

CONCLUSIONS & RECOMMENDATIONS

The conclusions that follow are based on existing and future traffic volume data, trip generation, assignment and distribution of generated traffic, turn lane analysis, capacity analyses/level of service results, and a field review conducted at the site. Based on the analysis and the resulting conclusions of this study, the following recommendations are formulated to ensure that the roadway system will accommodate the increased traffic volumes from the site.

RONALD REAGAN PARKWAY & US 36

Capacity analyses for all traffic volume scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Therefore, no improvements are recommended at this location.

RONALD REAGAN PARKWAY & CR 100 S

Capacity analyses for all traffic volume scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Therefore, no improvements are recommended at this location.

RONALD REAGAN PARKWAY & CR 200 S

Capacity analyses for all traffic volume scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Therefore, no improvements are recommended at this location.

CR 1050 E & CR 100 S

Capacity analyses for all traffic volume scenarios have shown that all approaches to this intersection operate and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Additional capacity analysis has shown that the addition of a northbound left-turn lane does not improve the level of service but does decrease delay along the northbound approach by 1 per vehicle second in the AM peak hour and by 4 seconds per vehicle in the PM peak hour.

CR 1050 E & CR 200 S

Capacity analyses for all traffic volume scenarios have shown that all approaches to this intersection operate and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Therefore, no improvements are recommended at this location.

CR 1050 E & FORTNER LANE/VETERANS DRIVE

Capacity analyses have shown that all approaches to this intersection will operate at acceptable levels of service during the AM and PM peak hours with the following recommended intersection conditions:

- Construction of the eastbound approach with at least one inbound lane and one outbound lane.
- The intersection should be stop controlled with Veterans Drive stopping for CR 1050 E.

RONALD REAGAN PARKWAY & VETERANS DRIVE

Capacity analyses have shown that this intersection will operate at acceptable levels of service during the AM and PM peak hours with the following recommended intersection conditions per a previously completed traffic study for the near-by future Lazaro Property Development:

- Installation of a traffic signal.
- Construction of the eastbound approach with at least one inbound lane and two outbound lanes.
- Construction of a southbound right-turn lane and northbound left-turn lane along Ronald Reagan Parkway.

Additional capacity analyses have shown that the intersection will operate at acceptable levels of service during the AM and PM peak hours with the following additional geometric when the Cityscape development and the Veterans Drive extension are constructed:

- Construction of the westbound approach with at least one inbound and two outbound lanes.
- Construction of a southbound left-turn lane along Ronald Reagan Parkway at Veterans Drive.

CR 1050 E & PROPOSED ACCESS DRIVE

Capacity analyses have shown that all approaches to this intersection will operate at acceptable levels of service during the AM and PM peak hours with the following recommended intersection conditions:

- Construction of the eastbound approach with at least one inbound lane and one outbound lane.
- The intersection should be stop controlled with the access drive stopping for CR 1050 E.

VETERANS DRIVE & PROPOSED ACCESS DRIVE

Capacity analyses have shown that all approaches to this intersection will operate at acceptable levels of service during the AM and PM peak hours with the following recommended intersection conditions:

- Construction of the southbound approach with at least one inbound lane and one outbound lane.
- The intersection should be stop controlled with the access drive stopping for Veterans Drive.