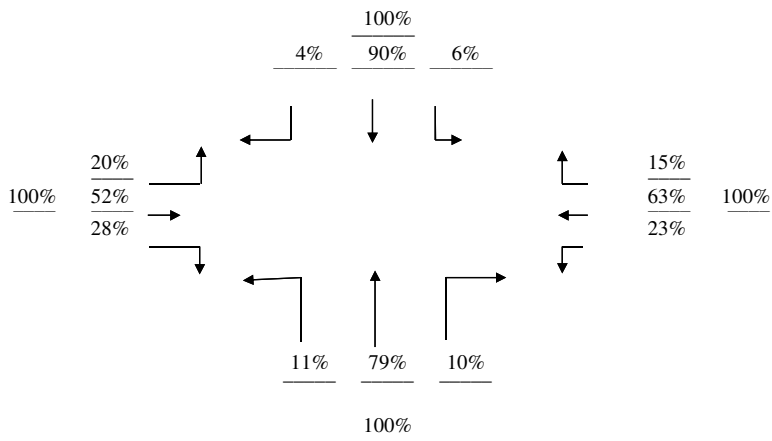
**DIRPM TURNING MOVEMENT DIAGRAM
ADJUSTED NON-PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION: 24) SR 31 / CR 74
COUNTY: Charlotte (01)
YEAR: 2026 (With Project)

Adjusted Non-Project PM Peak Hour Volume⁽¹⁾



Adjusted Non-Project PM Hour Volume Percentage



Footnote:

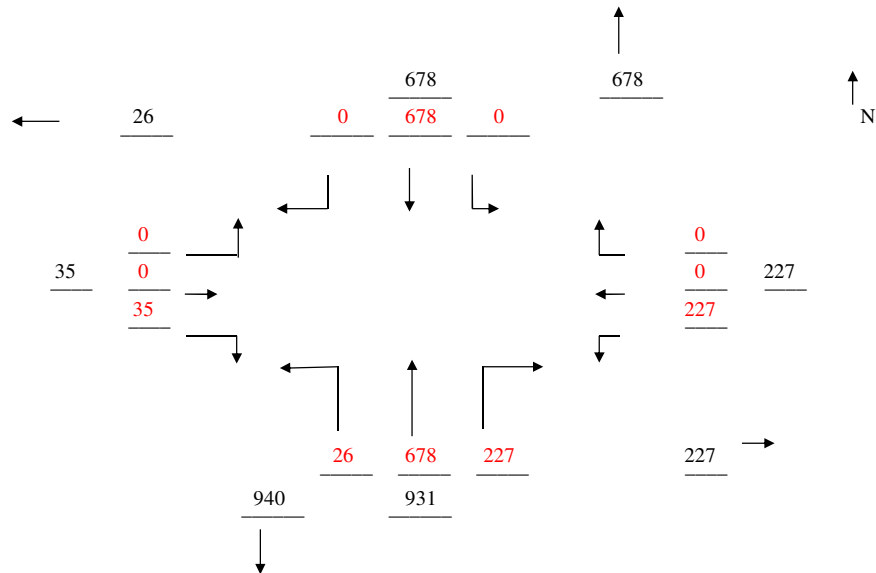
(1) Non-Project PSWADT converted to PM peak hour volumes using Turns 5 analysis spreadsheet then adjusted to ensure volumes are no less than existing volumes.

**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PSWADT)**

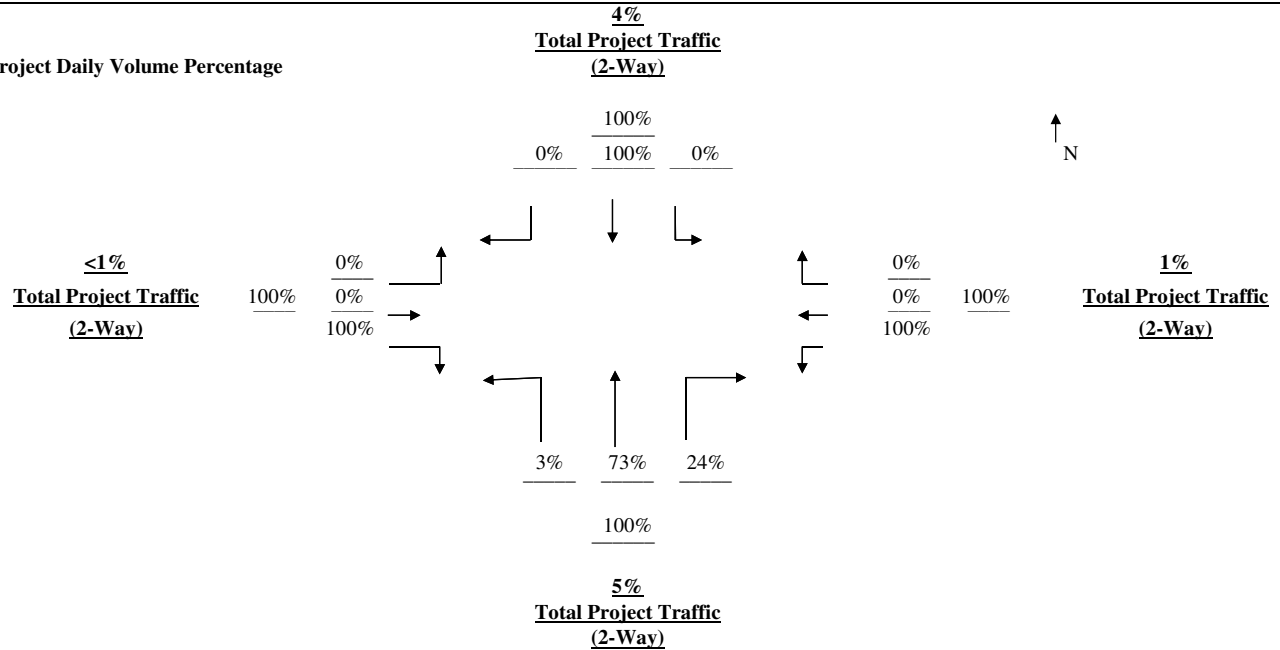
LOCATION: 24) SR 31 / CR 74
COUNTY: Charlotte (01)
YEAR: 2026 (With Project)

FSUTMS
 Project Raw
 Traffic
 36312

Project Daily Volume⁽¹⁾



Project Daily Volume Percentage



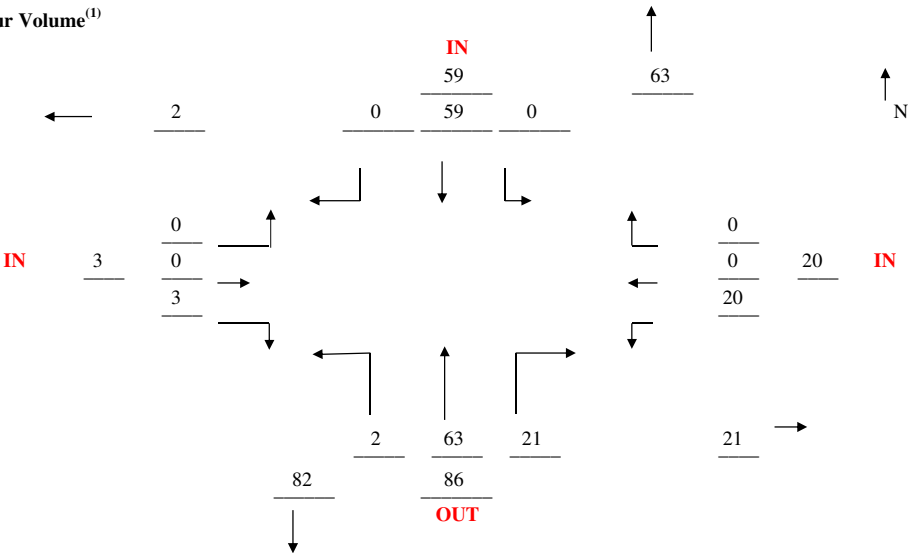
Footnote:

(1) MPD Project daily volume derived from select zone from D1RPM.

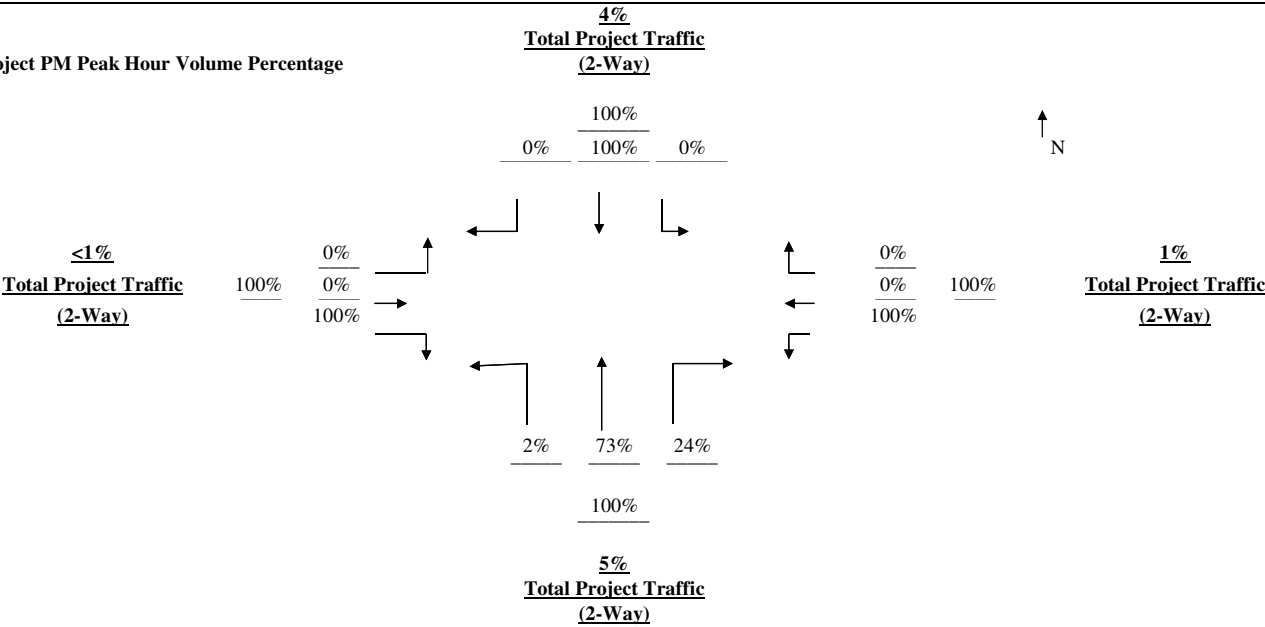
**D1RPM TURNING MOVEMENT DIAGRAM
MPD PROJECT TRAFFIC (PM PEAK HOUR)**

LOCATION:	24) SR 31 / CR 74	FSUTMS	ITE NET New	IN/OUT
COUNTY:	Charlotte (01)	Project Raw	Peak Hour	Split
YEAR:	2026 (With Project)	Traffic		Dir1 Dir2
		36312	3254	0.49 0.51

Project PM Peak Hour Volume⁽¹⁾



Project PM Peak Hour Volume Percentage



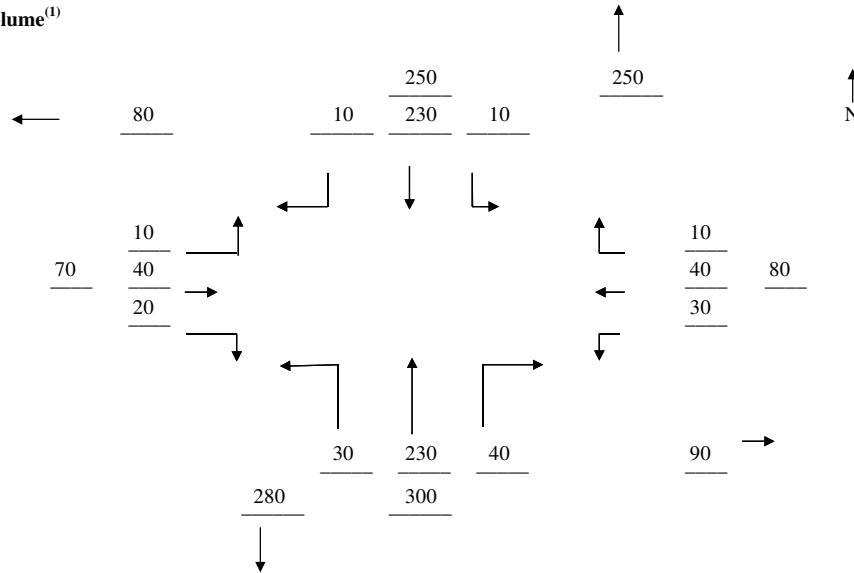
Footnote:

(1) MPD Project PM peak hour volume is derived from model turn percentages and the PM peak hour trip generation and directional split.

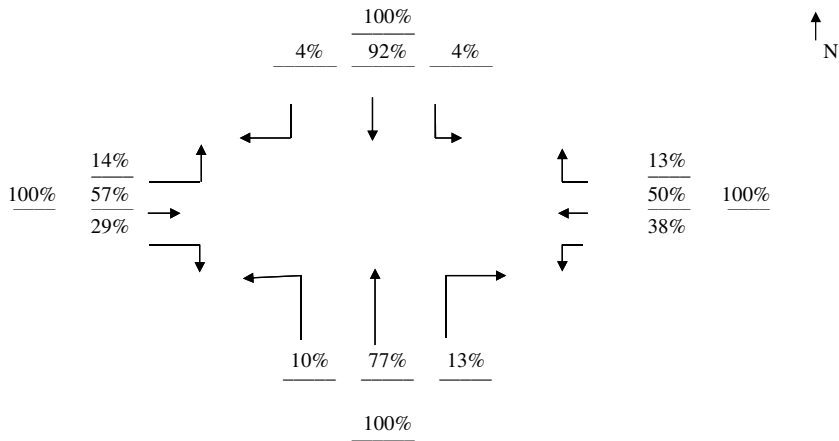
DIRPM TURNING MOVEMENT DIAGRAM **TOTAL TRAFFIC (PM PEAK HOUR)**

LOCATION: 24) SR 31 / CR 74
COUNTY: Charlotte (01)
YEAR: 2026 (With Project)

Total PM Peak Hour Volume⁽¹⁾



Total PM Peak Hour Volume Percentage



Footnote:

(1) Total PM peak hour volume calculated by adding Project and non-Project PM peak hour volumes (rounded to nearest multiple of 10).