



Arterial Connectivity Study along I-595 Corridor FM#441954-1-12-01

Existing Data

Technical Memorandum #1

June 2020



Prepared for:



Broward Metropolitan Planning Organization

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and



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1. STUDY OVERVIEW

1.1 Introduction

The Broward Metropolitan Planning Organization (MPO) and Florida Department of Transportation (FDOT) have partnered to complete a study of the north-south arterials that cross I-595 and SR 84, from west of SW 136th Avenue to east of SR 7 / US-441 in central Broward County, Florida. The focus of the Arterial Connectivity Study along I-595 Corridor is to address congestion along the eight major north-south arterials, enhance safety and improve connectivity for all modes of travel.

The north-south arterial interchanges with I-595 and SR 84 provide valuable connections to the regional roadway network and serve as gateways to the communities along I-595. While I-595 provides important regional roadway access to and from the study area, the interstate also acts as a physical barrier and constraint, limiting north-south movement, property access and options for arterial improvements. Many intersections along the north-south study roadways and along SR 84 are congested and act as bottlenecks for north-south travel and impede access to and from I-595 and SR 84.

This study will identify implementable strategies that will improve mobility for all users and accommodate expected future growth in population and development within the study area. Strategies that will be examined include roadway infrastructure improvements, land use strategies, bicycle, pedestrian and transit facility improvements. In addition, strategies will be developed to improve continuity of the New River Greenway with safe and convenient crossings on the north-south arterials.

Technical Memorandum 1 is the first of seven deliverables to be completed as part of the Arterial Connectivity Study along I-595 Corridor. Technical Memorandum 1 documents the data that was obtained and collected for the study. Data was collected for all transportation modes within the

study area. The data includes traffic counts, lane geometry, previous study information, existing and future land use plans, activity centers, funded transportation improvement projects within the study area, and crash data.

1.2 Study Process

The Arterial Connectivity Study along I-595 Corridor is being conducted in four main tasks as follows:

- Task One – Data Collection, Compilation, Development, and Analysis
- Task Two - Develop Deficiency Mitigation Concepts (MCs) and Mitigation Measures (MMs)
- Task Three - Develop a Master Improvement List and Implementation Packages for Mitigation Measures
- Task Four – Outreach and Meetings

This Technical Memorandum 1 is the first of three technical memorandums to be completed as part of Task One for the Arterial Connectivity Study along I-595 Corridor. Task One involves collecting necessary data, as well as analyzing and identifying existing and future traffic operations deficiencies. It also involves evaluating connectivity as well as safety of the study roadways, and pedestrian, bicycle, and transit facilities. Task Two will involve developing various types of improvements or mitigation measures to address the needs identified in Task One, for consideration by the MPO, FDOT and stakeholders. Recommended improvement strategies or mitigation concepts will be identified for advancement. Task Three will involve developing preliminary cost estimates, evaluating benefits and impacts of the mitigation concepts, as well as compiling a list of projects for implementation. Task Four consists of conducting outreach and meetings that will occur throughout the life of the study from the beginning of Task One through the end of Task Three.

1.3 Study Purpose

The purpose of this initiative is to identify and define transportation problems and develop effective solutions to fulfill the goal of providing better connectivity for all modes and to provide congestion relief for travel along the north-south study roadways and their access points with I-595 and SR 84. All types of improvement strategies are being considered including land use and policy strategies; geometric modifications to roadways; pedestrian, bicycle, greenway, and transit infrastructure improvements; and technology and traffic signal improvements.

1.4 Study Area

The study area is in central Broward County, Florida along the I-595 and SR 84 corridor, between SW 136th Avenue and SR 7/US-441. The study limits extend approximately one mile north and one mile south of I-595 and include the eight north-south arterials that cross I-595 and SR 84. The primary study area and study roadways are shown in Figure 1-1.

1.5 Study Roadways

The location of each of the eight north-south study roadways is depicted in Figure 1-1. Below is a list of the primary study roadways along with the approximate limits on each road.

1. SW 136th Avenue from north of NW 8th Street to north of SW 14th Street
2. Flamingo Road / SR 823 from south of NW 8th Street to south of SW 15th Place
3. Hiatus Road from north of Broward Boulevard to south of SW 16th Street / S Harmony Lake Circle
4. Nob Hill Road from Broward Boulevard to SW 22nd Court
5. Pine Island Road from SW 3rd Street to south of Nova Drive

6. University Drive / SR 817 from Federated Road to SW 30th Street
7. Davie Road from I-595 / SR 84 to Broward College entrance / SW 35th Street
8. SR 7 / US-441 from SW 16th Street to Powell's Road
9. SR 84 eastbound and westbound from I-75 to I-95

SR 84 primarily functions as a service road for I-595 and provides the ramp connections and access between I-595 and the crossing arterials. Although I-595 is not one of the study roadways, it is an important roadway within the study area. I-595 is an interstate freeway facility designated as a Strategic Intermodal System (SIS) highway corridor and part of Florida's SIS network. It is also considered a regional corridor as designated by the Southeast Florida Transportation Council.

Forty-three intersections have been preliminarily identified for study, within the project limits. These preliminary study intersections are listed in Table 1-1.

Table 1-1: Preliminary Study Intersections

Cross Road	Intersection Ref. No.	Intersection With:	Signalized
1. NW/SW 136 th Avenue	1	Shenandoah Parkway / SW 5 th Street	Y
	2	SR 84 Eastbound	Y
	3	SR 84 Westbound	Y
	4	NW 2 nd Street	Y
2. SR 84 Westbound	5	Commodore Drive	N
	6	SW 125 th Avenue	N
3. Flamingo Road / SR 823	7	SW 8 th Street	Y
	8	SR 84 Eastbound	Y
	9	SR 84 Westbound	Y
	10	Broward Boulevard	Y
4. Hiatus Road	11	SR 84 Eastbound	Y
	12	SR 84 Westbound	Y
	13	Broward Boulevard	Y
5. Nob Hill Road	14	SW 13 th Street	Y
	15	SW 101 Road	Y
	16	SR 84 Eastbound	Y
	17	SR 84 Westbound	Y
	18	Hawks View Boulevard	Y
	19	Broward Boulevard	Y

Cross Road	Intersection Ref. No.	Intersection With:	Signalized
6. Pine Island Road	20	SW 24 th Street / Nova Drive	Y
	21	Orange Grove Road	Y
	22	SR 84 Eastbound	Y
	23	SR 84 Westbound	Y
	24	New River Canal Road	Y
	25	Peters Road	Y
	26	SW 6 th Court	Y
7. Peters Road	27	SW 80 th Terrace	Y
8. SR 84 Eastbound	28	SW 81 st Avenue	N
9. University Drive / SR 817	29	SW 30 th Street	Y
	30	Nova Drive	Y
	31	SW 23 rd Street	Y
	32	Kolsky Boulevard	Y
	33	SR 84 Eastbound	Y
	34	SR 84 Westbound	Y
	35	Peters Road	Y
	36	The Fountains	Y
	37	Federated Road	Y
10. Davie Road	38	Nova Drive	Y
	39	Reese Road	Y
	40	SR 84 Eastbound	Y
	41	SR 84 Westbound	Y
11. SR 7 / US-441	42	Oakes Road	Y
	43	SW 20 th Street / Riverland Road	Y

2. PLANNED AND PROGRAMMED TRANSPORTATION PROJECTS

There are multiple other studies and funding plans that have been completed in recent years for transportation facilities within the study area. Some of these studies and plans have identified recommended transportation improvements, and some provide notable information that could have an influence on transportation within the study area. The planned and programmed projects identified from previous and ongoing studies and from published funding plans are summarized in the following sections.

2.1 Previous and Ongoing Studies

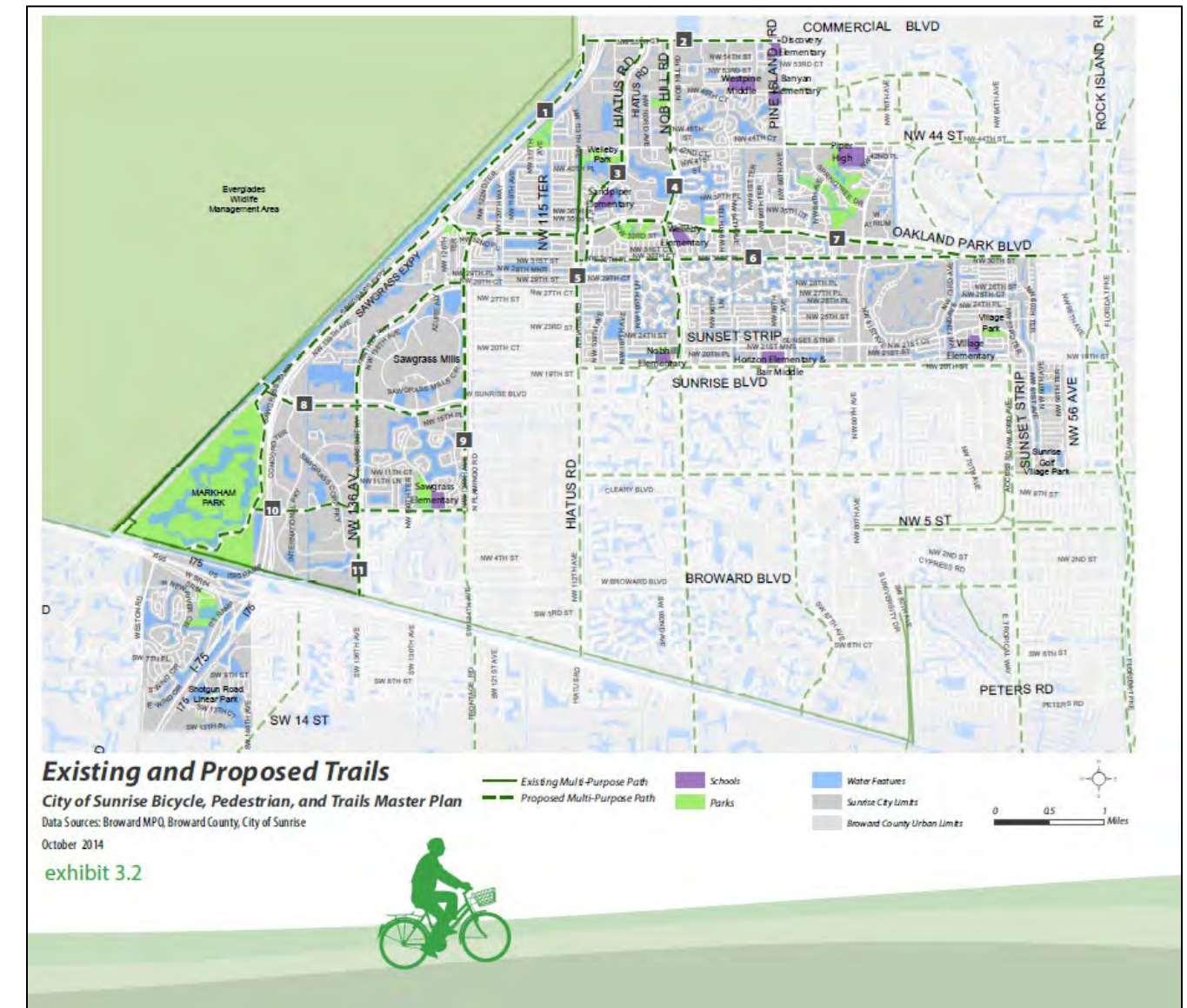
Recent key transportation improvement studies from the FDOT, Broward MPO, Broward County, and surrounding municipalities were identified during initial stakeholder meeting discussions and from online research conducted from December 2019 through February 2020. The following studies were identified, and the key information from each study pertaining to transportation improvements within the study area is noted below.

1. **FDOT District Four Broward Congestion Assessment Study (August 2017 through July 2018)** - The study identified a prioritized list of roadway links within Broward County (excluding freeways) that exhibited the highest incidence of recurring congestion, measured by a combination of intensity and duration of congestion. The segments were prioritized and targeted for increasing roadway capacity. Three segments on two of the study roadways within the Arterial Connectivity Study area were on the list of the top 22: US-441 from Davie Boulevard to Riverland Road was ranked #2, University Drive / SR 817 from 5th Street to Broward Boulevard was ranked #16, and University Drive / SR 817 from Broward Boulevard to Peters Road was ranked #17. Recommendations provided for improvements at these locations will be considered.

2. **FDOT District Four SR 817 / University Drive from Nova Drive to SR 84 Road Safety Audit (May 2019)** - The study identified a number of improvements aimed at improving motorists' safety along SR 817 / University Drive from south of Nova Drive to SR 84. The recommended improvements were grouped into signal timing modification recommendations and design recommendations. All signal timing modification recommendations were coordinated with BCTED and have been implemented. The following recommended design improvements are being funded by FDOT for implementation: an auxiliary lane along the northbound lanes of SR 817/University Drive from south of Nova Drive to the on-ramp flyover to westbound I-595; pedestrian push button signage; new northbound right-turn overlap signal at the Nova Drive intersection and at the S 1900 Block intersection.
3. **FDOT District Four Eastbound I-595 Off Ramp to SR 7 North Concept Development Report (Draft July 2019)** - Improvements were studied and a lane reconfiguration along SR 7 / US-441 northbound from I-595 to Riverland Road was recommended to reduce the queues and delay at the eastbound I-595 off ramp to northbound SR 7 / US-441. Reconfiguring the westbound approach of Riverland Road at SR 7 / US-441 to eliminate the split phasing of the traffic signal was also recommended.
4. **Broward MPO SR 7 Multimodal Improvements Corridor Study (July 2016)** - The purpose of this study was to identify a list of specific transportation and congestion management projects to address operational and safety improvements identified within the study area. A list of 26 bicycle and pedestrian network connectivity improvement projects was produced along with intersection improvements at nine study intersections. The improvements were then broken into priority tier 1, tier 2, and tier 3 projects for implementation.

5. **Broward MPO Complete Streets Master Plan (March 2019)** - The purpose of the Master Plan is to guide future investment in Complete Streets improvements by developing a prioritized list of projects. The projects identified in the Master Plan are intended to be delivered through the MPO's Mobility Program, which is being used to implement improvements for municipalities throughout the County. Improvements shown in this plan will be considered as well in the Arterial Connectivity Study.
6. **City of Sunrise Bicycle & Pedestrian Greenways & Trails Master Plan (November 2014)**
- The City of Sunrise developed a bicycle, pedestrian, greenways and trails plan for the City. The purpose of the Plan is to provide a clear framework to support safe and convenient walking, biking and access to transit service. A comprehensive set of infrastructure improvements, policy changes and programs were recommended. Priority connections for bicycle and pedestrian improvements show that NW/SW 136th Avenue at the New River Greenway was included. All proposed bikeways and trails identified in the master plan within the study area will be considered during the Arterial Connectivity Study. The on-street bikeway recommendations and proposed typical sections for incorporating bike lanes on NW/SW 136th Avenue and Flamingo Road will be considered. In addition, the greenway recommendations for constructing a multi-use path along both sides of Flamingo Road and NW/SW 136th Avenue will be considered, as well as the general pedestrian and transit recommendations. Figure 2-1 displays an exhibit from the City of Sunrise Bicycle, Pedestrian, and Trails Master Plan showing the existing and proposed trails.

Figure 2-1: City of Sunrise Bicycle & Pedestrian Greenways & Trails Master Plan – Existing and Proposed Trails

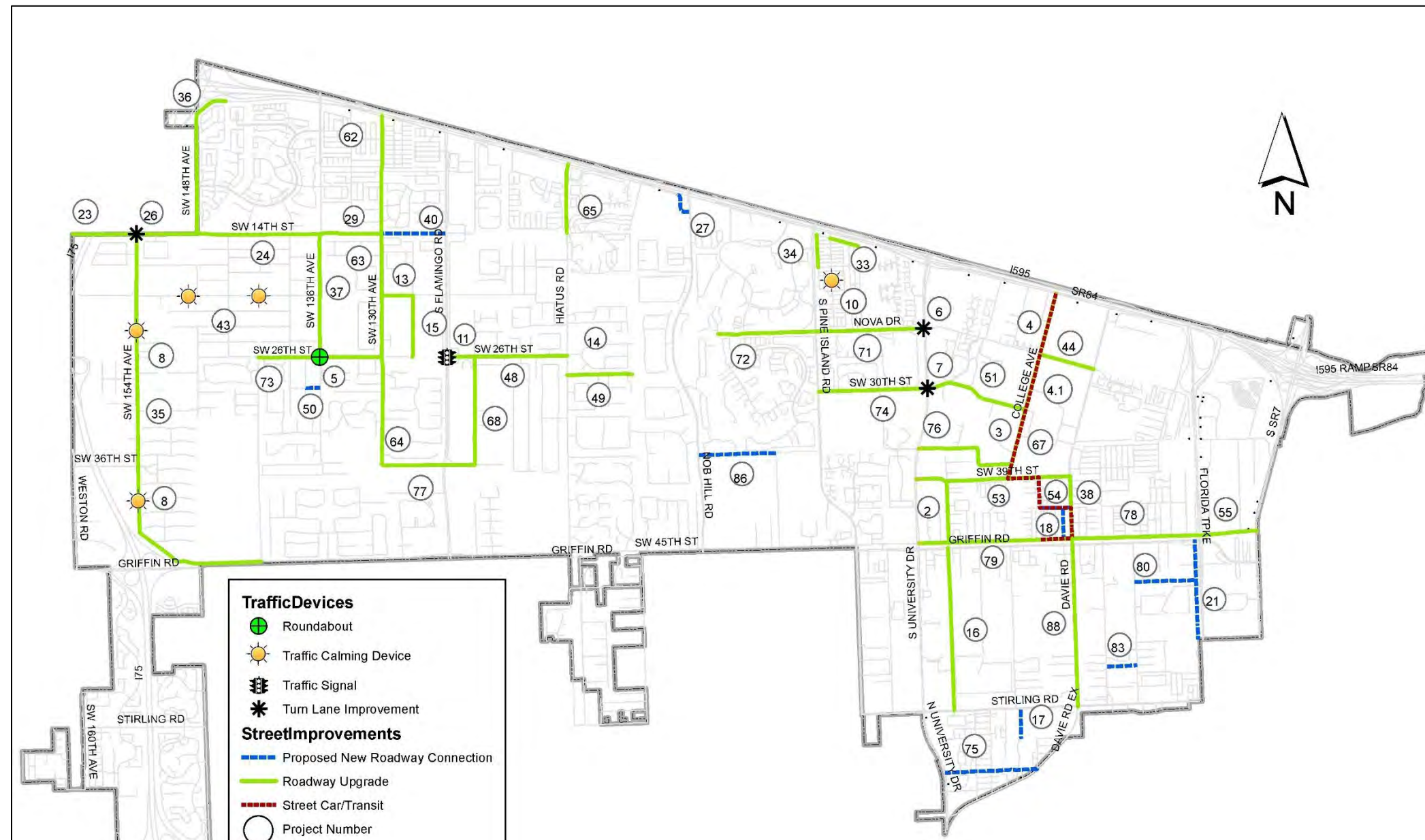


Source: City of Sunrise Bicycle & Pedestrian Greenways & Trails Master Plan, 2014

7. **Broward County Mobility Advancement Program Adaptive Traffic Control Systems (ATCS) Engineering Study (began June 2019)** - In this study the County is researching available adaptive signal control systems and recommending a list of appropriate systems for SR 7 / US-441 from Loxahatchee Road to Atlantic Boulevard, Broward Boulevard from SR 7 / US-441 to E 8 Avenue, University Drive / SR 817 from Sunrise Boulevard to Griffin Road, and Hallandale Beach Boulevard from SR 7 / US-441 to A1A.
8. **Broward MPO's Plantation Mobility Hub Master Plan (March 2019)** - This Master Plan assessed the history of transit service in the City of Plantation, the bicycle and pedestrian network, the context of development in the area, collected traffic counts and transit counts, and conducted stakeholder outreach and a market analysis for a proposed new Plantation Midtown Mobility Hub. The location of the existing West Regional Terminal located in the northeast corner of Broward Boulevard and Pine Island Road across from the West Regional Courthouse was considered for the location of the potential new Plantation Midtown Mobility Hub.
9. **Town of Davie Local Road Master Plan (Adopted August 2008)** - An assessment of the Town's local roadways was conducted and future roadways and projects were proposed. The Master Plan includes a proposed functional classification map for Town roadways, showing SW 136th Avenue south of I-595 as a 4/5 lane Major Collector, Hiatus Road south of I-595 as a 3 lane Major Collector, College Avenue south of I-595 as a 4/5 lane Major Collector, and Davie Road from I-595 to Nova Drive as a 6 lane Arterial, and from Nova Drive to SW 39th Street as a 4/5 lane Major Collector. The Master Plan includes typical roadway cross-sections for various roadway functional classifications with bike lanes. A jurisdictional responsibility map is also included which depicts two of the north-south study arterials, SW 136th Avenue and Hiatus Road south of I-595, as Town of Davie roads. This Master Plan includes a map of recreational trails and equestrian trails.

The Town of Davie Master Plan also includes a table and figure with proposed future roadway projects. Roadway upgrades are shown for Nova Drive, and Hiatus Road and Pine Island Road south of I-595; turn lane improvements at University Drive / SR 817 and Nova Drive and at University Drive / SR 817 and SW 30th Street; an extension of SW 14th Street from Nob Hill Road to Bright Road; and a street car / transit improvement along College Avenue. The figure from the Master plan depicting the locations and types of recommended improvements is shown in Figure 2-2.

Figure 2-2: Town of Davie Local Road Master Plan – Proposed Future Projects (2017)



Source: Town of Davie Local Road Master Plan, adopted 2008, amended 2017

10.FDOT Western Sunrise Area-Wide Transportation Needs Assessment Study (June 2017)

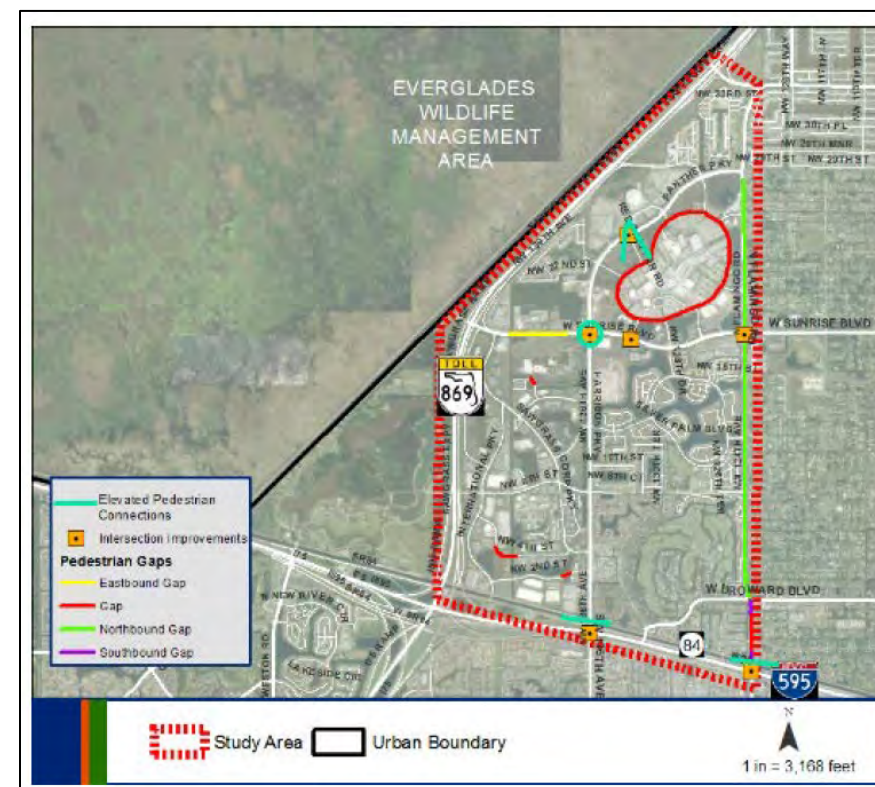
- The primary purpose of the Western Sunrise Area-Wide Transportation Needs Assessment Study was to evaluate the current and projected transportation needs within the Western Sunrise Area in Broward County. FDOT District Four conducted an area-wide needs assessment to evaluate and optimize the existing and future transportation network for the area. The study evaluated the needs and opportunities and recommended multi-modal, short-, and long-term improvements that considered future traffic generators and demand. Future travel demand was estimated for the year 2040 and results showed an increase in traffic volumes of approximately 40% across the study area from 2010 to 2040.

Although this is a sizable increase, most of the arterial roadway segments that serve as the primary roadway network in the Western Sunrise study area (NW/SW 136th Avenue, Flamingo Road, Sunrise Boulevard, SW 8th Street, Broward Boulevard, and SR 84) were shown to be adequate to accommodate such volumes. However, four study road segments were estimated to have a 2040 LOS below D, they were: Sunrise Boulevard between NW/SW 136th Avenue and International Parkway, NW/SW 136th Avenue between Sunrise Boulevard and NW 22nd Place/Green Toad Road, and SR 84 westbound between Flamingo Road and NW/SW 136th Avenue, and SR 84 eastbound between I-75 and Flamingo Road.

No major capacity or widening projects were recommended by the study, and roadway improvements focused primarily on intersection operations and design, and transportation system maintenance and operations (TSM&O) improvements. The study notes that the area is in need of a specially-designed transit hub to facilitate multi-modal connections in the area, and recommends a transportation demand management (TDM) services coordinator for the area to encourage and coordinate alternative transportation times and modes other than single occupancy vehicle travel during typical peak hours. Safety is a main concern for serious,

recreational, and casual bicyclists in the study area. A list of traffic operations improvements is provided for 14 intersections, a list of TSM&O improvements, a list of transit improvements, a list of pedestrian improvements, and a list of bicycle improvements is provided. In addition, an alternative intersection design concept is proposed at NW/SW 136th Avenue and SR 84, and enhanced expressway access including flyovers from southbound NW/SW 136th Avenue and southbound International Parkway onto eastbound I-595 is proposed. All concepts within the study area will be considered within the Arterial Connectivity Study. Figure 2-3 provides an excerpt from page 106 in the report which depicts the locations of the suggested pedestrian improvements.

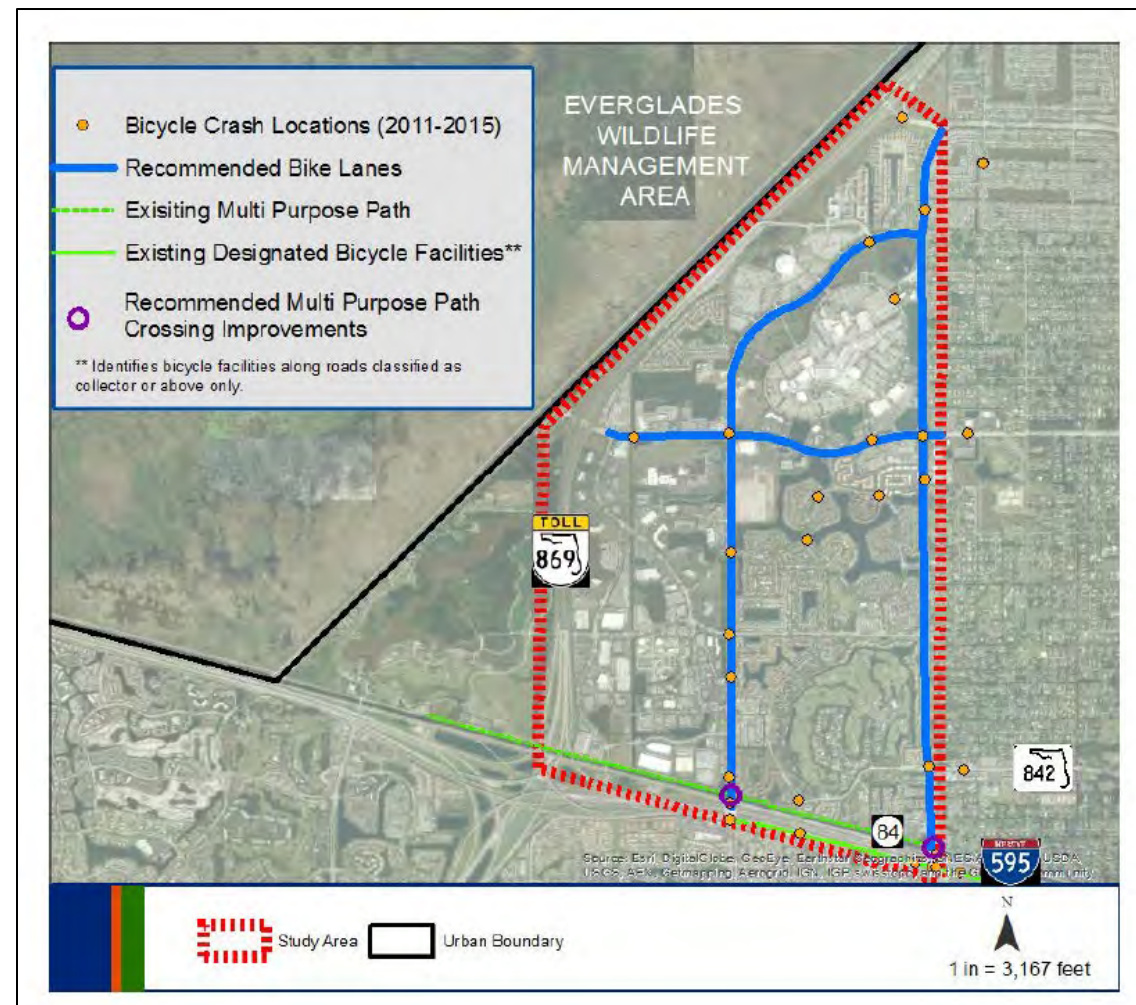
Figure 2-3: FDOT Western Sunrise Area-Wide Study – Suggested Pedestrian Improvements



Source: FDOT Western Sunrise Area-Wide Study, 2017

Figure 2-4 provides a snapshot of the figure from page 110 of the report depicting the locations of the suggested bicycle improvements.

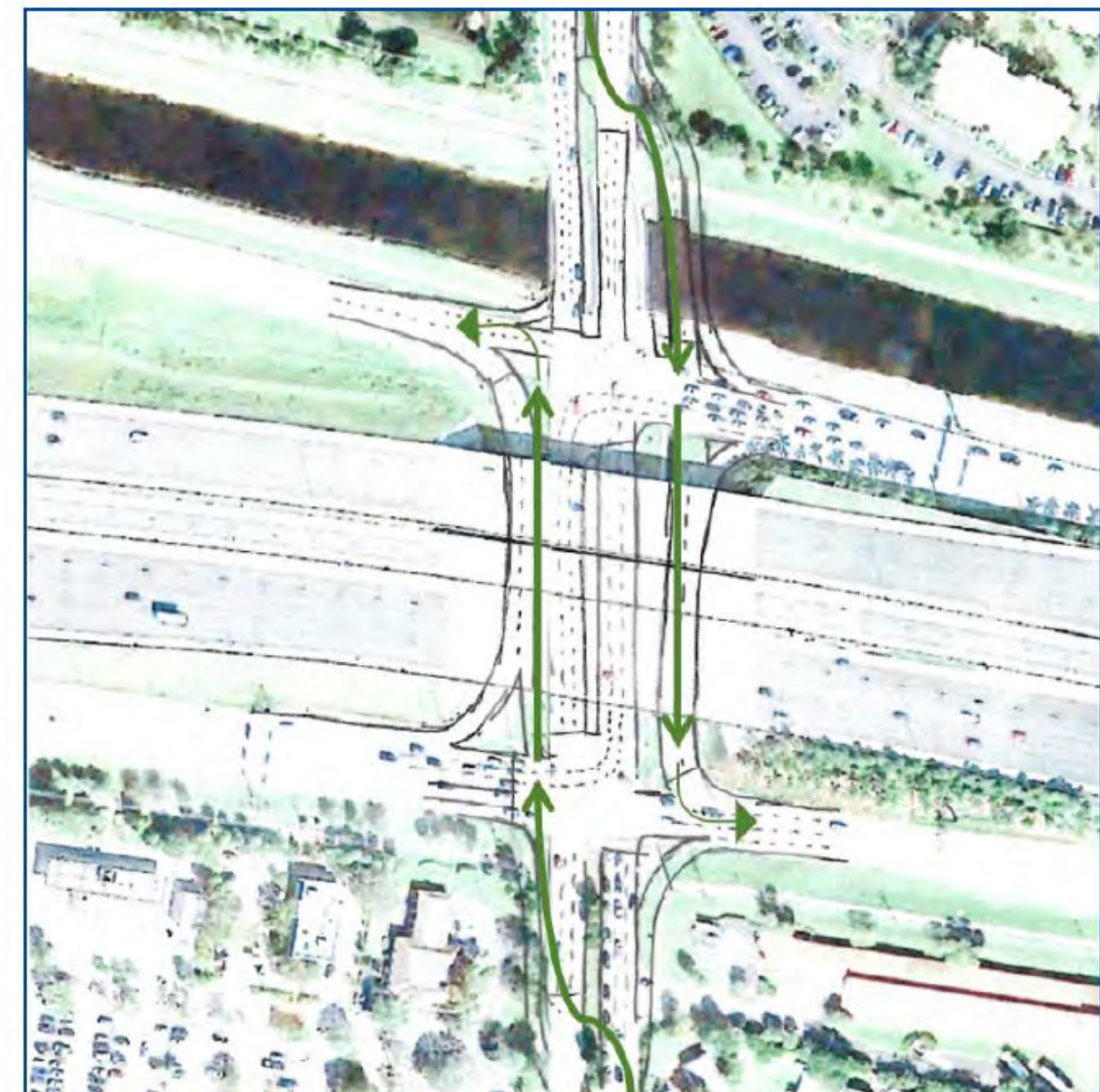
Figure 2-4: FDOT Western Sunrise Area-Wide Study – Suggested Bicycle Improvements



Source: FDOT Western Sunrise Area-Wide Study, 2017

Figure 2-5 shows the figure from page 115 of the report which displays the alternative intersection design concept suggested for further study at NW/SW 136th Avenue and SR 84.

Figure 2-5: FDOT Western Sunrise Area-Wide Study – Alternative Intersection Design Concept at NW/SW 136th Avenue and SR 84



Source: FDOT Western Sunrise Area-Wide Study, 2017

11. Broward MPO University Drive Mobility Improvements Planning Study, Final Summary

Report (March 2015) - The purpose of the University Drive Mobility Improvements Planning Study was to identify and evaluate short-term (approximately 0 to 3 years), midterm (3 to 7 years), and long-term (beyond 10 years) mobility, congestion management, livability, and transit options for the study area. Transit planning and the congestion management/livability planning processes were covered in this study. The public was also engaged in developing multimodal transportation solutions. The study area was located along University Drive / SR 817 from Westview Drive in northern Broward County, to NW 215th Street.

The Locally Preferred Alternative included the following key strategies:

- Construct sidewalks along University Drive / SR 817 (and within a ¼-mile radius of the corridor) with a buffer from traffic where possible;
- Construct bicycle facilities on University Drive / SR 817 (and within ½-mile radius of the corridor) with a buffer from traffic where possible;
- Implement pedestrian accommodations at all intersections, including curb ramps, crosswalks, and shorter traffic signal cycles;
- Design for greater levels of walking and bicycling in “activity areas;”
- Create additional signalized pedestrian crossing opportunities;
- Modify intersection geometry to improve pedestrian accessibility, by evaluating the removal of right-turn lanes and reducing curb radii;
- Develop mobility hubs at 30th Street and Sunset Strip;
- Retime and synchronize traffic signals;

- Improve bus stop amenities through strategies such as adding bus shelters, benches, and accessibility pads;
- Improve the transit service to an Enhanced Bus Service with Route 2 and Route 102 buses arriving every 30 minutes throughout the day;
- Relocate bus stops closer to intersections at select locations to minimize transfer time; and
- Introduce transit preferential treatments, including signal priority, mobile ticketing, queue jumps, enhanced bus stations, and bus islands.

2.2 Programmed Improvements

Planned and funded transportation improvement projects within the study area were researched from available funding plans. For purposes of the Arterial Connectivity Study along I-595 Corridor, future year conditions analyses will assume that all funded and under construction projects in the area will be completed according to their planned timeframes. These background projects were identified from the following sources:

- FDOT Construction Projects in Broward County website as of February 2020:
<http://www.d4fdot.com/bcfdot/index.asp>
- FDOT Final Tentative 5-year Work Program (FY 2020/2021 – FY 2024/2025) as of 01/15/2020
- FDOT SIS 1st Five-Year Plan (FY 2020-2024)
- FDOT SIS 2nd Five-Year Plan (FY 2025-2029)
- FDOT SIS Long Range Cost Feasible Plan (FY 2029-2045) 2018 Edition
- Broward County Proposed Transportation Surtax Project-Based Plan website as of February 2020:
<http://bcgis.maps.arcgis.com/apps/webappviewer/index.html?id=20c5f6e634fa40d184aeaff e38406a50>
- Broward MPO Commitment 2045 Metropolitan Transportation Plan adopted December 2019

Only projects that were currently under construction or planned to be under construction within the study timeframe (through year 2045) and were contained in one of these adopted funding plans and that would have an impact on the study area were identified. Projects that were county-wide maintenance type projects were not included in the list. The under construction and planned background roadway improvement projects relevant to the Arterial Connectivity Study along I-595 Corridor study area are listed herein.

Table 2-1 presents the list of projects that are currently under construction within the study area. The locations of projects under construction are shown on Figure 2-6.

Table 2-2 presents the list of projects that are currently funded for construction by 2045 within the study area.

Table 2-1: Projects Under Construction in Study Area

Agency Project #	Agency Doing Construction	Location	Type	Description	Estimated Construction End Date	Cost
431698	FDOT	Peters Road from Pine Island Rd to University Dr	Bike Lane	widening, resurfacing and restriping the roadway to accommodate 5-foot designated bike lanes with a 3-foot buffer and two 11-foot through lanes in each direction, installing curb and gutter along the median and outside lanes at the approaches to intersections and at bus stops, modifying pedestrian curb ramps to meet ADA requirements, relocating drainage structures, and upgrading lighting at University Dr.	10/18/2019	\$1,495,214
440081 and 440082	FDOT	SR 7 / US-441 from Peters Rd to NW 8th St. SR 7 / US-441 from Miramar Pkwy to Riverland Rd	Lighting	Lighting retrofit improvements include the installation of new light poles, upgrading light poles to LED lighting at 28 intersections throughout Broward County along US-441/SR 7, Sr 482/Broward Boulevard, SR 5/Federal Highway and SR 84	12/28/2019	\$977,778
429339	FDOT	Turnpike north of I-595	ITS	All Electronic Tolling, I-595 to south of Lantana toll plaza	3/13/2020	\$20,896,243
435605	FDOT	Turnpike north of Griffin Rd	ITS	Replacement of Existing Dynamic Message Signs	11/12/2020	\$7,288,625
437851	FDOT	SW 136th Ave at SR 84	Roadway	Replacing and widening the existing bridge over the North New River Canal, resulting in an additional southbound through lane and designated bike lanes. • Adding a designated right-turn lane from westbound SR 84 to northbound NW/SW 136th Avenue. • Upgrading existing lighting to LED.	11/14/2020	\$6,476,041
unknown	Broward County	Pine Island Road from north of Broward Blvd to Oakland Park Blvd	ITS	Upgrading traffic signal communications from cellular to high speed fiber optic.	July 2020	unknown
428009 and 433108	FDOT	I-95 mainline south of SR 84 to SR 84 I-95 mainline south of SR 84 to north of Commercial Blvd	Roadway	95 Express Phase 3A-1 from South of Broward Boulevard to North of Commercial Boulevard; extending the existing express lanes north from just south of Broward Boulevard to just north of Commercial Boulevard	Early 2021	\$151,211,504
409354 and 432222	FDOT	I-95 mainline from Hollywood Blvd to SR 84; SR 84 EB at SR 7 / US-441; and I-595 EB from SR 84 to I-95 I-595 and I-95 Interchange Ramps; and I-95 at SR 84 Interchange Ramps	Roadway	95 Express Phase 3C; I-95 from south of Hollywood Boulevard to south of Broward Boulevard & I-595 from west of SR 7 / US-441 to I-95. Milling, resurfacing, overbuild, widening, and/or restriping of I-95 to accommodate Express Lanes in each direction (2 lanes in each direction); Construction of dual NB and SB exit ramps to Sheridan Street; Dual right turn lane improvements at I-95 NB exit ramp to EB Griffin Rd; I-95/I-595 Direct Connectors between NB and SB 95 ELs and I-595 to and from the west. I-95/SR 84 Interchange modifications. Reconstruction, milling, resurfacing, overbuild, widening, and/or restriping of I-595 from SR 7 / US-441 to I-95, including I-595 bridges of Pond Apple Slough, to accommodate: Auxiliary lanes along I-595 and to/from Direct Connectors. A new westbound I-595 exit ramp to Turnpike. A new eastbound I-595 entrance ramp from Turnpike. A new eastbound I-595 exit ramp to eastbound SR 84.	3/5/2025	\$456,815,242

Table 2-2: Funded Projects Within Study Area

Proj Ref #	Agency	Plan / Source	Agency or Plan Project #	Location	Type	Description	Year Construction Est. to Begin	Est. Construction Cost
2020-1	Broward County	County Surtax Plan		Broward Blvd: SR 7 / US-441 to US-1	Adaptive Signal Control	n/a	2020	\$1,650,000
2020-2	Broward County	County Surtax Plan		Flamingo Rd at New River Greenway	Intersection Improvement	n/a	2020	\$1,400,000
2020-3	Broward County	County Surtax Plan		Pine Island Rd Nova Drive to Griffin Road	Roadway	Road Capacity Expansion - Widen Pine Island from four to six lanes	2020	\$24,000,000
2020-4	FDOT	Work Program	440746-5	Riverland Road from SR 7/US-441 to Broward Boulevard	Bike Lane/Sidewalk	Bike Lane/Sidewalk	FY 2020	\$4,079,005
2020-5	FDOT	SIS 1st Five Plan	4363081	Eastbound SR 84 to Southbound SR 93/I-75 On-ramp	Interchange	Modify Interchange	2020	\$8,494,000
2021-1	Broward County	County Surtax Plan		Nob Hill Road / Coral Ridge Drive (from Broward Blvd to Parkland)	Transit	New Local Bus Route	2021	n/a
2021-2	Broward County	County Surtax Plan		SR 7 / US-441 from Miami Gardens to Wiles Rd	Transit	Rapid Bus Routes	2021	n/a
2021-3	Broward County	County Surtax Plan		Sunrise Blvd/Panther Pkwy/Area	Adaptive Signal Control	n/a	2021	\$4,675,000
2021-4	Broward County	County Surtax Plan		Sunrise Blvd: SR 7 / US-441 to SR A1A	Adaptive Signal Control	n/a	2021	\$3,475,000
2022-1	Broward County	County Surtax Plan		University Drive / SR 817: Broward Blvd to Griffin Rd	Adaptive Signal Control	n/a	2022	\$2,225,000
2022-2	FDOT	Work Program	409354-2	I-95/I-595 Express Lanes Direct Connect, I-95 from Stirling to Broward Blvd	Interchange	Interchange- Add Lanes	FY 2022	\$4,650,000
2022-3	FDOT	Work Program	432066-9	University Drive / SR 817 from N of WB SR 84 to N of NW 1st Street	Bike Lane/Sidewalk	Bike Lane/Sidewalk	FY 2022	\$10,372,769
2022-4	FDOT	Work Program	444265-1	SR 842/Broward Blvd from SR 817/University Dr to east of SW 54 th Avenue	Maintenance	Resurfacing	FY 2022	\$3,070,025

Proj Ref #	Agency	Plan / Source	Agency or Plan Project #	Location	Type	Description	Year Construction Est. to Begin	Est. Construction Cost
2023-1	Broward County	County Surtax Plan		Broadview Park north of SR 84 between Turnpike and SR 7 / US-441	Street Lighting	n/a	2023	\$11,122,000
2023-2	Broward County	County Surtax Plan		Flamingo Rd from BB&T center to I-75 south of Turnpike	Transit	New Local Bus Route	2023	n/a
2023-3	Broward County	County Surtax Plan		Nob Hill Rd I-595 to SW 30th St	Roadway	Road Capacity Expansion - Widen Nob Hill Rd from 4 to 6 lanes for	2023	\$20,400,000
2023-4	Broward County	County Surtax Plan		Weston Area	Adaptive Signal Control	n/a	2023	\$2,820,000
2023-5	FDOT	Work Program	429576-2	SR 7/US-441 Transit Corridor Improvements Group/Priority 1	Bike Lane/Sidewalk	Bike Lane/Sidewalk	FY 2023	\$2,843,602
2023-6	FDOT	Work Program	446094-1	SR 842/Broward Blvd from west of NW 42 Ave to west of SW 22 Ave	Maintenance	Resurfacing	FY 2023	\$3,530,082
2024-1	Broward County	County Surtax Plan		Davie Blvd: SR 7 / US-441 to US-1	Adaptive Signal Control	n/a	2024	\$3,540,000
2024-2	Broward County	County Surtax Plan		Douglas Rd (Pine Island Rd from Broward Blvd to SR 821)	Transit	New Local Bus Route	2024	n/a
2024-3	Broward County	County Surtax Plan		Flamingo Rd / Red Rd: Griffin Rd to Miami-Dade Co. Line	Adaptive Signal Control	n/a	2024	\$4,235,000
2024-4	Broward County	County Surtax Plan		Pine Island Rd at SR 84	Intersection Improvement	n/a	2024	\$1,400,000
2024-5	FDOT	Work Program	429576-4	SR 7/US-441 Transit Corridor Improvements Group/Priority 4	Bike Lane/Sidewalk	Bike Lane/Sidewalk	FY 2024	\$4,340,046
2024-6	FDOT	Work Program	429576-5	SR 7/US-441 Transit Corridor Improvements Group/Priority 5	Bike Lane/Sidewalk	Bike Lane/Sidewalk	FY 2024	\$2,815,660
2025-1	Broward County	County Surtax Plan		Hiatus Rd at New River Greenway	Intersection Improvement	n/a	2025	\$1,400,000
2025-2	Broward County	County Surtax Plan		Nob Hill Rd (SW 101st Ave) Griffin Rd to Whispering Pines Rd	Street Lighting	n/a	2025	\$308,000

Proj Ref #	Agency	Plan / Source	Agency or Plan Project #	Location	Type	Description	Year Construction Est. to Begin	Est. Construction Cost
2025-3	Broward County	County Surtax Plan		Nob Hill Rd at New River Greenway	Intersection Improvement	n/a	2025	\$1,400,000
2025-4	Broward County	County Surtax Plan		NW/SW 136th Avenue at New River Greenway	Intersection Improvement	n/a	2025	\$1,400,000
2025-5	Broward County	County Surtax Plan		SW 125th Ave at New River Greenway	Intersection Improvement	n/a	2025	\$1,400,000
2025-6	FDOT	Work Program	420809-8	I-595/SR 862/P3 from E. of I-75 to W. of I-95	Maintenance	Resurfacing	FY 2025	\$26,255,500
2025-7	FDOT	Work Program	429576-3	SR 7/US-441 Transit Corridor Improvements Group/Priority 2	Bike Lane/Sidewalk	Bike Lane/Sidewalk	FY 2025	\$7,735,331
2025-8	FDOT	Work Program	429576-6	SR 7/US-441 Transit Corridor Improvements Group/Priority 6	Bike Lane/Sidewalk	Bike Lane/Sidewalk	FY 2025	\$5,817,912
2025-9	FDOT	Work Program; MPO MTP	441723-1	SR 9/I-95 northbound off-ramp to Eastbound I-595	Interchange	Add Lanes & Rehabilitate Pavement; Add 2 lanes to NB I-95	FY 2025	\$4,508,046
2025-10	FDOT	Work Program	443948-1	Davie Blvd Extension/Peters Road from SW 50 th Ave to SR 7/US-441	Bike Lane/Sidewalk	Bike Lane/Sidewalk	FY 2025	\$1,674,552
2025-11	FDOT	Work Program	445673-1	I-595 eastbound to northbound Ramp at SR 7/US-441	Interchange	Interchange- Add Lanes	FY 2025	\$598,591
2025-12	FDOT	Work Program	445624-1	University Drive / SR 817 from Nova Drive to SR 84	Roadway	NB Auxiliary Lane along University Drive / SR 817 from S. of Nova Drive to the on-ramp flyover to WB I-595	candidate for FY 2025	\$1,920,964
2026-1	Broward County	County Surtax Plan		Griffin Rd / Weston Rd / NW 136 (from Sunrise south thru Weston, east along Griffin Rd to I-95)	Transit	New Local Bus Route	2026	n/a
2026-2	Broward County	County Surtax Plan		Griffin Road SW 148 Ave to Flamingo Rd	Roadway	Road Capacity Expansion - Widen 4 to 6 lanes for 2.2 miles	2026	\$26,400,000
2027-1	Broward County	County Surtax Plan		Broward Blvd from Nob Hill Rd to Hiatus Rd	Roadway	Road Capacity Expansion - Widen Broward Blvd from 4 to 6 lanes	2027	\$9,600,000
2027-2	Broward County	County Surtax Plan		Nob Hill Rd I-595 to Broward Blvd	Roadway	Road Capacity Expansion - Widen Nob Hill Rd from 4 to 6 lanes for	2027	\$13,200,000

Proj Ref #	Agency	Plan / Source	Agency or Plan Project #	Location	Type	Description	Year Construction Est. to Begin	Est. Construction Cost
2028-1	Broward County	County Surtax Plan		Palm Ave (Nob Hill Rd from Cleary Blvd to Miramar Pkwy)	Transit	New Local Bus Route	2028	n/a
2029-1	Broward County	County Surtax Plan		Nob Hill Rd SW 30 St to Griffin Rd	Roadway	Road Capacity Expansion - Widen Nob Hill Rd from 4 to 6 lanes for	2029	\$15,600,000
2030-1	Broward County	County Surtax Plan		Broward Blvd From Flamingo Rd to Hiatus Rd	Sidewalk	New Sidewalks	2030	\$271,000
2030-2	Broward County	County Surtax Plan		Broward Blvd From Nob Hill Rd to Pine Island Rd	Sidewalk	New Sidewalks	2030	\$357,000
2030-3	FDOT	MPO MTP	8	I-95 at Broward Blvd	Interchange	Modify Interchange	2025-2030	\$98,825,802
2030-4	FDOT	MPO MTP	13	Turnpike from Johnson St to Griffin Rd/SR 818	Roadway	Widen to 10 lanes with express lane; includes interchange	2026-2030	\$146,563,077
2030-5	unknown	MPO MTP	41	West Davie Roadway Improvements	Roadway	Widen SW 130th Ave to add turn lane; widen SW 136th Ave from 2	2026-2030	\$18,600,000
2031-1	Broward County	County Surtax Plan		Griffin Rd at SW 90 Ave	Intersection Improvement	n/a	2031	\$1,400,000
2031-2	Broward County	County Surtax Plan		Griffin Road: US-27 - SR 7 / US-441	Greenway	n/a	2031	\$11,900,000
2031-3	Broward County	County Surtax Plan		Hiatus Rd From Sunrise Blvd to Broward Blvd	Street Lighting	n/a	2031	\$1,089,000
2032-1	Broward County	County Surtax Plan		University Dr at NW 2 Street	Intersection Improvement	n/a	2032	\$1,400,000
2033-1	Broward County	County Surtax Plan		Davie Rd at SR 84	Intersection Improvement	n/a	2033	\$1,400,000
2033-2	Broward County	County Surtax Plan		University Drive / SR 817 from Miami Gardens to Sawgrass Expwy	Transit	Rapid Bus Routes	2033	n/a
2035-1	Broward County	County Surtax Plan		Davie Rd Stirling Rd to Griffin Rd	Bike Lanes	n/a	2035	\$981,000
2035-2	Broward County	County Surtax Plan		North New River Greenway from Markham Park Rd/Weston Rd to University Dr	Street Lighting	n/a	2035	\$4,449,000

Proj Ref #	Agency	Plan / Source	Agency or Plan Project #	Location	Type	Description	Year Construction Est. to Begin	Est. Construction Cost
2035-3	FDOT	MPO MTP	9	I-95 at Davie Blvd	Interchange	Modify Interchange	2025-2035	\$41,271,910
2035-4	FDOT	MPO MTP	10	I-95 at Griffin Rd	Interchange	Modify Interchange	2025-2035	\$274,216,060
2035-5	unknown	MPO MTP	Transit 4	University Dr Rapid Bus - Coconut Creek (Sample Rd) to Miami-Dade Co (Golden Glades)	Transit	Implement 10-15 min limited stop bus service, mixed traffic or	2031-2035	\$115,696,114
2042-1	Broward County	County Surtax Plan		Broward Boulevard at NW 82 Avenue	Maintenance	Mast Arm Intersection Upgrades	2042	\$600,000
2042-2	Broward County	County Surtax Plan		Peters Road at SW 54 Avenue	Maintenance	Mast Arm Intersection Upgrades	2042	\$600,000
2045-1	Broward County	County Surtax Plan		I-595 / I-95 / Miami Civic Center	Transit	Express Bus Routes	assumed by 2045	n/a
2045-2	Broward County	County Surtax Plan		Sawgrass Expwy / I-595 / I-95 / Miami / Brickell	Transit	Express Bus Routes	assumed by 2045	n/a
2045-3	FDOT	MPO MTP	57	I-95 from SR 84 to south of Broward Blvd	Roadway	Add highway capacity	2031-2045	\$279,476,518

NOTES: Projects are from: (1) Broward County Surtax website as of February 24, 2020 (<http://bcgis.maps.arcgis.com/apps/webappviewer/index.html?id=20c5f6e634fa40d184aeaffe38406a50>); (2) FDOT Final Tentative 5-year Work Program (FY 2020/2021 – FY 2024/2025) as of 01/15/2020; (3) SIS 1st Five Year Plan FY 2019/2020 - 2023/2024; (4) Broward MPO 2045 MTP Cost Feasible Plan as of February 24, 2020

n/a = not available

2.3 Municipal Planned and Programmed Improvements

For the purposes of obtaining data on planned and programmed transportation improvements, Capital Improvement Programs (CIPs), Master Plans, and other studies and budget documents were reviewed for the municipalities within the study area. Relevant documents were obtained from city staff or from their respective websites and are summarized below.

2.3.1 Town of Davie Planned and Programmed Improvements

The Town of Davie Proposed Future Roadways and Projects (September 2017) lists future roadway improvements from the CIP, Regional Activity Center (RAC) Master Plan, and Local Roads Master Plan. The Town of Davie Local Roads Master Plan was adopted in 2008 and amended in 2017. Municipal staff confirmed that the version downloaded from the Town website was the most recent. Several roadway improvements include upgrades of minor and major collectors, street extensions, and bicycle lane additions. The improvements within the study area that have the potential to impact roadway conditions for the major roadways connecting to I-595 are listed in Table 2-3 and illustrated in Figure 2-2 (shown on page 2-4). The College Avenue project, which consists of three phases, would upgrade College Avenue to a 4-lane major collector with bike lanes (right-of-way permitting) from 39th Street to SR 84 for approximately 1.5 miles. The project is anticipated to encourage bicycle and pedestrian activity. Figure 2-2 also illustrates a proposed streetcar/transit improvement route from a prior feasibility study in dark red. This project has not been approved, and a proposed implementation date has not yet been determined.

2.3.2 City of Plantation Planned and Programmed Improvements

The City of Plantation's most recently adopted budget (FY 2020), as well as the Transportation Element and Capital Improvements Element of the City's most recent Comprehensive Plan (updated in 2016), were reviewed for major future transportation projects. No planned or funded projects that would have a significant impact to existing travel conditions within the study area were found in these documents.

Broward County Transit's (BCT) most recent Transit Development Plan (TDP), covering fiscal years 2020-2029, mentions that the City of Plantation applied for expanded or new Community Shuttle service support. BCT noted that the three new Community Shuttle routes for the City have not been approved and that the development of the route alignments are still underway. BCT has estimated that these routes could be approved as early as mid-2020, but the likely implementation date for service is still uncertain.

2.3.3 City of Fort Lauderdale Planned and Programmed Improvements

The City of Fort Lauderdale's most recently adopted Community Investment Plan, covering fiscal years 2020-2024, was reviewed for major future transportation projects within the study area. Active, upcoming, and recently completed construction projects listed on the Transportation and Mobility section of the City's website were also reviewed for relevant improvement projects. No planned or funded projects that would have a significant impact to existing travel conditions within the study area were found based on this available information.

Table 2-3: Town of Davie Proposed Future Roadway Projects (September 2017)

No.	Project Name	Project Description	Source	Cost Estimate	Implementation Period
3	College Avenue Upgrade –Phase III	Upgrade to 4-lane major collector with bike lanes (right-of-way permitting) from 30th St to 39th St	Master Plan/RAC	\$3,150,000	Short-Term (0-5 Years)
4	College Avenue Upgrade –Phase I	Upgrade to 4-lane major collector with bike lanes (right-of-way permitting) from 24th St to SR 84	Master Plan/RAC	\$3,000,000	Short-Term (0-5 Years)
4.1	College Avenue Upgrade –Phase II	Upgrade to 4-lane major collector with bike lanes (right-of-way permitting) from 24th St (Nova Drive) to 30th St.	Master Plan/RAC	\$3,000,000	Short-Term (0-5 Years)
6	University Drive/Nova Drive Intersection Improvement	Add dual eastbound left-turns and westbound right-turn overlap signal phase	Master Plan	\$280,000*	Short-Term (0-5 Years)
7	University Drive/SW 30 th Street Intersection Improvement	Add dual eastbound, westbound left-turns and dual eastbound through lanes	Master Plan	\$300,000*	Short-Term (0-5 Years)
18	SW 65th Avenue	Construct new roadway from Orange Drive to SW 42nd Street	Downtown Master Plan	\$1,750,000	Short-Term (0-5 Years)
24	SW 14th Street Upgrade – Phase II	Upgrade to 3-lane major collector with bike lanes from SW 148 th Ave to SW 136 th Ave with alternative design to avoid disrupting existing Equestrian path	Master Plan	\$2,350,000	Short-Term (0-5 Years)
27	SW 14th Street Extension – Phase I	Extend from Nob Hill to Bright Road	Nob Hill Study	\$2,530,000	Short-Term (0-5 Years)
29	SW 14th Street Upgrade – Phase III	Upgrade to 3-lane minor collector with bike lanes from SW 136 th Ave to SW 130th Ave	Master Plan	\$876,000	Short-Term (0-5 Years)
38	Davie Road Upgrade – Phase III	Upgrade to 4/5-lane major collector with on-street parking, streetlights and bike lane from SW 39th St to Orange Drive	Master Plan/RAC	\$3,500,000	Mid-Term (5-10 years)
40	SW 14th Street Extension – Phase III	Extend from SW 130th Ave to Flamingo Road	Master Plan	\$3,000,000	Mid-Term (5-10 years)
44	SW 24th Street/Nova Drive Upgrade – Phase I	Upgrade to 4-lane major collector from Davie Rd to College Ave	CIP	\$2,100,000	Mid-Term (5-10 years)
51	SW 30th Street Upgrade – Phase I	Upgrade to 3-lane major collector with bike lanes from College Avenue to University Drive / SR 817	Master P/RAC	\$2,400,000	Mid-Term (5-10 years)
53	SW 39th Street Upgrade	Upgrade to 3-lane major collector with bike lane from University Drive / SR 817 to Davie Road	Master P/RAC	\$3,500,000	Mid-Term (5-10 years)
54	SW 44th Street connection	Construct new roadway from Davie Road to SW 67th Avenue extension	Downtown Master Plan	\$1,750,000	Mid-Term (5-10 years)
62	SW 130th Ave Upgrade – Phase I	Upgrade to 2-lane minor collector with bike lanes from SR 84 to SW 8th Street	Master Plan	\$900,000	Long-Term (10-20 years)
65	Hiatus Road Upgrade	Upgrade to 4-lane major collector from SR 84 to SW 14th Street	Master Plan	\$12,500,000	Long-Term (10-20 years)
67	College Avenue Streetcar	Conduct feasibility of providing streetcar	RAC/CIP/Master	\$250,000	Long-Term (10-20 years)

No.	Project Name	Project Description	Source	Cost Estimate	Implementation Period
			Plan		
71	SW 24th Street/Nova Drive Upgrade – Phase III	Upgrade to a 3-lane major collector from University Drive / SR 817 to S Pine Island Road	Master Plan	\$3,750,000	Long-Term (10-20 years)
72	SW 24th Street/Nova Drive Upgrade – Phase IV	Upgrade to a 2-lane minor collector from Pine Island Road to SW 97th Avenue	Master Plan	\$1,850,000	Long-Term (10-20 years)
74	SW 30th Street Upgrade – Phase II	Upgrade to 2-lane minor collector with bike lanes from University Drive / SR 817 to Pine Island Road	Master Plan	\$1,950,000	Long-Term (10-20 years)
76	SW 36th Street Upgrade	Upgrade to 2-lane major collector with turn lanes and bike lane from University Drive / SR 817 to College Avenue	Master Plan/RAC	\$3,250,000	Long-Term (10-20 years)
78	Orange Drive Upgrade – Phase II	Upgrade to 3-lane major collector with shoulder from Florida Turnpike to Davie Road	Master Plan	\$2,500,000	Long-Term (10-20 years)

2.3.4 City of Sunrise Planned and Programmed Improvements

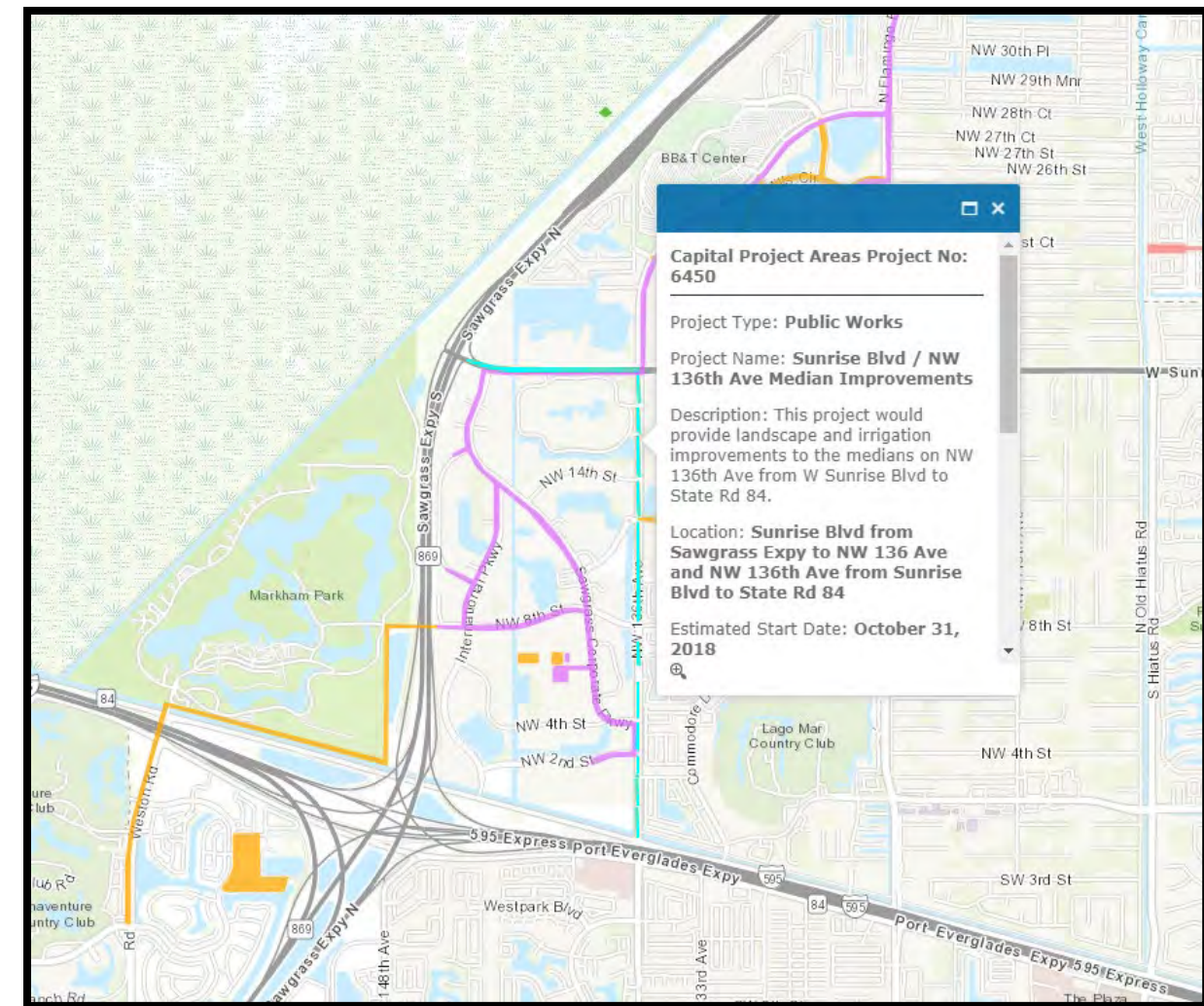
The City of Sunrise capital improvement projects were reviewed using the City's Capital Projects GIS map. Transportation improvements include the proposed Sunrise Blvd / NW 136th Ave Median Improvements. This project would provide landscape and irrigation improvements to the medians on NW 136th Ave from W Sunrise Blvd to State Rd 84 and Sunrise Blvd from Sawgrass Expressway to NW 136th Ave. The estimated start and end dates are October 31, 2018 and April 30, 2021, respectively. The project location is highlighted in cyan in Figure 2-7.

The FDOT Western Sunrise Area-Wide Transportation Needs Assessment Study (June 2017) was reviewed for this study. The objective was to evaluate the current and projected transportation needs within the Western Sunrise Area in Broward County. The study recommends several short-term, mid-term and long-term improvements that encompass traffic operations, TSM&O, transit, pedestrian, and bicycle improvements. Major recommendations from the study are listed below. Review of the City's most recent 5-year Capital Improvement Program (FY 2019/2020) and current GIS map show that none of the major recommendations for transportation improvements from this study have been funded by the City of Sunrise.

- New River Greenway Bridges at Flamingo Road and 136th Avenue (see Figure 2-8 for the illustration from the Western Sunrise Study)
- Multimodal Transit Hub at the Sawgrass Mills Mall / Metropica area
- Elevated Pedestrian Ring at Sunrise Boulevard and 136th Avenue (see Figure 2-9 for the illustration from the Western Sunrise Study)
- Signal Optimization at multiple major intersections
- New Transit Stops/Amenities and Bicycle/Pedestrian Facilities at multiple locations

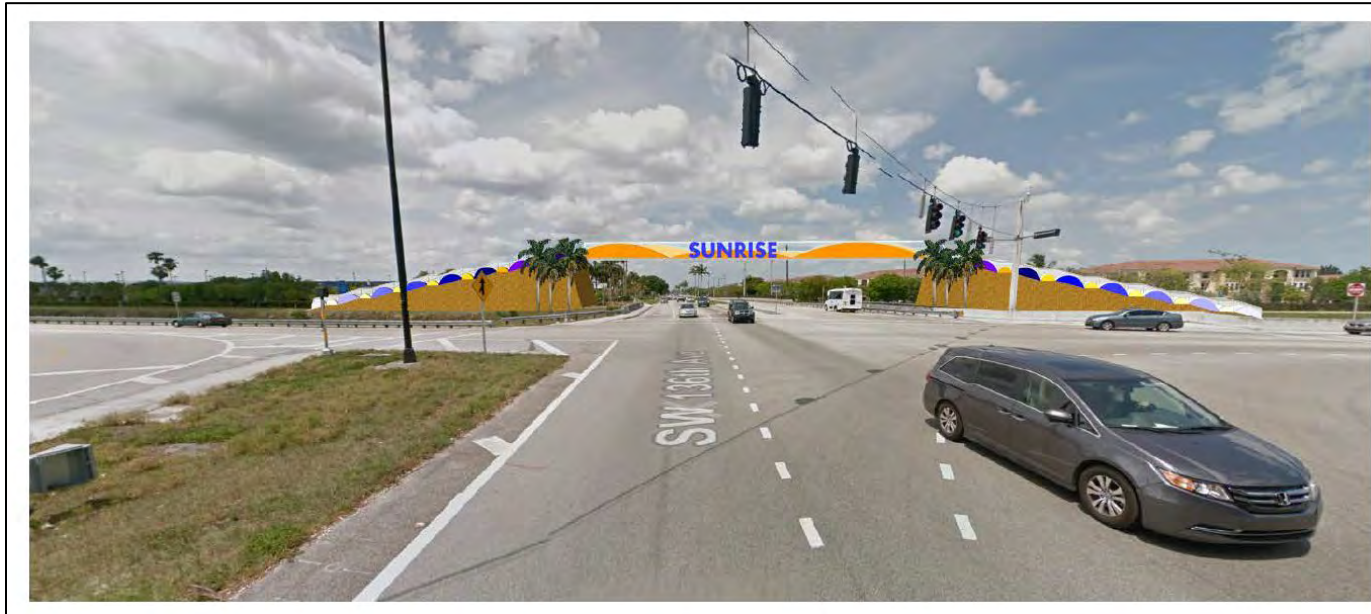
- New Transit Circulator Service at the Sawgrass Mills Mall / Metropica area
- Future Intersection Studies at 136th Avenue / I-595 and Flamingo Road / I-595

Figure 2-7: Sunrise Blvd / NW 136th Ave Median Improvements



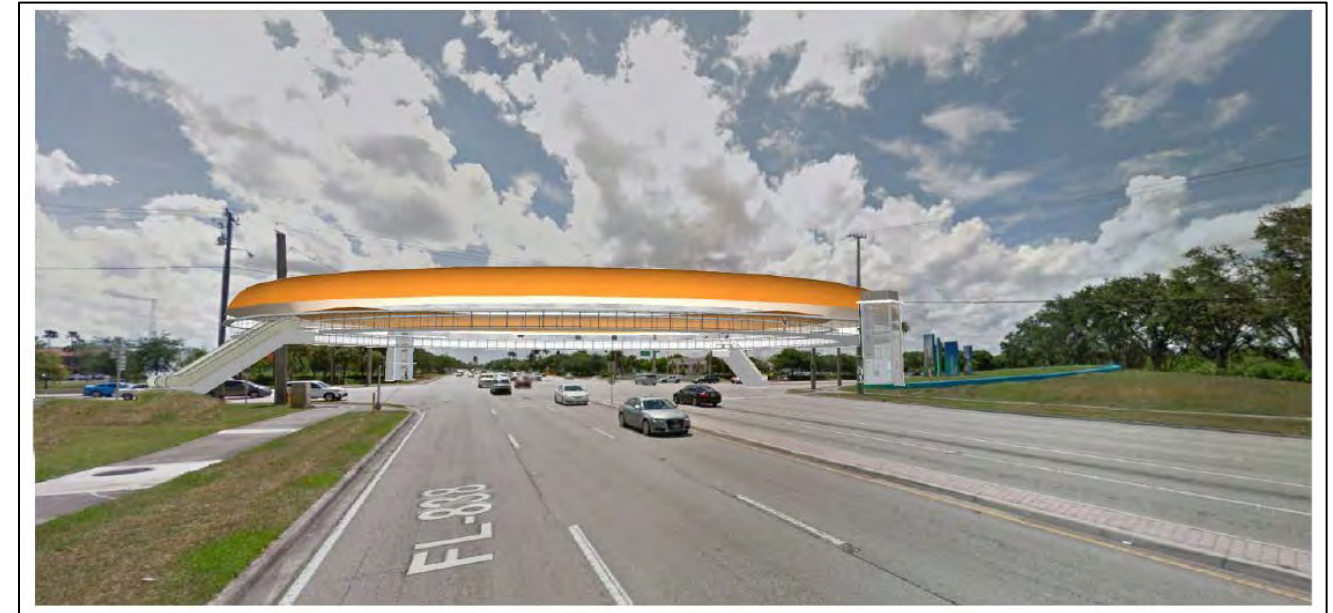
Source: City of Sunrise Capital Projects GIS map (March 2020)

Figure 2-8: Western Sunrise Area-Wide Study – Rendering of New River Greenway Bicycle/Pedestrian Bridge



Source: FDOT Western Sunrise Area-Wide Transportation Needs Assessment Study (June 2017) page 111

Figure 2-9: Western Sunrise Area-Wide Study – Rendering of Pedestrian Hover Ring



Source: FDOT Western Sunrise Area-Wide Transportation Needs Assessment Study (June 2017) page 106

3. EXISTING TRANSPORTATION NETWORK CHARACTERISTICS

Existing conditions (2019/2020) traffic data and roadway, transit, bicycle, and pedestrian facility characteristics information was gathered from available sources or collected in the field, then verified and summarized. The following sections describe the key information summarized from each of the data collection efforts. This information will serve as the basis for all existing conditions analysis.

3.1 Roadway Characteristics

The following types of data were collected for each of the study roadways from available FDOT, Broward County, and local government data sources and verified where possible based on field reviews: roadway jurisdiction, functional classification, number of lanes, posted speed limit, intersection traffic control, access locations, and ramp locations. In addition, “as-built” roadway plans, property appraiser files, aerial base maps, and reports were obtained to identify typical section, right-of-way, drainage system, pavement condition, utility, and road alignment information. Emergency evacuation routes were also identified within the study area.

3.1.1 Roadway Jurisdiction and Functional Classification

The jurisdiction of each of the eight north-south study roadways and SR 84, within the study area, was researched from information available online from Broward County at the following website: <https://www.arcgis.com/home/webmap/viewer.html?webmap=20d9a0935b7c4f3c815a7f11220be7dc>.

The functional classification of the study roadways was researched from the FDOT and Broward County and municipality websites. The jurisdiction and currently designated functional classification of each of the study roadways is as follows.

1. SW 136th Avenue
 - Broward County minor arterial from I-595 to Sunrise Boulevard
 - Town of Davie major collector from I-595 to SW 14th Street
2. Flamingo Road / SR 823
 - City of Plantation other principal arterial from I-595 to 500 ft north of Broward Boulevard
 - City of Sunrise other principal arterial from approximately 500 ft north of Broward Boulevard to north of Sunrise Boulevard
 - State of Florida other principal arterial from I-595 to south of Griffin Road
3. Hiatus Road
 - Broward County minor arterial from I-595 to Sunrise Boulevard
 - Town of Davie major collector from I-595 to Griffin Road
4. Nob Hill Road
 - Broward County minor arterial from Broward Boulevard to south of Griffin Road
5. Pine Island Road
 - Broward County minor arterial from north of Sunrise Boulevard to south of Griffin Road
6. University Drive / SR 817
 - State of Florida other principal arterial from north of Broward Boulevard to south of Griffin Road
7. Davie Road
 - Broward County minor arterial from I-595 to south of Griffin Road
8. US-441 / SR 7
 - State of Florida other principal arterial from north of Broward Boulevard to south of Griffin Road
9. SR 84
 - State of Florida minor arterial from west of I-75 to east of I-95

The roadway jurisdiction is shown for each of the study roadways in Figure 3-1.

3.1.2 Aerial Photography and Base Maps

Georeferenced 2018 aerial photographs were collected from the FDOT's aerial photography archive website. Aerial photograph files are available in multiresolution seamless image database (MrSid) format files and are accompanied by the associated georeferenced sister database files. Updated aerial photographs will be obtained during the study as they become available.

3.1.3 Field Reviews

Field reviews were completed in December 2019 and January 2020 to collect video records of the physical characteristics of each of the study roadways. Field reviews were conducted along the study arterials in December 2019 and January 2019 to observe typical operating conditions during peak periods. Queue lengths and operational issues were noted at each of the SR 84 intersections with the north-south arterial crossroads, and adjacent signalized intersections. Field reviews were conducted during typical weekdays (Tuesday through Thursday) AM and PM peak periods. Existing queue lengths at the intersections noted during AM and PM peak hours are summarized in Table A-1 and A-2, respectively in Appendix A.

3.1.4 As-Built Plans and Typical Sections

Available roadway As-Built Plans (construction record plans) were obtained from Broward County and from the FDOT GIS database in Project Suite. Refer to Appendix B for the list of As-Built plans that were obtained. The available As-Built plans were reviewed to identify the typical section configuration of study roadways. As-Built plans were not available for all study roadways. Therefore, aerial photography was used to identify the typical section configurations for the remaining roadways. This information is summarized in Table 3-1.

3.1.5 Right of Way Information

GIS format files were obtained from the Broward County Property Appraiser. These files contain all property lines defined by the Broward County Property Appraiser within the study limits as of November 2019.

3.1.6 Pavement Conditions

Pavement condition reports were requested from the roadway agencies. Broward County and FDOT provided information regarding previous and planned roadway resurfacing construction projects, with timeframes, for the study roadways within their jurisdiction.

FDOT reported that they currently have six resurfacing projects programmed within the 5-Year work program for the study roadways. Two resurfacing projects are programmed along University Drive / SR 817 and four resurfacing projects are programmed along SR 7 / US-441. Broward County expects a resurfacing project to occur on NW/SW 136th Avenue within the next 5 to 7 years.

The Town of Davie provided a pavement conditions index (PCI) map for all roadways within their jurisdiction. In addition, the Town reported that SW 136th Avenue and Hiatus Road are in satisfactory condition or better. No information was provided from other municipalities.

3.1.7 Drainage System Information

Based on the field review video recordings, the drainage system types were identified for each study roadway. The drainage system type for each study roadway is summarized in Table 3-2.

Table 3-1: Typical Sections

Roadway	From	To	Lane Configuration	Typical Lane Widths	Source Aerial - As-built Plan Filename
SW 136th Avenue	Just North of SW 14th Sreet	Cumberland Terrace	Two lane Undivided	n/a	Aerial Photography
SW 136th Avenue	Cumberland Terrace	WB SR 84	4-Lane Divided	n/a	Aerial Photography
NW 136th Avenue	WB SR 84	Just North of 8th Street	6-Lane Divided	n/a	Aerial Photography
Flamingo Road	Just South of SW 15th Place	WB SR 84	6-Lane Divided	n/a	Aerial Photography
Flamingo Road	WB SR 84	Just South of NW 8th Street	6-Lane Divided	n/a	Aerial Photography
Hiatus Road	South of SW 16th Street / S Harmony Lake	Cameron Court	2-Lane Undivided	n/a	Aerial Photography
Hiatus Road	Cameron Court	WB SR 84	4-Lane Divided	n/a	Aerial Photography
Hiatus Road	WB SR 84	North of Broward Boulevard	6-Lane Divided with Bike Lanes	11.8-foot (3.6 m) Lanes 3.9-foot (1.2m) Bike Lanes	HiatusRoad_from_I595_to_BrowardBlvd_#5143
Nob Hill Road	SW 22nd Court	WB SR 84	4-Lane Divided	n/a	Aerial Photography
Nob Hill Road	WB SR 84	Broward Boulevard	4-Lane Divided with Buffered Bike Lanes	11-foot Lane 4-foot buffered Bike Lanes with 3-Foot Buffer	Contract Plans 433165-1-52-01 Sequence 50
Pine Island Road	South of Nova Drive	Nova Drive	4-Lane Divided	n/a	Aerial Photography
Pine Island Road	Nova Drive	WB SR 84	6-Lane Divided With Bike Lanes	11-Foot Lanes 5' Bike Lanes	Pine Island Bid Plans from Nova Drive to SR 84
Pine Island Road	WB SR 84	SW 3rd Street	6-Lane Divided With Buffered Bike Lanes	10-foot Lanes 4-foot buffered Bike Lanes with 2-Foot Buffer	Contract Plans 433165-1-52-01 Sequence 320
University Drive / SR 817	SW 30th Street	Kolsky Boulevard	6-Lane Divided With Bike Lanes	n/a	Aerial Photography
University Drive / SR 817	Kolsky Boulevard	WB SR 84	6-Lane Divided	n/a	Aerial Photography
University Drive / SR 817	WB SR 84	Federated Road	6-Lane Divided With Bike Lanes	n/a	Aerial Photography
Davie Road	Broward College Entrance / SW 35th Street	Nova Drive	4-Lane Divided With Bike Lanes	n/a	Aerial Photography

Roadway	From	To	Lane Configuration	Typical Lane Widths	Source Aerial - As-built Plan Filename
Davie Road	Nova Drive	Reese Road	6-Lane Divided With Bike Lanes	10-Foot Lanes 5-Foot Bike Lanes	Davie Road Roadway Improvements (130510001) - 3-17-2015
Davie Road	Reese Road	WB SR 84	6-Lane Divided	n/a	Aerial Photography
SR 7 / US-441	Powells Road	Oakes Road	6-Lane divided with Bike Lanes	n/a	Aerial Photography
SR 7 / US-441	Oakes Road	SW 20th Street / Riverland Road	6-Lanes Divided	n/a	Aerial Photography
SR 7 / US-441	SW 20th Street / Riverland Road	Sw 16th Street	6-Lane divided with Bike Lanes	12-Foot Lanes 4-Foot Bike Lanes	22770415201_SR7_ROADWAY PLANS
WB SR 84	SW 136th Avenue	Davie Road	2 Lane Roadway with up to 2 Auxilliary Lanes	n/a	Aerial Photography
WB SR 84	Davie Road	Canal Drive	Varies between a 1-Lane and a 2-lane roadway	n/a	Aerial Photography
EB SR 84	NW 136th Street	SR 7 / US-441	2 Lane Roadway with up to 2 Auxilliary Lanes	n/a	Aerial Photography
EB SR 84	SR 7 / US-441	Canal Drive	Varies between a 1-Lane and a 3-lane roadway	n/a	Aerial Photography
SR 84	Canal Drive	SW 30th Avenue	4-Lane Divided	n/a	Aerial Photography
SR 84	SW 30th Avenue	I-95	4-Lane Divided with Bike Lanes	n/a	Aerial Photography

Note: n/a = not available from as-builts

Table 3-2: Drainage System Information

Roadway	From	To	Direction of Travel	Drainage System Type
136th Ave	SW 14th Street	SW 5th Street	NB/SB	Open
	SW 5th Street	Financial Boulevard	SB	Closed
	SW 5th Street	477 ft South of SR 84	NB	Open
	477 ft South of SR 84	Public Storage Driveway	NB	Closed
	Financial Boulevard	EB SR 84	SB	Open
	Public Storage Driveway	EB SR 84	NB	Open
	EB SR 84	NW 8th Street	NB/SB	Closed
Flamingo Road	SW 15th Place	350 ft South of SR 84	NB/SB	Open
	350 ft South of SR 84	NW 8th Street	NB	Closed
Hiatus Road	S Harmony Lake Circle	Rexmere Villge / Scarborough Driveway	NB/SB	Open
	Rexmere Villge / Scarborough Driveway	EB SR 84	NB	Open
	Rexmere Villge / Scarborough Driveway	Walgreens Driveway	SB	Closed
	Walgreens Driveway	EB SR 84	SB	Open
	EB SR 84	Broward Boulevard	NB/SB	Closed
Nob Hill Road	SW 22nd Court	SW 13th Court	NB/SB	Open
	SW 13th Court	WB SR 84	NB/SB	Mixed
	WB SR 84	Broward Boulevard	NB/SB	Open
Pine Island	Nova Drive	SW 3rd Street	NB/SB	Closed
University Drive / SR 817	SW 30th Street	Nova Drive	SB	Closed
	SW 30th Street	Nova Drive	NB	Open
	Nova Drive	Kolsky Street	NB/SB	Open
	Kolsky Street	Federated Road	NB/SB	Closed
Davie Road	Broward College Entrance/ SW 35th Street	EB SR 84	NB/SB	Closed
SR7	Powells Road	SW 21st Street	NB/SB	Open
	SW 21st St	SW 16th Street	NB/SB	Closed
SR 84	136th Ave	Davie Road	EB/WB	Closed
	Davie Road	Canal Drive	EB/WB	Mixed thru Interchanges

3.1.8 Posted Speeds and Number of Through Lanes

Based on the field review the posted speed limit sign locations were identified along each of the study roadways within the study area. They are noted in Table C-1 in Appendix C. In addition, the posted speed limits and number of through lanes along each of the north-south study roadways are summarized on Figure 3-3.

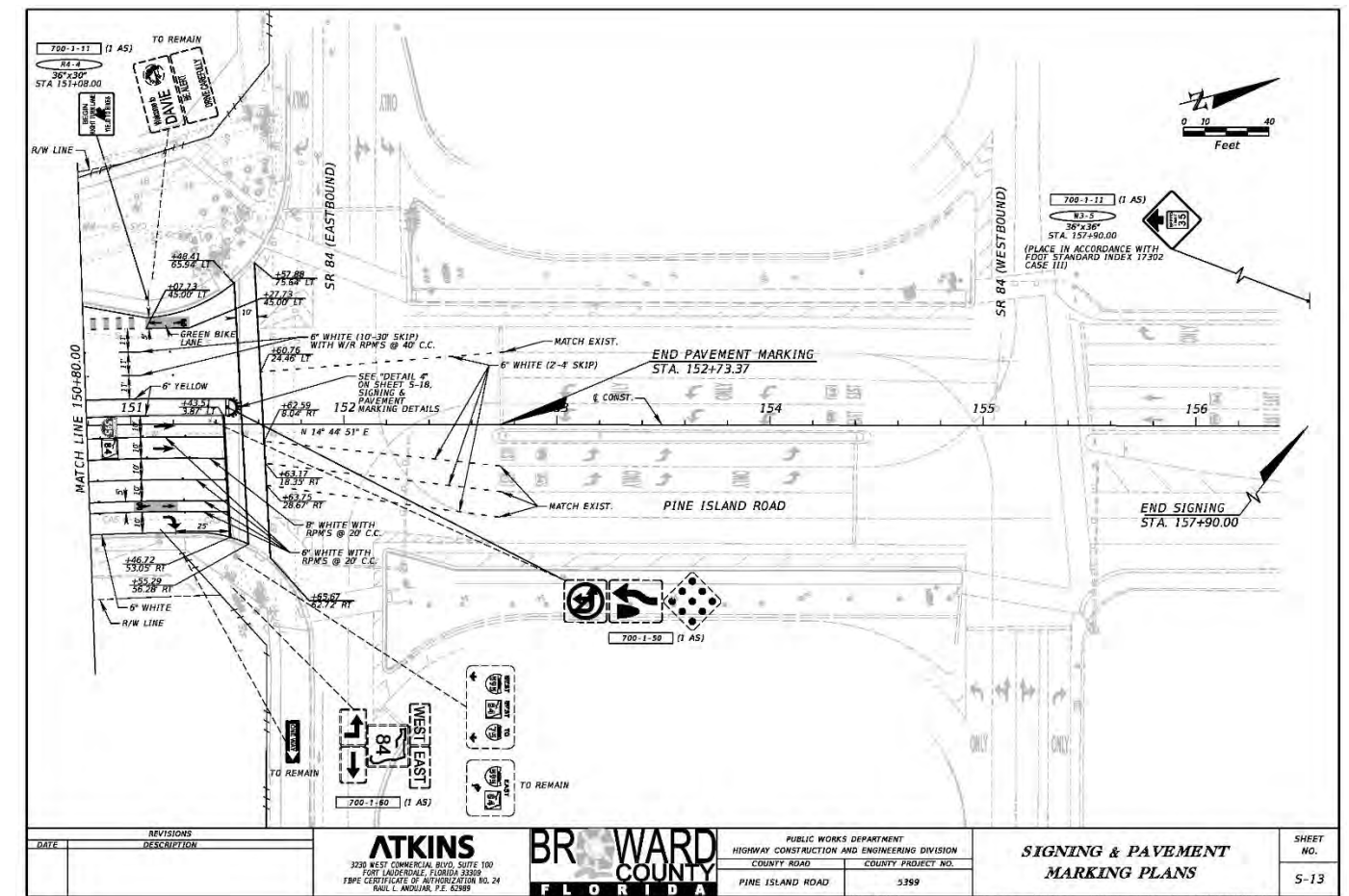
3.1.9 Utilities

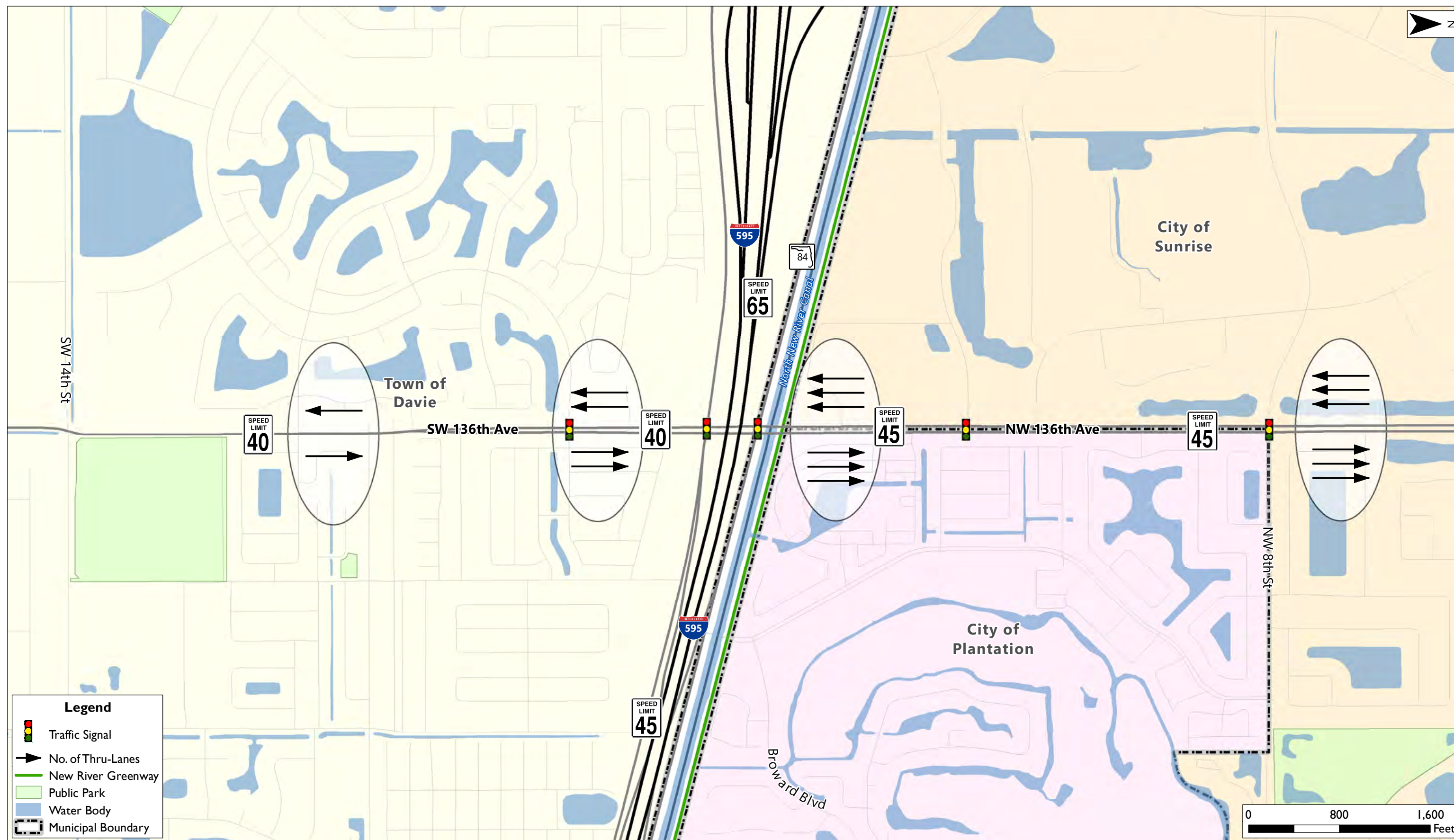
OneCall utility tickets were requested for the north-south arterials and the I-595/SR 84 corridor. A total of thirty-three (33) utility owners were identified to have facilities within the project study area. During the development of design concepts, the respective utility companies may be contacted to obtain specific location information for their facility within the design concept influence area.

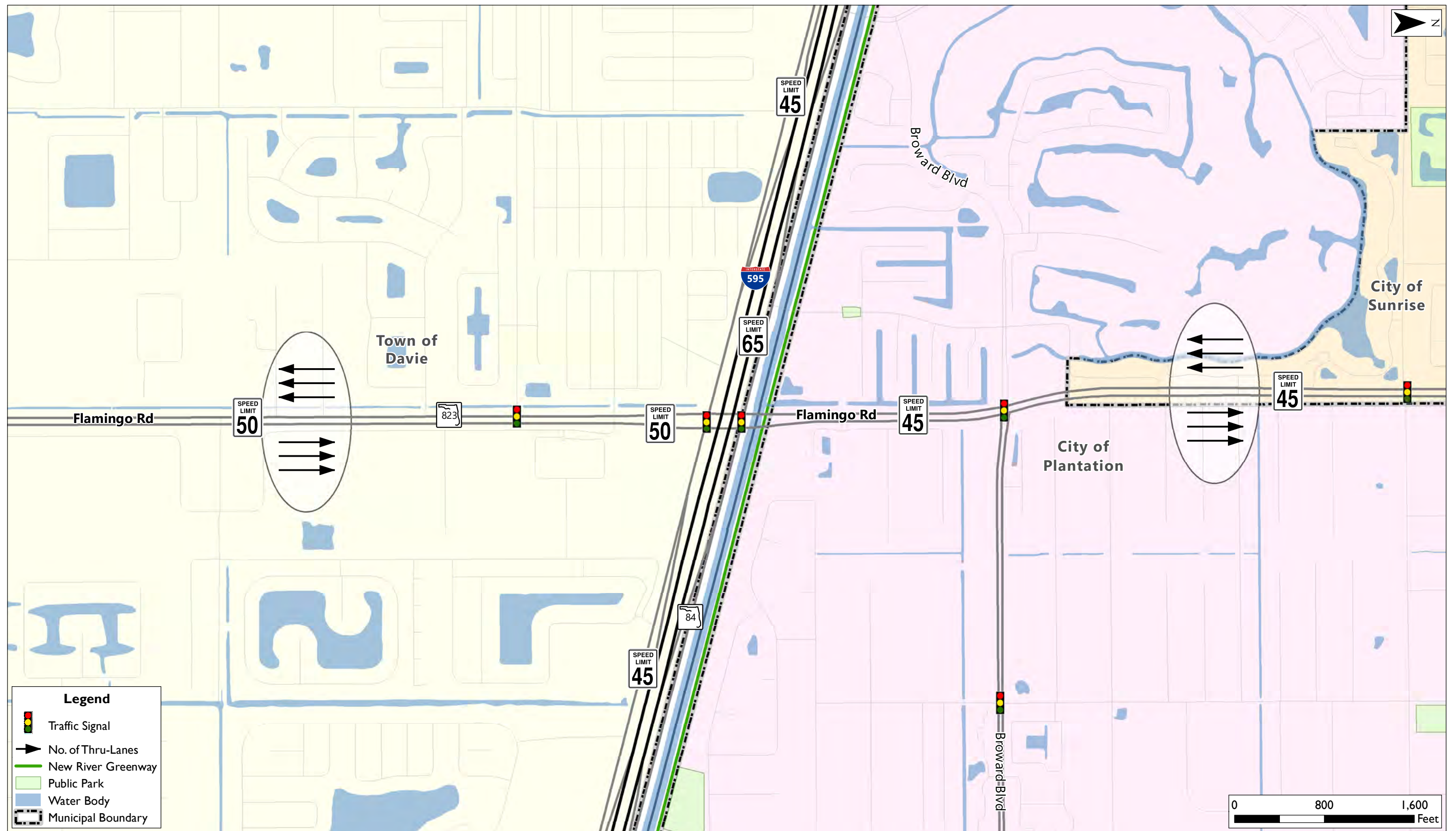
3.1.10 Road Alignment Information

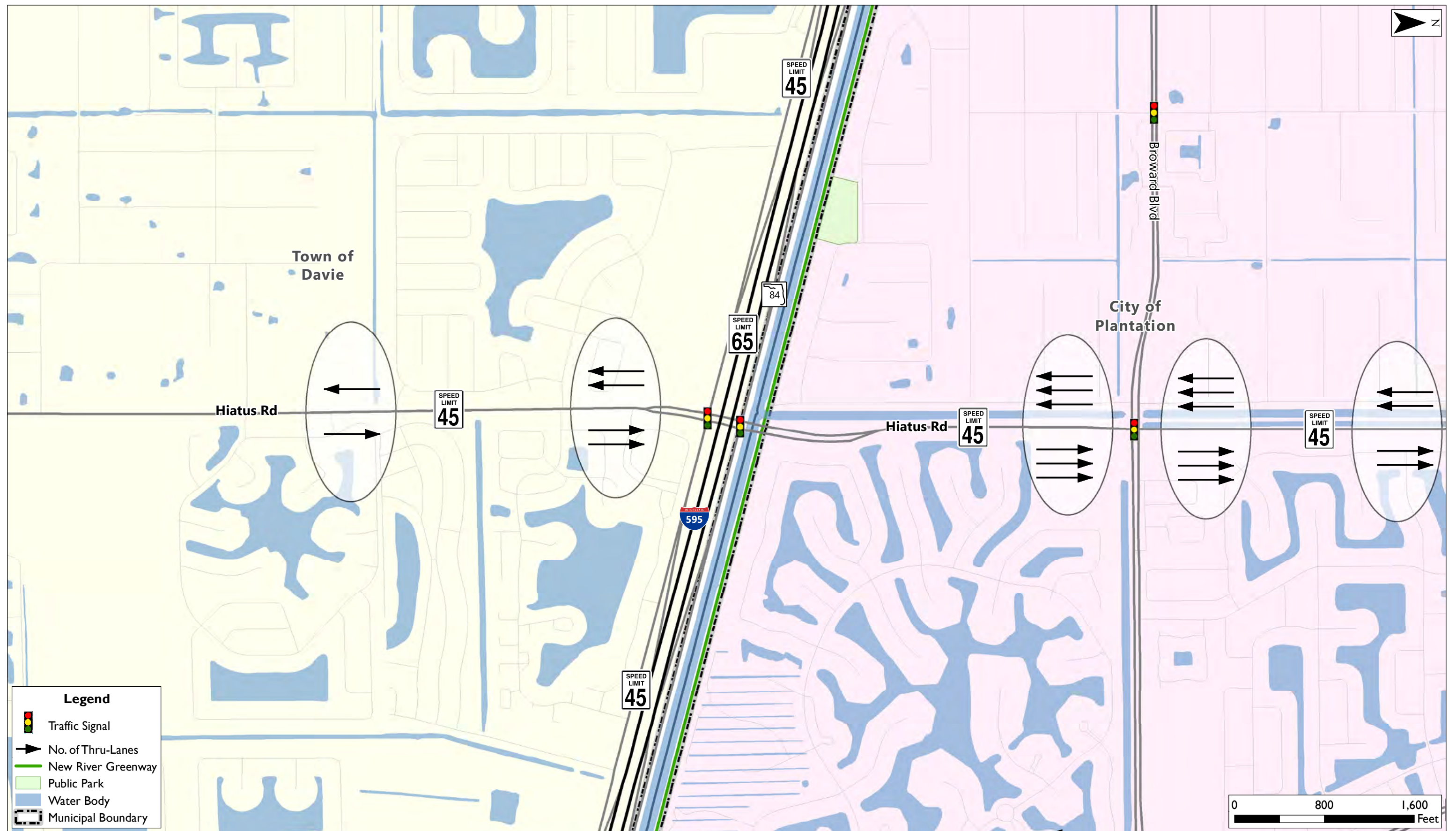
Based on field review observations, one major roadway alignment issue was identified within the study limits. A large intersection deflection angle was observed at the intersection of Pine Island Road and eastbound SR 84. This requires northbound drivers on Pine Island Road traveling through the SR 84 intersection to shift over approximately 6 feet while traveling through the intersection. This alignment issue is illustrated on the Broward County Pine Island Road Signing and Pavement Marking Plans, dated 2015. Sheet S-13 from that set of plans is shown in Figure 3-2. Correcting this misalignment will be considered during this study.

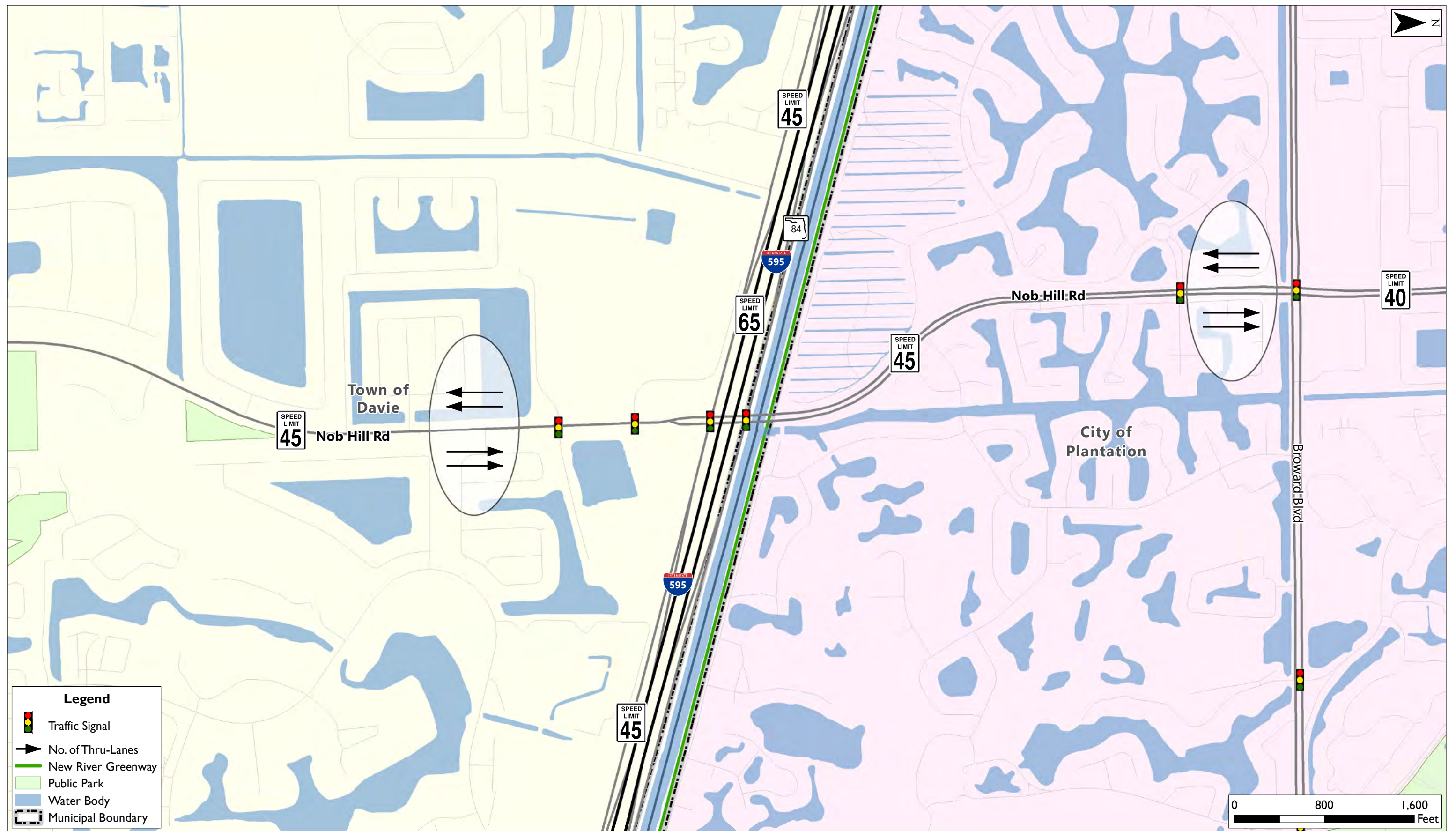
Figure 3-2: Pine Island Road Northbound at SR 84 Alignment Issue

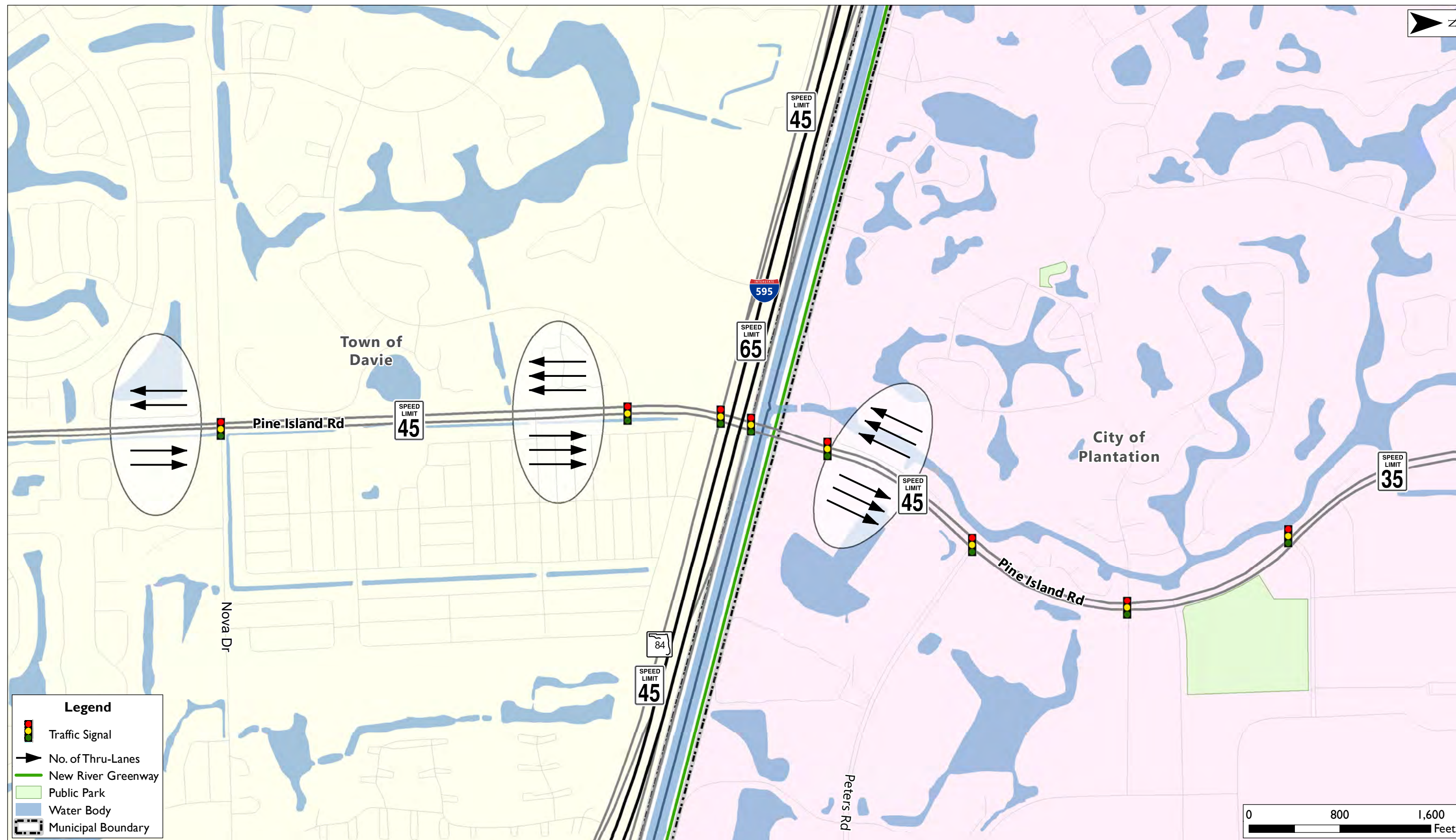


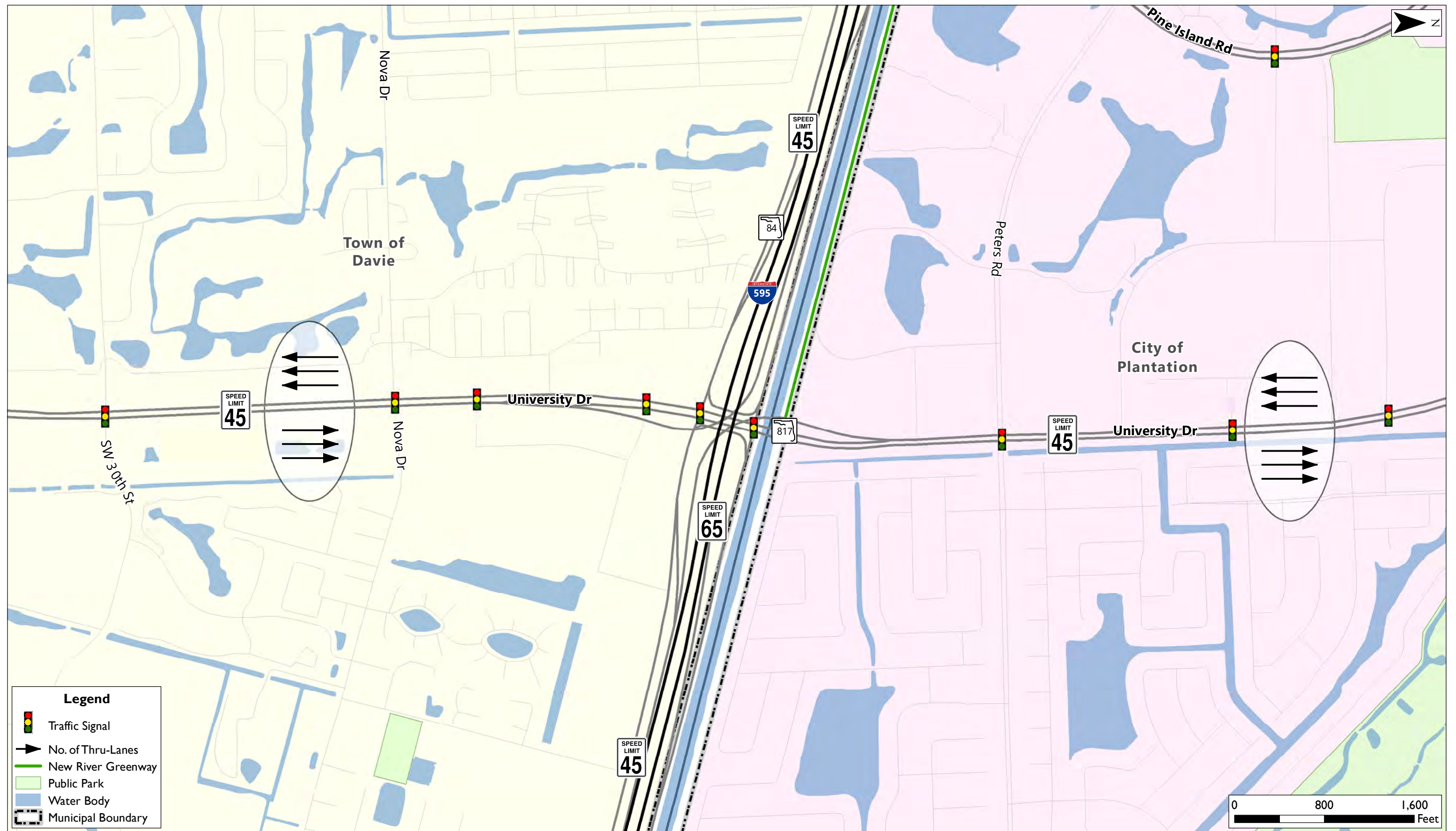


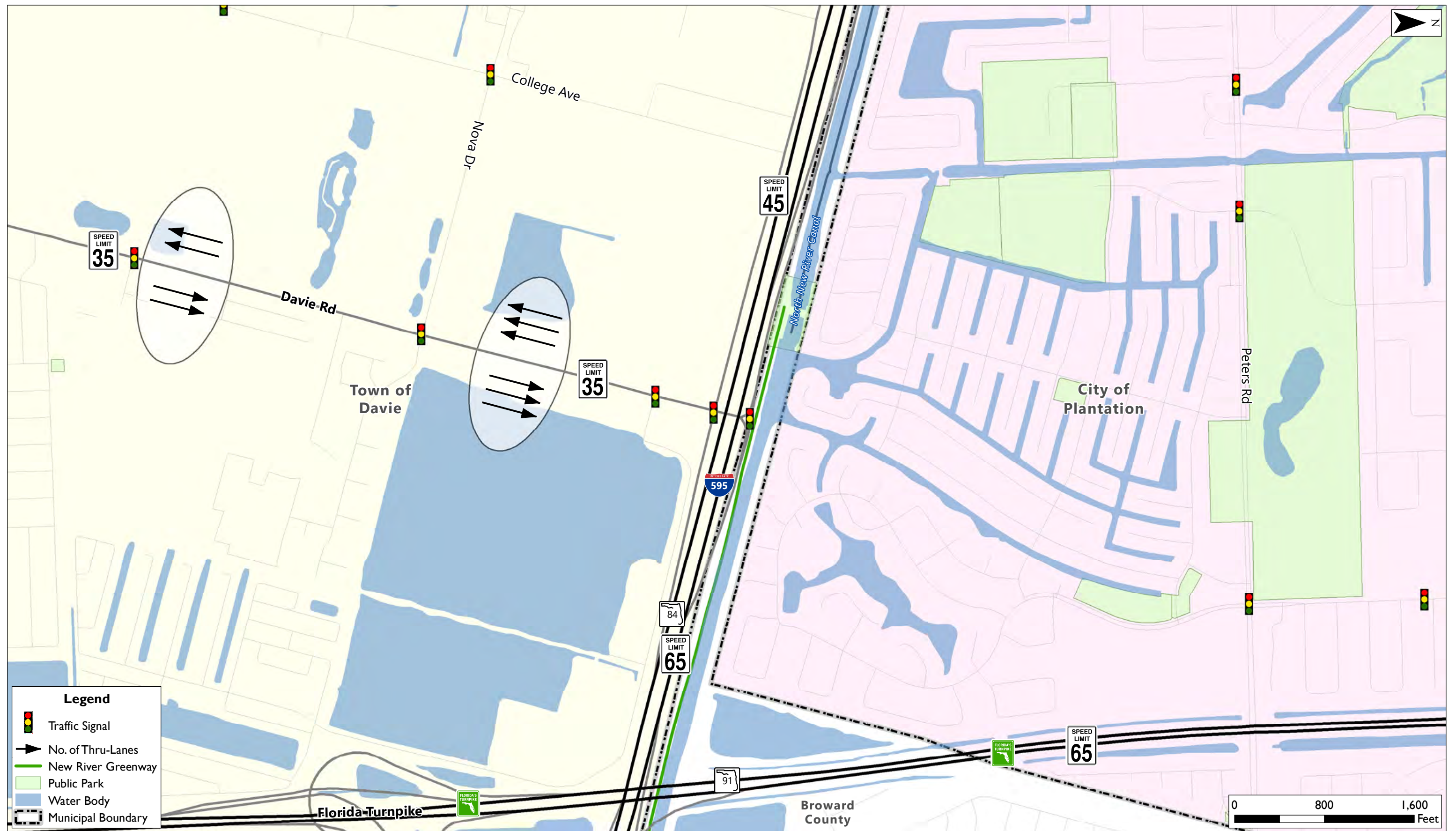


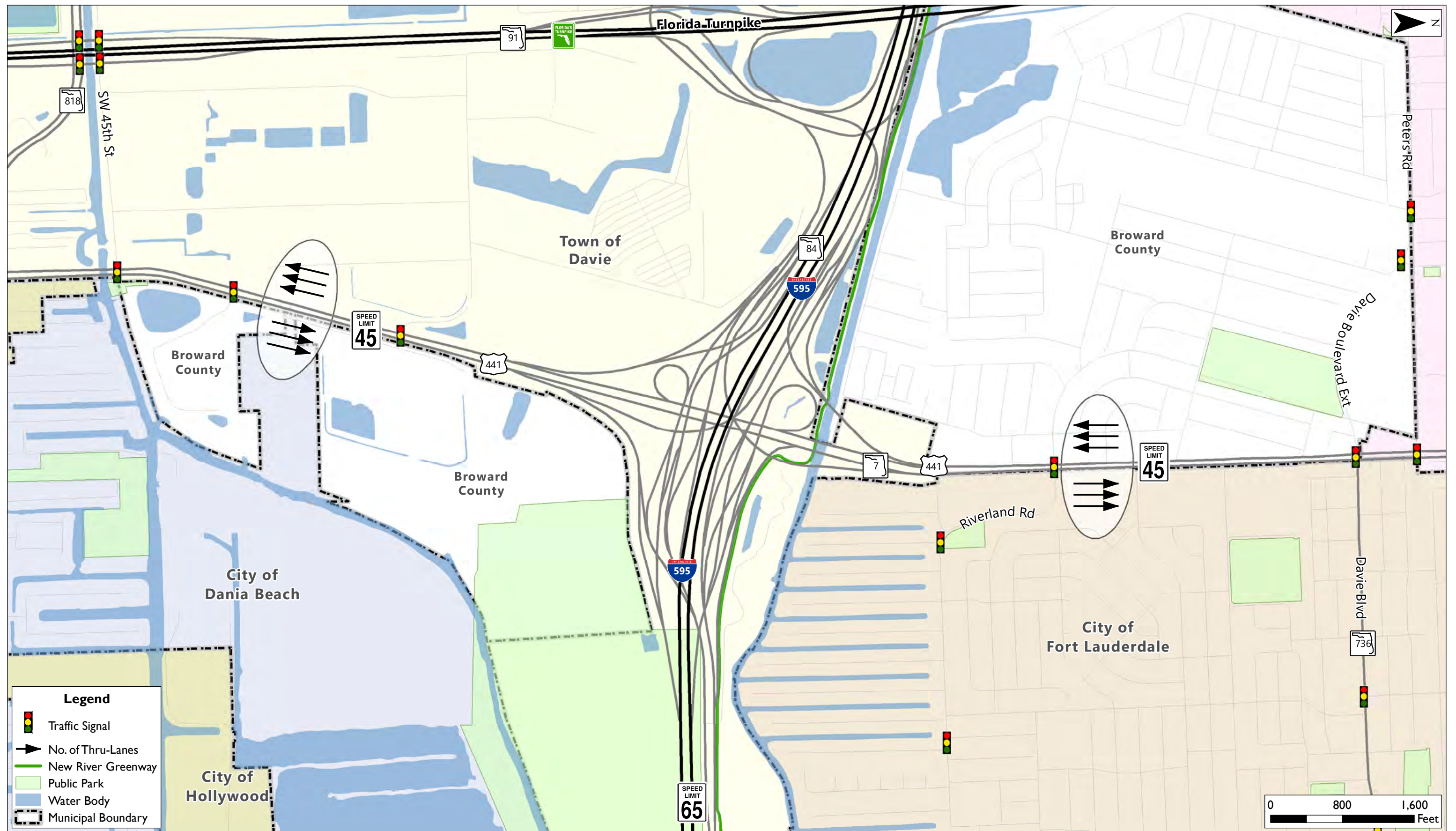












3.1.11 Emergency Evacuation Routes

Emergency evacuation routes were researched from online sources and are identified on Figure 3-4. In the study area I-95, Florida's Turnpike, I-75, Sawgrass Expressway, and I-595 are designated emergency evacuation routes in Broward County. It is important that mobility is maintained on these roadways, as well as maintaining capacity for moving a significant volume of vehicles on these roadways during emergency events such as hurricane evacuations.

3.1.12 Median Openings and Signal Spacing

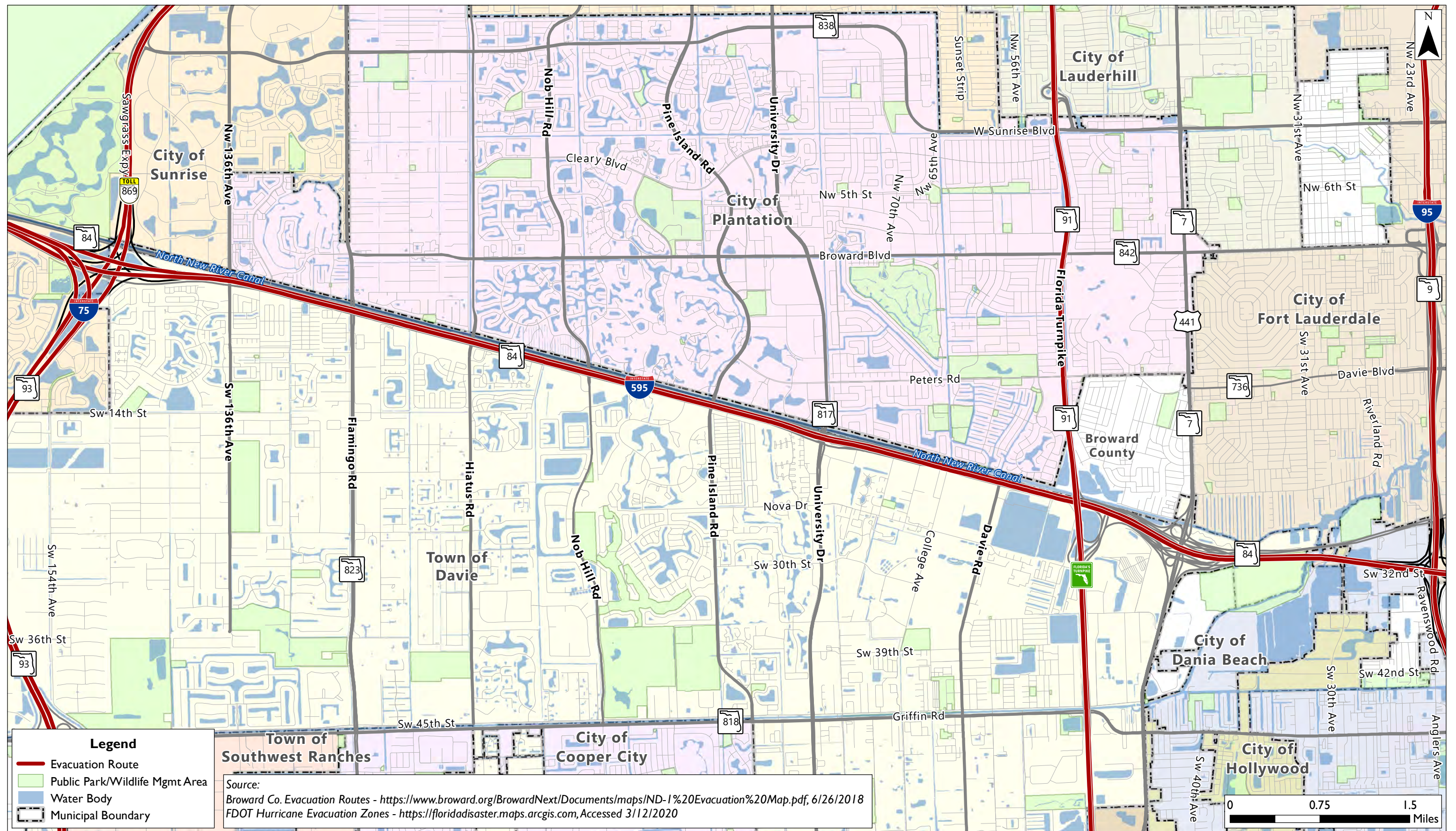
The distance between the center of each median opening and signalized intersection, along each of the north-south study roadways, was measured from aerial photography. The type of median opening and the intersection control type was also noted. The distances between each median opening and signalized intersection on each study roadway are summarized in Tables D-1 through D-8 in Appendix D.

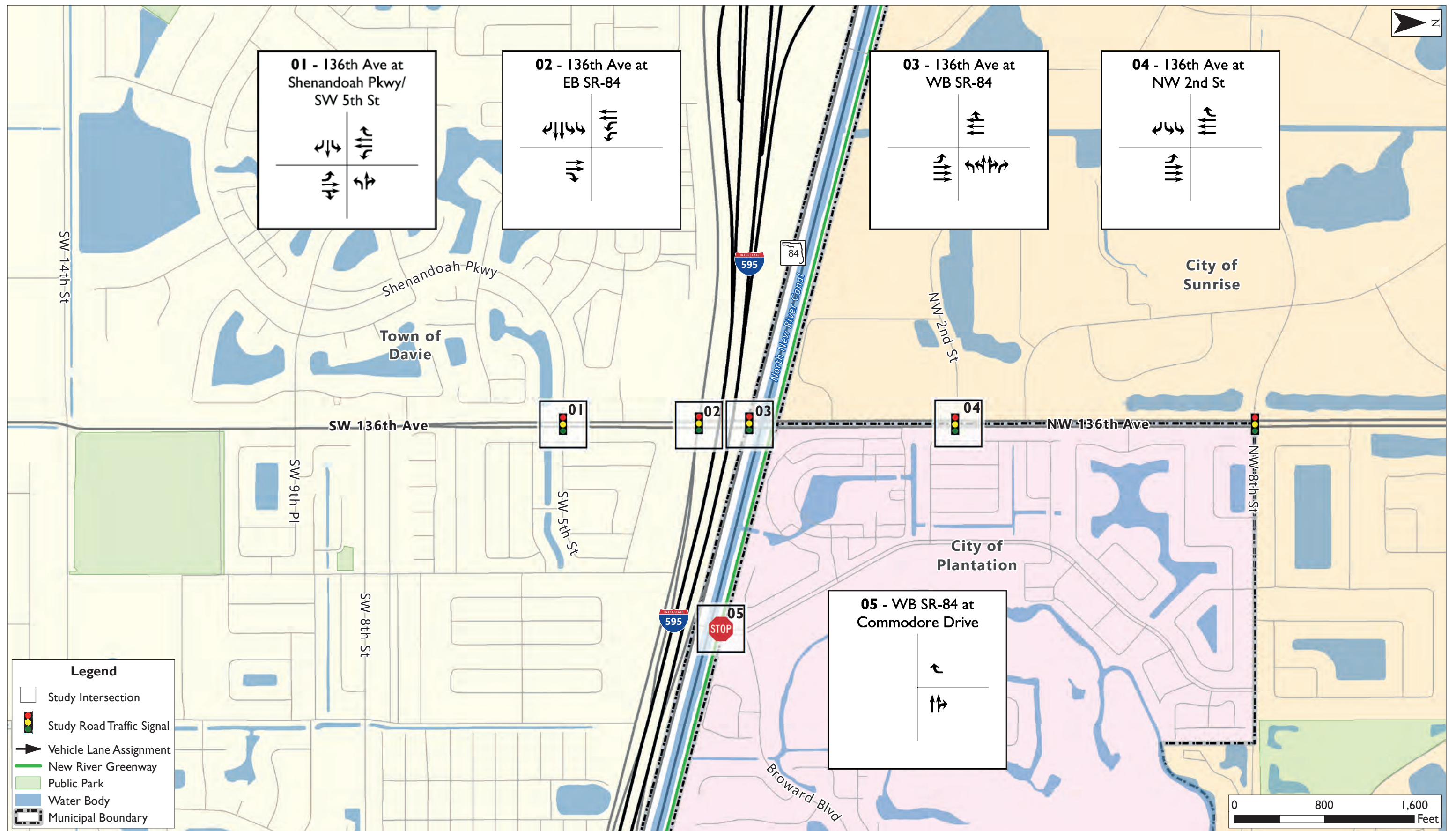
3.1.13 Intersection Lane Geometry and Control Type

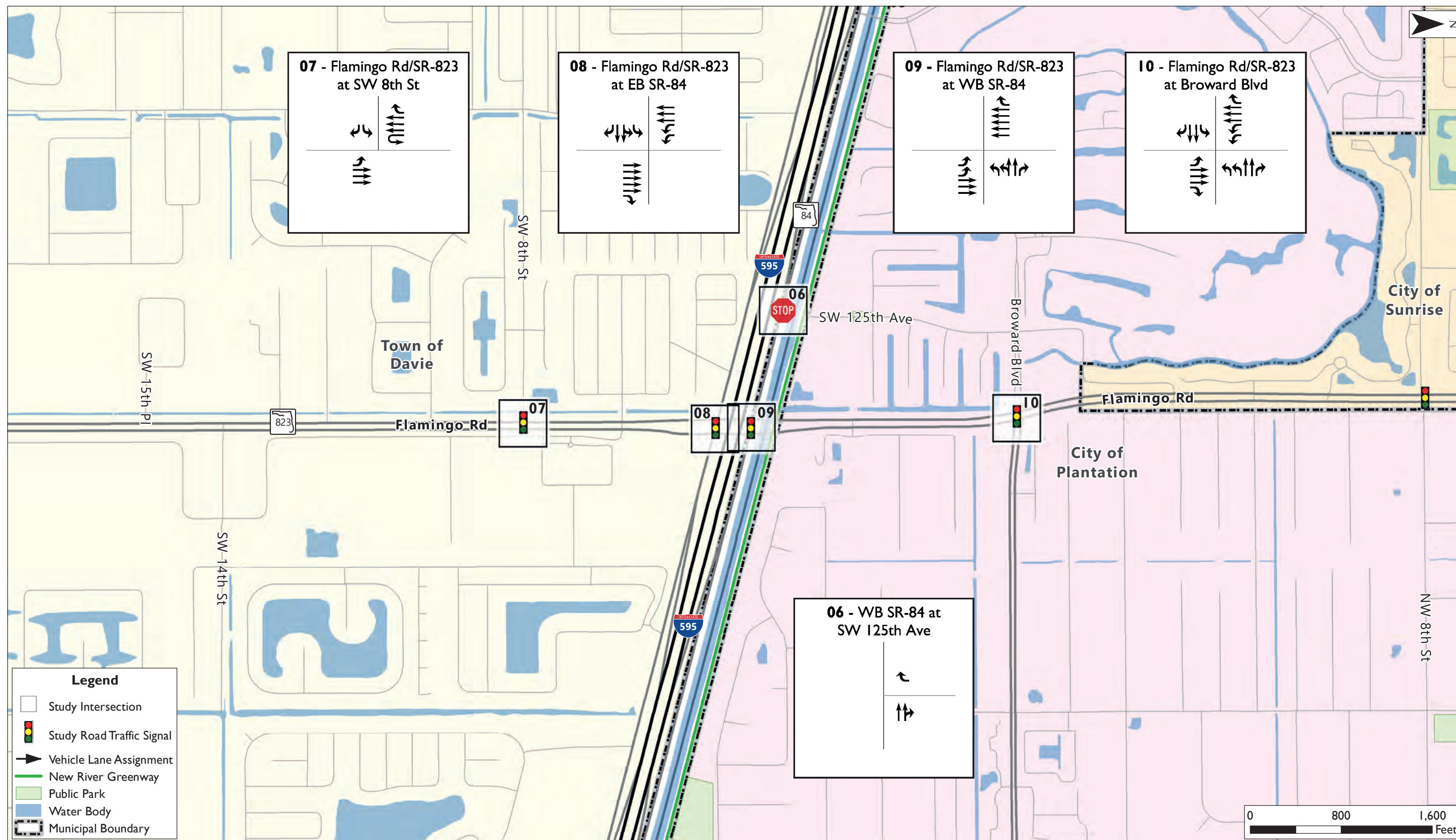
The intersection lane geometry and type of intersection traffic control (signalized or stop control) was noted from field reviews and aerial images. The information is summarized on Figure 3-5 for each of the 43 preliminary study intersections.

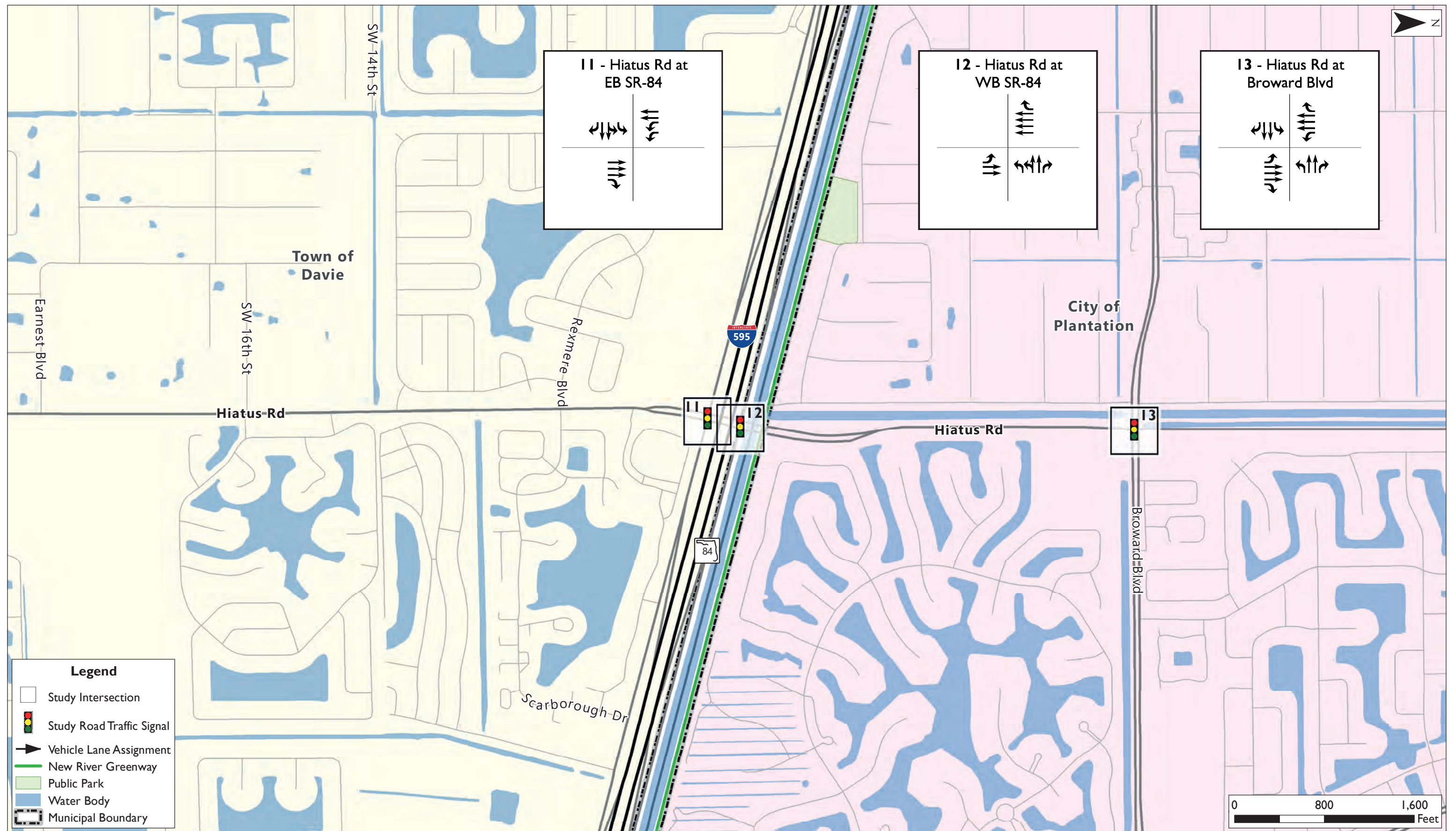
3.1.14 SR 84 Ramp Design and Merge Diverge Areas

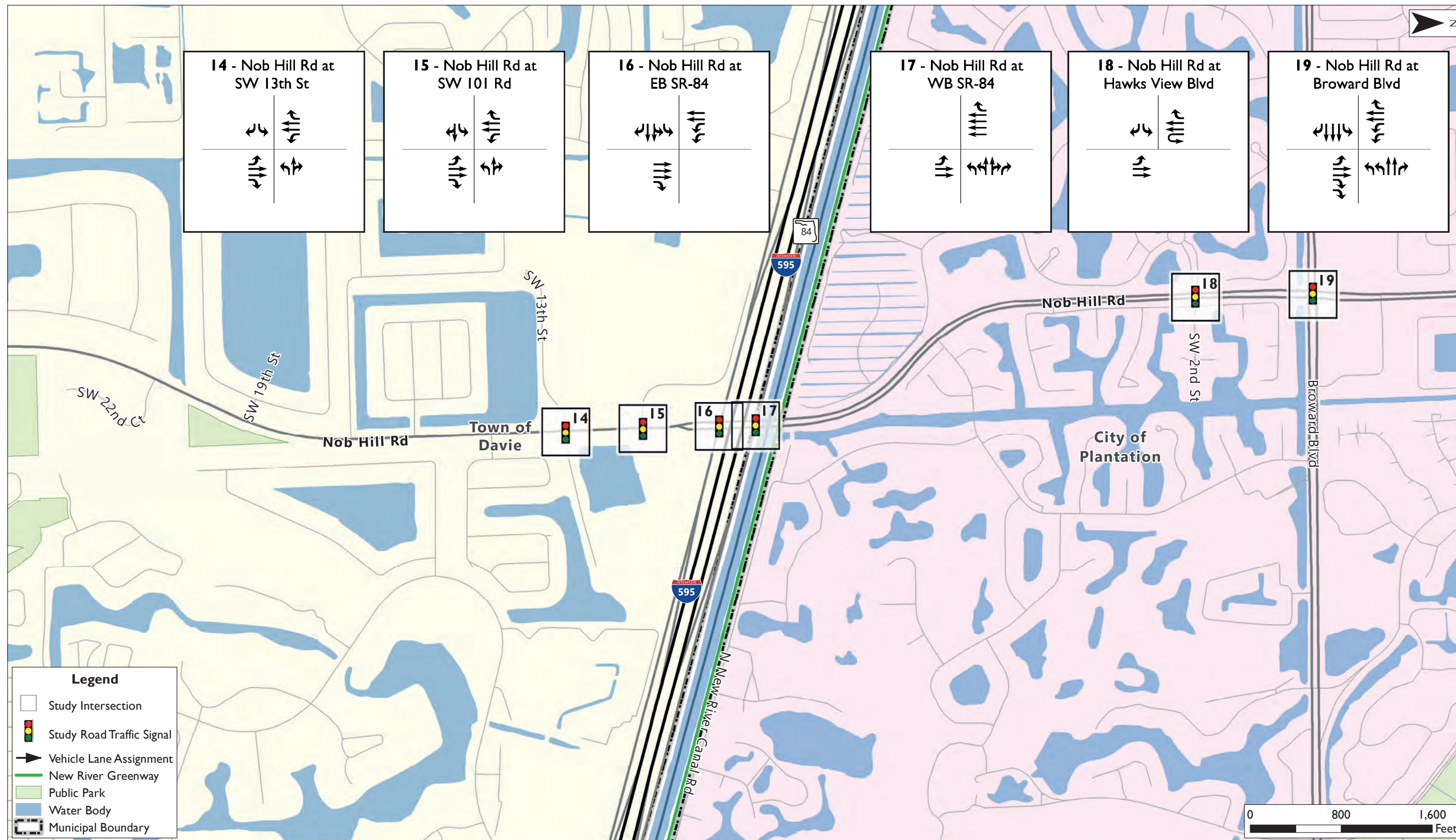
SR 84 ramp merge and diverge areas were identified using aerial photography and available I-595 corridor line diagram concept plans. Distances between painted gores, driveways and intersections were noted along SR 84 and for existing merge and diverge points for all ramps between I-595 and SR 84. This information is depicted on a line diagram in Appendix E.

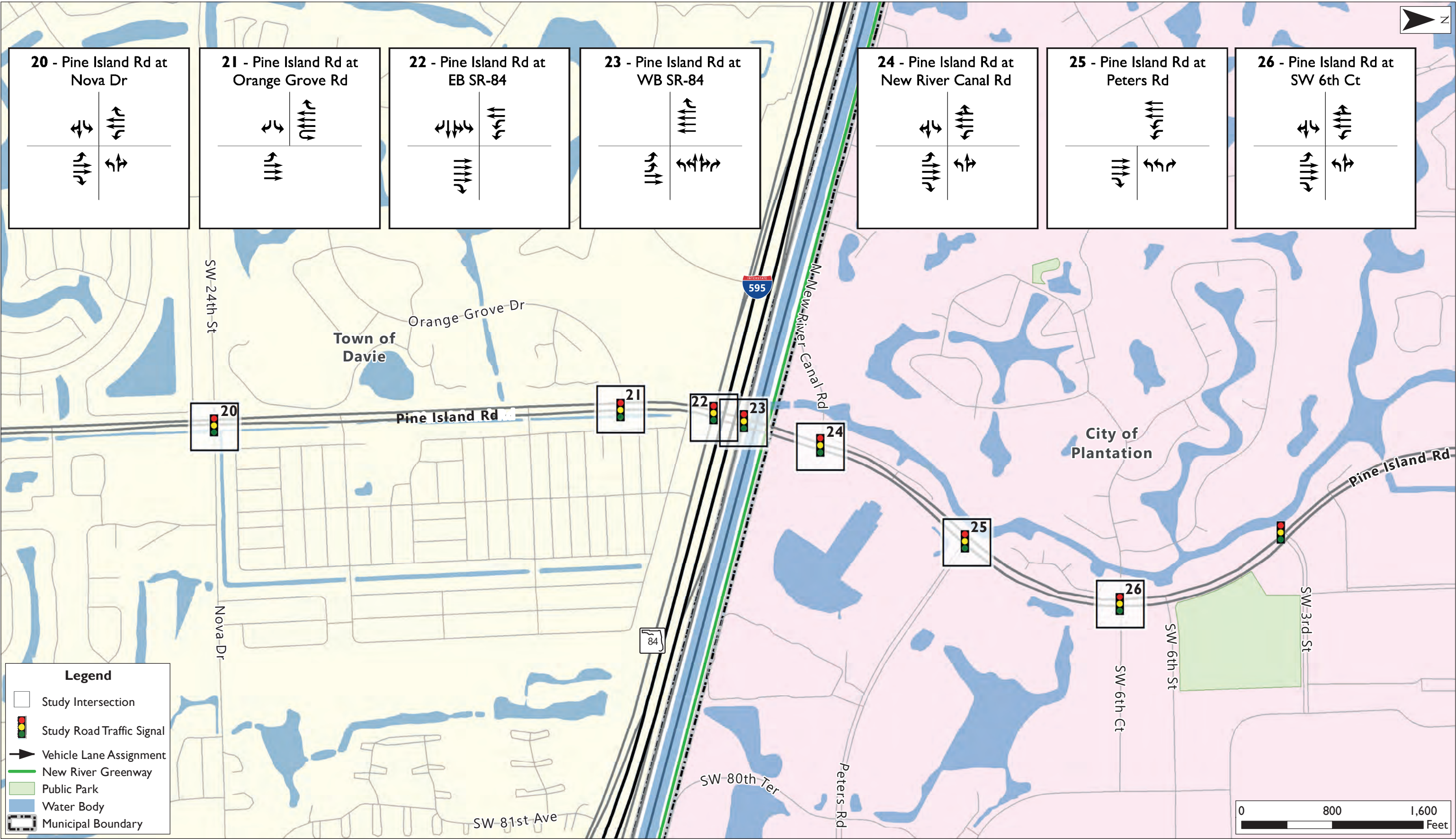


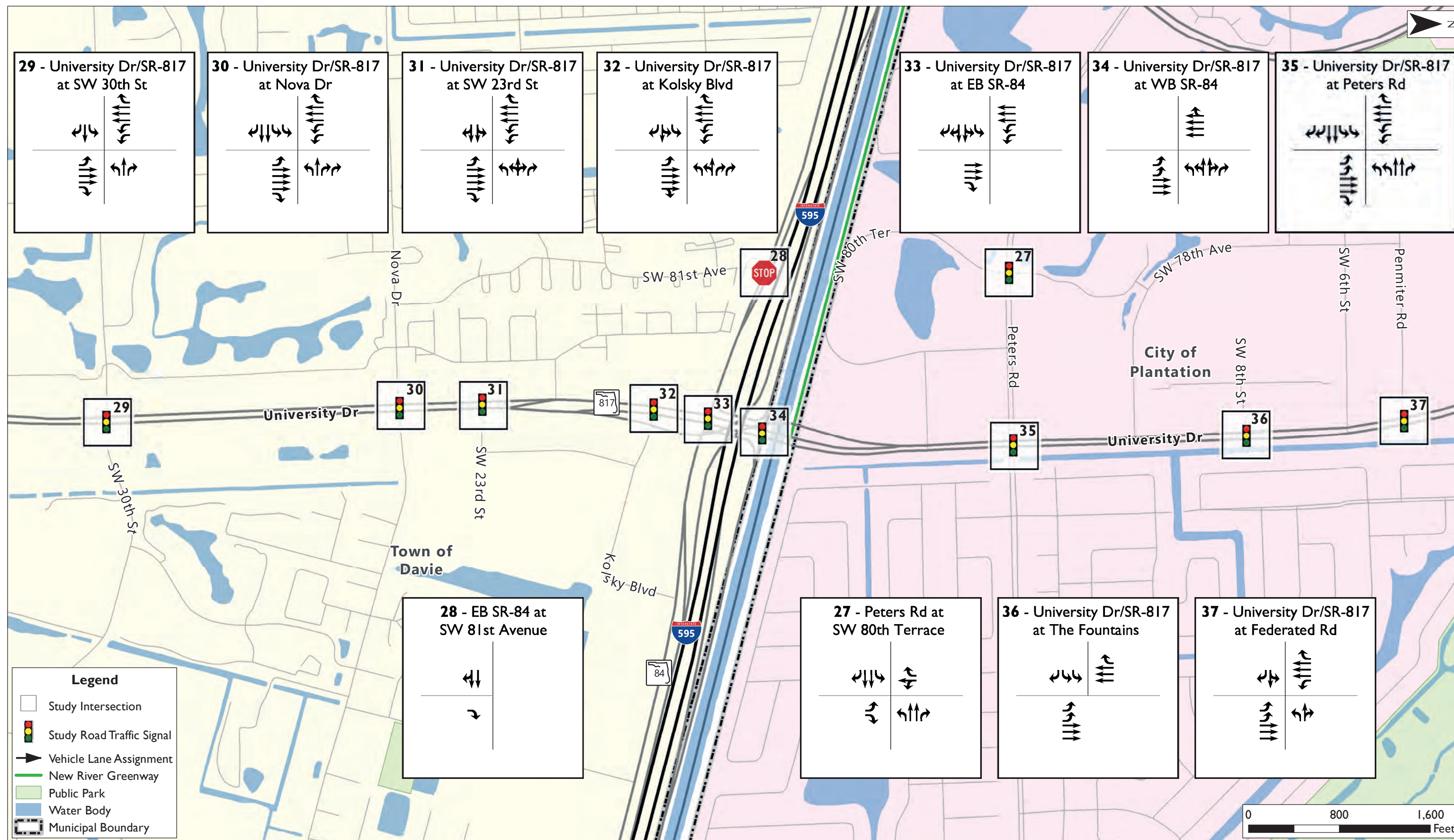
















3.2 Intelligent Transportation Systems (ITS) and Transportation Systems Management & Operations (TSM&O) Facilities

3.2.1 Data Collection Methodology

Available data from the FDOT District Four Transportation Systems Management and Operations (TSM&O) Program was retrieved to determine the Intelligent Transportation Systems (ITS) facilities within the study area. The ITS devices within the study area were reviewed to document existing conditions that support the FDOT District Four TSM&O Network. ITS deployed along any north-south arterials that cross SR 84 are a part of the FDOT District Four Arterial Management Program (AMP). The data collection related to existing ITS devices was obtained from FDOT District Four TSM&O staff and the I-595 concessionaire, I-595 Express, LLC. Other data related to the TSM&O Strategic Network was extracted from the *FDOT District Four TSM&O Master Plan*.

3.2.2 Area of Field Review

Field reviews were conducted to verify ITS device types, quantities, and locations. The Area of ITS Field Review is shown in Figure 3-6. The field review limits included the eight north-south arterials that cross I-595 and SR 84, for a distance of up to three miles north and south of I-595. This field review expanded the extents of the 1-mile study area to gain an understanding of the existing ITS devices that support TSM&O strategies in the region, within the study area, and around major activity centers. During the field review ITS device types and locations were confirmed. Any devices that were not a part of the data provided by FDOT District Four were documented and later confirmed with FDOT District Four TSM&O staff to be a permanent deployment. The field review provided a comprehensive assessment of the arterial roadways and other areas of operational interest; for example, the Davie Road Park and Ride Lot and Florida 595 Truck Stop.

3.2.3 FDOT District Four TSM&O Network

The FDOT District Four TSM&O Network encompasses the existing infrastructure allowing operations staff to actively manage the interstate system and other critical roadways. All interstates within District 4 and over 81 miles of arterial roadways within Broward County are a part of the existing District 4 TSM&O Network. The District 4 TSM&O Network is defined by roadways equipped with fiber optic communications (FOC) and ITS enabling operations staff to utilize TSM&O strategies recognized in the *FDOT District Four TSM&O Master Plan* and by Federal Highway Administration (FHWA) including:

- Traffic Incident Management
- Special Event Management
- Road Weather Management
- Transit Management
- Work Zone Management
- Traffic Signal Coordination
- Traveler Information
- Ramp Management
- Active Transportation & Demand Management

Other established TSM&O strategies that are not currently being utilized by the FDOT District Four TSM&O Program include:

- Freight Management
- Congestion Pricing
- Integrated Corridor Management
- Improved Bicycle & Pedestrian Crossings
- Connected Vehicle Deployment

3.2.4 TSM&O Strategic Network

The TSM&O Strategic Network for FDOT District Four defines the roadway network that was determined to have the most potential for improvements in mobility, safety, and transit service when establishing TSM&O strategies. This strategic network was defined by the *FDOT District Four TSM&O Master Plan*, developed for Broward County in 2017. All roads classified as a minor arterial or above, regardless of roadway ownership, were considered for the TSM&O Strategic Network.

Various forms of data were used to define this network including Volume-to-Capacity (V/C) ratios for 2015 and 2040 (based on 2040 Long Range Transportation Plan (LRTP)), as well as the latest Average Annual Daily Traffic (AADT), transit routes and ridership, bottlenecks, crash density and signal density data available during the development of the FDOT District Four TSM&O Master Plan. Additional consideration was given to these criteria to establish and rank the needs of all minor arterials, and above, within Broward County. These needs were then aligned with opportunities that exist based on the following sources or criteria:

- Existing FOC and ITS devices
- Transportation Improvement Programs (TIPs) through Fiscal Year (FY) 2021
- 2040 LRTP
- Strategic Intermodal System (SIS) Plan and draft 2045 SIS Needs Plan
- Broward County Transit, Transit Development Plan (TDP), 2015
- Connection to Major Activity Centers





3.2.5 Intelligent Transportation Systems (ITS)

The ITS devices within the study area are managed and operated from the Broward SMART SunGuide® Regional Transportation Management Center (RTMC). The RTMC is located at 2300 West Commercial Boulevard Fort Lauderdale, Florida 33309. This facility is collocated with the Broward County Traffic Engineering Division (BCTED) and I-595 Express, LLC. The RTMC is staffed 24-hours a day, 365-days a year with operations staff who monitor and manage ITS devices for all of FDOT District Four. Operators are also responsible for dispatching Road Rangers, Rapid Incident Scene Clearance (RISC), and Severe Incident Response Vehicle (SIRV) teams while coordinating with Florida Highway Patrol (FHP) to determine incident and congestion locations. Signal timing engineers are staffed at the RTMC and support active arterial management by working with operators and BCTED in real time when responding to planned and unplanned events.

All existing ITS device quantity totals are summarized in Table 3-3. This table provides detail related to the device quantities and their proximity to the I-595 corridor. Proximity to the I-595 corridor is based on the project study area, a 1-mile buffer from the corridor; and, the area of field review, a 3-mile buffer from the corridor.

Each type of device is described in the following sections, and the locations of the ITS devices within and surrounding the study are shown in Figure 3-7 on page 3-33.

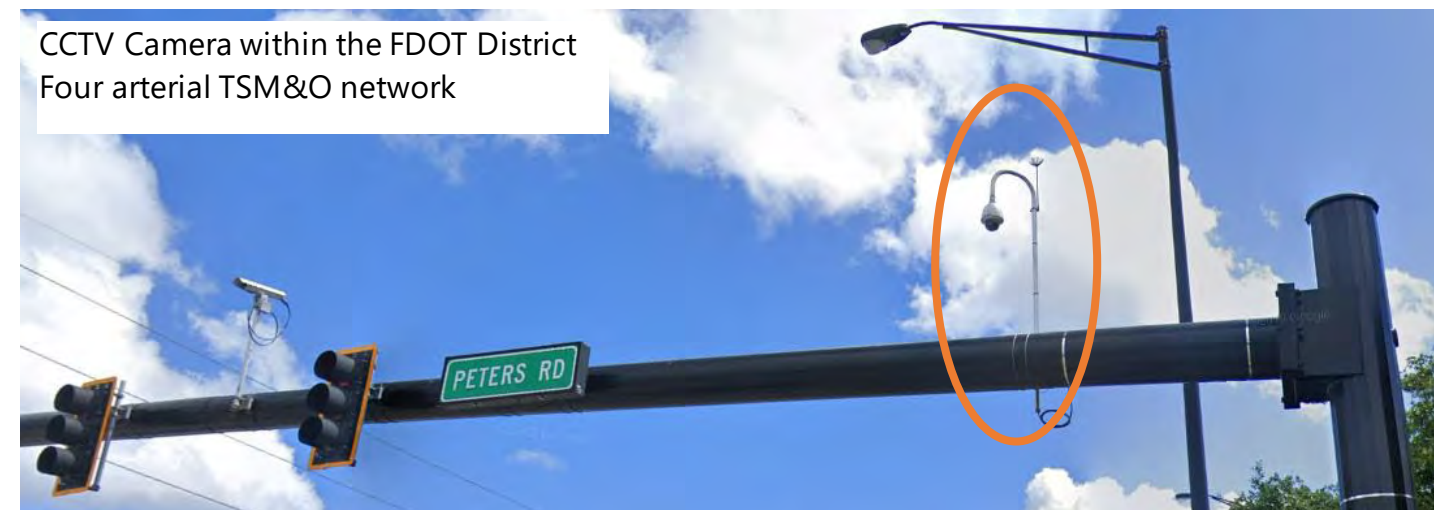
Table 3-3: Existing ITS Device Types and Quantities (Based on proximity to I-595)

Street Name	CCTV Camera 		MVDS 		Bluetooth Reader 		DMS 	
	≤ 1 Mile	≤ 3 Miles	≤ 1 Mile	≤ 3 Miles	≤ 1 Mile	≤ 3 Miles	≤ 1 Mile	≤ 3 Miles
SR 84 Eastbound	16		0		0		4	
SR 84 Westbound	6		0		0		3	
Proximity to SR 84/I-595*								
SR 7/US-441	4	11	0	2	1	6	0	3
Davie Road	0	0	0	0	0	0	0	0
SR 817/ University Drive	8	13	0	3	3	4	1	2
Pine Island Road	0	0	0	0	0	0	0	0
Nob Hill Road	0	0	0	0	0	0	0	0
Hiatus Road	0	0	0	0	0	0	0	0
SR 823/ Flamingo Road	0	0	0	0	0	0	0	0
SW 136 Avenue	0	0	0	0	0	0	0	0
Total	34	24	0	5	4	10	8	5

* Devices found ≤ 1 mile correlate to device quantities found within the project study area. Devices found ≤ 3 Miles from the I-595 corridor do not include devices found within the project study area.

3.2.5.1 CCTV Cameras

Closed Circuit Television (CCTV) Cameras are used to monitor the transportation network in real-time. These devices provide operators with situational awareness when monitoring and managing events like incidents, congestion, and evacuations. As part of the arterial TSM&O network, a total of 34 cameras were found within the project study area. An additional 24 cameras were found within the area of field review.



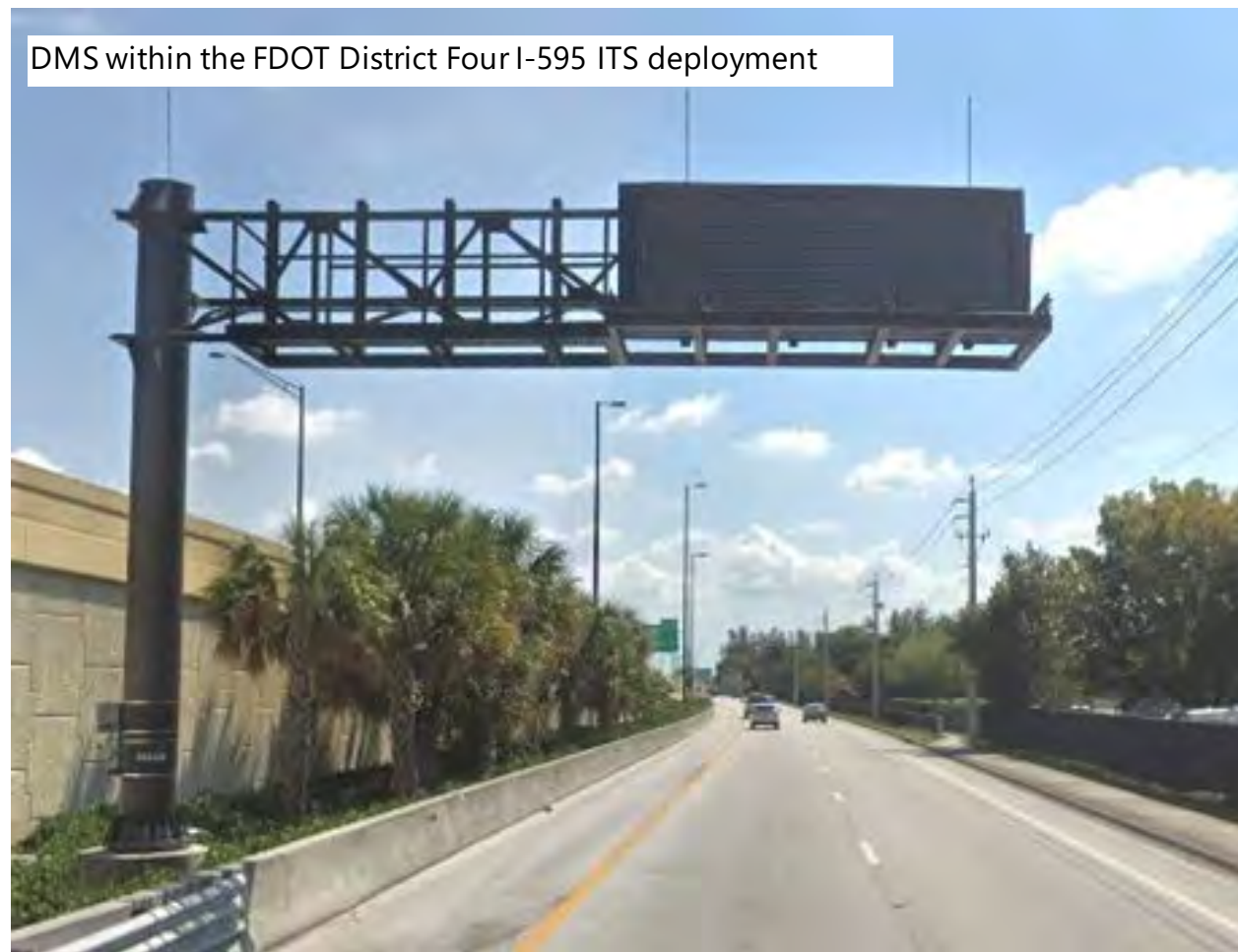
3.2.5.2 Microwave Vehicle Detection System (MVDS)

Microwave Vehicle Detection System (MVDS) devices are used to detect vehicle presence and collect traffic data related to speed, occupancy, and volume on the roadway. As part of the existing arterial TSM&O network, no MVDS devices were found within the project study area, however ramps between SR 84 and I-595 are equipped with this device. Five (5) MVDS devices were found within the area of field review.



3.2.5.3 Dynamic Message Signs (DMS)

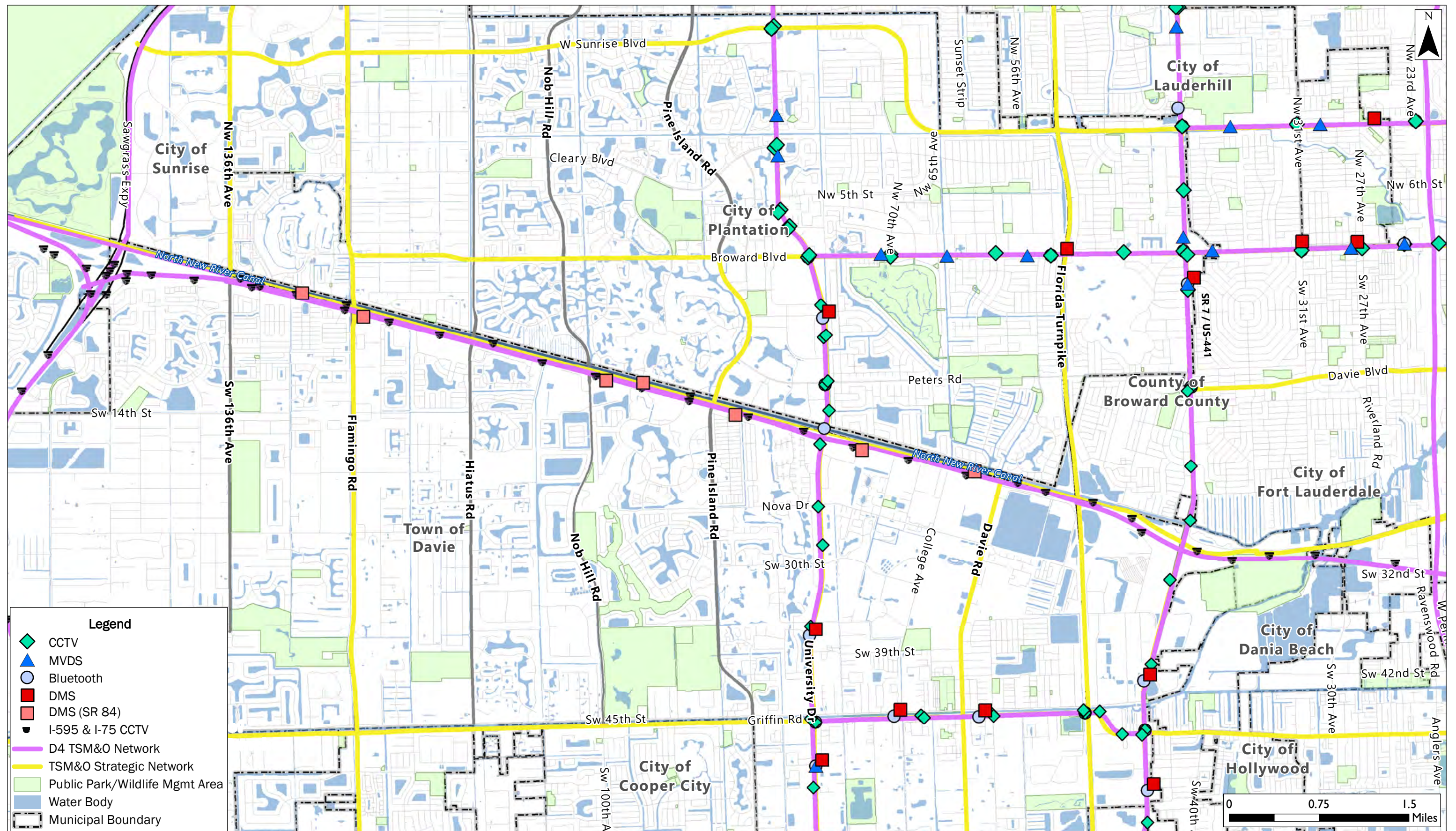
Dynamic Message Signs (DMS) are overhead electronic signs that post traffic alerts to inform drivers about roadway and traffic conditions. DMS are used to disseminate information regarding congestion, incidents, lane closures, travel time, and Public Service Announcements (PSA). As part of the arterial TSM&O Network, a total of eight DMS were found within the project study area, seven of which are on SR 84. An additional five DMS were found within the area of field review.



3.2.5.4 Bluetooth Reader

Bluetooth readers utilize probe data collected from wireless communications devices by capturing the Media Access Control (MAC) address. Bluetooth reader detection systems provide average speed and travel time data for a road segment. All Bluetooth readers within Broward County were deployed as part of the arterial TSM&O Network. Four Bluetooth readers were found within the project study area and ten Bluetooth readers were found within the area of field review.





3.3 Pedestrian and Greenway Facilities and Plans

The pedestrian facilities were obtained from FDOT Transportation Data & Analytic/GIS using the Sidewalk Width and Separation shapefile as a starting point. A cursory review on Google Earth was conducted to assess the existing conditions. The multipurpose path is the New River Greenway which is a Broward County Greenway trail where users can walk, bicycle, rollerblade, and jog. The New River Greenway parallels I-595. Figure 3-8 depicts the existing sidewalk and multipurpose path facilities on the study corridors between Griffin Road and Sunrise Boulevard. The pedestrian facilities are depicted on each side of the roadways.

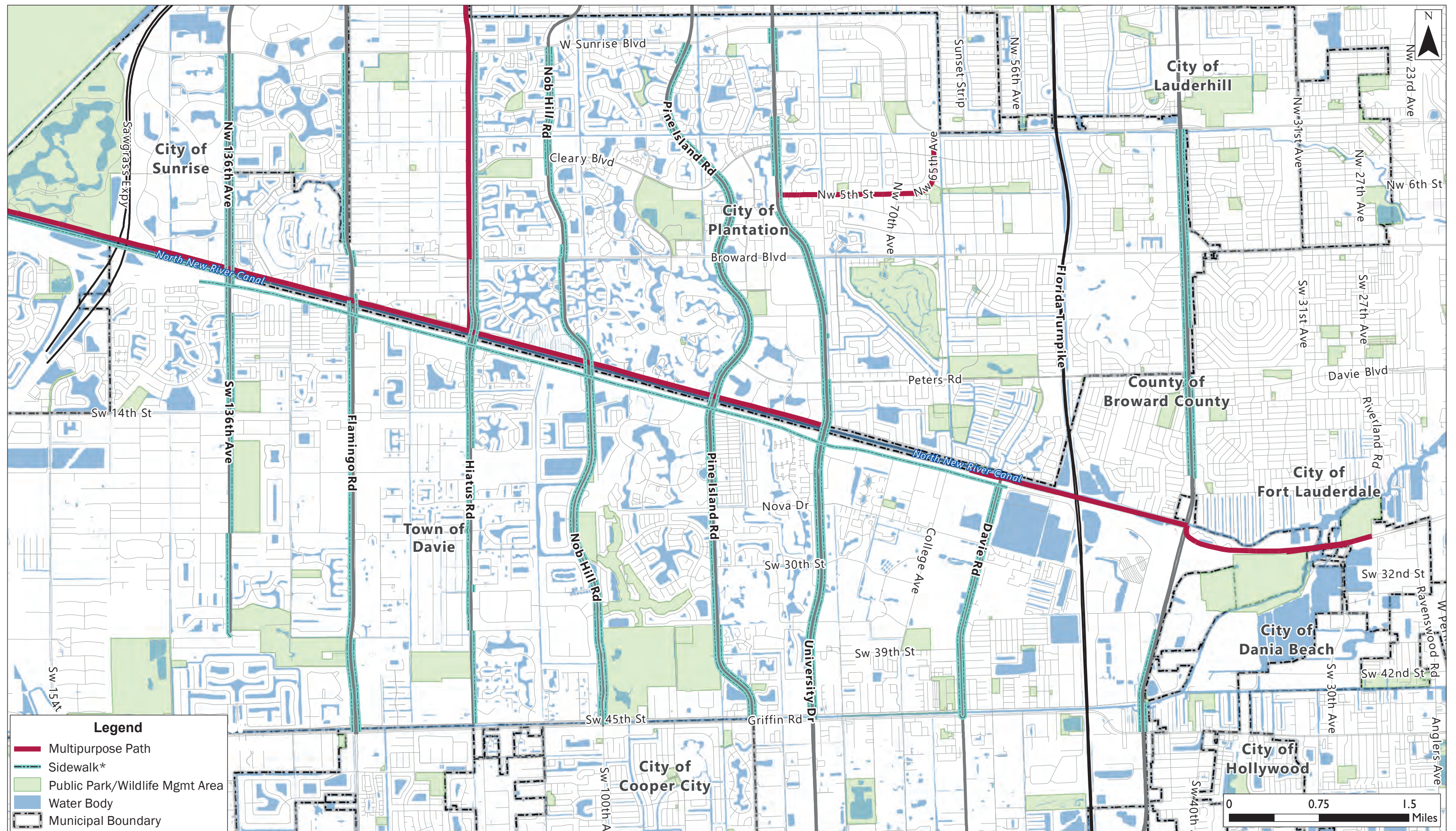
A cursory review on Google Earth was conducted to identify existing trail crossings. The New River Greenway parallels I-595, which is a limited access facility. Crossings are one of the most important components of trail connectivity. Most of these trail crossings requires the non-motorized users to head south to cross at the signalized crossing and head back north to continue along the trail. Figure 3-9 displays the existing trail crossings along the New River Greenway within the project limits.



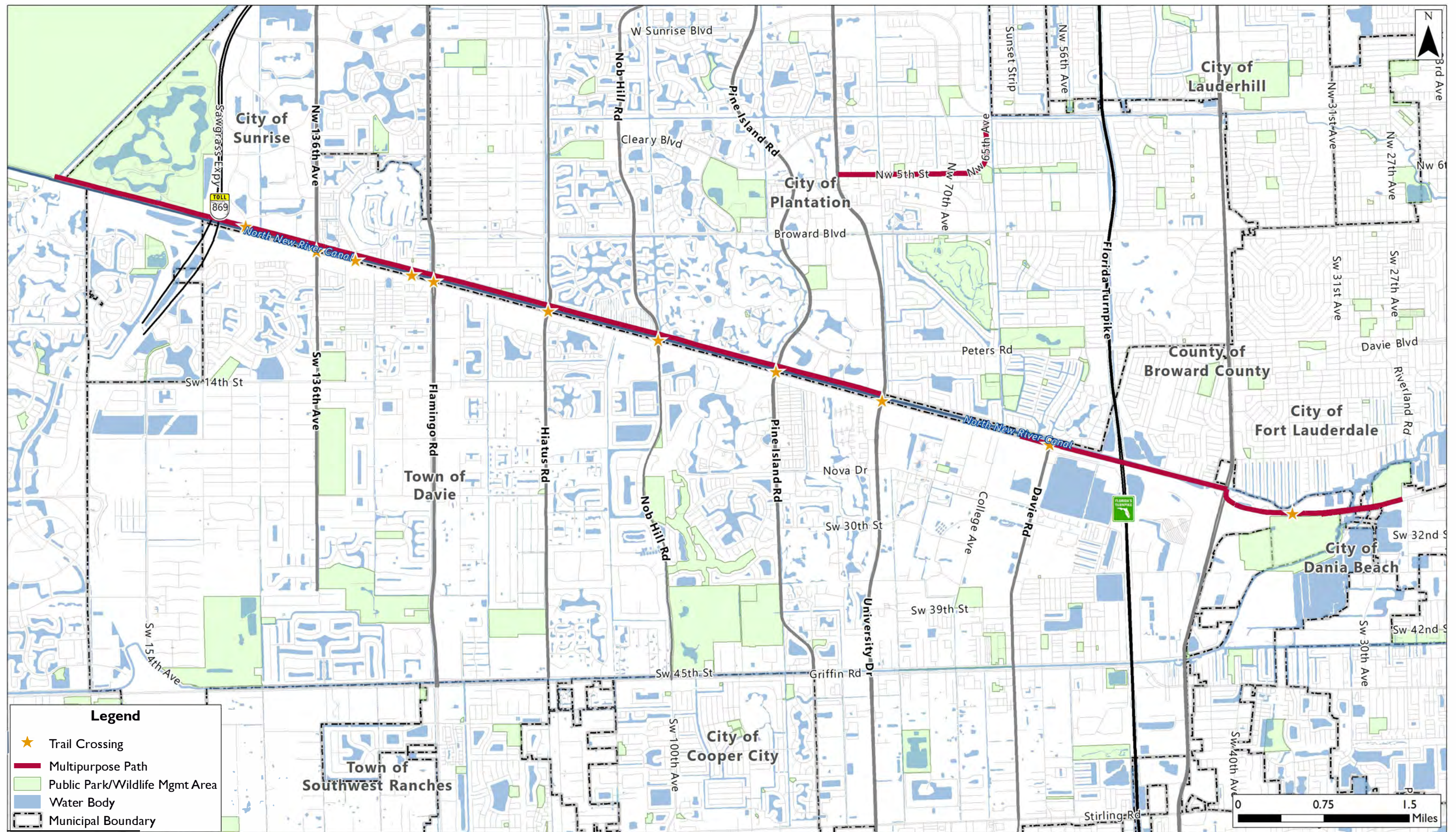
3.4 Bicycle Facilities and Plans

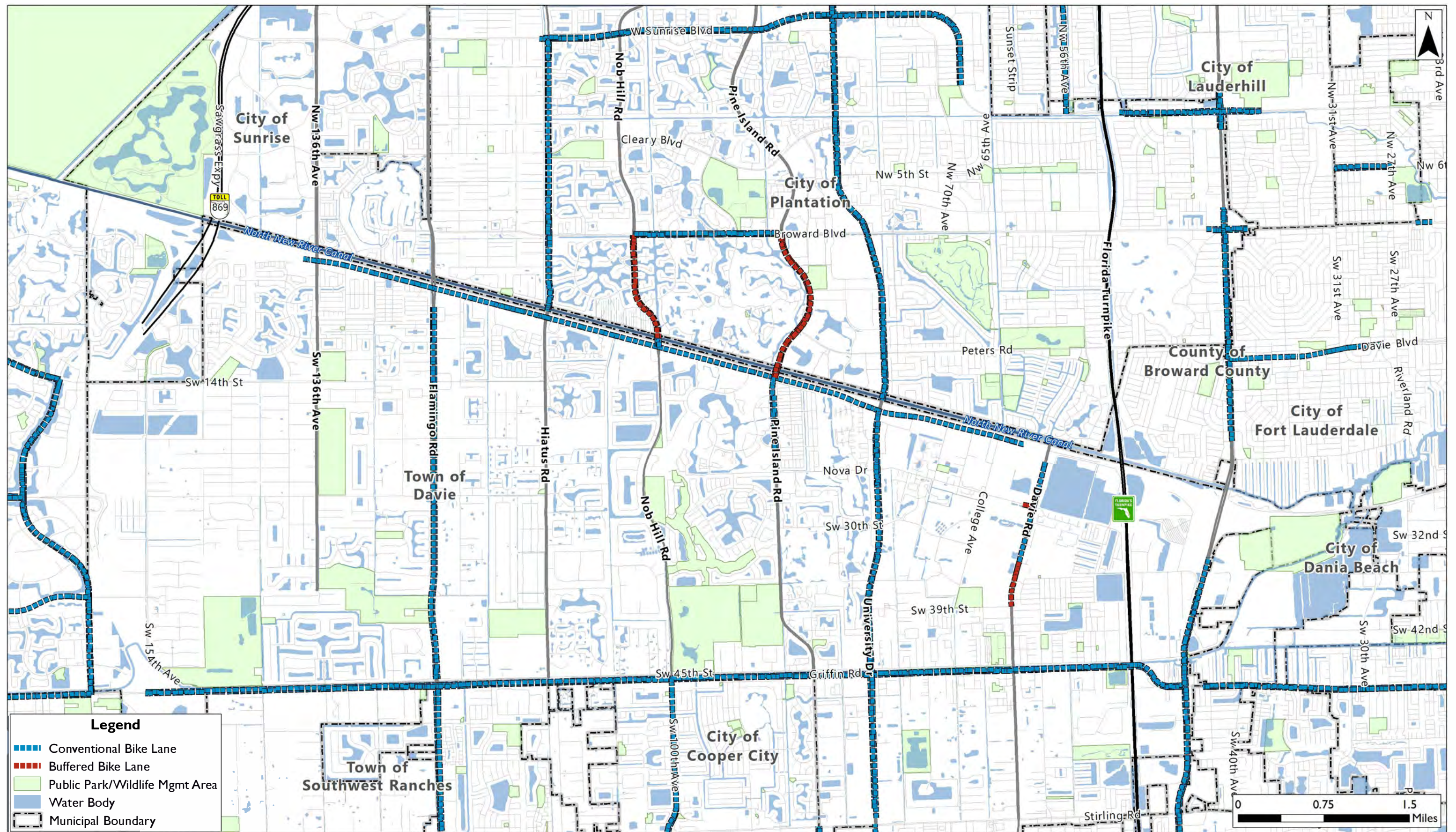
The bicycle facilities include conventional and buffered bike lanes within the study area. Conventional bike lanes are an exclusive space for bicyclists and buffered bike lanes are conventional bike lanes paired with a designated buffer space. The data were obtained from the Broward MPO as part of their development of the Complete Streets Master Plan (CSMP) and a cursory review on Google Earth was conducted to refine the existing conditions. Figure 3-10 displays the existing bicycle facilities.





*The sidewalk facilities mapping displays data by side of the roadway.





3.5 Transit Facilities, Services and Plans

Available transit data relating to local routes, community shuttles, and park-and-rides within the study area was obtained. The transit data includes a list of local route and community shuttle services, their respective performance, park-and-ride data, and other transit data. The following is a description of the data, their source, and, if applicable, how the quality was checked for accuracy and consistency.

3.5.1 Transit Services and Performance

3.5.1.1 Transit Shapefiles

The following shapefiles were obtained/created for the purpose of this study:

- Broward County Transit (BCT) local and express bus routes (2020)
- Local and express bus stop locations (2019)
- Community shuttle routes (2019)
- Community shuttle bus stop locations (2019)
- BCT transit facilities (2018)
- Park-and-Ride lots (2020)

The January 2020 local and express bus shapefile was obtained from BCT staff. The routes intersecting the study area were selected using a 0.5-mile buffer. Accuracy for route alignments within the shapefile was confirmed using route maps obtained from BCT's website.

The local and express routes bus stop shapefile (2019) was obtained, and locations in the study area were verified and adjusted using Google Earth aerial photography when needed. The attributes for the shapefile include an inventory of bus bays, benches, bicycle racks, trash cans, shelters, solar lightings, landing pads, as well as boardings and alightings. The boardings and alightings are based

on available weekday samples from Automatic Passenger Counters (APC) between January 19, 2014 - March 2, 2014. It should be noted that BCT has known technical issues with its APC sensors that have caused sampling and counting errors. Additionally, APC sensors are not equipped on board 95/595 Express vehicles; therefore, little or no data is available for stops related to commuter/express bus service. BCT recommends that all APC ridership statistics be validated with on-board surveys if possible.

The community shuttle shapefile was obtained from BCT staff. The community shuttles within the study area were edited and updated to reflect the community shuttle schedules obtained from BCT's website. Community shuttle bus stop locations were identified and mapped using the timepoints identified in the most recent route schedules. Note that the bus stop locations for the shuttles do not encompass all possible routes, and several of the routes operate with a "wave and ride" policy. A shapefile to identify timepoint locations was created, but due to the nature of the service, this shapefile does not necessarily reflect all possible transit stop locations along the route.

The BCT transit facilities shapefile was obtained from BCT and identifies terminals, transfer facilities, and maintenance facilities. Shapefiles for the Davie, Government Center West, and BB&T Center park-and-ride lots were created using aerials of the lot and confirmed using a combination of BCT's most recent system map and the FDOT 2019 Biannual Park-and-Ride Inventory report, provided by South Florida Commuter Services. Park-and-ride occupancy and inventory data were also obtained from the FDOT 2019 Biannual Park-and-Ride Inventory Report.

3.5.1.2 *Transit Services and Performance*

The following existing transit services and performance data were obtained from BCT for the routes within the study area:

- Corridor description
- Service span
- Service headways
- Local, express route and community shuttle ridership (FY 2019)
- Local and express route on-time performance (OTP) (January 2019)

Listed in Tables 3-4, 3-5, and 3-6 is data for the existing transit services (headways, corridor descriptions, service span) obtained from recent route schedules available on BCT's website. Performance data (ridership, on-time performance) were collected from BCT staff. BCT provided ridership by route for year 2019, which is shown in the tables.

Figure 3-11 illustrates the local, Breeze, express, and community shuttle routes that cross the study area, as well as the relevant park-and-ride lots.

Table 3-4: BCT Local Routes

Route	Corridor	Service Day	Service Span	Minimum Headways (minutes)	Annual Passenger Trips	OTP
2	University Dr	Weekday	5:00 am–12:33 am	19	1,367,340	69.8%
		Sat	5:00 am–12:33 am	35		
		Sun	7:00 am–10:34 pm	40		
6	Broward Terminal – SR84 – Ravenswood - County Line Rd	Weekday	5:00 am–11:05 pm	37	379,100	74.1%
		Sat	5:20 am–11:05 pm	60		
		Sun	8:20 am–9:13 pm	60		
9	Broward Terminal – Riverland Rd - Davie Rd – Johnson St	Weekday	5:25 am–10:17 pm	48	357,960	66.4%
		Sat	5:50 am–10:17 pm	60		
		Sun	8:30 am–8:10 pm	60		
12	Sheridan St – Davie Rd – University Dr	Weekday	5:20 am–9:53 pm	56	311,647	72.9%
		Sat	5:55 am–8:26 pm	54		
		Sun	9:50 am–7:53 pm	47		
18	SR 7 / US-441 – South of Lauderhill Mall	Weekday	4:30 am–2:40 am	20	1,395,146	66.5%
		Sat	5:10 am–12:40 am	15		
		Sun	6:00 am–11:40 pm	20		
22	Broward Blvd	Weekday	5:00 am–11:55 pm	15/30	966,978	67.6%
		Sat	5:25 am–11:35 pm	30/60		
		Sun	8:10 am–9:50 pm	30/60		
23	Pembroke Lakes Mall to Sawgrass Mills Mall	Weekday AM Peak	6:10 am–10:20 am	44	62,488	N/A
		Weekday PM Peak	3:10 pm–7:40 pm	44		
30	Davie Blvd/Peters Rd	Weekday	5:30 am–10:35 pm	19	491,414	75.1%
		Sat	6:00 am–10:35 pm	30		
		Sun	9:30 am–7:05 pm	45		
88	Pine Island Rd/Coral Springs Dr	Weekday	5:55 pm–8:42 pm	42	161,766	75.2%
		Sat	6:30 am–11:06 pm	42		
		Sun	6:50 am–10:16 pm	42		

Source: BCT online schedules and FY 2019 Ridership and On-Time-Performance (OTP) data obtained from BCT Staff as of February 12, 2020

Table 3-5: BCT Breeze and Express Routes

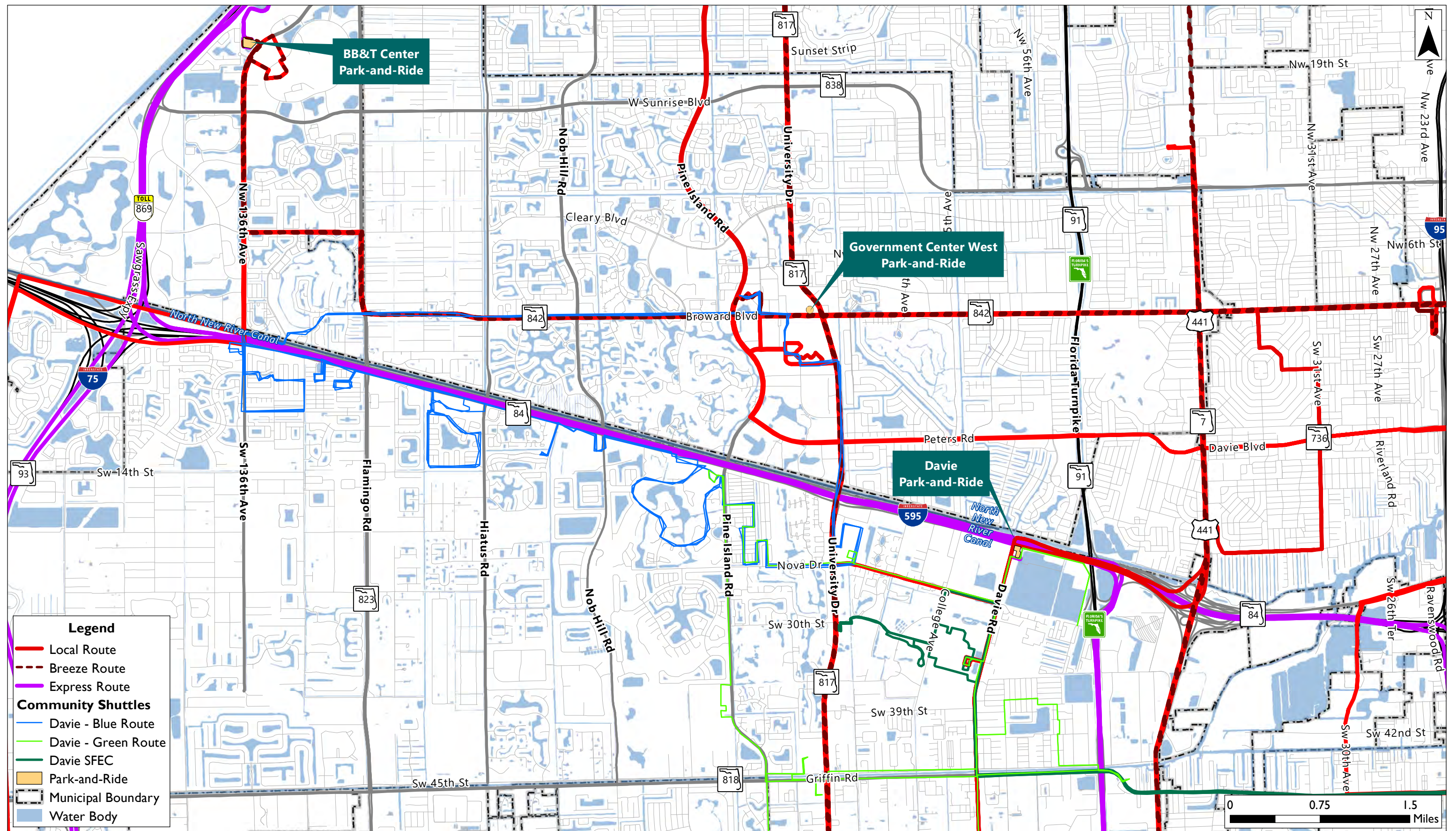
Route	Corridor	Service Day	Service Span	Minimum Headways (minutes)	Annual Passenger Trips	OTP
102	Breeze University Dr	Weekday AM Peak	5:30 am–9:52 am	30	188,699	61.5%
		Weekday PM Peak	3:25 pm–8:31 pm			
114 595 Express	595 Express Sunrise to Miami Civic E	Weekday AM Peak	5:05 am–9:06 am	15	107,390	64.3%
		Weekday PM Peak	3:15 pm–9:09 pm			
115 75 Express	75 Express	Weekday AM Peak	5:40 am–10:38 am	30	0	N/A
		Weekday PM Peak	3:45 pm–8:24 pm	30		
122	Breeze Broward Blvd	Weekday AM Peak	5:40 am–10:16 am	25	19,915	76.4%
		Weekday PM Peak	4:05 pm–8:46 pm	30		
441	Breeze SR 7	Weekday	5:10 am–9:01 pm	15	972,581	59.0%

Source: BCT online schedules and FY 2019 Ridership and On-Time-Performance (OTP) data obtained from BCT Staff as of February 12, 2020

Table 3-6: Community Shuttle Routes

Route	Service Day	Service Span	Minimum Headways (minutes)	Annual Passenger Trips	Passenger Trips per Hour
Davie Green Route	Weekday	7:05 am–8:05 pm	90	23,339	6.8
	Saturday	8:00 am–4:30 pm	90		
Davie Blue Route	Weekday	5:40 am–6:45 pm	45	96,017	16.0
	Saturday	7:05 am–8:05 pm	30		
Davie SFEC Shuttle (Tri-Rail)	Weekday	6:45 am–8:25 pm	32	70,804	11.5

Source: BCT online schedules and FY 2019 Ridership data obtained from BCT Staff as of February 12, 2020



3.5.2 Park-and-Ride Utilization and Inventory

Park-and-ride data were obtained from FDOT District Four’s 2019 Biannual Park-and-Ride Inventory Report. The report lists information such as park-and-ride inventory, parking utilization, maintenance issues, ownership, and inventory of amenities. Based on a recent field review, the Davie Park-and-Ride has 204 total parking spaces available. According to the 2019 Inventory Report, there were 146 parking spaces occupied when surveyed on Wednesday, October 2, 2019 at 11:30 am. Therefore, it had a 72% parking utilization rate. In addition, one of the five bicycle racks were shown to be occupied at the time of the 2019 survey, indicating a 20% bicycle rack utilization rate. The BB&T Park-and-Ride lot had a utilization rate of 74% (340 spaces available) and a bicycle rack utilization rate of 0% (6 spaces available) in Fall 2019. The Government Center West Park-and-Ride is not included in FDOT’s inventory, and therefore, utilization rates at this location were not obtained. The Government Center West Park-and-Ride is a part of the larger Broward County Government Center West parking lot, and does not provide access to express bus service like the other park-and-ride facilities in the study area. The transit routes that service all three park-and-ride lots are as follows:

- BB&T Park-and Ride: BCT Routes 22, 23, 36, 72, 110 (595 Express), 114 (595 Express), 115 (75 Express), 122 (Broward Breeze)
- Davie Park-and-Ride: BCT Route 9, 114 (595 Express)
- Government Center West Park-and-Ride: BCT Routes 2, 22, 81, 122 (Broward Breeze)

3.5.3 Broward County Surtax Plan Transit Projects

Broward County’s Proposed Transportation Surtax Project-Based Plan is an interactive online GIS map that shows the location and information for surtax projects in various categories proposed over the next 20 years. The map lists various transit projects by transit service type: rapid bus routes, express bus routes, new local bus routes, local bus extensions and realignments. Table 3-7 lists the proposed project type, description, year of implementation and additional notes that impact the study area. Figure 3-12 illustrates the project locations as they are shown on the online GIS map. These proposed County Surtax transit projects are consistent with the future projects in BCT’s most recent update to its 10-year Transit Development Plan (TDP) from October of 2019.

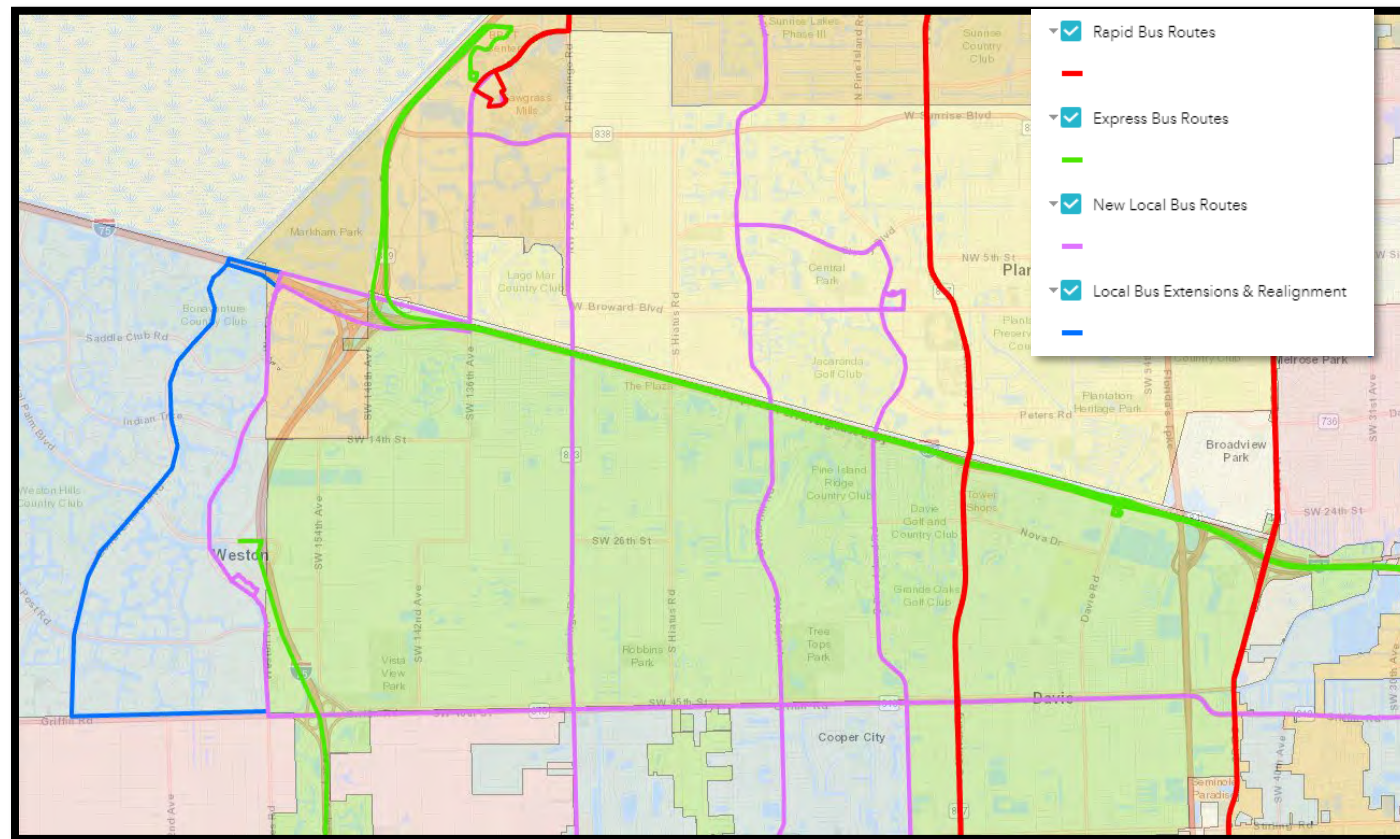
Table 3-7: Broward Surtax Plan Projects for Transit

Project Type/Name	Description	Year
Local Bus Extension & Realignment: Route 23 Realignment	Due to new Griffin Route, Route 23 will service Griffin Road instead of Sheridan Street in order to provide transfer opportunities.	2021
New Local Bus Route: Griffin Road / Weston Road / NW/SW 136th Avenue	New local route would begin at the Sawgrass Mills Mall, head south on NW 136 th Ave, go along SR 84 west, continue south on Weston Road, and travel along Griffin Road before terminating at the Tri-Rail Fort Lauderdale/Hollywood International Airport Station. Weekday headways at 30 minutes.	2026
New Local Bus Route: Flamingo Road	New local route would begin at the Sawgrass Mills Mall and continue along Flamingo Road to the Miramar Town Center on Hiatus Road, before ending at the proposed American Dream Mall. Weekday headways at 30 minutes.	2023
New Local Bus Route: Palm Avenue	New local route would begin at the Plantation West Regional Terminal, go south along Nob Hill Road/Palm Avenue, head east on Miramar Parkway and terminate at the Miramar Town Center. Weekday headways at 30 minutes.	2028

Project Type/Name	Description	Year
New Local Bus Route: Nob Hill Road / Coral Ridge Drive	New local service via Nob Hill Road between Broward Boulevard and Holmberg Road Weekday headways at 30 minutes.	2021
New Local Bus Route: Douglas Road	Service would begin at the Plantation West Regional Terminal, continue south on Douglas Road, head east on Miramar Parkway, and go south on University Drive / SR 817 before terminating at NW 124 th Street in Miami-Dade County.	2024
Rapid Bus Route: University Drive / SR 817	New Rapid service via University Drive / SR 817 between Sample Road and Golden Glades. Weekday peak headways at 10 minutes, off-peak at 15 minutes.	2033
Rapid Bus Route: SR 7 / US-441	New Rapid service via US-441, between Sample Rd and Golden Glades Park & Ride. Weekday peak headways at 10 minutes, off-peak at 15 minutes. Replaces limited stop service.	2021

Source: [Broward County Proposed Transportation Surtax Project-Based Plan Online Map](#) (as of February 2020)

Figure 3-12: Transit Projects from the Broward County Transportation Surtax Plan



Source: [Broward County Proposed Transportation Surtax Project-Based Plan Online Map](#) (as of February 2020)

3.5.4 Broward County Transportation Improvement Program (TIP) Transit Projects

The Broward County TIP is a comprehensive list of federal, state, and locally funded transportation projects as approved by the Broward Metropolitan Planning Organization (MPO). The most recent TIP (adopted July 11, 2019) was downloaded from the Broward MPO website and contains the following transit-related projects for FY 2020-2024:

- Park & Ride Davie Road @ SR 862/I-595 FY 2020 - Capital for Minor Landscape Upgrades
- Operating for fixed-route Broward Blvd Limited Stop Service FY2020-2024
- I-595/SR862 Express Bus Operations and Maintenance FY 2020

3.5.5 FDOT I-595 Transit Corridor

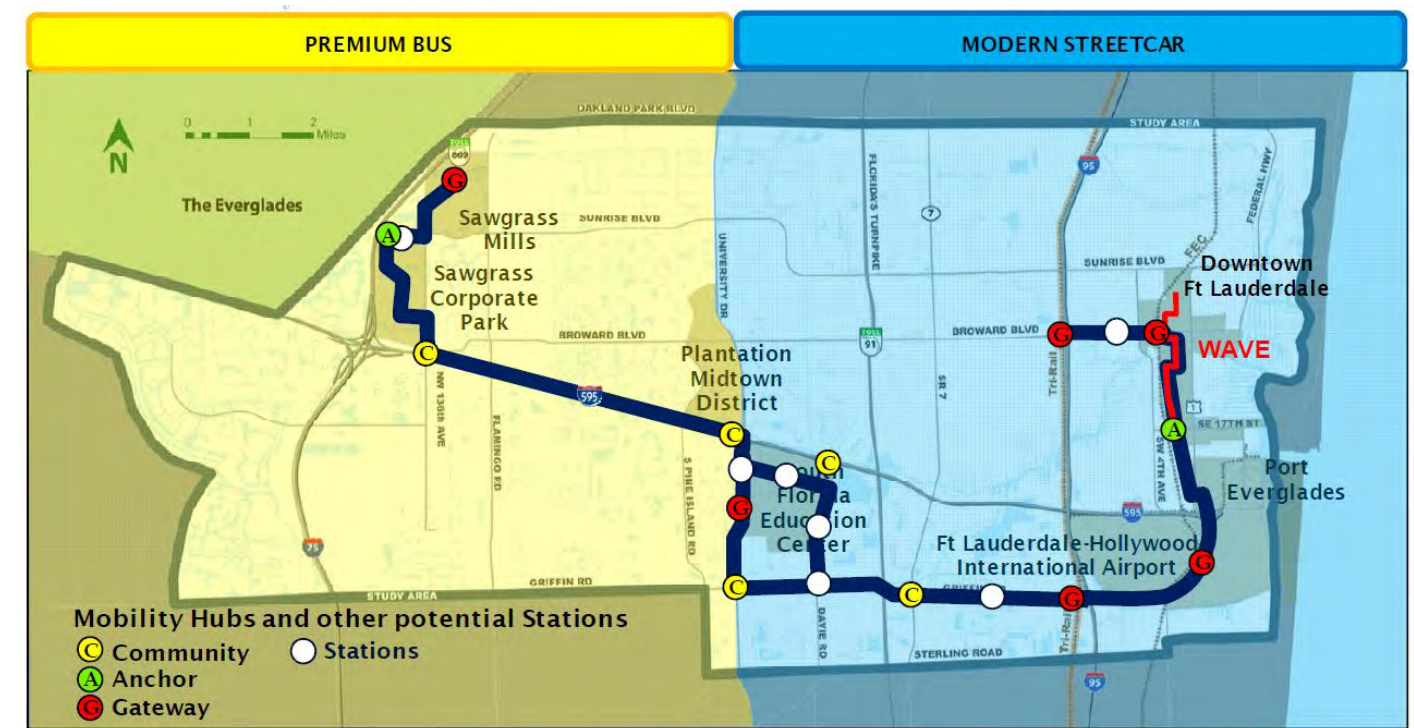
The I-595 Corridor Roadway Improvements project was constructed between 2009 and 2014. It involved reconstructing and improving a 10.5-mile segment of the I-595 freeway corridor between the I-75/Sawgrass Expressway interchange and the I-95/I-595 interchange. An envelope within the right-of-way that would accommodate construction of a future transit system was preserved. The transit envelope is located for the most part, along the south side of I-595 between the outside lane of eastbound I-595 and the inside lane of SR 84 eastbound. This transit envelope is still being preserved, but there are no immediate plans for its use. An illustration of the general alignment of the transit envelope is shown in Figure 3-13. The general alignment is based on I-595 roadway plans and locations for potential future piers for an elevated transit guideway.

Figure 3-13: Transit Envelope from I-595 Corridor Roadway Improvements Project



Since the I-595 Corridor Roadway Improvements project was completed, a Central Broward East-West Transit study was completed in 2012. It evaluated premium transit in an east-west direction in central Broward County between I-75 and US-1. The locally preferred alternative from the Central Broward East-West Transit study, as shown in Figure 3-14, showed that premium bus service was preferred west of University Drive / SR 817, while modern streetcar was preferred east of University Drive / SR 817. Funding is not currently programmed in the FDOT 5 year Work Program or MPO TIP to build transit facilities along I-595.

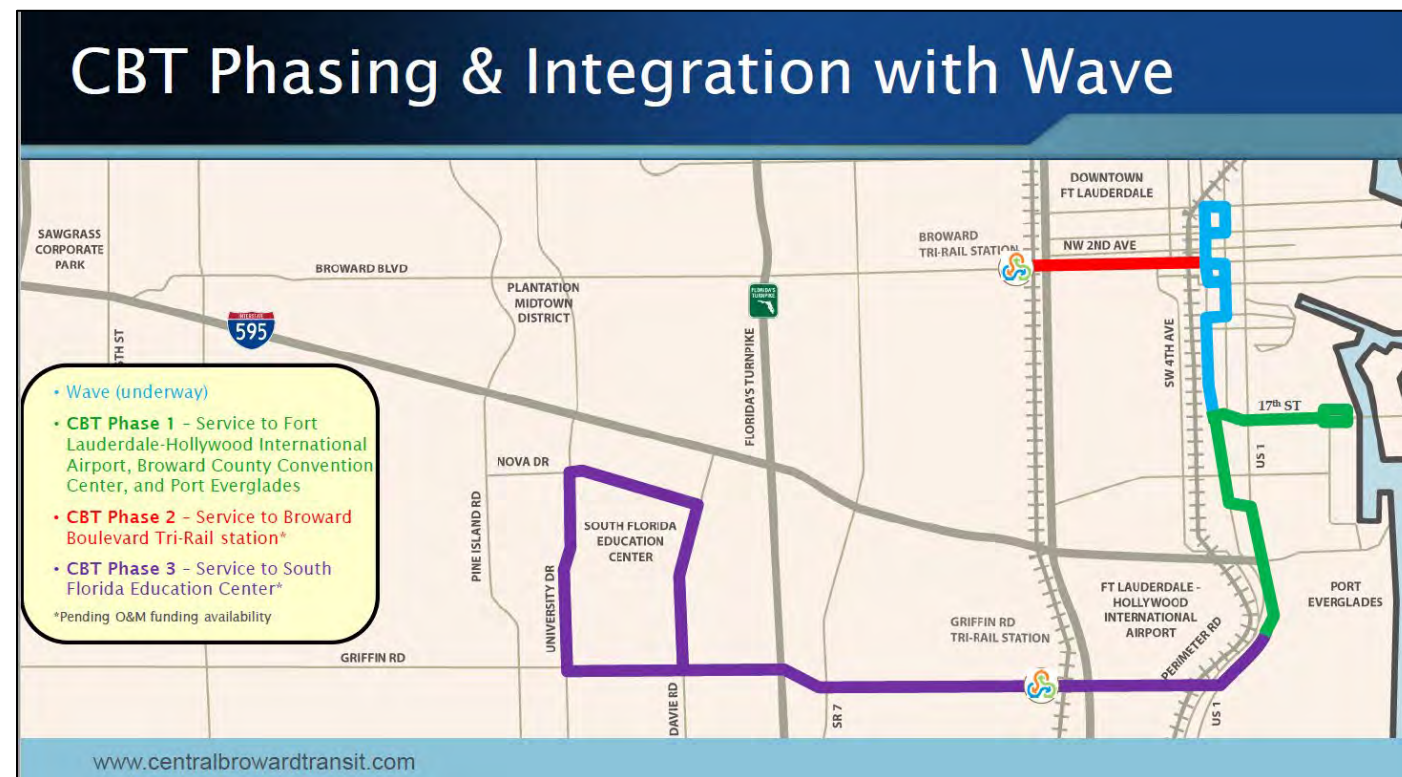
Figure 3-14: Central Broward East-West Transit Study Locally Preferred Alternative



Source: Central Broward East-West Transit Study, Locally Preferred Alternative Selection Report, Part I, Environmental Screening and Evaluation Report, December 2012

Per an update presentation to the Broward MPO in October 2015, the Central Broward East-West Transit project is being planned in 3 phases, as shown in the map from that presentation in Figure 3-15. Phase 1, which was linked to the Wave streetcar project in Downtown Fort Lauderdale, was suspended in 2018 when design-build cost proposals for the Wave project significantly exceeded the available funding. In November 2018, Broward County approved a 30-year one percent sales tax that includes 26 miles of rail transit. Although a rail system plan has yet to be developed, it is possible that Phase 1 will be revived as part of this plan. In April 2018, FDOT issued a Notice to Proceed for a contract that will complete planning, National Environmental Policy Act (NEPA) clearance, and preliminary design for Phase 2. This latest effort modifies Phase 2 from what is shown in Figure 3-15, extending it along Broward Boulevard past the Broward Tri-Rail Station to SR 7/US 441.

Figure 3-15: Central Broward East-West Transit Study Phasing



Source: Central Broward East-West Transit Study, Update Presentation to Broward MPO, October 2015

4. EXISTING TRAFFIC DATA

4.1 Traffic Volume Data Collection

In November 2019, the study team coordinated with FDOT District Four staff to identify available traffic count data, and to identify key locations where traffic volumes, pedestrians, and bicycle count data would need to be collected. A traffic count data collection plan was approved by the FDOT, and the study team began collecting traffic counts in December 2019, and completed the data collection in January 2020.

4.1.1 24-hour Bi-Directional Traffic Volume Counts

Available 24-hour bi-directional volume counts were obtained from FDOT for the study roadways within the study area. Recent available data came from three different sources. The first source was the University Drive / SR 817 data collection effort (FM# 431513). This provided one-way 24-hour vehicle classification counts collected in September and October 2019 at locations on University Drive / SR 817, Pine Island Road, Broward Boulevard, and Peters Road. The second source was from a FDOT Concept Development Study. Two-way 72-hour vehicle classification counts collected in March 2017 and November 2018 along SR 7 / US-441, Oakes Road, and Riverland Road were provided. The third source was the FDOT annual traffic count program. Available five-year (2015-2019) synopsis reports were provided by FDOT District Four in November 2019. In total, two-way 24-hour traffic counts at 167 count sites were obtained.

Twenty-eight locations were identified within the study area where 24-hour bi-directional counts were still needed. The 28 locations where 24-hour bi-directional volume counts were collected in December 2019 and January 2020 for the Arterial Connectivity Study, are listed in Table 4-1 and shown on Figure 4-1.

A copy of all twenty-eight 24-hour bi-directional counts collected for the study roadways is contained in Appendix F.

4.1.2 Intersection Turning Movement Counts

Recent available turning movement counts were first obtained from FDOT to determine where counts were available, and where intersection turning movement counts were still needed. Recent turning movement counts along University Drive / SR 817 and Pine Island Road were available from the University Drive / SR 817 data collection effort (FM# 431513). These turning movement counts were collected in September and October 2019. In addition, turning movement counts were available from a recent FDOT Concept Development Study on SR 7 / US-441 at Oakes Road and at Riverland Road. These turning movement counts were collected in March 2017 and November 2018, respectively.

Turning movement counts were collected for the remaining preliminary study intersection locations (a total of 28) on Tuesday, December 10, 2019, during the AM weekday peak period (7:00 AM to 9:00 AM) and PM weekday peak period (4:00 PM to 6:00 PM). The number of pedestrians and bicyclists were counted at each of the 28 intersection locations along with vehicles. The locations of the available and collected turning movement counts are shown on Figure 4-1.

A copy of the turning movement count data collected at the 28 preliminary study intersection locations shown in Figure 4-1 is contained in Appendix G.

A copy of all 24-hour bi-directional traffic volume counts and turning movement count data provided from the University Drive / SR 817 Study is contained in Appendix H. A copy of the available turning movement counts from FDOT for SR 7 / US 441 at Oakes Road and SR 7 / US 441 at Riverland Road are included in Appendix H as well.

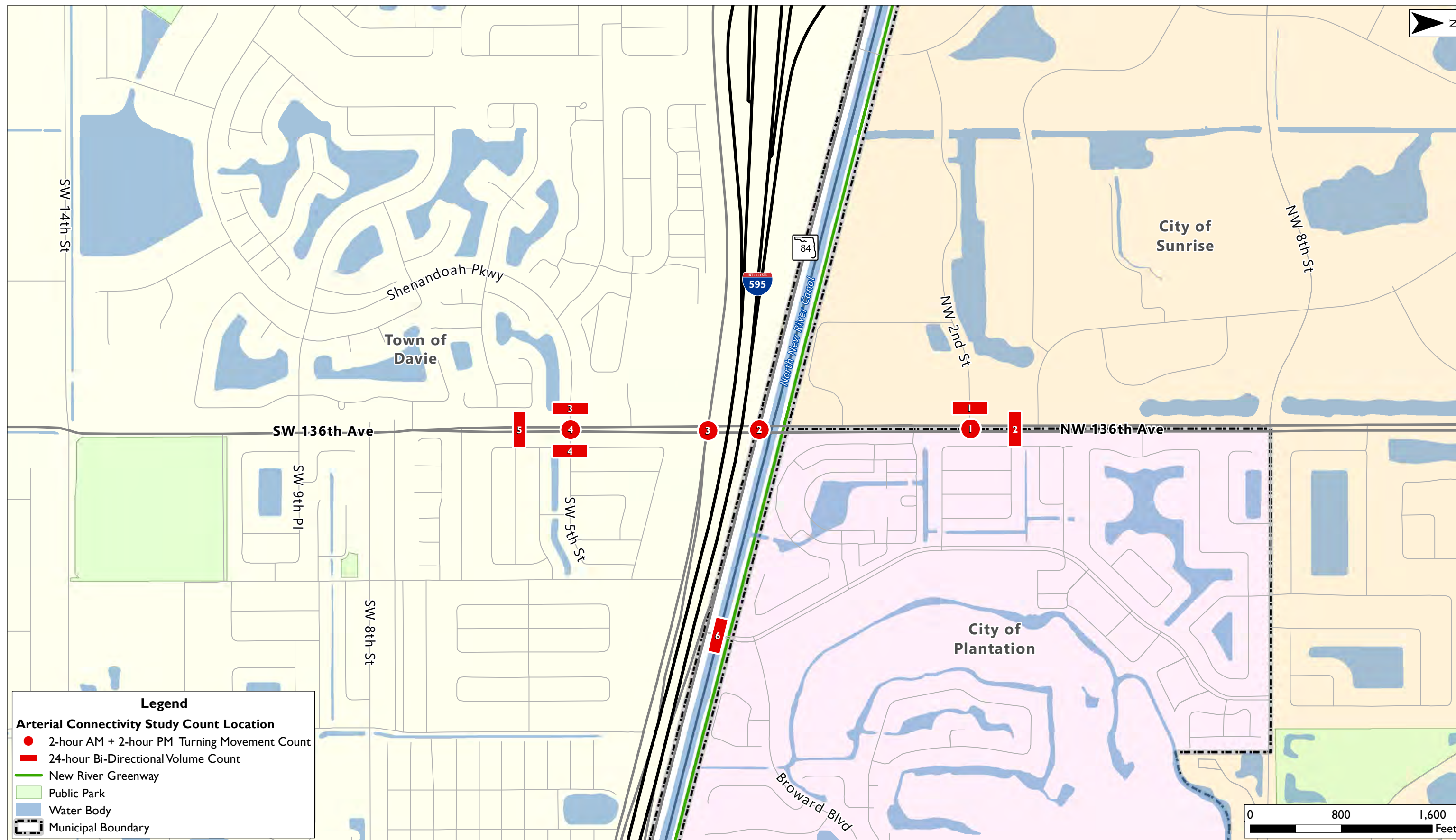
Table 4-1: Traffic Count Locations

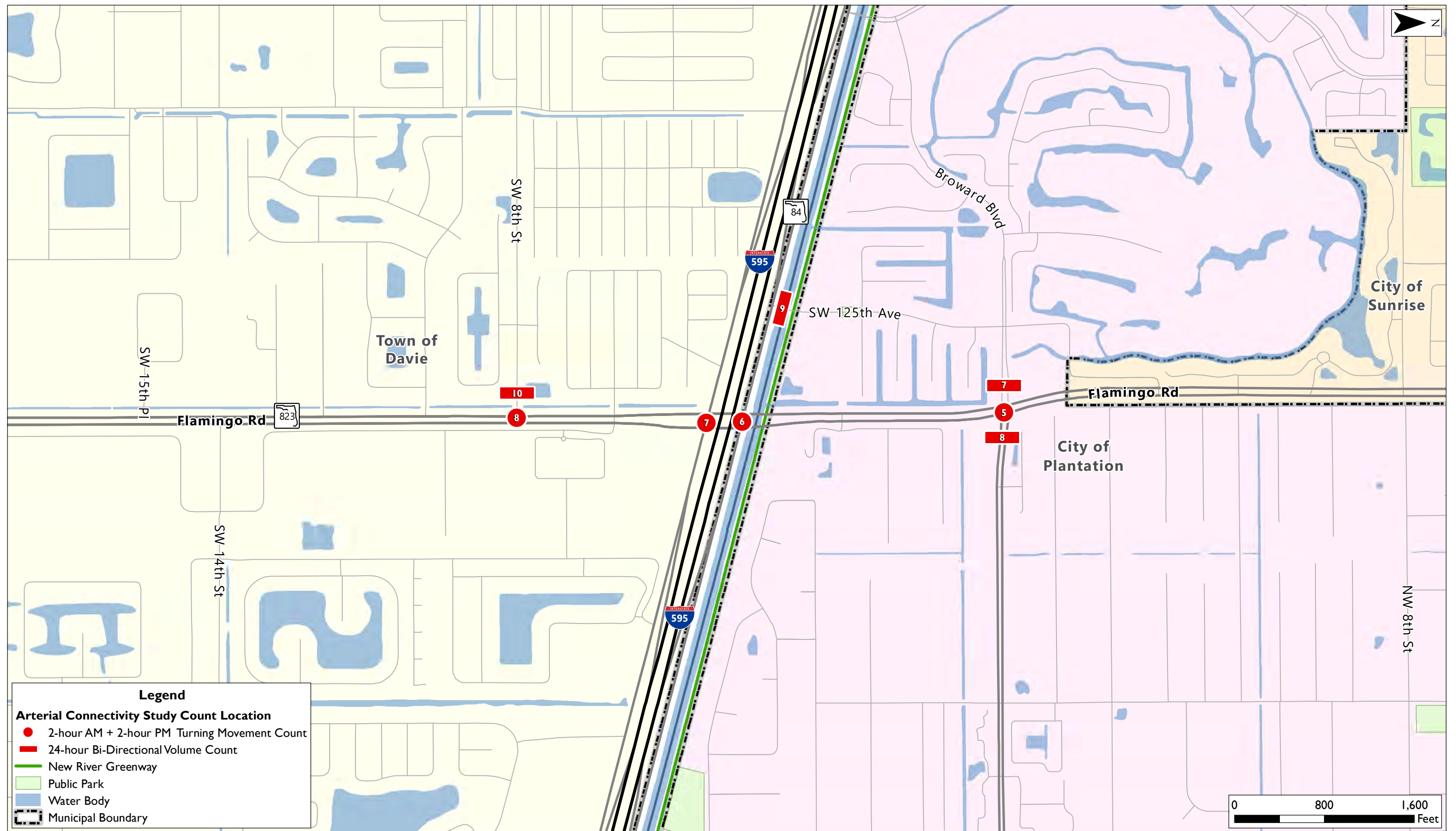
No.	Intersection TMC Location	
	Main Road	Cross Street
1	SW 136th Avenue	NW 2nd Street
2	SW 136th Avenue	SR 84 westbound
3	SW 136th Avenue	SR 84 eastbound
4	SW 136th Avenue	Shenandoah Parkway
5	Flamingo Road	Broward Boulevard
6	Flamingo Road	SR 84 westbound
7	Flamingo Road	SR 84 eastbound
8	Flamingo Road	SW 8th Street
9	Hiatus Road	Broward Boulevard
10	Hiatus Road	SR 84 westbound
11	Hiatus Road	SR 84 eastbound
12	Nob Hill Road	Broward Boulevard
13	Nob Hill Road	Hawks View Boulevard

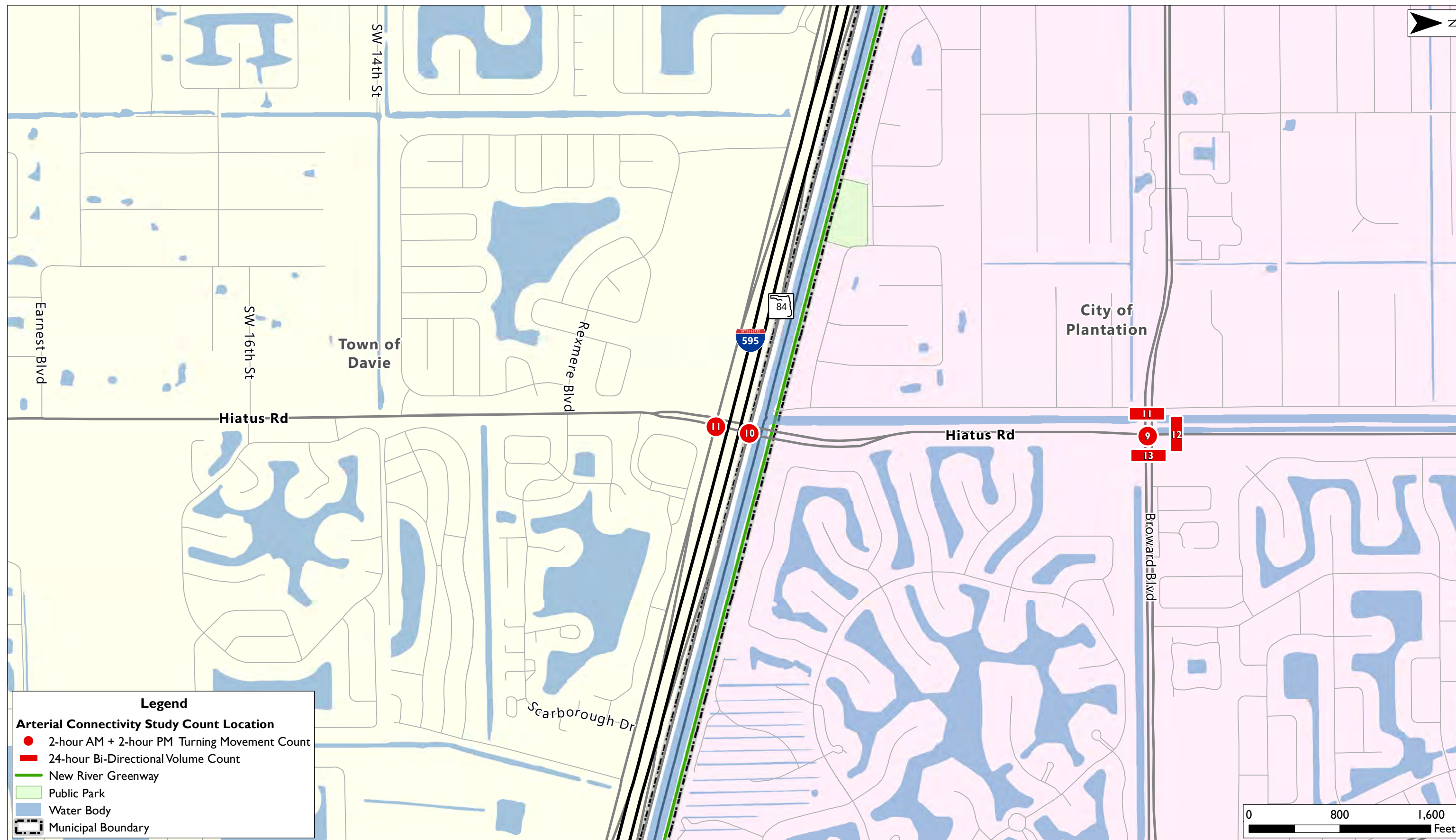
No.	24-hr Bi-Directional Count Location	
	Main Road	Location
1	NW 2nd Street	west of SW 136th Avenue
2	SW 136th Avenue	north of NW 2nd Street
3	Shenandoah Parkway	west of SW 136th Avenue
4	SW 5th Street	east of SW 136th Avenue
5	SW 136th Avenue	south of Shendandoah Parkway / SW 5th Street
6	Commodore Dr	north of SR 84 westbound
7	Broward Boulevard	west of Flamingo Road
8	Broward Boulevard	east of Flamingo Road
9	SW 125th Avenue	north of SR 84 westbound
10	SW 8th Street	west of Flamingo Road
11	Broward Boulevard	west of Hiatus Road
12	Hiatus Road	north of Broward Boulevard
13	Broward Boulevard	east of Hiatus Road

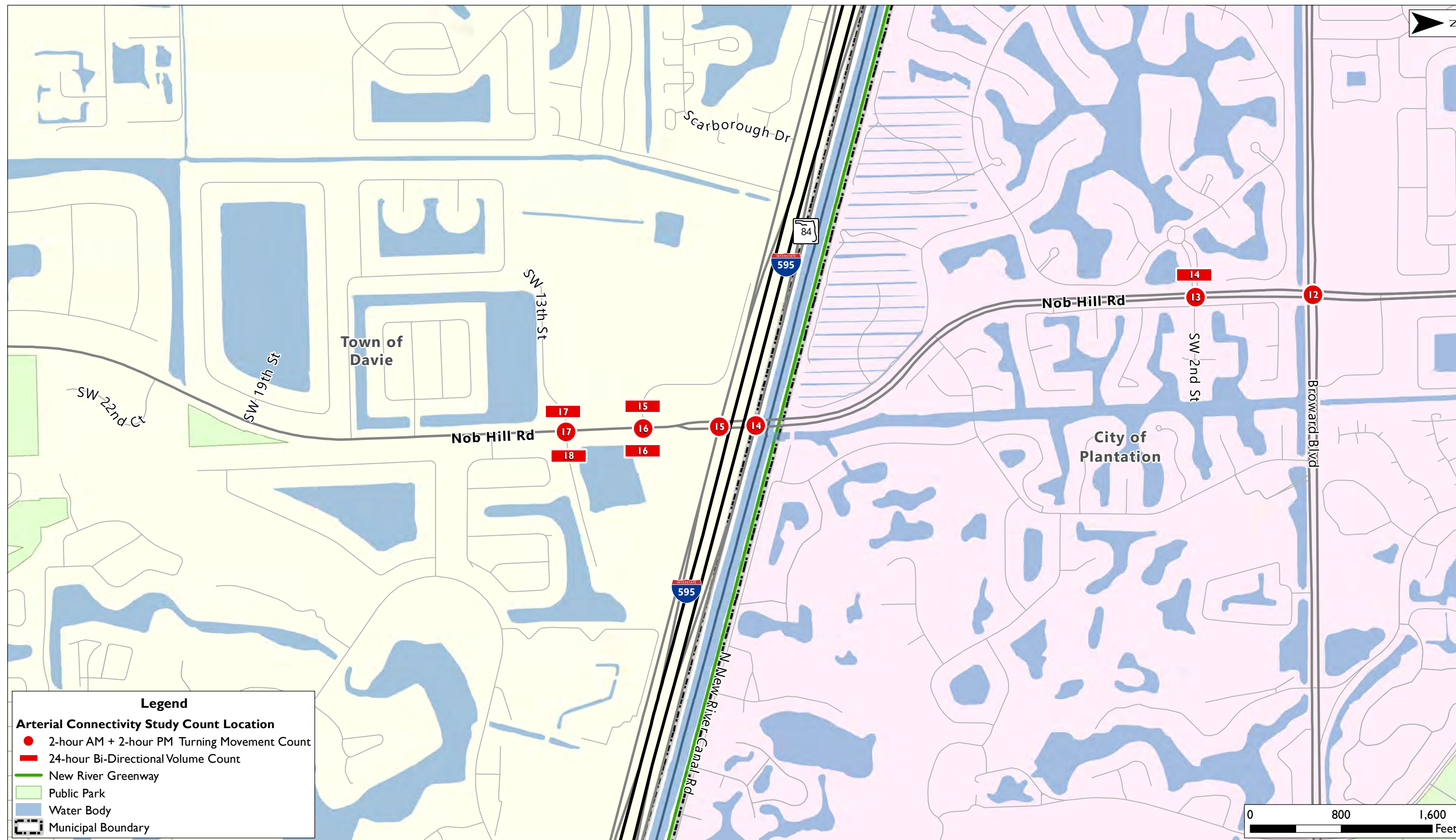
No.	Intersection TMC Location	
	Main Road	Cross Street
14	Nob Hill Road	SR 84 westbound
15	Nob Hill Road	SR 84 eastbound
16	Nob Hill Road	SW 101 Road
17	Nob Hill Road	SW 13th Street
18	Pine Island Road	SW 6th Court
19	Pine Island Road	New River Canal Road
20	Pine Island Road	SR 84 westbound
21	Pine Island Road	SR 84 eastbound
22	Pine Island Road	Orange Grove Road
23	Pine Island Road	SW 24th Street / Nova Drive
24	Peters Road	SW 80th Terrace
25	Davie Road	SR 84 westbound
26	Davie Road	SR 84 eastbound
27	Davie Road	Reese Road
28	Davie Road	Nova Drive

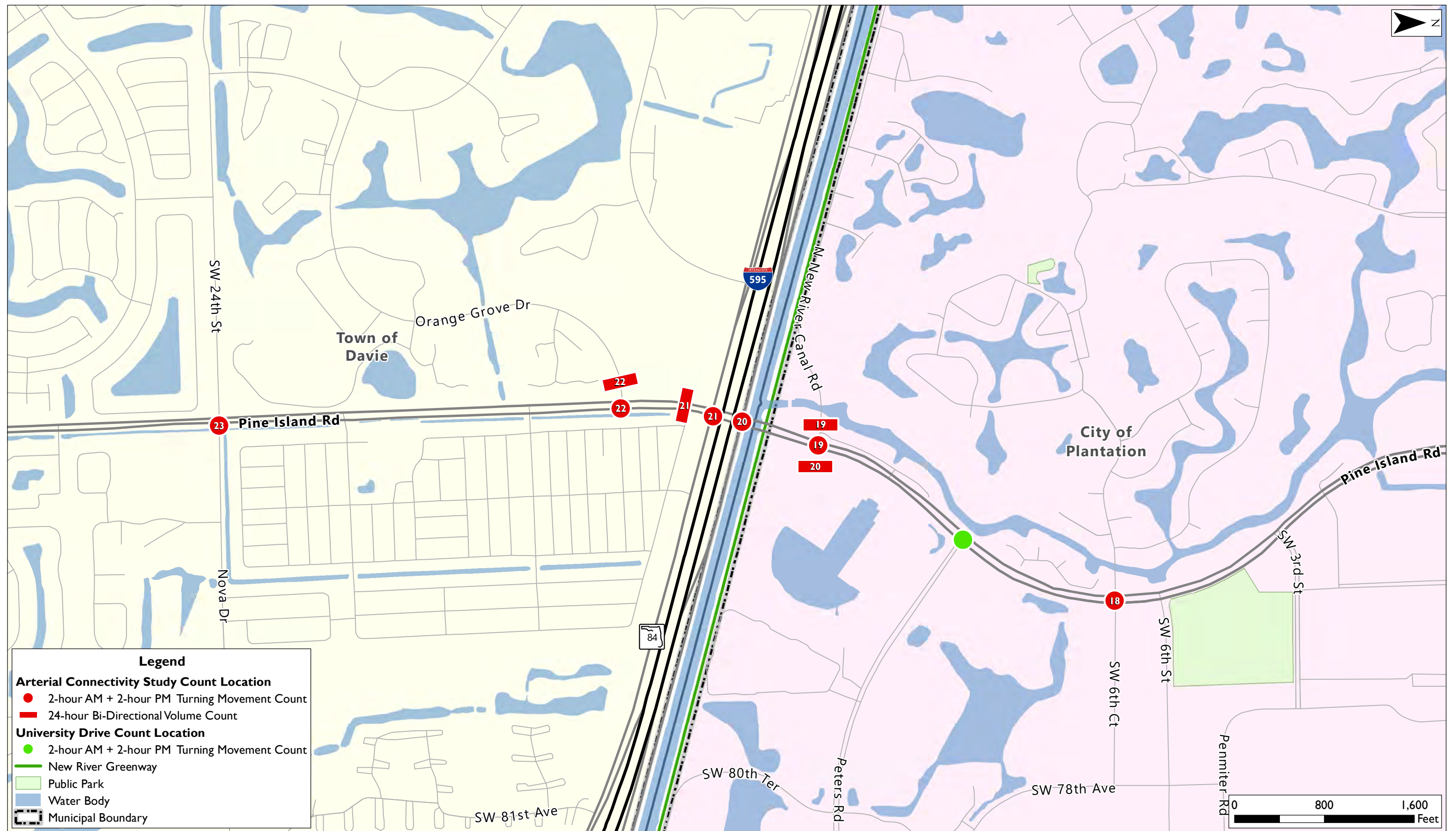
No.	24-hr Bi-Directional Count Location	
	Main Road	Location
14	Hawks View Boulevard	west of Nob Hill Road
15	SW 101 Road	west of Nob Hill Road
16	SW 101 Road	east of Nob Hill Road
17	SW 13th Street	west of Nob Hill Road
18	SW 13th Street	east of Nob Hill Road
19	New River Canal Road	west of Pine Island Road
20	New River Canal Road	east of Pine Island Road
21	Pine Island Road	south of SR 84 eastbound
22	Orange Grove Road	west of Pine Island Road
23	Peters Road	west of University Drive / SR 817
24	SW 17th Street	between SW 80th Terrace and SW 78th Avenue
25	SW 81st Avenue	south of SR 84 eastbound
26	Nova Drive	west of University Drive / SR 817
27	Reese Road	east of Davie Road
28	Davie Road	south of Nova Drive

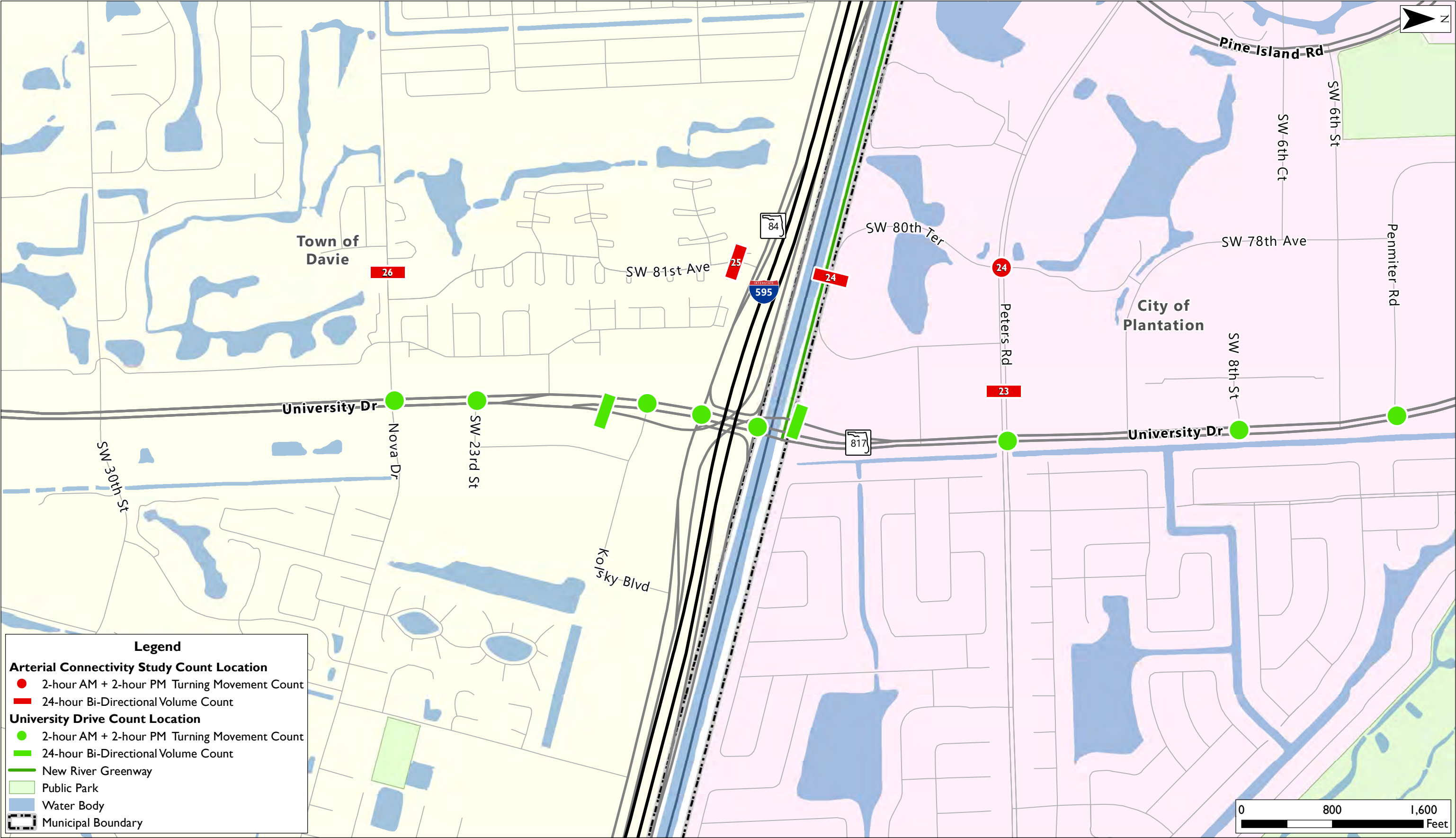


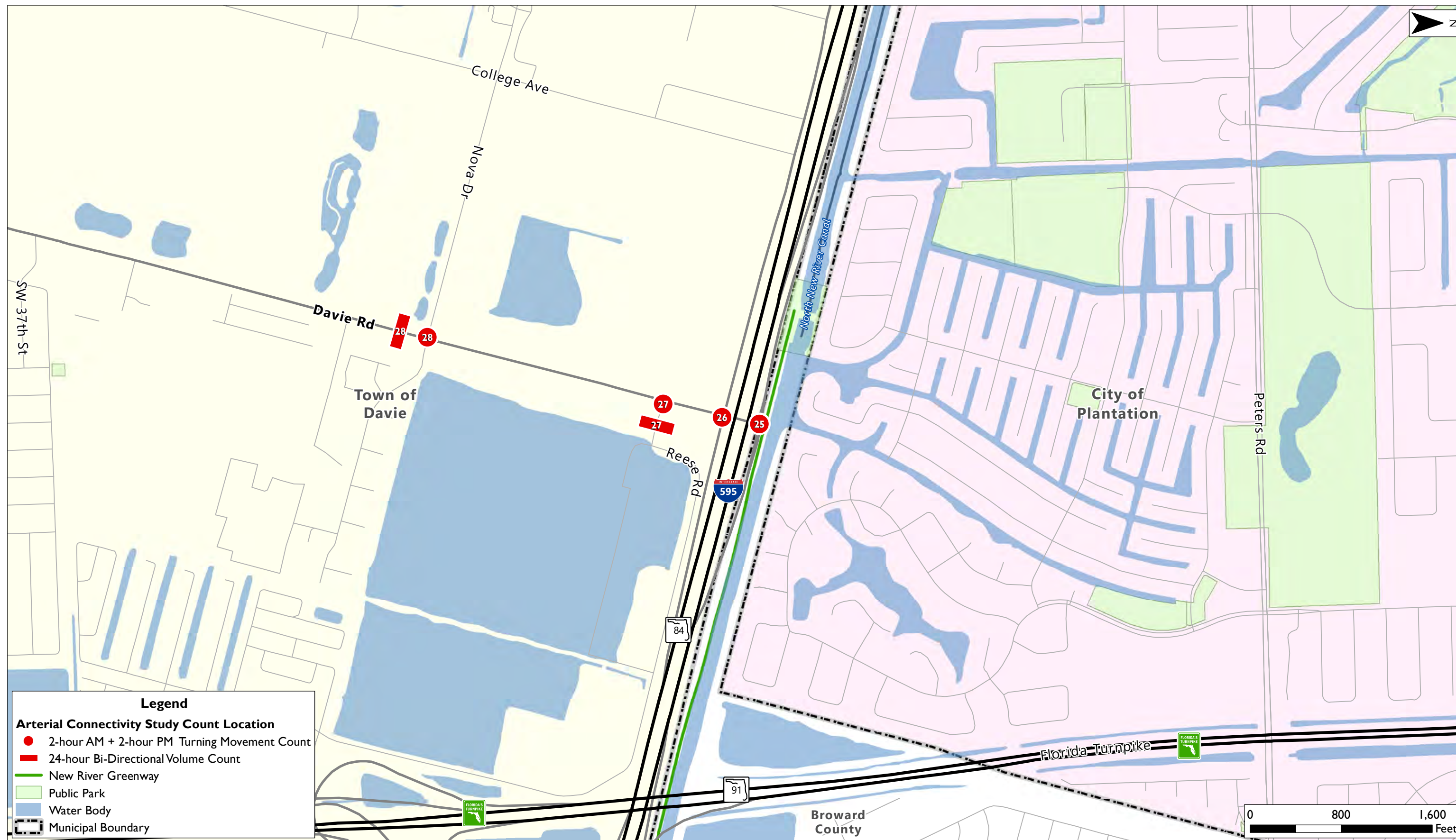


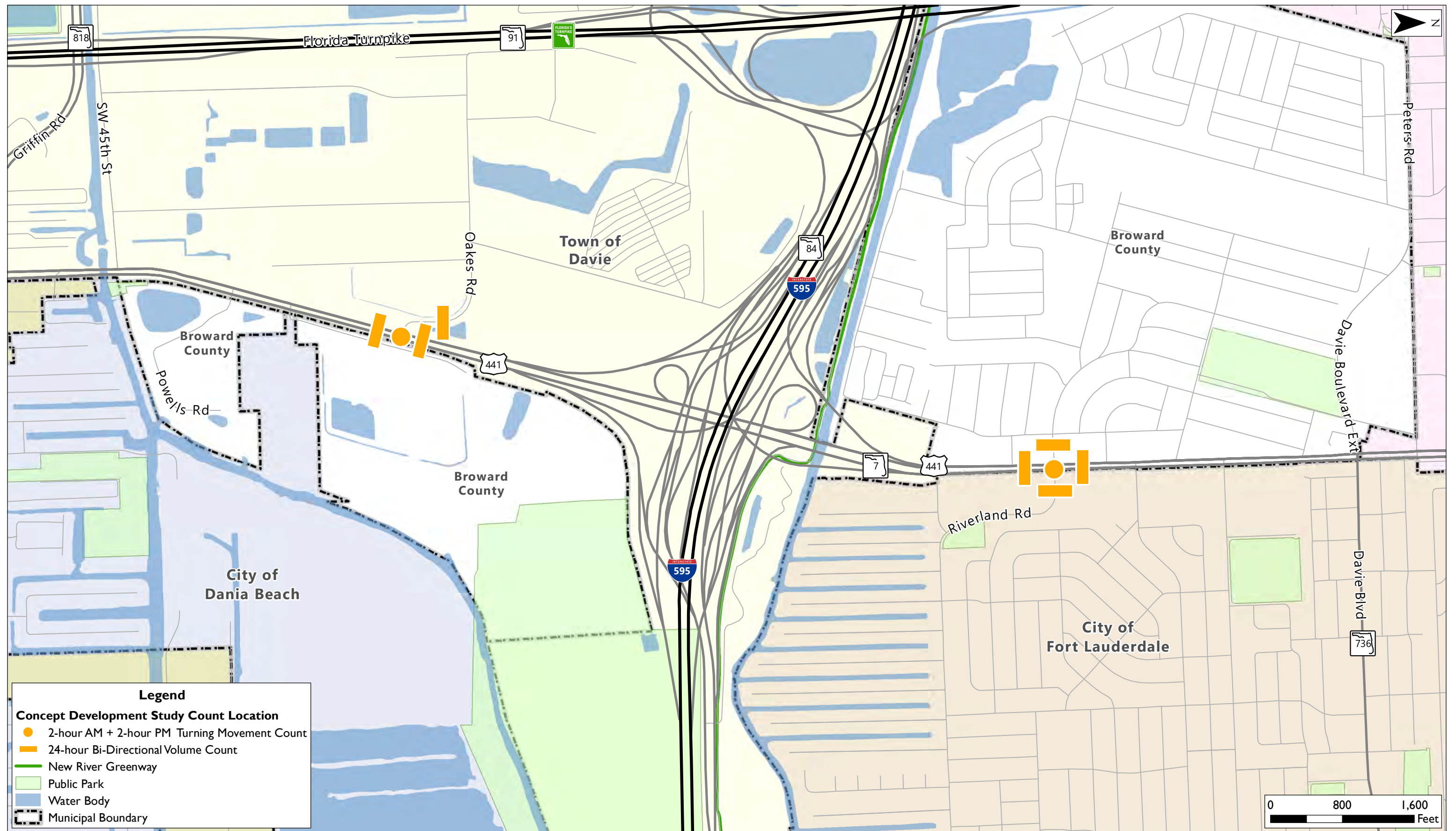












5. DEMOGRAPHICS AND LAND USE DATA

5.1 Demographics

Existing (2018) and historical (2010) population counts and shapefiles were collected from the US Census Bureau and American Community Survey (ACS) for analysis at the Block Group level within the study area. The most recent population counts for the study area, as well as areas of comparison and percent change since the 2010 decennial census, is shown below in Table 5-1.

Table 5-1: Study Area Population Counts (2010 and 2018)

Geography	2010 Population	2018 Population	Total % Change from 2010 to 2018
Study Area (Block Groups within 1-Mile Buffer Area)	102,321	112,505	9.95%
City of Dania Beach	29,639	31,810	7.32%
Town of Davie	91,992	103,132	12.11%
City of Fort Lauderdale	165,521	178,783	8.01%
City of Plantation	84,955	92,775	9.20%
City of Sunrise	84,439	93,199	10.37%
Broward County	1,748,066	1,909,151	9.22%

Source: US Census Bureau and American Community Survey 5-Yr Estimates

5.2 Existing Land Use

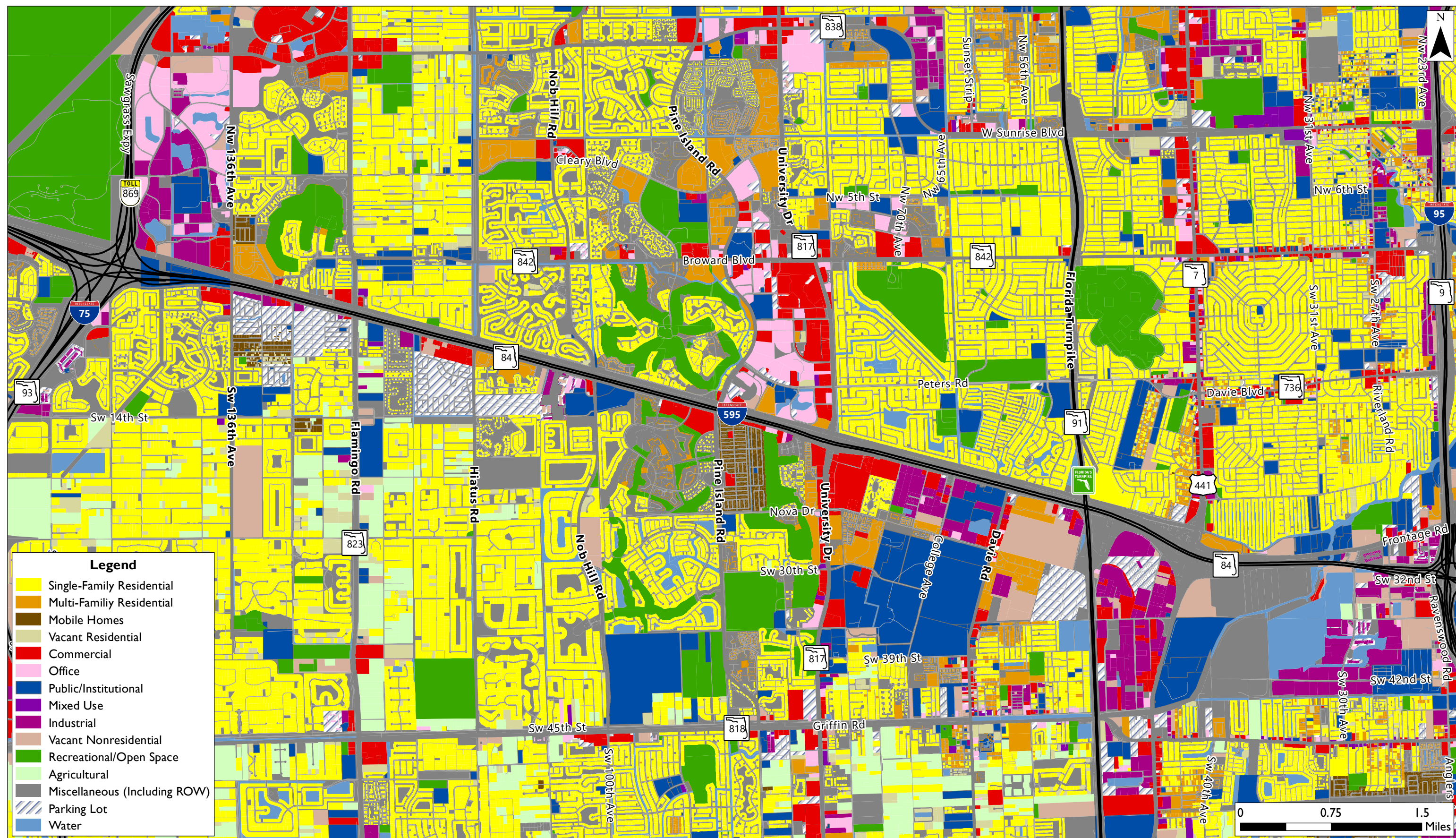
The following existing land use shapefiles were compiled for the purpose of this study:

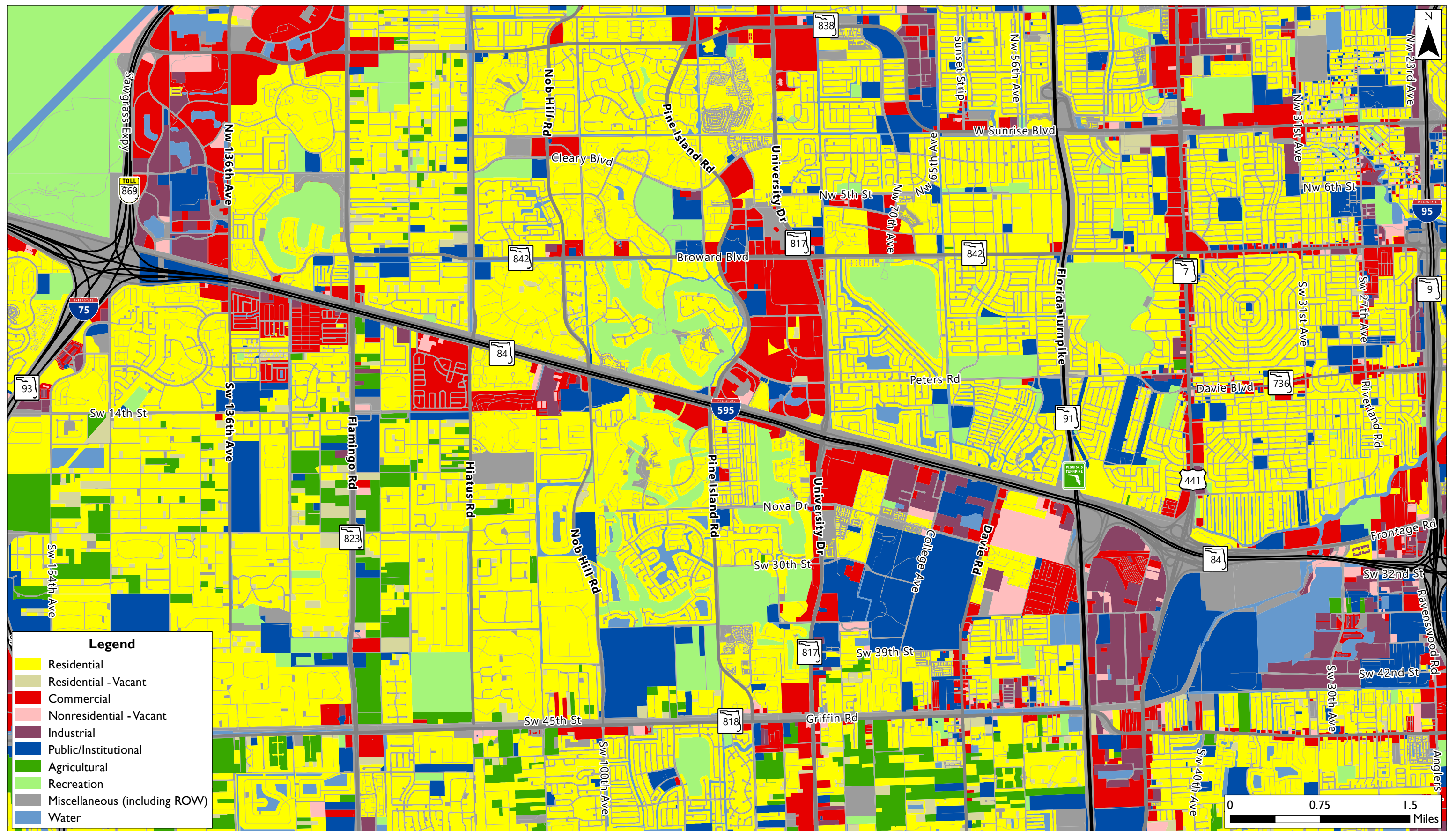
- Florida Geographic Data Library (FGDL) Parcel Boundaries and Land Use Data (2018)
- FDOT Generalized Land Use Derived from 2018 Florida Parcels (2019)

Both shapefiles were obtained from the Florida Geographic Data Library website and are based on parcel boundaries and data from the Broward County Property Appraiser. The FDOT Generalized Land Use Designation shapefile was derived from 2018 parcels. The original 99 land use classes from the parcel data were collapsed into 15 generalized classes. The land use designations include:

- Residential
- Residential vacant
- Retail/office
- Non-residential vacant
- Industrial
- Agricultural
- Public/Institutional/Semi-public
- Recreation

The land use designations contained in the more-detailed parcel data provide all categories used by the Broward County Property Appraiser. This dataset can be used to obtain more descriptive land uses for individual parcels when useful. Figure 5-1 shows the detailed existing land use by individual parcels and Figure 5-2 shows the FDOT generalized land use data grouped by the previously mentioned categories.





5.3 Activity Centers

Preliminary information regarding major activity centers including their boundaries and major points of interest or trip generators have been identified. As the existing and future conditions analysis progresses, additional information using readily available data, such as population and employment levels, can be obtained for these activity centers to help guide the analysis process. The following major activity centers are located within or near the project study area. The Major Activity Centers are shown on Figure 5-3.

- Sawgrass Mills Mall – Bounded by Flamingo Road to the east, Sunrise Boulevard to the south, and 136th Avenue to the west and north, the Sawgrass Mills Mall is the largest mall in Broward County and one of the largest in the United States. Combined with surrounding stores, restaurants, and residential units, the Sawgrass Mills Mall is one of the largest trip generators in the study area.
- BB&T Center – Located between 136th Avenue and the Sawgrass Expressway just northwest of the Sawgrass Mills Mall. In addition to serving as the home arena of the Florida Panthers hockey franchise, the venue also hosts large concerts and other events, which makes it a significant source of trips before and after these large events.
- Sawgrass Corporate Business Park – This concentration of office buildings, warehouse space, retail, and other commercial activity is bordered by 136th Avenue to the east, I-595 to the south, the Sawgrass Expressway to the west, and Sunrise Boulevard to the north.
- Plantation Midtown District – This activity center in the heart of the City of Plantation is roughly bounded by University Drive / SR 817 to the east, I-595 to the south, Pine Island Road to the west, and Cleary Boulevard to the north. It's home to a large concentration of retail and employment centers, and has recently begun adding and approving more mixed-use development to increase the residential units within the area.

- South Florida Education Center (SFEC) – The SFEC is a consortium of five major education institutions:

1. Broward College – A. Hugh Adams Central Campus,
2. Florida Atlantic University – Davie Campus,
3. McFatter Technical College and High School,
4. Nova Southeastern University, and
5. University of Florida – Fort Lauderdale Research and Education Center.

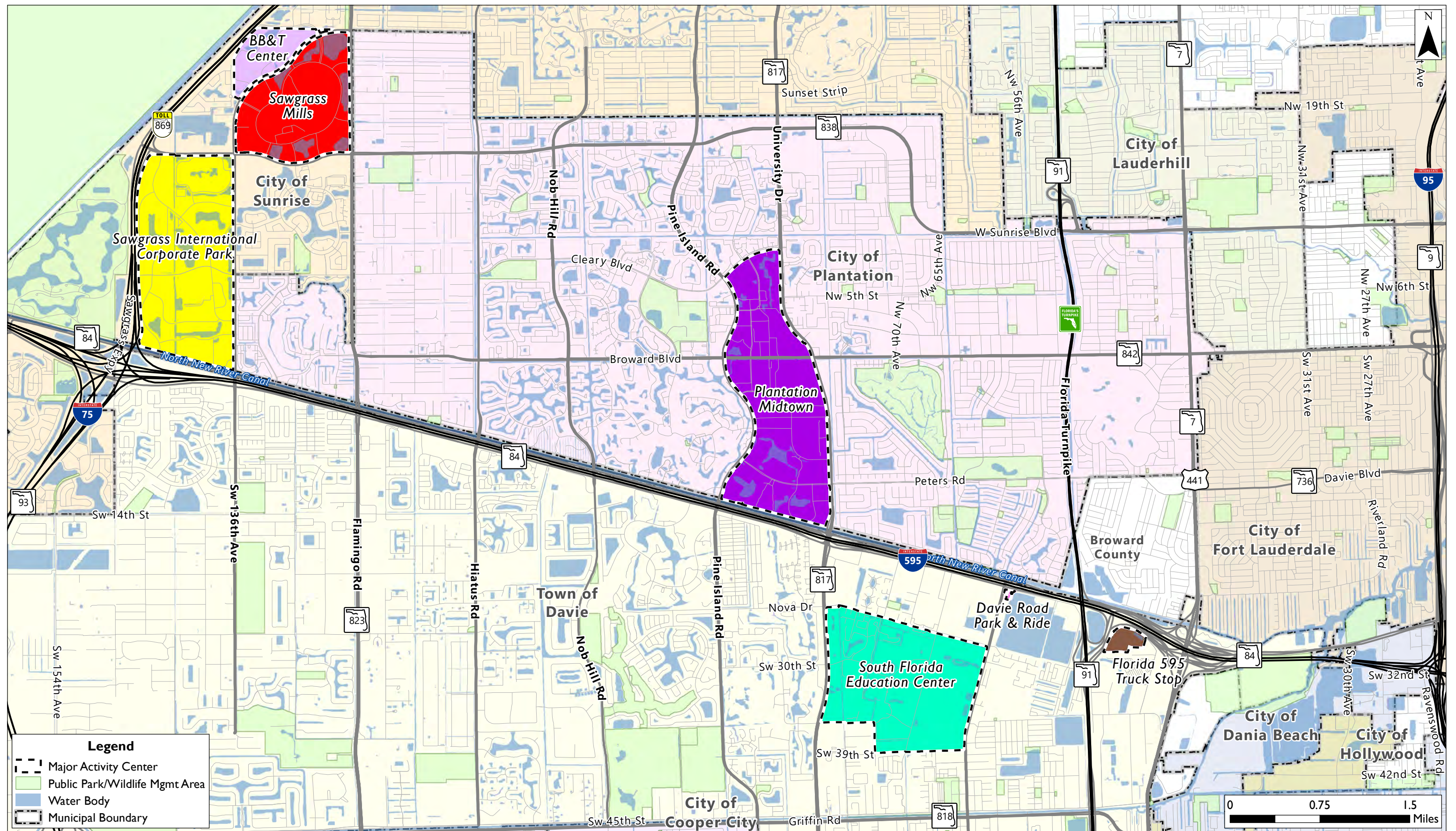
The SFEC is roughly bounded by Davie Road to the east, 39th Street to the south, University Drive / SR 817 to the west, and Nova Drive to the north. It attracts a significant number of student and employee trips within the study area.

5.4 Future Land Use, Special Districts, and Development Plans

Future land use data in the study area boundary was obtained, along with special districts and upcoming development plans from online sources and city staff. The following future land use data files were obtained from Broward County and various municipalities within the study area or from their respective websites:

- Broward County "BrowardNext" Future Land Use shapefile (October 2019)
- Broward County Planning Council Future Land Use PDF (Adopted December 2019)
- Town of Davie Future Land Use Map PDF (January 2020)
- City of Plantation Future Land Use Map PDF (October 2016)
- City of Sunrise Future Land Use Map PDF (May 2019)

Future development plans were requested from the City of Fort Lauderdale, Town of Davie, City of Sunrise, and City of Plantation. The general locations and plans of known future developments within the study area, are described in more detail in next sections.



5.4.1 Broward County BrowardNext Future Land Use

The BrowardNext future land use data was obtained from the Broward County Planning Council website in December of 2019 and is shown in Figure 5-4.

5.4.2 The Town of Davie Development Plans

The following Town of Davie plans were collected from the Town website and reviewed:

- CRA Redevelopment Plan (Revised September 2012)
- Downtown Master Plan

In addition, the Town of Davie staff provided future development updates and informed the project team of the following:

- There are no active Developments of Regional Impact (DRI) near the study area.
- The Transit Oriented Corridor (TOC) area is about 925 acres. The borders of the TOC include the light industrial area north of Orange Drive, south of I-595, and between the Florida's Turnpike and SR 7 / US-441, plus an additional area between the Florida's Turnpike and SR 7 / US-441 extending south of Orange Drive to the Seminole Hard Rock Casino and Resort Hotel. The TOC is illustrated in Figure 5-5.
- The Regional Activity Center (RAC) area is 2,200 acres in size.
- Within the RAC area is a special district known as the Academical Village (RAC-AV) which encompasses the Nova Southeastern University campus along with an approximately 27-acre parcel along University Drive / SR 817 and SW 36th Street that is currently under development as an HCA hospital and medical office complex. Figure 5-6 illustrates the RAC-AV conceptual master plan to show the potential build-out of the site.

- Several development approvals and their unallocated development, including recent developments such as Main Street Lofts, and Zona Village.

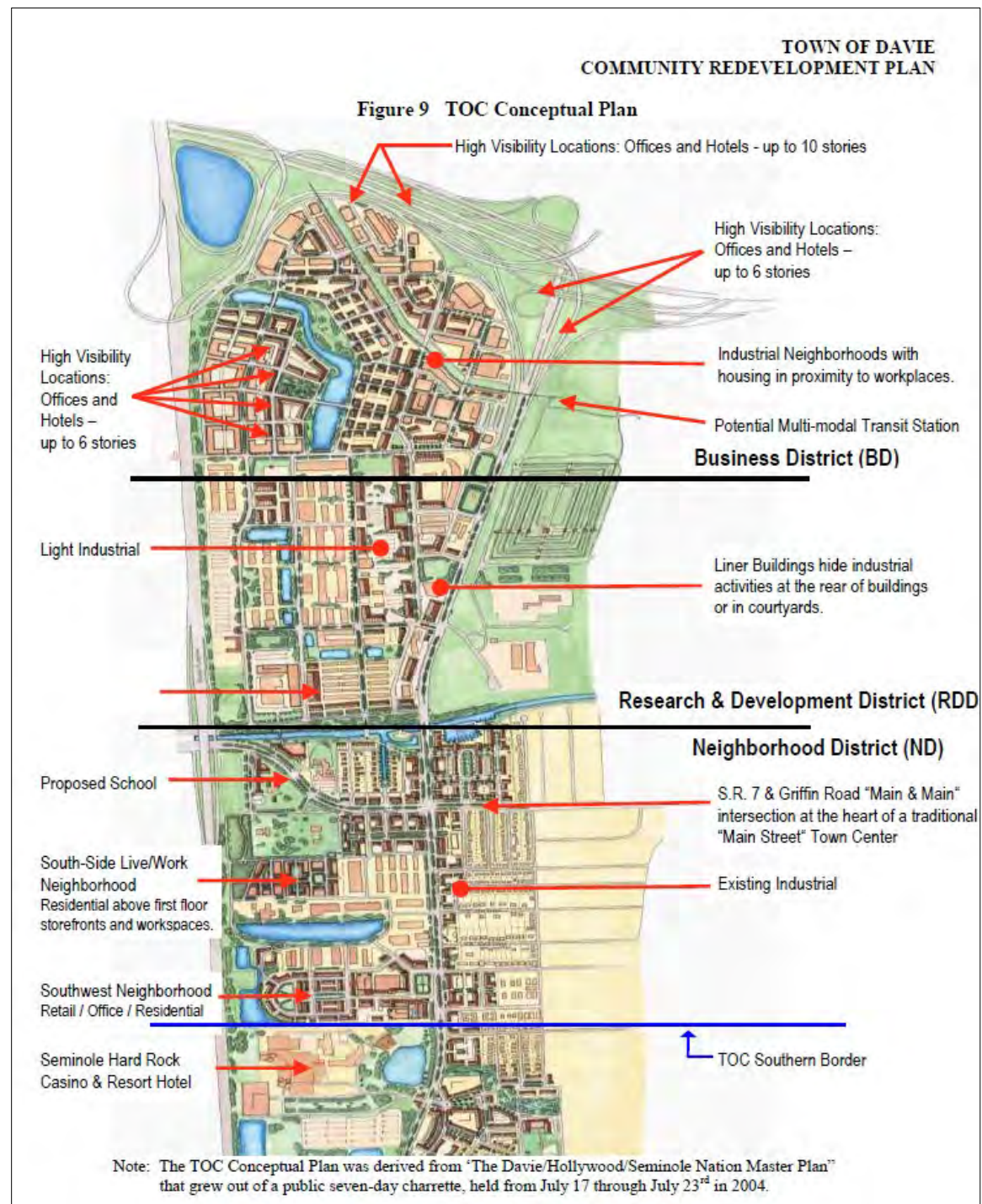


Main Street Lofts, 4100 Davie Road



Zona Village 3890 Davie Road

Figure 5-5: Town of Davie Transit Oriented Corridor Conceptual Plan



Source: Davie CRA Redevelopment Plan (2012)

Figure 5-6: RAC-AV Conceptual Master Plan–Nova Southeastern University



5.4.3 City of Plantation Development Plans

City of Plantation has designated special development districts where types of development are identified and planned and guidelines are provided regarding development or redevelopment within these districts. The Plantation Gateway Development District is located adjacent to the study area. It is in eastern Plantation and includes retail, office, and residential development fronting both sides of SR 7 / US-441 from Davie Road to Sunrise Boulevard. The Plantation Midtown Development District is within the study area, and it is located between Pine Island Road and University Drive / SR 817, north of SR 84, and south of Cleary Boulevard.

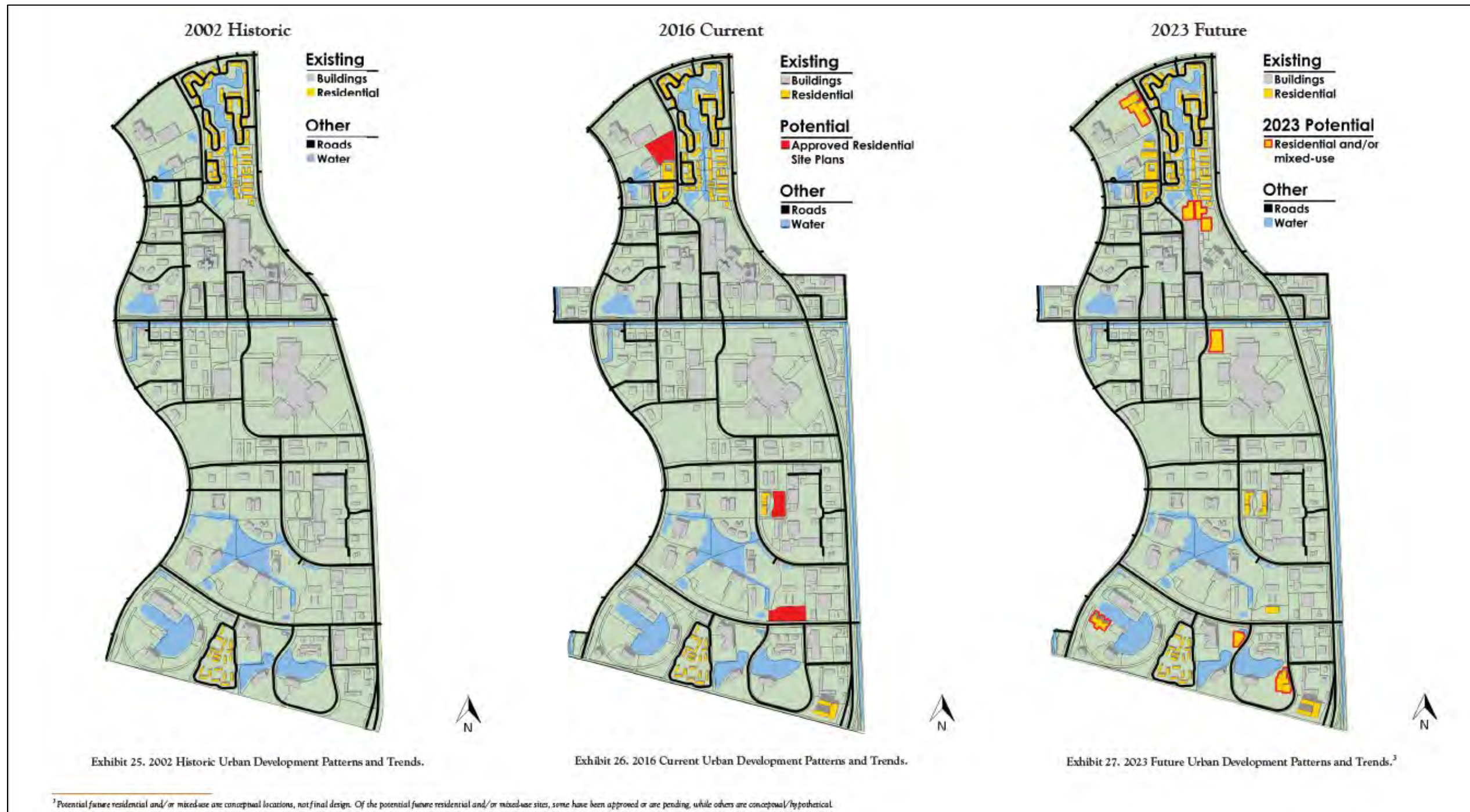
Plans collected for developments within the City of Plantation include:

- Broward MPO Plantation Mobility Hub Master Plan - Planning Context (March 2019)
- Plantation Midtown Mobility Hub Master Plan - Market Analysis chapter
- Development in Plantation Development Update (Spring 2019) City Website
- The Plantation Midtown Development District "Midtown Monitor" Newsletter (May 2019)
- Plantation Midtown District 2023: Update of the Conceptual Master Plan (September 2016)

The Broward MPO's Plantation Mobility Hub Master Plan, focused on the area surrounding Broward Boulevard from west of Pine Island Road to east of University Drive / SR 817, and summarizes the planning context, transit services, development context, and outreach results in the area.

The City of Plantation designated the Plantation Midtown District in 1988 as a neighborhood improvement district. Development in the city is concentrated in this district. Figure 5-7 shows a page from the City's *Plantation Midtown District 2023: Update of the Conceptual Master Plan* document, dated September 2016. In it the historic (2002), current (2016), and future (2023) urban development patterns and trends for the Midtown Development District are shown.

Figure 5-7: Plantation Midtown District Historic, Current and Future Development Patterns and Trends



Source: City of Plantation's Plantation Midtown District 2023: Update of the Conceptual Master Plan document, dated September 2016

According to the City of Plantation website (spring 2019), a number of development proposals are going through the approval process, under construction, or recently completed. Below are projects within the study area that are listed on the city website:

- AMLI's 287-unit apartment complex is getting closer to completion and will have a dramatic visual impact on Peters Road just off of University Drive / SR 817.
- Lakeside is currently under construction for 271 apartment units along American Expressway adjacent to the Manor.
- Plantation Walk (old Fashion Mall property) was recently approved and will contain a mix of restaurant, retail, office, hotel and a total of 700 apartment units in mixed-use development.
- Cornerstone/Millcreek's 312 apartment units are under construction within the Cornerstone Office Park off Pine Island Road and I-595.
- Baptist Health is constructing a state-of-the-art office/clinic on one of the remaining parcels within the Cornerstone Office Park.
- Strata, a 150-unit townhome development located off Sunrise Boulevard near Rick Case Acura dealership, is currently under construction.
- The proposed Seritage/Sears redevelopment at the Westfield Broward Mall will be reconfigured with restaurant/retail wrapping around an athletic sports center and bowling entertainment venue.
- Aldi and SunTrust Bank, located on the southeast corner of Sunrise Boulevard and Flamingo Road, are proposing a one-story 22,489-square foot combination grocery store and bank,



AMLI Development under construction in Plantation.

and are working their way through the approval process.

- Plantation Midtown Square (old American Express property), located at 777 American Express Way, was recently approved for 598 apartment units with a retail component at the corner of Cleary Boulevard and Pine Island Road.

According to the "Midtown Monitor," the demolition of the American Express office building was completed and will be replaced by the Plantation Midtown Square. The mixed-use project will feature two, 5-story apartment buildings on either side of the existing parking garage. The apartment building to the east of the garage is planned with 240 units, and the building to the west of the garage is planned with 241 units. The developer is also proposing 94 townhomes within 22 buildings at the northeast corner of the property. The retail component will be at the northwest corner abutting Cleary Boulevard and Pine Island Road. With the exception of the two, 5-story apartment buildings, the retail buildings and townhomes are close to the street edge, creating a street presence with a neighborhood feel and encouraging pedestrian activity within the area.



Plantation Midtown Square Rendering

5.4.4 City of Fort Lauderdale Development Plans

The City of Fort Lauderdale has a Development Project Viewer website that contains development project information on an interactive map. Based on this website, one development, Lauderdale Propeller, was determined to be within the study area boundary and is listed below in Table 5-2.

Table 5-2: City of Fort Lauderdale Future Development

Project Information	
Project Name:	Lauderdale Propeller
Primary Use Type:	Industrial
Non-Residential Square Footage:	17,429
Development Review Committee Meeting:	August 23, 2016
Address:	2990 W SR 84

Source: City of Fort Lauderdale

5.4.5 City of Sunrise Development Plans

The Western Sunrise Area-Wide Transportation Needs Assessment Study (June 2017) was reviewed. It identified several DRIs within proximity to the study area. These are shown in Figure 5-8. The initial coordination meeting with the City of Sunrise on January 7, 2020 indicated that there were no major changes proposed to these DRIs or other major developments within the study area. Additional information obtained from the City includes an approved development order for the Sawgrass Corporate Park (illustrated in Figure 5-8) and the remaining entitlements in the DRI, which are further described in Table 5-3.

Table 5-3: Approved Development for Sawgrass Corporate Business Park

Land Use Type	Amount Approved	Amount Built
Retail	250,000 gross sq ft	79,754 gross sq ft
Office	2,284,144 gross sq ft	110 gross sq ft
Industrial	2,284,144 gross sq ft	2,054,767 gross sq ft
Hotel	1,000 rooms	105 rooms
Restaurant	55,000 gross sq ft	-

Source: City of Sunrise

Additional development approval data on the remaining vacant parcels in the Sawgrass Corporate Park has been provided by the City. The approvals for those developments, however, have since expired and will require City Commission approval of a site plan in conformance with the City Code and the DRI.

According to The Real Deal, a South Florida real estate newsletter, the 29-acre site on the Westerra DRI, located south side of Sunrise Boulevard and east of NW 136th Avenue, was purchased by GL Homes. Commissioners are scheduled to vote on the Westerra development on April 10, 2020 after Stiles submits a more detailed site plan. The plan proposes 750 residential units and 750,000 square feet of office space, 50,000 square feet of commercial space and 1.6 acres of park and open space and is illustrated in Figure 5-9.

Through stakeholder coordination efforts with Broward County, it was determined that the County currently has a master plan for developing the BB&T Center and surrounding property per the current agreement between the two parties. Different development scenarios include consolidating existing parking to a single garage and redeveloping the parking lots surrounding the facility, and also redeveloping the entire site should the BB&T Center eventually be abandoned. These development plans are preliminary. No time frame has been set, nor have any development proposals been submitted, reviewed, or approved by the City of Sunrise.

Figure 5-8: City of Sunrise Developments of Regional Impact

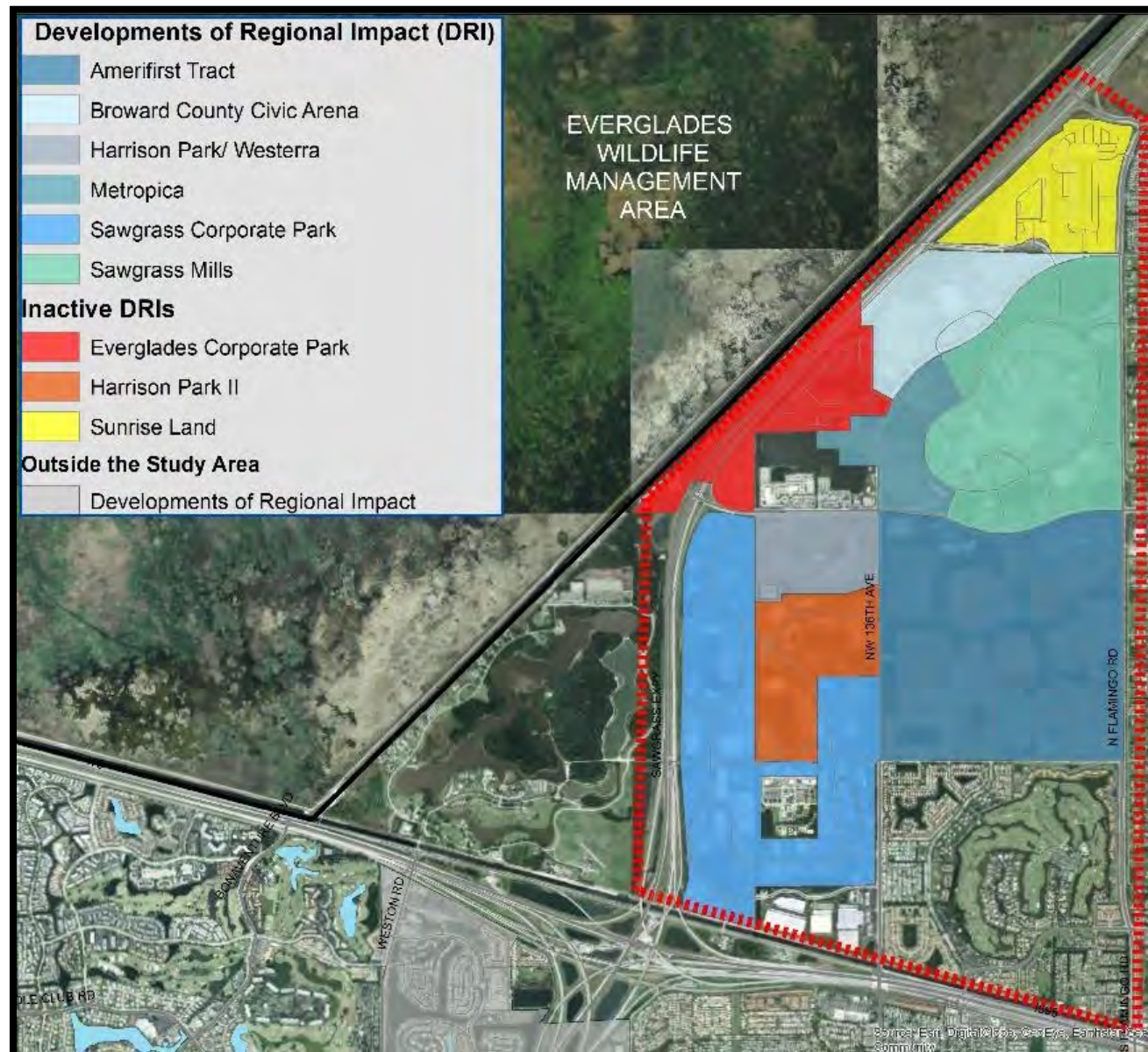
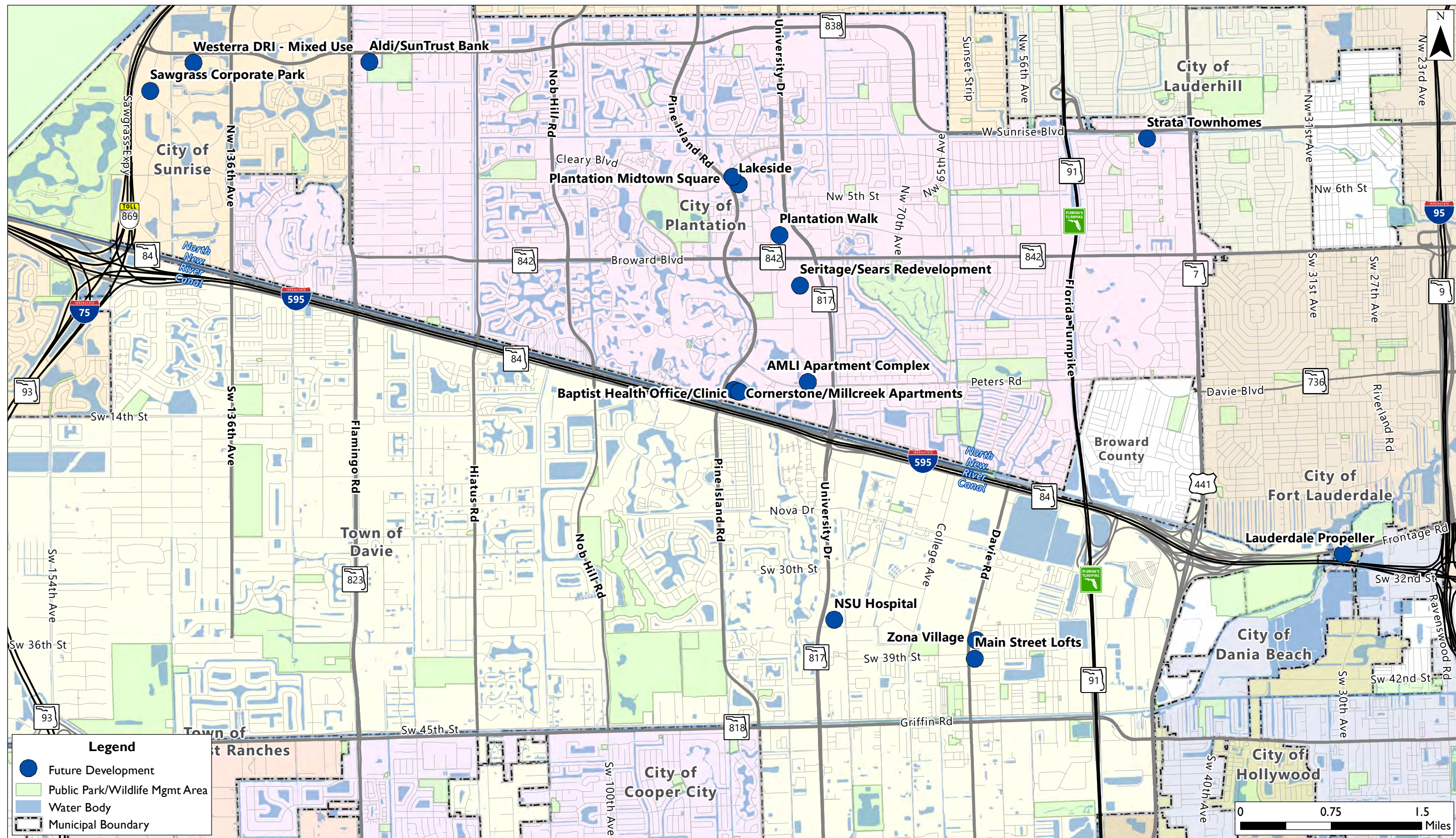


Figure 5-9: Westerra DRI Conceptual Plan



The Westerra development site in Sunrise (Credit: Stiles Corp.)

Future development plans were requested from the City of Fort Lauderdale, Town of Davie, City of Sunrise, and City of Plantation. Figure 5-10 shows the general locations of all known planned future developments within the study area, as described in the text above.



6. ENVIRONMENTAL DATA

Geographical information systems (GIS) and the Florida Department of Transportation's (FDOT's) Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) will be used to identify environmental features within the project area. For proposed concepts, the study team will identify existing environmental conditions and potential impacts and constraints will be screened for the area surrounding the study corridors. The existing environmental data to be obtained from these sources includes the following:

- Special Activity Sites / Social and Cultural / Section 4(f) Resources
- Hydrological and Natural Features
- Noise Impacts
- Contamination

Potential impacts to environmental features that require subsequent analysis during a Project Development and Environment (PD&E) Study Phase will also be identified in accordance with the latest version of the FDOT PD&E Manual. This assessment will be documented in a later report as part of the Mitigation Measures that are identified.

7. CRASH DATA

7.1 Crash Data Collection

Crash data for the ten (10) study roadway corridors was obtained from Florida's Crash Analysis Reporting System (CARS) and Signal Four Analytics. The roadway segments that were analyzed are listed in Table 7-1. Crash data from 2013-2017 was obtained for state roads since the latest year of available CARS data is 2017. For the non-state roads, crash data from 2014 – 2018 was obtained from Signal Four Analytics. Figure 7-1 depicts a map with the selected corridors and limits.

Figure 7-1: Crash Data Roadway Segments

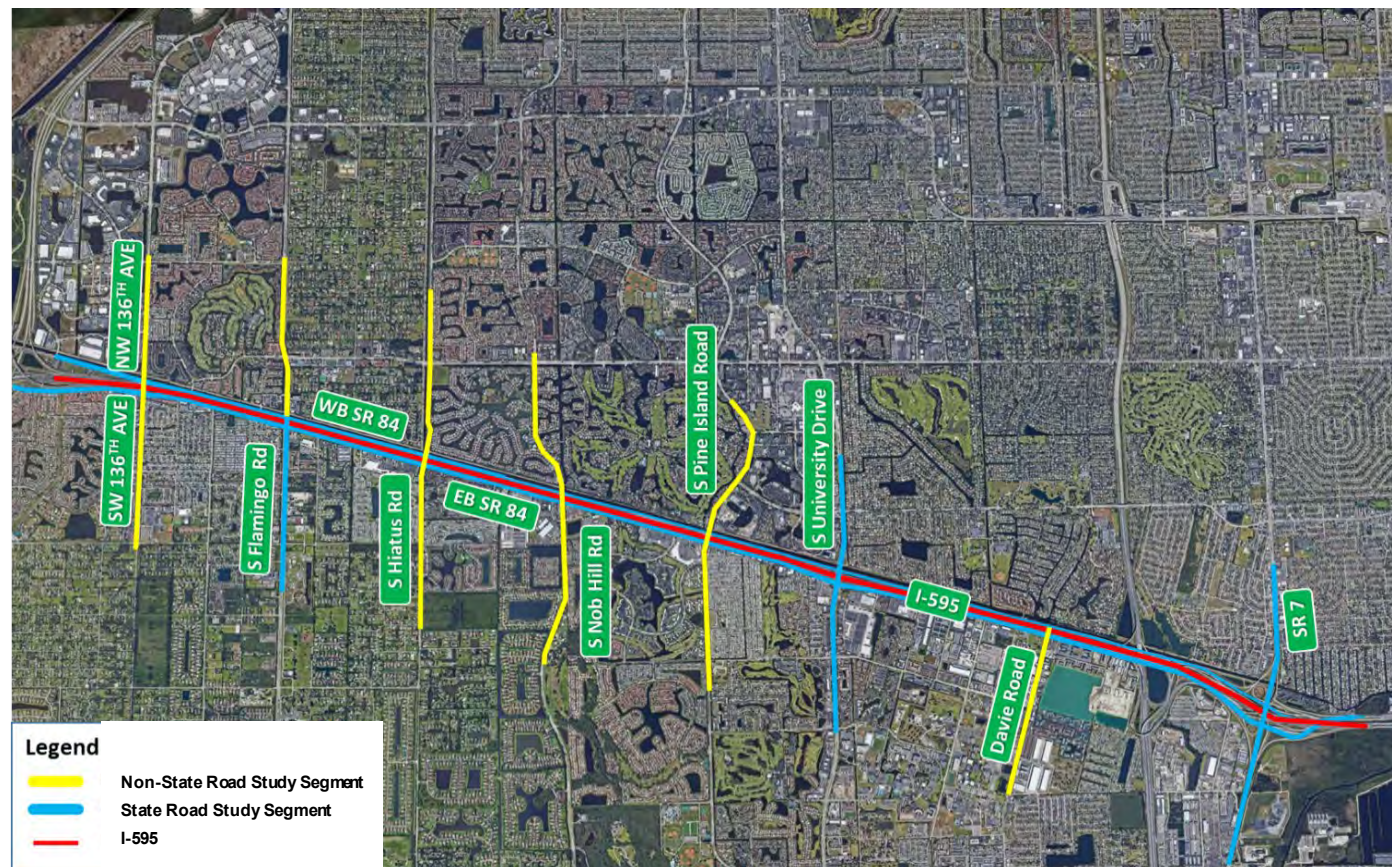


Table 7-1: Crash Data Roadway Segments

Segment Number	Roadway Segment	Beginning Limit	Ending Limit	Road Jurisdiction
1	NW/SW 136 th Avenue	SW 14 th Street	NW 8 th Street	City - South of I-595 County - North of I-595
2	Flamingo Road	SW 17 th Street	NW 8 th Street	State- South of I-595 City - North of I-595
3	Hiatus Road	Earnest Boulevard	2200 ft North of Broward Boulevard	City - South of I-595 County - North of I-595
4	Nob Hill Road	SW 22 nd Court	Broward Boulevard	County
5	Pine Island Road	Nova Drive	SW 3 rd Street	County
6	University Drive / SR 817	SW 30 th Street	Federated Road	State
7	Davie Road	SW 36 th Street	Westbound SR 84	County
8	SR 7 / US-441	Powell's Road	SW 18 th Street	State
9	Eastbound SR 84	SW 138 th Avenue	Canal Drive	State
10	Westbound SR 84	Canal Drive	International Parkway	State

Crashes over the five-year period were plotted using Geographic Information System (GIS), and hotspots were identified along the segments utilizing the kernel density function in GIS. In addition, FDOT high crash location lists (years 2013 through 2017) were reviewed for state roads to identify locations that appeared on the lists during at least three of the five years. The crash data is summarized for the study roadways and identified hotspots and high crash locations. Appendix I contains crash histograms for each of the roadway study segments, and each hotspot identified on the roadway segments. The histograms depict the 5-year crashes in bar charts by type, severity, lighting conditions, month of the year, surface conditions, time of day, and day of the week.

7.2 Crash Data Summary NW/SW 136th Avenue

The study segment along NW/SW 136th Avenue extends from south of SW 14th Street to north of NW 8th Street. NW/SW 136th Avenue within the study area is a non-state road. Table 7-2 presents a summary of the crash data for the NW/SW 136th Avenue corridor. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crashes reviewed, a total of 702 crashes were documented along the NW/SW 136th Avenue segment from south of SW 14th Street to north of NW 8th Street during the referenced five-year study period, including 196 crashes in 2014, 166 crashes in 2015, 126 crashes in 2016, 109 crashes in 2017, and 105 crashes in 2018. The total number of crashes on NW/SW 136th Avenue has trended down over the last five years, with 46% less total crashes in 2018 than in 2014.

Based on the crash analysis, the predominant crash types were Rear End with 345 (49.1%) crashes, Left-Turn with 115 (16.4%) crashes, Sideswipe with 55 (7.8%) crashes, and Backed Into with 46 (6.6%) crashes. Based on crash severity, of the 702 crashes reported, two (0.3%) were fatal crashes, 174 (24.8%) were injury crashes, and 526 (74.9%) were property damage only crashes. There was a total of 155 (22.1%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. There were 117 (16.7%) total crashes reported that occurred under wet/slippy pavement conditions which is higher than the district wide average for all roadways of 15 percent. There were four pedestrian and two bicycle crashes.

Table 7-2: Crash Statistics for NW/SW 136th Avenue

NW/SW 136th Avenue		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	77	69	67	63	69	345	69	49.1%
	Head On	1	2	0	0	0	3	1	0.4%
	Angle	8	5	5	4	4	26	5	3.7%
	Left Turn	32	29	25	21	8	115	23	16.4%
	Right Turn	4	4	5	2	0	15	3	2.1%
	Sideswipe	21	14	7	6	7	55	11	7.8%
	Backed Into	20	19	3	1	3	46	9	6.6%
	Pedestrian	1	2	1	0	0	4	1	0.6%
	Bicycle	2	0	0	0	0	2	0	0.3%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	6	8	0	0	1	15	3	2.1%
	Non-Collisions	0	0	0	0	2	2	0	0.3%
	Others	24	14	13	12	11	74	15	10.5%
	Total Crashes	196	166	126	109	105	702	140	100.0%
SEVERITY	PDO	149	132	89	79	77	526	105	74.9%
	Injury Crashes	46	33	37	30	28	174	35	24.8%
	Fatal Crashes	1	1	0	0	0	2	0	0.3%
	Total Crashes	196	166	126	109	105	702	140	100.0%
LIGHTING CONDITIONS	Daylight	149	136	96	82	84	547	109	77.9%
	Dusk	5	4	6	9	1	25	5	3.6%
	Dawn	2	3	2	1	0	8	2	1.1%
	Dark	39	23	22	17	20	121	24	17.2%
	Unknown	1	0	0	0	0	1	0	0.1%
	Total Crashes	196	166	126	109	105	702	140	100.0%
SURFACE CONDITIONS	Dry	157	140	106	97	84	584	117	83.2%
	Wet	38	26	20	12	21	117	23	16.7%
	Others	1	0	0	0	0	1	0	0.1%
	Total Crashes	196	166	126	109	105	702	140	100.0%

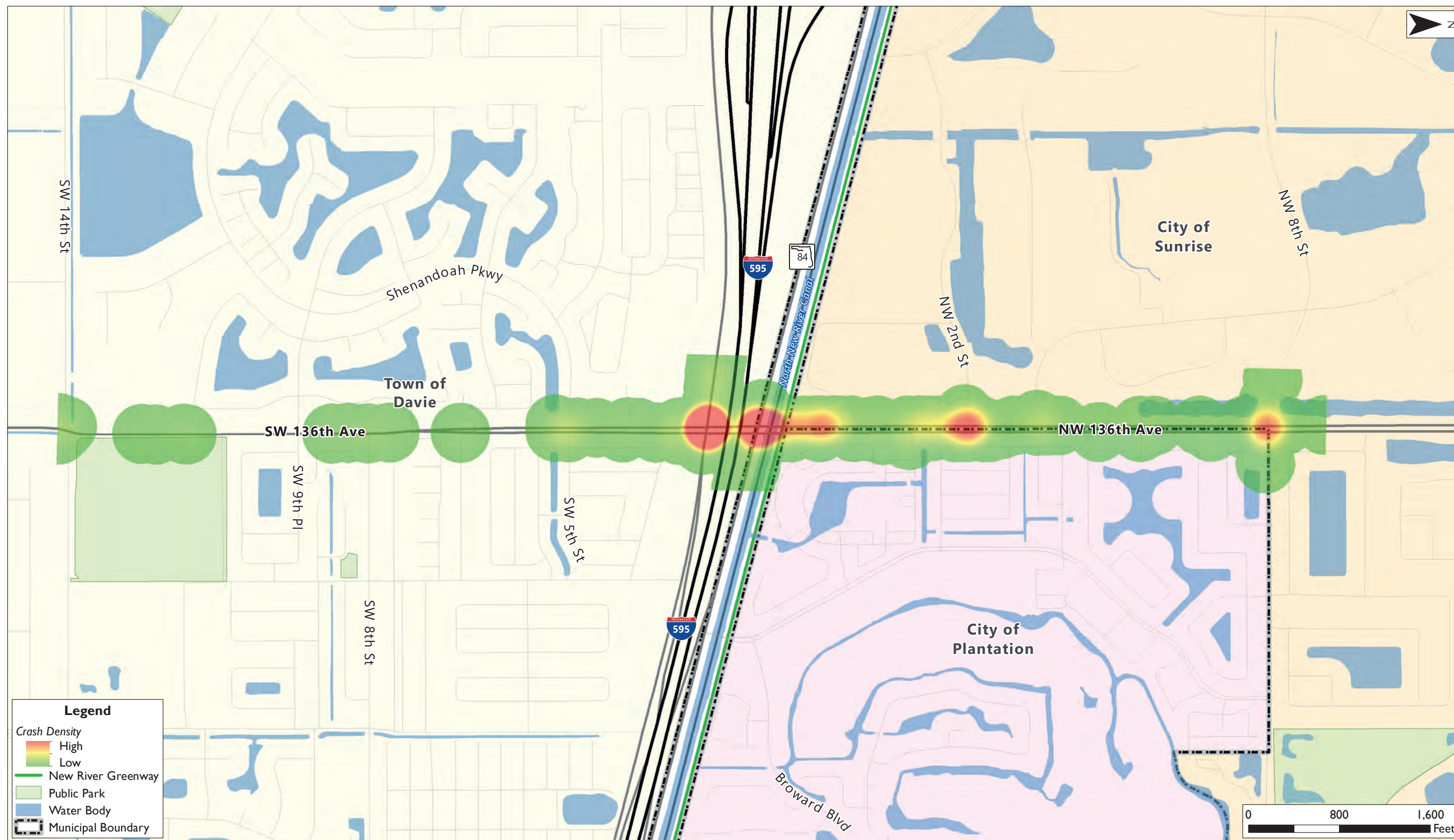
Note: PDO = Property Damage Only

7.2.1 NW/SW 136th Avenue Hotspots

The crashes over the five-year period were plotted using Geographic Information System (GIS), and hotspots were identified along the segments utilizing the kernel density function in GIS. Of The 702 total crashes, 466 occurred in the selected four hotspots. Figure 7-2 shows a heat map of the crash hotspots identified, which include:

- NW/SW 136th Avenue at NW 8th Street
- NW/SW 136th Avenue at NW 2nd Street
- NW/SW 136th Avenue at Westbound SR 84 (Summarized in Section 7.10)
- NW/SW 136th Avenue at Eastbound SR 84 (Summarized in Section 7.11)

For non-state roads such as NW/SW 136th Avenue, hotspots occurring at eastbound and westbound SR 84 are summarized in the later sections that cover SR 84 eastbound and westbound.



7.2.1.1 NW/SW 136th Avenue at NW 8th Street

Based on the crashes reviewed, a total of 62 crashes were documented at the intersection of NW/SW 136th Avenue and NW 8th Street during the referenced five-year study period, including 12 crashes in 2014, 16 crashes in 2015, 13 crashes in 2016, 9 crashes in 2017, and 12 crashes in 2018.

Table 7-3 presents a summary of the crash data for the intersection of NW/SW 136th Avenue and NW 8th Street. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 30 (48.4%) crashes, Left-Turn with 17 (27.4%) crashes, Others with six (8.1%) crashes, and Angle with five (8.1%) crashes. Based on crash severity, of the 62 crashes reported, there were no fatal crashes, 18 (29.0%) were injury crashes, and 44 (71.0%) were property damage only crashes. There was a total of 12 (19.3%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. There were 10 (16.1%) total crashes reported occurring under wet/slippery pavement conditions which is higher than the district wide average for all roadways of 15 percent. There was one pedestrian crash and no bicycle crash.

Table 7-3: Crash Statistics for NW/SW 136th Avenue at NW 8th Street

NW/SW 136th Avenue at NW 8th Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	7	11	4	3	5	30	6	48.4%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	1	1	2	0	1	5	1	8.1%
	Left Turn	2	3	5	4	3	17	3	27.4%
	Right Turn	1	0	0	1	0	2	0	3.2%
	Sideswipe	0	1	0	0	0	1	0	1.6%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	1	0	0	1	0	1.6%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	0	0	0	0	1	1	0	1.6%
	Others	1	0	1	1	2	5	1	8.1%
	Total Crashes	12	16	13	9	12	62	12	100.0%
SEVERITY	PDO Crashes	8	12	8	7	9	44	9	71.0%
	Injury Crashes	4	4	5	2	3	18	4	29.0%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	12	16	13	9	12	62	12	100.0%
LIGHTING CONDITIONS	Daylight	7	14	13	7	9	50	10	80.6%
	Dusk	0	0	0	1	0	1	0	1.6%
	Dawn	1	1	0	0	0	2	0	3.2%
	Dark	4	1	0	1	3	9	2	14.5%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	12	16	13	9	12	62	12	100.0%
SURFACE CONDITIONS	Dry	9	13	11	9	10	52	10	83.9%
	Wet	3	3	2	0	2	10	2	16.1%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	12	16	13	9	12	62	12	100.0%

Note: PDO = Property Damage Only

7.2.1.2 NW/SW 136th Avenue at NW 2nd Street

Based on the crashes reviewed, a total of 93 crashes were documented at the intersection of NW/SW 136th Avenue and NW 2nd Street during the referenced five-year study period, including 20 crashes in 2014, 28 crashes in 2015, 14 crashes in 2016, 20 crashes in 2017, and 11 crashes in 2018.

Table 7-4 presents a summary of the crash data for the intersection of NW/SW 136th Avenue and NW 2nd Street. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Left Turn with 32 (34.4%) crashes, Rear-End with 28 (30.1%) crashes, Others with 19 (17.2%) crashes, and Sideswipe with 5 (5.4%) crashes. Based on crash severity, of the 93 crashes reported, there were no fatal crashes, 31 (33.3%) were injury crashes, and 62 (66.7%) were property damage only crashes. There was a total of 25 (26.9%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. There were 13 (14.0%) crashes reported occurring under wet/slippery pavement conditions which is lower than the district wide average for all roadways of 15 percent. There was one pedestrian crash and no bicycle crashes.

Table 7-4: Crash Statistics for NW/SW 136th Avenue at NW 2nd Street

NW/SW 136th Avenue at NW 2nd Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	3	7	6	5	7	28	6	30.1%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	1	1	1	1	4	1	4.3%
	Left Turn	7	9	3	12	1	32	6	34.4%
	Right Turn	1	2	0	0	0	3	1	3.2%
	Sideswipe	3	2	0	0	0	5	1	5.4%
	Backed Into	0	1	0	0	0	1	0	1.1%
	Pedestrian	0	1	0	0	0	1	0	1.1%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	2	1	0	0	0	3	1	3.2%
	Non-Collisions	0	0	0	0	0	0	0	0.0%
	Others	4	4	4	2	2	16	3	17.2%
	Total Crashes	20	28	14	20	11	93	19	100.0%
SEVERITY	PDO Crashes	15	20	10	12	5	62	12	66.7%
	Injury Crashes	5	8	4	8	6	31	6	33.3%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	20	28	14	20	11	93	19	100.0%
LIGHTING CONDITIONS	Daylight	15	21	11	12	9	68	14	73.1%
	Dusk	2	0	1	2	0	5	1	5.4%
	Dawn	0	1	0	1	0	2	0	2.2%
	Dark	3	6	2	5	2	18	4	19.4%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	20	28	14	20	11	93	19	100.0%
SURFACE CONDITIONS	Dry	17	25	10	19	9	80	16	86.0%
	Wet	3	3	4	1	2	13	3	14.0%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	20	28	14	20	11	93	19	100.0%

Note: PDO = Property Damage Only

7.3 Crash Data Summary Flamingo Road

The study segment along Flamingo Road extends from south of SW 17th Street to north of NW 8th Street. The segment south of westbound SR 84 is a state road, while the segment north of westbound SR 84 is a non-state road. Table 7-5 presents a summary of the crash data for the Flamingo Road corridor. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crashes reviewed, a total of 857 crashes were documented along Flamingo Road from south of SW 17th Street to north of NW 8th Street during the referenced five-year study period, including 168 crashes in 2013, 166 crashes in 2014, 167 crashes in 2015, 187 crashes in 2016, and 169 crashes in 2017. The total number of crashes on Flamingo Road has remained relatively consistent over the last five years, with an average of 171 crashes per year.

Based on the crash analysis, the predominant crash types were Rear End with 472 (55.1%) crashes, Sideswipe with 98 (11.4%) crashes, Angle with 97 (11.3%) crashes, and Others with 68 (7.9%) crashes. Based on crash severity, of the 857 total crashes, there was one (0.1%) fatal crash, 211 (24.6%) were injury crashes, and 645 (75.3%) crashes were property damage only crashes. There were a total 266 (31.0%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. There were 169 (19.7%) crashes reported occurring under wet/slippy pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There were two pedestrian and nine bicycle crashes.

Table 7-5: Crash Statistics for Flamingo Road

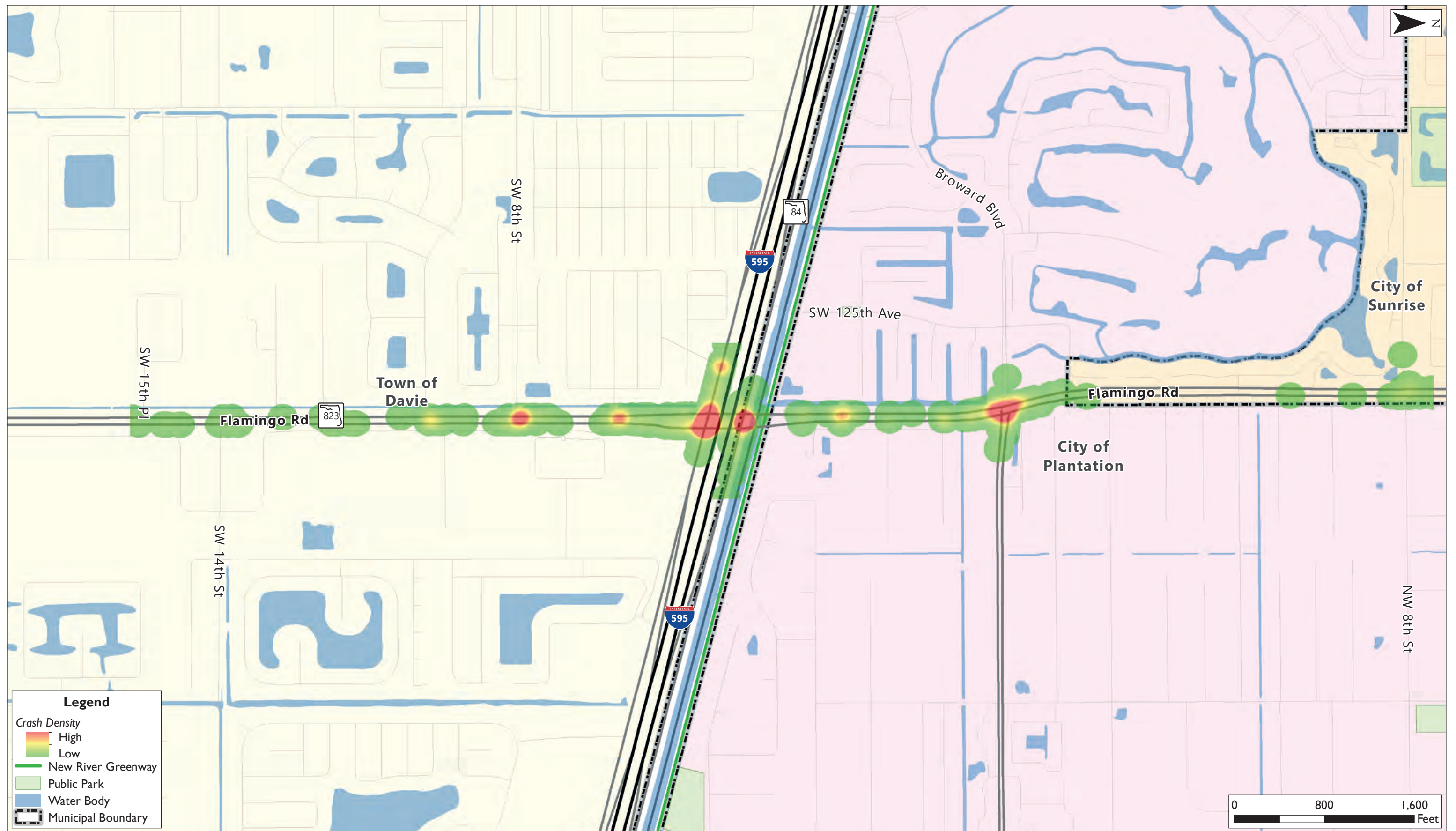
Flamingo Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	73	97	94	110	98	472	94	55.1%
	Head On	0	0	0	0	1	1	0	0.1%
	Angle	19	27	12	27	12	97	19	11.3%
	Left Turn	4	7	2	8	7	28	6	3.3%
	Right Turn	0	2	2	0	2	6	1	0.7%
	Sideswipe	31	9	19	16	23	98	20	11.4%
	Backed Into	3	3	2	4	2	14	3	1.6%
	Pedestrian	0	0	1	0	1	2	0	0.2%
	Bicycle	2	3	0	3	1	9	2	1.1%
	Fixed Object	10	4	8	6	9	37	7	4.3%
	Other Non-Fixed Object Collisions	4	3	5	1	2	15	3	1.8%
	Non-Collisions	5	0	2	2	1	10	2	1.2%
	Others	17	11	20	10	10	68	14	7.9%
	Total Crashes	168	166	167	187	169	857	171	100.0%
SEVERITY	PDO Crashes	122	127	136	142	118	645	129	75.3%
	Injury Crashes	46	39	30	45	51	211	42	24.6%
	Fatal Crashes	0	0	1	0	0	1	0	0.1%
	Total Crashes	168	166	167	187	169	857	171	100.0%
LIGHTING CONDITIONS	Daylight	115	113	115	130	118	591	118	69.0%
	Dusk	7	5	6	5	6	29	6	3.4%
	Dawn	3	3	4	3	1	14	3	1.6%
	Dark	39	45	42	49	44	219	44	25.6%
	Unknown	4	0	0	0	0	4	1	0.5%
	Total Crashes	168	166	167	187	169	857	171	100.0%
SURFACE CONDITIONS	Dry	135	125	130	151	141	682	136	79.6%
	Wet	29	41	36	35	28	169	34	19.7%
	Others	4	0	1	1	0	6	1	0.7%
	Total Crashes	168	166	167	187	169	857	171	100.0%

Note: PDO = Property Damage Only

7.3.1 Flamingo Road Hotspots

The crashes over the five-year period were plotted on GIS, and hotspots were identified along the segments utilizing the kernel density function in GIS. Of the 857 total crashes, 650 occurred in the selected four hotspots. Figure 7-3 shows a heat map of the hotspots identified, which include:

- Flamingo Road at Broward Boulevard
- Flamingo Road at Westbound SR 84
- Flamingo Road at Eastbound SR 84
- Flamingo Road at SW 8th Street



7.3.1.1 Flamingo Road at SW 8th Street

Based on the crashes reviewed, a total of 50 crashes were documented at the intersection of Flamingo Road at SW 8th Street during the referenced five-year study period, including nine crashes in 2013, 14 crashes in 2014, six crashes in 2015, nine crashes in 2016, and 12 crashes in 2017.

Table 7-6 presents a summary of the crash data for the intersection of Flamingo Road and SW 8th Street. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 22 (44.0%) crashes, Angle with 11 (22.0%) crashes, and Fixed Object with 10 (20.0%), and Left Turn, Non-Collision, and Others all with two (4.0%) crashes. Based on crash severity, of the 50 crashes reported, there were no fatal crashes, 20 (40.0%) were injury crashes, 30 (60.0%) were property damage only crashes. There were a total of 15 (30.0%) night/dusk/dawn crashes reported which is equal to the district-wide average for all roadways of 30 percent. There were 10 (20.0%) crashes reported occurring under wet/slipper pavement surface conditions which is higher than the district-wide average for all roadways of 15 percent. There were no pedestrian or bicycle crashes reported.

Table 7-6: Crash Statistics for Flamingo Road at SW 8th Street

Flamingo Road at SW 8th Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	2	6	3	4	7	22	4	44.0%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	4	4	1	0	2	11	2	22.0%
	Left Turn	0	1	1	0	0	2	0	4.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	0	0	1	0	0	1	0	2.0%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	2	2	0	3	3	10	2	20.0%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	1	0	0	1	0	2	0	4.0%
	Others	0	1	0	1	0	2	0	4.0%
	Total Crashes	9	14	6	9	12	50	10	100.0%
SEVERITY	PDO Crashes	5	9	5	5	6	30	6	60.0%
	Injury Crashes	4	5	1	4	6	20	4	40.0%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	9	14	6	9	12	50	10	100.0%
LIGHTING CONDITIONS	Daylight	8	6	5	7	9	35	7	70.0%
	Dusk	0	3	0	0	0	3	1	6.0%
	Dawn	0	0	0	0	1	1	0	2.0%
	Dark	1	5	1	2	2	11	2	22.0%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	9	14	6	9	12	50	10	100.0%
SURFACE CONDITIONS	Dry	7	9	6	7	11	40	8	80.0%
	Wet	2	5	0	2	1	10	2	20.0%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	9	14	6	9	12	50	10	100.0%

Note: PDO = Property Damage Only

7.3.1.2 Flamingo Road at Broward Boulevard

Based on the crashes reviewed, a total of 158 crashes were documented at the intersection of Flamingo Road and W Broward Boulevard during the referenced five-year study period, including 41 crashes in 2013, 28 crashes in 2014, 36 crashes in 2015, 26 crashes in 2016, 27 crashes in 2017.

Table 7-7 presents a summary of the crash data for the intersection of Flamingo Road and Broward Boulevard. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 97 (61.4%), Others with 27 (17.1%), Sideswipe with 13 (8.2%) crashes, and Left-Turn with eight (5.1%) crashes. Based on crash severity, of the 158 crashes reported, there were no fatal crashes, 47 (29.7%) were injury crashes, 111 (70.3%) were property damage only crashes. There were a total of 49 (31.0%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. There were 28 (17.7%) crashes reported occurring under wet/slippy pavement conditions which is higher than the district wide average for all roadways of 15 percent. There was one pedestrian and one bicycle crash reported.

Table 7-7: Crash Statistics for Flamingo Road at Broward Boulevard

Flamingo Road at Broward Boulevard		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	25	16	24	16	16	97	19	61.4%
	Head On	0	0	0	0	1	1	0	0.6%
	Angle	3	2	1	0	1	7	1	4.4%
	Left Turn	1	3	0	4	0	8	2	5.1%
	Right Turn	0	0	0	0	1	1	0	0.6%
	Sideswipe	3	2	1	1	6	13	3	8.2%
	Backed Into	0	1	0	0	0	1	0	0.6%
	Pedestrian	0	0	0	0	1	1	0	0.6%
	Bicycle	1	0	0	0	0	1	0	0.6%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	1	0	0	0	0	1	0	0.6%
	Non-Collisions	0	0	0	0	0	0	0	0.0%
	Others	7	4	10	5	1	27	5	17.1%
	Total Crashes	41	28	36	26	27	158	32	100.0%
SEVERITY	PDO Crashes	27	20	26	20	18	111	22	70.3%
	Injury Crashes	14	8	10	6	9	47	9	29.7%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	41	28	36	26	27	158	32	100.0%
LIGHTING CONDITIONS	Daylight	29	24	19	18	19	109	22	69.0%
	Dusk	3	0	1	0	0	4	1	2.5%
	Dawn	0	0	1	0	0	1	0	0.6%
	Dark	9	4	15	8	8	44	9	27.8%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	41	28	36	26	27	158	32	100.0%
SURFACE CONDITIONS	Dry	32	24	26	24	23	129	26	81.6%
	Wet	9	4	9	2	4	28	6	17.7%
	Others	0	0	1	0	0	1	0	0.6%
	Total Crashes	41	28	36	26	27	158	32	100.0%

Note: PDO = Property Damage Only

7.3.1.3 Flamingo Road at Westbound SR 84

Based on the crashes reviewed, a total of 109 crashes were documented at the intersection of Flamingo Road at Westbound SR 84 during the referenced five-year study period, including 31 crashes in 2013, 16 crashes in 2014, 20 crashes in 2015, 23 crashes in 2016, 19 crashes in 2017.

Table 7-8 presents a summary of the crash data for the intersection of Flamingo Road and westbound SR 84. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 50 (45.9%) crashes, Sideswipe with 20 (18.3%) crashes, Angle with 19 (17.4%) crashes, and Fixed Object with eight (7.3%) crashes. Based on crash severity, of the 109 crashes, there were no fatal crashes, 25 (22.9%) were injury crashes, and 84 were property damage only crashes. There were a total of 12 (19.3%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. There were 22 (20.2%) crashes reported occurring under wet/slippery pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There was one bicycle and no pedestrian crashes.

Table 7-8: Crash Statistics for Flamingo Road at Westbound SR 84

Flamingo Road at Westbound SR 84		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	10	8	13	12	7	50	10	45.9%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	5	4	1	2	6	18	4	16.5%
	Left Turn	0	1	0	2	1	4	1	3.7%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	9	0	4	4	3	20	4	18.3%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	1	0	1	0	0.9%
	Fixed Object	4	1	1	0	2	8	2	7.3%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	1	0	0	1	0	2	0	1.8%
	Others	2	2	1	1	0	6	1	5.5%
	Total Crashes	31	16	20	23	19	109	22	100.0%
SEVERITY	PDO Crashes	24	13	17	17	13	84	17	77.1%
	Injury Crashes	7	3	3	6	6	25	5	22.9%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	31	16	20	23	19	109	22	100.0%
LIGHTING CONDITIONS	Daylight	22	9	15	16	13	75	15	68.8%
	Dusk	1	0	0	1	2	4	1	3.7%
	Dawn	0	2	1	0	0	3	1	2.8%
	Dark	8	5	4	6	4	27	5	24.8%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	31	16	20	23	19	109	22	100.0%
SURFACE CONDITIONS	Dry	26	9	17	18	17	87	17	79.8%
	Wet	5	7	3	5	2	22	4	20.2%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	31	16	20	23	19	109	22	100.0%

Note: PDO = Property Damage Only

7.3.1.4 Flamingo Road at Eastbound SR 84

Based on the crashes reviewed, a total of 196 crashes were documented at the intersection of Flamingo Road at Eastbound SR 84 including 55 crashes in 2013, 72 crashes in 2014, 69 crashes in 2015, 76 crashes in 2016, 61 crashes in 2017.

Table 7-9 presents a summary of the crash data for the intersection of Flamingo Road and eastbound SR 84. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 215 (64.6%) crashes, Sideswipe with 45 (13.5%) crashes, Angle with 35 (10.5%) crashes, and Fixed Object with 13 (3.9%) crashes. Based on crash severity, of the 333 crashes reported, there were no fatal crashes, 63 (18.9%) were injury crashes, and 270 (81.1%) were property damage only crashes. There were a total of 108 (32.4%) were night/dusk/dawn crashes which is higher than the district-wide average for all roadways of 30 percent. Based on road surface condition, 75 (22.5%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There was one pedestrian crash and three bicycle crashes reported.

Table 7-9: Crash Statistics for Flamingo Road at Eastbound SR 84

Flamingo Road at Eastbound SR 84		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	27	49	44	55	40	215	43	64.6%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	6	9	5	13	2	35	7	10.5%
	Left Turn	0	1	0	0	0	1	0	0.3%
	Right Turn	0	1	1	0	0	2	0	0.6%
	Sideswipe	15	6	8	5	11	45	9	13.5%
	Backed Into	0	0	0	0	1	1	0	0.3%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	3	1	0	0	4	1	1.2%
	Fixed Object	3	1	5	2	2	13	3	3.9%
	Other Non-Fixed Object Collisions	0	1	1	0	0	2	0	0.6%
	Non-Collisions	2	0	2	0	1	5	1	1.5%
	Others	2	1	2	1	4	10	2	3.0%
	Total Crashes	55	72	69	76	61	333	67	100.0%
SEVERITY	PDO Crashes	43	58	58	61	50	270	54	81.1%
	Injury Crashes	12	14	11	15	11	63	13	18.9%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	55	72	69	76	61	333	67	100.0%
LIGHTING CONDITIONS	Daylight	39	46	49	48	43	225	45	67.6%
	Dusk	2	1	5	3	3	14	3	4.2%
	Dawn	2	0	1	3	0	6	1	1.8%
	Dark	12	25	14	22	15	88	18	26.4%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	55	72	69	76	61	333	67	100.0%
SURFACE CONDITIONS	Dry	44	60	53	56	44	257	51	77.2%
	Wet	11	12	16	19	17	75	15	22.5%
	Others	0	0	0	1	0	1	0	0.3%
	Total Crashes	55	72	69	76	61	333	67	100.0%

Note: PDO = Property Damage Only

7.4 Crash Data Summary Hiatus Road

The study segment along Hiatus Road extends from south of Earnest Boulevard to 2200 feet north of NW 8th Street. Hiatus Road within the study area is a non-state road. Table 7-10 presents a summary of the crash data for the Hiatus Road corridor. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crashes reviewed, a total of 301 crashes were documented along the Hiatus Road segment from south of Earnest Boulevard to 2200 feet north of Broward Boulevard during the referenced five-year study period, including 77 crashes in 2014, 60 crashes in 2015, 49 crashes in 2016, 50 crashes in 2017, and 65 crashes in 2018. The total number of crashes on Hiatus Road went down from 2014 to 2016, and increased in 2017 and 2018, with an average of 60 crashes per year.

Based on the crash analysis, the predominant crash types were Rear End with 132 (43.9%) crashes, others with 59 (19.6%) crashes, Left Turn with 45 (15.0%) crashes, and Sideswipe with 27 (9.0%) crashes. Based on crash severity, of the 301 crashes reported, there were no fatal crashes, 93 (30.9%) were injury crashes, and 208 (69.1%) were property damage only crashes. There were a total of 87 (28.9%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 46 (15.3%) of the total crashes reported occurred under wet/slippy pavement conditions which is slightly higher than the district wide average for all roadways of 15 percent. There were two pedestrian crashes and no bicycle crashes.

Table 7-10: Crash Statistics for Hiatus Road

Hiatus Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	34	24	24	21	29	132	26	43.9%
	Head On	0	1	0	0	0	1	0	0.3%
	Angle	6	3	5	4	2	20	4	6.6%
	Left Turn	7	11	6	10	11	45	9	15.0%
	Right Turn	2	0	1	0	2	5	1	1.7%
	Sideswipe	9	5	3	2	8	27	5	9.0%
	Backed Into	2	2	1	0	0	5	1	1.7%
	Pedestrian	1	0	0	0	1	2	0	0.7%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	3	2	0	0	0	5	1	1.7%
	Non-Collisions	0	0	0	0	0	0	0	0.0%
	Others	13	12	9	13	E	47	12	15.6%
	Total Crashes	77	60	49	50	65	301	60	100.0%
	SEVERITY	PDO Crashes	61	42	32	28	45	208	42
Injury Crashes		16	18	17	22	20	93	19	30.9%
Fatal Crashes		0	0	0	0	0	0	0	0.0%
Total Crashes		77	60	49	50	65	301	60	100.0%
LIGHTING CONDITIONS	Daylight	52	42	33	37	50	214	43	71.1%
	Dusk	2	1	1	3	1	8	2	2.7%
	Dawn	5	1	0	0	0	6	1	2.0%
	Dark	18	16	15	10	14	73	15	24.3%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	77	60	49	50	65	301	60	100.0%
SURFACE CONDITIONS	Dry	64	50	39	43	59	255	51	84.7%
	Wet	13	10	10	7	6	46	9	15.3%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	77	60	49	50	65	301	60	100.0%

Note: PDO = Property Damage Only

7.4.1 Hiatus Road Hotspots

The crashes over the five-year period were plotted on GIS, and hotspots were identified along the segments utilizing the kernel density function in GIS. Of The 301 total crashes, 256 occurred in the selected 3 hotspots. Figure 7-4 shows a heat map of the hotspots identified, which include:

- South Hiatus Road at West Broward Boulevard
- South Hiatus Road at Westbound SR 84 (Summarized in Section 7.10)
- South Hiatus Road at Eastbound SR 84 (Summarized in Section 7.11)



7.4.1.1 Hiatus Road at Broward Boulevard

Based on the crashes reviewed, a total of 141 crashes were documented at the intersection of Hiatus Road at Broward Boulevard during the referenced five-year study period, including 25 crashes in 2014, 18 crashes in 2015, 30 crashes in 2016, 33 crashes in 2017, and 35 crashes in 2018.

Table 7-11 presents a summary of the crash data for the intersection of Hiatus Road and Broward Boulevard. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 62 (44.0%) crashes, Left Turn with 36 (25.5%) crashes, Others with 22 (15.6%) crashes, and Angle and Sideswipe both with 8 (5.7%) crashes. Based on crash severity, of the 141 crashes reported, there were no fatal crashes, 45 (31.9%) were injury crashes, and 96 (68.1%) were property damage only crashes. There were a total of 44 (31.2%) night/dusk/dawn crashes reported which is higher than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 23 (16.3%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district wide average for all roadways of 15 percent. There was one pedestrian crash and no bicycle crashes at this location.

Table 7-11: Crash Statistics for Hiatus Road at Broward Boulevard

Hiatus Road at Broward Boulevard		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	9	8	13	16	16	62	12	44.0%
	Head On	0	1	0	0	0	1	0	0.7%
	Angle	2	0	3	3	0	8	2	5.7%
	Left Turn	6	5	4	9	12	36	7	25.5%
	Right Turn	0	0	1	0	1	2	0	1.4%
	Sideswipe	4	0	2	2	0	8	2	5.7%
	Backed Into	0	0	1	0	0	1	0	0.7%
	Pedestrian	0	0	0	0	1	1	0	0.7%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	0	0	0	0	0	0	0	0.0%
	Others	4	4	6	3	5	22	4	15.6%
	Total Crashes	25	18	30	33	35	141	28	100.0%
SEVERITY	PDO Crashes	20	12	21	20	23	96	19	68.1%
	Injury Crashes	5	6	9	13	12	45	9	31.9%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	25	18	30	33	35	141	28	100.0%
LIGHTING CONDITIONS	Daylight	15	10	19	26	27	97	19	68.8%
	Dusk	1	0	0	1	0	2	0	1.4%
	Dawn	4	1	0	0	0	5	1	3.5%
	Dark	5	7	11	6	8	37	7	26.2%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	25	18	30	33	35	141	28	100.0%
SURFACE CONDITIONS	Dry	19	15	23	29	32	118	24	83.7%
	Wet	6	3	7	4	3	23	5	16.3%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	25	18	30	33	35	141	28	100.0%

Note: PDO = Property Damage Only

7.5 Crash Data Summary Nob Hill Road

The study segment along Nob Hill Road extends from SW 22nd Court to Broward Boulevard. Within the study segment, Nob Hill Road is a non-state road. Table 7-12 presents a summary of the crash data for the Nob Hill Road corridor. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crashes reviewed, a total of 610 crashes were documented along the segment of Nob Hill Road from SW 22nd Court to Broward Boulevard during the referenced five-year study period, including 136 crashes in 2014, 120 crashes in 2015, 111 crashes in 2016, 122 crashes in 2017, and 121 crashes in 2018. The total number of crashes on Nob Hill Road has remained relatively consistent between 2015 and 2018, with an average of 122 crashes per year.

Based on the crash analysis, the predominant crash types were Rear End with 354 (58.0%) crashes, Others with 83 (13.6%) crashes, Sideswipe with 64 (10.5%) crashes, and Left Turn with 42 (6.9%) crashes. Based on crash severity, of the 610 crashes reported, there was one fatal crash (0.2%), 165 (27.0%) injury crashes, and 444 (72.8%) property damage only crashes. There were a total of 160 (26.2%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface condition, 100 (16.4%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district wide average for all roadways of 15 percent. There were four bicycle crashes and one pedestrian crash.

Table 7-12 Crash Statistics for Nob Hill Road

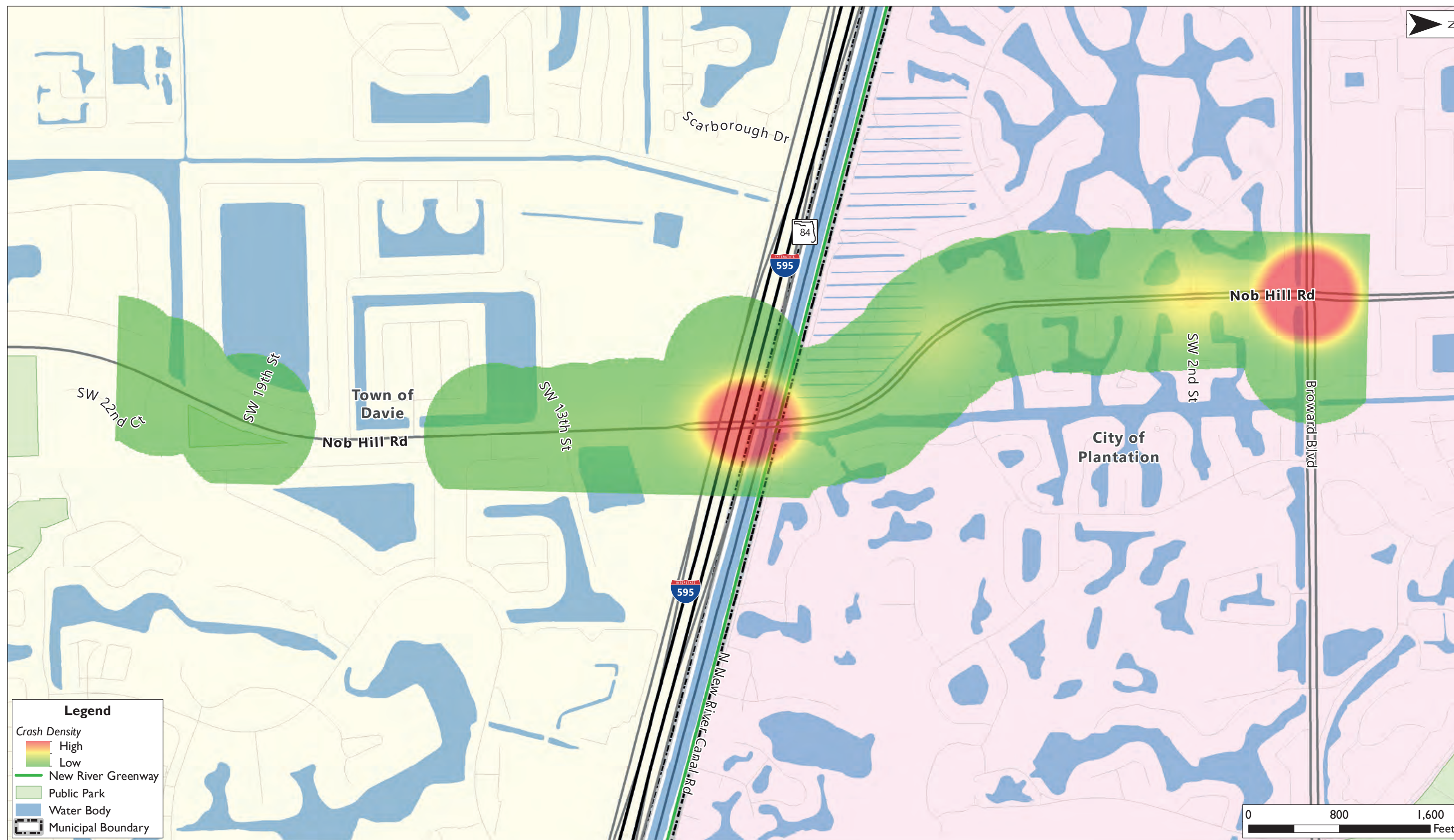
Nob Hill Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	67	71	72	73	71	354	71	58.0%
	Head On	1	0	0	0	1	2	0	0.3%
	Angle	7	5	6	4	12	34	7	5.6%
	Left Turn	7	10	8	11	6	42	8	6.9%
	Right Turn	3	0	1	2	1	7	1	1.1%
	Sideswipe	20	13	8	11	12	64	13	10.5%
	Backed Into	8	3	1	1	0	13	3	2.1%
	Pedestrian	1	0	0	0	0	1	0	0.2%
	Bicycle	0	0	1	2	1	4	1	0.7%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	2	2	0	0	0	4	1	0.7%
	Non-Collisions	1	1	0	0	0	2	0	0.3%
	Others	19	15	14	18	17	83	17	13.6%
	Total Crashes	136	120	111	122	121	610	122	100.0%
SEVERITY	PDO Crashes	111	91	81	79	82	444	89	72.8%
	Injury Crashes	25	29	30	42	39	165	33	27.0%
	Fatal Crashes	0	0	0	1	0	1	0	0.2%
	Total Crashes	136	120	111	122	121	610	122	100.0%
LIGHTING CONDITIONS	Daylight	102	84	86	89	89	450	90	73.8%
	Dusk	5	4	3	3	4	19	4	3.1%
	Dawn	0	1	2	0	1	4	1	0.7%
	Dark	29	31	20	30	26	136	27	22.3%
	Unknown	0	0	0	0	1	1	0	0.2%
	Total Crashes	136	120	111	122	121	610	122	100.0%
SURFACE CONDITIONS	Dry	105	103	92	107	103	510	102	83.6%
	Wet	31	17	19	15	18	100	20	16.4%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	136	120	111	122	121	610	122	100.0%

Note: PDO = Property Damage Only

7.5.1 Nob Hill Road Hotspots

The crashes over the five year period were plotted on GIS, and hotspots were identified along the segments utilizing the kernel density function in GIS. Of the 610 total crashes, 527 occurred in the selected 4 hotspots. Figure 7-5 shows a heat map of the segment along Nob Hill Road. The hotspots identified are listed below:

- Nob Hill Road at Broward Boulevard
- Nob Hill Road at Hawks View Boulevard
- Nob Hill Road at Westbound SR 84 (Summarized in Section 7.10)
- Nob Hill Road at Eastbound SR 84 (Summarized in Section 7.11)



7.5.1.1 Nob Hill Road at Broward Boulevard

Based on the crashes reviewed, a total of 261 crashes were documented at the intersection of Nob Hill Road at Broward Boulevard during the referenced five-year study period, including 50 crashes in 2014, 71 crashes in 2015, 50 crashes in 2016, 41 crashes in 2017, and 49 crashes in 2018.

Table 7-13 presents a summary of the crash data for the intersection of Nob Hill Road and Broward Boulevard. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 143 (54.8%) crashes, others with 28 (10.7%) crashes, Left Turn with 26 (10.0%) crashes, Sideswipe with 24 (9.2%) crashes. Based on crash severity, of the 261 crashes reported, there were no fatal crashes, 73 (28.0%) were injury crashes, and 188 (72.0%) were property damage only crashes. There were a total of 79 (30.3%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 13 (14.0%) of the total crashes reported occurred under wet/slippery pavement conditions which is lower than the district wide average for all roadways of 15 percent. There were no pedestrian or bicycle crashes.

Table 7-13: Crash Statistics for Nob Hill Road at Broward Boulevard

Nob Hill Road at Broward Boulevard		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	19	35	32	27	30	143	29	54.8%
	Head On	1	0	0	0	0	1	0	0.4%
	Angle	4	1	3	2	8	18	4	6.9%
	Left Turn	5	9	6	4	2	26	5	10.0%
	Right Turn	1	0	0	2	1	4	1	1.5%
	Sideswipe	5	11	4	4	0	24	5	9.2%
	Backed Into	6	3	1	0	0	10	2	3.8%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	2	2	0	0	1	5	1	1.9%
	Non-Collisions	1	1	0	0	0	2	0	0.8%
	Others	6	9	4	2	7	28	6	10.7%
	Total Crashes	50	71	50	41	49	261	52	100.0%
SEVERITY	PDO Crashes	42	54	36	29	27	188	38	72.0%
	Injury Crashes	8	17	14	12	22	73	15	28.0%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	50	71	50	41	49	261	52	100.0%
LIGHTING CONDITIONS	Daylight	39	45	34	30	34	182	36	69.7%
	Dusk	0	4	3	1	1	9	2	3.4%
	Dawn	0	1	2	0	1	4	1	1.5%
	Dark	11	21	11	10	12	65	13	24.9%
	Unknown	0	0	0	0	1	1	0	0.4%
	Total Crashes	50	71	50	41	49	261	52	100.0%
SURFACE CONDITIONS	Dry	36	61	43	37	41	218	44	83.5%
	Wet	14	10	7	4	8	43	9	16.5%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	50	71	50	41	49	261	52	100.0%

Note: PDO = Property Damage Only

7.5.1.2 Nob Hill Road at Hawks View Boulevard

Based on the crashes reviewed, a total of 65 crashes were documented at the intersection of Nob Hill Road at Hawks View Boulevard during the referenced five-year study period, including 10 crashes in 2014, nine crashes in 2015, 10 crashes in 2016, 24 crashes in 2017, and 12 crashes in 2018.

Table 7-14 presents a summary of the crash data for the intersection of Nob Hill Road and Hawks View Boulevard. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear-End with 49 (75.4%) crashes, Others with eight (12.3% crashes, Left-Turn with six (9.2%) crashes, and Sideswipe with two (3.1%) crashes. Based on crash severity, of the 65 crashes reported, there were no fatal crashes, 19 (29.2%) were injury crashes, and 46 (70.8%) were property damage only crashes. There were a total of 16 (24.6%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface condition five (7.7%) of the total crashes reported occurred under wet/slippery. There were no pedestrian or bicycle crashes.

Table 7-14 Crash Statistics for Nob Hill Road at Hawks View Boulevard

Nob Hill Road at Hawks View Boulevard		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	7	8	7	18	9	49	10	75.4%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	0	0	0	0	0.0%
	Left Turn	1	0	1	4	0	6	1	9.2%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	1	0	1	0	0	2	0	3.1%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	0	0	0	0	0	0	0	0.0%
	Others	1	1	1	2	3	8	2	12.3%
	Total Crashes	10	9	10	24	12	65	13	100.0%
SEVERITY	PDO Crashes	6	7	9	16	8	46	9	70.8%
	Injury Crashes	4	2	1	8	4	19	4	29.2%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	10	9	10	24	12	65	13	100.0%
LIGHTING CONDITIONS	Daylight	6	6	9	18	10	49	10	75.4%
	Dusk	3	0	0	0	0	3	1	4.6%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	1	3	1	6	2	13	3	20.0%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	10	9	10	24	12	65	13	100.0%
SURFACE CONDITIONS	Dry	8	8	9	23	12	60	12	92.3%
	Wet	2	1	1	1	0	5	1	7.7%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	10	9	10	24	12	65	13	100.0%

Note: PDO = Property Damage Only

7.6 Crash Data Summary Pine Island Road

The study segment along Pine Island Road extends from south of Nova Drive to north of SW 3rd Street. Pine Island Road within the study area is a non-state road. Table 7-15 presents a summary of the crash data for the Pine Island Road corridor. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crashes reviewed, a total of 922 crashes were documented along the Pine Island Road segment from south of Nova Drive to north of SW 3rd Street during the referenced five-year study period, including 255 crashes in 2014, 190 crashes in 2015, 166 crashes in 2016, 161 crashes in 2017, and 150 crashes in 2018. The total number of crashes on Pine Island Road has trended down over the last five years, with 41% less total crashes in 2018 than in 2014.

Based on the crash analysis, the predominant crash types were Rear-End with 459 (49.8%) crashes, others with 163 (17.7%) crashes, Sideswipe with 143 (15.5%) crashes, and Left-Turn with 55 (6.0%) crashes. Based on crash severity, of the 922 crashes reported, 3 (0.3%) were fatal crashes, 205 (22.2%) were injury crashes, and 714 (77.4%) were property damage only crashes. There were a total of 241 (26.1%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 137 (14.8%) of the total crashes reported occurred under wet/slippy pavement conditions which is lower than the district wide average for all roadways of 15 percent. There were three pedestrian crashes and three bicycle crashes.

Table 7-15: Crash Statistics for Pine Island Road

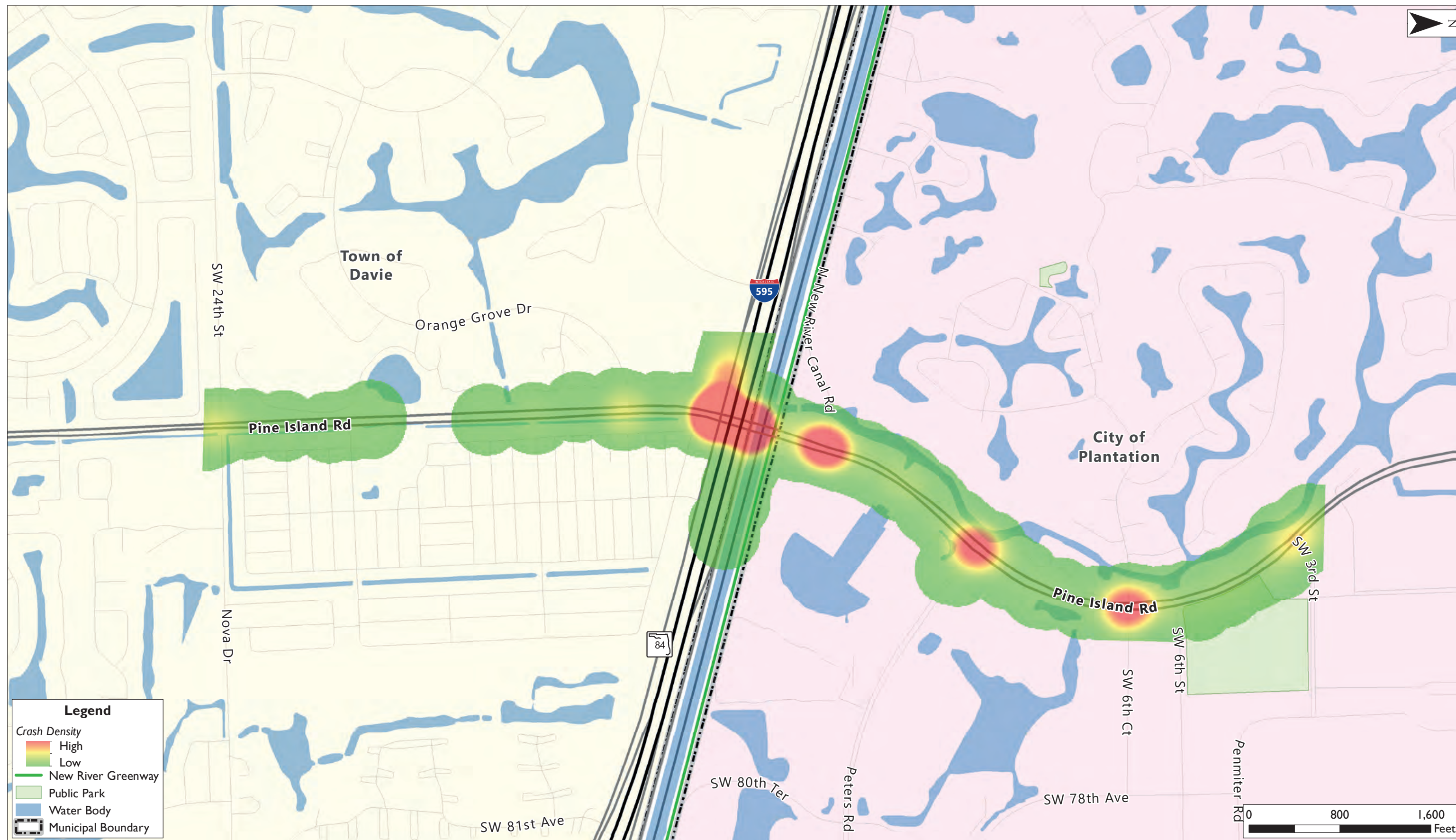
Pine Island Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	133	94	85	84	63	459	92	49.8%
	Head On	0	1	0	1	1	3	1	0.3%
	Angle	16	3	7	5	2	33	7	3.6%
	Left Turn	10	18	5	15	7	55	11	6.0%
	Right Turn	3	3	4	8	2	20	4	2.2%
	Sideswipe	44	21	29	29	20	143	29	15.5%
	Backed Into	6	12	4	0	1	23	5	2.5%
	Pedestrian	3	0	0	0	0	3	1	0.3%
	Bicycle	1	2	0	1	0	4	1	0.4%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	4	5	0	0	0	9	2	1.0%
	Non-Collisions	2	2	2	0	1	7	1	0.8%
	Others	33	29	30	18	53	163	33	17.7%
	Total Crashes	255	190	166	161	150	922	184	100.0%
	SEVERITY	PDO Crashes	188	138	133	127	128	714	143
Injury Crashes		66	51	33	34	21	205	41	22.2%
Fatal Crashes		1	1	0	0	1	3	1	0.3%
Total Crashes		255	190	166	161	150	922	184	100.0%
LIGHTING CONDITIONS	Daylight	184	138	113	125	122	682	136	74.0%
	Dusk	12	3	6	6	1	28	6	3.0%
	Dawn	4	2	0	1	1	8	2	0.9%
	Dark	55	47	47	29	26	204	41	22.1%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	255	190	166	161	150	922	184	100.0%
SURFACE CONDITIONS	Dry	215	152	141	139	137	784	157	85.0%
	Wet	40	38	25	21	13	137	27	14.9%
	Others	0	0	0	1	0	1	0	0.1%
	Total Crashes	255	190	166	161	150	922	184	100.0%

Note: PDO = Property Damage Only

7.6.1 Pine Island Road Hotspots

The crashes over the five-year period were plotted on GIS, and hotspots were identified along the segments utilizing the kernel density function in GIS. Kernel Density works by creating an influence area around each point and calculating the intersections of each of these areas as a means of measuring density. Of the 922 total crashes, 791 occurred in the selected 6 hotspots. Figure 7-6 shows a heat map of the segment along Pine Island Road. The hotspots identified are listed below:

- Pine Island Road at Eastbound SR 84 (Summarized in Section 7.11)
- Pine Island Road at New River Canal
- Pine Island Road at Peters Road
- Pine Island Road at SW 3rd St
- Pine Island Road at SW 6th Court
- Pine Island Road at Westbound SR 84 (Summarized in Section 7.10)



7.6.1.1 Pine Island Road at New River Canal Road

Based on the crashes reviewed, a total of 119 crashes were documented at the intersection of Pine Island Road and New River Canal Road during the referenced five-year study period, including 27 crashes in 2014, 22 crashes in 2015, 23 crashes in 2016, 21 crashes in 2017, and 10 crashes in 2018.

Table 7-16 presents a summary of the crash data for the intersection of Pine Island Road and New River Canal Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 53 (44.5%) crashes, Sideswipe with 27 (22.7%) crashes, other with 20 (16.8%) crashes, and Left Turn with 11 (9.2%) crashes. Based on crash severity, of the 119 crashes reported, there were no fatal crashes, 21 (17.6%) were injury crashes, and 98 (82.4%) were property damage only crashes. There was a total of 22 (18.5%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 17 (14.3%) of the total crashes reported occurred under wet/slippery pavement conditions which is lower than the district wide average for all roadways of 15 percent. There were no pedestrian or bicycle crashes.

Table 7-16: Crash Statistics for Pine Island Road at New River Canal Road

Pine Island Road at New River Canal		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	14	12	9	6	12	53	11	44.5%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	3	0	3	1	2.5%
	Left Turn	3	3	0	2	3	11	2	9.2%
	Right Turn	1	0	0	1	0	2	0	1.7%
	Sideswipe	3	3	8	5	8	27	5	22.7%
	Backed Into	1	1	1	0	0	3	1	2.5%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	0	0	0	0	0	0	0	0.0%
	Others	5	3	5	3	4	20	4	16.8%
	Total Crashes	27	22	23	20	27	119	24	100.0%
SEVERITY	PDO Crashes	20	17	20	17	24	98	20	82.4%
	Injury Crashes	7	5	3	3	3	21	4	17.6%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	27	22	23	20	27	119	24	100.0%
LIGHTING CONDITIONS	Daylight	21	18	18	18	22	97	19	81.5%
	Dusk	0	0	1	1	0	2	0	1.7%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	6	4	4	1	5	20	4	16.8%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	27	22	23	20	27	119	24	100.0%
SURFACE CONDITIONS	Dry	22	16	20	20	24	102	20	85.7%
	Wet	5	6	3	0	3	17	3	14.3%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	27	22	23	20	27	119	24	100.0%

Note: PDO = Property Damage Only

7.6.1.2 Pine Island Road at Peters Road

Based on the crashes reviewed, a total of 118 crashes were documented at the intersection of Pine Island Road and Peters Road during the referenced five-year study period, including 15 crashes in 2014, 30 crashes in 2015, 16 crashes in 2016, 23 crashes in 2017, and 34 crashes in 2018.

Table 7-17 presents a summary of the crash data for the intersection of Pine Island Road and Peters Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear-End with 66 (55.9%) crashes, Sideswipe with 21 (17.8%), Others with 16 (13.6%), and Left-Turn with 8 (6.8%). Based on crash severity, of the 119 crashes reported, there was one (0.8%) fatal crash, 27 (22.9%) were injury crashes, and 90 (76.3%) were property damage only crashes. There was a total of 33 (27.1%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 13 (11.0%) of the total crashes reported occurred under wet/slippery pavement conditions which is lower than the district wide average for all roadways of 15 percent. There were no pedestrian or bicycle crashes.

Table 7-17: Crash Statistics for Pine Island Road at Peters Road

Pine Island Road at Peters Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	7	15	5	18	21	66	13	55.9%
	Head On	0	1	0	0	0	1	0	0.8%
	Angle	1	0	1	0	1	3	1	2.5%
	Left Turn	1	2	1	1	3	8	2	6.8%
	Right Turn	1	0	1	1	0	3	1	2.5%
	Sideswipe	3	6	3	3	6	21	4	17.8%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	0	0	0	0	0	0	0	0.0%
	Others	2	6	5	0	3	16	3	13.6%
	Total Crashes	15	30	16	23	34	118	24	100.0%
SEVERITY	PDO Crashes	11	22	12	18	27	90	18	76.3%
	Injury Crashes	4	7	4	5	7	27	5	22.9%
	Fatal Crashes	0	1	0	0	0	1	0	0.8%
	Total Crashes	15	30	16	23	34	118	24	100.0%
LIGHTING CONDITIONS	Daylight	11	21	8	19	27	86	17	72.9%
	Dusk	0	1	0	1	0	2	0	1.7%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	4	8	8	3	7	30	6	25.4%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	15	30	16	23	34	118	24	100.0%
SURFACE CONDITIONS	Dry	12	25	14	21	33	105	21	89.0%
	Wet	3	5	2	2	1	13	3	11.0%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	15	30	16	23	34	118	24	100.0%

Note: PDO = Property Damage Only

7.6.1.3 Pine Island Road at SW 3rd Street

Based on the crashes reviewed, a total of 56 crashes were documented at the intersection of Pine Island Road at SW 3rd St during the referenced five-year study period, including eight crashes in 2014, 13 crashes in 2015, 12 crashes in 2016, 11 crashes in 2017, and 12 crashes in 2018.

Table 7-18 presents a summary of the crash data for the intersection of Pine Island Road and SW 3rd Street. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 29 (51.8%) crashes, others with 10 (17.9%), Sideswipe with 8 (14.3%), and Left Turn with 5 (8.9%). Based on crash severity, of the 56 crashes reported, there were no fatal crashes, 16 (28.6%) were injury crashes, and 40 (71.4%) were property damage only crashes. There was a total of 12 (21.4%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface condition, five (8.9%) of the total crashes reported occurred under wet/slippery pavement conditions which is lower than the district wide average for all roadways of 15 percent. There were no pedestrian or bicycle crashes.

Table 7-18: Crash Statistics for Pine Island Road at SW 3rd Street

Pine Island Road at SW 3rd Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	3	7	6	6	7	29	6	51.8%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	1	0	1	0	0	2	0	3.6%
	Left Turn	2	0	0	1	2	5	1	8.9%
	Right Turn	0	1	0	0	0	1	0	1.8%
	Sideswipe	1	0	2	3	2	8	2	14.3%
	Backed Into	0	1	0	0	0	1	0	1.8%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	0	0	0	0	0	0	0	0.0%
	Others	1	4	3	1	1	10	2	17.9%
	Total Crashes	8	13	12	11	12	56	11	100.0%
SEVERITY	PDO Crashes	4	11	9	9	7	40	8	71.4%
	Injury Crashes	4	2	3	2	5	16	3	28.6%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	8	13	12	11	12	56	11	100.0%
LIGHTING CONDITIONS	Daylight	5	11	9	10	9	44	9	78.6%
	Dusk	0	0	1	0	0	1	0	1.8%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	3	2	2	1	3	11	2	19.6%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	8	13	12	11	12	56	11	100.0%
SURFACE CONDITIONS	Dry	7	11	12	8	12	50	10	89.3%
	Wet	1	2	0	2	0	5	1	8.9%
	Others	0	0	0	1	0	1	0	1.8%
	Total Crashes	8	13	12	11	12	56	11	100.0%

Note: PDO = Property Damage Only

7.6.1.4 Pine Island Road at SW 6th Court

Based on the crashes reviewed, a total of 96 crashes were documented at the intersection of Pine Island Road at SW 6th Court during the referenced five-year study period, including 23 crashes in 2014, 19 crashes in 2015, 23 crashes in 2016, 21 crashes in 2017, and 10 crashes in 2018.

Table 7-19 presents a summary of the crash data for the intersection of Pine Island Road and SW 6th Court. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear-End with 45 (46.9%) crashes, others with 16 (16.7%), Sideswipe with 13 (13.5%), and Left-Turn with eight (8.3%). Based on crash severity, of the 96 crashes reported, there were no fatal crashes, 24 (25.0%) were injury crashes, and 72 (75.0%) were property damage only crashes. There was a total of 18 (18.8%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 21 (21.9%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district wide average for all roadways of 15 percent. There were no pedestrian crashes and one bicycle crash.

Table 7-19: Crash Statistics for Pine Island Road at SW 6th Court

Pine Island Road at SW 6th Court		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	11	4	12	12	6	45	9	46.9%
	Head On	0	0	0	1	0	1	0	1.0%
	Angle	2	1	1	0	0	4	1	4.2%
	Left Turn	1	2	2	3	0	8	2	8.3%
	Right Turn	0	0	0	2	0	2	0	2.1%
	Sideswipe	2	4	3	2	2	13	3	13.5%
	Backed Into	0	3	2	0	0	5	1	5.2%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	1	0	0	0	1	0	1.0%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	0	0	1	0	0	1	0	1.0%
	Others	7	4	2	1	2	16	3	16.7%
	Total Crashes	23	19	23	21	10	96	19	100.0%
	SEVERITY	PDO Crashes	14	13	20	16	9	72	14
Injury Crashes		9	6	3	5	1	24	5	25.0%
Fatal Crashes		0	0	0	0	0	0	0	0.0%
Total Crashes		23	19	23	21	10	96	19	100.0%
LIGHTING CONDITIONS	Daylight	20	14	18	17	9	78	16	81.3%
	Dusk	0	0	1	1	0	2	0	2.1%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	3	5	4	3	1	16	3	16.7%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	23	19	23	21	10	96	19	100.0%
SURFACE CONDITIONS	Dry	18	12	18	18	9	75	15	78.1%
	Wet	5	7	5	3	1	21	4	21.9%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	23	19	23	21	10	96	19	100.0%

Note: PDO = Property Damage Only

7.7 Crash Data Summary University Drive / SR 817

The study segment along University Drive / SR 817 extends from south of SW 30th Street to north of Federated Road. University Drive / SR 817 within the study area is a state road. Table 7-20 presents a summary of the crash data for the University Drive / SR 817 corridor. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crashes reviewed, a total of 3,028 crashes were documented along the University Drive / SR 817 from south of SW 30th Street to north of Federated Road during the referenced five-year study period, including 543 crashes in 2013, 652 crashes in 2014, 635 crashes in 2015, 644 crashes in 2016, and 554 crashes in 2017. In 2014, the total number of crashes on University Drive / SR 817 increased significantly from the year before. After 2014, total crashes began trending down, with the 2017 total crashes (554) coming closer to total crashes reported in year 2013 (543). With an average of 606 total crashes per year, the University Drive / SR 817 study segment has a higher annual average number of crashes than any of the other north-south study arterial segments.

Based on the crash analysis, the predominant crash type was Rear-End with 1,930 (63.7%) crashes, Angle with 387 (12.8%) crashes, Sideswipe with 368 (12.2%) crashes, and Others with 121 (4.0%) crashes. Based on crash severity, there were seven (0.2%) fatal crashes, 721 (23.8%) injury crashes, and 2,300 (76.0%) property damage only crashes. There was a total of 691 (22.8%) night/dusk/dawn crashes reported which is lower than the district-wide average of 30 percent. Based on road surface conditions, 513 (16.9%) of all crashes occurred under wet/slippery pavement condition which is higher than the district-wide average for all roadways of 15 percent. There were 13 pedestrian and eight bicycle crashes.

Table 7-20: Crash Statistics for University Drive / SR 817

University Drive / SR 817		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	362	451	375	400	344	1932	386	63.8%
	Head On	0	0	1	0	0	1	0	0.0%
	Angle	65	63	94	88	77	387	77	12.8%
	Left Turn	10	7	4	11	9	41	8	1.4%
	Right Turn	11	7	4	9	11	42	8	1.4%
	Sideswipe	50	70	99	86	63	368	74	12.2%
	Backed Into	1	0	2	0	0	3	1	0.1%
	Pedestrian	4	3	1	3	2	13	3	0.4%
	Bicycle	3	1	2	0	2	8	2	0.3%
	Fixed Object	11	17	11	14	8	61	12	2.0%
	Other Non-Fixed Object Collisions	3	2	4	1	2	12	2	0.4%
	Non-Collisions	8	10	9	4	8	39	8	1.3%
	Others	15	21	29	28	28	121	24	4.0%
	Total Crashes	543	652	635	644	554	3028	606	100.0%
SEVERITY	PDO Crashes	423	476	483	503	415	2300	460	76.0%
	Injury Crashes	119	175	152	138	137	721	144	23.8%
	Fatal Crashes	1	1	0	3	2	7	1	0.2%
	Total Crashes	543	652	635	644	554	3028	606	100.0%
LIGHTING CONDITIONS	Daylight	416	500	474	504	443	2337	467	77.2%
	Dusk	14	22	22	13	14	85	17	2.8%
	Dawn	2	6	6	5	7	26	5	0.9%
	Dark	110	124	133	121	90	578	116	19.1%
	Unknown	1	0	0	1	0	2	0	0.1%
	Total Crashes	543	652	635	644	554	3028	606	100.0%
SURFACE CONDITIONS	Dry	445	508	538	540	479	2510	502	82.9%
	Wet	97	143	97	101	75	513	103	16.9%
	Others	1	1	0	3	0	5	1	0.2%
	Total Crashes	543	652	635	644	554	3028	606	100.0%

Note: PDO = Property Damage Only

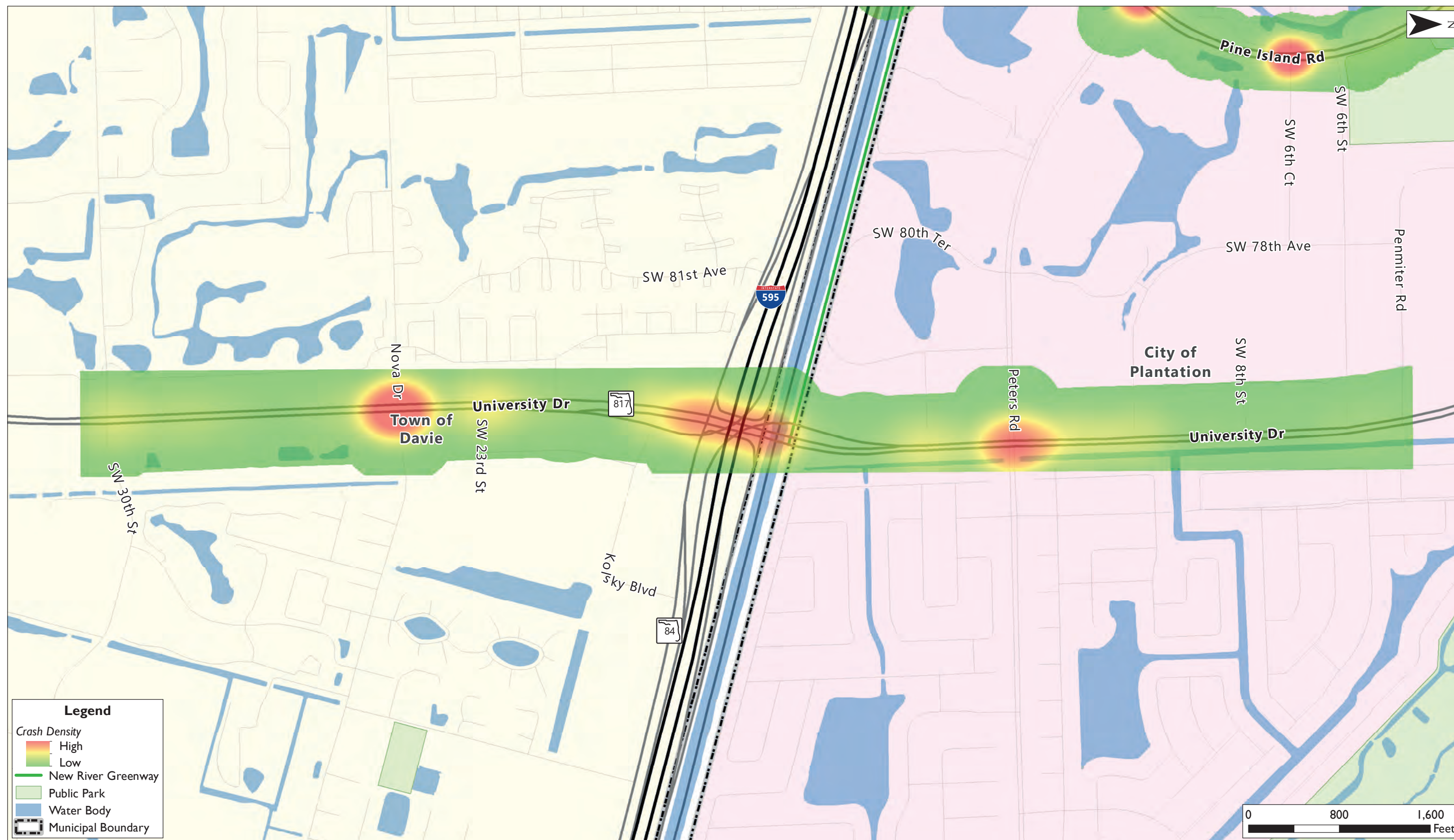
7.7.1 University Drive / SR 817 Hotspots

The crashes over the five-year study period were plotted on GIS, and hotspots were identified along the segments utilizing the kernel density function in GIS. Of the 3,028 crashes, 1,811 occurred in the selected four hotspots. Figure 7-7 shows a heat map of the segment along University Drive / SR 817. The hotspots identified are listed below:

- University Drive / SR 817 at Peters Road
- University Drive / SR 817 at Westbound SR 84
- University Drive / SR 817 at Eastbound SR 84
- University Drive / SR 817 at Nova Drive

Based on a review of the five years of FDOT high crash location lists, the following locations were identified as high crash locations for three or more years. Therefore, crash data for these locations is also summarized herein.

- University Drive / SR 817 at The Fountains
- University Drive / SR 817 at SW 13th Place
- University Drive / SR 817 at SW 10th Street
- University Drive / SR 817 at S 2300 Block
- University Drive / SR 817 at S 1900 Block



7.7.1.1 University Drive / SR 817 at Peters Road

Based on the crashes reviewed, a total of 476 crashes were documented at the intersection of University Drive / SR 817 and Peters Road, including 99 crashes in 2013, 101 crashes in 2014, 104 crashes in 2015, 76 crashes in 2016, and 96 crashes in 2017.

Table 7-21 presents a summary of the crash data for the intersection of University Drive / SR 817 and Peters Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on Crash Severity, the predominant crash types were Rear End with 330 (69.3%) crashes, Angle with 62 (13.0%) crashes, Sideswipe with 46 (9.7% crashes), and Others with 19 (4.0%) crashes. Based on crash severity, of the 476 crashes reported, two (0.4%) were fatal crashes, 117 (24.6%) were injury crashes, and 357 (75.0%) were property damage only crashes. There was a total of 125 (26.2%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 84 (17.6%) of the total crashes reported occurred under wet/slippy pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There were four pedestrian and no bicycle crashes.

Table 7-21: Crash Statistics for University Drive / SR 817 at Peters Road

University Drive / SR 817 at Peters Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	74	77	66	49	64	330	66	69.3%
	Head On	0	0	1	0	0	1	0	0.2%
	Angle	13	6	16	11	16	62	12	13.0%
	Left Turn	0	0	0	2	2	4	1	0.8%
	Right Turn	1	1	0	1	3	6	1	1.3%
	Sideswipe	5	10	14	11	6	46	9	9.7%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	3	0	0	0	1	4	1	0.8%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	1	0	0	1	2	0	0.4%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	2	0	0	0	0	2	0	0.4%
	Others	1	6	7	2	3	19	4	4.0%
	Total Crashes	99	101	104	76	96	476	95	100.0%
	SEVERITY	PDO Crashes	77	73	75	63	69	357	71
Injury Crashes		21	28	29	13	26	117	23	24.6%
Fatal Crashes		1	0	0	0	1	2	0	0.4%
Total Crashes		99	101	104	76	96	476	95	100.0%
LIGHTING CONDITIONS	Daylight	72	74	70	59	76	351	70	73.7%
	Dusk	3	4	3	2	1	13	3	2.7%
	Dawn	0	0	1	1	1	3	1	0.6%
	Dark	24	23	30	14	18	109	22	22.9%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	99	101	104	76	96	476	95	100.0%
SURFACE CONDITIONS	Dry	83	80	84	66	79	392	78	82.4%
	Wet	16	21	20	10	17	84	17	17.6%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	99	101	104	76	96	476	95	100.0%

Note: PDO = Property Damage Only

7.7.1.2 University Drive / SR 817 at Westbound SR 84

Based on the crashes reviewed, a total of 381 crashes were documented at the intersection of University Drive / SR 817 at westbound SR 84 during the referenced five-year study period, including 80 crashes in 2013, 89 crashes in 2014, 59 crashes in 2015, 85 crashes in 2016, and 68 crashes in 2017.

Table 7-22 presents a summary of the crash data for the intersection of University Drive / SR 817 and westbound SR 84. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 271 (71.1%) crashes, Sideswipe with 34 (8.9%) crashes, Angle with 27 (7.1%) crashes, and Others with 20 (5.2%) crashes. Based on crash severity, of the 381 crashes reported, there was one (0.3%) fatal crash, 102 (26.8%) were injury crashes, and 278 (73.0%) were property damage only crashes. There was a total of 75 (19.7%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 11 (15.0%) of the total crashes reported occurred under wet/slippery pavement conditions which is equal to the district wide average for all roadways of 15 percent. There was one pedestrian crash and no bicycle crash.

Table 7-22: Crash Statistics for University Drive / SR 817 at Westbound SR 84

University Drive / SR 817 at Westbound SR 84		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	56	58	47	58	53	272	54	71.4%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	6	6	3	6	5	26	5	6.8%
	Left Turn	0	0	0	1	0	1	0	0.3%
	Right Turn	2	2	1	1	1	7	1	1.8%
	Sideswipe	9	13	2	6	4	34	7	8.9%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	1	0	0	0	0	1	0	0.3%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	2	4	0	6	2	14	3	3.7%
	Other Non-Fixed Object Collisions	0	0	1	0	0	1	0	0.3%
	Non-Collisions	0	2	1	1	0	4	1	1.0%
	Others	4	4	4	6	3	21	4	5.5%
	Total Crashes	80	89	59	85	68	381	76	100.0%
SEVERITY	PDO Crashes	63	71	39	59	46	278	56	73.0%
	Injury Crashes	17	18	20	25	22	102	20	26.8%
	Fatal Crashes	0	0	0	1	0	1	0	0.3%
	Total Crashes	80	89	59	85	68	381	76	100.0%
LIGHTING CONDITIONS	Daylight	64	75	47	65	55	306	61	80.3%
	Dusk	4	0	2	2	2	10	2	2.6%
	Dawn	1	1	1	0	0	3	1	0.8%
	Dark	11	13	9	18	11	62	12	16.3%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	80	89	59	85	68	381	76	100.0%
SURFACE CONDITIONS	Dry	65	74	52	68	63	322	64	84.5%
	Wet	15	15	7	15	5	57	11	15.0%
	Others	0	0	0	2	0	2	0	0.5%
	Total Crashes	80	89	59	85	68	381	76	100.0%

Note: PDO = Property Damage Only

7.7.1.3 University Drive / SR 817 at Eastbound SR 84

Based on the crashes reviewed, a total of 421 crashes were documented at the intersection of University Drive / SR 817 at eastbound SR 84 during the referenced five-year study period, including 92 crashes in 2013, 80 crashes in 2014, 98 crashes in 2015, 91 crashes in 2016, and 60 crashes in 2017.

Table 7-23 presents a summary of the crash data for the intersection of University Drive / SR 817 and eastbound SR 84. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 231 (54.9%) crashes, Sideswipe with 77 (18.3%) crashes, Angle with 67 (15.9%) crashes, and Others with 16 (3.8%). Based on crash severity, of the 421 crashes reported, there were no fatal crashes, 92 (21.9%) were injury crashes, and 329 (78.1%) were property damage only crashes. There was a total of 97 (23.0%) night/dawn/dusk crashes reported which is lower than the district-wide average for all roadways for 30 percent. Based on road surface conditions, 90 (18.8%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There were two bicycle and no pedestrian crashes.

Table 7-23: Crash Statistics for University Drive / SR 817 at Eastbound SR 84

University Drive / SR 817 at EastboundSR 84		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	42	50	50	56	33	231	46	54.9%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	21	14	14	10	8	67	13	15.9%
	Left Turn	2	1	1	0	0	4	1	1.0%
	Right Turn	2	1	1	1	0	5	1	1.2%
	Sideswipe	15	7	21	20	14	77	15	18.3%
	Backed Into	0	0	1	0	0	1	0	0.2%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	1	1	0	0	0	2	0	0.5%
	Fixed Object	3	1	3	0	2	9	2	2.1%
	Other Non-Fixed Object Collisions	1	1	0	0	0	2	0	0.5%
	Non-Collisions	2	3	1	0	1	7	1	1.7%
	Others	3	1	6	4	2	16	3	3.8%
	Total Crashes	92	80	98	91	60	421	84	100.0%
	SEVERITY	PDO Crashes	68	60	80	75	46	329	66
Injury Crashes		24	20	18	16	14	92	18	21.9%
Fatal Crashes		0	0	0	0	0	0	0	0.0%
Total Crashes		92	80	98	91	60	421	84	100.0%
LIGHTING CONDITIONS	Daylight	69	59	78	71	47	324	65	77.0%
	Dusk	3	3	3	2	4	15	3	3.6%
	Dawn	1	0	1	2	1	5	1	1.2%
	Dark	19	18	16	15	8	76	15	18.1%
	Unknown	0	0	0	1	0	1	0	0.2%
	Total Crashes	92	80	98	91	60	421	84	100.0%
SURFACE CONDITIONS	Dry	71	66	86	73	44	340	68	80.8%
	Wet	21	13	12	17	16	79	16	18.8%
	Others	0	1	0	1	0	2	0	0.5%
	Total Crashes	92	80	98	91	60	421	84	100.0%

Note: PDO = Property Damage Only

7.7.1.4 University Drive / SR 817 at Nova Drive

Based on the crashes reviewed, a total of 533 crashes were documented at the intersection of University Drive / SR 817 at Nova Drive during the referenced five-year study period, including 97 crashes in 2013, 127 crashes in 2014, 127 crashes in 2015, 95 crashes in 2016, and 87 crashes in 2017.

Table 7-24 presents a summary of the crash data for the intersection of University Drive / SR 817 and Nova Drive. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 321 (60.2%) crashes Angle with 69 (12.9%) crashes, Sideswipe with 63 (11.8%) crashes, others with 28 (5.3%) crashes. Based on crash severity, of the 533 crashes reported, there was one (0.2%) fatal crash, 121 (22.7%) were injury crashes, 411 (77.1%) were property damage only crashes. There were a total of 117 (22.0%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on roadway surface conditions, 91 (17.1%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadway of 15 percent. There was one pedestrian and three bicycle crashes reported.

Table 7-24: Crash Statistics for University Drive / SR 817 at Nova Drive

University Drive / SR 817 at Nova Drive		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	73	94	64	44	47	322	64	60.4%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	9	7	20	22	11	69	14	12.9%
	Left Turn	6	4	3	4	3	20	4	3.8%
	Right Turn	1	0	1	1	0	3	1	0.6%
	Sideswipe	5	11	23	16	8	63	13	11.8%
	Backed Into	0	0	1	0	0	1	0	0.2%
	Pedestrian	0	0	0	1	0	1	0	0.2%
	Bicycle	0	0	1	0	1	2	0	0.4%
	Fixed Object	0	3	4	4	0	11	2	2.1%
	Other Non-Fixed Object Collisions	0	0	2	0	1	3	1	0.6%
	Non-Collisions	2	2	2	0	4	10	2	1.9%
	Others	1	6	6	3	12	28	6	5.3%
	Total Crashes	97	127	127	95	87	533	107	100.0%
SEVERITY	PDO Crashes	76	90	105	76	64	411	82	77.1%
	Injury Crashes	21	37	22	19	22	121	24	22.7%
	Fatal Crashes	0	0	0	0	1	1	0	0.2%
	Total Crashes	97	127	127	95	87	533	107	100.0%
LIGHTING CONDITIONS	Daylight	77	102	99	71	67	416	83	78.0%
	Dusk	3	5	5	2	2	17	3	3.2%
	Dawn	0	1	1	2	1	5	1	0.9%
	Dark	16	19	22	20	17	94	19	17.6%
	Unknown	1	0	0	0	0	1	0	0.2%
	Total Crashes	97	127	127	95	87	533	107	100.0%
SURFACE CONDITIONS	Dry	79	96	108	80	78	441	88	82.7%
	Wet	17	31	19	15	9	91	18	17.1%
	Others	1	0	0	0	0	1	0	0.2%
	Total Crashes	97	127	127	95	87	533	107	100.0%

Note: PDO = Property Damage Only

7.7.1.5 University Drive / SR 817 at The Fountains

According to the 2017 FDOT High Crash List, the intersection of University Drive / SR 817 at The Fountains was a high crash location. A total of 149 crashes were documented at the intersection of University Drive / SR 817 at The Fountains during the referenced five-year study period, including 29 crashes in 2013, 40 crashes in 2014, 28 crashes in 2015, 32 crashes in 2016, and 20 crashes in 2017.

Table 7-25 presents a summary of the crash data for the intersection of University Drive / SR 817 and The Fountains. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 109 (73.2%) crashes, Angle with 21 (14.1%) crashes, Sideswipe with 10 (6.7%) crashes, and Right-Turn with four (2.7%) crashes. Based on crash severity, of the 149 crashes reported, there were no fatal crashes, 40 (26.8%) were injury crashes, and 109 (73.2%) were property damage only crashes. There was a total of 33 (22.2%) night/dusk/dawn crashes reported which is lower to the district-wide average for all roadways of 30 percent. Based on roadway surface conditions, 32 (21.5%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadway of 15 percent. There were no pedestrian or bicycle crashes.

Table 7-25: Crash Statistics for University Drive / SR 817 at The Fountains

University Drive / SR 817 at The Fountains		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	22	29	22	22	14	109	22	73.2%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	3	6	3	6	3	21	4	14.1%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	1	1	0	1	1	4	1	2.7%
	Sideswipe	0	4	2	3	1	10	2	6.7%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	2	0	0	0	0	2	0	1.3%
	Other Non-Fixed Object Collisions	0	0	1	0	0	1	0	0.7%
	Non-Collisions	0	0	0	0	0	0	0	0.0%
	Others	1	0	0	0	1	2	0	1.3%
	Total Crashes	29	40	28	32	20	149	30	100.0%
	SEVERITY	PDO Crashes	24	28	17	25	15	109	22
Injury Crashes		5	12	11	7	5	40	8	26.8%
Fatal Crashes		0	0	0	0	0	0	0	0.0%
Total Crashes		29	40	28	32	20	149	30	100.0%
LIGHTING CONDITIONS	Daylight	24	27	21	26	18	116	23	77.9%
	Dusk	0	0	0	0	0	0	0	0.0%
	Dawn	0	1	0	0	0	1	0	0.7%
	Dark	5	12	7	6	2	32	6	21.5%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	29	40	28	32	20	149	30	100.0%
SURFACE CONDITIONS	Dry	24	26	23	26	18	117	23	78.5%
	Wet	5	14	5	6	2	32	6	21.5%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	29	40	28	32	20	149	30	100.0%

Note: PDO = Property Damage Only

7.7.1.6 University Drive / SR 817 at SW 13th Place

According to the 2017 FDOT High Crash List, the intersection of University Drive / SR 817 at SW 13th Place was a high crash location. A total of 162 crashes were documented at the University Drive / SR 817 at SW 13th Place intersection during the referenced five-year study period, including 22 crashes in 2013, 30 crashes in 2014, 32 crashes in 2015, 36 crashes in 2016, and 42 crashes in 2017.

Table 7-26 presents a summary of the crash data for the intersection of University Drive / SR 817 and SW 13th Place. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 95 (58.6%) crashes, Angle with 26 (16.0%) crashes, Sideswipe with 18 (11.1%) crashes, and Others with 10 (6.2%) crashes. Based on crash severity, of the 162 crashes reported, there were no fatal crashes, 42 (25.9%) were injury crashes, and 120 (74.1%) were property damage only crashes. There was a total of 31 (19.1%) night/dusk/dawn crashes reported which is lower to the district-wide average for all roadways of 30 percent. Based on roadway surface conditions, 22 (13.5%) of the total crashes reported occurred under wet/slippery pavement conditions which is lower than the district-wide average for all roadway of 15 percent. There was one bicycle and no pedestrian crashes.

Table 7-26: Crash Statistics for University Drive / SR 817 at SW 13th Place

University Drive / SR 817 at SW 13th Place		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	12	19	18	22	24	95	19	58.6%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	2	6	6	6	6	26	5	16.0%
	Left Turn	0	0	0	2	2	4	1	2.5%
	Right Turn	0	1	0	1	2	4	1	2.5%
	Sideswipe	3	2	3	4	6	18	4	11.1%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	1	1	0	0.6%
	Fixed Object	1	1	0	0	0	2	0	1.2%
	Other Non-Fixed Object Collisions	1	0	0	0	0	1	0	0.6%
	Non-Collisions	0	0	0	1	0	1	0	0.6%
	Others	3	1	5	0	1	10	2	6.2%
	Total Crashes	22	30	32	36	42	162	32	100.0%
SEVERITY	PDO Crashes	19	21	23	25	32	120	24	74.1%
	Injury Crashes	3	9	9	11	10	42	8	25.9%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	22	30	32	36	42	162	32	100.0%
LIGHTING CONDITIONS	Daylight	19	22	25	30	35	131	26	80.9%
	Dusk	0	3	1	2	0	6	1	3.7%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	3	5	6	4	7	25	5	15.4%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	22	30	32	36	42	162	32	100.0%
SURFACE CONDITIONS	Dry	19	24	27	33	37	140	28	86.4%
	Wet	3	6	5	3	5	22	4	13.6%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	22	30	32	36	42	162	32	100.0%

Note: PDO = Property Damage Only

7.7.1.7 University Drive / SR 817 at SW 10th Street

According to the 2017 FDOT High Crash List, the intersection of University Drive / SR 817 at SW 10th Street was a high crash location. A total of 122 crashes were documented at the University Drive / SR 817 at SW 10th Street intersection during the referenced five-year study period, including 24 crashes in 2013, 28 crashes in 2014, 16 crashes in 2015, 29 crashes in 2016, and 25 crashes in 2017.

Table 7-27 presents a summary of the crash data for the intersection of University Drive / SR 817 and SW 10th Street. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 80 (65.6%) crashes, Angle with 17 (13.9%) crashes, Sideswipe with nine (7.4%) crashes, and Right-Turn with five (4.1%) crashes. Based on crash severity, of the 122 crashes reported, there were no fatal crashes, 31 (25.4%) were injury crashes, and 91 (74.6%) were property damage only crashes. There was a total of 25 (20.5%) night/dusk/dawn crashes reported which is lower to the district-wide average for all roadways of 30 percent. Based on roadway surface conditions, 25 (20.5%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadway of 15 percent. There was one bicycle and no pedestrian crashes.

Table 7-27: Crash Statistics for University Drive / SR 817 at SW 10th Street

University Drive / SR 817 at SW 10th Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	18	18	11	18	15	80	16	65.6%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	2	4	4	3	4	17	3	13.9%
	Left Turn	0	0	0	2	1	3	1	2.5%
	Right Turn	0	1	0	3	1	5	1	4.1%
	Sideswipe	3	2	1	0	3	9	2	7.4%
	Backed Into	1	0	0	0	0	1	0	0.8%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	1	0	1	0	2	0	1.6%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	0	1	0	0	0	1	0	0.8%
	Others	0	1	0	2	1	4	1	3.3%
	Total Crashes	24	28	16	29	25	122	24	100.0%
SEVERITY	PDO Crashes	16	24	8	24	19	91	18	74.6%
	Injury Crashes	8	4	8	5	6	31	6	25.4%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	24	28	16	29	25	122	24	100.0%
LIGHTING CONDITIONS	Daylight	18	21	13	24	21	97	19	79.5%
	Dusk	0	1	0	0	0	1	0	0.8%
	Dawn	0	0	0	0	1	1	0	0.8%
	Dark	6	6	3	5	3	23	5	18.9%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	24	28	16	29	25	122	24	100.0%
SURFACE CONDITIONS	Dry	19	20	12	23	23	97	19	79.5%
	Wet	5	8	4	6	2	25	5	20.5%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	24	28	16	29	25	122	24	100.0%

Note: PDO = Property Damage Only

7.7.1.8 University Drive / SR 817 at S 2300 Block

According to the 2017 FDOT High Crash List, the intersection of University Drive / SR 817 at S 2300 Block was a high crash location. A total of 175 crashes were documented at the intersection during the referenced five-year study period, including 26 crashes in 2013, 28 crashes in 2014, 34 crashes in 2015, 51 crashes in 2016, and 36 crashes in 2017.

Table 7-28 presents a summary of the crash data for the intersection of University Drive / SR 817 and S 2300 Block. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 120 (68.6%) crashes, Angle with 23 (13.1%) crashes, and Sideswipe with 18 (13.2%) crashes. Based on crash severity, of the 175 crashes reported, there was no fatal crashes, 39 (22.3%) were injury crashes, and 136 (77.7%) were property damage only crashes. There was a total of 42 (24.0%) night/dusk/dawn crashes reported which is lower to the district-wide average for all roadways of 30 percent. Based on roadway surface conditions, 29 (16.6%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadway of 15 percent. There was one bicycle and no pedestrian crashes.

Table 7-28: Crash Statistics for University Drive / SR 817 at S 2300 Block

University Drive / SR 817 at S 2300 Block		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	20	19	18	37	26	120	24	68.6%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	3	4	5	6	5	23	5	13.1%
	Left Turn	0	1	0	0	0	1	0	0.6%
	Right Turn	0	0	0	0	1	1	0	0.6%
	Sideswipe	1	3	7	5	2	18	4	10.3%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	1	0	1	0	0.6%
	Other Non-Fixed Object Collisions	1	0	0	1	0	2	0	1.1%
	Non-Collisions	0	0	2	1	1	4	1	2.3%
	Others	1	1	2	0	1	5	1	2.9%
	Total Crashes	26	28	34	51	36	175	35	100.0%
SEVERITY	PDO Crashes	19	22	30	37	28	136	27	77.7%
	Injury Crashes	7	6	4	14	8	39	8	22.3%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	26	28	34	51	36	175	35	100.0%
LIGHTING CONDITIONS	Daylight	19	20	23	41	30	133	27	76.0%
	Dusk	0	1	1	2	2	6	1	3.4%
	Dawn	0	1	0	0	0	1	0	0.6%
	Dark	7	6	10	8	4	35	7	20.0%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	26	28	34	51	36	175	35	100.0%
SURFACE CONDITIONS	Dry	20	21	30	45	30	146	29	83.4%
	Wet	6	7	4	6	6	29	6	16.6%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	26	28	34	51	36	175	35	100.0%

Note: PDO = Property Damage Only

7.7.1.9 University Drive / SR 817 at S 1900 Block

The intersection of University Drive / SR 817 at S 1900 Block was a high crash location according to the 2017 FDOT High Crash List. A total of 174 crashes were documented at the intersection during the referenced five-year study period, including 38 crashes in 2013, 28 crashes in 2014, 22 crashes in 2015, 53 crashes in 2016, and 33 crashes in 2017.

Table 7-29 presents a summary of the crash data for the intersection of University Drive / SR 817 and S 1900 Block. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 98 (68.6%) crashes, Angle with 31 (17.8%) crashes, Sideswipe with 29 (16.7%) crashes, and Others with 9 (5.2%) crashes. Based on crash severity, of the 174 crashes reported, there were no fatal crashes, 29 (16.7%) were injury crashes, and 145 (83.3%) were property damage only crashes. There was a total of 42 (25.1%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on roadway surface conditions, 27 (15.5%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadway of 15 percent. There were no bicycle or pedestrian crashes.

Table 7-29: Crash Statistics for University Drive / SR 817 at S 1900 Block

University Drive / SR 817 at S 1900 Block		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	19	19	10	31	19	98	20	56.3%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	10	3	6	7	5	31	6	17.8%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	1	1	0	0	1	3	1	1.7%
	Sideswipe	5	3	5	11	5	29	6	16.7%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	1	0	0	0	0	1	0	0.6%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	1	1	0	0	1	3	1	1.7%
	Others	1	1	1	4	2	9	2	5.2%
	Total Crashes	38	28	22	53	33	174	35	100.0%
	SEVERITY	PDO Crashes	29	23	19	46	28	145	29
Injury Crashes		9	5	3	7	5	29	6	16.7%
Fatal Crashes		0	0	0	0	0	0	0	0.0%
Total Crashes		38	28	22	53	33	174	35	100.0%
LIGHTING CONDITIONS	Daylight	27	18	17	46	24	132	26	75.9%
	Dusk	2	1	1	0	1	5	1	2.9%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	9	9	4	7	8	37	7	21.3%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	38	28	22	53	33	174	35	100.0%
SURFACE CONDITIONS	Dry	29	25	16	49	28	147	29	84.5%
	Wet	9	3	6	4	5	27	5	15.5%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	38	28	22	53	33	174	35	100.0%

Note: PDO = Property Damage Only

7.8 Crash Data Summary Davie Road

The study segment along Davie Road extends from westbound SR 84 to south of NW/SW 36th Street. Davie Road within the study area is a non-state road. Table 7-30 presents a summary of the crash data for the Davie Road corridor. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crashes reviewed, a total of 818 crashes were documented along the Davie Road segment from westbound SR 84 to south of NW/SW 36th Street during the referenced five-year study period, including 235 crashes in 2014, 194 crashes in 2015, 166 crashes in 2016, 102 crashes in 2017, and 121 crashes in 2018. The total number of crashes on Davie Road trended down between 2014 and 2017. However, total crashes slightly increased from 2017 to 2018.

Based on the crash analysis, the predominant crash types were Rear End with 357 (43.6%) crashes, Others with 165 (20.2%) crashes, Sideswipe with 135 (16.5%) crashes, and Left-Turn with 61 (7.5%) crashes. Based on crash severity, of the 818 crashes reported, there was one (0.1%) fatal crash, 154 (18.8%) were injury crashes, and 662 (80.9%) were property damage only crashes. There was a total of 186 (22.7%) night/dusk/dawn crashes reported which is lower than the district-wide average of 30 percent. Based on roadway surface conditions, 189 (23.1%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district wide average for all roadways of 15 percent. There were three pedestrian crashes and one bicycle crash.

Table 7-30: Crash Statistics for Davie Road

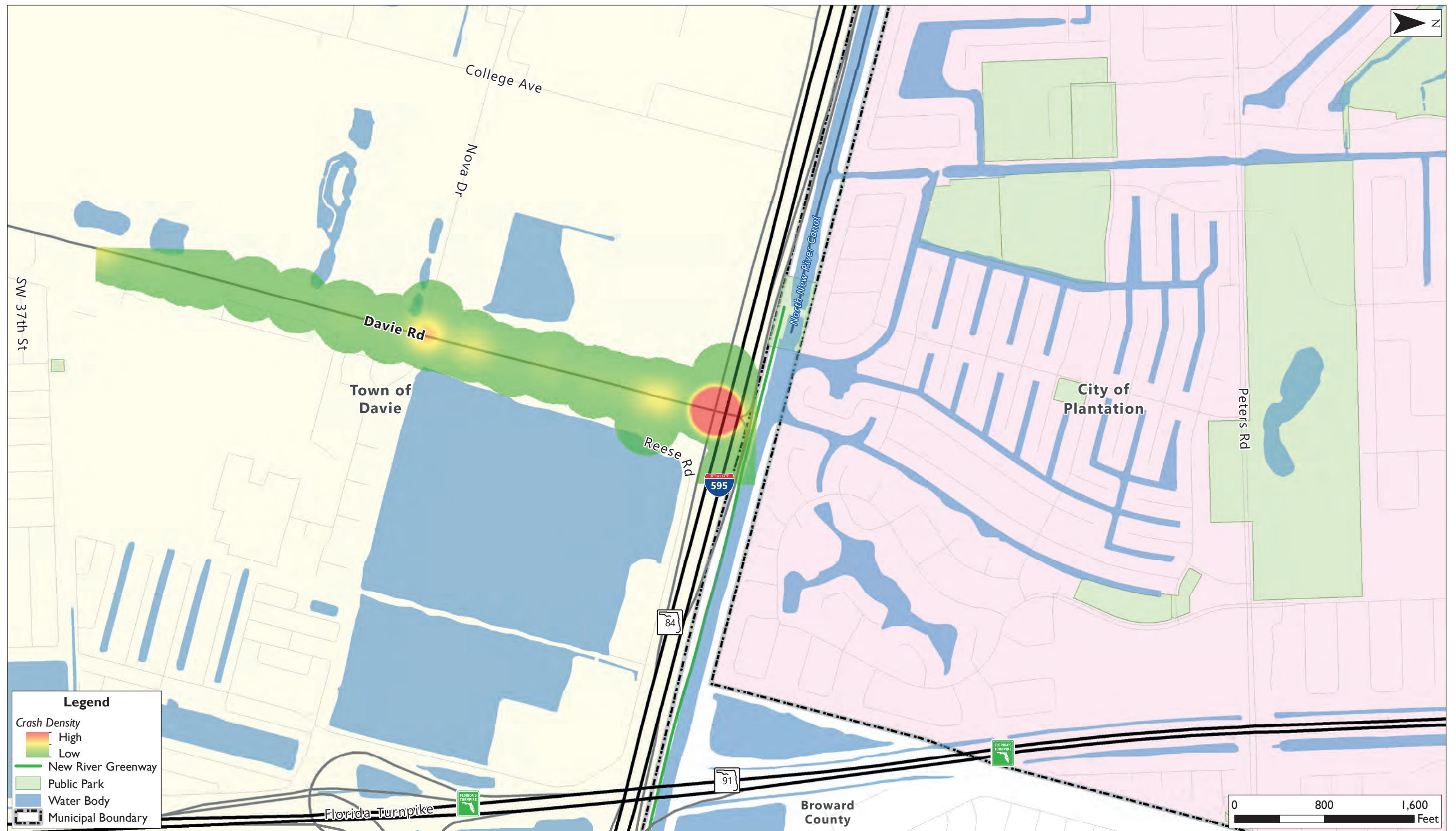
Davie Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	105	87	76	52	37	357	71	43.6%
	Head On	4	0	1	2	1	8	2	1.0%
	Angle	10	5	3	1	0	19	4	2.3%
	Left Turn	32	16	7	4	2	61	12	7.5%
	Right Turn	4	4	4	1	2	15	3	1.8%
	Sideswipe	28	35	35	17	20	135	27	16.5%
	Backed Into	8	9	3	2	0	22	4	2.7%
	Pedestrian	2	0	1	0	0	3	1	0.4%
	Bicycle	0	1	0	0	0	1	0	0.1%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	9	10	4	0	1	24	5	2.9%
	Non-Collisions	2	2	3	1	0	8	2	1.0%
	Others	31	25	29	22	58	165	33	20.2%
	Total Crashes	235	194	166	102	121	818	164	100.0%
SEVERITY	PDO Crashes	188	161	131	77	105	662	132	80.9%
	Injury Crashes	47	33	34	24	16	154	31	18.8%
	Fatal Crashes	0	0	1	1	0	2	0	0.2%
	Total Crashes	235	194	166	102	121	818	164	100.0%
LIGHTING CONDITIONS	Daylight	194	150	120	79	89	632	126	77.3%
	Dusk	10	7	7	2	5	31	6	3.8%
	Dawn	2	3	2	2	2	11	2	1.3%
	Dark	29	34	37	18	25	143	29	17.5%
	Unknown	0	0	0	1	0	1	0	0.1%
	Total Crashes	235	194	166	102	121	818	164	100.0%
SURFACE CONDITIONS	Dry	178	149	126	76	100	629	126	76.9%
	Wet	57	45	40	26	21	189	38	23.1%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	235	194	166	102	121	818	164	100.0%

Note: PDO = Property Damage Only

7.8.1 Davie Road Hotspots

The crashes over the five-year study period were plotted on GIS, and hotspots were identified along the segments utilizing the kernel density function in GIS. Of the 818 crashes, 376 occurred in the selected three hotspots. Figure 7-8 shows a heat map of the segment along Davie Road. The hotspots identified are listed below:

- Davie Road at Nova Drive
- Davie Road at Westbound SR 84 (Summarized in Section 7.10)
- Davie Road at Eastbound SR 84 (Summarized in Section 7.11)



7.8.1.1 Davie Road at Nova Drive

A total of 86 crashes were documented at the intersection of Davie Road and Nova Drive during the referenced five-year study period. This includes 44 crashes in 2014, 18 crashes in 2015, 10 crashes in 2016, five crashes in 2017, and nine crashes in 2018.

Table 7-31 presents a summary of the crash data for the intersection of Davie Road and Nova Drive. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear-End with 36 (41.9%) crashes, Left-Turn with 14 (16.3%) crashes, Others with 11 (12.8%) crashes, and Sideswipe with seven (8.1%) crashes. Based on crash severity, of the 86 crashes reported, there were no fatal crashes, 16 (18.6%) were injury crashes, 70 (81.4%) were property damage only crashes. There was a total of 22 (25.6%) of night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 15 (17.4%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There was one pedestrian crash and no bicycle crashes.

Table 7-31: Crash Statistics for Davie Road at Nova Drive

Davie Road at Nova Drive		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	21	9	4	1	1	36	7	41.9%
	Head On	2	0	0	0	0	2	0	2.3%
	Angle	3	0	1	0	0	4	1	4.7%
	Left Turn	7	4	1	2	0	14	3	16.3%
	Right Turn	1	1	2	0	0	4	1	4.7%
	Sideswipe	5	1	1	0	0	7	1	8.1%
	Backed Into	2	0	0	1	0	3	1	3.5%
	Pedestrian	0	0	1	0	0	1	0	1.2%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object Collisions	1	1	0	0	0	2	0	2.3%
	Non-Collisions	1	1	0	0	0	2	0	2.3%
	Others	1	1	0	1	8	11	2	12.8%
	Total Crashes	44	18	10	5	9	86	17	100.0%
SEVERITY	PDO Crashes	36	15	7	4	8	70	14	81.4%
	Injury Crashes	8	3	3	1	1	16	3	18.6%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	44	18	10	5	9	86	17	100.0%
LIGHTING CONDITIONS	Daylight	34	13	8	3	6	64	13	74.4%
	Dusk	4	0	0	0	0	4	1	4.7%
	Dawn	0	2	1	0	1	4	1	4.7%
	Dark	6	3	1	2	2	14	3	16.3%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	44	18	10	5	9	86	17	100.0%
SURFACE CONDITIONS	Dry	33	17	8	5	8	71	14	82.6%
	Wet	11	1	2	0	1	15	3	17.4%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	44	18	10	5	9	86	17	100.0%

Note: PDO = Property Damage Only

7.9 Crash Data Summary SR 7 / US-441

The study segment along SR 7 / US-441 extends from south of Powell's Road to north of SW 18th Street. SR 7 / US-441 within the study area is a state road. Table 7-32 presents a summary of the crash data for the SR 7 / US-441 corridor. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crashes reviewed, a total of 636 crashes were documented along SR 7 / US-441 from south of Powell's Road to north of SW 18th Street during the referenced five-year study period, including 67 crashes in 2013, 123 crashes in 2014, 128 crashes in 2015, 176 crashes in 2016, and 142 crashes in 2017. The total number of crashes on SR 7 / US-441 trended upward between 2013 and 2016, with a slight decrease in total crashes between 2016 and 2017. The annual average number of total crashes on the SR 7 / US-441 study segment between 2013 and 2017, is 127 crashes per year.

Based on the crash analysis, the predominant crash types were Rear-End with 274 (43.1%) crashes, Sideswipe with 101 (15.9%) crashes, Angle with 72 crashes, and Others with 57 (9.0%) crashes. Based on crash severity, of the 636 crashes reported, 10 (1.6%) were fatal crashes, 205 (32.2%) were injury crashes, and 421 (66.2%) were property damage only. There was a total of 188 (29.6%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 104 (16.5%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district wide average for all roadways of 15 percent. There were 10 pedestrian and eight bicycle crashes.

Table 7-32: Crash Statistics for SR 7 / US-441

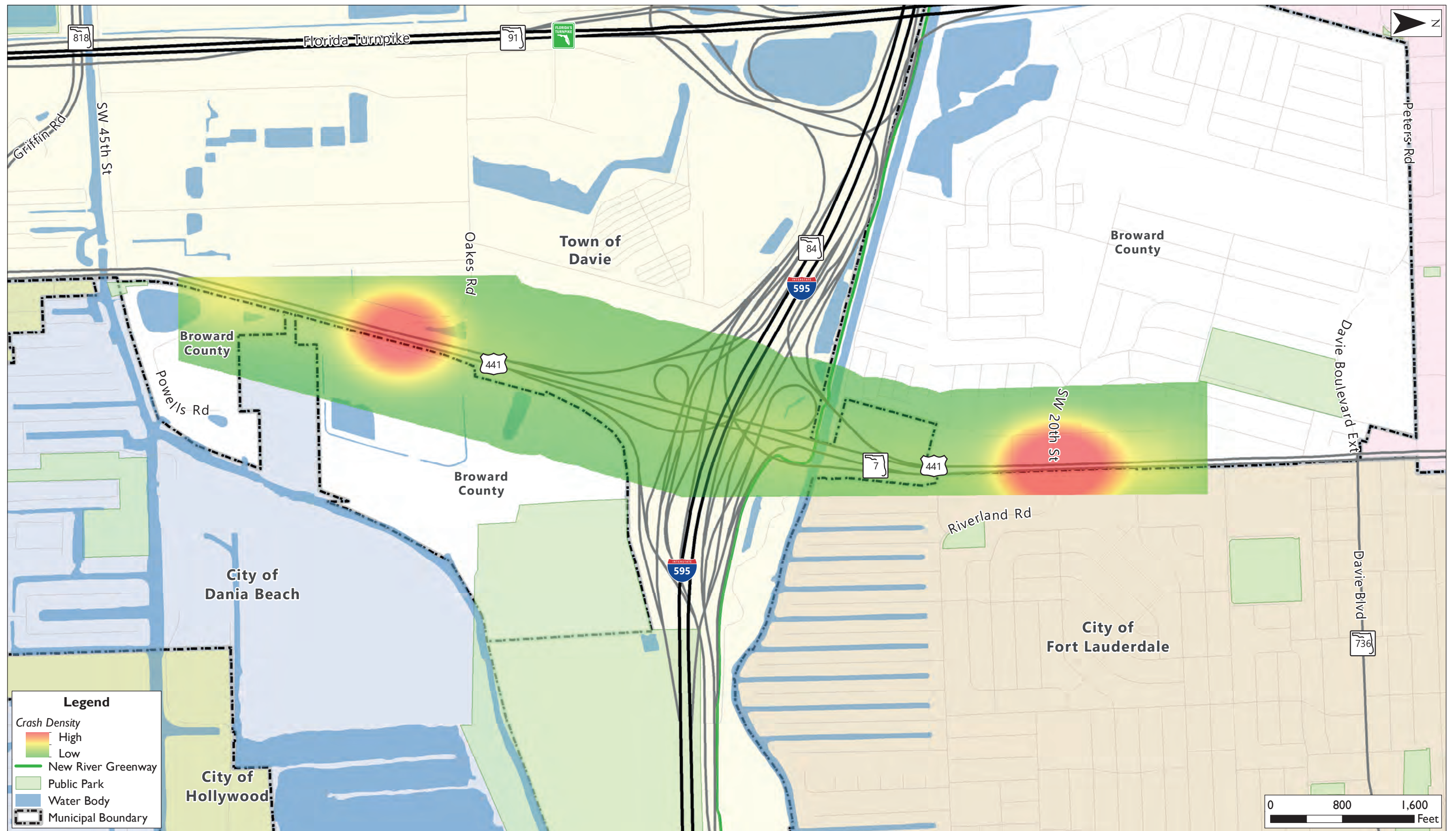
SR 7 / US-441		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	30	53	65	81	45	274	55	43.1%
	Head On	0	1	1	0	0	2	0	0.3%
	Angle	5	14	8	22	23	72	14	11.3%
	Left Turn	1	1	2	3	3	10	2	1.6%
	Right Turn	1	0	1	1	2	5	1	0.8%
	Sideswipe	5	11	28	28	29	101	20	15.9%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	5	0	3	2	10	2	1.6%
	Bicycle	3	2	1	0	2	8	2	1.3%
	Fixed Object	5	13	7	13	5	43	9	6.8%
	Other Non-Fixed Object Collisions	4	5	0	4	2	15	3	2.4%
	Non-Collisions	6	8	4	9	12	39	8	6.1%
	Others	7	10	11	12	17	57	11	9.0%
	Total Crashes	67	123	128	176	142	636	127	100.0%
SEVERITY	PDO Crashes	39	78	83	128	93	421	84	66.2%
	Injury Crashes	27	44	44	44	46	205	41	32.2%
	Fatal Crashes	1	1	1	4	3	10	2	1.6%
	Total Crashes	67	123	128	176	142	636	127	100.0%
LIGHTING CONDITIONS	Daylight	47	90	91	117	103	448	90	70.4%
	Dusk	2	3	2	7	6	20	4	3.1%
	Dawn	1	0	2	5	1	9	2	1.4%
	Dark	17	29	33	47	32	158	32	24.8%
	Unknown	0	1	0	0	0	1	0	0.2%
	Total Crashes	67	123	128	176	142	636	127	100.0%
SURFACE CONDITIONS	Dry	50	101	106	146	128	531	106	83.5%
	Wet	17	22	22	30	14	105	21	16.5%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	67	123	128	176	142	636	127	100.0%

Note: PDO = Property Damage Only

7.9.1 SR 7 / US-441 Hotspots

The crashes over the five-year period were plotted on GIS, and hotspots were identified along the segments, utilizing the kernel density function in GIS. Of the 636 total crashes, 343 occurred in the selected two hotspots. Figure 7-9 shows a heat map of the segment along SR 7 / US-441. The hotspots identified are listed below:

- SR 7 / US-441 at SW 20th Street/Riverland Road
- SR 7 / US-441 at Oakes Road



7.9.1.1 SR 7 / US-441 at SW 20th Street/Riverland Road

A total of 190 crashes were documented at the intersection of SR 7 / US-441 and SW 20th Street/Riverland Road during the referenced five-year study period. This includes 19 crashes in 2013, 29 crashes in 2014, 40 crashes in 2015, 61 crashes in 2016, and 41 crashes in 2017.

Table 7-33 presents a summary of the crash data for the intersection of SR 7 / US-441 and SW 20th Street/Riverland Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear-End with 97 (51.1%) crashes, Sideswipe with 28 (14.7%) crashes, Others with 19 (10.0%) crashes, and Angle with 17 (8.9%) crashes. Based on crash severity, there was one (0.5%) fatal crash, 10 (27.4%) injury crashes, and 137 (72.1%) property damage only crashes. There was a total of 51 (28.4%) night/dawn/dusk crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 24 (12.6%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district wide average for all roadways of 15 percent. There were seven pedestrian and two bicycle crashes.

Table 7-33: Crash Statistics for SR 7 / US-441 at SW 20th Street/Riverland Road

SR 7 / US-441 at SW 20th Street/Riverland Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	6	15	25	35	16	97	19	51.1%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	1	3	8	5	17	3	8.9%
	Left Turn	1	0	0	0	0	1	0	0.5%
	Right Turn	1	0	1	0	1	3	1	1.6%
	Sideswipe	2	2	8	7	9	28	6	14.7%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	4	0	1	2	7	1	3.7%
	Bicycle	2	0	0	0	0	2	0	1.1%
	Fixed Object	0	0	1	3	1	5	1	2.6%
	Other Non-Fixed Object Collisions	1	3	0	0	1	5	1	2.6%
	Non-Collisions	0	1	0	3	2	6	1	3.2%
	Others	6	3	2	4	4	19	4	10.0%
	Total Crashes	19	29	40	61	41	190	38	100.0%
SEVERITY	PDO Crashes	11	18	28	49	31	137	27	72.1%
	Injury Crashes	7	11	12	12	10	52	10	27.4%
	Fatal Crashes	1	0	0	0	0	1	0	0.5%
	Total Crashes	19	29	40	61	41	190	38	100.0%
LIGHTING CONDITIONS	Daylight	13	16	35	41	31	136	27	71.6%
	Dusk	1	2	0	2	0	5	1	2.6%
	Dawn	0	0	0	2	1	3	1	1.6%
	Dark	5	11	5	16	9	46	9	24.2%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	19	29	40	61	41	190	38	100.0%
SURFACE CONDITIONS	Dry	16	26	32	54	38	166	33	87.4%
	Wet	3	3	8	7	3	24	5	12.6%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	19	29	40	61	41	190	38	100.0%

Note: PDO = Property Damage Only

7.9.1.2 SR 7 / US-441 at Oakes Road

A total of 153 crashes were documented at the intersection SR 7 / US-441 and Oakes Road during the referenced five-year study period. This includes 11 crashes in 2013, 36 crashes in 2014, 32 crashes in 2015, 41 crashes in 2016, and 33 crashes in 2017.

Table 7-34 presents a summary of the crash data for the intersection of SR 7 / US-441 and Oakes Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear-End with 71 (46.4%) crashes, Sideswipe with 29 (19.0%) crashes, Angle with 25 (16.3%) crashes, and Left-Turn with eight (5.2%) crashes. Based on crash severity, of the 153 crashes reported, there were three (2.0%) fatal crashes, 34 (22.2%) injury crashes, and 116 (75.8%) property damage only crashes only. There was a total of 42 (26.5%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 25 (16.3%) of the total crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There was one pedestrian crash and no bicycle crashes.

Table 7-34: Crash Statistics for SR 7 / US-441 at Oakes Road

SR 7 / US-441 at Oakes Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	8	19	16	19	9	71	14	46.4%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	2	7	1	5	10	25	5	16.3%
	Left Turn	0	1	2	2	3	8	2	5.2%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	1	4	8	9	7	29	6	19.0%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	1	0	1	0	0.7%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	1	1	2	0	4	1	2.6%
	Other Non Fixed Object Collisions	0	0	0	0	1	1	0	0.7%
	Non-Collisions	0	1	1	3	2	7	1	4.6%
	Others	0	3	3	0	1	7	1	4.6%
	Total Crashes	11	36	32	41	33	153	31	100.0%
SEVERITY	PDO Crashes	10	26	27	32	21	116	23	75.8%
	Injury Crashes	1	10	5	7	11	34	7	22.2%
	Fatal Crashes	0	0	0	2	1	3	1	2.0%
	Total Crashes	11	36	32	41	33	153	31	100.0%
LIGHTING CONDITIONS	Daylight	9	32	21	26	23	111	22	72.5%
	Dusk	0	0	1	1	2	4	1	2.6%
	Dawn	1	0	1	2	0	4	1	2.6%
	Dark	1	3	9	12	8	33	7	21.6%
	Unknown	0	1	0	0	0	1	0	0.7%
	Total Crashes	11	36	32	41	33	153	31	100.0%
SURFACE CONDITIONS	Dry	9	33	25	35	26	128	26	83.7%
	Wet	2	3	7	6	7	25	5	16.3%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	11	36	32	41	33	153	31	100.0%

Note: PDO = Property Damage Only

7.10 Crash Data Summary Westbound SR 84

The study segment along westbound SR 84 extends from Canal Drive to International Parkway and it is a state road within the study area. Table 7-35 presents a summary of the crash data for the westbound SR 84 corridor. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crashes reviewed, a total of 1,474 crashes were documented along westbound SR 84 from Canal Drive to International Parkway during the referenced five-year study period, including 279 crashes in 2013, 277 crashes in 2014, 288 crashes in 2015, 310 crashes in 2016, and 320 crashes in 2017. The total number of crashes on westbound SR 84 trended upwards between 2013 and 2017, with 15% more total crashes in 2017 than in 2013.

Based on the crash analysis, the predominant crash types were Rear End with 794 (53.9%), Sideswipe with 200 (13.6%), Fixed Object with 161 (10.9%), and Angle with 142 (9.6%). Based on crash severity, of the 1474 crashes reported five (0.3%) were fatal, 466 (31.6%) were injury, and 1003 (68.0%) were property damage only. There was a total of 407 (27.6%) night/dusk/dawn crashes which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 305 (20.7%) of the crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There were six pedestrian and six bicycle crashes.

Table 7-35: Crash Statistics for Westbound SR 84

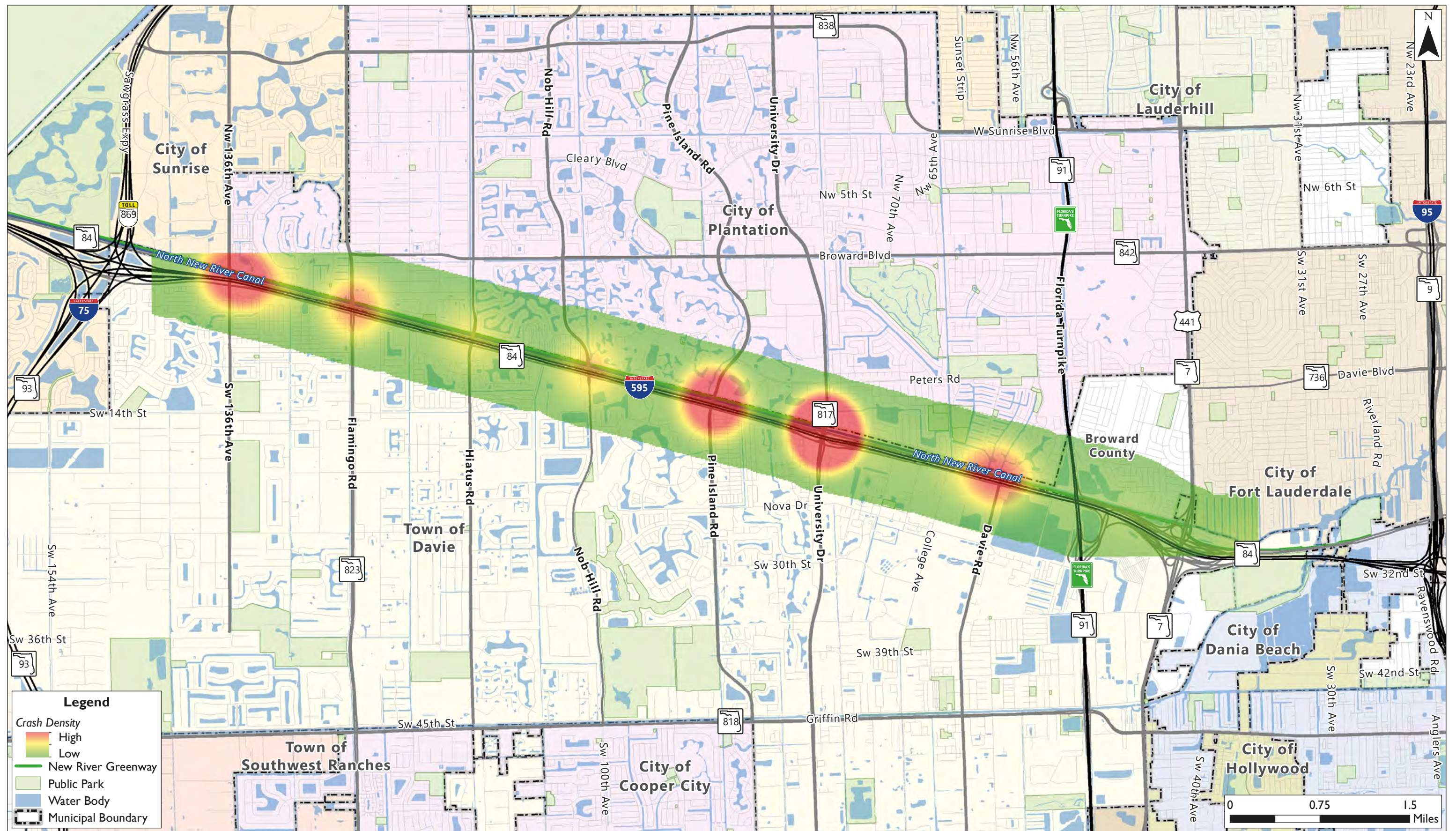
Westbound SR 84 from Canal Drive to International Parkway		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	153	151	154	169	167	794	159	53.9%
	Head On	0	0	0	0	1	1	0	0.1%
	Angle	26	28	24	32	32	142	28	9.6%
	Left Turn	3	2	3	4	5	17	3	1.2%
	Right Turn	4	4	5	4	1	18	4	1.2%
	Sideswipe	41	40	31	42	46	200	40	13.6%
	Backed Into	0	0	0	1	0	1	0	0.1%
	Pedestrian	1	1	2	1	1	6	1	0.4%
	Bicycle	0	1	0	2	3	6	1	0.4%
	Fixed Object	26	27	40	34	34	161	32	10.9%
	Other Non-Fixed Object Collisions	3	1	6	3	4	17	3	1.2%
	Non-Collisions	3	3	1	5	6	18	4	1.2%
	Others	19	19	22	13	20	93	19	6.3%
	Total Crashes	279	277	288	310	320	1474	295	100.0%
SEVERITY	PDO Crashes	192	196	203	203	209	1003	201	68.0%
	Injury Crashes	86	81	83	105	111	466	93	31.6%
	Fatal Crashes	1	0	2	2	0	5	1	0.3%
	Total Crashes	279	277	288	310	320	1474	295	100.0%
LIGHTING CONDITIONS	Daylight	197	201	223	213	233	1067	213	72.4%
	Dusk	6	5	5	10	11	37	7	2.5%
	Dawn	6	4	2	2	4	18	4	1.2%
	Dark	70	67	58	85	72	352	70	23.9%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	279	277	288	310	320	1474	295	100.0%
SURFACE CONDITIONS	Dry	239	203	224	245	258	1169	234	79.3%
	Wet	40	74	64	65	62	305	61	20.7%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	279	277	288	310	320	1474	295	100.0%

Note: PDO = Property Damage Only

7.10.1 Westbound SR 84 Hotspots

The crashes over the five-year period were plotted on GIS, and hotspots were identified along the segments, utilizing the kernel density function in GIS. Of the 1474 total crashes, 1119 occurred in the selected eight hotspots. Figure 7-10 shows a heat map of the segment along westbound SR 84. The hotspots identified are listed below:

- Westbound SR 84 at NW/SW 136th Avenue
- Westbound SR 84 at Flamingo Road (Summarized in Section 7.3)
- Westbound SR 84 at Hiatus Road
- Westbound SR 84 at Nob Hill Road
- Westbound SR 84 at Pine Island Road
- Westbound SR 84 at University Drive / SR 817 (Summarized in Section 7.3)
- Westbound SR 84 at Davie Road



7.10.1.1 Westbound SR 84 at NW/SW 136th Avenue

Based on the crashes reviewed, a total of 133 crashes were documented at the intersection of westbound SR 84 at NW/SW 136th Avenue during the referenced five-year study period, including 31 crashes in 2013, 24 crashes in 2014, 23 crashes in 2015, 26 crashes in 2016, and 29 crashes in 2017.

Table 7-36 presents a summary of the crash data for the intersection of westbound SR 84 and NW/SW 136th Avenue. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear-End with 78 (58.6%), Angle with 21 (15.8%), and Fixed-Object and Sideswipe both with 9 (6.8%) crashes. Based on Crash severity of the 133 crashes reported one (0.8%) was fatal, 44 (33.1%) were injury, and 88 (66.2%) were property damage only. There were a total of 35 (26.3%) night/dusk/dawn crashes which is lower than the district-wide average for all roadways of 30 percent. Based on road surface condition, 20 (15.0%) of the crashes reported occurred under wet/slippy pavement conditions, which is equal to the district-wide average for all roadways of 15 percent. There were two pedestrian and no bicycle crashes.

Table 7-36: Crash Statistics for Westbound SR 84 at NW/SW 136th Avenue

WestboundSR 84 at NW 136th Avenue		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	22	14	11	15	16	78	16	58.6%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	3	3	3	6	6	21	4	15.8%
	Left Turn	1	1	0	0	0	2	0	1.5%
	Right Turn	1	0	1	1	0	3	1	2.3%
	Sideswipe	2	1	1	1	4	9	2	6.8%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	1	1	0	0	2	0	1.5%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	1	2	3	2	1	9	2	6.8%
	Other Non-Fixed Object Collisions	0	0	1	0	0	1	0	0.8%
	Non-Collisions	0	0	0	0	1	1	0	0.8%
	Others	1	2	2	1	1	7	1	5.3%
	Total Crashes	31	24	23	26	29	133	27	100.0%
SEVERITY	PDO Crashes	21	15	17	17	18	88	18	66.2%
	Injury Crashes	10	9	5	9	11	44	9	33.1%
	Fatal Crashes	0	0	1	0	0	1	0	0.8%
	Total Crashes	31	24	23	26	29	133	27	100.0%
LIGHTING CONDITIONS	Daylight	26	18	20	16	18	98	20	73.7%
	Dusk	0	0	1	2	1	4	1	3.0%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	5	6	2	8	10	31	6	23.3%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	31	24	23	26	29	133	27	100.0%
SURFACE CONDITIONS	Dry	28	19	20	22	24	113	23	85.0%
	Wet	3	5	3	4	5	20	4	15.0%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	31	24	23	26	29	133	27	100.0%

Note: PDO = Property Damage Only

7.10.1.2 Westbound SR 84 at Hiatus Road

Based on the crashes reviewed, a total of 42 crashes were documented at the intersection of westbound SR 84 at Hiatus Road during the referenced five-year study period including 11 crashes in 2013, four crashes in 2014, five crashes in 2015, 11 crashes in 2016, and 11 crashes in 2017.

Table 7-37 presents a summary of the crash data for the intersection of westbound SR 84 and Hiatus Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear-End with 24 (57.1%), Fixed-Object and Others with (11.9%) each, and Angle with 4 (9.5%). Based on Crash severity of the 42 crashes reported there were no fatal crashes, 20 (47.6%) were injury, and 22 (52.4%) were property damage only crashes. There were a total of 11 (26.2%) night/dusk/dawn crashes which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, nine (21.4%) of the crashes reported occurred under wet/slippery pavement conditions, which is higher than the district-wide average for all roadways of 15 percent. There were no pedestrian and one bicycle crash.

Table 7-37: Crash Statistics for Westbound SR 84 at Hiatus Road

Westbound SR 84 at Hiatus Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	8	2	2	7	5	24	5	57.1%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	1	0	0	1	2	4	1	9.5%
	Left Turn	0	0	0	0	1	1	0	2.4%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	0	0	0	0	2	2	0	4.8%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	1	1	0	2.4%
	Fixed Object	0	0	2	3	0	5	1	11.9%
	Other Non-Fixed Object Collisions	0	0	1	0	0	1	0	2.4%
	Non-Collisions	0	0	0	0	0	0	0	0.0%
	Others	2	2	0	0	0	4	1	9.5%
	Total Crashes	11	4	5	11	11	42	8	100.0%
SEVERITY	PDO Crashes	6	3	2	5	6	22	4	52.4%
	Injury Crashes	5	1	3	6	5	20	4	47.6%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	11	4	5	11	11	42	8	100.0%
LIGHTING CONDITIONS	Daylight	8	3	4	8	8	31	6	73.8%
	Dusk	0	0	0	0	1	1	0	2.4%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	3	1	1	3	2	10	2	23.8%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	11	4	5	11	11	42	8	100.0%
SURFACE CONDITIONS	Dry	9	3	2	10	9	33	7	78.6%
	Wet	2	1	3	1	2	9	2	21.4%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	11	4	5	11	11	42	8	100.0%

Note: PDO = Property Damage Only

7.10.1.3 Westbound SR 84 at Nob Hill Road

Based on the crashes reviewed, a total of 71 crashes were documented at the intersection of westbound SR 84 and Nob Hill Road during the referenced five-year study period including 19 crashes in 2013, eight crashes in 2014, 18 crashes in 2015, 13 crashes in 2016, and 13 crashes in 2017.

Table 7-38 presents a summary of the crash data for the intersection of westbound SR 84 and Nob Hill Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear-End with 43 (60.6%) crashes, Sideswipe and Fixed Object with eight (11.3%), and Angle with six (8.5%) crashes. Based on crash severity of the 71 crashes reported there were no fatal crashes, 29 (40.8%) were injury, and 42 (59.2%) were property damage only crashes. There were a total of 27 (38.0%) night/dusk/dawn crashes which is higher than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 13 (18.3%) of the crashes reported occurred under wet/slippery pavement conditions, which is higher than the district-wide average for all roadways of 15 percent. There were no pedestrian crashes, but one bicyclist crash occurred.

Table 7-38: Crash Statistics for Westbound SR 84 at Nob Hill Road

Westbound SR 84 at Nob Hill Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	10	6	13	6	8	43	9	60.6%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	2	0	0	2	2	6	1	8.5%
	Left Turn	2	0	0	0	0	2	0	2.8%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	2	0	1	2	3	8	2	11.3%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	1	0	1	0	1.4%
	Fixed Object	2	1	3	2	0	8	2	11.3%
	Other Non-Fixed Object Collisions	1	0	0	0	0	1	0	1.4%
	Non-Collisions	0	0	0	0	0	0	0	0.0%
	Others	0	1	1	0	0	2	0	2.8%
	Total Crashes	19	8	18	13	13	71	14	100.0%
SEVERITY	PDO Crashes	12	5	11	7	7	42	8	59.2%
	Injury Crashes	7	3	7	6	6	29	6	40.8%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	19	8	18	13	13	71	14	100.0%
LIGHTING CONDITIONS	Daylight	14	4	11	8	7	44	9	62.0%
	Dusk	0	0	0	0	1	1	0	1.4%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	5	4	7	5	5	26	5	36.6%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	19	8	18	13	13	71	14	100.0%
SURFACE CONDITIONS	Dry	17	4	15	10	12	58	12	81.7%
	Wet	2	4	3	3	1	13	3	18.3%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	19	8	18	13	13	71	14	100.0%

Note: PDO = Property Damage Only

7.10.1.4 Westbound SR 84 at Pine Island Road

Based on the crashes reviewed, a total of 162 crashes were documented at the intersection of westbound SR 84 and Pine Island Road during the referenced five-year study period including 27 crashes in 2013, 22 crashes in 2014, 34 crashes in 2015, 36 crashes in 2016, and 43 crashes in 2017.

Table 7-39 presents a summary of the crash data for the intersection of westbound SR 84 and Pine Island Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear-End with 90 (55.6%) crashes, Sideswipe with 27 (16.7%), Angle with 20 (12.3%), and Others with 10 (6.2%) cashes. Based on Crash severity of the 162 crashes reported there were no fatal, 51 (31.5%) were injury, and 111 (68.5%) were property damage only crashes. There was a total of 61 (37.7.0%) night/dusk/dawn crashes which is higher than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 19 (11.7%) of the crashes reported occurred under wet/slippery pavement conditions, which is lower than the district-wide average for all roadways of 15 percent. There were no pedestrian crashes, but one bicyclist crash occurred.

Table 7-39: Crash Statistics for Westbound SR 84 at Pine Island Road

WestboundSR 84 at Pine Island Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	15	12	20	21	22	90	18	55.6%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	2	4	4	4	6	20	4	12.3%
	Left Turn	0	0	1	0	3	4	1	2.5%
	Right Turn	0	0	1	0	0	1	0	0.6%
	Sideswipe	6	4	4	6	7	27	5	16.7%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	1	1	0	0.6%
	Fixed Object	0	0	2	2	1	5	1	3.1%
	Other Non-Fixed Object Collisions	0	0	0	2	0	2	0	1.2%
	Non-Collisions	1	0	0	0	1	2	0	1.2%
	Others	3	2	2	1	2	10	2	6.2%
	Total Crashes	27	22	34	36	43	162	32	100.0%
SEVERITY	PDO Crashes	20	12	25	27	27	111	22	68.5%
	Injury Crashes	7	10	9	9	16	51	10	31.5%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	27	22	34	36	43	162	32	100.0%
LIGHTING CONDITIONS	Daylight	16	14	24	18	29	101	20	62.3%
	Dusk	1	1	1	2	1	6	1	3.7%
	Dawn	2	0	0	1	2	5	1	3.1%
	Dark	8	7	9	15	11	50	10	30.9%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	27	22	34	36	43	162	32	100.0%
SURFACE CONDITIONS	Dry	24	19	31	31	38	143	29	88.3%
	Wet	3	3	3	5	5	19	4	11.7%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	27	22	34	36	43	162	32	100.0%

Note: PDO = Property Damage Only

7.10.1.5 Westbound SR 84 at Davie Road

Based on the crashes reviewed, a total of 221 crashes were documented at the intersection of westbound SR 84 and Davie Road during the referenced five-year study period including 20 crashes in 2013, 39 crashes in 2014, 58 crashes in 2015, 45 crashes in 2016, and 59 crashes in 2017.

Table 7-40 presents a summary of the crash data for the intersection of westbound SR 84 and Davie Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 76 (34.4%) crashes, Sideswipe with 48 (21.7%), Others with 32 (14.5%), and Fixed Object with 31 (14.0%). Based on Crash severity of the 221 crashes reported there were two (0.9%) fatal crashes, 60 (27.1%) were injury, and 159 (71.9%) were property damage only crashes. There were a total of 62 (28.1%) night/dusk/dawn crashes which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 60 (27.1%) of the crashes reported occurred under wet/slippery pavement conditions, which is higher than the district-wide average for all roadways of 15 percent. There were no pedestrian or bicycle crashes.

Table 7-40: Crash Statistics for Westbound SR 84 at Davie Road

Westbound SR 84 at Davie Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	3	13	16	19	25	76	15	34.4%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	1	4	10	4	6	25	5	11.3%
	Left Turn	0	0	2	1	0	3	1	1.4%
	Right Turn	0	0	1	0	0	1	0	0.5%
	Sideswipe	9	12	12	8	7	48	10	21.7%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	2	3	9	7	10	31	6	14.0%
	Other Non-Fixed Object Collisions	0	0	1	1	1	3	1	1.4%
	Non-Collisions	0	0	0	1	1	2	0	0.9%
	Others	5	7	7	4	9	32	6	14.5%
	Total Crashes	20	39	58	45	59	221	44	100.0%
SEVERITY	PDO Crashes	17	30	43	28	41	159	32	71.9%
	Injury Crashes	2	9	15	16	18	60	12	27.1%
	Fatal Crashes	1	0	0	1	0	2	0	0.9%
	Total Crashes	20	39	58	45	59	221	44	100.0%
LIGHTING CONDITIONS	Daylight	14	27	45	28	41	155	31	70.1%
	Dusk	0	1	0	3	1	5	1	2.3%
	Dawn	2	1	0	0	1	4	1	1.8%
	Dark	4	10	13	14	16	57	11	25.8%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	20	39	58	45	59	221	44	100.0%
SURFACE CONDITIONS	Dry	19	30	41	31	40	161	32	72.9%
	Wet	1	9	17	14	19	60	12	27.1%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	20	39	58	45	59	221	44	100.0%

Note: PDO = Property Damage Only

7.11 Crash Data Summary Eastbound SR 84

The study segment along eastbound SR 84 extends from SW 148th Avenue to Canal Drive and it is a state road within the study area. Table 7-41 presents a summary of the crash data for the eastbound SR 84 corridor. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crashes reviewed, a total of 2,553 crashes were documented along eastbound SR 84 from SW 148th Avenue to Canal Drive during the referenced five-year study period, including 371 crashes in 2013, 571 crashes in 2014, 557 crashes in 2015, 580 crashes in 2016, and 474 crashes in 2017. From 2013 to 2014, the total number of crashes on eastbound SR 84 significantly increased by an additional 200 crashes. Year 2015 total crashes were slightly less than total crashes in 2014, but total crashes increased from 2015 to 2016, then decreased from 2016 to 2017. The average number of total crashes per year on the eastbound SR 84 study segment, between 2013 and 2017, is 511 crashes per year.

Based on the crash analysis, the predominant crash types were Rear End with 1415 (55.4%), Sideswipe with 359 (14.1%), Angle with 292 (11.4%), and Fixed Object with 198 (7.8%) crashes. Based on crash severity, of the 2553 crashes reported 4 (0.2%) were fatal, 571 (22.4%) were injury, and 1978 (77.5%) were property damage only. There were a total of 575 (22.5%) night/dusk/dawn crashes which is lower than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 495 (19.4%) of the crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There were 15 pedestrian and 26 bicycle crashes.

Table 7-41: Crash Statistics for Eastbound SR 84

Eastbound SR 84		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	197	318	311	341	248	1415	283	55.4%
	Head On	0	1	0	0	1	2	0	0.1%
	Angle	37	60	54	72	69	292	58	11.4%
	Left Turn	5	4	1	2	3	15	3	0.6%
	Right Turn	5	9	5	7	7	33	7	1.3%
	Sideswipe	70	70	74	70	75	359	72	14.1%
	Backed Into	1	0	1	0	1	3	1	0.1%
	Pedestrian	3	3	5	2	2	15	3	0.6%
	Bicycle	5	8	8	3	2	26	5	1.0%
	Fixed Object	18	50	55	46	29	198	40	7.8%
	Other Non-Fixed Object Collisions	5	7	3	3	0	18	4	0.7%
	Non-Collisions	7	13	14	8	5	47	9	1.8%
	Others	18	28	26	26	32	130	26	5.1%
	Total Crashes	371	571	557	580	474	2553	511	100.0%
SEVERITY	PDO Crashes	284	436	439	449	370	1978	396	77.5%
	Injury Crashes	86	134	117	130	104	571	114	22.4%
	Fatal Crashes	1	1	1	1	0	4	1	0.2%
	Total Crashes	371	571	557	580	474	2553	511	100.0%
LIGHTING CONDITIONS	Daylight	277	411	412	442	358	1900	380	74.4%
	Dusk	11	22	28	23	20	104	21	4.1%
	Dawn	9	5	7	10	7	38	8	1.5%
	Dark	73	129	110	102	89	503	101	19.7%
	Unknown	1	4	0	3	0	8	2	0.3%
	Total Crashes	371	571	557	580	474	2553	511	100.0%
SURFACE CONDITIONS	Dry	316	464	442	459	368	2049	410	80.3%
	Wet	54	103	115	117	106	495	99	19.4%
	Others	1	4	0	4	0	9	2	0.4%
	Total Crashes	371	571	557	580	474	2553	511	100.0%

Note: PDO = Property Damage Only

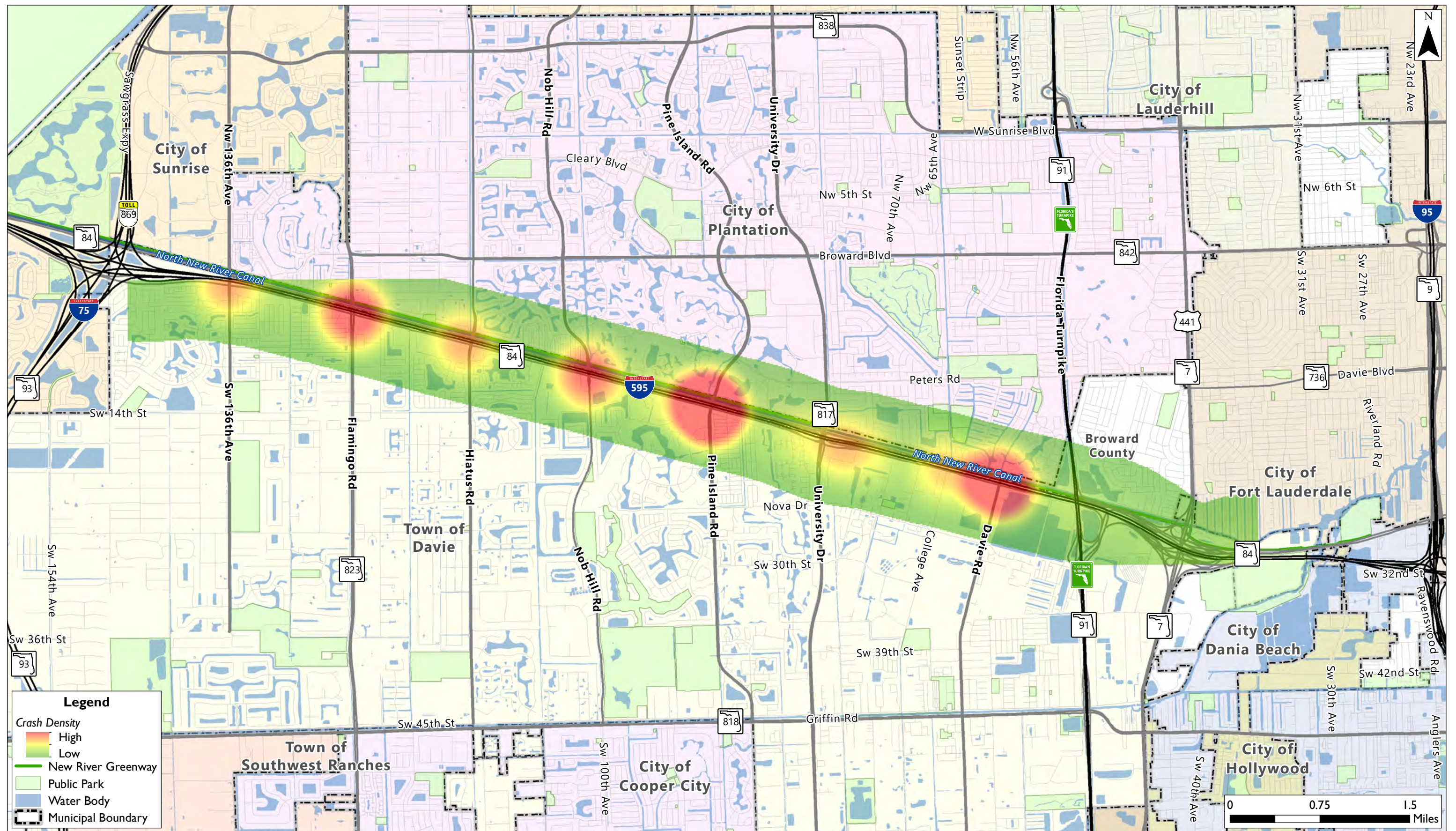
7.11.1 Eastbound SR 84 Hotspots

The crashes over the five-year study period were plotted on GIS, and hotspots were identified along the segments utilizing the kernel density function in GIS. Of the 2553 crashes, 1771 occurred in the selected three hotspots. Figure 7-11 shows a heat map of the segment along eastbound SR 84. The hotspots identified are listed below:

- Eastbound SR 84 at NW/SW 136th Avenue
- Eastbound SR 84 at Flamingo Road (Summarized in Section 7.3)
- Eastbound SR 84 at Hiatus Road
- Eastbound SR 84 at Nob Hill Road
- Eastbound SR 84 at Pine Island Road
- Eastbound SR 84 at University Drive / SR 817 (Summarized in Section 7.7)
- Eastbound SR 84 at Davie Road

Based on a review of the five years of FDOT high crash location lists, the following location was identified as a high crash location for three or more years. Therefore, crash data for this location is also summarized herein.

- Eastbound SR 84 at SW 75th Avenue



7.11.1.1 Eastbound SR 84 at NW/SW 136th Avenue

Based on the crashes reviewed, a total of 140 crashes were documented at the intersection of eastbound SR 84 at NW/SW 136th Avenue during the referenced five-year study period, including 22 crashes in 2013, 23 crashes in 2014, 27 crashes in 2015, 38 crashes in 2016, and 40 crashes in 2017.

Table 7-42 presents a summary of the crash data for the intersection of eastbound SR 84 and NW/SW 136th Avenue. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear-End with 92 (65.7%), Angle with 20 (14.3%), Sideswipe with 12 (8.6%), and Others with 5 (3.6%) crashes. Based on crash severity, of the 140 crashes reported, none were fatal, 23 (16.4%) were injury, and 117 (83.6%) were property damage only. There was a total of 40 (28.6%) night/dusk/dawn crashes which is lower than the district-wide average for all roadways of 30 percent. Based on road surface condition, 23 (16.4%) of the crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There was one pedestrian and one bicycle crash.

Table 7-42: Crash Statistics for Eastbound SR 84 at NW/SW 136th Avenue

Eastbound SR 84 at SW 136th Avenue		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	11	16	14	30	21	92	18	65.7%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	3	2	1	3	11	20	4	14.3%
	Left Turn	1	0	0	1	1	3	1	2.1%
	Right Turn	0	0	0	0	1	1	0	0.7%
	Sideswipe	3	3	1	2	3	12	2	8.6%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	1	1	0	0.7%
	Bicycle	1	0	0	0	0	1	0	0.7%
	Fixed Object	0	1	0	1	1	3	1	2.1%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	1	0	1	0	0	2	0	1.4%
	Others	2	1	0	1	1	5	1	3.6%
	Total Crashes	22	23	17	38	40	140	28	100.0%
SEVERITY	PDO Crashes	20	16	16	32	33	117	23	83.6%
	Injury Crashes	2	7	1	6	7	23	5	16.4%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	22	23	17	38	40	140	28	100.0%
LIGHTING CONDITIONS	Daylight	16	18	11	25	30	100	20	71.4%
	Dusk	0	2	1	3	1	7	1	5.0%
	Dawn	1	0	1	0	2	4	1	2.9%
	Dark	5	2	4	10	7	28	6	20.0%
	Unknown	0	1	0	0	0	1	0	0.7%
	Total Crashes	22	23	17	38	40	140	28	100.0%
SURFACE CONDITIONS	Dry	19	19	13	33	32	116	23	82.9%
	Wet	3	3	4	5	8	23	5	16.4%
	Others	0	1	0	0	0	1	0	0.7%
	Total Crashes	22	23	17	38	40	140	28	100.0%

Note: PDO = Property Damage Only

7.11.1.2 Eastbound SR 84 at Hiatus Road

Based on the crashes reviewed, a total of 119 crashes were documented at the intersection of eastbound SR 84 at Hiatus Road during the referenced five-year study period, including 22 crashes in 2013, 29 crashes in 2014, 30 crashes in 2015, 21 crashes in 2016, and 17 crashes in 2017.

Table 7-43 presents a summary of the crash data for the intersection of eastbound SR 84 and Hiatus Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 66 (55.5%), Angle with 23 (19.3%), Sideswipe with 13 (10.9%), and Fixed-Object with seven (5.9%) crashes. Based on crash severity, of the 119 crashes reported, none were fatal, 27 (22.7%) were injury, and 117 (83.6%) were property damage only. There was a total of 43 (36.1%) night/dusk/dawn crashes which is higher than the district-wide average for all roadways of 30 percent. Based on road surface conditions, 20 (16.8%) of the crashes reported occurred under wet/slippy pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There were no pedestrian or bicyclist crashes.

Table 7-43: Crash Statistics for Eastbound SR 84 at Hiatus Road

Eastbound SR 84 at Hiatus Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	11	17	18	11	9	66	13	55.5%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	2	2	9	7	3	23	5	19.3%
	Left Turn	0	1	0	0	0	1	0	0.8%
	Right Turn	0	2	0	1	0	3	1	2.5%
	Sideswipe	4	4	2	1	2	13	3	10.9%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	1	2	1	1	2	7	1	5.9%
	Other Non-Fixed Object Collisions	1	1	0	0	0	2	0	1.7%
	Non-Collisions	1	0	0	0	0	1	0	0.8%
	Others	2	0	0	0	1	3	1	2.5%
	Total Crashes	22	29	30	21	17	119	24	100.0%
SEVERITY	PDO Crashes	17	22	25	14	14	92	18	77.3%
	Injury Crashes	5	7	5	7	3	27	5	22.7%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	22	29	30	21	17	119	24	100.0%
LIGHTING CONDITIONS	Daylight	13	22	16	13	12	76	15	63.9%
	Dusk	1	0	3	0	0	4	1	3.4%
	Dawn	0	1	0	1	0	2	0	1.7%
	Dark	8	6	11	7	5	37	7	31.1%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	22	29	30	21	17	119	24	100.0%
SURFACE CONDITIONS	Dry	17	25	25	19	13	99	20	83.2%
	Wet	5	4	5	2	4	20	4	16.8%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	22	29	30	21	17	119	24	100.0%

Note: PDO = Property Damage Only

7.11.1.3 Eastbound SR 84 Eastbound at Nob Hill Road

Based on the crashes reviewed, a total of 185 crashes were documented at the intersection of eastbound SR 84 at Nob Hill Road during the referenced five-year study period, including 27 crashes in 2013, 38 crashes in 2014, 46 crashes in 2015, 42 crashes in 2016, and 32 crashes in 2017.

Table 7-44 presents a summary of the crash data for the intersection of eastbound SR 84 and Nob Hill Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 132 (71.4%), Sideswipe with 24 (13.0%), Angle with 16 (8.6%) crashes, and Fixed-Object with seven (3.8%). Based on crash severity, of the 185 crashes reported, none were fatal, 30 (16.2%) were injury, and 155 (83.8%) were property damage only. There were a total of 39 (21.1%) night/dusk/dawn crashes which is lower than the district-wide average for all roadways of 30 percent. Based on road surface condition, 32 (17.3%) of the crashes reported occurred under wet/slippery pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There was one pedestrian and one bicycle crash.

Table 7-44: Crash Statistics for Eastbound SR 84 at Nob Hill Road

Eastbound SR 84 at Nob Hill Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	17	26	36	32	21	132	26	71.4%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	1	4	3	2	6	16	3	8.6%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	8	5	3	4	4	24	5	13.0%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	1	0	0	0	1	0	0.5%
	Bicycle	0	0	1	0	0	1	0	0.5%
	Fixed Object	1	2	1	3	0	7	1	3.8%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	0	0	1	1	0	2	0	1.1%
	Others	0	0	1	0	1	2	0	1.1%
	Total Crashes	27	38	46	42	32	185	37	100.0%
SEVERITY	PDO Crashes	23	34	38	37	23	155	31	83.8%
	Injury Crashes	4	4	8	5	9	30	6	16.2%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	27	38	46	42	32	185	37	100.0%
LIGHTING CONDITIONS	Daylight	20	29	37	35	25	146	29	78.9%
	Dusk	1	1	2	0	0	4	1	2.2%
	Dawn	1	0	1	0	1	3	1	1.6%
	Dark	5	8	6	7	6	32	6	17.3%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	27	38	46	42	32	185	37	100.0%
SURFACE CONDITIONS	Dry	24	31	40	30	28	153	31	82.7%
	Wet	3	7	6	12	4	32	6	17.3%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	27	38	46	42	32	185	37	100.0%

Note: PDO = Property Damage Only

7.11.1.4 Eastbound SR 84 at Pine Island Road

Based on the crashes reviewed, a total of 319 crashes were documented at the intersection of eastbound SR 84 at Pine Island Road during the referenced five-year study period, including 58 crashes in 2013, 75 crashes in 2014, 58 crashes in 2015, 68 crashes in 2016, and 56 crashes in 2017.

Table 7-45 presents a summary of the crash data for the intersection of eastbound SR 84 and Pine Island Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with 194 (60.8%), Angle with 49 (15.4%), Sideswipe with 48 (15.0%), and Others with 12 (3.85) crashes. Based on crash severity, of the 319 crashes reported, none were fatal, 73 (22.8%) were injury, and 246 (77.1%) were property damage only. There was a total of 84 (26.3%) night/dusk/dawn crashes which is lower than the district-wide average for all roadways of 30 percent. Based on road surface condition, 49 (15.5%) of the crashes reported occurred under wet/slippy pavement conditions which is slightly higher than the district-wide average for all roadways of 15 percent. There were three pedestrian and no bicycle crashes.

Table 7-45: Crash Statistics for Eastbound SR 84 at Pine Island Road

Eastbound SR 84 at Pine Island Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	32	45	41	43	33	194	39	60.8%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	10	13	5	11	10	49	10	15.4%
	Left Turn	0	1	0	0	0	1	0	0.3%
	Right Turn	0	0	0	1	0	1	0	0.3%
	Sideswipe	13	14	8	4	9	48	10	15.0%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	2	1	0	0	0	3	1	0.9%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	1	0	3	1	5	1	1.6%
	Other Non-Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Non-Collisions	0	0	3	2	1	6	1	1.9%
	Others	1	4	1	4	2	12	2	3.8%
	Total Crashes	58	79	58	68	56	319	64	100.0%
	SEVERITY	PDO Crashes	43	65	42	54	42	246	49
Injury Crashes		15	14	16	14	14	73	15	22.9%
Fatal Crashes		0	0	0	0	0	0	0	0.0%
Total Crashes		58	79	58	68	56	319	64	100.0%
LIGHTING CONDITIONS	Daylight	42	53	43	57	40	235	47	73.7%
	Dusk	1	8	1	5	1	16	3	5.0%
	Dawn	1	2	1	1	1	6	1	1.9%
	Dark	14	16	13	5	14	62	12	19.4%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total Crashes	58	79	58	68	56	319	64	100.0%
SURFACE CONDITIONS	Dry	51	67	48	56	48	270	54	84.6%
	Wet	7	12	10	12	8	49	10	15.4%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	58	79	58	68	56	319	64	100.0%

Note: PDO = Property Damage Only

7.11.1.5 Eastbound SR 84 at Davie Road

Based on the crashes reviewed, a total of 254 crashes were documented at the intersection of eastbound SR 84 at Davie Road during the referenced five-year study period, including 31 crashes in 2013, 55 crashes in 2014, 46 crashes in 2015, 68 crashes in 2016, and 54 crashes in 2017.

Table 7-46 presents a summary of the crash data for the intersection of eastbound SR 84 and Davie Road. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear-End with 115 (45.3%), Sideswipe with 57 (22.4%), Angle with 42 (16.5%) crashes, and Others with 16 (6.3%) crashes. Based on crash severity, of the 115 crashes reported, none were fatal, 44 (17.3%) were injury, and 210 (82.7%) were property damage only. There were a total of 56 (22.0%) night/dusk/dawn crashes which is lower than the district-wide average for all roadways of 30 percent. Based on road surface condition, 43 (16.9%) of the crashes reported occurred under wet/slippy pavement conditions which is higher than the district-wide average for all roadways of 15 percent. There were three pedestrian and no bicycle crashes.

Table 7-46: Crash Statistics for Eastbound SR 84 at Davie Road

Eastbound SR 84 at Davie Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	18	24	23	28	22	115	23	45.3%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	2	7	8	14	11	42	8	16.5%
	Left Turn	1	0	0	0	1	2	0	0.8%
	Right Turn	1	2	2	0	0	5	1	2.0%
	Sideswipe	7	12	5	18	15	57	11	22.4%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	1	3	4	3	0	11	2	4.3%
	Other Non-Fixed Object Collisions	0	0	1	0	0	1	0	0.4%
	Non-Collisions	1	3	1	0	0	5	1	2.0%
	Others	0	4	2	5	5	16	3	6.3%
	Total Crashes	31	55	46	68	54	254	51	100.0%
	SEVERITY	PDO Crashes	23	47	38	58	44	210	42
Injury Crashes		8	8	8	10	10	44	9	17.3%
Fatal Crashes		0	0	0	0	0	0	0	0.0%
Total Crashes		31	55	46	68	54	254	51	100.0%
LIGHTING CONDITIONS	Daylight	24	39	37	56	42	198	40	78.0%
	Dusk	2	3	1	2	3	11	2	4.3%
	Dawn	0	1	0	1	0	2	0	0.8%
	Dark	5	11	8	9	9	42	8	16.5%
	Unknown	0	1	0	0	0	1	0	0.4%
	Total Crashes	31	55	46	68	54	254	51	100.0%
SURFACE CONDITIONS	Dry	29	49	32	58	42	210	42	82.7%
	Wet	2	5	14	10	12	43	9	16.9%
	Others	0	1	0	0	0	1	0	0.4%
	Total Crashes	31	55	46	68	54	254	51	100.0%

Note: PDO = Property Damage Only

7.11.1.6 Eastbound SR 84 at SW 75th Avenue

According to the FDOT 2017 High Crash List, the eastbound SR 84 at SW 75th Avenue intersection was a high crash location. A total of 91 crashes were documented at the intersection during the referenced five-year study period. This includes two crashes in 2013, 13 crashes in 2014, 26 crashes in 2015, 23 crashes in 2016, and 27 crashes in 2017.

Table 7-47 presents a summary of the crash data for the intersection of eastbound SR 84 and SW 75th Avenue. The data presented in the table shows number of crashes by year, total 5-year total crashes, mean crashes per year, and percentage of crashes by type of crash, severity, lighting conditions, and surface conditions to help identify potential causes.

Based on the crash analysis, the predominant crash types were Rear End with Rear-End with 63 (69.2%) crashes, Angle with nine (12.7%) crashes, Angle with eight (8.8%) crashes, and Others with four (4.4%) crashes. Based on crash severity, of the 91 crashes reported, there were no fatal crashes, 16 (17.6%) were injury crashes, and 75 (82.4%) were property damage only crashes. There was a total of 17 (18.7%) night/dusk/dawn crashes reported which is lower than the district-wide average for all roadways of 30 percent. Based on roadway surface conditions, 12 (13.2%) of the total crashes reported occurred under wet/slippery pavement conditions, which is significantly higher than the district-wide average for all roadway of 15 percent. There were no pedestrian and two bicycle crashes.

Table 7-47: Crash Statistics for Eastbound SR 84 at SW 75th Avenue

Eastbound SR 84 at SW 75th Avenue		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2013	2014	2015	2016	2017			
CRASH TYPE	Rear End	2	10	17	16	18	63	13	69.2%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	2	0	1	5	8	2	8.8%
	Left Turn	0	0	0	1	0	1	0	1.1%
	Right Turn	0	0	0	1	0	1	0	1.1%
	Sideswipe	0	0	4	1	2	7	1	7.7%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	2	0	0	2	0	2.2%
	Fixed Object	0	1	0	2	1	4	1	4.4%
	Other Non-Fixed Object Collisions	0	0	1	0	0	1	0	1.1%
	Non-Collisions	0	0	0	0	0	0	0	0.0%
	Others	0	0	2	1	1	4	1	4.4%
	Total Crashes	2	13	26	23	27	91	18	100.0%
SEVERITY	PDO Crashes	2	11	23	18	21	75	15	82.4%
	Injury Crashes	0	2	3	5	6	16	3	17.6%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Total Crashes	2	13	26	23	27	91	18	100.0%
LIGHTING CONDITIONS	Daylight	2	10	22	17	23	74	15	81.3%
	Dusk	0	1	2	2	0	5	1	5.5%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	0	2	2	3	4	11	2	12.1%
	Unknown	0	0	0	1	0	1	0	1.1%
	Total Crashes	2	13	26	23	27	91	18	100.0%
SURFACE CONDITIONS	Dry	2	10	21	20	25	78	16	85.7%
	Wet	0	3	5	2	2	12	2	13.2%
	Others	0	0	0	1	0	1	0	1.1%
	Total Crashes	2	13	26	23	27	91	18	100.0%

Note: PDO = Property Damage Only

8. INITIAL STAKEHOLDER OUTREACH

A series of initial stakeholder meetings were held in December 2019, January 2020, and February 2020, in which the study team met with key stakeholders including Broward County, Town of Davie, City of Sunrise, City of Plantation, and City of Ft. Lauderdale staff. The purpose of the meetings was to provide a project overview, discuss transportation problems and potential solutions within the study area, and gather pertinent data and information. Below is a summary of the key issues that were raised during each of the initial stakeholder meetings. These issues are helping to guide the study team to ensure stakeholder concerns are addressed.

Meeting with Broward County Highway Construction and Engineering Division

A meeting was held on December 10, 2019 with staff from the Highway Construction and Engineering Office. The following key issues were discussed.

- Need for widening Pine Island Road underneath the I-595 bridge. North and south of SR 84/I-595 there are 6 lanes on Pine Island Road, but only 4 through lanes underneath the I-595 bridge.
- Consider adding a “slip ramp” connecting southbound Pine Island Road to westbound SR 84 so traffic can avoid the intersection at SR 84 and Pine Island Road.
- Consider an elevated crossing for the New River Greenway over Pine Island Road and Flamingo Road on the north side of the canal.
- Consider surrogate signals for improving operations and reducing conflicts at greenway crossings.

Meeting with Town of Davie

A meeting was held on December 13, 2019 with staff from the Town of Davie. The following key issues were discussed.

- The Town commented that intersection improvements and advanced signal control systems alone won’t be enough to solve the traffic problems they currently face.
- The importance of connections across and between neighboring municipalities is paramount.
- Major traffic problems which need to be addressed currently exist at the following locations:
 - SR 84 at University Drive / SR 817
 - Nob Hill and 101st Road at the Burger King (blocks fire/rescue access)
 - Davie Road and Reese Road
- The Town would like the following to be considered as part of the study:
 - A new ramp connecting northbound University Drive / SR 817 with eastbound I-595
 - A new ramp connecting southbound University Drive / SR 817 with westbound I-595
 - A new flyover connecting southbound 136th Avenue to eastbound SR 84
- Safety concerns:
 - More stacking space is needed at Davie Road and SR 84. Cars returning to Davie during peak hours sometimes backup onto I-595.
 - Weaving on SR 84 is an issue where one lane feeds into SR 84 and one lane goes to I-595.
 - Response time to crashes along I-595 and SR 84 has significantly increased as a result of the I-595 Express Lane project.
- Better direct access is needed for the truck stop facility at I-595 and US-441.

- Consider improving transit as a necessary part of future recommendations.
- The Town recommended that public outreach for this effort to manage public expectations by making it clear that this is a planning study that will recommend improvements.

Meeting with City of Sunrise

A meeting was held on January 7, 2020 with staff from the City of Sunrise. The following key issues were discussed.

- Roadway improvements at the following locations:
 - The City desires a flyover for southbound 136th Avenue to eastbound I-595.
 - Better access for the Sawgrass International Corporate Park to/from I-75 and Sawgrass Expressway. NW/SW 136th Avenue is very congested and there is no direct route for accessing I-75 and Sawgrass Expressway.
 - Lack of connectivity from City of Weston to north on Sawgrass Expressway should be addressed.
- Diverted trips:
 - (a) Today drivers go south on 136th Avenue, west on SR 84, and make a U-turn to go east on SR 84 to access I-75.
 - (b) People also use 8th Street to access SR 84/I-595 via Flamingo Road. Study team needs to consider diverted trips on 8th Street to access Flamingo Road. This may be happening even more now, since 136th Avenue is under construction.
- Bicycle, pedestrian, and greenway improvements are a high priority for the City. The City and MPO are emphasizing closing the gaps for bicycle and pedestrian facilities. The City would like bicycle lanes on Flamingo Road and on 136th Avenue.

- Safety concerns at the following locations:
 - Traveling west on SR 84 there is a bridge over the canal east of 136th Avenue that connects a local road to westbound SR 84, which may have concerns related to sight distance.

Meeting with City of Plantation

A meeting was held on January 28, 2020 with the Mayor and staff from the City of Plantation. The following key issues were discussed.

- The proposed new Midtown Bridge and parallel reliever corridor through Midtown is a top priority for the City. The study team must provide traffic information to the City as soon as possible for the Midtown Bridge PD&E Study that will be advertised by the City.
- There are significant driver behavior and roadway safety concerns related to congestion throughout the study limits and especially on University Drive / SR 817.
- Buffered bike lanes are needed along arterials.
- Roadway improvements at the following locations:
 - Consider a new northbound ramp from westbound I-595 at University Drive / SR 817
 - Pine Island Road at SR 84 needs improvement
- Consider how to facilitate 5G in order to accommodate future autonomous vehicles in Midtown.
- Consider using “Do Not Block Intersection” signs or pavement markings where necessary.
- Traffic congestion in and around the Whole Foods supermarket in Town of Davie is an issue.
- Adaptive signal control is important.

Meeting with City of Fort Lauderdale

A meeting was held on February 12, 2020 with staff from the City of Ft. Lauderdale. The following key issues were discussed.

- Improve connectivity to westbound I-595 from City of Ft. Lauderdale between US-1 and Davie Road.
- Look at improving signal timings along University Drive / SR 817.
- Improve New River Greenway connectivity across I-95 and investigate County Greenway Plans.
- Provide bus shelters at non-shaded bus stops.
- Bike Ped improvements at the following locations:
 - Add separated bike lanes and sidewalks along SR 7 / US-441.
 - Improve safety for pedestrians crossing on SR 84 between I-95 and 20th Street.

Meeting with Broward County Transit Division

A meeting was held on February 21, 2020 with staff from the Transit Division. The following key issues were discussed.

- The biggest concern is traffic congestion on roads. It is very congested on the following roads which impacts on-time performance of busses:
 - University Drive / SR 817 between Broward Boulevard and I-595,
 - SR 7 / US-441 near the I-595 interchange, and
 - Davie Road south of I-595.
- Transit signal priority is preferred on SR 7 / US-441.

- Right-of-way is needed to improve many bus stops. Level of bus stop improvements should be based on ridership. County expects funding will be available for bus stop shelters.
- Premium transit is planned along University Drive / SR 817 and SR 7 / US-441.
- They expect that transit signal priority will be implemented with Bus Rapid Transit during the peak periods and in the peak direction, not for local routes.
- New community shuttle routes will be implemented in City of Plantation in FY 2020.
- Express lanes along I-595 and I-75 still important for running express busses in them, but would like more access to/from express lanes on I-595.

Meeting with Broward County Planning and Development Management Division

A meeting was held on February 25, 2020 with staff from the Planning and Development Management Division. The following key issues were discussed.

- A critical goal for the study should be safety.
- The County is working toward building a greenway network, and they are working on a Greenway Master Plan update. Improvements for the greenway should be closely coordinated.
- Consider improvements to close the gap in the New River Greenway between University Drive / SR 817 and Davie Road. Explore possibility of continuing it along the north side of the canal bank.
- Improvements for the New River Greenway at I-95 and SR 84 are desired.
- Surrogate signals for New River Greenway crossings are desired by the County.
- Grade separated crossings for the New River Greenway should be considered.
- The County is looking for a permanent transit terminal to replace stop near the BB&T center and mall in City of Sunrise.

Meeting with Broward County Traffic Engineering Division

A meeting was held on February 25, 2020 with staff from the Traffic Engineering Division. The following key issues were discussed.

- Traffic congestion continues to be a significant issue at the following locations:
 - University Drive / SR 817 south of I-595.
 - Southbound 136th Avenue at SR 84.
 - Davie Road south of I-595 and at the Reese Road signal. There is a need for more northbound capacity on Davie Road to I-595. A direct driveway connection between SR 84 and Reese Road was suggested to help alleviate traffic on Davie Road.
- Pedestrian and bicycle crossings cause delay at signalized intersections. Most issues occur during school discharge times. This happens at the following locations:
 - Davie Road south of I-595
 - Hiatus Road at Broward Boulevard
- Adaptive traffic signal control is being installed on the first of three corridors: University Drive / SR 817, Broward Boulevard, and SR 7 / US-441.
- Effectiveness of Traffic Signal Priority (TSP) is being studied by FDOT. TSP is being used on University Drive / SR 817.
- Traffic signal timings are evaluated every three years. The current priorities are: University Drive / SR 817, Davie Road, Pine Island Road, and SR 7 / US-441.
- The study team should look at:
 - Adaptive Signal Control,
 - Removing split phasing where possible, and
 - Consider new technology options, such as SMART City concepts.

9. EXISTING DATA SUMMARY

The focus of the Arterial Connectivity Study along I-595 Corridor is to address congestion along the eight major north-south arterials and improve connectivity for all modes of travel. Many intersections along the north-south study roadways and along SR 84 are congested and act as bottlenecks for north-south travel and impede access to and from I-595 and SR 84. This study will identify implementable strategies that will improve mobility for all users and accommodate expected future growth in population and development within the study area.

This Technical Memorandum 1 is the first of three technical memorandums to be completed as part of Task One for the Arterial Connectivity Study along I-595 Corridor. Task One involves collecting necessary data and analyzing and identifying existing and future traffic operations deficiencies. It also involves evaluating the connectivity and safety of the study roadways and pedestrian and bicycle facilities, and transit facilities.

Technical Memorandum 1 is the first of seven deliverables to be completed as part of the Arterial Connectivity Study along I-595 Corridor. Technical Memorandum 1 documents the data that was obtained and collected for the study. Data was collected for all transportation modes within the study area. The data provided in Technical Memorandum 1 includes traffic counts collected for this study, roadway characteristics including lane geometry and traffic control information, transit service information, roadway, bicycle, pedestrian, and greenway facility information, and crash data. In addition, it summarizes the information gleaned from previous studies, existing and future land use plans, activity centers, funded transportation improvement projects within the study area, and initial stakeholder meetings.

Study Area

The study limits extend approximately one mile north and one mile south of I-595 and include the eight north-south arterials that cross I-595 and SR 84. Below is a list of the primary study roadways along with the extent of the limits on each road.

1. SW 136th Avenue from north of NW 8th Street to north of SW 14th Street
2. Flamingo Road / SR 823 from south of NW 8th Street to south of SW 15th Place
3. Hiatus Road from north of Broward Boulevard to south of SW 16th Street / S Harmony Lake Circle
4. Nob Hill Road from Broward Boulevard to SW 22nd Court
5. Pine Island Road from SW 3rd Street to south of Nova Drive
6. University Drive / SR 817 from Federated Road to SW 30th Street
7. Davie Road from I-595 / SR 84 to Broward College entrance / SW 35th Street
8. SR 7 / US-441 from SW 16th Street to Powell's Road
9. SR 84 eastbound and westbound from I-75 to I-95

Forty-three preliminary study intersections were identified and are included in the study.

Planned and Programmed Transportation Projects

The planned and programmed projects identified from previous and ongoing studies and from published funding plans were reviewed and pertinent information was summarized. Information from 11 studies is summarized in Section 2. In addition, funded and planned projects were identified from the following sources:

- FDOT Construction Projects in Broward County posted online as of February 2020
- FDOT Final Tentative 5-year Work Program (FY 2020/2021 – FY 2024/2025) available online as of 01/15/2020
- FDOT SIS 1st Five-Year Plan (FY 2020-2024)
- FDOT SIS 2nd Five-Year Plan (FY 2025-2029)
- FDOT SIS Long Range Cost Feasible Plan (FY 2029-2045) 2018 Edition

- Broward County Proposed Transportation Surtax Project-Based Plan website as of February 2020
- Broward MPO Commitment 2045 Metropolitan Transportation Plan adopted December 2019

There are 8 ongoing construction projects within the study area. In addition, there are 64 planned construction projects within the study area with funding either planned or programmed.

Planned and programmed improvements from the municipalities within the study area were researched as well, and the relevant information summarized for the following municipalities:

- Town of Davie
- City of Plantation
- City of Sunrise
- City of Fort Lauderdale

Existing Transportation Characteristics

The following types of data were collected for each of the study roadways from available FDOT, Broward County, and local government data sources and verified where possible based on field reviews: roadway jurisdiction, functional classification, number of lanes, posted speed limit, intersection traffic control, access locations, and ramp locations. In addition, "as-built" roadway plans, property appraiser files, aerial base maps, and reports were obtained to identify typical section, right-of-way, drainage system, pavement condition, utility, and road alignment information. Emergency evacuation routes were also identified within the study area.

Available data from the FDOT District Four Transportation Systems Management and Operations (TSM&O) Program was also retrieved to determine the Intelligent Transportation Systems (ITS) facilities within the study area. Relevant TSM&O and ITS plans were also reviewed, and information

summarized from the FDOT District Four TSM&O Master Plan, and the TSM&O Strategic Network for FDOT District Four. All existing ITS devices within the study area were summarized.

Information regarding the existing pedestrian facilities within the study area were obtained and the existing sidewalk facilities, multipurpose paths, and New River Greenway trail crossings were identified on figures. Bicycle facility information was obtained, and the existing bicycle facilities were summarized on a figure.

Available transit data relating to local routes, community shuttles, and park-and-rides within the study area was obtained. The following information was obtained and summarized for the study area:

- Broward County Transit (BCT) local and express bus routes
- Local and express bus stop locations
- Community shuttle routes
- Community shuttle bus stop locations
- BCT transit facilities
- Park-and-Ride lots

Available existing transit service information and performance data was obtained from BCT for the routes within the study area. There are 9 local BCT bus routes within the study area that run on weekdays and weekends, and 5 "Breeze" and Express Bus routes that run during weekday peak hours. In addition, there are three community shuttle routes within the study area. There are three existing Park-and-Ride lots within the study area as well: Davie park-and-ride lot, BB&T Center park-and-ride lot, and Government Center West park-and-ride lot. In terms of planned future transit projects, there are 8 local bus route improvements funded as part of the Broward County surtax plan, and 3 transit improvements in the Broward County TIP.

Existing Traffic Data

In November 2019, the study team coordinated with FDOT District Four staff to identify available recent traffic count data, and to identify key locations where traffic volumes, pedestrians, and bicycle count data would need to be collected. The study team began collecting traffic counts in December 2019 and completed the data collection in January 2020.

Twenty-four hour bi-directional traffic counts with vehicle classification data, were collected at 28 locations throughout the study area where no recent data was available. In addition, turning movement counts were collected for 28 preliminary study intersection locations in December 2019 and January 2020. The number of pedestrians and bicyclists were counted at each of the 28 intersection locations along with vehicles.

Demographics and Land Use Data

Existing (2018) and historical (2010) population counts and shapefiles were collected from the US Census Bureau and American Community Survey (ACS) for analysis at the Block Group level within the study area. Existing land use shapefiles were obtained from various sources, and the existing land use data for the study area was summarized at a detailed parcel level, as well as using generalized land use categories. Major activity centers located within or near the project study area were also summarized. They include Sawgrass Mills Mall, BB&T Center, Sawgrass Corporate Business Park, Plantation Midtown District, and the South Florida Education Center.

Future land use data in the study area boundary was obtained from Broward County, Town of Davie, City of Plantation, and City of Sunrise, along with special districts and upcoming development plans from online sources and city staff.

Environmental Data

Geographical information systems (GIS) and the Florida Department of Transportation's (FDOT's) Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) will be used to identify environmental features within the project area. The existing environmental data to be obtained from these sources includes the following:

- Special Activity Sites / Social and Cultural / Section 4(f) Resources
- Hydrological and Natural Features
- Noise Impacts
- Contamination

Crash Data

Crash data for the ten (10) study roadway corridors was obtained from Florida's Crash Analysis Reporting System (CARS) and Signal Four Analytics. Crash data from 2013-2017 was obtained for state roads since the latest year of available CARS data is 2017. For the non-state roads, crash data from 2014 – 2018 was obtained from Signal Four Analytics. The crash data was summarized in a crash statistics table for each roadway segment, including number of crashes by year, type, severity, lighting conditions, and surface conditions.

The crashes over the five-year period were plotted using Geographic Information System (GIS), and hotspots were identified along the segments utilizing the kernel density function in GIS. In addition, FDOT high crash location lists (years 2013 through 2017) were reviewed for state roads to identify high crash locations appearing on the lists for at least three of the five years. Crash data was summarized for the following hotspots and high crash locations:

1. NW/SW 136th Avenue at Westbound SR 84
2. NW/SW 136th Avenue at Eastbound SR 84
3. NW/SW 136th Avenue at NW 8th Street
4. NW/SW 136th Avenue at NW 2nd Street
5. Flamingo Road at Westbound SR 84
6. Flamingo Road at Eastbound SR 84
7. Flamingo Road at Broward Boulevard
8. Flamingo Road at SW 8th Street
9. Hiatus Road at Westbound SR 84
10. Hiatus Road at Eastbound SR 84
11. Hiatus Road at Broward Boulevard
12. Nob Hill Road at Westbound SR 84
13. Nob Hill Road at Eastbound SR 84
14. Nob Hill Road at Broward Boulevard
15. Nob Hill Road at Hawks View Boulevard
16. Pine Island Road at Westbound SR 84
17. Pine Island Road at Eastbound SR 84
18. Pine Island Road at New River Canal
19. Pine Island Road at Peters Road
20. Pine Island Road at SW 3rd St
21. Pine Island Road at SW 6th Court
22. University Drive / SR 817 at Westbound SR 84
23. University Drive / SR 817 at Eastbound SR 84
24. University Drive / SR 817 at Peters Road
25. University Drive / SR 817 at Nova Drive
26. University Drive / SR 817 at The Fountains
27. University Drive / SR 817 at SW 13th Place

28. University Drive / SR 817 at SW 10th Street
29. University Drive / SR 817 at S 2300 Block
30. University Drive / SR 817 at S 1900 Block
31. Davie Road at Westbound SR 84
32. Davie Road at Eastbound SR 84
33. Davie Road at Nova Drive
34. SR 7 / US-441 at SW 20th Street/Riverland Road
35. SR 7 / US-441 at Oakes Road
36. Eastbound SR 84 at SW 75th Avenue

Initial Stakeholder Outreach

A series of initial stakeholder meetings were held in December 2019, January 2020, and February 2020, in which the study team met with key stakeholders including Broward County, Town of Davie, City of Sunrise, City of Plantation, and City of Ft. Lauderdale staff. The purpose of the meetings was to provide a project overview, discuss transportation problems and potential solutions within the study area, and gather pertinent data and information. The key issues that were raised during each of the initial stakeholder meetings are documented in Section 8. These issues are helping to guide the study team to ensure stakeholder concerns are addressed.

APPENDICES

Appendix A - Existing AM and PM Peak Hour Queues

Appendix B - As-Built Plans Index

Appendix C - Posted Speed Limit Sign Locations

Appendix D - Median Openings and Signal Spacing

Appendix E - SR 84 and I-595 Ramps and Merge Diverge Areas

Appendix F - Arterial Connectivity Study along I-595 Corridor 24-Hour Bi-Directional Traffic Counts

Appendix G - Arterial Connectivity Study along I-595 Corridor Turning Movement Counts

Appendix H - University Drive / SR 817 and SR 7 / US-441 Traffic Count Data

Appendix I - Crash Data Histograms

Appendix A - Existing AM and PM Peak Hour Queues

Table A-1: AM Peak Hour Intersection Queue Lengths & Field Notes

						AM Pk Hr Queue Length - longest recorded (# of vehicles)												
						North Leg (SB)			South Leg (NB)			East Leg (WB)			West Leg (EB)			
Cross Road	Intersection Ref. No.	Intersection With:	Signalized	Date	Time	Right-turn lanes	Thru lanes	Left-turn lanes	Right-turn lanes	Thru lanes	Left-turn lanes	Right-turn lanes	Thru lanes	Left-turn lanes	Right-turn lanes	Thru lanes	Left-turn lanes	Field Notes
1. NW/SW 136 th Avenue	2	SR 84 Eastbound	Y	12/12/2019	9:08am		2	2	7	2					10	10	10	
	3	SR 84 Westbound	Y	12/12/2019	9:08am	n/a	10			2	2	5	5	5				
3. Flamingo Road / SR 823	7	SW 8 th Street	Y	12/12/2019	9:05am	0	2	0	0	2	0	0	0	0	0	0	0	
	8	SR 84 Eastbound	Y	12/12/2019	9:05am		3	6	8	8					10	10	10	
	9	SR 84 Westbound	Y	12/12/2019	9:05am	0	6			3	8	3	1	1				
4. Hiatus Road	11	SR 84 Eastbound	Y	12/12/2019	8:58am		3	11	20+	5					15	15	15	
	12	SR 84 Westbound	Y	12/12/2019	8:58am	3	10			3	4	2	2	2				RTL is free-flow
5. Nob Hill Road	14	SW 13 th Street	Y	12/12/2019	8:45am				0	6	1							
	15	SW 101 Road	Y	12/12/2019	8:45am							0	2	0	0	2	0	
	16	SR 84 Eastbound	Y	12/12/2019	8:45am		8	20+	12	4	19				6	6	6	N RTL channelized & yield sign. School zone (15 mph) NB starts south of 13th St. (elementary & middle school)
	17	SR 84 Westbound	Y	12/12/2019	8:45am	0	50+			8	8	5	5	6				
	21	Orange Grove Road	Y	12/12/2019	8:33am	0	2	0	0	12	0				0	0	0	
6. Pine Island Road	22	SR 84 Eastbound	Y	12/12/2019	8:33am		6	6	28+	28+					10	10	10	sat thru 3 cycles moving slow NB, backed up beyond Orange Grove Rd, signal not synchronized with SR-84 signals. Multiple school busses NB, SB, WB.
	23	SR 84 Westbound	Y	12/12/2019	8:33am	20	5			6	6	40+	20+	20+				
9. University Drive / SR 817	31	SW 23 rd Street	Y	12/12/2019	8:25am	2	3	2	2	3	16	2	3	2	2	3	2	Many SB u-turns going to NB to WB flyover
	33	SR 84 Eastbound	Y	12/12/2019	8:00am		7	8	15	15					6	12	12	no backup for SB to EB flyover
	34	SR 84 Westbound	Y	12/12/2019	7:56am	2	7			16	8	60+	36	20				noticeable large # of WB u-turns under bridge.
	35	Peters Road	Y	12/12/2019	8:15am	2	18	5	2	60+	15	16	16	16	4	4	3	Peters Rd signal acts as bottleneck for N-S travel.
10. Davie Road	39	Reese Road	Y	12/11/2019	7:33am		15	10	15+	8					10		6	
	40	SR 84 Eastbound	Y	12/11/2019	7:40am		8	0	20	20					15	15		minor crash occurred affecting 1 EB lane E of Davie Rd. NB RTOR allowed, sight distance somewhat impactes due to powerpole.
	41	SR 84 Westbound	Y	12/11/2019	7:49am						8		10	10				
	42	Oakes Road	Y	12/11/2019	7:15am	FF	1			1	1				5		15	
11. SR 7 / US 441		I-595 off-ramp flyover to NB SR 7	N	12/11/2019	9:24am													at 9:24am EB to NB flyover was backed up. NB SR 7 backed up almost to 1st bridge over SR 7.
	43	SW 20 th Street / Riverland Road	Y	12/11/2019	7:08am	0	50	3	0	20	3	0	0	10		5	1	

Table A-2: PM Peak Hour Intersection Queue Lengths & Field Notes

Cross Road	Intersection Ref. No.	Intersection With:	Signalized	Date	Time	PM Pk Hr Queue Length - longest recorded (# of vehicles)												Field Notes
						North Leg (SB)			South Leg (NB)			East Leg (WB)			West Leg (EB)			
						Right-turn lanes	Thru lanes	Left-turn lanes	Right-turn lanes	Thru lanes	Left-turn lanes	Right-turn lanes	Thru lanes	Left-turn lanes	Right-turn lanes	Thru lanes	Left-turn lanes	
1. NW/SW 136 th Avenue 3. Flamingo Road / SR 823	2	SR 84 Eastbound	Y	12/11/2019	4:50pm	n/a	50+		10	6					2	16	16	SB under construction, narrowed down from 3 lanes to 2 lanes. Backed up both lanes to next signalized intersection to the north. Most cars turn left onto EB SR-84.
	3	SR 84 Westbound	Y	12/11/2019	4:50pm		3	50+		4	2	10	10	10				4 peds, 3 bicyclists xing E-W on S. leg. Multiple EB school busses on S 84.
	8	SR 84 Eastbound	Y	12/11/2019	5:45pm		5	13	25+	8					30+	20	15	NB RTL has yield sign, difficult to see signal when making a RT. No ped push button to cross NB RTL. NBRT queue exceeds available storage. Many school busses on S 84.
	9	SR 84 Westbound	Y	12/11/2019	5:23pm	5	40+			5	7	26+	26+	26+				Heavy NB volume. WB u-turns at least 6 per cycle.
4. Hiatus Road 5. Nob Hill Road	11	SR 84 Eastbound	Y	12/11/2019	6:00pm		5	15	6	6					30+	30+	30+	
	12	SR 84 Westbound	Y	12/11/2019	6:00pm	5	15			6	6	10+	10+	10+				RTL is free-flow
	16	SR 84 Eastbound	Y	12/11/2019	6:04pm		8	20+	25+	25+					15	15	15	could use a RT overlap phase. School zone on NB
	17	SR 84 Westbound	Y	12/12/2019	6:04pm	1	15			8	8	30+	30+	10				
6. Pine Island Road 9. University Drive / SR 817	22	SR 84 Eastbound	Y	12/11/2009	6:26pm		4	4	15	15					40+	40+	20	NB RTL has a yield sign. could use a NB RTL overlap. Large # of EB u-turns.
	23	SR 84 Westbound	Y	12/11/2019	6:26pm	20+	24+			4	4	20	20	20				very heavy SB RT conflicting wih heavy EB u-turns
	24	New River Canal Road	Y	12/11/2019	6:26pm	0	20+	0										SB Thru wasn't moving, not coordinated with signal at SR 84.
	32	Kolsky Boulevard	Y	12/11/2019	6:40pm	5	16+	11	10	10	10	10+	10+	5+	5+	10+	10+	
	33	SR 84 Eastbound	Y	12/11/2019	6:45pm		16	16	10	15					25	20	10	NB RT channelized with yield sign. No ped push button to cross RTL. Cars parked in bus stop NB N of SR 84.
	34	SR 84 Westbound	Y	12/11/2019	6:50pm	5	60+			14	14	25	30	30				
	35	Peters Road	Y	12/11/2019	6:50pm	5	23	13	5	24	19	5	10	15	2	5	5	
10. Davie Road	38	Nova Drive	Y	1/28/2020	4:50pm	0	15	4		20+	0	2	2	2	2	5	5	Many school busses, pedestrians.
	39	Reese Road	Y	1/28/2020	5:20pm		10	10		20+	1	13	1	8				
	40	SR 84 Eastbound	Y	1/28/2020	5:30pm		15	4	20	20					15	20+	20+	NB backed up past Reese Rd all the way to Nova Dr.
	41	SR 84 Westbound	Y	1/28/2020	4:45pm						8		60	60				WB inside lanes backed up to I-595, outside turbo lane flowing well.
11. SR 7 / US 441	42	Oakes Road	Y	1/28/2020	4:02 PM	0	17			18	5				17		17	EB backed up around the curve further than can see in all lanes. Noticed many motorcycles coming south on SR 7 turning right onto Oakes Rd. Peds and bicyclists used bus stop in SW corner. Peds along SB SR 7 no sidewalk. No xwalk across Oakes or across N approach. Heaviste movement = SB SR 7 and EB Oakes.
		I-595 off-ramp flyover to NB SR 7	N	1/28/2020	4:20 PM													Construction blocking 1 lane NB down to 2 lanes south of Riverland Rd. NB traffic on SR 7 backed up all 3 lanes past under the bridge. NB off-ramp (loop) not backed up. NB flyover traffic backed up 1/2 way along flyover.
	43	SW 20 th Street / Riverland Road	Y	1/28/2020	4:30pm		15	9	50+	50+	50+	7+	7+	7+	2	18	15	School traffic on Riverland Rd, multiple school busses, children walking on sidewalks by park. Long queue of traffic WB on Riverland Rd further than could see around the curve. EB/WB split phase.

Appendix B - As-Built Plans Index

Table B-1 - As-Built Plans Index

From Broward County					
Roadway	From	To	Type	Plans Date	Filename
Nova Drive	SW 76th Avenue	Davie Road	Roadway plans	March 16, 2019	Nova Drive Roadway Imps - Davie Rd to University (150106001).pdf
Broward Boulevard	Nob Hill Road	Pine Island Road	Roadway plans	January 17, 1992	BrowardBlvd_from_NobHillRd_to_PineIslandRd_#5081.pdf
Broward Boulevard	Pine Island Road	University Drive	Roadway Plans	March 8, 1991	BrowardBlvd_from_PineIslandRd_to_UniversityDr_#5072.pdf
Davie Road	Nova Drive	EB SR 84	Roadway Plans	March 6, 2015	Davie Road Roadway Improvements (130510001) - 3-17-2015.pdf
Flamingo Road	WB SR 84	NW 8th Street	Roadway Plans	December 15, 1989	FlamingoRoad_from_SR84_to_NW8St.pdf
Hiatus Road	I-595	Broward Boulevard	Roadway Plans	March 7, 2000	HiatusRoad_from_I595_to_BrowardBlvd_#5143.pdf
Hiatus Road	Orange Drive	SR 84	Roadway plans	July 22, 1975	HiatusRoad_from_OrangeDr_to_SR84.pdf
Nob Hill Road	SR 84	Broward Boulevard	Roadway plans	September 18, 1989	NobHillRoad_from_SR84_to_BrowardBlvd_#5057.pdf
NW 136th Street	Nw 8th Street	Sunrise Boulevard	Roadway plans	January 1, 1978	SunriseBlvd_from_NW136Ave_to_PineIslandRoad_&_NW136Ave_from_NW8St_to_SunriseBvd.pdf
Peters Road	Pine Island Road	University Drive	Roadway Plans	June 5, 2017	FDOT Peters Road.pdf
Peters Road	SW 80th Terrace	-	Intersection Improvements	November 21, 2016	Amli Midtown Plantation - Peters Road-S Harr Pkwy Signal (160229001) - Intersection Improvements.pdf
Peters Road	SW 80th Terrace		Signalization Plans	November 17, 2016	Amli Midtown Plantation - Peters Road-S Harr Pkwy Signal (160229001) - Signal.pdf
Pine Island Road	Nova Drive	SR 84	As-Buit Elevation	July 1, 2018	PineIslandRoad_NovaDr_to_SR4_Asbuilt.pdf
Pine Island Road	Nova Drive	Orange Gerove Drive	Median Improvement	November 1, 2003	091 PINE ISLAND ROAD MEDIAN NOVA TO GROVE (021029001).pdf
Pine Island Road	Nova Drive	SW 18th Street	Sidewalk Plans	January 1, 1995	PineIslandRoad_from_NovaDr_to_SW18St_Sidewalk.pdf
Pine Island Road	SR 84	Sunrise	Roadway plans	January 1, 1989	PineIslandRoad_from_SR84_to_SunriseBlvd_#5051_ASBUILTS.pdf
Pine Island Road	SR 84	Broward Boulevard	Roadway plans	October 8, 1979	PineIslandRoad_from_SR84_to_BrowardBlvd.pdf
Sunrise Boulevard	NW 136th Street	Pine Island Road	Roadway plans	January 1, 1978	SunriseBlvd_from_NW136Ave_to_PineIslandRoad_&_NW136Ave_from_NW8St_to_SunriseBvd.pdf
SW 136th Street	SW 14th Street	SR 84	Roadway plans	January 1, 1978	SW136Avenue_from_SW14St_to_SR84.pdf
University Drive	SR 84	Peters Road	Roadway plans	January 28, 1994	UniversityDrive_from_SR84_to_PetersRd.pdf
From FDOT					
Roadway	From	To	Type	Plans Date	Filename
Broward Boulevard					23070015201_BrowardwestofFlamingo.tif
Flaming Road	Griffin Road	SR 84	Cover Sheet Only	1941	86190-0102_SR-823_FLAMINGORDTOSR84-FROM RDTO84.TIF
Flamingo Road	Griffin Road	SR 84	Quantities	1978	22723415201_SR-823_FLAMINGORD-FROM OFGRIFFINRDTOSR
Flamingo Road					22762615201A.pdf
Flamingo Road					22762615201B_Flamingo_S&PM.pdf
Flamingo Road					22762615201C.pdf
Flamingo Road					22762615201C_Flamingo.pdf
Flamingo Road	Griffin Road	SR 84	Roadway Plans	1991	22762615201_SR-823_FLAMINGORD-FROM RDTO 84.TIF
Flamingo Road					42701215201B_Flamingo.pdf
Flamingo Road					42701215201C_Signals_FlamingoRdfromGriffintoSR84.pdf
SR 7	Stirling road	Griffin road	Cover Sheet Only	1975	22742015201_SR7_SIGNING&MARKING_86100-3533.TIF
SR 7	SW 21st Steet	SW 14th Street	Roadway Plans	1984	22757015201_SR7_ALLPLANSETS_SouthofSW21stStreetTONorthofSW14thAve.tif
SR 7					22770415201_86100-3576_SR7_NorthofRiverlandRoadtoNorthofBrowardBoulevard.tif
SR 7	Riverland	Broward Boulevard	Landscapoing Plans	1999	22770415201_SR7_LANDSCAPINGPLANS.pdf
SR 7	Riverland	Broward Boulevard	Lighthing Plans	1999	22770415201_SR7_LIGHTINGPLANS.pdf
SR 7	Riverland	Broward Boulevard	Roadway Plans	1999	22770415201_SR7_ROADWAYPLANS.pdf
SR 7	Riverland	Broward Boulevard	Signalization Plans	1999	22770415201_SR7_SIGNALIZATIONPLANS.pdf
SR 7	Riverland	Broward Boulevard	S&PM Plans	1999	22770415201_SR7_SPM_NorthofRiverlandRoadTONorthofBrowardBoulevard.pdf
SR 7					22774915201_SR7_LIGHTINGPLANS_NEWRIVERCANALTODAVIEBLVD.tif
SR 7					23162115201_86095-3450_SR7_LIGHTINGPLANS.pdf
SR 7					23167215201_SR7_ALLPLANSETS.tif

Roadway	From	To	Type	Plans Date	Filename
SR 7					41416115201_SR7_LANDSCAPINGPLAN_PetersRoadtoSW8thCourt.tif
SR 7					41687615201_SR7_LANDSCAPINGPLANS.tif
SR 7					41687615201_SR7_SIGNALIZATIONPLANS.tif
SR 7					41687615201_SR7_SIGNINGANDPAVEMENTMARKINGPLANS.tif
SR 7					41706415201_SR7_SIGNING&MARKINGILLUMINATEDSIGNSPARTB.pdf
SR 7					43159015201_SR7_ITSPLANS.pdf
SR 7	Not Identifiable				8610-202_SR7-FROM 270+00TO 424+39.46.TIF
SR 7			Cover Sheet Only	1950	86100-0105_SR7_SR84NORTHTOSR810.TIF
SR 7	MD/Browar County Line	PB/Broward County Line	Cover Sheet Only	1947	86100-0106_SR7_DADECO.NORTHTOSR814.TIF
SR 7	Ockland Park Blvd	Prospect Road	Cover Sheet Only	1957	86100-8502_SR7_FROM 13.298TO 15.364.TIF
SR7					41706415201_SR7_BROWARDCOOVERHEADSIGNINGILLUMINATEDSTREETSIGNS.tif
University Drive					22813315201_University_ROADWAYPLANS.tif
University Drive					22827715201_University_ALLPLANSETS.pdf
University Drive					22827715201_University_ROADWAYPLANS.tif
University Drive					23049015201_University_ROADWAYPLANS.tif
University Drive					42936615201_University.pdf
University Drive					42936615201_University_LIGHTINGPLANS.pdf
University Drive					42936615201_University_S&PM.pdf
University Drive					42936615201_University_SIGNALIZATIONPLANS.pdf
					22721115201_BROWARDCOSAFETY-FROM MARKING.TIF
					22748015201_PVMTMARK.TIF
					41687615201_ROADWAYPLANS_NorthofOrangeDrivetoNorthofOakesRoad.tif
					42701215201C.pdf
					42701225201Lighting.pdf
					42701225201ROADWAYPLANS2.pdf
					42701225201ROADWAYPLANS.pdf
					42701225201SIGNALIZATIONPLANS.pdf
					42701225201SIGNINGANDPAVEMENTMARKINGPLANS.pdf
					ALLPLANSETS.tif
					ROADWAYPLANS.tif
					S&PM_22721115201_BROWARDCOSAFETY.TIF
					SIGNING&MARKING__22721115201_SR_-BROWARDCOSAFETYFROM
					SIGNING&MARKING_22748015201_SR_-BROWARDCOUNTYWIDE-FROM MARKERS.TIF

Appendix C - Posted Speed Limit Sign Locations

Table C-1 Posted Speed Limit Sign Locations

Roadway	Direction of Travel	Posted Speed (mph)	Approximate Sign Location
136th Ave	SB	30	530 ft South of NW 26th Street
	NB	40	275 ft North of SW 26th Street
	SB	40	320 ft South of SW 20th Street
	NB	40	332 ft South of SW 18th Court
	NB	40	390 ft North of SW 9th Place
	NB	35	290 ft South of Public Storage Driveway
	NB	45	143 ft North of NW 6th Street
	SB	45	345 ft North of NW 8th Street
	SB	40	70 ft North of 16th Place
Flamingo Road	NB	50	1900 ft South of SW 20th Street
	NB	50	385 ft South of SW 14th Street
	SB	50	175 ft South of SW 14th Street
	SB	50	156 ft South of SW 8th Street
	NB	45	100 ft South of SW 3rd Street
	SB	45	340 ft South of Broward Boulevard
	NB	45	650 ft North of Broward Boulevard
	SB	45	375 ft South of NW 8th Street
	NB	45	395 ft North of NW 8th Street
	NB	45	460 ft South of NW 12th Street
	SB	45	330 ft South of NW 12th Street
	NB	45	365 ft North of NW 12th Street
	SB	45	895 ft South of Sunrise Boulevard
Hiatus Road	SB	35	280 ft North of SW 29th Court
	SB	35	265 ft South of SW 26th Street
	NB	45	170 ft North of Earnest Boulevard
	NB	45	290 ft North of Village Harmony Lakes Community Driveway
	NB	45	400 ft North of SR 84
	NB	45	1800 ft South of Broward Boulevard
	SB	45	1350 ft South of Broward Boulevard
	SB	45	350 ft South of Broward Boulevard
	NB	45	300 ft North of Broward Boulevard
	SB	45	500 ft North of Broward Boulevard
	NB	45	1450 ft South of Cleary Boulevard
	SB	45	425 ft South of Cleary Boulevard
	NB	45	260 ft North of Cleary Boulevard
	SB	45	320 ft North of Cleary Boulevard
	NB	45	1800 ft North of Cleary Boulevard
	NB	45	2000 ft South of Sunrise Boulevard
	SB	45	370 ft South of Sunrise Boulevard
	SB	35	SW 26th Street

Roadway	Direction of Travel	Posted Speed (mph)	Approximate Sign Location
Nob Hill Road	NB	45	325 ft North of the Ridge on Nob Hill Community Driveway
	NB	35	600 ft North of Winding Ridge
	NB	45	490 ft North of Bergeron Park driveway
	SB	45	1000 ft South of WestRidge Community driveway
	NB	45	490 ft North of SR 84
	SB	45	290 ft South of SW 13 Street
	NB	45	300 ft North of SW 4th Court
	SB	45	380 ft South of SW 4th Court
	NB	40	260 ft North of Jacaranda Professional Park
	SB	40	155 ft South of Central Park Place
	NB	40	290 ft North of Central Park Place
	SB	40	240 ft North of Central Park Place
Pine Island Road	NB	45	775 ft North of SW 30th Ave
	NB	45	280 ft North of Nova Drive
	NB	45	130 ft North of SW 21st Street
	NB	35	Orange Grove Drive
	SB	45	Orange Grove Drive
	NB	35	230 ft North of SR 84
	NB	35	320 ft North of New River Canal
	NB	35	120 ft North of the Cornerstone driveway
	NB	35	100 ft north of previous sign in median
	NB	35	560 ft South of Peters Road
	SB	35	Peters Road
	NB	35	245 ft North of Peters Road
	NB	35	400 ft North of Previous sign in median
	NB	35	100 ft North of SW 3rd Street
	NB	45	480 ft North of Broward Boulevard
	NB	45	100 ft North of Park Center Place
	NB	45	170 ft North of American Express Way
	NB	45	110 ft North of the Pargom Community driveway
	SB	45	300 ft South of Cleary Boulevard
	SB	35	350 ft South of Broward Boulevard
	SB	35	260 ft South of SW 3rd Street
	SB	35	Gatehouse Road
	SB	35	420 ft South of SW 6th Court
	SB	35	120 ft South of Jacaranda Cove driveway
	SB	35	110 ft South of Turtle Run Community driveway

Roadway	Direction of Travel	Posted Speed (mph)	Approximate Sign Location
University Drive	NB	45	230 ft North of SW 30th Avenue
	SB	45	810 ft North of SW 30th Avenue
	SB	45	115 ft South of Nova Drive
	SB	45	195 ft South of S 2300 Block
	NB	45	160 ft North of S 2300 Block
	NB	45	920 ft North of SW 13th Place
	NB	45	320 ft South of SW 13th Place
	SB	45	SW 13th Place
	SB	45	370 ft North of the Fountains
	NB	45	600 ft North of the Fountains
	NB	45	El Dorado driveway
	SB	45	800 ft South of Broward Boulevard
	NB	45	370 ft North of Broward Boulevard
	SB	35	255 ft South of NW 5th Street
	SB	45	320 ft South of Cleary Boulevard
Davie Road	NB	35	Speedway Gas-station driveway
	SB	35	130 ft South of Reese Road
	SB	35	325 ft South of Nova Drive
SR 7	NB	45	Orange Drive
	SB	45	195 ft South of Oakes Road
	NB	45	390 ft North of Oakes Road
	SB	45	814 ft North of Oakes Road
	SB	45	1890 South of SW 21st Street
	SB	45	190 ft South of SW 21st Street
	NB	45	1570 ft South of SW 20th Street
	NB	45	750 ft South of SW 20th Street
	SB	45	SW 20th Street
	NB	45	330 ft North of SW 20th Street
	NB	45	690 ft South of SW 16th Street
	NB	45	500 ft North of SW 16th Street
	SB	45	390 ft South of Davie Boulevard

Roadway	Direction of Travel	Posted Speed (mph)	Approximate Sign Location
SR 84	WB	35	US 441 Ramp to merge to NB Turpike , WB I-595, WB SR 84
	WB	45	Merge lane onto SR 84
	WB	45	500 ft East of Davie Road
	EB	45	400 ft East of Davie Road
	EB	45	240 ft East of College Avenue
	EB	45	115 ft West of SW 71st Terrace
	WB	45	200 ft West of Davie Road
	EB	45	230 ft East of Nob Hill
	WB	45	1150 ft West of University Drive
	EB	45	Fountains Plaza
	EB	45	100 ft East of SW 86th Avenue
	WB	45	1200 ft West of Pine Island Road
	EB	45	150 ft East of Pine Ridge Drive
	WB	45	235 ft West of Exit 3
	EB	45	350 ft West of Bright Road
	WB	45	2211 ft East of Hiatus Road
	EB	45	590 ft West of Scarborough Drive
	EB	45	1750 ft West of Hiatus Road
	EB	45	250 ft East of Hiatus Road
	WB	45	2090 ft East of Flamingo Road
	EB	45	380 ft East of Flamingo
	WB	45	765 ft West of Flamingo Road
	EB	45	1200 ft West of Flamingo Road
	WB	45	850 ft East of Commodore Drive
	WB	45	200 ft West of Commodore Drive
	EB	45	510 ft East of 136th Avenue

Appendix D - Median Openings and Signal Spacing

Table D-1: NW/SW 136th Avenue Median Openings & Signal Spacing

Roadway	Jurisdiction	Median Opening Location	Median Opening Type	Intersection Type	Control Type	Spacing to Next Opening (feet)	Spacing To Next Signal (feet)
SW 136th Ave	Town of Davie	SW 14th Street	Modern Roundabout		Yield	647	
		Driveways	Full	T-Intersection	Stop EB-WB	352	
		Driveways	Full	T-Intersection	Stop WB	355	
		Driveways	Full	T-Intersection	Stop WB	675	
		Appalacian Trail / SW 9th Place	Full		Stop EB-WB	620	
		SW 8th Street	Full	T-Intersection	Stop WB	220	
		SW 7th Place	Full	T-Intersection	Stop WB	595	
		SW 6th Court	Full	T-Intersection	Stop WB	960	
		Shenandoah Parkway/ SW 5th Street	Full		Signalized	535	
		Financial Boulevard	Full	T-Intersection	Stop EB	668	1203
	FDOT	EB SR 84	Full		Signalized	455	455
NW 136th Avenue	Broward County	WB SR 84	Full		Signalized	734	1845
		Driveway	Directional	NB to WB		604	
		Driveway/NW 3rd Street	Directional	NB to WB & SB to EB		507	
		NW 2nd Street	Full	T-Intersection	Signalized	660	2658
		Sawgrass Corporate Parkway	Full	T-Intersection		864	
		NW 6th Street	Full	T-Intersection		1134	
		NW 8th Street	Full		Signalized		

Table D-2: Flamingo Road Median Openings & Signal Spacing

Roadway	Jurisdiction	Median Opening Location	Median Opening Type	Intersection Type	Control Type	Spacing to Next Opening (feet)	Spacing To Next Signal (feet)	
S. Flamingo Road	FDOT	SW 20th Street	Full		Stop EB-WB	2653	4846	
		SW 14th Street	Full		Stop EB-WB	355		
		SW 10th Court	Full	T-Intersection	Stop EB	1838		
		SW 8th Street	Full	T-Intersection	Signalized	826	1688	
		SW 6th Court/Frontage Road	Full		Stop EB-WB	862		
		EB SR 84	Full		Signalized	827	827	
	City of Plantation	WB SR 84	Full		Signalized	330	2060	
		sw 3rd Street	Full		Stop EB-WB	880		
	N. Flamingo Road	City of Sunrise	Access to SW 124th Avenue	Directional	SB to EB			850
			Broward Boulevard	Full		Signalized	2760	
Vista Isles Drive			Directional	T-Intersection	NB to WB	850		
NE 8th Street			Full	T-Intersection		1834		
NW 12th Street			Full	T-Intersection	Stop EB	2738		
Driveways			Full		Stop EB-WB	774		
Sunrise Boulevard			Full		Signalized			

Table D-3: Hiatus Road Median Openings & Signal Spacing

Roadway	Jurisdiction	Median Opening Location	Median Opening Type	Intersection Type	Control Type	Spacing to Next Opening (feet)	Spacing To Next Signal (feet)
Hiatus Road	Town of Davie	SW 16th Street/S. Harmony Circle	Full		Stop EB-WB	730	4098
		Village Harmony Lake	Full	T-Intersection	Stop WB	600	
		SW 13th Place	Full	T-Intersection	Stop EB	1458	
		Rexmere Boulevard / Scarborough Drive	Full		Stop EB-WB	610	
		Driveway / Cameon Court	Full		Stop EB-WB	700	
		EB SR 84	Full		Signalized	350	350
		WB SR 84	Full		Signalized	1334	3806
	Broward County	U-Turns Median Opening	U-Turns Only			1620	
		Driveway	Full	T-Intersection	Stop WB	852	
		Broward Boulevard	Full	T-Intersection	Signalized		

Table D-4: Nob Hill Road Median Openings & Signal Spacing

Roadway	Jurisdiction	Median Opening Location	Median Opening Type	Intersection Type	Control Type	Spacing to Next Opening (feet)	Spacing To Next Signal (feet)
Nob Hill Road	Broward County	SW 22nd Court	Full	T-Intersection	Stop WB	917	3787
		SW 19th Street / Bergeron Park	Full	T-Intersection	Stop EB-WB	965	
		SW 17th Drive	Full	T-Intersection	Stop EB	580	
		SW 16th Place	Full	T-Intersection	Stop EB	660	
		SW 15th Court	Full	T-Intersection	Stop WB	665	
		SW 13th Street	Full		Signalized	680	680
		SW 101 Road	Full		Signalized	665	665
		EB SR 84	Full		Signalized	340	340
		WB SR 84	Full		Signalized	1832	4189
		Torchwood Avenue	Full	T-Intersection	Stop WB	1110	
		Access to SW 5th Street	Full	T-Intersection	Stop WB	1247	
		Hawks View Boulevard / SW 2nd Street	Full		Signalized	1032	1032
		W Broward Boulevard	Full		Signalized	605	605

Table D-5: Pine Island Road Median Openings & Signal Spacing

Roadway	Jurisdiction	Median Opening Location	Median Opening Type	Intersection Type	Control Type	Spacing to Next Opening (feet)	Spacing To Next Signal (feet)
Pine Island Road	Broward County	Nova Drive	Full		Signalized	2766	3598
		SW 18th Street	Full	T-Intersection	Stop WB	832	
		Orange Grove Drive	Full	T-Intersection	Signalized	400	800
		Driveway	Directional	NB to WB		400	
		EB SR 84	Full		Signalized	317	317
		WB SR 84	Full		Signalized	685	685
		N New River Canal Road / Arrow Court	Full		Signalized	723	1578
		Driveways	Full		Stop EB-WB	855	
		Peters Road	Full	T-Intersection	Signalized	673	1499
		Driveway	Directional	SB to EB		826	
		SW 6th Court	Full		Signalized	1055	1607
		Driveway	Full	T-Intersection	Stop EB	552	
		Driveway / SW 3rd Street	Full		Signalized		

Table D-6: University Drive Median Openings & Signal Spacing

Roadway	Jurisdiction	Median Opening Location	Median Opening Type	Intersection Type	Control Type	Spacing to Next Opening (feet)	Spacing To Next Signal (feet)
University Drive	FDOT	SW 30th Street	Full		Signalized	865	2597
		Driveways	Full		Stop EB-WB	978	
		Driveways	Directional	NB to WB SB to EB		754	
		Nova Drive	Full		Signalized	730	730
		SW 23rd Street	Full		Signalized	1522	2252
		Driveway / Kolsky Boulevard	Directional	NB to WB		486	
		EB SR 84	Full		Signalized	495	495
		WB SR 84	Full		Signalized	1450	2220
		SW 13th Place	Directional	NB to WB		770	
		Peters Road / SW 12th Street	Full		Signalized	1065	2077
		SW 10th Street	Directional	NB to WB		1012	
		The Fountains	Full	T-Intersection	Signalized	892	1418
		SW 6th St	Directional	NB to WB		526	
		Federated Road / Driveway	Full		Signalized		

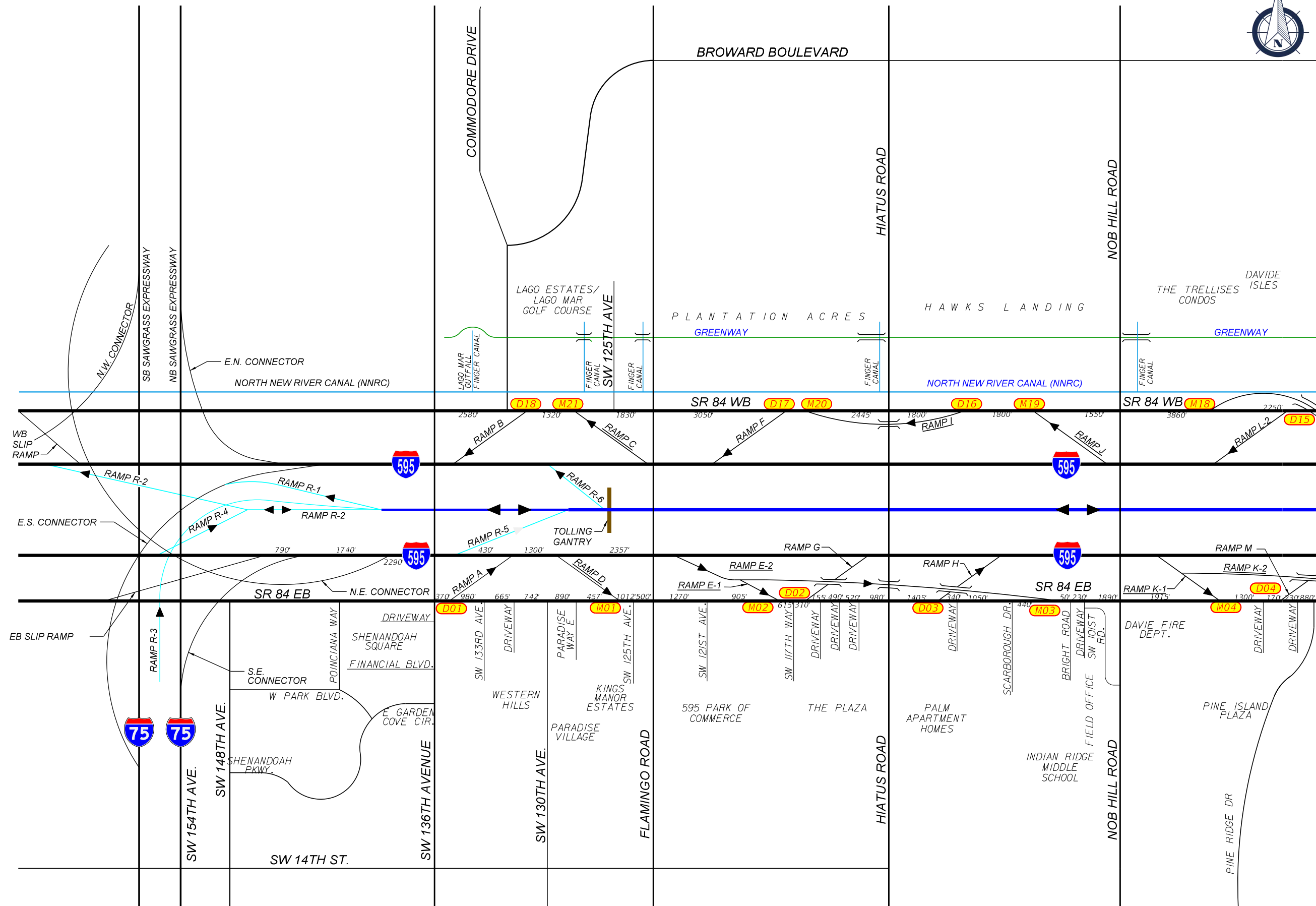
Table D-7: Davie Road Median Openings & Signal Spacing

Roadway	Jurisdiction	Median Opening Location	Median Opening Type	Intersection Type	Control Type	Spacing to Next Opening (feet)	Spacing To Next Signal (feet)
Davie Road	Broward County	Sw 39th Street	Full	T-Intersection	Signalized	310	2098
		SW 38th Court	Full	T-Intersection	Stop WB	855	
		Driveway / SW 37th Street	Full		Stop EB-WB	343	
		SW 36th Street	Directional	SB to EB		590	
		Broward College / SW 35th Street	Full		Signalized		

Table D-8: SR 7 Median Openings & Signal Spacing

Roadway	Jurisdiction	Median Opening Location	Median Opening Type	Intersection Type	Control Type	Spacing to Next Opening (feet)	Spacing To Next Signal (feet)
SR 7	FDOT	Powells Road	Full		Signalized	600	1870
		Driveways	Full		Stop EB-WB	620	
		Driveways	Directional	NB to WB		650	
		Oaked Road	Directional	T-Intersection	Signalized	7400	7400
		Riverland Road	Full		Signalized	900	
		SW 19th Street	Directional	NB to WB SB to EB		476	
		SW 18th Street / Driveway	Directional	NB to WB SB to EB		530	
		Driveway / Sw 16th Street	Directional	NB to WB SB to EB			

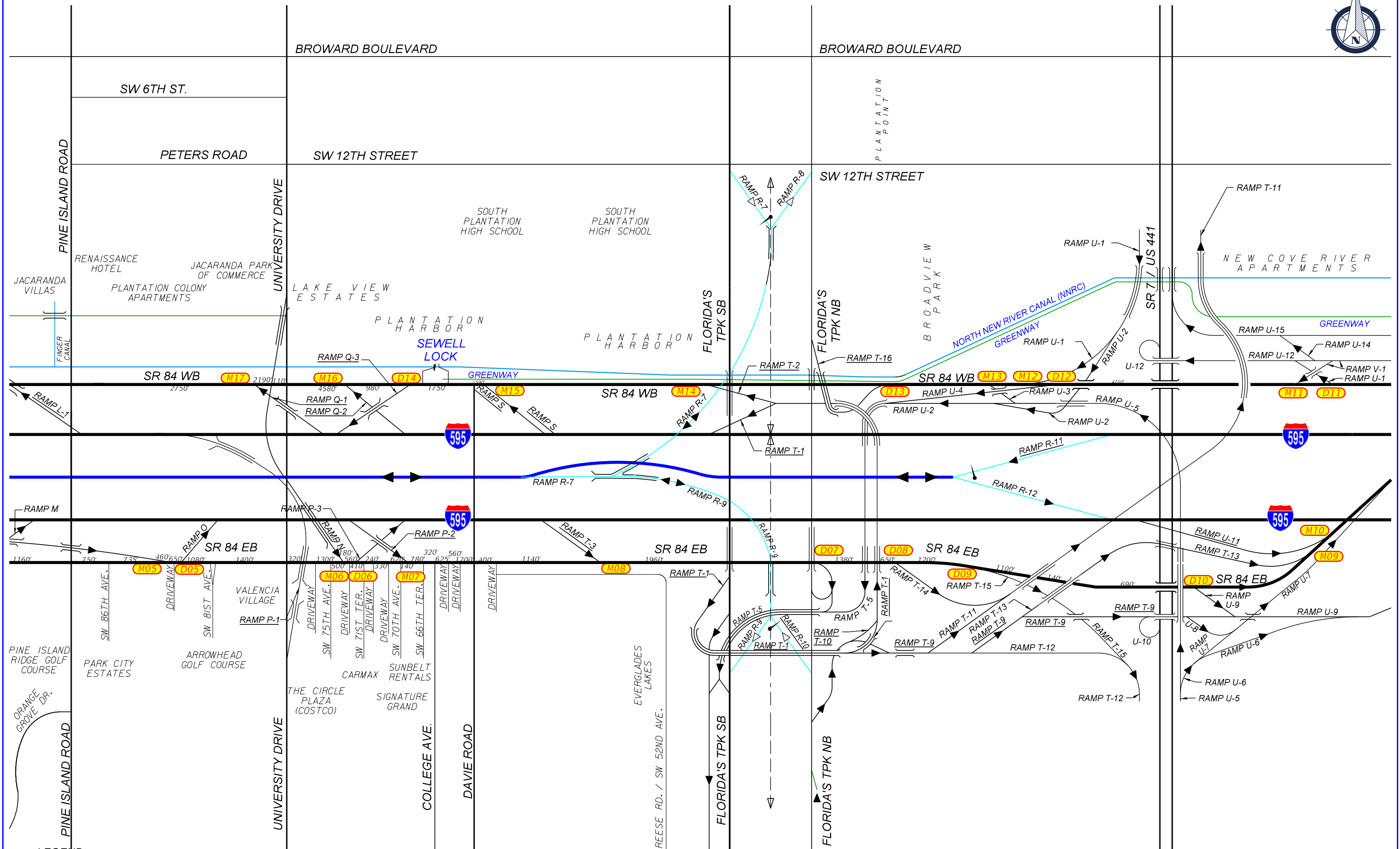
Appendix E - SR 84 and I-595 Ramps and Merge Diverge Areas



LEGEND:

	EXPRESS LANES		DIVERGE AREA		NEW RIVER GREENWAY
	EXPRESS LANES RAMP		MERGE AREA		

FIGURE E-1 : I-595 AND SR 84 RAMPS AND MERGE AND DIVERGE AREAS



LEGEND:

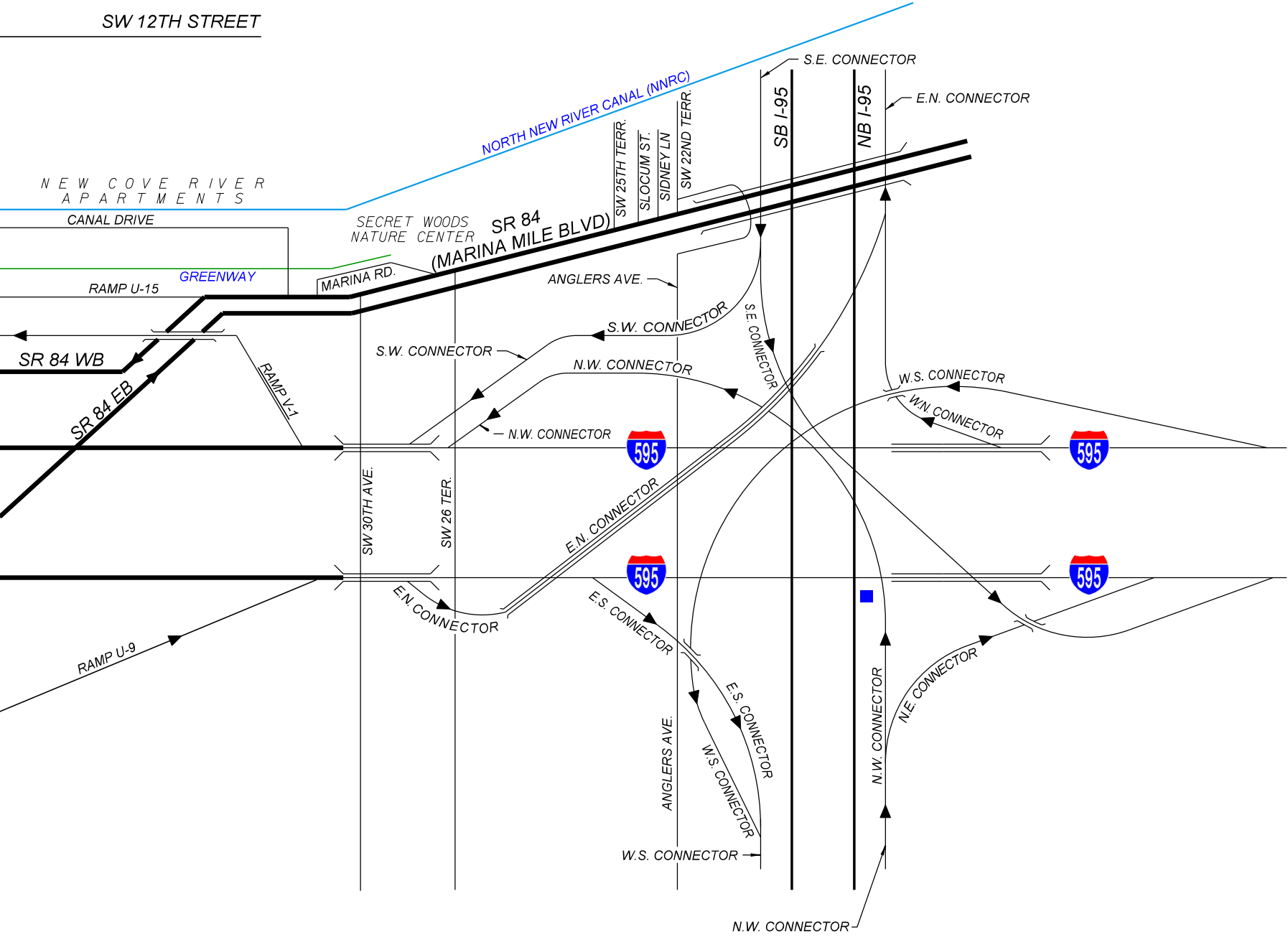
	EXPRESS LANES		DIVERGE AREA		NEW RIVER GREENWAY
	EXPRESS LANES RAMP		MERGE AREA		

FIGURE E-1 : I-595 AND SR 84 RAMPS AND MERGE AND DIVERGE AREAS



BROWARD BOULEVARD

SW 12TH STREET



LEGEND:






 EXPRESS LANES	 DIVERGE AREA	 NEW RIVER GREENWAY
 EXPRESS LANES RAMP	 MERGE AREA	

FIGURE E-1 : I-595 AND SR 84 RAMPS AND MERGE AND DIVERGE AREAS

Appendix F - Arterial Connectivity Study along I-595 Corridor

24-Hour Bi-Directional Traffic Counts

County: 86
 Station: 1201
 Description: NW 2ND ST W OF NW 136th AVE
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	6	5	0	2	13	6	10	4	6	26	39	
0100	0	4	2	0	6	2	0	0	5	7	13	
0200	5	1	0	1	7	0	2	4	1	7	14	
0300	2	2	1	2	7	0	6	4	5	15	22	
0400	0	2	2	25	29	0	5	5	10	20	49	
0500	19	4	8	11	42	11	6	6	21	44	86	
0600	16	17	21	12	66	20	26	33	54	133	199	
0700	43	27	45	53	168	34	62	59	55	210	378	
0800	58	41	65	46	210	50	64	49	49	212	422	
0900	55	23	49	38	165	32	38	34	34	138	303	
1000	58	49	54	65	226	46	44	31	39	160	386	
1100	65	41	63	65	234	45	37	45	49	176	410	
1200	113	65	95	101	374	50	56	70	61	237	611	
1300	78	68	69	124	339	75	51	49	76	251	590	
1400	72	58	97	56	283	58	55	59	59	231	514	
1500	56	72	80	81	289	56	59	57	57	229	518	
1600	83	95	94	65	337	46	59	70	79	254	591	
1700	129	123	95	97	444	106	113	103	104	426	870	
1800	97	61	61	59	278	113	97	73	52	335	613	
1900	63	46	46	42	197	52	54	49	42	197	394	
2000	33	33	25	25	116	37	24	30	22	113	229	
2100	27	29	13	25	94	37	19	13	20	89	183	
2200	18	13	14	9	54	27	18	10	21	76	130	
2300	7	11	23	7	48	14	8	10	6	38	86	
24-Hour Totals:					4026						3624	7650

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
A.M.	Hour	Volume	Hour	Volume	Hour	Volume
	745	217	730	228	745	435
P.M.	1700	444	1715	433	1700	870
Daily	1700	444	1715	433	1700	870

County: 86
Station: 1202
Description: HARRISON PKWY N OF NW 2ND ST
Start Date: 12/10/2019
Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	26	21	18	20	85	36	31	30	22	119	204	
0100	16	10	13	8	47	21	18	16	17	72	119	
0200	12	6	10	9	37	15	11	21	5	52	89	
0300	6	9	6	16	37	3	7	6	12	28	65	
0400	8	24	21	59	112	4	12	11	21	48	160	
0500	24	27	45	78	174	23	14	24	38	99	273	
0600	80	108	126	218	532	50	73	104	133	360	892	
0700	265	298	365	442	1370	157	153	181	177	668	2038	
0800	421	431	399	408	1659	195	186	162	198	741	2400	
0900	332	302	297	309	1240	148	169	162	138	617	1857	
1000	296	265	298	271	1130	150	143	175	148	616	1746	
1100	254	260	296	330	1140	189	184	233	207	813	1953	
1200	284	323	329	330	1266	253	246	249	234	982	2248	
1300	320	307	313	301	1241	253	251	213	219	936	2177	
1400	244	247	291	303	1085	211	195	226	212	844	1929	
1500	252	297	262	280	1091	254	196	258	226	934	2025	
1600	265	267	301	292	1125	249	229	248	269	995	2120	
1700	318	317	330	330	1295	315	300	330	274	1219	2514	
1800	336	286	254	244	1120	330	219	236	193	978	2098	
1900	218	225	193	176	812	234	214	167	178	793	1605	
2000	169	155	139	129	592	205	174	163	170	712	1304	
2100	124	121	89	95	429	170	158	112	98	538	967	
2200	89	73	65	50	277	115	78	75	80	348	625	
2300	38	45	48	38	169	94	80	66	47	287	456	
24-Hour Totals:					18065						13799	31864

Peak Volume Information						
Direction: N			Direction: S		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	745	1693	800	741	745	2413
P.M.	1715	1313	1715	1234	1715	2547
Daily	745	1693	1715	1234	1715	2547

County: 86
 Station: 1203
 Description: SHENANDOAH PKWY W OF SW 136TH AVE
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	6	4	9	3	22	31	17	21	10	79	101
0100	2	3	6	6	17	14	16	8	10	48	65
0200	2	2	3	2	9	6	3	6	4	19	28
0300	3	2	4	4	13	3	3	1	0	7	20
0400	2	9	10	8	29	7	0	4	4	15	44
0500	5	9	24	25	63	3	4	4	5	16	79
0600	36	56	56	65	213	18	18	31	47	114	327
0700	152	127	123	121	523	62	90	88	119	359	882
0800	108	84	91	64	347	101	75	68	74	318	665
0900	50	61	72	71	254	58	65	60	63	246	500
1000	53	54	58	55	220	55	55	36	50	196	416
1100	33	67	50	67	217	67	62	81	87	297	514
1200	55	41	39	55	190	77	98	99	88	362	552
1300	52	44	63	55	214	94	98	78	83	353	567
1400	51	47	51	39	188	106	122	77	105	410	598
1500	57	53	57	54	221	116	111	105	97	429	650
1600	49	48	55	52	204	124	157	138	143	562	766
1700	65	68	73	58	264	127	124	151	148	550	814
1800	63	65	66	65	259	165	141	127	149	582	841
1900	40	47	35	35	157	123	109	112	80	424	581
2000	35	33	22	31	121	105	94	93	90	382	503
2100	42	19	21	20	102	70	74	64	73	281	383
2200	20	12	4	13	49	57	44	37	40	178	227
2300	9	10	8	5	32	31	28	25	41	125	157
24-Hour Totals:					3928						6352 10280

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	523	715	398	700	882
P.M.	1700	264	1730	605	1730	864
Daily	700	523	1730	605	700	882

County: 86
 Station: 1204
 Description: SHENANDOAH PKWY E OF SW 136TH AVE
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	7	6	1	5	19	0	3	2	0	5	24	24
0100	2	3	2	3	10	3	0	2	0	5	15	15
0200	2	3	1	0	6	3	2	0	0	5	11	11
0300	2	0	1	0	3	2	2	2	1	7	10	10
0400	2	0	3	0	5	1	4	5	3	13	18	18
0500	2	0	1	3	6	8	5	6	10	29	35	35
0600	4	1	8	6	19	6	11	28	33	78	97	97
0700	18	16	16	13	63	21	51	42	33	147	210	210
0800	8	10	12	11	41	34	24	23	18	99	140	140
0900	10	18	18	16	62	22	42	23	18	105	167	167
1000	15	15	15	14	59	17	16	15	17	65	124	124
1100	10	13	6	24	53	23	22	17	13	75	128	128
1200	12	13	13	24	62	24	18	14	14	70	132	132
1300	18	22	21	18	79	16	20	17	19	72	151	151
1400	25	23	21	20	89	31	25	5	24	85	174	174
1500	18	20	25	22	85	23	12	18	15	68	153	153
1600	15	26	18	26	85	27	19	21	24	91	176	176
1700	31	22	30	28	111	31	17	19	16	83	194	194
1800	28	31	22	28	109	26	18	25	19	88	197	197
1900	33	43	31	27	134	23	19	19	18	79	213	213
2000	25	24	22	17	88	14	18	12	15	59	147	147
2100	22	30	19	23	94	13	14	11	8	46	140	140
2200	23	34	19	19	95	10	16	8	6	40	135	135
2300	13	9	6	10	38	2	4	3	2	11	49	49
24-Hour Totals:					1415						1425	2840

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	700	63	715	160	715	213
P.M.	1730	117	1615	95	1645	200
Daily	1845	135	715	160	1845	215

County: 86
 Station: 1205
 Description: SW 136TH AVE S OF SHENANDOAH PKWY
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	11	4	2	10	27	15	14	9	6	44	71	71
0100	6	5	3	5	19	7	10	10	7	34	53	53
0200	6	3	3	1	13	8	6	3	3	20	33	33
0300	1	4	4	5	14	2	3	2	2	9	23	23
0400	12	6	10	8	36	2	1	4	8	15	51	51
0500	15	12	29	27	83	8	11	15	17	51	134	134
0600	47	42	46	88	223	27	40	50	139	256	479	479
0700	220	279	268	223	990	172	156	145	150	623	1613	1613
0800	172	128	172	141	613	88	107	89	109	393	1006	1006
0900	158	205	216	258	837	110	171	162	95	538	1375	1375
1000	109	136	125	92	462	85	70	80	101	336	798	798
1100	78	100	195	235	608	108	167	168	116	559	1167	1167
1200	134	116	101	105	456	133	105	105	99	442	898	898
1300	130	116	113	109	468	107	121	106	111	445	913	913
1400	131	103	127	102	463	121	110	103	140	474	937	937
1500	143	123	118	100	484	115	123	118	122	478	962	962
1600	112	155	158	135	560	134	175	184	158	651	1211	1211
1700	154	161	157	160	632	170	152	167	155	644	1276	1276
1800	181	146	114	122	563	169	159	208	156	692	1255	1255
1900	96	84	79	76	335	133	104	90	100	427	762	762
2000	91	76	54	85	306	101	85	75	82	343	649	649
2100	145	81	35	34	295	84	59	57	52	252	547	547
2200	29	29	25	34	117	46	51	37	33	167	284	284
2300	13	23	20	14	70	29	29	27	22	107	177	177
24-Hour Totals:					8674						8000	16674

Peak Volume Information						
Direction: N			Direction: S		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	700	990	700	623	700	1613
P.M.	1715	659	1800	692	1715	1302
Daily	700	990	1800	692	700	1613

County: 86
 Station: 1206
 Description: COMMODORE DR N OF SR-84 WB
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	13	7	11	9	40	3	4	5	3	15	55	
0100	6	4	2	6	18	3	1	2	0	6	24	
0200	4	5	8	4	21	1	2	2	2	7	28	
0300	3	4	6	5	18	0	1	2	0	3	21	
0400	1	1	2	2	6	0	4	7	10	21	27	
0500	5	0	3	13	21	9	6	16	19	50	71	
0600	11	9	16	14	50	24	19	29	47	119	169	
0700	20	36	35	38	129	51	61	49	51	212	341	
0800	48	41	36	65	190	32	30	31	35	128	318	
0900	29	28	37	28	122	36	29	25	19	109	231	
1000	26	36	32	26	120	27	24	28	26	105	225	
1100	29	34	44	34	141	19	29	42	37	127	268	
1200	52	41	45	51	189	24	34	15	34	107	296	
1300	26	43	49	33	151	30	35	37	19	121	272	
1400	28	56	44	48	176	31	32	18	22	103	279	
1500	48	65	60	61	234	27	30	28	25	110	344	
1600	63	67	80	86	296	36	33	37	58	164	460	
1700	80	100	70	89	339	50	79	119	54	302	641	
1800	55	96	81	84	316	30	38	42	43	153	469	
1900	78	66	57	47	248	27	31	30	12	100	348	
2000	56	52	43	44	195	25	19	28	13	85	280	
2100	44	40	32	28	144	18	20	23	12	73	217	
2200	29	47	34	16	126	10	7	5	5	27	153	
2300	13	19	22	11	65	6	6	6	5	23	88	
24-Hour Totals:					3355						2270	5625

Peak Volume Information						
Direction: N			Direction: S		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	800	190	700	212	715	350
P.M.	1630	346	1645	306	1645	642
Daily	1630	346	1645	306	1645	642

County: 86
 Station: 1207
 Description: BROWARD BLVD W OF FLAMINGO RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	4	4	5	4	17	7	11	5	2	25	42	42
0100	2	3	3	1	9	4	1	2	0	7	16	16
0200	3	1	1	2	7	1	0	1	2	4	11	11
0300	2	1	1	3	7	1	1	3	0	5	12	12
0400	2	3	3	5	13	0	2	5	5	12	25	25
0500	13	10	16	26	65	3	3	12	12	30	95	95
0600	27	50	42	63	182	21	19	26	44	110	292	292
0700	88	112	108	112	420	39	39	44	57	179	599	599
0800	85	82	103	78	348	43	39	42	35	159	507	507
0900	61	47	54	52	214	32	38	38	34	142	356	356
1000	50	36	42	37	165	29	49	41	33	152	317	317
1100	42	44	77	41	204	47	50	70	58	225	429	429
1200	65	50	44	45	204	57	50	33	43	183	387	387
1300	58	55	44	55	212	42	49	45	41	177	389	389
1400	87	75	61	47	270	42	40	34	34	150	420	420
1500	55	57	60	49	221	43	44	59	49	195	416	416
1600	51	55	53	76	235	51	56	66	61	234	469	469
1700	90	90	84	72	336	63	69	56	65	253	589	589
1800	50	51	51	48	200	57	51	75	69	252	452	452
1900	44	44	29	51	168	40	46	43	38	167	335	335
2000	43	39	17	18	117	45	37	28	27	137	254	254
2100	20	23	17	14	74	28	28	31	13	100	174	174
2200	10	19	11	12	52	25	17	12	16	70	122	122
2300	11	8	6	8	33	10	12	5	5	32	65	65
24-Hour Totals:					3773						3000	6773

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	700	420	715	183	715	600
P.M.	1645	340	1630	259	1645	589
Daily	700	420	1630	259	715	600

County: 86
 Station: 1208
 Description: BROWARD BLVD E OF FLAMINGO RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	13	14	15	5	47	10	11	12	7	40	87
0100	9	14	6	6	35	9	8	4	6	27	62
0200	4	4	5	2	15	3	4	1	6	14	29
0300	4	4	4	5	17	2	4	7	4	17	34
0400	2	4	5	6	17	4	7	8	19	38	55
0500	2	8	18	17	45	10	16	28	37	91	136
0600	24	39	45	87	195	32	40	58	70	200	395
0700	157	247	212	217	833	116	115	184	195	610	1443
0800	183	146	159	127	615	207	164	149	140	660	1275
0900	116	148	209	107	580	134	119	154	205	612	1192
1000	99	95	100	91	385	135	112	107	113	467	852
1100	109	134	221	341	805	110	108	189	397	804	1609
1200	165	141	124	122	552	294	215	143	138	790	1342
1300	123	134	112	124	493	144	140	136	113	533	1026
1400	124	133	125	160	542	124	126	148	107	505	1047
1500	177	190	136	150	653	195	228	285	191	899	1552
1600	185	166	204	260	815	153	182	186	191	712	1527
1700	210	243	239	257	949	207	209	155	174	745	1694
1800	216	186	160	131	693	189	171	167	149	676	1369
1900	113	110	94	104	421	133	123	126	147	529	950
2000	84	67	57	50	258	124	109	74	69	376	634
2100	53	65	47	50	215	63	51	76	43	233	448
2200	36	40	43	34	153	61	27	40	26	154	307
2300	38	27	30	15	110	21	20	11	18	70	180
24-Hour Totals:					9443						9802 19245

Peak Volume Information						
Direction: E		Direction: W		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	715 859	730	750	715	1560	
P.M.	1715 955	1500	899	1645	1714	
Daily	1715 955	1130	1095	1130	1963	

County: 86
 Station: 1209
 Description: SW 125TH AVE N OF SR-84 WB
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	1	1	1	0	3	1	0	1	0	2	5	5
0100	0	0	0	0	0	0	0	1	0	1	1	1
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	1	0	0	1	1	1
0600	2	0	2	1	5	2	4	0	0	6	11	11
0700	2	2	2	3	9	1	5	5	5	16	25	25
0800	3	2	1	1	7	4	4	3	1	12	19	19
0900	1	4	5	3	13	5	4	9	3	21	34	34
1000	1	3	1	3	8	3	4	1	8	16	24	24
1100	6	4	4	8	22	8	9	5	11	33	55	55
1200	2	6	5	2	15	8	6	12	9	35	50	50
1300	9	3	4	4	20	10	10	8	9	37	57	57
1400	3	3	7	5	18	11	16	6	8	41	59	59
1500	7	5	9	9	30	17	9	15	15	56	86	86
1600	6	14	10	11	41	7	13	16	15	51	92	92
1700	8	9	12	14	43	17	24	14	26	81	124	124
1800	15	12	7	7	41	18	17	10	18	63	104	104
1900	7	6	3	8	24	17	13	9	15	54	78	78
2000	5	3	1	1	10	8	14	4	8	34	44	44
2100	1	4	2	4	11	8	6	6	5	25	36	36
2200	2	2	1	1	6	7	10	2	2	21	27	27
2300	0	0	0	0	0	2	1	2	1	6	6	6
24-Hour Totals:					326						612	938

Peak Volume Information						
Direction: N			Direction: S		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	845	11	715	19	845	30
P.M.	1730	53	1715	82	1715	132
Daily	1730	53	1715	82	1715	132

County: 86
 Station: 1210
 Description: SW 8TH ST W OF S.FLAMINGO RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	5	2	4	3	14	27	18	7	15	67	81	
0100	5	2	2	2	11	12	14	8	4	38	49	
0200	1	0	1	0	2	6	7	7	6	26	28	
0300	1	1	3	1	6	7	1	4	0	12	18	
0400	3	2	3	5	13	5	7	5	4	21	34	
0500	5	4	5	15	29	6	8	11	18	43	72	
0600	24	20	25	34	103	15	21	27	71	134	237	
0700	53	92	68	51	264	75	94	76	88	333	597	
0800	47	37	27	35	146	69	63	84	59	275	421	
0900	30	28	40	30	128	77	83	61	59	280	408	
1000	24	27	26	17	94	34	47	40	41	162	256	
1100	20	27	39	42	128	42	63	90	82	277	405	
1200	30	22	30	31	113	74	80	75	77	306	419	
1300	26	26	28	25	105	64	87	74	62	287	392	
1400	31	22	29	43	125	87	92	105	92	376	501	
1500	26	28	23	32	109	89	99	100	111	399	508	
1600	29	31	36	29	125	95	125	127	117	464	589	
1700	38	38	33	33	142	142	149	146	128	565	707	
1800	24	28	33	36	121	135	142	120	122	519	640	
1900	22	23	24	20	89	103	97	74	79	353	442	
2000	21	18	17	12	68	66	89	76	57	288	356	
2100	17	12	12	9	50	62	64	51	48	225	275	
2200	16	11	7	5	39	62	54	31	35	182	221	
2300	3	11	4	4	22	25	38	31	21	115	137	
24-Hour Totals:					2046						5747	7793

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	700	264	700	333	700	597
P.M.	1700	142	1700	565	1700	707
Daily	700	264	1700	565	1700	707

County: 86
 Station: 1211
 Description: BROWARD BLVD W OF HIATUS RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	16	10	21	7	54	18	25	22	15	80	134
0100	12	10	9	8	39	23	12	8	8	51	90
0200	2	2	9	2	15	7	8	2	13	30	45
0300	6	4	5	6	21	10	5	12	10	37	58
0400	7	5	7	8	27	8	10	15	23	56	83
0500	11	17	28	25	81	19	26	32	58	135	216
0600	31	49	52	93	225	51	76	101	117	345	570
0700	136	181	285	297	899	214	288	375	287	1164	2063
0800	256	192	181	200	829	285	232	238	201	956	1785
0900	140	143	188	209	680	224	235	262	225	946	1626
1000	133	149	133	126	541	197	144	191	185	717	1258
1100	111	107	156	311	685	178	199	246	300	923	1608
1200	233	166	143	143	685	215	208	234	186	843	1528
1300	142	142	141	130	555	249	273	190	212	924	1479
1400	156	143	167	154	620	213	224	243	199	879	1499
1500	187	231	252	207	877	315	257	262	267	1101	1978
1600	201	243	208	220	872	297	282	334	349	1262	2134
1700	239	288	303	271	1101	298	381	335	337	1351	2452
1800	260	209	169	188	826	419	333	345	271	1368	2194
1900	144	122	131	173	570	264	283	237	210	994	1564
2000	142	88	78	68	376	212	155	160	120	647	1023
2100	73	109	71	72	325	149	148	132	88	517	842
2200	43	53	47	35	178	99	76	59	44	278	456
2300	48	28	28	22	126	52	36	37	25	150	276
24-Hour Totals:					11207						15754 26961

Peak Volume Information						
Direction: E		Direction: W		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	730 1030	715	1235	715	2254	
P.M.	1715 1122	1715	1472	1715	2594	
Daily	1715 1122	1715	1472	1715	2594	

County: 86
 Station: 1212
 Description: HIATUS RD N OF BROWARD BLVD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	42	30	37	19	128	22	15	20	12	69	197	
0100	21	22	16	11	70	9	8	14	7	38	108	
0200	20	12	10	12	54	14	7	13	14	48	102	
0300	6	6	10	14	36	8	8	12	6	34	70	
0400	4	5	7	14	30	10	14	28	38	90	120	
0500	13	11	36	50	110	42	50	71	93	256	366	
0600	40	65	80	115	300	95	123	161	216	595	895	
0700	113	162	250	247	772	304	385	380	329	1398	2170	
0800	220	180	208	217	825	359	349	308	325	1341	2166	
0900	156	173	190	189	708	210	210	218	201	839	1547	
1000	140	157	149	157	603	152	166	144	169	631	1234	
1100	129	164	161	171	625	155	154	198	167	674	1299	
1200	188	181	172	208	749	182	174	155	186	697	1446	
1300	168	181	177	180	706	183	172	192	181	728	1434	
1400	190	179	212	217	798	185	218	181	184	768	1566	
1500	226	246	249	258	979	188	213	225	167	793	1772	
1600	279	277	281	326	1163	273	235	246	257	1011	2174	
1700	322	340	388	316	1366	239	340	312	274	1165	2531	
1800	376	313	288	238	1215	273	236	195	160	864	2079	
1900	218	203	174	180	775	181	195	157	150	683	1458	
2000	178	205	167	138	688	135	115	107	84	441	1129	
2100	141	131	117	109	498	83	71	83	80	317	815	
2200	84	86	80	69	319	65	52	50	45	212	531	
2300	64	68	52	52	236	29	34	33	23	119	355	
24-Hour Totals:					13753						13811	27564

Peak Volume Information						
Direction: N			Direction: S		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	730	897	715	1453	715	2332
P.M.	1715	1420	1715	1199	1715	2619
Daily	1715	1420	715	1453	1715	2619

County: 86
 Station: 1213
 Description: BROWARD BLVD E OF HIATUS RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	18	15	19	10	62	22	17	12	10	61	123
0100	10	8	9	14	41	11	9	7	8	35	76
0200	6	5	8	3	22	6	3	6	3	18	40
0300	4	2	6	2	14	4	4	6	10	24	38
0400	8	4	2	9	23	9	7	15	24	55	78
0500	7	13	26	26	72	21	20	33	40	114	186
0600	33	49	68	103	253	62	71	90	133	356	609
0700	137	188	272	254	851	158	209	306	234	907	1758
0800	234	233	193	241	901	218	193	187	168	766	1667
0900	162	178	164	174	678	160	155	209	157	681	1359
1000	135	146	165	141	587	133	146	146	144	569	1156
1100	129	137	131	245	642	157	146	184	173	660	1302
1200	179	164	151	149	643	177	165	166	170	678	1321
1300	184	156	169	164	673	178	182	151	174	685	1358
1400	170	196	165	168	699	184	191	163	191	729	1428
1500	193	201	179	228	801	212	191	219	199	821	1622
1600	189	246	210	228	873	238	212	273	294	1017	1890
1700	239	288	253	299	1079	197	286	254	253	990	2069
1800	256	252	210	168	886	239	251	244	173	907	1793
1900	159	148	129	156	592	197	165	184	136	682	1274
2000	134	107	91	65	397	153	145	121	89	508	905
2100	76	90	60	70	296	92	86	78	57	313	609
2200	49	52	50	56	207	59	54	45	36	194	401
2300	58	29	30	21	138	29	25	26	19	99	237
24-Hour Totals:					11430						11869 23299

Peak Volume Information						
Direction: E		Direction: W		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	730 993	715	967	730	1944	
P.M.	1715 1096	1630	1050	1715	2128	
Daily	1715 1096	1630	1050	1715	2128	

County: 86
 Station: 1214
 Description: HAWKS VIEW BLVD W OF N.NOB HILL RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	6	11	3	0	20	9	12	0	2	23	43	
0100	7	7	7	3	24	2	4	3	1	10	34	
0200	0	0	3	4	7	3	3	1	2	9	16	
0300	0	4	0	0	4	3	0	0	2	5	9	
0400	5	0	7	7	19	0	0	2	4	6	25	
0500	10	11	6	23	50	1	0	2	9	12	62	
0600	6	12	10	21	49	2	3	6	15	26	75	
0700	50	74	76	66	266	22	20	29	52	123	389	
0800	50	51	34	54	189	57	36	29	57	179	368	
0900	72	51	54	59	236	57	50	53	42	202	438	
1000	48	42	43	55	188	49	49	36	51	185	373	
1100	50	55	54	43	202	51	32	43	62	188	390	
1200	50	47	43	45	185	80	72	54	51	257	442	
1300	49	53	49	64	215	51	51	54	63	219	434	
1400	48	46	55	46	195	41	46	41	54	182	377	
1500	52	44	53	38	187	57	66	61	58	242	429	
1600	44	52	54	55	205	48	57	59	64	228	433	
1700	50	48	42	52	192	53	55	49	45	202	394	
1800	35	50	43	51	179	69	55	76	65	265	444	
1900	44	29	14	47	134	60	51	51	55	217	351	
2000	28	15	23	16	82	33	36	27	34	130	212	
2100	19	22	26	15	82	21	27	24	20	92	174	
2200	11	8	7	7	33	21	13	14	18	66	99	
2300	6	7	7	3	23	17	8	13	7	45	68	
24-Hour Totals:					2966						3113	6079

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	700	266		845	845	448
P.M.	1300	215		1800	1615	444
Daily	700	266		1145	1130	451

County: 86
 Station: 1215
 Description: SW 101 RD W OF S.NOB HILL RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	2	0	0	0	2	0	0	0	0	0	2	
0100	0	0	0	0	0	0	0	0	0	0	0	
0200	0	1	0	0	1	1	0	0	0	1	2	
0300	0	1	0	0	1	0	0	1	0	1	2	
0400	1	0	1	0	2	0	0	1	4	5	7	
0500	0	0	1	3	4	2	1	4	4	11	15	
0600	1	5	2	2	10	6	4	6	12	28	38	
0700	21	60	87	61	229	6	11	11	21	49	278	
0800	37	54	49	67	207	30	29	18	21	98	305	
0900	63	82	24	18	187	24	20	13	9	66	253	
1000	11	13	11	12	47	14	11	8	6	39	86	
1100	9	7	10	23	49	14	14	18	21	67	116	
1200	32	37	33	21	123	14	17	11	15	57	180	
1300	25	19	22	28	94	12	14	20	10	56	150	
1400	27	21	27	21	96	16	14	8	7	45	141	
1500	39	30	32	29	130	11	14	15	21	61	191	
1600	56	52	51	40	199	12	22	18	6	58	257	
1700	68	50	59	38	215	16	15	22	13	66	281	
1800	50	35	22	13	120	17	9	11	9	46	166	
1900	8	16	12	10	46	6	5	1	5	17	63	
2000	6	8	4	4	22	4	1	1	3	9	31	
2100	1	2	1	1	5	2	3	5	0	10	15	
2200	2	5	2	1	10	3	2	3	3	11	21	
2300	2	1	0	0	3	2	0	1	0	3	6	
24-Hour Totals:					1802						804	2606

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	830	261	745	98	830	344
P.M.	1645	217	1545	73	1700	281
Daily	830	261	745	98	830	344

County: 86
 Station: 1216
 Description: SW 101 RD E OF S.NOB HILL RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	0	0	2	1	3	0	0	0	0	0	3	3
0100	1	0	0	0	1	0	0	0	3	3	4	4
0200	0	0	1	0	1	1	0	1	0	2	3	3
0300	0	1	0	0	1	0	0	0	0	0	1	1
0400	0	1	1	2	4	1	0	1	2	4	8	8
0500	2	4	4	16	26	0	0	3	1	4	30	30
0600	2	9	13	20	44	5	5	9	3	22	66	66
0700	30	82	70	55	237	12	21	38	60	131	368	368
0800	13	19	18	10	60	43	6	5	15	69	129	129
0900	5	13	2	3	23	23	13	8	4	48	71	71
1000	0	0	1	24	25	0	0	0	16	16	41	41
1100	8	7	3	9	27	13	11	11	16	51	78	78
1200	7	16	15	15	53	11	11	5	9	36	89	89
1300	12	21	21	20	74	12	6	13	10	41	115	115
1400	17	21	8	7	53	38	37	14	17	106	159	159
1500	9	9	10	19	47	29	29	25	20	103	150	150
1600	20	19	17	8	64	28	28	18	27	101	165	165
1700	4	4	4	6	18	20	12	6	5	43	61	61
1800	0	1	3	2	6	6	4	4	4	18	24	24
1900	0	2	1	3	6	1	1	3	4	9	15	15
2000	4	1	7	7	19	1	1	1	1	4	23	23
2100	2	3	6	3	14	7	7	4	1	19	33	33
2200	0	3	6	1	10	3	3	2	5	13	23	23
2300	0	1	1	0	2	1	2	6	4	13	15	15
24-Hour Totals:					818						856	1674

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	700	237	715	162	715	382
P.M.	1315	79	1400	106	1330	177
Daily	700	237	715	162	715	382

County: 86
 Station: 1217
 Description: SW 13TH ST W OF S.NOB HILL RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	1	0	0	0	1	0	0	1	0	1	2	2
0100	0	1	0	0	1	0	0	1	0	1	2	2
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	1	1
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	1	0	1	1	1
0600	0	0	1	0	1	0	0	0	0	0	1	1
0700	0	2	10	18	30	0	7	11	22	40	70	70
0800	7	17	35	60	119	17	29	61	96	203	322	322
0900	60	77	30	0	167	25	16	8	0	49	216	216
1000	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	1	1	2	0	0	1	1	2	4	4
1200	0	1	0	0	1	0	1	0	0	1	2	2
1300	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	2	2	0	0	4	4	4
1500	0	0	0	0	0	0	2	25	0	27	27	27
1600	80	69	15	6	170	40	23	7	2	72	242	242
1700	6	8	4	1	19	3	3	3	0	9	28	28
1800	1	2	1	0	4	0	3	0	0	3	7	7
1900	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
24-Hour Totals:					516						413	929

Peak Volume Information						
Direction: E		Direction: W		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M. 830	232	815	211	830	430	
P.M. 1600	170	1530	88	1600	242	
Daily 830	232	815	211	830	430	

County: 86
 Station: 1218
 Description: SW 13TH ST E OF S.NOB HILL RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined				
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total				
0000	0	0	0	0	0		0	0	0	1	1		1		
0100	0	0	0	0	0		0	0	0	0	0		0		
0200	0	0	0	0	0		0	0	0	0	0		0		
0300	0	0	0	0	0		0	0	0	0	0		0		
0400	0	0	0	0	0		0	0	0	0	0		0		
0500	0	0	1	1	2		0	0	2	0	2		4		
0600	1	2	3	11	17		1	0	3	1	5		22		
0700	50	129	115	124	418		10	48	86	111	255		673		
0800	24	9	4	14	51		93	10	8	4	115		166		
0900	22	5	5	6	38		3	6	3	8	20		58		
1000	7	1	2	8	18		16	12	16	2	46		64		
1100	10	5	6	7	28		5	4	5	3	17		45		
1200	5	7	7	6	25		6	2	1	8	17		42		
1300	20	32	38	27	117		1	8	5	10	24		141		
1400	33	31	14	14	92		81	52	10	12	155		247		
1500	8	16	9	28	61		25	11	16	24	76		137		
1600	24	26	20	20	90		38	17	23	24	102		192		
1700	19	13	15	6	53		19	19	18	13	69		122		
1800	1	0	0	0	1		4	0	0	0	4		5		
1900	0	0	0	1	1		0	0	0	0	0		1		
2000	0	0	0	0	0		1	0	0	0	1		1		
2100	2	1	0	0	3		0	1	0	0	1		4		
2200	0	0	0	0	0		0	0	0	0	0		0		
2300	0	0	0	0	0		0	0	0	0	0		0		
24-Hour Totals:					1015						910			1925	

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	700	418	715	338	715	730
P.M.	1315	130	1400	155	1330	277
Daily	700	418	715	338	715	730

County: 86
 Station: 1219
 Description: N.NEW RIVER CANARL RD W OF PINE ISLAND RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	0	0	0	0	0	3	1	1	0	5	5	
0100	0	1	0	1	2	2	0	0	0	2	4	
0200	1	0	0	0	1	0	0	0	0	0	1	
0300	0	0	1	0	1	0	0	0	0	0	1	
0400	1	0	2	2	5	0	0	0	0	0	5	
0500	3	4	5	7	19	0	0	0	0	0	19	
0600	3	14	11	18	46	0	1	1	7	9	55	
0700	22	25	43	33	123	4	4	6	11	25	148	
0800	29	27	30	33	119	10	10	11	11	42	161	
0900	23	21	19	27	90	6	12	4	8	30	120	
1000	18	16	15	13	62	10	6	7	4	27	89	
1100	19	18	21	22	80	4	6	17	16	43	123	
1200	19	18	21	14	72	16	9	10	6	41	113	
1300	19	19	27	21	86	16	9	11	6	42	128	
1400	17	23	13	17	70	9	8	12	14	43	113	
1500	20	21	18	20	79	13	14	10	13	50	129	
1600	24	19	14	22	79	21	17	14	18	70	149	
1700	18	13	17	26	74	31	22	24	20	97	171	
1800	24	18	17	9	68	22	10	12	7	51	119	
1900	11	24	9	12	56	4	11	9	6	30	86	
2000	10	11	3	8	32	5	12	7	10	34	66	
2100	8	7	9	6	30	6	4	6	2	18	48	
2200	3	3	3	2	11	1	6	5	5	17	28	
2300	2	6	0	3	11	1	4	2	0	7	18	
24-Hour Totals:					1216						683	1899

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	730	132	745	42	730	169
P.M.	1330	88	1700	97	1700	171
Daily	730	132	1700	97	1700	171

County: 86
 Station: 1220
 Description: ARROW CT E OF S.PINE ISLAND RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	2	6	6	5	19	4	1	3	2	10	29	29
0100	2	0	0	0	2	5	2	0	0	7	9	9
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	2	2	0	0	0	0	0	2	2
0400	3	2	14	7	26	1	0	0	1	2	28	28
0500	7	9	19	32	67	6	2	2	5	15	82	82
0600	25	30	31	36	122	9	12	4	18	43	165	165
0700	35	26	24	28	113	12	15	17	19	63	176	176
0800	63	53	63	55	234	28	21	31	26	106	340	340
0900	85	57	36	34	212	12	16	17	16	61	273	273
1000	32	31	34	39	136	20	32	27	17	96	232	232
1100	39	25	37	17	118	29	20	34	38	121	239	239
1200	26	29	38	42	135	62	30	42	51	185	320	320
1300	29	35	39	37	140	39	36	17	45	137	277	277
1400	40	40	28	24	132	46	30	30	21	127	259	259
1500	27	28	14	13	82	93	46	69	52	260	342	342
1600	11	10	14	12	47	46	52	63	71	232	279	279
1700	16	22	11	17	66	97	84	81	68	330	396	396
1800	19	28	7	19	73	72	66	29	40	207	280	280
1900	19	17	11	15	62	34	16	17	3	70	132	132
2000	10	11	16	8	45	14	12	6	11	43	88	88
2100	14	20	6	10	50	3	7	10	3	23	73	73
2200	16	9	10	8	43	7	2	4	6	19	62	62
2300	11	6	4	3	24	2	0	5	3	10	34	34
24-Hour Totals:					1950						2167	4117

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	830	260	800	106	815	346
P.M.	1330	156	1645	333	1700	396
Daily	830	260	1645	333	1700	396

County: 86
 Station: 1221
 Description: S.PINE ISLAND RD S OF SR-84 EB
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	32	22	16	16	86	47	51	35	37	170	256	
0100	10	10	12	17	49	22	20	23	10	75	124	
0200	5	7	8	8	28	13	19	5	18	55	83	
0300	10	5	10	12	37	12	10	10	17	49	86	
0400	13	14	16	31	74	14	11	28	26	79	153	
0500	25	36	70	89	220	29	34	42	64	169	389	
0600	89	128	173	225	615	63	90	92	187	432	1047	
0700	274	379	418	434	1505	236	323	319	291	1169	2674	
0800	439	427	408	382	1656	293	301	269	314	1177	2833	
0900	382	309	279	250	1220	263	247	303	288	1101	2321	
1000	210	237	258	208	913	240	275	254	247	1016	1929	
1100	221	241	223	322	1007	280	218	296	323	1117	2124	
1200	258	245	302	305	1110	356	394	366	399	1515	2625	
1300	290	290	280	297	1157	340	335	394	340	1409	2566	
1400	284	276	322	288	1170	362	377	376	379	1494	2664	
1500	232	274	310	337	1153	431	396	456	478	1761	2914	
1600	330	317	352	356	1355	434	456	454	495	1839	3194	
1700	362	361	335	349	1407	530	485	538	559	2112	3519	
1800	342	346	296	236	1220	546	550	499	496	2091	3311	
1900	255	238	173	189	855	475	404	357	298	1534	2389	
2000	208	145	166	162	681	288	286	248	233	1055	1736	
2100	146	160	128	106	540	208	237	222	179	846	1386	
2200	121	95	114	71	401	172	140	137	102	551	952	
2300	59	57	40	37	193	111	120	92	59	382	575	
24-Hour Totals:					18652						23198	41850

Peak Volume Information						
Direction: N		Direction: S		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	730	1718	715	1226	730	2922
P.M.	1630	1431	1730	2193	1730	3565
Daily	730	1718	1730	2193	1730	3565

County: 86
Station: 1222
Description: ORANGE GROVE DR W OF S.PINE ISLAND RD
Start Date: 12/10/2019
Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	5	2	3	3	13	12	8	7	10	37	50	
0100	4	0	2	0	6	4	3	2	0	9	15	
0200	0	1	1	0	2	0	2	1	2	5	7	
0300	1	2	2	1	6	2	1	2	1	6	12	
0400	2	1	1	5	9	2	1	3	3	9	18	
0500	8	5	9	10	32	2	3	2	4	11	43	
0600	21	23	31	39	114	2	6	7	8	23	137	
0700	54	73	78	71	276	24	14	20	19	77	353	
0800	47	55	70	61	233	13	16	28	38	95	328	
0900	48	37	33	45	163	24	21	26	22	93	256	
1000	44	34	26	47	151	30	35	31	18	114	265	
1100	31	40	31	42	144	23	31	38	34	126	270	
1200	34	27	45	33	139	38	32	37	48	155	294	
1300	34	36	45	43	158	49	34	37	35	155	313	
1400	20	37	51	31	139	38	27	46	41	152	291	
1500	38	23	38	38	137	44	53	53	38	188	325	
1600	38	43	31	51	163	45	49	59	70	223	386	
1700	32	37	51	46	166	55	61	76	66	258	424	
1800	60	48	34	36	178	53	62	73	62	250	428	
1900	38	28	21	19	106	49	53	45	38	185	291	
2000	20	23	20	12	75	41	38	31	35	145	220	
2100	20	21	10	18	69	33	38	25	28	124	193	
2200	5	3	16	9	33	21	18	18	22	79	112	
2300	10	5	7	3	25	21	20	17	12	70	95	
24-Hour Totals:					2537						2589	5126

Peak Volume Information						
Direction: E		Direction: W		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	700	276	830	111	700	353
P.M.	1730	205	1645	262	1730	462
Daily	700	276	1645	262	1730	462

County: 86
 Station: 1223
 Description: PETERS RD W OF S.UNIVERSITY DR
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	9	10	13	7	39	5	6	9	5	25	64	
0100	10	6	6	5	27	6	7	4	3	20	47	
0200	7	5	1	4	17	5	5	3	2	15	32	
0300	4	0	7	3	14	2	1	4	2	9	23	
0400	0	3	11	6	20	5	7	9	8	29	49	
0500	12	9	5	18	44	14	13	13	24	64	108	
0600	24	42	46	69	181	11	29	37	99	176	357	
0700	90	135	195	208	628	98	105	189	235	627	1255	
0800	219	181	139	127	666	311	256	208	219	994	1660	
0900	121	143	139	160	563	192	181	163	207	743	1306	
1000	129	185	167	166	647	176	147	169	106	598	1245	
1100	170	194	177	200	741	162	150	144	188	644	1385	
1200	241	196	254	229	920	221	163	162	181	727	1647	
1300	215	202	190	225	832	192	179	157	157	685	1517	
1400	179	204	200	237	820	146	156	199	171	672	1492	
1500	255	224	213	208	900	192	169	149	183	693	1593	
1600	263	236	293	312	1104	189	179	171	226	765	1869	
1700	348	392	369	326	1435	162	200	225	206	793	2228	
1800	282	293	259	206	1040	202	167	165	180	714	1754	
1900	214	198	181	156	749	125	113	86	96	420	1169	
2000	144	133	100	100	477	97	74	71	83	325	802	
2100	121	86	61	73	341	76	42	37	51	206	547	
2200	69	73	34	35	211	36	53	30	25	144	355	
2300	48	22	28	27	125	26	18	10	11	65	190	
24-Hour Totals:					12541						10153	22694

Peak Volume Information						
Direction: E		Direction: W		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	730	803	745	1010	730	1794
P.M.	1700	1435	1715	833	1645	2234
Daily	1700	1435	745	1010	1645	2234

County: 86
 Station: 1224
 Description: SW 17TH ST between SW 80 TER and SW 78 AVE
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	0	6	0	0	6	0	8	0	0	8	14	
0100	1	2	0	0	3	2	3	0	0	5	8	
0200	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	1	0	1	0	0	2	0	2	3	
0400	3	0	2	0	5	3	0	2	0	5	10	
0500	0	2	1	0	3	0	2	1	0	3	6	
0600	1	1	1	1	4	1	1	1	1	4	8	
0700	4	4	5	10	23	5	4	5	10	24	47	
0800	13	11	7	10	41	13	10	8	9	40	81	
0900	11	9	5	9	34	10	8	6	9	33	67	
1000	7	7	7	5	26	7	7	9	5	28	54	
1100	11	8	12	7	38	10	8	11	7	36	74	
1200	16	8	6	11	41	16	8	6	11	41	82	
1300	11	13	21	12	57	11	13	21	11	56	113	
1400	7	16	7	6	36	6	17	7	5	35	71	
1500	16	7	5	6	34	17	7	5	6	35	69	
1600	8	11	10	9	38	7	11	10	9	37	75	
1700	19	27	14	16	76	19	26	15	16	76	152	
1800	16	18	7	10	51	16	20	7	10	53	104	
1900	6	7	7	1	21	6	7	7	1	21	42	
2000	8	3	2	5	18	8	3	3	5	19	37	
2100	5	5	2	1	13	5	6	2	1	14	27	
2200	1	1	4	8	14	1	1	4	7	13	27	
2300	7	1	0	3	11	6	1	0	3	10	21	
24-Hour Totals:					594						598	1192

Peak Volume Information						
Direction: E		Direction: W		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	745 41	745	41	745	82	
P.M.	1700 76	1700	76	1700	152	
Daily	1700 76	1700	76	1700	152	

County: 86
 Station: 1225
 Description: SW 81st AVE S OF SR-84 EB
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	0	4	1	3	8	8	6	6	5	25	33	33
0100	0	1	0	0	1	5	6	4	3	18	19	19
0200	1	2	3	4	10	2	2	5	6	15	25	25
0300	0	1	1	3	5	2	0	0	0	2	7	7
0400	2	2	3	2	9	0	0	2	0	2	11	11
0500	5	5	8	9	27	6	2	4	4	16	43	43
0600	17	36	33	42	128	2	0	2	16	20	148	148
0700	60	63	63	68	254	7	13	10	10	40	294	294
0800	80	59	63	35	237	12	27	5	15	59	296	296
0900	42	23	29	43	137	17	13	7	8	45	182	182
1000	25	31	26	15	97	15	9	20	17	61	158	158
1100	28	22	27	28	105	8	15	17	14	54	159	159
1200	16	28	36	26	106	21	20	30	22	93	199	199
1300	26	26	28	23	103	21	11	18	26	76	179	179
1400	19	36	50	29	134	15	24	23	23	85	219	219
1500	15	16	33	37	101	20	24	28	37	109	210	210
1600	18	36	26	34	114	30	53	24	37	144	258	258
1700	35	29	23	29	116	39	34	45	55	173	289	289
1800	13	36	29	42	120	48	34	42	38	162	282	282
1900	39	28	14	9	90	45	32	26	26	129	219	219
2000	19	27	24	14	84	29	31	33	21	114	198	198
2100	18	12	12	9	51	26	29	45	18	118	169	169
2200	9	17	14	9	49	14	8	36	18	76	125	125
2300	13	9	7	4	33	16	18	20	13	67	100	100
24-Hour Totals:					2119						1703	3822

Peak Volume Information						
Direction: N			Direction: S		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	715	274	815	64	730	329
P.M.	1400	134	1715	182	1700	289
Daily	715	274	1715	182	730	329

County: 86
 Station: 1226
 Description: NOVA DR W OF S.UNIVERISTY DR
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	8	9	5	6	28	13	9	5	6	33	61
0100	0	6	3	7	16	3	5	9	0	17	33
0200	3	2	3	3	11	3	2	3	0	8	19
0300	2	2	1	3	8	2	2	2	2	8	16
0400	1	5	5	10	21	1	3	6	5	15	36
0500	8	9	20	25	62	7	9	11	9	36	98
0600	30	23	28	50	131	9	14	24	30	77	208
0700	50	93	92	108	343	24	37	46	41	148	491
0800	95	100	90	113	398	41	46	55	40	182	580
0900	104	79	94	91	368	46	54	52	48	200	568
1000	89	97	74	70	330	71	73	76	64	284	614
1100	73	78	107	92	350	91	91	102	92	376	726
1200	93	85	96	100	374	103	112	100	92	407	781
1300	86	97	91	72	346	104	110	129	103	446	792
1400	82	83	87	101	353	101	102	128	89	420	773
1500	96	99	85	75	355	103	107	101	102	413	768
1600	83	86	103	101	373	122	142	108	131	503	876
1700	86	117	116	106	425	150	150	164	126	590	1015
1800	116	103	101	95	415	132	132	116	118	498	913
1900	86	68	77	71	302	120	99	99	95	413	715
2000	58	48	55	50	211	90	91	75	64	320	531
2100	40	44	35	33	152	77	49	43	48	217	369
2200	31	22	17	9	79	44	44	38	17	143	222
2300	15	7	15	8	45	30	23	14	15	82	127
24-Hour Totals:					5496						5836 11332

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	815	407	830	195	815	594
P.M.	1715	455	1645	595	1715	1027
Daily	1715	455	1645	595	1715	1027

County: 86
 Station: 1227
 Description: REESE RD E OF DAVIE RD
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	25	18	20	19	82	30	23	19	13	85	167
0100	9	11	20	11	51	14	15	9	7	45	96
0200	11	7	4	7	29	10	5	7	5	27	56
0300	14	8	5	2	29	5	6	16	5	32	61
0400	5	15	15	15	50	11	10	24	17	62	112
0500	11	13	34	41	99	22	36	53	69	180	279
0600	42	42	48	69	201	59	77	94	71	301	502
0700	60	53	87	78	278	95	141	128	105	469	747
0800	80	62	50	46	238	131	109	105	105	450	688
0900	59	67	74	83	283	106	123	131	101	461	744
1000	82	69	69	50	270	92	82	84	65	323	593
1100	73	65	78	82	298	75	84	98	95	352	650
1200	110	74	65	82	331	107	108	107	70	392	723
1300	88	86	92	82	348	101	100	96	94	391	739
1400	73	100	123	88	384	74	72	100	101	347	731
1500	97	114	76	94	381	94	89	105	101	389	770
1600	97	85	115	85	382	87	95	100	105	387	769
1700	127	90	93	155	465	98	114	88	80	380	845
1800	153	87	113	115	468	85	65	74	77	301	769
1900	110	69	76	93	348	66	61	88	49	264	612
2000	88	78	79	63	308	54	49	51	36	190	498
2100	67	49	49	45	210	41	55	33	39	168	378
2200	54	46	55	39	194	32	33	24	36	125	319
2300	46	31	29	32	138	24	17	33	23	97	235
24-Hour Totals:					5865						6218 12083

Peak Volume Information						
Direction: E		Direction: W		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	730 307	715	505	715	803	
P.M.	1745 508	1630	417	1715	858	
Daily	1745 508	715	505	1715	858	

County: 86
 Station: 1228
 Description: DAVIE RD S OF NOVA DR
 Start Date: 12/10/2019
 Start Time: 0000

Time	Direction: N					Direction: S					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	29	35	35	27	126	43	42	45	33	163	289
0100	23	20	16	12	71	22	33	20	28	103	174
0200	9	15	11	15	50	12	15	16	18	61	111
0300	8	10	8	12	38	18	10	10	11	49	87
0400	10	17	25	36	88	10	22	17	32	81	169
0500	44	59	91	103	297	24	46	67	67	204	501
0600	117	109	156	175	557	77	93	104	149	423	980
0700	210	239	294	315	1058	159	169	224	233	785	1843
0800	281	256	233	230	1000	204	238	217	274	933	1933
0900	266	228	201	200	895	218	211	182	185	796	1691
1000	200	202	189	162	753	175	180	177	182	714	1467
1100	184	203	207	171	765	175	207	174	235	791	1556
1200	217	205	202	221	845	225	223	219	164	831	1676
1300	224	185	214	157	780	229	205	213	245	892	1672
1400	226	218	209	202	855	222	246	260	228	956	1811
1500	207	260	285	231	983	244	256	194	246	940	1923
1600	267	225	216	241	949	234	236	298	230	998	1947
1700	237	223	218	219	897	300	293	283	282	1158	2055
1800	237	207	223	225	892	239	267	223	188	917	1809
1900	156	160	152	147	615	196	153	155	160	664	1279
2000	132	98	123	117	470	148	153	157	98	556	1026
2100	120	100	72	99	391	127	124	88	109	448	839
2200	88	84	57	76	305	91	100	79	83	353	658
2300	44	52	47	35	178	64	71	61	67	263	441
24-Hour Totals:					13858						27937

Peak Volume Information						
Direction: N		Direction: S		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	730	1146	815	947	730	2045
P.M.	1515	1043	1700	1158	1700	2055
Daily	730	1146	1700	1158	1700	2055

Appendix G - Arterial Connectivity Study along I-595 Corridor

Turning Movement Counts

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 1-NW 136th Ave & NW 2nd St
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

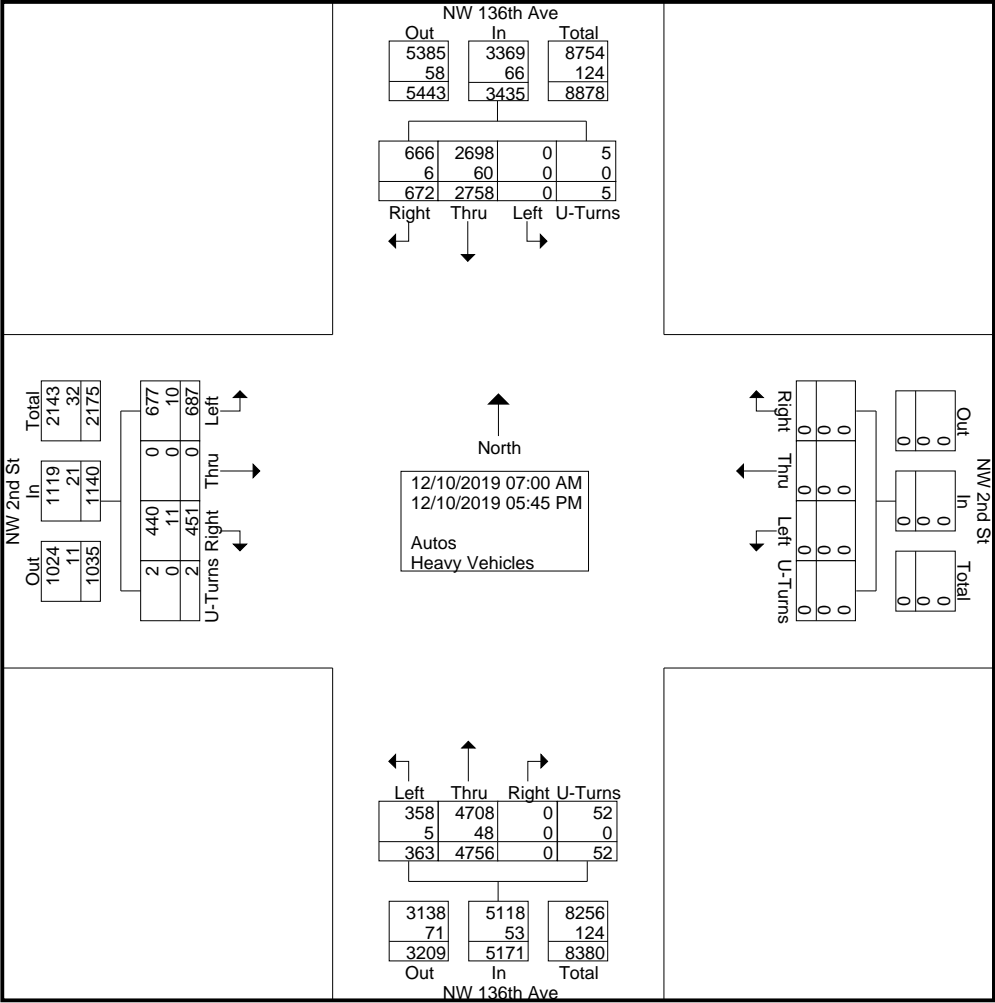
Groups Printed- Autos - Heavy Vehicles

	NW 2nd St Eastbound					NW 2nd St Westbound					NW 136th Ave Northbound					NW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	9	0	16	26	0	0	0	0	0	6	26	263	0	295	1	0	128	17	146	467
07:15 AM	0	15	0	18	33	0	0	0	0	0	8	23	285	0	316	0	0	171	21	192	541
07:30 AM	0	27	0	20	47	0	0	0	0	0	1	34	363	0	398	0	0	172	36	208	653
07:45 AM	0	30	0	17	47	0	0	0	0	0	3	28	408	0	439	0	0	179	28	207	693
Total	1	81	0	71	153	0	0	0	0	0	18	111	1319	0	1448	1	0	650	102	753	2354
08:00 AM	0	41	0	25	66	0	0	0	0	0	5	30	386	0	421	0	0	153	31	184	671
08:15 AM	1	34	0	16	51	0	0	0	0	0	5	29	346	0	380	0	0	132	30	162	593
08:30 AM	0	36	0	27	63	0	0	0	0	0	7	23	363	0	393	0	0	120	28	148	604
08:45 AM	0	22	0	37	59	0	0	0	0	0	5	10	265	0	280	0	0	142	41	183	522
Total	1	133	0	105	239	0	0	0	0	0	22	92	1360	0	1474	0	0	547	130	677	2390
*** BREAK ***																					
04:00 PM	0	48	0	34	82	0	0	0	0	0	1	12	203	0	216	0	0	174	27	201	499
04:15 PM	0	48	0	35	83	0	0	0	0	0	0	13	255	0	268	0	0	202	34	236	587
04:30 PM	0	53	0	34	87	0	0	0	0	0	4	17	284	0	305	0	0	202	47	249	641
04:45 PM	0	61	0	37	98	0	0	0	0	0	2	20	248	0	270	0	0	208	51	259	627
Total	0	210	0	140	350	0	0	0	0	0	7	62	990	0	1059	0	0	786	159	945	2354
05:00 PM	0	79	0	34	113	0	0	0	0	0	0	25	248	0	273	0	0	194	88	282	668
05:15 PM	0	67	0	48	115	0	0	0	0	0	0	28	269	0	297	2	0	189	73	264	676
05:30 PM	0	63	0	25	88	0	0	0	0	0	2	23	273	0	298	0	0	219	49	268	654
05:45 PM	0	54	0	28	82	0	0	0	0	0	3	22	297	0	322	2	0	173	71	246	650
Total	0	263	0	135	398	0	0	0	0	0	5	98	1087	0	1190	4	0	775	281	1060	2648
Grand Total	2	687	0	451	1140	0	0	0	0	0	52	363	4756	0	5171	5	0	2758	672	3435	9746
Apprch %	0.2	60.3	0	39.6		0	0	0	0		1	7	92	0		0.1	0	80.3	19.6		
Total %	0	7	0	4.6	11.7	0	0	0	0	0	0.5	3.7	48.8	0	53.1	0.1	0	28.3	6.9	35.2	
Autos	2	677	0	440	1119	0	0	0	0	0	52	358	4708					2698			
% Autos	100	98.5	0	97.6	98.2	0	0	0	0	0	100	98.6	99	0	99	100	0	97.8	99.1	98.1	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	1.5	0	2.4	1.8	0	0	0	0	0	0	1.4	1	0	1	0	0	2.2	0.9	1.9	1.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 1-NW 136th Ave & NW 2nd St
Site Code : 00000000
Start Date : 12/10/2019
Page No : 2

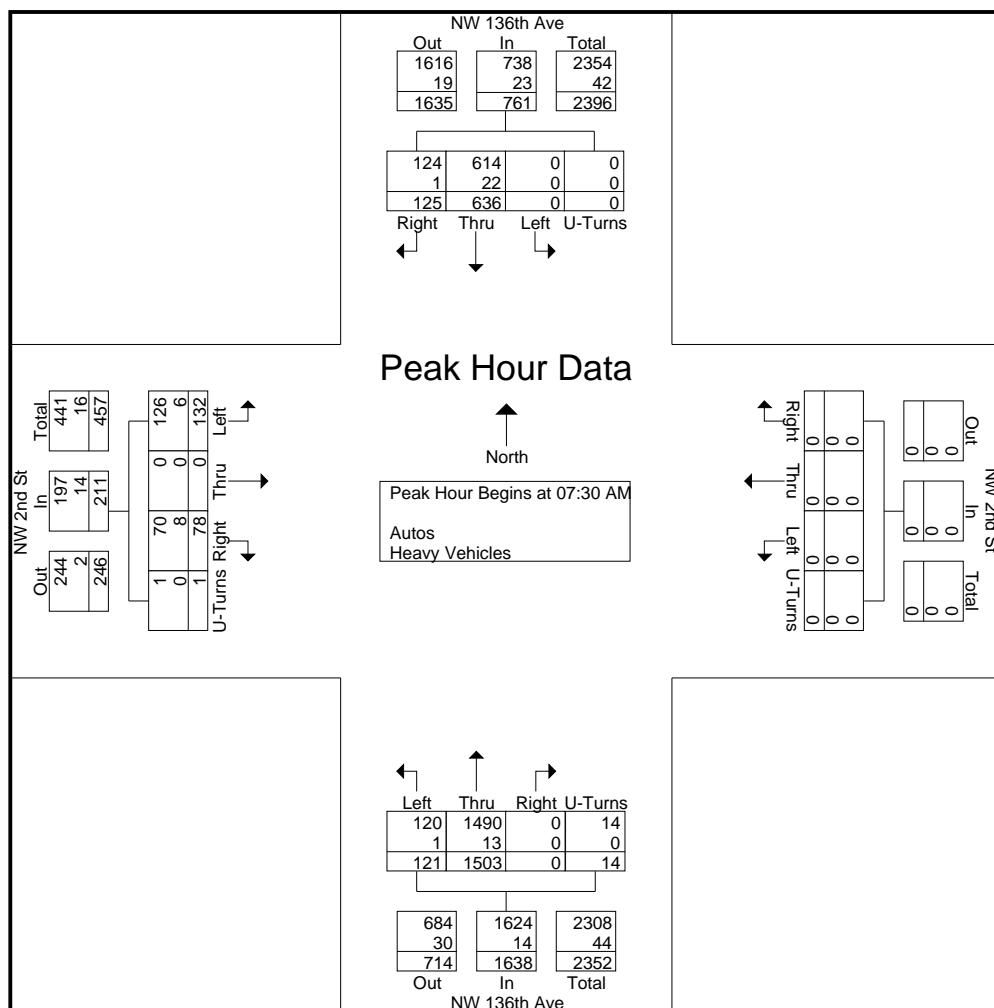


CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 1-NW 136th Ave & NW 2nd St
Site Code : 00000000
Start Date : 12/10/2019
Page No : 3

	NW 2nd St Eastbound					NW 2nd St Westbound					NW 136th Ave Northbound					NW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	27	0	20	47	0	0	0	0	0	1	34	363	0	398	0	0	172	36	208	653
07:45 AM	0	30	0	17	47	0	0	0	0	0	3	28	408	0	439	0	0	179	28	207	693
08:00 AM	0	41	0	25	66	0	0	0	0	0	5	30	386	0	421	0	0	153	31	184	671
08:15 AM	1	34	0	16	51	0	0	0	0	0	5	29	346	0	380	0	0	132	30	162	593
Total Volume	1	132	0	78	211	0	0	0	0	0	14	121	1503	0	1638	0	0	636	125	761	2610
% App. Total	0.5	62.6	0	37		0	0	0	0	0	0.9	7.4	91.8	0		0	0	83.6	16.4		
PHF	.250	.805	.000	.780	.799	.000	.000	.000	.000	.000	.700	.890	.921	.000	.933	.000	.000	.888	.868	.915	.942
Autos	1	126	0	70	197	0	0	0	0	0	14	120	1490	0							
% Autos	100	95.5	0	89.7	93.4	0	0	0	0	0	100	99.2	99.1	0	99.1	0	0	96.5	99.2	97.0	98.0
Heavy Vehicles																					
% Heavy Vehicles	0	4.5	0	10.3	6.6	0	0	0	0	0	0	0.8	0.9	0	0.9	0	0	3.5	0.8	3.0	2.0



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 1-NW 136th Ave & NW 2nd St

Site Code : 00000000

Start Date : 12/10/2019

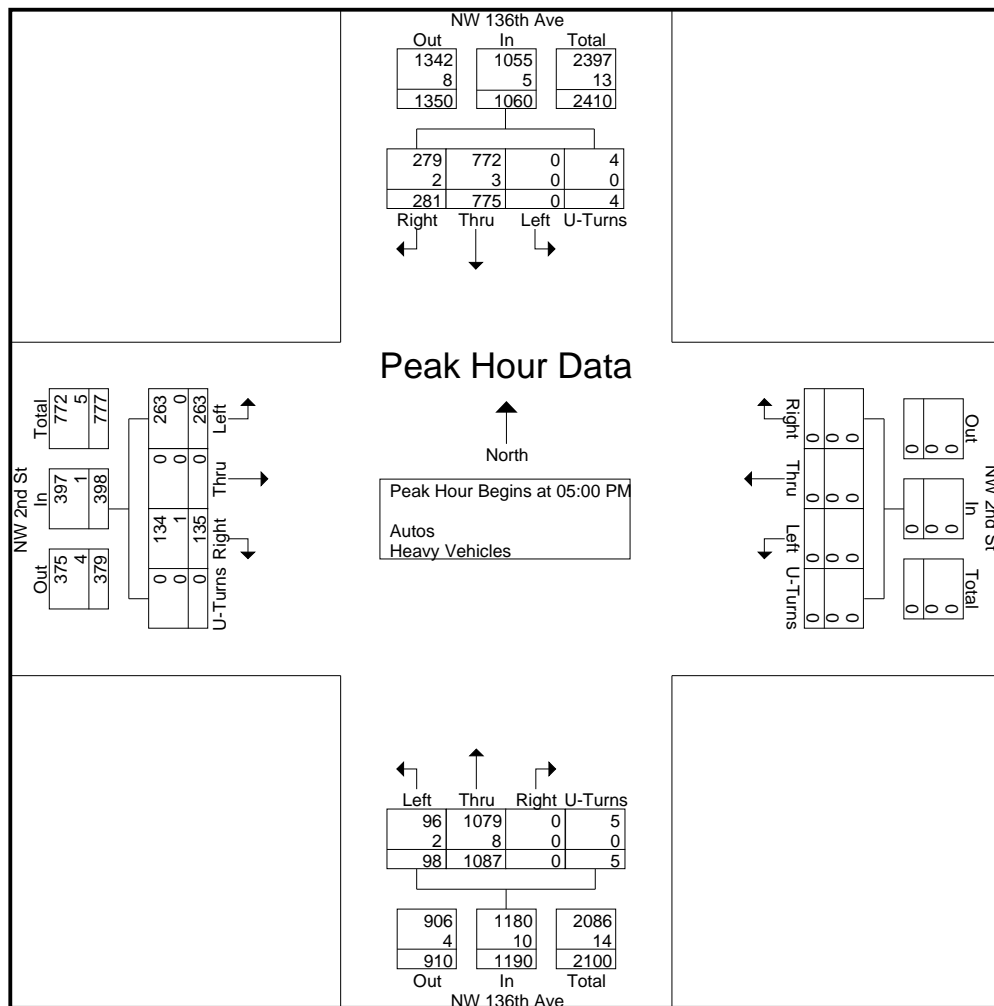
Page No : 4

	NW 2nd St Eastbound					NW 2nd St Westbound					NW 136th Ave Northbound					NW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	79	0	34	113	0	0	0	0	0	0	25	248	0	273	0	0	194	88	282	668
05:15 PM	0	67	0	48	115	0	0	0	0	0	0	28	269	0	297	2	0	189	73	264	676
05:30 PM	0	63	0	25	88	0	0	0	0	0	2	23	273	0	298	0	0	219	49	268	654
05:45 PM	0	54	0	28	82	0	0	0	0	0	3	22	297	0	322	2	0	173	71	246	650
Total Volume	0	263	0	135	398	0	0	0	0	0	5	98	1087	0	1190	4	0	775	281	1060	2648
% App. Total	0	66.1	0	33.9		0	0	0	0	0	0.4	8.2	91.3	0		0.4	0	73.1	26.5		
PHF	.000	.832	.000	.703	.865	.000	.000	.000	.000	.000	.417	.875	.915	.000	.924	.500	.000	.885	.798	.940	.979
Autos	0	263	0	134	397	0	0	0	0	0	5	96	1079	0	99.2	100	0	99.6	99.3	99.5	99.4
% Autos	0	100	0	99.3	99.7	0	0	0	0	0	100	98.0	99.3	0	99.2	100	0	99.6	99.3	99.5	99.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0.7	0.3	0	0	0	0	0	0	2.0	0.7	0	0.8	0	0	0.4	0.7	0.5	0.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 1-NW 136th Ave & NW 2nd St
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Heavy Vehicles

	NW 2nd St Eastbound					NW 2nd St Westbound					NW 136th Ave Northbound					NW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	3	0	3	6
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	0	0	7	0	7	10
07:30 AM	0	1	0	1	2	0	0	0	0	0	0	0	1	0	1	0	0	9	0	9	12
07:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	6
Total	0	1	0	4	5	0	0	0	0	0	0	0	8	0	8	0	0	21	0	21	34
08:00 AM	0	2	0	3	5	0	0	0	0	0	0	0	7	0	7	0	0	9	0	9	21
08:15 AM	0	3	0	2	5	0	0	0	0	0	0	1	3	0	4	0	0	2	1	3	12
08:30 AM	0	1	0	1	2	0	0	0	0	0	0	1	5	0	6	0	0	3	0	3	11
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	5	0	5	8
Total	0	8	0	6	14	0	0	0	0	0	0	2	16	0	18	0	0	19	1	20	52
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	0	0	1	0	1	6
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	3	0	3	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	7	1	8	12
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	6	2	8	14
Total	0	1	0	0	1	0	0	0	0	0	0	1	16	0	17	0	0	17	3	20	38
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	0	1	0	1	5
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	1	2	0	3	0	0	0	1	1	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
Total	0	0	0	1	1	0	0	0	0	0	0	2	8	0	10	0	0	3	2	5	16
Grand Total	0	10	0	11	21	0	0	0	0	0	0	5	48	0	53	0	0	60	6	66	140
Apprch %	0	47.6	0	52.4		0	0	0	0		0	9.4	90.6	0		0	0	90.9	9.1		
Total %	0	7.1	0	7.9	15	0	0	0	0	0	0	3.6	34.3	0	37.9	0	0	42.9	4.3	47.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 1-NW 136th Ave & NW 2nd St
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Peds & Bikes

	NW 2nd St Eastbound					NW 2nd St Westbound					NW 136th Ave Northbound					NW 136th Ave Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
*** BREAK ***																					
07:45 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
*** BREAK ***																					
08:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	4
Total	1	0	0	0	1	0	0	0	0	0	1	0	0	4	5	0	0	0	0	0	6
*** BREAK ***																					
04:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	5
*** BREAK ***																					
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Grand Total	1	0	0	6	7	0	0	0	0	0	1	0	0	7	8	0	0	0	0	0	15
Apprch %	14.3	0	0	85.7		0	0	0	0		12.5	0	0	87.5		0	0	0	0		
Total %	6.7	0	0	40	46.7	0	0	0	0	0	6.7	0	0	46.7	53.3	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 2- SW 136th Ave & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	SR-84 WB Eastbound					SR-84 WB Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	139	49	143	331	0	19	110	0	129	0	0	149	24	173	633
07:15 AM	0	0	0	0	0	0	134	89	153	376	0	29	158	0	187	0	0	170	31	201	764
07:30 AM	0	0	0	0	0	0	96	74	203	373	0	30	201	0	231	0	0	158	34	192	796
07:45 AM	0	0	0	0	0	0	106	98	245	449	0	25	204	0	229	0	0	167	34	201	879
Total	0	0	0	0	0	0	475	310	744	1529	0	103	673	0	776	0	0	644	123	767	3072
08:00 AM	0	0	0	0	0	0	91	88	206	385	0	11	217	0	228	0	0	153	37	190	803
08:15 AM	0	0	0	0	0	0	87	95	235	417	1	10	178	0	189	0	0	144	27	171	777
08:30 AM	0	0	0	0	0	0	99	86	211	396	0	11	168	0	179	0	0	135	26	161	736
08:45 AM	0	0	0	0	0	0	100	94	211	405	0	8	180	0	188	0	0	140	31	171	764
Total	0	0	0	0	0	0	377	363	863	1603	1	40	743	0	784	0	0	572	121	693	3080
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	147	38	110	295	0	12	151	0	163	0	0	206	30	236	694
04:15 PM	0	0	0	0	0	0	212	34	111	357	0	13	162	0	175	0	0	189	26	215	747
04:30 PM	0	0	0	0	0	0	182	39	95	316	0	11	166	0	177	0	0	211	33	244	737
04:45 PM	0	0	0	0	0	0	162	47	88	297	0	11	167	0	178	0	0	231	30	261	736
Total	0	0	0	0	0	0	703	158	404	1265	0	47	646	0	693	0	0	837	119	956	2914
05:00 PM	0	0	0	0	0	0	195	40	96	331	0	11	172	0	183	0	0	229	15	244	758
05:15 PM	0	0	0	0	0	0	218	42	107	367	0	17	181	0	198	0	0	214	20	234	799
05:30 PM	0	0	0	0	0	0	195	34	126	355	0	13	177	0	190	0	0	207	15	222	767
05:45 PM	0	0	0	0	0	0	199	44	106	349	0	27	174	0	201	0	0	239	28	267	817
Total	0	0	0	0	0	0	807	160	435	1402	0	68	704	0	772	0	0	889	78	967	3141
Grand Total	0	0	0	0	0	0	2362	991	2446	5799	1	258	2766	0	3025	0	0	2942	441	3383	12207
Apprch %	0	0	0	0	0	0	40.7	17.1	42.2		0	8.5	91.4	0		0	0	87	13		
Total %	0	0	0	0	0	0	19.3	8.1	20	47.5	0	2.1	22.7	0	24.8	0	0	24.1	3.6	27.7	
Autos	0	0	0	0	0	0	2337		2413				2739					2881			12028
% Autos	0	0	0	0	0	0	98.9	97.5	98.7	98.6	100	98.8	99	0	99	0	0	97.9	98.9	98	98.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.1	2.5	1.3	1.4	0	1.2	1	0	1	0	0	2.1	1.1	2	1.5

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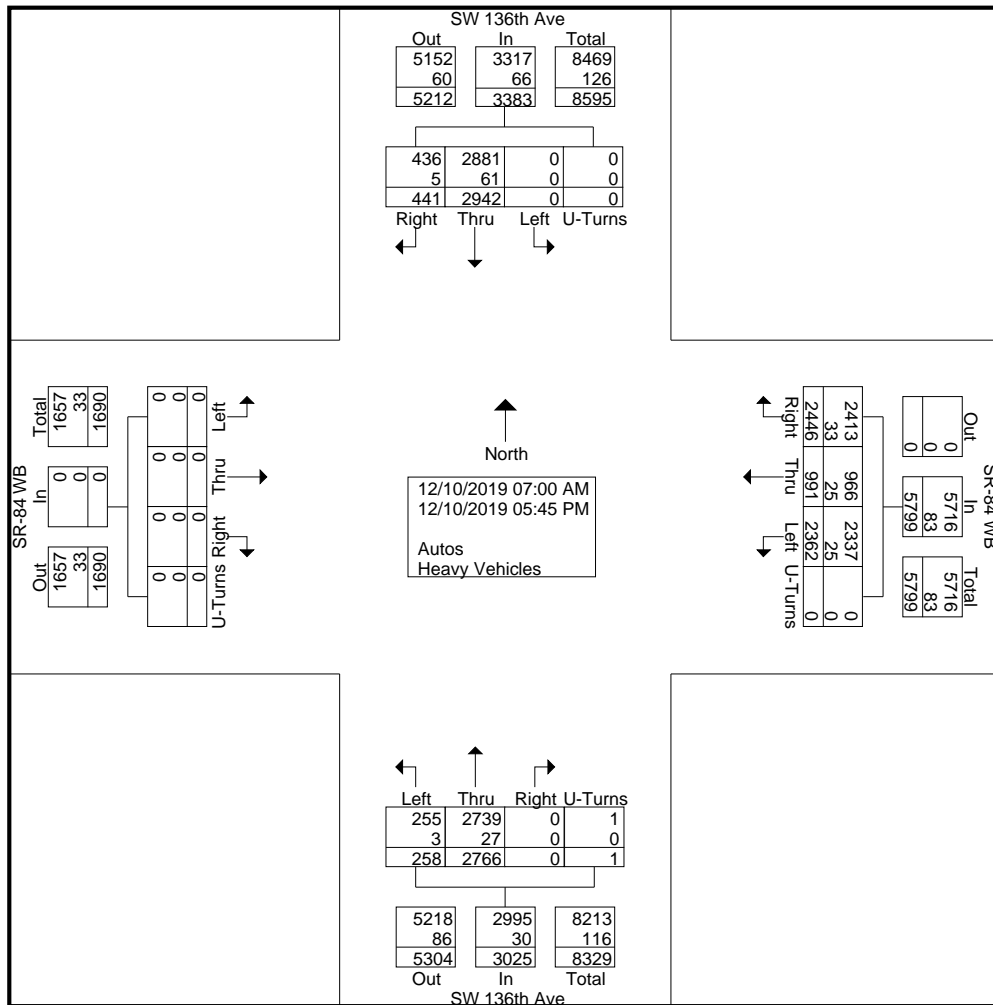
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 2- SW 136th Ave & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

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Doral, FL, 33126

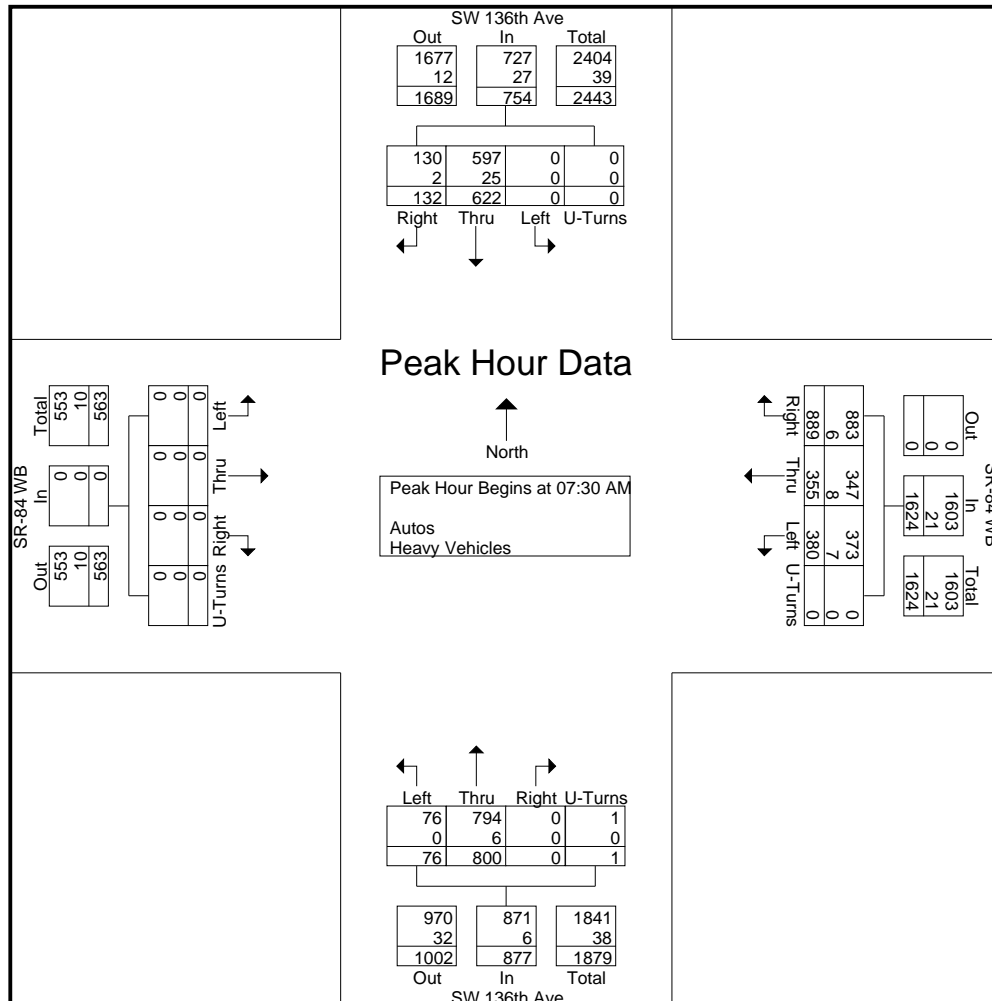
File Name : 2- SW 136th Ave & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

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	SR-84 WB Eastbound					SR-84 WB Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	96	74	203	373	0	30	201	0	231	0	0	158	34	192	796
07:45 AM	0	0	0	0	0	0	106	98	245	449	0	25	204	0	229	0	0	167	34	201	879
08:00 AM	0	0	0	0	0	0	91	88	206	385	0	11	217	0	228	0	0	153	37	190	803
08:15 AM	0	0	0	0	0	0	87	95	235	417	1	10	178	0	189	0	0	144	27	171	777
Total Volume	0	0	0	0	0	0	380	355	889	1624	1	76	800	0	877	0	0	622	132	754	3255
% App. Total	0	0	0	0	0	0	23.4	21.9	54.7		0.1	8.7	91.2	0		0	0	82.5	17.5		
PHF	.000	.000	.000	.000	.000	.000	.896	.906	.907	.904	.250	.633	.922	.000	.949	.000	.000	.931	.892	.938	.926
Autos	0	0	0	0	0	0	373	347	883	1603	1	76	794	0	871	0	0	597	130	727	3201
% Autos	0	0	0	0	0	0	98.2	97.7	99.3	98.7	100	100	99.3	0	99.3	0	0	96.0	98.5	96.4	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.8	2.3	0.7	1.3	0	0	0.8	0	0.7	0	0	4.0	1.5	3.6	1.7



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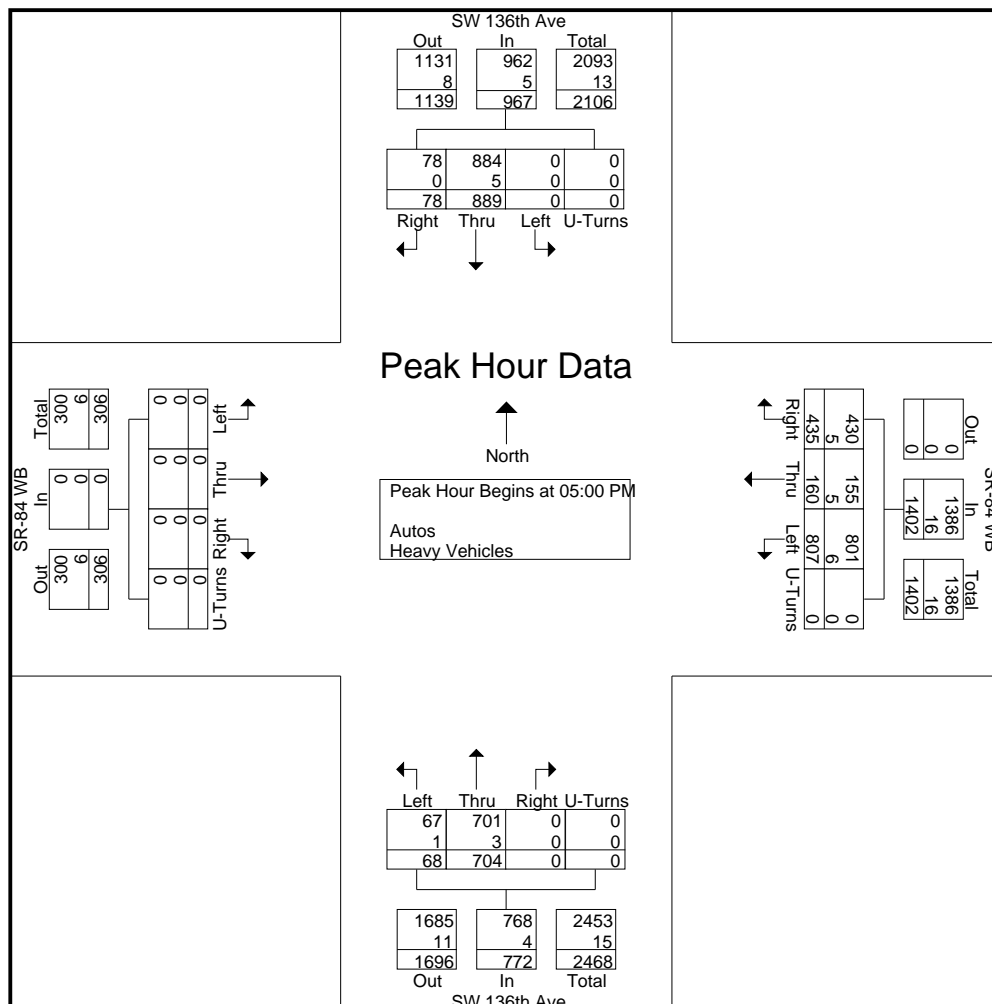
File Name : 2- SW 136th Ave & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 4

	SR-84 WB Eastbound					SR-84 WB Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	195	40	96	331	0	11	172	0	183	0	0	229	15	244	758
05:15 PM	0	0	0	0	0	0	218	42	107	367	0	17	181	0	198	0	0	214	20	234	799
05:30 PM	0	0	0	0	0	0	195	34	126	355	0	13	177	0	190	0	0	207	15	222	767
05:45 PM	0	0	0	0	0	0	199	44	106	349	0	27	174	0	201	0	0	239	28	267	817
Total Volume	0	0	0	0	0	0	807	160	435	1402	0	68	704	0	772	0	0	889	78	967	3141
% App. Total	0	0	0	0	0	0	57.6	11.4	31		0	8.8	91.2	0		0	0	91.9	8.1		
PHF	.000	.000	.000	.000	.000	.000	.925	.909	.863	.955	.000	.630	.972	.000	.960	.000	.000	.930	.696	.905	.961
Autos	0	0	0	0	0	0	801	155	430	1386	0	67	701	0	768	0	0	884	78	962	3116
% Autos	0	0	0	0	0	0	99.3	96.9	98.9	98.9	0	98.5	99.6	0	99.5	0	0	99.4	100	99.5	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0.7	3.1	1.1	1.1	0	1.5	0.4	0	0.5	0	0	0.6	0	0.5	0.8



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8095 NW 12 Street, Suite 301
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File Name : 2- SW 136th Ave & SR 84 WB
Site Code : 00000000
Start Date : 12/10/2019
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Groups Printed- Heavy Vehicles

	SR-84 WB Eastbound					SR-84 WB Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	4	2	8	0	1	1	0	2	0	0	2	1	3	13
07:15 AM	0	0	0	0	0	0	0	2	1	3	0	0	1	0	1	0	0	7	1	8	12
07:30 AM	0	0	0	0	0	0	3	3	1	7	0	0	0	0	0	0	0	8	0	8	15
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	4	0	4	6
Total	0	0	0	0	0	0	6	9	4	19	0	1	3	0	4	0	0	21	2	23	46
08:00 AM	0	0	0	0	0	0	2	3	4	9	0	0	5	0	5	0	0	10	1	11	25
08:15 AM	0	0	0	0	0	0	1	2	1	4	0	0	0	0	0	0	0	3	1	4	8
08:30 AM	0	0	0	0	0	0	0	2	4	6	0	0	1	0	1	0	0	3	0	3	10
08:45 AM	0	0	0	0	0	0	2	1	1	4	0	0	2	0	2	0	0	5	0	5	11
Total	0	0	0	0	0	0	5	8	10	23	0	0	8	0	8	0	0	21	2	23	54
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	2	0	5	7	0	0	3	0	3	0	0	2	0	2	12
04:15 PM	0	0	0	0	0	0	4	1	3	8	0	1	4	0	5	0	0	5	1	6	19
04:30 PM	0	0	0	0	0	0	0	1	4	5	0	0	2	0	2	0	0	5	0	5	12
04:45 PM	0	0	0	0	0	0	2	1	2	5	0	0	4	0	4	0	0	2	0	2	11
Total	0	0	0	0	0	0	8	3	14	25	0	1	13	0	14	0	0	14	1	15	54
05:00 PM	0	0	0	0	0	0	4	2	0	6	0	0	1	0	1	0	0	0	0	0	7
05:15 PM	0	0	0	0	0	0	1	0	2	3	0	1	1	0	2	0	0	1	0	1	6
05:30 PM	0	0	0	0	0	0	1	2	1	4	0	0	1	0	1	0	0	3	0	3	8
05:45 PM	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	0	6	5	5	16	0	1	3	0	4	0	0	5	0	5	25
Grand Total	0	0	0	0	0	0	25	25	33	83	0	3	27	0	30	0	0	61	5	66	179
Apprch %	0	0	0	0		0	30.1	30.1	39.8		0	10	90	0		0	0	92.4	7.6		
Total %	0	0	0	0	0	0	14	14	18.4	46.4	0	1.7	15.1	0	16.8	0	0	34.1	2.8	36.9	

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[illegible]

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 3- SW 136th Ave & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SR-84 EB Eastbound					SR-84 EB Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	60	143	21	224	0	0	0	0	0	0	0	78	211	289	0	64	215	0	279	792
07:15 AM	0	76	172	21	269	0	0	0	0	0	0	0	105	190	295	0	83	243	0	326	890
07:30 AM	0	101	155	18	274	0	0	0	0	0	0	0	125	190	315	0	84	181	0	265	854
07:45 AM	0	95	146	25	266	0	0	0	0	0	0	0	117	154	271	0	72	217	0	289	826
Total	0	332	616	85	1033	0	0	0	0	0	0	0	425	745	1170	0	303	856	0	1159	3362
08:00 AM	0	106	167	20	293	0	0	0	0	0	0	0	100	136	236	0	81	170	0	251	780
08:15 AM	0	103	159	10	272	0	0	0	0	0	0	0	63	128	191	0	66	149	0	215	678
08:30 AM	0	105	140	18	263	0	0	0	0	0	0	0	76	127	203	0	72	163	0	235	701
08:45 AM	0	99	124	12	235	0	0	0	0	0	0	0	60	126	186	1	70	161	0	232	653
Total	0	413	590	60	1063	0	0	0	0	0	0	0	299	517	816	1	289	643	0	933	2812
*** BREAK ***																					
04:00 PM	0	111	112	27	250	0	0	0	0	0	0	0	50	82	132	0	137	245	0	382	764
04:15 PM	0	95	127	41	263	0	0	0	0	0	0	0	79	94	173	1	101	295	0	397	833
04:30 PM	0	107	110	30	247	0	0	0	0	0	0	0	50	90	140	1	152	257	0	410	797
04:45 PM	0	104	143	26	273	0	0	0	0	0	0	0	64	82	146	0	139	244	0	383	802
Total	0	417	492	124	1033	0	0	0	0	0	0	0	243	348	591	2	529	1041	0	1572	3196
05:00 PM	0	96	145	32	273	0	0	0	0	0	0	0	53	109	162	1	159	263	0	423	858
05:15 PM	0	91	176	30	297	0	0	0	0	0	0	0	80	117	197	0	164	284	0	448	942
05:30 PM	0	109	153	34	296	0	0	0	0	0	0	0	70	96	166	0	116	308	0	424	886
05:45 PM	0	92	150	26	268	0	0	0	0	0	0	0	80	106	186	0	136	292	0	428	882
Total	0	388	624	122	1134	0	0	0	0	0	0	0	283	428	711	1	575	1147	0	1723	3568
Grand Total	0	1550	2322	391	4263	0	0	0	0	0	0	0	1250	2038	3288	4	1696	3687	0	5387	12938
Apprch %	0	36.4	54.5	9.2		0	0	0	0		0	0	38	62		0.1	31.5	68.4	0		
Total %	0	12	17.9	3	32.9	0	0	0	0		0	0	9.7	15.8	25.4	0	13.1	28.5	0	41.6	
Autos	0	1531	2271										1243	1980			1648	3643			12704
% Autos	0	98.8	97.8	98.2	98.2	0	0	0	0	0	0	0	99.4	97.2	98	100	97.2	98.8	0	98.3	98.2
Heavy Vehicles																					
% Heavy Vehicles	0	1.2	2.2	1.8	1.8	0	0	0	0	0	0	0	0.6	2.8	2	0	2.8	1.2	0	1.7	1.8

CTS Engineering, Inc.

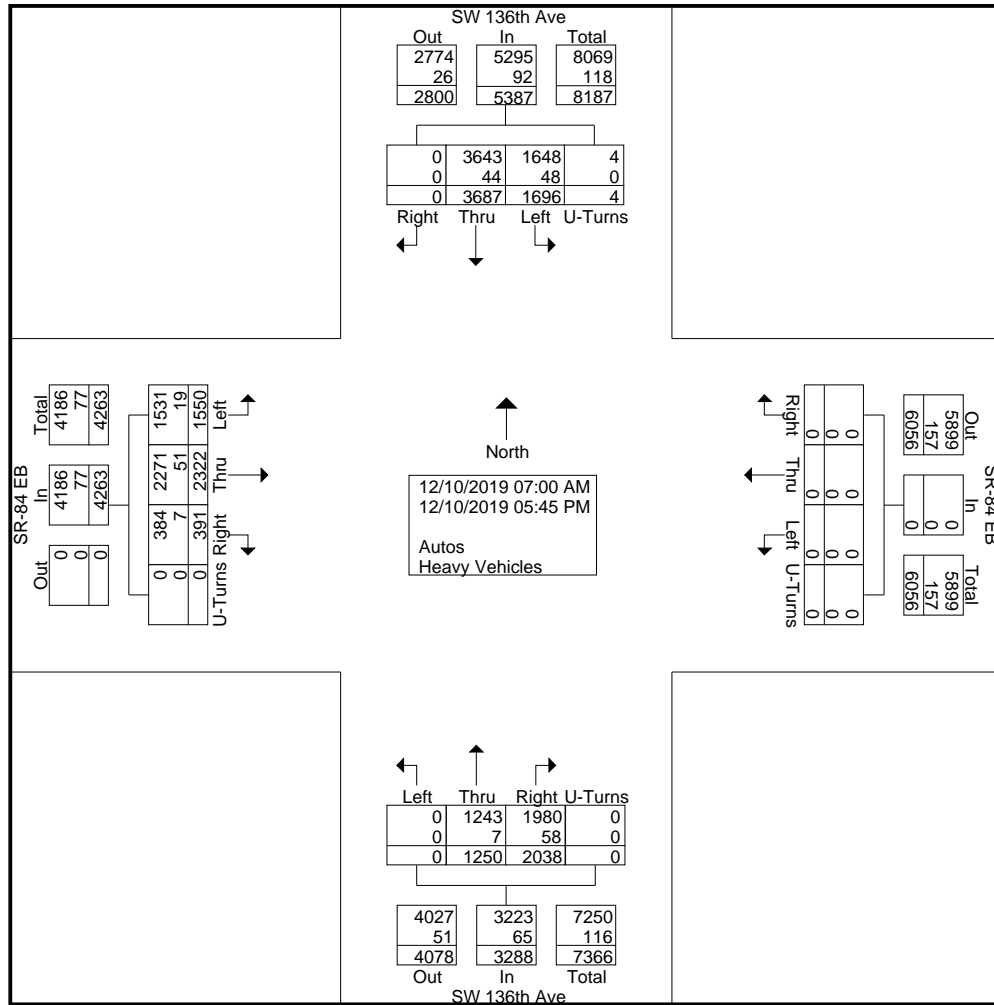
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 3- SW 136th Ave & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

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CTS Engineering, Inc.

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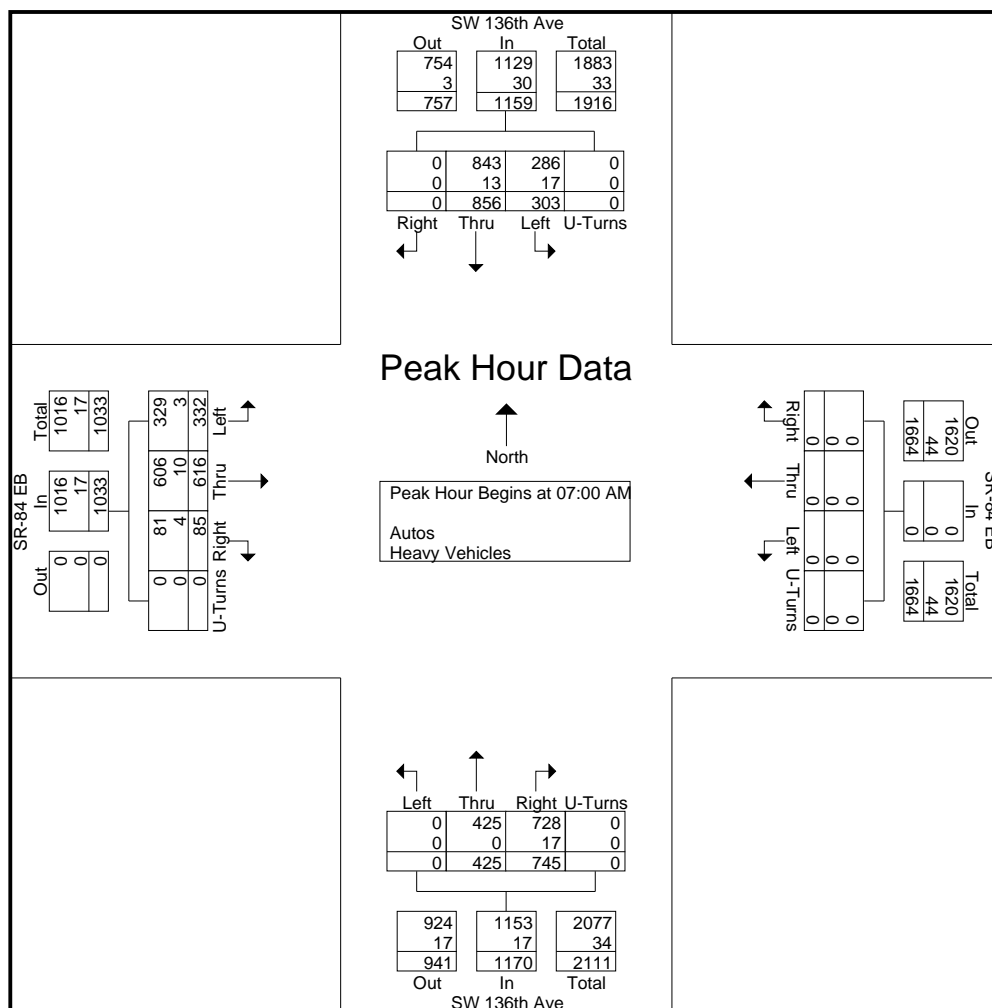
File Name : 3- SW 136th Ave & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

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	SR-84 EB Eastbound					SR-84 EB Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	60	143	21	224	0	0	0	0	0	0	0	78	211	289	0	64	215	0	279	792
07:15 AM	0	76	172	21	269	0	0	0	0	0	0	0	105	190	295	0	83	243	0	326	890
07:30 AM	0	101	155	18	274	0	0	0	0	0	0	0	125	190	315	0	84	181	0	265	854
07:45 AM	0	95	146	25	266	0	0	0	0	0	0	0	117	154	271	0	72	217	0	289	826
Total Volume	0	332	616	85	1033	0	0	0	0	0	0	0	425	745	1170	0	303	856	0	1159	3362
% App. Total	0	32.1	59.6	8.2		0	0	0	0	0	0	0	36.3	63.7		0	26.1	73.9	0		
PHF	.000	.822	.895	.850	.943	.000	.000	.000	.000	.000	.000	.000	.850	.883	.929	.000	.902	.881	.000	.889	.944
Autos	0	329	606	81	1016	0	0	0	0	0	0	0	425	728	1153	0	286	843	0	1129	3298
% Autos	0	99.1	98.4	95.3	98.4	0	0	0	0	0	0	0	100	97.7	98.5	0	94.4	98.5	0	97.4	98.1
Heavy Vehicles																					
% Heavy Vehicles	0	0.9	1.6	4.7	1.6	0	0	0	0	0	0	0	2.3	1.5		0	5.6	1.5	0	2.6	1.9



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

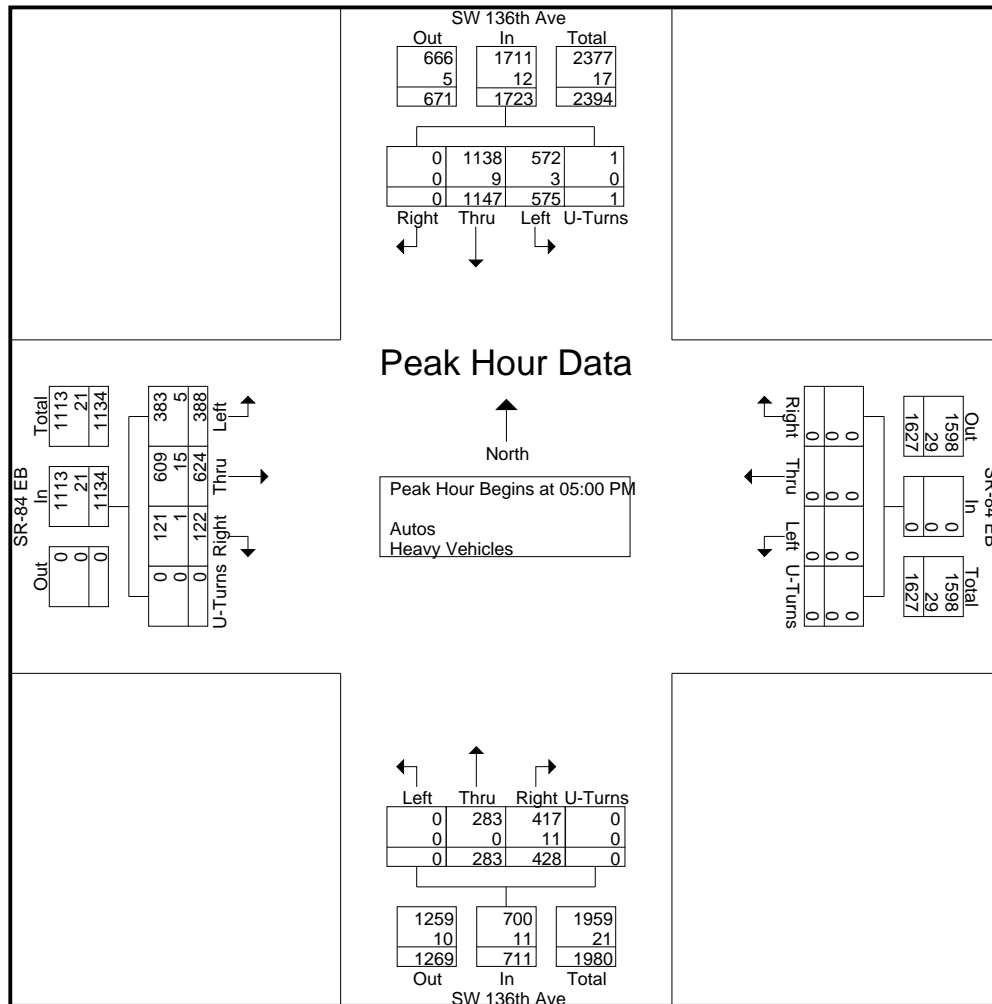
File Name : 3- SW 136th Ave & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 4

	SR-84 EB Eastbound					SR-84 EB Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	96	145	32	273	0	0	0	0	0	0	0	53	109	162	1	159	263	0	423	858
05:15 PM	0	91	176	30	297	0	0	0	0	0	0	0	80	117	197	0	164	284	0	448	942
05:30 PM	0	109	153	34	296	0	0	0	0	0	0	0	70	96	166	0	116	308	0	424	886
05:45 PM	0	92	150	26	268	0	0	0	0	0	0	0	80	106	186	0	136	292	0	428	882
Total Volume	0	388	624	122	1134	0	0	0	0	0	0	0	283	428	711	1	575	1147	0	1723	3568
% App. Total	0	34.2	55	10.8		0	0	0	0	0	0	0	39.8	60.2		0.1	33.4	66.6	0		
PHF	.000	.890	.886	.897	.955	.000	.000	.000	.000	.000	.000	.000	.884	.915	.902	.250	.877	.931	.000	.961	.947
Autos	0	383	609	121	1113	0	0	0	0	0	0	0	283	417	700	1	572	1138			
% Autos	0	98.7	97.6	99.2	98.1	0	0	0	0	0	0	0	100	97.4	98.5	100	99.5	99.2	0	99.3	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	1.3	2.4	0.8	1.9	0	0	0	0	0	0	0	2.6	1.5		0	0.5	0.8	0	0.7	1.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 3- SW 136th Ave & SR 84 EB
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Heavy Vehicles

	SR-84 EB Eastbound					SR-84 EB Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	1	3	0	0	0	0	0	0	0	0	10	10	0	2	3	0	5	18
07:15 AM	0	1	5	1	7	0	0	0	0	0	0	0	0	2	2	0	5	2	0	7	16
07:30 AM	0	0	4	1	5	0	0	0	0	0	0	0	0	2	2	0	7	4	0	11	18
07:45 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	3	3	0	3	4	0	7	12
Total	0	3	10	4	17	0	0	0	0	0	0	0	0	17	17	0	17	13	0	30	64
08:00 AM	0	1	8	1	10	0	0	0	0	0	0	0	2	3	5	0	8	4	0	12	27
08:15 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	2	2	0	2	3	0	5	9
08:30 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	5	5	0	2	2	0	4	12
08:45 AM	0	1	5	0	6	0	0	0	0	0	0	0	1	5	6	0	5	2	0	7	19
Total	0	3	16	2	21	0	0	0	0	0	0	0	3	15	18	0	17	11	0	28	67
*** BREAK ***																					
04:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	1	1	2	0	3	1	0	4	9
04:15 PM	0	2	3	0	5	0	0	0	0	0	0	0	3	2	5	0	2	6	0	8	18
04:30 PM	0	2	4	0	6	0	0	0	0	0	0	0	0	5	5	0	5	0	0	5	16
04:45 PM	0	3	1	0	4	0	0	0	0	0	0	0	0	7	7	0	1	4	0	5	16
Total	0	8	10	0	18	0	0	0	0	0	0	0	4	15	19	0	11	11	0	22	59
05:00 PM	0	1	4	0	5	0	0	0	0	0	0	0	0	2	2	0	1	3	0	4	11
05:15 PM	0	2	7	1	10	0	0	0	0	0	0	0	0	4	4	0	1	2	0	3	17
05:30 PM	0	2	3	0	5	0	0	0	0	0	0	0	0	2	2	0	1	2	0	3	10
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	3	3	0	0	2	0	2	6
Total	0	5	15	1	21	0	0	0	0	0	0	0	0	11	11	0	3	9	0	12	44
Grand Total	0	19	51	7	77	0	0	0	0	0	0	0	7	58	65	0	48	44	0	92	234
Apprch %	0	24.7	66.2	9.1		0	0	0	0		0	0	10.8	89.2		0	52.2	47.8	0		
Total %	0	8.1	21.8	3	32.9	0	0	0	0	0	0	0	3	24.8	27.8	0	20.5	18.8	0	39.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 3- SW 136th Ave & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Peds & Bikes

	SR-84 EB Eastbound					SR-84 EB Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
*** BREAK ***																					
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	5
*** BREAK ***																					
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	5	6	0	0	0	0	0	6
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	7	8	0	0	0	0	0	8
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	4	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	11	14	0	0	0	0	0	14
Grand Total	0	0	2	0	2	0	0	0	0	0	4	0	0	20	24	0	0	0	0	0	26
Apprch %	0	0	100	0		0	0	0	0		16.7	0	0	83.3		0	0	0	0		
Total %	0	0	7.7	0	7.7	0	0	0	0	0	15.4	0	0	76.9	92.3	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 4- SW 136th Ave & Shenandoah Pkwy

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Shenandoah Pkwy Eastbound					Shenandoah Pkwy Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	109	12	3	124	0	0	5	18	23	0	14	175	1	190	2	2	173	69	246	583
07:15 AM	0	83	9	12	104	0	4	16	24	44	0	17	210	0	227	2	9	157	67	235	610
07:30 AM	0	103	11	14	128	0	0	19	22	41	0	27	217	2	246	3	3	128	59	193	608
07:45 AM	0	77	4	27	108	0	2	12	28	42	0	30	182	4	216	2	6	126	68	202	568
Total	0	372	36	56	464	0	6	52	92	150	0	88	784	7	879	9	20	584	263	876	2369
08:00 AM	0	79	4	11	94	0	4	3	20	27	0	20	164	2	186	4	5	91	62	162	469
08:15 AM	0	88	4	5	97	0	3	5	17	25	1	5	122	1	129	3	5	70	49	127	378
08:30 AM	0	58	1	7	66	0	4	1	22	27	1	6	135	3	145	2	10	75	81	168	406
08:45 AM	0	48	0	3	51	0	3	0	15	18	0	8	115	1	124	5	6	84	59	154	347
Total	0	273	9	26	308	0	14	9	74	97	2	39	536	7	584	14	26	320	251	611	1600
*** BREAK ***																					
04:00 PM	0	39	2	7	48	0	4	1	19	24	0	7	91	2	100	5	13	153	95	266	438
04:15 PM	0	45	1	4	50	0	3	5	16	24	0	10	138	5	153	5	18	152	137	312	539
04:30 PM	0	40	1	3	44	0	2	2	15	19	0	8	126	3	137	5	16	129	118	268	468
04:45 PM	0	35	2	7	44	0	4	3	25	32	0	9	110	5	124	6	18	152	107	283	483
Total	0	159	6	21	186	0	13	11	75	99	0	34	465	15	514	21	65	586	457	1129	1928
05:00 PM	0	46	3	1	50	0	3	2	20	25	0	13	120	5	138	7	16	143	131	297	510
05:15 PM	0	54	1	3	58	0	0	1	14	15	0	15	142	2	159	13	17	125	121	276	508
05:30 PM	0	53	1	12	66	0	3	2	12	17	0	7	122	8	137	6	20	152	145	323	543
05:45 PM	0	55	1	5	61	0	2	2	16	20	0	9	152	4	165	7	21	139	141	308	554
Total	0	208	6	21	235	0	8	7	62	77	0	44	536	19	599	33	74	559	538	1204	2115
Grand Total	0	1012	57	124	1193	0	41	79	303	423	2	205	2321	48	2576	77	185	2049	1509	3820	8012
Apprch %	0	84.8	4.8	10.4		0	9.7	18.7	71.6		0.1	8	90.1	1.9		2	4.8	53.6	39.5		
Total %	0	12.6	0.7	1.5	14.9	0	0.5	1	3.8	5.3	0	2.6	29	0.6	32.2	1	2.3	25.6	18.8	47.7	
Autos	0	1004											2277					2031	1498		
% Autos	0	99.2	98.2	98.4	99.1	0	100	98.7	100	99.8	100	97.1	98.1	100	98.1	100	96.2	99.1	99.3	99.1	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	0.8	1.8	1.6	0.9	0	0	1.3	0	0.2	0	2.9	1.9	0	1.9	0	3.8	0.9	0.7	0.9	1.2

CTS Engineering, Inc.

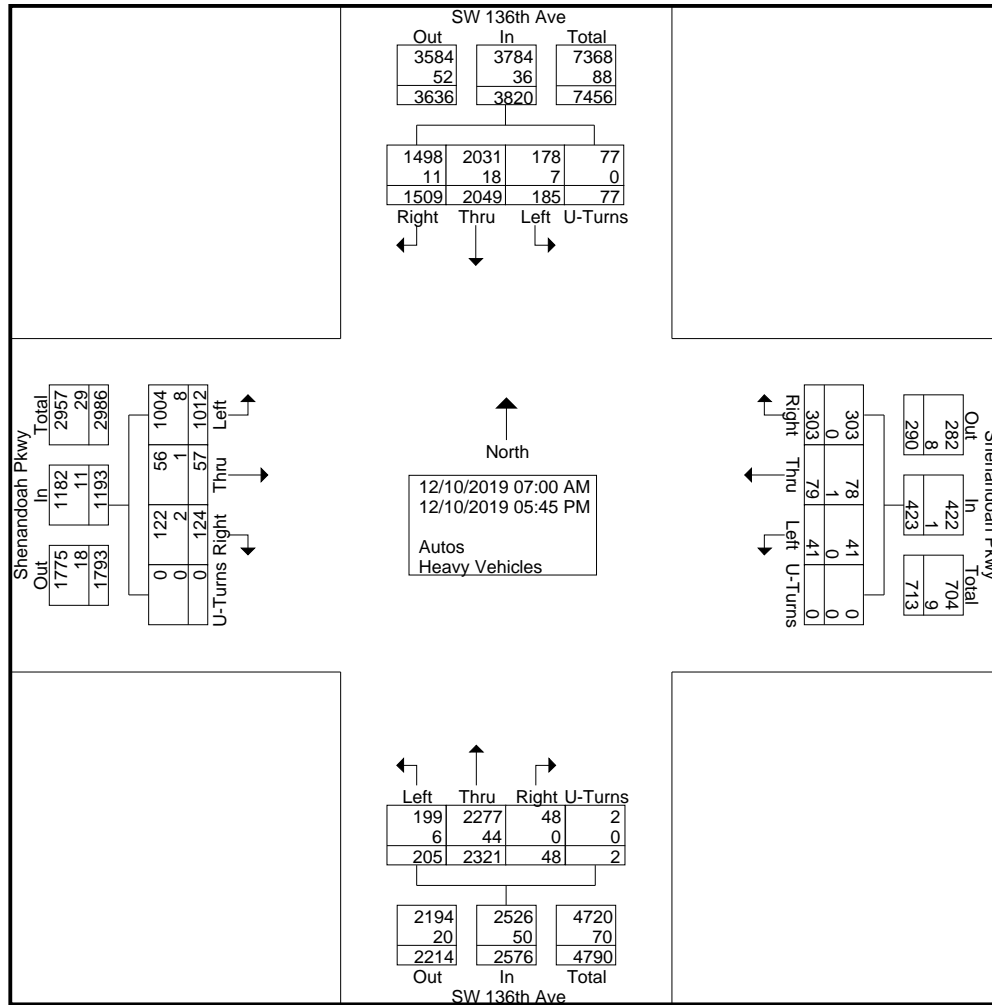
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 4- SW 136th Ave & Shenandoah Pkwy

Site Code : 00000000

Start Date : 12/10/2019

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CTS Engineering, Inc.

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Doral, FL, 33126

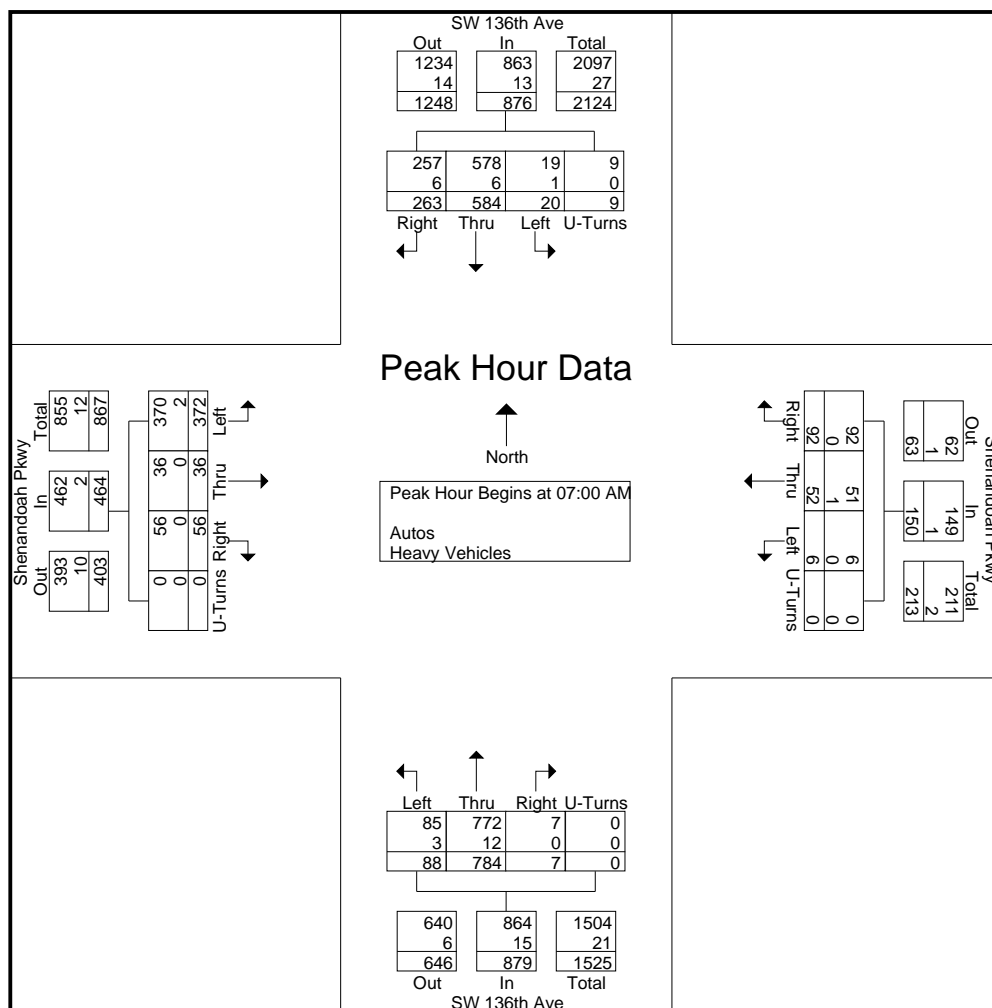
File Name : 4- SW 136th Ave & Shenandoah Pkwy

Site Code : 00000000

Start Date : 12/10/2019

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	Shenandoah Pkwy Eastbound					Shenandoah Pkwy Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	109	12	3	124	0	0	5	18	23	0	14	175	1	190	2	2	173	69	246	583
07:15 AM	0	83	9	12	104	0	4	16	24	44	0	17	210	0	227	2	9	157	67	235	610
07:30 AM	0	103	11	14	128	0	0	19	22	41	0	27	217	2	246	3	3	128	59	193	608
07:45 AM	0	77	4	27	108	0	2	12	28	42	0	30	182	4	216	2	6	126	68	202	568
Total Volume	0	372	36	56	464	0	6	52	92	150	0	88	784	7	879	9	20	584	263	876	2369
% App. Total	0	80.2	7.8	12.1		0	4	34.7	61.3		0	10	89.2	0.8		1	2.3	66.7	30		
PHF	.000	.853	.750	.519	.906	.000	.375	.684	.821	.852	.000	.733	.903	.438	.893	.750	.556	.844	.953	.890	.971
Autos	0	370	36	56	462	0	6	51	92	149	0	85	772	7	864	9	19	578	257	863	2338
% Autos	0	99.5	100	100	99.6	0	100	98.1	100	99.3	0	96.6	98.5	100	98.3	100	95.0	99.0	97.7	98.5	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0.5	0	0	0.4	0	0	1.9	0	0.7	0	3.4	1.5	0	1.7	0	5.0	1.0	2.3	1.5	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

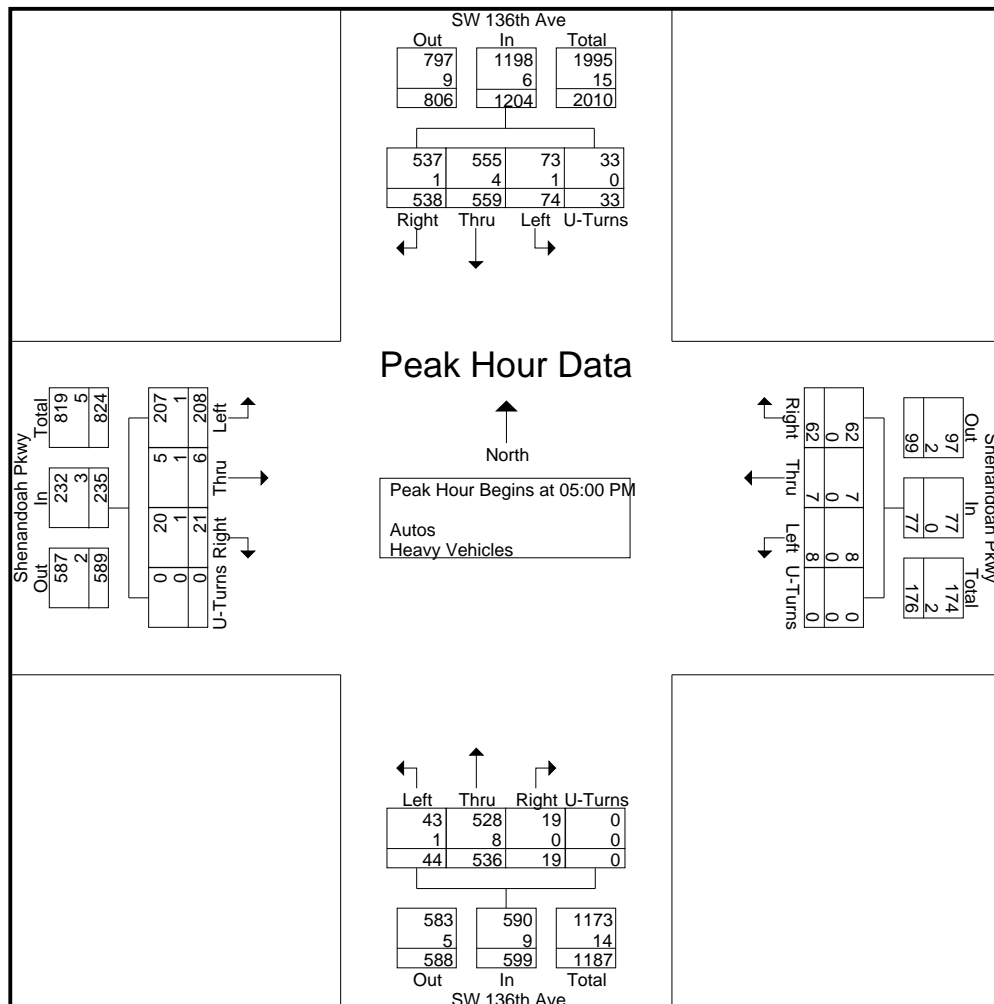
File Name : 4- SW 136th Ave & Shenandoah Pkwy

Site Code : 00000000

Start Date : 12/10/2019

Page No : 4

	Shenandoah Pkwy Eastbound					Shenandoah Pkwy Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	46	3	1	50	0	3	2	20	25	0	13	120	5	138	7	16	143	131	297	510
05:15 PM	0	54	1	3	58	0	0	1	14	15	0	15	142	2	159	13	17	125	121	276	508
05:30 PM	0	53	1	12	66	0	3	2	12	17	0	7	122	8	137	6	20	152	145	323	543
05:45 PM	0	55	1	5	61	0	2	2	16	20	0	9	152	4	165	7	21	139	141	308	554
Total Volume	0	208	6	21	235	0	8	7	62	77	0	44	536	19	599	33	74	559	538	1204	2115
% App. Total	0	88.5	2.6	8.9		0	10.4	9.1	80.5		0	7.3	89.5	3.2		2.7	6.1	46.4	44.7		
PHF	.000	.945	.500	.438	.890	.000	.667	.875	.775	.770	.000	.733	.882	.594	.908	.635	.881	.919	.928	.932	.954
Autos	0	207	5	20	232	0	8	7	62	77	0	43	528	19	590	33	73	555	537	1198	2097
% Autos	0	99.5	83.3	95.2	98.7	0	100	100	100	100	0	97.7	98.5	100	98.5	100	98.6	99.3	99.8	99.5	99.1
Heavy Vehicles																					
% Heavy Vehicles	0	0.5	16.7	4.8	1.3	0	0	0	0	0	0	2.3	1.5	0	1.5	0	1.4	0.7	0.2	0.5	0.9



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 4- SW 136th Ave & Shenandoah Pkwy

Site Code : 00000000

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Groups Printed- Heavy Vehicles

	Shenandoah Pkwy Eastbound					Shenandoah Pkwy Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	8	0	11	0	0	3	2	5	17
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	2	0	3	4
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	3	3	5
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	1	1	2	5
Total	0	2	0	0	2	0	0	1	0	1	0	3	12	0	15	0	1	6	6	13	31
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	3	0	3	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	4
08:30 AM	0	1	0	1	2	0	0	0	0	0	0	1	2	0	3	0	0	2	1	3	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	0	1	0	0	1	6
Total	0	1	0	1	2	0	0	0	0	0	0	2	14	0	16	0	2	5	1	8	26
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	2	6	8
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	6
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	5	0	5	0	1	1	1	3	9
Total	0	4	0	0	4	0	0	0	0	0	0	0	10	0	10	0	3	3	3	9	23
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	5
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	5
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	4
Total	0	1	1	1	3	0	0	0	0	0	0	1	8	0	9	0	1	4	1	6	18
Grand Total	0	8	1	2	11	0	0	1	0	1	0	6	44	0	50	0	7	18	11	36	98
Apprch %	0	72.7	9.1	18.2		0	0	100	0		0	12	88	0		0	19.4	50	30.6		
Total %	0	8.2	1	2	11.2	0	0	1	0	1	0	6.1	44.9	0	51	0	7.1	18.4	11.2	36.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 4- SW 136th Ave & Shenandoah Pkwy

Site Code : 00000000

Start Date : 12/10/2019

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Groups Printed- Peds & Bikes

	Shenandoah Pkwy Eastbound					Shenandoah Pkwy Westbound					SW 136th Ave Northbound					SW 136th Ave Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	4
07:15 AM	1	0	0	3	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
07:45 AM	7	0	0	1	8	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	9
Total	9	0	0	6	15	2	0	0	0	2	1	0	0	1	2	1	1	0	0	2	21
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	4
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	3	0	0	3	6	0	0	0	0	0	1	0	0	1	2	0	0	0	1	1	9
*** BREAK ***																					
04:00 PM	6	0	0	0	6	0	0	0	0	0	2	0	0	1	3	0	0	0	1	1	10
04:15 PM	1	0	0	2	3	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	8
04:30 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	2	0	0	1	3	5
Total	8	0	0	4	12	3	0	0	0	3	3	0	0	1	4	4	0	0	2	6	25
05:00 PM	3	0	0	1	4	0	0	0	0	0	0	0	0	3	3	1	0	0	2	3	10
05:15 PM	4	0	0	2	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
05:30 PM	2	0	0	5	7	0	0	0	1	1	0	0	0	0	0	4	0	0	0	4	12
05:45 PM	0	0	0	5	5	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	8
Total	9	0	0	13	22	0	0	0	2	2	0	0	0	4	4	6	0	0	3	9	37
Grand Total	29	0	0	26	55	5	0	0	2	7	5	0	0	7	12	11	1	0	6	18	92
Apprch %	52.7	0	0	47.3		71.4	0	0	28.6		41.7	0	0	58.3		61.1	5.6	0	33.3		
Total %	31.5	0	0	28.3	59.8	5.4	0	0	2.2	7.6	5.4	0	0	7.6	13	12	1.1	0	6.5	19.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 5- Flamingo Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Broward Blvd Eastbound					Broward Blvd Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	16	13	74	103	0	69	15	29	113	1	7	126	149	283	0	32	230	9	271	770
07:15 AM	0	15	26	82	123	0	58	17	31	106	1	5	151	199	356	0	36	238	10	284	869
07:30 AM	0	10	40	90	140	0	91	19	57	167	5	14	164	143	326	0	40	306	10	356	989
07:45 AM	0	9	33	18	60	0	102	22	51	175	3	18	249	117	387	0	33	291	9	333	955
Total	0	50	112	264	426	0	320	73	168	561	10	44	690	608	1352	0	141	1065	38	1244	3583
08:00 AM	0	6	20	73	99	2	104	29	52	187	3	8	225	115	351	1	39	265	7	312	949
08:15 AM	0	5	22	56	83	0	78	23	62	163	1	16	228	101	346	1	37	251	6	295	887
08:30 AM	0	6	20	49	75	0	62	10	58	130	0	17	279	107	403	1	39	211	9	260	868
08:45 AM	0	3	20	51	74	1	56	21	49	127	1	11	243	68	323	0	36	220	7	263	787
Total	0	20	82	229	331	3	300	83	221	607	5	52	975	391	1423	3	151	947	29	1130	3491
*** BREAK ***																					
04:00 PM	0	10	15	29	54	0	96	19	63	178	0	19	264	101	384	1	61	296	14	372	988
04:15 PM	0	9	13	35	57	0	104	27	56	187	2	15	255	85	357	2	62	324	13	401	1002
04:30 PM	1	13	21	48	83	0	91	40	53	184	1	15	258	112	386	1	67	377	16	461	1114
04:45 PM	1	11	22	50	84	0	103	39	62	204	2	15	270	114	401	2	66	388	15	471	1160
Total	2	43	71	162	278	0	394	125	234	753	5	64	1047	412	1528	6	256	1385	58	1705	4264
05:00 PM	1	6	25	52	84	1	103	36	72	212	11	21	296	122	450	0	72	424	14	510	1256
05:15 PM	0	8	26	48	82	0	122	49	74	245	4	18	237	121	380	1	75	411	15	502	1209
05:30 PM	1	6	26	38	71	0	107	34	62	203	1	16	321	125	463	0	87	446	14	547	1284
05:45 PM	0	9	22	41	72	0	81	38	50	169	7	16	317	122	462	0	83	443	14	540	1243
Total	2	29	99	179	309	1	413	157	258	829	23	71	1171	490	1755	1	317	1724	57	2099	4992
Grand Total	4	142	364	834	1344	4	1427	438	881	2750	43	231	3883	1901	6058	10	865	5121	182	6178	16330
Apprch %	0.3	10.6	27.1	62.1		0.1	51.9	15.9	32		0.7	3.8	64.1	31.4		0.2	14	82.9	2.9		
Total %	0	0.9	2.2	5.1	8.2	0	8.7	2.7	5.4	16.8	0.3	1.4	23.8	11.6	37.1	0.1	5.3	31.4	1.1	37.8	
Autos	4	139	358	831	1332	4	1414						3845	1871				5074			16130
% Autos	100	97.9	98.4	99.6	99.1	100	99.1	97.5	97.8	98.4	100	99.1	99	98.4	98.8	100	97.5	99.1	96.7	98.8	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	2.1	1.6	0.4	0.9	0	0.9	2.5	2.2	1.6	0	0.9	1	1.6	1.2	0	2.5	0.9	3.3	1.2	1.2

CTS Engineering, Inc.

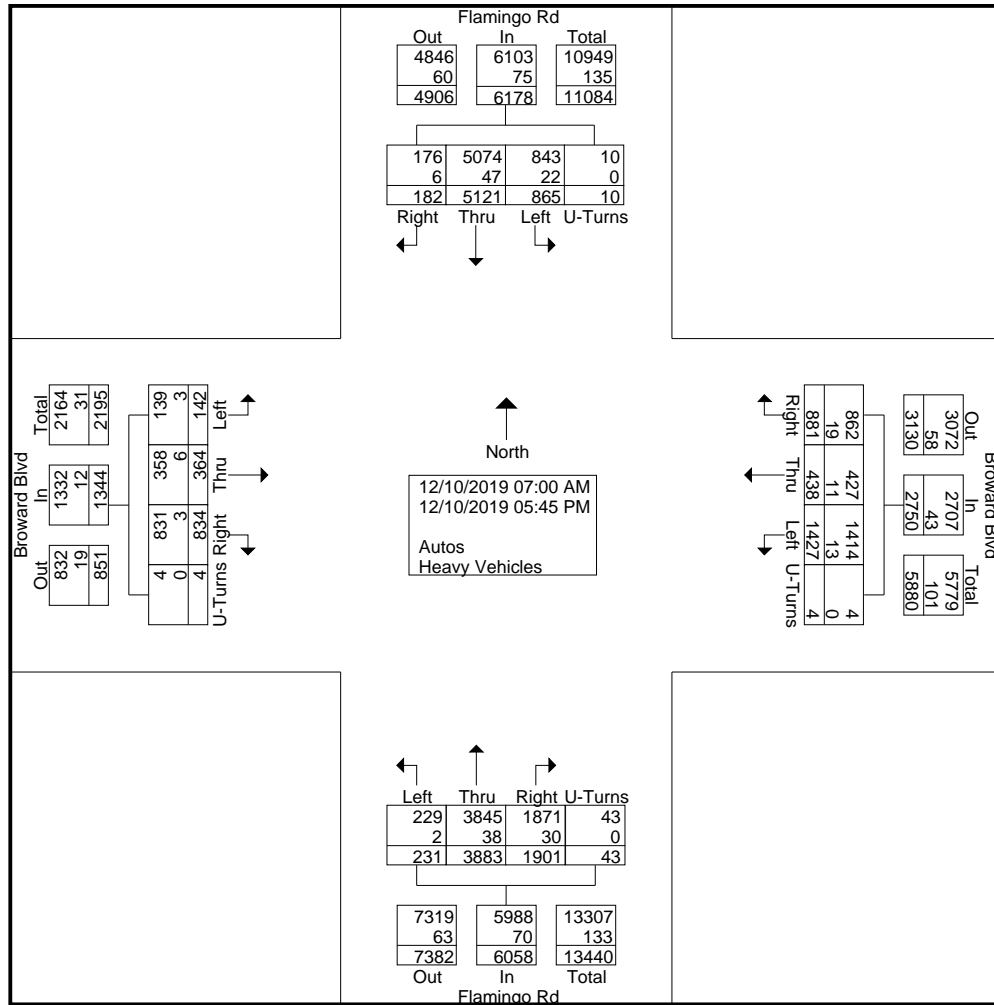
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 5- Flamingo Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

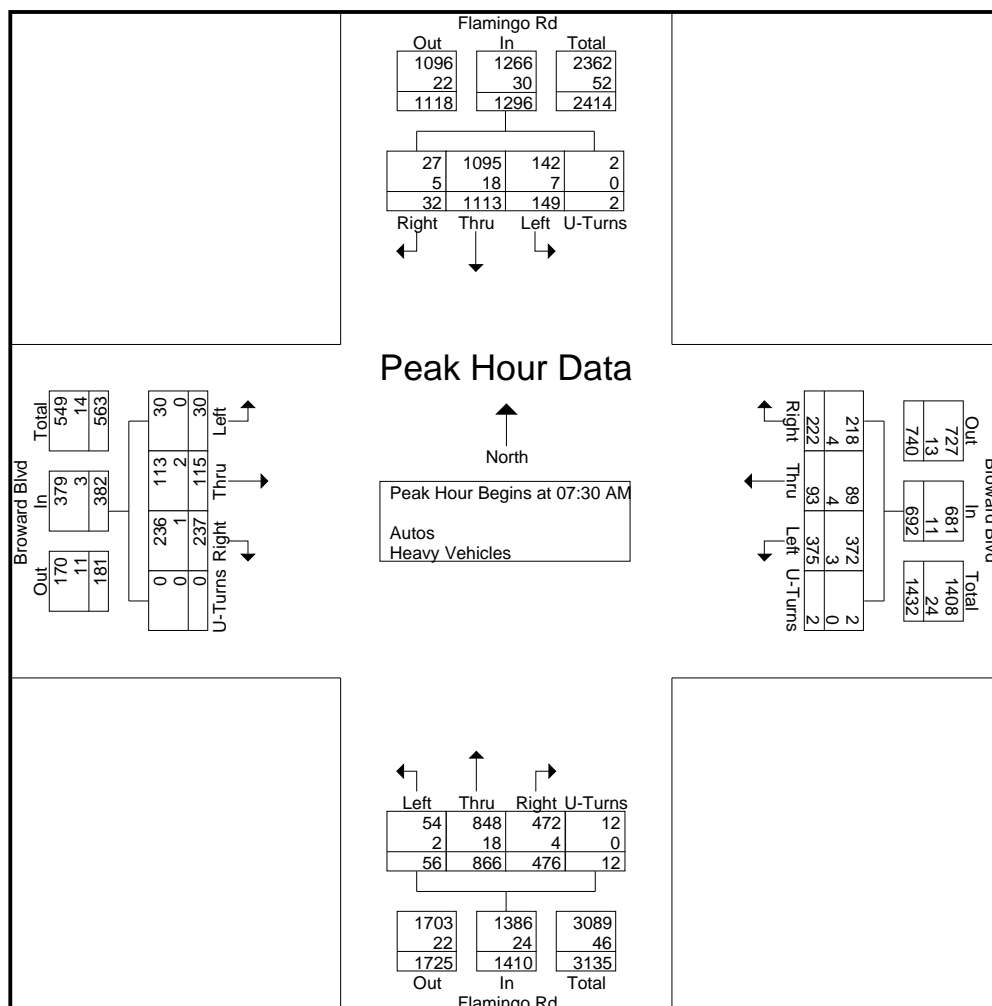
File Name : 5- Flamingo Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

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	Broward Blvd Eastbound					Broward Blvd Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	10	40	90	140	0	91	19	57	167	5	14	164	143	326	0	40	306	10	356	989
07:45 AM	0	9	33	18	60	0	102	22	51	175	3	18	249	117	387	0	33	291	9	333	955
08:00 AM	0	6	20	73	99	2	104	29	52	187	3	8	225	115	351	1	39	265	7	312	949
08:15 AM	0	5	22	56	83	0	78	23	62	163	1	16	228	101	346	1	37	251	6	295	887
Total Volume	0	30	115	237	382	2	375	93	222	692	12	56	866	476	1410	2	149	1113	32	1296	3780
% App. Total	0	7.9	30.1	62		0.3	54.2	13.4	32.1		0.9	4	61.4	33.8		0.2	11.5	85.9	2.5		
PHF	.000	.750	.719	.658	.682	.250	.901	.802	.895	.925	.600	.778	.869	.832	.911	.500	.931	.909	.800	.910	.956
Autos	0	30	113	236	379	2	372	89	218	681	12	54	848	472	1386	2	142	1095			
% Autos	0	100	98.3	99.6	99.2	100	99.2	95.7	98.2	98.4	100	96.4	97.9	99.2	98.3	100	95.3	98.4	84.4	97.7	98.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	1.7	0.4	0.8	0	0.8	4.3	1.8	1.6	0	3.6	2.1	0.8	1.7	0	4.7	1.6	15.6	2.3	1.8



CTS Engineering, Inc.

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File Name : 5- Flamingo Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

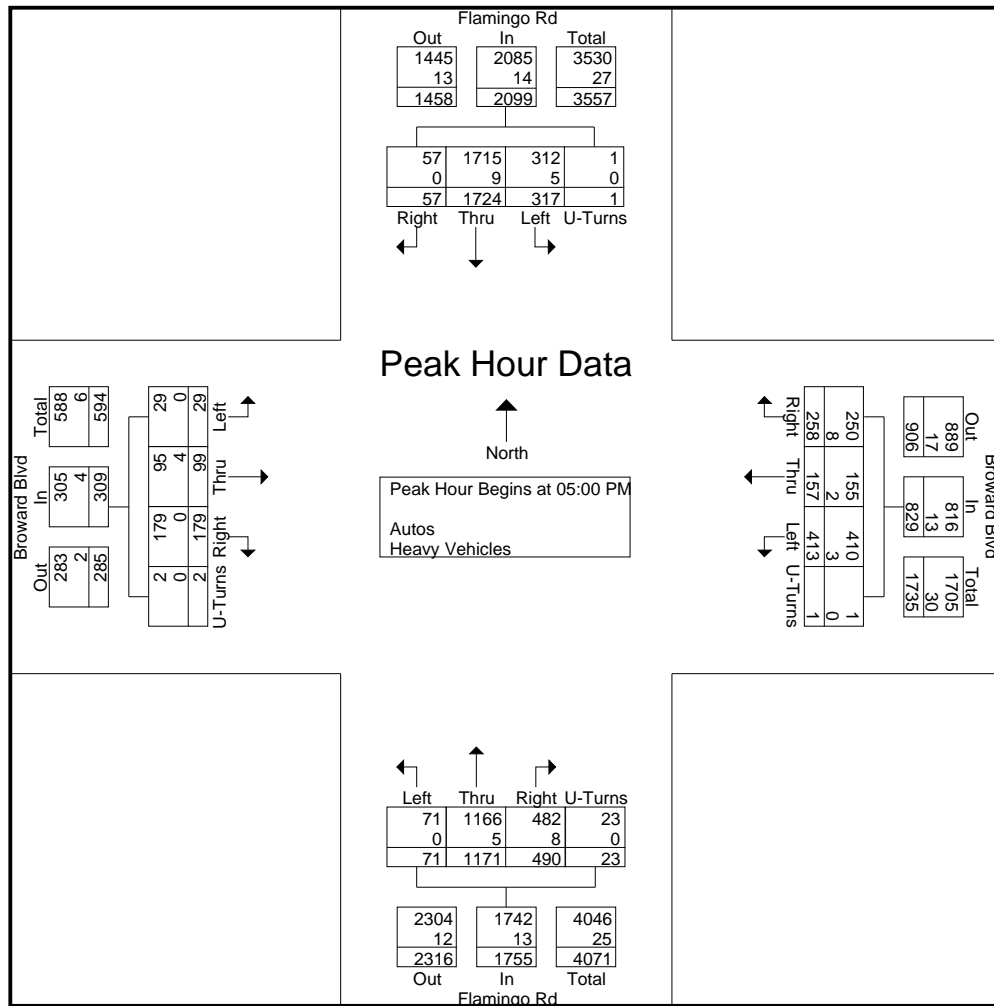
Page No : 4

	Broward Blvd Eastbound					Broward Blvd Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	1	6	25	52	84	1	103	36	72	212	11	21	296	122	450	0	72	424	14	510	1256
05:15 PM	0	8	26	48	82	0	122	49	74	245	4	18	237	121	380	1	75	411	15	502	1209
05:30 PM	1	6	26	38	71	0	107	34	62	203	1	16	321	125	463	0	87	446	14	547	1284
05:45 PM	0	9	22	41	72	0	81	38	50	169	7	16	317	122	462	0	83	443	14	540	1243
Total Volume	2	29	99	179	309	1	413	157	258	829	23	71	1171	490	1755	1	317	1724	57	2099	4992
% App. Total	0.6	9.4	32	57.9		0.1	49.8	18.9	31.1		1.3	4	66.7	27.9		0	15.1	82.1	2.7		
PHF	.500	.806	.952	.861	.920	.250	.846	.801	.872	.846	.523	.845	.912	.980	.948	.250	.911	.966	.950	.959	.972
Autos	2	29	95	179	305	1	410	155	250	816	23	71	1166					1715			
% Autos	100	100	96.0	100	98.7	100	99.3	98.7	96.9	98.4	100	100	99.6	98.4	99.3	100	98.4	99.5	100	99.3	99.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	4.0	0	1.3	0	0.7	1.3	3.1	1.6	0	0	0.4	1.6	0.7	0	1.6	0.5	0	0.7	0.9



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8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 5- Flamingo Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

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Groups Printed- Heavy Vehicles

	Broward Blvd Eastbound					Broward Blvd Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	2	0	0	4	1	5	0	0	2	0	2	9
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7	0	1	3	0	4	11
07:30 AM	0	0	0	0	0	0	0	1	1	2	0	1	3	2	6	0	2	4	1	7	15
07:45 AM	0	0	0	0	0	0	1	0	1	2	0	0	5	1	6	0	2	5	1	8	16
Total	0	0	0	0	0	0	2	1	3	6	0	1	14	9	24	0	5	14	2	21	51
08:00 AM	0	0	1	1	2	0	2	1	2	5	0	1	6	0	7	0	2	5	2	9	23
08:15 AM	0	0	1	0	1	0	0	2	0	2	0	0	4	1	5	0	1	4	1	6	14
08:30 AM	0	1	0	0	1	0	0	0	1	1	0	0	2	1	3	0	2	5	1	8	13
08:45 AM	0	0	0	0	0	0	0	1	1	2	0	0	3	1	4	0	3	2	0	5	11
Total	0	1	2	1	4	0	2	4	4	10	0	1	15	3	19	0	8	16	4	28	61
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	1	3	1	5	0	0	1	0	1	0	2	1	0	3	9
04:15 PM	0	0	0	0	0	0	1	1	1	3	0	0	1	0	1	0	0	1	0	1	5
04:30 PM	0	1	0	2	3	0	2	0	2	4	0	0	1	5	6	0	1	3	0	4	17
04:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	5	6	0	1	3	0	4	13
Total	0	2	0	2	4	0	6	4	4	14	0	0	4	10	14	0	4	8	0	12	44
05:00 PM	0	0	2	0	2	0	0	1	3	4	0	0	0	1	1	0	1	5	0	6	13
05:15 PM	0	0	1	0	1	0	1	1	3	5	0	0	2	4	6	0	2	2	0	4	16
05:30 PM	0	0	1	0	1	0	1	0	1	2	0	0	2	2	4	0	1	1	0	2	9
05:45 PM	0	0	0	0	0	0	1	0	1	2	0	0	1	1	2	0	1	1	0	2	6
Total	0	0	4	0	4	0	3	2	8	13	0	0	5	8	13	0	5	9	0	14	44
Grand Total	0	3	6	3	12	0	13	11	19	43	0	2	38	30	70	0	22	47	6	75	200
Apprch %	0	25	50	25		0	30.2	25.6	44.2		0	2.9	54.3	42.9		0	29.3	62.7	8		
Total %	0	1.5	3	1.5	6	0	6.5	5.5	9.5	21.5	0	1	19	15	35	0	11	23.5	3	37.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 5- Flamingo Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Peds & Bikes

	Broward Blvd Eastbound					Broward Blvd Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	1	0	0	0	1	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
07:30 AM	1	0	0	0	1	1	0	0	0	1	7	0	0	0	7	2	0	0	0	2	11
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
Total	3	0	0	0	3	3	0	0	0	3	9	0	0	0	9	3	0	0	1	4	19
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	4	0	0	0	4	7
*** BREAK ***																					
04:00 PM	1	0	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	2	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	3	0	0	0	3	0	0	0	3	3	0	0	0	0	0	2	0	0	0	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	4
Grand Total	7	0	0	0	7	5	0	0	3	8	12	0	0	0	12	10	0	0	1	11	38
Apprch %	100	0	0	0		62.5	0	0	37.5		100	0	0	0		90.9	0	0	9.1		
Total %	18.4	0	0	0	18.4	13.2	0	0	7.9	21.1	31.6	0	0	0	31.6	26.3	0	0	2.6	28.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 6- Flamingo Rd & SR-84 WB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SR-84 WB Eastbound					SR-84 WB Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	129	12	72	213	0	75	214	0	289	0	0	274	81	355	857
07:15 AM	0	0	0	0	0	0	191	26	85	302	0	97	251	0	348	0	0	269	115	384	1034
07:30 AM	0	0	0	0	0	0	127	26	111	264	0	114	232	0	346	0	0	333	140	473	1083
07:45 AM	0	0	0	0	0	0	173	30	107	310	0	154	228	0	382	0	0	242	110	352	1044
Total	0	0	0	0	0	0	620	94	375	1089	0	440	925	0	1365	0	0	1118	446	1564	4018
08:00 AM	0	0	0	0	0	0	165	30	97	292	0	118	206	0	324	0	0	269	123	392	1008
08:15 AM	0	0	0	0	0	0	137	16	92	245	0	125	225	0	350	0	0	206	76	282	877
08:30 AM	0	0	0	0	0	0	101	26	135	262	0	94	232	0	326	0	0	242	82	324	912
08:45 AM	0	0	0	0	0	0	122	25	139	286	0	96	206	0	302	0	0	161	73	234	822
Total	0	0	0	0	0	0	525	97	463	1085	0	433	869	0	1302	0	0	878	354	1232	3619
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	119	28	117	264	0	57	179	0	236	0	0	288	89	377	877
04:15 PM	0	0	0	0	0	0	159	36	133	328	0	56	263	0	319	0	0	289	87	376	1023
04:30 PM	0	0	0	0	0	0	139	33	124	296	0	52	233	0	285	0	0	401	104	505	1086
04:45 PM	0	0	0	0	0	0	150	31	139	320	0	67	280	0	347	0	0	288	121	409	1076
Total	0	0	0	0	0	0	567	128	513	1208	0	232	955	0	1187	0	0	1266	401	1667	4062
05:00 PM	0	0	0	0	0	0	166	43	129	338	0	71	289	0	360	0	0	361	113	474	1172
05:15 PM	0	0	0	0	0	0	156	32	116	304	0	69	285	0	354	0	0	369	116	485	1143
05:30 PM	0	0	0	0	0	0	185	47	148	380	0	55	267	0	322	0	0	457	92	549	1251
05:45 PM	0	0	0	0	0	0	144	28	131	303	0	59	308	0	367	0	0	355	96	451	1121
Total	0	0	0	0	0	0	651	150	524	1325	0	254	1149	0	1403	0	0	1542	417	1959	4687
Grand Total	0	0	0	0	0	0	2363	469	1875	4707	0	1359	3898	0	5257	0	0	4804	1618	6422	16386
Apprch %	0	0	0	0	0	0	50.2	10	39.8		0	25.9	74.1	0		0	0	74.8	25.2		
Total %	0	0	0	0	0	0	14.4	2.9	11.4	28.7	0	8.3	23.8	0	32.1	0	0	29.3	9.9	39.2	
Autos	0	0	0	0	0	0	2318		1849			1334	3851					4754	1594		16158
% Autos	0	0	0	0	0	0	98.1	97.7	98.6	98.3	0	98.2	98.8	0	98.6	0	0	99	98.5	98.8	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.9	2.3	1.4	1.7	0	1.8	1.2	0	1.4	0	0	1	1.5	1.2	1.4

CTS Engineering, Inc.

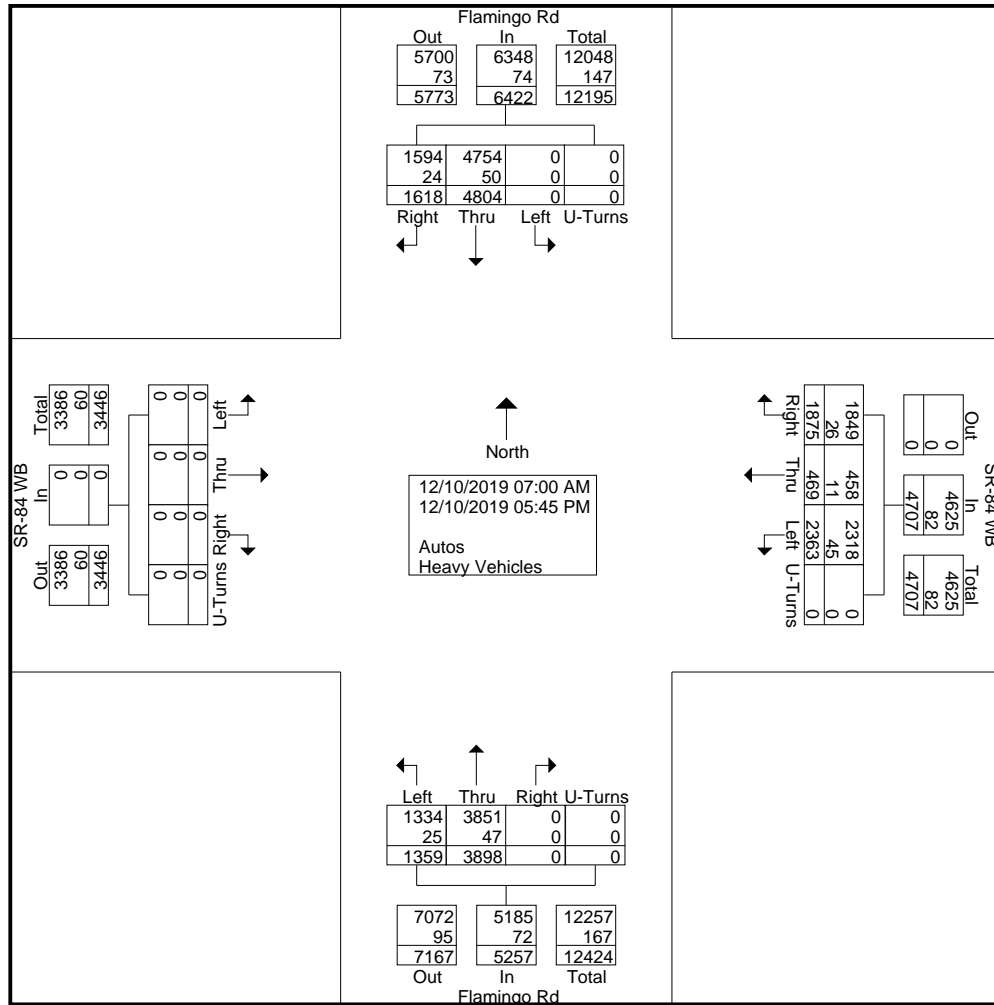
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 6- Flamingo Rd & SR-84 WB

Site Code : 00000000

Start Date : 12/10/2019

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Doral, FL, 33126

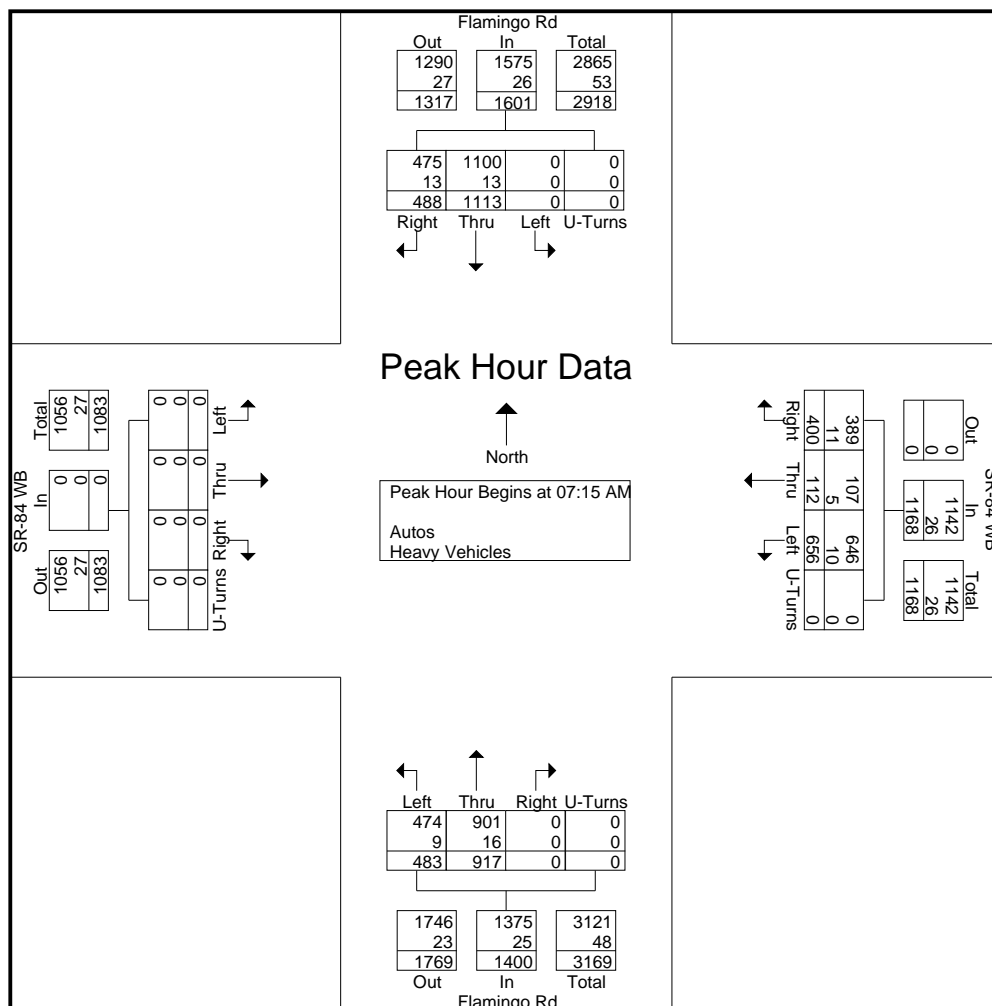
File Name : 6- Flamingo Rd & SR-84 WB

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	SR-84 WB Eastbound					SR-84 WB Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	191	26	85	302	0	97	251	0	348	0	0	269	115	384	1034
07:30 AM	0	0	0	0	0	0	127	26	111	264	0	114	232	0	346	0	0	333	140	473	1083
07:45 AM	0	0	0	0	0	0	173	30	107	310	0	154	228	0	382	0	0	242	110	352	1044
08:00 AM	0	0	0	0	0	0	165	30	97	292	0	118	206	0	324	0	0	269	123	392	1008
Total Volume	0	0	0	0	0	0	656	112	400	1168	0	483	917	0	1400	0	0	1113	488	1601	4169
% App. Total	0	0	0	0	0	0	56.2	9.6	34.2		0	34.5	65.5	0		0	0	69.5	30.5		
PHF	.000	.000	.000	.000	.000	.000	.859	.933	.901	.942	.000	.784	.913	.000	.916	.000	.000	.836	.871	.846	.962
Autos	0	0	0	0	0	0	646	107	389	1142	0	474	901	0	1375	0	0	1100			
% Autos	0	0	0	0	0	0	98.5	95.5	97.3	97.8	0	98.1	98.3	0	98.2	0	0	98.8	97.3	98.4	98.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.5	4.5	2.8	2.2	0	1.9	1.7	0	1.8	0	0	1.2	2.7	1.6	1.8



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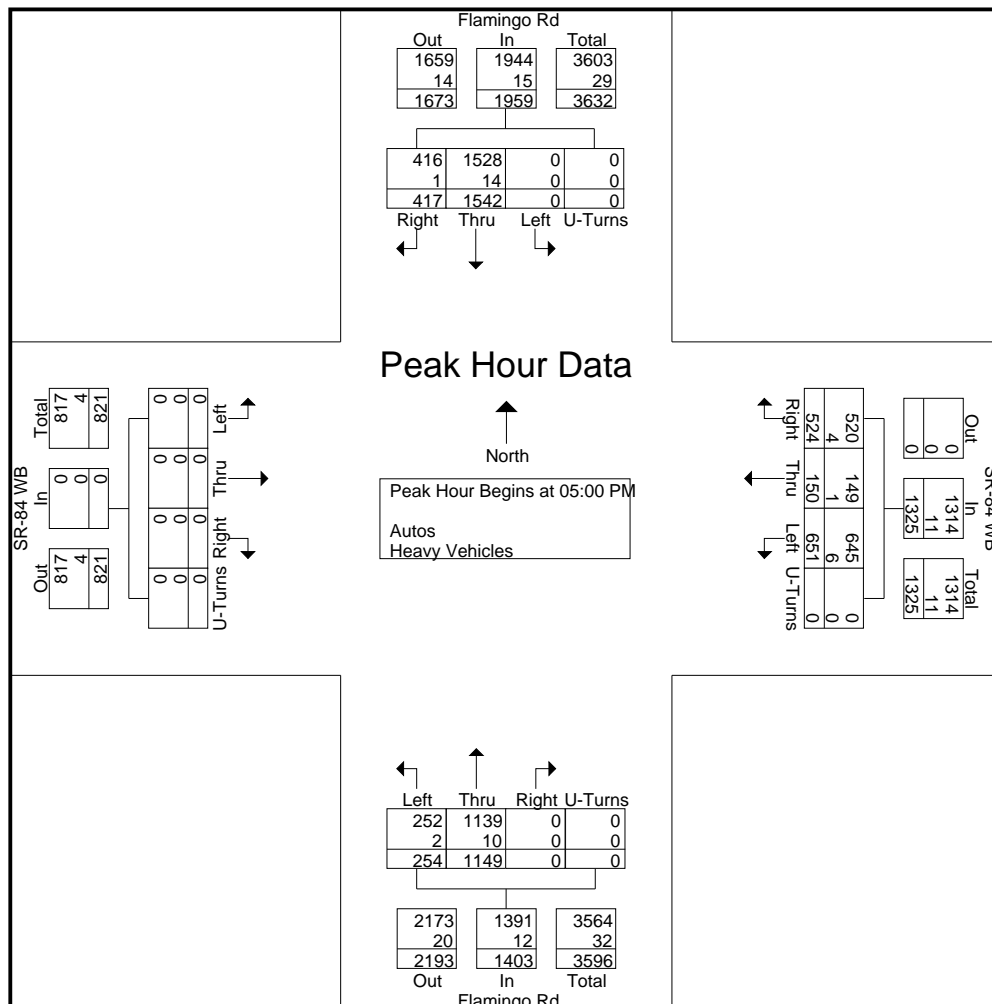
File Name : 6- Flamingo Rd & SR-84 WB

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	SR-84 WB Eastbound					SR-84 WB Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	166	43	129	338	0	71	289	0	360	0	0	361	113	474	1172
05:15 PM	0	0	0	0	0	0	156	32	116	304	0	69	285	0	354	0	0	369	116	485	1143
05:30 PM	0	0	0	0	0	0	185	47	148	380	0	55	267	0	322	0	0	457	92	549	1251
05:45 PM	0	0	0	0	0	0	144	28	131	303	0	59	308	0	367	0	0	355	96	451	1121
Total Volume	0	0	0	0	0	0	651	150	524	1325	0	254	1149	0	1403	0	0	1542	417	1959	4687
% App. Total	0	0	0	0	0	0	49.1	11.3	39.5		0	18.1	81.9	0		0	0	78.7	21.3		
PHF	.000	.000	.000	.000	.000	.000	.880	.798	.885	.872	.000	.894	.933	.000	.956	.000	.000	.844	.899	.892	.937
Autos	0	0	0	0	0	0	645	149	520	1314	0	252	1139					1528			
% Autos	0	0	0	0	0	0	99.1	99.3	99.2	99.2	0	99.2	99.1	0	99.1	0	0	99.1	99.8	99.2	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0.9	0.7	0.8	0.8	0	0.8	0.9	0	0.9	0	0	0.9	0.2	0.8	0.8



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8095 NW 12 Street, Suite 301
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Groups Printed- Heavy Vehicles

	SR-84 WB Eastbound					SR-84 WB Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	9	3	0	12	0	0	0	1	1	15
07:15 AM	0	0	0	0	0	0	2	1	2	5	0	3	8	0	11	0	0	3	4	7	23
07:30 AM	0	0	0	0	0	0	0	0	3	3	0	3	2	0	5	0	0	2	4	6	14
07:45 AM	0	0	0	0	0	0	5	1	3	9	0	2	4	0	6	0	0	1	2	3	18
Total	0	0	0	0	0	0	9	2	8	19	0	17	17	0	34	0	0	6	11	17	70
08:00 AM	0	0	0	0	0	0	3	3	3	9	0	1	2	0	3	0	0	7	3	10	22
08:15 AM	0	0	0	0	0	0	1	0	1	2	0	0	1	0	1	0	0	2	1	3	6
08:30 AM	0	0	0	0	0	0	4	3	3	10	0	1	0	0	1	0	0	6	0	6	17
08:45 AM	0	0	0	0	0	0	2	0	2	4	0	2	4	0	6	0	0	3	0	3	13
Total	0	0	0	0	0	0	10	6	9	25	0	4	7	0	11	0	0	18	4	22	58
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	3	0	1	4	0	1	0	0	1	0	0	1	3	4	9
04:15 PM	0	0	0	0	0	0	8	2	1	11	0	0	3	0	3	0	0	4	1	5	19
04:30 PM	0	0	0	0	0	0	4	0	2	6	0	1	4	0	5	0	0	2	2	4	15
04:45 PM	0	0	0	0	0	0	5	0	1	6	0	0	6	0	6	0	0	5	2	7	19
Total	0	0	0	0	0	0	20	2	5	27	0	2	13	0	15	0	0	12	8	20	62
05:00 PM	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	0	0	5	1	6	12
05:15 PM	0	0	0	0	0	0	1	0	1	2	0	1	6	0	7	0	0	3	0	3	12
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	3	0	3	6
05:45 PM	0	0	0	0	0	0	1	0	2	3	0	1	1	0	2	0	0	3	0	3	8
Total	0	0	0	0	0	0	6	1	4	11	0	2	10	0	12	0	0	14	1	15	38
Grand Total	0	0	0	0	0	0	45	11	26	82	0	25	47	0	72	0	0	50	24	74	228
Apprch %	0	0	0	0		0	54.9	13.4	31.7		0	34.7	65.3	0		0	0	67.6	32.4		
Total %	0	0	0	0	0	0	19.7	4.8	11.4	36	0	11	20.6	0	31.6	0	0	21.9	10.5	32.5	

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Groups Printed- Peds & Bikes

Start Time	SR-84 WB Eastbound					SR-84 WB Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					Int. Total
	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	5	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	16	19	19
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		15.8	0	0	84.2		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	0	0	84.2	100	

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8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 7- Flamingo Rd & SR-84 EB

Site Code : 00000000

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Groups Printed- Autos - Heavy Vehicles

	SR-84 EB Eastbound					SR-84 EB Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	73	79	71	223	0	0	0	0	0	0	0	137	148	285	0	92	243	0	335	843
07:15 AM	0	115	90	111	316	0	0	0	0	0	0	0	225	191	416	0	106	302	0	408	1140
07:30 AM	0	111	140	120	371	0	0	0	0	0	0	0	184	173	357	0	111	298	0	409	1137
07:45 AM	0	79	109	110	298	0	0	0	0	0	0	0	256	149	405	0	86	317	0	403	1106
Total	0	378	418	412	1208	0	0	0	0	0	0	0	802	661	1463	0	395	1160	0	1555	4226
08:00 AM	0	91	144	93	328	0	0	0	0	0	0	0	221	167	388	0	85	310	0	395	1111
08:15 AM	0	73	125	78	276	0	0	0	0	0	0	0	255	208	463	0	67	279	0	346	1085
08:30 AM	0	83	105	81	269	0	0	0	0	0	0	0	243	157	400	0	98	222	0	320	989
08:45 AM	0	75	121	86	282	0	0	0	0	0	0	0	220	185	405	0	72	201	0	273	960
Total	0	322	495	338	1155	0	0	0	0	0	0	0	939	717	1656	0	322	1012	0	1334	4145
*** BREAK ***																					
04:00 PM	0	103	108	85	296	0	0	0	0	0	0	0	163	109	272	0	129	302	0	431	999
04:15 PM	0	104	99	103	306	0	0	0	0	0	0	0	209	136	345	0	132	300	0	432	1083
04:30 PM	0	107	105	95	307	0	0	0	0	0	0	0	169	109	278	0	145	355	0	500	1085
04:45 PM	0	113	108	91	312	0	0	0	0	0	0	0	227	140	367	1	117	317	0	435	1114
Total	0	427	420	374	1221	0	0	0	0	0	0	0	768	494	1262	1	523	1274	0	1798	4281
05:00 PM	0	110	89	113	312	0	0	0	0	0	0	0	241	156	397	0	159	372	0	531	1240
05:15 PM	0	141	115	107	363	0	0	0	0	0	0	0	220	117	337	0	140	359	0	499	1199
05:30 PM	0	114	90	124	328	0	0	0	0	0	0	0	209	123	332	0	179	419	0	598	1258
05:45 PM	0	140	129	120	389	0	0	0	0	0	0	0	216	117	333	0	164	380	0	544	1266
Total	0	505	423	464	1392	0	0	0	0	0	0	0	886	513	1399	0	642	1530	0	2172	4963
Grand Total	0	1632	1756	1588	4976	0	0	0	0	0	0	0	3395	2385	5780	1	1882	4976	0	6859	17615
Apprch %	0	32.8	35.3	31.9		0	0	0	0		0	0	58.7	41.3		0	27.4	72.5	0		
Total %	0	9.3	10	9	28.2	0	0	0	0	0	0	0	19.3	13.5	32.8	0	10.7	28.2	0	38.9	
Autos	0	1597	1687	1552									3364	2341			1856	4909			17307
% Autos	0	97.9	96.1	97.7	97.2	0	0	0	0	0	0	0	99.1	98.2	98.7	100	98.6	98.7	0	98.6	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	2.1	3.9	2.3	2.8	0	0	0	0	0	0	0	0.9	1.8	1.3	0	1.4	1.3	0	1.4	1.7

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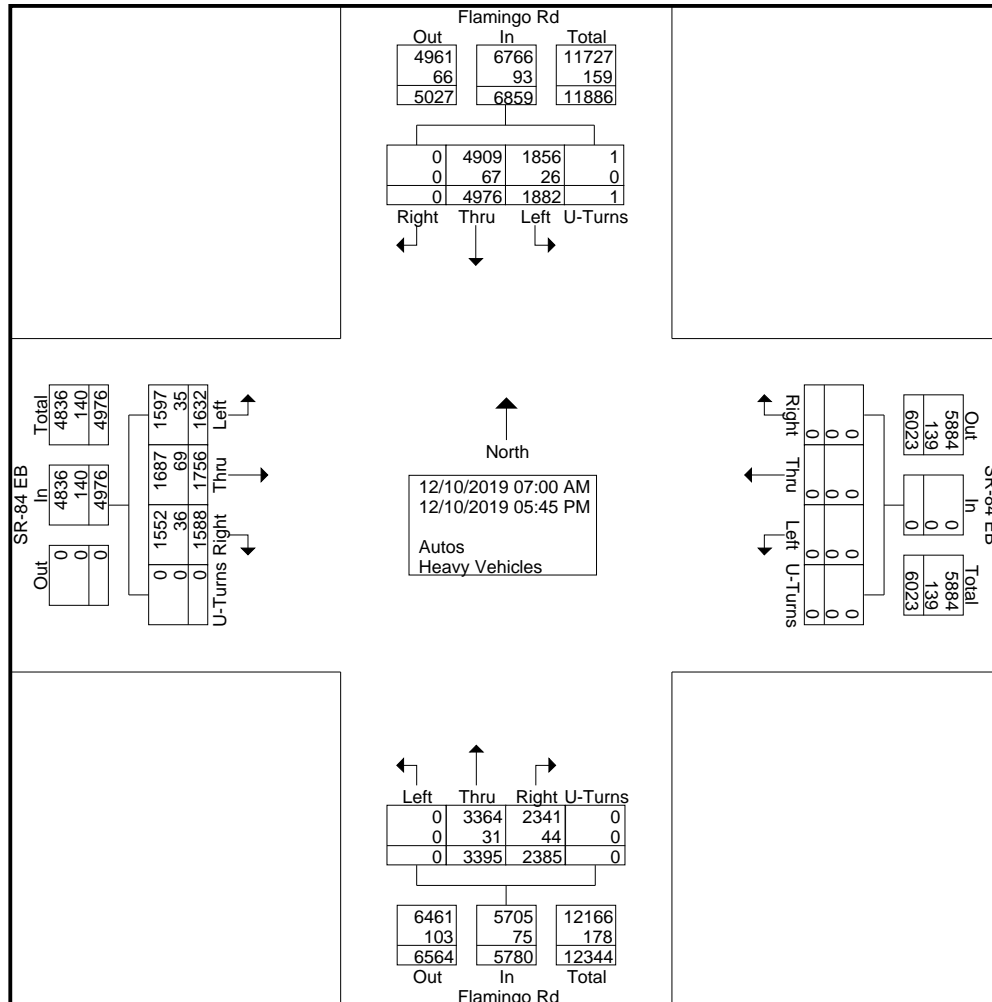
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Doral, FL, 33126

File Name : 7- Flamingo Rd & SR-84 EB

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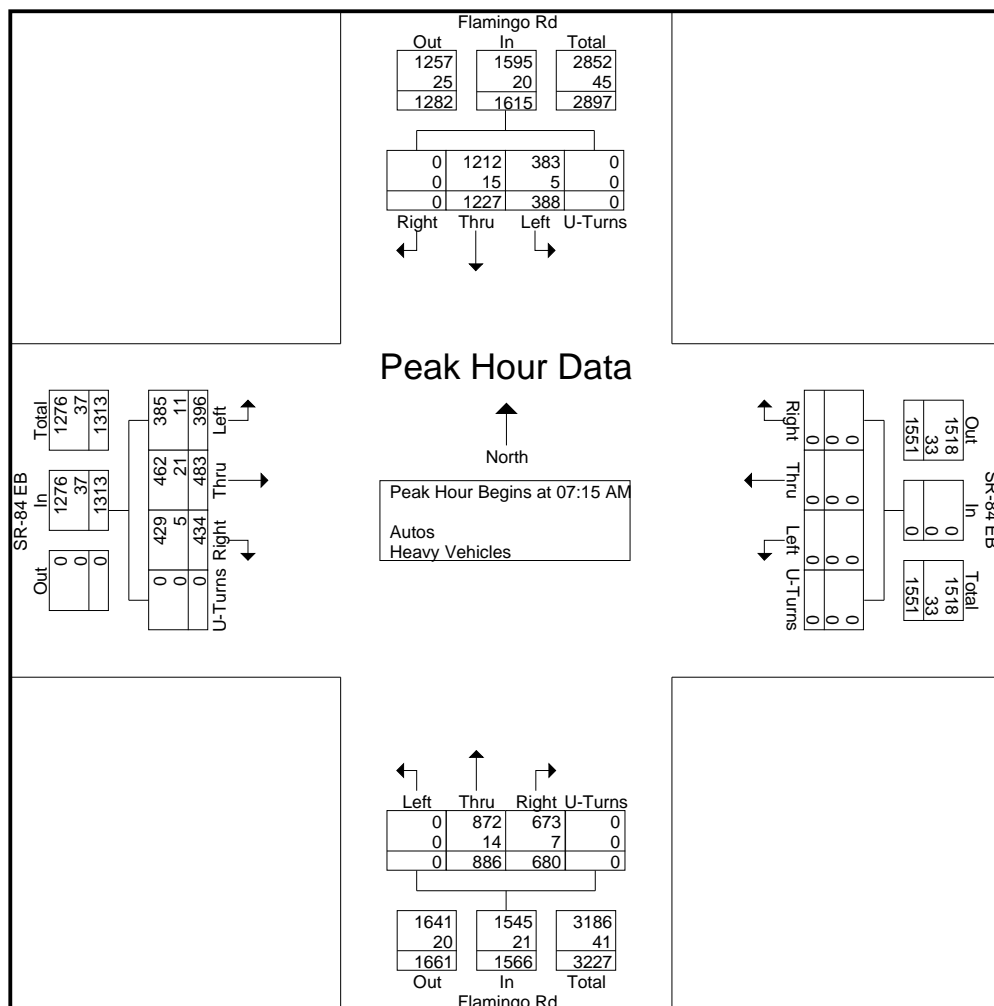
File Name : 7- Flamingo Rd & SR-84 EB

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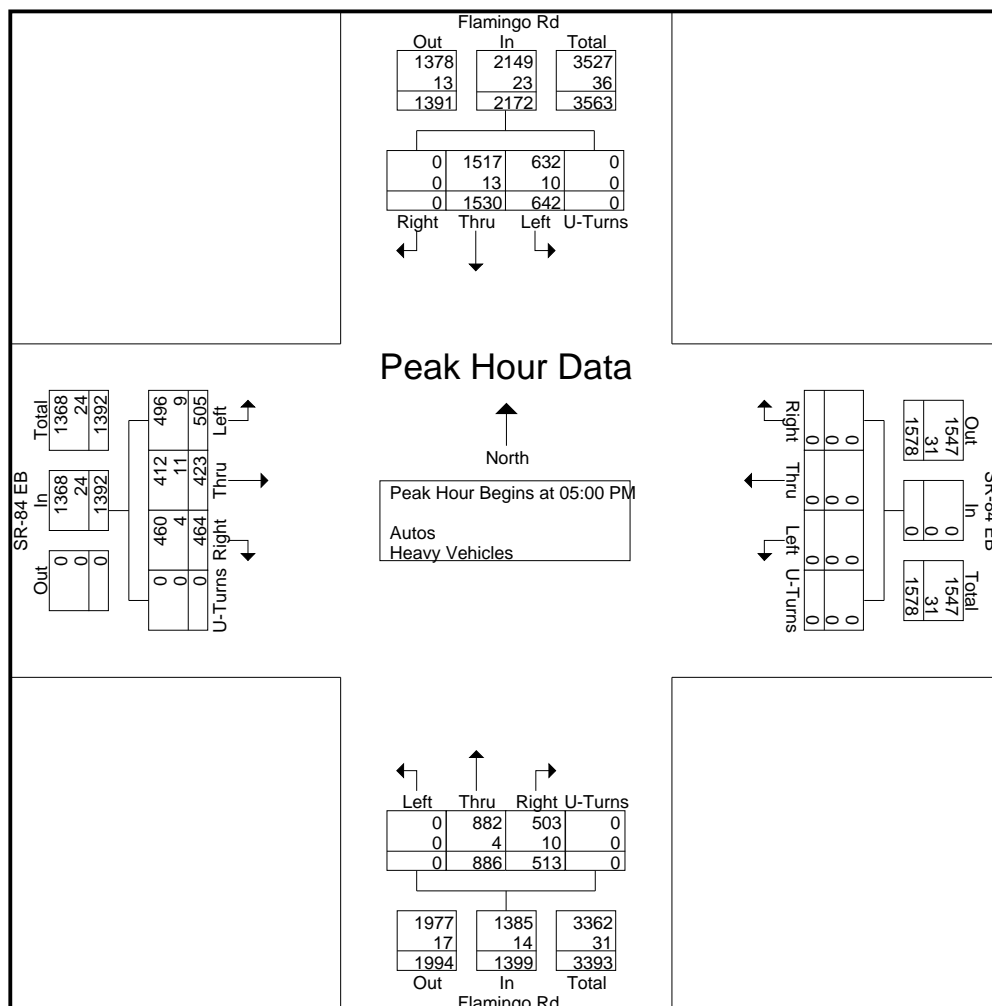
	SR-84 EB Eastbound					SR-84 EB Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	115	90	111	316	0	0	0	0	0	0	0	225	191	416	0	106	302	0	408	1140
07:30 AM	0	111	140	120	371	0	0	0	0	0	0	0	184	173	357	0	111	298	0	409	1137
07:45 AM	0	79	109	110	298	0	0	0	0	0	0	0	256	149	405	0	86	317	0	403	1106
08:00 AM	0	91	144	93	328	0	0	0	0	0	0	0	221	167	388	0	85	310	0	395	1111
Total Volume	0	396	483	434	1313	0	0	0	0	0	0	0	886	680	1566	0	388	1227	0	1615	4494
% App. Total	0	30.2	36.8	33.1		0	0	0	0	0	0	0	56.6	43.4		0	24	76	0		
PHF	.000	.861	.839	.904	.885	.000	.000	.000	.000	.000	.000	.000	.865	.890	.941	.000	.874	.968	.000	.987	.986
Autos	0	385	462	429	1276	0	0	0	0	0	0	0	872	673	1545	0	383	1212			
% Autos	0	97.2	95.7	98.8	97.2	0	0	0	0	0	0	0	98.4	99.0	98.7	0	98.7	98.8	0	98.8	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	2.8	4.3	1.2	2.8	0	0	0	0	0	0	0	1.6	1.0	1.3	0	1.3	1.2	0	1.2	1.7



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	SR-84 EB Eastbound					SR-84 EB Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	110	89	113	312	0	0	0	0	0	0	0	241	156	397	0	159	372	0	531	1240
05:15 PM	0	141	115	107	363	0	0	0	0	0	0	0	220	117	337	0	140	359	0	499	1199
05:30 PM	0	114	90	124	328	0	0	0	0	0	0	0	209	123	332	0	179	419	0	598	1258
05:45 PM	0	140	129	120	389	0	0	0	0	0	0	0	216	117	333	0	164	380	0	544	1266
Total Volume	0	505	423	464	1392	0	0	0	0	0	0	0	886	513	1399	0	642	1530	0	2172	4963
% App. Total	0	36.3	30.4	33.3		0	0	0	0		0	0	63.3	36.7		0	29.6	70.4	0		
PHF	.000	.895	.820	.935	.895	.000	.000	.000	.000	.000	.000	.000	.919	.822	.881	.000	.897	.913	.000	.908	.980
Autos	0	496	412	460	1368	0	0	0	0	0	0	0	882	503	1385	0	632	1517			
% Autos	0	98.2	97.4	99.1	98.3	0	0	0	0	0	0	0	99.5	98.1	99.0	0	98.4	99.2	0	98.9	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	1.8	2.6	0.9	1.7	0	0	0	0	0	0	0	0.5	1.9	1.0	0	1.6	0.8	0	1.1	1.2



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Groups Printed- Heavy Vehicles

	SR-84 EB Eastbound					SR-84 EB Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	3	1	4	0	0	0	0	0	0	0	7	3	10	0	0	2	0	2	16
07:15 AM	0	5	3	0	8	0	0	0	0	0	0	0	7	3	10	0	2	2	0	4	22
07:30 AM	0	2	7	3	12	0	0	0	0	0	0	0	3	0	3	0	0	1	0	1	16
07:45 AM	0	2	6	2	10	0	0	0	0	0	0	0	2	0	2	0	1	5	0	6	18
Total	0	9	19	6	34	0	0	0	0	0	0	0	19	6	25	0	3	10	0	13	72
08:00 AM	0	2	5	0	7	0	0	0	0	0	0	0	2	4	6	0	2	7	0	9	22
08:15 AM	0	0	5	2	7	0	0	0	0	0	0	0	0	4	4	0	1	3	0	4	15
08:30 AM	0	2	5	3	10	0	0	0	0	0	0	0	0	5	5	0	3	7	0	10	25
08:45 AM	0	2	6	3	11	0	0	0	0	0	0	0	2	6	8	0	0	2	0	2	21
Total	0	6	21	8	35	0	0	0	0	0	0	0	4	19	23	0	6	19	0	25	83
*** BREAK ***																					
04:00 PM	0	1	2	1	4	0	0	0	0	0	0	0	1	1	2	0	0	3	0	3	9
04:15 PM	0	2	4	11	17	0	0	0	0	0	0	0	0	1	1	0	3	8	0	11	29
04:30 PM	0	4	5	2	11	0	0	0	0	0	0	0	1	7	8	0	2	7	0	9	28
04:45 PM	0	4	7	4	15	0	0	0	0	0	0	0	2	0	2	0	2	7	0	9	26
Total	0	11	18	18	47	0	0	0	0	0	0	0	4	9	13	0	7	25	0	32	92
05:00 PM	0	2	2	2	6	0	0	0	0	0	0	0	0	4	4	0	6	5	0	11	21
05:15 PM	0	4	4	0	8	0	0	0	0	0	0	0	2	1	3	0	2	3	0	5	16
05:30 PM	0	1	3	2	6	0	0	0	0	0	0	0	1	2	3	0	2	1	0	3	12
05:45 PM	0	2	2	0	4	0	0	0	0	0	0	0	1	3	4	0	0	4	0	4	12
Total	0	9	11	4	24	0	0	0	0	0	0	0	4	10	14	0	10	13	0	23	61
Grand Total	0	35	69	36	140	0	0	0	0	0	0	0	31	44	75	0	26	67	0	93	308
Apprch %	0	25	49.3	25.7		0	0	0	0		0	0	41.3	58.7		0	28	72	0		
Total %	0	11.4	22.4	11.7	45.5	0	0	0	0	0	0	0	10.1	14.3	24.4	0	8.4	21.8	0	30.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 7- Flamingo Rd & SR-84 EB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Peds & Bikes

Start Time	SR-84 EB Eastbound					SR-84 EB Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					Int. Total
	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	
07:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
07:15 AM	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Total	2	0	0	3	5	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	10
08:00 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	6
08:15 AM	3	0	0	1	4	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	6
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	0	0	3	9	0	0	0	0	0	2	0	0	3	5	0	0	0	0	0	14
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	2
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	2	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	5
05:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
05:15 PM	4	0	0	0	4	0	0	0	0	0	2	0	0	4	6	0	0	0	0	0	10
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:45 PM	0	0	0	1	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
Total	6	0	0	1	7	0	0	0	0	0	6	0	0	7	13	0	0	0	0	0	20
Grand Total	15	0	0	8	23	0	0	0	0	0	9	0	0	17	26	0	0	0	0	0	49
Apprch %	65.2	0	0	34.8		0	0	0	0		34.6	0	0	65.4		0	0	0	0		
Total %	30.6	0	0	16.3	46.9	0	0	0	0	0	18.4	0	0	34.7	53.1	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 8- Flamingo Rd & SW 8th St
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SW 8th St Eastbound					SW 8th St Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	33	0	20	53	0	0	0	0	0	0	10	303	0	313	2	0	315	86	403	769
07:15 AM	0	59	0	41	100	0	0	0	0	0	0	16	404	0	420	7	0	370	87	464	984
07:30 AM	0	36	0	17	53	0	0	0	0	0	0	17	413	0	430	8	0	393	54	455	938
07:45 AM	0	51	0	22	73	0	0	0	0	0	0	20	400	0	420	7	0	351	69	427	920
Total	0	179	0	100	279	0	0	0	0	0	0	63	1520	0	1583	24	0	1429	296	1749	3611
08:00 AM	0	26	0	20	46	0	0	0	0	0	1	17	448	0	466	6	0	318	53	377	889
08:15 AM	0	22	0	20	42	0	0	0	0	0	1	18	453	0	472	2	0	325	53	380	894
08:30 AM	0	24	0	11	35	0	0	0	0	0	0	19	407	0	426	1	0	267	51	319	780
08:45 AM	0	23	0	14	37	0	0	0	0	0	0	18	376	0	394	0	0	257	44	301	732
Total	0	95	0	65	160	0	0	0	0	0	2	72	1684	0	1758	9	0	1167	201	1377	3295
*** BREAK ***																					
04:00 PM	0	21	0	5	26	0	0	0	0	0	0	28	294	0	322	2	0	301	74	377	725
04:15 PM	0	26	0	10	36	0	0	0	0	0	0	38	359	0	397	1	0	329	102	432	865
04:30 PM	0	15	0	14	29	0	0	0	0	0	0	27	262	0	289	1	0	330	98	429	747
04:45 PM	0	15	0	17	32	0	0	0	0	0	0	30	342	0	372	1	0	319	119	439	843
Total	0	77	0	46	123	0	0	0	0	0	0	123	1257	0	1380	5	0	1279	393	1677	3180
05:00 PM	0	31	0	8	39	0	0	0	0	0	0	31	407	0	438	3	0	326	83	412	889
05:15 PM	0	20	0	7	27	0	0	0	0	0	0	33	319	0	352	3	0	414	118	535	914
05:30 PM	0	17	0	14	31	0	0	0	0	0	0	20	359	0	379	1	0	472	104	577	987
05:45 PM	0	22	0	9	31	0	0	0	0	0	1	31	339	0	371	5	0	369	130	504	906
Total	0	90	0	38	128	0	0	0	0	0	1	115	1424	0	1540	12	0	1581	435	2028	3696
Grand Total	0	441	0	249	690	0	0	0	0	0	3	373	5885	0	6261	50	0	5456	1325	6831	13782
Apprch %	0	63.9	0	36.1		0	0	0	0		0	6	94	0		0.7	0	79.9	19.4		
Total %	0	3.2	0	1.8	5	0	0	0	0	0	0	2.7	42.7	0	45.4	0.4	0	39.6	9.6	49.6	
Autos	0	434	0	237	671	0	0	0	0	0	3	364	5814					5382	1302		13586
% Autos	0	98.4	0	95.2	97.2	0	0	0	0	0	100	97.6	98.8	0	98.7	100	0	98.6	98.3	98.6	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	1.6	0	4.8	2.8	0	0	0	0	0	0	2.4	1.2	0	1.3	0	0	1.4	1.7	1.4	1.4

CTS Engineering, Inc.

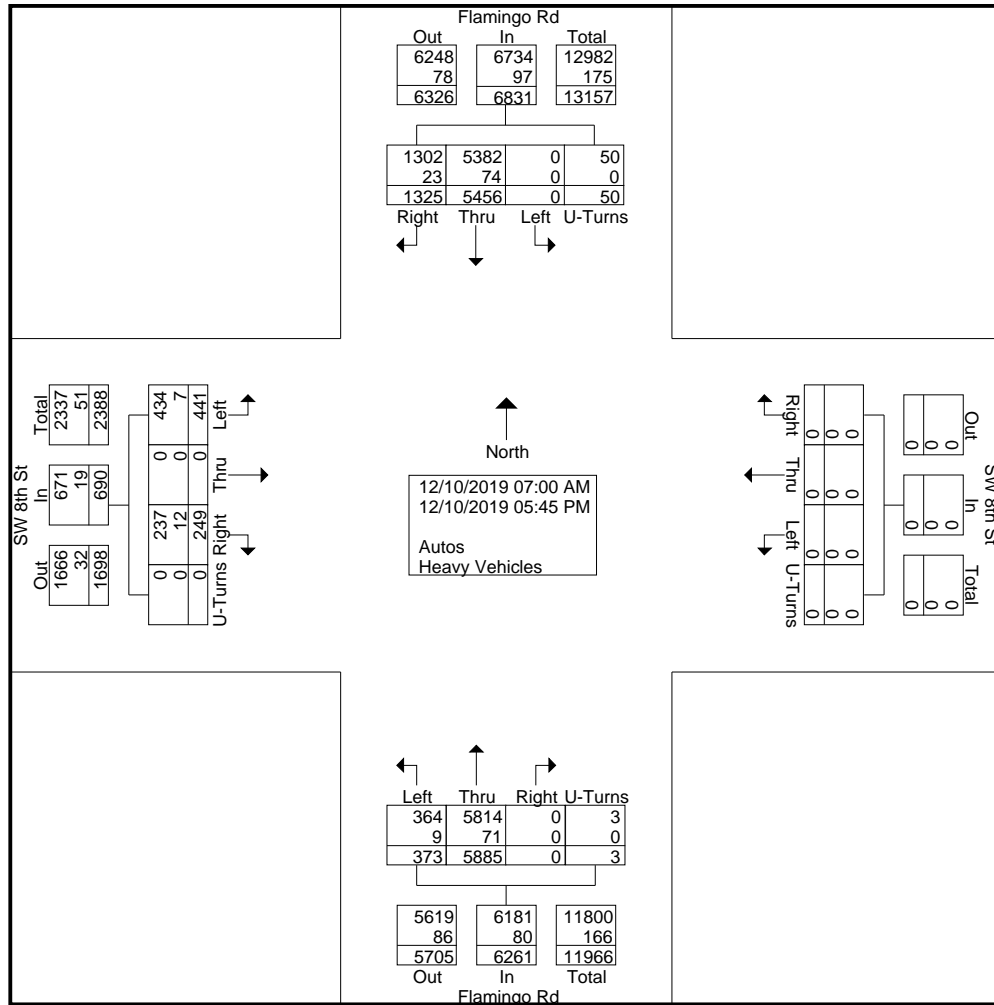
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 8- Flamingo Rd & SW 8th St

Site Code : 00000000

Start Date : 12/10/2019

Page No : 2

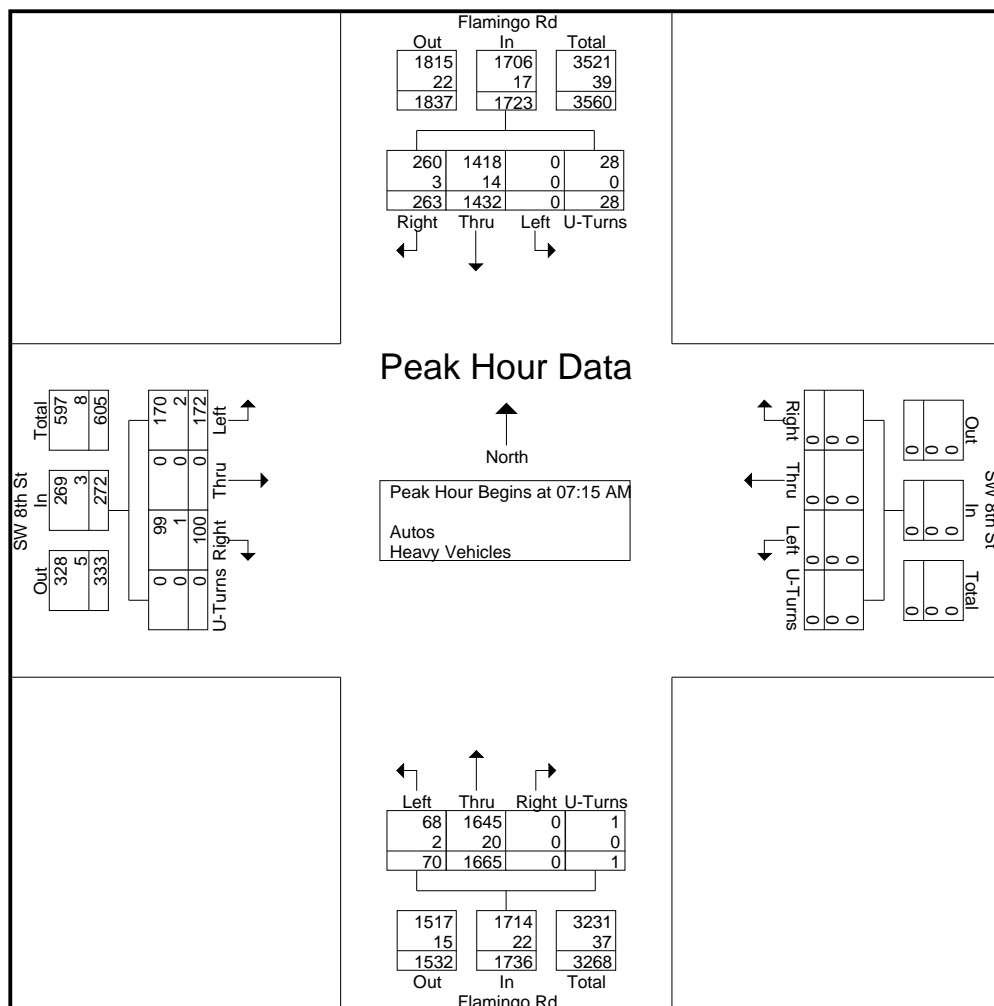


CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 8- Flamingo Rd & SW 8th St
Site Code : 00000000
Start Date : 12/10/2019
Page No : 3

	SW 8th St Eastbound					SW 8th St Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	59	0	41	100	0	0	0	0	0	0	16	404	0	420	7	0	370	87	464	984
07:30 AM	0	36	0	17	53	0	0	0	0	0	0	17	413	0	430	8	0	393	54	455	938
07:45 AM	0	51	0	22	73	0	0	0	0	0	0	20	400	0	420	7	0	351	69	427	920
08:00 AM	0	26	0	20	46	0	0	0	0	0	1	17	448	0	466	6	0	318	53	377	889
Total Volume	0	172	0	100	272	0	0	0	0	0	1	70	1665	0	1736	28	0	1432	263	1723	3731
% App. Total	0	63.2	0	36.8		0	0	0	0	0	0.1	4	95.9	0		1.6	0	83.1	15.3		
PHF	.000	.729	.000	.610	.680	.000	.000	.000	.000	.000	.250	.875	.929	.000	.931	.875	.000	.911	.756	.928	.948
Autos	0	170	0	99	269	0	0	0	0	0	1	68	1645					1418			
% Autos	0	98.8	0	99.0	98.9	0	0	0	0	0	100	97.1	98.8	0	98.7	100	0	99.0	98.9	99.0	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	1.2	0	1.0	1.1	0	0	0	0	0	0	2.9	1.2	0	1.3	0	0	1.0	1.1	1.0	1.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

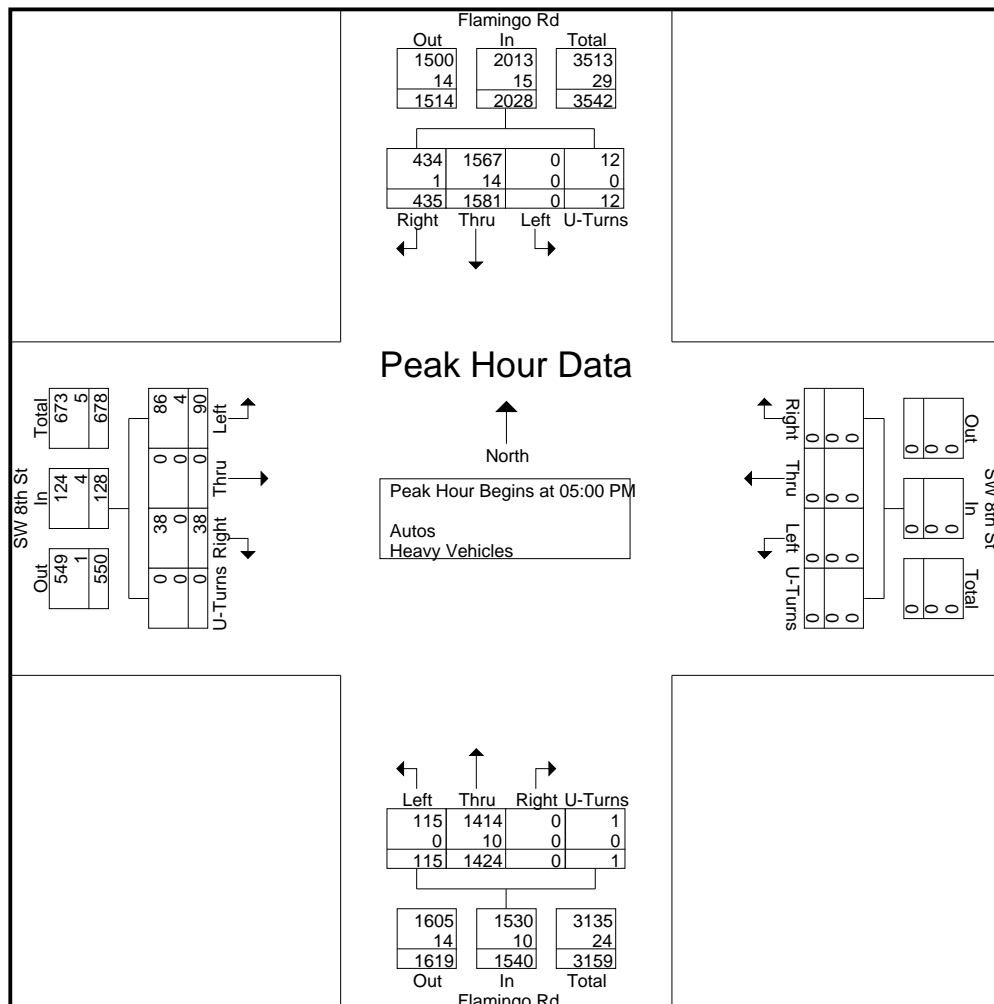
File Name : 8- Flamingo Rd & SW 8th St

Site Code : 00000000

Start Date : 12/10/2019

Page No : 4

	SW 8th St Eastbound					SW 8th St Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	31	0	8	39	0	0	0	0	0	0	31	407	0	438	3	0	326	83	412	889
05:15 PM	0	20	0	7	27	0	0	0	0	0	0	33	319	0	352	3	0	414	118	535	914
05:30 PM	0	17	0	14	31	0	0	0	0	0	0	20	359	0	379	1	0	472	104	577	987
05:45 PM	0	22	0	9	31	0	0	0	0	0	1	31	339	0	371	5	0	369	130	504	906
Total Volume	0	90	0	38	128	0	0	0	0	0	1	115	1424	0	1540	12	0	1581	435	2028	3696
% App. Total	0	70.3	0	29.7		0	0	0	0	0	0.1	7.5	92.5	0		0.6	0	78	21.4		
PHF	.000	.726	.000	.679	.821	.000	.000	.000	.000	.000	.250	.871	.875	.000	.879	.600	.000	.837	.837	.879	.936
Autos	0	86	0	38	124	0	0	0	0	0	1	115	1414					1567			
% Autos	0	95.6	0	100	96.9	0	0	0	0	0	100	100	99.3	0	99.4	100	0	99.1	99.8	99.3	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	4.4	0	0	3.1	0	0	0	0	0	0	0	0.7	0	0.6	0	0	0.9	0.2	0.7	0.8



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 8- Flamingo Rd & SW 8th St
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Heavy Vehicles

	SW 8th St Eastbound					SW 8th St Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	8	0	8	0	0	1	1	2	11
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	9	0	10	0	0	3	0	3	14
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	2	0	2	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	0	5	0	5	9
Total	0	2	0	1	3	0	0	0	0	0	0	2	23	0	25	0	0	11	1	12	40
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	5	0	5	0	0	4	3	7	13
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	5	0	5	9
08:30 AM	0	1	0	2	3	0	0	0	0	0	0	0	5	0	5	0	0	6	3	9	17
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	1	9	0	10	0	0	6	2	8	19
Total	0	1	0	4	5	0	0	0	0	0	0	1	23	0	24	0	0	21	8	29	58
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	3	4	7	11
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	5	0	9	0	0	10	5	15	24
04:30 PM	0	0	0	7	7	0	0	0	0	0	0	0	3	0	3	0	0	4	2	6	16
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	0	0	11	2	13	18
Total	0	0	0	7	7	0	0	0	0	0	0	6	15	0	21	0	0	28	13	41	69
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	0	0	6	0	6	11
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	3	1	4	7
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	3	0	3	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	2	0	2	5
Total	0	4	0	0	4	0	0	0	0	0	0	0	10	0	10	0	0	14	1	15	29
Grand Total	0	7	0	12	19	0	0	0	0	0	0	9	71	0	80	0	0	74	23	97	196
Apprch %	0	36.8	0	63.2		0	0	0	0		0	11.2	88.8	0		0	0	76.3	23.7		
Total %	0	3.6	0	6.1	9.7	0	0	0	0	0	0	4.6	36.2	0	40.8	0	0	37.8	11.7	49.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 8- Flamingo Rd & SW 8th St
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Peds & Bikes

	SW 8th St Eastbound					SW 8th St Westbound					Flamingo Rd Northbound					Flamingo Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
*** BREAK ***																					
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
04:45 PM	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Grand Total	3	0	0	12	15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	16
Apprch %	20	0	0	80		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	18.8	0	0	75	93.8	0	0	0	0	0	6.2	0	0	0	6.2	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 9- Hiatus Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Broward Blvd Eastbound					Broward Blvd Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	19	58	80	158	0	123	82	19	224	0	57	77	46	180	0	43	229	20	292	854
07:15 AM	1	23	65	108	197	0	123	102	32	257	0	56	145	55	256	0	50	320	36	406	1116
07:30 AM	0	43	118	145	306	0	113	155	56	324	0	86	158	76	320	0	66	261	50	377	1327
07:45 AM	2	33	119	117	271	0	103	113	34	250	0	62	189	118	369	1	54	261	26	342	1232
Total	4	118	360	450	932	0	462	452	141	1055	0	261	569	295	1125	1	213	1071	132	1417	4529
08:00 AM	0	13	103	101	217	1	133	119	28	281	0	53	156	95	304	0	51	275	33	359	1161
08:15 AM	3	40	108	58	209	0	81	81	33	195	0	40	141	79	260	0	42	210	27	279	943
08:30 AM	1	29	91	57	178	1	98	98	39	236	0	27	185	74	286	0	51	270	36	357	1057
08:45 AM	4	33	135	57	229	0	65	80	24	169	0	36	178	87	301	0	48	284	42	374	1073
Total	8	115	437	273	833	2	377	378	124	881	0	156	660	335	1151	0	192	1039	138	1369	4234
*** BREAK ***																					
04:00 PM	0	36	112	57	205	1	87	132	48	268	0	35	161	53	249	0	31	165	25	221	943
04:15 PM	0	17	101	62	180	1	96	113	39	249	0	60	227	60	347	0	38	200	16	254	1030
04:30 PM	0	42	120	71	233	2	228	277	93	600	0	52	253	78	383	0	31	150	22	203	1419
04:45 PM	1	35	115	68	219	0	118	139	43	300	0	44	268	102	414	1	40	197	26	264	1197
Total	1	130	448	258	837	4	529	661	223	1417	0	191	909	293	1393	1	140	712	89	942	4589
05:00 PM	0	31	149	69	249	0	95	158	34	287	0	51	269	53	373	0	30	210	25	265	1174
05:15 PM	1	45	189	82	317	0	151	169	44	364	0	58	254	55	367	0	23	211	31	265	1313
05:30 PM	0	46	138	62	246	0	127	157	27	311	1	60	311	91	463	0	34	257	23	314	1334
05:45 PM	0	43	170	60	273	0	113	131	35	279	0	66	238	89	393	0	48	194	31	273	1218
Total	1	165	646	273	1085	0	486	615	140	1241	1	235	1072	288	1596	0	135	872	110	1117	5039
Grand Total	14	528	1891	1254	3687	6	1854	2106	628	4594	1	843	3210	1211	5265	2	680	3694	469	4845	18391
Apprch %	0.4	14.3	51.3	34		0.1	40.4	45.8	13.7		0	16	61	23		0	14	76.2	9.7		
Total %	0.1	2.9	10.3	6.8	20	0	10.1	11.5	3.4	25	0	4.6	17.5	6.6	28.6	0	3.7	20.1	2.6	26.3	
Autos	14	525	1858	1240			1839	2054					3181	1195				3660			18143
% Autos	100	99.4	98.3	98.9	98.6	100	99.2	97.5	98.7	98.4	100	96.1	99.1	98.7	98.5	100	99.3	99.1	98.7	99.1	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0.6	1.7	1.1	1.4	0	0.8	2.5	1.3	1.6	0	3.9	0.9	1.3	1.5	0	0.7	0.9	1.3	0.9	1.3

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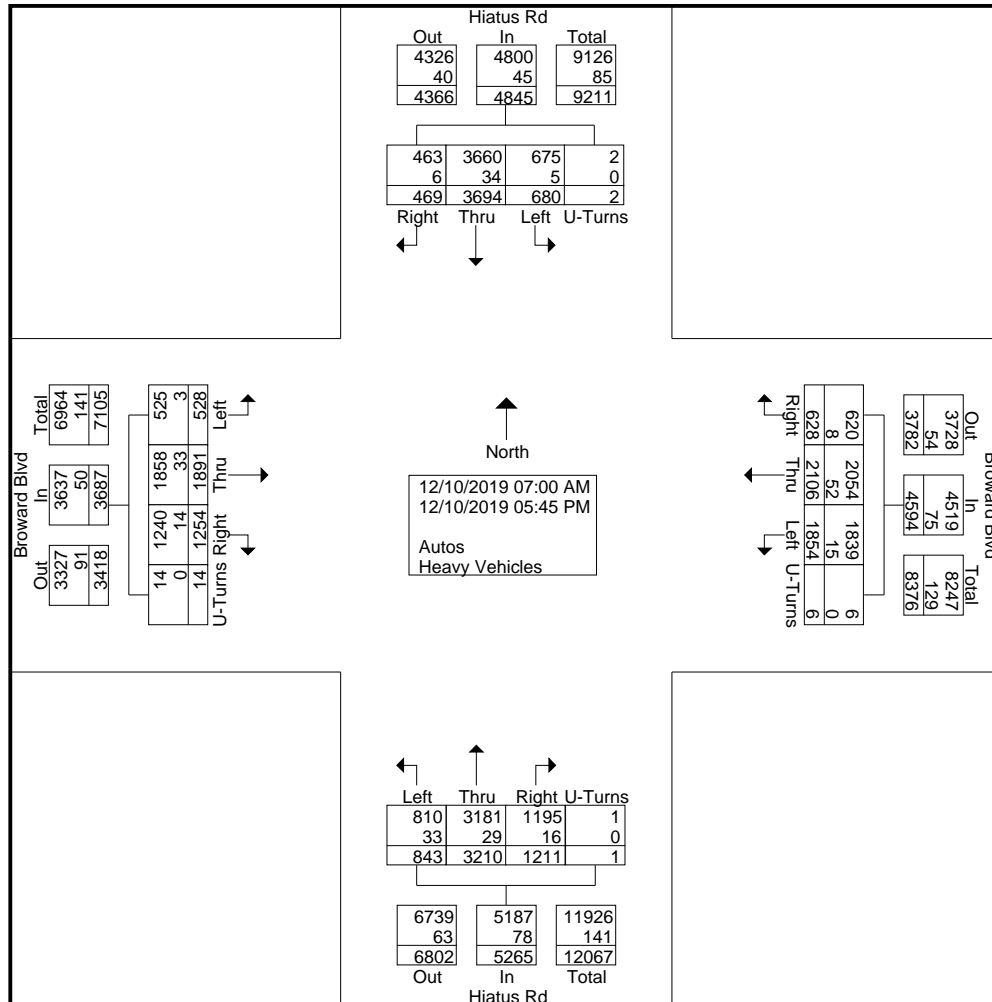
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 9- Hiatus Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

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8095 NW 12 Street, Suite 301
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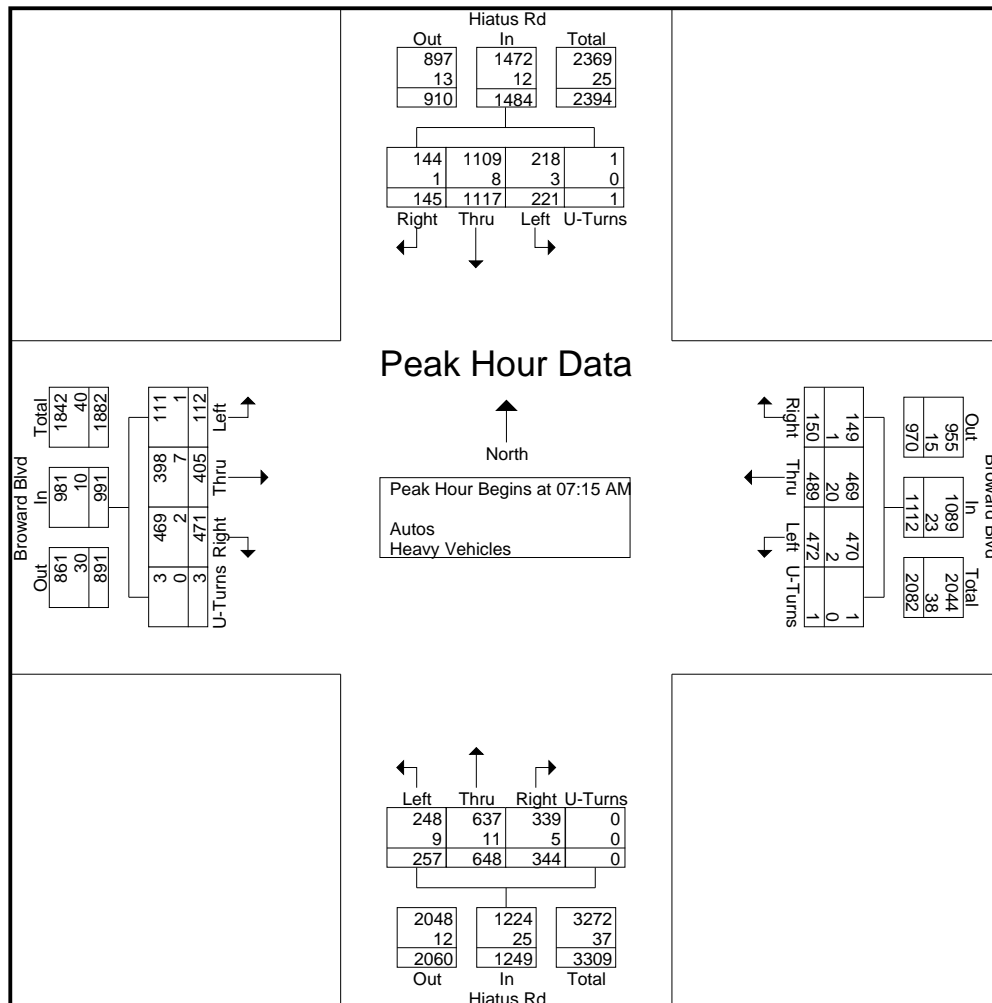
File Name : 9- Hiatus Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

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	Broward Blvd Eastbound					Broward Blvd Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	23	65	108	197	0	123	102	32	257	0	56	145	55	256	0	50	320	36	406	1116
07:30 AM	0	43	118	145	306	0	113	155	56	324	0	86	158	76	320	0	66	261	50	377	1327
07:45 AM	2	33	119	117	271	0	103	113	34	250	0	62	189	118	369	1	54	261	26	342	1232
08:00 AM	0	13	103	101	217	1	133	119	28	281	0	53	156	95	304	0	51	275	33	359	1161
Total Volume	3	112	405	471	991	1	472	489	150	1112	0	257	648	344	1249	1	221	1117	145	1484	4836
% App. Total	0.3	11.3	40.9	47.5		0.1	42.4	44	13.5		0	20.6	51.9	27.5		0.1	14.9	75.3	9.8		
PHF	.375	.651	.851	.812	.810	.250	.887	.789	.670	.858	.000	.747	.857	.729	.846	.250	.837	.873	.725	.914	.911
Autos	3	111	398	469	981	1	470	469	149	1089	0	248	637	339	1224	1	218	1109			
% Autos	100	99.1	98.3	99.6	99.0	100	99.6	95.9	99.3	97.9	0	96.5	98.3	98.5	98.0	100	98.6	99.3	99.3	99.2	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	0.9	1.7	0.4	1.0	0	0.4	4.1	0.7	2.1	0	3.5	1.7	1.5	2.0	0	1.4	0.7	0.7	0.8	1.4



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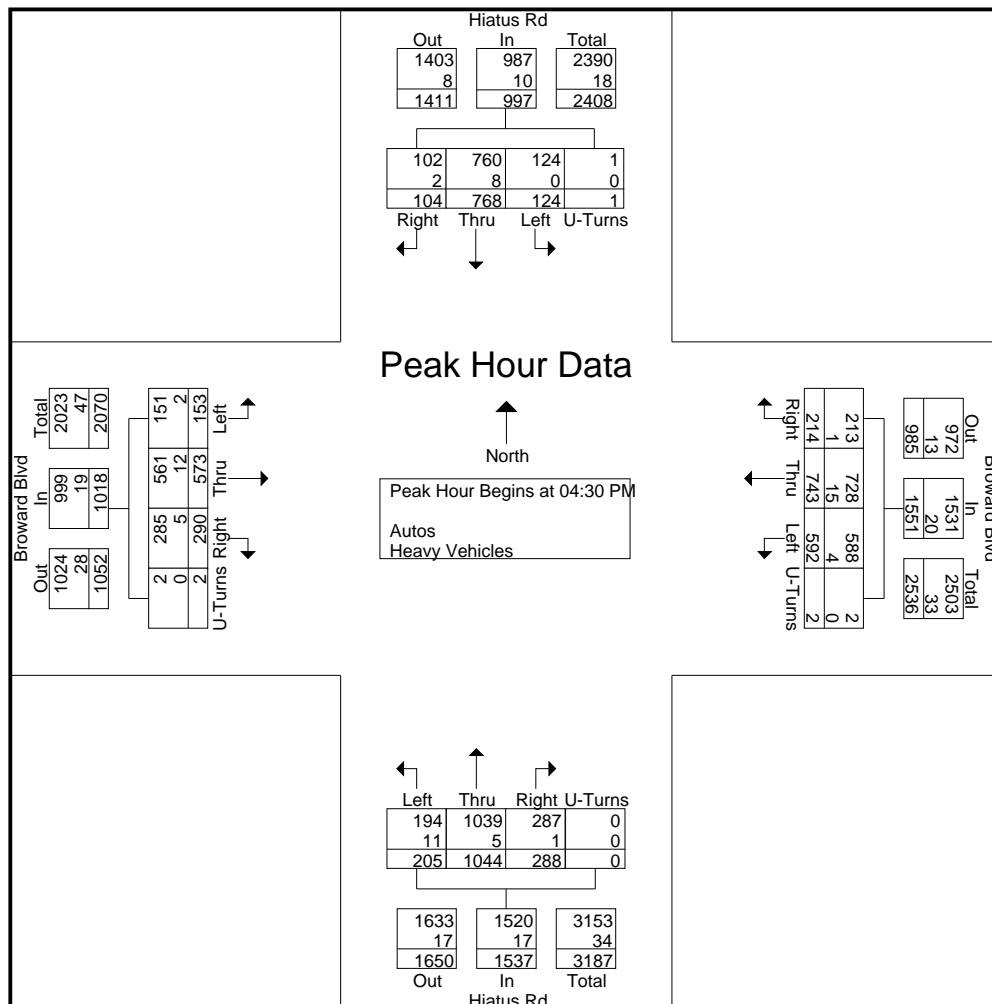
File Name : 9- Hiatus Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

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	Broward Blvd Eastbound					Broward Blvd Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	42	120	71	233	2	228	277	93	600	0	52	253	78	383	0	31	150	22	203	1419
04:45 PM	1	35	115	68	219	0	118	139	43	300	0	44	268	102	414	1	40	197	26	264	1197
05:00 PM	0	31	149	69	249	0	95	158	34	287	0	51	269	53	373	0	30	210	25	265	1174
05:15 PM	1	45	189	82	317	0	151	169	44	364	0	58	254	55	367	0	23	211	31	265	1313
Total Volume	2	153	573	290	1018	2	592	743	214	1551	0	205	1044	288	1537	1	124	768	104	997	5103
% App. Total	0.2	15	56.3	28.5		0.1	38.2	47.9	13.8		0	13.3	67.9	18.7		0.1	12.4	77	10.4		
PHF	.500	.850	.758	.884	.803	.250	.649	.671	.575	.646	.000	.884	.970	.706	.928	.250	.775	.910	.839	.941	.899
Autos	2	151	561	285	999	2	588	728	213	1531	0	194	1039								
% Autos	100	98.7	97.9	98.3	98.1	100	99.3	98.0	99.5	98.7	0	94.6	99.5	99.7	98.9	100	100	99.0	98.1	99.0	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	1.3	2.1	1.7	1.9	0	0.7	2.0	0.5	1.3	0	5.4	0.5	0.3	1.1	0	0	1.0	1.9	1.0	1.3



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Groups Printed- Heavy Vehicles

	Broward Blvd Eastbound					Broward Blvd Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	3	4	0	0	1	1	2	0	5	0	3	8	0	0	1	0	1	15
07:15 AM	0	1	2	1	4	0	0	4	1	5	0	6	3	1	10	0	2	2	1	5	24
07:30 AM	0	0	2	0	2	0	0	9	0	9	0	2	2	2	6	0	0	1	0	1	18
07:45 AM	0	0	3	1	4	0	1	2	0	3	0	0	2	2	4	0	1	2	0	3	14
Total	0	1	8	5	14	0	1	16	2	19	0	13	7	8	28	0	3	6	1	10	71
08:00 AM	0	0	0	0	0	0	1	5	0	6	0	1	4	0	5	0	0	3	0	3	14
08:15 AM	0	0	2	0	2	0	1	1	1	3	0	0	3	5	8	0	0	1	1	2	15
08:30 AM	0	0	2	1	3	0	2	2	0	4	0	1	5	1	7	0	1	3	0	4	18
08:45 AM	0	0	3	0	3	0	1	2	1	4	0	2	0	0	2	0	0	3	0	3	12
Total	0	0	7	1	8	0	5	10	2	17	0	4	12	6	22	0	1	10	1	12	59
*** BREAK ***																					
04:00 PM	0	0	2	0	2	0	1	4	1	6	0	0	2	1	3	0	0	5	1	6	17
04:15 PM	0	0	1	1	2	0	4	2	2	8	0	2	1	0	3	0	0	3	0	3	16
04:30 PM	0	0	4	5	9	0	3	5	1	9	0	3	2	0	5	0	0	2	1	3	26
04:45 PM	0	0	2	0	2	0	1	1	0	2	0	3	0	0	3	0	0	2	0	2	9
Total	0	0	9	6	15	0	9	12	4	25	0	8	5	1	14	0	0	12	2	14	68
05:00 PM	0	1	4	0	5	0	0	5	0	5	0	3	2	1	6	0	0	4	1	5	21
05:15 PM	0	1	2	0	3	0	0	4	0	4	0	2	1	0	3	0	0	0	0	0	10
05:30 PM	0	0	2	2	4	0	0	5	0	5	0	2	0	0	2	0	0	1	0	1	12
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	2	0	3	0	1	1	1	3	7
Total	0	2	9	2	13	0	0	14	0	14	0	8	5	1	14	0	1	6	2	9	50
Grand Total	0	3	33	14	50	0	15	52	8	75	0	33	29	16	78	0	5	34	6	45	248
Apprch %	0	6	66	28		0	20	69.3	10.7		0	42.3	37.2	20.5		0	11.1	75.6	13.3		
Total %	0	1.2	13.3	5.6	20.2	0	6	21	3.2	30.2	0	13.3	11.7	6.5	31.5	0	2	13.7	2.4	18.1	

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8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 9- Hiatus Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

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Groups Printed- Peds & Bikes

	Broward Blvd Eastbound					Broward Blvd Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
07:15 AM	0	0	0	1	1	0	0	0	0	0	2	0	0	0	2	1	0	0	1	2	5
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	1	2	3
Total	0	0	0	2	2	1	0	0	1	2	2	0	0	0	2	2	0	0	3	5	11
*** BREAK ***																					
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	1	0	0	1	2	5
*** BREAK ***																					
04:00 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	3	3	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2	6
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	1	0	0	6	7	1	0	0	3	4	3	0	0	1	4	4	0	0	5	9	24
Apprch %	14.3	0	0	85.7		25	0	0	75		75	0	0	25		44.4	0	0	55.6		
Total %	4.2	0	0	25	29.2	4.2	0	0	12.5	16.7	12.5	0	0	4.2	16.7	16.7	0	0	20.8	37.5	

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8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 10- Hiatus Rd & SR 84 WB
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

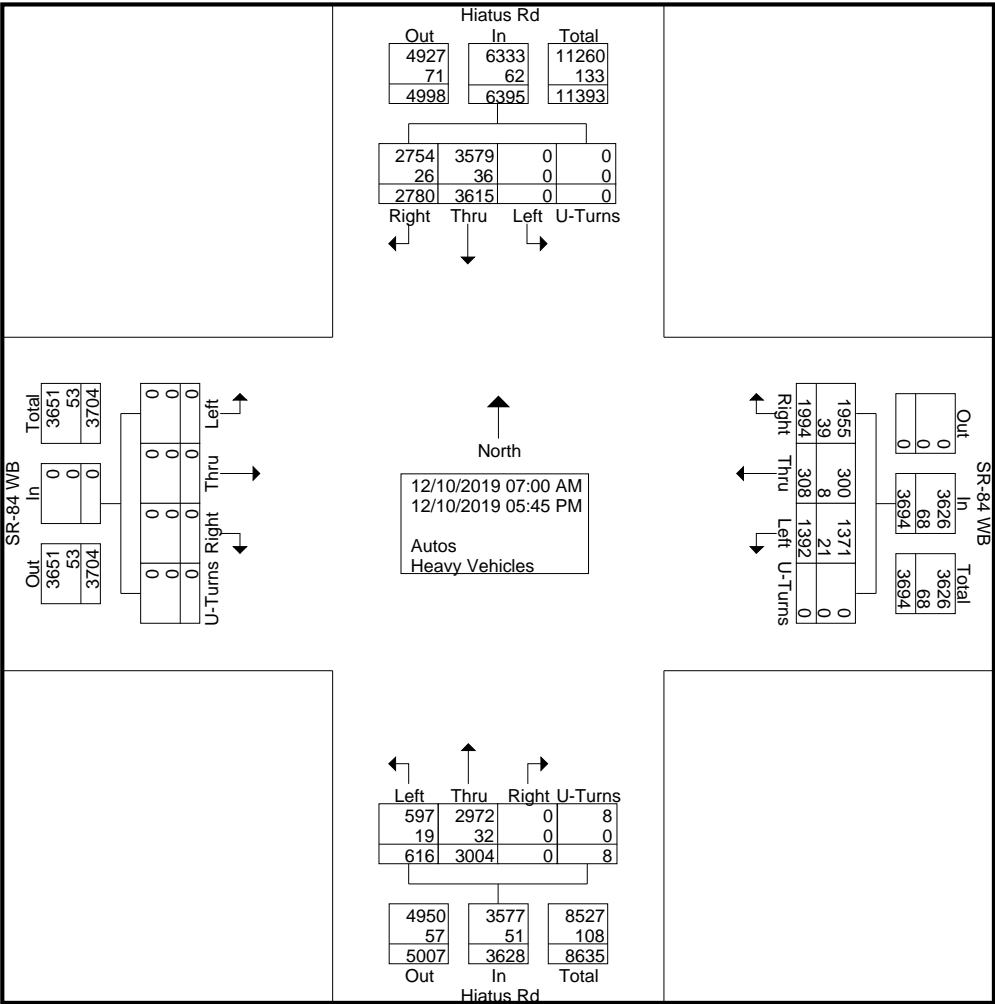
Groups Printed- Autos - Heavy Vehicles

	SR-84 WB Eastbound					SR-84 WB Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	40	3	78	121	0	54	115	0	169	0	0	236	191	427	717
07:15 AM	0	0	0	0	0	0	35	15	96	146	0	59	174	0	233	0	0	238	225	463	842
07:30 AM	0	0	0	0	0	0	53	15	122	190	2	59	219	0	280	0	0	324	216	540	1010
07:45 AM	0	0	0	0	0	0	65	11	99	175	0	46	165	0	211	0	0	255	167	422	808
Total	0	0	0	0	0	0	193	44	395	632	2	218	673	0	893	0	0	1053	799	1852	3377
08:00 AM	0	0	0	0	0	0	69	19	92	180	0	42	198	0	240	0	0	264	212	476	896
08:15 AM	0	0	0	0	0	0	46	16	77	139	0	48	196	0	244	0	0	246	180	426	809
08:30 AM	0	0	0	0	0	0	45	18	79	142	0	40	203	0	243	0	0	195	159	354	739
08:45 AM	0	0	0	0	0	0	60	18	103	181	1	41	181	0	223	0	0	226	181	407	811
Total	0	0	0	0	0	0	220	71	351	642	1	171	778	0	950	0	0	931	732	1663	3255
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	101	23	88	212	0	16	134	0	150	0	0	153	96	249	611
04:15 PM	0	0	0	0	0	0	116	21	146	283	0	24	192	0	216	0	0	220	134	354	853
04:30 PM	0	0	0	0	0	0	128	30	113	271	0	29	167	0	196	0	0	196	145	341	808
04:45 PM	0	0	0	0	0	0	114	29	154	297	0	38	224	0	262	0	0	180	159	339	898
Total	0	0	0	0	0	0	459	103	501	1063	0	107	717	0	824	0	0	749	534	1283	3170
05:00 PM	0	0	0	0	0	0	127	22	161	310	2	30	191	0	223	0	0	197	137	334	867
05:15 PM	0	0	0	0	0	0	155	25	192	372	1	36	231	0	268	0	0	239	216	455	1095
05:30 PM	0	0	0	0	0	0	124	19	215	358	0	25	197	0	222	0	0	240	177	417	997
05:45 PM	0	0	0	0	0	0	114	24	179	317	2	29	217	0	248	0	0	206	185	391	956
Total	0	0	0	0	0	0	520	90	747	1357	5	120	836	0	961	0	0	882	715	1597	3915
Grand Total	0	0	0	0	0	0	1392	308	1994	3694	8	616	3004	0	3628	0	0	3615	2780	6395	13717
Apprch %	0	0	0	0		0	37.7	8.3	54		0.2	17	82.8	0		0	0	56.5	43.5		
Total %	0	0	0	0	0	0	10.1	2.2	14.5	26.9	0.1	4.5	21.9	0	26.4	0	0	26.4	20.3	46.6	
Autos	0	0	0	0	0	0	1371		1955				2972					3579	2754		13536
% Autos	0	0	0	0	0	0	98.5	97.4	98	98.2	100	96.9	98.9	0	98.6		0	99	99.1	99	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.5	2.6	2	1.8	0	3.1	1.1	0	1.4		0	0	1	0.9	1.3

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8095 NW 12 Street, Suite 301
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File Name : 10- Hiatus Rd & SR 84 WB
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Doral, FL, 33126

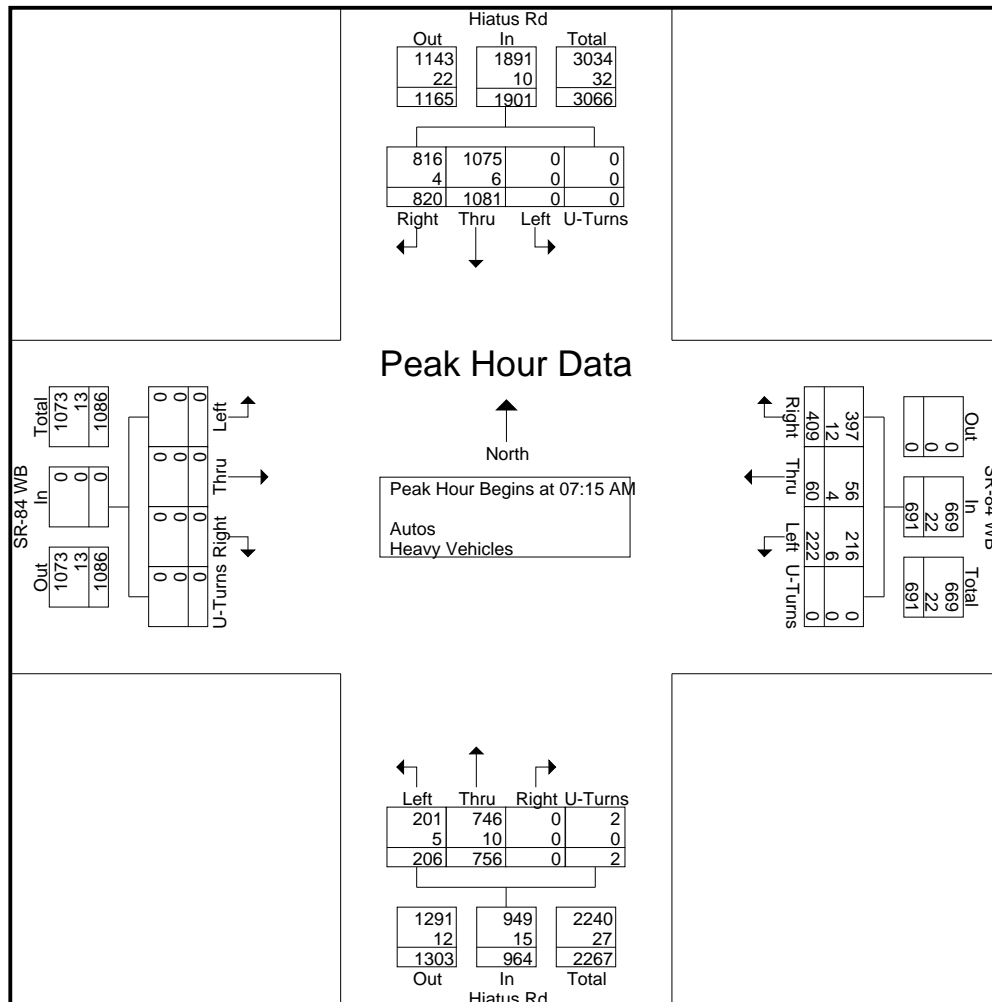
File Name : 10- Hiatus Rd & SR 84 WB

Site Code : 00000000

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	SR-84 WB Eastbound					SR-84 WB Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	35	15	96	146	0	59	174	0	233	0	0	238	225	463	842
07:30 AM	0	0	0	0	0	0	53	15	122	190	2	59	219	0	280	0	0	324	216	540	1010
07:45 AM	0	0	0	0	0	0	65	11	99	175	0	46	165	0	211	0	0	255	167	422	808
08:00 AM	0	0	0	0	0	0	69	19	92	180	0	42	198	0	240	0	0	264	212	476	896
Total Volume	0	0	0	0	0	0	222	60	409	691	2	206	756	0	964	0	0	1081	820	1901	3556
% App. Total	0	0	0	0	0	0	32.1	8.7	59.2		0.2	21.4	78.4	0		0	0	56.9	43.1		
PHF	.000	.000	.000	.000	.000	.000	.804	.789	.838	.909	.250	.873	.863	.000	.861	.000	.000	.834	.911	.880	.880
Autos	0	0	0	0	0	0	216	56	397	669	2	201	746	0	949	0	0	1075			
% Autos	0	0	0	0	0	0	97.3	93.3	97.1	96.8	100	97.6	98.7	0	98.4	0	0	99.4	99.5	99.5	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.7	6.7	2.9	3.2	0	2.4	1.3	0	1.6	0	0	0.6	0.5	0.5	1.3



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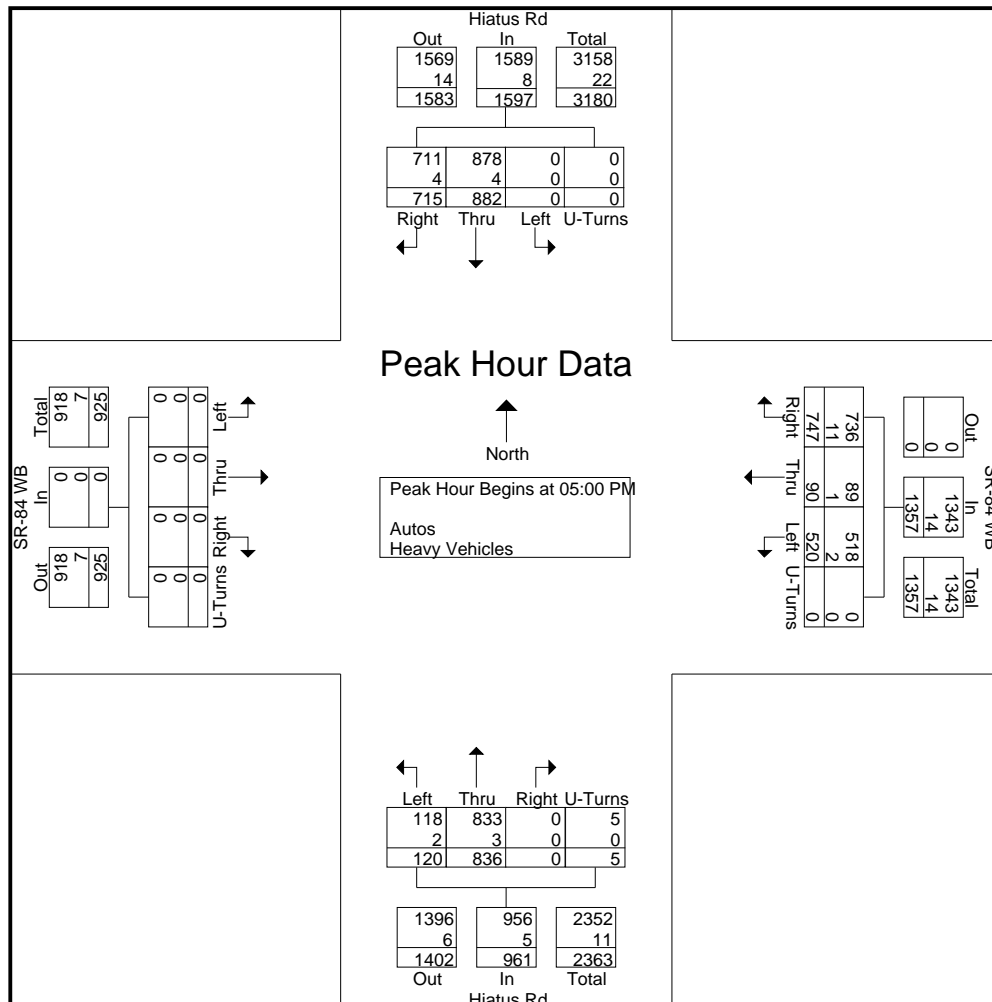
File Name : 10- Hiatus Rd & SR 84 WB

Site Code : 00000000

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	SR-84 WB Eastbound					SR-84 WB Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	127	22	161	310	2	30	191	0	223	0	0	197	137	334	867
05:15 PM	0	0	0	0	0	0	155	25	192	372	1	36	231	0	268	0	0	239	216	455	1095
05:30 PM	0	0	0	0	0	0	124	19	215	358	0	25	197	0	222	0	0	240	177	417	997
05:45 PM	0	0	0	0	0	0	114	24	179	317	2	29	217	0	248	0	0	206	185	391	956
Total Volume	0	0	0	0	0	0	520	90	747	1357	5	120	836	0	961	0	0	882	715	1597	3915
% App. Total	0	0	0	0	0	0	38.3	6.6	55		0.5	12.5	87	0		0	0	55.2	44.8		
PHF	.000	.000	.000	.000	.000	.000	.839	.900	.869	.912	.625	.833	.905	.000	.896	.000	.000	.919	.828	.877	.894
Autos	0	0	0	0	0	0	518	89	736	1343	5	118	833	0	956	0	0	878	711	1589	3888
% Autos	0	0	0	0	0	0	99.6	98.9	98.5	99.0	100	98.3	99.6	0	99.5	0	0	99.5	99.4	99.5	99.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0.4	1.1	1.5	1.0	0	1.7	0.4	0	0.5	0	0	0.5	0.6	0.5	0.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 10- Hiatus Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Heavy Vehicles

	SR-84 WB Eastbound					SR-84 WB Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	3	4	0	5	6	0	11	0	0	4	0	4	19
07:15 AM	0	0	0	0	0	0	0	0	5	5	0	0	5	0	5	0	0	0	0	0	10
07:30 AM	0	0	0	0	0	0	3	0	3	6	0	4	3	0	7	0	0	1	1	2	15
07:45 AM	0	0	0	0	0	0	1	0	2	3	0	0	1	0	1	0	0	2	1	3	7
Total	0	0	0	0	0	0	5	0	13	18	0	9	15	0	24	0	0	7	2	9	51
08:00 AM	0	0	0	0	0	0	2	4	2	8	0	1	1	0	2	0	0	3	2	5	15
08:15 AM	0	0	0	0	0	0	1	0	1	2	0	0	6	0	6	0	0	1	0	1	9
08:30 AM	0	0	0	0	0	0	2	1	5	8	0	1	3	0	4	0	0	4	3	7	19
08:45 AM	0	0	0	0	0	0	1	0	1	2	0	1	0	0	1	0	0	3	3	6	9
Total	0	0	0	0	0	0	6	5	9	20	0	3	10	0	13	0	0	11	8	19	52
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	0	0	2	3	5	11
04:15 PM	0	0	0	0	0	0	2	1	1	4	0	1	2	0	3	0	0	5	3	8	15
04:30 PM	0	0	0	0	0	0	1	0	2	3	0	1	0	0	1	0	0	6	3	9	13
04:45 PM	0	0	0	0	0	0	2	0	3	5	0	3	0	0	3	0	0	1	3	4	12
Total	0	0	0	0	0	0	8	2	6	16	0	5	4	0	9	0	0	14	12	26	51
05:00 PM	0	0	0	0	0	0	1	0	4	5	0	1	2	0	3	0	0	0	4	4	12
05:15 PM	0	0	0	0	0	0	1	0	1	2	0	1	1	0	2	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	3	0	3	7
05:45 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	0	2	1	11	14	0	2	3	0	5	0	0	4	4	8	27
Grand Total	0	0	0	0	0	0	21	8	39	68	0	19	32	0	51	0	0	36	26	62	181
Apprch %	0	0	0	0		0	30.9	11.8	57.4		0	37.3	62.7	0		0	0	58.1	41.9		
Total %	0	0	0	0	0	0	11.6	4.4	21.5	37.6	0	10.5	17.7	0	28.2	0	0	19.9	14.4	34.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 10- Hiatus Rd & SR 84 WB
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Peds & Bikes

	SR-84 WB Eastbound					SR-84 WB Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	3
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	5	5
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		20	0	0	80		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	80	100	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 11- Hiatus Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SR-84 EB Eastbound					SR-84 EB Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	75	65	29	169	0	0	0	0	0	0	0	93	99	192	0	208	81	0	289	650
07:15 AM	0	119	106	30	255	0	0	0	0	0	0	0	117	164	281	0	195	90	0	285	821
07:30 AM	0	125	129	36	290	0	0	0	0	0	0	0	123	133	256	0	271	133	0	404	950
07:45 AM	0	120	105	35	260	0	0	0	0	0	0	0	135	111	246	0	172	164	0	336	842
Total	0	439	405	130	974	0	0	0	0	0	0	0	468	507	975	0	846	468	0	1314	3263
08:00 AM	0	144	109	22	275	0	0	0	0	0	0	0	110	88	198	0	206	143	0	349	822
08:15 AM	0	138	111	24	273	0	0	0	0	0	0	0	108	108	216	0	188	107	0	295	784
08:30 AM	0	148	104	28	280	0	0	0	0	0	0	0	99	92	191	0	161	80	0	241	712
08:45 AM	0	118	96	36	250	0	0	0	0	0	0	0	88	129	217	0	175	113	0	288	755
Total	0	548	420	110	1078	0	0	0	0	0	0	0	405	417	822	0	730	443	0	1173	3073
*** BREAK ***																					
04:00 PM	0	134	125	54	313	0	0	0	0	0	0	0	44	73	117	0	131	208	0	339	769
04:15 PM	0	124	89	39	252	0	0	0	0	0	0	0	73	61	134	0	106	156	0	262	648
04:30 PM	0	129	98	48	275	0	0	0	0	0	0	0	69	67	136	0	115	184	0	299	710
04:45 PM	0	163	88	53	304	0	0	0	0	0	0	0	102	67	169	0	115	190	0	305	778
Total	0	550	400	194	1144	0	0	0	0	0	0	0	288	268	556	0	467	738	0	1205	2905
05:00 PM	0	154	117	58	329	0	0	0	0	0	0	0	80	56	136	0	109	228	0	337	802
05:15 PM	0	155	90	49	294	0	0	0	0	0	0	0	101	63	164	0	155	265	0	420	878
05:30 PM	0	148	110	51	309	0	0	0	0	0	0	0	71	66	137	0	124	215	0	339	785
05:45 PM	0	160	106	60	326	0	0	0	0	0	0	0	93	59	152	0	137	209	0	346	824
Total	0	617	423	218	1258	0	0	0	0	0	0	0	345	244	589	0	525	917	0	1442	3289
Grand Total	0	2154	1648	652	4454	0	0	0	0	0	0	0	1506	1436	2942	0	2568	2566	0	5134	12530
Apprch %	0	48.4	37	14.6		0	0	0	0		0	0	51.2	48.8		0	50	50	0		
Total %	0	17.2	13.2	5.2	35.5	0	0	0	0	0	0	0	12	11.5	23.5	0	20.5	20.5	0	41	
Autos	0	2125	1596										1484	1407			2534	2538			12316
% Autos	0	98.7	96.8	96.9	97.7	0	0	0	0	0	0	0	98.5	98	98.3	0	98.7	98.9	0	98.8	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	1.3	3.2	3.1	2.3	0	0	0	0	0	0	0	1.5	2	1.7	0	1.3	1.1	0	1.2	1.7

CTS Engineering, Inc.

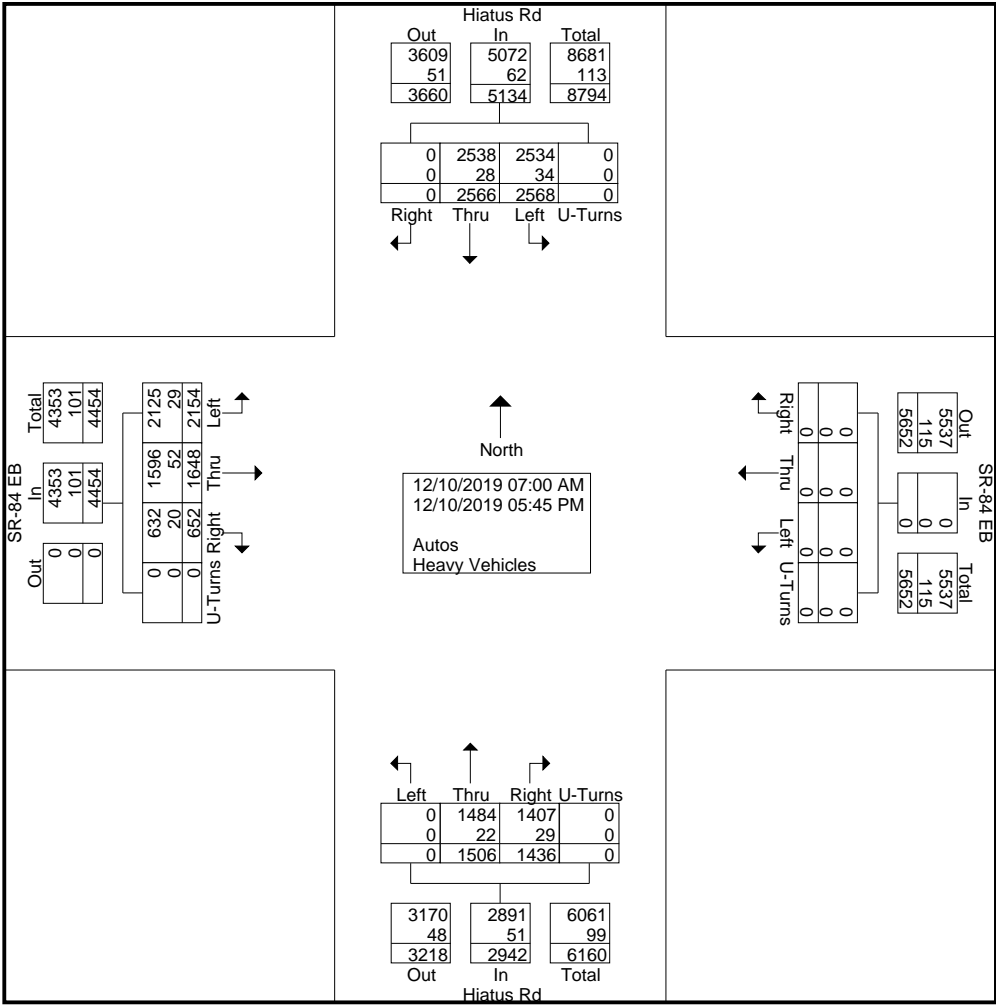
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 11- Hiatus Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

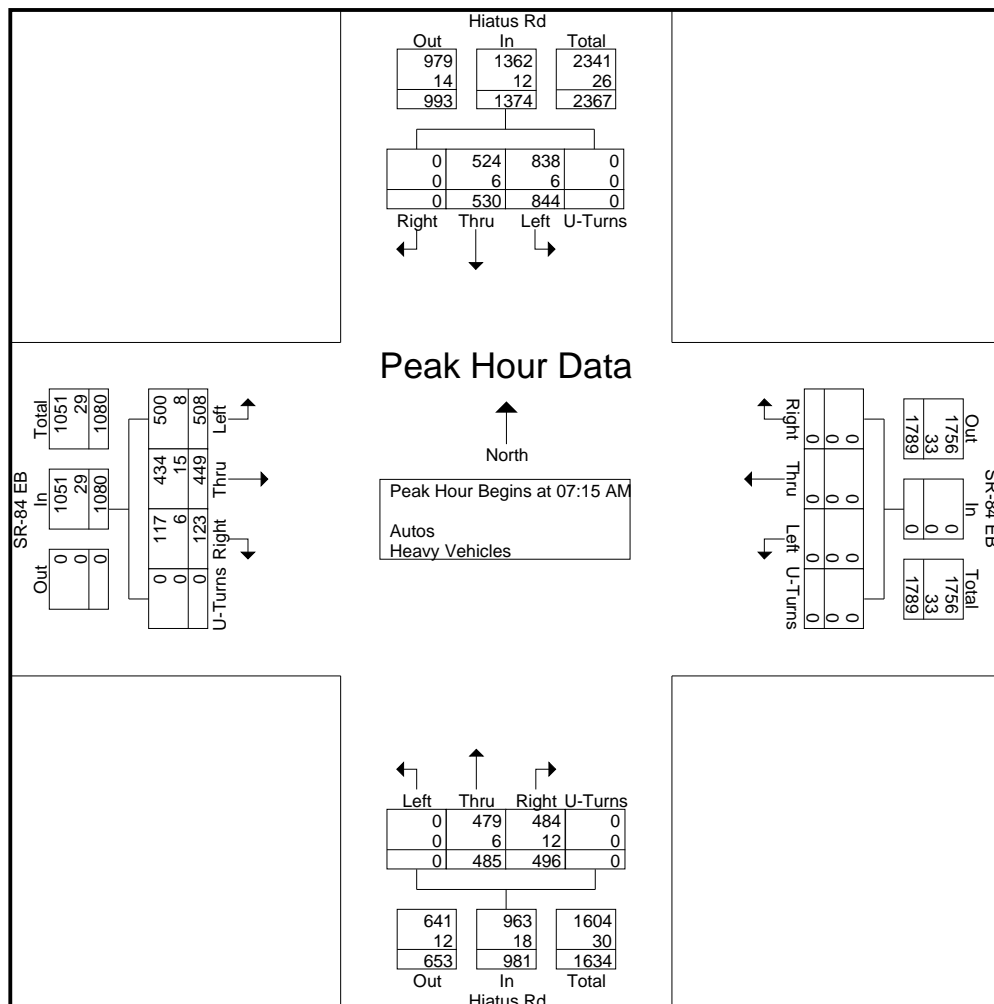
File Name : 11- Hiatus Rd & SR 84 EB

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	SR-84 EB Eastbound					SR-84 EB Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	119	106	30	255	0	0	0	0	0	0	0	117	164	281	0	195	90	0	285	821
07:30 AM	0	125	129	36	290	0	0	0	0	0	0	0	123	133	256	0	271	133	0	404	950
07:45 AM	0	120	105	35	260	0	0	0	0	0	0	0	135	111	246	0	172	164	0	336	842
08:00 AM	0	144	109	22	275	0	0	0	0	0	0	0	110	88	198	0	206	143	0	349	822
Total Volume	0	508	449	123	1080	0	0	0	0	0	0	0	485	496	981	0	844	530	0	1374	3435
% App. Total	0	47	41.6	11.4		0	0	0	0	0	0	0	49.4	50.6		0	61.4	38.6	0		
PHF	.000	.882	.870	.854	.931	.000	.000	.000	.000	.000	.000	.000	.898	.756	.873	.000	.779	.808	.000	.850	.904
Autos	0	500	434	117	1051	0	0	0	0	0	0	0	479	484	963	0	838	524	0	1362	3376
% Autos	0	98.4	96.7	95.1	97.3	0	0	0	0	0	0	0	98.8	97.6	98.2	0	99.3	98.9	0	99.1	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	1.6	3.3	4.9	2.7	0	0	0	0	0	0	0	1.2	2.4	1.8	0	0.7	1.1	0	0.9	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

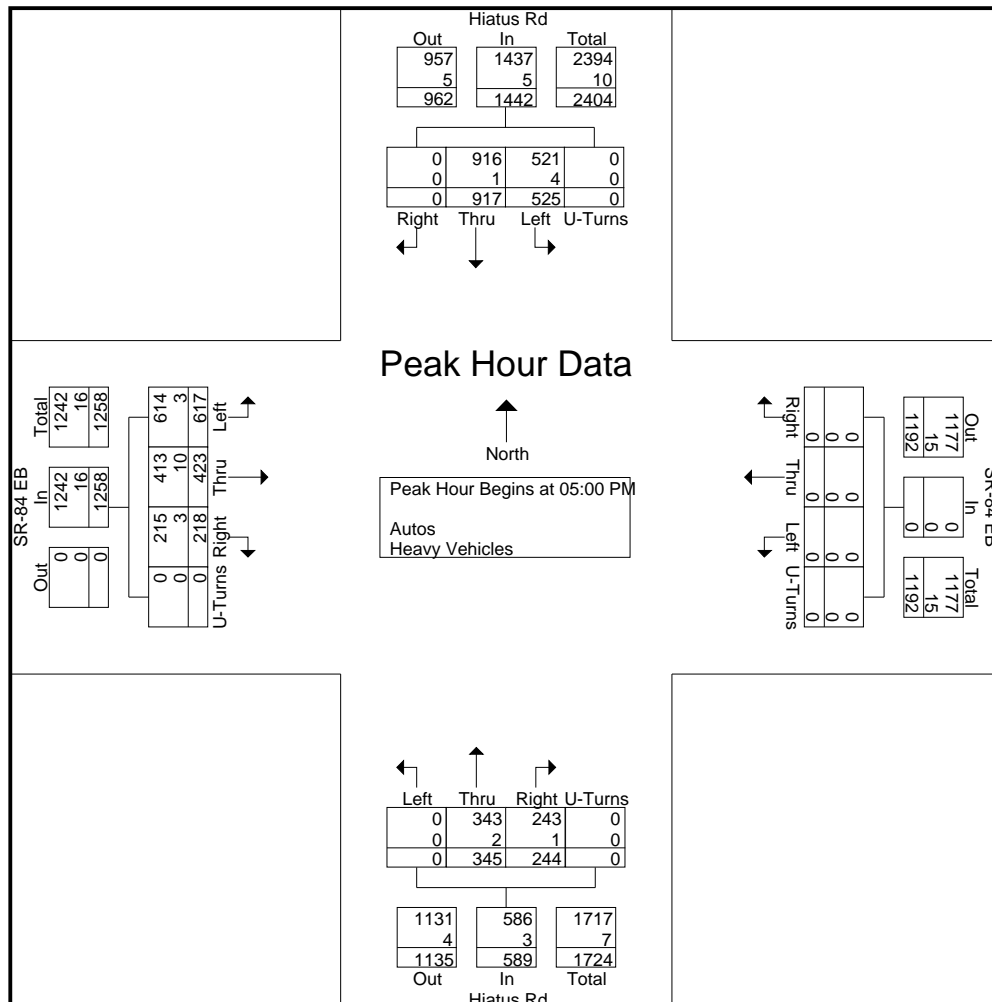
File Name : 11- Hiatus Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 3

	SR-84 EB Eastbound					SR-84 EB Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	154	117	58	329	0	0	0	0	0	0	0	80	56	136	0	109	228	0	337	802
05:15 PM	0	155	90	49	294	0	0	0	0	0	0	0	101	63	164	0	155	265	0	420	878
05:30 PM	0	148	110	51	309	0	0	0	0	0	0	0	71	66	137	0	124	215	0	339	785
05:45 PM	0	160	106	60	326	0	0	0	0	0	0	0	93	59	152	0	137	209	0	346	824
Total Volume	0	617	423	218	1258	0	0	0	0	0	0	0	345	244	589	0	525	917	0	1442	3289
% App. Total	0	49	33.6	17.3		0	0	0	0	0	0	0	58.6	41.4		0	36.4	63.6	0		
PHF	.000	.964	.904	.908	.956	.000	.000	.000	.000	.000	.000	.000	.854	.924	.898	.000	.847	.865	.000	.858	.937
Autos	0	614	413	215	1242	0	0	0	0	0	0	0	343	243	586	0	521	916	0	1437	3265
% Autos	0	99.5	97.6	98.6	98.7	0	0	0	0	0	0	0	99.4	99.6	99.5	0	99.2	99.9	0	99.7	99.3
Heavy Vehicles																					
% Heavy Vehicles	0	0.5	2.4	1.4	1.3	0	0	0	0	0	0	0	0.6	0.4	0.5	0	0.8	0.1	0	0.3	0.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 11- Hiatus Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Heavy Vehicles

	SR-84 EB Eastbound					SR-84 EB Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	3	2	10	0	0	0	0	0	0	0	5	3	8	0	3	3	0	6	24
07:15 AM	0	5	2	5	12	0	0	0	0	0	0	0	0	6	6	0	1	1	0	2	20
07:30 AM	0	2	10	0	12	0	0	0	0	0	0	0	4	4	8	0	0	3	0	3	23
07:45 AM	0	1	3	0	4	0	0	0	0	0	0	0	0	1	1	0	2	1	0	3	8
Total	0	13	18	7	38	0	0	0	0	0	0	0	9	14	23	0	6	8	0	14	75
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	1	3	0	3	1	0	4	8
08:15 AM	0	6	3	2	11	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	13
08:30 AM	0	2	4	2	8	0	0	0	0	0	0	0	2	1	3	0	5	2	0	7	18
08:45 AM	0	0	9	2	11	0	0	0	0	0	0	0	1	5	6	0	3	2	0	5	22
Total	0	8	16	7	31	0	0	0	0	0	0	0	5	7	12	0	12	6	0	18	61
*** BREAK ***																					
04:00 PM	0	3	1	2	6	0	0	0	0	0	0	0	0	1	1	0	3	4	0	7	14
04:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	5	3	0	8	11
04:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	1	4	5	0	4	4	0	8	16
04:45 PM	0	1	3	1	5	0	0	0	0	0	0	0	4	2	6	0	0	2	0	2	13
Total	0	5	8	3	16	0	0	0	0	0	0	0	6	7	13	0	12	13	0	25	54
05:00 PM	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
05:15 PM	0	1	6	2	9	0	0	0	0	0	0	0	1	1	2	0	0	1	0	1	12
05:30 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	3	10	3	16	0	0	0	0	0	0	0	2	1	3	0	4	1	0	5	24
Grand Total	0	29	52	20	101	0	0	0	0	0	0	0	22	29	51	0	34	28	0	62	214
Apprch %	0	28.7	51.5	19.8		0	0	0	0		0	0	43.1	56.9		0	54.8	45.2	0		
Total %	0	13.6	24.3	9.3	47.2	0	0	0	0	0	0	0	10.3	13.6	23.8	0	15.9	13.1	0	29	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 11- Hiatus Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Peds & Bikes

	SR-84 EB Eastbound					SR-84 EB Westbound					Hiatus Rd Northbound					Hiatus Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	2	5	0	0	0	0	0	5
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	3	5	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	4
Grand Total	1	0	0	1	2	0	0	0	0	0	6	0	0	8	14	0	0	0	0	0	16
Apprch %	50	0	0	50		0	0	0	0		42.9	0	0	57.1		0	0	0	0		
Total %	6.2	0	0	6.2	12.5	0	0	0	0	0	37.5	0	0	50	87.5	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 12- Nob Hill Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Broward Blvd Eastbound					Broward Blvd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	111	29	146	0	66	160	10	236	0	24	100	62	186	0	25	200	22	247	815
07:15 AM	0	6	138	35	179	0	76	166	7	249	0	38	98	61	197	0	35	234	27	296	921
07:30 AM	0	11	194	27	232	0	61	183	19	263	0	54	137	105	296	0	31	228	25	284	1075
07:45 AM	0	19	212	34	265	0	86	185	17	288	0	27	136	93	256	0	39	236	29	304	1113
Total	0	42	655	125	822	0	289	694	53	1036	0	143	471	321	935	0	130	898	103	1131	3924
08:00 AM	0	11	174	31	216	0	54	159	38	251	0	20	139	119	278	0	50	262	23	335	1080
08:15 AM	0	21	202	27	250	0	59	170	27	256	0	26	151	93	270	0	63	228	18	309	1085
08:30 AM	0	16	194	18	228	0	65	177	26	268	0	12	192	85	289	0	35	249	20	304	1089
08:45 AM	0	19	168	18	205	0	58	142	29	229	0	10	142	74	226	2	61	203	25	291	951
Total	0	67	738	94	899	0	236	648	120	1004	0	68	624	371	1063	2	209	942	86	1239	4205
*** BREAK ***																					
04:00 PM	0	19	139	24	182	0	64	199	36	299	0	25	241	73	339	2	38	155	22	217	1037
04:15 PM	0	21	170	19	210	0	92	245	62	399	0	26	198	74	298	1	48	151	17	217	1124
04:30 PM	0	28	123	22	173	0	87	241	67	395	0	22	278	61	361	8	38	207	26	279	1208
04:45 PM	0	23	185	35	243	0	77	225	59	361	1	27	243	66	337	3	37	179	21	240	1181
Total	0	91	617	100	808	0	320	910	224	1454	1	100	960	274	1335	14	161	692	86	953	4550
05:00 PM	1	33	165	26	225	0	123	267	53	443	1	20	271	63	355	6	30	204	19	259	1282
05:15 PM	0	28	180	22	230	0	116	211	70	397	1	34	294	61	390	5	50	249	29	333	1350
05:30 PM	0	33	228	14	275	0	108	276	69	453	0	35	250	59	344	4	51	218	32	305	1377
05:45 PM	0	37	227	31	295	0	125	252	40	417	0	26	283	74	383	6	34	204	21	265	1360
Total	1	131	800	93	1025	0	472	1006	232	1710	2	115	1098	257	1472	21	165	875	101	1162	5369
Grand Total	1	331	2810	412	3554	0	1317	3258	629	5204	3	426	3153	1223	4805	37	665	3407	376	4485	18048
Apprch %	0	9.3	79.1	11.6		0	25.3	62.6	12.1		0.1	8.9	65.6	25.5		0.8	14.8	76	8.4		
Total %	0	1.8	15.6	2.3	19.7	0	7.3	18.1	3.5	28.8	0	2.4	17.5	6.8	26.6	0.2	3.7	18.9	2.1	24.9	
Autos	1	324	2778				1302	3212					3121	1209				3361			17808
% Autos	100	97.9	98.9	98.1	98.7	0	98.9	98.6	98.7	98.7	100	97.2	99	98.9	98.8	100	99.1	98.6	96.3	98.5	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	2.1	1.1	1.9	1.3	0	1.1	1.4	1.3	1.3	0	2.8	1	1.1	1.2	0	0.9	1.4	3.7	1.5	1.3

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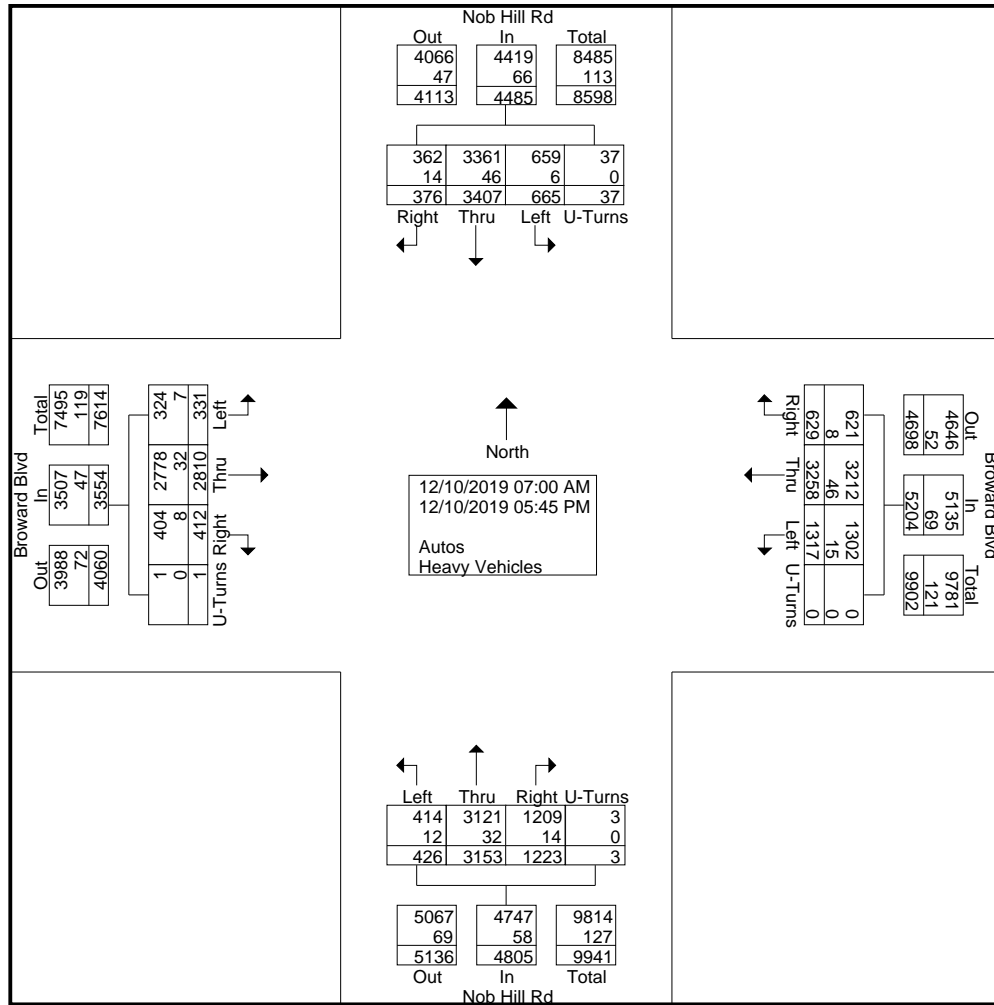
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 12- Nob Hill Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

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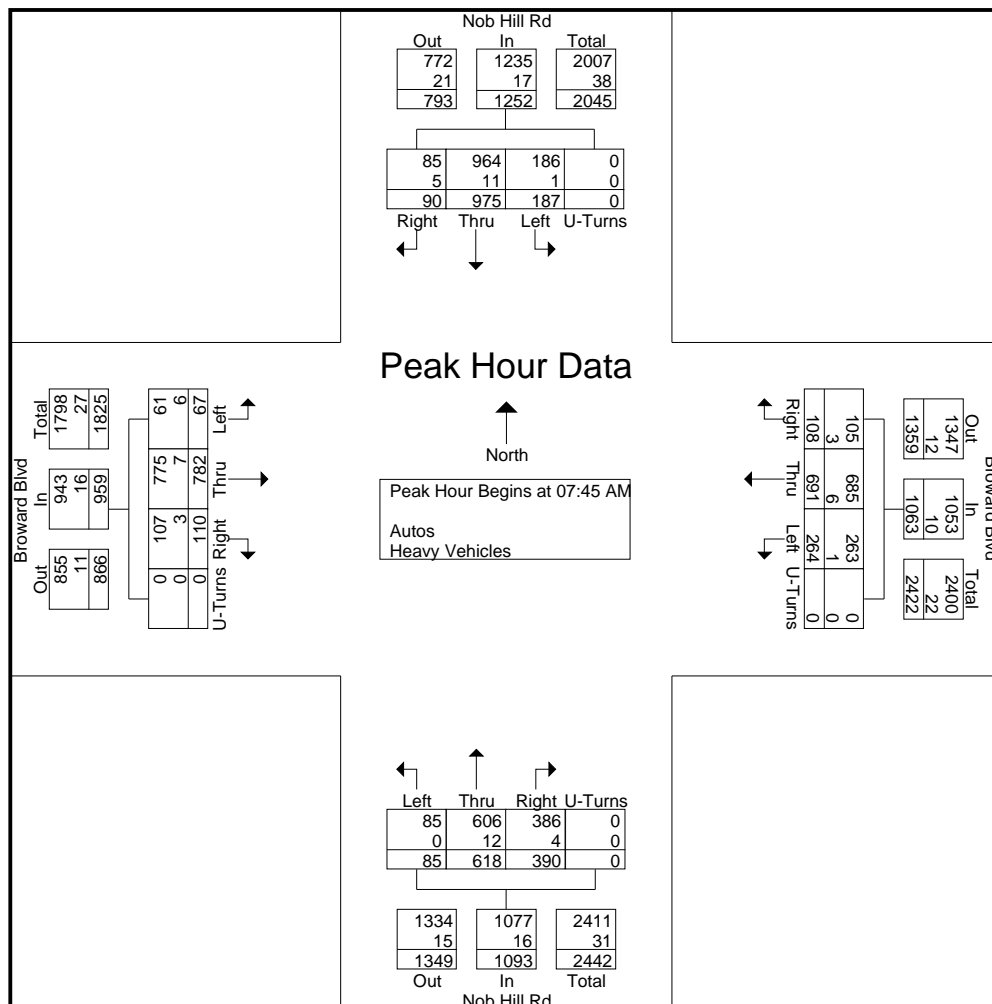
File Name : 12- Nob Hill Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

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	Broward Blvd Eastbound					Broward Blvd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	19	212	34	265	0	86	185	17	288	0	27	136	93	256	0	39	236	29	304	1113
08:00 AM	0	11	174	31	216	0	54	159	38	251	0	20	139	119	278	0	50	262	23	335	1080
08:15 AM	0	21	202	27	250	0	59	170	27	256	0	26	151	93	270	0	63	228	18	309	1085
08:30 AM	0	16	194	18	228	0	65	177	26	268	0	12	192	85	289	0	35	249	20	304	1089
Total Volume	0	67	782	110	959	0	264	691	108	1063	0	85	618	390	1093	0	187	975	90	1252	4367
% App. Total	0	7	81.5	11.5		0	24.8	65	10.2		0	7.8	56.5	35.7		0	14.9	77.9	7.2		
PHF	.000	.798	.922	.809	.905	.000	.767	.934	.711	.923	.000	.787	.805	.819	.946	.000	.742	.930	.776	.934	.981
Autos	0	61	775	107	943	0	263	685	105	1053	0	85	606	386	1077	0	186	964	85	1235	4308
% Autos	0	91.0	99.1	97.3	98.3	0	99.6	99.1	97.2	99.1	0	100	98.1	99.0	98.5	0	99.5	98.9	94.4	98.6	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	9.0	0.9	2.7	1.7	0	0.4	0.9	2.8	0.9	0	0	1.9	1.0	1.5	0	0.5	1.1	5.6	1.4	1.4



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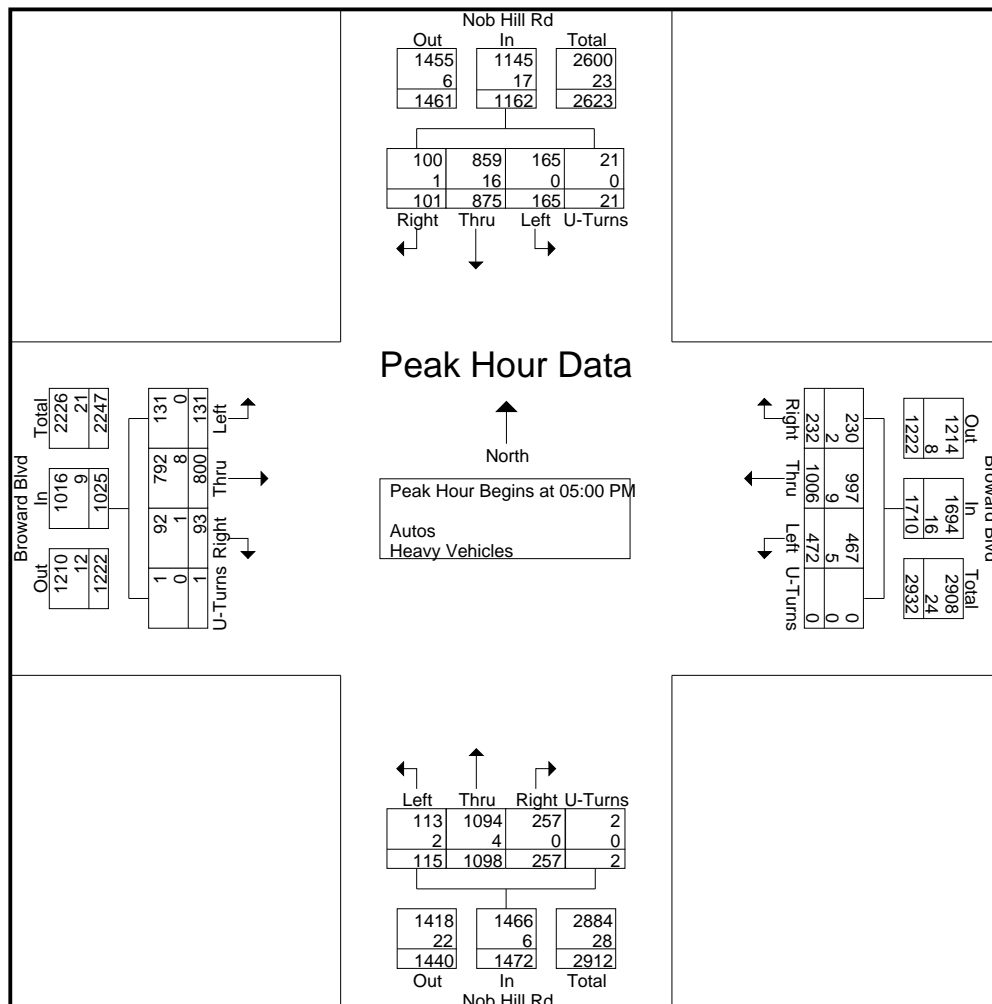
File Name : 12- Nob Hill Rd & Broward Blvd

Site Code : 00000000

Start Date : 12/10/2019

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	Broward Blvd Eastbound					Broward Blvd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	33	165	26	225	0	123	267	53	443	1	20	271	63	355	6	30	204	19	259	1282
05:15 PM	0	28	180	22	230	0	116	211	70	397	1	34	294	61	390	5	50	249	29	333	1350
05:30 PM	0	33	228	14	275	0	108	276	69	453	0	35	250	59	344	4	51	218	32	305	1377
05:45 PM	0	37	227	31	295	0	125	252	40	417	0	26	283	74	383	6	34	204	21	265	1360
Total Volume	1	131	800	93	1025	0	472	1006	232	1710	2	115	1098	257	1472	21	165	875	101	1162	5369
% App. Total	0.1	12.8	78	9.1		0	27.6	58.8	13.6		0.1	7.8	74.6	17.5		1.8	14.2	75.3	8.7		
PHF	.250	.885	.877	.750	.869	.000	.944	.911	.829	.944	.500	.821	.934	.868	.944	.875	.809	.879	.789	.872	.975
Autos	1	131	792	92	1016	0	467	997	230	1694	2	113	1094								
% Autos	100	100	99.0	98.9	99.1	0	98.9	99.1	99.1	99.1	100	98.3	99.6	100	99.6	100	100	98.2	99.0	98.5	99.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	1.0	1.1	0.9	0	1.1	0.9	0.9	0.9	0	1.7	0.4	0	0.4	0	0	1.8	1.0	1.5	0.9



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Site Code : 00000000

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Groups Printed- Heavy Vehicles

	Broward Blvd Eastbound					Broward Blvd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	3	0	3	0	1	2	0	3	0	2	5	1	8	0	1	0	1	2	16
07:15 AM	0	0	5	0	5	0	1	2	0	3	0	3	3	0	6	0	0	2	1	3	17
07:30 AM	0	0	2	1	3	0	0	5	1	6	0	2	0	3	5	0	1	1	0	2	16
07:45 AM	0	1	4	1	6	0	1	0	0	1	0	0	2	1	3	0	1	2	1	4	14
Total	0	1	14	2	17	0	3	9	1	13	0	7	10	5	22	0	3	5	3	11	63
08:00 AM	0	0	0	0	0	0	0	3	3	6	0	0	3	2	5	0	0	4	1	5	16
08:15 AM	0	5	2	0	7	0	0	3	0	3	0	0	3	1	4	0	0	3	1	4	18
08:30 AM	0	0	1	2	3	0	0	0	0	0	0	0	4	0	4	0	0	2	2	4	11
08:45 AM	0	0	2	0	2	0	0	4	0	4	0	1	4	1	6	0	1	3	1	5	17
Total	0	5	5	2	12	0	0	10	3	13	0	1	14	4	19	0	1	12	5	18	62
*** BREAK ***																					
04:00 PM	0	0	1	1	2	0	1	4	0	5	0	1	3	2	6	0	0	4	2	6	19
04:15 PM	0	0	2	1	3	0	4	6	1	11	0	0	1	1	2	0	2	1	0	3	19
04:30 PM	0	1	1	0	2	0	1	5	0	6	0	1	0	1	2	0	0	6	2	8	18
04:45 PM	0	0	1	1	2	0	1	3	1	5	0	0	0	1	1	0	0	2	1	3	11
Total	0	1	5	3	9	0	7	18	2	27	0	2	4	5	11	0	2	13	5	20	67
05:00 PM	0	0	2	1	3	0	0	3	0	3	0	2	0	0	2	0	0	5	0	5	13
05:15 PM	0	0	2	0	2	0	3	1	2	6	0	0	2	0	2	0	0	5	1	6	16
05:30 PM	0	0	2	0	2	0	2	5	0	7	0	0	2	0	2	0	0	4	0	4	15
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
Total	0	0	8	1	9	0	5	9	2	16	0	2	4	0	6	0	0	16	1	17	48
Grand Total	0	7	32	8	47	0	15	46	8	69	0	12	32	14	58	0	6	46	14	66	240
Apprch %	0	14.9	68.1	17		0	21.7	66.7	11.6		0	20.7	55.2	24.1		0	9.1	69.7	21.2		
Total %	0	2.9	13.3	3.3	19.6	0	6.2	19.2	3.3	28.8	0	5	13.3	5.8	24.2	0	2.5	19.2	5.8	27.5	

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File Name : 12- Nob Hill Rd & Broward Blvd
Site Code : 00000000
Start Date : 12/10/2019
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Groups Printed- Peds & Bikes

	Broward Blvd Eastbound					Broward Blvd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
*** BREAK ***																					
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	2
Apprch %	0	0	0	0		0	0	0	0		50	0	0	50		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	50	0	0	50	100	0	0	0	0	0	

CTS Engineering, Inc.

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Doral, FL, 33126

File Name : 13- Nob Hill Rd & Hawks View Blvd

Site Code : 00000000

Start Date : 12/10/2019

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Groups Printed- Autos - Heavy Vehicles

	Hawks View Blvd Eastbound					Hawks View Blvd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	20	0	32	52	0	0	0	0	0	1	10	186	0	197	1	0	293	11	305	554
07:15 AM	0	33	0	50	83	0	0	0	0	0	0	7	178	0	185	0	0	288	12	300	568
07:30 AM	1	44	0	53	98	0	0	0	0	0	0	12	268	0	280	1	0	368	20	389	767
07:45 AM	0	17	0	28	45	0	0	0	0	0	0	31	277	0	308	1	0	267	22	290	643
Total	1	114	0	163	278	0	0	0	0	0	1	60	909	0	970	3	0	1216	65	1284	2532
08:00 AM	0	18	0	36	54	0	0	0	0	0	1	27	273	0	301	0	0	277	28	305	660
08:15 AM	0	18	0	32	50	0	0	0	0	0	0	24	287	0	311	1	0	327	8	336	697
08:30 AM	0	13	0	26	39	0	0	0	0	0	0	19	318	0	337	0	0	311	12	323	699
08:45 AM	1	19	0	28	48	0	0	0	0	0	0	19	222	0	241	3	0	283	28	314	603
Total	1	68	0	122	191	0	0	0	0	0	1	89	1100	0	1190	4	0	1198	76	1278	2659
*** BREAK ***																					
04:00 PM	0	18	0	25	43	0	0	0	0	0	0	25	324	0	349	1	0	210	30	241	633
04:15 PM	0	18	0	29	47	0	0	0	0	0	1	25	293	0	319	1	0	224	31	256	622
04:30 PM	2	19	0	27	48	0	0	0	0	0	1	34	348	0	383	0	0	294	21	315	746
04:45 PM	0	20	0	32	52	0	0	0	0	0	0	20	327	0	347	7	0	227	65	299	698
Total	2	75	0	113	190	0	0	0	0	0	2	104	1292	0	1398	9	0	955	147	1111	2699
05:00 PM	0	22	0	30	52	0	0	0	0	0	0	31	343	0	374	0	0	330	29	359	785
05:15 PM	1	18	0	23	42	0	0	0	0	0	1	17	376	0	394	1	0	350	36	387	823
05:30 PM	2	17	0	19	38	0	0	0	0	0	1	26	345	0	372	0	0	349	32	381	791
05:45 PM	0	16	0	23	39	0	0	0	0	0	2	27	378	0	407	0	0	326	38	364	810
Total	3	73	0	95	171	0	0	0	0	0	4	101	1442	0	1547	1	0	1355	135	1491	3209
Grand Total	7	330	0	493	830	0	0	0	0	0	8	354	4743	0	5105	17	0	4724	423	5164	11099
Apprch %	0.8	39.8	0	59.4		0	0	0	0		0.2	6.9	92.9	0		0.3	0	91.5	8.2		
Total %	0.1	3	0	4.4	7.5	0	0	0	0	0	0.1	3.2	42.7	0	46	0.2	0	42.6	3.8	46.5	
Autos	7	330	0	493	830	0	0	0	0	0	8	353	4685					4655			10971
% Autos	100	100	0	100	100	0	0	0	0	0	100	99.7	98.8	0	98.8	100	0	98.5	100	98.7	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.3	1.2	0	1.2	0	0	1.5	0	1.3	1.2

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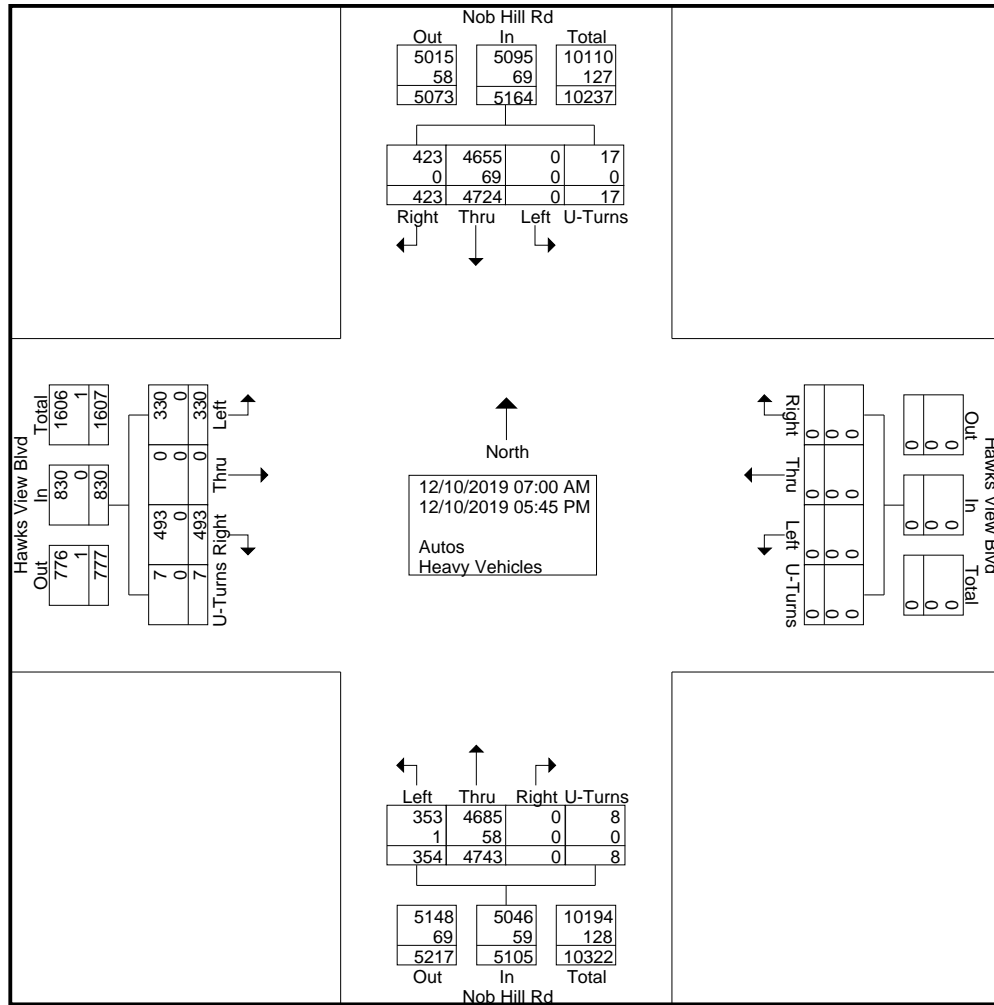
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Doral, FL, 33126

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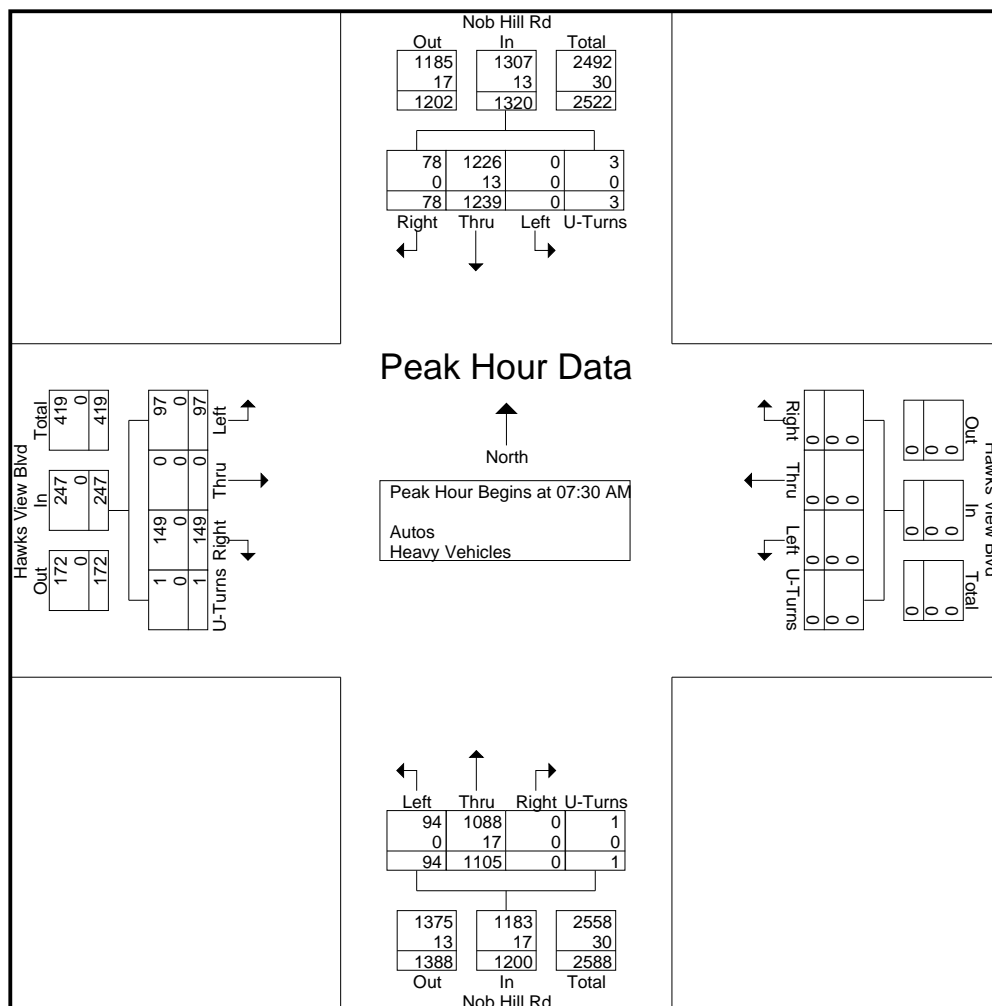
File Name : 13- Nob Hill Rd & Hawks View Blvd

Site Code : 00000000

Start Date : 12/10/2019

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	Hawks View Blvd Eastbound					Hawks View Blvd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	44	0	53	98	0	0	0	0	0	0	12	268	0	280	1	0	368	20	389	767
07:45 AM	0	17	0	28	45	0	0	0	0	0	0	31	277	0	308	1	0	267	22	290	643
08:00 AM	0	18	0	36	54	0	0	0	0	0	1	27	273	0	301	0	0	277	28	305	660
08:15 AM	0	18	0	32	50	0	0	0	0	0	0	24	287	0	311	1	0	327	8	336	697
Total Volume	1	97	0	149	247	0	0	0	0	0	1	94	1105	0	1200	3	0	1239	78	1320	2767
% App. Total	0.4	39.3	0	60.3		0	0	0	0	0	0.1	7.8	92.1	0		0.2	0	93.9	5.9		
PHF	.250	.551	.000	.703	.630	.000	.000	.000	.000	.000	.250	.758	.963	.000	.965	.750	.000	.842	.696	.848	.902
Autos	1	97	0	149	247	0	0	0	0	0	1	94	1088					1226			
% Autos	100	100	0	100	100	0	0	0	0	0	100	100	98.5	0	98.6	100	0	99.0	100	99.0	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1.5	0	1.4	0	0	1.0	0	1.0	1.1



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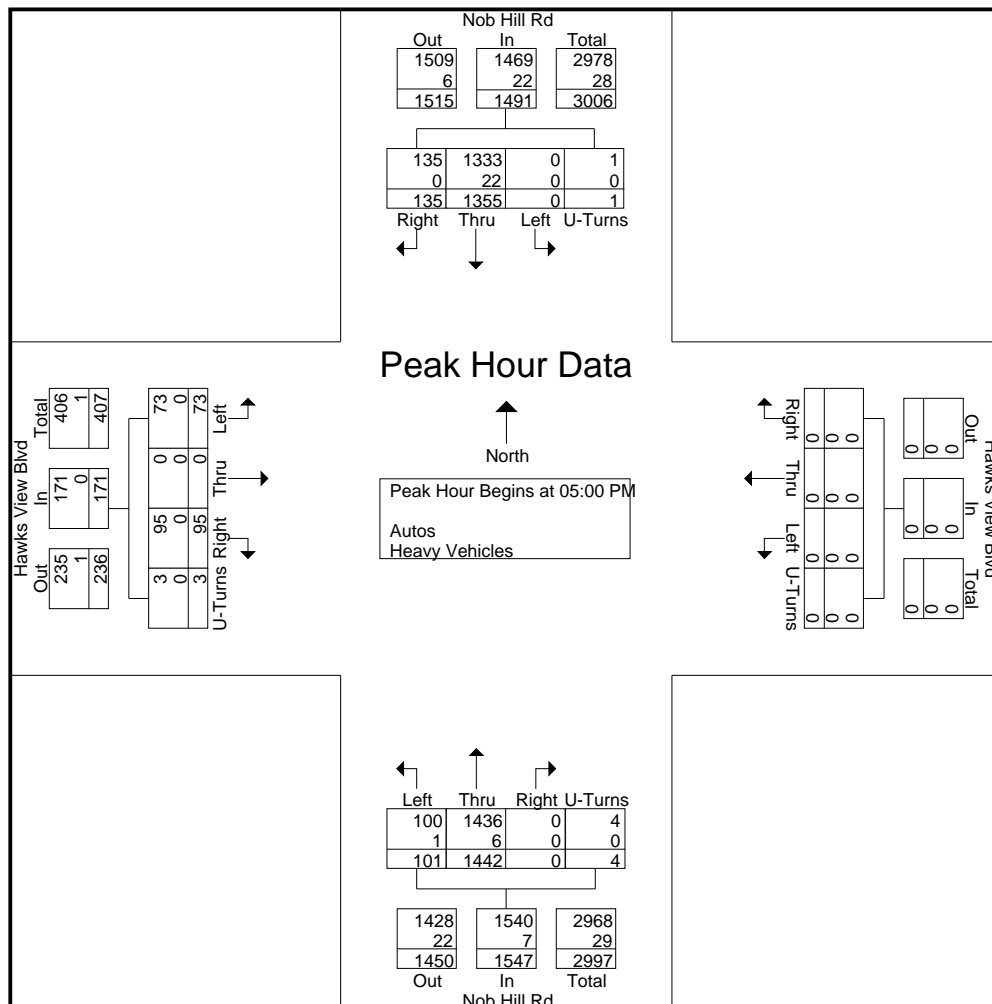
File Name : 13- Nob Hill Rd & Hawks View Blvd

Site Code : 00000000

Start Date : 12/10/2019

Page No : 4

	Hawks View Blvd Eastbound					Hawks View Blvd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	22	0	30	52	0	0	0	0	0	0	31	343	0	374	0	0	330	29	359	785
05:15 PM	1	18	0	23	42	0	0	0	0	0	1	17	376	0	394	1	0	350	36	387	823
05:30 PM	2	17	0	19	38	0	0	0	0	0	1	26	345	0	372	0	0	349	32	381	791
05:45 PM	0	16	0	23	39	0	0	0	0	0	2	27	378	0	407	0	0	326	38	364	810
Total Volume	3	73	0	95	171	0	0	0	0	0	4	101	1442	0	1547	1	0	1355	135	1491	3209
% App. Total	1.8	42.7	0	55.6		0	0	0	0	0	0.3	6.5	93.2	0		0.1	0	90.9	9.1		
PHF	.375	.830	.000	.792	.822	.000	.000	.000	.000	.000	.500	.815	.954	.000	.950	.250	.000	.968	.888	.963	.975
Autos	3	73	0	95	171	0	0	0	0	0	4	100	1436					1333			
% Autos	100	100	0	100	100	0	0	0	0	0	100	99.0	99.6	0	99.5	100	0	98.4	100	98.5	99.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1.0	0.4	0	0.5	0	0	1.6	0	1.5	0.9



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 13- Nob Hill Rd & Hawks View Blvd

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Heavy Vehicles

	Hawks View Blvd Eastbound					Hawks View Blvd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	1	0	1	9
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	3	0	3	9
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	2	0	2	7
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	4	0	4	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	22	0	22	0	0	10	0	10	32
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	4	0	4	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	3	0	3	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	4	0	4	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	3	0	3	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	19	0	19	0	0	14	0	14	33
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	6	0	6	12
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	6	0	6	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	7	0	7	9
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	4	0	4	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	23	0	23	34
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	6	0	6	9
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	8	0	8	10
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	6	0	6	8
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	1	6	0	7	0	0	22	0	22	29
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	58	0	59	0	0	69	0	69	128
Apprch %	0	0	0	0		0	0	0	0		0	1.7	98.3	0		0	0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0.8	45.3	0	46.1	0	0	53.9	0	53.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 14- Nob Hill Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SR-84 WB Eastbound					SR-84 WB Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	98	12	71	181	0	61	79	0	140	0	0	207	53	260	581
07:15 AM	0	0	0	0	0	0	122	10	83	215	0	51	94	0	145	0	0	292	76	368	728
07:30 AM	0	0	0	0	0	0	111	12	95	218	0	70	139	0	209	1	0	337	51	389	816
07:45 AM	0	0	0	0	0	0	100	9	108	217	1	92	184	0	277	0	0	314	70	384	878
Total	0	0	0	0	0	0	431	43	357	831	1	274	496	0	771	1	0	1150	250	1401	3003
08:00 AM	0	0	0	0	0	0	128	15	114	257	0	82	155	0	237	0	0	303	54	357	851
08:15 AM	0	0	0	0	0	0	121	9	111	241	1	67	175	0	243	0	0	283	56	339	823
08:30 AM	0	0	0	0	0	0	106	13	116	235	1	74	181	0	256	0	0	282	56	338	829
08:45 AM	0	0	0	0	0	0	105	18	110	233	1	63	152	0	216	0	0	293	43	336	785
Total	0	0	0	0	0	0	460	55	451	966	3	286	663	0	952	0	0	1161	209	1370	3288
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	94	26	141	261	0	80	137	0	217	0	0	152	48	200	678
04:15 PM	0	0	0	0	0	0	103	26	148	277	0	87	141	0	228	0	0	174	44	218	723
04:30 PM	0	0	0	0	0	0	83	31	153	267	0	86	152	0	238	0	0	226	65	291	796
04:45 PM	0	0	0	0	0	0	108	24	157	289	1	60	162	0	223	0	0	201	43	244	756
Total	0	0	0	0	0	0	388	107	599	1094	1	313	592	0	906	0	0	753	200	953	2953
05:00 PM	0	0	0	0	0	0	122	24	199	345	1	67	136	0	204	0	0	237	80	317	866
05:15 PM	0	0	0	0	0	0	157	22	202	381	1	74	177	0	252	0	0	309	78	387	1020
05:30 PM	0	0	0	0	0	0	154	25	215	394	0	76	140	0	216	0	0	328	68	396	1006
05:45 PM	0	0	0	0	0	0	155	29	166	350	0	55	144	0	199	0	0	332	82	414	963
Total	0	0	0	0	0	0	588	100	782	1470	2	272	597	0	871	0	0	1206	308	1514	3855
Grand Total	0	0	0	0	0	0	1867	305	2189	4361	7	1145	2348	0	3500	1	0	4270	967	5238	13099
Apprch %	0	0	0	0		0	42.8	7	50.2		0.2	32.7	67.1	0		0	0	81.5	18.5		
Total %	0	0	0	0	0	0	14.3	2.3	16.7	33.3	0.1	8.7	17.9	0	26.7	0	0	32.6	7.4	40	
Autos	0	0	0	0	0	0	1840		2147			1119	2323					4259			12952
% Autos	0	0	0	0	0	0	98.6	96.4	98.1	98.2	100	97.7	98.9	0	98.5	100	0	99.7	99.5	99.7	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.4	3.6	1.9	1.8	0	2.3	1.1	0	1.5	0	0	0.3	0.5	0.3	1.1

CTS Engineering, Inc.

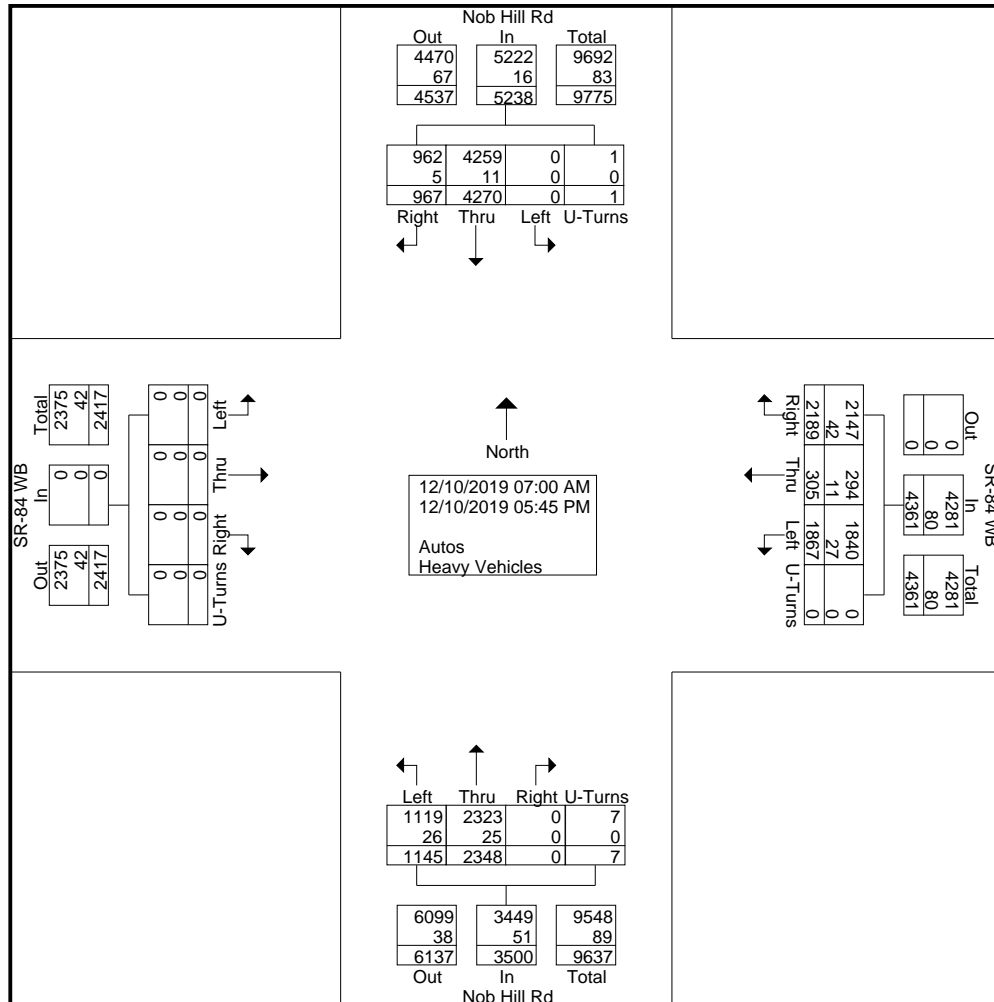
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 14- Nob Hill Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

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8095 NW 12 Street, Suite 301
Doral, FL, 33126

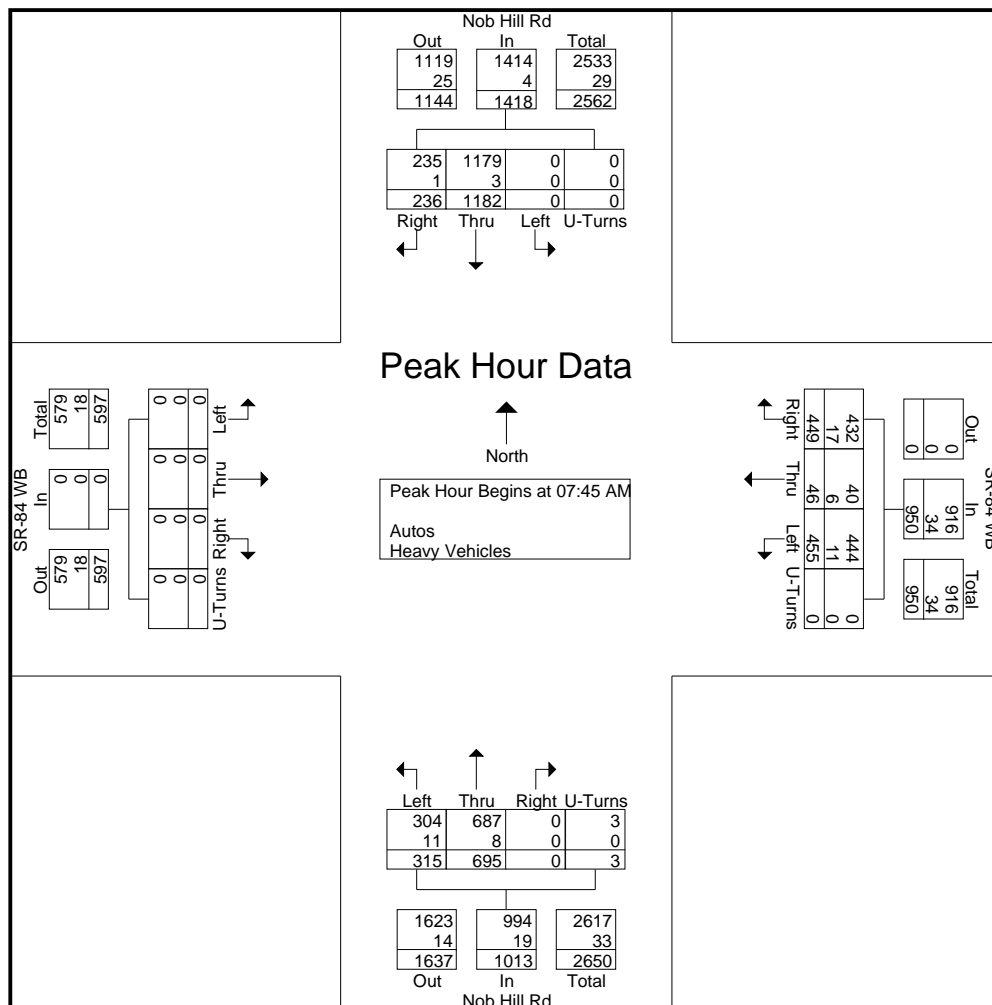
File Name : 14- Nob Hill Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

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	SR-84 WB Eastbound					SR-84 WB Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	100	9	108	217	1	92	184	0	277	0	0	314	70	384	878
08:00 AM	0	0	0	0	0	0	128	15	114	257	0	82	155	0	237	0	0	303	54	357	851
08:15 AM	0	0	0	0	0	0	121	9	111	241	1	67	175	0	243	0	0	283	56	339	823
08:30 AM	0	0	0	0	0	0	106	13	116	235	1	74	181	0	256	0	0	282	56	338	829
Total Volume	0	0	0	0	0	0	455	46	449	950	3	315	695	0	1013	0	0	1182	236	1418	3381
% App. Total	0	0	0	0	0	0	47.9	4.8	47.3		0.3	31.1	68.6	0		0	0	83.4	16.6		
PHF	.000	.000	.000	.000	.000	.000	.889	.767	.968	.924	.750	.856	.944	.000	.914	.000	.000	.941	.843	.923	.963
Autos	0	0	0	0	0	0	444	40	432	916	3	304	687	0	994	0	0	1179	235	1414	3324
% Autos	0	0	0	0	0	0	97.6	87.0	96.2	96.4	100	96.5	98.8	0	98.1	0	0	99.7	99.6	99.7	98.3
Heavy Vehicles	0	0	0	0	0	0	11	6	17	34	0	11	8	0	19	0	0	3	1	4	57
% Heavy Vehicles	0	0	0	0	0	0	2.4	13.0	3.8	3.6	0	3.5	1.2	0	1.9	0	0	0.3	0.4	0.3	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 14- Nob Hill Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

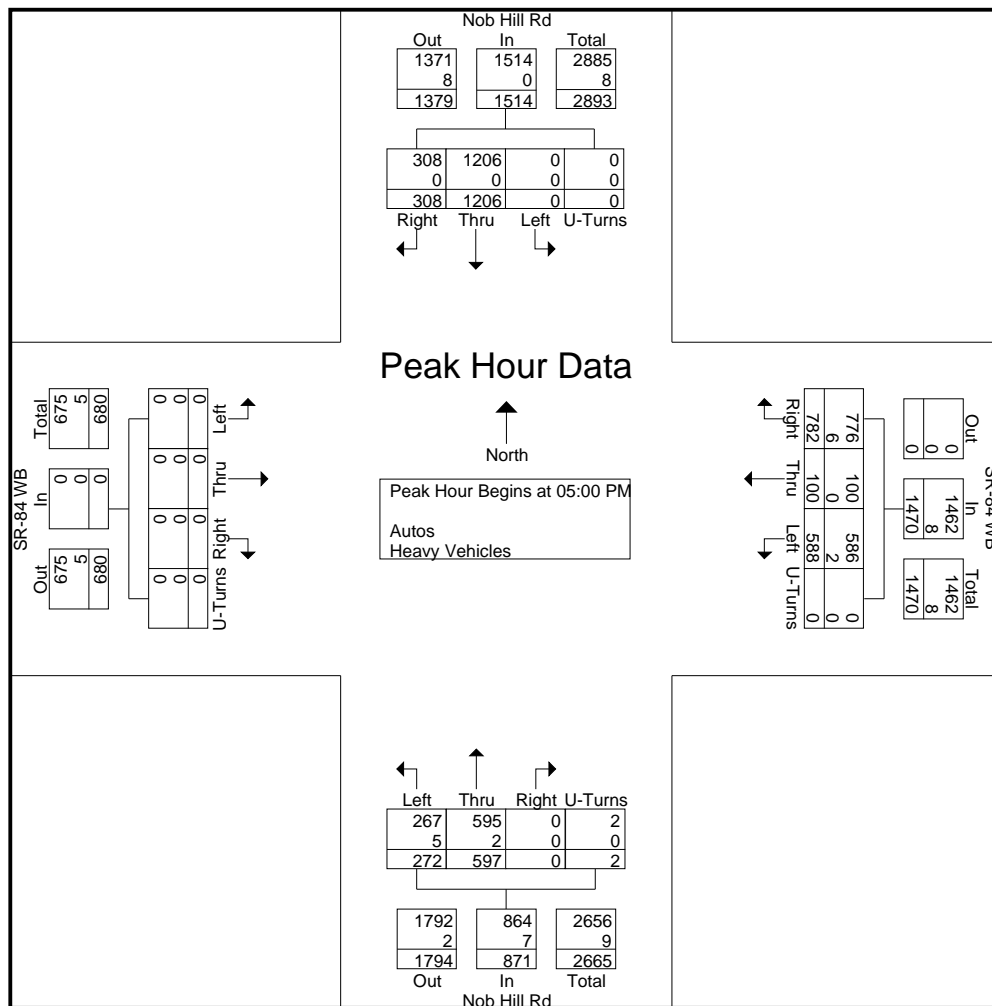
Page No : 4

	SR-84 WB Eastbound					SR-84 WB Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	0	0	0	0	0	122	24	199	345	1	67	136	0	204	0	0	237	80	317	866
05:15 PM	0	0	0	0	0	0	157	22	202	381	1	74	177	0	252	0	0	309	78	387	1020
05:30 PM	0	0	0	0	0	0	154	25	215	394	0	76	140	0	216	0	0	328	68	396	1006
05:45 PM	0	0	0	0	0	0	155	29	166	350	0	55	144	0	199	0	0	332	82	414	963
Total Volume	0	0	0	0	0	0	588	100	782	1470	2	272	597	0	871	0	0	1206	308	1514	3855
% App. Total	0	0	0	0	0	0	40	6.8	53.2		0.2	31.2	68.5	0		0	0	79.7	20.3		
PHF	.000	.000	.000	.000	.000	.000	.936	.862	.909	.933	.500	.895	.843	.000	.864	.000	.000	.908	.939	.914	.945
Autos	0	0	0	0	0	0	586	100	776	1462	2	267	595	0	864	0	0	1206			
% Autos	0	0	0	0	0	0	99.7	100	99.2	99.5	100	98.2	99.7	0	99.2	0	0	100	100	100	99.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0.3	0	0.8	0.5	0	1.8	0.3	0	0.8	0	0	0	0	0	0.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 14- Nob Hill Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Heavy Vehicles

	SR-84 WB Eastbound					SR-84 WB Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	2	6	9	0	1	2	0	3	0	0	0	0	0	12
07:15 AM	0	0	0	0	0	0	1	1	6	8	0	1	1	0	2	0	0	0	0	0	10
07:30 AM	0	0	0	0	0	0	5	0	3	8	0	1	2	0	3	0	0	0	0	0	11
07:45 AM	0	0	0	0	0	0	3	1	4	8	0	6	2	0	8	0	0	2	0	2	18
Total	0	0	0	0	0	0	10	4	19	33	0	9	7	0	16	0	0	2	0	2	51
08:00 AM	0	0	0	0	0	0	3	4	4	11	0	4	2	0	6	0	0	1	0	1	18
08:15 AM	0	0	0	0	0	0	3	0	3	6	0	0	3	0	3	0	0	0	0	0	9
08:30 AM	0	0	0	0	0	0	2	1	6	9	0	1	1	0	2	0	0	0	1	1	12
08:45 AM	0	0	0	0	0	0	3	0	1	4	0	0	5	0	5	0	0	0	0	0	9
Total	0	0	0	0	0	0	11	5	14	30	0	5	11	0	16	0	0	1	1	2	48
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	3	0	2	5	0	1	1	0	2	0	0	2	0	2	9
04:15 PM	0	0	0	0	0	0	1	2	1	4	0	5	1	0	6	0	0	5	3	8	18
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	1	1	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	2	3	9	0	7	5	0	12	0	0	8	4	12	33
05:00 PM	0	0	0	0	0	0	1	0	4	5	0	2	0	0	2	0	0	0	0	0	7
05:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	2	0	2	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	2	0	6	8	0	5	2	0	7	0	0	0	0	0	15
Grand Total	0	0	0	0	0	0	27	11	42	80	0	26	25	0	51	0	0	11	5	16	147
Apprch %	0	0	0	0		0	33.8	13.8	52.5		0	51	49	0		0	0	68.8	31.2		
Total %	0	0	0	0	0	0	18.4	7.5	28.6	54.4	0	17.7	17	0	34.7	0	0	7.5	3.4	10.9	

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 14- Nob Hill Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Peds & Bikes

[illegible]

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 15- Nob Hill Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

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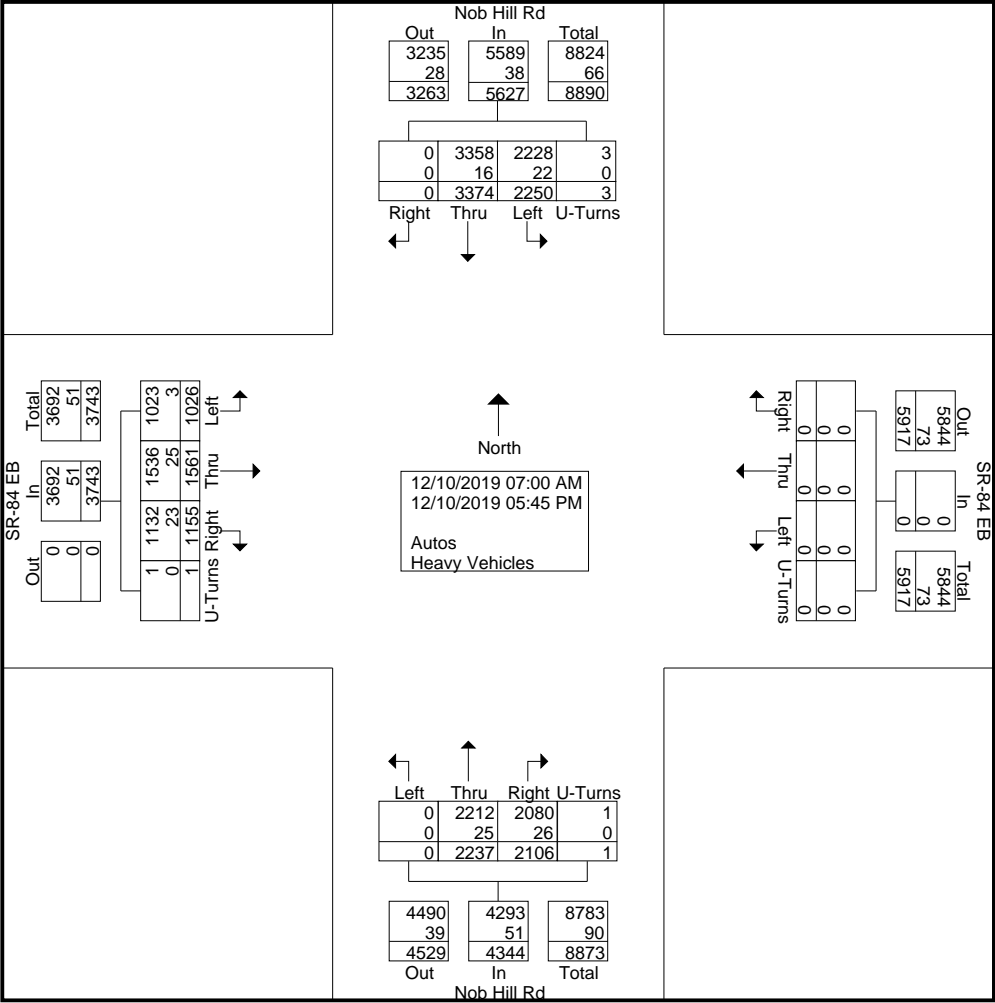
Groups Printed- Autos - Heavy Vehicles

	SR-84 EB Eastbound					SR-84 EB Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	33	30	62	125	0	0	0	0	0	0	0	97	127	224	0	170	152	0	322	671
07:15 AM	0	45	68	98	211	0	0	0	0	0	0	0	93	148	241	0	190	195	0	385	837
07:30 AM	1	77	109	75	262	0	0	0	0	0	0	0	119	170	289	1	197	213	0	411	962
07:45 AM	0	96	143	57	296	0	0	0	0	0	0	0	164	173	337	0	160	223	0	383	1016
Total	1	251	350	292	894	0	0	0	0	0	0	0	473	618	1091	1	717	783	0	1501	3486
08:00 AM	0	65	78	73	216	0	0	0	0	0	1	0	157	197	355	0	170	225	0	395	966
08:15 AM	0	78	92	74	244	0	0	0	0	0	0	0	149	149	298	0	142	234	0	376	918
08:30 AM	0	47	67	99	213	0	0	0	0	0	0	0	191	163	354	0	132	241	0	373	940
08:45 AM	0	84	76	95	255	0	0	0	0	0	0	0	114	116	230	0	139	214	0	353	838
Total	0	274	313	341	928	0	0	0	0	0	1	0	611	625	1237	0	583	914	0	1497	3662
*** BREAK ***																					
04:00 PM	0	58	84	52	194	0	0	0	0	0	0	0	146	93	239	0	79	170	0	249	682
04:15 PM	0	77	100	65	242	0	0	0	0	0	0	0	129	123	252	2	97	166	0	265	759
04:30 PM	0	53	105	63	221	0	0	0	0	0	0	0	166	111	277	0	123	158	0	281	779
04:45 PM	0	59	127	69	255	0	0	0	0	0	0	0	146	90	236	0	99	182	0	281	772
Total	0	247	416	249	912	0	0	0	0	0	0	0	587	417	1004	2	398	676	0	1076	2992
05:00 PM	0	54	121	80	255	0	0	0	0	0	0	0	136	105	241	0	113	230	0	343	839
05:15 PM	0	79	147	66	292	0	0	0	0	0	0	0	162	117	279	0	148	248	0	396	967
05:30 PM	0	48	93	74	215	0	0	0	0	0	0	0	154	111	265	0	139	272	0	411	891
05:45 PM	0	73	121	53	247	0	0	0	0	0	0	0	114	113	227	0	152	251	0	403	877
Total	0	254	482	273	1009	0	0	0	0	0	0	0	566	446	1012	0	552	1001	0	1553	3574
Grand Total	1	1026	1561	1155	3743	0	0	0	0	0	1	0	2237	2106	4344	3	2250	3374	0	5627	13714
Apprch %	0	27.4	41.7	30.9		0	0	0	0		0	0	51.5	48.5		0.1	40	60	0		
Total %	0	7.5	11.4	8.4	27.3	0	0	0	0	0	0	0	16.3	15.4	31.7	0	16.4	24.6	0	41	
Autos	1	1023	1536	1132									2212	2080			2228	3358			13574
% Autos	100	99.7	98.4	98	98.6	0	0	0	0	0	100	0	98.9	98.8	98.8	100	99	99.5	0	99.3	99
Heavy Vehicles																					
% Heavy Vehicles	0	0.3	1.6	2	1.4	0	0	0	0	0	0	0	1.1	1.2	1.2	0	1	0.5	0	0.7	1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 15- Nob Hill Rd & SR 84 EB
Site Code : 00000000
Start Date : 12/10/2019
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Doral, FL, 33126

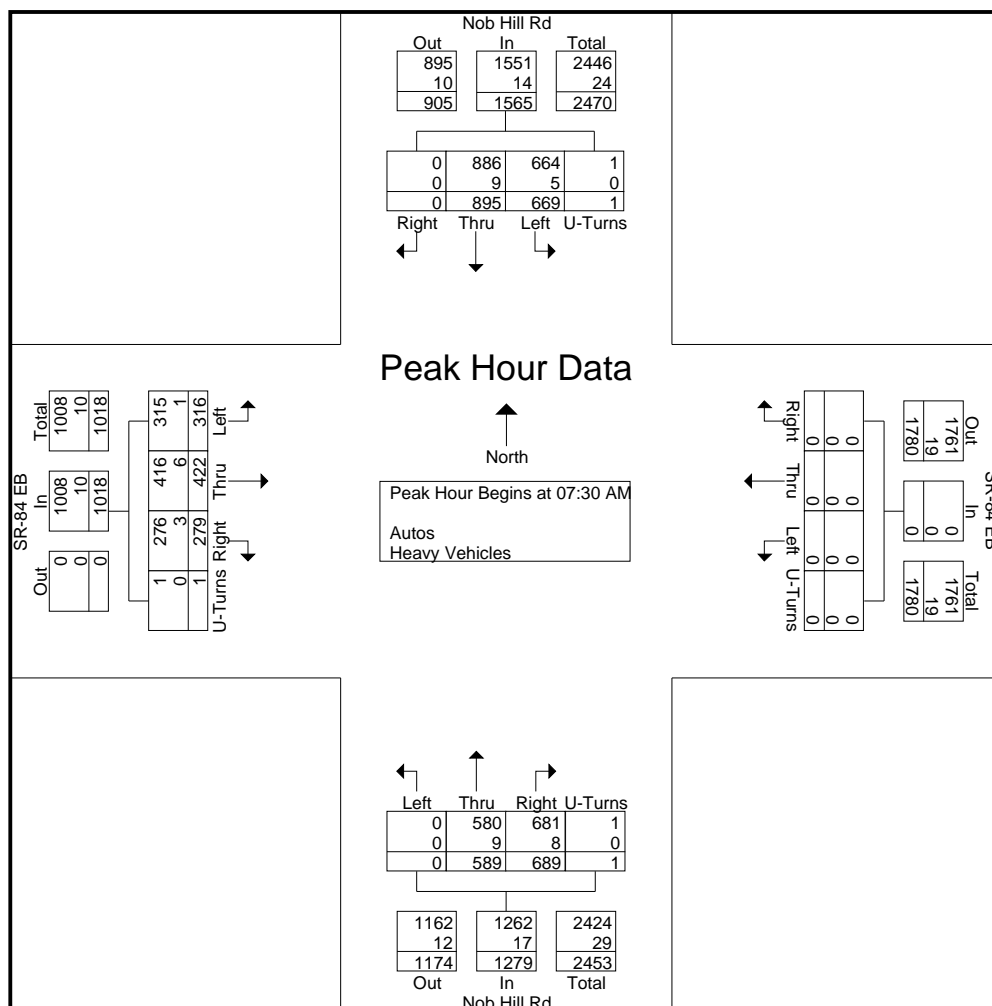
File Name : 15- Nob Hill Rd & SR 84 EB

Site Code : 00000000

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	SR-84 EB Eastbound					SR-84 EB Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	77	109	75	262	0	0	0	0	0	0	0	119	170	289	1	197	213	0	411	962
07:45 AM	0	96	143	57	296	0	0	0	0	0	0	0	164	173	337	0	160	223	0	383	1016
08:00 AM	0	65	78	73	216	0	0	0	0	0	1	0	157	197	355	0	170	225	0	395	966
08:15 AM	0	78	92	74	244	0	0	0	0	0	0	0	149	149	298	0	142	234	0	376	918
Total Volume	1	316	422	279	1018	0	0	0	0	0	1	0	589	689	1279	1	669	895	0	1565	3862
% App. Total	0.1	31	41.5	27.4		0	0	0	0		0.1	0	46.1	53.9		0.1	42.7	57.2	0		
PHF	.250	.823	.738	.930	.860	.000	.000	.000	.000	.000	.250	.000	.898	.874	.901	.250	.849	.956	.000	.952	.950
Autos	1	315	416	276	1008	0	0	0	0	0	1	0	580	681	1262	1	664	886	0	1551	3821
% Autos	100	99.7	98.6	98.9	99.0	0	0	0	0	0	100	0	98.5	98.8	98.7	100	99.3	99.0	0	99.1	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0.3	1.4	1.1	1.0	0	0	0	0	0	0	0	1.5	1.2	1.3	0	0.7	1.0	0	0.9	1.1



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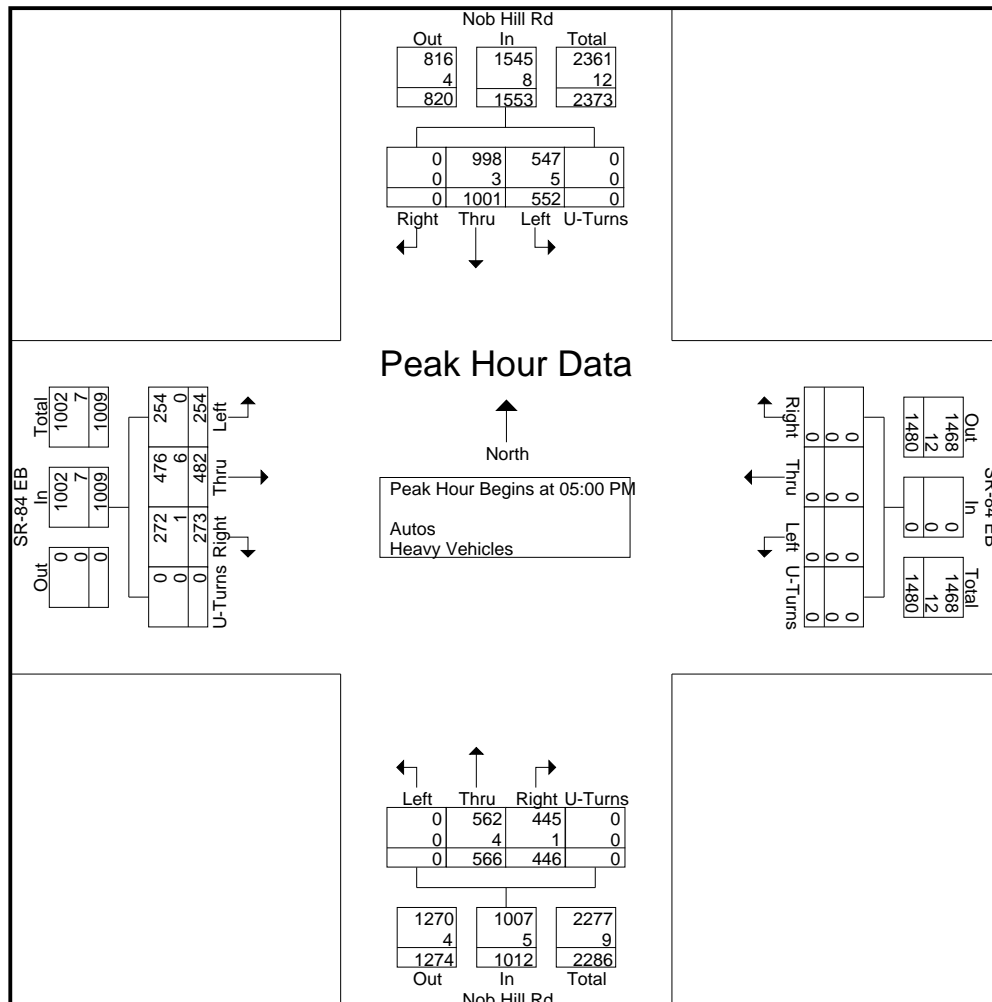
File Name : 15- Nob Hill Rd & SR 84 EB

Site Code : 00000000

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	SR-84 EB Eastbound					SR-84 EB Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	54	121	80	255	0	0	0	0	0	0	0	136	105	241	0	113	230	0	343	839
05:15 PM	0	79	147	66	292	0	0	0	0	0	0	0	162	117	279	0	148	248	0	396	967
05:30 PM	0	48	93	74	215	0	0	0	0	0	0	0	154	111	265	0	139	272	0	411	891
05:45 PM	0	73	121	53	247	0	0	0	0	0	0	0	114	113	227	0	152	251	0	403	877
Total Volume	0	254	482	273	1009	0	0	0	0	0	0	0	566	446	1012	0	552	1001	0	1553	3574
% App. Total	0	25.2	47.8	27.1		0	0	0	0		0	0	55.9	44.1		0	35.5	64.5	0		
PHF	.000	.804	.820	.853	.864	.000	.000	.000	.000	.000	.000	.000	.873	.953	.907	.000	.908	.920	.000	.945	.924
Autos	0	254	476	272	1002	0	0	0	0	0	0	0	562	445	1007	0	547	998	0	1545	3554
% Autos	0	100	98.8	99.6	99.3	0	0	0	0	0	0	0	99.3	99.8	99.5	0	99.1	99.7	0	99.5	99.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	1.2	0.4	0.7	0	0	0	0	0	0	0	0.7	0.2	0.5	0	0.9	0.3	0	0.5	0.6



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File Name : 15- Nob Hill Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

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Groups Printed- Heavy Vehicles

	SR-84 EB Eastbound					SR-84 EB Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	2	2	4	0	0	0	0	0	0	0	2	3	5	0	0	4	0	4	13
07:45 AM	0	0	2	1	3	0	0	0	0	0	0	0	4	1	5	0	1	1	0	2	10
Total	0	1	7	4	12	0	0	0	0	0	0	0	6	4	10	0	2	5	0	7	29
08:00 AM	0	1	2	0	3	0	0	0	0	0	0	0	2	1	3	0	0	3	0	3	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	4	1	0	5	9
08:30 AM	0	0	3	2	5	0	0	0	0	0	0	0	0	3	3	0	0	1	0	1	9
08:45 AM	0	1	4	15	20	0	0	0	0	0	0	0	1	2	3	0	2	2	0	4	27
Total	0	2	9	17	28	0	0	0	0	0	0	0	4	9	13	0	6	7	0	13	54
*** BREAK ***																					
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	2	1	0	3	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	9	8	17	0	1	0	0	1	18
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	2	2	4	0	5	0	0	5	10
04:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	3	1	4	0	0	0	0	0	0	0	11	12	23	0	9	1	0	10	37
05:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	5
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	4
05:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	1	3	0	4	7
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	4
Total	0	0	6	1	7	0	0	0	0	0	0	0	4	1	5	0	5	3	0	8	20
Grand Total	0	3	25	23	51	0	0	0	0	0	0	0	25	26	51	0	22	16	0	38	140
Apprch %	0	5.9	49	45.1		0	0	0	0		0	0	49	51		0	57.9	42.1	0		
Total %	0	2.1	17.9	16.4	36.4	0	0	0	0	0	0	0	17.9	18.6	36.4	0	15.7	11.4	0	27.1	

CTS Engineering, Inc.

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Groups Printed- Peds & Bikes

	SR-84 EB Eastbound					SR-84 EB Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	3
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	1	0	0	3	4	0	0	0	0	0	5
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	2
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	4	0	0	2	6	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	5
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	5	6	0	0	0	0	0	6
Grand Total	1	0	0	0	1	0	0	0	0	0	7	0	0	11	18	0	0	0	0	0	19
Apprch %	100	0	0	0		0	0	0	0		38.9	0	0	61.1		0	0	0	0		
Total %	5.3	0	0	0	5.3	0	0	0	0	0	36.8	0	0	57.9	94.7	0	0	0	0	0	

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8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 16- Nob Hill Rd & SW 101st Rd

Site Code : 00000000

Start Date : 12/10/2019

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Groups Printed- Autos - Heavy Vehicles

	SW 101st Rd Eastbound					SW 101st Rd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	8	5	5	18	0	0	1	6	7	1	3	220	1	225	2	25	197	0	224	474
07:15 AM	0	10	48	14	72	0	1	0	18	19	3	11	192	3	209	2	47	258	1	308	608
07:30 AM	0	24	40	29	93	0	5	1	39	45	1	8	261	3	273	1	31	217	2	251	662
07:45 AM	0	23	20	25	68	0	4	5	55	64	0	16	236	5	257	1	43	260	0	304	693
Total	0	65	113	73	251	0	10	7	118	135	5	38	909	12	964	6	146	932	3	1087	2437
08:00 AM	0	25	3	14	42	18	4	5	28	55	0	32	279	2	313	0	10	240	1	251	661
08:15 AM	0	42	1	19	62	2	0	1	10	13	0	29	258	6	293	1	11	271	0	283	651
08:30 AM	0	51	1	8	60	0	1	1	4	6	0	15	236	2	253	2	16	272	2	292	611
08:45 AM	2	55	0	14	71	0	0	1	12	13	0	18	275	2	295	0	7	314	2	323	702
Total	2	173	5	55	235	20	5	8	54	87	0	94	1048	12	1154	3	44	1097	5	1149	2625
*** BREAK ***																					
04:00 PM	24	48	0	8	80	2	3	1	26	32	0	5	216	0	221	0	19	186	4	209	542
04:15 PM	0	49	1	7	57	0	2	1	34	37	0	6	187	1	194	0	19	192	6	217	505
04:30 PM	0	31	1	23	55	0	1	1	13	15	0	8	226	0	234	3	18	208	1	230	534
04:45 PM	0	34	1	22	57	0	1	0	17	18	2	18	198	1	219	8	6	243	2	259	553
Total	24	162	3	60	249	2	7	3	90	102	2	37	827	2	868	11	62	829	13	915	2134
05:00 PM	0	48	0	33	81	0	2	1	17	20	5	8	173	1	187	13	2	295	4	314	602
05:15 PM	0	38	0	13	51	0	1	1	10	12	6	12	198	0	216	11	4	323	2	340	619
05:30 PM	0	28	1	17	46	0	3	0	8	11	0	15	227	0	242	8	2	345	4	359	658
05:45 PM	0	29	0	20	49	0	2	0	6	8	0	12	229	1	242	10	6	311	6	333	632
Total	0	143	1	83	227	0	8	2	41	51	11	47	827	2	887	42	14	1274	16	1346	2511
Grand Total	26	543	122	271	962	22	30	20	303	375	18	216	3611	28	3873	62	266	4132	37	4497	9707
Apprch %	2.7	56.4	12.7	28.2		5.9	8	5.3	80.8		0.5	5.6	93.2	0.7		1.4	5.9	91.9	0.8		
Total %	0.3	5.6	1.3	2.8	9.9	0.2	0.3	0.2	3.1	3.9	0.2	2.2	37.2	0.3	39.9	0.6	2.7	42.6	0.4	46.3	
Autos	26	539	113	271	949	18	27	20	268	333	18	216	3598			4103					
% Autos	100	99.3	92.6	100	98.6	81.8	90	100	88.4	88.8	100	100	99.6	92.9	99.6	100	97.4	99.3	100	99.2	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0.7	7.4	0	1.4	18.2	10	0	11.6	11.2	0	0	0.4	7.1	0.4	0	2.6	0.7	0	0.8	1.1

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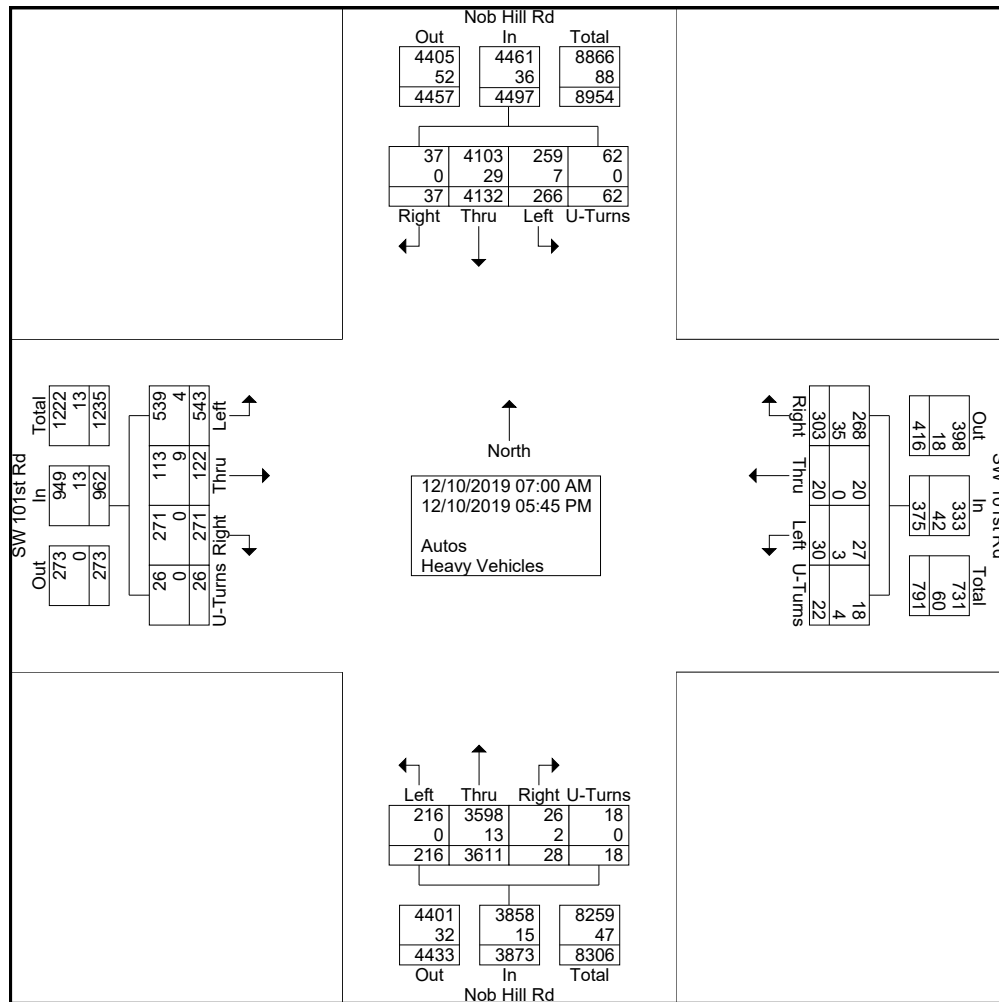
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 16- Nob Hill Rd & SW 101st Rd

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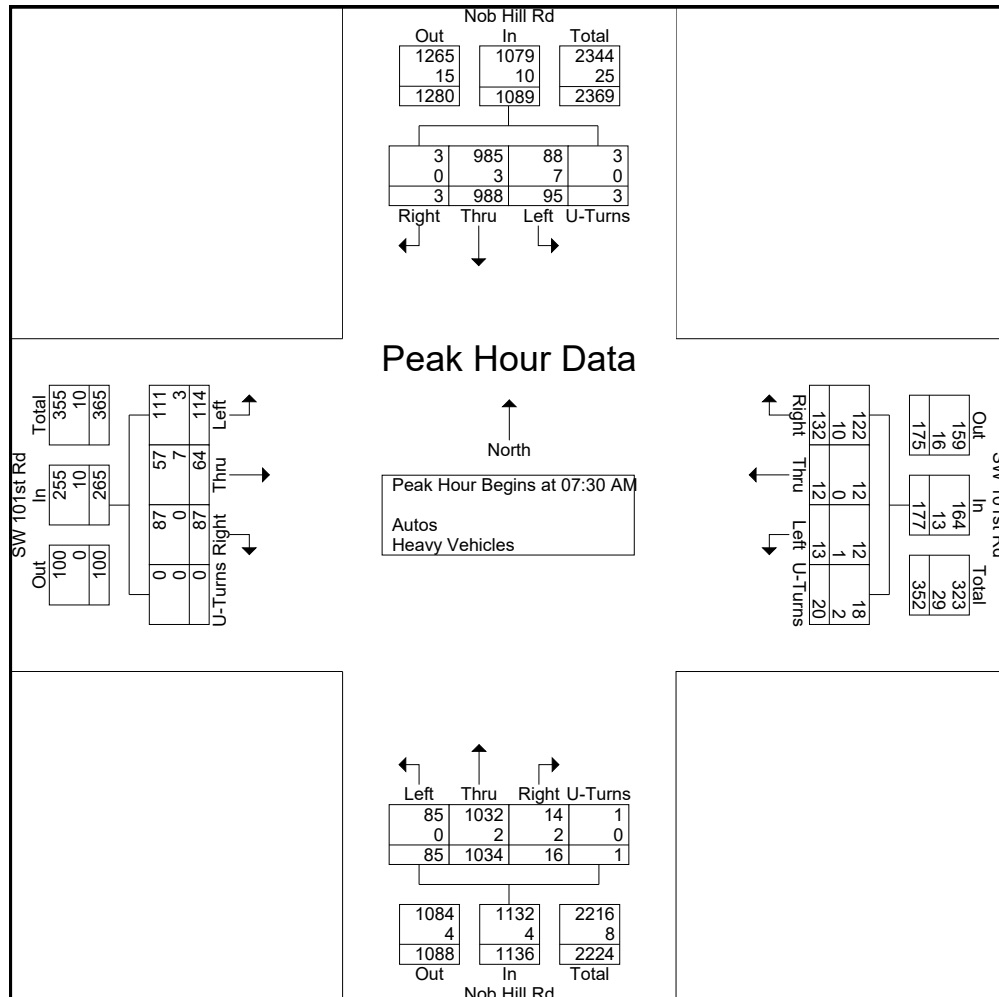
File Name : 16- Nob Hill Rd & SW 101st Rd

Site Code : 00000000

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	SW 101st Rd Eastbound					SW 101st Rd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	24	40	29	93	0	5	1	39	45	1	8	261	3	273	1	31	217	2	251	662
07:45 AM	0	23	20	25	68	0	4	5	55	64	0	16	236	5	257	1	43	260	0	304	693
08:00 AM	0	25	3	14	42	18	4	5	28	55	0	32	279	2	313	0	10	240	1	251	661
08:15 AM	0	42	1	19	62	2	0	1	10	13	0	29	258	6	293	1	11	271	0	283	651
Total Volume	0	114	64	87	265	20	13	12	132	177	1	85	1034	16	1136	3	95	988	3	1089	2667
% App. Total			24.2	32.8		11.3			74.6									90.7			
PHF	.000	.679	.400	.750	.712	.278	.650	.600	.600	.691	.250	.664	.927	.667	.907	.750	.552	.911	.375	.896	.962
Autos	0	111	57	87	255	18	12	12	122	164	1	85	1032	14	1132	3	88	985	3	1079	2630
% Autos	0	97.4	89.1			90.0	92.3		92.4				99.8	87.5				92.6	99.7		
Heavy Vehicles																					
% Heavy Vehicles	0	2.6	10.9	0	3.8	10.0	7.7	0	7.6	7.3	0	0	0.2	12.5	0.4	0	7.4	0.3	0	0.9	1.4



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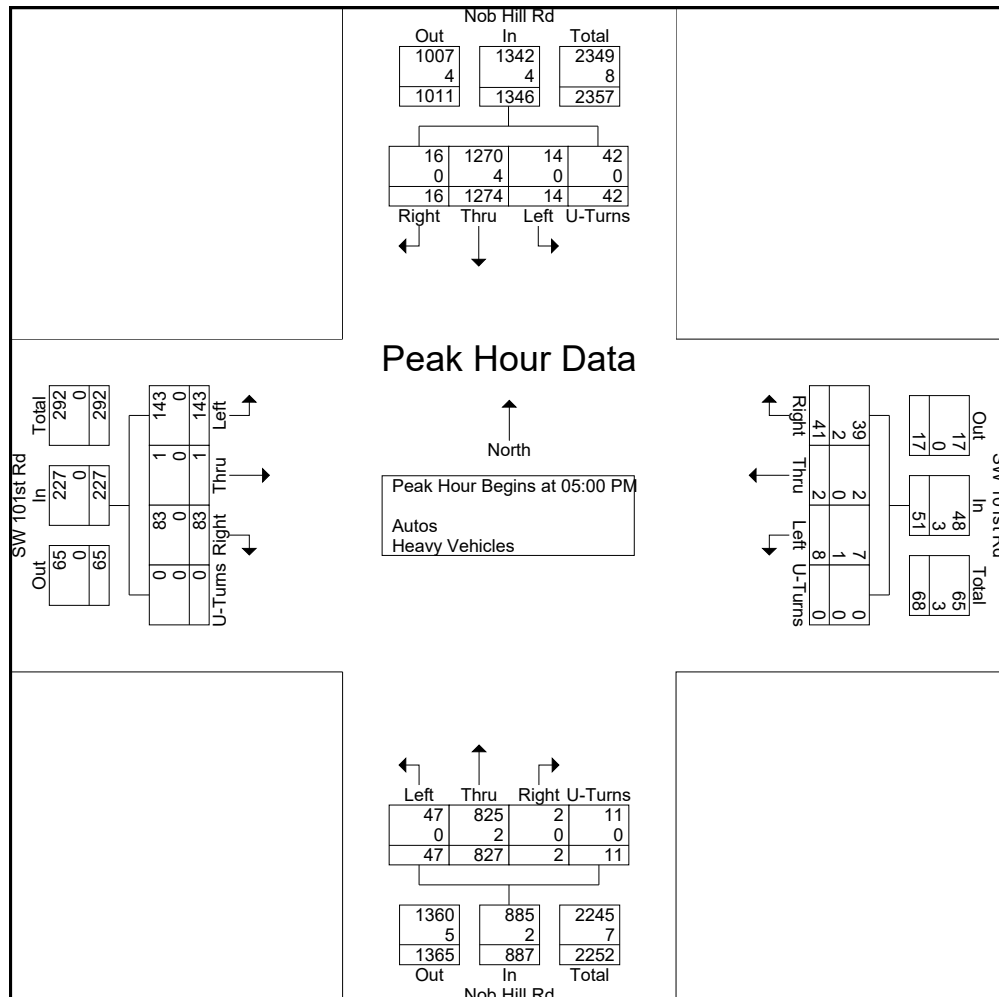
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	SW 101st Rd Eastbound					SW 101st Rd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	48	0	33	81	0	2	1	17	20	5	8	173	1	187	13	2	295	4	314	602
05:15 PM	0	38	0	13	51	0	1	1	10	12	6	12	198	0	216	11	4	323	2	340	619
05:30 PM	0	28	1	17	46	0	3	0	8	11	0	15	227	0	242	8	2	345	4	359	658
05:45 PM	0	29	0	20	49	0	2	0	6	8	0	12	229	1	242	10	6	311	6	333	632
Total Volume	0	143	1	83	227	0	8	2	41	51	11	47	827	2	887	42	14	1274	16	1346	2511
% App. Total				36.6			15.7		80.4				93.2					94.7			
PHF	.000	.745	.250	.629	.701	.000	.667	.500	.603	.638	.458	.783	.903	.500	.916	.808	.583	.923	.667	.937	.954
Autos	0	143	1	83	227	0	7	2	39	48	11	47	825	2	885	42	14	1270	16	1342	2502
% Autos	0	100	100	100	100	0	87.5		95.1				99.8					99.7			
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	12.5	0	4.9	5.9	0	0	0.2	0	0.2	0	0	0.3	0	0.3	0.4



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Groups Printed- Heavy Vehicles

	SW 101st Rd Eastbound					SW 101st Rd Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	5
07:30 AM	0	1	6	0	7	0	0	0	7	7	0	0	0	2	2	0	6	0	0	6	22
07:45 AM	0	0	1	0	1	0	1	0	3	4	0	0	0	0	0	0	1	1	0	2	7
Total	0	1	9	0	10	0	1	0	10	11	0	0	1	2	3	0	7	3	0	10	34
08:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	0	0	1	0	1	4
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	4
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	1	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	7	7	0	0	1	0	1	0	0	17	0	17	25
Total	0	2	0	0	2	2	0	0	8	10	0	0	5	0	5	0	0	20	0	20	37
*** BREAK ***																					
04:00 PM	0	0	0	0	0	2	1	0	1	4	0	0	2	0	2	0	0	2	0	2	8
04:15 PM	0	1	0	0	1	0	0	0	14	14	0	0	1	0	1	0	0	0	0	0	16
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	1	0	0	1	2	1	0	15	18	0	0	5	0	5	0	0	2	0	2	26
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	1	0	2	3	0	0	2	0	2	0	0	4	0	4	9
Grand Total	0	4	9	0	13	4	3	0	35	42	0	0	13	2	15	0	7	29	0	36	106
Apprch %	0	30.8	69.2	0		9.5	7.1	0	83.3		0	0	86.7	13.3		0	19.4	80.6	0		
Total %	0	3.8	8.5	0	12.3	3.8	2.8	0	33	39.6	0	0	12.3	1.9	14.2	0	6.6	27.4	0	34	

8095 NW 12 Street, Suite 301
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Groups Printed- Peds & Bikes

[illegible]

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8095 NW 12 Street, Suite 301
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File Name : 17- Nob Hill Rd & SW 13th St
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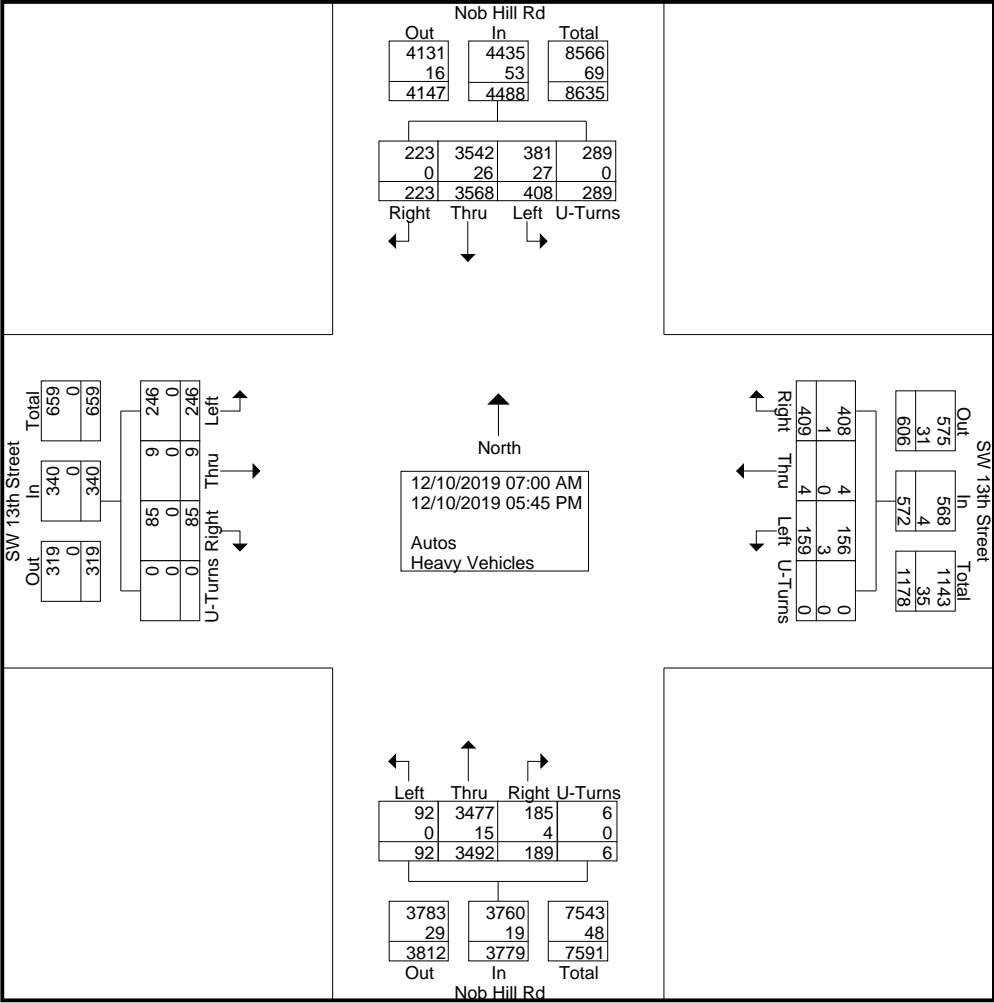
Groups Printed- Autos - Heavy Vehicles

	SW 13th Street Eastbound					SW 13th Street Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	3	0	8	11	0	0	233	12	245	15	40	147	0	202	458
07:15 AM	0	1	1	0	2	0	9	0	43	52	0	0	185	29	214	4	103	139	7	253	521
07:30 AM	0	6	5	0	11	0	18	0	69	87	0	0	218	46	264	1	65	148	11	225	587
07:45 AM	0	18	2	0	20	0	37	0	81	118	0	0	183	52	235	1	62	183	24	270	643
Total	0	25	8	0	33	0	67	0	201	268	0	0	819	139	958	21	270	617	42	950	2209
08:00 AM	0	8	0	0	8	0	27	0	78	105	0	4	264	9	277	14	12	215	15	256	646
08:15 AM	0	13	0	3	16	0	3	0	6	9	1	15	267	2	285	20	5	228	12	265	575
08:30 AM	0	20	0	13	33	0	3	1	5	9	1	19	251	0	271	16	3	207	40	266	579
08:45 AM	0	45	0	11	56	0	0	1	2	3	0	27	246	2	275	9	12	188	64	273	607
Total	0	86	0	27	113	0	33	2	91	126	2	65	1028	13	1108	59	32	838	131	1060	2407
*** BREAK ***																					
04:00 PM	0	55	1	30	86	0	18	1	26	45	3	15	174	13	205	37	12	152	28	229	565
04:15 PM	0	54	0	15	69	0	7	1	9	17	1	4	154	4	163	11	22	180	14	227	476
04:30 PM	0	10	0	3	13	0	6	0	19	25	0	1	217	5	223	18	17	234	4	273	534
04:45 PM	0	2	0	4	6	0	10	0	16	26	0	0	205	6	211	9	15	230	1	255	498
Total	0	121	1	52	174	0	41	2	70	113	4	20	750	28	802	75	66	796	47	984	2073
05:00 PM	0	5	0	1	6	0	6	0	12	18	0	2	197	5	204	39	13	302	1	355	583
05:15 PM	0	7	0	2	9	0	5	0	13	18	0	3	214	2	219	41	9	325	1	376	622
05:30 PM	0	1	0	3	4	0	4	0	12	16	0	2	241	1	244	42	15	347	1	405	669
05:45 PM	0	1	0	0	1	0	3	0	10	13	0	0	243	1	244	12	3	343	0	358	616
Total	0	14	0	6	20	0	18	0	47	65	0	7	895	9	911	134	40	1317	3	1494	2490
Grand Total	0	246	9	85	340	0	159	4	409	572	6	92	3492	189	3779	289	408	3568	223	4488	9179
Apprch %	0	72.4	2.6	25		0	27.8	0.7	71.5		0.2	2.4	92.4	5		6.4	9.1	79.5	5		
Total %	0	2.7	0.1	0.9	3.7	0	1.7	0	4.5	6.2	0.1	1	38	2.1	41.2	3.1	4.4	38.9	2.4	48.9	
Autos	0	246	9	85	340	0	156	4	408	568	6	92	3477					3542			
% Autos	0	100	100	100	100	0	98.1	100	99.8	99.3	100	100	99.6	97.9	99.5	100	93.4	99.3	100	98.8	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.9	0	0.2	0.7	0	0	0.4	2.1	0.5	0	6.6	0.7	0	1.2	0.8

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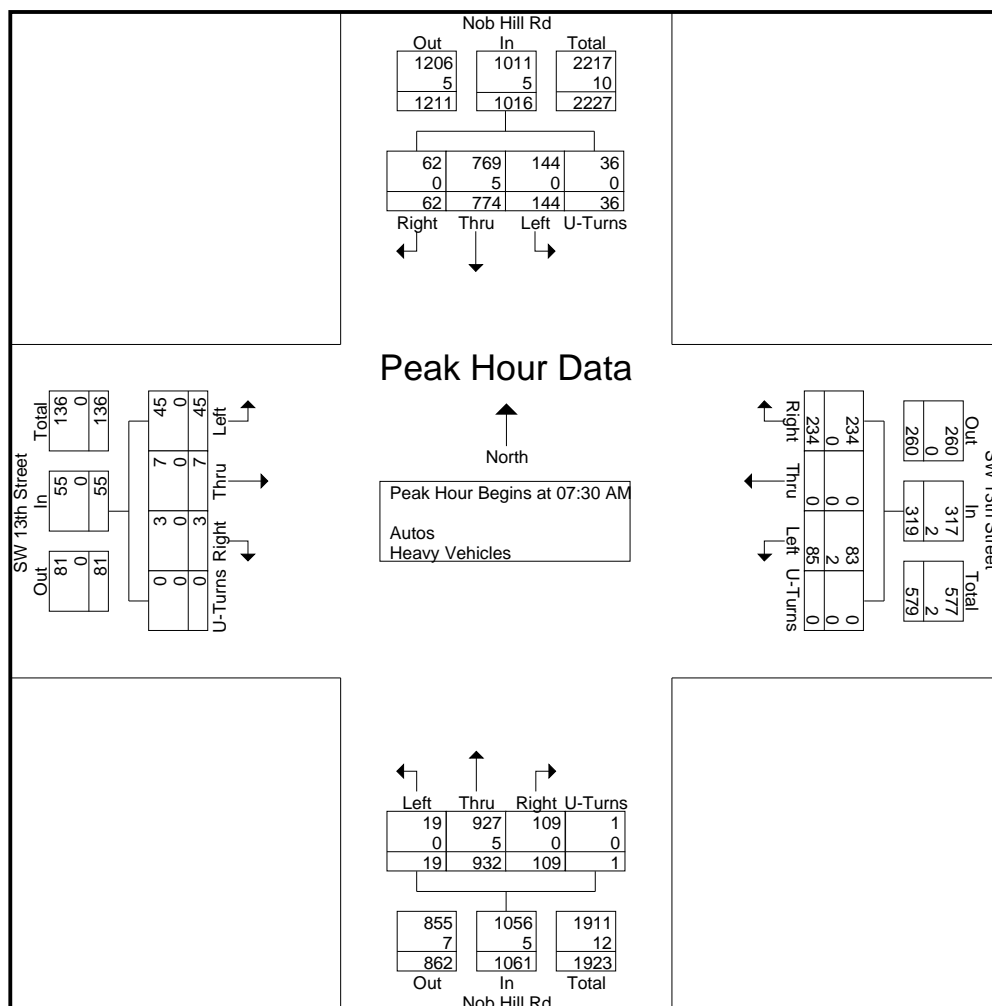
File Name : 17- Nob Hill Rd & SW 13th St

Site Code : 00000000

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	SW 13th Street Eastbound					SW 13th Street Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	6	5	0	11	0	18	0	69	87	0	0	218	46	264	1	65	148	11	225	587
07:45 AM	0	18	2	0	20	0	37	0	81	118	0	0	183	52	235	1	62	183	24	270	643
08:00 AM	0	8	0	0	8	0	27	0	78	105	0	4	264	9	277	14	12	215	15	256	646
08:15 AM	0	13	0	3	16	0	3	0	6	9	1	15	267	2	285	20	5	228	12	265	575
Total Volume	0	45	7	3	55	0	85	0	234	319	1	19	932	109	1061	36	144	774	62	1016	2451
% App. Total	0	81.8	12.7	5.5		0	26.6	0	73.4		0.1	1.8	87.8	10.3		3.5	14.2	76.2	6.1		
PHF	.000	.625	.350	.250	.688	.000	.574	.000	.722	.676	.250	.317	.873	.524	.931	.450	.554	.849	.646	.941	.949
Autos	0	45	7	3	55	0	83	0	234	317	1	19	927	109	1056	36	144	769	62	1011	2439
% Autos	0	100	100	100	100	0	97.6	0	100	99.4	100	100	99.5	100	99.5	100	100	99.4	100	99.5	99.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.4	0	0	0.6	0	0	0.5	0	0.5	0	0	0.6	0	0.5	0.5



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File Name : 17- Nob Hill Rd & SW 13th St

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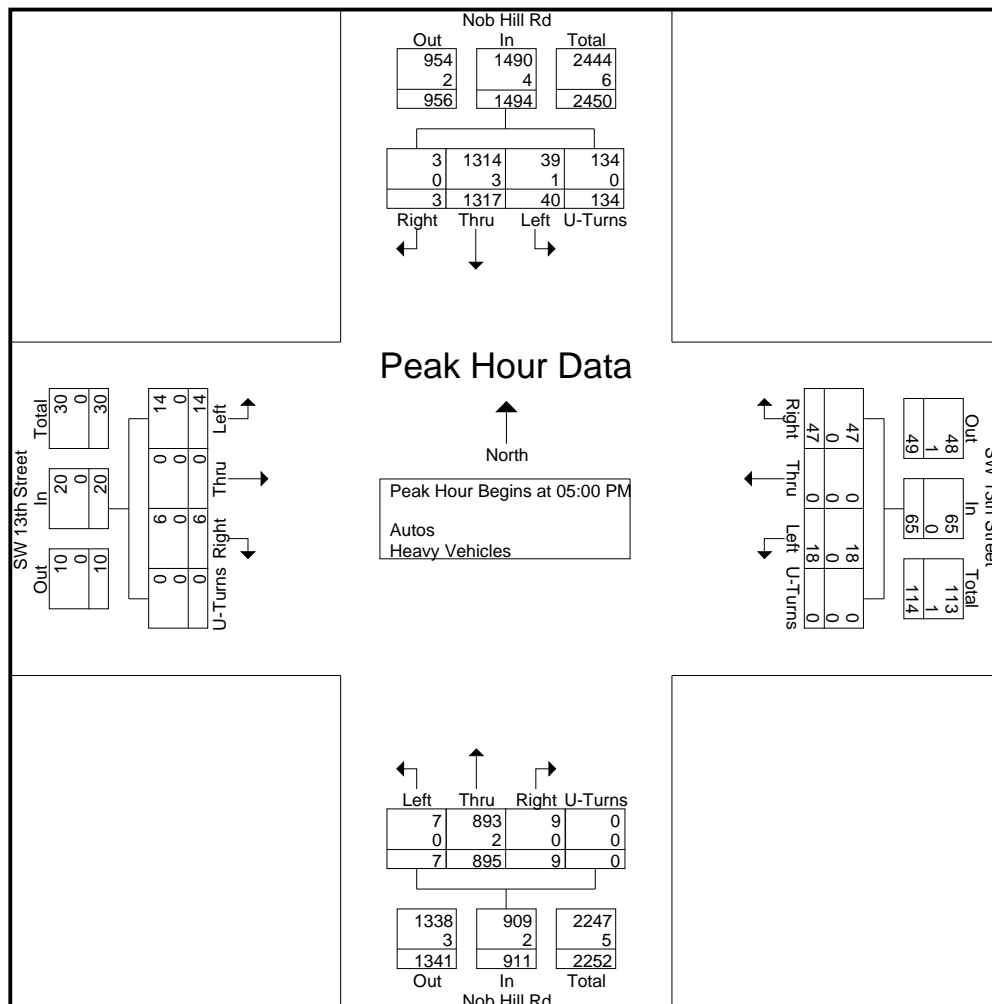
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	SW 13th Street Eastbound					SW 13th Street Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	5	0	1	6	0	6	0	12	18	0	2	197	5	204	39	13	302	1	355	583
05:15 PM	0	7	0	2	9	0	5	0	13	18	0	3	214	2	219	41	9	325	1	376	622
05:30 PM	0	1	0	3	4	0	4	0	12	16	0	2	241	1	244	42	15	347	1	405	669
05:45 PM	0	1	0	0	1	0	3	0	10	13	0	0	243	1	244	12	3	343	0	358	616
Total Volume	0	14	0	6	20	0	18	0	47	65	0	7	895	9	911	134	40	1317	3	1494	2490
% App. Total	0	70	0	30		0	27.7	0	72.3		0	0.8	98.2	1		9	2.7	88.2	0.2		
PHF	.000	.500	.000	.500	.556	.000	.750	.000	.904	.903	.000	.583	.921	.450	.933	.798	.667	.949	.750	.922	.930
Autos	0	14	0	6	20	0	18	0	47	65	0	7	893	9	909	134	39	1314	3	1490	2484
% Autos	0	100	0	100	100	0	100	0	100	100	0	100	99.8	100	99.8	100	97.5	99.8	100	99.7	99.8
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	3	0	4	6
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0	2.5	0.2	0	0.3	0.2



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Groups Printed- Heavy Vehicles

	SW 13th Street Eastbound					SW 13th Street Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	4	0	4	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	1	0	1	2	0	0	1	0	1	0	0	1	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	10	2	0	12	13
Total	0	0	0	0	0	0	3	0	1	4	0	0	4	1	5	0	10	5	0	15	24
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	1	4	0	5	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	15	10	0	25	29
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	6	3	9	0	16	14	0	30	39
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	3	0	4	6
Grand Total	0	0	0	0	0	0	3	0	1	4	0	0	15	4	19	0	27	26	0	53	76
Apprch %	0	0	0	0		0	75	0	25		0	0	78.9	21.1		0	50.9	49.1	0		
Total %	0	0	0	0	0	0	3.9	0	1.3	5.3	0	0	19.7	5.3	25	0	35.5	34.2	0	69.7	

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File Name : 17- Nob Hill Rd & SW 13th St
Site Code : 00000000
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Groups Printed- Peds & Bikes

	SW 13th Street Eastbound					SW 13th Street Westbound					Nob Hill Rd Northbound					Nob Hill Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	2	2	3	0	0	0	3	0	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
07:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	3
Total	2	0	0	0	2	0	0	0	3	3	4	0	0	1	5	0	0	0	3	3	13
08:00 AM	0	0	0	1	1	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
08:45 AM	3	0	0	0	3	0	0	0	1	1	2	0	0	6	8	0	0	0	0	0	12
Total	4	0	0	1	5	1	0	0	2	3	9	0	0	6	15	0	0	0	0	0	23
*** BREAK ***																					
04:00 PM	12	0	0	0	12	0	0	0	1	1	4	0	0	20	24	0	0	0	0	0	37
04:15 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
Total	14	0	0	0	14	1	0	0	1	2	6	0	0	20	26	0	0	0	0	0	42
*** BREAK ***																					
05:15 PM	2	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Total	2	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
Grand Total	22	0	0	1	23	2	0	0	7	9	19	0	0	27	46	0	0	0	3	3	81
Apprch %	95.7	0	0	4.3		22.2	0	0	77.8		41.3	0	0	58.7		0	0	0	100		
Total %	27.2	0	0	1.2	28.4	2.5	0	0	8.6	11.1	23.5	0	0	33.3	56.8	0	0	0	3.7	3.7	

CTS Engineering, Inc.

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Site Code : 00000000
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Groups Printed- Autos - Heavy Vehicles

	SW 6th Ct Eastbound					SW 6th Ct Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	1	27	35	0	11	1	13	25	0	4	183	19	206	1	21	370	2	394	660
07:15 AM	0	13	6	37	56	0	14	2	10	26	1	7	231	27	266	2	23	424	6	455	803
07:30 AM	0	11	6	27	44	0	11	0	7	18	0	11	286	38	335	4	25	462	4	495	892
07:45 AM	0	15	6	26	47	0	7	5	11	23	2	9	347	53	411	1	42	484	8	535	1016
Total	0	46	19	117	182	0	43	8	41	92	3	31	1047	137	1218	8	111	1740	20	1879	3371
08:00 AM	0	18	9	31	58	0	23	3	15	41	6	17	316	60	399	0	43	444	2	489	987
08:15 AM	0	11	8	29	48	0	16	3	16	35	7	14	342	56	419	1	49	446	10	506	1008
08:30 AM	0	9	4	36	49	0	11	4	13	28	3	21	342	47	413	6	49	462	10	527	1017
08:45 AM	0	19	6	23	48	0	28	6	16	50	1	16	266	66	349	2	42	395	11	450	897
Total	0	57	27	119	203	0	78	16	60	154	17	68	1266	229	1580	9	183	1747	33	1972	3909
*** BREAK ***																					
04:00 PM	0	6	2	16	24	6	50	4	45	105	9	12	449	41	511	4	15	353	13	385	1025
04:15 PM	0	9	3	15	27	0	48	2	35	85	11	25	457	34	527	2	20	333	10	365	1004
04:30 PM	0	11	3	18	32	0	48	10	52	110	6	23	498	37	564	1	30	299	7	337	1043
04:45 PM	0	9	5	16	30	0	50	2	39	91	17	26	556	40	639	2	28	332	12	374	1134
Total	0	35	13	65	113	6	196	18	171	391	43	86	1960	152	2241	9	93	1317	42	1461	4206
05:00 PM	0	7	3	12	22	0	75	11	80	166	5	27	535	33	600	2	20	345	12	379	1167
05:15 PM	0	11	9	16	36	0	66	8	58	132	7	36	613	43	699	3	26	333	11	373	1240
05:30 PM	0	10	2	13	25	0	51	8	44	103	4	21	447	34	506	1	30	341	14	386	1020
05:45 PM	0	5	9	13	27	0	41	10	56	107	6	18	423	40	487	2	35	245	13	295	916
Total	0	33	23	54	110	0	233	37	238	508	22	102	2018	150	2292	8	111	1264	50	1433	4343
Grand Total	0	171	82	355	608	6	550	79	510	1145	85	287	6291	668	7331	34	498	6068	145	6745	15829
Apprch %	0	28.1	13.5	58.4		0.5	48	6.9	44.5		1.2	3.9	85.8	9.1		0.5	7.4	90	2.1		
Total %	0	1.1	0.5	2.2	3.8	0	3.5	0.5	3.2	7.2	0.5	1.8	39.7	4.2	46.3	0.2	3.1	38.3	0.9	42.6	
Autos	0	170	82	351	603	6	549	78	509	1142	85	284	6255					6017			15722
% Autos	0	99.4	100	98.9	99.2	100	99.8	98.7	99.8	99.7	100	99	99.4	99.7	99.4	100	99.8	99.2	95.9	99.1	99.3
Heavy Vehicles																					
% Heavy Vehicles	0	0.6	0	1.1	0.8	0	0.2	1.3	0.2	0.3	0	1	0.6	0.3	0.6	0	0.2	0.8	4.1	0.9	0.7

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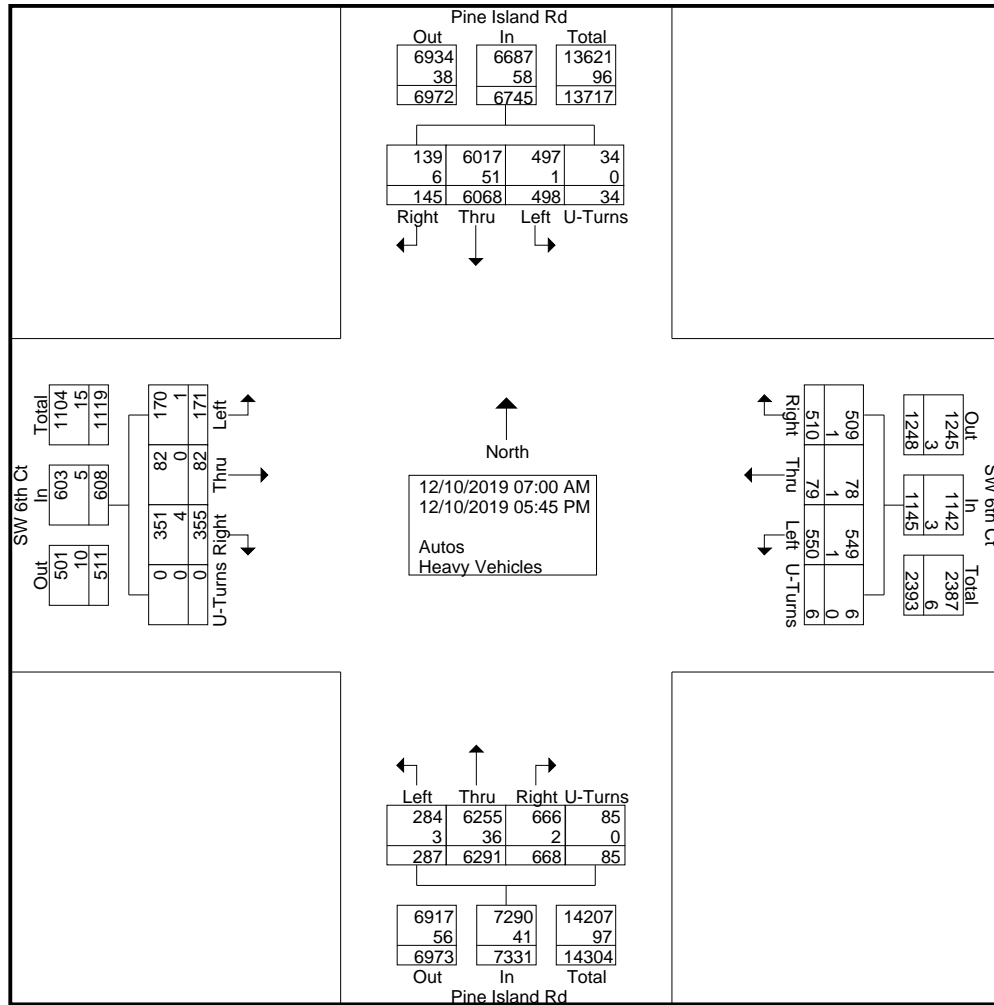
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Doral, FL, 33126

File Name : 18- Pine Island Rd & SW 6th Ct

Site Code : 00000000

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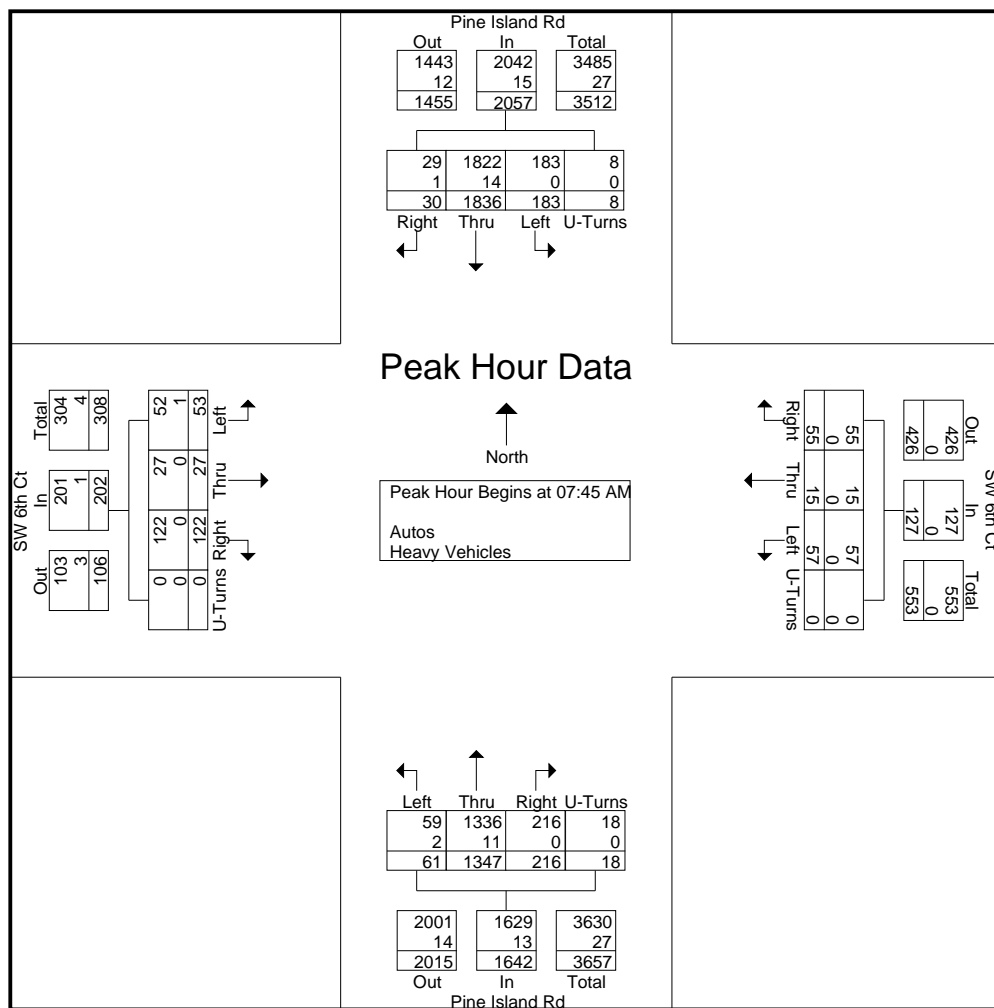


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8095 NW 12 Street, Suite 301
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	SW 6th Ct Eastbound					SW 6th Ct Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	15	6	26	47	0	7	5	11	23	2	9	347	53	411	1	42	484	8	535	1016
08:00 AM	0	18	9	31	58	0	23	3	15	41	6	17	316	60	399	0	43	444	2	489	987
08:15 AM	0	11	8	29	48	0	16	3	16	35	7	14	342	56	419	1	49	446	10	506	1008
08:30 AM	0	9	4	36	49	0	11	4	13	28	3	21	342	47	413	6	49	462	10	527	1017
Total Volume	0	53	27	122	202	0	57	15	55	127	18	61	1347	216	1642	8	183	1836	30	2057	4028
% App. Total	0	26.2	13.4	60.4		0	44.9	11.8	43.3		1.1	3.7	82	13.2		0.4	8.9	89.3	1.5		
PHF	.000	.736	.750	.847	.871	.000	.620	.750	.859	.774	.643	.726	.970	.900	.980	.333	.934	.948	.750	.961	.990
Autos	0	52	27	122	201	0	57	15	55	127	18	59	1336					1822			
% Autos	0	98.1	100	100	99.5	0	100	100	100	100	100	96.7	99.2	100	99.2	100	100	99.2	96.7	99.3	99.3
Heavy Vehicles																					
% Heavy Vehicles	0	1.9	0	0	0.5	0	0	0	0	0	0	3.3	0.8	0	0.8	0	0	0.8	3.3	0.7	0.7



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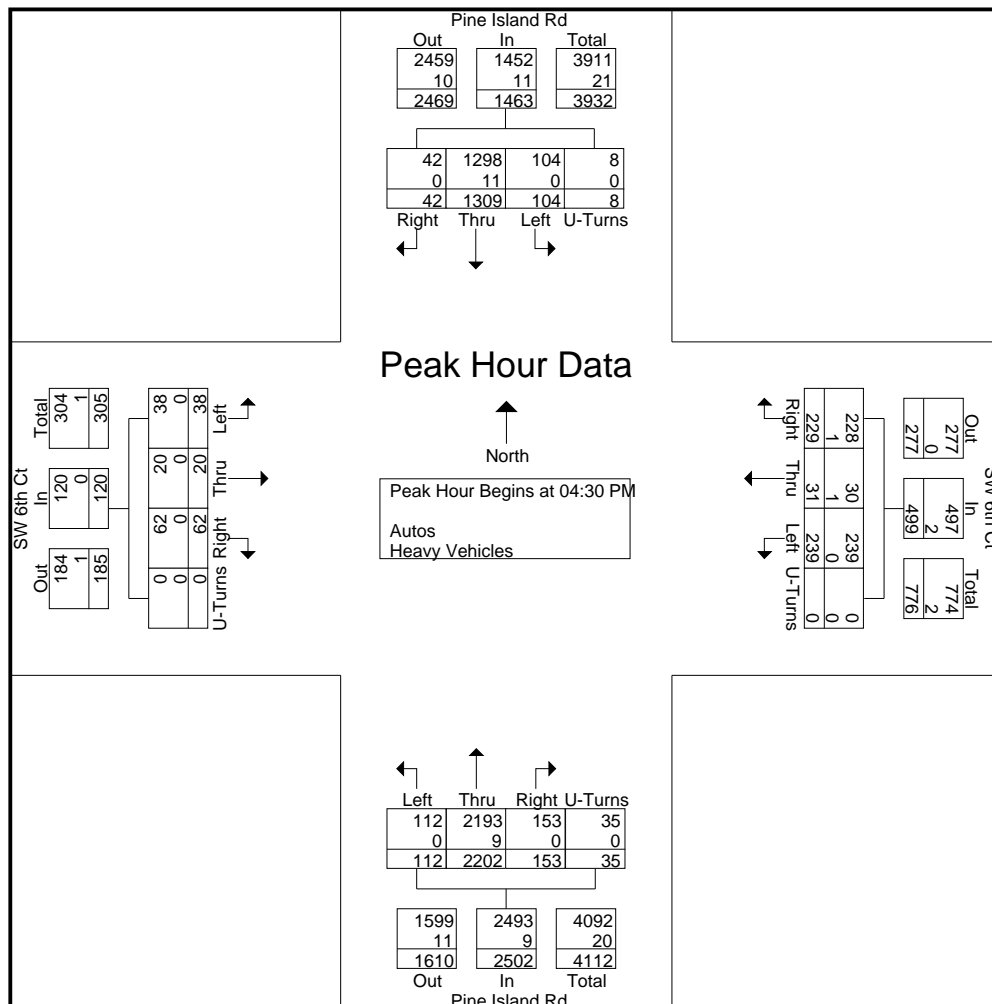
File Name : 18- Pine Island Rd & SW 6th Ct

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	SW 6th Ct Eastbound					SW 6th Ct Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	11	3	18	32	0	48	10	52	110	6	23	498	37	564	1	30	299	7	337	1043
04:45 PM	0	9	5	16	30	0	50	2	39	91	17	26	556	40	639	2	28	332	12	374	1134
05:00 PM	0	7	3	12	22	0	75	11	80	166	5	27	535	33	600	2	20	345	12	379	1167
05:15 PM	0	11	9	16	36	0	66	8	58	132	7	36	613	43	699	3	26	333	11	373	1240
Total Volume	0	38	20	62	120	0	239	31	229	499	35	112	2202	153	2502	8	104	1309	42	1463	4584
% App. Total	0	31.7	16.7	51.7		0	47.9	6.2	45.9		1.4	4.5	88	6.1		0.5	7.1	89.5	2.9		
PHF	.000	.864	.556	.861	.833	.000	.797	.705	.716	.752	.515	.778	.898	.890	.895	.667	.867	.949	.875	.965	.924
Autos	0	38	20	62	120	0	239	30	228	497	35	112	2193					1298			
% Autos	0	100	100	100	100	0	100	96.8	99.6	99.6	100	100	99.6	100	99.6	100	100	99.2	100	99.2	99.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	3.2	0.4	0.4	0	0	0.4	0	0.4	0	0	0.8	0	0.8	0.5



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Groups Printed- Heavy Vehicles

	SW 6th Ct Eastbound					SW 6th Ct Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	4	0	4	0	0	3	1	4	9
07:15 AM	0	0	0	2	2	0	1	0	0	1	0	0	4	1	5	0	1	3	2	6	14
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	4	1	5	8
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	3	0	3	7
Total	0	0	0	3	3	0	1	0	0	1	0	3	12	1	16	0	1	13	4	18	38
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	1	0	1	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	9	1	10	11
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	0	0	6	1	7	10
Total	0	1	0	1	2	0	0	0	0	0	0	0	11	0	11	0	0	17	2	19	32
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	3	0	3	6
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	0	1	6
Total	0	0	0	0	0	0	0	0	1	1	0	0	9	1	10	0	0	11	0	11	22
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	4	0	4	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	1	0	1	0	0	4	0	4	0	0	10	0	10	15
Grand Total	0	1	0	4	5	0	1	1	1	3	0	3	36	2	41	0	1	51	6	58	107
Apprch %	0	20	0	80		0	33.3	33.3	33.3		0	7.3	87.8	4.9		0	1.7	87.9	10.3		
Total %	0	0.9	0	3.7	4.7	0	0.9	0.9	0.9	2.8	0	2.8	33.6	1.9	38.3	0	0.9	47.7	5.6	54.2	

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Groups Printed- Peds & Bikes

	SW 6th Ct Eastbound					SW 6th Ct Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2
*** BREAK ***																					
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2	3
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		50	0	0	50		
Total %	0	0	0	0	0	0	0	0	0	0	33.3	0	0	0	33.3	33.3	0	0	33.3	66.7	

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File Name : 19- Pine Island Rd & New River Canal Rd
Site Code : 00000000
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Groups Printed- Autos - Heavy Vehicles

	New River Canal Eastbound					New River Canal Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	1	13	21	0	13	0	9	22	1	1	253	32	287	0	1	383	4	388	718
07:15 AM	0	10	1	10	21	0	6	0	6	12	1	2	385	25	413	0	0	396	2	398	844
07:30 AM	0	17	0	25	42	0	10	0	1	11	0	4	405	19	428	0	2	390	2	394	875
07:45 AM	0	15	0	17	32	0	7	1	3	11	0	7	535	22	564	0	1	426	5	432	1039
Total	0	49	2	65	116	0	36	1	19	56	2	14	1578	98	1692	0	4	1595	13	1612	3476
08:00 AM	0	15	1	15	31	0	24	0	6	30	0	7	598	57	662	0	3	403	6	412	1135
08:15 AM	0	18	0	14	32	0	8	1	9	18	0	5	424	36	465	0	5	470	6	481	996
08:30 AM	0	9	0	21	30	0	18	2	5	25	2	5	539	51	597	0	3	349	2	354	1006
08:45 AM	0	20	2	15	37	0	11	1	10	22	2	8	513	44	567	0	3	392	4	399	1025
Total	0	62	3	65	130	0	61	4	30	95	4	25	2074	188	2291	0	14	1614	18	1646	4162
*** BREAK ***																					
04:00 PM	0	11	0	17	28	0	28	3	7	38	1	12	447	11	471	0	3	387	10	400	937
04:15 PM	0	7	1	14	22	0	45	2	5	52	0	12	432	8	452	0	0	399	7	406	932
04:30 PM	0	6	0	7	13	0	45	4	5	54	2	7	499	11	519	0	4	389	6	399	985
04:45 PM	0	16	0	7	23	0	49	0	10	59	1	10	488	13	512	0	3	380	10	393	987
Total	0	40	1	45	86	0	167	9	27	203	4	41	1866	43	1954	0	10	1555	33	1598	3841
05:00 PM	0	5	0	11	16	0	74	10	5	89	0	16	487	10	513	0	1	377	11	389	1007
05:15 PM	0	4	0	11	15	0	65	2	6	73	0	15	491	21	527	0	2	303	6	311	926
05:30 PM	0	10	0	9	19	0	64	6	5	75	3	15	450	11	479	1	4	374	5	384	957
05:45 PM	0	8	1	13	22	0	50	6	5	61	0	10	464	9	483	0	1	290	8	299	865
Total	0	27	1	44	72	0	253	24	21	298	3	56	1892	51	2002	1	8	1344	30	1383	3755
Grand Total	0	178	7	219	404	0	517	38	97	652	13	136	7410	380	7939	1	36	6108	94	6239	15234
Apprch %	0	44.1	1.7	54.2		0	79.3	5.8	14.9		0.2	1.7	93.3	4.8		0	0.6	97.9	1.5		
Total %	0	1.2	0	1.4	2.7	0	3.4	0.2	0.6	4.3	0.1	0.9	48.6	2.5	52.1	0	0.2	40.1	0.6	41	
Autos	0	175	7	216	398	0	510	38	97	645	13	133	7375				6069				15125
% Autos	0	98.3	100	98.6	98.5	0	98.6	100	100	98.9	100	97.8	99.5	96.8	99.4	100	94.4	99.4	94.7	99.3	99.3
Heavy Vehicles																					
% Heavy Vehicles	0	1.7	0	1.4	1.5	0	1.4	0	0	1.1	0	2.2	0.5	3.2	0.6	0	5.6	0.6	5.3	0.7	0.7

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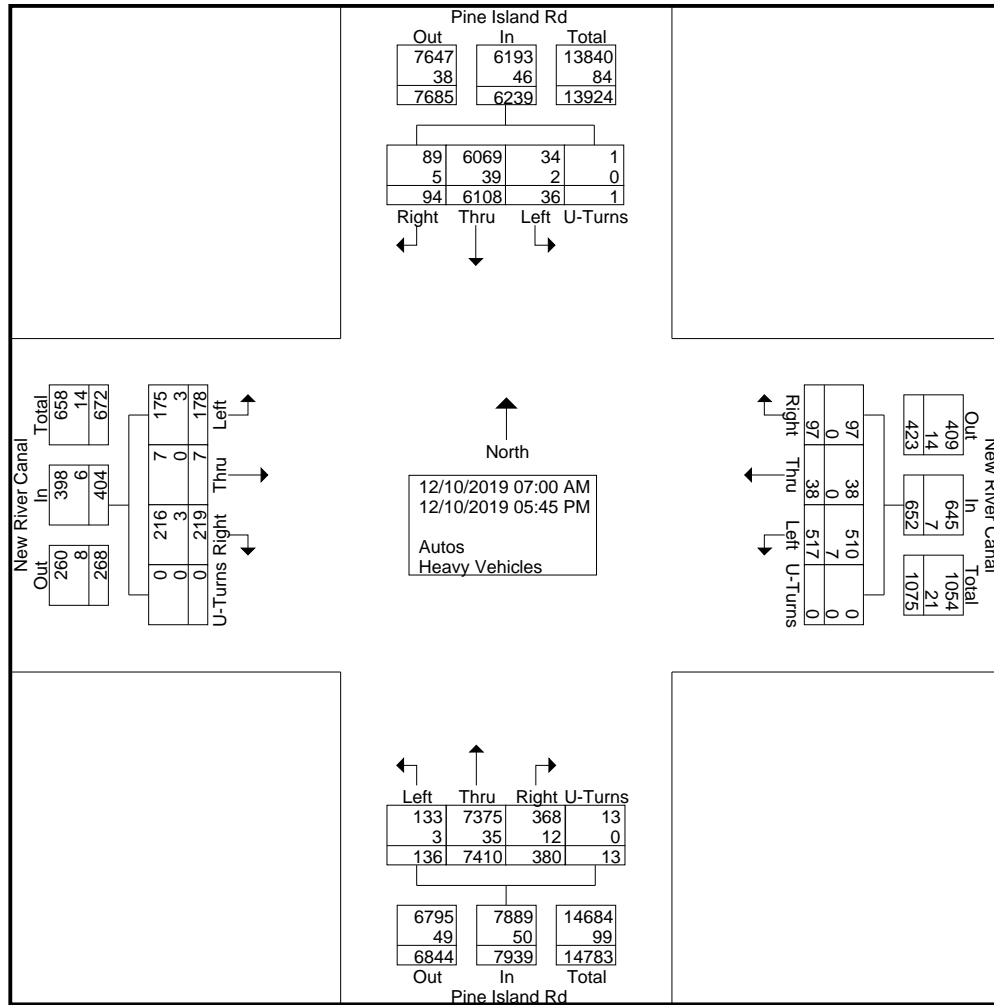
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File Name : 19- Pine Island Rd & New River Canal Rd

Site Code : 00000000

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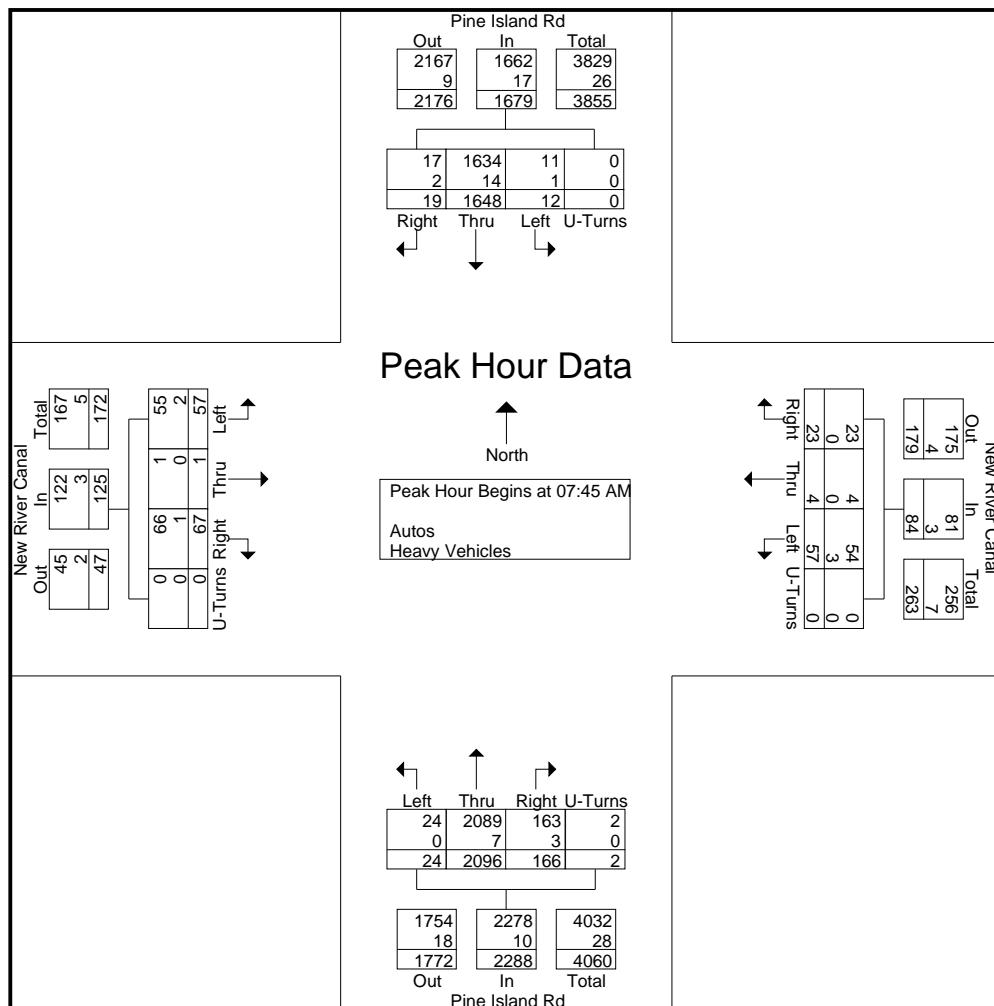
File Name : 19- Pine Island Rd & New River Canal Rd

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	New River Canal Eastbound					New River Canal Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	15	0	17	32	0	7	1	3	11	0	7	535	22	564	0	1	426	5	432	1039
08:00 AM	0	15	1	15	31	0	24	0	6	30	0	7	598	57	662	0	3	403	6	412	1135
08:15 AM	0	18	0	14	32	0	8	1	9	18	0	5	424	36	465	0	5	470	6	481	996
08:30 AM	0	9	0	21	30	0	18	2	5	25	2	5	539	51	597	0	3	349	2	354	1006
Total Volume	0	57	1	67	125	0	57	4	23	84	2	24	2096	166	2288	0	12	1648	19	1679	4176
% App. Total	0	45.6	0.8	53.6		0	67.9	4.8	27.4		0.1	1	91.6	7.3		0	0.7	98.2	1.1		
PHF	.000	.792	.250	.798	.977	.000	.594	.500	.639	.700	.250	.857	.876	.728	.864	.000	.600	.877	.792	.873	.920
Autos	0	55	1	66	122	0	54	4	23	81	2	24	2089					1634			
% Autos	0	96.5	100	98.5	97.6	0	94.7	100	100	96.4	100	100	99.7	98.2	99.6		91.7	99.2	89.5	99.0	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	3.5	0	1.5	2.4	0	5.3	0	0	3.6	0	0	0.3	1.8	0.4	0	8.3	0.8	10.5	1.0	0.8



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File Name : 19- Pine Island Rd & New River Canal Rd

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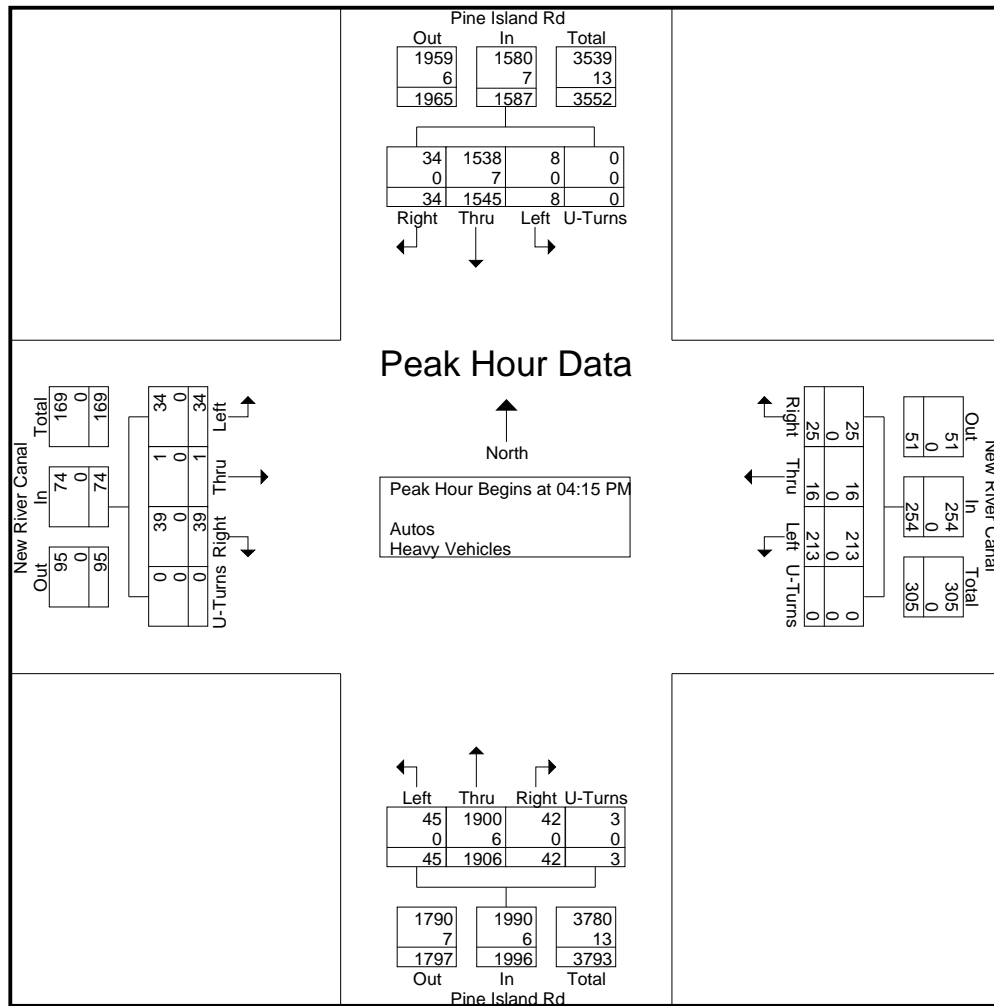
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	New River Canal Eastbound					New River Canal Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	7	1	14	22	0	45	2	5	52	0	12	432	8	452	0	0	399	7	406	932
04:30 PM	0	6	0	7	13	0	45	4	5	54	2	7	499	11	519	0	4	389	6	399	985
04:45 PM	0	16	0	7	23	0	49	0	10	59	1	10	488	13	512	0	3	380	10	393	987
05:00 PM	0	5	0	11	16	0	74	10	5	89	0	16	487	10	513	0	1	377	11	389	1007
Total Volume	0	34	1	39	74	0	213	16	25	254	3	45	1906	42	1996	0	8	1545	34	1587	3911
% App. Total	0	45.9	1.4	52.7		0	83.9	6.3	9.8		0.2	2.3	95.5	2.1		0	0.5	97.4	2.1		
PHF	.000	.531	.250	.696	.804	.000	.720	.400	.625	.713	.375	.703	.955	.808	.961	.000	.500	.968	.773	.977	.971
Autos	0	34	1	39	74	0	213	16	25	254	3	45	1900					1538			
% Autos	0	100	100	100	100	0	100	100	100	100	100	100	99.7	100	99.7		0	100	99.5	100	99.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.3		0	0	0.5	0	0.4



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Groups Printed- Heavy Vehicles

	New River Canal Eastbound					New River Canal Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	6	4	10	0	0	3	1	4	16
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	2	1	3	10
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	0	0	2	0	2	7
07:45 AM	0	0	0	1	1	0	1	0	0	1	0	0	2	0	2	0	0	1	0	1	5
Total	0	1	0	1	2	0	4	0	0	4	0	0	14	8	22	0	0	8	2	10	38
08:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	4	1	5	0	0	3	2	5	12
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	1	2	0	0	2	0	2	5
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	1	8	0	9	11
08:45 AM	0	0	0	1	1	0	1	0	0	1	0	1	6	0	7	0	1	5	0	6	15
Total	0	2	0	1	3	0	3	0	0	3	0	1	11	3	15	0	2	18	2	22	43
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	5	1	6	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4	0	4	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	1	7	0	8	0	0	12	1	13	21
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	3
Total	0	0	0	1	1	0	0	0	0	0	0	1	3	1	5	0	0	1	0	1	7
Grand Total	0	3	0	3	6	0	7	0	0	7	0	3	35	12	50	0	2	39	5	46	109
Apprch %	0	50	0	50		0	100	0	0		0	6	70	24		0	4.3	84.8	10.9		
Total %	0	2.8	0	2.8	5.5	0	6.4	0	0	6.4	0	2.8	32.1	11	45.9	0	1.8	35.8	4.6	42.2	

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Doral, FL, 33126

File Name : 19- Pine Island Rd & New River Canal Rd

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Peds & Bikes

	New River Canal Eastbound					New River Canal Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
07:30 AM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	5
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	8
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2	0	0	0	0	0	3
08:30 AM	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	1	0	0	1	2	2	0	0	0	2	2	0	0	1	3	0	0	0	0	0	7
*** BREAK ***																					
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
04:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	2	2	1	0	0	0	1	5
Total	3	0	0	0	3	0	0	0	0	0	0	0	0	2	2	1	0	0	0	1	6
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Grand Total	8	0	0	2	10	5	0	0	0	5	3	0	0	3	6	2	0	0	0	2	23
Apprch %	80	0	0	20		100	0	0	0		50	0	0	50		100	0	0	0		
Total %	34.8	0	0	8.7	43.5	21.7	0	0	0	21.7	13	0	0	13	26.1	8.7	0	0	0	8.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 20- Pine Island Rd & SR 84 WB
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SR-84 WB Eastbound					SR-84 WB Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	15	26	108	149	0	103	235	0	338	0	0	255	122	377	864
07:15 AM	0	0	0	0	0	0	48	73	121	242	0	102	280	0	382	0	0	291	103	394	1018
07:30 AM	0	0	0	0	0	0	40	59	134	233	0	119	314	0	433	0	0	310	143	453	1119
07:45 AM	0	0	0	0	0	0	67	76	168	311	0	127	376	0	503	0	0	278	126	404	1218
Total	0	0	0	0	0	0	170	234	531	935	0	451	1205	0	1656	0	0	1134	494	1628	4219
08:00 AM	0	0	0	0	0	0	61	86	167	314	0	107	358	0	465	0	0	307	114	421	1200
08:15 AM	0	0	0	0	0	0	60	88	181	329	0	95	399	0	494	0	0	316	131	447	1270
08:30 AM	0	0	0	0	0	0	50	86	197	333	0	104	389	0	493	0	0	301	128	429	1255
08:45 AM	0	0	0	0	0	0	59	81	192	332	0	103	353	0	456	0	0	323	115	438	1226
Total	0	0	0	0	0	0	230	341	737	1308	0	409	1499	0	1908	0	0	1247	488	1735	4951
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	101	122	160	383	1	105	269	0	375	0	0	300	145	445	1203
04:15 PM	0	0	0	0	0	0	142	144	157	443	0	96	316	0	412	0	0	304	135	439	1294
04:30 PM	0	0	0	0	0	0	137	155	175	467	3	76	328	0	407	0	0	247	60	307	1181
04:45 PM	0	0	0	0	0	0	127	148	171	446	1	81	325	0	407	0	0	261	87	348	1201
Total	0	0	0	0	0	0	507	569	663	1739	5	358	1238	0	1601	0	0	1112	427	1539	4879
05:00 PM	0	0	0	0	0	0	160	159	194	513	0	92	349	0	441	0	0	294	155	449	1403
05:15 PM	0	0	0	0	0	0	105	139	154	398	0	112	341	0	453	0	0	271	154	425	1276
05:30 PM	0	0	0	0	0	0	149	143	163	455	1	82	337	0	420	0	0	252	159	411	1286
05:45 PM	0	0	0	0	0	0	147	141	158	446	3	78	297	0	378	0	0	249	159	408	1232
Total	0	0	0	0	0	0	561	582	669	1812	4	364	1324	0	1692	0	0	1066	627	1693	5197
Grand Total	0	0	0	0	0	0	1468	1726	2600	5794	9	1582	5266	0	6857	0	0	4559	2036	6595	19246
Apprch %	0	0	0	0	0	0	25.3	29.8	44.9		0.1	23.1	76.8	0		0	0	69.1	30.9		
Total %	0	0	0	0	0	0	7.6	9	13.5	30.1	0	8.2	27.4	0	35.6	0	0	23.7	10.6	34.3	
Autos	0	0	0	0	0	0	1456	1695	2575	5726	9	1561	5244	0	6814	0	0	4535	2002	6537	19077
% Autos	0	0	0	0	0	0	99.2	98.2	99	98.8	100	98.7	99.6	0	99.4	0	0	99.5	98.3	99.1	99.1
Heavy Vehicles	0	0	0	0	0	0	12	31	25	68	0	21	22	0	43	0	0	24	34	58	169
% Heavy Vehicles	0	0	0	0	0	0	0.8	1.8	1	1.2	0	1.3	0.4	0	0.6	0	0	0.5	1.7	0.9	0.9

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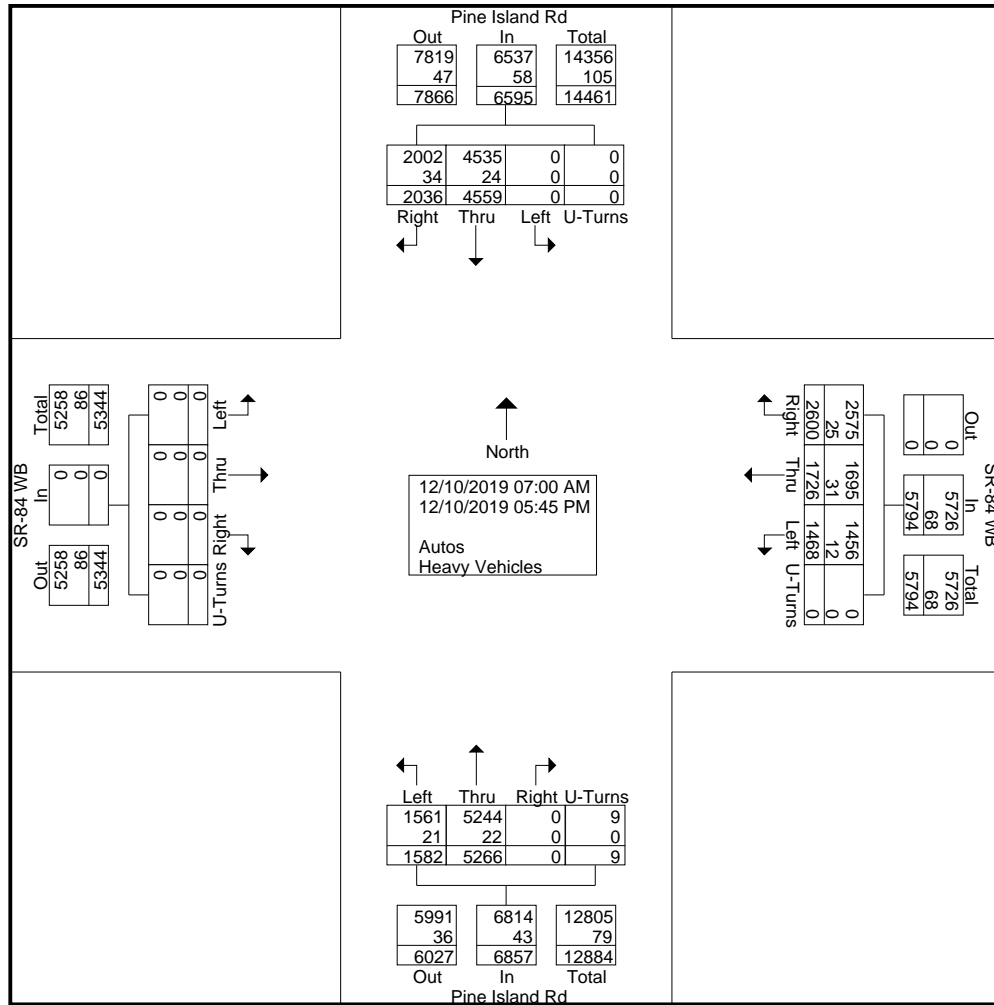
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 20- Pine Island Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

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8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 20- Pine Island Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

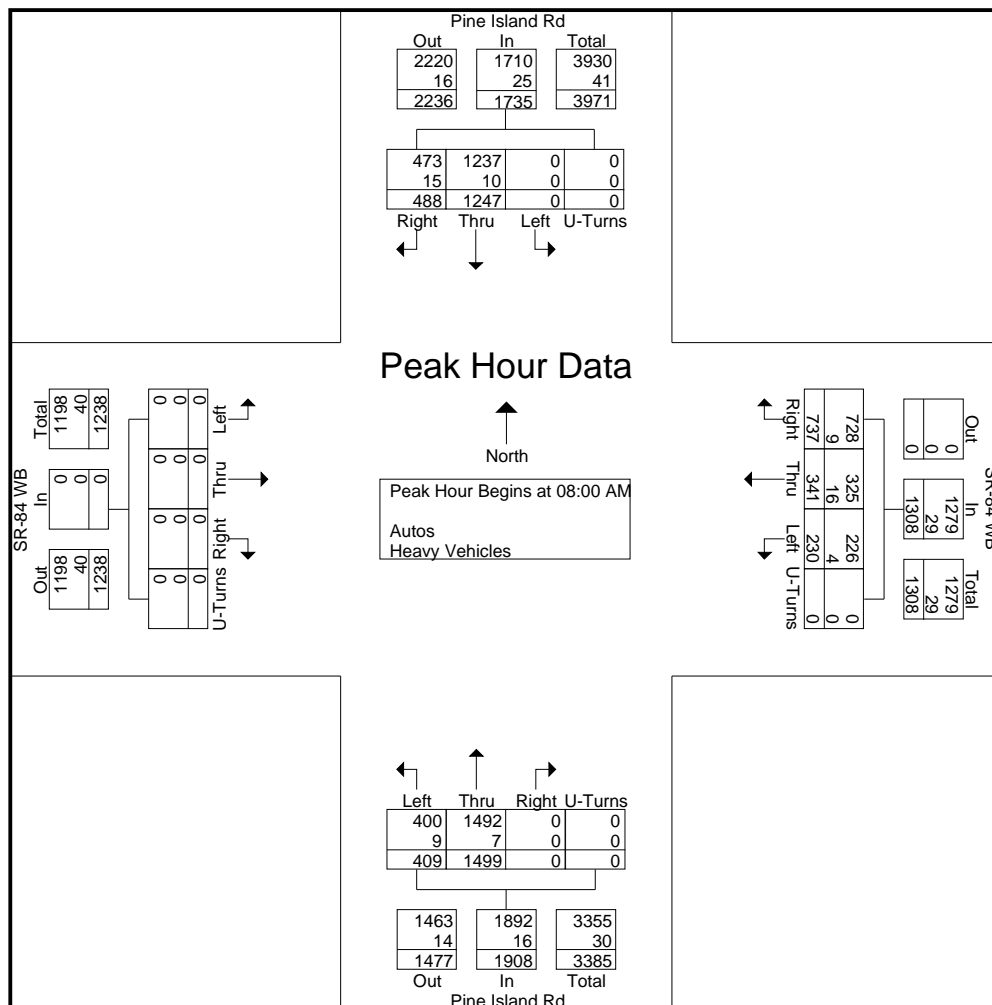
Page No : 3

	SR-84 WB Eastbound					SR-84 WB Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	0	0	0	0	0	61	86	167	314	0	107	358	0	465	0	0	307	114	421	1200
08:15 AM	0	0	0	0	0	0	60	88	181	329	0	95	399	0	494	0	0	316	131	447	1270
08:30 AM	0	0	0	0	0	0	50	86	197	333	0	104	389	0	493	0	0	301	128	429	1255
08:45 AM	0	0	0	0	0	0	59	81	192	332	0	103	353	0	456	0	0	323	115	438	1226
Total Volume	0	0	0	0	0	0	230	341	737	1308	0	409	1499	0	1908	0	0	1247	488	1735	4951
% App. Total	0	0	0	0	0	0	17.6	26.1	56.3		0	21.4	78.6	0		0	0	71.9	28.1		
PHF	.000	.000	.000	.000	.000	.000	.943	.969	.935	.982	.000	.956	.939	.000	.966	.000	.000	.965	.931	.970	.975
Autos	0	0	0	0	0	0	226	325	728	1279	0	400	1492	0	1892	0	0	1237	473	1710	4881
% Autos	0	0	0	0	0	0	98.3	95.3	98.8	97.8	0	97.8	99.5	0	99.2	0	0	99.2	96.9	98.6	98.6
Heavy Vehicles	0	0	0	0	0	0	4	16	9	29	0	9	7	0	16	0	0	10	15	25	70
% Heavy Vehicles	0	0	0	0	0	0	1.7	4.7	1.2	2.2	0	2.2	0.5	0	0.8	0	0	0.8	3.1	1.4	1.4



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8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 20- Pine Island Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

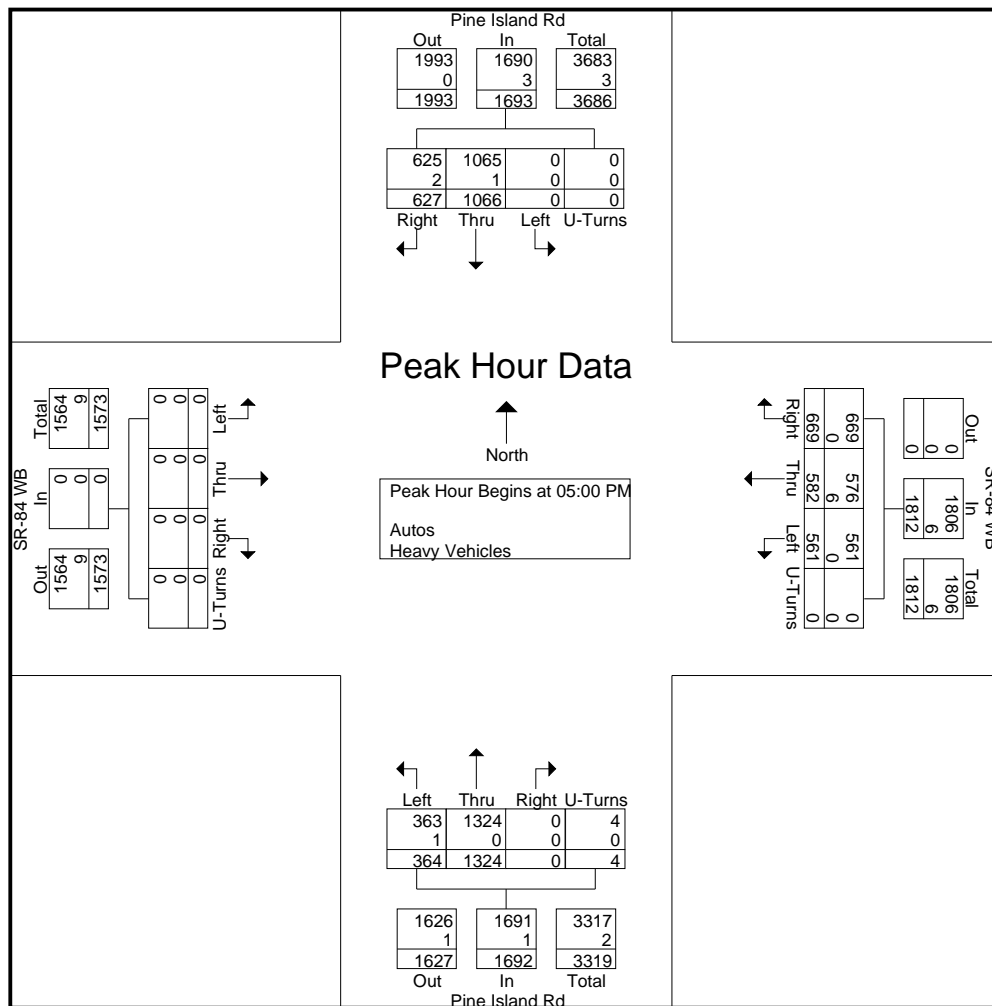
Page No : 4

	SR-84 WB Eastbound					SR-84 WB Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	0	0	0	0	0	160	159	194	513	0	92	349	0	441	0	0	294	155	449	1403
05:15 PM	0	0	0	0	0	0	105	139	154	398	0	112	341	0	453	0	0	271	154	425	1276
05:30 PM	0	0	0	0	0	0	149	143	163	455	1	82	337	0	420	0	0	252	159	411	1286
05:45 PM	0	0	0	0	0	0	147	141	158	446	3	78	297	0	378	0	0	249	159	408	1232
Total Volume	0	0	0	0	0	0	561	582	669	1812	4	364	1324	0	1692	0	0	1066	627	1693	5197
% App. Total	0	0	0	0	0	0	31	32.1	36.9		0.2	21.5	78.3	0		0	0	63	37		
PHF	.000	.000	.000	.000	.000	.000	.877	.915	.862	.883	.333	.813	.948	.000	.934	.000	.000	.906	.986	.943	.926
Autos	0	0	0	0	0	0	561	576	669	1806	4	363	1324	0	1691	0	0	1065	625	1690	5187
% Autos	0	0	0	0	0	0	100	99.0	100	99.7	100	99.7	100	0	99.9	0	0	99.9	99.7	99.8	99.8
Heavy Vehicles	0	0	0	0	0	0	0	6	0	6	0	1	0	0	1	0	0	1	2	3	10
% Heavy Vehicles	0	0	0	0	0	0	0	1.0	0	0.3	0	0.3	0	0	0.1	0	0	0.1	0.3	0.2	0.2



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8095 NW 12 Street, Suite 301
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File Name : 20- Pine Island Rd & SR 84 WB
Site Code : 00000000
Start Date : 12/10/2019
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Groups Printed- Heavy Vehicles

	SR-84 WB Eastbound					SR-84 WB Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	5	6	0	1	8	0	9	0	0	0	4	4	19
07:15 AM	0	0	0	0	0	0	2	3	4	9	0	1	2	0	3	0	0	0	0	0	12
07:30 AM	0	0	0	0	0	0	2	1	4	7	0	2	1	0	3	0	0	0	6	6	16
07:45 AM	0	0	0	0	0	0	1	1	2	4	0	1	0	0	1	0	0	2	2	4	9
Total	0	0	0	0	0	0	6	5	15	26	0	5	11	0	16	0	0	2	12	14	56
08:00 AM	0	0	0	0	0	0	2	8	1	11	0	2	3	0	5	0	0	1	3	4	20
08:15 AM	0	0	0	0	0	0	0	2	2	4	0	1	2	0	3	0	0	1	1	2	9
08:30 AM	0	0	0	0	0	0	2	4	0	6	0	1	0	0	1	0	0	1	9	10	17
08:45 AM	0	0	0	0	0	0	0	2	6	8	0	5	2	0	7	0	0	7	2	9	24
Total	0	0	0	0	0	0	4	16	9	29	0	9	7	0	16	0	0	10	15	25	70
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	1	1	2	0	3	1	0	4	0	0	5	2	7	13
04:15 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	3	2	5	8
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	2	1	3	5
04:45 PM	0	0	0	0	0	0	1	1	0	2	0	2	2	0	4	0	0	1	0	1	7
Total	0	0	0	0	0	0	2	4	1	7	0	6	4	0	10	0	0	11	5	16	33
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	3
05:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	1	2	4
Total	0	0	0	0	0	0	0	6	0	6	0	1	0	0	1	0	0	1	2	3	10
Grand Total	0	0	0	0	0	0	12	31	25	68	0	21	22	0	43	0	0	24	34	58	169
Apprch %	0	0	0	0	0	0	17.6	45.6	36.8		0	48.8	51.2	0		0	0	41.4	58.6		
Total %	0	0	0	0	0	0	7.1	18.3	14.8	40.2	0	12.4	13	0	25.4	0	0	14.2	20.1	34.3	

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 20- Pine Island Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

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Groups Printed- Peds & Bikes

[illegible]

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 21- Pine Island Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SR-84 EB Eastbound					SR-84 EB Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	96	71	69	236	0	0	0	0	0	0	0	148	102	250	0	162	166	0	328	814
07:15 AM	0	115	82	104	301	0	0	0	0	0	0	0	256	132	388	0	211	211	0	422	1111
07:30 AM	0	154	98	138	390	0	0	0	0	0	0	0	238	113	351	0	126	186	0	312	1053
07:45 AM	0	200	97	114	411	0	0	0	0	0	0	0	320	119	439	0	165	200	0	365	1215
Total	0	565	348	425	1338	0	0	0	0	0	0	0	962	466	1428	0	664	763	0	1427	4193
08:00 AM	0	185	99	114	398	0	0	0	0	0	0	0	281	93	374	0	174	223	0	397	1169
08:15 AM	0	195	115	92	402	0	0	0	0	0	0	0	285	82	367	0	138	258	0	396	1165
08:30 AM	0	216	87	96	399	0	0	0	0	0	0	0	278	81	359	0	146	218	0	364	1122
08:45 AM	0	203	90	84	377	0	0	0	0	0	0	0	261	83	344	0	170	224	0	394	1115
Total	0	799	391	386	1576	0	0	0	0	0	0	0	1105	339	1444	0	628	923	0	1551	4571
*** BREAK ***																					
04:00 PM	0	139	111	134	384	0	0	0	0	0	0	0	261	67	328	0	124	323	0	447	1159
04:15 PM	0	144	109	142	395	0	0	0	0	0	0	0	203	58	261	1	107	324	0	432	1088
04:30 PM	0	144	109	125	378	0	0	0	0	0	0	0	299	70	369	0	111	332	0	443	1190
04:45 PM	0	155	115	116	386	0	0	0	0	0	0	0	203	70	273	0	99	323	0	422	1081
Total	0	582	444	517	1543	0	0	0	0	0	0	0	966	265	1231	1	441	1302	0	1744	4518
05:00 PM	0	162	108	125	395	0	0	0	0	0	1	0	277	51	329	0	105	341	0	446	1170
05:15 PM	0	146	122	134	402	0	0	0	0	0	0	0	290	72	362	1	97	321	0	419	1183
05:30 PM	0	156	120	128	404	0	0	0	0	0	0	0	269	68	337	1	95	347	0	443	1184
05:45 PM	0	155	88	129	372	0	0	0	0	0	0	0	221	70	291	0	105	335	0	440	1103
Total	0	619	438	516	1573	0	0	0	0	0	1	0	1057	261	1319	2	402	1344	0	1748	4640
Grand Total	0	2565	1621	1844	6030	0	0	0	0	0	1	0	4090	1331	5422	3	2135	4332	0	6470	17922
Apprch %	0	42.5	26.9	30.6		0	0	0	0		0	0	75.4	24.5		0	33	67	0		
Total %	0	14.3	9	10.3	33.6	0	0	0	0	0	0	0	22.8	7.4	30.3	0	11.9	24.2	0	36.1	
Autos	0	2555	1598	1828									4062	1320			2116	4312			17795
% Autos	0	99.6	98.6	99.1	99.2	0	0	0	0	0	100	0	99.3	99.2	99.3	100	99.1	99.5	0	99.4	99.3
Heavy Vehicles																					
% Heavy Vehicles	0	0.4	1.4	0.9	0.8	0	0	0	0	0	0	0	0.7	0.8	0.7	0	0.9	0.5	0	0.6	0.7

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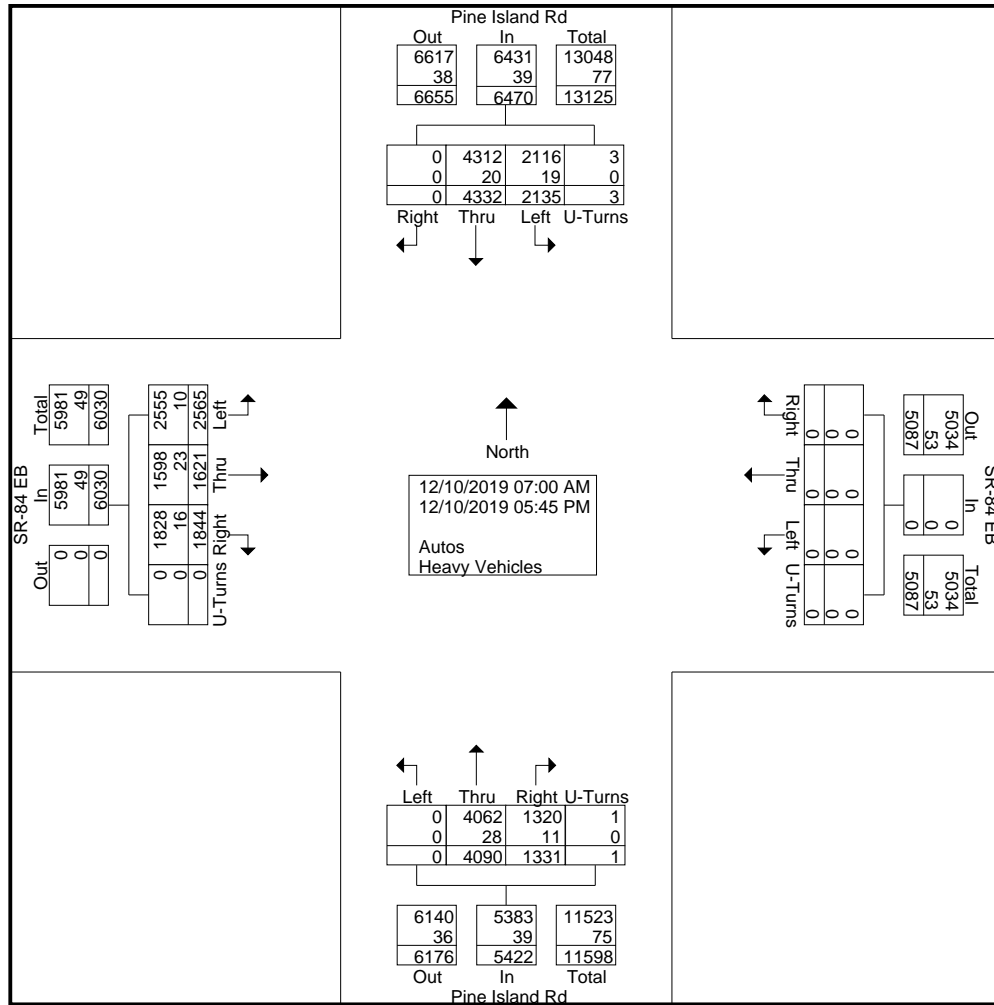
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 21- Pine Island Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

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Doral, FL, 33126

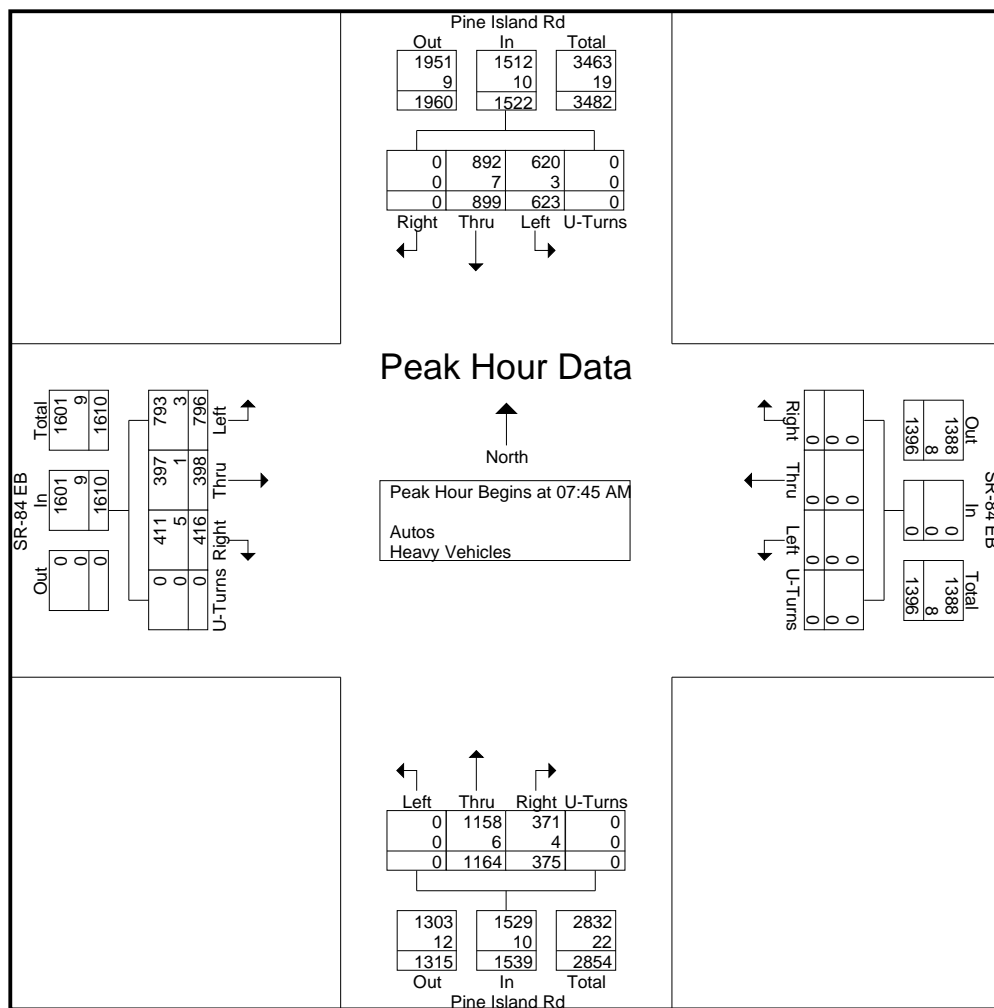
File Name : 21- Pine Island Rd & SR 84 EB

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	SR-84 EB Eastbound					SR-84 EB Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	200	97	114	411	0	0	0	0	0	0	0	320	119	439	0	165	200	0	365	1215
08:00 AM	0	185	99	114	398	0	0	0	0	0	0	0	281	93	374	0	174	223	0	397	1169
08:15 AM	0	195	115	92	402	0	0	0	0	0	0	0	285	82	367	0	138	258	0	396	1165
08:30 AM	0	216	87	96	399	0	0	0	0	0	0	0	278	81	359	0	146	218	0	364	1122
Total Volume	0	796	398	416	1610	0	0	0	0	0	0	0	1164	375	1539	0	623	899	0	1522	4671
% App. Total	0	49.4	24.7	25.8		0	0	0	0	0	0	0	75.6	24.4		0	40.9	59.1	0		
PHF	.000	.921	.865	.912	.979	.000	.000	.000	.000	.000	.000	.000	.909	.788	.876	.000	.895	.871	.000	.958	.961
Autos	0	793	397	411	1601	0	0	0	0	0	0	0	1158								
% Autos	0	99.6	99.7	98.8	99.4	0	0	0	0	0	0	0	99.5	98.9	99.4		99.5	99.2	0	99.3	99.4
Heavy Vehicles																					
% Heavy Vehicles	0	0.4	0.3	1.2	0.6	0	0	0	0	0	0	0	0.5	1.1	0.6		0.5	0.8	0	0.7	0.6



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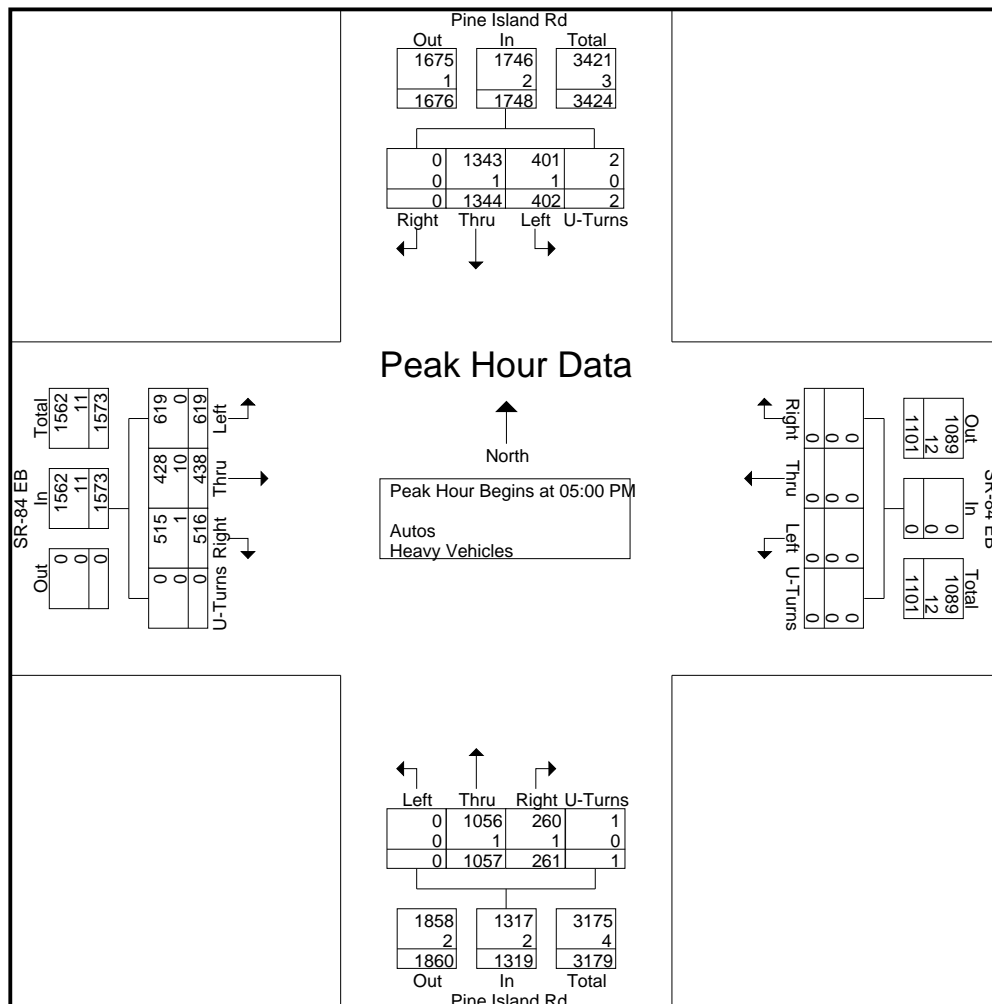
File Name : 21- Pine Island Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

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	SR-84 EB Eastbound					SR-84 EB Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	162	108	125	395	0	0	0	0	0	1	0	277	51	329	0	105	341	0	446	1170
05:15 PM	0	146	122	134	402	0	0	0	0	0	0	0	290	72	362	1	97	321	0	419	1183
05:30 PM	0	156	120	128	404	0	0	0	0	0	0	0	269	68	337	1	95	347	0	443	1184
05:45 PM	0	155	88	129	372	0	0	0	0	0	0	0	221	70	291	0	105	335	0	440	1103
Total Volume	0	619	438	516	1573	0	0	0	0	0	1	0	1057	261	1319	2	402	1344	0	1748	4640
% App. Total	0	39.4	27.8	32.8		0	0	0	0	0	0.1	0	80.1	19.8		0.1	23	76.9	0		
PHF	.000	.955	.898	.963	.973	.000	.000	.000	.000	.000	.250	.000	.911	.906	.911	.500	.957	.968	.000	.980	.980
Autos	0	619	428	515	1562	0	0	0	0	0	1	0	1056				1343				
% Autos	0	100	97.7	99.8	99.3	0	0	0	0	0	100	0	99.9	99.6	99.8	100	99.8	99.9	0	99.9	99.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	2.3	0.2	0.7	0	0	0	0	0	0	0	0.1	0.4	0.2	0	0.2	0.1	0	0.1	0.3



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File Name : 21- Pine Island Rd & SR 84 EB

Site Code : 00000000

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Groups Printed- Heavy Vehicles

	SR-84 EB Eastbound					SR-84 EB Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	1	0	6	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	10
07:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	3	1	4	0	0	3	0	3	10
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	3	1	4	0	1	2	0	3	8
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	2	0	2	2	0	4	7
Total	0	6	3	2	11	0	0	0	0	0	0	0	9	3	12	0	3	9	0	12	35
08:00 AM	0	3	0	1	4	0	0	0	0	0	0	0	3	0	3	0	0	3	0	3	10
08:15 AM	0	0	1	1	2	0	0	0	0	0	0	0	1	1	2	0	1	0	0	1	5
08:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	1	2	3	0	0	2	0	2	7
08:45 AM	0	0	3	1	4	0	0	0	0	0	0	0	6	1	7	0	4	3	0	7	18
Total	0	3	4	5	12	0	0	0	0	0	0	0	11	4	15	0	5	8	0	13	40
*** BREAK ***																					
04:00 PM	0	0	3	1	4	0	0	0	0	0	0	0	3	1	4	0	5	0	0	5	13
04:15 PM	0	0	0	6	6	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	8
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	1	2	0	1	2	0	3	6
04:45 PM	0	1	2	1	4	0	0	0	0	0	0	0	3	0	3	0	3	0	0	3	10
Total	0	1	6	8	15	0	0	0	0	0	0	0	7	3	10	0	10	2	0	12	37
05:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	5
05:15 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	0	0	10	1	11	0	0	0	0	0	0	0	1	1	2	0	1	1	0	2	15
Grand Total	0	10	23	16	49	0	0	0	0	0	0	0	28	11	39	0	19	20	0	39	127
Apprch %	0	20.4	46.9	32.7		0	0	0	0		0	0	71.8	28.2		0	48.7	51.3	0		
Total %	0	7.9	18.1	12.6	38.6	0	0	0	0	0	0	0	22	8.7	30.7	0	15	15.7	0	30.7	

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File Name : 21- Pine Island Rd & SR 84 EB

Site Code : 00000000

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Groups Printed- Peds & Bikes

	SR-84 EB Eastbound					SR-84 EB Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
*** BREAK ***																					
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	2	0	0	0	2	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	4
*** BREAK ***																					
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4	0	0	0	0	0	4
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1	3
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	2	0	0	0	2	5	0	0	0	5	0	0	0	1	1	9
05:00 PM	2	0	0	0	2	1	0	0	0	1	3	0	0	1	4	0	0	0	0	0	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4	0	0	0	0	0	4
Total	2	0	0	0	2	1	0	0	0	1	9	0	0	3	12	0	0	0	0	0	15
Grand Total	4	0	0	1	5	3	0	0	0	3	18	0	0	5	23	0	0	0	1	1	32
Apprch %	80	0	0	20		100	0	0	0		78.3	0	0	21.7		0	0	0	100		
Total %	12.5	0	0	3.1	15.6	9.4	0	0	0	9.4	56.2	0	0	15.6	71.9	0	0	0	3.1	3.1	

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File Name : 22- Pine Island Rd & Orange Grove Dr
Site Code : 00000000
Start Date : 12/10/2019
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Groups Printed- Autos - Heavy Vehicles

	Orange Grove Dr Eastbound					Orange Grove Dr Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	42	0	7	51	0	0	0	0	0	0	3	270	0	273	8	0	193	17	218	542
07:15 AM	1	46	0	8	55	0	0	0	0	0	0	6	316	0	322	12	0	218	8	238	615
07:30 AM	1	62	0	11	74	0	0	0	0	0	0	1	374	0	375	7	0	309	14	330	779
07:45 AM	0	56	0	13	69	0	0	0	0	0	0	3	394	0	397	10	0	296	18	324	790
Total	4	206	0	39	249	0	0	0	0	0	0	13	1354	0	1367	37	0	1016	57	1110	2726
08:00 AM	0	50	0	8	58	0	0	0	0	0	0	5	332	0	337	18	0	283	27	328	723
08:15 AM	0	42	0	10	52	0	0	0	0	0	0	9	391	0	400	12	0	326	22	360	812
08:30 AM	0	56	0	11	67	0	0	0	0	0	1	6	282	0	289	26	0	277	11	314	670
08:45 AM	0	43	0	6	49	0	0	0	0	0	0	6	322	0	328	16	0	289	13	318	695
Total	0	191	0	35	226	0	0	0	0	0	1	26	1327	0	1354	72	0	1175	73	1320	2900
*** BREAK ***																					
04:00 PM	0	34	0	16	50	0	0	0	0	0	0	21	300	0	321	23	0	332	39	394	765
04:15 PM	0	22	0	7	29	0	0	0	0	0	0	12	314	0	326	23	0	378	35	436	791
04:30 PM	0	19	0	8	27	0	0	0	0	0	0	8	334	0	342	28	0	370	46	444	813
04:45 PM	0	34	0	15	49	0	0	0	0	0	2	15	360	0	377	19	0	410	41	470	896
Total	0	109	0	46	155	0	0	0	0	0	2	56	1308	0	1366	93	0	1490	161	1744	3265
05:00 PM	0	18	0	12	30	0	0	0	0	0	1	18	304	0	323	25	0	419	59	503	856
05:15 PM	0	33	0	10	43	0	0	0	0	0	1	9	368	0	378	14	0	433	46	493	914
05:30 PM	0	24	0	10	34	0	0	0	0	0	1	12	294	0	307	27	0	416	40	483	824
05:45 PM	0	32	0	13	45	0	0	0	0	0	1	25	316	0	342	22	0	396	53	471	858
Total	0	107	0	45	152	0	0	0	0	0	4	64	1282	0	1350	88	0	1664	198	1950	3452
Grand Total	4	613	0	165	782	0	0	0	0	0	7	159	5271	0	5437	290	0	5345	489	6124	12343
Apprch %	0.5	78.4	0	21.1		0	0	0	0		0.1	2.9	96.9	0		4.7	0	87.3	8		
Total %	0	5	0	1.3	6.3	0	0	0	0	0	0.1	1.3	42.7	0	44	2.3	0	43.3	4	49.6	
Autos	4	600	0	161	765	0	0	0	0	0	7	156	5242					5315			12259
% Autos	100	97.9	0	97.6	97.8	0	0	0	0	0	100	98.1	99.4	0	99.4	99.7	0	99.4	99.2	99.4	99.3
Heavy Vehicles																					
% Heavy Vehicles	0	2.1	0	2.4	2.2	0	0	0	0	0	0	1.9	0.6	0	0.6	0.3	0	0.6	0.8	0.6	0.7

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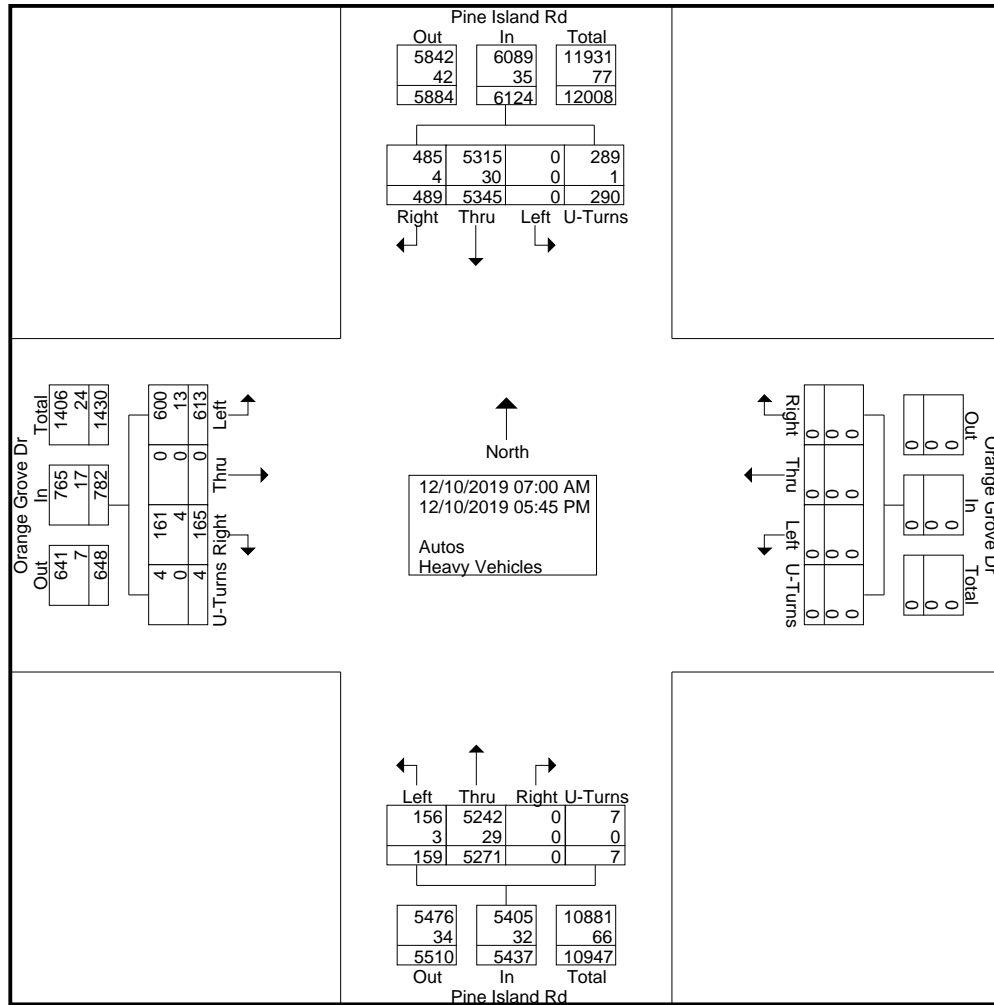
8095 NW 12 Street, Suite 301
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File Name : 22- Pine Island Rd & Orange Grove Dr

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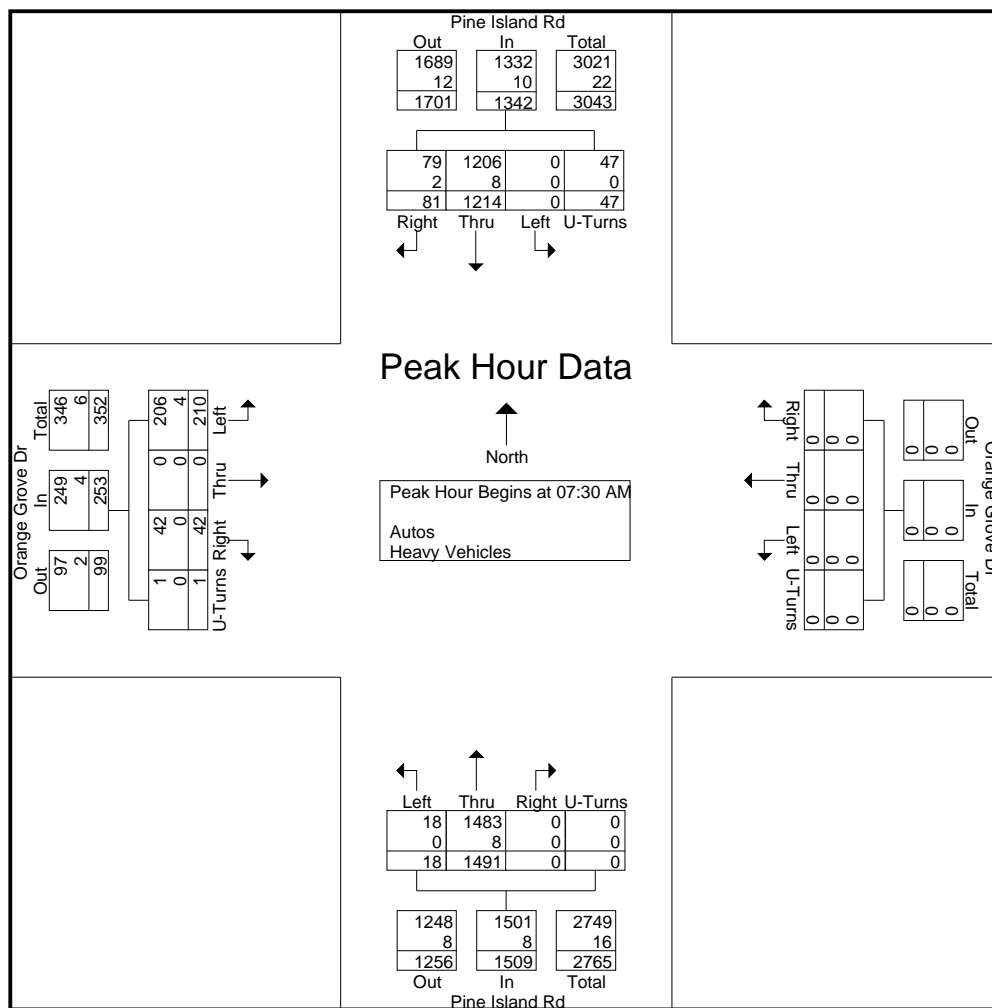


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File Name : 22- Pine Island Rd & Orange Grove Dr
Site Code : 00000000
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	Orange Grove Dr Eastbound					Orange Grove Dr Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	62	0	11	74	0	0	0	0	0	0	1	374	0	375	7	0	309	14	330	779
07:45 AM	0	56	0	13	69	0	0	0	0	0	0	3	394	0	397	10	0	296	18	324	790
08:00 AM	0	50	0	8	58	0	0	0	0	0	0	5	332	0	337	18	0	283	27	328	723
08:15 AM	0	42	0	10	52	0	0	0	0	0	0	9	391	0	400	12	0	326	22	360	812
Total Volume	1	210	0	42	253	0	0	0	0	0	0	18	1491	0	1509	47	0	1214	81	1342	3104
% App. Total	0.4	83	0	16.6		0	0	0	0	0	0	1.2	98.8	0	99.5	3.5	0	90.5	6		
PHF	.250	.847	.000	.808	.855	.000	.000	.000	.000	.000	.000	.500	.946	.000	.943	.653	.000	.931	.750	.932	.956
Autos	1	206	0	42	249	0	0	0	0	0	0	18	1483					1206			
% Autos	100	98.1	0	100	98.4	0	0	0	0	0	0	100	99.5	0	99.5	100	0	99.3	97.5	99.3	99.3
Heavy Vehicles																					
% Heavy Vehicles	0	1.9	0	0	1.6	0	0	0	0	0	0	0	0.5	0	0.5	0	0	0.7	2.5	0.7	0.7



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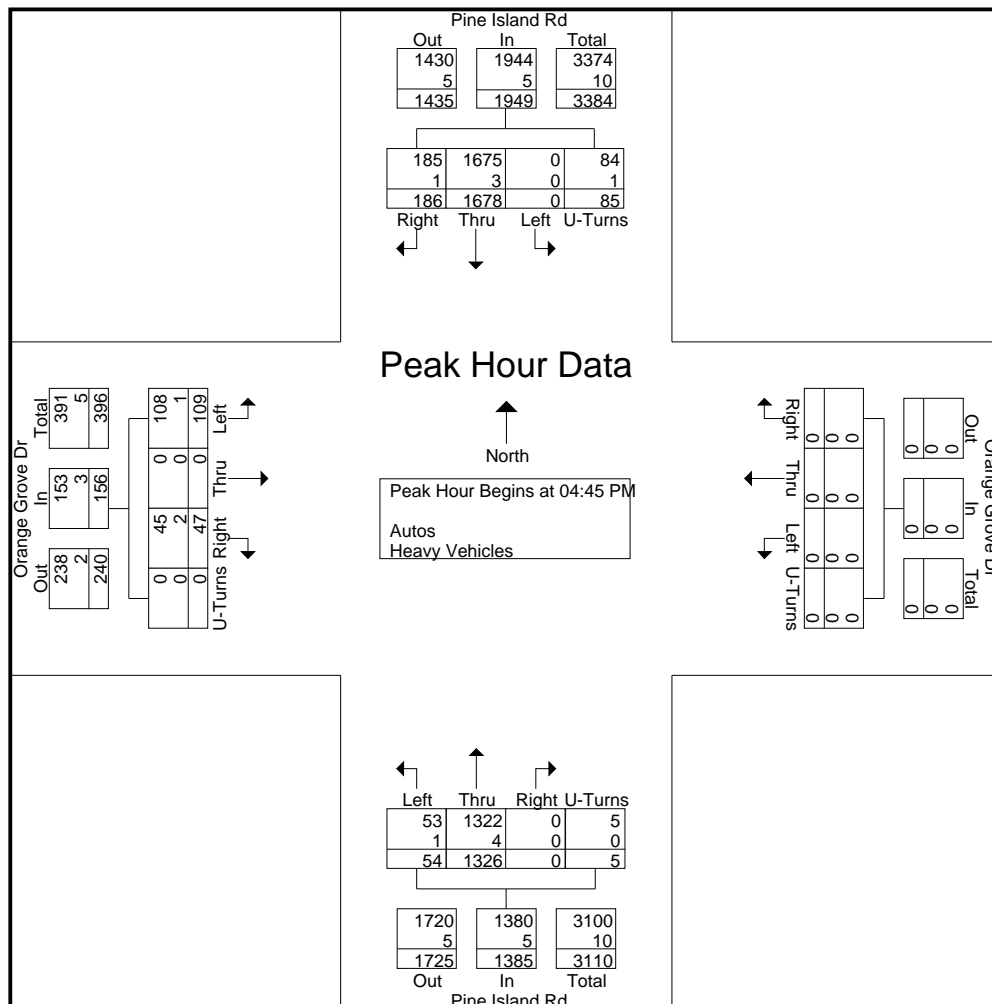
File Name : 22- Pine Island Rd & Orange Grove Dr

Site Code : 00000000

Start Date : 12/10/2019

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	Orange Grove Dr Eastbound					Orange Grove Dr Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	34	0	15	49	0	0	0	0	0	2	15	360	0	377	19	0	410	41	470	896
05:00 PM	0	18	0	12	30	0	0	0	0	0	1	18	304	0	323	25	0	419	59	503	856
05:15 PM	0	33	0	10	43	0	0	0	0	0	1	9	368	0	378	14	0	433	46	493	914
05:30 PM	0	24	0	10	34	0	0	0	0	0	1	12	294	0	307	27	0	416	40	483	824
Total Volume	0	109	0	47	156	0	0	0	0	0	5	54	1326	0	1385	85	0	1678	186	1949	3490
% App. Total	0	69.9	0	30.1		0	0	0	0		0.4	3.9	95.7	0		4.4	0	86.1	9.5		
PHF	.000	.801	.000	.783	.796	.000	.000	.000	.000	.000	.625	.750	.901	.000	.916	.787	.000	.969	.788	.969	.955
Autos	0	108	0	45	153	0	0	0	0	0	5	53	1322					1675			
% Autos	0	99.1	0	95.7	98.1	0	0	0	0	0	100	98.1	99.7	0	99.6	98.8	0	99.8	99.5	99.7	99.6
Heavy Vehicles																					
% Heavy Vehicles	0	0.9	0	4.3	1.9	0	0	0	0	0	0	1.9	0.3	0	0.4	1.2	0	0.2	0.5	0.3	0.4



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Groups Printed- Heavy Vehicles

	Orange Grove Dr Eastbound					Orange Grove Dr Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	4
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	5
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	0	0	3	0	3	8
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4
Total	0	4	0	0	4	0	0	0	0	0	0	1	6	0	7	0	0	9	1	10	21
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	2	1	3	6
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	4
08:30 AM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	7
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	6	0	6	0	0	4	0	4	11
Total	0	4	0	1	5	0	0	0	0	0	0	0	11	0	11	0	0	11	1	12	28
*** BREAK ***																					
04:00 PM	0	2	0	1	3	0	0	0	0	0	0	0	3	0	3	0	0	2	0	2	8
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	4	0	5	0	0	1	0	1	7
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	1	2	0	3	0	0	0	1	1	5
Total	0	4	0	2	6	0	0	0	0	0	0	2	9	0	11	0	0	7	1	8	25
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	4
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2
Total	0	1	0	1	2	0	0	0	0	0	0	0	3	0	3	1	0	3	1	5	10
Grand Total	0	13	0	4	17	0	0	0	0	0	0	3	29	0	32	1	0	30	4	35	84
Apprch %	0	76.5	0	23.5		0	0	0	0		0	9.4	90.6	0		2.9	0	85.7	11.4		
Total %	0	15.5	0	4.8	20.2	0	0	0	0	0	0	3.6	34.5	0	38.1	1.2	0	35.7	4.8	41.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 22- Pine Island Rd & Orange Grove Dr
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Peds & Bikes

	Orange Grove Dr Eastbound					Orange Grove Dr Westbound					Pine Island Rd Northbound					Pine Island Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
*** BREAK ***																					
07:15 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
*** BREAK ***																					
Total	1	0	0	1	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
*** BREAK ***																					
08:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
08:45 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
Total	3	0	0	2	5	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	7
*** BREAK ***																					
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:15 PM	2	0	0	1	3	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:45 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	6	0	0	0	0	0	3	0	0	2	5	0	0	0	0	0	11
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
*** BREAK ***																					
Total	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2	5
Grand Total	9	0	0	6	15	0	0	0	0	0	5	0	0	5	10	0	0	0	2	2	27
Apprch %	60	0	0	40		0	0	0	0		50	0	0	50		0	0	0	100		
Total %	33.3	0	0	22.2	55.6	0	0	0	0	0	18.5	0	0	18.5	37	0	0	0	7.4	7.4	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 23- Pine Island Rd & Nova Dr
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Nova Dr Eastbound					Nova Dr Westbound					Pines Island Rd Northbound					Pines Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	63	9	17	89	0	28	3	11	42	0	4	201	16	221	0	21	162	2	185	537
07:15 AM	0	50	11	37	98	0	32	8	13	53	0	6	280	22	308	0	31	259	9	299	758
07:30 AM	0	78	14	40	132	0	33	5	23	61	2	7	291	19	319	2	32	261	10	305	817
07:45 AM	0	54	21	20	95	0	35	7	10	52	0	8	348	37	393	1	42	266	12	321	861
Total	0	245	55	114	414	0	128	23	57	208	2	25	1120	94	1241	3	126	948	33	1110	2973
08:00 AM	0	72	19	23	114	0	26	4	14	44	0	8	296	39	343	0	29	228	13	270	771
08:15 AM	0	54	28	31	113	0	20	7	23	50	0	2	323	23	348	0	26	245	18	289	800
08:30 AM	0	67	32	39	138	0	17	5	25	47	0	0	250	26	276	1	40	239	14	294	755
08:45 AM	0	46	17	18	81	0	21	9	20	50	1	0	223	26	250	1	39	177	16	233	614
Total	0	239	96	111	446	0	84	25	82	191	1	10	1092	114	1217	2	134	889	61	1086	2940
*** BREAK ***																					
04:00 PM	0	25	10	9	44	0	39	19	39	97	0	23	230	35	288	1	41	264	39	345	774
04:15 PM	0	25	18	30	73	0	43	29	32	104	0	25	226	35	286	2	45	316	27	390	853
04:30 PM	0	32	20	33	85	0	47	40	36	123	1	31	191	58	281	3	40	285	48	376	865
04:45 PM	0	31	13	24	68	0	40	32	42	114	0	47	205	41	293	2	33	325	47	407	882
Total	0	113	61	96	270	0	169	120	149	438	1	126	852	169	1148	8	159	1190	161	1518	3374
05:00 PM	0	31	9	21	61	0	63	28	49	140	0	28	224	41	293	1	37	304	36	378	872
05:15 PM	0	36	19	25	80	0	56	27	35	118	0	34	294	37	365	0	34	308	33	375	938
05:30 PM	0	29	15	31	75	0	54	31	38	123	1	36	256	41	334	1	42	326	38	407	939
05:45 PM	1	27	15	32	75	0	49	36	39	124	0	40	226	29	295	2	50	277	49	378	872
Total	1	123	58	109	291	0	222	122	161	505	1	138	1000	148	1287	4	163	1215	156	1538	3621
Grand Total	1	720	270	430	1421	0	603	290	449	1342	5	299	4064	525	4893	17	582	4242	411	5252	12908
Apprch %	0.1	50.7	19	30.3		0	44.9	21.6	33.5		0.1	6.1	83.1	10.7		0.3	11.1	80.8	7.8		
Total %	0	5.6	2.1	3.3	11	0	4.7	2.2	3.5	10.4	0	2.3	31.5	4.1	37.9	0.1	4.5	32.9	3.2	40.7	
Autos	1	712	266	427	1406	0	599	284	447	1330	5	296	4050				4229				12819
% Autos	100	98.9	98.5	99.3	98.9	0	99.3	97.9	99.6	99.1	100	99	99.7	96.4	99.3	100	99	99.7	98.3	99.5	99.3
Heavy Vehicles																					
% Heavy Vehicles	0	1.1	1.5	0.7	1.1	0	0.7	2.1	0.4	0.9	0	1	0.3	3.6	0.7	0	1	0.3	1.7	0.5	0.7

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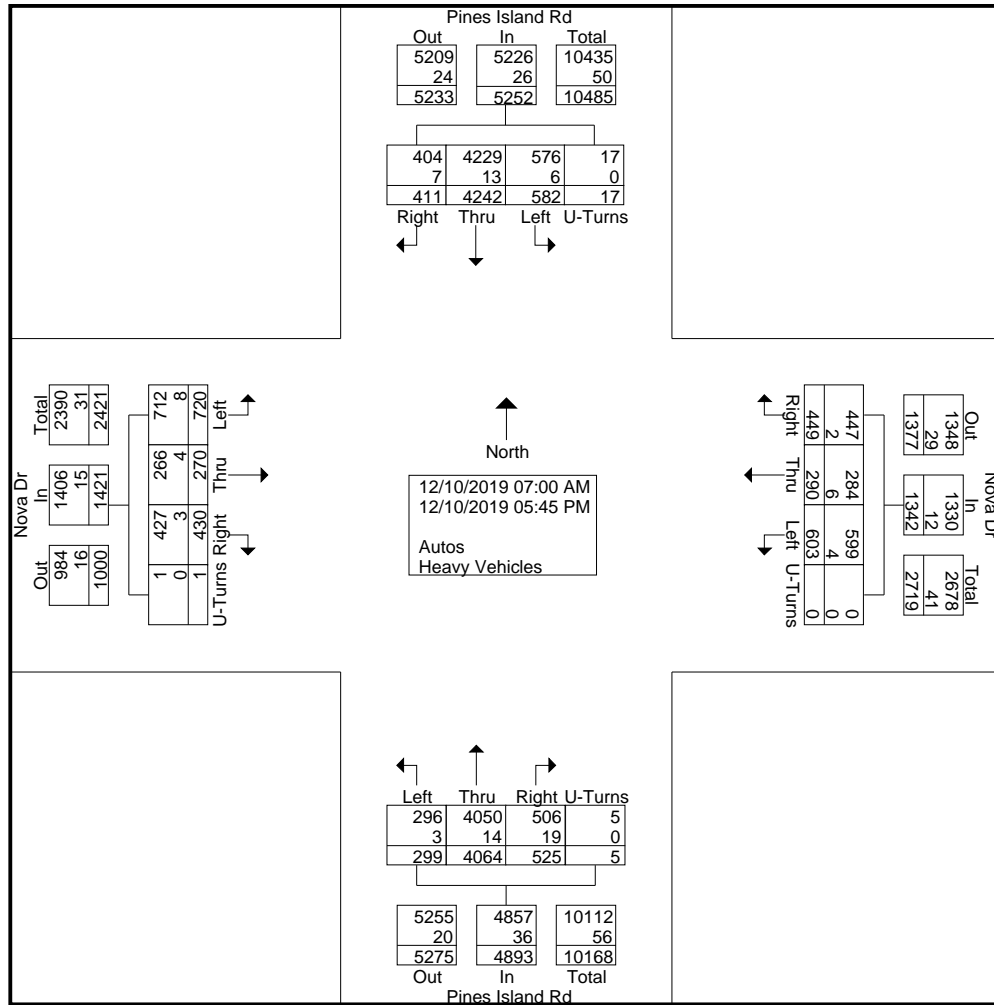
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 23- Pine Island Rd & Nova Dr

Site Code : 00000000

Start Date : 12/10/2019

Page No : 2

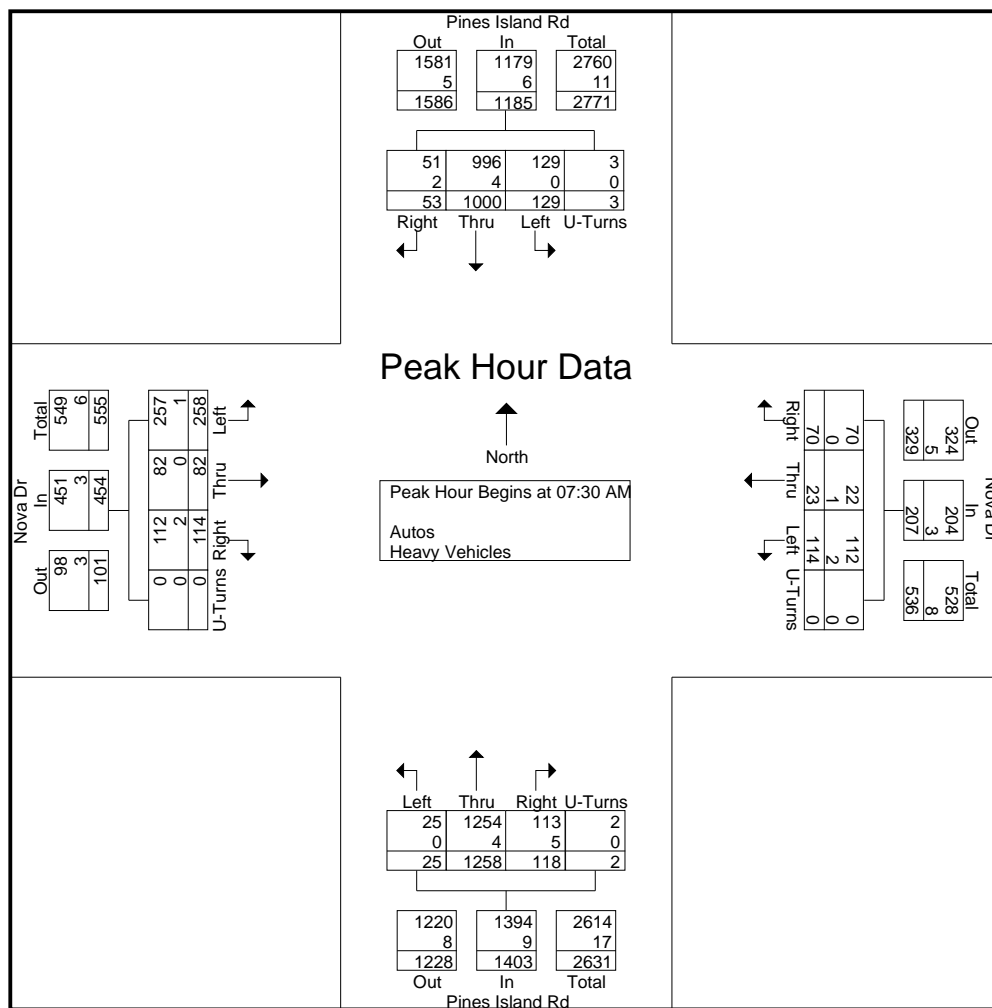


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8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 23- Pine Island Rd & Nova Dr
Site Code : 00000000
Start Date : 12/10/2019
Page No : 3

	Nova Dr Eastbound					Nova Dr Westbound					Pines Island Rd Northbound					Pines Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	78	14	40	132	0	33	5	23	61	2	7	291	19	319	2	32	261	10	305	817
07:45 AM	0	54	21	20	95	0	35	7	10	52	0	8	348	37	393	1	42	266	12	321	861
08:00 AM	0	72	19	23	114	0	26	4	14	44	0	8	296	39	343	0	29	228	13	270	771
08:15 AM	0	54	28	31	113	0	20	7	23	50	0	2	323	23	348	0	26	245	18	289	800
Total Volume	0	258	82	114	454	0	114	23	70	207	2	25	1258	118	1403	3	129	1000	53	1185	3249
% App. Total	0	56.8	18.1	25.1		0	55.1	11.1	33.8		0.1	1.8	89.7	8.4		0.3	10.9	84.4	4.5		
PHF	.000	.827	.732	.713	.860	.000	.814	.821	.761	.848	.250	.781	.904	.756	.892	.375	.768	.940	.736	.923	.943
Autos	0	257	82	112	451	0	112	22	70	204	2	25	1254								
% Autos	0	99.6	100	98.2	99.3	0	98.2	95.7	100	98.6	100	100	99.7	95.8	99.4	100	100	99.6	96.2	99.5	99.4
Heavy Vehicles																					
% Heavy Vehicles	0	0.4	0	1.8	0.7	0	1.8	4.3	0	1.4	0	0	0.3	4.2	0.6	0	0	0.4	3.8	0.5	0.6



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Doral, FL, 33126

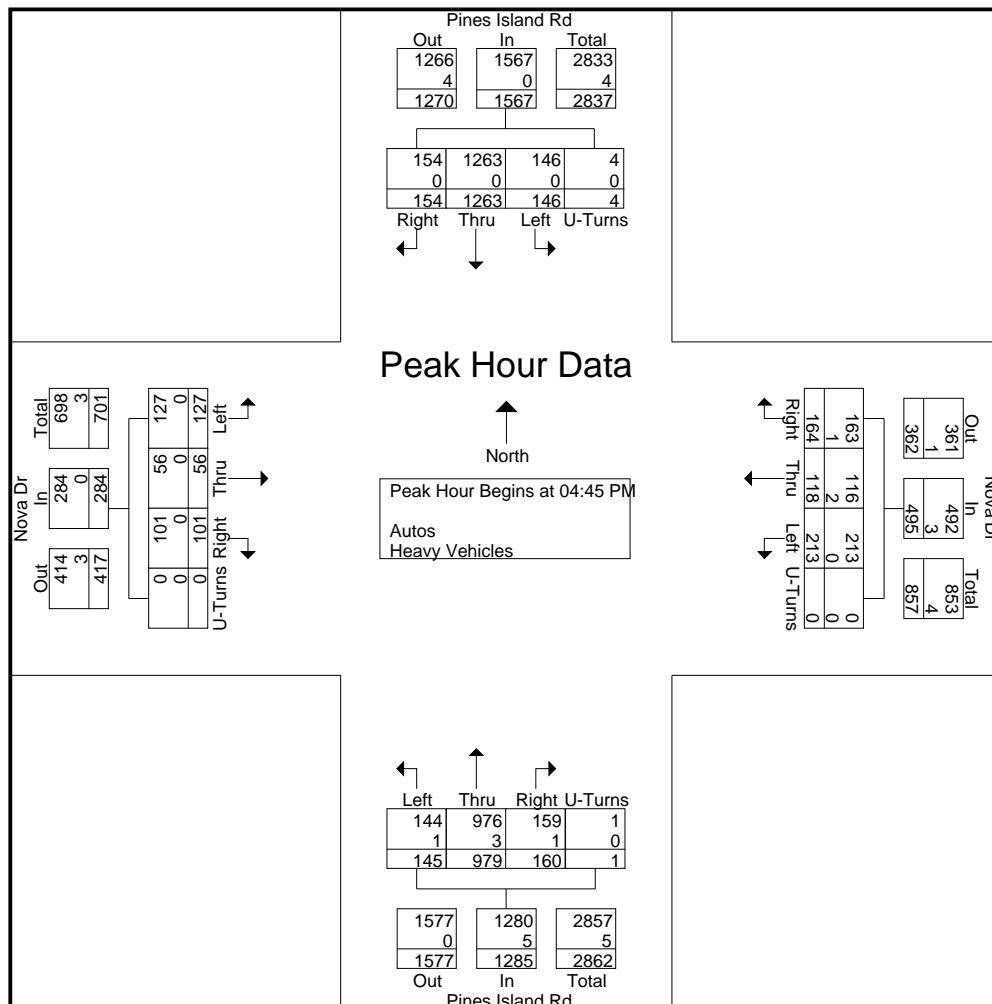
File Name : 23- Pine Island Rd & Nova Dr

Site Code : 00000000

Start Date : 12/10/2019

Page No : 4

	Nova Dr Eastbound					Nova Dr Westbound					Pines Island Rd Northbound					Pines Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	31	13	24	68	0	40	32	42	114	0	47	205	41	293	2	33	325	47	407	882
05:00 PM	0	31	9	21	61	0	63	28	49	140	0	28	224	41	293	1	37	304	36	378	872
05:15 PM	0	36	19	25	80	0	56	27	35	118	0	34	294	37	365	0	34	308	33	375	938
05:30 PM	0	29	15	31	75	0	54	31	38	123	1	36	256	41	334	1	42	326	38	407	939
Total Volume	0	127	56	101	284	0	213	118	164	495	1	145	979	160	1285	4	146	1263	154	1567	3631
% App. Total	0	44.7	19.7	35.6		0	43	23.8	33.1		0.1	11.3	76.2	12.5		0.3	9.3	80.6	9.8		
PHF	.000	.882	.737	.815	.888	.000	.845	.922	.837	.884	.250	.771	.832	.976	.880	.500	.869	.969	.819	.963	.967
Autos	0	127	56	101	284	0	213	116	163	492	1	144	976	159	1280	4	146	1263			
% Autos	0	100	100	100	100	0	100	98.3	99.4	99.4	100	99.3	99.7	99.4	99.6	100	100	100	100	100	99.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	1.7	0.6	0.6	0	0.7	0.3	0.6	0.4	0	0	0	0	0	0.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 23- Pine Island Rd & Nova Dr
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Heavy Vehicles

	Nova Dr Eastbound					Nova Dr Westbound					Pines Island Rd Northbound					Pines Island Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	1	2	2	5	9
07:30 AM	0	0	0	1	1	0	2	1	0	3	0	0	0	1	1	0	0	1	0	1	6
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	2	4	0	0	1	0	1	6
Total	0	1	0	2	3	0	2	1	0	3	0	2	3	3	8	0	1	4	2	7	21
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	1	3	5
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	4
08:30 AM	0	0	1	0	1	0	0	0	1	1	0	0	2	2	4	0	2	1	1	4	10
08:45 AM	0	3	0	0	3	0	0	1	0	1	0	0	3	5	8	0	2	2	0	4	16
Total	0	4	1	0	5	0	0	1	1	2	0	0	7	9	16	0	4	5	3	12	35
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	1	1	0	0	0	0	0	4
04:15 PM	0	1	2	0	3	0	1	1	0	2	0	0	1	3	4	0	1	2	2	5	14
04:30 PM	0	1	1	1	3	0	0	0	0	0	0	0	0	2	2	0	0	1	0	1	6
04:45 PM	0	0	0	0	0	0	0	1	1	2	0	1	1	1	3	0	0	0	0	0	5
Total	0	3	3	1	7	0	2	3	1	6	0	1	2	7	10	0	1	3	2	6	29
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	0	0	1	0	1	4
Grand Total	0	8	4	3	15	0	4	6	2	12	0	3	14	19	36	0	6	13	7	26	89
Apprch %	0	53.3	26.7	20		0	33.3	50	16.7		0	8.3	38.9	52.8		0	23.1	50	26.9		
Total %	0	9	4.5	3.4	16.9	0	4.5	6.7	2.2	13.5	0	3.4	15.7	21.3	40.4	0	6.7	14.6	7.9	29.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 23- Pine Island Rd & Nova Dr
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Peds & Bikes

	Nova Dr Eastbound					Nova Dr Westbound					Pines Island Rd Northbound					Pines Island Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	2
07:45 AM	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	6
Total	2	0	0	1	3	0	0	0	1	1	0	0	0	1	1	2	0	0	4	6	11
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
*** BREAK ***																					
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	5
*** BREAK ***																					
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
*** BREAK ***																					
05:30 PM	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	3
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	2	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	4
Grand Total	5	0	0	3	8	1	0	0	1	2	0	0	0	1	1	4	0	0	8	12	23
Apprch %	62.5	0	0	37.5		50	0	0	50		0	0	0	100		33.3	0	0	66.7		
Total %	21.7	0	0	13	34.8	4.3	0	0	4.3	8.7	0	0	0	4.3	4.3	17.4	0	0	34.8	52.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 24- SW 80th Ter & Peters Rd
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Peters Rd Eastbound					Peters Rd Westbound					SW 80th Ter Northbound					SW 10th St Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	72	6	83	0	1	63	23	87	0	0	0	0	0	0	8	2	1	11	181
07:15 AM	0	5	98	14	117	0	0	69	37	106	0	0	1	1	2	0	15	1	9	25	250
07:30 AM	1	11	147	12	171	0	0	118	61	179	0	0	0	0	0	0	32	2	16	50	400
07:45 AM	2	20	193	31	246	0	7	120	58	185	0	0	0	3	3	0	23	2	7	32	466
Total	3	41	510	63	617	0	8	370	179	557	0	0	1	4	5	0	78	7	33	118	1297
08:00 AM	1	27	158	23	209	0	6	164	76	246	0	0	0	1	1	0	24	1	8	33	489
08:15 AM	0	17	138	31	186	1	4	170	57	232	0	0	1	4	5	0	16	1	2	19	442
08:30 AM	1	27	117	28	173	0	4	131	56	191	0	0	1	4	5	0	17	1	7	25	394
08:45 AM	0	10	28	4	42	0	2	43	23	68	0	0	1	1	2	0	3	0	4	7	119
Total	2	81	441	86	610	1	16	508	212	737	0	0	3	10	13	0	60	3	21	84	1444
*** BREAK ***																					
04:00 PM	0	8	177	8	193	2	3	111	23	139	0	0	0	7	7	0	45	0	24	69	408
04:15 PM	0	4	150	5	159	1	4	140	20	165	0	0	2	2	4	2	39	4	17	62	390
04:30 PM	0	13	195	4	212	1	0	116	20	137	0	12	3	13	28	0	44	2	17	63	440
04:45 PM	3	13	183	7	206	0	3	142	30	175	0	17	4	4	25	1	60	3	24	88	494
Total	3	38	705	24	770	4	10	509	93	616	0	29	9	26	64	3	188	9	82	282	1732
05:00 PM	2	11	244	12	269	22	10	134	18	184	0	37	9	25	71	0	104	5	42	151	675
05:15 PM	3	9	231	12	255	11	5	161	39	216	0	14	5	12	31	0	61	0	31	92	594
05:30 PM	0	8	268	15	291	5	5	146	21	177	0	22	2	19	43	0	80	1	32	113	624
05:45 PM	1	16	204	8	229	2	4	131	31	168	0	15	1	13	29	0	73	3	23	99	525
Total	6	44	947	47	1044	40	24	572	109	745	0	88	17	69	174	0	318	9	128	455	2418
Grand Total	14	204	2603	220	3041	45	58	1959	593	2655	0	117	30	109	256	3	644	28	264	939	6891
Apprch %	0.5	6.7	85.6	7.2		1.7	2.2	73.8	22.3		0	45.7	11.7	42.6		0.3	68.6	3	28.1		
Total %	0.2	3	37.8	3.2	44.1	0.7	0.8	28.4	8.6	38.5	0	1.7	0.4	1.6	3.7	0	9.3	0.4	3.8	13.6	
Autos	14	204	2560					1930													
% Autos	100	100	98.3	100	98.6	100	100	98.5	99.8	98.9	0	100	100	100	100	33.3	99.8	100	100	99.7	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	1.7	0	1.4	0	0	1.5	0.2	1.1	0	0	0	0	0	66.7	0.2	0	0	0.3	1.1

CTS Engineering, Inc.

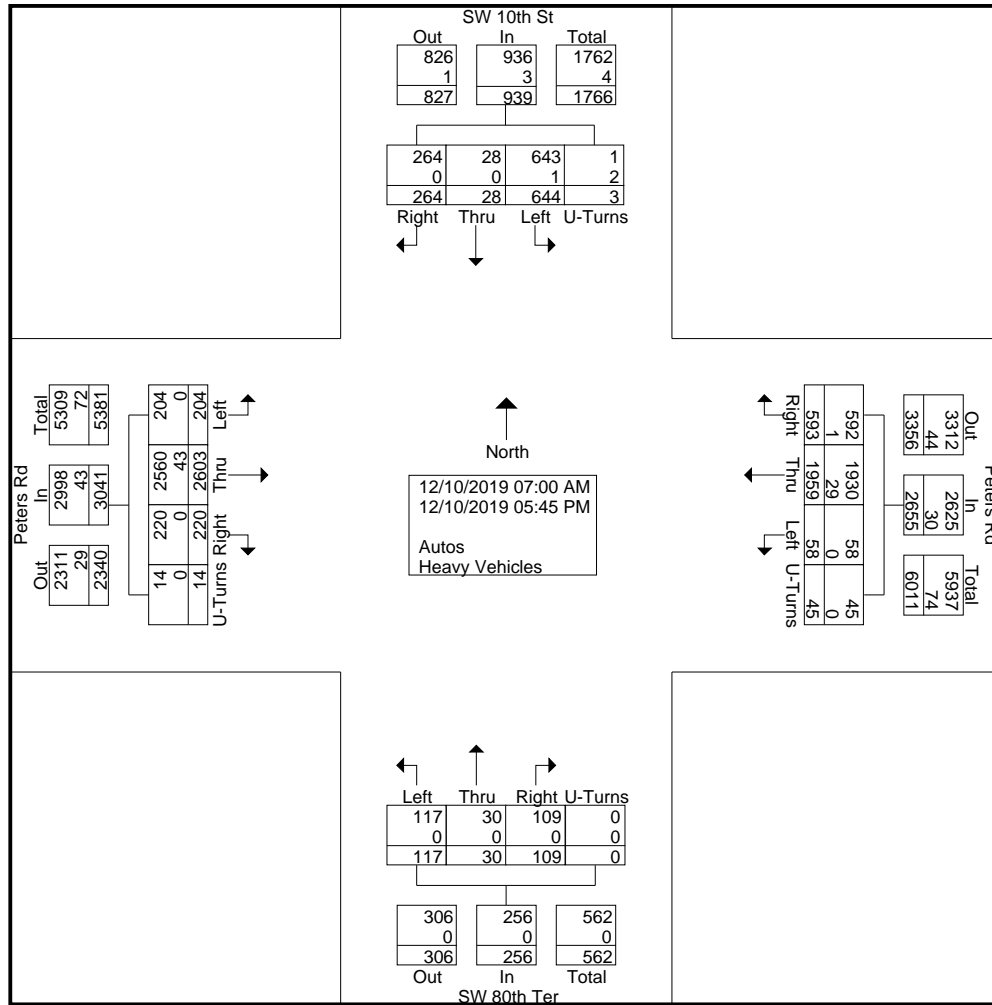
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 24- SW 80th Ter & Peters Rd

Site Code : 00000000

Start Date : 12/10/2019

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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
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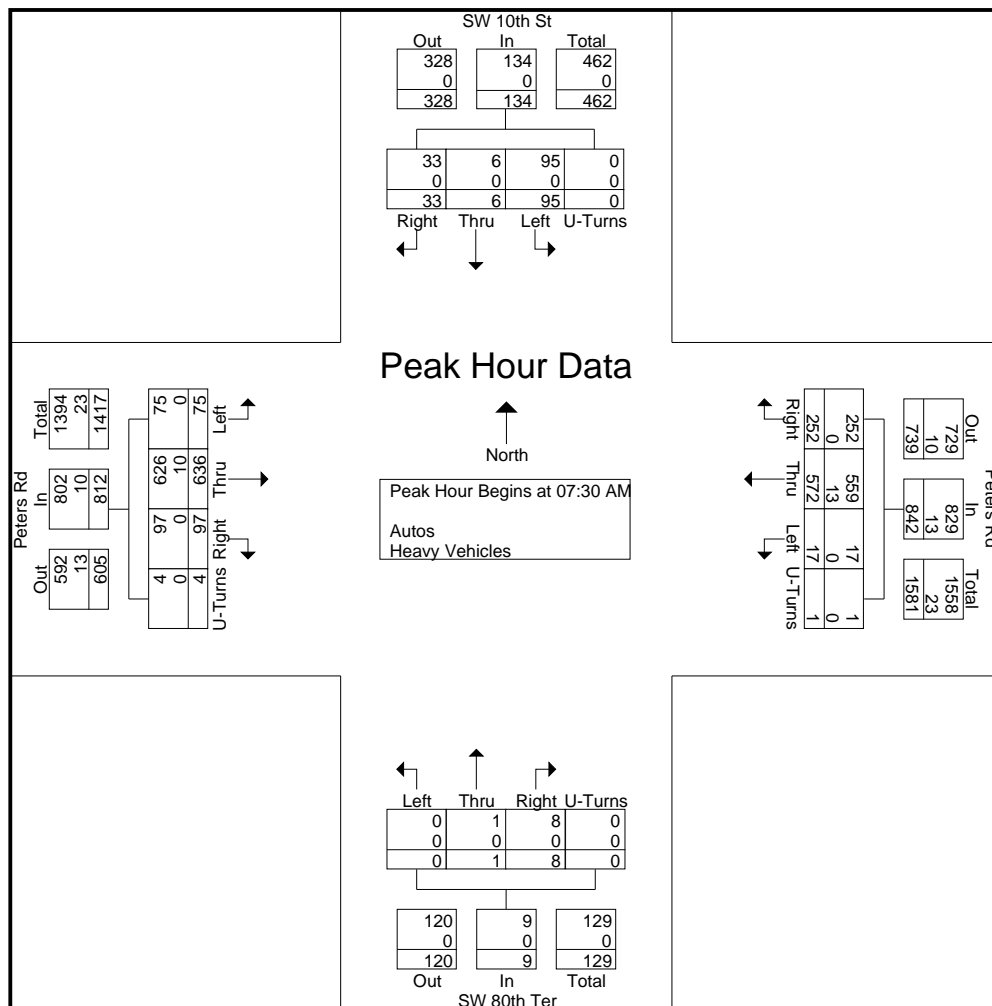
File Name : 24- SW 80th Ter & Peters Rd

Site Code : 00000000

Start Date : 12/10/2019

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	Peters Rd Eastbound					Peters Rd Westbound					SW 80th Ter Northbound					SW 10th St Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	11	147	12	171	0	0	118	61	179	0	0	0	0	0	0	32	2	16	50	400
07:45 AM	2	20	193	31	246	0	7	120	58	185	0	0	0	3	3	0	23	2	7	32	466
08:00 AM	1	27	158	23	209	0	6	164	76	246	0	0	0	1	1	0	24	1	8	33	489
08:15 AM	0	17	138	31	186	1	4	170	57	232	0	0	1	4	5	0	16	1	2	19	442
Total Volume	4	75	636	97	812	1	17	572	252	842	0	0	1	8	9	0	95	6	33	134	1797
% App. Total	0.5	9.2	78.3	11.9		0.1	2	67.9	29.9		0	0	11.1	88.9		0	70.9	4.5	24.6		
PHF	.500	.694	.824	.782	.825	.250	.607	.841	.829	.856	.000	.000	.250	.500	.450	.000	.742	.750	.516	.670	.919
Autos	4	75	626	97	802	1	17	559	252	829	0	0	1	8	9	0	95	6	33	134	1774
% Autos	100	100	98.4	100	98.8	100	100	97.7	100	98.5	0	0	100	100	100	0	100	100	100	100	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	1.6	0	1.2	0	0	2.3	0	1.5	0	0	0	0	0	0	0	0	0	0	1.3



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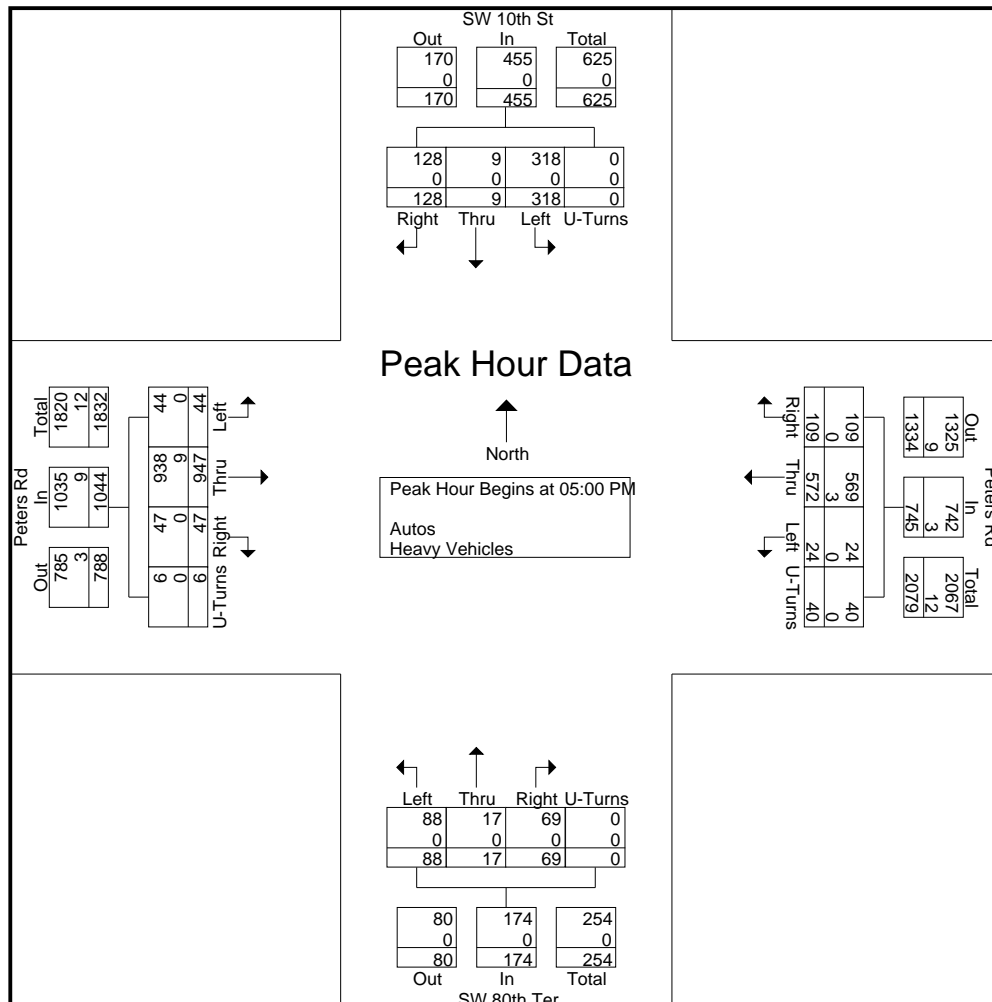
File Name : 24- SW 80th Ter & Peters Rd

Site Code : 00000000

Start Date : 12/10/2019

Page No : 4

	Peters Rd Eastbound					Peters Rd Westbound					SW 80th Ter Northbound					SW 10th St Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	11	244	12	269	22	10	134	18	184	0	37	9	25	71	0	104	5	42	151	675
05:15 PM	3	9	231	12	255	11	5	161	39	216	0	14	5	12	31	0	61	0	31	92	594
05:30 PM	0	8	268	15	291	5	5	146	21	177	0	22	2	19	43	0	80	1	32	113	624
05:45 PM	1	16	204	8	229	2	4	131	31	168	0	15	1	13	29	0	73	3	23	99	525
Total Volume	6	44	947	47	1044	40	24	572	109	745	0	88	17	69	174	0	318	9	128	455	2418
% App. Total	0.6	4.2	90.7	4.5		5.4	3.2	76.8	14.6		0	50.6	9.8	39.7		0	69.9	2	28.1		
PHF	.500	.688	.883	.783	.897	.455	.600	.888	.699	.862	.000	.595	.472	.690	.613	.000	.764	.450	.762	.753	.896
Autos	6	44	938	47	1035	40	24	569	109	742	0	88	17	69	174	0	318	9	128	455	2406
% Autos	100	100	99.0	100	99.1	100	100	99.5	100	99.6	0	100	100	100	100	0	100	100	100	100	99.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	1.0	0	0.9	0	0	0.5	0	0.4	0	0	0	0	0	0	0	0	0	0	0.5



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8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 24- SW 80th Ter & Peters Rd
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Heavy Vehicles

	Peters Rd Eastbound					Peters Rd Westbound					SW 80th Ter Northbound					SW 10th St Southbound						
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total	
07:00 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	0	6	0	6	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	11
07:30 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6
07:45 AM	0	0	4	0	4	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	17	0	17	0	0	13	1	14	0	0	0	0	0	0	0	0	0	0	0	31
08:00 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	1	0	0	0	1	7
08:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	7	0	7	0	0	8	0	8	0	0	0	0	0	0	1	0	0	0	1	16
*** BREAK ***																						
04:00 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	2	5
04:30 PM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	10	0	10	0	0	5	0	5	0	0	0	0	0	2	0	0	0	0	2	17
05:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	9	0	9	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	12
Grand Total	0	0	43	0	43	0	0	29	1	30	0	0	0	0	0	2	1	0	0	3		76
Apprch %	0	0	100	0		0	0	96.7	3.3		0	0	0	0		66.7	33.3	0	0			
Total %	0	0	56.6	0	56.6	0	0	38.2	1.3	39.5	0	0	0	0	0	2.6	1.3	0	0	3.9		

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8095 NW 12 Street, Suite 301
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File Name : 24- SW 80th Ter & Peters Rd
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Peds & Bikes

	Peters Rd Eastbound					Peters Rd Westbound					SW 80th Ter Northbound					SW 10th St Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	6
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:30 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
*** BREAK ***																					
Total	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
Grand Total	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	4	0	0	0	4	13
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	23.1	0	0	0	23.1	0	0	0	0	0	46.2	0	0	0	46.2	30.8	0	0	0	30.8	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 25- Davie Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SR-84 WB Eastbound					SR-84 WB Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	192	275	0	467	0	81	0	0	81	0	0	0	0	0	548
07:15 AM	0	0	0	0	0	0	275	316	0	591	0	133	0	0	133	0	0	0	0	0	724
07:30 AM	0	0	0	0	0	0	227	368	0	595	0	182	0	0	182	0	0	0	0	0	777
07:45 AM	0	0	0	0	0	0	251	416	0	667	0	170	0	0	170	0	0	0	0	0	837
Total	0	0	0	0	0	0	945	1375	0	2320	0	566	0	0	566	0	0	0	0	0	2886
08:00 AM	0	0	0	0	0	0	251	349	0	600	0	163	0	0	163	0	0	0	0	0	763
08:15 AM	0	0	0	0	0	0	256	386	0	642	0	146	0	0	146	0	0	0	0	0	788
08:30 AM	0	0	0	0	0	0	286	353	0	639	0	158	0	0	158	0	0	0	0	0	797
08:45 AM	0	0	0	0	0	0	225	319	0	544	0	133	0	0	133	0	0	0	0	0	677
Total	0	0	0	0	0	0	1018	1407	0	2425	0	600	0	0	600	0	0	0	0	0	3025
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	243	433	0	676	0	219	0	0	219	0	0	0	0	0	895
04:15 PM	0	0	0	0	0	0	258	450	0	708	0	236	0	0	236	0	0	0	0	0	944
04:30 PM	0	0	0	0	0	0	295	431	0	726	0	190	0	0	190	0	0	0	0	0	916
04:45 PM	0	0	0	0	0	0	271	430	0	701	0	206	0	0	206	0	0	0	0	0	907
Total	0	0	0	0	0	0	1067	1744	0	2811	0	851	0	0	851	0	0	0	0	0	3662
05:00 PM	0	0	0	0	0	0	277	484	0	761	0	225	0	0	225	0	0	0	0	0	986
05:15 PM	0	0	0	0	0	0	322	495	0	817	0	184	0	0	184	0	0	0	0	0	1001
05:30 PM	0	0	0	0	0	0	263	453	0	716	0	167	0	0	167	0	0	0	0	0	883
05:45 PM	0	0	0	0	0	0	323	439	0	762	0	134	0	0	134	0	0	0	0	0	896
Total	0	0	0	0	0	0	1185	1871	0	3056	0	710	0	0	710	0	0	0	0	0	3766
Grand Total	0	0	0	0	0	0	4215	6397	0	10612	0	2727	0	0	2727	0	0	0	0	0	13339
Apprch %	0	0	0	0	0	0	39.7	60.3	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	31.6	48	0	79.6	0	20.4	0	0	20.4	0	0	0	0	0	
Autos	0	0	0	0	0	0	4049	6261		10310		2669									12979
% Autos	0	0	0	0	0	0	96.1	97.9	0	97.2	0	97.9	0	0	97.9		0	0	0	0	97.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	3.9	2.1	0	2.8	0	2.1	0	0	2.1	0	0	0	0	0	2.7

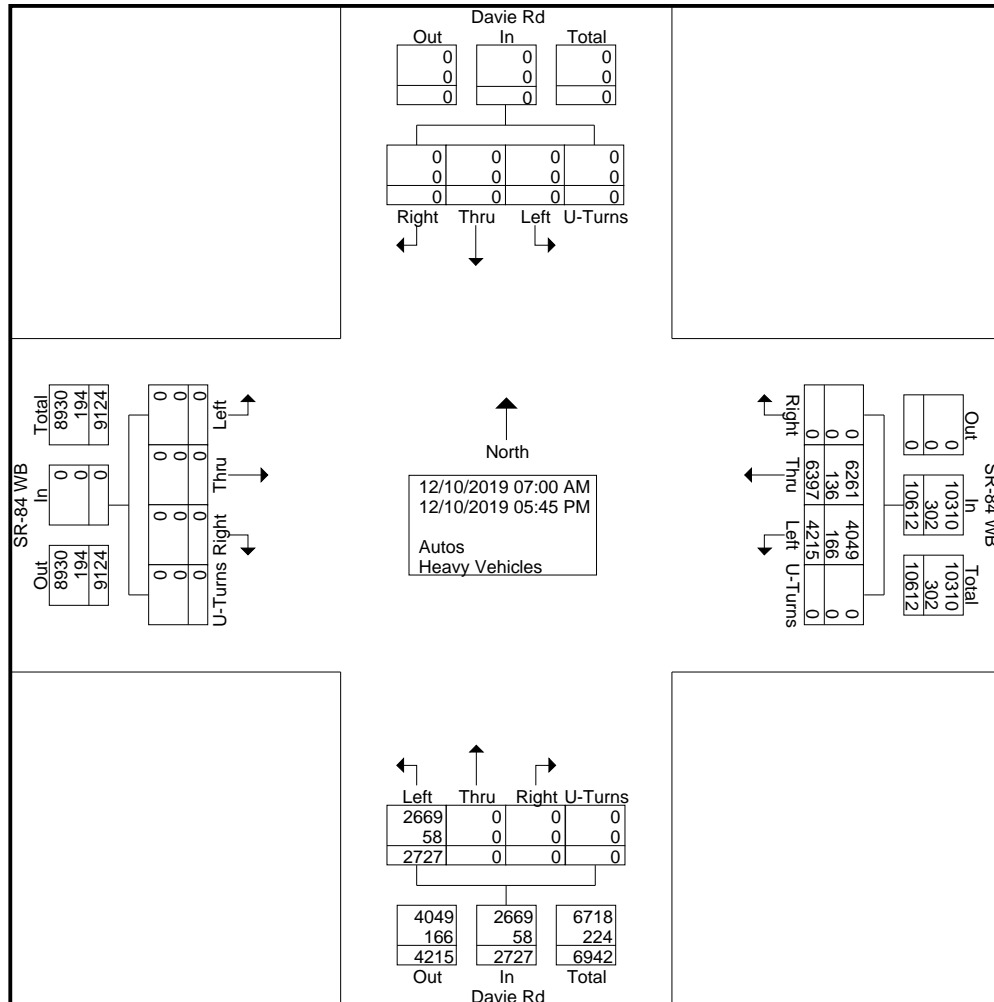
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 25- Davie Rd & SR 84 WB

Site Code : 00000000

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Doral, FL, 33126

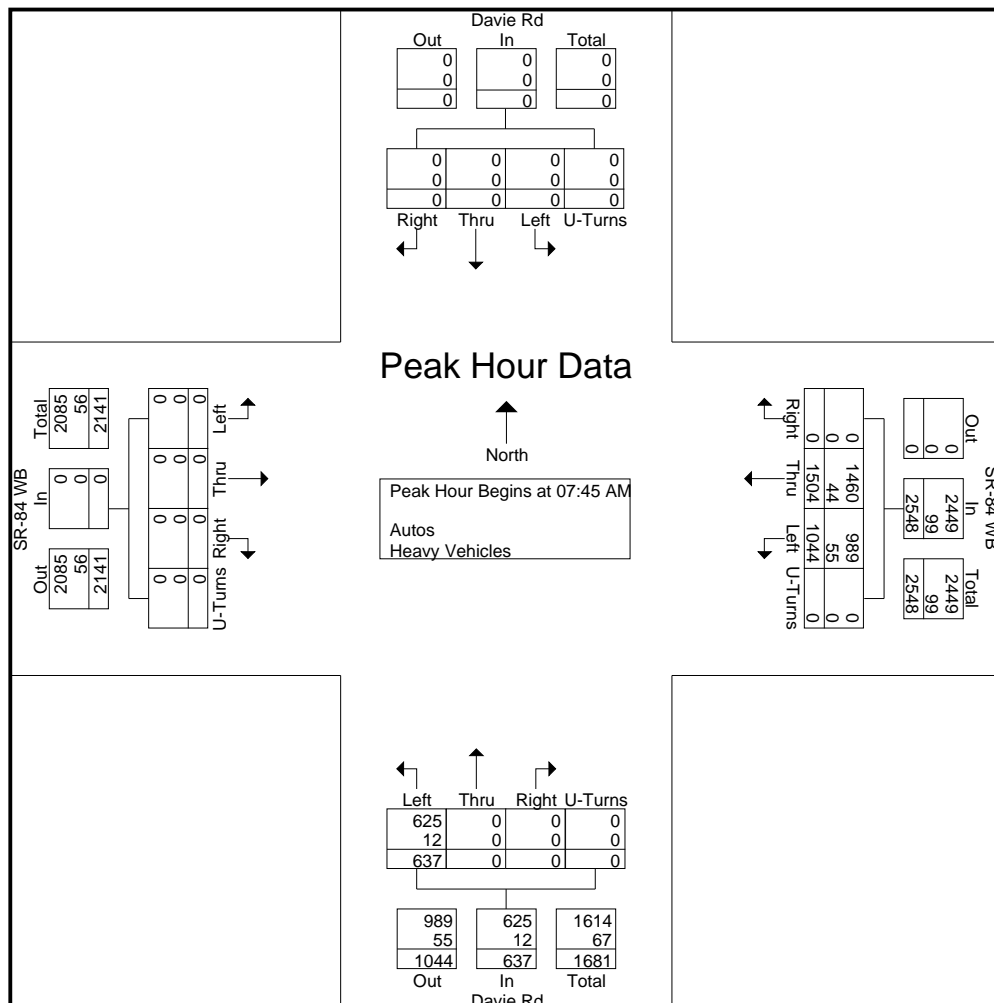
File Name : 25- Davie Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

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	SR-84 WB Eastbound					SR-84 WB Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	251	416	0	667	0	170	0	0	170	0	0	0	0	0	837
08:00 AM	0	0	0	0	0	0	251	349	0	600	0	163	0	0	163	0	0	0	0	0	763
08:15 AM	0	0	0	0	0	0	256	386	0	642	0	146	0	0	146	0	0	0	0	0	788
08:30 AM	0	0	0	0	0	0	286	353	0	639	0	158	0	0	158	0	0	0	0	0	797
Total Volume	0	0	0	0	0	0	1044	1504	0	2548	0	637	0	0	637	0	0	0	0	0	3185
% App. Total	0	0	0	0	0	0	41	59	0		0	100	0	0		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.913	.904	.000	.955	.000	.937	.000	.000	.937	.000	.000	.000	.000	.000	.951
Autos	0	0	0	0	0	0	989	1460			0	98.1	0	0	98.1	0	0	0	0	0	96.5
% Autos	0	0	0	0	0	0	94.7	97.1	0	96.1	0	98.1	0	0	98.1	0	0	0	0	0	96.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	5.3	2.9	0	3.9	0	1.9	0	0	1.9	0	0	0	0	0	3.5



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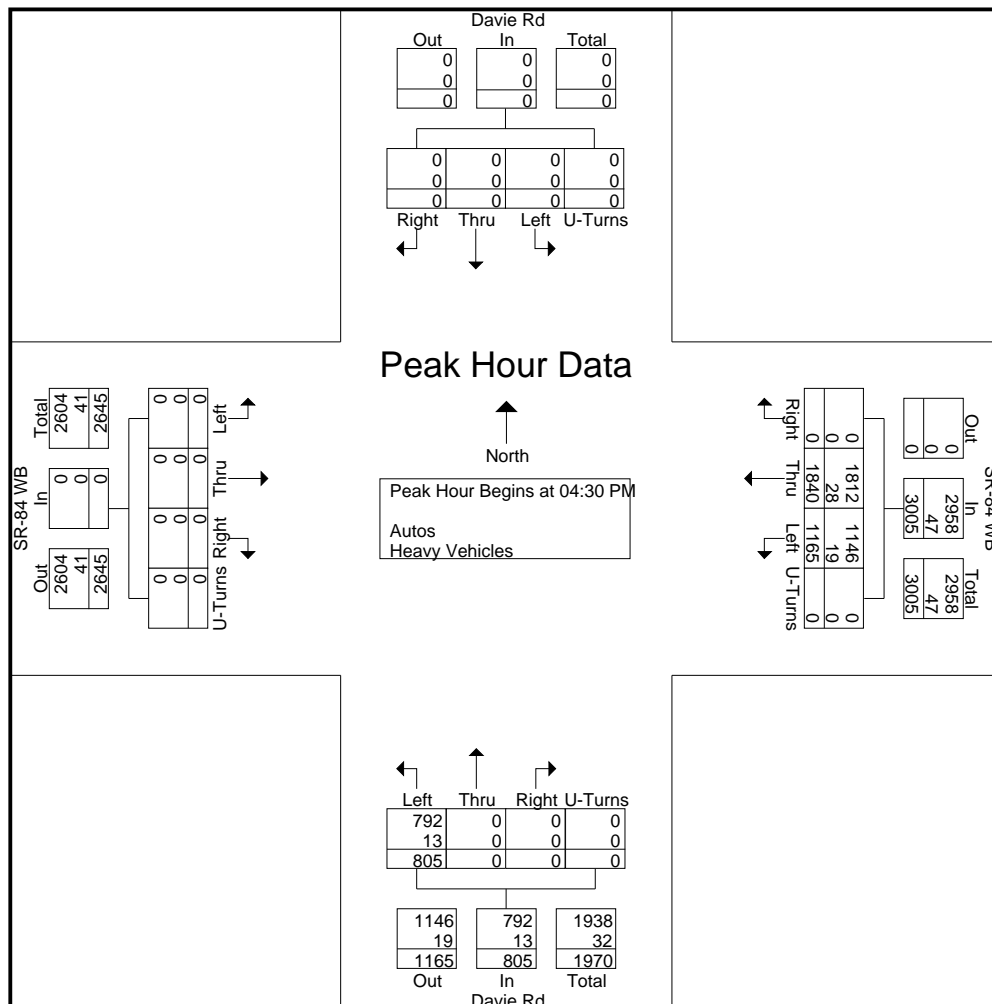
File Name : 25- Davie Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 4

	SR-84 WB Eastbound					SR-84 WB Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	295	431	0	726	0	190	0	0	190	0	0	0	0	0	916
04:45 PM	0	0	0	0	0	0	271	430	0	701	0	206	0	0	206	0	0	0	0	0	907
05:00 PM	0	0	0	0	0	0	277	484	0	761	0	225	0	0	225	0	0	0	0	0	986
05:15 PM	0	0	0	0	0	0	322	495	0	817	0	184	0	0	184	0	0	0	0	0	1001
Total Volume	0	0	0	0	0	0	1165	1840	0	3005	0	805	0	0	805	0	0	0	0	0	3810
% App. Total	0	0	0	0	0	0	38.8	61.2	0		0	100	0	0		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.905	.929	.000	.920	.000	.894	.000	.000	.894	.000	.000	.000	.000	.000	.952
Autos	0	0	0	0	0	0	1146	1812			0	98.4	0	0	98.4	0	0	0	0	0	
% Autos	0	0	0	0	0	0	98.4	98.5	0	98.4	0	98.4	0	0	98.4	0	0	0	0	0	98.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.6	1.5	0	1.6	0	1.6	0	0	1.6	0	0	0	0	0	1.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 25- Davie Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

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Groups Printed- Heavy Vehicles

	SR-84 WB Eastbound					SR-84 WB Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	9	13	0	22	0	2	0	0	2	0	0	0	0	0	24
07:15 AM	0	0	0	0	0	0	9	9	0	18	0	5	0	0	5	0	0	0	0	0	23
07:30 AM	0	0	0	0	0	0	4	7	0	11	0	8	0	0	8	0	0	0	0	0	19
07:45 AM	0	0	0	0	0	0	4	9	0	13	0	3	0	0	3	0	0	0	0	0	16
Total	0	0	0	0	0	0	26	38	0	64	0	18	0	0	18	0	0	0	0	0	82
08:00 AM	0	0	0	0	0	0	13	7	0	20	0	3	0	0	3	0	0	0	0	0	23
08:15 AM	0	0	0	0	0	0	12	10	0	22	0	6	0	0	6	0	0	0	0	0	28
08:30 AM	0	0	0	0	0	0	26	18	0	44	0	0	0	0	0	0	0	0	0	0	44
08:45 AM	0	0	0	0	0	0	37	7	0	44	0	6	0	0	6	0	0	0	0	0	50
Total	0	0	0	0	0	0	88	42	0	130	0	15	0	0	15	0	0	0	0	0	145
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	13	7	0	20	0	4	0	0	4	0	0	0	0	0	24
04:15 PM	0	0	0	0	0	0	15	12	0	27	0	5	0	0	5	0	0	0	0	0	32
04:30 PM	0	0	0	0	0	0	6	10	0	16	0	1	0	0	1	0	0	0	0	0	17
04:45 PM	0	0	0	0	0	0	5	5	0	10	0	6	0	0	6	0	0	0	0	0	16
Total	0	0	0	0	0	0	39	34	0	73	0	16	0	0	16	0	0	0	0	0	89
05:00 PM	0	0	0	0	0	0	5	8	0	13	0	4	0	0	4	0	0	0	0	0	17
05:15 PM	0	0	0	0	0	0	3	5	0	8	0	2	0	0	2	0	0	0	0	0	10
05:30 PM	0	0	0	0	0	0	4	4	0	8	0	1	0	0	1	0	0	0	0	0	9
05:45 PM	0	0	0	0	0	0	1	5	0	6	0	2	0	0	2	0	0	0	0	0	8
Total	0	0	0	0	0	0	13	22	0	35	0	9	0	0	9	0	0	0	0	0	44
Grand Total	0	0	0	0	0	0	166	136	0	302	0	58	0	0	58	0	0	0	0	0	360
Apprch %	0	0	0	0		0	55	45	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	46.1	37.8	0	83.9	0	16.1	0	0	16.1	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 25- Davie Rd & SR 84 WB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Peds & Bikes

	SR-84 WB Eastbound					SR-84 WB Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	1	1	1	0	0	2	3	0	0	0	1	1	0	0	0	0	0	5
Apprch %	0	0	0	100		33.3	0	0	66.7		0	0	0	100		0	0	0	0		
Total %	0	0	0	20	20	20	0	0	40	60	0	0	0	20	20	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 26- Davie Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SR-84 EB Eastbound					SR-84 EB Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	73	123	209	0	0	0	0	0	0	0	103	177	280	0	4	188	0	192	681
07:15 AM	0	15	59	101	175	0	0	0	0	0	0	0	140	228	368	0	8	261	0	269	812
07:30 AM	0	12	66	149	227	0	0	0	0	0	1	0	168	233	402	0	8	230	0	238	867
07:45 AM	0	11	71	151	233	0	0	0	0	0	0	0	145	222	367	0	7	247	0	254	854
Total	0	51	269	524	844	0	0	0	0	0	1	0	556	860	1417	0	27	926	0	953	3214
08:00 AM	0	13	73	151	237	0	0	0	0	0	0	0	144	245	389	0	3	251	0	254	880
08:15 AM	0	18	75	133	226	0	0	0	0	0	0	0	146	233	379	0	14	253	0	267	872
08:30 AM	0	23	75	119	217	0	0	0	0	0	0	0	136	210	346	0	9	276	0	285	848
08:45 AM	0	32	74	175	281	0	0	0	0	0	0	0	104	176	280	0	6	228	0	234	795
Total	0	86	297	578	961	0	0	0	0	0	0	0	530	864	1394	0	32	1008	0	1040	3395
*** BREAK ***																					
04:00 PM	0	54	90	159	303	0	0	0	0	0	0	0	140	188	328	0	12	262	0	274	905
04:15 PM	0	36	102	147	285	0	0	0	0	0	0	0	158	179	337	0	18	244	0	262	884
04:30 PM	0	56	158	133	347	0	0	0	0	0	0	0	162	214	376	0	15	269	0	284	1007
04:45 PM	0	46	114	140	300	0	0	0	0	0	0	0	129	191	320	0	6	218	0	224	844
Total	0	192	464	579	1235	0	0	0	0	0	0	0	589	772	1361	0	51	993	0	1044	3640
05:00 PM	0	69	148	144	361	0	0	0	0	0	0	0	151	192	343	0	9	243	0	252	956
05:15 PM	0	38	89	149	276	0	0	0	0	0	0	0	146	182	328	0	11	272	0	283	887
05:30 PM	0	42	97	152	291	0	0	0	0	0	0	0	120	168	288	0	8	305	0	313	892
05:45 PM	0	41	86	177	304	0	0	0	0	0	0	0	145	168	313	0	11	285	0	296	913
Total	0	190	420	622	1232	0	0	0	0	0	0	0	562	710	1272	0	39	1105	0	1144	3648
Grand Total	0	519	1450	2303	4272	0	0	0	0	0	1	0	2237	3206	5444	0	149	4032	0	4181	13897
Apprch %	0	12.1	33.9	53.9		0	0	0	0		0	0	41.1	58.9		0	3.6	96.4	0		
Total %	0	3.7	10.4	16.6	30.7	0	0	0	0	0	0	0	16.1	23.1	39.2	0	1.1	29	0	30.1	
Autos	0	500	1373	2251									2198	3104			3869				13437
% Autos	0	96.3	94.7	97.7	96.5	0	0	0	0	0	100	0	98.3	96.8	97.4	0	94.6	96	0	95.9	96.7
Heavy Vehicles																					
% Heavy Vehicles	0	3.7	5.3	2.3	3.5	0	0	0	0	0	0	0	1.7	3.2	2.6	0	5.4	4	0	4.1	3.3

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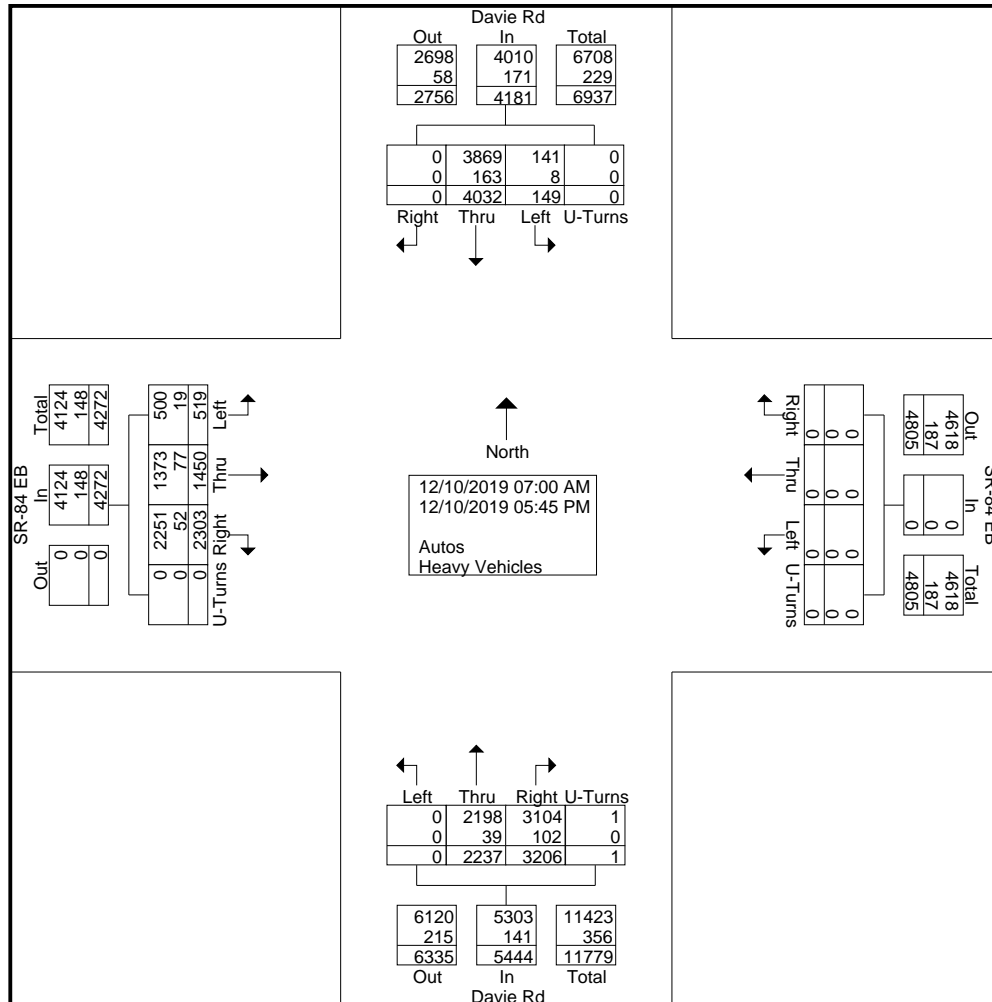
8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 26- Davie Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

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8095 NW 12 Street, Suite 301
Doral, FL, 33126

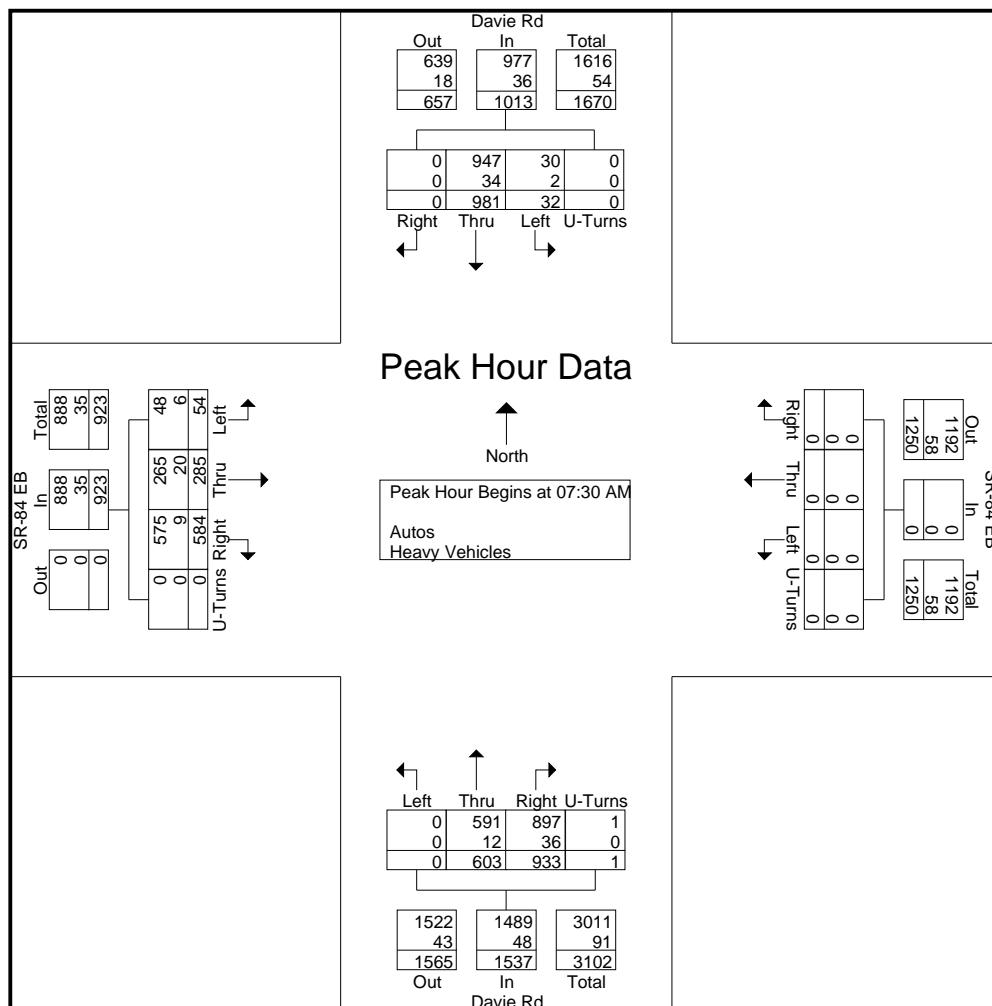
File Name : 26- Davie Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

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	SR-84 EB Eastbound					SR-84 EB Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	12	66	149	227	0	0	0	0	0	1	0	168	233	402	0	8	230	0	238	867
07:45 AM	0	11	71	151	233	0	0	0	0	0	0	0	145	222	367	0	7	247	0	254	854
08:00 AM	0	13	73	151	237	0	0	0	0	0	0	0	144	245	389	0	3	251	0	254	880
08:15 AM	0	18	75	133	226	0	0	0	0	0	0	0	146	233	379	0	14	253	0	267	872
Total Volume	0	54	285	584	923	0	0	0	0	0	1	0	603	933	1537	0	32	981	0	1013	3473
% App. Total	0	5.9	30.9	63.3		0	0	0	0	0	0.1	0	39.2	60.7		0	3.2	96.8	0		
PHF	.000	.750	.950	.967	.974	.000	.000	.000	.000	.000	.250	.000	.897	.952	.956	.000	.571	.969	.000	.949	.987
Autos	0	48	265	575	888	0	0	0	0	0	1	0	591	897	1489	0	30	947	0	977	3354
% Autos	0	88.9	93.0	98.5	96.2	0	0	0	0	0	100	0	98.0	96.1	96.9	0	93.8	96.5	0	96.4	96.6
Heavy Vehicles																					
% Heavy Vehicles	0	11.1	7.0	1.5	3.8	0	0	0	0	0	0	0	2.0	3.9	3.1	0	6.3	3.5	0	3.6	3.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 26- Davie Rd & SR 84 EB

Site Code : 00000000

Start Date : 12/10/2019

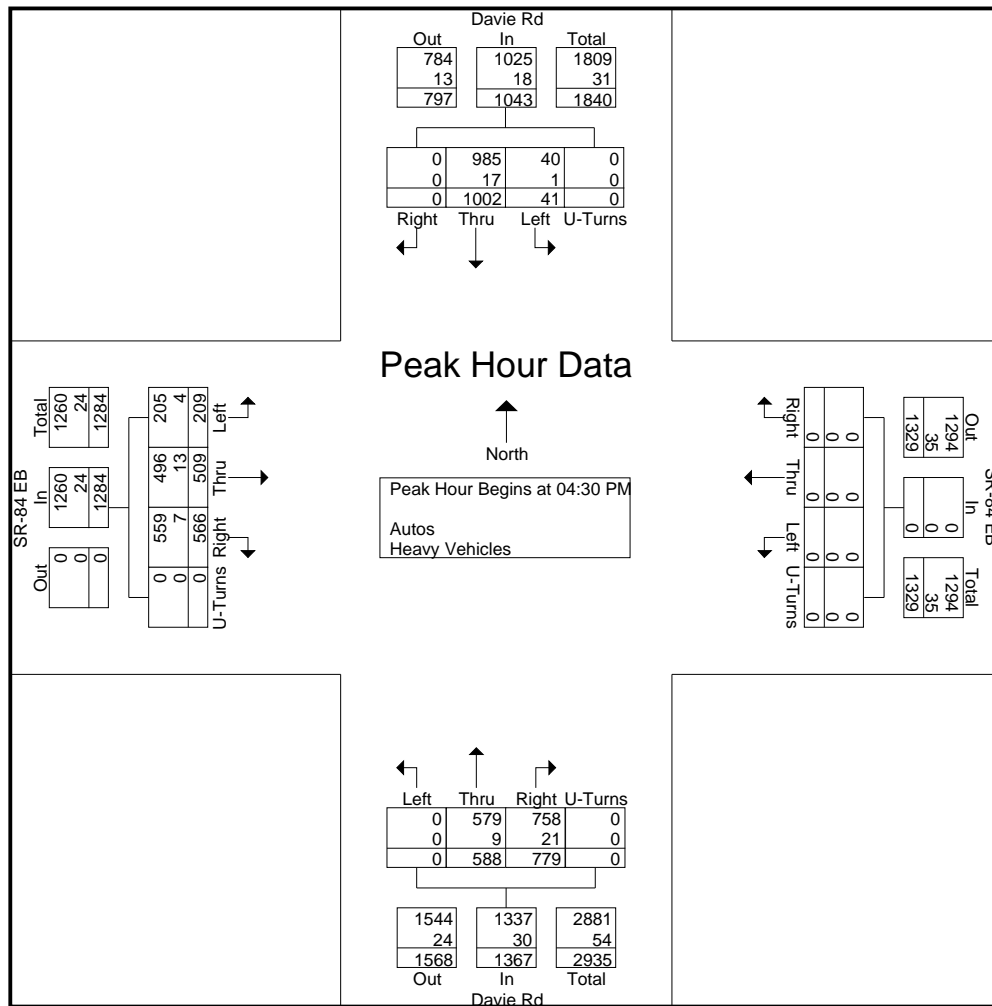
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	SR-84 EB Eastbound					SR-84 EB Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	56	158	133	347	0	0	0	0	0	0	0	162	214	376	0	15	269	0	284	1007
04:45 PM	0	46	114	140	300	0	0	0	0	0	0	0	129	191	320	0	6	218	0	224	844
05:00 PM	0	69	148	144	361	0	0	0	0	0	0	0	151	192	343	0	9	243	0	252	956
05:15 PM	0	38	89	149	276	0	0	0	0	0	0	0	146	182	328	0	11	272	0	283	887
Total Volume	0	209	509	566	1284	0	0	0	0	0	0	0	588	779	1367	0	41	1002	0	1043	3694
% App. Total	0	16.3	39.6	44.1		0	0	0	0		0	0	43	57		0	3.9	96.1	0		
PHF	.000	.757	.805	.950	.889	.000	.000	.000	.000	.000	.000	.000	.907	.910	.909	.000	.683	.921	.000	.918	.917
Autos	0	205	496	559	1260	0	0	0	0	0	0	0	579	758	1337	0	40	985	0	1025	3622
% Autos	0	98.1	97.4	98.8	98.1	0	0	0	0	0	0	0	98.5	97.3	97.8	0	97.6	98.3	0	98.3	98.1
Heavy Vehicles																					
% Heavy Vehicles	0	1.9	2.6	1.2	1.9	0	0	0	0	0	0	0	1.5	2.7	2.2	0	2.4	1.7	0	1.7	1.9



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8095 NW 12 Street, Suite 301
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File Name : 26- Davie Rd & SR 84 EB
Site Code : 00000000
Start Date : 12/10/2019
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Groups Printed- Heavy Vehicles

	SR-84 EB Eastbound					SR-84 EB Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	14	2	19	0	0	0	0	0	0	0	1	3	4	0	2	8	0	10	33
07:15 AM	0	3	2	2	7	0	0	0	0	0	0	0	4	4	8	0	0	10	0	10	25
07:30 AM	0	2	3	1	6	0	0	0	0	0	0	0	3	7	10	0	1	5	0	6	22
07:45 AM	0	1	7	3	11	0	0	0	0	0	0	0	3	9	12	0	0	4	0	4	27
Total	0	9	26	8	43	0	0	0	0	0	0	0	11	23	34	0	3	27	0	30	107
08:00 AM	0	1	4	3	8	0	0	0	0	0	0	0	2	11	13	0	0	14	0	14	35
08:15 AM	0	2	6	2	10	0	0	0	0	0	0	0	4	9	13	0	1	11	0	12	35
08:30 AM	0	0	6	6	12	0	0	0	0	0	0	0	0	14	14	0	0	26	0	26	52
08:45 AM	0	3	8	22	33	0	0	0	0	0	0	0	3	10	13	0	1	40	0	41	87
Total	0	6	24	33	63	0	0	0	0	0	0	0	9	44	53	0	2	91	0	93	209
*** BREAK ***																					
04:00 PM	0	0	3	4	7	0	0	0	0	0	0	0	3	5	8	0	0	14	0	14	29
04:15 PM	0	0	7	0	7	0	0	0	0	0	0	0	5	3	8	0	1	5	0	6	21
04:30 PM	0	0	5	3	8	0	0	0	0	0	0	0	1	12	13	0	0	4	0	4	25
04:45 PM	0	2	6	3	11	0	0	0	0	0	0	0	3	8	11	0	0	5	0	5	27
Total	0	2	21	10	33	0	0	0	0	0	0	0	12	28	40	0	1	28	0	29	102
05:00 PM	0	2	2	0	4	0	0	0	0	0	0	0	1	1	2	0	1	3	0	4	10
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	4	0	4	0	0	5	0	5	10
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	1	2	0	0	5	0	5	8
05:45 PM	0	0	3	0	3	0	0	0	0	0	0	0	1	5	6	0	1	4	0	5	14
Total	0	2	6	1	9	0	0	0	0	0	0	0	7	7	14	0	2	17	0	19	42
Grand Total	0	19	77	52	148	0	0	0	0	0	0	0	39	102	141	0	8	163	0	171	460
Apprch %	0	12.8	52	35.1		0	0	0	0		0	0	27.7	72.3		0	4.7	95.3	0		
Total %	0	4.1	16.7	11.3	32.2	0	0	0	0	0	0	0	8.5	22.2	30.7	0	1.7	35.4	0	37.2	

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 26- Davie Rd & SR 84 EB

Site Code : 00000000

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Groups Printed- Peds & Bikes

[illegible]

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 27- Davie Rd & Reese Rd
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Reese Rd Eastbound					Reese Rd Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	30	0	72	102	5	0	228	18	251	0	50	280	1	331	685
07:15 AM	0	0	0	1	1	0	41	0	100	141	10	0	343	26	379	0	52	328	0	380	901
07:30 AM	0	0	0	1	1	0	49	0	84	133	9	1	224	7	241	0	67	328	0	395	770
07:45 AM	0	0	0	0	0	0	41	0	67	108	12	1	315	15	343	0	51	375	1	427	878
Total	0	0	1	2	3	0	161	0	323	484	36	2	1110	66	1214	0	220	1311	2	1533	3234
08:00 AM	0	0	0	0	0	0	30	0	82	112	9	1	315	19	344	0	66	389	1	456	912
08:15 AM	0	0	0	0	0	0	35	0	79	114	11	3	267	18	299	4	39	305	2	350	763
08:30 AM	0	0	0	1	1	0	33	1	83	117	5	0	276	11	292	1	40	316	1	358	768
08:45 AM	0	2	0	1	3	0	38	0	87	125	11	1	217	22	251	1	43	368	2	414	793
Total	0	2	0	2	4	0	136	1	331	468	36	5	1075	70	1186	6	188	1378	6	1578	3236
*** BREAK ***																					
04:00 PM	0	1	2	1	4	0	41	0	50	91	8	2	283	20	313	0	87	323	2	412	820
04:15 PM	0	0	0	1	1	0	39	0	71	110	7	0	256	17	280	1	85	301	1	388	779
04:30 PM	0	3	0	2	5	0	52	0	67	119	3	0	318	22	343	3	90	306	3	402	869
04:45 PM	0	0	1	2	3	0	38	0	62	100	2	1	235	9	247	1	74	342	4	421	771
Total	0	4	3	6	13	0	170	0	250	420	20	3	1092	68	1183	5	336	1272	10	1623	3239
05:00 PM	0	4	0	5	9	0	53	0	79	132	9	0	317	19	345	0	87	390	3	480	966
05:15 PM	0	2	0	3	5	0	34	0	57	91	8	0	211	32	251	1	91	382	0	474	821
05:30 PM	0	3	0	0	3	0	44	0	53	97	1	0	209	31	241	1	64	331	0	396	737
05:45 PM	0	1	1	0	2	0	38	1	60	99	9	0	188	34	231	0	88	377	0	465	797
Total	0	10	1	8	19	0	169	1	249	419	27	0	925	116	1068	2	330	1480	3	1815	3321
Grand Total	0	16	5	18	39	0	636	2	1153	1791	119	10	4202	320	4651	13	1074	5441	21	6549	13030
Apprch %	0	41	12.8	46.2		0	35.5	0.1	64.4		2.6	0.2	90.3	6.9		0.2	16.4	83.1	0.3		
Total %	0	0.1	0	0.1	0.3	0	4.9	0	8.8	13.7	0.9	0.1	32.2	2.5	35.7	0.1	8.2	41.8	0.2	50.3	
Autos	0	16	5	18	39	0	620	2	1099				4118				1016	5253			12622
% Autos	0	100	100	100	100	0	97.5	100	95.3	96.1	100	100	98	97.5	98	100	94.6	96.5	100	96.2	96.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.5	0	4.7	3.9	0	0	2	2.5	2	0	5.4	3.5	0	3.8	3.1

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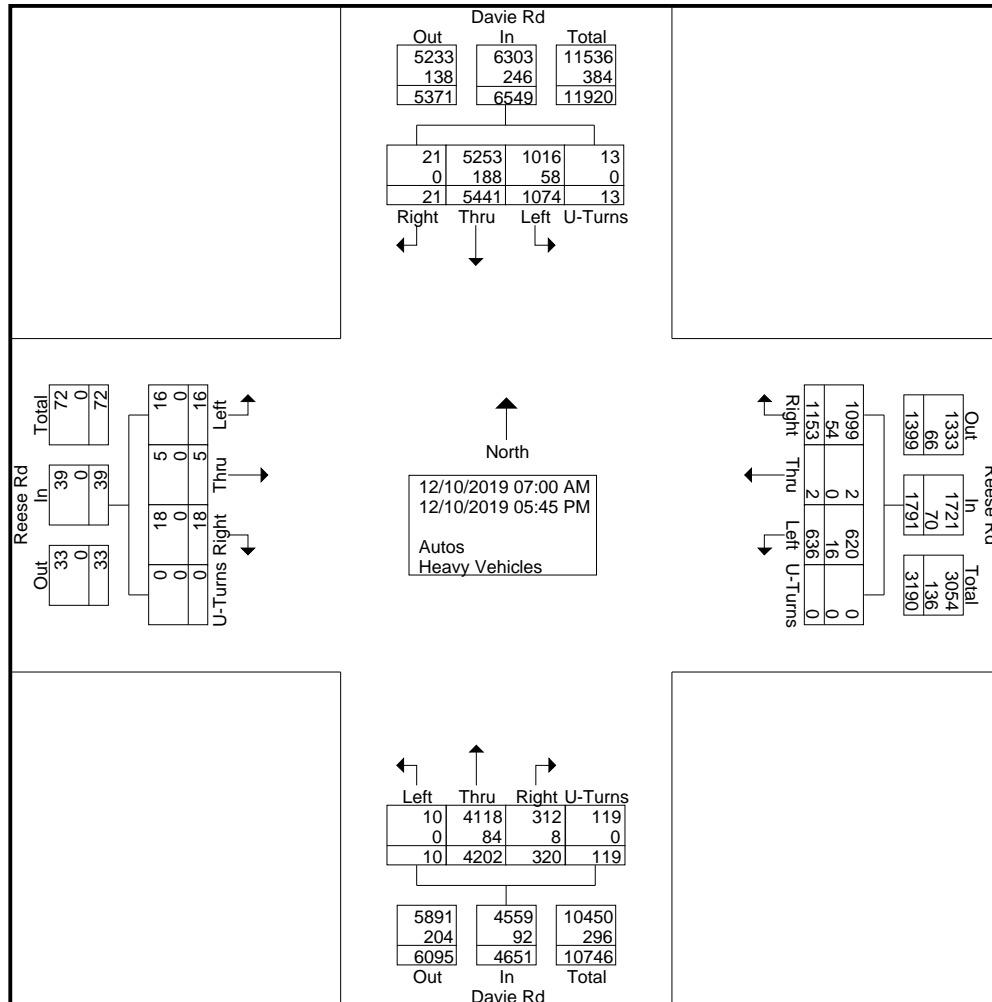
8095 NW 12 Street, Suite 301
Doral, FL, 33126

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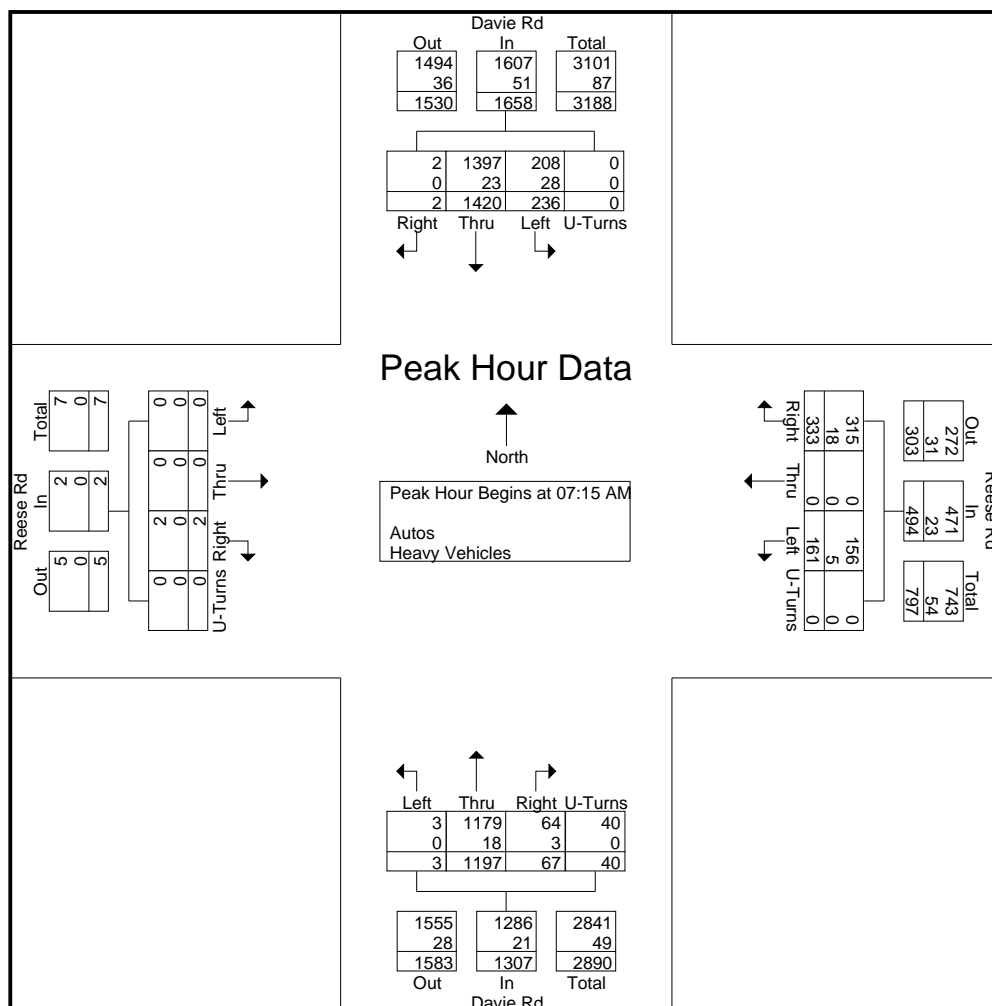
File Name : 27- Davie Rd & Reese Rd

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	Reese Rd Eastbound					Reese Rd Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	1	1	0	41	0	100	141	10	0	343	26	379	0	52	328	0	380	901
07:30 AM	0	0	0	1	1	0	49	0	84	133	9	1	224	7	241	0	67	328	0	395	770
07:45 AM	0	0	0	0	0	0	41	0	67	108	12	1	315	15	343	0	51	375	1	427	878
08:00 AM	0	0	0	0	0	0	30	0	82	112	9	1	315	19	344	0	66	389	1	456	912
Total Volume	0	0	0	2	2	0	161	0	333	494	40	3	1197	67	1307	0	236	1420	2	1658	3461
% App. Total	0	0	0	100	100	0	32.6	0	67.4	67.4	3.1	0.2	91.6	5.1	98.4	0	14.2	85.6	0.1	99.9	99.9
PHF	.000	.000	.000	.500	.500	.000	.821	.000	.833	.876	.833	.750	.872	.644	.862	.000	.881	.913	.500	.909	.949
Autos	0	0	0	2	2	0	156	0	315	471	40	3	1179	64	1286	1397					901
% Autos	0	0	0	100	100	0	96.9	0	94.6	95.3	100	100	98.5	95.5	98.4	0	88.1	98.4	100	96.9	97.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	3.1	0	5.4	4.7	0	0	1.5	4.5	1.6	0	11.9	1.6	0	3.1	2.7



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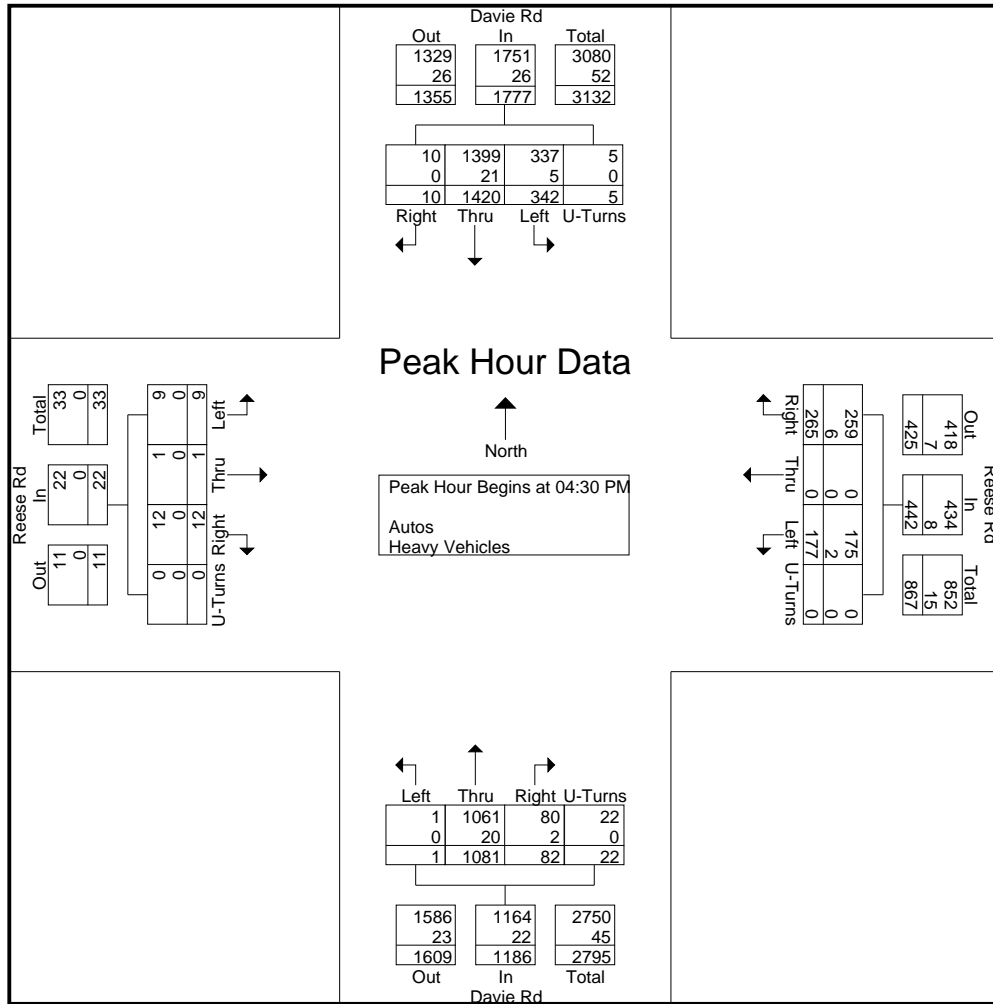
Page No : 4

	Reese Rd Eastbound					Reese Rd Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	3	0	2	5	0	52	0	67	119	3	0	318	22	343	3	90	306	3	402	869
04:45 PM	0	0	1	2	3	0	38	0	62	100	2	1	235	9	247	1	74	342	4	421	771
05:00 PM	0	4	0	5	9	0	53	0	79	132	9	0	317	19	345	0	87	390	3	480	966
05:15 PM	0	2	0	3	5	0	34	0	57	91	8	0	211	32	251	1	91	382	0	474	821
Total Volume	0	9	1	12	22	0	177	0	265	442	22	1	1081	82	1186	5	342	1420	10	1777	3427
% App. Total	0	40.9	4.5	54.5		0	40	0	60		1.9	0.1	91.1	6.9		0.3	19.2	79.9	0.6		
PHF	.000	.563	.250	.600	.611	.000	.835	.000	.839	.837	.611	.250	.850	.641	.859	.417	.940	.910	.625	.926	.887
Autos	0	9	1	12	22	0	175	0	259	434	22	1	1061				1399				
% Autos	0	100	100	100	100	0	98.9	0	97.7	98.2	100	100	98.1	97.6	98.1	100	98.5	98.5	100	98.5	98.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.1	0	2.3	1.8	0	0	1.9	2.4	1.9	0	1.5	1.5	0	1.5	1.6



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Groups Printed- Heavy Vehicles

	Reese Rd Eastbound					Reese Rd Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	4	2	6	0	4	8	0	12	19
07:15 AM	0	0	0	0	0	0	2	0	4	6	0	0	4	3	7	0	7	9	0	16	29
07:30 AM	0	0	0	0	0	0	0	0	4	4	0	0	5	0	5	0	5	1	0	6	15
07:45 AM	0	0	0	0	0	0	2	0	5	7	0	0	5	0	5	0	5	4	0	9	21
Total	0	0	0	0	0	0	4	0	14	18	0	0	18	5	23	0	21	22	0	43	84
08:00 AM	0	0	0	0	0	0	1	0	5	6	0	0	4	0	4	0	11	9	0	20	30
08:15 AM	0	0	0	0	0	0	2	0	6	8	0	0	6	0	6	0	6	8	0	14	28
08:30 AM	0	0	0	0	0	0	1	0	8	9	0	0	6	0	6	0	5	31	0	36	51
08:45 AM	0	0	0	0	0	0	3	0	9	12	0	0	6	0	6	0	4	58	0	62	80
Total	0	0	0	0	0	0	7	0	28	35	0	0	22	0	22	0	26	106	0	132	189
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	1	0	3	4	0	0	8	0	8	0	4	15	0	19	31
04:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	4	1	5	0	1	18	0	19	26
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	9	0	9	0	1	6	0	7	17
04:45 PM	0	0	0	0	0	0	1	0	2	3	0	0	5	1	6	0	1	7	0	8	17
Total	0	0	0	0	0	0	3	0	7	10	0	0	26	2	28	0	7	46	0	53	91
05:00 PM	0	0	0	0	0	0	0	0	3	3	0	0	4	1	5	0	2	6	0	8	16
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	1	2	0	3	6
05:30 PM	0	0	0	0	0	0	1	0	1	2	0	0	3	0	3	0	1	3	0	4	9
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	9	0	9	0	0	3	0	3	13
Total	0	0	0	0	0	0	2	0	5	7	0	0	18	1	19	0	4	14	0	18	44
Grand Total	0	0	0	0	0	0	16	0	54	70	0	0	84	8	92	0	58	188	0	246	408
Apprch %	0	0	0	0		0	22.9	0	77.1		0	0	91.3	8.7		0	23.6	76.4	0		
Total %	0	0	0	0	0	0	3.9	0	13.2	17.2	0	0	20.6	2	22.5	0	14.2	46.1	0	60.3	

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Groups Printed- Peds & Bikes

	Reese Rd Eastbound					Reese Rd Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
*** BREAK ***																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	3
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	1	3	0	0	0	0	0	0	0	0	2	2	1	0	0	1	2	7
Grand Total	2	0	0	1	3	0	0	0	0	0	1	0	0	3	4	2	0	0	2	4	11
Apprch %	66.7	0	0	33.3		0	0	0	0		25	0	0	75		50	0	0	50		
Total %	18.2	0	0	9.1	27.3	0	0	0	0	0	9.1	0	0	27.3	36.4	18.2	0	0	18.2	36.4	

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File Name : 28- Davie Rd & Nova Dr
Site Code : 00000000
Start Date : 12/10/2019
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Groups Printed- Autos - Heavy Vehicles

	Nova Dr Eastbound					Nova Dr Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	24	12	19	55	0	22	8	28	58	0	44	178	8	230	6	13	159	78	256	599
07:15 AM	0	21	10	23	54	0	21	20	35	76	0	39	257	8	304	8	14	174	94	290	724
07:30 AM	1	34	13	21	69	0	20	16	48	84	0	26	211	16	253	5	17	171	100	293	699
07:45 AM	0	37	3	36	76	1	18	27	36	82	0	54	248	17	319	6	16	234	103	359	836
Total	1	116	38	99	254	1	81	71	147	300	0	163	894	49	1106	25	60	738	375	1198	2858
08:00 AM	2	27	12	43	84	0	22	16	46	84	0	63	229	19	311	6	16	182	95	299	778
08:15 AM	2	25	9	49	85	0	18	20	28	66	0	45	216	14	275	6	14	192	74	286	712
08:30 AM	0	40	10	52	102	0	17	18	44	79	0	47	220	19	286	5	11	188	103	307	774
08:45 AM	0	38	6	45	89	0	17	19	27	63	0	45	161	10	216	3	21	197	71	292	660
Total	4	130	37	189	360	0	74	73	145	292	0	200	826	62	1088	20	62	759	343	1184	2924
*** BREAK ***																					
04:00 PM	0	70	14	62	146	0	21	19	20	60	0	64	185	16	265	5	34	228	118	385	856
04:15 PM	0	64	12	69	145	0	17	17	18	52	0	53	186	22	261	4	19	237	100	360	818
04:30 PM	1	51	8	54	114	0	22	13	21	56	0	65	256	14	335	5	25	211	101	342	847
04:45 PM	0	59	15	46	120	0	22	13	11	46	0	55	171	19	245	7	25	176	98	306	717
Total	1	244	49	231	525	0	82	62	70	214	0	237	798	71	1106	21	103	852	417	1393	3238
05:00 PM	1	45	14	49	109	0	17	18	20	55	0	28	199	17	244	6	31	253	111	401	809
05:15 PM	1	44	19	38	102	0	23	12	29	64	0	0	174	16	190	4	34	236	118	392	748
05:30 PM	1	54	19	52	126	0	19	26	16	61	0	0	171	16	187	5	23	224	93	345	719
05:45 PM	2	25	18	44	89	0	14	20	17	51	0	0	178	29	207	5	42	236	109	392	739
Total	5	168	70	183	426	0	73	76	82	231	0	28	722	78	828	20	130	949	431	1530	3015
Grand Total	11	658	194	702	1565	1	310	282	444	1037	0	628	3240	260	4128	86	355	3298	1566	5305	12035
Apprch %	0.7	42	12.4	44.9		0.1	29.9	27.2	42.8		0	15.2	78.5	6.3		1.6	6.7	62.2	29.5		
Total %	0.1	5.5	1.6	5.8	13	0	2.6	2.3	3.7	8.6	0	5.2	26.9	2.2	34.3	0.7	2.9	27.4	13	44.1	
Autos	9	642	189	663	1503	1	306	278	435	1020	0	609	3172					3164	1505		11665
% Autos	81.8	97.6	97.4	94.4	96	100	98.7	98.6	98	98.4	0	97	97.9	98.5	97.8	100	98.6	95.9	96.1	96.2	96.9
Heavy Vehicles																					
% Heavy Vehicles	18.2	2.4	2.6	5.6	4	0	1.3	1.4	2	1.6	0	3	2.1	1.5	2.2	0	1.4	4.1	3.9	3.8	3.1

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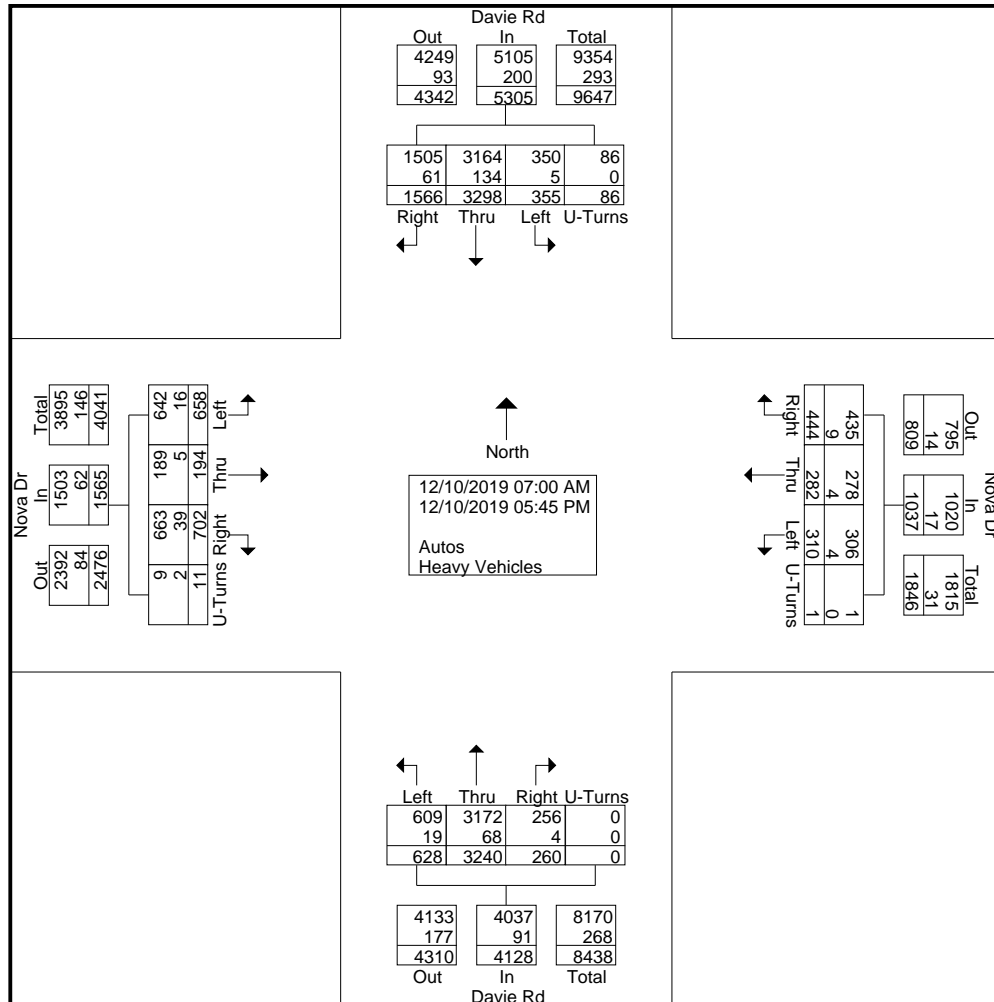
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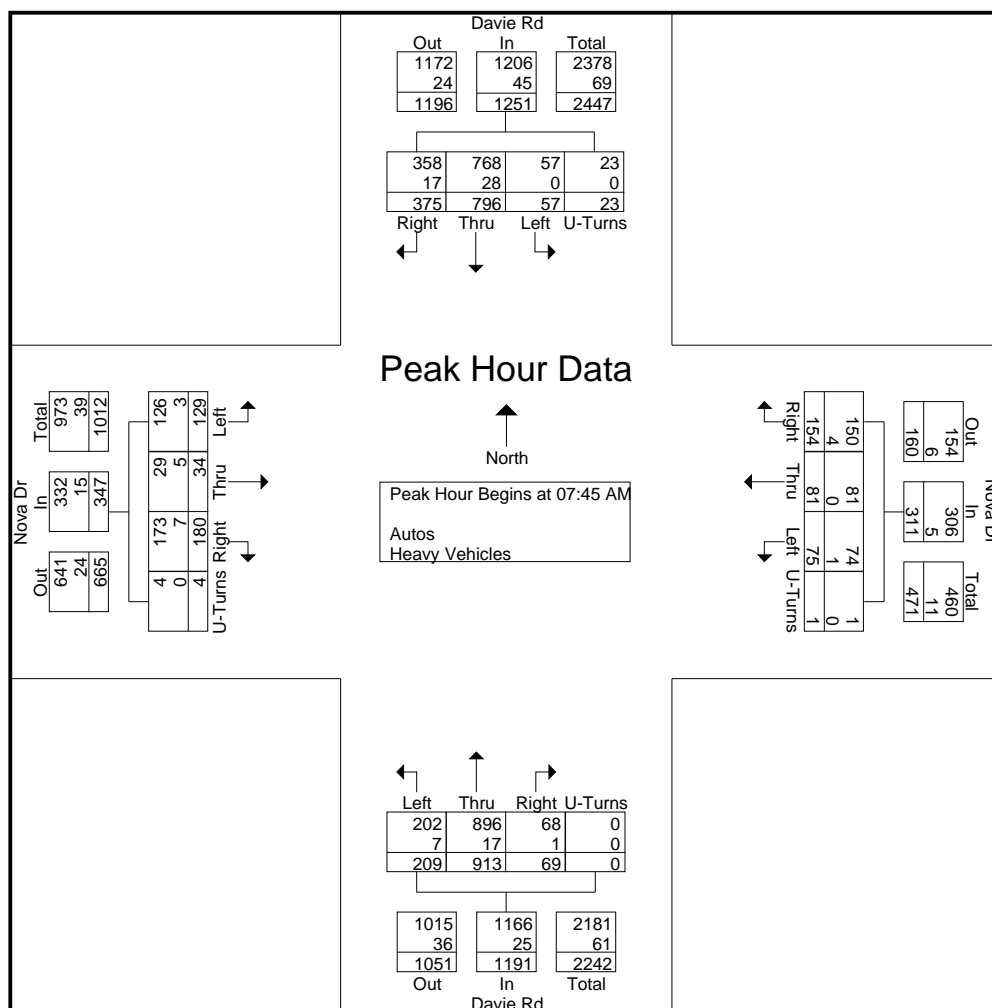
File Name : 28- Davie Rd & Nova Dr

Site Code : 00000000

Start Date : 12/10/2019

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	Nova Dr Eastbound					Nova Dr Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	37	3	36	76	1	18	27	36	82	0	54	248	17	319	6	16	234	103	359	836
08:00 AM	2	27	12	43	84	0	22	16	46	84	0	63	229	19	311	6	16	182	95	299	778
08:15 AM	2	25	9	49	85	0	18	20	28	66	0	45	216	14	275	6	14	192	74	286	712
08:30 AM	0	40	10	52	102	0	17	18	44	79	0	47	220	19	286	5	11	188	103	307	774
Total Volume	4	129	34	180	347	1	75	81	154	311	0	209	913	69	1191	23	57	796	375	1251	3100
% App. Total	1.2	37.2	9.8	51.9		0.3	24.1	26	49.5		0	17.5	76.7	5.8		1.8	4.6	63.6	30		
PHF	.500	.806	.708	.865	.850	.250	.852	.750	.837	.926	.000	.829	.920	.908	.933	.958	.891	.850	.910	.871	.927
Autos	4	126	29	173	332	1	74	81	150	306	0	202	896	68	1166	23	57	768	358	1206	3010
% Autos	100	97.7	85.3	96.1	95.7	100	98.7	100	97.4	98.4	0	96.7	98.1	98.6	97.9	100	100	96.5	95.5	96.4	97.1
Heavy Vehicles																					
% Heavy Vehicles	0	2.3	14.7	3.9	4.3	0	1.3	0	2.6	1.6	0	3.3	1.9	1.4	2.1	0	0	3.5	4.5	3.6	2.9



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Site Code : 00000000

Start Date : 12/10/2019

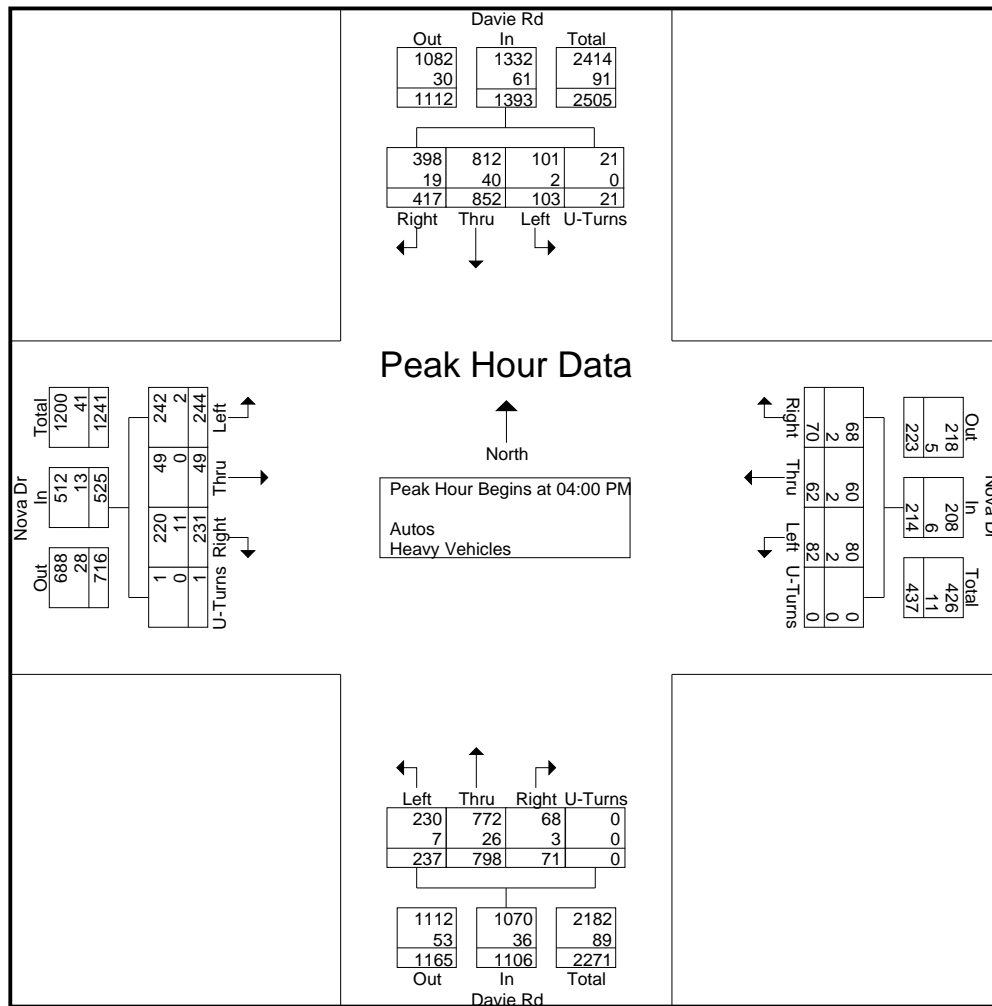
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	Nova Dr Eastbound					Nova Dr Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	70	14	62	146	0	21	19	20	60	0	64	185	16	265	5	34	228	118	385	856
04:15 PM	0	64	12	69	145	0	17	17	18	52	0	53	186	22	261	4	19	237	100	360	818
04:30 PM	1	51	8	54	114	0	22	13	21	56	0	65	256	14	335	5	25	211	101	342	847
04:45 PM	0	59	15	46	120	0	22	13	11	46	0	55	171	19	245	7	25	176	98	306	717
Total Volume	1	244	49	231	525	0	82	62	70	214	0	237	798	71	1106	21	103	852	417	1393	3238
% App. Total	0.2	46.5	9.3	44		0	38.3	29	32.7		0	21.4	72.2	6.4		1.5	7.4	61.2	29.9		
PHF	.250	.871	.817	.837	.899	.000	.932	.816	.833	.892	.000	.912	.779	.807	.825	.750	.757	.899	.883	.905	.946
Autos	1	242	49	220	512	0	80	60	68	208	0	230	772	68	1070	21	101	812	398	1332	3122
% Autos	100	99.2	100	95.2	97.5	0	97.6	96.8	97.1	97.2	0	97.0	96.7	95.8	96.7	100	98.1	95.3	95.4	95.6	96.4
Heavy Vehicles																					
% Heavy Vehicles	0	0.8	0	4.8	2.5	0	2.4	3.2	2.9	2.8	0	3.0	3.3	4.2	3.3	0	1.9	4.7	4.6	4.4	3.6



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Groups Printed- Heavy Vehicles

	Nova Dr Eastbound					Nova Dr Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	3	0	3	0	0	3	3	6	11
07:15 AM	0	4	0	0	4	0	0	2	1	3	0	2	5	0	7	0	3	5	4	12	26
07:30 AM	0	3	0	0	3	0	0	0	1	1	0	1	3	0	4	0	0	0	2	2	10
07:45 AM	0	2	0	2	4	0	0	0	0	0	0	2	3	0	5	0	0	2	3	5	14
Total	0	10	0	2	12	0	1	2	2	5	0	5	14	0	19	0	3	10	12	25	61
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	1	6	0	7	0	0	3	2	5	13
08:15 AM	0	0	0	1	1	0	0	0	1	1	0	2	4	1	7	0	0	5	4	9	18
08:30 AM	0	1	4	4	9	0	1	0	3	4	0	2	4	0	6	0	0	18	8	26	45
08:45 AM	0	1	0	17	18	0	0	0	0	0	0	0	3	0	3	0	0	55	5	60	81
Total	0	2	5	22	29	0	1	0	4	5	0	5	17	1	23	0	0	81	19	100	157
*** BREAK ***																					
04:00 PM	0	1	0	3	4	0	1	1	1	3	0	2	6	1	9	0	1	18	4	23	39
04:15 PM	0	1	0	3	4	0	1	0	1	2	0	2	2	1	5	0	0	11	4	15	26
04:30 PM	0	0	0	2	2	0	0	1	0	1	0	2	9	1	12	0	1	10	5	16	31
04:45 PM	0	0	0	3	3	0	0	0	0	0	0	1	9	0	10	0	0	1	6	7	20
Total	0	2	0	11	13	0	2	2	2	6	0	7	26	3	36	0	2	40	19	61	116
05:00 PM	0	0	0	3	3	0	0	0	0	0	0	2	1	0	3	0	0	0	4	4	10
05:15 PM	1	0	0	0	1	0	0	0	1	1	0	0	2	0	2	0	0	2	2	4	8
05:30 PM	1	0	0	1	2	0	0	0	0	0	0	0	3	0	3	0	0	1	2	3	8
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	5	0	5	0	0	0	3	3	10
Total	2	2	0	4	8	0	0	0	1	1	0	2	11	0	13	0	0	3	11	14	36
Grand Total	2	16	5	39	62	0	4	4	9	17	0	19	68	4	91	0	5	134	61	200	370
Apprch %	3.2	25.8	8.1	62.9		0	23.5	23.5	52.9		0	20.9	74.7	4.4		0	2.5	67	30.5		
Total %	0.5	4.3	1.4	10.5	16.8	0	1.1	1.1	2.4	4.6	0	5.1	18.4	1.1	24.6	0	1.4	36.2	16.5	54.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

File Name : 28- Davie Rd & Nova Dr
Site Code : 00000000
Start Date : 12/10/2019
Page No : 1

Groups Printed- Peds & Bikes

	Nova Dr Eastbound					Nova Dr Westbound					Davie Rd Northbound					Davie Rd Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	2	0	0	1	3	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	6
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	2	0	0	0	2	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
08:45 AM	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	5
Total	0	0	0	1	1	2	0	0	0	2	0	0	0	1	1	6	0	0	0	6	10
*** BREAK ***																					
04:00 PM	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3
04:15 PM	1	0	0	0	1	6	0	0	0	6	1	0	0	0	1	16	0	0	0	16	24
04:30 PM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	11	0	0	1	12	15
04:45 PM	6	0	0	0	6	1	0	0	0	1	10	0	0	0	10	1	0	0	0	1	18
Total	8	0	0	1	9	9	0	0	0	9	12	0	0	0	12	29	0	0	1	30	60
05:00 PM	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	10
05:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	23	0	0	0	23	25
05:30 PM	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	9	0	0	0	9	20
05:45 PM	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	7
Total	15	0	0	0	15	1	0	0	0	1	12	0	0	0	12	34	0	0	0	34	62
Grand Total	25	0	0	3	28	12	0	0	0	12	25	0	0	1	26	71	0	0	1	72	138
Apprch %	89.3	0	0	10.7		100	0	0	0		96.2	0	0	3.8		98.6	0	0	1.4		
Total %	18.1	0	0	2.2	20.3	8.7	0	0	0	8.7	18.1	0	0	0.7	18.8	51.4	0	0	0.7	52.2	

Appendix H - University Drive / SR 817 and SR 7 / US-441

Traffic Count Data

SR 817 (University Dr) at Clearly Blvd

File Name : TMC-1 SR 817 (University Dr) at Clearly Blvd

Site Code : 00000000

Start Date : 9/10/2019

Page No : 1

Groups Printed- Peds & Bikes

[illegible]

*** BREAK ***

SR 817 (University Dr) at Clearly Blvd

File Name : TMC-1 SR 817 (University Dr) at Clearly Blvd
 Site Code : 00000000
 Start Date : 9/10/2019
 Page No : 2

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			Clearly Blvd Westbound			Clearly Blvd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	2
04:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
04:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	1	0	1	0	0	0	1	1	2	4
*** BREAK ***													
05:45 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	0	0	0	2	0	2	0	0	0	2
06:00 PM	1	0	1	0	0	0	0	0	0	1	0	1	2
06:15 PM	0	0	0	1	0	1	0	0	0	2	0	2	3
*** BREAK ***													
06:45 PM	0	0	0	1	0	1	0	0	0	0	1	1	2
Total	1	0	1	2	0	2	0	0	0	3	1	4	7
Grand Total	9	2	11	9	1	10	2	0	2	14	4	18	41
Apprch %	81.8	18.2		90	10		100	0		77.8	22.2		
Total %	22	4.9	26.8	22	2.4	24.4	4.9	0	4.9	34.1	9.8	43.9	

SR 817 (University Dr) at Clearly Blvd

File Name : TMC-1 SR 817 (University Dr) at Clearly Blvd

Site Code : 00000000

Start Date : 9/10/2019

Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Clearly Blvd Westbound						Clearly Blvd Eastbound							
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total	
06:30 AM	0	0	1	1	0	2	0	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0	2	2	12	
06:45 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	1	0	0	0	1	11	
Total	0	0	1	1	0	2	0	2	16	0	0	18	0	0	0	0	0	0	0	1	0	0	2	3	23	
07:00 AM	0	0	7	1	1	9	0	1	7	0	0	8	0	0	0	0	0	0	0	1	0	0	1	2	19	
07:15 AM	0	0	8	2	1	11	0	5	4	0	0	9	0	1	0	0	0	1	0	1	0	2	1	4	25	
07:30 AM	0	1	0	0	0	1	0	3	11	0	0	14	0	0	0	0	0	0	0	1	0	4	4	9	24	
07:45 AM	0	0	8	1	0	9	0	1	5	0	0	6	0	0	0	0	0	0	0	1	0	1	3	5	20	
Total	0	1	23	4	2	30	0	10	27	0	0	37	0	1	0	0	0	1	0	4	0	7	9	20	88	
08:00 AM	0	0	7	2	2	11	0	3	15	0	0	18	0	0	0	0	0	0	0	1	0	1	1	3	32	
08:15 AM	0	0	8	2	1	11	0	5	13	0	0	18	0	0	1	0	0	1	0	1	0	2	0	3	33	
08:30 AM	0	0	8	1	3	12	0	1	12	0	0	13	0	0	0	0	0	0	0	4	0	1	2	7	32	
08:45 AM	0	0	8	1	2	11	0	3	11	0	0	14	0	0	0	0	0	0	0	0	0	2	2	4	29	
Total	0	0	31	6	8	45	0	12	51	0	0	63	0	0	1	0	0	1	0	6	0	6	5	17	126	
09:00 AM	0	0	14	0	1	15	0	1	4	0	0	5	0	0	0	0	0	0	0	1	0	4	2	7	27	
09:15 AM	0	0	8	0	2	10	0	3	10	0	0	13	0	0	0	0	0	0	0	3	1	2	1	7	30	
*** BREAK ***																										
Total	0	0	22	0	3	25	0	4	14	0	0	18	0	0	0	0	0	0	0	4	1	6	3	14	57	
*** BREAK ***																										
11:00 AM	0	0	7	0	2	9	0	2	14	0	0	16	0	0	0	0	0	0	0	1	0	0	1	2	27	
11:15 AM	0	0	5	1	0	6	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	2	0	2	15	
11:30 AM	0	1	11	1	0	13	0	0	11	0	0	11	0	0	0	0	0	0	0	3	0	0	0	3	27	
11:45 AM	0	1	6	3	0	10	0	1	8	0	0	9	0	0	0	0	0	0	0	4	0	2	0	6	25	
Total	0	2	29	5	2	38	0	3	40	0	0	43	0	0	0	0	0	0	0	8	0	4	1	13	94	
12:00 PM	0	0	3	3	0	6	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	12	
12:15 PM	0	0	7	0	0	7	0	1	7	0	0	8	0	1	0	0	0	1	0	0	0	1	1	2	18	
12:30 PM	0	0	3	0	0	3	0	5	11	0	0	16	0	0	0	0	0	0	0	1	0	1	0	2	21	
12:45 PM	0	0	5	0	0	5	0	0	5	0	0	5	0	0	0	0	0	0	0	3	0	0	0	3	13	
Total	0	0	18	3	0	21	0	6	28	1	0	35	0	1	0	0	0	1	0	4	0	2	1	7	64	

*** BREAK ***

SR 817 (University Dr) at Clearly Blvd

File Name : TMC-1 SR 817 (University Dr) at Clearly Blvd

Site Code : 00000000

Start Date : 9/10/2019

Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Clearly Blvd Westbound						Clearly Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
04:00 PM	0	0	10	0	0	10	0	2	7	0	0	9	0	0	0	0	0	0	0	1	1	4	3	9	28
04:15 PM	0	0	12	1	1	14	0	1	9	0	0	10	0	0	0	0	0	0	0	0	0	3	0	3	27
04:30 PM	0	0	5	1	0	6	0	1	4	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	12
04:45 PM	0	0	4	1	0	5	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	11
Total	0	0	31	3	1	35	0	4	25	0	0	29	0	0	0	0	0	0	0	2	1	7	4	14	78
05:00 PM	0	0	4	0	0	4	0	1	4	0	0	5	0	0	0	0	0	0	0	1	0	1	1	3	12
05:15 PM	0	0	4	1	0	5	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	11
05:30 PM	0	0	4	0	0	4	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	7
05:45 PM	0	0	2	1	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	14	2	0	16	0	2	13	0	0	15	0	0	0	0	0	0	0	1	0	2	2	5	36
06:00 PM	0	0	3	1	0	4	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	7
06:15 PM	0	0	5	0	0	5	0	1	4	0	0	5	0	0	0	0	0	0	0	1	0	2	0	3	13
06:30 PM	0	0	3	1	0	4	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	10
06:45 PM	0	0	2	0	0	2	0	0	3	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	8
Total	0	0	13	2	0	15	0	1	13	0	0	14	0	0	0	0	0	0	0	7	0	2	0	9	38
Grand Total	0	3	182	26	16	227	0	44	227	1	0	272	0	2	1	0	0	3	0	37	2	36	27	102	604
Apprch %	0	1.3	80.2	11.5	7		0	16.2	83.5	0.4	0		0	66.7	33.3	0	0		0	36.3	2	35.3	26.5		
Total %	0	0.5	30.1	4.3	2.6	37.6	0	7.3	37.6	0.2	0	45	0	0.3	0.2	0	0	0.5	0	6.1	0.3	6	4.5	16.9	

SR 817 (University Dr) at Clearly Blvd

File Name : TMC-1 SR 817 (University Dr) at Clearly Blvd

Site Code : 00000000

Start Date : 9/10/2019

Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Clearly Blvd Westbound						Clearly Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	349	45	10	404	0	25	193	0	0	218	0	1	2	1	0	4	0	21	0	18	27	66	692
06:45 AM	0	0	407	79	21	507	2	12	258	2	0	274	0	4	0	1	4	9	0	36	0	19	47	102	892
Total	0	0	756	124	31	911	2	37	451	2	0	492	0	5	2	2	4	13	0	57	0	37	74	168	1584
07:00 AM	0	0	493	43	27	563	5	26	314	1	0	346	0	1	2	1	1	5	0	53	0	34	44	131	1045
07:15 AM	0	0	510	35	26	571	4	38	346	0	0	388	0	4	3	1	6	14	0	87	0	76	42	205	1178
07:30 AM	2	2	560	59	33	656	2	25	395	1	0	423	0	4	2	1	2	9	0	83	0	64	59	206	1294
07:45 AM	2	2	521	57	42	624	5	49	403	3	0	460	0	1	2	2	2	7	0	113	1	62	58	234	1325
Total	4	4	2084	194	128	2414	16	138	1458	5	0	1617	0	10	9	5	11	35	0	336	1	236	203	776	4842
08:00 AM	1	1	535	85	38	660	6	64	359	2	0	431	0	2	4	2	1	9	0	101	2	66	60	229	1329
08:15 AM	1	0	521	76	19	617	1	49	435	2	0	487	0	5	2	4	2	13	0	88	0	40	46	174	1291
08:30 AM	0	0	481	53	26	560	2	63	361	1	0	427	0	1	2	3	1	7	1	114	2	32	60	209	1203
08:45 AM	2	0	536	65	24	627	3	41	413	3	0	460	0	3	2	2	4	11	0	83	3	50	45	181	1279
Total	4	1	2073	279	107	2464	12	217	1568	8	0	1805	0	11	10	11	8	40	1	386	7	188	211	793	5102
09:00 AM	1	0	452	32	27	512	3	42	377	2	0	424	0	1	1	0	4	6	0	86	0	46	38	170	1112
09:15 AM	1	0	376	65	12	454	0	40	333	0	0	373	0	1	2	2	2	7	0	84	1	28	36	149	983
*** BREAK ***																									
Total	2	0	828	97	39	966	3	82	710	2	0	797	0	2	3	2	6	13	0	170	1	74	74	319	2095
*** BREAK ***																									
11:00 AM	0	0	361	24	21	406	1	47	349	2	0	399	0	2	0	2	1	5	0	44	0	18	23	85	895
11:15 AM	3	2	347	38	9	399	1	41	336	2	0	380	0	0	1	1	3	5	1	49	0	18	39	107	891
11:30 AM	1	2	396	44	14	457	1	27	344	0	0	372	0	1	1	0	2	4	0	55	0	17	36	108	941
11:45 AM	2	1	384	56	17	460	1	49	365	2	0	417	0	2	2	0	3	7	0	57	0	28	43	128	1012
Total	6	5	1488	162	61	1722	4	164	1394	6	0	1568	0	5	4	3	9	21	1	205	0	81	141	428	3739
12:00 PM	0	0	333	49	12	394	1	34	352	3	1	391	0	5	1	0	0	6	1	52	2	20	39	114	905
12:15 PM	0	1	389	38	11	439	1	39	415	1	0	456	0	1	2	0	1	4	1	50	0	17	34	102	1001
12:30 PM	1	0	349	43	13	406	2	60	374	2	0	438	0	0	2	0	2	4	1	54	0	20	36	111	959
12:45 PM	1	1	346	42	17	407	0	24	359	1	0	384	0	2	1	0	4	7	0	66	1	28	34	129	927
Total	2	2	1417	172	53	1646	4	157	1500	7	1	1669	0	8	6	0	7	21	3	222	3	85	143	456	3792

*** BREAK ***

SR 817 (University Dr) at Clearly Blvd

File Name : TMC-1 SR 817 (University Dr) at Clearly Blvd
 Site Code : 00000000
 Start Date : 9/10/2019
 Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Clearly Blvd Westbound						Clearly Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
04:00 PM	0	0	351	44	16	411	4	57	450	1	1	513	0	1	1	0	3	5	0	72	2	26	42	142	1071
04:15 PM	0	0	400	72	16	488	2	50	476	2	1	531	0	3	3	0	3	9	1	64	2	21	45	133	1161
04:30 PM	0	0	418	64	16	498	3	79	455	2	2	541	0	2	1	1	0	4	0	74	1	28	35	138	1181
04:45 PM	1	1	405	76	13	496	3	64	499	4	0	570	0	5	1	1	2	9	0	42	3	17	48	110	1185
Total	1	1	1574	256	61	1893	12	250	1880	9	4	2155	0	11	6	2	8	27	1	252	8	92	170	523	4598
05:00 PM	1	3	415	92	18	529	4	75	472	3	1	555	0	2	3	1	0	6	3	77	2	38	37	157	1247
05:15 PM	1	0	444	107	16	568	0	70	515	3	1	589	0	2	1	0	2	5	0	87	5	56	19	167	1329
05:30 PM	0	1	528	87	15	631	1	77	493	4	4	579	0	2	2	0	1	5	0	78	2	45	33	158	1373
05:45 PM	1	5	489	81	35	611	0	97	438	4	1	540	0	4	6	0	1	11	1	95	3	32	34	165	1327
Total	3	9	1876	367	84	2339	5	319	1918	14	7	2263	0	10	12	1	4	27	4	337	12	171	123	647	5276
06:00 PM	2	2	459	86	26	575	1	74	462	3	1	541	0	0	6	0	0	6	0	79	5	29	45	158	1280
06:15 PM	1	1	444	87	14	547	4	72	445	9	3	533	0	0	0	1	0	1	0	61	4	30	39	134	1215
06:30 PM	3	2	398	54	24	481	0	76	415	3	1	495	0	0	0	1	3	4	0	72	2	11	47	132	1112
06:45 PM	1	1	359	69	30	460	0	49	429	4	3	485	0	3	3	0	1	7	0	74	4	24	37	139	1091
Total	7	6	1660	296	94	2063	5	271	1751	19	8	2054	0	3	9	2	4	18	0	286	15	94	168	563	4698
Grand Total	29	28	13756	1947	658	16418	63	1635	12630	72	20	14420	0	65	61	28	61	215	10	2251	47	1058	1307	4673	35726
Apprch %	0.2	0.2	83.8	11.9	4		0.4	11.3	87.6	0.5	0.1		0	30.2	28.4	13	28.4		0.2	48.2	1	22.6	28		
Total %	0.1	0.1	38.5	5.4	1.8	46	0.2	4.6	35.4	0.2	0.1	40.4	0	0.2	0.2	0.1	0.2	0.6	0	6.3	0.1	3	3.7	13.1	
Vehicle	29	25	13574	1921	642	16191	63	1591	12403	71	20	14148	0	63	60	28	61	212	10	2214	45	1022	1280	4571	35122
% Vehicle	100	89.3	98.7	98.7	97.6	98.6	100	97.3	98.2	98.6	100	98.1	0	96.9	98.4	100	100	98.6	100	98.4	95.7	96.6	97.9	97.8	98.3
Trucks	0	3	182	26	16	227	0	44	227	1	0	272	0	2	1	0	0	3	0	37	2	36	27	102	604
% Trucks	0	10.7	1.3	1.3	2.4	1.4	0	2.7	1.8	1.4	0	1.9	0	3.1	1.6	0	0	1.4	0	1.6	4.3	3.4	2.1	2.2	1.7

SR 817 (University Dr) at NW 5th Street

File Name : TMC-2 SR 817 (University Dr) at NW 5th Street

Site Code : 00000000

Start Date : 9/10/2019

Page No : 1

Groups Printed- Peds & Bikes

[illegible]

SR 817 (University Dr) at NW 5th Street

File Name : TMC-2 SR 817 (University Dr) at NW 5th Street

Site Code : 00000000

Start Date : 9/10/2019

Page No : 2

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			NW 5th Street Westbound			Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
*** BREAK ***													
06:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total	2	1	3	0	0	0	1	0	1	0	0	0	4
Grand Total	17	2	19	0	0	0	2	3	5	0	0	0	24
Apprch %	89.5	10.5		0	0		40	60		0	0		
Total %	70.8	8.3	79.2	0	0	0	8.3	12.5	20.8	0	0	0	

SR 817 (University Dr) at NW 5th Street

File Name : TMC-2 SR 817 (University Dr) at NW 5th Street

Site Code : 00000000

Start Date : 9/10/2019

Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						NW 5th Street Westbound						Eastbound								
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total		
06:30 AM	0	2	2	0	0	4	0	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	14		
06:45 AM	0	1	0	0	0	1	0	0	7	0	0	7	0	1	0	0	0	1	0	0	0	0	0	0	9		
Total	0	3	2	0	0	5	0	0	16	1	0	17	0	1	0	0	0	1	0	0	0	0	0	0	23		
07:00 AM	0	0	7	0	0	7	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	11		
07:15 AM	0	0	5	0	0	5	0	0	6	2	1	9	0	0	0	0	0	0	0	0	0	0	0	0	14		
07:30 AM	0	4	6	0	0	10	0	0	11	1	2	14	0	0	0	0	0	0	0	0	0	0	0	0	24		
07:45 AM	0	2	6	0	0	8	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	13		
Total	0	6	24	0	0	30	0	0	26	3	3	32	0	0	0	0	0	0	0	0	0	0	0	0	62		
08:00 AM	0	1	10	0	0	11	0	0	16	1	0	17	0	0	0	5	0	5	0	0	0	0	0	0	33		
08:15 AM	0	0	5	0	0	5	0	0	12	0	2	14	0	0	0	3	0	3	0	0	0	0	0	0	22		
08:30 AM	0	2	9	0	0	11	0	0	9	2	0	11	0	1	0	3	0	4	0	0	0	0	0	0	26		
08:45 AM	0	2	7	0	0	9	0	0	11	0	1	12	0	1	0	2	0	3	0	0	0	0	0	0	24		
Total	0	5	31	0	0	36	0	0	48	3	3	54	0	2	0	13	0	15	0	0	0	0	0	0	105		
09:00 AM	0	3	17	0	0	20	0	0	7	1	0	8	0	1	0	0	0	1	0	0	0	0	0	0	29		
09:15 AM	0	0	12	0	0	12	0	0	8	1	1	10	0	2	0	3	2	7	0	0	0	0	0	0	29		
*** BREAK ***																											
Total	0	3	29	0	0	32	0	0	15	2	1	18	0	3	0	3	2	8	0	0	0	0	0	0	58		
*** BREAK ***																											
11:00 AM	0	0	6	0	0	6	0	0	13	0	0	13	0	1	0	2	1	4	0	0	0	0	0	0	23		
11:15 AM	0	1	6	0	0	7	0	0	5	0	0	5	0	1	0	0	1	2	0	0	0	0	0	0	14		
11:30 AM	0	1	10	0	0	11	0	0	10	1	0	11	0	3	0	2	0	5	0	0	0	0	0	0	27		
11:45 AM	0	1	4	0	0	5	0	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	14		
Total	0	3	26	0	0	29	0	0	36	1	1	38	0	5	0	4	2	11	0	0	0	0	0	0	78		
12:00 PM	0	0	5	0	0	5	0	0	6	0	0	6	0	0	0	1	0	1	0	0	0	0	0	0	12		
12:15 PM	0	0	8	0	0	8	0	0	2	0	0	2	0	1	0	1	0	2	0	0	0	0	0	0	12		
12:30 PM	0	2	2	0	0	4	0	0	11	0	0	11	0	1	0	4	0	5	0	0	0	0	0	0	20		
12:45 PM	0	1	5	0	0	6	0	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	11		
Total	0	3	20	0	0	23	0	0	23	0	1	24	0	2	0	6	0	8	0	0	0	0	0	0	55		

*** BREAK ***

SR 817 (University Dr) at NW 5th Street

File Name : TMC-2 SR 817 (University Dr) at NW 5th Street
 Site Code : 00000000
 Start Date : 9/10/2019
 Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						NW 5th Street Westbound						Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
04:00 PM	0	3	14	0	0	17	0	0	6	0	1	7	0	1	0	2	0	3	0	0	0	0	0	0	27
04:15 PM	0	1	12	0	0	13	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	23
04:30 PM	0	1	8	0	0	9	0	0	5	0	0	5	0	0	0	1	0	1	0	0	0	0	0	0	15
04:45 PM	0	0	4	0	0	4	0	0	5	1	0	6	0	2	0	0	0	2	0	0	0	0	0	0	12
Total	0	5	38	0	0	43	0	0	26	1	1	28	0	3	0	3	0	6	0	0	0	0	0	0	77
05:00 PM	0	1	4	0	0	5	0	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	13
05:15 PM	0	0	3	0	0	3	0	0	2	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	6
05:30 PM	0	1	5	0	0	6	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45 PM	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3
Total	0	2	13	0	0	15	0	0	12	2	0	14	0	1	0	1	0	2	0	0	0	0	0	0	31
06:00 PM	0	0	3	0	0	3	0	0	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	8
06:15 PM	0	1	5	0	0	6	0	0	2	1	0	3	0	2	0	0	0	2	0	0	0	0	0	0	11
06:30 PM	0	1	3	0	0	4	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8
06:45 PM	0	0	2	0	0	2	0	0	3	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	7
Total	0	2	13	0	0	15	0	0	12	2	1	15	0	4	0	0	0	4	0	0	0	0	0	0	34
Grand Total	0	32	196	0	0	228	0	0	214	15	11	240	0	21	0	30	4	55	0	0	0	0	0	0	523
Apprch %	0	14	86	0	0		0	0	89.2	6.2	4.6		0	38.2	0	54.5	7.3		0	0	0	0	0		
Total %	0	6.1	37.5	0	0	43.6	0	0	40.9	2.9	2.1	45.9	0	4	0	5.7	0.8	10.5	0	0	0	0	0	0	

SR 817 (University Dr) at NW 5th Street

File Name : TMC-2 SR 817 (University Dr) at NW 5th Street

Site Code : 00000000

Start Date : 9/10/2019

Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						NW 5th Street Westbound						Eastbound							
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total	
06:30 AM	0	27	333	0	0	360	0	0	183	5	2	190	0	20	0	12	12	44	0	0	0	0	0	0	594	
06:45 AM	0	48	417	0	0	465	0	0	221	12	5	238	0	33	0	13	13	59	0	0	0	0	0	0	762	
Total	0	75	750	0	0	825	0	0	404	17	7	428	0	53	0	25	25	103	0	0	0	0	0	0	1356	
07:00 AM	0	66	463	0	0	529	0	0	265	12	7	284	0	45	0	22	25	92	0	0	0	0	0	0	905	
07:15 AM	0	75	516	0	0	591	0	0	352	25	9	386	0	37	0	21	24	82	0	0	0	0	0	0	1059	
07:30 AM	0	135	577	0	0	712	0	0	328	23	21	372	0	62	0	39	20	121	0	0	0	0	0	0	1205	
07:45 AM	0	136	472	0	0	608	0	0	371	42	15	428	0	64	0	73	8	145	0	0	0	0	0	0	1181	
Total	0	412	2028	0	0	2440	0	0	1316	102	52	1470	0	208	0	155	77	440	0	0	0	0	0	0	4350	
08:00 AM	0	148	509	0	0	657	0	0	341	50	21	412	0	69	0	59	14	142	0	0	0	0	0	0	1211	
08:15 AM	0	134	418	0	0	552	0	0	378	30	23	431	0	69	0	67	2	138	0	0	0	0	0	0	1121	
08:30 AM	0	81	511	0	0	592	0	0	325	39	14	378	0	55	0	66	21	142	0	0	0	0	0	0	1112	
08:45 AM	0	130	453	0	0	583	0	0	335	24	20	379	0	61	0	79	6	146	0	0	0	0	0	0	1108	
Total	0	493	1891	0	0	2384	0	0	1379	143	78	1600	0	254	0	271	43	568	0	0	0	0	0	0	4552	
09:00 AM	0	87	402	0	0	489	0	0	323	20	13	356	0	60	0	45	29	134	0	0	0	0	0	0	979	
09:15 AM	0	94	385	0	0	479	0	0	301	27	10	338	0	41	0	55	12	108	0	0	0	0	0	0	925	
*** BREAK ***																										
Total	0	181	787	0	0	968	0	0	624	47	23	694	0	101	0	100	41	242	0	0	0	0	0	0	1904	
*** BREAK ***																										
11:00 AM	0	61	302	0	0	363	0	0	334	33	18	385	0	49	0	45	20	114	0	0	0	0	0	0	862	
11:15 AM	0	80	323	0	0	403	0	0	329	31	15	375	0	54	0	37	17	108	0	0	0	0	0	0	886	
11:30 AM	0	63	343	0	0	406	0	0	318	22	19	359	0	39	0	35	23	97	0	0	0	0	0	0	862	
11:45 AM	0	62	341	0	0	403	0	0	304	35	17	356	0	54	0	42	30	126	0	0	0	0	0	0	885	
Total	0	266	1309	0	0	1575	0	0	1285	121	69	1475	0	196	0	159	90	445	0	0	0	0	0	0	3495	
12:00 PM	0	74	343	0	0	417	0	0	320	27	29	376	0	46	0	56	16	118	0	0	0	0	0	0	911	
12:15 PM	1	71	317	0	0	389	0	0	338	39	9	386	0	37	0	39	34	110	0	0	0	0	0	0	885	
12:30 PM	1	87	318	0	0	406	0	0	410	36	18	464	0	41	0	61	18	120	0	0	0	0	0	0	990	
12:45 PM	1	80	333	0	0	414	0	0	337	22	28	387	0	72	0	38	16	126	0	0	0	0	0	0	927	
Total	3	312	1311	0	0	1626	0	0	1405	124	84	1613	0	196	0	194	84	474	0	0	0	0	0	0	3713	

*** BREAK ***

SR 817 (University Dr) at NW 5th Street

File Name : TMC-2 SR 817 (University Dr) at NW 5th Street

Site Code : 00000000

Start Date : 9/10/2019

Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						NW 5th Street Westbound						Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
04:00 PM	0	69	372	0	0	441	0	0	397	44	24	465	0	69	0	52	29	150	0	0	0	0	0	0	1056
04:15 PM	0	57	388	0	0	445	0	0	449	33	31	513	0	34	0	52	32	118	0	0	0	0	0	0	1076
04:30 PM	0	67	393	0	0	460	0	0	413	39	30	482	0	48	0	47	34	129	0	0	0	0	0	0	1071
04:45 PM	0	79	407	0	0	486	0	0	428	47	29	504	0	51	0	65	29	145	0	0	0	0	0	0	1135
Total	0	272	1560	0	0	1832	0	0	1687	163	114	1964	0	202	0	216	124	542	0	0	0	0	0	0	4338
05:00 PM	0	66	384	0	0	450	0	0	476	54	32	562	0	45	0	83	36	164	0	0	0	0	0	0	1176
05:15 PM	0	105	392	0	0	497	0	0	432	52	23	507	0	60	0	90	16	166	0	0	0	0	0	0	1170
05:30 PM	0	96	462	0	0	558	0	0	438	48	25	511	0	60	0	87	42	189	0	0	0	0	0	0	1258
05:45 PM	0	66	436	0	0	502	0	0	434	38	28	500	0	56	0	86	34	176	0	0	0	0	0	0	1178
Total	0	333	1674	0	0	2007	0	0	1780	192	108	2080	0	221	0	346	128	695	0	0	0	0	0	0	4782
06:00 PM	1	71	416	0	0	488	0	0	396	31	24	451	0	55	0	77	42	174	0	0	0	0	0	0	1113
06:15 PM	0	74	414	0	0	488	0	0	460	55	26	541	0	40	0	66	34	140	0	0	0	0	0	0	1169
06:30 PM	0	72	344	0	0	416	0	0	416	36	31	483	0	49	0	61	19	129	0	0	0	0	0	0	1028
06:45 PM	0	48	357	0	0	405	0	0	374	25	29	428	0	38	0	45	33	116	0	0	0	0	0	0	949
Total	1	265	1531	0	0	1797	0	0	1646	147	110	1903	0	182	0	249	128	559	0	0	0	0	0	0	4259
Grand Total	4	2609	12841	0	0	15454	0	0	11526	1056	645	13227	0	1613	0	1715	740	4068	0	0	0	0	0	0	32749
Apprch %	0	16.9	83.1	0	0		0	0	87.1	8	4.9		0	39.7	0	42.2	18.2		0	0	0	0	0		
Total %	0	8	39.2	0	0	47.2	0	0	35.2	3.2	2	40.4	0	4.9	0	5.2	2.3	12.4	0	0	0	0	0	0	
Vehicle	4	2577	12645	0	0	15226	0	0	11312	1041	634	12987	0	1592	0	1685	736	4013	0	0	0	0	0	0	32226
% Vehicle	100	98.8	98.5	0	0	98.5	0	0	98.1	98.6	98.3	98.2	0	98.7	0	98.3	99.5	98.6	0	0	0	0	0	0	98.4
Trucks	0	32	196	0	0	228	0	0	214	15	11	240	0	21	0	30	4	55	0	0	0	0	0	0	523
% Trucks	0	1.2	1.5	0	0	1.5	0	0	1.9	1.4	1.7	1.8	0	1.3	0	1.7	0.5	1.4	0	0	0	0	0	0	1.6

SR 817 (University Dr) at NW 3rd Street

File Name : TMC-3 SR 817 (University Dr) at NW 3rd Street
 Site Code : 00000000
 Start Date : 9/19/2019
 Page No : 1

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			Westbound			NW 3d Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
*** BREAK ***													
Total	0	0	0	2	0	2	0	0	0	1	0	1	3
*** BREAK ***													
Grand Total	0	0	0	2	0	2	0	0	0	4	0	4	6
Apprch %	0	0		100	0		0	0		100	0		
Total %	0	0	0	33.3	0	33.3	0	0	0	66.7	0	66.7	

SR 817 (University Dr) at NW 3rd Street

File Name : TMC-3 SR 817 (University Dr) at NW 3rd Street

Site Code : 00000000

Start Date : 9/19/2019

Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Groups 1 thru 5 Westbound						NW 3d Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	1	1	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
06:45 AM	0	0	3	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	4	1	0	5	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00 AM	0	0	4	0	0	4	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	7
07:15 AM	0	0	3	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	7
07:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
07:45 AM	0	0	3	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	12	0	0	12	0	0	9	0	0	9	0	0	0	0	0	0	0	1	0	0	1	2	23
08:00 AM	0	0	1	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	7
08:15 AM	0	0	3	0	0	3	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	9
08:30 AM	0	0	7	0	0	7	0	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0	1	1	16
08:45 AM	0	0	1	0	0	1	0	1	4	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	7
Total	0	0	12	0	0	12	0	3	21	0	0	24	0	0	0	0	0	0	0	1	0	0	2	3	39
09:00 AM	0	0	1	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	2	10
09:15 AM	0	0	3	0	0	3	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	9
*** BREAK ***																									
Total	0	0	4	0	0	4	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	3	3	19
*** BREAK ***																									
11:00 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	1	0	0	1	2	11
11:15 AM	0	0	2	0	0	2	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	1	11
11:30 AM	0	0	2	0	0	2	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	1	10
11:45 AM	0	0	6	0	0	6	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	1	2	3	16
Total	0	0	10	0	0	10	0	0	31	0	0	31	0	0	0	0	0	0	0	1	0	1	5	7	48
12:00 PM	0	0	2	1	0	3	0	0	8	0	0	8	0	0	0	0	0	0	0	1	0	0	0	1	12
12:15 PM	0	0	3	0	0	3	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	10
12:30 PM	0	0	2	0	0	2	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	10
12:45 PM	0	0	2	0	0	2	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	1	1	16
Total	0	0	9	1	0	10	0	0	36	0	0	36	0	0	0	0	0	0	0	1	0	0	1	2	48

*** BREAK ***

SR 817 (University Dr) at NW 3rd Street

File Name : TMC-3 SR 817 (University Dr) at NW 3rd Street
 Site Code : 00000000
 Start Date : 9/19/2019
 Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Westbound						NW 3d Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
04:00 PM	0	0	1	0	0	1	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	13
04:15 PM	0	0	6	0	0	6	0	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	14
04:30 PM	0	0	4	0	0	4	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	1	0	1	13
04:45 PM	0	0	2	0	0	2	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	1	1	17
Total	0	0	13	0	0	13	0	1	41	0	0	42	0	0	0	0	0	0	0	0	0	1	1	2	57
05:00 PM	0	0	2	0	0	2	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	5
05:30 PM	0	0	4	0	0	4	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45 PM	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	10	0	0	10	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	1	1	26
06:00 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
06:15 PM	0	0	1	1	0	2	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	0	1	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
06:45 PM	0	0	2	0	0	2	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	4	1	0	5	0	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	27
Grand Total	0	0	78	3	0	81	0	4	191	0	0	195	0	0	0	0	0	0	0	4	0	2	14	20	296
Apprch %	0	0	96.3	3.7	0		0	2.1	97.9	0	0		0	0	0	0	0	0	0	20	0	10	70		
Total %	0	0	26.4	1	0	27.4	0	1.4	64.5	0	0	65.9	0	0	0	0	0	0	0	1.4	0	0.7	4.7	6.8	

SR 817 (University Dr) at NW 3rd Street

File Name : TMC-3 SR 817 (University Dr) at NW 3rd Street

Site Code : 00000000

Start Date : 9/19/2019

Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Westbound						NW 3d Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	369	2	0	371	1	3	201	0	0	205	0	0	0	0	0	0	0	0	0	0	9	9	585
06:45 AM	1	0	470	3	0	474	3	2	213	0	0	218	0	0	0	0	0	0	0	2	0	1	8	11	703
Total	1	0	839	5	0	845	4	5	414	0	0	423	0	0	0	0	0	0	0	2	0	1	17	20	1288
07:00 AM	0	0	480	1	0	481	1	7	265	0	0	273	0	0	0	0	0	0	0	0	0	1	9	10	764
07:15 AM	0	0	567	1	0	568	0	4	365	0	0	369	0	0	0	0	0	0	0	0	0	1	10	11	948
07:30 AM	0	0	586	0	0	586	4	5	361	0	0	370	0	0	0	0	0	0	0	4	0	3	12	19	975
07:45 AM	0	0	484	5	0	489	8	7	417	0	0	432	0	0	0	0	0	0	0	9	0	1	8	18	939
Total	0	0	2117	7	0	2124	13	23	1408	0	0	1444	0	0	0	0	0	0	0	13	0	6	39	58	3626
08:00 AM	0	0	524	2	0	526	3	3	406	0	0	412	0	0	0	0	0	0	0	6	0	0	8	14	952
08:15 AM	0	0	443	0	0	443	3	8	389	0	0	400	0	0	0	0	0	0	0	3	0	0	10	13	856
08:30 AM	0	0	517	2	0	519	3	6	351	0	0	360	0	0	0	0	0	0	0	2	0	0	9	11	890
08:45 AM	0	0	480	0	0	480	1	7	355	0	0	363	0	0	0	0	0	0	0	2	0	0	10	12	855
Total	0	0	1964	4	0	1968	10	24	1501	0	0	1535	0	0	0	0	0	0	0	13	0	0	37	50	3553
09:00 AM	0	0	423	3	0	426	1	3	326	0	0	330	0	0	0	0	0	0	0	1	0	0	9	10	766
09:15 AM	0	0	383	1	0	384	3	5	347	0	0	355	0	0	0	0	0	0	0	0	0	1	7	8	747
*** BREAK ***																									
Total	0	0	806	4	0	810	4	8	673	0	0	685	0	0	0	0	0	0	0	1	0	1	16	18	1513
*** BREAK ***																									
11:00 AM	0	0	338	5	0	343	1	2	345	0	0	348	0	0	0	0	0	0	0	4	0	1	7	12	703
11:15 AM	0	0	350	1	0	351	2	0	359	0	0	361	0	0	0	0	0	0	0	4	0	0	5	9	721
11:30 AM	0	0	355	1	0	356	1	2	373	0	0	376	0	0	0	0	0	0	0	0	0	0	2	2	734
11:45 AM	0	0	360	1	0	361	3	0	346	0	0	349	0	0	0	0	0	0	0	0	0	1	3	4	714
Total	0	0	1403	8	0	1411	7	4	1423	0	0	1434	0	0	0	0	0	0	0	8	0	2	17	27	2872
12:00 PM	0	0	409	2	0	411	2	1	356	0	0	359	0	0	0	0	0	0	0	2	0	0	4	6	776
12:15 PM	0	0	341	3	0	344	0	4	379	0	0	383	0	0	0	0	0	0	0	1	0	0	3	4	731
12:30 PM	0	0	392	0	0	392	0	5	423	0	0	428	0	0	0	0	0	0	0	3	0	0	7	10	830
12:45 PM	0	0	365	2	0	367	0	7	373	0	0	380	0	0	0	0	0	0	0	2	0	0	5	7	754
Total	0	0	1507	7	0	1514	2	17	1531	0	0	1550	0	0	0	0	0	0	0	8	0	0	19	27	3091

*** BREAK ***

SR 817 (University Dr) at NW 3rd Street

File Name : TMC-3 SR 817 (University Dr) at NW 3rd Street

Site Code : 00000000

Start Date : 9/19/2019

Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Westbound						NW 3d Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
04:00 PM	0	0	421	1	2	424	1	2	443	0	0	446	0	0	0	0	0	0	0	1	0	0	3	4	874
04:15 PM	0	0	421	2	0	423	1	9	502	0	0	512	0	0	0	0	0	0	0	2	0	1	5	8	943
04:30 PM	0	0	398	1	0	399	2	6	534	0	0	542	0	0	0	0	0	0	0	0	0	1	3	4	945
04:45 PM	0	0	414	0	0	414	0	3	500	0	0	503	0	0	0	0	0	0	0	2	0	1	4	7	924
Total	0	0	1654	4	2	1660	4	20	1979	0	0	2003	0	0	0	0	0	0	0	5	0	3	15	23	3686
05:00 PM	0	0	403	1	0	404	0	5	576	0	0	581	0	0	0	0	0	0	0	2	0	0	3	5	990
05:15 PM	0	0	407	2	1	410	0	1	522	0	0	523	0	0	0	0	0	0	0	2	0	2	6	10	943
05:30 PM	0	0	473	5	0	478	3	3	506	0	0	512	0	0	0	0	0	0	0	2	0	2	7	11	1001
05:45 PM	0	0	438	6	0	444	2	6	490	0	0	498	0	0	0	0	0	0	0	0	0	0	6	6	948
Total	0	0	1721	14	1	1736	5	15	2094	0	0	2114	0	0	0	0	0	0	0	6	0	4	22	32	3882
06:00 PM	0	0	409	2	0	411	5	9	492	0	0	506	0	0	0	0	0	0	0	0	0	0	3	3	920
06:15 PM	0	0	425	5	1	431	2	8	500	0	0	510	0	0	0	0	0	0	0	2	0	0	3	5	946
06:30 PM	0	0	348	0	1	349	3	5	512	0	0	520	0	0	0	0	0	0	0	2	0	0	2	4	873
06:45 PM	0	0	365	1	0	366	1	4	424	0	0	429	0	0	0	0	0	0	0	0	0	0	4	4	799
Total	0	0	1547	8	2	1557	11	26	1928	0	0	1965	0	0	0	0	0	0	0	4	0	0	12	16	3538
Grand Total	1	0	13558	61	5	13625	60	142	12951	0	0	13153	0	0	0	0	0	0	0	60	0	17	194	271	27049
Apprch %	0	0	99.5	0.4	0		0.5	1.1	98.5	0	0		0	0	0	0	0	0	0	22.1	0	6.3	71.6		
Total %	0	0	50.1	0.2	0	50.4	0.2	0.5	47.9	0	0	48.6	0	0	0	0	0	0	0	0.2	0	0.1	0.7	1	
Vehicle	1	0	13480	58	5	13544	60	138	12760	0	0	12958	0	0	0	0	0	0	0	56	0	15	180	251	26753
% Vehicle	100	0	99.4	95.1	100	99.4	100	97.2	98.5	0	0	98.5	0	0	0	0	0	0	0	93.3	0	88.2	92.8	92.6	98.9
Trucks	0	0	78	3	0	81	0	4	191	0	0	195	0	0	0	0	0	0	0	4	0	2	14	20	296
% Trucks	0	0	0.6	4.9	0	0.6	0	2.8	1.5	0	0	1.5	0	0	0	0	0	0	0	6.7	0	11.8	7.2	7.4	1.1

SR 817 (University Dr) at NW 2nd Street

File Name : TMC-4 SR 817 (University Dr) at NW 2nd Street

Site Code : 00000000

Start Date : 9/12/2019

Page No : 1

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			NW 2nd Street Westbound			NW 2nd Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
07:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	2	0	2	2	0	2	4
*** BREAK ***													
08:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
*** BREAK ***													
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	1	0	1	0	0	0	1	0	1	2
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	2	0	2	2
*** BREAK ***													
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	1	0	1	0	0	0	1	0	1	2
Total	0	0	0	1	0	1	1	0	1	2	0	2	4
*** BREAK ***													
Grand Total	0	0	0	2	0	2	3	0	3	8	0	8	13
Apprch %	0	0		100	0		100	0		100	0		
Total %	0	0	0	15.4	0	15.4	23.1	0	23.1	61.5	0	61.5	

SR 817 (University Dr) at NW 2nd Street

File Name : TMC-4 SR 817 (University Dr) at NW 2nd Street

Site Code : 00000000

Start Date : 9/12/2019

Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						NW 2nd Street Westbound						NW 2nd Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	5	0	0	5	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	17
06:45 AM	0	0	6	0	0	6	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	0	0	11	0	0	11	0	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	34
07:00 AM	0	0	11	0	0	11	0	1	9	0	0	10	0	0	0	0	0	0	0	1	0	0	0	1	22
07:15 AM	0	0	4	0	0	4	0	1	12	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	17
07:30 AM	0	0	7	0	0	7	0	0	8	0	0	8	0	1	0	0	0	1	0	0	0	0	0	0	16
07:45 AM	0	0	9	0	0	9	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	0	0	31	0	0	31	0	3	32	0	0	35	0	1	0	0	0	1	0	1	0	0	0	1	68
08:00 AM	0	0	8	0	0	8	0	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	29
08:15 AM	0	0	9	0	0	9	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	17
08:30 AM	0	0	16	0	1	17	0	0	12	1	0	13	0	0	0	0	1	1	0	0	0	0	1	1	32
08:45 AM	0	0	12	0	1	13	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	0	0	45	0	2	47	0	0	45	1	0	46	0	0	0	0	1	1	0	0	0	0	1	1	95
09:00 AM	0	0	7	0	0	7	0	0	9	0	0	9	0	0	0	0	0	0	0	1	0	0	0	1	17
09:15 AM	0	0	9	0	0	9	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	14
*** BREAK ***																									
Total	0	0	16	0	0	16	0	0	14	0	0	14	0	0	0	0	0	0	0	1	0	0	0	1	31
*** BREAK ***																									
11:00 AM	0	0	10	0	0	10	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	22
11:15 AM	0	0	8	0	0	8	0	0	25	1	0	26	0	0	0	0	0	0	0	0	0	0	0	0	34
11:30 AM	0	0	11	0	0	11	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	26
11:45 AM	0	0	15	0	0	15	0	0	9	0	0	9	0	1	0	0	0	1	0	0	0	0	0	0	25
Total	0	0	44	0	0	44	0	0	61	1	0	62	0	1	0	0	0	1	0	0	0	0	0	0	107
12:00 PM	0	0	12	0	0	12	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	15
12:15 PM	0	0	6	2	1	9	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11
12:30 PM	0	0	11	0	0	11	0	3	9	0	0	12	0	0	0	0	0	0	0	0	0	2	2	2	25
12:45 PM	0	0	10	0	0	10	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	21
Total	0	0	39	2	1	42	0	3	25	0	0	28	0	0	0	0	0	0	0	0	0	2	2	2	72

*** BREAK ***

SR 817 (University Dr) at NW 2nd Street

File Name : TMC-4 SR 817 (University Dr) at NW 2nd Street

Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						NW 2nd Street Westbound						NW 2nd Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
04:00 PM	0	0	13	0	2	15	0	1	11	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	27
04:15 PM	0	0	9	1	0	10	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	15
04:30 PM	0	0	8	0	0	8	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	16
04:45 PM	0	0	10	0	0	10	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	16
Total	0	0	40	1	2	43	0	1	29	0	0	30	0	0	0	0	0	0	0	0	0	1	0	1	74
05:00 PM	0	0	11	0	0	11	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	16
05:15 PM	0	0	7	0	0	7	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	13
05:30 PM	0	0	7	0	0	7	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	0	5	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	30	0	0	30	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	43
06:00 PM	0	0	6	0	0	6	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
06:15 PM	0	0	7	0	0	7	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9
06:30 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	3	3	3	9
06:45 PM	0	0	4	0	0	4	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	17	0	0	17	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	3	3	3	35
Grand Total	0	0	273	3	5	281	0	7	257	2	0	266	0	2	0	0	1	3	0	2	0	1	6	9	559
Apprch %	0	0	97.2	1.1	1.8		0	2.6	96.6	0.8	0		0	66.7	0	0	33.3		0	22.2	0	11.1	66.7		
Total %	0	0	48.8	0.5	0.9	50.3	0	1.3	46	0.4	0	47.6	0	0.4	0	0	0.2	0.5	0	0.4	0	0.2	1.1	1.6	

SR 817 (University Dr) at NW 2nd Street

File Name : TMC-4 SR 817 (University Dr) at NW 2nd Street

Site Code : 00000000

Start Date : 9/12/2019

Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						NW 2nd Street Westbound						NW 2nd Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	1	1	372	6	1	381	0	3	213	0	0	216	0	4	0	0	0	4	0	1	1	2	1	5	606
06:45 AM	0	3	443	9	11	466	0	5	219	4	0	228	0	3	0	1	1	5	0	1	4	3	2	10	709
Total	1	4	815	15	12	847	0	8	432	4	0	444	0	7	0	1	1	9	0	2	5	5	3	15	1315
07:00 AM	0	17	465	11	1	494	2	7	236	2	0	247	0	3	0	1	2	6	0	5	6	0	2	13	760
07:15 AM	0	18	585	11	1	615	0	11	351	3	0	365	0	20	2	13	8	43	1	3	11	4	3	22	1045
07:30 AM	0	31	589	16	5	641	0	10	328	3	0	341	0	49	0	24	14	87	0	10	16	3	4	33	1102
07:45 AM	0	6	508	14	6	534	0	8	357	4	0	369	0	50	0	38	14	102	0	6	8	4	0	18	1023
Total	0	72	2147	52	13	2284	2	36	1272	12	0	1322	0	122	2	76	38	238	1	24	41	11	9	86	3930
08:00 AM	0	1	569	12	1	583	0	7	368	2	0	377	0	4	0	2	4	10	0	2	0	2	5	9	979
08:15 AM	1	3	448	22	1	475	3	14	379	2	4	402	0	9	0	0	1	10	0	5	1	4	6	16	903
08:30 AM	0	4	556	9	3	572	0	9	389	2	1	401	0	1	0	1	2	4	0	4	0	1	6	11	988
08:45 AM	0	2	481	5	2	490	1	4	345	0	0	350	0	6	0	0	2	8	0	7	1	3	1	12	860
Total	1	10	2054	48	7	2120	4	34	1481	6	5	1530	0	20	0	3	9	32	0	18	2	10	18	48	3730
09:00 AM	0	0	443	8	1	452	2	12	289	2	3	308	0	15	0	2	2	19	0	7	0	1	2	10	789
09:15 AM	2	0	422	5	0	429	0	4	320	3	1	328	0	5	0	1	0	6	0	10	0	5	2	17	780
*** BREAK ***																									
Total	2	0	865	13	1	881	2	16	609	5	4	636	0	20	0	3	2	25	0	17	0	6	4	27	1569
*** BREAK ***																									
11:00 AM	1	0	338	1	0	340	2	3	373	2	0	380	0	4	0	1	1	6	0	5	0	2	2	9	735
11:15 AM	1	1	350	6	0	358	0	3	352	5	0	360	0	1	0	0	2	3	0	3	1	4	5	13	734
11:30 AM	0	0	333	7	0	340	1	4	342	0	0	347	0	3	0	2	3	8	0	5	0	3	5	13	708
11:45 AM	0	0	403	3	0	406	1	5	375	2	0	383	0	3	0	1	1	5	0	4	1	0	4	9	803
Total	2	1	1424	17	0	1444	4	15	1442	9	0	1470	0	11	0	4	7	22	0	17	2	9	16	44	2980
12:00 PM	1	0	442	6	1	450	0	3	342	6	0	351	0	2	0	0	1	3	0	4	1	0	2	7	811
12:15 PM	1	0	307	4	1	313	1	6	356	2	0	365	0	2	0	0	1	3	0	2	0	1	4	7	688
12:30 PM	0	0	421	5	2	428	1	9	439	7	0	456	0	3	2	0	0	5	0	7	0	2	10	19	908
12:45 PM	0	0	376	4	0	380	1	5	407	1	0	414	0	3	0	0	4	7	0	1	0	1	5	7	808
Total	2	0	1546	19	4	1571	3	23	1544	16	0	1586	0	10	2	0	6	18	0	14	1	4	21	40	3215

*** BREAK ***

SR 817 (University Dr) at NW 2nd Street

File Name : TMC-4 SR 817 (University Dr) at NW 2nd Street

Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						NW 2nd Street Westbound						NW 2nd Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
04:00 PM	2	9	400	0	4	415	0	5	413	10	0	428	0	6	2	1	4	13	0	11	0	2	8	21	877
04:15 PM	0	6	436	2	0	444	2	5	443	4	0	454	0	21	1	7	3	32	0	6	0	6	6	18	948
04:30 PM	0	3	392	8	1	404	2	9	475	8	1	495	0	18	2	8	2	30	0	12	0	9	7	28	957
04:45 PM	0	0	450	3	0	453	1	6	486	5	0	498	0	7	0	1	2	10	0	11	0	1	6	18	979
Total	2	18	1678	13	5	1716	5	25	1817	27	1	1875	0	52	5	17	11	85	0	40	0	18	27	85	3761
05:00 PM	0	1	438	3	0	442	0	4	498	8	1	511	0	5	0	5	1	11	0	27	0	9	16	52	1016
05:15 PM	0	4	455	3	3	465	0	3	516	5	0	524	0	6	0	3	2	11	0	12	0	3	7	22	1022
05:30 PM	1	13	456	3	3	476	0	3	461	2	2	468	0	12	1	4	0	17	0	16	1	6	10	33	994
05:45 PM	1	3	393	3	2	402	3	5	479	4	2	493	0	9	0	4	3	16	0	6	1	0	5	12	923
Total	2	21	1742	12	8	1785	3	15	1954	19	5	1996	0	32	1	16	6	55	0	61	2	18	38	119	3955
06:00 PM	0	10	442	4	1	457	0	4	491	7	0	502	0	7	0	1	1	9	0	6	1	3	10	20	988
06:15 PM	2	26	364	2	1	395	3	5	495	6	0	509	0	1	0	4	1	6	0	11	2	1	4	18	928
06:30 PM	0	14	304	6	0	324	1	2	465	4	2	474	0	7	0	5	7	19	0	2	1	11	9	23	840
06:45 PM	1	13	368	11	2	395	0	5	447	3	0	455	0	2	0	3	7	12	0	8	0	1	4	13	875
Total	3	63	1478	23	4	1571	4	16	1898	20	2	1940	0	17	0	13	16	46	0	27	4	16	27	74	3631
Grand Total	15	189	13749	212	54	14219	27	188	12449	118	17	12799	0	291	10	133	96	530	1	220	57	97	163	538	28086
Apprch %	0.1	1.3	96.7	1.5	0.4		0.2	1.5	97.3	0.9	0.1		0	54.9	1.9	25.1	18.1		0.2	40.9	10.6	18	30.3		
Total %	0.1	0.7	49	0.8	0.2	50.6	0.1	0.7	44.3	0.4	0.1	45.6	0	1	0	0.5	0.3	1.9	0	0.8	0.2	0.3	0.6	1.9	
Vehicle	15	189	13476	209	49	13938	27	181	12192	116	17	12533	0	289	10	133	95	527	1	218	57	96	157	529	27527
% Vehicle	100	100	98	98.6	90.7	98	100	96.3	97.9	98.3	100	97.9	0	99.3	100	100	99	99.4	100	99.1	100	99	96.3	98.3	98
Trucks	0	0	273	3	5	281	0	7	257	2	0	266	0	2	0	0	1	3	0	2	0	1	6	9	559
% Trucks	0	0	2	1.4	9.3	2	0	3.7	2.1	1.7	0	2.1	0	0.7	0	0	1	0.6	0	0.9	0	1	3.7	1.7	2

SR 817 (University Dr) at Perimeter Rd

File Name : TMC-5 W Broward Blvd at Perimeter Rd
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 1

Groups Printed- Peds & Bikes

	Perimeter Rd Southbound			Perimeter Rd Northbound			W Broward Blvd Westbound			W Broward Blvd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1	0	1	2
Total	2	0	2	0	0	0	0	0	0	2	0	2	4
08:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
08:45 AM	1	1	2	0	0	0	0	0	0	0	0	0	2
Total	2	1	3	0	0	0	0	0	0	1	0	1	4
*** BREAK ***													
09:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
11:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
*** BREAK ***													
11:45 AM	0	1	1	0	0	0	1	0	1	3	0	3	5
Total	0	1	1	0	0	0	3	0	3	3	0	3	7
12:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
12:30 PM	0	1	1	0	0	0	1	0	1	2	0	2	4
*** BREAK ***													
Total	1	1	2	0	0	0	1	0	1	2	0	2	5
*** BREAK ***													
04:00 PM	3	0	3	0	0	0	2	0	2	0	0	0	5
*** BREAK ***													
04:30 PM	0	1	1	0	0	0	2	0	2	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total	3	1	4	0	0	0	5	0	5	0	0	0	9

SR 817 (University Dr) at Perimeter Rd

File Name : TMC-5 W Broward Blvd at Perimeter Rd
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 2

Groups Printed- Peds & Bikes

	Perimeter Rd Southbound			Perimeter Rd Northbound			W Broward Blvd Westbound			W Broward Blvd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
05:15 PM	2	1	3	0	0	0	2	0	2	0	0	0	5
05:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
Total	2	2	4	0	0	0	4	0	4	0	0	0	8
*** BREAK ***													
06:15 PM	1	0	1	1	0	1	0	0	0	1	1	2	4
*** BREAK ***													
06:45 PM	0	0	0	0	0	0	10	0	10	0	0	0	10
Total	1	0	1	1	0	1	10	0	10	1	1	2	14
Grand Total	12	6	18	1	0	1	23	0	23	10	1	11	53
Apprch %	66.7	33.3		100	0		100	0		90.9	9.1		
Total %	22.6	11.3	34	1.9	0	1.9	43.4	0	43.4	18.9	1.9	20.8	

SR 817 (University Dr) at Perimeter Rd

File Name : TMC-5 W Broward Blvd at Perimeter Rd
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 1

Groups Printed- Trucks

	Perimeter Rd Southbound						Perimeter Rd Northbound						W Broward Blvd Westbound						W Broward Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	5	0	0	5	10
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	5	0	0	5	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	10	0	0	10	19
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	4	0	0	4	17
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	7	0	0	7	22
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	0	7	0	0	7	16
07:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	1	10	0	0	11	0	0	8	0	0	8	21
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	2	46	0	0	48	0	0	26	0	0	26	76
08:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	14	0	0	16	0	0	9	0	0	9	26
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	0	9	0	1	10	31
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	16	0	0	9	0	0	9	25
08:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	6	0	0	6	0	0	9	0	0	9	16
Total	0	1	0	1	0	2	0	0	0	0	0	0	0	2	56	1	0	59	0	0	36	0	1	37	98
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	9	0	0	11	0	0	11	0	0	11	23
09:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	11	0	0	12	0	0	9	0	0	9	22
*** BREAK ***																									
Total	0	0	0	0	0	0	0	1	0	1	0	2	0	3	20	0	0	23	0	0	20	0	0	20	45
*** BREAK ***																									
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	9	0	0	9	0	0	3	1	0	4	14
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	9	0	0	9	16
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	7	1	0	8	13
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	11	0	0	11	20
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	30	0	0	30	0	0	30	2	0	32	63
12:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	7	0	0	7	0	0	13	0	0	13	22
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	9	0	0	9	0	0	12	0	0	12	22
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	6	0	0	6	13
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	8	0	0	8	0	0	10	0	0	10	19
Total	0	0	0	0	0	0	0	4	0	0	0	4	0	0	31	0	0	31	0	0	41	0	0	41	76
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	1	0	0	1	2	0	1	7	0	0	8	0	0	6	1	0	7	17
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	7	0	0	7	13
04:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	0	0	4	0	0	4	0	0	4	10
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	4	1	0	5	0	0	6	0	0	6	12
Total	0	0	0	0	0	0	0	3	0	1	1	5	0	1	21	1	0	23	0	0	23	1	0	24	52

SR 817 (University Dr) at Perimeter Rd

File Name : TMC-5 W Broward Blvd at Perimeter Rd
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 2

Groups Printed- Trucks

	Perimeter Rd Southbound						Perimeter Rd Northbound						W Broward Blvd Westbound						W Broward Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	5	0	0	5	0	0	3	0	1	4	11
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	4	0	0	4	11
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	0	0	4	6
05:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	5	0	0	5	9
Total	0	2	0	0	0	2	0	0	1	0	0	1	0	0	17	0	0	17	0	0	16	0	1	17	37
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	4	0	0	4	10
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	6	0	0	6	11
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	4	0	0	4	8
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	4	0	0	4	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	18	0	0	18	37
Grand Total	0	3	0	1	0	4	0	10	1	2	2	15	0	8	249	2	0	259	0	0	220	3	2	225	503
Apprch %	0	75	0	25	0		0	66.7	6.7	13.3	13.3		0	3.1	96.1	0.8	0		0	0	97.8	1.3	0.9		
Total %	0	0.6	0	0.2	0	0.8	0	2	0.2	0.4	0.4	3	0	1.6	49.5	0.4	0	51.5	0	0	43.7	0.6	0.4	44.7	

SR 817 (University Dr) at Perimeter Rd

File Name : TMC-5 W Broward Blvd at Perimeter Rd
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

	Perimeter Rd Southbound						Perimeter Rd Northbound						W Broward Blvd Westbound						W Broward Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	1	0	0	1	0	2	1	0	1	4	0	4	233	2	0	239	0	0	173	2	0	175	419
06:45 AM	0	0	0	0	1	1	0	0	0	0	7	7	0	11	275	7	0	293	0	0	215	5	0	220	521
Total	0	0	1	0	1	2	0	2	1	0	8	11	0	15	508	9	0	532	0	0	388	7	0	395	940
07:00 AM	0	2	0	0	1	3	0	1	0	0	7	8	1	9	259	3	0	272	0	0	304	3	1	308	591
07:15 AM	0	6	3	1	1	11	0	1	0	0	4	5	0	16	316	8	0	340	0	0	434	7	0	441	797
07:30 AM	0	0	2	0	0	2	0	3	1	4	4	12	0	22	372	11	2	407	0	0	496	9	2	507	928
07:45 AM	0	4	2	0	0	6	0	6	0	5	3	14	1	37	429	12	4	483	0	1	484	17	3	505	1008
Total	0	12	7	1	2	22	0	11	1	9	18	39	2	84	1376	34	6	1502	0	1	1718	36	6	1761	3324
08:00 AM	0	4	0	0	1	5	0	9	3	1	3	16	1	34	366	19	2	422	0	0	420	6	4	430	873
08:15 AM	0	5	2	1	1	9	0	6	2	4	5	17	0	37	380	21	9	447	0	0	444	16	3	463	936
08:30 AM	0	2	1	1	2	6	0	6	1	3	5	15	2	44	361	14	3	424	0	0	395	20	2	417	862
08:45 AM	0	1	0	2	0	3	0	7	1	1	8	17	0	35	322	18	5	380	0	1	379	20	3	403	803
Total	0	12	3	4	4	23	0	28	7	9	21	65	3	150	1429	72	19	1673	0	1	1638	62	12	1713	3474
09:00 AM	0	4	0	2	3	9	0	3	1	5	12	21	2	31	290	10	0	333	0	0	346	14	6	366	729
09:15 AM	0	2	2	0	4	8	0	6	0	2	10	18	1	27	314	9	2	353	0	0	330	19	2	351	730
*** BREAK ***																									
Total	0	6	2	2	7	17	0	9	1	7	22	39	3	58	604	19	2	686	0	0	676	33	8	717	1459
*** BREAK ***																									
11:00 AM	0	4	1	5	4	14	0	22	0	5	12	39	1	19	241	12	6	279	0	0	245	21	1	267	599
11:15 AM	0	9	0	1	7	17	0	29	1	1	18	49	1	23	220	7	1	252	0	0	271	33	9	313	631
11:30 AM	0	6	3	2	3	14	0	13	3	12	14	42	2	23	257	6	5	293	0	0	272	28	12	312	661
11:45 AM	0	5	2	0	1	8	0	20	1	12	16	49	4	40	272	7	0	323	0	0	298	36	17	351	731
Total	0	24	6	8	15	53	0	84	5	30	60	179	8	105	990	32	12	1147	0	0	1086	118	39	1243	2622
12:00 PM	0	8	1	5	4	18	0	26	4	8	21	59	3	43	256	5	0	307	0	0	277	27	16	320	704
12:15 PM	0	15	1	2	3	21	0	27	1	17	17	62	2	27	257	4	2	292	0	0	266	28	9	303	678
12:30 PM	0	6	2	4	4	16	0	35	1	10	25	71	2	32	276	7	2	319	0	0	288	29	11	328	734
12:45 PM	0	6	0	3	3	12	0	38	4	14	26	82	3	39	304	11	1	358	0	0	280	36	13	329	781
Total	0	35	4	14	14	67	0	126	10	49	89	274	10	141	1093	27	5	1276	0	0	1111	120	49	1280	2897
*** BREAK ***																									
04:00 PM	0	12	1	5	1	19	0	36	3	19	11	69	2	37	379	3	0	421	0	0	349	27	5	381	890
04:15 PM	0	9	4	2	7	22	0	37	2	9	24	72	0	33	382	7	0	422	0	0	332	34	7	373	889
04:30 PM	0	24	7	5	3	39	0	35	4	17	16	72	2	32	369	4	0	407	0	0	289	19	11	319	837
04:45 PM	0	10	1	2	3	16	0	44	1	13	17	75	2	24	473	5	0	504	0	0	371	30	8	409	1004
Total	0	55	13	14	14	96	0	152	10	58	68	288	6	126	1603	19	0	1754	0	0	1341	110	31	1482	3620

SR 817 (University Dr) at Perimeter Rd

File Name : TMC-5 W Broward Blvd at Perimeter Rd
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 2

Groups Printed- Vehicle - Trucks

	Perimeter Rd Southbound						Perimeter Rd Northbound						W Broward Blvd Westbound						W Broward Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	26	8	2	3	39	0	45	7	32	10	94	3	38	437	4	1	483	0	0	418	19	13	450	1066
05:15 PM	0	22	4	4	1	31	0	38	4	20	22	84	1	36	444	6	2	489	0	0	334	30	12	376	980
05:30 PM	0	4	4	4	1	13	0	46	1	12	25	84	0	47	457	7	4	515	0	0	327	22	8	357	969
05:45 PM	0	12	1	2	3	18	0	37	4	27	18	86	0	41	411	2	0	454	0	0	321	32	7	360	918
Total	0	64	17	12	8	101	0	166	16	91	75	348	4	162	1749	19	7	1941	0	0	1400	103	40	1543	3933
06:00 PM	0	4	1	2	6	13	0	54	3	14	21	92	1	35	434	7	0	477	0	0	324	42	11	377	959
06:15 PM	0	9	5	1	2	17	0	36	1	8	15	60	0	32	428	8	0	468	0	0	291	32	13	336	881
06:30 PM	0	1	1	2	1	5	0	52	1	20	11	84	0	32	366	4	0	402	0	0	249	29	4	282	773
06:45 PM	0	2	1	2	1	6	0	26	0	17	14	57	0	43	346	3	0	392	0	0	231	24	5	260	715
Total	0	16	8	7	10	41	0	168	5	59	61	293	1	142	1574	22	0	1739	0	0	1095	127	33	1255	3328
Grand Total	0	224	61	62	75	422	0	746	56	312	422	1536	37	983	10926	253	51	12250	0	2	10453	716	218	11389	25597
Apprch %	0	53.1	14.5	14.7	17.8		0	48.6	3.6	20.3	27.5		0.3	8	89.2	2.1	0.4		0	0	91.8	6.3	1.9		
Total %	0	0.9	0.2	0.2	0.3	1.6	0	2.9	0.2	1.2	1.6	6	0.1	3.8	42.7	1	0.2	47.9	0	0	40.8	2.8	0.9	44.5	
Vehicle	0	221	61	61	75	418	0	736	55	310	420	1521	37	975	10677	251	51	11991	0	2	10233	713	216	11164	25094
% Vehicle	0	98.7	100	98.4	100	99.1	0	98.7	98.2	99.4	99.5	99	100	99.2	97.7	99.2	100	97.9	0	100	97.9	99.6	99.1	98	98
Trucks	0	3	0	1	0	4	0	10	1	2	2	15	0	8	249	2	0	259	0	0	220	3	2	225	503
% Trucks	0	1.3	0	1.6	0	0.9	0	1.3	1.8	0.6	0.5	1	0	0.8	2.3	0.8	0	2.1	0	0	2.1	0.4	0.9	2	2

SR 817 (University Dr) at Broward Blvd

File Name : TMC-6 SR 817 (University Dr) at Broward Blvd
 Site Code : 00000000
 Start Date : 9/10/2019
 Page No : 1

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			W Broward Blvd Westbound			W Broward Blvd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:30 AM	2	0	2	2	0	2	3	1	4	5	0	5	13
06:45 AM	4	0	4	0	0	0	0	0	0	4	0	4	8
Total	6	0	6	2	0	2	3	1	4	9	0	9	21
07:00 AM	4	0	4	1	0	1	0	0	0	8	0	8	13
07:15 AM	0	0	0	1	1	2	0	0	0	3	1	4	6
07:30 AM	1	0	1	0	0	0	0	0	0	2	0	2	3
07:45 AM	3	0	3	1	0	1	0	0	0	3	0	3	7
Total	8	0	8	3	1	4	0	0	0	16	1	17	29
08:00 AM	3	0	3	4	0	4	0	0	0	3	0	3	10
08:15 AM	1	0	1	1	1	2	1	0	1	2	0	2	6
08:30 AM	1	0	1	0	0	0	0	0	0	0	1	1	2
08:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	5	0	5	6	1	7	1	0	1	5	1	6	19
09:00 AM	3	0	3	0	1	1	0	0	0	1	0	1	5
09:15 AM	1	0	1	0	1	1	0	0	0	0	0	0	2
*** BREAK ***													
Total	4	0	4	0	2	2	0	0	0	1	0	1	7
*** BREAK ***													
11:00 AM	0	0	0	0	0	0	0	1	1	6	0	6	7
11:15 AM	2	0	2	2	0	2	0	0	0	2	0	2	6
11:30 AM	1	1	2	0	0	0	2	0	2	3	0	3	7
11:45 AM	1	0	1	0	0	0	0	0	0	1	0	1	2
Total	4	1	5	2	0	2	2	1	3	12	0	12	22
12:00 PM	5	0	5	4	0	4	3	0	3	6	1	7	19
12:15 PM	2	0	2	1	0	1	0	0	0	0	0	0	3
*** BREAK ***													
12:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	7	0	7	6	0	6	3	0	3	6	1	7	23
*** BREAK ***													
04:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
04:30 PM	3	0	3	2	0	2	3	0	3	2	1	3	11
04:45 PM	2	0	2	0	0	0	0	0	0	2	0	2	4
Total	6	0	6	2	0	2	3	0	3	4	1	5	16

SR 817 (University Dr) at Broward Blvd

File Name : TMC-6 SR 817 (University Dr) at Broward Blvd

Site Code : 00000000

Start Date : 9/10/2019

Page No : 2

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			W Broward Blvd Westbound			W Broward Blvd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	4	2	6	1	0	1	2	1	3	2	0	2	12
05:30 PM	0	1	1	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	4	3	7	2	0	2	2	1	3	4	0	4	16
06:00 PM	5	1	6	0	0	0	0	0	0	5	1	6	12
06:15 PM	1	0	1	2	0	2	0	0	0	0	0	0	3
06:30 PM	0	1	1	1	0	1	0	0	0	0	0	0	2
06:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	7	2	9	3	0	3	0	0	0	5	1	6	18
Grand Total	51	6	57	26	4	30	14	3	17	62	5	67	171
Apprch %	89.5	10.5		86.7	13.3		82.4	17.6		92.5	7.5		
Total %	29.8	3.5	33.3	15.2	2.3	17.5	8.2	1.8	9.9	36.3	2.9	39.2	

SR 817 (University Dr) at Broward Blvd

File Name : TMC-6 SR 817 (University Dr) at Broward Blvd
 Site Code : 00000000
 Start Date : 9/10/2019
 Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						W Broward Blvd Westbound						W Broward Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	2	1	0	3	0	1	9	0	0	10	0	1	1	0	0	2	0	0	3	1	0	4	19
06:45 AM	0	0	1	0	0	1	0	1	6	2	2	11	0	2	2	0	1	5	0	1	3	0	0	4	21
Total	0	0	3	1	0	4	0	2	15	2	2	21	0	3	3	0	1	7	0	1	6	1	0	8	40
07:00 AM	0	0	6	0	1	7	0	1	5	0	2	8	0	4	8	0	1	13	0	2	4	1	0	7	35
07:15 AM	0	0	4	3	1	8	0	2	7	5	3	17	0	5	16	2	0	23	0	1	6	4	0	11	59
07:30 AM	0	2	3	1	2	8	0	0	6	0	2	8	0	2	9	1	0	12	0	3	4	4	0	11	39
07:45 AM	0	2	1	0	1	4	0	2	6	1	2	11	0	4	6	0	1	11	0	1	8	1	0	10	36
Total	0	4	14	4	5	27	0	5	24	6	9	44	0	15	39	3	2	59	0	7	22	10	0	39	169
08:00 AM	0	6	6	1	1	14	0	2	11	3	0	16	0	10	7	1	6	24	0	1	4	1	0	6	60
08:15 AM	0	0	3	1	1	5	0	2	10	2	1	15	0	3	9	0	3	15	0	2	6	1	0	9	44
08:30 AM	1	3	5	1	0	10	0	3	8	4	3	18	0	7	8	3	1	19	0	2	3	2	0	7	54
08:45 AM	0	2	10	2	2	16	0	1	13	1	2	17	0	1	6	1	1	9	0	0	3	2	0	5	47
Total	1	11	24	5	4	45	0	8	42	10	6	66	0	21	30	5	11	67	0	5	16	6	0	27	205
09:00 AM	0	4	14	0	1	19	0	3	9	2	1	15	0	5	5	0	0	10	0	3	6	3	2	14	58
09:15 AM	0	5	11	1	2	19	0	0	12	0	3	15	0	7	8	1	0	16	0	2	1	5	0	8	58
*** BREAK ***																									
Total	0	9	25	1	3	38	0	3	21	2	4	30	0	12	13	1	0	26	0	5	7	8	2	22	116
*** BREAK ***																									
11:00 AM	0	3	7	0	1	11	0	5	8	3	2	18	0	1	5	0	1	7	0	1	5	1	0	7	43
11:15 AM	0	0	3	1	0	4	0	2	8	3	0	13	0	3	4	1	2	10	0	2	3	1	1	7	34
11:30 AM	0	1	8	1	5	15	0	2	10	1	1	14	0	2	5	1	0	8	0	3	3	1	0	7	44
11:45 AM	0	0	5	1	0	6	0	1	6	0	1	8	0	2	2	3	0	7	0	1	4	3	1	9	30
Total	0	4	23	3	6	36	0	10	32	7	4	53	0	8	16	5	3	32	0	7	15	6	2	30	151
12:00 PM	2	1	2	1	2	8	0	3	7	2	0	12	0	2	1	0	0	3	0	2	5	3	0	10	33
12:15 PM	0	0	7	2	1	10	0	0	5	3	1	9	0	2	7	0	0	9	0	1	4	1	1	7	35
12:30 PM	0	0	5	1	1	7	0	2	9	0	4	15	0	1	3	1	0	5	0	3	0	2	0	5	32
12:45 PM	0	2	7	0	2	11	0	3	4	1	1	9	0	2	4	2	0	8	0	1	0	5	1	7	35
Total	2	3	21	4	6	36	0	8	25	6	6	45	0	7	15	3	0	25	0	7	9	11	2	29	135
*** BREAK ***																									
04:00 PM	1	1	12	2	2	18	0	6	7	2	2	17	0	1	1	0	0	2	0	1	3	0	0	4	41
04:15 PM	0	3	9	1	1	14	0	1	8	2	2	13	1	3	3	0	0	7	0	1	3	3	0	7	41
04:30 PM	0	0	10	0	0	10	0	1	5	1	0	7	0	2	3	1	0	6	0	1	3	0	0	4	27
04:45 PM	0	0	6	0	1	7	0	1	3	1	1	6	0	4	2	0	0	6	0	1	8	1	1	11	30
Total	1	4	37	3	4	49	0	9	23	6	5	43	1	10	9	1	0	21	0	4	17	4	1	26	139

SR 817 (University Dr) at Broward Blvd

File Name : TMC-6 SR 817 (University Dr) at Broward Blvd

Site Code : 00000000

Start Date : 9/10/2019

Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						W Broward Blvd Westbound						W Broward Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	0	4	1	1	6	0	1	5	3	1	10	0	0	0	0	0	0	0	0	6	1	0	7	23
05:15 PM	0	0	3	1	0	4	0	0	3	1	0	4	0	2	2	0	0	4	1	3	0	1	0	5	17
05:30 PM	0	2	2	1	0	5	0	0	1	1	1	3	0	4	1	0	0	5	0	1	2	0	0	3	16
05:45 PM	0	0	2	1	1	4	0	1	1	1	1	4	0	3	3	0	0	6	0	2	4	1	1	8	22
Total	0	2	11	4	2	19	0	2	10	6	3	21	0	9	6	0	0	15	1	6	12	3	1	23	78
06:00 PM	0	2	4	0	2	8	0	0	2	0	1	3	0	4	3	0	0	7	0	1	5	1	0	7	25
06:15 PM	0	0	5	0	0	5	0	2	1	1	1	5	0	1	1	0	1	3	0	2	5	0	0	7	20
06:30 PM	0	1	2	1	0	4	0	2	2	1	0	5	0	2	3	0	0	5	0	2	4	0	0	6	20
06:45 PM	0	0	3	1	1	5	0	0	3	1	1	5	0	1	2	1	0	4	0	2	3	2	1	8	22
Total	0	3	14	2	3	22	0	4	8	3	3	18	0	8	9	1	1	19	0	7	17	3	1	28	87
Grand Total	4	40	172	27	33	276	0	51	200	48	42	341	1	93	140	19	18	271	1	49	121	52	9	232	1120
Apprch %	1.4	14.5	62.3	9.8	12		0	15	58.7	14.1	12.3		0.4	34.3	51.7	7	6.6		0.4	21.1	52.2	22.4	3.9		
Total %	0.4	3.6	15.4	2.4	2.9	24.6	0	4.6	17.9	4.3	3.8	30.4	0.1	8.3	12.5	1.7	1.6	24.2	0.1	4.4	10.8	4.6	0.8	20.7	

SR 817 (University Dr) at Broward Blvd

File Name : TMC-6 SR 817 (University Dr) at Broward Blvd
 Site Code : 00000000
 Start Date : 9/10/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						W Broward Blvd Westbound						W Broward Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	1	13	302	20	11	347	0	44	179	9	32	264	1	107	179	10	16	313	0	3	128	7	16	154	1078
06:45 AM	0	20	259	22	21	322	0	54	198	32	46	330	1	69	182	15	27	294	0	11	171	11	22	215	1161
Total	1	33	561	42	32	669	0	98	377	41	78	594	2	176	361	25	43	607	0	14	299	18	38	369	2239
07:00 AM	0	69	337	14	21	441	0	38	201	34	42	315	4	117	226	30	22	399	0	35	222	17	14	288	1443
07:15 AM	3	34	496	25	13	571	0	49	292	60	27	428	1	109	224	45	19	398	0	72	330	32	19	453	1850
07:30 AM	0	40	524	20	42	626	2	50	275	58	21	406	2	132	269	55	22	480	0	81	355	49	28	513	2025
07:45 AM	2	84	403	32	42	563	0	56	279	69	45	449	4	147	377	31	45	604	0	61	366	19	21	467	2083
Total	5	227	1760	91	118	2201	2	193	1047	221	135	1598	11	505	1096	161	108	1881	0	249	1273	117	82	1721	7401
08:00 AM	3	93	367	44	32	539	0	54	303	80	34	471	3	114	271	42	39	469	0	49	323	22	21	415	1894
08:15 AM	3	79	306	47	22	457	1	90	282	79	39	491	12	135	264	19	50	480	0	45	345	12	25	427	1855
08:30 AM	5	84	365	32	27	513	0	63	267	71	39	440	6	135	288	23	44	496	0	55	287	39	14	395	1844
08:45 AM	5	94	383	31	29	542	3	55	240	75	52	425	6	125	242	40	45	458	1	67	233	40	14	355	1780
Total	16	350	1421	154	110	2051	4	262	1092	305	164	1827	27	509	1065	124	178	1903	1	216	1188	113	74	1592	7373
09:00 AM	3	71	346	33	28	481	4	52	237	55	72	420	2	125	215	29	29	400	0	37	304	40	18	399	1700
09:15 AM	3	71	316	26	52	468	1	47	252	37	93	430	2	132	201	30	23	388	1	42	256	23	17	339	1625
*** BREAK ***																									
Total	6	142	662	59	80	949	5	99	489	92	165	850	4	257	416	59	52	788	1	79	560	63	35	738	3325
*** BREAK ***																									
11:00 AM	3	43	247	25	38	356	3	58	240	52	82	435	3	127	185	23	28	366	0	65	166	26	25	282	1439
11:15 AM	10	78	205	29	35	357	4	55	259	37	76	431	2	110	140	35	18	305	0	50	196	34	24	304	1397
11:30 AM	9	81	222	23	43	378	7	65	250	45	78	445	4	93	189	25	23	334	0	56	198	48	22	324	1481
11:45 AM	10	76	243	28	34	391	4	51	247	34	75	411	1	137	226	37	19	420	1	56	200	67	20	344	1566
Total	32	278	917	105	150	1482	18	229	996	168	311	1722	10	467	740	120	88	1425	1	227	760	175	91	1254	5883
12:00 PM	14	75	284	21	29	423	2	81	257	55	56	451	5	116	193	29	26	369	0	57	183	46	23	309	1552
12:15 PM	8	67	247	27	29	378	3	54	267	68	64	456	2	124	155	32	28	341	0	58	205	41	34	338	1513
12:30 PM	2	78	258	32	28	398	8	67	298	44	68	485	2	133	169	40	24	368	1	50	197	61	17	326	1577
12:45 PM	5	61	254	40	35	395	3	47	273	58	74	455	0	131	211	48	21	411	1	42	195	55	17	310	1571
Total	29	281	1043	120	121	1594	16	249	1095	225	262	1847	9	504	728	149	99	1489	2	207	780	203	91	1283	6213
*** BREAK ***																									
04:00 PM	19	66	292	31	32	440	2	67	341	87	62	559	3	131	257	40	34	465	0	60	274	38	20	392	1856
04:15 PM	15	63	293	20	35	426	4	46	334	55	97	536	1	116	300	52	30	499	0	83	228	41	39	391	1852
04:30 PM	14	68	308	26	30	446	5	59	372	82	83	601	3	144	307	40	26	520	0	66	203	58	36	363	1930
04:45 PM	8	87	356	34	27	512	1	71	351	57	68	548	1	123	356	27	51	558	0	66	293	36	28	423	2041
Total	56	284	1249	111	124	1824	12	243	1398	281	310	2244	8	514	1220	159	141	2042	0	275	998	173	123	1569	7679

SR 817 (University Dr) at Broward Blvd

File Name : TMC-6 SR 817 (University Dr) at Broward Blvd

Site Code : 00000000

Start Date : 9/10/2019

Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						W Broward Blvd Westbound						W Broward Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	8	87	335	39	28	497	3	44	400	114	64	625	0	134	289	41	43	507	0	94	278	55	34	461	2090
05:15 PM	6	75	368	30	25	504	3	72	334	113	69	591	2	136	310	18	52	518	1	85	263	39	25	413	2026
05:30 PM	5	69	322	41	38	475	1	64	335	87	84	571	0	97	354	31	36	518	0	68	268	22	37	395	1959
05:45 PM	6	65	301	28	37	437	1	54	362	72	84	573	0	141	366	21	41	569	0	94	265	33	21	413	1992
Total	25	296	1326	138	128	1913	8	234	1431	386	301	2360	2	508	1319	111	172	2112	1	341	1074	149	117	1682	8067
06:00 PM	11	69	356	35	26	497	1	89	391	92	45	618	0	111	258	19	52	440	0	77	198	70	53	398	1953
06:15 PM	16	69	279	26	25	415	1	64	330	60	78	533	0	130	312	32	31	505	0	97	215	27	23	362	1815
06:30 PM	7	46	257	35	23	368	1	54	383	62	91	591	2	109	322	35	32	500	0	75	196	20	16	307	1766
06:45 PM	10	62	261	32	18	383	0	57	363	59	61	540	1	90	316	32	28	467	0	45	209	18	19	291	1681
Total	44	246	1153	128	92	1663	3	264	1467	273	275	2282	3	440	1208	118	143	1912	0	294	818	135	111	1358	7215
Grand Total	214	2137	10092	948	955	14346	68	1871	9392	1992	2001	15324	76	3880	8153	1026	1024	14159	6	1902	7750	1146	762	11566	55395
Apprch %	1.5	14.9	70.3	6.6	6.7		0.4	12.2	61.3	13	13.1		0.5	27.4	57.6	7.2	7.2		0.1	16.4	67	9.9	6.6		
Total %	0.4	3.9	18.2	1.7	1.7	25.9	0.1	3.4	17	3.6	3.6	27.7	0.1	7	14.7	1.9	1.8	25.6	0	3.4	14	2.1	1.4	20.9	
Vehicle	210	2097	9920	921	922	14070	68	1820	9192	1944	1959	14983	75	3787	8013	1007	1006	13888	5	1853	7629	1094	753	11334	54275
% Vehicle	98.1	98.1	98.3	97.2	96.5	98.1	100	97.3	97.9	97.6	97.9	97.8	98.7	97.6	98.3	98.1	98.2	98.1	83.3	97.4	98.4	95.5	98.8	98	98
Trucks	4	40	172	27	33	276	0	51	200	48	42	341	1	93	140	19	18	271	1	49	121	52	9	232	1120
% Trucks	1.9	1.9	1.7	2.8	3.5	1.9	0	2.7	2.1	2.4	2.1	2.2	1.3	2.4	1.7	1.9	1.8	1.9	16.7	2.6	1.6	4.5	1.2	2	2

SR 817 (University Dr) at SW 75th Avenue

File Name : TMC-7 W Broward Blvd at SW 75th Avenue
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 1

Groups Printed- Peds & Bikes

	SW 75th Avenue Southbound			SW 75th Avenue Northbound			W Broward Blvd Westbound			W Broward Blvd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:30 AM	2	0	2	0	0	0	0	0	0	1	0	1	3
*** BREAK ***													
Total	2	0	2	0	0	0	0	0	0	1	0	1	3
07:00 AM	1	1	2	0	0	0	0	0	0	2	1	3	5
*** BREAK ***													
Total	1	1	2	0	0	0	0	0	0	2	1	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
08:45 AM	1	0	1	1	0	1	0	0	0	0	0	0	2
Total	2	0	2	1	0	1	0	0	0	1	0	1	4
*** BREAK ***													
09:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
04:15 PM	1	0	1	0	0	0	1	0	1	1	0	1	3
04:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
*** BREAK ***													
Total	3	0	3	0	0	0	1	0	1	1	0	1	5
*** BREAK ***													
05:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
*** BREAK ***													
Total	2	0	2	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
06:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
06:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	2	0	2	0	0	0	1	0	1	0	0	0	3
Grand Total	13	1	14	1	0	1	2	0	2	5	1	6	23
Apprch %	92.9	7.1		100	0		100	0		83.3	16.7		
Total %	56.5	4.3	60.9	4.3	0	4.3	8.7	0	8.7	21.7	4.3	26.1	

SR 817 (University Dr) at SW 75th Avenue

File Name : TMC-7 W Broward Blvd at SW 75th Avenue
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 1

Groups Printed- Trucks

	SW 75th Avenue Southbound						SW 75th Avenue Northbound						W Broward Blvd Westbound						W Broward Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	2	4
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	3	0	0	3	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	5	0	0	5	12
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	1	0	0	1	9
07:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	2	0	2	0	0	5	0	0	5	9
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	1	0	4	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	3	0	0	3	12
Total	0	0	0	0	0	0	0	0	0	1	2	3	0	0	20	3	0	23	0	0	9	0	0	9	35
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	0	18	0	0	6	0	0	6	24
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	12	0	0	12	0	0	9	0	0	9	22
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	5	2	0	7	0	0	3	0	0	3	11
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	2	3	0	0	5	10
Total	0	0	0	0	0	0	0	1	0	0	1	2	0	1	38	3	0	42	0	2	21	0	0	23	67
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	5	0	0	5	11
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	8	0	0	8	19
*** BREAK ***																									
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	13	0	0	13	30
*** BREAK ***																									
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	5	0	0	5	13
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	3	0	0	3	7
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	1	2	0	0	3	10
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	2	0	28	0	1	10	0	0	11	39
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	0	2	0	0	2	10
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	2	0	0	3	7
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	0	0	4	1	0	5	14
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	2	0	23	0	1	8	1	0	10	33
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	0	1	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	0	0	2	0	0	2	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	0	1	6
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	3	1	0	5	0	0	6	0	0	6	12
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	1	16	3	0	20	0	0	10	0	0	10	31

SR 817 (University Dr) at SW 75th Avenue

File Name : TMC-7 W Broward Blvd at SW 75th Avenue

Site Code : 00000000

Start Date : 9/17/2019

Page No : 2

Groups Printed- Trucks

	SW 75th Avenue Southbound						SW 75th Avenue Northbound						W Broward Blvd Westbound						W Broward Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	0	0	0	0	0	0	1	0	2	1	4	0	0	8	0	0	8	0	0	1	0	0	1	13
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	0	1	6
Total	0	0	0	0	0	0	0	1	0	2	1	4	0	0	16	0	0	16	0	0	2	0	0	2	22
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	3	0	0	3	8
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	1	0	2	1	0	0	3	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	4	0	0	5	7
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	9	0	0	9	0	3	8	0	0	11	21
Grand Total	0	0	0	0	0	0	0	3	0	3	5	11	0	2	170	13	0	185	0	7	86	1	0	94	290
Apprch %	0	0	0	0	0		0	27.3	0	27.3	45.5		0	1.1	91.9	7	0		0	7.4	91.5	1.1	0		
Total %	0	0	0	0	0		0	1	0	1	1.7	3.8	0	0.7	58.6	4.5	0	63.8	0	2.4	29.7	0.3	0	32.4	

SR 817 (University Dr) at SW 75th Avenue

File Name : TMC-7 W Broward Blvd at SW 75th Avenue
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

	SW 75th Avenue Southbound						SW 75th Avenue Northbound						W Broward Blvd Westbound						W Broward Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	8	0	2	5	15	0	6	0	1	5	12	0	3	274	2	0	279	4	2	189	1	0	196	502
06:45 AM	0	5	0	2	12	19	0	9	0	1	6	16	0	3	272	4	0	279	7	5	279	1	0	292	606
Total	0	13	0	4	17	34	0	15	0	2	11	28	0	6	546	6	0	558	11	7	468	2	0	488	1108
07:00 AM	0	7	1	4	12	24	0	11	0	2	9	22	0	0	342	5	0	347	12	7	318	1	0	338	731
07:15 AM	0	0	0	2	14	16	0	11	0	6	13	30	0	7	392	8	0	407	1	2	480	0	0	483	936
07:30 AM	0	7	1	8	13	29	0	24	0	3	13	40	0	1	437	6	0	444	8	14	482	0	0	504	1017
07:45 AM	0	6	2	6	11	25	0	13	0	5	17	35	0	5	514	7	0	526	10	21	506	1	0	538	1124
Total	0	20	4	20	50	94	0	59	0	16	52	127	0	13	1685	26	0	1724	31	44	1786	2	0	1863	3808
08:00 AM	0	4	0	2	4	10	0	10	0	11	13	34	0	6	479	7	1	493	15	13	537	1	0	566	1103
08:15 AM	0	3	0	2	9	14	0	13	2	2	6	23	0	2	442	7	1	452	9	13	483	2	1	508	997
08:30 AM	0	9	0	1	11	21	0	18	0	3	7	28	0	11	438	14	0	463	11	10	455	2	1	479	991
08:45 AM	0	2	0	4	11	17	0	26	1	3	8	38	0	6	372	9	0	387	8	14	433	1	1	457	899
Total	0	18	0	9	35	62	0	67	3	19	34	123	0	25	1731	37	2	1795	43	50	1908	6	3	2010	3990
09:00 AM	0	0	0	2	8	10	0	6	0	1	9	16	0	5	348	7	1	361	13	11	397	1	0	422	809
09:15 AM	0	4	2	3	6	15	0	19	0	2	6	27	0	5	341	7	3	356	16	16	372	0	0	404	802
*** BREAK ***																									
Total	0	4	2	5	14	25	0	25	0	3	15	43	0	10	689	14	4	717	29	27	769	1	0	826	1611
*** BREAK ***																									
11:00 AM	0	2	0	0	10	12	0	10	0	2	4	16	0	5	319	9	1	334	3	13	340	2	0	358	720
11:15 AM	0	0	0	2	5	7	0	12	0	1	4	17	0	5	296	6	0	307	6	16	331	0	0	353	684
11:30 AM	0	3	2	2	5	12	0	6	0	1	4	11	0	8	321	8	0	337	6	18	344	3	0	371	731
11:45 AM	0	3	0	3	4	10	0	14	0	3	8	25	0	5	369	10	0	384	5	15	357	0	0	377	796
Total	0	8	2	7	24	41	0	42	0	7	20	69	0	23	1305	33	1	1362	20	62	1372	5	0	1459	2931
12:00 PM	0	3	0	2	6	11	0	5	0	0	2	7	0	4	351	7	1	363	9	14	340	4	0	367	748
12:15 PM	0	0	0	3	3	6	0	2	0	2	1	5	0	4	344	12	0	360	12	18	366	1	0	397	768
12:30 PM	0	3	3	1	5	12	0	8	0	0	3	11	0	5	348	7	3	363	12	21	355	2	0	390	776
12:45 PM	0	2	2	3	2	9	0	10	0	4	5	19	2	2	360	7	2	373	5	29	353	2	2	391	792
Total	0	8	5	9	16	38	0	25	0	6	11	42	2	15	1403	33	6	1459	38	82	1414	9	2	1545	3084
*** BREAK ***																									
04:00 PM	0	1	0	4	4	9	0	12	0	4	0	16	0	12	407	17	0	436	11	19	417	0	1	448	909
04:15 PM	0	0	0	3	8	11	0	8	0	1	6	15	0	6	487	13	0	506	7	22	446	5	1	481	1013
04:30 PM	0	4	2	2	8	16	0	7	0	1	6	14	0	8	452	12	0	472	6	23	438	10	1	478	980
04:45 PM	0	1	0	7	9	17	0	10	0	3	2	15	0	9	492	16	1	518	9	16	436	7	0	468	1018
Total	0	6	2	16	29	53	0	37	0	9	14	60	0	35	1838	58	1	1932	33	80	1737	22	3	1875	3920

SR 817 (University Dr) at SW 75th Avenue

File Name : TMC-7 W Broward Blvd at SW 75th Avenue

Site Code : 00000000

Start Date : 9/17/2019

Page No : 2

Groups Printed- Vehicle - Trucks

	SW 75th Avenue Southbound						SW 75th Avenue Northbound						W Broward Blvd Westbound						W Broward Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	4	1	3	5	13	0	9	0	5	3	17	0	7	524	10	0	541	8	20	544	1	3	576	1147
05:15 PM	0	3	0	8	4	15	0	10	0	4	6	20	0	13	490	16	0	519	3	22	529	6	1	561	1115
05:30 PM	0	3	0	3	7	13	0	14	0	0	7	21	0	11	472	18	0	501	3	27	522	8	0	560	1095
05:45 PM	0	2	1	0	11	14	0	10	1	3	4	18	0	15	535	16	0	566	2	26	443	3	0	474	1072
Total	0	12	2	14	27	55	0	43	1	12	20	76	0	46	2021	60	0	2127	16	95	2038	18	4	2171	4429
06:00 PM	0	2	0	0	6	8	0	14	0	0	10	24	0	8	457	12	1	478	9	30	401	6	1	447	957
06:15 PM	0	3	1	7	2	13	0	5	0	3	5	13	0	12	450	11	0	473	6	24	446	6	0	482	981
06:30 PM	0	1	2	1	7	11	0	14	0	2	4	20	0	10	454	11	0	475	8	18	367	12	0	405	911
06:45 PM	0	2	0	0	8	10	0	5	1	0	2	8	0	6	424	17	0	447	13	21	360	5	0	399	864
Total	0	8	3	8	23	42	0	38	1	5	21	65	0	36	1785	51	1	1873	36	93	1574	29	1	1733	3713
Grand Total	0	97	20	92	235	444	0	351	5	79	198	633	2	209	13003	318	15	13547	257	540	13066	94	13	13970	28594
Apprch %	0	21.8	4.5	20.7	52.9		0	55.5	0.8	12.5	31.3		0	1.5	96	2.3	0.1		1.8	3.9	93.5	0.7	0.1		
Total %	0	0.3	0.1	0.3	0.8	1.6	0	1.2	0	0.3	0.7	2.2	0	0.7	45.5	1.1	0.1	47.4	0.9	1.9	45.7	0.3	0	48.9	
Vehicle	0	97	20	92	235	444	0	348	5	76	193	622	2	207	12833	305	15	13362	257	533	12980	93	13	13876	28304
% Vehicle	0	100	100	100	100	100	0	99.1	100	96.2	97.5	98.3	100	99	98.7	95.9	100	98.6	100	98.7	99.3	98.9	100	99.3	99
Trucks	0	0	0	0	0	0	0	3	0	3	5	11	0	2	170	13	0	185	0	7	86	1	0	94	290
% Trucks	0	0	0	0	0	0	0	0.9	0	3.8	2.5	1.7	0	1	1.3	4.1	0	1.4	0	1.3	0.7	1.1	0	0.7	1

SR 817 (University Dr) at Federated Rd

File Name : TMC-8 SR 817 (University Dr) at Federated Rd
 Site Code : 00000000
 Start Date : 9/10/2019
 Page No : 1

Groups Printed- Peds & Bikes

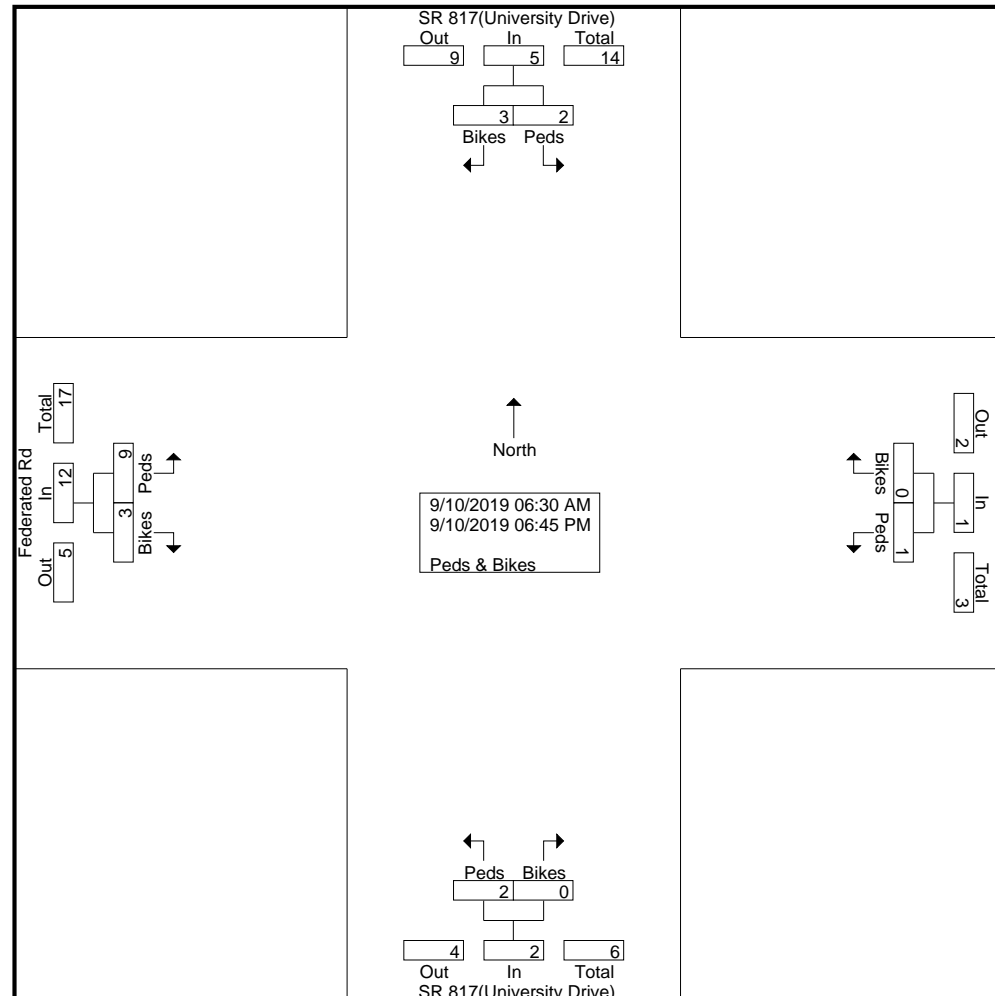
	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			Federated Rd Westbound			Federated Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***													
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	2	1	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	2
*** BREAK ***													
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	1	2	3	3
09:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
11:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	2	0	2	3
*** BREAK ***													
12:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0	0	0	0	0	3	0	3	3
*** BREAK ***													
04:15 PM	1	0	1	1	0	1	0	0	0	0	0	0	2
04:30 PM	1	0	1	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	2	1	3	1	0	1	0	0	0	1	0	1	5
*** BREAK ***													
06:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
06:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	1	1	1	0	1	0	0	0	0	0	0	2

SR 817 (University Dr) at Federated Rd

File Name : TMC-8 SR 817 (University Dr) at Federated Rd
 Site Code : 00000000
 Start Date : 9/10/2019
 Page No : 2

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			Federated Rd Westbound			Federated Rd Eastbound			
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Grand Total	2	3	5	2	0	2	1	0	1	9	3	12	20
Apprch %	40	60		100	0		100	0		75	25		
Total %	10	15	25	10	0	10	5	0	5	45	15	60	



SR 817 (University Dr) at Federated Rd

File Name : TMC-8 SR 817 (University Dr) at Federated Rd
 Site Code : 00000000
 Start Date : 9/10/2019
 Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Federated Rd Westbound						Federated Rd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	3	0	0	3	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	1	1	2	20
06:45 AM	0	0	5	0	0	5	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	0	0	8	0	0	8	0	0	23	0	0	23	0	0	0	0	0	0	0	0	0	1	1	2	33
07:00 AM	0	0	8	1	0	9	0	0	13	0	0	13	0	0	0	0	0	0	0	1	0	1	0	2	24
07:15 AM	0	0	10	1	0	11	0	1	19	0	0	20	0	0	0	0	0	0	0	1	0	1	0	2	33
07:30 AM	0	0	7	0	0	7	0	1	11	0	0	12	0	0	0	0	0	0	0	1	0	1	0	2	21
07:45 AM	0	0	4	2	0	6	0	0	9	0	0	9	0	1	0	0	0	1	0	2	0	0	1	3	19
Total	0	0	29	4	0	33	0	2	52	0	0	54	0	1	0	0	0	1	0	5	0	3	1	9	97
08:00 AM	0	0	8	1	0	9	0	1	18	0	0	19	0	0	0	0	0	0	0	0	0	1	1	2	30
08:15 AM	0	0	13	0	0	13	0	1	12	0	0	13	0	0	0	0	0	0	0	2	0	0	0	2	28
08:30 AM	0	0	14	0	0	14	0	0	20	0	0	20	0	0	0	0	0	0	0	1	0	0	1	2	36
08:45 AM	0	0	9	1	1	11	0	2	14	0	0	16	0	0	0	0	0	0	0	3	0	0	1	4	31
Total	0	0	44	2	1	47	0	4	64	0	0	68	0	0	0	0	0	0	0	6	0	1	3	10	125
09:00 AM	0	0	16	0	2	18	0	0	12	0	0	12	0	0	0	0	0	0	0	1	0	1	0	2	32
09:15 AM	0	0	21	0	0	21	0	1	15	0	0	16	0	0	0	0	0	0	0	0	0	0	1	1	38
*** BREAK ***																									
Total	0	0	37	0	2	39	0	1	27	0	0	28	0	0	0	0	0	0	0	1	0	1	1	3	70
*** BREAK ***																									
11:00 AM	0	0	8	0	0	8	0	1	17	0	0	18	0	0	0	0	0	0	0	2	0	0	0	2	28
11:15 AM	0	0	13	1	0	14	0	1	11	0	0	12	0	0	0	0	0	0	0	2	0	0	1	3	29
11:30 AM	0	0	9	1	0	10	0	2	13	0	0	15	0	0	0	0	0	0	0	1	0	1	0	2	27
11:45 AM	0	0	7	0	0	7	0	0	13	0	0	13	0	0	0	0	0	0	0	1	0	1	0	2	22
Total	0	0	37	2	0	39	0	4	54	0	0	58	0	0	0	0	0	0	0	6	0	2	1	9	106
12:00 PM	0	0	6	2	0	8	0	3	7	0	0	10	0	0	0	0	0	0	0	2	0	1	0	3	21
12:15 PM	0	0	9	2	0	11	0	1	10	0	0	11	0	0	0	0	0	0	0	1	0	0	0	1	23
12:30 PM	0	0	8	0	1	9	0	0	13	0	0	13	0	0	0	0	0	0	0	1	0	0	0	1	23
12:45 PM	0	0	9	3	0	12	0	1	11	0	0	12	0	0	0	0	0	0	0	1	0	1	0	2	26
Total	0	0	32	7	1	40	0	5	41	0	0	46	0	0	0	0	0	0	0	5	0	2	0	7	93
*** BREAK ***																									
04:00 PM	0	0	12	0	0	12	0	0	14	0	0	14	0	0	0	0	0	0	0	1	0	0	0	1	27
04:15 PM	0	0	11	2	0	13	0	1	9	0	0	10	0	0	0	0	0	0	0	1	0	1	1	3	26
04:30 PM	0	0	6	0	0	6	0	0	8	0	0	8	0	0	0	0	0	0	0	1	0	0	0	1	15
04:45 PM	0	0	8	2	0	10	0	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	0	2	17
Total	0	0	37	4	0	41	0	1	36	0	0	37	0	0	0	0	0	0	0	4	0	2	1	7	85

SR 817 (University Dr) at Federated Rd

File Name : TMC-8 SR 817 (University Dr) at Federated Rd

Site Code : 00000000

Start Date : 9/10/2019

Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Federated Rd Westbound						Federated Rd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	0	7	0	0	7	0	0	10	0	0	10	0	0	0	0	0	0	0	1	0	0	0	1	18
05:15 PM	0	0	7	0	1	8	0	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	0	2	16
05:30 PM	0	0	4	1	0	5	0	1	2	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	9
05:45 PM	0	0	5	3	0	8	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	12
Total	0	0	23	4	1	28	0	1	21	0	0	22	0	0	0	0	0	0	0	3	0	2	0	5	55
06:00 PM	0	0	1	1	0	2	0	1	4	0	0	5	0	0	0	0	0	0	0	2	0	0	0	2	9
06:15 PM	0	0	5	0	1	6	0	1	5	0	0	6	0	0	0	0	0	0	0	1	0	1	0	2	14
06:30 PM	0	0	1	0	2	3	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	7
06:45 PM	0	0	3	0	1	4	0	1	2	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	8
Total	0	0	10	1	4	15	0	3	14	0	0	17	0	0	0	0	0	0	0	5	0	1	0	6	38
Grand Total	0	0	257	24	9	290	0	21	332	0	0	353	0	1	0	0	0	1	0	35	0	15	8	58	702
Apprch %	0	0	88.6	8.3	3.1		0	5.9	94.1	0	0		0	100	0	0	0		0	60.3	0	25.9	13.8		
Total %	0	0	36.6	3.4	1.3	41.3	0	3	47.3	0	0	50.3	0	0.1	0	0	0	0.1	0	5	0	2.1	1.1	8.3	

SR 817 (University Dr) at Federated Rd

File Name : TMC-8 SR 817 (University Dr) at Federated Rd
 Site Code : 00000000
 Start Date : 9/10/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Federated Rd Westbound						Federated Rd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	411	2	0	413	2	1	263	1	0	267	0	1	1	0	0	2	0	7	0	1	2	10	692
06:45 AM	0	0	368	5	2	375	0	3	300	0	0	303	0	0	0	0	0	0	0	1	0	5	2	8	686
Total	0	0	779	7	2	788	2	4	563	1	0	570	0	1	1	0	0	2	0	8	0	6	4	18	1378
07:00 AM	0	0	485	9	5	499	0	5	336	0	0	341	0	0	0	0	0	0	0	9	0	5	2	16	856
07:15 AM	1	0	589	6	3	599	1	4	399	0	0	404	0	1	0	0	0	1	0	7	0	3	5	15	1019
07:30 AM	0	0	607	10	0	617	0	7	427	1	1	436	0	1	0	0	0	1	0	15	0	9	7	31	1085
07:45 AM	0	0	547	9	17	573	0	6	443	0	1	450	0	2	0	0	0	2	0	9	1	4	3	17	1042
Total	1	0	2228	34	25	2288	1	22	1605	1	2	1631	0	4	0	0	0	4	0	40	1	21	17	79	4002
08:00 AM	0	0	538	17	10	565	0	8	502	0	0	510	0	4	0	0	0	4	0	9	0	7	7	23	1102
08:15 AM	0	0	430	10	13	453	1	17	474	0	0	492	0	1	2	0	0	3	0	17	0	1	2	20	968
08:30 AM	1	0	511	7	7	526	1	7	443	1	0	452	0	1	1	0	0	2	0	15	0	2	3	20	1000
08:45 AM	0	0	529	8	12	549	0	6	438	3	0	447	0	6	0	0	1	7	0	14	0	6	7	27	1030
Total	1	0	2008	42	42	2093	2	38	1857	4	0	1901	0	12	3	0	1	16	0	55	0	16	19	90	4100
09:00 AM	0	0	481	8	9	498	0	9	440	1	0	450	0	0	0	0	0	0	0	19	0	11	8	38	986
09:15 AM	0	2	433	8	10	453	1	13	444	4	0	462	0	3	0	0	0	3	0	13	0	4	6	23	941
*** BREAK ***																									
Total	0	2	914	16	19	951	1	22	884	5	0	912	0	3	0	0	0	3	0	32	0	15	14	61	1927
*** BREAK ***																									
11:00 AM	1	0	393	3	7	404	0	30	437	2	0	469	0	4	1	0	0	5	0	22	1	9	16	48	926
11:15 AM	3	0	388	11	6	408	0	22	413	0	0	435	0	2	1	0	0	3	0	21	0	19	7	47	893
11:30 AM	5	0	407	8	5	425	0	27	379	1	0	407	0	6	0	1	1	8	0	27	1	22	10	60	900
11:45 AM	1	2	443	12	8	466	0	23	357	9	0	389	0	10	1	0	0	11	0	19	0	28	20	67	933
Total	10	2	1631	34	26	1703	0	102	1586	12	0	1700	0	22	3	1	1	27	0	89	2	78	53	222	3652
12:00 PM	7	2	437	13	2	461	1	26	398	6	0	431	0	10	1	0	0	11	1	30	5	16	17	69	972
12:15 PM	2	1	401	12	4	420	2	39	467	7	0	515	0	4	0	0	0	4	0	24	2	29	13	68	1007
12:30 PM	3	0	454	3	8	468	1	23	486	1	0	511	0	7	3	0	0	10	0	28	1	10	22	61	1050
12:45 PM	6	1	400	7	6	420	1	35	411	7	1	455	0	11	4	0	0	15	0	12	2	16	19	49	939
Total	18	4	1692	35	20	1769	5	123	1762	21	1	1912	0	32	8	0	0	40	1	94	10	71	71	247	3968
*** BREAK ***																									
04:00 PM	5	1	468	8	8	490	0	33	525	0	0	558	0	6	1	0	1	8	0	45	0	17	22	84	1140
04:15 PM	1	0	463	8	11	483	1	36	525	2	0	564	0	8	0	0	0	8	0	34	1	33	13	81	1136
04:30 PM	4	3	536	10	5	558	0	23	543	2	0	568	0	12	1	0	0	13	0	46	0	33	15	94	1233
04:45 PM	3	0	477	11	17	508	4	33	507	4	0	548	0	8	2	2	0	12	0	29	0	28	10	67	1135
Total	13	4	1944	37	41	2039	5	125	2100	8	0	2238	0	34	4	2	1	41	0	154	1	111	60	326	4644

SR 817 (University Dr) at Federated Rd

File Name : TMC-8 SR 817 (University Dr) at Federated Rd

Site Code : 00000000

Start Date : 9/10/2019

Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Federated Rd Westbound						Federated Rd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	4	3	504	13	5	529	1	36	518	4	0	559	0	11	3	1	0	15	0	53	0	37	13	103	1206
05:15 PM	3	0	508	23	7	541	0	42	537	2	0	581	0	13	2	0	1	16	0	35	0	46	16	97	1235
05:30 PM	1	1	431	11	4	448	0	41	495	2	0	538	0	5	2	0	1	8	0	52	0	37	8	97	1091
05:45 PM	4	1	485	14	7	511	1	31	528	4	0	564	0	11	5	1	0	17	0	32	5	29	8	74	1166
Total	12	5	1928	61	23	2029	2	150	2078	12	0	2242	0	40	12	2	2	56	0	172	5	149	45	371	4698
06:00 PM	4	0	511	28	4	547	2	34	518	5	0	559	0	11	3	0	1	15	0	40	2	24	17	83	1204
06:15 PM	2	0	438	13	14	467	1	27	499	5	0	532	0	11	0	0	0	11	0	45	1	17	8	71	1081
06:30 PM	5	0	400	9	12	426	0	23	537	1	0	561	0	10	0	0	0	10	0	24	0	11	16	51	1048
06:45 PM	0	0	344	12	10	366	0	26	507	3	0	536	0	6	3	1	0	10	0	14	1	20	20	55	967
Total	11	0	1693	62	40	1806	3	110	2061	14	0	2188	0	38	6	1	1	46	0	123	4	72	61	260	4300
Grand Total	66	17	14817	328	238	15466	21	696	14496	78	3	15294	0	186	37	6	6	235	1	767	23	539	344	1674	32669
Apprch %	0.4	0.1	95.8	2.1	1.5		0.1	4.6	94.8	0.5	0		0	79.1	15.7	2.6	2.6		0.1	45.8	1.4	32.2	20.5		
Total %	0.2	0.1	45.4	1	0.7	47.3	0.1	2.1	44.4	0.2	0	46.8	0	0.6	0.1	0	0	0.7	0	2.3	0.1	1.6	1.1	5.1	
Vehicle	66	17	14560	304	229	15176	21	675	14164	78	3	14941	0	185	37	6	6	234	1	732	23	524	336	1616	31967
% Vehicle	100	100	98.3	92.7	96.2	98.1	100	97	97.7	100	100	97.7	0	99.5	100	100	100	99.6	100	95.4	100	97.2	97.7	96.5	97.9
Trucks	0	0	257	24	9	290	0	21	332	0	0	353	0	1	0	0	0	1	0	35	0	15	8	58	702
% Trucks	0	0	1.7	7.3	3.8	1.9	0	3	2.3	0	0	2.3	0	0.5	0	0	0	0.4	0	4.6	0	2.8	2.3	3.5	2.1

SR 817 (University Dr) at The Fountains

File Name : TMC-9 SR 817 (University Dr) at The Fountains

Site Code : 00000000

Start Date : 9/12/2019

Page No : 1

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			Westbound			The Fountains Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	2
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	1	1	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	2
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	2	2	4	4
*** BREAK ***													
11:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
*** BREAK ***													
11:30 AM	0	0	0	1	0	1	0	0	0	1	0	1	2
11:45 AM	1	0	1	0	0	0	0	0	0	0	1	1	2
Total	1	0	1	2	0	2	0	0	0	1	1	2	5
12:00 PM	0	0	0	1	0	1	0	0	0	0	1	1	2
*** BREAK ***													
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***													
Total	0	0	0	1	0	1	0	0	0	0	2	2	3
*** BREAK ***													
04:30 PM	0	0	0	3	0	3	0	0	0	0	1	1	4
*** BREAK ***													
Total	0	0	0	3	0	3	0	0	0	0	1	1	4
*** BREAK ***													
05:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
Total	0	0	0	0	1	1	0	0	0	1	0	1	2

SR 817 (University Dr) at The Fountains

File Name : TMC-9 SR 817 (University Dr) at The Fountains

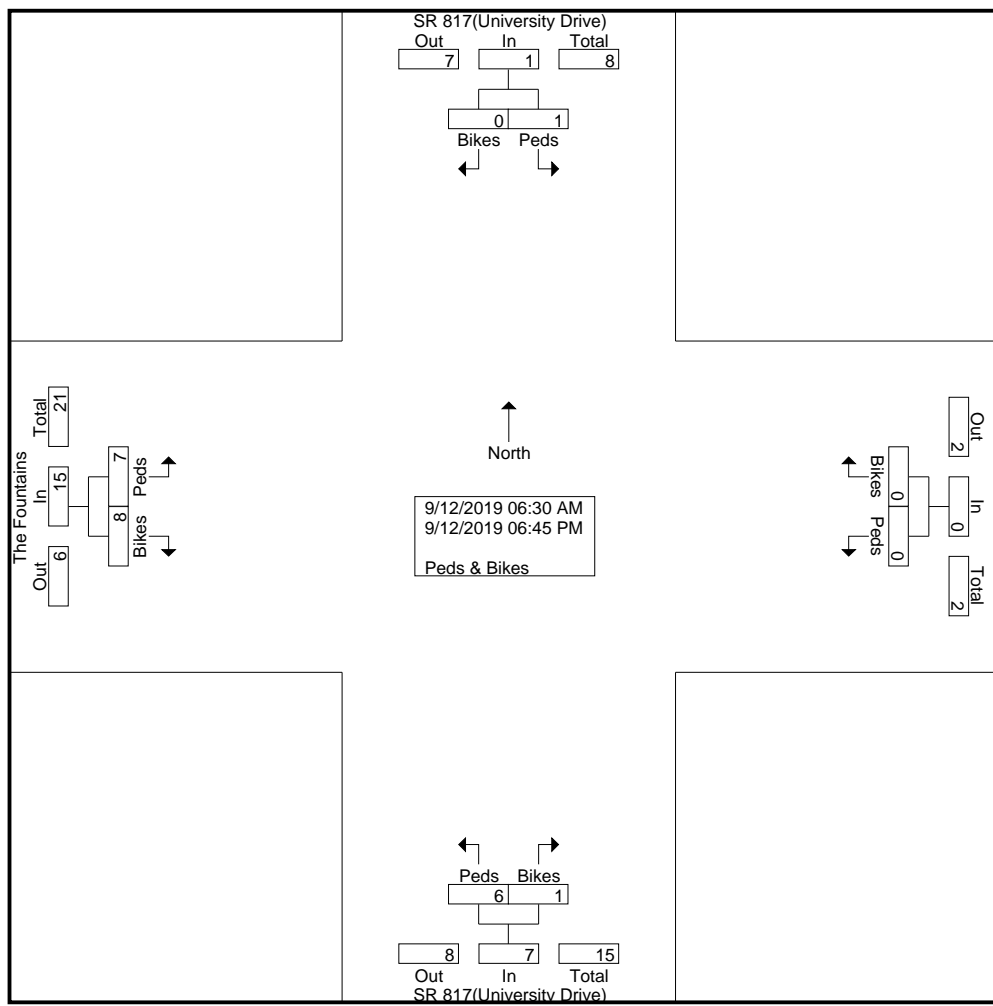
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			Westbound			The Fountains Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
06:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	1	1	2	2
Grand Total	1	0	1	6	1	7	0	0	0	7	8	15	23
Apprch %	100	0		85.7	14.3		0	0		46.7	53.3		
Total %	4.3	0	4.3	26.1	4.3	30.4	0	0	0	30.4	34.8	65.2	



SR 817 (University Dr) at The Fountains

File Name : TMC-9 SR 817 (University Dr) at The Fountains

Site Code : 00000000

Start Date : 9/12/2019

Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Westbound						The Fountains Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	10	0	0	10	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	21
06:45 AM	0	0	10	0	0	10	0	1	12	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	23
Total	0	0	20	0	0	20	0	1	23	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	44
07:00 AM	0	0	8	0	0	8	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	17
07:15 AM	0	0	9	0	0	9	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	1	1	23
07:30 AM	0	0	3	0	0	3	0	3	10	0	0	13	0	0	0	0	0	0	0	1	0	1	0	2	18
07:45 AM	0	0	12	0	0	12	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	0	0	32	0	0	32	0	3	38	0	0	41	0	0	0	0	0	0	0	1	0	1	1	3	76
08:00 AM	0	0	8	0	0	8	0	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	31
08:15 AM	0	0	14	0	0	14	0	2	10	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	26
08:30 AM	0	0	15	0	0	15	0	1	16	0	0	17	0	0	0	0	0	0	0	1	0	0	0	1	33
08:45 AM	0	0	19	1	0	20	0	1	11	0	0	12	0	0	0	0	0	0	0	1	0	1	1	3	35
Total	0	0	56	1	0	57	0	4	60	0	0	64	0	0	0	0	0	0	0	2	0	1	1	4	125
09:00 AM	0	0	24	0	0	24	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	34
09:15 AM	0	0	17	0	0	17	0	2	15	0	0	17	0	0	0	0	0	0	0	1	0	0	0	1	35
*** BREAK ***																									
Total	0	0	41	0	0	41	0	2	25	0	0	27	0	0	0	0	0	0	0	1	0	0	0	1	69
*** BREAK ***																									
11:00 AM	0	0	18	1	0	19	1	0	24	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	44
11:15 AM	0	0	11	1	0	12	0	1	38	0	0	39	0	0	0	0	0	0	0	2	0	0	0	2	53
11:30 AM	0	0	11	0	1	12	0	3	17	0	0	20	0	0	0	0	0	0	0	0	0	1	0	1	33
11:45 AM	0	0	13	0	0	13	1	3	15	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	32
Total	0	0	53	2	1	56	2	7	94	0	0	103	0	0	0	0	0	0	0	2	0	1	0	3	162
12:00 PM	0	0	10	0	1	11	0	1	14	0	0	15	0	0	0	0	0	0	0	0	0	1	0	1	27
12:15 PM	0	0	16	0	0	16	0	4	13	0	0	17	0	0	0	0	0	0	0	1	0	0	0	1	34
12:30 PM	0	0	11	0	0	11	0	5	12	0	0	17	0	0	0	0	0	0	0	2	0	0	1	3	31
12:45 PM	0	0	11	0	0	11	0	7	15	0	0	22	0	0	0	0	0	0	0	3	0	1	0	4	37
Total	0	0	48	0	1	49	0	17	54	0	0	71	0	0	0	0	0	0	0	6	0	2	1	9	129
*** BREAK ***																									
04:00 PM	0	0	8	0	0	8	0	0	9	0	0	9	0	0	0	0	0	0	0	4	0	0	0	4	21
04:15 PM	0	0	9	0	0	9	0	1	3	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	15
04:30 PM	0	0	13	0	0	13	0	2	10	0	0	12	0	0	0	0	0	0	0	2	0	0	1	3	28
04:45 PM	0	0	13	0	0	13	0	2	10	0	0	12	0	0	0	0	0	0	0	2	0	1	0	3	28
Total	0	0	43	0	0	43	0	5	32	0	0	37	0	0	0	0	0	0	0	10	0	1	1	12	92

SR 817 (University Dr) at The Fountains

File Name : TMC-9 SR 817 (University Dr) at The Fountains

Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Westbound						The Fountains Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	0	9	0	0	9	0	2	13	0	0	15	0	0	0	0	0	0	0	1	0	0	0	1	25
05:15 PM	0	0	10	1	0	11	0	4	5	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	20
05:30 PM	0	0	7	0	0	7	0	6	6	0	0	12	0	0	0	0	0	0	0	1	0	0	0	1	20
05:45 PM	0	0	10	0	0	10	0	3	4	0	0	7	0	0	0	0	0	0	0	3	0	0	0	3	20
Total	0	0	36	1	0	37	0	15	28	0	0	43	0	0	0	0	0	0	0	5	0	0	0	5	85
06:00 PM	0	0	5	0	0	5	0	3	4	0	0	7	0	0	0	0	0	0	0	3	0	0	0	3	15
06:15 PM	0	0	10	0	0	10	0	3	7	0	0	10	0	0	0	0	0	0	0	2	0	0	0	2	22
06:30 PM	0	0	11	0	0	11	0	0	6	0	0	6	0	0	0	0	0	0	0	3	0	0	0	3	20
06:45 PM	0	0	3	0	0	3	0	3	5	0	0	8	0	0	0	0	0	0	0	1	0	0	0	1	12
Total	0	0	29	0	0	29	0	9	22	0	0	31	0	0	0	0	0	0	0	9	0	0	0	9	69
Grand Total	0	0	358	4	2	364	2	63	376	0	0	441	0	0	0	0	0	0	0	36	0	6	4	46	851
Apprch %	0	0	98.4	1.1	0.5		0.5	14.3	85.3	0	0		0	0	0	0	0		0	78.3	0	13	8.7		
Total %	0	0	42.1	0.5	0.2	42.8	0.2	7.4	44.2	0	0	51.8	0	0	0	0	0	0	0	4.2	0	0.7	0.5	5.4	

SR 817 (University Dr) at The Fountains

File Name : TMC-9 SR 817 (University Dr) at The Fountains

Site Code : 00000000

Start Date : 9/12/2019

Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						The Fountains Eastbound													
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total	
06:30 AM	0	0	377	3	0	380	0	1	259	0	0	260	0	0	0	0	0	0	0	0	0	0	2	2	642	
06:45 AM	0	0	399	5	0	404	1	3	285	0	0	289	0	0	0	0	0	0	0	0	3	0	0	0	3	696
Total	0	0	776	8	0	784	1	4	544	0	0	549	0	0	0	0	0	0	0	0	3	0	0	2	5	1338
07:00 AM	0	0	469	5	0	474	1	2	354	0	0	357	0	0	0	0	0	0	0	0	3	0	0	3	6	837
07:15 AM	0	0	574	5	0	579	0	4	380	0	0	384	0	0	0	0	0	0	0	0	2	0	0	2	4	967
07:30 AM	0	0	572	8	0	580	1	5	453	0	0	459	0	0	0	0	0	0	0	0	2	0	3	1	6	1045
07:45 AM	0	0	574	10	0	584	1	11	456	0	0	468	0	0	0	0	0	0	0	0	0	0	4	5	9	1061
Total	0	0	2189	28	0	2217	3	22	1643	0	0	1668	0	0	0	0	0	0	0	0	7	0	7	11	25	3910
08:00 AM	0	0	532	8	0	540	0	12	477	0	0	489	0	0	0	0	0	0	0	0	1	0	2	2	5	1034
08:15 AM	0	0	420	11	0	431	0	11	466	0	0	477	0	0	0	0	0	0	0	0	3	0	3	5	11	919
08:30 AM	0	0	507	6	1	514	0	8	488	0	0	496	0	0	0	0	0	0	0	0	7	0	1	3	11	1021
08:45 AM	0	0	492	14	3	509	0	17	488	0	0	505	0	0	0	0	0	0	0	0	2	0	5	2	9	1023
Total	0	0	1951	39	4	1994	0	48	1919	0	0	1967	0	0	0	0	0	0	0	0	13	0	11	12	36	3997
09:00 AM	0	0	483	8	4	495	0	29	444	0	0	473	0	0	0	0	0	0	0	0	5	0	4	4	13	981
09:15 AM	0	0	413	20	1	434	1	11	475	0	0	487	0	0	0	0	0	0	0	1	7	0	4	7	19	940
*** BREAK ***																										
Total	0	0	896	28	5	929	1	40	919	0	0	960	0	0	0	0	0	0	0	1	12	0	8	11	32	1921
*** BREAK ***																										
11:00 AM	0	0	406	25	7	438	5	32	404	0	0	441	0	0	0	0	0	0	0	0	29	0	24	24	77	956
11:15 AM	0	0	405	31	4	440	1	50	449	0	0	500	0	0	0	0	0	0	0	0	21	0	17	15	53	993
11:30 AM	0	0	381	33	10	424	0	51	431	0	0	482	0	0	0	0	0	0	0	0	19	0	19	22	60	966
11:45 AM	0	0	449	28	10	487	1	34	398	0	0	433	0	0	0	0	0	0	0	1	14	0	23	16	54	974
Total	0	0	1641	117	31	1789	7	167	1682	0	0	1856	0	0	0	0	0	0	0	1	83	0	83	77	244	3889
12:00 PM	0	0	472	21	9	502	1	49	429	0	0	479	0	0	0	0	0	0	0	0	32	0	36	18	86	1067
12:15 PM	0	0	435	30	11	476	1	73	470	0	0	544	0	0	0	0	0	0	0	0	38	0	33	12	83	1103
12:30 PM	1	0	495	41	7	544	0	46	529	0	0	575	0	0	0	0	0	0	0	0	25	0	34	20	79	1198
12:45 PM	0	0	431	28	14	473	3	61	454	0	0	518	0	0	0	0	0	0	0	0	48	0	41	13	102	1093
Total	1	0	1833	120	41	1995	5	229	1882	0	0	2116	0	0	0	0	0	0	0	0	143	0	144	63	350	4461
*** BREAK ***																										
04:00 PM	0	0	467	32	8	507	0	38	526	0	0	564	0	0	0	0	0	0	0	1	39	0	37	25	102	1173
04:15 PM	0	0	476	25	13	514	0	47	500	0	0	547	0	0	0	0	0	0	0	0	44	0	23	29	96	1157
04:30 PM	0	0	511	30	12	553	1	60	531	0	0	592	0	0	0	0	0	0	0	0	34	0	34	13	81	1226
04:45 PM	0	0	426	39	11	476	1	66	543	0	0	610	0	0	0	0	0	0	0	0	58	0	58	12	128	1214
Total	0	0	1880	126	44	2050	2	211	2100	0	0	2313	0	0	0	0	0	0	0	1	175	0	152	79	407	4770

SR 817 (University Dr) at The Fountains

File Name : TMC-9 SR 817 (University Dr) at The Fountains

Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Westbound						The Fountains Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	0	509	30	4	543	0	42	523	0	0	565	0	0	0	0	0	0	0	41	0	50	7	98	1206
05:15 PM	0	0	524	19	5	548	0	60	518	0	0	578	0	0	0	0	0	0	0	37	0	44	3	84	1210
05:30 PM	0	0	420	28	5	453	1	67	514	0	0	582	0	0	0	0	0	0	0	40	0	53	6	99	1134
05:45 PM	0	0	464	40	5	509	2	59	548	0	0	609	0	0	0	0	0	0	0	41	0	44	4	89	1207
Total	0	0	1917	117	19	2053	3	228	2103	0	0	2334	0	0	0	0	0	0	0	159	0	191	20	370	4757
06:00 PM	1	0	459	55	7	522	1	61	513	0	0	575	0	0	0	0	0	0	0	51	0	47	5	103	1200
06:15 PM	0	0	437	46	14	497	0	77	526	0	0	603	0	0	0	0	0	0	1	37	0	44	10	92	1192
06:30 PM	0	0	415	39	9	463	1	67	574	0	0	642	0	0	0	0	0	0	0	40	0	43	19	102	1207
06:45 PM	0	0	360	40	9	409	4	64	527	0	0	595	0	0	0	0	0	0	0	43	0	51	10	104	1108
Total	1	0	1671	180	39	1891	6	269	2140	0	0	2415	0	0	0	0	0	0	1	171	0	185	44	401	4707
Grand Total	2	0	14754	763	183	15702	28	1218	14932	0	0	16178	0	0	0	0	0	0	4	766	0	781	319	1870	33750
Apprch %	0	0	94	4.9	1.2		0.2	7.5	92.3	0	0		0	0	0	0	0		0.2	41	0	41.8	17.1		
Total %	0	0	43.7	2.3	0.5	46.5	0.1	3.6	44.2	0	0	47.9	0	0	0	0	0	0	0	2.3	0	2.3	0.9	5.5	
Vehicle	2	0	14396	759	181	15338	26	1155	14556	0	0	15737	0	0	0	0	0	0	4	730	0	775	315	1824	32899
% Vehicle	100	0	97.6	99.5	98.9	97.7	92.9	94.8	97.5	0	0	97.3	0	0	0	0	0	0	100	95.3	0	99.2	98.7	97.5	97.5
Trucks	0	0	358	4	2	364	2	63	376	0	0	441	0	0	0	0	0	0	0	36	0	6	4	46	851
% Trucks	0	0	2.4	0.5	1.1	2.3	7.1	5.2	2.5	0	0	2.7	0	0	0	0	0	0	0	4.7	0	0.8	1.3	2.5	2.5

Peter Rd at Pine Island Rd

File Name : TMC-10 Peter Rd at Pine Island Rd
 Site Code : 00000000
 Start Date : 9/19/2019
 Page No : 1

Groups Printed- Peds & Bikes

	Pine Island Rd Southbound			Pine Island Rd Northbound			Peter Road Westbound			Peter Road Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	1	0	1	0	0	0	1
07:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
11:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	1	1	0	0	0	1
*** BREAK ***													
12:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
05:15 PM	1	0	1	0	0	0	1	0	1	0	0	0	2
*** BREAK ***													
Total	1	0	1	0	0	0	1	0	1	0	0	0	2
06:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	1	0	1	0	0	0	1
Grand Total	1	0	1	0	0	0	5	1	6	0	0	0	7
Apprch %	100	0		0	0		83.3	16.7		0	0		
Total %	14.3	0	14.3	0	0	0	71.4	14.3	85.7	0	0	0	

Peter Rd at Pine Island Rd

File Name : TMC-10 Peter Rd at Pine Island Rd
 Site Code : 00000000
 Start Date : 9/19/2019
 Page No : 1

Groups Printed- Trucks

	Pine Island Rd Southbound						Pine Island Rd Northbound						Peter Road Westbound						Peter Road Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	2	0	0	0	2	0	0	5	0	0	5	0	0	0	0	1	1	0	0	0	0	0	0	8
06:45 AM	0	1	1	0	0	2	0	0	7	0	0	7	0	1	0	1	1	3	0	0	0	0	0	0	12
Total	0	3	1	0	0	4	0	0	12	0	0	12	0	1	0	1	2	4	0	0	0	0	0	0	20
07:00 AM	0	1	2	0	0	3	0	0	5	1	1	7	0	1	0	1	1	3	0	0	0	0	0	0	13
07:15 AM	0	4	4	0	0	8	0	0	2	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	11
07:30 AM	0	3	0	0	0	3	0	0	4	0	0	4	0	2	0	2	0	4	0	0	0	0	0	0	11
07:45 AM	0	3	1	0	0	4	0	0	6	1	1	8	0	5	0	1	0	6	0	0	0	0	0	0	18
Total	0	11	7	0	0	18	0	0	17	2	2	21	0	8	0	4	2	14	0	0	0	0	0	0	53
08:00 AM	0	0	3	0	0	3	0	0	2	1	0	3	0	3	0	1	0	4	0	0	0	0	0	0	10
08:15 AM	0	1	4	0	0	5	0	0	1	2	2	5	0	4	0	2	0	6	0	0	0	0	0	0	16
08:30 AM	0	4	8	0	0	12	0	0	2	1	0	3	0	1	0	3	1	5	0	0	0	0	0	0	20
08:45 AM	0	4	8	0	0	12	0	0	2	1	0	3	0	1	0	1	0	2	0	0	0	0	0	0	17
Total	0	9	23	0	0	32	0	0	7	5	2	14	0	9	0	7	1	17	0	0	0	0	0	0	63
09:00 AM	0	2	9	0	0	11	0	0	2	1	0	3	0	2	0	0	1	3	0	0	0	0	0	0	17
09:15 AM	0	3	6	0	0	9	0	0	5	3	0	8	0	0	0	0	2	2	0	0	0	0	0	0	19
*** BREAK ***																									
Total	0	5	15	0	0	20	0	0	7	4	0	11	0	2	0	0	3	5	0	0	0	0	0	0	36
*** BREAK ***																									
11:00 AM	0	0	9	0	0	9	0	0	4	0	0	4	0	3	0	0	0	3	0	0	0	0	0	0	16
11:15 AM	0	1	4	0	0	5	0	0	5	0	0	5	0	4	0	0	1	5	0	0	0	0	0	0	15
11:30 AM	0	1	2	0	0	3	0	0	2	3	0	5	0	3	0	1	0	4	0	0	0	0	0	0	12
11:45 AM	0	1	7	0	0	8	0	0	4	1	0	5	0	0	0	0	3	3	0	0	0	0	0	0	16
Total	0	3	22	0	0	25	0	0	15	4	0	19	0	10	0	1	4	15	0	0	0	0	0	0	59
12:00 PM	0	1	1	0	0	2	0	0	3	0	0	3	0	1	0	1	2	4	0	0	0	0	0	0	9
12:15 PM	0	2	3	0	0	5	0	0	6	0	0	6	0	0	0	1	0	1	0	0	0	0	0	0	12
12:30 PM	0	0	1	0	0	1	0	0	3	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5
12:45 PM	0	3	3	0	0	6	0	0	2	3	0	5	0	1	0	0	2	3	0	0	0	0	0	0	14
Total	0	6	8	0	0	14	0	0	14	3	0	17	0	3	0	2	4	9	0	0	0	0	0	0	40
*** BREAK ***																									
04:00 PM	0	2	6	0	0	8	0	0	3	4	0	7	0	0	0	1	0	1	0	0	0	0	0	0	16
04:15 PM	0	3	2	0	0	5	0	0	1	0	0	1	0	1	0	1	1	3	0	0	0	0	0	0	9
04:30 PM	0	3	4	0	0	7	0	0	2	0	0	2	0	1	0	1	0	2	0	0	0	0	0	0	11
04:45 PM	0	0	4	0	0	4	0	0	3	0	0	3	0	1	0	1	0	2	0	0	0	0	0	0	9
Total	0	8	16	0	0	24	0	0	9	4	0	13	0	3	0	4	1	8	0	0	0	0	0	0	45

Peter Rd at Pine Island Rd

File Name : TMC-10 Peter Rd at Pine Island Rd
 Site Code : 00000000
 Start Date : 9/19/2019
 Page No : 2

Groups Printed- Trucks

	Pine Island Rd Southbound						Pine Island Rd Northbound						Peter Road Westbound						Peter Road Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	4
05:15 PM	0	7	1	0	0	8	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	10
05:30 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4
05:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4
Total	0	10	4	0	0	14	0	0	3	0	0	3	0	0	0	5	0	5	0	0	0	0	0	0	22
06:00 PM	0	3	1	0	0	4	0	0	3	0	0	3	0	0	0	2	0	2	0	0	0	0	0	0	9
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	2
06:30 PM	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	1	2	0	0	3	0	0	2	1	0	3	0	0	0	0	1	1	0	0	0	0	0	0	7
Total	0	5	3	0	0	8	0	0	7	1	1	9	0	0	0	3	1	4	0	0	0	0	0	0	21
Grand Total	0	60	99	0	0	159	0	0	91	23	5	119	0	36	0	27	18	81	0	0	0	0	0	0	359
Apprch %	0	37.7	62.3	0	0		0	0	76.5	19.3	4.2		0	44.4	0	33.3	22.2		0	0	0	0	0		
Total %	0	16.7	27.6	0	0	44.3	0	0	25.3	6.4	1.4	33.1	0	10	0	7.5	5	22.6	0	0	0	0	0		

Peter Rd at Pine Island Rd

File Name : TMC-10 Peter Rd at Pine Island Rd
 Site Code : 00000000
 Start Date : 9/19/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

	Pine Island Rd Southbound						Pine Island Rd Northbound						Peter Road Westbound						Peter Road Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	16	299	0	0	315	0	0	157	21	5	183	0	14	0	4	12	30	0	0	0	0	0	0	528
06:45 AM	0	32	319	0	0	351	0	0	186	26	18	230	0	28	0	7	17	52	0	0	0	0	0	0	633
Total	0	48	618	0	0	666	0	0	343	47	23	413	0	42	0	11	29	82	0	0	0	0	0	0	1161
07:00 AM	1	48	386	0	0	435	0	0	234	65	9	308	0	36	0	7	7	50	0	0	0	0	0	0	793
07:15 AM	0	83	355	0	0	438	0	0	305	58	23	386	0	27	0	6	12	45	0	0	0	0	0	0	869
07:30 AM	0	147	398	0	0	545	0	0	379	51	29	459	0	50	0	30	12	92	0	0	0	0	0	0	1096
07:45 AM	0	156	402	0	0	558	0	0	404	121	49	574	0	66	0	36	13	115	0	0	0	0	0	0	1247
Total	1	434	1541	0	0	1976	0	0	1322	295	110	1727	0	179	0	79	44	302	0	0	0	0	0	0	4005
08:00 AM	0	107	449	0	0	556	0	0	441	112	42	595	0	67	0	37	17	121	0	0	0	0	0	0	1272
08:15 AM	1	110	441	0	0	552	0	0	452	85	60	597	0	77	0	37	13	127	0	0	0	0	0	0	1276
08:30 AM	0	92	415	0	0	507	0	0	450	126	28	604	1	46	0	33	6	86	0	0	0	0	0	0	1197
08:45 AM	1	118	477	0	0	596	0	0	430	113	59	602	0	60	0	41	11	112	0	0	0	0	0	0	1310
Total	2	427	1782	0	0	2211	0	0	1773	436	189	2398	1	250	0	148	47	446	0	0	0	0	0	0	5055
09:00 AM	0	75	414	0	0	489	0	0	320	108	37	465	1	40	0	19	32	92	0	0	0	0	0	0	1046
09:15 AM	1	54	404	0	0	459	0	0	348	67	26	441	0	45	0	17	20	82	0	0	0	0	0	0	982
*** BREAK ***																									
Total	1	129	818	0	0	948	0	0	668	175	63	906	1	85	0	36	52	174	0	0	0	0	0	0	2028
*** BREAK ***																									
11:00 AM	0	35	243	0	0	278	0	0	256	32	11	299	0	40	0	22	28	90	0	0	0	0	0	0	667
11:15 AM	0	36	313	0	0	349	0	0	259	30	20	309	1	38	0	21	16	76	0	0	0	0	0	0	734
11:30 AM	0	43	291	0	0	334	0	0	260	34	19	313	0	57	0	39	18	114	0	0	0	0	0	0	761
11:45 AM	0	46	290	0	0	336	0	0	312	41	15	368	0	44	0	28	37	109	0	0	0	0	0	0	813
Total	0	160	1137	0	0	1297	0	0	1087	137	65	1289	1	179	0	110	99	389	0	0	0	0	0	0	2975
12:00 PM	0	50	429	0	0	479	0	0	303	41	20	364	1	58	0	33	26	118	0	0	0	0	0	0	961
12:15 PM	1	27	363	0	0	391	0	0	278	31	19	328	0	68	0	29	36	133	0	0	0	0	0	0	852
12:30 PM	0	53	339	0	0	392	0	0	383	35	13	431	0	61	0	20	29	110	0	0	0	0	0	0	933
12:45 PM	0	60	311	0	0	371	0	0	366	43	17	426	1	53	0	29	20	103	0	0	0	0	0	0	900
Total	1	190	1442	0	0	1633	0	0	1330	150	69	1549	2	240	0	111	111	464	0	0	0	0	0	0	3646
*** BREAK ***																									
04:00 PM	0	55	355	0	0	410	0	0	387	39	17	443	0	113	0	39	35	187	0	0	0	0	0	0	1040
04:15 PM	2	72	359	0	0	433	0	0	392	47	27	466	0	58	0	52	22	132	0	0	0	0	0	0	1031
04:30 PM	0	69	420	0	0	489	0	0	406	40	15	461	0	123	0	85	32	240	0	0	0	0	0	0	1190
04:45 PM	0	90	316	0	0	406	0	0	449	56	33	538	0	87	0	63	26	176	0	0	0	0	0	0	1120
Total	2	286	1450	0	0	1738	0	0	1634	182	92	1908	0	381	0	239	115	735	0	0	0	0	0	0	4381

Peter Rd at Pine Island Rd

File Name : TMC-10 Peter Rd at Pine Island Rd
 Site Code : 00000000
 Start Date : 9/19/2019
 Page No : 2

Groups Printed- Vehicle - Trucks

	Pine Island Rd Southbound						Pine Island Rd Northbound						Peter Road Westbound						Peter Road Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	1	106	285	0	0	392	0	0	424	45	28	497	1	99	0	104	19	223	0	0	0	0	0	0	1112
05:15 PM	1	82	268	0	0	351	0	0	457	44	28	529	0	81	0	90	7	178	0	0	0	0	0	0	1058
05:30 PM	1	101	270	0	0	372	0	0	448	50	29	527	0	88	0	77	15	180	0	0	0	0	0	0	1079
05:45 PM	0	95	306	0	0	401	0	0	408	38	36	482	1	66	0	96	8	171	0	0	0	0	0	0	1054
Total	3	384	1129	0	0	1516	0	0	1737	177	121	2035	2	334	0	367	49	752	0	0	0	0	0	0	4303
06:00 PM	0	79	340	0	0	419	0	0	454	38	25	517	0	89	0	92	25	206	0	0	0	0	0	0	1142
06:15 PM	0	79	318	0	0	397	0	0	434	29	29	492	0	66	0	71	15	152	0	0	0	0	0	0	1041
06:30 PM	0	62	316	0	0	378	0	0	447	39	18	504	0	57	0	58	15	130	0	0	0	0	0	0	1012
06:45 PM	1	31	281	0	0	313	0	0	390	51	8	449	1	56	0	25	48	130	0	0	0	0	0	0	892
Total	1	251	1255	0	0	1507	0	0	1725	157	80	1962	1	268	0	246	103	618	0	0	0	0	0	0	4087
Grand Total	11	2309	11172	0	0	13492	0	0	11619	1756	812	14187	8	1958	0	1347	649	3962	0	0	0	0	0	0	31641
Apprch %	0.1	17.1	82.8	0	0		0	0	81.9	12.4	5.7		0.2	49.4	0	34	16.4		0	0	0	0	0		
Total %	0	7.3	35.3	0	0	42.6	0	0	36.7	5.5	2.6	44.8	0	6.2	0	4.3	2.1	12.5	0	0	0	0	0	0	
Vehicle	11	2249	11073	0	0	13333	0	0	11528	1733	807	14068	8	1922	0	1320	631	3881	0	0	0	0	0	0	31282
% Vehicle	100	97.4	99.1	0	0	98.8	0	0	99.2	98.7	99.4	99.2	100	98.2	0	98	97.2	98	0	0	0	0	0	0	98.9
Trucks	0	60	99	0	0	159	0	0	91	23	5	119	0	36	0	27	18	81	0	0	0	0	0	0	359
% Trucks	0	2.6	0.9	0	0	1.2	0	0	0.8	1.3	0.6	0.8	0	1.8	0	2	2.8	2	0	0	0	0	0	0	1.1

SR 817 (University Dr) at Peter Rd/SW 12nd Street

File Name : TMC-11 SR 817 (University Dr) at Peter Rd-SW 12nd St
 Site Code : 00000000
 Start Date : 10/10/2019
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Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			Peter Rd/SW 12nd Street Westbound			Peter Rd/SW 12nd Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	4	0	4	0	0	0	4
Total	0	0	0	1	0	1	4	0	4	0	0	0	5
*** BREAK ***													
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	2
07:30 AM	1	1	2	1	0	1	0	0	0	0	1	1	4
07:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	2	1	3	1	0	1	0	0	0	0	3	3	7
*** BREAK ***													
08:00 AM	1	0	1	0	0	0	0	0	0	1	0	1	2
08:30 AM	1	1	2	0	1	1	1	0	1	1	0	1	5
08:45 AM	1	0	1	0	0	0	0	0	0	0	1	1	2
Total	3	1	4	0	1	1	1	0	1	2	1	3	9
09:00 AM	1	0	1	1	0	1	0	0	0	1	1	2	4
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
Total	1	0	1	1	0	1	0	0	0	2	1	3	5
*** BREAK ***													
11:00 AM	3	0	3	0	0	0	0	0	0	1	2	3	6
11:15 AM	0	1	1	0	0	0	0	0	0	1	1	2	3
11:30 AM	0	0	0	0	1	1	0	1	1	1	0	1	3
11:45 AM	0	0	0	1	0	1	0	0	0	2	0	2	3
Total	3	1	4	1	1	2	0	1	1	5	3	8	15
12:00 PM	0	1	1	1	0	1	0	0	0	2	0	2	4
12:15 PM	0	0	0	1	0	1	1	0	1	1	1	2	4
12:30 PM	1	0	1	1	0	1	1	0	1	0	0	0	3
12:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	1	1	2	4	0	4	2	0	2	3	1	4	12
*** BREAK ***													
04:00 PM	1	0	1	0	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	2	0	2	0	1	1	0	1	1	4
04:30 PM	1	1	2	0	0	0	0	0	0	0	2	2	4
*** BREAK ***													
Total	2	1	3	2	0	2	0	1	1	0	4	4	10

SR 817 (University Dr) at Peter Rd/SW 12nd Street

File Name : TMC-11 SR 817 (University Dr) at Peter Rd-SW 12nd St

Site Code : 00000000

Start Date : 10/10/2019

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Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			Peter Rd/SW 12nd Street Westbound			Peter Rd/SW 12nd Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
05:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
05:15 PM	1	0	1	0	0	0	0	0	0	1	0	1	2
05:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	2	0	2	0	0	0	1	0	1	3
Total	2	0	2	2	1	3	0	0	0	2	0	2	7
*** BREAK ***													
06:15 PM	0	0	0	2	0	2	1	0	1	1	0	1	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***													
Total	0	0	0	2	0	2	1	0	1	1	1	2	5
Grand Total	14	5	19	14	3	17	8	2	10	15	14	29	75
Apprch %	73.7	26.3		82.4	17.6		80	20		51.7	48.3		
Total %	18.7	6.7	25.3	18.7	4	22.7	10.7	2.7	13.3	20	18.7	38.7	

SR 817 (University Dr) at Peter Rd/SW 12nd Street

File Name : TMC-11 SR 817 (University Dr) at Peter Rd-SW 12nd St

Site Code : 00000000

Start Date : 10/10/2019

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Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Peter Rd/SW 12nd Street Westbound						Peter Rd/SW 12nd Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	1	10	0	0	11	0	1	10	0	0	11	0	1	0	0	0	1	0	0	2	0	0	2	25
06:45 AM	0	0	6	0	1	7	0	1	12	0	1	14	0	0	0	0	0	0	0	1	0	0	0	1	22
Total	0	1	16	0	1	18	0	2	22	0	1	25	0	1	0	0	0	1	0	1	2	0	0	3	47
07:00 AM	0	1	6	0	0	7	0	1	13	0	1	15	0	2	3	0	1	6	0	0	2	0	0	2	30
07:15 AM	0	3	5	0	0	8	0	1	16	0	2	19	0	0	2	0	1	3	0	0	5	1	0	6	36
07:30 AM	0	1	7	0	0	8	0	1	7	5	5	18	0	3	4	1	0	8	0	0	3	1	0	4	38
07:45 AM	0	1	5	0	0	6	0	0	8	4	3	15	0	5	3	1	1	10	0	1	0	0	0	1	32
Total	0	6	23	0	0	29	0	3	44	9	11	67	0	10	12	2	3	27	0	1	10	2	0	13	136
08:00 AM	0	1	10	0	2	13	0	2	11	1	5	19	0	3	3	7	0	13	0	3	0	0	0	3	48
08:15 AM	0	2	10	0	0	12	0	2	8	0	1	11	0	4	6	0	1	11	0	0	0	1	2	3	37
08:30 AM	0	0	11	0	0	11	0	4	13	1	2	20	0	2	4	3	1	10	0	0	2	2	0	4	45
08:45 AM	0	2	15	0	0	17	0	3	8	0	4	15	0	6	2	0	0	8	0	1	0	2	0	3	43
Total	0	5	46	0	2	53	0	11	40	2	12	65	0	15	15	10	2	42	0	4	2	5	2	13	173
09:00 AM	0	2	11	1	0	14	0	2	8	1	2	13	0	4	2	0	0	6	0	2	0	0	0	2	35
09:15 AM	0	0	15	0	0	15	0	0	14	1	1	16	0	3	2	0	1	6	0	1	1	4	1	7	44
*** BREAK ***																									
Total	0	2	26	1	0	29	0	2	22	2	3	29	0	7	4	0	1	12	0	3	1	4	1	9	79
*** BREAK ***																									
11:00 AM	0	0	5	0	1	6	0	3	6	1	0	10	0	2	2	0	0	4	0	2	1	0	1	4	24
11:15 AM	0	1	12	1	0	14	0	2	11	2	1	16	0	0	3	3	1	7	0	0	4	0	4	8	45
11:30 AM	0	2	10	2	0	14	0	0	6	0	0	6	0	1	1	0	0	2	0	0	1	1	0	2	24
11:45 AM	0	1	7	0	0	8	0	0	7	1	1	9	0	2	1	1	0	4	0	2	2	1	0	5	26
Total	0	4	34	3	1	42	0	5	30	4	2	41	0	5	7	4	1	17	0	4	8	2	5	19	119
12:00 PM	0	3	9	0	0	12	0	3	3	0	0	6	0	1	1	0	1	3	0	0	0	0	0	0	21
12:15 PM	0	1	14	0	0	15	0	2	8	1	1	12	0	0	4	0	1	5	0	1	0	0	1	2	34
12:30 PM	0	1	10	0	0	11	0	0	12	0	0	12	0	2	2	0	0	4	0	2	2	1	2	7	34
12:45 PM	0	0	10	0	0	10	0	2	10	2	0	14	0	1	1	1	0	3	0	0	0	2	0	2	29
Total	0	5	43	0	0	48	0	7	33	3	1	44	0	4	8	1	2	15	0	3	2	3	3	11	118
*** BREAK ***																									
04:00 PM	0	0	9	0	1	10	0	0	7	3	0	10	0	5	1	0	0	6	0	0	4	1	0	5	31
04:15 PM	0	0	8	0	0	8	0	0	8	1	2	11	0	2	1	1	1	5	1	1	2	1	3	8	32
04:30 PM	0	0	11	0	0	11	1	1	8	2	2	14	0	1	1	0	0	2	0	0	1	1	0	2	29
04:45 PM	0	1	7	1	0	9	0	0	7	3	1	11	0	1	0	1	1	3	0	0	1	1	1	3	26
Total	0	1	35	1	1	38	1	1	30	9	5	46	0	9	3	2	2	16	1	1	8	4	4	18	118

SR 817 (University Dr) at Peter Rd/SW 12nd Street

File Name : TMC-11 SR 817 (University Dr) at Peter Rd-SW 12nd St

Site Code : 00000000

Start Date : 10/10/2019

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Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Peter Rd/SW 12nd Street Westbound						Peter Rd/SW 12nd Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	0	7	0	0	7	0	0	5	2	2	9	0	1	0	1	0	2	0	0	1	0	1	2	20
05:15 PM	0	0	7	0	0	7	0	0	3	5	1	9	0	1	0	0	0	1	0	0	0	3	1	4	21
05:30 PM	0	2	9	0	0	11	0	0	0	0	0	0	0	1	3	0	0	4	0	0	3	1	2	6	21
05:45 PM	0	1	6	0	0	7	2	2	4	0	0	8	0	1	1	0	0	2	0	0	0	1	2	3	20
Total	0	3	29	0	0	32	2	2	12	7	3	26	0	4	4	1	0	9	0	0	4	5	6	15	82
06:00 PM	0	0	8	0	0	8	0	0	0	1	0	1	0	2	0	1	0	3	0	0	0	0	3	3	15
06:15 PM	0	0	5	0	0	5	0	0	1	0	1	2	0	1	0	0	1	2	0	0	1	0	3	4	13
06:30 PM	0	0	6	0	0	6	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	1	1	9
06:45 PM	0	1	5	0	2	8	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	1	24	0	2	27	0	0	2	2	1	5	0	3	1	1	1	6	0	0	1	0	7	8	46
Grand Total	0	28	276	5	7	316	3	33	235	38	39	348	0	58	54	21	12	145	1	17	38	25	28	109	918
Apprch %	0	8.9	87.3	1.6	2.2		0.9	9.5	67.5	10.9	11.2		0	40	37.2	14.5	8.3		0.9	15.6	34.9	22.9	25.7		
Total %	0	3.1	30.1	0.5	0.8	34.4	0.3	3.6	25.6	4.1	4.2	37.9	0	6.3	5.9	2.3	1.3	15.8	0.1	1.9	4.1	2.7	3.1	11.9	

SR 817 (University Dr) at Peter Rd/SW 12nd Street

File Name : TMC-11 SR 817 (University Dr) at Peter Rd-SW 12nd St

Site Code : 00000000

Start Date : 10/10/2019

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Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Peter Rd/SW 12nd Street Westbound						Peter Rd/SW 12nd Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	1	11	381	1	4	398	1	15	239	8	21	284	0	75	21	6	22	124	1	6	20	4	12	43	849
06:45 AM	2	17	362	1	6	388	0	32	253	6	33	324	0	102	57	7	20	186	0	16	30	8	11	65	963
Total	3	28	743	2	10	786	1	47	492	14	54	608	0	177	78	13	42	310	1	22	50	12	23	108	1812
07:00 AM	1	23	427	7	11	469	1	42	342	20	39	444	0	134	51	9	23	217	0	9	36	10	17	72	1202
07:15 AM	1	52	483	5	3	544	0	52	330	34	78	494	1	113	60	22	43	239	0	25	80	23	26	154	1431
07:30 AM	0	88	437	2	8	535	0	57	361	67	80	565	0	177	105	43	34	359	2	27	117	46	27	219	1678
07:45 AM	1	61	448	9	7	526	1	59	376	98	68	602	1	147	116	32	28	324	0	38	113	61	34	246	1698
Total	3	224	1795	23	29	2074	2	210	1409	219	265	2105	2	571	332	106	128	1139	2	99	346	140	104	691	6009
08:00 AM	1	48	427	9	15	500	0	80	393	48	84	605	0	160	163	54	40	417	0	45	136	73	28	282	1804
08:15 AM	3	41	402	17	10	473	2	70	407	26	69	574	0	167	189	55	28	439	5	34	108	59	34	240	1726
08:30 AM	1	24	460	11	15	511	2	105	414	40	46	607	0	123	98	41	21	283	5	35	51	39	26	156	1557
08:45 AM	3	37	413	5	8	466	1	96	465	12	51	625	0	144	119	37	20	320	3	27	56	53	32	171	1582
Total	8	150	1702	42	48	1950	5	351	1679	126	250	2411	0	594	569	187	109	1459	13	141	351	224	120	849	6669
09:00 AM	3	31	440	6	9	489	2	71	433	31	20	557	0	90	84	13	17	204	1	29	40	36	40	146	1396
09:15 AM	4	28	417	11	9	469	3	65	397	29	19	513	0	97	75	20	32	224	2	24	45	29	34	134	1340
*** BREAK ***																									
Total	7	59	857	17	18	958	5	136	830	60	39	1070	0	187	159	33	49	428	3	53	85	65	74	280	2736
*** BREAK ***																									
11:00 AM	2	27	419	12	18	478	1	55	395	42	20	513	0	59	36	25	17	137	4	39	45	22	28	138	1266
11:15 AM	4	32	389	9	8	442	0	57	412	53	21	543	0	90	46	21	20	177	2	41	69	22	49	183	1345
11:30 AM	6	27	398	12	10	453	2	47	444	51	17	561	0	70	52	24	20	166	4	39	41	41	37	162	1342
11:45 AM	5	40	411	21	9	486	2	46	371	56	20	495	0	88	57	26	24	195	7	39	63	34	50	193	1369
Total	17	126	1617	54	45	1859	5	205	1622	202	78	2112	0	307	191	96	81	675	17	158	218	119	164	676	5322
12:00 PM	5	30	467	11	13	526	0	58	426	55	22	561	1	84	57	17	21	180	1	59	59	32	64	215	1482
12:15 PM	5	28	423	23	18	497	0	47	490	62	28	627	0	75	31	21	14	141	5	51	76	37	36	205	1470
12:30 PM	6	40	445	19	12	522	3	83	515	56	30	687	0	80	48	24	27	179	6	55	36	28	59	184	1572
12:45 PM	8	31	451	21	12	523	1	53	457	56	27	594	0	76	43	18	24	161	5	43	58	29	29	164	1442
Total	24	129	1786	74	55	2068	4	241	1888	229	107	2469	1	315	179	80	86	661	17	208	229	126	188	768	5966
*** BREAK ***																									
04:00 PM	0	48	425	10	15	498	1	60	458	75	59	653	0	108	84	37	15	244	2	48	117	74	33	274	1669
04:15 PM	0	52	487	10	9	558	1	63	489	93	41	687	0	120	97	40	29	286	3	40	86	87	31	247	1778
04:30 PM	0	33	513	3	5	554	1	59	510	107	45	722	0	120	88	41	24	273	5	47	98	89	44	283	1832
04:45 PM	0	61	463	16	6	546	1	73	488	76	76	714	0	155	127	43	16	341	0	47	102	109	59	317	1918
Total	0	194	1888	39	35	2156	4	255	1945	351	221	2776	0	503	396	161	84	1144	10	182	403	359	167	1121	7197

SR 817 (University Dr) at Peter Rd/SW 12nd Street

File Name : TMC-11 SR 817 (University Dr) at Peter Rd-SW 12nd St

Site Code : 00000000

Start Date : 10/10/2019

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Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Peter Rd/SW 12nd Street Westbound						Peter Rd/SW 12nd Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	33	523	0	0	556	0	67	498	87	77	729	0	128	89	46	28	291	1	39	95	111	68	314	1890
05:15 PM	1	53	510	7	7	578	0	75	518	73	54	720	0	136	115	56	16	323	2	39	106	140	75	362	1983
05:30 PM	0	55	419	7	5	486	1	63	505	73	66	708	0	140	105	60	32	337	1	41	98	147	59	346	1877
05:45 PM	3	53	487	2	5	550	3	73	536	116	46	774	0	114	107	47	30	298	3	36	107	103	51	300	1922
Total	4	194	1939	16	17	2170	4	278	2057	349	243	2931	0	518	416	209	106	1249	7	155	406	501	253	1322	7672
06:00 PM	0	62	478	8	12	560	5	67	524	69	67	732	0	151	94	37	24	306	0	42	88	131	46	307	1905
06:15 PM	1	49	467	7	9	533	4	68	523	74	56	725	0	138	75	49	20	282	2	38	90	91	47	268	1808
06:30 PM	3	47	448	12	9	519	4	74	532	87	51	748	0	76	79	34	24	213	1	44	67	73	30	215	1695
06:45 PM	3	56	353	4	14	430	0	52	550	55	54	711	0	90	58	30	22	200	5	51	0	52	24	132	1473
Total	7	214	1746	31	44	2042	13	261	2129	285	228	2916	0	455	306	150	90	1001	8	175	245	347	147	922	6881
Grand Total	73	1318	14073	298	301	16063	43	1984	14051	1835	1485	19398	3	3627	2626	1035	775	8066	78	1193	2333	1893	1240	6737	50264
Apprch %	0.5	8.2	87.6	1.9	1.9		0.2	10.2	72.4	9.5	7.7		0	45	32.6	12.8	9.6		1.2	17.7	34.6	28.1	18.4		
Total %	0.1	2.6	28	0.6	0.6	32	0.1	3.9	28	3.7	3	38.6	0	7.2	5.2	2.1	1.5	16	0.2	2.4	4.6	3.8	2.5	13.4	
Vehicle	73	1290	13797	293	294	15747	40	1951	13816	1797	1446	19050	3	3569	2572	1014	763	7921	77	1176	2295	1868	1212	6628	49346
% Vehicle	100	97.9	98	98.3	97.7	98	93	98.3	98.3	97.9	97.4	98.2	100	98.4	97.9	98	98.5	98.2	98.7	98.6	98.4	98.7	97.7	98.4	98.2
Trucks	0	28	276	5	7	316	3	33	235	38	39	348	0	58	54	21	12	145	1	17	38	25	28	109	918
% Trucks	0	2.1	2	1.7	2.3	2	7	1.7	1.7	2.1	2.6	1.8	0	1.6	2.1	2	1.5	1.8	1.3	1.4	1.6	1.3	2.3	1.6	1.8

Peter Rd/SW 12nd Street at SW 63rd Avenue

File Name : TMC-12 Peters Rd (SW 12nd St) at SW 63rd Avenue

Site Code : 00000000

Start Date : 9/19/2019

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Groups Printed- Peds & Bikes

	SW 63rd Avenue Southbound			SW 63rd Avenue Northbound			Peters Road/SW 12th Street Westbound			Peters Road/SW 12th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
06:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	0	0	0	2	0	2	0	0	0	2
07:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	1
07:30 AM	0	2	2	0	0	0	3	11	14	0	0	0	16
07:45 AM	1	1	2	0	1	1	3	7	10	0	0	0	13
Total	1	3	4	0	2	2	6	19	25	0	0	0	31
08:00 AM	1	0	1	0	0	0	0	1	1	0	0	0	2
*** BREAK ***													
08:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	2
08:45 AM	2	3	5	0	1	1	0	0	0	0	0	0	6
Total	3	5	8	0	1	1	0	1	1	0	0	0	10
*** BREAK ***													
09:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	3
*** BREAK ***													
Total	0	3	3	0	0	0	0	0	0	0	0	0	3
*** BREAK ***													
11:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
11:45 AM	0	0	0	0	0	0	0	1	1	0	0	0	1
Total	1	0	1	0	0	0	0	1	1	0	0	0	2
*** BREAK ***													
12:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
12:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	1	1	2	0	0	0	0	0	0	3
*** BREAK ***													
04:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	24	0	24	0	0	0	24
04:30 PM	1	1	2	0	0	0	0	1	1	0	0	0	3
04:45 PM	0	1	1	0	0	0	1	1	2	0	0	0	3
Total	1	3	4	0	0	0	25	2	27	0	0	0	31

Peter Rd/SW 12nd Street at SW 63rd Avenue

File Name : TMC-12 Peters Rd (SW 12nd St) at SW 63rd Avenue

Site Code : 00000000

Start Date : 9/19/2019

Page No : 2

Groups Printed- Peds & Bikes

	SW 63rd Avenue Southbound			SW 63rd Avenue Northbound			Peters Road/SW 12th Street Westbound			Peters Road/SW 12th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
05:00 PM	0	0	0	0	2	2	2	0	2	0	0	0	4
*** BREAK ***													
Total	0	0	0	0	2	2	2	0	2	0	0	0	4
06:00 PM	1	1	2	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
06:30 PM	1	1	2	0	0	0	0	0	0	0	0	0	2
06:45 PM	1	0	1	0	0	0	2	0	2	0	0	0	3
Total	3	2	5	0	0	0	3	0	3	0	0	0	8
Grand Total	9	17	26	1	6	7	38	23	61	0	0	0	94
Apprch %	34.6	65.4		14.3	85.7		62.3	37.7		0	0		
Total %	9.6	18.1	27.7	1.1	6.4	7.4	40.4	24.5	64.9	0	0	0	

Peter Rd/SW 12nd Street at SW 63rd Avenue

File Name : TMC-12 Peters Rd (SW 12nd St) at SW 63rd Avenue

Site Code : 00000000

Start Date : 9/19/2019

Page No : 1

Groups Printed- Trucks

	SW 63rd Avenue Southbound						SW 63rd Avenue Northbound						Peters Road/SW 12th Street Westbound						Peters Road/SW 12th Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	3	0	0	4	8
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	1	4	0	0	5	11
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4	0	0	4	0	1	3	0	0	4	9
07:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	3	0	0	5	0	2	5	0	0	7	13
07:30 AM	0	0	3	4	0	7	0	0	0	1	1	2	0	1	5	0	1	7	0	0	8	4	0	12	28
07:45 AM	0	0	4	3	0	7	0	3	2	0	1	6	0	0	13	1	0	14	0	2	5	2	1	10	37
Total	0	1	7	7	0	15	0	3	3	1	2	9	0	3	25	1	1	30	0	5	21	6	1	33	87
08:00 AM	0	0	0	2	2	4	0	2	1	1	0	4	0	2	11	1	0	14	0	2	5	4	1	12	34
08:15 AM	0	1	0	0	0	1	0	6	2	0	0	8	0	1	5	0	0	6	0	2	4	0	0	6	21
08:30 AM	0	0	0	2	0	2	0	3	1	0	0	4	0	0	7	0	0	7	0	0	4	2	0	6	19
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	1	5	0	0	6	0	1	6	0	0	7	15
Total	0	1	0	4	2	7	0	12	4	2	0	18	0	4	28	1	0	33	0	5	19	6	1	31	89
09:00 AM	0	0	1	1	0	2	0	0	0	1	1	2	0	0	7	0	1	8	0	2	2	1	0	5	17
09:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	9	0	0	2	0	0	2	12
*** BREAK ***																									
Total	0	1	1	1	0	3	0	0	0	1	1	2	0	0	16	0	1	17	0	2	4	1	0	7	29
*** BREAK ***																									
11:00 AM	0	0	1	0	1	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	2	7
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	7	0	0	7	13
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	4	0	0	4	0	0	4	0	0	4	9
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	2	0	0	2	7
Total	0	0	1	0	1	2	0	0	0	1	0	1	0	1	16	1	0	18	0	0	14	0	1	15	36
12:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	2	0	0	2	8
12:15 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	3	0	0	3	0	0	7	0	0	7	12
12:30 PM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	0	1	8
12:45 PM	0	1	0	2	0	3	0	0	0	0	1	1	0	0	7	1	0	8	0	1	1	1	0	3	15
Total	0	5	0	3	0	8	0	1	0	0	1	2	0	0	19	1	0	20	0	1	11	1	0	13	43
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	8	0	0	5	0	0	5	13
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5	0	0	5	0	0	5	0	0	5	11
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	5	0	0	6	8
04:45 PM	0	1	0	0	0	1	0	0	1	1	0	2	0	1	6	0	0	7	0	1	10	0	0	11	21
Total	0	1	0	0	0	1	0	1	1	1	0	3	0	3	18	0	1	22	0	2	25	0	0	27	53

Peter Rd/SW 12nd Street at SW 63rd Avenue

File Name : TMC-12 Peters Rd (SW 12nd St) at SW 63rd Avenue

Site Code : 00000000

Start Date : 9/19/2019

Page No : 2

Groups Printed- Trucks

	SW 63rd Avenue Southbound						SW 63rd Avenue Northbound						Peters Road/SW 12th Street Westbound						Peters Road/SW 12th Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	5	0	0	5	0	0	4	0	0	4	11
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	7	0	0	7	0	0	3	0	0	3	11
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	7	0	0	7	13
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	2	0	0	2	6
Total	0	0	0	0	0	0	0	1	0	1	1	3	0	0	22	0	0	22	0	0	16	0	0	16	41
06:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	4	0	0	4	8
06:15 PM	0	0	1	0	0	1	0	0	1	1	0	2	0	0	1	0	0	1	0	1	1	0	0	2	6
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	0	1	4
06:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	3	0	0	3	5
Total	0	1	1	0	0	2	0	0	1	2	0	3	0	0	8	0	0	8	0	1	9	0	0	10	23
Grand Total	0	10	10	15	3	38	0	18	9	9	5	41	0	11	158	4	3	176	0	17	123	14	3	157	412
Apprch %	0	26.3	26.3	39.5	7.9		0	43.9	22	22	12.2		0	6.2	89.8	2.3	1.7		0	10.8	78.3	8.9	1.9		
Total %	0	2.4	2.4	3.6	0.7	9.2	0	4.4	2.2	2.2	1.2	10	0	2.7	38.3	1	0.7	42.7	0	4.1	29.9	3.4	0.7	38.1	

Peter Rd/SW 12nd Street at SW 63rd Avenue

File Name : TMC-12 Peters Rd (SW 12nd St) at SW 63rd Avenue

Site Code : 00000000

Start Date : 9/19/2019

Page No : 1

Groups Printed- Vehicle - Trucks

	SW 63rd Avenue Southbound						SW 63rd Avenue Northbound						Peters Road/SW 12th Street Westbound						Peters Road/SW 12th Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	4	3	4	2	13	0	4	1	4	15	24	0	2	77	4	1	84	3	6	40	1	3	53	174
06:45 AM	0	7	6	4	2	19	0	2	2	11	16	31	0	4	73	3	2	82	2	1	56	7	2	68	200
Total	0	11	9	8	4	32	0	6	3	15	31	55	0	6	150	7	3	166	5	7	96	8	5	121	374
07:00 AM	0	5	12	7	4	28	0	5	4	20	19	48	0	4	97	2	2	105	0	3	69	5	5	82	263
07:15 AM	0	16	25	15	13	69	0	13	17	20	23	73	0	9	115	10	4	138	2	14	106	15	19	156	436
07:30 AM	0	41	43	38	15	137	0	18	22	22	21	83	0	11	152	11	11	185	7	9	184	36	17	253	658
07:45 AM	0	57	40	33	17	147	0	31	13	15	18	77	0	9	209	19	16	253	7	13	187	31	20	258	735
Total	0	119	120	93	49	381	0	67	56	77	81	281	0	33	573	42	33	681	16	39	546	87	61	749	2092
08:00 AM	0	13	15	29	21	78	0	44	22	18	12	96	0	12	238	41	14	305	13	30	114	33	16	206	685
08:15 AM	0	11	8	11	9	39	0	33	20	15	27	95	0	7	121	13	5	146	8	19	88	16	3	134	414
08:30 AM	0	4	3	8	0	15	0	8	5	10	19	42	0	2	153	8	9	172	6	26	88	8	1	129	358
08:45 AM	0	7	3	4	1	15	0	6	1	6	31	44	0	3	151	3	2	159	3	21	95	5	1	125	343
Total	0	35	29	52	31	147	0	91	48	49	89	277	0	24	663	65	30	782	30	96	385	62	21	594	1800
09:00 AM	0	9	2	3	1	15	0	5	1	19	16	41	0	2	116	3	2	123	6	17	77	2	1	103	282
09:15 AM	0	8	0	6	2	16	0	4	3	3	16	26	0	0	114	7	3	124	4	23	73	7	2	109	275
*** BREAK ***																									
Total	0	17	2	9	3	31	0	9	4	22	32	67	0	2	230	10	5	247	10	40	150	9	3	212	557
*** BREAK ***																									
11:00 AM	0	2	2	2	2	8	0	1	1	5	14	21	0	0	83	3	3	89	4	11	85	3	2	105	223
11:15 AM	0	6	0	3	2	11	0	4	1	6	14	25	0	2	120	7	0	129	5	16	82	2	2	107	272
11:30 AM	0	5	2	0	3	10	0	6	2	5	16	29	0	0	109	5	3	117	1	29	94	0	3	127	283
11:45 AM	0	4	2	2	0	8	0	2	3	9	10	24	0	3	92	5	4	104	3	15	70	3	0	91	227
Total	0	17	6	7	7	37	0	13	7	25	54	99	0	5	404	20	10	439	13	71	331	8	7	430	1005
12:00 PM	0	11	0	4	0	15	0	4	3	5	13	25	0	2	105	6	2	115	4	19	82	3	0	108	263
12:15 PM	0	12	0	4	2	18	0	4	0	6	21	31	0	0	100	5	5	110	6	28	104	5	3	146	305
12:30 PM	0	9	3	4	2	18	0	2	1	2	20	25	0	1	109	3	1	114	2	16	87	5	0	110	267
12:45 PM	0	8	0	6	4	18	0	5	0	2	28	35	0	3	117	10	2	132	2	29	98	5	2	136	321
Total	0	40	3	18	8	69	0	15	4	15	82	116	0	6	431	24	10	471	14	92	371	18	5	500	1156
*** BREAK ***																									
04:00 PM	0	3	2	5	3	13	0	11	5	9	12	37	0	7	137	7	3	154	8	37	161	5	3	214	418
04:15 PM	0	10	8	7	2	27	0	4	4	5	12	25	0	8	175	12	8	203	4	48	170	6	3	231	486
04:30 PM	0	5	12	19	2	38	0	9	3	17	16	45	0	6	185	11	10	212	4	37	162	19	2	224	519
04:45 PM	0	19	13	9	5	46	0	15	4	14	20	53	0	13	200	11	1	225	2	46	175	8	6	237	561
Total	0	37	35	40	12	124	0	39	16	45	60	160	0	34	697	41	22	794	18	168	668	38	14	906	1984

Peter Rd/SW 12nd Street at SW 63rd Avenue

File Name : TMC-12 Peters Rd (SW 12nd St) at SW 63rd Avenue

Site Code : 00000000

Start Date : 9/19/2019

Page No : 2

Groups Printed- Vehicle - Trucks

	SW 63rd Avenue Southbound						SW 63rd Avenue Northbound						Peters Road/SW 12th Street Westbound						Peters Road/SW 12th Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	20	10	9	6	45	0	33	10	29	25	97	0	10	185	12	16	223	7	38	168	8	8	229	594
05:15 PM	0	14	4	3	7	28	0	14	4	10	24	52	0	13	220	5	9	247	7	38	176	3	6	230	557
05:30 PM	0	14	6	11	3	34	0	12	7	14	14	47	0	15	201	10	6	232	4	56	144	10	5	219	532
05:45 PM	0	8	7	5	4	24	0	18	5	17	18	58	0	10	220	11	6	247	4	46	155	5	3	213	542
Total	0	56	27	28	20	131	0	77	26	70	81	254	0	48	826	38	37	949	22	178	643	26	22	891	2225
06:00 PM	0	15	13	7	11	46	0	8	2	23	15	48	0	10	200	20	6	236	5	48	152	7	3	215	545
06:15 PM	0	10	10	4	3	27	1	4	4	16	13	38	0	6	161	8	6	181	6	40	158	6	1	211	457
06:30 PM	0	6	2	7	2	17	0	9	4	5	16	34	0	5	152	12	4	173	3	32	170	7	3	215	439
06:45 PM	0	4	0	5	0	9	0	16	1	9	15	41	0	4	161	4	3	172	8	33	142	5	0	188	410
Total	0	35	25	23	16	99	1	37	11	53	59	161	0	25	674	44	19	762	22	153	622	25	7	829	1851
Grand Total	0	367	256	278	150	1051	1	354	175	371	569	1470	0	183	4648	291	169	5291	150	844	3812	281	145	5232	13044
Apprch %	0	34.9	24.4	26.5	14.3		0.1	24.1	11.9	25.2	38.7		0	3.5	87.8	5.5	3.2		2.9	16.1	72.9	5.4	2.8		
Total %	0	2.8	2	2.1	1.1	8.1	0	2.7	1.3	2.8	4.4	11.3	0	1.4	35.6	2.2	1.3	40.6	1.1	6.5	29.2	2.2	1.1	40.1	
Vehicle	0	357	246	263	147	1013	1	336	166	362	564	1429	0	172	4490	287	166	5115	150	827	3689	267	142	5075	12632
% Vehicle	0	97.3	96.1	94.6	98	96.4	100	94.9	94.9	97.6	99.1	97.2	0	94	96.6	98.6	98.2	96.7	100	98	96.8	95	97.9	97	96.8
Trucks	0	10	10	15	3	38	0	18	9	9	5	41	0	11	158	4	3	176	0	17	123	14	3	157	412
% Trucks	0	2.7	3.9	5.4	2	3.6	0	5.1	5.1	2.4	0.9	2.8	0	6	3.4	1.4	1.8	3.3	0	2	3.2	5	2.1	3	3.2

SR 817 (University Dr) at SR 84 (Westbound)

File Name : TMC-14 SR 817 (University Dr) at SR 84 WB

Site Code : 00000000

Start Date : 9/17/2019

Page No : 1

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			SR 84 Westbound			Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
*** BREAK ***													
Total	0	0	0	0	0	0	2	0	2	0	0	0	2
07:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
07:30 AM	0	0	0	0	0	0	0	1	1	1	0	1	2
*** BREAK ***													
Total	0	0	0	0	0	0	1	1	2	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	1	1	2	0	0	0	2
08:30 AM	0	1	1	0	0	0	1	0	1	0	1	1	3
08:45 AM	0	1	1	0	0	0	1	1	2	2	1	3	6
Total	0	2	2	0	0	0	3	2	5	2	3	5	12
09:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	2	0	2	2
*** BREAK ***													
11:00 AM	0	0	0	0	0	0	1	0	1	0	1	1	2
11:15 AM	0	0	0	0	0	0	0	1	1	0	1	1	2
11:30 AM	1	0	1	0	0	0	0	0	0	1	0	1	2
11:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	1	0	1	0	1	1	1	1	2	1	2	3	7
*** BREAK ***													
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***													
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	2	2	2
*** BREAK ***													
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	1	1	0	0	0	1	0	1	1	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	1	0	1	3	2	5	7

SR 817 (University Dr) at SR 84 (Westbound)

File Name : TMC-14 SR 817 (University Dr) at SR 84 WB
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 2

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			SR 84 Westbound			Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
05:00 PM	0	0	0	0	0	0	1	1	2	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	2	4	4
05:45 PM	0	0	0	0	0	0	1	1	2	2	0	2	4
Total	0	0	0	0	0	0	2	2	4	7	2	9	13
06:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
06:30 PM	1	0	1	0	1	1	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	1	1	0	1	1	1	1	2	4
Total	1	0	1	0	2	2	0	1	1	2	1	3	7
Grand Total	2	3	5	0	3	3	10	7	17	18	12	30	55
Apprch %	40	60		0	100		58.8	41.2		60	40		
Total %	3.6	5.5	9.1	0	5.5	5.5	18.2	12.7	30.9	32.7	21.8	54.5	

SR 817 (University Dr) at SR 84 (Westbound)

File Name : TMC-14 SR 817 (University Dr) at SR 84 WB

Site Code : 00000000

Start Date : 9/17/2019

Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						SR 84 Westbound						Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	7	0	0	7	0	0	12	0	0	12	2	0	0	4	3	9	0	0	0	0	0	0	28
06:45 AM	0	0	2	0	0	2	0	0	6	0	0	6	1	7	2	3	1	14	0	0	0	0	0	0	22
Total	0	0	9	0	0	9	0	0	18	0	0	18	3	7	2	7	4	23	0	0	0	0	0	0	50
07:00 AM	0	0	6	0	0	6	0	0	9	0	0	9	4	1	0	3	3	11	0	0	0	0	0	0	26
07:15 AM	0	0	9	2	3	14	0	1	9	0	0	10	6	3	0	8	3	20	0	0	0	0	0	0	44
07:30 AM	0	0	8	0	0	8	0	0	6	0	0	6	5	4	2	6	2	19	0	0	0	0	0	0	33
07:45 AM	0	0	6	0	0	6	0	1	5	0	0	6	5	3	0	10	1	19	0	0	0	0	0	0	31
Total	0	0	29	2	3	34	0	2	29	0	0	31	20	11	2	27	9	69	0	0	0	0	0	0	134
08:00 AM	0	0	6	4	0	10	0	2	10	0	0	12	8	2	0	6	1	17	0	0	0	0	0	0	39
08:15 AM	0	0	12	6	0	18	0	0	7	0	0	7	12	4	1	7	1	25	0	0	0	0	0	0	50
08:30 AM	0	0	7	0	0	7	0	0	13	0	0	13	8	3	0	4	0	15	0	0	0	0	0	0	35
08:45 AM	0	0	8	0	0	8	0	3	12	0	0	15	7	2	1	3	0	13	0	0	0	0	0	0	36
Total	0	0	33	10	0	43	0	5	42	0	0	47	35	11	2	20	2	70	0	0	0	0	0	0	160
09:00 AM	0	0	6	0	0	6	0	0	13	0	0	13	10	7	3	7	2	29	0	0	0	0	0	0	48
09:15 AM	0	0	5	0	0	5	0	2	11	0	0	13	20	6	1	4	2	33	0	0	0	0	0	0	51
*** BREAK ***																									
Total	0	0	11	0	0	11	0	2	24	0	0	26	30	13	4	11	4	62	0	0	0	0	0	0	99
*** BREAK ***																									
11:00 AM	0	0	8	6	0	14	0	2	8	0	0	10	7	5	3	4	1	20	0	0	0	0	0	0	44
11:15 AM	0	0	8	0	0	8	0	1	10	0	0	11	11	1	1	5	2	20	0	0	0	0	0	0	39
11:30 AM	0	0	9	5	0	14	0	0	11	0	0	11	5	2	0	3	0	10	0	0	0	0	0	0	35
11:45 AM	0	0	7	7	0	14	0	0	5	0	0	5	2	3	0	3	1	9	0	0	0	0	0	0	28
Total	0	0	32	18	0	50	0	3	34	0	0	37	25	11	4	15	4	59	0	0	0	0	0	0	146
12:00 PM	0	0	4	1	0	5	0	1	5	0	0	6	6	5	0	5	0	16	0	0	0	0	0	0	27
12:15 PM	0	0	10	1	0	11	0	1	7	0	0	8	2	8	1	4	0	15	0	0	0	0	0	0	34
12:30 PM	0	0	7	4	0	11	0	0	12	0	0	12	8	2	0	3	0	13	0	0	0	0	0	0	36
12:45 PM	0	0	8	2	0	10	0	0	10	0	0	10	12	2	0	7	0	21	0	0	0	0	0	0	41
Total	0	0	29	8	0	37	0	2	34	0	0	36	28	17	1	19	0	65	0	0	0	0	0	0	138
*** BREAK ***																									
04:00 PM	0	0	6	1	0	7	0	0	11	0	0	11	10	6	3	0	0	19	0	0	0	0	0	0	37
04:15 PM	0	0	5	0	0	5	0	2	12	0	0	14	11	8	2	2	0	23	0	0	0	0	0	0	42
04:30 PM	0	0	9	1	0	10	0	1	9	0	0	10	10	1	2	3	0	16	0	0	0	0	0	0	36
04:45 PM	0	0	8	1	0	9	0	0	19	0	0	19	9	2	1	1	0	13	0	0	0	0	0	0	41
Total	0	0	28	3	0	31	0	3	51	0	0	54	40	17	8	6	0	71	0	0	0	0	0	0	156

SR 817 (University Dr) at SR 84 (Westbound)

File Name : TMC-14 SR 817 (University Dr) at SR 84 WB
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						SR 84 Westbound						Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	0	12	2	0	14	0	0	15	0	0	15	5	0	1	2	0	8	0	0	0	0	0	0	37
05:15 PM	0	0	5	1	0	6	0	0	6	0	0	6	5	0	0	1	0	6	0	0	0	0	0	0	18
05:30 PM	0	0	6	0	0	6	0	0	4	0	0	4	4	1	1	0	1	7	0	0	0	0	0	0	17
05:45 PM	0	0	4	0	0	4	0	0	5	0	0	5	6	0	2	0	0	8	0	0	0	0	0	0	17
Total	0	0	27	3	0	30	0	0	30	0	0	30	20	1	4	3	1	29	0	0	0	0	0	0	89
06:00 PM	0	0	3	0	0	3	0	1	7	0	0	8	0	0	0	1	0	1	0	0	0	0	0	0	12
06:15 PM	0	0	5	0	1	6	0	0	3	0	0	3	1	2	0	0	0	3	0	0	0	0	0	0	12
06:30 PM	0	0	6	0	0	6	0	4	7	0	0	11	4	0	0	2	0	6	0	0	0	0	0	0	23
06:45 PM	0	0	7	0	0	7	0	0	5	0	0	5	6	0	0	1	0	7	0	0	0	0	0	0	19
Total	0	0	21	0	1	22	0	5	22	0	0	27	11	2	0	4	0	17	0	0	0	0	0	0	66
Grand Total	0	0	219	44	4	267	0	22	284	0	0	306	212	90	27	112	24	465	0	0	0	0	0	0	1038
Apprch %	0	0	82	16.5	1.5		0	7.2	92.8	0	0		45.6	19.4	5.8	24.1	5.2		0	0	0	0	0		
Total %	0	0	21.1	4.2	0.4	25.7	0	2.1	27.4	0	0	29.5	20.4	8.7	2.6	10.8	2.3	44.8	0	0	0	0	0		

SR 817 (University Dr) at SR 84 (Westbound)

File Name : TMC-14 SR 817 (University Dr) at SR 84 WB
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						SR 84 Westbound						Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	182	39	22	243	0	6	161	0	0	167	31	60	6	58	69	224	0	0	0	0	0	0	634
06:45 AM	0	0	208	37	19	264	0	7	212	0	0	219	46	101	5	66	67	285	0	0	0	0	0	0	768
Total	0	0	390	76	41	507	0	13	373	0	0	386	77	161	11	124	136	509	0	0	0	0	0	0	1402
07:00 AM	0	0	246	37	37	320	0	10	280	0	0	290	59	105	7	74	90	335	0	0	0	0	0	0	945
07:15 AM	0	0	297	56	20	373	0	13	319	0	0	332	70	201	2	166	52	491	0	0	0	0	0	0	1196
07:30 AM	0	0	345	56	5	406	0	15	334	0	0	349	144	245	9	231	46	675	0	0	0	0	0	0	1430
07:45 AM	0	0	312	62	22	396	0	15	327	0	0	342	160	171	15	228	78	652	0	0	0	0	0	0	1390
Total	0	0	1200	211	84	1495	0	53	1260	0	0	1313	433	722	33	699	266	2153	0	0	0	0	0	0	4961
08:00 AM	0	0	285	50	9	344	1	35	366	0	0	402	117	213	13	218	68	629	0	0	0	0	0	0	1375
08:15 AM	0	0	331	78	0	409	3	26	289	0	0	318	109	163	11	189	77	549	0	0	0	0	0	0	1276
08:30 AM	0	0	319	50	4	373	1	22	315	0	0	338	115	122	16	190	59	502	0	0	0	0	0	0	1213
08:45 AM	0	0	293	35	1	329	0	32	390	0	0	422	134	122	16	198	73	543	0	0	0	0	0	0	1294
Total	0	0	1228	213	14	1455	5	115	1360	0	0	1480	475	620	56	795	277	2223	0	0	0	0	0	0	5158
09:00 AM	0	0	329	41	3	373	1	30	347	0	0	378	147	189	18	165	56	575	0	0	0	0	0	0	1326
09:15 AM	0	0	325	52	3	380	0	30	326	0	0	356	110	159	19	178	51	517	0	0	0	0	0	0	1253
*** BREAK ***																									
Total	0	0	654	93	6	753	1	60	673	0	0	734	257	348	37	343	107	1092	0	0	0	0	0	0	2579
*** BREAK ***																									
11:00 AM	1	0	306	56	0	363	1	51	395	0	0	447	74	91	11	133	36	345	0	0	0	0	0	0	1155
11:15 AM	0	0	290	41	2	333	2	40	332	0	0	374	89	124	16	124	39	392	0	0	0	0	0	0	1099
11:30 AM	0	0	332	66	4	402	0	53	359	0	0	412	105	134	14	103	48	404	0	0	0	0	0	0	1218
11:45 AM	0	0	329	62	0	391	0	58	358	0	0	416	78	152	19	113	62	424	0	0	0	0	0	0	1231
Total	1	0	1257	225	6	1489	3	202	1444	0	0	1649	346	501	60	473	185	1565	0	0	0	0	0	0	4703
12:00 PM	0	0	392	47	0	439	0	46	387	0	0	433	92	140	17	151	54	454	0	0	0	0	0	0	1326
12:15 PM	0	0	364	60	5	429	0	60	438	0	0	498	78	147	17	149	54	445	0	0	0	0	0	0	1372
12:30 PM	0	0	405	70	2	477	0	62	470	0	0	532	98	160	27	131	47	463	0	0	0	0	0	0	1472
12:45 PM	1	0	329	49	4	383	0	65	435	0	0	500	105	180	11	166	41	503	0	0	0	0	0	0	1386
Total	1	0	1490	226	11	1728	0	233	1730	0	0	1963	373	627	72	597	196	1865	0	0	0	0	0	0	5556
*** BREAK ***																									
04:00 PM	0	0	360	52	5	417	0	46	466	0	0	512	88	147	30	154	38	457	0	0	0	0	0	0	1386
04:15 PM	0	0	399	44	1	444	1	53	514	0	0	568	96	138	26	188	31	479	0	0	0	0	0	0	1491
04:30 PM	0	0	386	72	4	462	1	56	514	0	0	571	107	121	66	169	33	496	0	0	0	0	0	0	1529
04:45 PM	0	0	417	71	4	492	1	52	528	0	0	581	98	114	86	158	41	497	0	0	0	0	0	0	1570
Total	0	0	1562	239	14	1815	3	207	2022	0	0	2232	389	520	208	669	143	1929	0	0	0	0	0	0	5976

SR 817 (University Dr) at SR 84 (Westbound)

File Name : TMC-14 SR 817 (University Dr) at SR 84 WB
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						SR 84 Westbound						Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	0	387	91	1	479	1	46	487	0	0	534	99	110	38	160	24	431	0	0	0	0	0	0	1444
05:15 PM	0	0	357	75	0	432	0	34	539	0	0	573	86	104	65	171	16	442	0	0	0	0	0	0	1447
05:30 PM	0	0	445	52	1	498	1	56	504	0	0	561	89	156	72	144	20	481	0	0	0	0	0	0	1540
05:45 PM	0	0	396	56	1	453	0	53	516	0	0	569	107	158	72	159	30	526	0	0	0	0	0	0	1548
Total	0	0	1585	274	3	1862	2	189	2046	0	0	2237	381	528	247	634	90	1880	0	0	0	0	0	0	5979
06:00 PM	0	0	421	67	0	488	0	50	499	0	0	549	85	167	45	220	40	557	0	0	0	0	0	0	1594
06:15 PM	0	0	403	68	1	472	1	44	473	0	0	518	89	152	18	194	32	485	0	0	0	0	0	0	1475
06:30 PM	0	0	379	68	1	448	1	51	434	0	0	486	71	155	24	192	52	494	0	0	0	0	0	0	1428
06:45 PM	0	0	315	60	6	381	0	71	394	0	0	465	90	142	20	210	53	515	0	0	0	0	0	0	1361
Total	0	0	1518	263	8	1789	2	216	1800	0	0	2018	335	616	107	816	177	2051	0	0	0	0	0	0	5858
Grand Total	2	0	10884	1820	187	12893	16	1288	12708	0	0	14012	3066	4643	831	5150	1577	15267	0	0	0	0	0	0	42172
Apprch %	0	0	84.4	14.1	1.5		0.1	9.2	90.7	0	0		20.1	30.4	5.4	33.7	10.3		0	0	0	0	0		
Total %	0	0	25.8	4.3	0.4	30.6	0	3.1	30.1	0	0	33.2	7.3	11	2	12.2	3.7	36.2	0	0	0	0	0	0	
Vehicle	2	0	10665	1776	183	12626	16	1266	12424	0	0	13706	2854	4553	804	5038	1553	14802	0	0	0	0	0	0	41134
% Vehicle	100	0	98	97.6	97.9	97.9	100	98.3	97.8	0	0	97.8	93.1	98.1	96.8	97.8	98.5	97	0	0	0	0	0	0	97.5
Trucks	0	0	219	44	4	267	0	22	284	0	0	306	212	90	27	112	24	465	0	0	0	0	0	0	1038
% Trucks	0	0	2	2.4	2.1	2.1	0	1.7	2.2	0	0	2.2	6.9	1.9	3.2	2.2	1.5	3	0	0	0	0	0	0	2.5

SR 817 (University Dr) at SR 84 (Eastbound)

File Name : TMC-15 SR 817 (University Dr) at SR 84 EB
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 1

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			Westbound			SR 84 Eastbound			Int. Total
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
06:30 AM	0	0	0	0	1	1	1	0	1	0	1	1	3
*** BREAK ***													
Total	0	0	0	0	1	1	1	0	1	0	1	1	3
07:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	2
Total	1	2	3	0	0	0	0	0	0	0	1	1	4
*** BREAK ***													
08:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	2	2	0	0	0	0	0	0	2
*** BREAK ***													
11:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	2
*** BREAK ***													
11:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
Total	2	0	2	0	1	1	0	0	0	0	2	2	5
12:00 PM	0	0	0	0	1	1	0	0	0	1	1	2	3
*** BREAK ***													
Total	0	0	0	0	1	1	0	0	0	1	1	2	3
*** BREAK ***													
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***													
04:30 PM	0	0	0	0	0	0	0	1	1	1	0	1	2
*** BREAK ***													
Total	0	0	0	0	0	0	0	1	1	1	1	2	3
*** BREAK ***													
05:45 PM	1	0	1	1	0	1	0	0	0	0	0	0	2
Total	1	0	1	1	0	1	0	0	0	0	0	0	2
*** BREAK ***													
Grand Total	4	2	6	1	5	6	1	1	2	2	6	8	22
Apprch %	66.7	33.3		16.7	83.3		50	50		25	75		
Total %	18.2	9.1	27.3	4.5	22.7	27.3	4.5	4.5	9.1	9.1	27.3	36.4	

SR 817 (University Dr) at SR 84 (Eastbound)

File Name : TMC-15 SR 817 (University Dr) at SR 84 EB

Site Code : 00000000

Start Date : 9/17/2019

Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Westbound						SR 84 Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	3	8	0	0	11	0	0	9	3	0	12	0	0	0	0	0	0	0	3	0	3	1	7	30
06:45 AM	0	1	5	0	0	6	0	0	4	2	0	6	0	0	0	0	0	0	0	3	2	3	0	8	20
Total	0	4	13	0	0	17	0	0	13	5	0	18	0	0	0	0	0	0	0	6	2	6	1	15	50
07:00 AM	0	4	11	0	0	15	0	0	7	3	0	10	0	0	0	0	0	0	0	2	0	0	0	2	27
07:15 AM	0	3	6	0	0	9	0	0	7	6	0	13	0	0	0	0	0	0	0	2	2	4	0	8	30
07:30 AM	0	5	10	0	0	15	0	0	6	1	0	7	0	0	0	0	0	0	0	4	2	0	0	6	28
07:45 AM	0	6	11	0	0	17	0	0	7	6	0	13	0	0	0	0	0	0	0	0	3	0	0	3	33
Total	0	18	38	0	0	56	0	0	27	16	0	43	0	0	0	0	0	0	0	8	7	4	0	19	118
08:00 AM	0	6	11	0	0	17	0	0	16	2	0	18	0	0	0	0	0	0	1	3	3	3	0	10	45
08:15 AM	0	8	10	0	0	18	0	0	6	3	0	9	0	0	0	0	0	0	0	4	3	3	0	10	37
08:30 AM	0	11	9	0	0	20	0	0	8	10	0	18	0	0	0	0	0	0	0	3	2	2	0	7	45
08:45 AM	0	10	6	0	0	16	0	0	10	3	0	13	0	0	0	0	0	0	0	1	3	1	0	5	34
Total	0	35	36	0	0	71	0	0	40	18	0	58	0	0	0	0	0	0	1	11	11	9	0	32	161
09:00 AM	0	12	10	0	0	22	0	0	10	12	0	22	0	0	0	0	0	0	0	1	2	1	0	4	48
09:15 AM	0	9	9	0	0	18	0	0	7	3	0	10	0	0	0	0	0	0	0	3	4	3	0	10	38
*** BREAK ***																									
Total	0	21	19	0	0	40	0	0	17	15	0	32	0	0	0	0	0	0	0	4	6	4	0	14	86
*** BREAK ***																									
11:00 AM	0	11	7	0	0	18	0	0	10	6	0	16	0	0	0	0	0	0	0	1	0	0	0	1	35
11:15 AM	0	8	2	0	0	10	0	0	8	7	0	15	0	0	0	0	0	0	0	1	4	0	0	5	30
11:30 AM	0	12	10	0	0	22	0	0	11	6	0	17	0	0	0	0	0	0	0	6	3	4	0	13	52
11:45 AM	0	10	7	0	0	17	0	0	5	10	0	15	0	0	0	0	0	0	0	0	3	0	0	3	35
Total	0	41	26	0	0	67	0	0	34	29	0	63	0	0	0	0	0	0	0	8	10	4	0	22	152
12:00 PM	0	9	9	0	0	18	0	0	4	7	0	11	0	0	0	0	0	0	0	1	2	5	0	8	37
12:15 PM	0	10	8	0	0	18	0	0	8	7	0	15	0	0	0	0	0	0	0	1	3	2	0	6	39
12:30 PM	0	8	5	0	0	13	0	0	7	8	0	15	0	0	0	0	0	0	1	5	4	3	0	13	41
12:45 PM	0	11	6	0	0	17	0	0	16	12	0	28	0	0	0	0	0	0	0	4	6	3	1	14	59
Total	0	38	28	0	0	66	0	0	35	34	0	69	0	0	0	0	0	0	1	11	15	13	1	41	176
*** BREAK ***																									
04:00 PM	0	9	7	0	0	16	0	0	14	8	0	22	0	0	0	0	0	0	0	3	1	1	0	5	43
04:15 PM	0	12	5	0	0	17	0	0	21	5	0	26	0	0	0	0	0	0	0	3	2	0	0	5	48
04:30 PM	0	10	10	0	0	20	0	0	8	4	0	12	0	0	0	0	0	0	0	2	2	2	0	6	38
04:45 PM	0	10	8	0	0	18	0	0	18	5	0	23	0	0	0	0	0	0	0	1	4	0	0	5	46
Total	0	41	30	0	0	71	0	0	61	22	0	83	0	0	0	0	0	0	0	9	9	3	0	21	175

SR 817 (University Dr) at SR 84 (Eastbound)

File Name : TMC-15 SR 817 (University Dr) at SR 84 EB

Site Code : 00000000

Start Date : 9/17/2019

Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Westbound						SR 84 Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	9	3	0	0	12	0	0	14	5	0	19	0	0	0	0	0	0	0	5	4	1	0	10	41
05:15 PM	0	5	5	0	0	10	0	0	6	3	0	9	0	0	0	0	0	0	0	0	3	0	0	3	22
05:30 PM	0	7	7	0	0	14	0	0	4	2	0	6	0	0	0	0	0	0	0	1	3	2	0	6	26
05:45 PM	0	6	1	0	0	7	0	0	4	3	0	7	0	0	0	0	0	0	0	2	1	0	0	3	17
Total	0	27	16	0	0	43	0	0	28	13	0	41	0	0	0	0	0	0	0	8	11	3	0	22	106
06:00 PM	0	8	3	0	0	11	0	0	4	2	0	6	0	0	0	0	0	0	0	1	3	2	0	6	23
06:15 PM	0	10	3	0	0	13	0	0	3	2	0	5	0	0	0	0	0	0	0	1	0	1	1	3	21
06:30 PM	0	9	6	0	0	15	0	0	5	2	0	7	0	0	0	0	0	0	0	1	1	1	0	3	25
06:45 PM	0	10	5	0	0	15	0	0	4	3	0	7	0	0	0	0	0	0	0	2	3	1	0	6	28
Total	0	37	17	0	0	54	0	0	16	9	0	25	0	0	0	0	0	0	0	5	7	5	1	18	97
Grand Total	0	262	223	0	0	485	0	0	271	161	0	432	0	0	0	0	0	0	2	70	78	51	3	204	1121
Apprch %	0	54	46	0	0		0	0	62.7	37.3	0		0	0	0	0	0		1	34.3	38.2	25	1.5		
Total %	0	23.4	19.9	0	0	43.3	0	0	24.2	14.4	0	38.5	0	0	0	0	0	0	0.2	6.2	7	4.5	0.3	18.2	

SR 817 (University Dr) at SR 84 (Eastbound)

File Name : TMC-15 SR 817 (University Dr) at SR 84 EB
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Westbound						SR 84 Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	48	216	0	0	264	0	0	124	111	0	235	0	0	0	0	0	0	8	58	48	32	43	189	688
06:45 AM	0	73	267	0	0	340	0	0	149	144	0	293	0	0	0	0	0	0	12	79	71	41	50	253	886
Total	0	121	483	0	0	604	0	0	273	255	0	528	0	0	0	0	0	0	20	137	119	73	93	442	1574
07:00 AM	1	86	294	0	0	381	0	0	218	174	0	392	0	0	0	0	0	0	16	82	65	57	40	260	1033
07:15 AM	0	79	382	0	0	461	0	0	241	171	0	412	0	0	0	0	0	0	7	70	60	131	43	311	1184
07:30 AM	0	98	500	0	0	598	0	0	267	187	0	454	0	0	0	0	0	0	15	114	103	147	36	415	1467
07:45 AM	1	55	479	0	0	535	0	0	285	163	0	448	0	0	0	0	0	0	10	85	85	51	39	270	1253
Total	2	318	1655	0	0	1975	0	0	1011	695	0	1706	0	0	0	0	0	0	48	351	313	386	158	1256	4937
08:00 AM	0	43	455	0	0	498	0	0	311	179	0	490	0	0	0	0	0	0	14	63	73	162	22	334	1322
08:15 AM	0	57	420	0	0	477	0	0	259	165	0	424	0	0	0	0	0	0	11	87	89	128	49	364	1265
08:30 AM	1	61	366	0	0	428	0	0	247	156	0	403	0	0	0	0	0	0	14	101	108	180	11	414	1245
08:45 AM	0	42	419	0	0	461	0	0	300	157	0	457	0	0	0	0	0	0	13	86	87	149	18	353	1271
Total	1	203	1660	0	0	1864	0	0	1117	657	0	1774	0	0	0	0	0	0	52	337	357	619	100	1465	5103
09:00 AM	0	60	503	0	0	563	0	0	268	152	0	420	0	0	0	0	0	0	8	80	88	170	22	368	1351
09:15 AM	1	43	422	0	0	466	0	0	289	120	0	409	0	0	0	0	0	0	15	85	89	172	31	392	1267
*** BREAK ***																									
Total	1	103	925	0	0	1029	0	0	557	272	0	829	0	0	0	0	0	0	23	165	177	342	53	760	2618
*** BREAK ***																									
11:00 AM	0	75	332	0	0	407	0	0	378	156	0	534	0	0	0	0	0	0	9	76	75	80	52	292	1233
11:15 AM	0	62	328	0	0	390	0	0	338	145	0	483	0	0	0	0	0	0	7	68	93	78	50	296	1169
11:30 AM	1	73	373	0	0	447	0	0	331	145	0	476	0	0	0	0	0	0	11	95	101	85	64	356	1279
11:45 AM	0	57	410	0	0	467	0	0	340	137	0	477	0	0	0	0	0	0	14	84	88	114	43	343	1287
Total	1	267	1443	0	0	1711	0	0	1387	583	0	1970	0	0	0	0	0	0	41	323	357	357	209	1287	4968
12:00 PM	4	50	449	0	0	503	0	0	354	157	0	511	0	0	0	0	0	0	15	83	87	128	52	365	1379
12:15 PM	0	76	479	0	0	555	0	0	403	172	0	575	0	0	0	0	0	0	7	85	94	144	44	374	1504
12:30 PM	1	64	468	0	0	533	0	0	390	157	0	547	0	0	0	0	0	0	18	96	87	115	39	355	1435
12:45 PM	0	61	426	0	0	487	0	0	376	182	0	558	0	0	0	0	0	0	12	84	91	124	50	361	1406
Total	5	251	1822	0	0	2078	0	0	1523	668	0	2191	0	0	0	0	0	0	52	348	359	511	185	1455	5724
*** BREAK ***																									
04:00 PM	2	48	436	0	0	486	0	0	457	203	0	660	0	0	0	0	0	0	8	93	63	94	50	308	1454
04:15 PM	0	72	451	0	0	523	0	0	488	170	0	658	0	0	0	0	0	0	10	89	91	111	48	349	1530
04:30 PM	0	56	426	0	0	482	0	0	458	156	0	614	0	0	0	0	0	0	10	93	92	135	40	370	1466
04:45 PM	0	60	421	0	0	481	0	0	456	197	0	653	0	0	0	0	0	0	9	75	91	118	46	339	1473
Total	2	236	1734	0	0	1972	0	0	1859	726	0	2585	0	0	0	0	0	0	37	350	337	458	184	1366	5923

SR 817 (University Dr) at SR 84 (Eastbound)

File Name : TMC-15 SR 817 (University Dr) at SR 84 EB

Site Code : 00000000

Start Date : 9/17/2019

Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Westbound						SR 84 Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	60	454	0	0	514	0	0	462	210	0	672	0	0	0	0	0	0	22	76	70	83	57	308	1494
05:15 PM	0	70	427	0	0	497	0	0	410	178	0	588	0	0	0	0	0	0	12	118	97	118	41	386	1471
05:30 PM	1	68	490	0	0	559	0	0	454	202	0	656	0	0	0	0	0	0	23	106	92	121	30	372	1587
05:45 PM	0	52	471	0	0	523	0	0	449	139	0	588	0	0	0	0	0	0	18	94	71	61	20	264	1375
Total	1	250	1842	0	0	2093	0	0	1775	729	0	2504	0	0	0	0	0	0	75	394	330	383	148	1330	5927
06:00 PM	0	72	466	0	0	538	0	0	435	144	0	579	0	0	0	0	0	0	11	95	83	85	43	317	1434
06:15 PM	3	73	489	0	0	565	0	0	408	167	0	575	0	0	0	0	0	0	19	104	71	111	31	336	1476
06:30 PM	2	64	510	0	0	576	0	0	389	185	0	574	0	0	0	0	0	0	22	103	86	99	29	339	1489
06:45 PM	0	43	442	0	0	485	0	0	405	210	0	615	0	0	0	0	0	0	16	101	94	100	49	360	1460
Total	5	252	1907	0	0	2164	0	0	1637	706	0	2343	0	0	0	0	0	0	68	403	334	395	152	1352	5859
Grand Total	18	2001	13471	0	0	15490	0	0	11139	5291	0	16430	0	0	0	0	0	0	416	2808	2683	3524	1282	10713	42633
Apprch %	0.1	12.9	87	0	0		0	0	67.8	32.2	0		0	0	0	0	0		3.9	26.2	25	32.9	12		
Total %	0	4.7	31.6	0	0	36.3	0	0	26.1	12.4	0	38.5	0	0	0	0	0	0	1	6.6	6.3	8.3	3	25.1	
Vehicle	18	1739	13248	0	0	15005	0	0	10868	5130	0	15998	0	0	0	0	0	0	414	2738	2605	3473	1279	10509	41512
% Vehicle	100	86.9	98.3	0	0	96.9	0	0	97.6	97	0	97.4	0	0	0	0	0	0	99.5	97.5	97.1	98.6	99.8	98.1	97.4
Trucks	0	262	223	0	0	485	0	0	271	161	0	432	0	0	0	0	0	0	2	70	78	51	3	204	1121
% Trucks	0	13.1	1.7	0	0	3.1	0	0	2.4	3	0	2.6	0	0	0	0	0	0	0.5	2.5	2.9	1.4	0.2	1.9	2.6

SR 817 (University Dr) at Kolsky Blvd

File Name : TMC-17 SR 817 (University Dr) at Kolsky Blvd
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 1

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			Kolsky Blvd Westbound			Kolsky Blvd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	2
06:45 AM	0	0	0	1	0	1	0	0	0	1	0	1	2
Total	0	0	0	1	0	1	0	0	0	2	1	3	4
07:00 AM	0	0	0	0	0	0	3	0	3	0	0	0	3
*** BREAK ***													
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	3	0	3	0	1	1	5
*** BREAK ***													
08:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
*** BREAK ***													
08:45 AM	0	0	0	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	1	0	1	0	1	1	0	0	0	2
*** BREAK ***													
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	1	2	2
12:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	1	1	0	1	1	2
12:30 PM	1	0	1	0	0	0	0	0	0	2	0	2	3
12:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	1	0	1	0	0	0	2	1	3	4	1	5	9
*** BREAK ***													
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
05:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
Total	2	0	2	0	0	0	0	0	0	1	0	1	3
*** BREAK ***													
06:15 PM	0	0	0	0	1	1	0	0	0	0	1	1	2
*** BREAK ***													
06:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	1	1	0	0	0	0	2	2	3
Grand Total	3	1	4	2	1	3	5	2	7	8	6	14	28
Apprch %	75	25		66.7	33.3		71.4	28.6		57.1	42.9		
Total %	10.7	3.6	14.3	7.1	3.6	10.7	17.9	7.1	25	28.6	21.4	50	

SR 817 (University Dr) at Kolsky Blvd

File Name : TMC-17 SR 817 (University Dr) at Kolsky Blvd
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Kolsky Blvd Westbound						Kolsky Blvd Eastbound							
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total	
06:30 AM	0	4	8	0	0	12	0	0	12	0	0	12	0	1	0	1	0	2	0	0	0	0	0	0	0	26
06:45 AM	0	0	5	0	0	5	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	4	13	0	0	17	0	0	17	0	0	17	0	1	0	1	0	2	0	0	0	0	0	0	0	36
07:00 AM	0	1	11	0	0	12	0	0	13	0	0	13	0	0	0	0	0	0	0	1	0	0	0	0	1	26
07:15 AM	0	0	11	0	0	11	0	0	10	0	0	10	0	0	0	1	0	1	0	1	1	0	0	0	2	24
07:30 AM	0	0	9	0	0	9	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	17
07:45 AM	0	1	7	0	0	8	0	0	13	0	0	13	0	0	0	0	0	0	0	1	0	0	0	0	1	22
Total	0	2	38	0	0	40	0	0	44	0	0	44	0	0	0	1	0	1	0	3	1	0	0	0	4	89
08:00 AM	0	1	9	0	0	10	0	0	12	0	0	12	0	0	0	2	0	2	0	0	0	0	0	0	0	24
08:15 AM	0	1	9	0	0	10	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	19
08:30 AM	0	2	11	0	0	13	0	0	10	0	0	10	0	0	0	1	0	1	0	0	0	0	0	0	0	24
08:45 AM	0	0	5	0	0	5	0	0	9	0	0	9	0	0	0	1	0	1	0	0	5	0	0	0	5	20
Total	0	4	34	0	0	38	0	0	40	0	0	40	0	0	0	4	0	4	0	0	5	0	0	0	5	87
09:00 AM	0	0	11	0	0	11	0	0	21	0	0	21	0	0	0	0	0	0	0	0	0	1	0	0	1	33
09:15 AM	0	1	13	0	0	14	0	0	13	0	0	13	0	0	0	1	0	1	0	0	0	0	0	0	0	28
*** BREAK ***																										
Total	0	1	24	0	0	25	0	0	34	0	0	34	0	0	0	1	0	1	0	0	0	1	0	0	1	61
*** BREAK ***																										
11:00 AM	0	0	10	0	0	10	0	1	14	0	0	15	0	0	0	2	0	2	0	0	0	0	0	0	0	27
11:15 AM	0	0	3	0	0	3	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	17
11:30 AM	0	0	9	0	0	9	0	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	27
11:45 AM	0	0	8	0	0	8	0	0	6	1	0	7	0	0	1	3	0	4	0	0	0	1	1	1	2	21
Total	0	0	30	0	0	30	0	1	52	1	0	54	0	0	1	5	0	6	0	0	0	1	1	1	2	92
12:00 PM	0	0	10	0	0	10	0	0	21	1	0	22	0	1	0	1	0	2	0	1	0	0	0	0	1	35
12:15 PM	0	0	11	0	0	11	0	0	18	0	0	18	0	7	0	1	0	8	0	0	0	0	0	0	0	37
12:30 PM	0	0	7	0	0	7	0	0	12	0	0	12	0	2	0	0	0	2	0	2	0	0	0	0	2	23
12:45 PM	0	0	5	0	0	5	0	0	15	0	0	15	0	1	0	0	0	1	0	2	0	0	0	0	2	23
Total	0	0	33	0	0	33	0	0	66	1	0	67	0	11	0	2	0	13	0	5	0	0	0	0	5	118
*** BREAK ***																										
04:00 PM	0	0	9	0	0	9	0	0	15	0	0	15	0	1	0	1	0	2	0	0	0	0	0	0	0	26
04:15 PM	0	0	7	0	0	7	0	0	11	0	0	11	0	2	0	1	0	3	0	0	0	0	0	0	0	21
04:30 PM	0	0	11	0	0	11	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16
04:45 PM	0	0	6	0	0	6	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	25
Total	0	0	33	0	0	33	0	0	50	0	0	50	0	3	0	2	0	5	0	0	0	0	0	0	0	88

SR 817 (University Dr) at Kolsky Blvd

File Name : TMC-17 SR 817 (University Dr) at Kolsky Blvd
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Kolsky Blvd Westbound						Kolsky Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	0	5	0	0	5	0	0	16	0	0	16	0	2	0	2	0	4	0	0	0	0	0	0	25
05:15 PM	0	0	3	0	0	3	0	0	9	0	0	9	0	2	0	2	0	4	0	0	0	0	0	0	16
05:30 PM	0	0	3	0	0	3	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	15
05:45 PM	0	0	3	0	0	3	0	0	6	0	0	6	0	2	0	0	0	2	0	0	0	0	0	0	11
Total	0	0	14	0	0	14	0	0	43	0	0	43	0	6	0	4	0	10	0	0	0	0	0	0	67
06:00 PM	0	0	2	0	0	2	0	0	11	1	0	12	0	1	0	0	0	1	0	0	0	0	0	0	15
06:15 PM	0	0	4	0	0	4	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10
06:30 PM	0	0	8	0	0	8	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	15
06:45 PM	0	1	4	0	0	5	0	0	6	0	0	6	0	1	0	2	0	3	0	0	0	0	0	0	14
Total	0	1	18	0	0	19	0	0	30	1	0	31	0	2	0	2	0	4	0	0	0	0	0	0	54
Grand Total	0	12	237	0	0	249	0	1	376	3	0	380	0	23	1	22	0	46	0	8	6	2	1	17	692
Apprch %	0	4.8	95.2	0	0		0	0.3	98.9	0.8	0		0	50	2.2	47.8	0		0	47.1	35.3	11.8	5.9		
Total %	0	1.7	34.2	0	0	36	0	0.1	54.3	0.4	0	54.9	0	3.3	0.1	3.2	0	6.6	0	1.2	0.9	0.3	0.1	2.5	

SR 817 (University Dr) at Kolsky Blvd

File Name : TMC-17 SR 817 (University Dr) at Kolsky Blvd
 Site Code : 00000000
 Start Date : 9/17/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Kolsky Blvd Westbound						Kolsky Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	19	293	0	0	312	4	0	224	3	2	233	0	5	0	7	1	13	0	1	0	0	1	2	560
06:45 AM	0	17	328	1	0	346	3	2	287	1	5	298	0	11	0	19	1	31	0	1	1	0	1	3	678
Total	0	36	621	1	0	658	7	2	511	4	7	531	0	16	0	26	2	44	0	2	1	0	2	5	1238
07:00 AM	0	19	411	0	0	430	3	0	346	4	0	353	0	14	0	21	0	35	0	2	1	0	2	5	823
07:15 AM	0	7	539	0	0	546	0	4	403	5	0	412	0	2	0	27	0	29	0	3	4	0	3	10	997
07:30 AM	0	18	619	2	1	640	2	5	422	7	0	436	0	11	0	23	1	35	0	1	1	1	1	4	1115
07:45 AM	1	21	511	1	2	536	15	10	429	4	1	459	0	2	0	19	1	22	0	3	0	0	0	3	1020
Total	1	65	2080	3	3	2152	20	19	1600	20	1	1660	0	29	0	90	2	121	0	9	6	1	6	22	3955
08:00 AM	0	18	564	2	1	585	7	4	416	9	1	437	0	5	0	36	0	41	0	1	1	0	1	3	1066
08:15 AM	1	31	568	5	1	606	0	8	422	11	1	442	0	8	0	18	0	26	0	8	0	3	2	13	1087
08:30 AM	0	24	546	1	1	572	7	9	405	10	1	432	0	14	0	30	2	46	0	3	0	9	2	14	1064
08:45 AM	0	27	511	4	2	544	9	18	411	5	0	443	0	11	8	20	1	40	0	13	13	8	4	38	1065
Total	1	100	2189	12	5	2307	23	39	1654	35	3	1754	0	38	8	104	3	153	0	25	14	20	9	68	4282
09:00 AM	0	18	659	3	1	681	10	15	361	12	0	398	0	4	2	33	0	39	0	16	6	3	5	30	1148
09:15 AM	4	54	509	3	1	571	14	15	333	14	0	376	0	25	5	38	0	68	0	29	4	9	6	48	1063
*** BREAK ***																									
Total	4	72	1168	6	2	1252	24	30	694	26	0	774	0	29	7	71	0	107	0	45	10	12	11	78	2211
*** BREAK ***																									
11:00 AM	0	89	326	11	3	429	5	28	374	24	0	431	0	25	5	93	0	123	0	29	9	12	18	68	1051
11:15 AM	0	50	373	5	4	432	23	20	304	22	2	371	0	33	6	94	3	136	0	36	9	15	16	76	1015
11:30 AM	3	87	373	8	4	475	6	19	327	23	4	379	0	37	6	85	0	128	0	38	8	9	14	69	1051
11:45 AM	0	61	455	9	7	532	17	18	312	25	7	379	0	41	6	105	0	152	0	47	9	13	13	82	1145
Total	3	287	1527	33	18	1868	51	85	1317	94	13	1560	0	136	23	377	3	539	0	150	35	49	61	295	4262
12:00 PM	0	86	488	2	4	580	14	33	375	29	2	453	0	52	5	97	1	155	0	51	4	11	12	78	1266
12:15 PM	0	81	504	15	6	606	16	47	417	25	1	506	0	34	4	112	0	150	0	52	2	12	20	86	1348
12:30 PM	0	96	480	7	6	589	23	35	367	39	0	464	0	60	5	109	1	175	0	56	9	26	19	110	1338
12:45 PM	0	81	475	7	3	566	18	27	415	23	1	484	0	66	8	112	1	187	0	65	6	33	19	123	1360
Total	0	344	1947	31	19	2341	71	142	1574	116	4	1907	0	212	22	430	3	667	0	224	21	82	70	397	5312
*** BREAK ***																									
04:00 PM	1	86	465	8	3	563	5	14	514	9	1	543	0	30	3	100	0	133	0	59	3	12	15	89	1328
04:15 PM	0	93	467	9	4	573	3	17	434	22	1	477	0	30	3	108	0	141	0	51	5	16	13	85	1276
04:30 PM	1	119	603	7	2	732	9	27	417	27	2	482	0	35	1	108	1	145	0	42	7	17	14	80	1439
04:45 PM	0	104	495	9	0	608	7	15	487	12	0	521	0	33	7	109	0	149	0	41	5	12	24	82	1360
Total	2	402	2030	33	9	2476	24	73	1852	70	4	2023	0	128	14	425	1	568	0	193	20	57	66	336	5403

SR 817 (University Dr) at Kolsky Blvd

File Name : TMC-17 SR 817 (University Dr) at Kolsky Blvd

Site Code : 00000000

Start Date : 9/17/2019

Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Kolsky Blvd Westbound						Kolsky Blvd Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	74	501	6	5	586	7	25	520	27	0	579	0	45	10	105	3	163	0	44	3	15	22	84	1412
05:15 PM	0	82	484	6	2	574	6	31	490	17	1	545	0	38	5	100	4	147	0	52	5	16	17	90	1356
05:30 PM	1	75	525	7	2	610	13	19	485	18	1	536	0	41	7	95	0	143	0	46	6	11	23	86	1375
05:45 PM	0	67	519	8	1	595	7	25	393	29	4	458	0	4	8	104	4	120	0	40	8	12	24	84	1257
Total	1	298	2029	27	10	2365	33	100	1888	91	6	2118	0	128	30	404	11	573	0	182	22	54	86	344	5400
06:00 PM	0	88	500	13	4	605	6	21	409	22	1	459	0	36	5	91	1	133	0	35	5	8	26	74	1271
06:15 PM	0	79	498	7	1	585	5	22	417	23	2	469	0	43	1	107	0	151	0	30	8	15	15	68	1273
06:30 PM	0	99	475	5	4	583	11	29	404	26	3	473	0	37	1	94	0	132	0	50	7	15	14	86	1274
06:45 PM	0	98	461	12	1	572	11	25	432	25	1	494	0	32	6	107	1	146	0	36	6	10	23	75	1287
Total	0	364	1934	37	10	2345	33	97	1662	96	7	1895	0	148	13	399	2	562	0	151	26	48	78	303	5105
Grand Total	12	1968	15525	183	76	17764	286	587	12752	552	45	14222	0	864	117	2326	27	3334	0	981	155	323	389	1848	37168
Apprch %	0.1	11.1	87.4	1	0.4		2	4.1	89.7	3.9	0.3		0	25.9	3.5	69.8	0.8		0	53.1	8.4	17.5	21		
Total %	0	5.3	41.8	0.5	0.2	47.8	0.8	1.6	34.3	1.5	0.1	38.3	0	2.3	0.3	6.3	0.1	9	0	2.6	0.4	0.9	1	5	
Vehicle	12	1956	15288	183	76	17515	286	586	12376	549	45	13842	0	841	116	2304	27	3288	0	973	149	321	388	1831	36476
% Vehicle	100	99.4	98.5	100	100	98.6	100	99.8	97.1	99.5	100	97.3	0	97.3	99.1	99.1	100	98.6	0	99.2	96.1	99.4	99.7	99.1	98.1
Trucks	0	12	237	0	0	249	0	1	376	3	0	380	0	23	1	22	0	46	0	8	6	2	1	17	692
% Trucks	0	0.6	1.5	0	0	1.4	0	0.2	2.9	0.5	0	2.7	0	2.7	0.9	0.9	0	1.4	0	0.8	3.9	0.6	0.3	0.9	1.9

SR 817 (University Dr) at SW 23rd Street

File Name : TMC-18 SR 817 (University Dr) at SW 23rd Street
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			SW 23rd Street Westbound			SW 23rd Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2
06:45 AM	0	0	0	0	0	0	6	0	6	0	0	0	6
Total	0	0	0	0	0	0	7	0	7	1	0	1	8
*** BREAK ***													
07:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2
*** BREAK ***													
Total	0	0	0	0	0	0	1	0	1	1	0	1	2
*** BREAK ***													
08:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
*** BREAK ***													
08:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	0	0	0	1	1	2	0	0	0	0	0	0	2
*** BREAK ***													
11:00 AM	1	0	1	0	0	0	0	0	0	0	1	1	2
*** BREAK ***													
11:30 AM	0	0	0	1	0	1	0	0	0	1	0	1	2
*** BREAK ***													
Total	1	0	1	1	0	1	0	0	0	1	1	2	4
*** BREAK ***													
12:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
*** BREAK ***													
12:30 PM	0	0	0	1	0	1	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	2	0	2	0	0	0	2	0	2	4
*** BREAK ***													
04:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	4	0	4	1	0	1	5	0	5	10
04:45 PM	1	0	1	1	1	2	0	0	0	1	0	1	4
Total	1	0	1	7	1	8	1	0	1	6	0	6	16
*** BREAK ***													
05:00 PM	0	0	0	1	2	3	0	0	0	2	0	2	5
05:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
Total	0	0	0	1	2	3	1	0	1	3	0	3	7

SR 817 (University Dr) at SW 23rd Street

File Name : TMC-18 SR 817 (University Dr) at SW 23rd Street

Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			SW 23rd Street Westbound			SW 23rd Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
06:15 PM	0	0	0	2	0	2	0	0	0	1	0	1	3
06:30 PM	0	0	0	2	0	2	0	0	0	0	1	1	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	4	0	4	0	0	0	1	3	4	8
Grand Total	2	0	2	16	4	20	10	0	10	15	4	19	51
Apprch %	100	0		80	20		100	0		78.9	21.1		
Total %	3.9	0	3.9	31.4	7.8	39.2	19.6	0	19.6	29.4	7.8	37.3	

SR 817 (University Dr) at SW 23rd Street

File Name : TMC-18 SR 817 (University Dr) at SW 23rd Street
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						SW 23rd Street Westbound						SW 23rd Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	10	0	0	10	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	29
06:45 AM	0	0	17	0	0	17	0	0	6	1	0	7	0	0	0	0	0	0	0	0	1	0	0	1	25
Total	0	0	27	0	0	27	0	0	25	1	0	26	0	0	0	0	0	0	0	0	1	0	0	1	54
07:00 AM	0	2	8	0	0	10	0	0	15	2	0	17	0	0	0	1	1	2	0	0	2	0	0	2	31
07:15 AM	0	0	9	0	0	9	0	0	10	0	0	10	0	0	0	1	1	2	0	0	0	0	0	0	21
07:30 AM	0	1	11	0	0	12	0	0	17	0	0	17	0	0	0	0	1	1	0	0	1	0	0	1	31
07:45 AM	0	0	5	0	0	5	0	0	8	0	0	8	0	0	0	0	1	1	0	1	1	0	0	2	16
Total	0	3	33	0	0	36	0	0	50	2	0	52	0	0	0	2	4	6	0	1	4	0	0	5	99
08:00 AM	0	0	20	0	0	20	0	0	16	1	0	17	0	0	0	0	0	0	0	0	0	0	0	0	37
08:15 AM	0	0	11	0	0	11	0	0	23	1	0	24	0	3	0	0	1	4	0	0	1	0	0	1	40
08:30 AM	0	0	10	0	0	10	0	0	20	0	0	20	0	0	0	0	1	1	0	0	1	0	0	1	32
08:45 AM	0	0	9	0	0	9	0	0	15	2	0	17	0	1	0	0	1	2	0	0	1	0	0	1	29
Total	0	0	50	0	0	50	0	0	74	4	0	78	0	4	0	0	3	7	0	0	3	0	0	3	138
09:00 AM	0	0	15	0	0	15	0	0	16	2	0	18	0	0	0	1	0	1	0	0	1	0	0	1	35
09:15 AM	0	0	13	0	0	13	0	0	7	1	0	8	0	1	0	0	0	1	0	0	1	0	0	1	23
*** BREAK ***																									
Total	0	0	28	0	0	28	0	0	23	3	0	26	0	1	0	1	0	2	0	0	2	0	0	2	58
*** BREAK ***																									
11:00 AM	0	1	12	1	0	14	0	0	31	0	0	31	0	0	0	2	2	4	0	0	0	0	0	0	49
11:15 AM	0	0	8	0	0	8	0	0	37	0	0	37	0	0	0	1	2	3	0	1	0	0	0	1	49
11:30 AM	0	0	7	0	0	7	0	0	31	0	0	31	0	0	0	1	3	4	0	0	1	0	0	1	43
11:45 AM	0	0	5	0	0	5	0	0	11	0	0	11	0	3	1	0	0	4	0	1	0	0	0	1	21
Total	0	1	32	1	0	34	0	0	110	0	0	110	0	3	1	4	7	15	0	2	1	0	0	3	162
12:00 PM	0	0	8	0	0	8	0	0	9	0	0	9	0	1	0	0	0	1	0	1	0	0	0	1	19
12:15 PM	0	0	12	0	0	12	0	0	14	2	0	16	0	1	0	0	0	1	0	0	2	0	0	2	31
12:30 PM	0	0	7	0	0	7	0	0	17	0	0	17	0	1	0	1	0	2	0	0	0	0	0	0	26
12:45 PM	0	0	6	0	0	6	0	0	32	0	0	32	0	1	0	0	0	1	0	0	0	0	0	0	39
Total	0	0	33	0	0	33	0	0	72	2	0	74	0	4	0	1	0	5	0	1	2	0	0	3	115
*** BREAK ***																									
04:00 PM	0	0	1	0	0	1	0	1	13	0	0	14	0	0	0	0	0	0	0	1	1	0	0	2	17
04:15 PM	0	0	4	0	0	4	0	0	10	1	0	11	0	1	0	1	0	2	0	0	0	0	0	0	17
04:30 PM	0	0	4	0	0	4	0	0	11	0	0	11	0	0	0	1	0	1	0	0	0	0	0	0	16
04:45 PM	0	0	9	0	0	9	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	29
Total	0	0	18	0	0	18	0	1	54	1	0	56	0	1	0	2	0	3	0	1	1	0	0	2	79

SR 817 (University Dr) at SW 23rd Street

File Name : TMC-18 SR 817 (University Dr) at SW 23rd Street
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						SW 23rd Street Westbound						SW 23rd Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	0	5	0	0	5	0	0	20	0	0	20	0	0	0	0	0	0	0	0	3	0	0	3	28
05:15 PM	0	0	3	1	0	4	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	14
05:30 PM	0	0	1	1	0	2	0	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	0	6	0	0	6	0	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	15	2	0	17	0	1	40	0	1	42	0	0	0	0	0	0	0	0	3	0	0	3	62
06:00 PM	0	0	5	0	0	5	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	12
06:15 PM	0	0	3	0	0	3	0	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	9
06:30 PM	0	0	4	0	0	4	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	11
06:45 PM	0	0	1	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	13	0	0	13	0	1	24	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	38
Grand Total	0	4	249	3	0	256	0	3	472	13	1	489	0	13	1	10	14	38	0	5	17	0	0	22	805
Apprch %	0	1.6	97.3	1.2	0		0	0.6	96.5	2.7	0.2		0	34.2	2.6	26.3	36.8		0	22.7	77.3	0	0		
Total %	0	0.5	30.9	0.4	0	31.8	0	0.4	58.6	1.6	0.1	60.7	0	1.6	0.1	1.2	1.7	4.7	0	0.6	2.1	0	0	2.7	

SR 817 (University Dr) at SW 23rd Street

File Name : TMC-18 SR 817 (University Dr) at SW 23rd Street
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						SW 23rd Street Westbound						SW 23rd Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	15	15	235	6	1	272	0	4	292	9	3	308	0	8	0	3	10	21	0	15	1	0	1	17	618
06:45 AM	15	20	307	8	1	351	0	4	366	9	3	382	0	13	0	6	18	37	0	20	2	2	2	26	796
Total	30	35	542	14	2	623	0	8	658	18	6	690	0	21	0	9	28	58	0	35	3	2	3	43	1414
07:00 AM	17	27	351	11	4	410	0	2	417	13	3	435	0	8	0	9	5	22	0	25	4	2	2	33	900
07:15 AM	20	14	472	11	1	518	0	3	456	4	3	466	0	11	3	3	15	32	0	13	3	3	2	21	1037
07:30 AM	8	21	640	10	4	683	1	1	580	17	2	601	0	10	2	8	20	40	0	16	3	4	1	24	1348
07:45 AM	10	15	533	3	2	563	0	6	530	9	8	553	0	12	0	15	23	50	0	18	3	4	1	26	1192
Total	55	77	1996	35	11	2174	1	12	1983	43	16	2055	0	41	5	35	63	144	0	72	13	13	6	104	4477
08:00 AM	17	28	569	10	0	624	1	10	560	31	11	613	0	13	0	12	24	49	0	24	2	4	0	30	1316
08:15 AM	20	22	588	8	7	645	0	14	561	26	8	609	0	22	1	18	29	70	0	29	1	6	1	37	1361
08:30 AM	25	32	498	6	6	567	1	9	489	24	8	531	1	24	1	7	29	62	0	16	3	5	1	25	1185
08:45 AM	8	19	550	9	4	590	1	5	470	33	6	515	0	15	1	11	41	68	0	19	3	6	2	30	1203
Total	70	101	2205	33	17	2426	3	38	2080	114	33	2268	1	74	3	48	123	249	0	88	9	21	4	122	5065
09:00 AM	32	47	568	4	0	651	0	14	477	26	5	522	0	19	0	9	20	48	0	14	3	3	1	21	1242
09:15 AM	18	35	517	16	1	587	2	11	437	24	10	484	0	27	2	17	33	79	0	13	2	2	3	20	1170
*** BREAK ***																									
Total	50	82	1085	20	1	1238	2	25	914	50	15	1006	0	46	2	26	53	127	0	27	5	5	4	41	2412
*** BREAK ***																									
11:00 AM	14	55	321	7	2	399	2	7	471	76	8	564	0	54	1	49	34	138	0	17	1	2	3	23	1124
11:15 AM	13	74	302	9	2	400	2	10	414	68	11	505	0	62	8	38	57	165	0	15	3	2	7	27	1097
11:30 AM	32	75	305	14	1	427	6	8	423	63	17	517	0	49	2	45	51	147	1	18	4	2	4	29	1120
11:45 AM	18	86	383	10	4	501	1	17	447	71	15	551	0	83	9	42	47	181	0	18	0	4	2	24	1257
Total	77	290	1311	40	9	1727	11	42	1755	278	51	2137	0	248	20	174	189	631	1	68	8	10	16	103	4598
12:00 PM	21	66	418	11	7	523	3	8	406	80	18	515	1	75	5	50	65	196	0	21	6	8	4	39	1273
12:15 PM	28	79	446	11	4	568	4	20	545	83	12	664	0	71	4	55	42	172	0	26	8	7	4	45	1449
12:30 PM	26	80	421	10	5	542	6	22	527	92	17	664	0	104	0	72	52	228	0	25	7	6	6	44	1478
12:45 PM	25	63	430	20	7	545	6	14	547	75	26	668	0	83	0	32	60	175	0	31	6	6	8	51	1439
Total	100	288	1715	52	23	2178	19	64	2025	330	73	2511	1	333	9	209	219	771	0	103	27	27	22	179	5639
*** BREAK ***																									
04:00 PM	23	72	446	5	2	548	3	16	660	58	21	758	0	73	2	57	55	187	0	23	2	3	1	29	1522
04:15 PM	18	56	462	4	1	541	8	8	657	47	12	732	0	86	3	49	43	181	0	19	2	0	8	29	1483
04:30 PM	20	59	537	9	0	625	4	5	670	57	17	753	0	87	4	43	56	190	0	18	1	1	8	28	1596
04:45 PM	29	58	472	6	5	570	0	13	636	75	22	746	0	70	7	46	55	178	0	15	4	2	2	23	1517
Total	90	245	1917	24	8	2284	15	42	2623	237	72	2989	0	316	16	195	209	736	0	75	9	6	19	109	6118

SR 817 (University Dr) at SW 23rd Street

File Name : TMC-18 SR 817 (University Dr) at SW 23rd Street

Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						SW 23rd Street Westbound						SW 23rd Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	23	66	492	6	2	589	2	6	714	61	20	803	0	82	0	56	55	193	0	18	6	3	3	30	1615
05:15 PM	18	61	487	7	2	575	0	13	715	65	19	812	0	75	3	47	45	170	0	14	0	2	3	19	1576
05:30 PM	17	43	507	9	0	576	0	14	700	71	31	816	0	82	1	57	43	183	0	15	7	3	3	28	1603
05:45 PM	14	45	483	8	3	553	3	10	601	63	18	695	0	85	3	36	59	183	0	17	5	1	9	32	1463
Total	72	215	1969	30	7	2293	5	43	2730	260	88	3126	0	324	7	196	202	729	0	64	18	9	18	109	6257
06:00 PM	21	57	472	3	4	557	4	12	572	63	13	664	0	76	3	47	47	173	0	15	3	4	11	33	1427
06:15 PM	16	71	464	2	1	554	1	14	576	65	18	674	0	85	3	29	67	184	0	18	2	1	6	27	1439
06:30 PM	18	53	460	4	3	538	4	15	465	52	16	552	0	80	0	41	50	171	0	20	1	2	5	28	1289
06:45 PM	20	58	428	5	2	513	3	7	453	66	11	540	0	73	3	40	58	174	0	21	3	2	6	32	1259
Total	75	239	1824	14	10	2162	12	48	2066	246	58	2430	0	314	9	157	222	702	0	74	9	9	28	120	5414
Grand Total	619	1572	14564	262	88	17105	68	322	16834	1576	412	19212	2	1717	71	1049	1308	4147	1	606	101	102	120	930	41394
Apprch %	3.6	9.2	85.1	1.5	0.5		0.4	1.7	87.6	8.2	2.1		0	41.4	1.7	25.3	31.5		0.1	65.2	10.9	11	12.9		
Total %	1.5	3.8	35.2	0.6	0.2	41.3	0.2	0.8	40.7	3.8	1	46.4	0	4.1	0.2	2.5	3.2	10	0	1.5	0.2	0.2	0.3	2.2	
Vehicle	619	1568	14315	259	88	16849	68	319	16362	1563	411	18723	2	1704	70	1039	1294	4109	1	601	84	102	120	908	40589
% Vehicle	100	99.7	98.3	98.9	100	98.5	100	99.1	97.2	99.2	99.8	97.5	100	99.2	98.6	99	98.9	99.1	100	99.2	83.2	100	100	97.6	98.1
Trucks	0	4	249	3	0	256	0	3	472	13	1	489	0	13	1	10	14	38	0	5	17	0	0	22	805
% Trucks	0	0.3	1.7	1.1	0	1.5	0	0.9	2.8	0.8	0.2	2.5	0	0.8	1.4	1	1.1	0.9	0	0.8	16.8	0	0	2.4	1.9

SR 817 (University Dr) at Nova Drive

File Name : TMC-19 SR 817 (University Dr) at Nova Dr
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			Nova Dr Westbound			Nova Dr Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:30 AM	1	0	1	1	0	1	2	0	2	1	0	1	5
06:45 AM	1	0	1	0	0	0	9	0	9	0	0	0	10
Total	2	0	2	1	0	1	11	0	11	1	0	1	15
07:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
07:15 AM	1	0	1	0	0	0	0	0	0	2	1	3	4
07:30 AM	0	1	1	0	0	0	1	0	1	1	0	1	3
07:45 AM	0	1	1	1	0	1	0	0	0	0	0	0	2
Total	1	2	3	1	0	1	2	0	2	3	1	4	10
08:00 AM	1	2	3	2	1	3	2	2	4	0	1	1	11
08:15 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
08:30 AM	1	0	1	0	1	1	0	0	0	0	1	1	3
08:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	2	2	4	4	2	6	3	2	5	0	2	2	17
09:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	1	0	1	1	0	0	0	0	0	0	2
*** BREAK ***													
11:00 AM	0	1	1	1	0	1	0	0	0	1	0	1	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
11:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total	0	1	1	2	0	2	1	0	1	1	1	2	6
*** BREAK ***													
12:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
12:30 PM	0	1	1	0	0	0	1	0	1	0	0	0	2
12:45 PM	1	0	1	0	0	0	2	0	2	0	0	0	3
Total	1	1	2	1	0	1	3	0	3	0	0	0	6
*** BREAK ***													
04:00 PM	0	2	2	1	0	1	0	0	0	0	0	0	3
04:15 PM	0	0	0	1	0	1	2	1	3	0	0	0	4
04:30 PM	1	0	1	2	0	2	1	0	1	1	0	1	5
04:45 PM	0	1	1	3	2	5	0	0	0	1	0	1	7
Total	1	3	4	7	2	9	3	1	4	2	0	2	19

SR 817 (University Dr) at Nova Drive

File Name : TMC-19 SR 817 (University Dr) at Nova Dr
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 2

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			Nova Dr Westbound			Nova Dr Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
05:15 PM	1	0	1	0	0	0	0	0	0	2	0	2	3
05:30 PM	2	2	4	1	0	1	0	0	0	0	0	0	5
05:45 PM	1	0	1	0	0	0	1	1	2	0	0	0	3
Total	4	2	6	1	0	1	1	1	2	2	0	2	11
06:00 PM	2	1	3	1	0	1	1	0	1	0	1	1	6
06:15 PM	3	0	3	0	0	0	0	0	0	0	0	0	3
*** BREAK ***													
Total	5	1	6	1	0	1	1	0	1	0	1	1	9
Grand Total	17	12	29	18	5	23	25	4	29	9	5	14	95
Apprch %	58.6	41.4		78.3	21.7		86.2	13.8		64.3	35.7		
Total %	17.9	12.6	30.5	18.9	5.3	24.2	26.3	4.2	30.5	9.5	5.3	14.7	

SR 817 (University Dr) at Nova Drive

File Name : TMC-19 SR 817 (University Dr) at Nova Dr
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Nova Dr Westbound						Nova Dr Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	2	5	0	0	7	0	0	5	1	1	7	0	1	2	9	5	17	0	1	1	0	0	2	33
06:45 AM	0	1	11	1	2	15	0	2	4	1	0	7	0	2	2	3	0	7	0	1	1	0	0	2	31
Total	0	3	16	1	2	22	0	2	9	2	1	14	0	3	4	12	5	24	0	2	2	0	0	4	64
07:00 AM	0	2	7	1	0	10	0	1	10	0	1	12	0	2	0	3	4	9	0	1	0	0	0	1	32
07:15 AM	0	2	6	0	0	8	0	2	4	1	0	7	0	2	1	2	1	6	0	2	1	0	0	3	24
07:30 AM	0	0	3	2	0	5	0	0	12	0	0	12	0	1	0	2	1	4	0	0	0	1	1	2	23
07:45 AM	0	1	4	0	0	5	0	1	8	0	0	9	0	1	0	1	0	2	0	0	1	0	0	1	17
Total	0	5	20	3	0	28	0	4	34	1	1	40	0	6	1	8	6	21	0	3	2	1	1	7	96
08:00 AM	0	1	9	1	0	11	0	2	10	2	1	15	0	1	1	4	3	9	0	0	1	0	0	1	36
08:15 AM	0	0	7	0	2	9	0	1	11	0	0	12	0	2	2	1	0	5	0	0	1	0	0	1	27
08:30 AM	0	2	7	2	0	11	0	2	12	1	0	15	0	0	1	2	4	7	0	1	3	1	0	5	38
08:45 AM	0	2	10	0	0	12	0	0	14	9	1	24	0	3	2	2	5	12	0	0	4	0	1	5	53
Total	0	5	33	3	2	43	0	5	47	12	2	66	0	6	6	9	12	33	0	1	9	1	1	12	154
09:00 AM	0	4	13	0	0	17	0	0	10	3	2	15	0	1	1	3	2	7	0	0	11	0	0	11	50
09:15 AM	0	5	9	2	1	17	0	0	5	4	0	9	0	1	3	0	1	5	0	0	9	0	1	10	41
*** BREAK ***																									
Total	0	9	22	2	1	34	0	0	15	7	2	24	0	2	4	3	3	12	0	0	20	0	1	21	91
*** BREAK ***																									
11:00 AM	0	2	6	1	0	9	0	0	6	1	0	7	0	5	3	9	8	25	0	0	1	0	1	2	43
11:15 AM	0	2	7	0	1	10	0	1	12	1	0	14	0	4	4	7	7	22	0	0	2	0	0	2	48
11:30 AM	0	1	5	0	0	6	0	1	13	1	0	15	0	4	2	8	4	18	0	0	1	0	0	1	40
11:45 AM	0	1	6	0	0	7	0	1	8	3	0	12	0	2	0	1	1	4	0	1	1	0	0	2	25
Total	0	6	24	1	1	32	0	3	39	6	0	48	0	15	9	25	20	69	0	1	5	0	1	7	156
12:00 PM	0	1	6	1	0	8	0	0	6	0	0	6	0	1	2	2	0	5	0	2	2	0	1	5	24
12:15 PM	0	0	5	2	1	8	0	0	13	1	0	14	0	1	2	1	1	5	0	1	1	0	1	3	30
12:30 PM	0	1	3	0	0	4	0	0	11	1	0	12	0	2	2	6	1	11	0	1	1	1	2	5	32
12:45 PM	0	0	6	0	0	6	0	1	17	1	2	21	0	3	2	2	2	9	0	1	2	0	0	3	39
Total	0	2	20	3	1	26	0	1	47	3	2	53	0	7	8	11	4	30	0	5	6	1	4	16	125
*** BREAK ***																									
04:00 PM	0	4	8	0	0	12	0	2	7	3	0	12	0	0	1	3	1	5	0	1	2	0	0	3	32
04:15 PM	0	0	3	0	0	3	0	0	7	0	0	7	0	0	0	3	0	3	0	0	0	0	1	1	14
04:30 PM	0	2	4	0	0	6	0	0	7	1	1	9	0	1	0	2	0	3	0	0	2	1	0	3	21
04:45 PM	0	0	2	1	0	3	0	1	14	1	1	17	0	0	0	2	0	2	0	0	1	0	0	1	23
Total	0	6	17	1	0	24	0	3	35	5	2	45	0	1	1	10	1	13	0	1	5	1	1	8	90

SR 817 (University Dr) at Nova Drive

File Name : TMC-19 SR 817 (University Dr) at Nova Dr
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Nova Dr Westbound						Nova Dr Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	1	2	0	0	3	0	1	9	0	0	10	0	0	0	0	0	0	0	0	2	1	1	4	17
05:15 PM	0	0	1	0	0	1	0	0	4	0	0	4	0	0	2	2	0	4	0	0	0	0	0	0	9
05:30 PM	0	2	1	0	0	3	0	0	0	0	1	1	0	0	1	1	0	2	0	1	0	0	0	1	7
05:45 PM	0	0	4	0	0	4	0	0	7	1	0	8	0	0	1	0	0	1	0	0	0	0	0	0	13
Total	0	3	8	0	0	11	0	1	20	1	1	23	0	0	4	3	0	7	0	1	2	1	1	5	46
06:00 PM	0	1	3	0	0	4	0	0	2	0	0	2	0	0	1	3	0	4	0	0	0	1	0	1	11
06:15 PM	0	1	4	0	0	5	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	10
06:30 PM	0	0	6	0	0	6	0	0	4	0	0	4	0	0	0	0	1	1	0	0	0	0	0	0	11
06:45 PM	0	0	1	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	2	14	0	0	16	0	0	15	0	0	15	0	0	1	3	1	5	0	0	0	1	0	1	37
Grand Total	0	41	174	14	7	236	0	19	261	37	11	328	0	40	38	84	52	214	0	14	51	6	10	81	859
Apprch %	0	17.4	73.7	5.9	3		0	5.8	79.6	11.3	3.4		0	18.7	17.8	39.3	24.3		0	17.3	63	7.4	12.3		
Total %	0	4.8	20.3	1.6	0.8	27.5	0	2.2	30.4	4.3	1.3	38.2	0	4.7	4.4	9.8	6.1	24.9	0	1.6	5.9	0.7	1.2	9.4	

SR 817 (University Dr) at Nova Drive

File Name : TMC-19 SR 817 (University Dr) at Nova Dr
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Nova Dr Westbound						Nova Dr Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	1	13	206	4	2	226	1	3	212	7	3	226	0	11	13	28	29	81	0	29	11	6	16	62	595
06:45 AM	1	9	318	5	10	343	1	6	312	13	9	341	0	22	8	28	22	80	0	30	16	7	13	66	830
Total	2	22	524	9	12	569	2	9	524	20	12	567	0	33	21	56	51	161	0	59	27	13	29	128	1425
07:00 AM	1	20	337	7	3	368	1	10	323	5	11	350	1	17	10	39	24	91	0	36	20	11	9	76	885
07:15 AM	1	37	455	5	4	502	4	7	353	16	10	390	0	21	21	38	38	118	0	40	37	26	13	116	1126
07:30 AM	1	57	567	10	8	643	4	13	452	17	10	496	0	32	16	60	26	134	0	79	85	28	14	206	1479
07:45 AM	1	57	502	11	4	575	1	7	438	20	14	480	4	32	19	49	39	143	0	85	98	34	18	235	1433
Total	4	171	1861	33	19	2088	10	37	1566	58	45	1716	5	102	66	186	127	486	0	240	240	99	54	633	4923
08:00 AM	3	47	501	17	8	576	1	15	533	24	8	581	4	33	15	54	24	130	0	63	69	19	16	167	1454
08:15 AM	2	59	531	16	9	617	3	14	530	24	12	583	1	21	15	45	31	113	0	57	63	17	8	145	1458
08:30 AM	1	67	452	17	5	542	3	15	382	19	10	429	2	20	17	49	39	127	0	50	59	17	20	146	1244
08:45 AM	1	72	458	12	2	545	6	14	387	29	20	456	6	32	19	53	47	157	0	78	45	31	14	168	1326
Total	7	245	1942	62	24	2280	13	58	1832	96	50	2049	13	106	66	201	141	527	0	248	236	84	58	626	5482
09:00 AM	2	76	445	13	12	548	2	9	392	35	7	445	6	17	23	51	35	132	0	94	49	19	17	179	1304
09:15 AM	0	74	460	11	8	553	2	15	347	25	7	396	5	33	38	56	43	175	0	87	51	21	16	175	1299
*** BREAK ***																									
Total	2	150	905	24	20	1101	4	24	739	60	14	841	11	50	61	107	78	307	0	181	100	40	33	354	2603
*** BREAK ***																									
11:00 AM	5	34	300	27	7	373	5	19	384	22	14	444	9	31	35	80	57	212	0	32	27	13	11	83	1112
11:15 AM	6	42	324	14	21	407	4	15	366	20	11	416	6	31	22	81	30	170	0	39	27	12	10	88	1081
11:30 AM	5	42	283	28	14	372	0	11	376	20	17	424	15	39	32	46	35	167	0	37	25	9	3	74	1037
11:45 AM	4	39	360	26	12	441	1	14	411	32	11	469	15	39	35	68	28	185	0	41	23	12	19	95	1190
Total	20	157	1267	95	54	1593	10	59	1537	94	53	1753	45	140	124	275	150	734	0	149	102	46	43	340	4420
12:00 PM	5	40	407	23	10	485	5	16	358	18	11	408	10	56	44	62	26	198	0	44	33	17	10	104	1195
12:15 PM	5	46	392	38	14	495	3	38	485	16	5	547	11	37	41	73	27	189	0	46	35	11	10	102	1333
12:30 PM	17	58	402	27	14	518	5	23	472	23	8	531	15	62	49	92	28	246	0	51	30	15	14	110	1405
12:45 PM	14	41	409	24	20	508	5	15	446	22	11	499	13	52	25	83	25	198	0	64	32	26	10	132	1337
Total	41	185	1610	112	58	2006	18	92	1761	79	35	1985	49	207	159	310	106	831	0	205	130	69	44	448	5270
*** BREAK ***																									
04:00 PM	6	65	397	41	23	532	1	24	555	32	17	629	10	52	53	129	17	261	0	51	33	8	6	98	1520
04:15 PM	2	66	448	39	15	570	0	40	578	23	33	674	7	53	37	132	17	246	0	34	42	17	10	103	1593
04:30 PM	4	60	460	37	17	578	1	9	551	26	21	608	6	51	36	123	19	235	0	57	39	16	14	126	1547
04:45 PM	2	50	439	45	17	553	3	19	578	36	19	655	11	44	35	124	33	247	0	44	40	17	13	114	1569
Total	14	241	1744	162	72	2233	5	92	2262	117	90	2566	34	200	161	508	86	989	0	186	154	58	43	441	6229

SR 817 (University Dr) at Nova Drive

File Name : TMC-19 SR 817 (University Dr) at Nova Dr
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						Nova Dr Westbound						Nova Dr Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	44	445	45	15	549	4	27	567	25	22	645	2	65	39	106	22	234	0	39	40	13	16	108	1536
05:15 PM	1	52	417	56	19	545	1	22	624	22	25	694	11	53	45	136	26	271	0	56	60	6	9	131	1641
05:30 PM	0	69	413	44	20	546	4	27	570	24	29	654	16	51	38	118	20	243	0	61	52	19	16	148	1591
05:45 PM	1	45	448	33	36	563	4	39	514	22	23	602	16	47	34	99	16	212	0	60	62	9	16	147	1524
Total	2	210	1723	178	90	2203	13	115	2275	93	99	2595	45	216	156	459	84	960	0	216	214	47	57	534	6292
06:00 PM	1	73	402	41	17	534	5	29	489	30	13	566	7	50	36	125	23	241	0	59	44	16	9	128	1469
06:15 PM	6	74	444	32	19	575	3	24	525	19	18	589	14	53	36	85	33	221	0	62	44	16	23	145	1530
06:30 PM	4	56	433	37	23	553	5	18	406	26	27	482	12	36	42	64	38	192	0	48	36	12	25	121	1348
06:45 PM	5	52	397	49	13	516	1	24	387	25	16	453	11	40	42	73	32	198	0	49	35	4	11	99	1266
Total	16	255	1676	159	72	2178	14	95	1807	100	74	2090	44	179	156	347	126	852	0	218	159	48	68	493	5613
Grand Total	108	1636	13252	834	421	16251	89	581	14303	717	472	16162	246	1233	970	2449	949	5847	0	1702	1362	504	429	3997	42257
Apprch %	0.7	10.1	81.5	5.1	2.6		0.6	3.6	88.5	4.4	2.9		4.2	21.1	16.6	41.9	16.2		0	42.6	34.1	12.6	10.7		
Total %	0.3	3.9	31.4	2	1	38.5	0.2	1.4	33.8	1.7	1.1	38.2	0.6	2.9	2.3	5.8	2.2	13.8	0	4	3.2	1.2	1	9.5	
Vehicle	108	1595	13078	820	414	16015	89	562	14042	680	461	15834	246	1193	932	2365	897	5633	0	1688	1311	498	419	3916	41398
% Vehicle	100	97.5	98.7	98.3	98.3	98.5	100	96.7	98.2	94.8	97.7	98	100	96.8	96.1	96.6	94.5	96.3	0	99.2	96.3	98.8	97.7	98	98
Trucks	0	41	174	14	7	236	0	19	261	37	11	328	0	40	38	84	52	214	0	14	51	6	10	81	859
% Trucks	0	2.5	1.3	1.7	1.7	1.5	0	3.3	1.8	5.2	2.3	2	0	3.2	3.9	3.4	5.5	3.7	0	0.8	3.7	1.2	2.3	2	2

SR 817 (University Dr) at SW 30th Street

File Name : TMC-20 SR 817 (University Dr) at SW 30th Street
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			SW 30th Street Westbound			SW 30th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:30 AM	2	0	2	1	0	1	1	1	2	1	0	1	6
06:45 AM	1	0	1	0	0	0	1	0	1	8	0	8	10
Total	3	0	3	1	0	1	2	1	3	9	0	9	16
07:00 AM	2	0	2	2	0	2	0	0	0	1	0	1	5
07:15 AM	2	0	2	2	0	2	1	0	1	2	0	2	7
07:30 AM	0	2	2	1	0	1	1	0	1	3	0	3	7
07:45 AM	0	0	0	2	1	3	0	0	0	2	0	2	5
Total	4	2	6	7	1	8	2	0	2	8	0	8	24
08:00 AM	1	2	3	5	1	6	3	1	4	5	1	6	19
08:15 AM	2	0	2	1	0	1	0	0	0	1	3	4	7
08:30 AM	1	0	1	3	0	3	1	0	1	2	1	3	8
08:45 AM	2	0	2	3	1	4	1	0	1	2	2	4	11
Total	6	2	8	12	2	14	5	1	6	10	7	17	45
09:00 AM	1	1	2	5	0	5	1	0	1	3	1	4	12
09:15 AM	3	3	6	2	1	3	3	0	3	4	0	4	16
*** BREAK ***													
Total	4	4	8	7	1	8	4	0	4	7	1	8	28
*** BREAK ***													
11:00 AM	0	1	1	1	1	2	1	0	1	1	0	1	5
11:15 AM	1	0	1	6	0	6	3	0	3	3	0	3	13
11:30 AM	1	0	1	4	0	4	1	1	2	2	0	2	9
11:45 AM	0	0	0	3	0	3	1	0	1	0	0	0	4
Total	2	1	3	14	1	15	6	1	7	6	0	6	31
12:00 PM	1	0	1	1	0	1	2	0	2	5	0	5	9
12:15 PM	2	0	2	6	0	6	4	1	5	3	0	3	16
12:30 PM	2	0	2	5	0	5	1	0	1	2	0	2	10
12:45 PM	1	1	2	3	0	3	0	1	1	3	0	3	9
Total	6	1	7	15	0	15	7	2	9	13	0	13	44
*** BREAK ***													
04:00 PM	0	0	0	0	0	0	3	1	4	8	1	9	13
04:15 PM	0	1	1	2	2	4	1	0	1	3	0	3	9
04:30 PM	3	1	4	1	0	1	0	1	1	0	0	0	6
04:45 PM	0	0	0	4	1	5	0	0	0	2	0	2	7
Total	3	2	5	7	3	10	4	2	6	13	1	14	35

SR 817 (University Dr) at SW 30th Street

File Name : TMC-20 SR 817 (University Dr) at SW 30th Street

Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- Peds & Bikes

	SR 817(University Drive) Southbound			SR 817(University Drive) Northbound			SW 30th Street Westbound			SW 30th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
05:00 PM	1	0	1	3	0	3	1	0	1	4	0	4	9
05:15 PM	3	0	3	0	2	2	0	0	0	0	0	0	5
05:30 PM	0	0	0	2	2	4	0	0	0	3	0	3	7
05:45 PM	0	1	1	0	2	2	1	0	1	1	1	2	6
Total	4	1	5	5	6	11	2	0	2	8	1	9	27
06:00 PM	2	0	2	1	0	1	0	1	1	4	1	5	9
06:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
06:30 PM	0	0	0	1	0	1	0	0	0	1	0	1	2
06:45 PM	1	0	1	1	0	1	1	0	1	1	0	1	4
Total	3	0	3	3	0	3	1	1	2	7	1	8	16
Grand Total	35	13	48	71	14	85	33	8	41	81	11	92	266
Apprch %	72.9	27.1		83.5	16.5		80.5	19.5		88	12		
Total %	13.2	4.9	18	26.7	5.3	32	12.4	3	15.4	30.5	4.1	34.6	

SR 817 (University Dr) at SW 30th Street

File Name : TMC-20 SR 817 (University Dr) at SW 30th Street
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						SW 30th Street Westbound						SW 30th Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	0	6	0	0	6	0	0	5	1	0	6	0	1	0	0	1	2	0	0	0	0	0	0	14
06:45 AM	0	0	7	0	0	7	0	0	4	0	0	4	0	0	0	2	0	2	0	1	0	0	0	0	14
Total	0	0	13	0	0	13	0	0	9	1	0	10	0	1	0	2	1	4	0	1	0	0	0	0	28
07:00 AM	0	0	3	0	0	3	0	0	7	0	0	7	0	1	0	0	2	3	0	1	0	0	0	1	14
07:15 AM	0	0	8	1	0	9	0	0	4	1	0	5	0	0	0	0	0	0	0	1	0	0	0	1	15
07:30 AM	0	1	6	1	0	8	0	0	13	0	0	13	0	3	0	0	0	3	0	1	0	0	0	1	25
07:45 AM	0	1	4	1	0	6	0	0	8	1	0	9	0	1	0	0	0	1	0	1	0	0	0	1	17
Total	0	2	21	3	0	26	0	0	32	2	0	34	0	5	0	0	2	7	0	4	0	0	0	4	71
08:00 AM	0	1	6	1	0	8	0	1	7	0	0	8	0	0	0	0	0	0	0	1	0	0	0	1	17
08:15 AM	0	1	11	0	0	12	0	2	8	1	1	12	0	0	0	0	0	0	0	0	0	0	1	1	25
08:30 AM	0	0	6	1	0	7	0	1	14	1	0	16	0	0	0	0	1	1	0	0	0	1	0	1	25
08:45 AM	0	0	9	1	0	10	0	0	18	3	0	21	0	1	0	0	0	1	0	1	0	0	0	1	33
Total	0	2	32	3	0	37	0	4	47	5	1	57	0	1	0	0	1	2	0	2	0	1	1	4	100
09:00 AM	0	0	5	1	0	6	0	0	8	5	1	14	0	0	0	0	0	0	0	2	0	0	0	2	22
09:15 AM	0	0	6	1	0	7	0	0	6	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	14
*** BREAK ***																									
Total	0	0	11	2	0	13	0	0	14	5	2	21	0	0	0	0	0	0	0	2	0	0	0	2	36
*** BREAK ***																									
11:00 AM	0	0	9	0	0	9	0	1	6	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0	18
11:15 AM	0	0	10	0	0	10	0	1	9	0	0	10	0	0	0	0	1	1	0	0	1	0	0	1	22
11:30 AM	0	0	9	0	0	9	0	0	12	0	0	12	0	0	0	0	0	0	0	1	0	0	0	1	22
11:45 AM	0	1	7	1	0	9	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	0	1	35	1	0	37	0	2	35	1	1	39	0	0	0	0	1	1	0	1	1	0	0	2	79
12:00 PM	0	1	8	0	0	9	0	0	5	0	0	5	0	1	0	1	0	2	0	0	0	0	0	0	16
12:15 PM	0	1	7	0	0	8	0	0	8	1	0	9	0	0	0	0	1	1	0	0	1	0	0	1	19
12:30 PM	0	0	10	1	0	11	0	0	7	0	0	7	0	0	0	0	2	2	0	1	0	1	0	2	22
12:45 PM	0	0	9	0	0	9	0	1	27	1	0	29	0	0	0	0	0	0	0	0	0	0	0	0	38
Total	0	2	34	1	0	37	0	1	47	2	0	50	0	1	0	1	3	5	0	1	1	1	0	3	95
*** BREAK ***																									
04:00 PM	0	0	3	0	0	3	0	0	11	3	0	14	0	0	0	0	0	0	0	0	0	0	0	0	17
04:15 PM	0	0	5	1	0	6	0	1	5	1	0	7	0	0	0	0	0	0	0	2	0	0	0	2	15
04:30 PM	0	0	4	1	1	6	0	0	9	0	1	10	0	1	0	0	1	2	0	0	0	0	0	0	18
04:45 PM	0	0	6	0	0	6	0	1	21	1	0	23	0	2	0	1	0	3	0	0	0	0	0	0	32
Total	0	0	18	2	1	21	0	2	46	5	1	54	0	3	0	1	1	5	0	2	0	0	0	2	82

SR 817 (University Dr) at SW 30th Street

File Name : TMC-20 SR 817 (University Dr) at SW 30th Street
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 2

Groups Printed- Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						SW 30th Street Westbound						SW 30th Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	0	1	5	0	0	6	0	0	12	0	2	14	0	0	0	0	0	0	0	1	0	0	0	1	21
05:15 PM	0	0	2	0	0	2	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	0	2	0	0	2	0	0	4	1	1	6	0	1	0	0	0	1	0	0	0	0	0	0	9
05:45 PM	0	0	3	0	0	3	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	1	1	7
Total	0	1	12	0	0	13	0	0	22	3	3	28	0	1	0	0	0	1	0	1	0	0	1	2	44
06:00 PM	0	0	5	0	0	5	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8
06:15 PM	0	0	2	0	0	2	0	0	4	0	1	5	0	1	1	0	1	3	0	0	0	0	0	0	10
06:30 PM	0	0	6	0	0	6	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
06:45 PM	0	0	2	0	0	2	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	15	0	0	15	0	0	14	1	1	16	0	1	1	0	1	3	0	0	0	0	0	0	34
Grand Total	0	8	191	12	1	212	0	9	266	25	9	309	0	13	1	4	10	28	0	14	2	2	2	20	569
Apprch %	0	3.8	90.1	5.7	0.5		0	2.9	86.1	8.1	2.9		0	46.4	3.6	14.3	35.7		0	70	10	10	10		
Total %	0	1.4	33.6	2.1	0.2	37.3	0	1.6	46.7	4.4	1.6	54.3	0	2.3	0.2	0.7	1.8	4.9	0	2.5	0.4	0.4	0.4	3.5	

SR 817 (University Dr) at SW 30th Street

File Name : TMC-20 SR 817 (University Dr) at SW 30th Street
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						SW 30th Street Westbound						SW 30th Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
06:30 AM	0	11	210	9	0	230	1	3	208	10	1	223	0	7	2	3	9	21	0	14	12	4	5	35	509
06:45 AM	1	40	289	15	1	346	0	1	282	15	0	298	0	10	5	4	8	27	0	18	15	1	11	45	716
Total	1	51	499	24	1	576	1	4	490	25	1	521	0	17	7	7	17	48	0	32	27	5	16	80	1225
07:00 AM	0	72	268	8	1	349	0	0	276	16	6	298	0	16	2	4	13	35	0	29	22	4	10	65	747
07:15 AM	0	100	375	14	1	490	0	1	368	41	11	421	0	10	9	10	8	37	0	28	50	11	11	100	1048
07:30 AM	0	132	454	15	1	602	0	3	371	70	6	450	0	32	10	41	10	93	0	39	75	7	5	126	1271
07:45 AM	0	92	417	26	5	540	0	8	388	69	9	474	0	45	11	54	30	140	0	16	82	2	5	105	1259
Total	0	396	1514	63	8	1981	0	12	1403	196	32	1643	0	103	32	109	61	305	0	112	229	24	31	396	4325
08:00 AM	0	128	430	15	6	579	0	8	478	43	5	534	0	20	12	47	22	101	0	27	88	14	6	135	1349
08:15 AM	0	144	434	18	3	599	1	13	469	56	10	549	0	14	10	30	11	65	0	33	96	16	7	152	1365
08:30 AM	0	129	394	24	3	550	0	4	384	44	10	442	0	13	6	16	12	47	0	41	70	9	9	129	1168
08:45 AM	0	143	420	17	3	583	1	7	367	45	16	436	0	16	5	18	14	53	1	31	62	5	11	110	1182
Total	0	544	1678	74	15	2311	2	32	1698	188	41	1961	0	63	33	111	59	266	1	132	316	44	33	526	5064
09:00 AM	0	152	344	13	4	513	1	12	319	81	7	420	0	26	7	39	25	97	0	33	68	6	15	122	1152
09:15 AM	0	114	370	20	5	509	0	17	313	55	3	388	0	43	18	54	29	144	1	35	74	2	11	123	1164
*** BREAK ***																									
Total	0	266	714	33	9	1022	1	29	632	136	10	808	0	69	25	93	54	241	1	68	142	8	26	245	2316
*** BREAK ***																									
11:00 AM	0	35	271	17	0	323	0	2	282	20	4	308	0	43	19	57	51	170	0	11	19	2	17	49	850
11:15 AM	0	48	302	15	2	367	0	4	338	21	1	364	0	21	21	40	39	121	0	27	16	2	14	59	911
11:30 AM	1	23	270	16	1	311	0	0	315	14	7	336	0	23	13	27	28	91	0	31	22	13	7	73	811
11:45 AM	2	60	313	29	2	406	0	2	342	26	7	377	0	29	17	55	27	128	0	32	26	5	9	72	983
Total	3	166	1156	77	5	1407	0	8	1277	81	19	1385	0	116	70	179	145	510	0	101	83	22	47	253	3555
12:00 PM	0	75	357	23	8	463	0	0	296	31	4	331	0	25	17	92	28	162	0	31	28	4	7	70	1026
12:15 PM	1	70	311	24	6	412	0	4	353	43	4	404	0	49	48	85	48	230	0	40	43	8	8	99	1145
12:30 PM	0	92	378	29	5	504	0	1	394	33	3	431	0	48	23	117	26	214	0	30	51	12	9	102	1251
12:45 PM	4	116	374	29	5	528	0	2	401	16	4	423	0	35	23	67	37	162	0	36	46	10	11	103	1216
Total	5	353	1420	105	24	1907	0	7	1444	123	15	1589	0	157	111	361	139	768	0	137	168	34	35	374	4638
*** BREAK ***																									
04:00 PM	0	63	403	22	2	490	2	17	491	29	9	548	0	48	38	105	30	221	0	36	19	0	7	62	1321
04:15 PM	0	52	406	28	6	492	0	21	420	32	7	480	0	32	24	127	24	207	0	36	34	8	13	91	1270
04:30 PM	0	65	407	30	13	515	0	25	502	40	10	577	0	73	21	99	26	219	0	38	26	7	11	82	1393
04:45 PM	1	53	411	19	5	489	1	31	483	15	3	533	0	42	35	109	23	209	0	34	33	4	11	82	1313
Total	1	233	1627	99	26	1986	3	94	1896	116	29	2138	0	195	118	440	103	856	0	144	112	19	42	317	5297

SR 817 (University Dr) at SW 30th Street

File Name : TMC-20 SR 817 (University Dr) at SW 30th Street

Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- Vehicle - Trucks

	SR 817(University Drive) Southbound						SR 817(University Drive) Northbound						SW 30th Street Westbound						SW 30th Street Eastbound						
Start Time	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	U-Turns	Left	Thru	Right	ROR	App. Total	Int. Total
05:00 PM	2	45	427	31	15	520	0	25	493	13	7	538	0	27	50	123	32	232	0	42	28	7	10	87	1377
05:15 PM	0	49	432	19	11	511	0	33	545	24	4	606	0	33	31	103	30	197	0	32	22	8	7	69	1383
05:30 PM	1	62	395	38	7	503	0	38	496	32	7	573	0	39	35	116	33	223	0	36	49	9	7	101	1400
05:45 PM	0	64	371	30	13	478	0	25	436	29	3	493	0	39	30	89	40	198	0	35	39	9	7	90	1259
Total	3	220	1625	118	46	2012	0	121	1970	98	21	2210	0	138	146	431	135	850	0	145	138	33	31	347	5419
06:00 PM	2	69	400	27	2	500	0	28	433	34	3	498	0	38	20	103	26	187	0	32	43	13	12	100	1285
06:15 PM	2	66	399	22	14	503	0	19	410	33	8	470	0	45	31	87	36	199	0	42	55	9	17	123	1295
06:30 PM	1	46	422	25	7	501	0	17	403	19	2	441	0	34	23	41	36	134	0	32	24	6	8	70	1146
06:45 PM	1	41	375	34	6	457	2	13	350	21	4	390	0	17	17	43	31	108	0	36	14	9	3	62	1017
Total	6	222	1596	108	29	1961	2	77	1596	107	17	1799	0	134	91	274	129	628	0	142	136	37	40	355	4743
Grand Total	19	2451	11829	701	163	15163	9	384	12406	1070	185	14054	0	992	633	2005	842	4472	2	1013	1351	226	301	2893	36582
Apprch %	0.1	16.2	78	4.6	1.1		0.1	2.7	88.3	7.6	1.3		0	22.2	14.2	44.8	18.8		0.1	35	46.7	7.8	10.4		
Total %	0.1	6.7	32.3	1.9	0.4	41.4	0	1	33.9	2.9	0.5	38.4	0	2.7	1.7	5.5	2.3	12.2	0	2.8	3.7	0.6	0.8	7.9	
Vehicle	19	2443	11638	689	162	14951	9	375	12140	1045	176	13745	0	979	632	2001	832	4444	2	999	1349	224	299	2873	36013
% Vehicle	100	99.7	98.4	98.3	99.4	98.6	100	97.7	97.9	97.7	95.1	97.8	0	98.7	99.8	99.8	98.8	99.4	100	98.6	99.9	99.1	99.3	99.3	98.4
Trucks	0	8	191	12	1	212	0	9	266	25	9	309	0	13	1	4	10	28	0	14	2	2	2	20	569
% Trucks	0	0.3	1.6	1.7	0.6	1.4	0	2.3	2.1	2.3	4.9	2.2	0	1.3	0.2	0.2	1.2	0.6	0	1.4	0.1	0.9	0.7	0.7	1.6

County: 99
 Station: 9501
 Description: UNIVERSITY DRIVE & CLEARLY BLVD
 Start Date: 09/10/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	50	69	41	52	212
0100	43	49	30	37	159
0200	22	18	24	19	83
0300	31	33	32	26	122
0400	24	48	50	67	189
0500	93	100	119	182	494
0600	203	300	371	465	1339
0700	521	564	657	593	2335
0800	616	575	508	575	2274
0900	463	469	365	398	1695
1000	377	383	348	375	1483
1100	376	371	418	414	1579
1200	392	419	373	409	1593
1300	377	369	403	358	1507
1400	425	416	421	458	1720
1500	402	406	420	432	1660
1600	430	479	468	516	1893
1700	487	539	583	539	2148
1800	497	494	434	421	1846
1900	360	401	337	316	1414
2000	343	343	256	278	1220
2100	242	236	242	155	875
2200	197	192	148	154	691
2300	121	111	103	94	429

24-Hour Totals: 28960

Peak Volume Information

	Hour	Volume
A.M.	730	2441
P.M.	1715	2158
Daily	730	2441

Truck Percentage 1.93 NaN 1.93

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	26	26061	2313	202	264	36	2	37	18	1	0	0	0	0	0	560	28960

County: 99
 Station: 9503
 Description: UNIVERSITY DRIVE & CLEARLY BLVD
 Start Date: 09/10/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	0	0	0	0	0
0100	0	0	0	0	0
0200	0	0	0	0	0
0300	0	0	0	0	0
0400	0	0	1	0	1
0500	2	1	2	1	6
0600	6	3	5	10	24
0700	6	13	10	7	36
0800	11	12	8	12	43
0900	5	8	8	3	24
1000	5	4	6	9	24
1100	7	5	4	8	24
1200	6	5	4	7	22
1300	3	4	10	5	22
1400	3	3	1	3	10
1500	7	4	8	3	22
1600	5	11	2	7	25
1700	9	4	6	9	28
1800	9	2	6	7	24
1900	5	5	8	3	21
2000	9	6	3	7	25
2100	1	4	4	1	10
2200	2	1	2	0	5
2300	0	1	1	1	3

24-Hour Totals: 399

Peak Volume Information

	Hour	Volume
A.M.	800	43
P.M.	1615	29
Daily	800	43

Truck Percentage 0.75 NaN 0.75

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	2	375	19	3	0	0	0	0	0	0	0	0	0	0	0	3	399

County: 99
 Station: 9504
 Description: UNIVERSITY DRIVE & CLEARLY BLVD
 Start Date: 09/10/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	81	87	49	54	271
0100	62	57	41	34	194
0200	31	24	21	18	94
0300	18	21	20	19	78
0400	21	28	35	44	128
0500	42	53	69	116	280
0600	114	147	238	252	751
0700	327	355	396	448	1526
0800	397	462	400	431	1690
0900	392	363	388	359	1502
1000	289	323	331	318	1261
1100	410	343	343	380	1476
1200	361	418	446	351	1576
1300	460	413	431	440	1744
1400	415	436	471	486	1808
1500	495	441	428	460	1824
1600	482	523	490	526	2021
1700	518	533	550	506	2107
1800	528	508	488	454	1978
1900	495	426	450	402	1773
2000	411	443	370	377	1601
2100	336	343	302	299	1280
2200	252	207	204	152	815
2300	179	157	137	112	585
24-Hour Totals:					28363

Peak Volume Information

	Hour	Volume
A.M.	745	1707
P.M.	1645	2127
Daily	1645	2127

Truck Percentage 3.79 NaN 3.79

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	48	25290	1846	209	338	162	143	71	82	60	0	0	10	0	104	1075	28363

County: 99
 Station: 9502
 Description: UNIVERSITY DRIVE & CLEARLY BLVD
 Start Date: 09/10/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	14	12	12	8	46
0100	10	8	10	1	29
0200	9	5	4	7	25
0300	2	4	4	6	16
0400	7	8	9	12	36
0500	14	23	29	28	94
0600	39	52	72	92	255
0700	142	191	216	224	773
0800	230	185	219	177	811
0900	187	142	148	129	606
1000	95	101	92	115	403
1100	92	109	118	123	442
1200	117	111	112	128	468
1300	114	115	110	111	450
1400	133	134	127	142	536
1500	122	131	129	125	507
1600	128	147	145	113	533
1700	173	165	168	164	670
1800	149	140	144	138	571
1900	116	122	108	87	433
2000	111	108	87	80	386
2100	57	58	51	42	208
2200	37	30	32	31	130
2300	42	28	18	22	110
24-Hour Totals:					8538

Peak Volume Information

	Hour	Volume
A.M.	715	861
P.M.	1700	670
Daily	715	861

Truck Percentage 3.34 NaN 3.34

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	12	7629	602	45	210	11	9	3	5	1	0	1	0	0	10	285	8538

County: 99
 Station: 9506
 Description: UNIVERSITY DRIVE & NW 5 STREET
 Start Date: 09/10/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total

0000	48	50	43	36	177
0100	50	46	23	32	151
0200	23	16	23	20	82
0300	24	28	32	24	108
0400	29	43	53	50	175
0500	81	106	116	147	450
0600	181	240	322	409	1152
0700	499	563	626	544	2232
0800	574	509	545	534	2162
0900	458	421	329	299	1507
1000	308	287	271	262	1128
1100	343	385	388	384	1500
1200	382	335	369	383	1469
1300	361	359	372	367	1459
1400	385	363	386	392	1526
1500	438	395	407	458	1698
1600	437	419	424	422	1702
1700	426	485	513	474	1898
1800	446	450	401	368	1665
1900	362	331	334	297	1324
2000	287	280	204	223	994
2100	226	217	188	157	788
2200	155	156	143	120	574
2300	110	91	93	78	372

 24-Hour Totals: 26293

Peak Volume Information

	Hour	Volume
A.M.	715	2307
P.M.	1715	1918
Daily	715	2307

Truck Percentage 3.84 NaN 3.84

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	52	23182	1814	187	362	115	54	46	70	115	4	3	54	0	235	1010	26293

County: 99
 Station: 9505
 Description: UNIVERSITY DRIVE & NW 5 STREET
 Start Date: 09/10/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	12	4	4	8	28
0100	4	4	1	5	14
0200	2	1	0	3	6
0300	3	3	1	1	8
0400	3	9	5	8	25
0500	7	13	19	24	63
0600	31	32	48	50	161
0700	85	81	115	130	411
0800	126	122	134	130	512
0900	122	108	95	120	445
1000	90	79	99	88	356
1100	107	107	88	108	410
1200	116	99	115	116	446
1300	98	97	108	100	403
1400	103	85	98	113	399
1500	97	117	95	119	428
1600	136	116	125	135	512
1700	149	147	172	156	624
1800	163	137	122	104	526
1900	77	71	48	60	256
2000	46	47	36	50	179
2100	29	24	31	35	119
2200	16	12	14	12	54
2300	11	7	7	5	30
24-Hour Totals:					6415

Peak Volume Information

	Hour	Volume
A.M.	745	512
P.M.	1715	638
Daily	1715	638

Truck Percentage 2.65 NaN 2.65

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	7	5772	451	33	102	13	6	11	5	0	0	0	0	0	15	170	6415

County: 99
 Station: 9507
 Description: UNIVERSITY DRIVE & NW 5 STREET
 Start Date: 09/10/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total

0000	102	96	56	50	304
0100	63	53	51	42	209
0200	36	31	34	22	123
0300	22	23	20	20	85
0400	18	18	30	41	107
0500	38	38	58	86	220
0600	111	119	182	217	629
0700	251	363	328	374	1316
0800	391	386	365	372	1514
0900	339	329	294	341	1303
1000	296	259	298	282	1135
1100	364	342	328	325	1359
1200	357	354	423	354	1488
1300	407	415	377	468	1667
1400	405	384	421	414	1624
1500	389	391	381	421	1582
1600	436	488	436	491	1851
1700	547	482	477	435	1941
1800	404	501	466	397	1768
1900	411	420	433	410	1674
2000	402	408	394	343	1547
2100	358	365	273	295	1291
2200	282	225	204	174	885
2300	169	177	152	127	625

 24-Hour Totals: 26247

Peak Volume Information

	Hour	Volume
A.M.	745	1516
P.M.	1645	1997
Daily	1645	1997

Truck Percentage 4.24 NaN 4.24

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	67	23304	1748	243	234	261	54	192	40	39	0	3	32	15	15	1113	26247

County: 99
 Station: 9563
 Description: UNIVERSITY DR & NW 3 STREET
 Start Date: 09/19/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	73	46	67	36	222
0100	38	35	31	30	134
0200	24	29	29	25	107
0300	25	37	34	38	134
0400	35	52	46	73	206
0500	96	127	133	191	547
0600	206	297	344	453	1300
0700	458	521	571	470	2020
0800	496	399	476	444	1815
0900	396	376	356	343	1471
1000	337	279	366	337	1319
1100	322	336	379	338	1375
1200	383	329	379	351	1442
1300	313	376	312	332	1333
1400	344	365	316	383	1408
1500	410	379	389	384	1562
1600	408	391	363	383	1545
1700	371	382	444	426	1623
1800	392	411	318	352	1473
1900	241	250	256	223	970
2000	226	233	203	156	818
2100	170	130	154	148	602
2200	165	118	115	123	521
2300	82	82	71	71	306
24-Hour Totals:					24253

Peak Volume Information

	Hour	Volume
A.M.	715	2058
P.M.	1730	1673
Daily	715	2058

Truck Percentage 4.64 NaN 4.64

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	228	21562	1169	141	226	235	55	25	151	144	0	1	147	0	169	1125	24253

County: 99
 Station: 9562
 Description: UNIVERSITY DR & NW 3 STREET
 Start Date: 09/19/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	100	103	90	72	365
0100	48	64	43	42	197
0200	32	39	28	24	123
0300	27	33	22	18	100
0400	17	29	25	31	102
0500	30	46	49	72	197
0600	105	167	192	220	684
0700	250	362	372	418	1402
0800	447	374	375	332	1528
0900	305	356	321	356	1338
1000	306	269	320	300	1195
1100	318	371	346	350	1385
1200	353	372	395	398	1518
1300	384	401	355	421	1561
1400	436	411	411	452	1710
1500	447	478	405	511	1841
1600	455	499	528	487	1969
1700	577	490	482	500	2049
1800	531	460	503	450	1944
1900	458	458	396	447	1759
2000	388	396	432	353	1569
2100	360	357	306	325	1348
2200	268	257	240	183	948
2300	184	180	167	148	679

24-Hour Totals: 27511

Peak Volume Information

	Hour	Volume
A.M.	745	1614
P.M.	1615	2091
Daily	1615	2091

Truck Percentage 3.29 NaN 3.29

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	83	24542	1851	169	290	144	93	82	65	53	1	0	8	0	130	905	27511

County: 99
 Station: 9561
 Description: UNIVERSITY DR & NW 3 STREET
 Start Date: 09/19/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	0	3	0	0	3
0100	1	0	0	1	2
0200	0	0	1	1	2
0300	0	1	1	1	3
0400	0	1	0	1	2
0500	0	0	1	3	4
0600	2	2	10	8	22
0700	13	13	18	18	62
0800	13	14	13	13	53
0900	11	10	10	14	45
1000	11	7	9	3	30
1100	11	7	2	5	25
1200	4	5	11	6	26
1300	6	5	6	10	27
1400	6	5	18	7	36
1500	13	7	14	5	39
1600	4	7	6	7	24
1700	5	8	6	7	26
1800	2	7	5	5	19
1900	6	10	7	5	28
2000	2	4	5	2	13
2100	2	1	5	2	10
2200	1	1	1	1	4
2300	1	1	1	3	6

24-Hour Totals: 511

Peak Volume Information

	Hour	Volume
A.M.	730	63
P.M.	1430	45
Daily	730	63

Truck Percentage 9.78 NaN 9.78

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	3	443	9	0	2	11	33	0	0	2	0	2	0	0	6	50	511

County: 99
 Station: 9528
 Description: UNIVERSITY DR & NW 2 STREET
 Start Date: 09/12/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	69	48	43	32	192
0100	40	46	28	28	142
0200	21	18	21	25	85
0300	28	28	32	35	123
0400	25	49	56	54	184
0500	85	121	128	194	528
0600	236	286	346	462	1330
0700	498	573	614	485	2170
0800	553	452	536	471	2012
0900	427	411	361	327	1526
1000	356	336	382	395	1469
1100	350	340	347	366	1403
1200	424	283	416	386	1509
1300	309	307	220	240	1076
1400	245	245	246	266	1002
1500	267	280	295	334	1176
1600	349	415	398	427	1589
1700	432	441	449	395	1717
1800	417	386	299	362	1464
1900	347	244	190	211	992
2000	184	186	156	176	702
2100	124	163	138	152	577
2200	156	119	128	131	534
2300	102	67	89	74	332
24-Hour Totals:					23834

Peak Volume Information

	Hour	Volume
A.M.	715	2225
P.M.	1645	1749
Daily	715	2225

Truck Percentage	3.55	NaN	3.55
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Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	129	21359	1399	153	303	120	64	76	90	24	0	0	17	0	100	847	23834

County: 99
 Station: 9525
 Description: UNIVERSITY DR & NW 2 STREET
 Start Date: 09/12/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	0	0	1	0	1
0100	0	0	0	0	0
0200	0	0	0	0	0
0300	0	0	0	0	0
0400	0	0	0	0	0
0500	0	0	5	3	8
0600	3	6	3	5	17
0700	6	53	81	90	230
0800	13	10	4	9	36
0900	18	11	7	5	41
1000	5	4	3	5	17
1100	6	1	10	5	22
1200	2	2	6	10	20
1300	6	7	4	8	25
1400	6	10	44	29	89
1500	81	27	22	19	149
1600	39	43	29	9	120
1700	9	14	15	15	53
1800	15	8	18	14	55
1900	15	68	56	27	166
2000	12	4	18	4	38
2100	10	8	2	3	23
2200	0	0	0	1	1
2300	0	0	0	0	0

24-Hour Totals: 1111

Peak Volume Information

	Hour	Volume
A.M.	715	237
P.M.	1430	181
Daily	715	237

Truck Percentage 2.97 NaN 2.97

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	4	995	68	0	8	7	12	0	1	1	0	3	1	0	11	33	1111

County: 99
 Station: 9527
 Description: Temporary
 Start Date: 09/12/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	84	110	68	67	329
0100	51	68	41	39	199
0200	52	35	24	31	142
0300	28	28	25	19	100
0400	24	25	40	28	117
0500	36	48	55	76	215
0600	104	161	219	231	715
0700	259	329	331	360	1279
0800	415	372	410	324	1521
0900	280	342	326	287	1235
1000	320	244	320	302	1186
1100	355	365	347	355	1422
1200	366	345	425	417	1553
1300	353	366	367	401	1487
1400	438	378	438	422	1676
1500	423	483	383	416	1705
1600	460	437	511	477	1885
1700	469	504	477	470	1920
1800	532	488	498	445	1963
1900	413	445	444	426	1728
2000	408	365	368	348	1489
2100	325	355	334	285	1299
2200	262	255	218	180	915
2300	189	169	145	135	638
24-Hour Totals:					26718

Peak Volume Information

	Hour	Volume
A.M.	745	1557
P.M.	1745	1988
Daily	1745	1988

Truck Percentage 3.70 NaN 3.70

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	94	23627	1480	182	215	236	116	47	98	74	1	1	19	0	528	989	26718

County: 99
 Station: 9526
 Description: UNIVERSITY DR & NW 2 STREET
 Start Date: 09/12/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	1	0	1	1	3
0100	0	0	0	0	0
0200	1	0	0	0	1
0300	0	0	0	2	2
0400	0	1	3	1	5
0500	3	1	1	1	6
0600	1	0	4	11	16
0700	12	22	30	18	82
0800	12	19	6	2	39
0900	2	5	3	1	11
1000	3	2	2	7	14
1100	8	13	12	9	42
1200	8	9	17	6	40
1300	5	5	6	7	23
1400	4	9	7	8	28
1500	13	2	14	4	33
1600	19	18	27	16	80
1700	50	20	31	12	113
1800	19	17	21	12	69
1900	2	6	4	6	18
2000	5	1	1	0	7
2100	1	4	3	4	12
2200	3	0	1	1	5
2300	2	0	1	1	4
24-Hour Totals:					653

Peak Volume Information

	Hour	Volume
A.M.	700	82
P.M.	1645	117
Daily	1645	117

Truck Percentage 1.53 NaN 1.53

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	6	636	0	0	0	7	1	0	0	1	0	1	0	0	1	10	653

County: 99
 Station: 9508
 Description: UNIVERSITY DRIVE & BROWARD BLVD
 Start Date: 09/10/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	52	57	44	45	198
0100	39	37	28	32	136
0200	22	18	24	13	77
0300	29	34	29	28	120
0400	29	48	60	76	213
0500	87	124	133	162	506
0600	220	257	371	340	1188
0700	425	559	573	551	2108
0800	501	423	530	493	1947
0900	451	429	364	339	1583
1000	295	325	317	292	1229
1100	350	342	345	421	1458
1200	322	362	375	379	1438
1300	356	334	333	324	1347
1400	323	345	335	317	1320
1500	366	400	355	422	1543
1600	429	400	427	475	1731
1700	454	484	463	448	1849
1800	413	348	367	356	1484
1900	331	349	313	330	1323
2000	270	281	262	222	1035
2100	226	194	207	158	785
2200	179	147	145	146	617
2300	97	86	86	82	351
24-Hour Totals:					25586

Peak Volume Information

	Hour	Volume
A.M.	715	2184
P.M.	1645	1876
Daily	715	2184

Truck Percentage 5.66 NaN 5.66

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	148	22632	1282	220	351	399	87	105	74	75	1	3	48	85	76	1448	25586

County: 99
 Station: 9511
 Description: UNIVERSITY DRIVE & BROWARD BLVD
 Start Date: 09/10/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	50	39	30	34	153
0100	41	19	20	17	97
0200	22	12	22	15	71
0300	26	21	13	23	83
0400	15	22	23	53	113
0500	46	69	129	132	376
0600	160	179	303	331	973
0700	373	434	440	551	1798
0800	440	438	449	457	1784
0900	444	386	374	379	1583
1000	325	397	365	371	1458
1100	368	334	362	398	1462
1200	380	373	393	389	1535
1300	421	389	413	396	1619
1400	399	388	436	439	1662
1500	492	467	476	491	1926
1600	450	469	478	533	1930
1700	490	486	499	530	2005
1800	411	499	496	434	1840
1900	394	395	307	337	1433
2000	275	266	302	225	1068
2100	221	206	168	191	786
2200	186	119	112	107	524
2300	105	88	112	84	389

24-Hour Totals: 26668

Peak Volume Information

	Hour	Volume
A.M.	745	1878
P.M.	1645	2008
Daily	1645	2008

Truck Percentage 6.82 NaN 6.82

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	146	22722	1925	214	840	219	155	116	113	135	1	1	25	0	56	1819	26668

County: 99
 Station: 9510
 Description: UNIVERSITY DRIVE & BROWARD BLVD
 Start Date: 09/10/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	101	109	78	61	349
0100	68	48	53	47	216
0200	38	31	34	29	132
0300	22	18	26	30	96
0400	21	23	37	44	125
0500	45	49	80	102	276
0600	122	200	259	314	895
0700	350	409	429	477	1665
0800	502	451	425	473	1851
0900	429	418	399	374	1620
1000	355	389	358	386	1488
1100	452	406	407	390	1655
1200	438	515	478	457	1888
1300	464	502	492	533	1991
1400	498	487	537	506	2028
1500	464	571	472	520	2027
1600	519	485	564	510	2078
1700	587	549	522	519	2177
1800	592	494	565	498	2149
1900	442	433	430	425	1730
2000	434	430	449	405	1718
2100	424	425	331	306	1486
2200	276	302	230	216	1024
2300	192	212	169	141	714
24-Hour Totals:					31378

Peak Volume Information

	Hour	Volume
A.M.	730	1859
P.M.	1630	2210
Daily	1630	2210

Truck Percentage 5.02 NaN 5.02

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	205	27530	1853	248	405	352	84	62	180	154	1	0	90	0	214	1576	31378

County: 99
 Station: 9509
 Description: UNIVERSITY DRIVE & BROWARD BLVD
 Start Date: 09/10/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	35	24	21	26	106
0100	14	14	10	10	48
0200	14	10	8	6	38
0300	5	7	3	9	24
0400	7	13	12	22	54
0500	29	25	53	66	173
0600	90	118	175	222	605
0700	320	413	468	431	1632
0800	399	400	365	364	1528
0900	374	310	292	312	1288
1000	287	298	284	300	1169
1100	275	293	308	376	1252
1200	337	304	336	324	1301
1300	319	351	328	309	1307
1400	330	332	348	355	1365
1500	343	374	399	368	1484
1600	376	384	385	403	1548
1700	465	306	421	382	1574
1800	375	378	346	294	1393
1900	272	292	325	260	1149
2000	229	228	224	187	868
2100	177	166	128	133	604
2200	115	96	93	81	385
2300	79	72	48	46	245

24-Hour Totals: 21140

Peak Volume Information

	Hour	Volume
A.M.	715	1711
P.M.	1615	1637
Daily	715	1711

Truck Percentage 4.38 NaN 4.38

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	149	18307	1473	205	239	208	55	54	96	46	1	0	21	0	286	925	21140

County: 99
 Station: 9550
 Description: BROWARD BLVD & PERIMETER RD
 Start Date: 09/17/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	0	0	0	0	0
0100	0	0	0	0	0
0200	0	0	0	0	0
0300	0	1	0	0	1
0400	0	0	0	0	0
0500	0	1	1	0	2
0600	0	0	1	1	2
0700	4	10	2	7	23
0800	4	6	7	3	20
0900	8	10	4	13	35
1000	10	14	10	12	46
1100	16	15	16	7	54
1200	17	25	16	14	72
1300	20	18	19	16	73
1400	18	14	12	8	52
1500	18	11	18	17	64
1600	18	23	36	19	96
1700	37	27	15	18	97
1800	14	17	6	6	43
1900	8	6	15	5	34
2000	8	13	7	7	35
2100	4	3	2	3	12
2200	3	2	1	0	6
2300	1	3	0	0	4
24-Hour Totals:					771

Peak Volume Information

	Hour	Volume
A.M.	830	28
P.M.	1630	119
Daily	1630	119

Truck Percentage 3.89 NaN 3.89

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	1	705	35	1	9	14	5	0	1	0	0	0	0	0	0	30	771

County: 99
 Station: 9552
 Description: BROWARD BLVD & PERIMETER RD
 Start Date: 09/17/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	34	29	20	15	98
0100	20	11	11	13	55
0200	7	5	8	11	31
0300	10	8	9	9	36
0400	9	12	31	24	76
0500	27	46	73	79	225
0600	105	148	217	266	736
0700	255	327	395	452	1429
0800	436	464	432	344	1676
0900	310	334	310	329	1283
1000	287	284	316	275	1162
1100	296	270	292	331	1189
1200	298	309	336	358	1301
1300	349	360	314	338	1361
1400	307	364	360	367	1398
1500	428	419	436	505	1788
1600	408	460	434	489	1791
1700	464	460	409	465	1798
1800	464	467	450	301	1682
1900	307	284	285	284	1160
2000	218	199	199	203	819
2100	177	132	126	114	549
2200	103	88	83	71	345
2300	56	71	49	52	228
24-Hour Totals:					22216

Peak Volume Information

	Hour	Volume
A.M.	745	1784
P.M.	1615	1847
Daily	1615	1847

Truck Percentage 3.76 NaN 3.76

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	99	19390	1685	203	192	127	52	92	76	75	0	0	18	0	207	835	22216

County: 99
 Station: 9549
 Description: BROWARD BLVD & PERIMETER RD
 Start Date: 09/17/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	0	2	3	2	7
0100	2	0	1	0	3
0200	1	0	0	2	3
0300	0	0	2	1	3
0400	0	0	0	0	0
0500	0	0	3	7	10
0600	1	3	3	8	15
0700	9	6	12	15	42
0800	17	17	16	16	66
0900	23	19	27	35	104
1000	33	34	28	42	137
1100	46	38	46	54	184
1200	55	58	68	79	260
1300	63	77	69	64	273
1400	71	49	46	48	214
1500	71	65	53	55	244
1600	70	67	68	72	277
1700	88	83	77	83	331
1800	88	61	78	60	287
1900	57	66	79	67	269
2000	71	44	57	41	213
2100	55	45	39	24	163
2200	18	22	11	8	59
2300	12	10	3	3	28

24-Hour Totals: 3192

Peak Volume Information

	Hour	Volume
A.M.	845	85
P.M.	1700	331
Daily	1700	331

Truck Percentage 8.68 NaN 8.68

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	44	2755	116	5	106	57	89	1	7	2	2	6	2	0	0	277	3192

County: 99
 Station: 9551
 Description: BROWARD BLVD & PERIMETER RD
 Start Date: 09/17/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	23	17	20	17	77
0100	14	8	9	8	39
0200	11	9	9	9	38
0300	4	4	9	9	26
0400	9	9	7	11	36
0500	18	35	43	57	153
0600	66	114	167	216	563
0700	286	403	480	490	1659
0800	407	435	391	376	1609
0900	334	321	299	253	1207
1000	246	232	266	266	1010
1100	269	307	332	315	1223
1200	294	327	322	350	1293
1300	317	278	334	281	1210
1400	294	338	314	294	1240
1500	305	322	304	331	1262
1600	366	371	299	378	1414
1700	431	363	336	343	1473
1800	397	351	256	287	1291
1900	242	218	215	214	889
2000	191	169	145	139	644
2100	137	118	87	89	431
2200	89	96	59	59	303
2300	61	46	30	52	189
24-Hour Totals:					19279

Peak Volume Information

	Hour	Volume
A.M.	730	1812
P.M.	1645	1508
Daily	730	1812

Truck Percentage 4.87 NaN 4.87

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	116	16699	1193	203	243	193	50	52	91	66	0	1	40	0	332	939	19279

County: 99
 Station: 9594
 Description: UNIVERITY DR & NW 75 AVENUE
 Start Date: 09/17/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	0	0	2	0	2
0100	2	0	0	1	3
0200	1	0	2	0	3
0300	0	2	0	0	2
0400	2	0	1	0	3
0500	3	3	5	6	17
0600	11	16	14	19	60
0700	23	18	30	25	96
0800	12	15	21	17	65
0900	12	12	16	6	46
1000	12	16	11	5	44
1100	10	6	12	11	39
1200	8	8	11	7	34
1300	9	13	9	19	50
1400	13	6	10	12	41
1500	9	12	12	11	44
1600	6	12	13	16	47
1700	15	12	12	14	53
1800	9	11	10	11	41
1900	15	18	7	10	50
2000	7	8	7	4	26
2100	3	1	5	4	13
2200	4	1	2	4	11
2300	2	2	1	1	6
24-Hour Totals:					796

Peak Volume Information

	Hour	Volume
A.M.	700	96
P.M.	1615	56
Daily	700	96

Truck Percentage 2.39 NaN 2.39

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	8	716	43	0	5	12	1	0	0	1	0	0	0	0	10	19	796

County: 99
 Station: 9553
 Description: UNIVERITY DR & NW 75 AVENUE
 Start Date: 09/17/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	43	40	20	20	123
0100	17	11	16	22	66
0200	11	9	12	16	48
0300	11	16	8	15	50
0400	14	18	40	38	110
0500	31	72	67	117	287
0600	117	166	259	276	818
0700	325	377	413	499	1614
0800	409	492	364	339	1604
0900	335	300	316	293	1244
1000	297	300	316	295	1208
1100	302	279	350	357	1288
1200	336	340	352	343	1371
1300	317	342	362	376	1397
1400	390	383	432	384	1589
1500	455	472	476	493	1896
1600	456	535	469	555	2015
1700	559	548	544	541	2192
1800	513	516	441	411	1881
1900	322	323	298	303	1246
2000	263	223	231	244	961
2100	195	160	133	143	631
2200	123	126	84	80	413
2300	73	68	62	61	264
24-Hour Totals:					24316

Peak Volume Information

	Hour	Volume
A.M.	730	1813
P.M.	1645	2206
Daily	1645	2206

Truck Percentage 4.73 NaN 4.73

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	313	19291	3438	223	737	85	1	75	26	3	0	0	0	0	124	1150	24316

County: 99
 Station: 9574
 Description: UNIVERITY DR & NW 75 AVENUE
 Start Date: 09/17/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	0	1	2	1	4
0100	0	0	0	0	0
0200	1	1	1	0	3
0300	0	1	1	0	2
0400	1	0	0	0	1
0500	2	1	4	3	10
0600	10	12	10	14	46
0700	22	37	31	37	127
0800	32	21	27	34	114
0900	17	25	16	16	74
1000	12	9	13	11	45
1100	18	16	11	23	68
1200	7	6	9	18	40
1300	12	12	10	16	50
1400	22	12	12	17	63
1500	22	12	16	12	62
1600	15	16	12	13	56
1700	18	20	18	18	74
1800	20	11	17	9	57
1900	17	11	9	10	47
2000	8	8	7	7	30
2100	5	4	6	4	19
2200	4	1	0	0	5
2300	3	2	1	2	8

24-Hour Totals: 1005

Peak Volume Information

	Hour	Volume
A.M.	715	137
P.M.	1715	76
Daily	715	137

Truck Percentage 8.56 NaN 8.56

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	2	873	38	0	10	37	29	2	2	3	0	3	0	0	6	86	1005

County: 99
 Station: 9554
 Description: UNIVERITY DR & NW 75 AVENUE
 Start Date: 09/17/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	62	45	42	28	177
0100	26	30	20	23	99
0200	15	14	19	11	59
0300	9	6	15	16	46
0400	15	22	14	17	68
0500	38	43	58	75	214
0600	90	162	215	331	798
0700	378	472	537	540	1927
0800	540	537	456	506	2039
0900	437	393	385	367	1582
1000	298	326	334	307	1265
1100	348	324	367	346	1385
1200	331	379	375	405	1490
1300	378	382	384	418	1562
1400	342	403	352	369	1466
1500	449	415	423	389	1676
1600	456	433	463	497	1849
1700	565	569	526	446	2106
1800	474	438	378	369	1659
1900	372	305	378	313	1368
2000	329	314	304	262	1209
2100	254	207	199	174	834
2200	172	159	130	110	571
2300	109	101	93	72	375
24-Hour Totals:					25824

Peak Volume Information

	Hour	Volume
A.M.	730	2154
P.M.	1645	2157
Daily	1645	2157

Truck Percentage 3.62 NaN 3.62

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	79	22699	1920	150	340	132	96	101	53	53	0	0	10	0	191	935	25824

County: 99
 Station: 9515
 Description: UNIVERSITY DRIVE & FEDERATED RD
 Start Date: 09/10/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	61	48	47	46	202
0100	46	38	33	25	142
0200	23	18	24	24	89
0300	30	32	31	28	121
0400	26	51	65	90	232
0500	106	135	188	213	642
0600	249	341	370	377	1337
0700	549	544	639	528	2260
0800	504	481	492	541	2018
0900	496	416	404	368	1684
1000	366	417	397	433	1613
1100	391	410	423	479	1703
1200	415	439	463	458	1775
1300	412	461	451	433	1757
1400	410	440	420	481	1751
1500	462	443	483	411	1799
1600	500	473	507	470	1950
1700	504	508	414	482	1908
1800	510	448	405	368	1731
1900	381	400	399	360	1540
2000	341	368	290	291	1290
2100	262	228	222	219	931
2200	191	173	136	123	623
2300	97	106	96	95	394
24-Hour Totals:					29492

Peak Volume Information

	Hour	Volume
A.M.	700	2260
P.M.	1630	1989
Daily	700	2260

Truck Percentage 4.07 NaN 4.07

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	147	25568	2256	208	375	189	108	107	101	89	0	0	23	0	321	1200	29492

County: 99
 Station: 9513
 Description: UNIVERSITY DRIVE & FEDERATED RD
 Start Date: 09/10/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	0	0	0	0	0
0100	0	0	1	0	1
0200	0	0	0	0	0
0300	0	2	0	1	3
0400	0	0	0	0	0
0500	1	0	0	0	1
0600	0	0	1	0	1
0700	0	2	3	1	6
0800	5	2	1	6	14
0900	0	3	4	5	12
1000	6	8	7	4	25
1100	4	5	9	9	27
1200	11	5	12	13	41
1300	19	10	23	9	61
1400	18	9	10	12	49
1500	14	13	5	10	42
1600	9	8	12	14	43
1700	17	14	7	14	52
1800	13	12	9	11	45
1900	5	7	17	6	35
2000	4	9	10	8	31
2100	9	5	3	1	18
2200	3	6	4	0	13
2300	0	1	0	0	1

24-Hour Totals: 521

Peak Volume Information

	Hour	Volume
A.M.	800	14
P.M.	1245	65
Daily	1245	65

Truck Percentage 4.99 NaN 4.99

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	0	476	3	0	0	11	12	0	2	1	0	0	0	0	16	26	521

County: 99
 Station: 9514
 Description: UNIVERSITY DRIVE & FEDERATED RD
 Start Date: 09/10/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	98	103	83	57	341
0100	63	54	48	45	210
0200	34	27	38	31	130
0300	21	19	25	31	96
0400	19	22	34	48	123
0500	44	44	75	97	260
0600	124	195	253	311	883
0700	344	401	398	424	1567
0800	439	473	391	448	1751
0900	436	468	454	419	1777
1000	400	367	410	393	1570
1100	466	464	401	398	1729
1200	480	487	500	505	1972
1300	471	536	498	529	2034
1400	493	449	536	534	2012
1500	494	556	486	462	1998
1600	509	532	513	517	2071
1700	546	565	548	575	2234
1800	544	505	519	523	2091
1900	476	468	461	428	1833
2000	457	449	444	439	1789
2100	369	417	341	296	1423
2200	271	286	218	209	984
2300	189	192	166	126	673
24-Hour Totals:					31551

Peak Volume Information

	Hour	Volume
A.M.	845	1806
P.M.	1700	2234
Daily	1700	2234

Truck Percentage	4.85	NaN	4.85
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Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	191	27193	2148	256	508	287	123	110	118	93	1	3	30	0	490	1529	31551

County: 99
 Station: 9512
 Description: UNIVERSITY DRIVE & FEDERATED RD
 Start Date: 09/10/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total

0000	5	6	0	1	12
0100	5	1	3	8	17
0200	6	2	0	0	8
0300	1	1	0	1	3
0400	2	2	0	0	4
0500	5	2	6	4	17
0600	7	15	10	10	42
0700	18	17	35	21	91
0800	35	18	23	26	102
0900	25	25	28	40	118
1000	31	39	54	51	175
1100	54	50	63	70	237
1200	66	76	64	52	258
1300	77	75	67	79	298
1400	73	80	77	78	308
1500	73	82	60	79	294
1600	81	84	93	70	328
1700	98	109	88	80	375
1800	83	76	53	57	269
1900	58	70	86	58	272
2000	71	77	68	52	268
2100	60	59	52	51	222
2200	26	25	12	19	82
2300	22	13	13	4	52

24-Hour Totals:					
					3852

Peak Volume Information

	Hour	Volume
A.M.	730	109
P.M.	1700	375
Daily	1700	375

Truck Percentage 4.31 NaN 4.31

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	38	3507	141	28	34	61	1	2	16	13	0	0	11	0	0	166	3852

County: 99
 Station: 9530
 Description: UNIVERSITY DR & FOUNTAINS ACCESS
 Start Date: 09/12/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total

0000	65	64	49	42	220
0100	55	62	35	32	184
0200	24	27	25	25	101
0300	25	38	29	37	129
0400	35	48	69	76	228
0500	91	126	142	216	575
0600	255	275	376	418	1324
0700	443	573	580	548	2144
0800	492	422	482	523	1919
0900	452	413	416	383	1664
1000	412	393	430	444	1679
1100	452	400	412	464	1728
1200	501	457	517	509	1984
1300	435	419	462	450	1766
1400	482	419	423	534	1858
1500	452	518	505	475	1950
1600	521	525	509	472	2027
1700	497	503	432	488	1920
1800	483	469	477	436	1865
1900	415	404	402	405	1626
2000	354	351	334	339	1378
2100	303	309	271	214	1097
2200	275	177	193	159	804
2300	145	112	116	80	453

24-Hour Totals:					30623
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Peak Volume Information

	Hour	Volume
A.M.	715	2193
P.M.	1545	2030
Daily	715	2193

Truck Percentage	4.13	NaN	4.13
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Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	136	26231	2992	212	491	190	29	213	35	7	3	2	82	0	0	1264	30623

County: 99
 Station: 9531
 Description: UNIVERSITY DR & FOUNTAINS ACCESS
 Start Date: 09/12/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	111	106	76	61	354
0100	62	55	46	35	198
0200	48	42	34	35	159
0300	27	23	25	20	95
0400	26	30	30	50	136
0500	61	51	82	116	310
0600	133	217	260	305	915
0700	371	375	494	506	1746
0800	496	507	500	498	2001
0900	456	499	496	461	1912
1000	427	372	477	469	1745
1100	436	515	444	463	1858
1200	479	500	565	551	2095
1300	496	524	512	528	2060
1400	515	508	579	568	2170
1500	620	531	555	537	2243
1600	551	519	555	575	2200
1700	572	549	560	554	2235
1800	580	570	559	570	2279
1900	498	458	515	479	1950
2000	477	469	503	390	1839
2100	368	375	341	286	1370
2200	287	227	200	181	895
2300	166	169	153	130	618
24-Hour Totals:					33383

Peak Volume Information

	Hour	Volume
A.M.	745	2009
P.M.	1430	2298
Daily	1430	2298

Truck Percentage 4.68 NaN 4.68

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	227	285	10	294	575	197	66	232	98	75	3	1	20	0	144	1561	33383

County: 99
 Station: 9529
 Description: UNIVERSITY DR & FOUNTAINS ACCESS
 Start Date: 09/12/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	9	9	9	11	38
0100	3	9	8	5	25
0200	2	5	0	3	10
0300	0	4	0	4	8
0400	2	0	0	0	2
0500	0	3	0	3	6
0600	3	3	2	2	10
0700	5	3	11	9	28
0800	6	12	8	11	37
0900	15	21	33	22	91
1000	30	59	50	64	203
1100	81	54	57	57	249
1200	91	90	80	111	372
1300	113	131	117	124	485
1400	114	106	110	98	428
1500	83	114	118	96	411
1600	105	101	90	122	418
1700	101	89	106	87	383
1800	112	93	110	113	428
1900	100	118	132	137	487
2000	122	116	109	142	489
2100	113	100	96	70	379
2200	75	69	69	42	255
2300	13	30	31	21	95
24-Hour Totals:					5337

Peak Volume Information

	Hour	Volume
A.M.	845	80
P.M.	1315	486
Daily	1915	509

Truck Percentage 3.71 NaN 3.71

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	9	4823	290	3	46	91	44	4	6	2	0	1	1	0	17	198	5337

County: 99
 Station: 9590
 Description: UNIVERSITY DR NORTH OF PETERS RD
 Start Date: 10/10/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	80	60	52	54	246
0100	55	47	33	36	171
0200	26	35	25	25	111
0300	32	39	35	32	138
0400	55	41	70	88	254
0500	95	147	193	226	661
0600	252	320	362	356	1290
0700	459	505	501	510	1975
0800	483	440	493	438	1854
0900	461	440	372	357	1630
1000	352	409	446	362	1569
1100	452	429	411	461	1753
1200	507	458	507	497	1969
1300	446	439	360	396	1641
1400	432	425	466	425	1748
1500	498	397	470	434	1799
1600	476	509	511	513	2009
1700	517	539	468	509	2033
1800	545	504	478	429	1956
1900	453	356	371	384	1564
2000	409	348	363	300	1420
2100	333	297	269	270	1169
2200	263	222	199	173	857
2300	163	152	131	110	556
24-Hour Totals:					30373

Peak Volume Information

	Hour	Volume
A.M.	715	1999
P.M.	1630	2080
Daily	1630	2080

Truck Percentage 7.37 NaN 7.37

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	204	26259	1652	267	678	593	109	70	259	174	0	10	78	0	20	2238	30373

County: 99
 Station: 9593
 Description: PETERS RD EAST OF UNIVERSITY DR
 Start Date: 10/10/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	13	12	8	10	43
0100	9	14	8	6	37
0200	2	7	4	7	20
0300	8	8	4	9	29
0400	12	14	23	19	68
0500	26	39	63	60	188
0600	85	121	135	189	530
0700	219	259	343	323	1144
0800	389	408	309	304	1410
0900	222	213	233	214	882
1000	195	205	181	169	750
1100	148	186	173	202	709
1200	182	156	182	173	693
1300	198	200	226	186	810
1400	188	198	282	312	980
1500	275	319	254	301	1149
1600	250	269	292	323	1134
1700	305	309	312	324	1250
1800	301	271	234	222	1028
1900	246	242	190	173	851
2000	141	110	99	104	454
2100	105	115	97	71	388
2200	64	55	44	50	213
2300	32	28	21	29	110

24-Hour Totals: 14870

Peak Volume Information

	Hour	Volume
A.M.	730	1463
P.M.	1700	1250
Daily	730	1463

Truck Percentage 6.84 NaN 6.84

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	43	12059	1751	196	289	245	28	208	14	19	0	0	3	15	0	1017	14870

County: 99
 Station: 9591
 Description: UNIVERSITY DR SOUTH OF PETERS RD
 Start Date: 10/10/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	116	137	104	61	418
0100	74	86	50	62	272
0200	46	45	40	50	181
0300	33	20	38	36	127
0400	40	42	40	49	171
0500	47	64	79	123	313
0600	157	234	287	336	1014
0700	432	493	531	639	2095
0800	501	495	608	581	2185
0900	548	523	563	504	2138
1000	458	458	483	468	1867
1100	526	504	525	500	2055
1200	538	595	633	552	2318
1300	552	552	557	571	2232
1400	582	530	563	544	2219
1500	569	569	578	635	2351
1600	607	637	660	665	2569
1700	688	678	681	726	2773
1800	675	683	689	677	2724
1900	577	567	541	509	2194
2000	473	506	467	439	1885
2100	453	383	372	344	1552
2200	329	290	252	211	1082
2300	209	202	177	158	746
24-Hour Totals:					37481

Peak Volume Information

	Hour	Volume
A.M.	830	2260
P.M.	1700	2773
Daily	1700	2773

Truck Percentage 3.40 NaN 3.40

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	215	32804	3156	186	596	167	59	142	59	3	1	7	53	0	33	1273	37481

County: 99
 Station: 9592
 Description: PETERS RD WEST OF UNIVERSITY DR
 Start Date: 10/10/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	19	10	11	4	44
0100	9	4	6	5	24
0200	4	3	5	9	21
0300	1	2	6	3	12
0400	4	4	3	3	14
0500	11	18	15	24	68
0600	26	32	46	72	176
0700	80	163	229	263	735
0800	263	261	164	185	873
0900	156	144	159	111	570
1000	142	117	125	150	534
1100	132	172	174	178	656
1200	199	193	171	156	719
1300	186	204	193	148	731
1400	202	151	173	184	710
1500	200	195	198	198	791
1600	252	236	269	288	1045
1700	298	336	317	295	1246
1800	296	266	225	142	929
1900	183	164	130	142	619
2000	142	114	128	110	494
2100	95	76	82	52	305
2200	61	42	40	27	170
2300	27	32	27	28	114

24-Hour Totals: 11600

Peak Volume Information

	Hour	Volume
A.M.	730	1016
P.M.	1700	1246
Daily	1700	1246

Truck Percentage 7.46 NaN 7.46

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	79	9881	768	185	229	108	4	48	114	98	0	0	79	0	7	865	11600

County: 99
 Station: 9556
 Description: PINE ISLAND & PETERS RD
 Start Date: 09/19/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	54	47	63	47	211
0100	54	44	62	81	241
0200	106	108	144	169	527
0300	172	229	200	213	814
0400	220	205	204	232	861
0500	221	211	250	230	912
0600	215	252	288	337	1092
0700	415	405	505	515	1840
0800	517	502	458	541	2018
0900	453	430	388	333	1604
1000	321	321	374	327	1343
1100	291	350	341	369	1351
1200	441	383	359	377	1560
1300	319	370	403	343	1435
1400	348	373	334	328	1383
1500	344	364	390	305	1403
1600	403	400	449	383	1635
1700	369	326	344	387	1426
1800	385	360	350	289	1384
1900	242	229	227	215	913
2000	182	187	177	150	696
2100	158	163	117	103	541
2200	120	92	86	75	373
2300	62	51	55	47	215
24-Hour Totals:					25778

Peak Volume Information

	Hour	Volume
A.M.	730	2039
P.M.	1600	1635
Daily	730	2039

Truck Percentage 38.43 NaN 38.43

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	341	12861	939	3578	5493	60	23	188	244	183	4	3	131	0	1730	9907	25778

County: 99
 Station: 9555
 Description: PINE ISLAND & PETERS RD
 Start Date: 09/19/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	4	2	3	9	18
0100	5	13	5	4	27
0200	2	1	3	0	6
0300	3	4	1	2	10
0400	0	2	3	10	15
0500	8	15	14	21	58
0600	18	15	33	50	116
0700	50	48	87	120	305
0800	134	125	89	115	463
0900	89	82	88	95	354
1000	80	80	77	81	318
1100	83	82	107	107	379
1200	110	127	105	82	424
1300	145	102	112	120	479
1400	109	100	114	158	481
1500	178	155	148	131	612
1600	195	146	232	194	767
1700	241	190	196	183	810
1800	212	168	138	129	647
1900	127	127	106	88	448
2000	114	110	62	63	349
2100	76	39	52	51	218
2200	39	22	27	17	105
2300	26	12	14	12	64
24-Hour Totals:					7473

Peak Volume Information

	Hour	Volume
A.M.	745	468
P.M.	1630	857
Daily	1630	857

Truck Percentage 6.72 NaN 6.72

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	27	6339	575	66	407	11	4	6	7	1	0	0	0	0	30	502	7473

County: 99
Station: 9557
Description: PINE ISLAND & PETERS RD
Start Date: 09/19/2019
Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	62	37	46	40	185
0100	32	25	24	20	101
0200	24	18	17	13	72
0300	11	15	12	15	53
0400	11	18	28	38	95
0500	27	49	49	89	214
0600	84	142	188	243	657
0700	306	377	436	535	1654
0800	546	547	561	581	2235
0900	474	398	399	410	1681
1000	310	281	290	335	1216
1100	302	285	296	361	1244
1200	334	300	392	409	1435
1300	323	346	357	344	1370
1400	357	345	382	339	1423
1500	394	402	397	368	1561
1600	428	421	434	493	1776
1700	448	484	482	468	1882
1800	472	456	460	405	1793
1900	387	345	326	330	1388
2000	316	304	238	251	1109
2100	231	238	199	186	854
2200	189	169	151	104	613
2300	99	95	81	74	349

24-Hour Totals: 24960

Peak Volume Information

	Hour	Volume
A.M.	800	2235
P.M.	1645	1907
Daily	800	2235

Truck Percentage 2.20 NaN 2.20

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	80	22497	1812	92	342	42	15	25	18	12	0	0	3	0	22	549	24960

County: 99
 Station: 9571
 Description: PETER RD & NW 63 AVE
 Start Date: 09/19/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	3	0	1	1	5
0100	1	0	1	0	2
0200	0	2	0	2	4
0300	0	2	2	2	6
0400	2	2	2	3	9
0500	3	4	12	4	23
0600	15	17	14	21	67
0700	32	60	141	139	372
0800	72	41	18	14	145
0900	17	17	16	16	66
1000	22	27	33	24	106
1100	10	16	41	9	76
1200	14	20	21	19	74
1300	17	34	42	20	113
1400	46	27	33	48	154
1500	48	38	37	38	161
1600	14	25	36	47	122
1700	44	30	31	26	131
1800	44	25	18	10	97
1900	15	14	30	27	86
2000	18	16	20	16	70
2100	16	3	5	8	32
2200	11	11	11	7	40
2300	4	3	2	2	11

24-Hour Totals: 1972

Peak Volume Information

	Hour	Volume
A.M.	715	412
P.M.	1445	171
Daily	715	412

Truck Percentage 1.67 NaN 1.67

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	7	1652	264	13	11	5	0	2	2	0	0	0	0	0	16	33	1972

County: 99
 Station: 9573
 Description: PETER RD & NW 63 AVE
 Start Date: 09/19/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	9	11	9	6	35
0100	2	10	4	6	22
0200	2	2	1	4	9
0300	7	3	4	2	16
0400	3	4	9	18	34
0500	15	15	39	30	99
0600	25	43	82	90	240
0700	101	132	178	260	671
0800	281	144	159	156	740
0900	124	133	138	103	498
1000	122	101	100	102	425
1100	88	120	120	99	427
1200	109	107	107	129	452
1300	103	95	108	126	432
1400	134	133	138	183	588
1500	208	215	172	161	756
1600	147	195	199	210	751
1700	209	230	240	228	907
1800	211	166	157	162	696
1900	108	98	107	103	416
2000	99	74	64	69	306
2100	64	43	59	44	210
2200	37	32	34	22	125
2300	27	22	21	10	80
24-Hour Totals:					8935

Peak Volume Information

	Hour	Volume
A.M.	730	863
P.M.	1715	909
Daily	1715	909

Truck Percentage 3.07 NaN 3.07

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	58	7808	789	74	174	8	3	6	7	0	0	2	0	0	6	274	8935

County: 99
 Station: 9572
 Description: PETER RD & NW 63 AVE
 Start Date: 09/19/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	0	0	0	0	0
0100	0	0	0	0	0
0200	0	1	0	0	1
0300	0	0	0	1	1
0400	0	0	1	1	2
0500	0	1	3	8	12
0600	13	17	27	29	86
0700	43	71	88	72	274
0800	89	89	40	45	263
0900	42	24	18	11	95
1000	7	8	8	10	33
1100	20	27	30	25	102
1200	23	28	26	36	113
1300	25	20	12	17	74
1400	13	11	68	83	175
1500	66	31	15	11	123
1600	34	28	46	58	166
1700	93	50	48	53	244
1800	50	42	33	44	169
1900	32	10	8	7	57
2000	9	15	8	3	35
2100	3	3	2	6	14
2200	4	3	0	1	8
2300	2	0	0	0	2

24-Hour Totals: 2049

Peak Volume Information

	Hour	Volume
A.M.	730	338
P.M.	1645	249
Daily	730	338

Truck Percentage 2.24 NaN 2.24

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	7	1885	105	21	17	3	4	0	1	0	0	0	0	0	6	46	2049

County: 99
 Station: 9595
 Description: PETER RD & NW 63 AVE
 Start Date: 09/19/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	20	21	17	12	70
0100	14	12	4	11	41
0200	8	11	3	5	27
0300	5	2	5	2	14
0400	1	7	3	4	15
0500	9	11	13	14	47
0600	26	46	56	75	203
0700	90	150	260	263	763
0800	207	144	123	130	604
0900	114	117	116	111	458
1000	108	94	110	105	417
1100	107	108	137	96	448
1200	110	147	121	138	516
1300	123	153	152	150	578
1400	191	151	196	186	724
1500	196	212	190	169	767
1600	211	238	234	240	923
1700	239	246	243	204	932
1800	213	215	224	188	840
1900	218	171	178	143	710
2000	169	136	142	138	585
2100	121	121	91	79	412
2200	86	90	59	40	275
2300	38	36	39	29	142

24-Hour Totals: 10511

Peak Volume Information

	Hour	Volume
A.M.	715	880
P.M.	1645	968
Daily	1645	968

Truck Percentage 4.29 NaN 4.29

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	26	8769	1261	125	298	11	6	9	1	0	0	1	0	0	4	451	10511

County: 99
 Station: 9524
 Description: UNIVERSITY DR SB /RAMP TO EB I-595
 Start Date: 09/12/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	33	29	19	22	103
0100	22	25	12	13	72
0200	13	12	12	16	53
0300	18	18	20	29	85
0400	22	26	48	52	148
0500	63	102	106	140	411
0600	148	187	252	249	836
0700	231	323	350	376	1280
0800	310	267	293	277	1147
0900	277	215	219	181	892
1000	191	196	185	166	738
1100	169	192	197	169	727
1200	167	201	202	186	756
1300	227	164	207	209	807
1400	217	204	193	202	816
1500	248	249	219	242	958
1600	248	247	332	264	1091
1700	325	361	351	294	1331
1800	335	264	240	207	1046
1900	184	189	163	161	697
2000	159	165	133	135	592
2100	146	145	94	88	473
2200	103	100	101	72	376
2300	58	57	50	34	199
24-Hour Totals:					15634

Peak Volume Information

	Hour	Volume
A.M.	715	1359
P.M.	1715	1341
Daily	715	1359

Truck Percentage 7.51 NaN 7.51

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	46	13378	1022	125	954	53	0	25	14	3	0	0	0	0	14	1174	15634

County: 99
 Station: 9544
 Description: UNIVERSITY DR /SR 84 WB
 Start Date: 09/17/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	45	47	36	30	158
0100	28	30	21	19	98
0200	14	9	19	10	52
0300	8	16	13	25	62
0400	16	17	28	34	95
0500	48	50	87	116	301
0600	141	182	235	287	845
0700	296	358	413	434	1501
0800	363	444	408	302	1517
0900	347	363	322	328	1360
1000	323	331	338	382	1374
1100	352	353	413	368	1486
1200	405	439	452	403	1699
1300	419	391	417	412	1639
1400	373	368	384	412	1537
1500	425	456	414	437	1732
1600	428	465	475	466	1834
1700	478	472	496	416	1862
1800	444	458	423	351	1676
1900	405	432	352	351	1540
2000	279	314	272	268	1133
2100	226	222	174	189	811
2200	160	149	126	113	548
2300	90	94	90	62	336

24-Hour Totals: 25196

Peak Volume Information

	Hour	Volume
A.M.	730	1654
P.M.	1645	1912
Daily	1645	1912

Truck Percentage 4.57 NaN 4.57

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	106	21733	2193	178	457	198	86	66	93	60	2	3	8	0	13	1151	25196

County: 99
 Station: 9570
 Description: UNIVERSITY DR /SR 84 WB
 Start Date: 09/17/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	64	80	66	49	259
0100	51	41	27	26	145
0200	27	21	27	25	100
0300	19	22	28	25	94
0400	32	28	33	44	137
0500	55	69	84	135	343
0600	123	197	243	312	875
0700	360	486	702	707	2255
0800	575	607	549	596	2327
0900	554	530	429	471	1984
1000	402	406	391	429	1628
1100	369	398	387	466	1620
1200	443	466	468	518	1895
1300	445	449	446	457	1797
1400	433	466	497	523	1919
1500	485	504	493	513	1995
1600	476	515	550	544	2085
1700	464	490	433	501	1888
1800	510	457	464	489	1920
1900	388	408	366	338	1500
2000	323	300	286	278	1187
2100	248	228	180	216	872
2200	187	168	150	120	625
2300	121	128	97	77	423

24-Hour Totals: 29873

Peak Volume Information

	Hour	Volume
A.M.	730	2591
P.M.	1600	2085
Daily	730	2591

Truck Percentage 5.57 NaN 5.57

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	126	24507	3558	169	1045	126	49	133	116	21	1	4	1	0	17	1665	29873

County: 99
 Station: 9543
 Description: UNIVERSITY DR /SR 84 WB
 Start Date: 09/17/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	69	57	56	44	226
0100	36	43	31	24	134
0200	28	28	18	11	85
0300	16	14	16	19	65
0400	24	13	15	27	79
0500	24	31	48	74	177
0600	75	149	161	231	616
0700	271	339	327	314	1251
0800	371	326	319	388	1404
0900	350	371	322	319	1362
1000	323	313	323	341	1300
1100	410	379	383	359	1531
1200	399	457	504	488	1848
1300	460	422	447	436	1765
1400	433	403	412	398	1646
1500	444	432	460	466	1802
1600	488	536	548	551	2123
1700	507	539	514	520	2080
1800	521	487	451	445	1904
1900	434	401	408	395	1638
2000	427	370	355	318	1470
2100	313	290	278	219	1100
2200	239	210	150	129	728
2300	149	132	123	89	493
24-Hour Totals:					26827

Peak Volume Information

	Hour	Volume
A.M.	845	1431
P.M.	1630	2145
Daily	1630	2145

Truck Percentage 7.31 NaN 7.31

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	139	22300	2418	341	809	300	87	186	93	62	10	2	2	70	8	1962	26827

County: 99
 Station: 9541
 Description: UNIVERSITY DR /SR 84
 Start Date: 09/17/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	54	48	33	35	170
0100	27	35	22	20	104
0200	17	17	20	13	67
0300	12	18	11	25	66
0400	21	18	29	29	97
0500	54	50	98	119	321
0600	137	179	250	320	886
0700	358	447	577	487	1869
0800	475	444	399	426	1744
0900	531	458	305	322	1616
1000	340	370	353	382	1445
1100	388	362	425	444	1619
1200	466	526	501	455	1948
1300	366	408	390	415	1579
1400	331	344	412	404	1491
1500	436	427	413	404	1680
1600	459	490	446	451	1846
1700	499	469	510	506	1984
1800	506	524	543	446	2019
1900	360	412	365	334	1471
2000	264	294	276	285	1119
2100	219	224	187	198	828
2200	163	139	128	121	551
2300	90	104	92	71	357

24-Hour Totals: 26877

Peak Volume Information

	Hour	Volume
A.M.	715	1986
P.M.	1745	2079
Daily	1745	2079

Truck Percentage 5.43 NaN 5.43

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	226	23136	2042	233	309	356	52	108	208	165	1	0	27	0	14	1459	26877

County: 99
 Station: 9540
 Description: UNIVERSITY DR /SR 84
 Start Date: 09/17/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	89	56	49	41	235
0100	43	61	26	30	160
0200	29	30	22	14	95
0300	17	20	18	14	69
0400	29	19	34	37	119
0500	42	62	92	114	310
0600	165	171	276	324	936
0700	366	428	435	412	1641
0800	528	401	371	458	1758
0900	384	449	435	356	1624
1000	418	372	412	459	1661
1100	550	441	484	442	1917
1200	534	529	562	579	2204
1300	546	581	486	488	2101
1400	544	523	506	537	2110
1500	516	548	618	631	2313
1600	622	640	595	603	2460
1700	633	556	609	552	2350
1800	552	559	531	576	2218
1900	519	483	498	468	1968
2000	491	446	400	396	1733
2100	388	331	333	249	1301
2200	289	218	152	147	806
2300	170	136	137	85	528
24-Hour Totals:					32617

Peak Volume Information

	Hour	Volume
A.M.	715	1803
P.M.	1530	2511
Daily	1530	2511

Truck Percentage 6.67 NaN 6.67

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	362	27353	2720	441	530	218	27	644	152	104	0	0	61	0	5	2177	32617

County: 99
 Station: 9542
 Description: UNIVERSITY DR /SR 84 OFF RAMP
 Start Date: 09/17/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	40	36	28	23	127
0100	13	16	14	8	51
0200	12	11	17	6	46
0300	8	4	16	13	41
0400	13	13	12	26	64
0500	25	46	40	124	235
0600	67	116	175	235	593
0700	241	343	385	259	1228
0800	317	386	397	384	1484
0900	386	409	336	431	1562
1000	349	325	297	319	1290
1100	291	319	331	342	1283
1200	386	367	342	333	1428
1300	294	289	322	298	1203
1400	262	306	353	343	1264
1500	326	340	328	358	1352
1600	329	379	376	368	1452
1700	335	417	395	285	1432
1800	348	331	350	337	1366
1900	306	301	303	238	1148
2000	204	211	190	186	791
2100	153	164	132	109	558
2200	107	119	81	69	376
2300	63	75	64	35	237

24-Hour Totals: 20611

Peak Volume Information

	Hour	Volume
A.M.	830	1576
P.M.	1645	1515
Daily	830	1576

Truck Percentage 5.89 NaN 5.89

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	52	17415	1905	89	984	37	21	36	39	1	2	4	1	0	25	1214	20611

County: 99
 Station: 9548
 Description: UNIVERITY DR & KOLSKY BLVD
 Start Date: 09/17/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	66	70	46	45	227
0100	32	40	35	20	127
0200	24	16	31	16	87
0300	17	20	19	33	89
0400	26	17	32	42	117
0500	64	66	102	158	390
0600	145	187	288	322	942
0700	429	513	631	547	2120
0800	549	551	564	522	2186
0900	633	558	371	418	1980
1000	403	464	413	435	1715
1100	411	417	450	525	1803
1200	544	583	543	529	2199
1300	427	436	446	432	1741
1400	373	428	457	477	1735
1500	462	594	453	478	1987
1600	518	541	687	578	2324
1700	546	532	579	549	2206
1800	575	534	554	539	2202
1900	460	474	448	383	1765
2000	320	351	304	316	1291
2100	298	285	219	229	1031
2200	201	172	154	140	667
2300	110	120	113	88	431
24-Hour Totals:					31362

Peak Volume Information

	Hour	Volume
A.M.	730	2278
P.M.	1615	2352
Daily	1615	2352

Truck Percentage 8.32 NaN 8.32

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	298	26440	2014	195	383	1084	109	83	292	415	6	16	9	17	1	2609	31362

County: 99
 Station: 9546
 Description: UNIVERITY DR & KOLSKY BLVD
 Start Date: 09/17/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	19	6	8	10	43
0100	7	14	4	1	26
0200	2	8	3	0	13
0300	0	1	1	0	2
0400	1	3	2	2	8
0500	4	1	5	3	13
0600	8	16	12	29	65
0700	38	31	32	25	126
0800	45	28	42	37	152
0900	43	62	57	45	207
1000	85	94	105	98	382
1100	116	129	138	145	528
1200	145	141	162	175	623
1300	149	144	156	164	613
1400	152	129	117	137	535
1500	127	139	136	121	523
1600	143	131	147	137	558
1700	158	137	136	126	557
1800	130	146	136	134	546
1900	148	141	139	119	547
2000	108	131	126	89	454
2100	79	63	61	50	253
2200	51	36	35	16	138
2300	24	24	24	20	92
24-Hour Totals:					7004

Peak Volume Information

	Hour	Volume
A.M.	845	199
P.M.	1230	630
Daily	1230	630

Truck Percentage 2.88 NaN 2.88

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	20	6409	365	18	76	63	27	5	11	1	0	0	1	0	8	202	7004

County: 99
 Station: 9545
 Description: UNIVERITY DR & KOLSKY BLVD
 Start Date: 09/17/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	66	48	42	37	193
0100	32	51	23	28	134
0200	27	24	20	11	82
0300	19	21	19	14	73
0400	28	15	32	36	111
0500	36	60	84	114	294
0600	153	171	239	300	863
0700	343	389	405	424	1561
0800	445	412	410	419	1686
0900	383	400	395	338	1516
1000	375	322	336	406	1439
1100	412	387	377	375	1551
1200	420	487	479	452	1838
1300	442	439	432	391	1704
1400	452	409	359	401	1621
1500	458	456	469	452	1835
1600	517	477	480	524	1998
1700	542	529	493	447	2011
1800	476	436	434	464	1810
1900	388	391	388	421	1588
2000	384	352	303	274	1313
2100	304	258	274	202	1038
2200	225	171	120	133	649
2300	120	98	109	68	395

24-Hour Totals: 27303

Peak Volume Information

	Hour	Volume
A.M.	745	1691
P.M.	1645	2088
Daily	1645	2088

Truck Percentage 5.47 NaN 5.47

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	136	23603	2071	262	495	411	45	42	111	106	0	0	7	14	0	1493	27303

County: 99
 Station: 9547
 Description: UNIVERITY DR & KOLSKY BLVD
 Start Date: 09/17/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	0	0	1	0	1
0100	1	0	0	0	1
0200	0	0	0	0	0
0300	0	0	0	0	0
0400	1	0	0	1	2
0500	0	0	0	1	1
0600	1	2	2	4	9
0700	4	9	4	3	20
0800	4	12	15	35	66
0900	28	44	41	38	151
1000	45	35	56	59	195
1100	63	71	63	78	275
1200	74	80	105	112	371
1300	81	69	57	71	278
1400	74	73	84	67	298
1500	57	55	66	70	248
1600	84	91	78	77	330
1700	81	83	81	81	326
1800	78	63	80	70	291
1900	50	60	53	67	230
2000	60	54	49	48	211
2100	54	35	32	21	142
2200	31	25	5	7	68
2300	8	7	1	2	18
24-Hour Totals:					3532

Peak Volume Information

	Hour	Volume
A.M.	845	148
P.M.	1215	378
Daily	1215	378

Truck Percentage 0.76
 NaN
0.76

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	21	3430	54	2	3	9	13	0	0	0	0	0	0	0	0	27	3532

County: 99
 Station: 9523
 Description: UNIVERSITY DR /RAMP TO WB I-595
 Start Date: 09/12/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	23	28	13	13	77
0100	8	8	11	5	32
0200	9	8	5	7	29
0300	2	2	5	5	14
0400	6	5	14	14	39
0500	8	15	25	40	88
0600	44	59	77	85	265
0700	104	115	136	135	490
0800	165	143	143	126	577
0900	144	134	143	97	518
1000	108	105	121	164	498
1100	164	119	125	138	546
1200	122	145	152	189	608
1300	213	201	207	224	845
1400	215	185	173	192	765
1500	224	231	256	233	944
1600	233	228	263	252	976
1700	260	273	236	213	982
1800	199	170	144	130	643
1900	143	137	132	160	572
2000	120	174	165	155	614
2100	155	98	113	104	470
2200	82	85	41	55	263
2300	47	32	17	30	126

24-Hour Totals: 10981

Peak Volume Information

	Hour	Volume
A.M.	745	586
P.M.	1630	1048
Daily	1630	1048

Truck Percentage 4.35 NaN 4.35

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	33	9564	872	126	286	24	1	26	13	1	1	0	0	0	34	478	10981

County: 99
 Station: 9535
 Description: UNIVERSITY DR & SW 23 STREET
 Start Date: 09/12/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	63	79	50	41	233
0100	38	62	34	20	154
0200	15	28	19	21	83
0300	18	22	24	29	93
0400	13	30	35	38	116
0500	51	65	102	157	375
0600	150	199	295	365	1009
0700	382	519	630	534	2065
0800	579	611	518	541	2249
0900	602	532	399	434	1967
1000	375	442	450	365	1632
1100	441	423	414	475	1753
1200	480	534	499	502	2015
1300	486	444	438	462	1830
1400	462	485	511	480	1938
1500	416	515	470	523	1924
1600	502	497	574	532	2105
1700	543	532	533	504	2112
1800	529	512	505	491	2037
1900	426	441	410	402	1679
2000	407	354	354	320	1435
2100	274	299	268	242	1083
2200	227	172	172	148	719
2300	108	133	125	75	441
24-Hour Totals:					31047

Peak Volume Information

	Hour	Volume
A.M.	730	2354
P.M.	1630	2181
Daily	730	2354

Truck Percentage 5.52 NaN 5.52

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	234	26512	2585	188	715	337	112	95	150	112	1	3	1	0	2	1714	31047

County: 99
 Station: 9533
 Description: UNIVERSITY DR & SW 23 STREET
 Start Date: 09/12/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	17	13	16	24	70
0100	9	7	6	7	29
0200	6	7	3	2	18
0300	2	1	0	0	3
0400	2	0	2	0	4
0500	4	6	2	4	16
0600	8	21	18	34	81
0700	25	27	37	47	136
0800	45	66	57	62	230
0900	49	72	59	64	244
1000	64	72	89	98	323
1100	128	155	142	178	603
1200	184	160	213	163	720
1300	112	105	142	110	469
1400	116	89	116	100	421
1500	104	80	100	120	404
1600	171	175	181	168	695
1700	188	165	171	169	693
1800	165	174	163	162	664
1900	126	109	95	97	427
2000	90	97	107	96	390
2100	102	96	73	77	348
2200	70	62	34	38	204
2300	41	31	30	15	117
24-Hour Totals:					7309

Peak Volume Information

	Hour	Volume
A.M.	845	242
P.M.	1200	720
Daily	1145	735

Truck Percentage 6.64 NaN 6.64

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	37	6580	207	34	62	159	85	63	48	23	2	6	3	0	0	485	7309

County: 99
 Station: 9534
 Description: UNIVERSITY DR & SW 23 STREET
 Start Date: 09/12/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	103	97	68	53	321
0100	38	37	49	37	161
0200	41	45	18	32	136
0300	21	23	19	25	88
0400	35	36	41	78	190
0500	51	75	124	149	399
0600	188	272	297	364	1121
0700	423	463	567	550	2003
0800	568	603	550	486	2207
0900	490	532	484	422	1928
1000	414	408	476	461	1759
1100	528	560	481	525	2094
1200	488	611	627	619	2345
1300	543	576	469	579	2167
1400	520	594	533	557	2204
1500	573	607	582	673	2435
1600	708	667	701	687	2763
1700	748	731	758	642	2879
1800	609	634	545	497	2285
1900	528	513	478	516	2035
2000	414	549	522	487	1972
2100	434	345	339	363	1481
2200	276	263	230	171	940
2300	192	131	128	123	574
24-Hour Totals:					36487

Peak Volume Information

	Hour	Volume
A.M.	730	2288
P.M.	1645	2924
Daily	1645	2924

Truck Percentage 8.92 NaN 8.92

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	435	306	27	2163	206	458	1000	125	109	756	492	1	0	107	0	8	3254 36487

County: 99
 Station: 9532
 Description: UNIVERSITY DR & SW 23 STREET
 Start Date: 09/12/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	2	0	0	0	2
0100	1	0	0	0	1
0200	0	0	0	0	0
0300	0	0	0	0	0
0400	0	2	0	0	2
0500	1	3	3	10	17
0600	7	7	16	25	55
0700	31	20	23	24	98
0800	28	34	24	28	114
0900	19	18	24	15	76
1000	18	13	16	14	61
1100	21	25	36	23	105
1200	35	44	41	48	168
1300	29	22	27	25	103
1400	26	26	27	27	106
1500	23	20	20	25	88
1600	28	27	29	22	106
1700	28	20	27	30	105
1800	31	26	30	29	116
1900	17	15	18	10	60
2000	17	21	15	19	72
2100	16	7	7	11	41
2200	15	10	11	5	41
2300	5	1	4	0	10
24-Hour Totals:					1547

Peak Volume Information

	Hour	Volume
A.M.	800	114
P.M.	1200	168
Daily	1200	168

Truck Percentage 5.69 NaN 5.69

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	16	1411	25	7	7	32	29	2	1	7	1	1	1	0	7	88	1547

County: 99
 Station: 9522
 Description: UNIVERSITY DR & NOVA DR
 Start Date: 09/12/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	75	71	56	61	263
0100	47	51	41	23	162
0200	19	25	26	18	88
0300	19	24	21	30	94
0400	15	25	30	31	101
0500	46	48	92	130	316
0600	124	178	217	317	836
0700	344	459	589	544	1936
0800	542	569	524	505	2140
0900	503	516	418	322	1759
1000	300	329	358	361	1348
1100	369	396	336	440	1541
1200	447	468	483	480	1878
1300	408	453	425	433	1719
1400	441	435	460	455	1791
1500	363	481	432	433	1709
1600	508	524	544	510	2086
1700	516	510	510	533	2069
1800	482	532	526	497	2037
1900	412	407	378	377	1574
2000	352	354	348	329	1383
2100	276	263	274	232	1045
2200	241	182	172	163	758
2300	123	141	127	93	484

24-Hour Totals: 29117

Peak Volume Information

	Hour	Volume
A.M.	730	2244
P.M.	1615	2094
Daily	730	2244

Truck Percentage 6.38 NaN 6.38

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	171	25051	2037	179	366	892	84	83	145	61	2	5	6	35	0	1858	29117

County: 99
 Station: 9520
 Description: UNIVERSITY DR & NOVA DR
 Start Date: 09/12/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	16	20	14	14	64
0100	12	3	6	2	23
0200	4	4	5	2	15
0300	4	3	1	7	15
0400	5	4	9	22	40
0500	16	19	26	43	104
0600	60	82	86	85	313
0700	97	122	141	153	513
0800	139	122	134	160	555
0900	143	189	200	135	667
1000	141	153	146	203	643
1100	234	184	182	198	798
1200	157	243	243	213	856
1300	210	216	257	213	896
1400	216	205	180	208	809
1500	183	275	209	227	894
1600	266	265	256	259	1046
1700	252	266	231	225	974
1800	251	240	205	210	906
1900	188	171	172	200	731
2000	177	202	157	138	674
2100	158	114	103	75	450
2200	84	69	42	44	239
2300	40	18	27	16	101
24-Hour Totals:					12326

Peak Volume Information

	Hour	Volume
A.M.	845	692
P.M.	1600	1046
Daily	1600	1046

Truck Percentage 5.74 NaN 5.74

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	57	10372	1156	286	334	39	10	18	17	1	1	1	1	0	33	708	12326

County: 99
 Station: 9519
 Description: UNIVERSITY DR & NOVA DR
 Start Date: 09/12/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	100	82	63	52	297
0100	43	41	31	38	153
0200	39	27	25	16	107
0300	23	20	22	18	83
0400	25	28	50	52	155
0500	42	56	93	131	322
0600	146	161	247	329	883
0700	343	397	469	472	1681
0800	545	550	439	431	1965
0900	486	389	435	375	1685
1000	380	358	366	414	1518
1100	426	438	430	459	1753
1200	449	582	500	462	1993
1300	505	466	439	482	1892
1400	480	434	491	455	1860
1500	571	613	565	553	2302
1600	572	624	603	620	2419
1700	624	637	602	598	2461
1800	555	567	507	434	2063
1900	469	467	458	487	1881
2000	416	452	410	374	1652
2100	390	284	330	277	1281
2200	260	226	199	186	871
2300	175	132	97	124	528
24-Hour Totals:					31805

Peak Volume Information

	Hour	Volume
A.M.	730	2036
P.M.	1630	2484
Daily	1630	2484

Truck Percentage 2.08 NaN 2.08

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	346	29171	1381	117	409	62	0	33	19	14	0	0	8	0	245	662	31805

County: 99
 Station: 9521
 Description: UNIVERSITY DR & NOVA DR
 Start Date: 09/12/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	6	10	4	5	25
0100	2	8	3	8	21
0200	3	2	3	0	8
0300	6	3	5	2	16
0400	4	7	6	8	25
0500	7	10	19	35	71
0600	35	33	65	60	193
0700	74	111	191	223	599
0800	159	138	143	156	596
0900	169	164	97	77	507
1000	69	56	71	74	270
1100	76	92	78	102	348
1200	97	109	117	125	448
1300	90	88	110	101	389
1400	77	81	96	88	342
1500	90	73	97	95	355
1600	91	101	127	107	426
1700	100	120	141	136	497
1800	120	132	115	106	473
1900	98	101	74	77	350
2000	81	77	60	55	273
2100	47	43	39	31	160
2200	13	37	37	17	104
2300	18	11	11	12	52
24-Hour Totals:					6548

Peak Volume Information

	Hour	Volume
A.M.	730	711
P.M.	1730	529
Daily	730	711

Truck Percentage 4.32 NaN 4.32

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	38	5839	388	48	148	34	45	3	3	2	0	0	0	0	0	283	6548

County: 99
 Station: 9517
 Description: UNIVERSITY DR & SW 30TH STREET
 Start Date: 09/12/2019
 Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	67	60	50	42	219
0100	40	36	39	25	140
0200	19	31	24	18	92
0300	13	20	13	14	60
0400	12	17	20	51	100
0500	33	54	80	110	277
0600	141	183	250	301	875
0700	396	519	612	558	2085
0800	569	546	602	579	2296
0900	532	544	366	369	1811
1000	306	292	432	392	1422
1100	352	388	336	437	1513
1200	467	454	508	532	1961
1300	509	453	428	488	1878
1400	459	383	529	484	1855
1500	461	523	500	454	1938
1600	511	479	515	515	2020
1700	482	550	544	514	2090
1800	509	505	489	437	1940
1900	426	426	391	371	1614
2000	395	317	378	326	1416
2100	283	262	222	251	1018
2200	222	185	181	130	718
2300	104	119	104	70	397
24-Hour Totals:					29735

Peak Volume Information

	Hour	Volume
A.M.	800	2296
P.M.	1715	2117
Daily	800	2296

Truck Percentage 1.90 NaN 1.90

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	53	26592	2525	113	373	17	0	30	32	0	0	0	0	0	0	565	29735

County: 99
 Station: 9536
 Description: UNIVERSITY DR & SW 30TH STREET
 Start Date: 09/12/2019
 Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	20	8	8	10	46
0100	3	7	6	2	18
0200	2	3	2	0	7
0300	3	1	4	1	9
0400	1	1	6	2	10
0500	0	4	8	9	21
0600	8	7	19	26	60
0700	37	35	97	135	304
0800	103	62	48	57	270
0900	93	154	108	49	404
1000	76	78	96	156	406
1100	162	122	91	118	493
1200	151	214	201	155	721
1300	143	115	145	135	538
1400	168	134	143	158	603
1500	193	195	157	149	694
1600	210	198	203	196	807
1700	212	188	205	187	792
1800	192	186	133	116	627
1900	136	122	113	144	515
2000	159	144	170	135	608
2100	140	83	88	95	406
2200	50	47	32	26	155
2300	45	20	26	15	106
24-Hour Totals:					8620

Peak Volume Information

	Hour	Volume
A.M.	845	412
P.M.	1615	809
Daily	1615	809

Truck Percentage 1.89 NaN 1.89

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	10	8118	327	28	75	25	11	6	5	2	4	3	4	0	2	163	8620

County: 99
 Station: 9518
 Description: UNIVERSITY DR & SW 30TH STREET
 Start Date: 09/12/2019
 Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	71	54	37	51	213
0100	48	36	39	34	157
0200	33	22	24	17	96
0300	18	25	23	18	84
0400	22	21	43	48	134
0500	48	52	76	104	280
0600	111	161	210	278	760
0700	281	402	423	517	1623
0800	493	501	457	445	1896
0900	390	395	414	431	1630
1000	384	344	311	293	1332
1100	287	333	315	344	1279
1200	351	381	400	402	1534
1300	312	329	296	307	1244
1400	309	308	349	346	1312
1500	307	395	325	363	1390
1600	505	452	529	495	1981
1700	511	546	526	452	2035
1800	467	455	426	379	1727
1900	291	331	294	308	1224
2000	318	289	236	213	1056
2100	225	208	213	186	832
2200	175	142	143	121	581
2300	125	108	79	77	389
24-Hour Totals:					24789

Peak Volume Information

	Hour	Volume
A.M.	745	1968
P.M.	1630	2081
Daily	1630	2081

Truck Percentage 4.55 NaN 4.55

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	157	21806	1698	139	440	111	40	45	96	205	1	3	48	0	0	1128	24789

County: 99
 Station: 9516
 Description: UNIVERSITY DR & SW 30TH STREET
 Start Date: 09/12/2019
 Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	9	7	1	1	18
0100	8	3	9	4	24
0200	4	5	1	2	12
0300	7	3	6	0	16
0400	3	3	11	4	21
0500	9	8	13	20	50
0600	16	25	38	47	126
0700	60	108	116	104	388
0800	125	148	122	105	500
0900	115	118	68	63	364
1000	67	65	80	69	281
1100	50	58	67	73	248
1200	74	93	102	100	369
1300	105	91	96	89	381
1400	83	73	78	83	317
1500	78	85	73	63	299
1600	62	90	87	91	330
1700	84	74	99	89	346
1800	101	112	66	65	344
1900	72	63	79	70	284
2000	52	36	42	46	176
2100	27	33	29	37	126
2200	33	19	30	22	104
2300	15	15	10	10	50
24-Hour Totals:					5174

Peak Volume Information

	Hour	Volume
A.M.	800	500
P.M.	1730	401
Daily	800	500

Truck Percentage 6.67 NaN 6.67

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	51	4496	281	4	104	85	128	8	7	4	1	2	2	0	1	345	5174

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1A-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/13/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

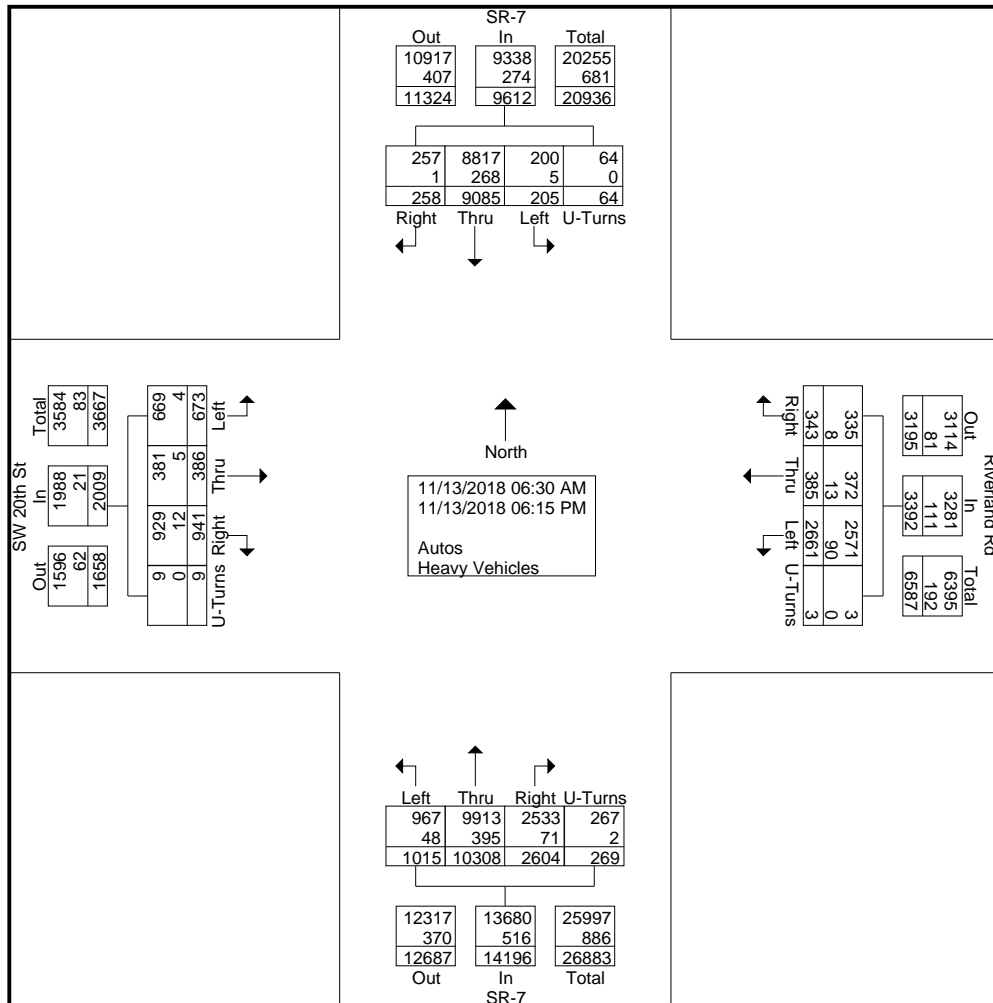
	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	26	7	46	79	0	84	4	2	90	12	18	329	44	403	1	3	398	5	407	979
06:45 AM	0	27	11	58	96	0	96	11	9	116	10	30	398	49	487	1	1	412	6	420	1119
Total	0	53	18	104	175	0	180	15	11	206	22	48	727	93	890	2	4	810	11	827	2098
07:00 AM	1	37	17	53	108	0	141	9	7	157	12	48	352	63	475	1	2	408	5	416	1156
07:15 AM	0	43	14	59	116	0	153	12	16	181	11	51	378	111	551	3	11	356	2	372	1220
07:30 AM	6	48	16	81	151	0	180	15	12	207	6	51	396	154	607	5	2	363	4	374	1339
07:45 AM	0	33	22	73	128	0	165	12	11	188	10	44	400	145	599	1	3	343	3	350	1265
Total	7	161	69	266	503	0	639	48	46	733	39	194	1526	473	2232	10	18	1470	14	1512	4980
08:00 AM	0	27	13	99	139	0	179	14	14	207	12	49	436	109	606	3	3	419	0	425	1377
08:15 AM	1	9	10	46	66	1	122	9	8	140	10	28	415	73	526	1	3	394	3	401	1133
08:30 AM	0	28	20	44	92	0	103	11	14	128	8	24	323	74	429	1	13	302	3	319	968
08:45 AM	0	32	23	38	93	1	100	8	17	126	11	24	389	70	494	3	9	391	4	407	1120
Total	1	96	66	227	390	2	504	42	53	601	41	125	1563	326	2055	8	28	1506	10	1552	4598
09:00 AM	0	15	27	20	62	0	94	10	14	118	12	27	369	82	490	2	11	332	6	351	1021
09:15 AM	0	27	33	33	93	0	88	16	9	113	15	23	378	50	466	0	13	319	7	339	1011
*** BREAK ***																					
Total	0	42	60	53	155	0	182	26	23	231	27	50	747	132	956	2	24	651	13	690	2032
*** BREAK ***																					
03:30 PM	0	20	14	19	53	0	59	7	14	80	21	50	539	124	734	2	14	428	25	469	1336
03:45 PM	0	25	15	26	66	0	65	11	10	86	17	47	462	126	652	0	14	341	12	367	1171
Total	0	45	29	45	119	0	124	18	24	166	38	97	1001	250	1386	2	28	769	37	836	2507
04:00 PM	0	26	25	17	68	0	104	32	22	158	13	56	562	146	777	2	17	448	21	488	1491
04:15 PM	0	20	11	22	53	0	90	34	11	135	14	44	367	101	526	5	6	299	11	321	1035
04:30 PM	0	21	15	26	62	0	102	11	14	127	15	56	443	135	649	5	9	322	10	346	1184
04:45 PM	0	23	9	22	54	0	53	15	10	78	9	44	522	145	720	5	14	452	25	496	1348
Total	0	90	60	87	237	0	349	92	57	498	51	200	1894	527	2672	17	46	1521	67	1651	5058
05:00 PM	0	26	15	32	73	0	122	21	14	157	6	57	502	130	695	1	7	389	27	424	1349
05:15 PM	0	41	20	26	87	0	112	24	19	155	8	52	488	130	678	3	16	369	9	397	1317
05:30 PM	1	20	20	23	64	0	116	26	23	165	7	49	448	142	646	6	7	421	12	446	1321
05:45 PM	0	30	11	27	68	0	123	34	27	184	6	56	534	171	767	4	13	400	23	440	1459
Total	1	117	66	108	292	0	473	105	83	661	27	214	1972	573	2786	14	43	1579	71	1707	5446
06:00 PM	0	36	8	28	72	1	102	18	24	145	13	43	433	121	610	3	6	421	15	445	1272
06:15 PM	0	33	10	23	66	0	108	21	22	151	11	44	445	109	609	6	8	358	20	392	1218
Grand Total	9	673	386	941	2009	3	2661	385	343	3392	269	1015	10308	2604	14196	64	205	9085	258	9612	29209
Apprch %	0.4	33.5	19.2	46.8		0.1	78.4	11.4	10.1		1.9	7.1	72.6	18.3		0.7	2.1	94.5	2.7		
Total %	0	2.3	1.3	3.2	6.9	0	9.1	1.3	1.2	11.6	0.9	3.5	35.3	8.9	48.6	0.2	0.7	31.1	0.9	32.9	
Autos	9	669	381	929	1988	3	2571						9913	2533	13680			8817			28287
% Autos	100	99.4	98.7	98.7	99	100	96.6	96.6	97.7	96.7	99.3	95.3	96.2	97.3	96.4	100	97.6	97.1	99.6	97.1	96.8
Heavy Vehicles																					
% Heavy Vehicles	0	0.6	1.3	1.3	1	0	3.4	3.4	2.3	3.3	0.7	4.7	3.8	2.7	3.6	0	2.4	2.9	0.4	2.9	3.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1A-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/13/2018
Page No : 2



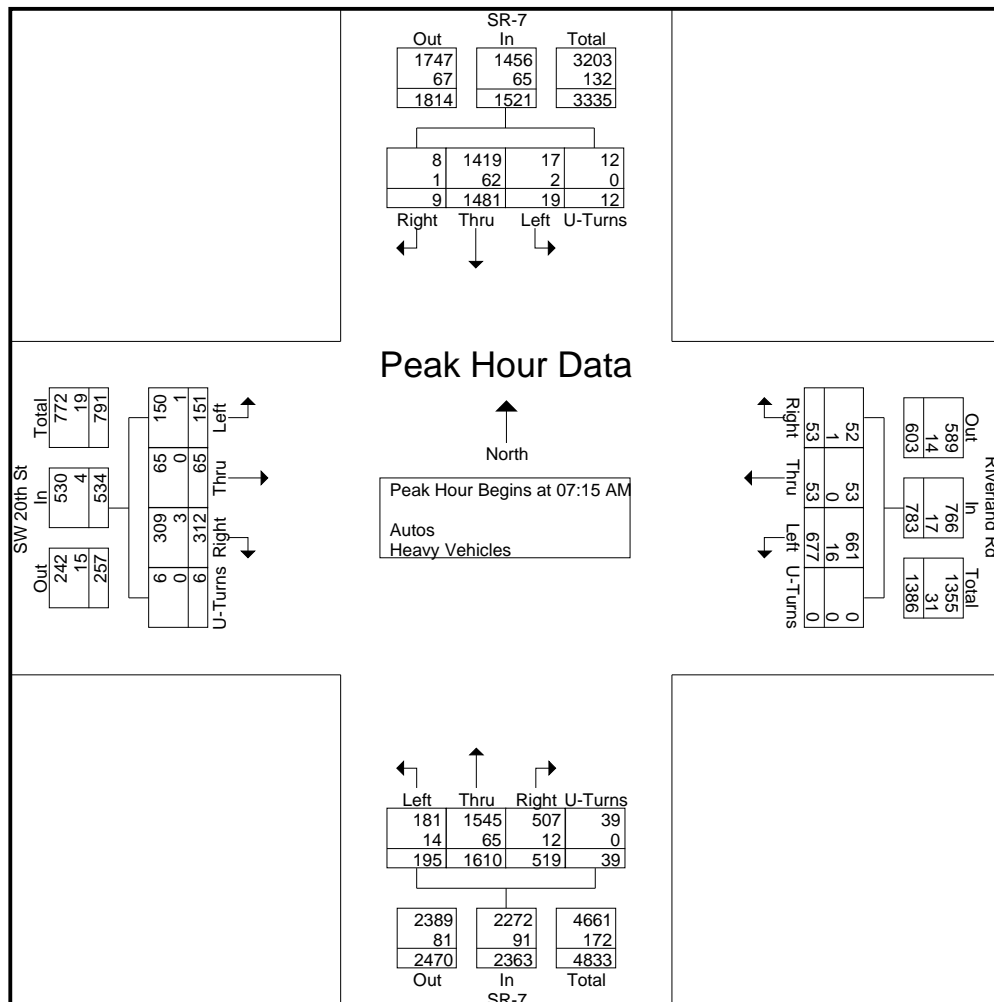
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1A-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/13/2018
Page No : 3

	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	43	14	59	116	0	153	12	16	181	11	51	378	111	551	3	11	356	2	372	1220
07:30 AM	6	48	16	81	151	0	180	15	12	207	6	51	396	154	607	5	2	363	4	374	1339
07:45 AM	0	33	22	73	128	0	165	12	11	188	10	44	400	145	599	1	3	343	3	350	1265
08:00 AM	0	27	13	99	139	0	179	14	14	207	12	49	436	109	606	3	3	419	0	425	1377
Total Volume	6	151	65	312	534	0	677	53	53	783	39	195	1610	519	2363	12	19	1481	9	1521	5201
% App. Total	1.1	28.3	12.2	58.4		0	86.5	6.8	6.8		1.7	8.3	68.1	22		0.8	1.2	97.4	0.6		
PHF	.250	.786	.739	.788	.884	.000	.940	.883	.828	.946	.813	.956	.923	.843	.973	.600	.432	.884	.563	.895	.944
Autos	6	150	65	309	530	0	661	53	52	766	39	181	1545					1419			
% Autos	100	99.3	100	99.0	99.3	0	97.6	100	98.1	97.8	100	92.8	96.0	97.7	96.1	100	89.5	95.8	88.9	95.7	96.6
Heavy Vehicles																					
% Heavy Vehicles	0	0.7	0	1.0	0.7	0	2.4	0	1.9	2.2	0	7.2	4.0	2.3	3.9	0	10.5	4.2	11.1	4.3	3.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

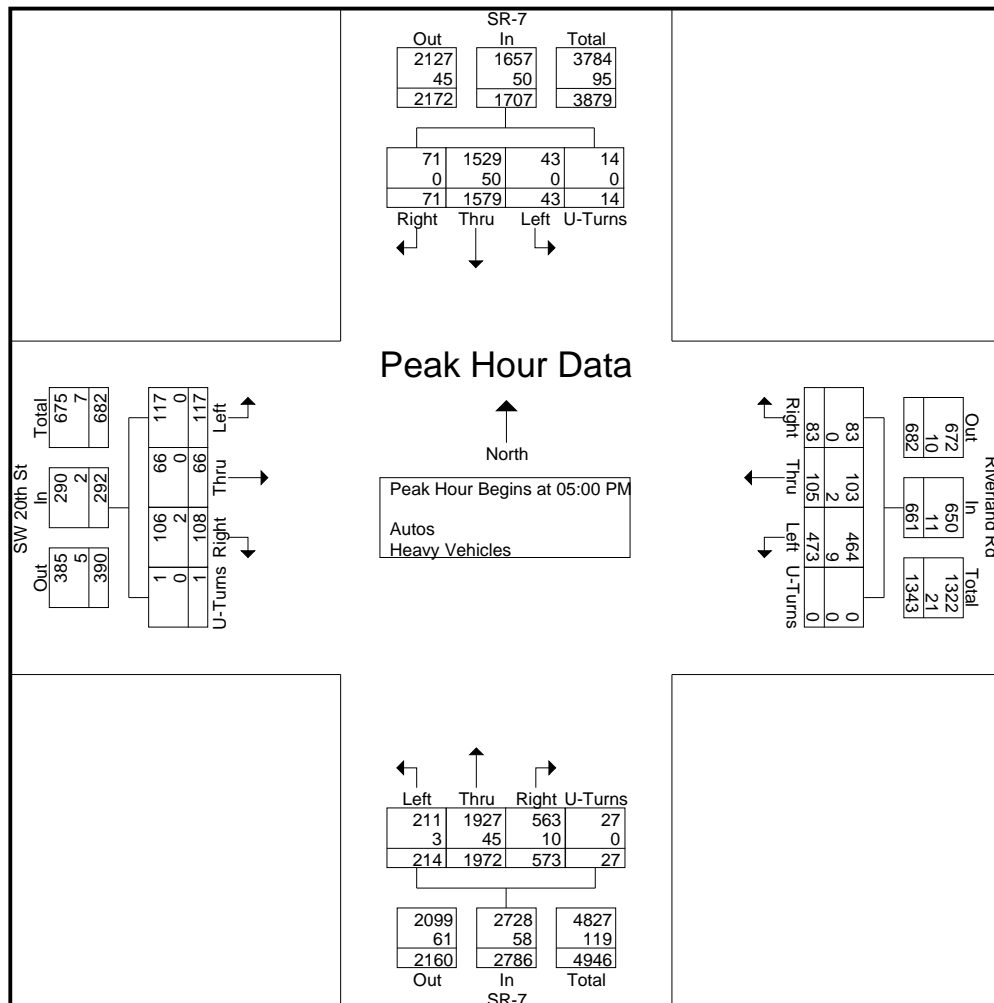
File Name : 1A-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/13/2018
Page No : 4

	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	26	15	32	73	0	122	21	14	157	6	57	502	130	695	1	7	389	27	424	1349
05:15 PM	0	41	20	26	87	0	112	24	19	155	8	52	488	130	678	3	16	369	9	397	1317
05:30 PM	1	20	20	23	64	0	116	26	23	165	7	49	448	142	646	6	7	421	12	446	1321
05:45 PM	0	30	11	27	68	0	123	34	27	184	6	56	534	171	767	4	13	400	23	440	1459
Total Volume	1	117	66	108	292	0	473	105	83	661	27	214	1972	573	2786	14	43	1579	71	1707	5446
% App. Total	0.3	40.1	22.6	37		0	71.6	15.9	12.6		1	7.7	70.8	20.6		0.8	2.5	92.5	4.2		
PHF	.250	.713	.825	.844	.839	.000	.961	.772	.769	.898	.844	.939	.923	.838	.908	.583	.672	.938	.657	.957	.933
Autos	1	117	66	106	290	0	464	103	83	650	27	211	1927					1529			
% Autos	100	100	100	98.1	99.3	0	98.1	98.1	100	98.3	100	98.6	97.7	98.3	97.9	100	100	96.8	100	97.1	97.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	1.9	0.7	0	1.9	1.9	0	1.7	0	1.4	2.3	1.7	2.1	0	0	3.2	0	2.9	2.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1A-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/13/2018
Page No : 1

Groups Printed- Heavy Vehicles

	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	0	1	0	1	0	3	0	0	3	0	1	25	2	28	0	0	9	0	9	41
06:45 AM	0	0	1	0	1	0	5	1	0	6	0	2	22	2	26	0	0	8	0	8	41
Total	0	0	2	0	2	0	8	1	0	9	0	3	47	4	54	0	0	17	0	17	82
07:00 AM	0	0	0	0	0	0	7	0	0	7	0	1	11	1	13	0	0	12	0	12	32
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	6	15	3	24	0	0	16	0	16	42
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	3	15	2	20	0	1	18	0	19	43
07:45 AM	0	0	0	2	2	0	1	0	0	1	0	5	14	5	24	0	1	12	1	14	41
Total	0	0	0	2	2	0	14	0	0	14	0	15	55	11	81	0	2	58	1	61	158
08:00 AM	0	1	0	1	2	0	9	0	1	10	0	0	21	2	23	0	0	16	0	16	51
08:15 AM	0	1	0	0	1	0	5	2	1	8	0	2	17	1	20	0	0	15	0	15	44
08:30 AM	0	0	0	1	1	0	6	0	1	7	0	3	17	0	20	0	0	11	0	11	39
08:45 AM	0	0	1	1	2	0	4	2	0	6	0	3	20	9	32	0	0	12	0	12	52
Total	0	2	1	3	6	0	24	4	3	31	0	8	75	12	95	0	0	54	0	54	186
09:00 AM	0	0	1	0	1	0	3	0	1	4	0	3	19	9	31	0	1	15	0	16	52
09:15 AM	0	0	0	0	0	0	9	0	1	10	1	1	31	2	35	0	0	12	0	12	57
*** BREAK ***																					
Total	0	0	1	0	1	0	12	0	2	14	1	4	50	11	66	0	1	27	0	28	109
*** BREAK ***																					
03:30 PM	0	0	1	1	2	0	0	1	1	2	0	4	29	6	39	0	0	4	0	4	47
03:45 PM	0	2	0	1	3	0	2	1	0	3	0	3	18	4	25	0	1	4	0	5	36
Total	0	2	1	2	5	0	2	2	1	5	0	7	47	10	64	0	1	8	0	9	83
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	4	17	1	22	0	0	5	0	5	29
04:15 PM	0	0	0	1	1	0	10	3	2	15	1	2	11	3	17	0	0	9	0	9	42
04:30 PM	0	0	0	1	1	0	4	0	0	4	0	2	12	1	15	0	0	9	0	9	29
04:45 PM	0	0	0	1	1	0	2	0	0	2	0	0	21	5	26	0	0	11	0	11	40
Total	0	0	0	3	3	0	18	3	2	23	1	8	61	10	80	0	0	34	0	34	140
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	2	16	6	24	0	0	12	0	12	38
05:15 PM	0	0	0	1	1	0	3	1	0	4	0	1	12	2	15	0	0	9	0	9	29
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	9	1	10	0	0	16	0	16	29
05:45 PM	0	0	0	1	1	0	1	1	0	2	0	0	8	1	9	0	0	13	0	13	25
Total	0	0	0	2	2	0	9	2	0	11	0	3	45	10	58	0	0	50	0	50	121
06:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	7	2	9	0	0	11	0	11	24
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	1	9	0	1	9	0	10	19
Grand Total	0	4	5	12	21	0	90	13	8	111	2	48	395	71	516	0	5	268	1	274	922
Apprch %	0	19	23.8	57.1		0	81.1	11.7	7.2		0.4	9.3	76.6	13.8		0	1.8	97.8	0.4		
Total %	0	0.4	0.5	1.3	2.3	0	9.8	1.4	0.9	12	0.2	5.2	42.8	7.7	56	0	0.5	29.1	0.1	29.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1A-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/13/2018
Page No : 1

Groups Printed- Peds & Bikes

	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
06:45 AM	0	0	0	0	0	0	0	0	2	2	2	0	0	0	2	1	0	0	0	1	5
Total	0	0	0	0	0	0	0	0	2	2	3	0	0	0	3	3	0	0	0	3	8
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2
Total	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	7	0	0	1	8	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	2	6	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	13	0	0	4	17	18
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
*** BREAK ***																					
03:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	5
Total	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	3	0	0	0	3	7
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	3	7	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
04:30 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5	0	0	1	6	8
04:45 PM	0	0	0	0	0	4	0	0	2	6	0	0	0	0	0	3	0	0	0	3	9
Total	1	0	0	1	2	5	0	0	2	7	0	0	0	0	0	16	0	0	4	20	29
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	6	0	0	0	6	8
*** BREAK ***																					
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	3
Grand Total	2	2	0	2	6	9	0	0	4	13	4	0	0	2	6	50	0	0	11	61	86
Apprch %	33.3	33.3	0	33.3		69.2	0	0	30.8		66.7	0	0	33.3		82	0	0	18		
Total %	2.3	2.3	0	2.3	7	10.5	0	0	4.7	15.1	4.7	0	0	2.3	7	58.1	0	0	12.8	70.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1B-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/14/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

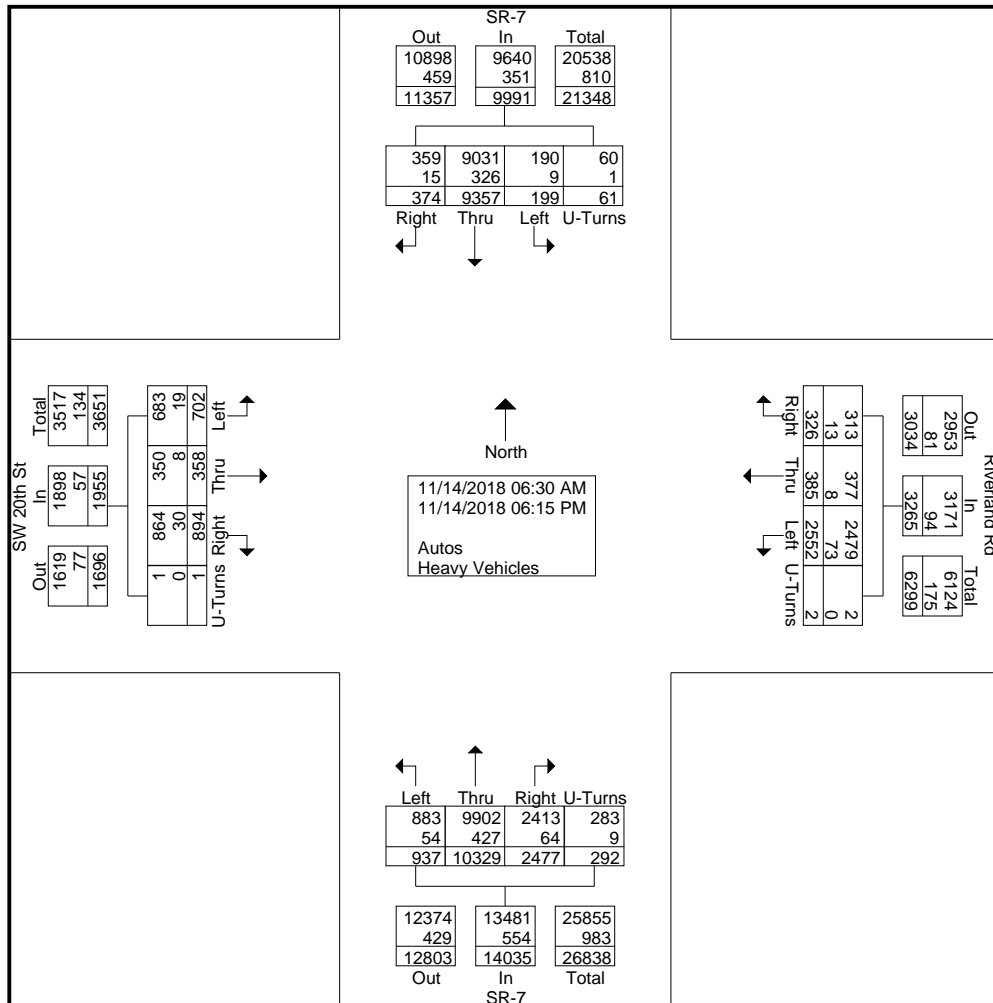
	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	26	10	49	85	0	78	5	5	88	9	18	293	45	365	2	1	344	9	356	894
06:45 AM	1	34	6	52	93	0	109	8	9	126	12	27	377	58	474	0	5	439	12	456	1149
Total	1	60	16	101	178	0	187	13	14	214	21	45	670	103	839	2	6	783	21	812	2043
07:00 AM	0	34	7	62	103	0	116	14	13	143	13	42	413	74	542	1	9	428	10	448	1236
07:15 AM	0	33	10	54	97	0	145	12	9	166	6	34	308	106	454	1	1	420	11	433	1150
07:30 AM	0	38	19	73	130	0	170	22	21	213	4	51	443	135	633	2	4	384	6	396	1372
07:45 AM	0	29	12	60	101	0	155	12	27	194	6	47	421	126	600	0	10	365	9	384	1279
Total	0	134	48	249	431	0	586	60	70	716	29	174	1585	441	2229	4	24	1597	36	1661	5037
08:00 AM	0	35	17	75	127	0	173	7	10	190	17	32	389	69	507	2	6	368	7	383	1207
08:15 AM	0	22	12	64	98	0	137	12	9	158	18	26	395	81	520	0	9	389	10	408	1184
08:30 AM	0	25	14	42	81	0	120	13	8	141	11	24	388	67	490	1	10	311	14	336	1048
08:45 AM	0	21	28	30	79	0	126	10	17	153	9	35	383	59	486	1	12	360	11	384	1102
Total	0	103	71	211	385	0	556	42	44	642	55	117	1555	276	2003	4	37	1428	42	1511	4541
09:00 AM	0	28	28	17	73	0	87	21	11	119	8	26	375	68	477	2	11	335	13	361	1030
09:15 AM	0	23	25	27	75	0	95	20	6	121	18	25	346	58	447	3	8	291	9	311	954
*** BREAK ***																					
Total	0	51	53	44	148	0	182	41	17	240	26	51	721	126	924	5	19	626	22	672	1984
*** BREAK ***																					
03:30 PM	0	23	16	22	61	0	50	9	10	69	15	42	501	108	666	2	13	399	19	433	1229
03:45 PM	0	20	13	20	53	0	73	13	13	99	16	35	480	116	647	5	11	364	17	397	1196
Total	0	43	29	42	114	0	123	22	23	168	31	77	981	224	1313	7	24	763	36	830	2425
04:00 PM	0	23	19	14	56	0	96	29	15	140	11	41	542	124	718	3	9	411	20	443	1357
04:15 PM	0	21	16	17	54	0	85	31	6	122	11	25	399	105	540	5	5	232	21	263	979
04:30 PM	0	20	12	30	62	0	54	6	8	68	14	40	488	114	656	6	11	410	22	449	1235
04:45 PM	0	29	16	36	81	0	116	22	23	161	13	61	516	111	701	4	11	362	22	399	1342
Total	0	93	63	97	253	0	351	88	52	491	49	167	1945	454	2615	18	36	1415	85	1554	4913
05:00 PM	0	31	13	25	69	0	86	7	15	108	9	45	440	141	635	3	3	504	20	530	1342
05:15 PM	0	50	16	35	101	0	120	27	12	159	14	43	529	163	749	5	7	471	20	503	1512
05:30 PM	0	20	12	22	54	0	79	14	18	111	19	47	463	148	677	3	11	438	17	469	1311
05:45 PM	0	44	9	28	81	1	106	37	16	160	17	57	462	135	671	3	11	412	26	452	1364
Total	0	145	50	110	305	1	391	85	61	538	59	192	1894	587	2732	14	32	1825	83	1954	5529
06:00 PM	0	46	15	19	80	0	110	24	23	157	5	55	476	145	681	3	7	414	30	454	1372
06:15 PM	0	27	13	21	61	1	66	10	22	99	17	59	502	121	699	4	14	506	19	543	1402
Grand Total	1	702	358	894	1955	2	2552	385	326	3265	292	937	10329	2477	14035	61	199	9357	374	9991	29246
Apprch %	0.1	35.9	18.3	45.7		0.1	78.2	11.8	10		2.1	6.7	73.6	17.6		0.6	2	93.7	3.7		
Total %	0	2.4	1.2	3.1	6.7	0	8.7	1.3	1.1	11.2	1	3.2	35.3	8.5	48	0.2	0.7	32	1.3	34.2	
Autos	1	683	350	864	1898	2	2479						9902	2413	13481			9031			28190
% Autos	100	97.3	97.8	96.6	97.1	100	97.1	97.9	96	97.1	96.9	94.2	95.9	97.4	96.1	98.4	95.5	96.5	96	96.5	96.4
Heavy Vehicles																					
% Heavy Vehicles	0	2.7	2.2	3.4	2.9	0	2.9	2.1	4	2.9	3.1	5.8	4.1	2.6	3.9	1.6	4.5	3.5	4	3.5	3.6

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1B-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/14/2018
Page No : 2



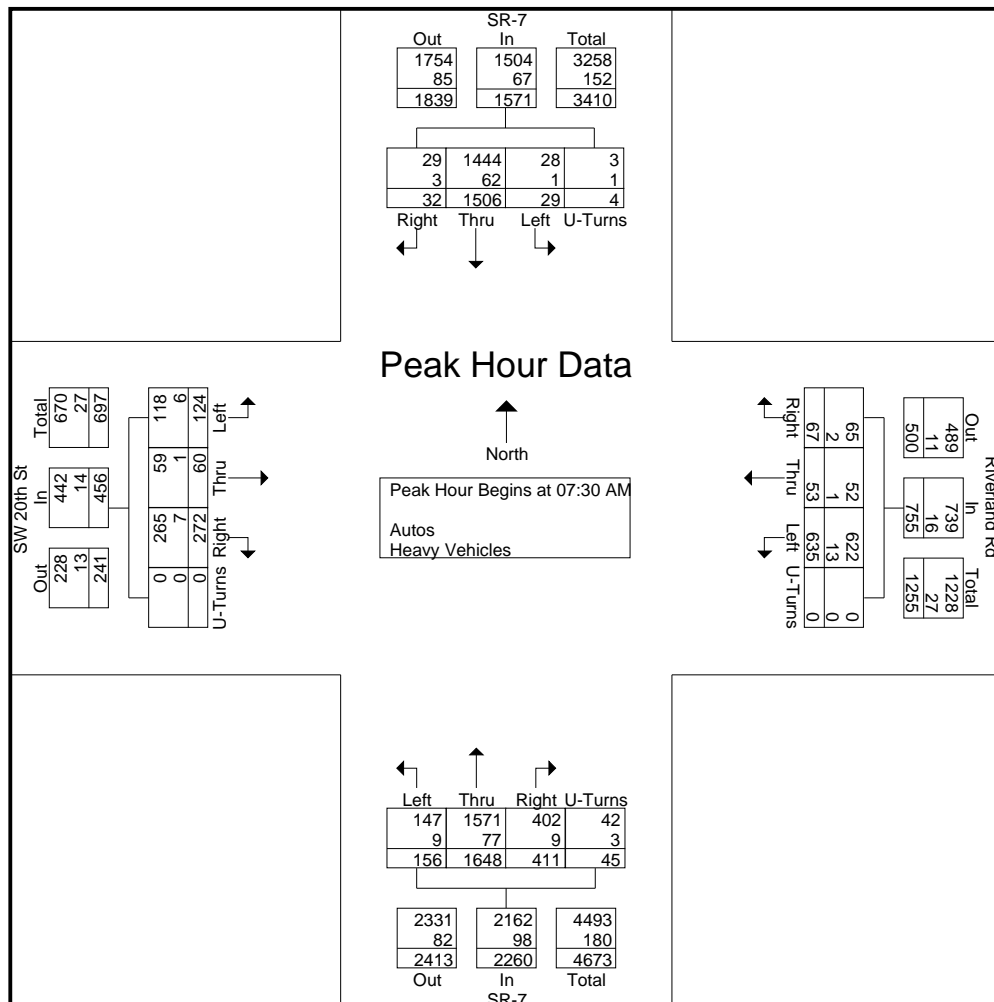
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1B-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/14/2018
Page No : 3

	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	38	19	73	130	0	170	22	21	213	4	51	443	135	633	2	4	384	6	396	1372
07:45 AM	0	29	12	60	101	0	155	12	27	194	6	47	421	126	600	0	10	365	9	384	1279
08:00 AM	0	35	17	75	127	0	173	7	10	190	17	32	389	69	507	2	6	368	7	383	1207
08:15 AM	0	22	12	64	98	0	137	12	9	158	18	26	395	81	520	0	9	389	10	408	1184
Total Volume	0	124	60	272	456	0	635	53	67	755	45	156	1648	411	2260	4	29	1506	32	1571	5042
% App. Total	0	27.2	13.2	59.6		0	84.1	7	8.9		2	6.9	72.9	18.2		0.3	1.8	95.9	2		
PHF	.000	.816	.789	.907	.877	.000	.918	.602	.620	.886	.625	.765	.930	.761	.893	.500	.725	.968	.800	.963	.919
Autos	0	118	59	265	442	0	622	52	65	739	42	147	1571				1444				
% Autos	0	95.2	98.3	97.4	96.9	0	98.0	98.1	97.0	97.9	93.3	94.2	95.3	97.8	95.7	75.0	96.6	95.9	90.6	95.7	96.1
Heavy Vehicles																					
% Heavy Vehicles	0	4.8	1.7	2.6	3.1	0	2.0	1.9	3.0	2.1	6.7	5.8	4.7	2.2	4.3	25.0	3.4	4.1	9.4	4.3	3.9



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

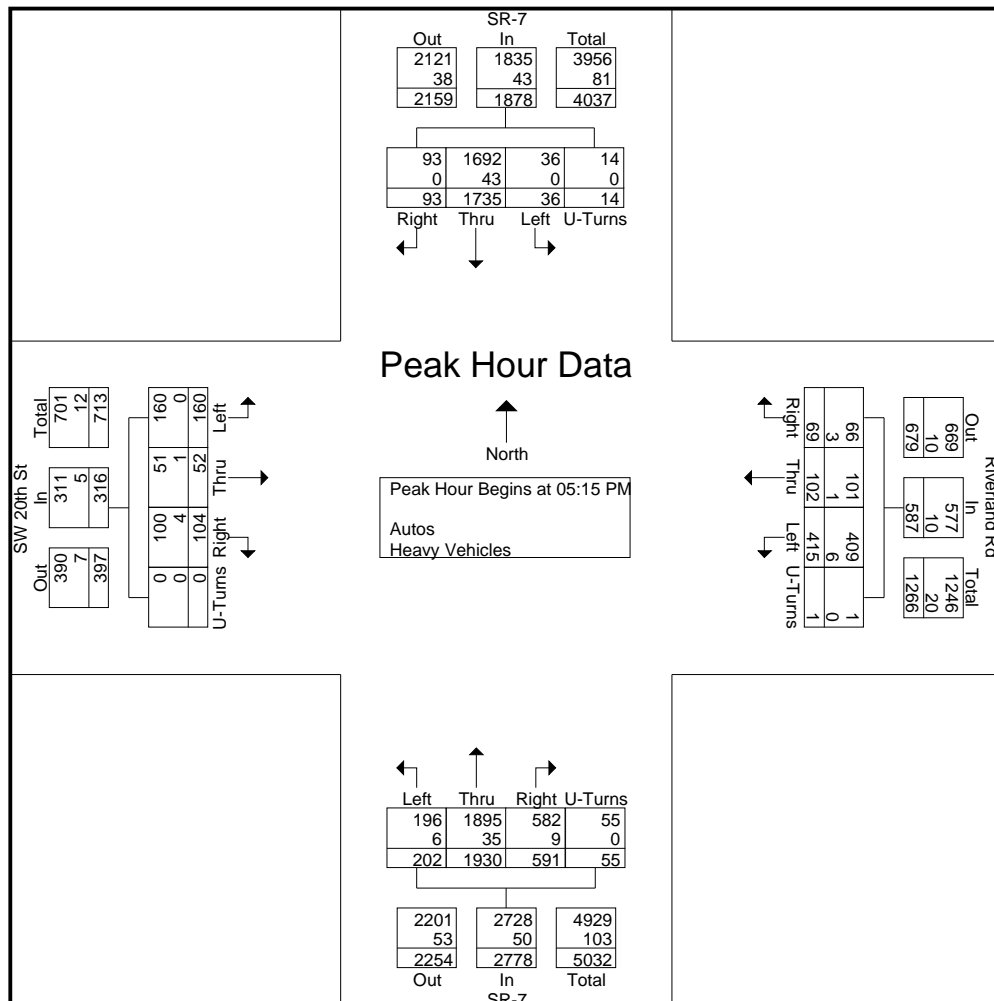
File Name : 1B-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/14/2018
Page No : 4

	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	0	50	16	35	101	0	120	27	12	159	14	43	529	163	749	5	7	471	20	503	1512
05:30 PM	0	20	12	22	54	0	79	14	18	111	19	47	463	148	677	3	11	438	17	469	1311
05:45 PM	0	44	9	28	81	1	106	37	16	160	17	57	462	135	671	3	11	412	26	452	1364
06:00 PM	0	46	15	19	80	0	110	24	23	157	5	55	476	145	681	3	7	414	30	454	1372
Total Volume	0	160	52	104	316	1	415	102	69	587	55	202	1930	591	2778	14	36	1735	93	1878	5559
% App. Total	0	50.6	16.5	32.9		0.2	70.7	17.4	11.8		2	7.3	69.5	21.3		0.7	1.9	92.4	5		
PHF	.000	.800	.813	.743	.782	.250	.865	.689	.750	.917	.724	.886	.912	.906	.927	.700	.818	.921	.775	.933	.919
Autos	0	160	51	100	311	1	409	101	66	577	55	196	1895					1692			
% Autos	0	100	98.1	96.2	98.4	100	98.6	99.0	95.7	98.3	100	97.0	98.2	98.5	98.2	100	100	97.5	100	97.7	98.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	1.9	3.8	1.6	0	1.4	1.0	4.3	1.7	0	3.0	1.8	1.5	1.8	0	0	2.5	0	2.3	1.9



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1B-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/14/2018
Page No : 1

Groups Printed- Heavy Vehicles

	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	2	1	4	7	0	5	0	1	6	1	0	22	3	26	0	0	6	1	7	46
06:45 AM	0	1	1	1	3	0	4	0	1	5	0	3	26	1	30	0	0	14	0	14	52
Total	0	3	2	5	10	0	9	0	2	11	1	3	48	4	56	0	0	20	1	21	98
07:00 AM	0	2	0	1	3	0	6	0	0	6	1	3	19	2	25	0	0	14	0	14	48
07:15 AM	0	0	0	3	3	0	5	1	0	6	1	2	15	2	20	0	0	22	2	24	53
07:30 AM	0	2	1	0	3	0	3	0	0	3	0	4	9	2	15	1	0	8	0	9	30
07:45 AM	0	1	0	2	3	0	2	0	1	3	1	3	19	3	26	0	0	22	3	25	57
Total	0	5	1	6	12	0	16	1	1	18	3	12	62	9	86	1	0	66	5	72	188
08:00 AM	0	2	0	4	6	0	5	1	1	7	1	0	28	2	31	0	0	20	0	20	64
08:15 AM	0	1	0	1	2	0	3	0	0	3	1	2	21	2	26	0	1	12	0	13	44
08:30 AM	0	1	0	2	3	0	2	1	0	3	2	2	25	3	32	0	2	14	3	19	57
08:45 AM	0	0	2	1	3	0	3	0	1	4	0	5	22	5	32	0	2	31	2	35	74
Total	0	4	2	8	14	0	13	2	2	17	4	9	96	12	121	0	5	77	5	87	239
09:00 AM	0	1	0	1	2	0	5	2	0	7	0	4	25	7	36	0	1	25	1	27	72
09:15 AM	0	1	1	1	3	0	6	0	1	7	1	0	23	3	27	0	0	25	0	25	62
*** BREAK ***																					
Total	0	2	1	2	5	0	11	2	1	14	1	4	48	10	63	0	1	50	1	52	134
*** BREAK ***																					
03:30 PM	0	1	0	1	2	0	2	0	1	3	0	2	15	3	20	0	1	2	0	3	28
03:45 PM	0	1	1	0	2	0	1	0	2	3	0	4	19	3	26	0	0	2	0	2	33
Total	0	2	1	1	4	0	3	0	3	6	0	6	34	6	46	0	1	4	0	5	61
04:00 PM	0	0	0	0	0	0	1	1	0	2	0	2	13	2	17	0	0	3	0	3	22
04:15 PM	0	0	0	1	1	0	5	1	0	6	0	2	12	0	14	0	0	9	0	9	30
04:30 PM	0	0	0	3	3	0	2	0	0	2	0	4	15	1	20	0	1	16	0	17	42
04:45 PM	0	0	0	0	0	0	3	0	1	4	0	4	30	4	38	0	1	12	1	14	56
Total	0	0	0	4	4	0	11	2	1	14	0	12	70	7	89	0	2	40	1	43	150
05:00 PM	0	3	0	0	3	0	3	0	0	3	0	0	21	5	26	0	0	14	2	16	48
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	1	12	4	17	0	0	17	0	17	37
05:30 PM	0	0	0	2	2	0	0	0	2	2	0	2	8	1	11	0	0	8	0	8	23
05:45 PM	0	0	0	1	1	0	2	1	1	4	0	1	8	1	10	0	0	8	0	8	23
Total	0	3	0	3	6	0	8	1	3	12	0	4	49	11	64	0	0	47	2	49	131
06:00 PM	0	0	1	1	2	0	1	0	0	1	0	2	7	3	12	0	0	10	0	10	25
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	2	13	2	17	0	0	12	0	12	30
Grand Total	0	19	8	30	57	0	73	8	13	94	9	54	427	64	554	1	9	326	15	351	1056
Apprch %	0	33.3	14	52.6		0	77.7	8.5	13.8		1.6	9.7	77.1	11.6		0.3	2.6	92.9	4.3		
Total %	0	1.8	0.8	2.8	5.4	0	6.9	0.8	1.2	8.9	0.9	5.1	40.4	6.1	52.5	0.1	0.9	30.9	1.4	33.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1B-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/14/2018
Page No : 1

Groups Printed- Peds & Bikes

	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
06:30 AM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	6	0	0	0	6	8
06:45 AM	1	0	0	0	1	2	0	0	1	3	1	0	0	0	1	2	0	0	0	2	7
Total	1	0	0	1	2	2	0	0	1	3	2	0	0	0	2	8	0	0	0	8	15
07:00 AM	0	0	0	1	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3
*** BREAK ***																					
Total	0	0	0	1	1	1	0	0	0	1	4	0	0	0	4	1	0	0	0	1	7
08:00 AM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	1	0	0	1	2	4
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	10
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6	0	0	2	8	9
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	3
Total	1	0	0	0	1	0	0	0	1	1	2	0	0	0	2	18	0	0	4	22	26
09:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3	0	0	3	6	8
09:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	2	5	7
*** BREAK ***																					
Total	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	6	0	0	5	11	15
*** BREAK ***																					
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	4	20	20
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	25
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	55	0	0	4	59	61
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
05:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3	0	0	1	4	6
05:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	7
Total	5	0	0	0	5	0	0	0	0	0	3	0	0	0	3	8	0	0	1	9	17
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	3
Grand Total	12	0	0	2	14	3	0	0	2	5	12	0	0	0	12	105	0	0	17	122	153
Apprch %	85.7	0	0	14.3		60	0	0	40		100	0	0	0		86.1	0	0	13.9		
Total %	7.8	0	0	1.3	9.2	2	0	0	1.3	3.3	7.8	0	0	0	7.8	68.6	0	0	11.1	79.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1C-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/15/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

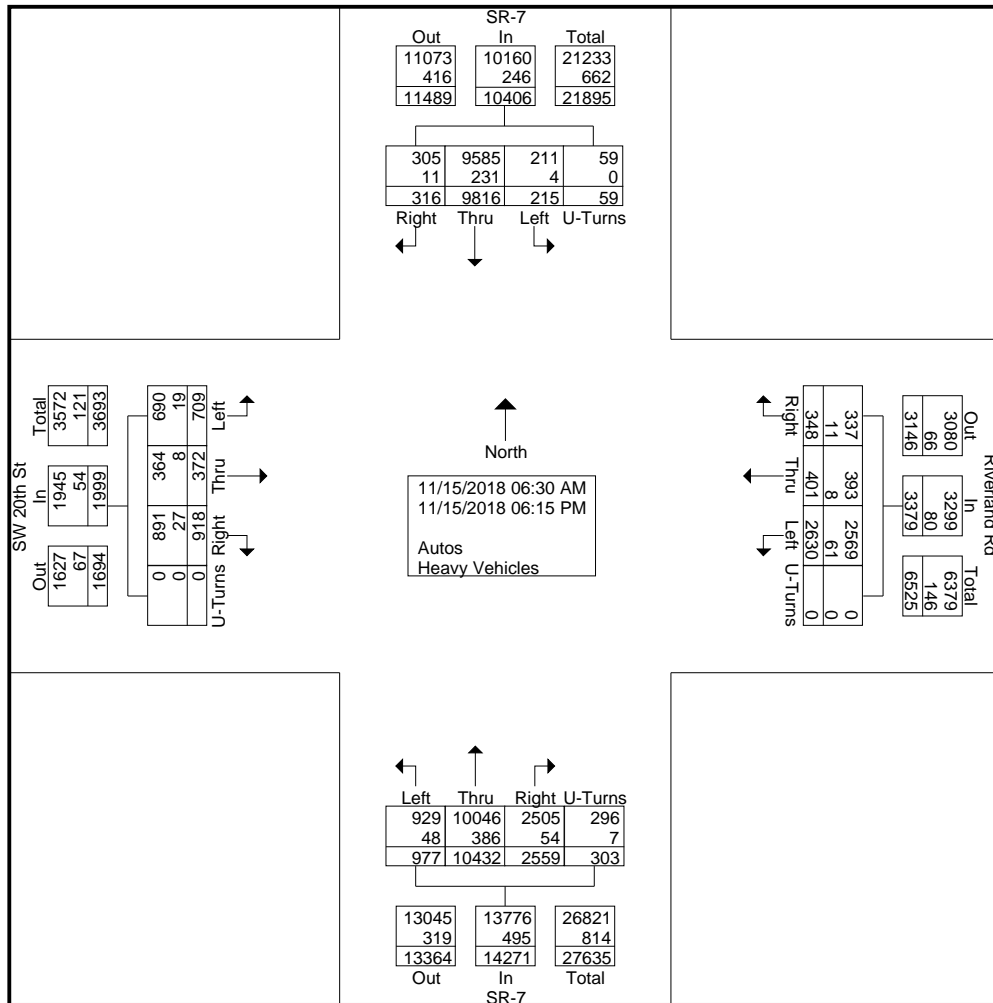
	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	31	7	39	77	0	89	6	7	102	11	22	336	49	418	3	5	398	7	413	1010
06:45 AM	0	32	13	54	99	0	100	11	10	121	12	32	401	62	507	1	4	474	10	489	1216
Total	0	63	20	93	176	0	189	17	17	223	23	54	737	111	925	4	9	872	17	902	2226
07:00 AM	0	34	16	59	109	0	131	12	9	152	11	43	374	84	512	0	6	460	10	476	1249
07:15 AM	0	38	12	63	113	0	159	15	14	188	8	45	383	119	555	0	4	450	6	460	1316
07:30 AM	0	39	16	72	127	0	171	18	19	208	6	50	427	140	623	2	7	445	3	457	1415
07:45 AM	0	37	17	70	124	0	165	16	22	203	10	42	411	116	579	1	5	420	3	429	1335
Total	0	148	61	264	473	0	626	61	64	751	35	180	1595	459	2269	3	22	1775	22	1822	5315
08:00 AM	0	28	17	80	125	0	166	10	13	189	15	38	411	86	550	0	10	427	6	443	1307
08:15 AM	0	22	14	51	87	0	138	12	11	161	14	28	409	75	526	2	10	420	8	440	1214
08:30 AM	0	21	20	46	87	0	117	9	13	139	9	30	375	70	484	3	10	382	7	402	1112
08:45 AM	0	25	25	33	83	0	106	12	15	133	11	27	393	63	494	2	9	366	9	386	1096
Total	0	96	76	210	382	0	527	43	52	622	49	123	1588	294	2054	7	39	1595	30	1671	4729
09:00 AM	0	25	23	23	71	0	94	18	9	121	12	25	369	70	476	1	13	365	13	392	1060
09:15 AM	0	20	20	27	67	0	94	16	10	120	14	16	253	41	324	2	11	281	7	301	812
*** BREAK ***																					
Total	0	45	43	50	138	0	188	34	19	241	26	41	622	111	800	3	24	646	20	693	1872
*** BREAK ***																					
03:30 PM	0	21	14	22	57	0	55	10	15	80	19	40	488	118	665	4	13	405	16	438	1240
03:45 PM	0	23	16	21	60	0	72	17	11	100	18	45	507	124	694	2	11	379	21	413	1267
Total	0	44	30	43	117	0	127	27	26	180	37	85	995	242	1359	6	24	784	37	851	2507
04:00 PM	0	26	20	16	62	0	100	33	14	147	13	45	529	127	714	3	11	372	18	404	1327
04:15 PM	0	23	13	23	59	0	76	23	11	110	13	36	429	110	588	5	7	313	18	343	1100
04:30 PM	0	24	15	32	71	0	92	13	12	117	12	50	493	126	681	5	10	371	20	406	1275
04:45 PM	0	28	13	30	71	0	86	16	13	115	15	53	502	133	703	4	9	447	19	479	1368
Total	0	101	61	101	263	0	354	85	50	489	53	184	1953	496	2686	17	37	1503	75	1632	5070
05:00 PM	0	35	15	32	82	0	111	19	16	146	11	48	503	146	708	6	6	460	16	488	1424
05:15 PM	0	39	16	28	83	0	105	22	18	145	14	49	505	153	721	6	12	434	19	471	1420
05:30 PM	0	28	14	24	66	0	104	26	20	150	15	52	468	144	679	1	10	433	21	465	1360
05:45 PM	0	41	12	25	78	0	115	32	22	169	9	56	503	152	720	1	9	419	23	452	1419
Total	0	143	57	109	309	0	435	99	76	610	49	205	1979	595	2828	14	37	1746	79	1876	5623
06:00 PM	0	38	12	25	75	0	94	19	22	135	16	54	481	131	682	2	11	453	20	486	1378
06:15 PM	0	31	12	23	66	0	90	16	22	128	15	51	482	120	668	3	12	442	16	473	1335
Grand Total	0	709	372	918	1999	0	2630	401	348	3379	303	977	10432	2559	14271	59	215	9816	316	10406	30055
Apprch %	0	35.5	18.6	45.9		0	77.8	11.9	10.3		2.1	6.8	73.1	17.9		0.6	2.1	94.3	3		
Total %	0	2.4	1.2	3.1	6.7	0	8.8	1.3	1.2	11.2	1	3.3	34.7	8.5	47.5	0.2	0.7	32.7	1.1	34.6	
Autos	0	690	364	891	1945	0	2569						10046	2505	13776			9585		10160	29180
% Autos	0	97.3	97.8	97.1	97.3	0	97.7	98	96.8	97.6	97.7	95.1	96.3	97.9	96.5	100	98.1	97.6	96.5	97.6	97.1
Heavy Vehicles																					
% Heavy Vehicles	0	2.7	2.2	2.9	2.7	0	2.3	2	3.2	2.4	2.3	4.9	3.7	2.1	3.5	0	1.9	2.4	3.5	2.4	2.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1C-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/15/2018
Page No : 2



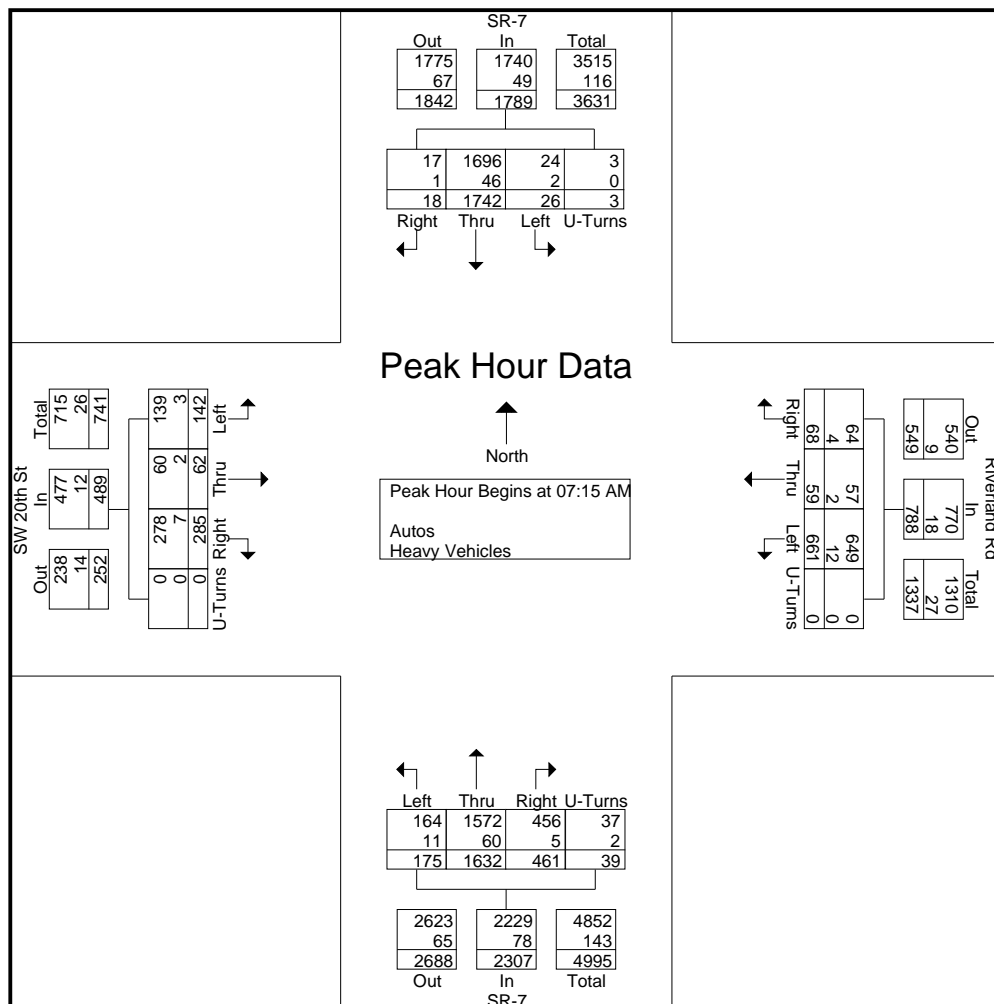
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1C-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/15/2018
Page No : 3

	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	38	12	63	113	0	159	15	14	188	8	45	383	119	555	0	4	450	6	460	1316
07:30 AM	0	39	16	72	127	0	171	18	19	208	6	50	427	140	623	2	7	445	3	457	1415
07:45 AM	0	37	17	70	124	0	165	16	22	203	10	42	411	116	579	1	5	420	3	429	1335
08:00 AM	0	28	17	80	125	0	166	10	13	189	15	38	411	86	550	0	10	427	6	443	1307
Total Volume	0	142	62	285	489	0	661	59	68	788	39	175	1632	461	2307	3	26	1742	18	1789	5373
% App. Total	0	29	12.7	58.3		0	83.9	7.5	8.6		1.7	7.6	70.7	20		0.2	1.5	97.4	1		
PHF	.000	.910	.912	.891	.963	.000	.966	.819	.773	.947	.650	.875	.956	.823	.926	.375	.650	.968	.750	.972	.949
Autos	0	139	60	278	477	0	649	57	64	770	37	164	1572					1696			
% Autos	0	97.9	96.8	97.5	97.5	0	98.2	96.6	94.1	97.7	94.9	93.7	96.3	98.9	96.6	100	92.3	97.4	94.4	97.3	97.1
Heavy Vehicles																					
% Heavy Vehicles	0	2.1	3.2	2.5	2.5	0	1.8	3.4	5.9	2.3	5.1	6.3	3.7	1.1	3.4	0	7.7	2.6	5.6	2.7	2.9



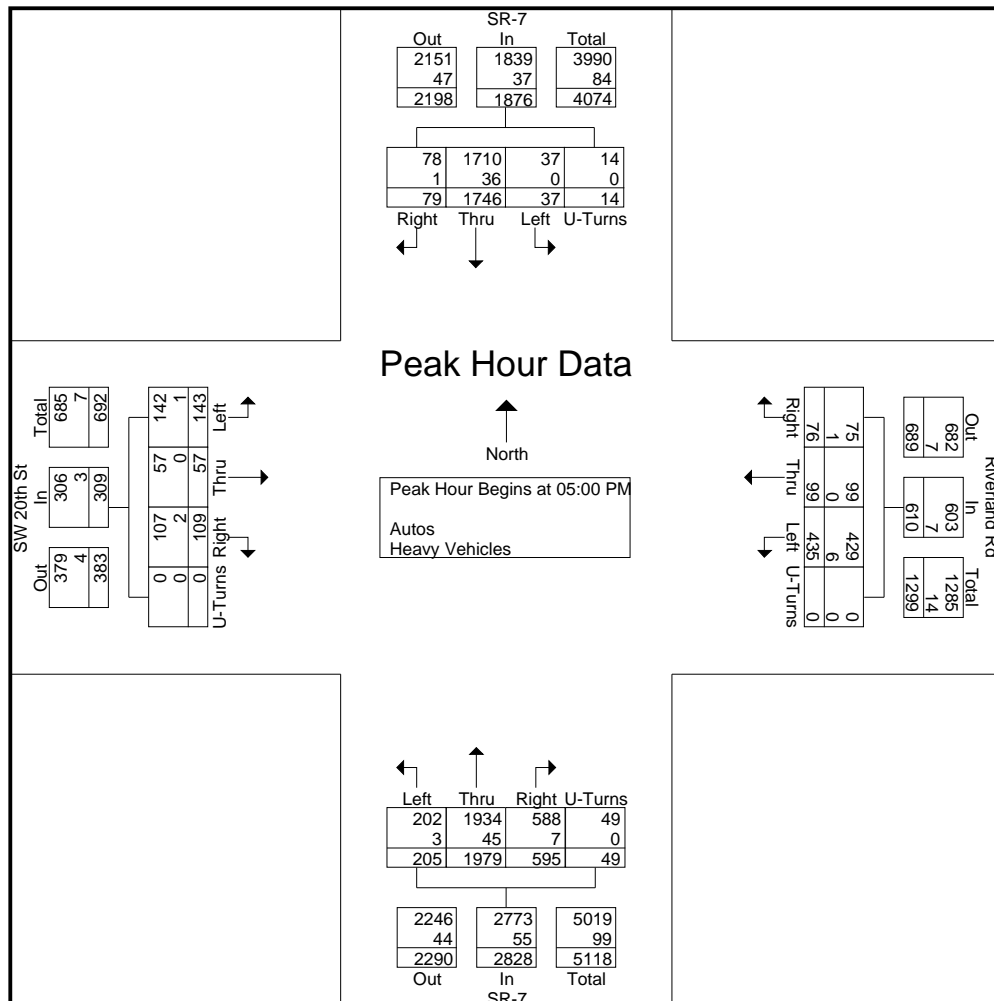
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1C-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/15/2018
Page No : 4

	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	35	15	32	82	0	111	19	16	146	11	48	503	146	708	6	6	460	16	488	1424
05:15 PM	0	39	16	28	83	0	105	22	18	145	14	49	505	153	721	6	12	434	19	471	1420
05:30 PM	0	28	14	24	66	0	104	26	20	150	15	52	468	144	679	1	10	433	21	465	1360
05:45 PM	0	41	12	25	78	0	115	32	22	169	9	56	503	152	720	1	9	419	23	452	1419
Total Volume	0	143	57	109	309	0	435	99	76	610	49	205	1979	595	2828	14	37	1746	79	1876	5623
% App. Total	0	46.3	18.4	35.3		0	71.3	16.2	12.5		1.7	7.2	70	21		0.7	2	93.1	4.2		
PHF	.000	.872	.891	.852	.931	.000	.946	.773	.864	.902	.817	.915	.980	.972	.981	.583	.771	.949	.859	.961	.987
Autos	0	142	57	107	306	0	429	99	75	603	49	202	1934					1710			
% Autos	0	99.3	100	98.2	99.0	0	98.6	100	98.7	98.9	100	98.5	97.7	98.8	98.1	100	100	97.9	98.7	98.0	98.2
Heavy Vehicles																					
% Heavy Vehicles	0	0.7	0	1.8	1.0	0	1.4	0	1.3	1.1	0	1.5	2.3	1.2	1.9	0	0	2.1	1.3	2.0	1.8



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1C-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/15/2018
Page No : 1

Groups Printed- Heavy Vehicles

	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	21	1	24	0	0	11	0	11	36
06:45 AM	0	2	2	2	6	0	3	0	0	3	0	1	19	2	22	0	0	5	3	8	39
Total	0	2	2	2	6	0	4	0	0	4	0	3	40	3	46	0	0	16	3	19	75
07:00 AM	0	2	1	2	5	0	6	0	0	6	1	3	22	3	29	0	0	12	0	12	52
07:15 AM	0	0	0	1	1	0	5	0	2	7	1	3	12	1	17	0	1	11	1	13	38
07:30 AM	0	0	0	3	3	0	2	1	1	4	1	3	11	1	16	0	0	9	0	9	32
07:45 AM	0	2	0	2	4	0	0	0	1	1	0	3	18	3	24	0	0	13	0	13	42
Total	0	4	1	8	13	0	13	1	4	18	3	12	63	8	86	0	1	45	1	47	164
08:00 AM	0	1	2	1	4	0	5	1	0	6	0	2	19	0	21	0	1	13	0	14	45
08:15 AM	0	1	2	0	3	0	5	0	0	5	2	3	21	1	27	0	1	12	1	14	49
08:30 AM	0	2	1	1	4	0	1	1	1	3	0	5	23	4	32	0	0	16	2	18	57
08:45 AM	0	0	0	0	0	0	3	0	1	4	1	2	24	3	30	0	0	18	0	18	52
Total	0	4	5	2	11	0	14	2	2	18	3	12	87	8	110	0	2	59	3	64	203
09:00 AM	0	1	0	2	3	0	5	1	0	6	0	1	19	5	25	0	1	22	2	25	59
09:15 AM	0	0	0	1	1	0	3	0	0	3	1	0	22	5	28	0	0	13	0	13	45
*** BREAK ***																					
Total	0	1	0	3	4	0	8	1	0	9	1	1	41	10	53	0	1	35	2	38	104
*** BREAK ***																					
03:30 PM	0	0	0	2	2	0	1	0	0	1	0	1	13	3	17	0	0	1	0	1	21
03:45 PM	0	1	0	1	2	0	2	0	0	2	0	2	16	2	20	0	0	1	0	1	25
Total	0	1	0	3	4	0	3	0	0	3	0	3	29	5	37	0	0	2	0	2	46
04:00 PM	0	2	0	0	2	0	5	2	1	8	0	4	13	0	17	0	0	4	0	4	31
04:15 PM	0	2	0	1	3	0	3	0	1	4	0	2	16	2	20	0	0	5	1	6	33
04:30 PM	0	0	0	2	2	0	3	0	0	3	0	2	18	5	25	0	0	9	0	9	39
04:45 PM	0	1	0	2	3	0	1	1	1	3	0	3	21	3	27	0	0	11	0	11	44
Total	0	5	0	5	10	0	12	3	3	18	0	11	68	10	89	0	0	29	1	30	147
05:00 PM	0	0	0	1	1	0	2	0	0	2	0	0	19	3	22	0	0	8	0	8	33
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	10	4	16	0	0	8	1	9	26
05:30 PM	0	0	0	0	0	0	3	0	1	4	0	1	7	0	8	0	0	9	0	9	21
05:45 PM	0	0	0	1	1	0	1	0	0	1	0	0	9	0	9	0	0	11	0	11	22
Total	0	1	0	2	3	0	6	0	1	7	0	3	45	7	55	0	0	36	1	37	102
06:00 PM	0	1	0	2	3	0	0	1	1	2	0	2	8	1	11	0	0	7	0	7	23
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	5	2	8	0	0	2	0	2	11
Grand Total	0	19	8	27	54	0	61	8	11	80	7	48	386	54	495	0	4	231	11	246	875
Apprch %	0	35.2	14.8	50		0	76.2	10	13.8		1.4	9.7	78	10.9		0	1.6	93.9	4.5		
Total %	0	2.2	0.9	3.1	6.2	0	7	0.9	1.3	9.1	0.8	5.5	44.1	6.2	56.6	0	0.5	26.4	1.3	28.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 2
LOCATION: SR-7 at Riverland Rd
COUNTY: Broward

File Name : 1C-SR-7 & Riverland Rd
Site Code : 00000000
Start Date : 11/15/2018
Page No : 1

Groups Printed- Peds & Bikes

	SW 20th St Eastbound					Riverland Rd Westbound					SR-7 Northbound					SR-7 Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
06:30 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	6
06:45 AM	0	0	0	2	2	0	0	0	1	1	2	0	0	0	2	3	0	0	0	3	8
Total	1	0	0	2	3	1	0	0	1	2	2	0	0	0	2	7	0	0	0	7	14
07:00 AM	2	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4
07:30 AM	0	0	0	0	0	1	0	0	1	2	3	0	0	0	3	0	0	0	0	0	5
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	3
Total	3	0	0	0	3	1	0	0	2	3	6	0	0	0	6	2	0	0	1	3	15
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7	0	0	0	7	8
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	5	5
Total	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	20	0	0	4	24	26
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10
*** BREAK ***																					
03:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	0	0	2	7	9
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	1	3	4
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	7	0	0	3	10	13
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	1	8	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	1	35	35
05:00 PM	1	0	0	0	1	1	0	0	1	2	1	0	0	0	1	3	0	0	0	3	7
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	2	0	0	0	2	1	0	0	1	2	1	0	0	0	1	6	0	0	3	9	14
06:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
06:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	9	0	0	3	12	3	0	0	4	7	14	0	0	0	14	87	0	0	12	99	132
Apprch %	75	0	0	25		42.9	0	0	57.1		100	0	0	0		87.9	0	0	12.1		
Total %	6.8	0	0	2.3	9.1	2.3	0	0	3	5.3	10.6	0	0	0	10.6	65.9	0	0	9.1	75	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33312

CLIENT : FDOT, D4
JOB NO : Oakes & US-441
PROJECT: Oakes & US-441
COUNTY : Broward County

File Name : 2A- Oakes & US-441
Site Code : 00000000
Start Date : 3/7/2017
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	Oakes Rd From West					Oakes Rd From East					SR-7 / US-441 From South					SR-7 / US-441 From North					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	56	0	19	76	0	0	0	0	0	0	9	398	0	407	0	0	362	133	495	978
07:15 AM	1	57	0	18	76	0	0	0	0	0	0	15	503	0	518	1	0	442	127	570	1164
07:30 AM	0	62	0	15	77	0	0	0	0	0	0	20	567	0	587	1	0	469	129	599	1263
07:45 AM	0	76	0	16	92	0	0	0	0	0	0	18	557	0	575	1	0	558	129	688	1355
Total	2	251	0	68	321	0	0	0	0	0	0	62	2025	0	2087	3	0	1831	518	2352	4760
08:00 AM	0	88	0	16	104	0	0	0	0	0	0	15	566	0	581	0	0	569	128	697	1382
08:15 AM	0	82	0	20	102	0	0	0	0	0	0	20	554	0	574	0	0	527	129	656	1332
08:30 AM	0	71	0	23	94	0	0	0	0	0	0	24	486	0	510	0	0	564	131	695	1299
08:45 AM	0	78	0	22	100	0	0	0	0	0	0	20	478	0	498	0	0	507	119	626	1224
Total	0	319	0	81	400	0	0	0	0	0	0	79	2084	0	2163	0	0	2167	507	2674	5237
09:00 AM	0	88	0	20	108	0	0	0	0	0	0	15	422	0	437	0	0	460	105	565	1110
09:15 AM	0	84	0	20	104	0	0	0	0	0	0	17	370	0	387	0	0	373	100	473	964
09:30 AM	0	70	0	18	88	0	0	0	0	0	0	19	348	0	367	0	0	430	87	517	972
09:45 AM	0	66	0	20	86	0	0	0	0	0	0	20	366	0	386	0	0	444	92	536	1008
Total	0	308	0	78	386	0	0	0	0	0	0	71	1506	0	1577	0	0	1707	384	2091	4054
*** BREAK ***																					
03:30 PM	0	104	0	22	126	0	0	0	0	0	0	19	450	0	469	0	0	508	90	598	1193
03:45 PM	0	109	0	23	132	0	0	0	0	0	1	19	452	0	472	0	0	488	89	577	1181
Total	0	213	0	45	258	0	0	0	0	0	1	38	902	0	941	0	0	996	179	1175	2374
04:00 PM	0	104	0	23	127	0	0	0	0	0	1	19	467	0	487	0	0	488	80	568	1182
04:15 PM	0	119	0	30	149	0	0	0	0	0	1	19	487	0	507	0	0	540	77	617	1273
04:30 PM	0	108	0	35	143	0	0	0	0	0	0	17	544	0	561	0	0	524	71	595	1299
04:45 PM	0	116	0	31	147	0	0	0	0	0	0	18	582	0	600	0	0	522	58	580	1327
Total	0	447	0	119	566	0	0	0	0	0	2	73	2080	0	2155	0	0	2074	286	2360	5081
05:00 PM	0	127	0	26	153	0	0	0	0	0	0	18	601	0	619	0	0	519	53	572	1344
05:15 PM	0	106	0	21	127	0	0	0	0	0	0	15	644	0	659	0	0	504	56	560	1346
05:30 PM	0	96	0	15	111	0	0	0	0	0	0	10	562	0	572	0	0	508	64	572	1255
05:45 PM	0	97	0	15	112	0	0	0	0	0	0	13	527	0	540	0	0	560	52	612	1264
Total	0	426	0	77	503	0	0	0	0	0	0	56	2334	0	2390	0	0	2091	225	2316	5209
06:00 PM	0	82	0	16	98	0	0	0	0	0	0	10	536	0	546	0	0	499	44	543	1187
06:15 PM	0	79	0	15	94	0	0	0	0	0	0	12	520	0	532	0	0	490	43	533	1159
Grand Total	2	2125	0	499	2626	0	0	0	0	0	3	401	11987	0	12391	3	0	11855	2186	14044	29061
Apprch %	0.1	80.9	0	19		0	0	0	0		0	3.2	96.7	0		0	0	84.4	15.6		
Total %	0	7.3	0	1.7	9	0	0	0	0	0	0	1.4	41.2	0	42.6	0	0	40.8	7.5	48.3	
Auto	2	1862	0	421	2285	0	0	0	0	0	0	333	11711	0	12044	3	0	11588	1888	13479	27808
% Auto	100	87.6	0	84.4	87	0	0	0	0	0	0	83	97.7	0	97.2	100	0	97.7	86.4	96	95.7
Heavy Vehicles	0	263	0	78	341	0	0	0	0	0	3	68	276	0	347	0	0	267	298	565	1253
% Heavy Vehicles	0	12.4	0	15.6	13	0	0	0	0	0	100	17	2.3	0	2.8	0	0	2.3	13.6	4	4.3

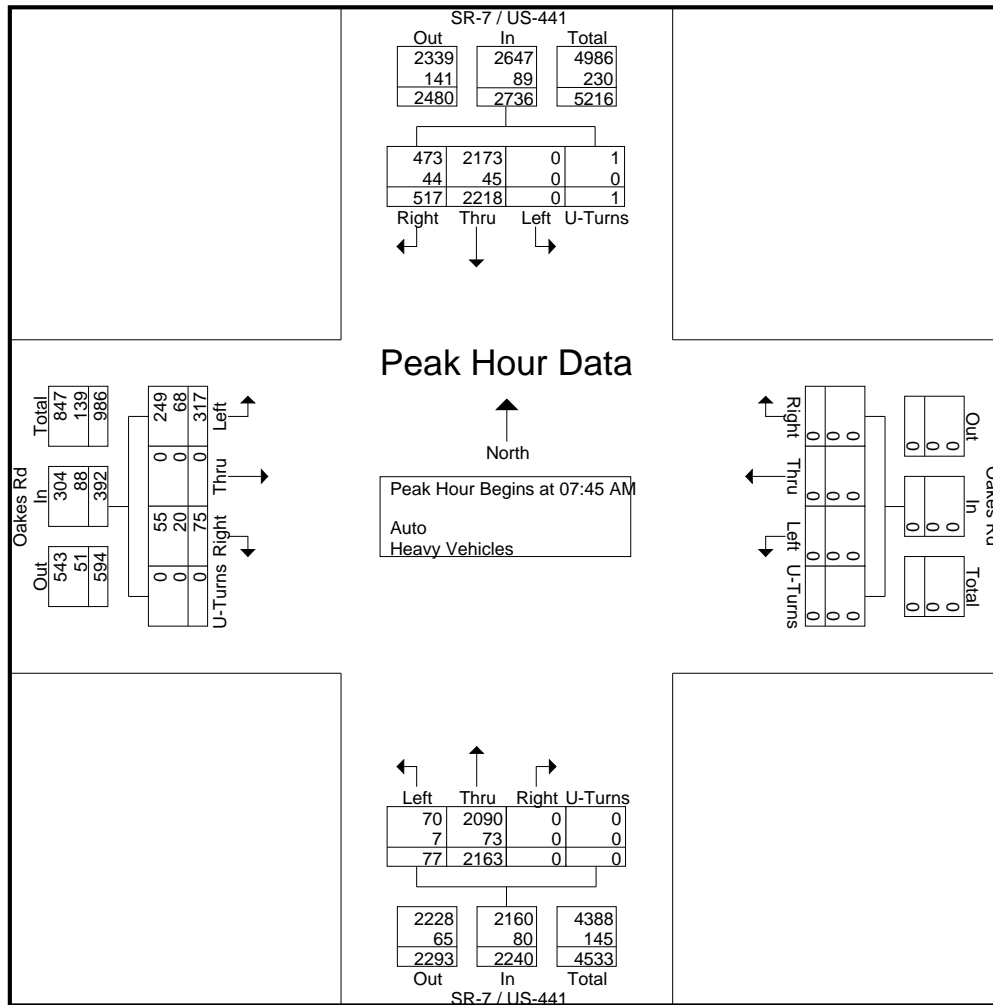
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33312

CLIENT : FDOT, D4
JOB NO : Oakes & US-441
PROJECT: Oakes & US-441
COUNTY : Broward County

File Name : 2A- Oakes & US-441
Site Code : 00000000
Start Date : 3/7/2017
Page No : 2

	Oakes Rd From West					Oakes Rd From East					SR-7 / US-441 From South					SR-7 / US-441 From North					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	76	0	16	92	0	0	0	0	0	0	18	557	0	575	1	0	558	129	688	1355
08:00 AM	0	88	0	16	104	0	0	0	0	0	0	15	566	0	581	0	0	569	128	697	1382
08:15 AM	0	82	0	20	102	0	0	0	0	0	0	20	554	0	574	0	0	527	129	656	1332
08:30 AM	0	71	0	23	94	0	0	0	0	0	0	24	486	0	510	0	0	564	131	695	1299
Total Volume	0	317	0	75	392	0	0	0	0	0	0	77	2163	0	2240	1	0	2218	517	2736	5368
% App. Total	0	80.9	0	19.1		0	0	0	0	0	0	3.4	96.6	0		0	0	81.1	18.9		
PHF	.000	.901	.000	.815	.942	.000	.000	.000	.000	.000	.000	.802	.955	.000	.964	.250	.000	.975	.987	.981	.971
Auto	0	249	0	55	304	0	0	0	0	0	0	70	2090	0	2160	1	0	2173	473	2647	5111
% Auto	0	78.5	0	73.3	77.6	0	0	0	0	0	0	90.9	96.6	0	96.4	100	0	98.0	91.5	96.7	95.2
Heavy Vehicles	0	68	0	20	88	0	0	0	0	0	0	7	73	0	80	0	0	45	44	89	257
% Heavy Vehicles	0	21.5	0	26.7	22.4	0	0	0	0	0	0	9.1	3.4	0	3.6	0	0	2.0	8.5	3.3	4.8



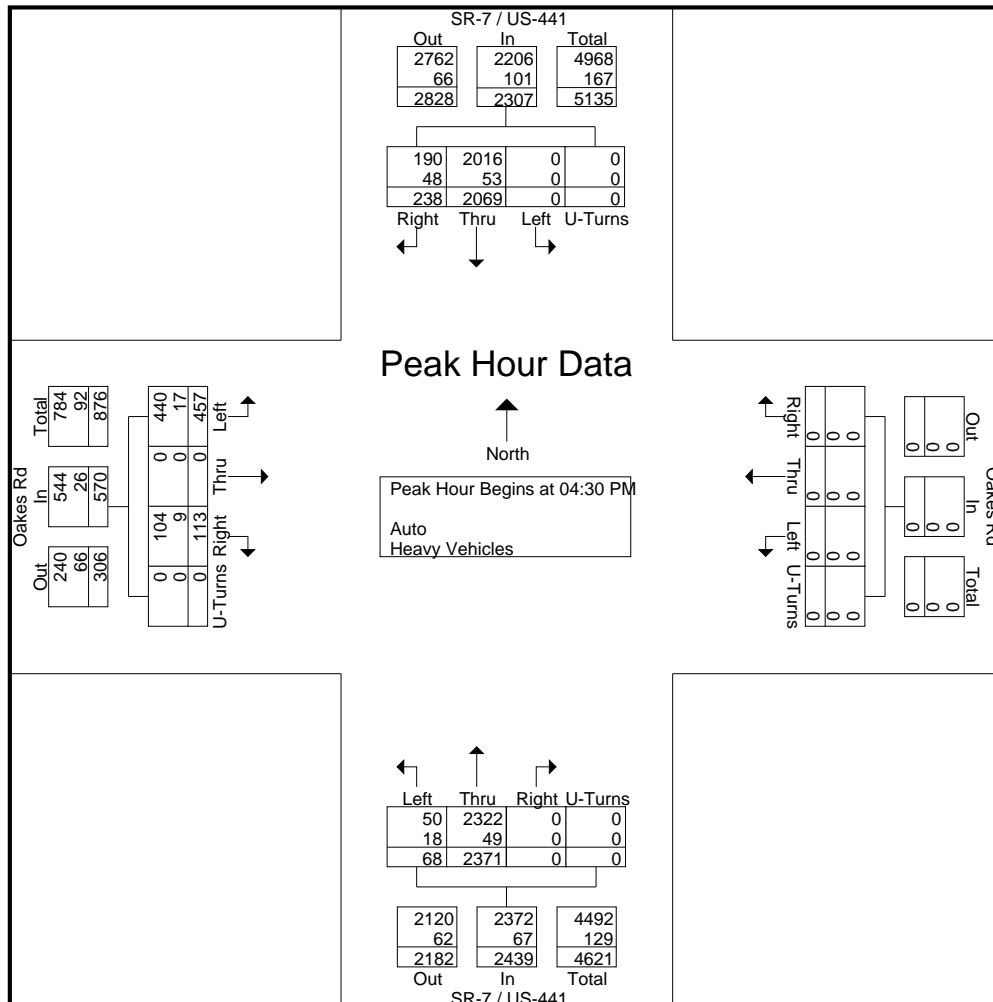
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33312

CLIENT : FDOT, D4
JOB NO : Oakes & US-441
PROJECT: Oakes & US-441
COUNTY : Broward County

File Name : 2A- Oakes & US-441
Site Code : 00000000
Start Date : 3/7/2017
Page No : 3

	Oakes Rd From West					Oakes Rd From East					SR-7 / US-441 From South					SR-7 / US-441 From North					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	108	0	35	143	0	0	0	0	0	0	17	544	0	561	0	0	524	71	595	1299
04:45 PM	0	116	0	31	147	0	0	0	0	0	0	18	582	0	600	0	0	522	58	580	1327
05:00 PM	0	127	0	26	153	0	0	0	0	0	0	18	601	0	619	0	0	519	53	572	1344
05:15 PM	0	106	0	21	127	0	0	0	0	0	0	15	644	0	659	0	0	504	56	560	1346
Total Volume	0	457	0	113	570	0	0	0	0	0	0	68	2371	0	2439	0	0	2069	238	2307	5316
% App. Total	0	80.2	0	19.8		0	0	0	0	0	0	2.8	97.2	0		0	0	89.7	10.3		
PHF	.000	.900	.000	.807	.931	.000	.000	.000	.000	.000	.000	.944	.920	.000	.925	.000	.000	.987	.838	.969	.987
Auto	0	440	0	104	544	0	0	0	0	0	0	50	2322	0	2372	0	0	2016	190	2206	5122
% Auto	0	96.3	0	92.0	95.4	0	0	0	0	0	0	73.5	97.9	0	97.3	0	0	97.4	79.8	95.6	96.4
Heavy Vehicles	0	17	0	9	26	0	0	0	0	0	0	18	49	0	67	0	0	53	48	101	194
% Heavy Vehicles	0	3.7	0	8.0	4.6	0	0	0	0	0	0	26.5	2.1	0	2.7	0	0	2.6	20.2	4.4	3.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33312

CLIENT : FDOT, D4
JOB NO : Oakes & US-441
PROJECT: Oakes & US-441
COUNTY : Broward County

File Name : 2A- Oakes & US-441
Site Code : 00000000
Start Date : 3/7/2017
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Oakes Rd From West					Oakes Rd From East					SR-7 / US-441 From South					SR-7 / US-441 From North					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	13	0	5	18	0	0	0	0	0	0	2	9	0	11	0	0	5	7	12	41
07:15 AM	0	13	0	5	18	0	0	0	0	0	0	2	17	0	19	0	0	9	11	20	57
07:30 AM	0	13	0	4	17	0	0	0	0	0	0	1	17	0	18	0	0	8	15	23	58
07:45 AM	0	17	0	5	22	0	0	0	0	0	0	2	18	0	20	0	0	16	12	28	70
Total	0	56	0	19	75	0	0	0	0	0	0	7	61	0	68	0	0	38	45	83	226
08:00 AM	0	20	0	6	26	0	0	0	0	0	0	2	20	0	22	0	0	12	8	20	68
08:15 AM	0	17	0	5	22	0	0	0	0	0	0	2	22	0	24	0	0	8	11	19	65
08:30 AM	0	14	0	4	18	0	0	0	0	0	0	1	13	0	14	0	0	9	13	22	54
08:45 AM	0	18	0	4	22	0	0	0	0	0	0	1	8	0	9	0	0	7	14	21	52
Total	0	69	0	19	88	0	0	0	0	0	0	6	63	0	69	0	0	36	46	82	239
09:00 AM	0	22	0	3	25	0	0	0	0	0	0	1	7	0	8	0	0	6	14	20	53
09:15 AM	0	20	0	5	25	0	0	0	0	0	0	2	8	0	10	0	0	6	15	21	56
09:30 AM	0	18	0	6	24	0	0	0	0	0	0	3	5	0	8	0	0	13	15	28	60
09:45 AM	0	15	0	3	18	0	0	0	0	0	0	5	9	0	14	0	0	9	17	26	58
Total	0	75	0	17	92	0	0	0	0	0	0	11	29	0	40	0	0	34	61	95	227
*** BREAK ***																					
03:30 PM	0	11	0	0	11	0	0	0	0	0	0	6	9	0	15	0	0	17	19	36	62
03:45 PM	0	9	0	3	12	0	0	0	0	0	1	5	7	0	13	0	0	13	19	32	57
Total	0	20	0	3	23	0	0	0	0	0	1	11	16	0	28	0	0	30	38	68	119
04:00 PM	0	6	0	6	12	0	0	0	0	0	1	4	10	0	15	0	0	12	18	30	57
04:15 PM	0	4	0	5	9	0	0	0	0	0	1	4	9	0	14	0	0	16	17	33	56
04:30 PM	0	2	0	3	5	0	0	0	0	0	0	3	14	0	17	0	0	15	16	31	53
04:45 PM	0	4	0	3	7	0	0	0	0	0	0	5	12	0	17	0	0	10	13	23	47
Total	0	16	0	17	33	0	0	0	0	0	2	16	45	0	63	0	0	53	64	117	213
05:00 PM	0	5	0	2	7	0	0	0	0	0	0	6	10	0	16	0	0	15	10	25	48
05:15 PM	0	6	0	1	7	0	0	0	0	0	0	4	13	0	17	0	0	13	9	22	46
05:30 PM	0	6	0	0	6	0	0	0	0	0	0	2	13	0	15	0	0	8	8	16	37
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	2	14	0	16	0	0	12	7	19	40
Total	0	22	0	3	25	0	0	0	0	0	0	14	50	0	64	0	0	48	34	82	171
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	4	0	5	0	0	15	5	20	28
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	8	0	10	0	0	13	5	18	30
Grand Total	0	263	0	78	341	0	0	0	0	0	3	68	276	0	347	0	0	267	298	565	1253
Apprch %	0	77.1	0	22.9		0	0	0	0	0	0.9	19.6	79.5	0		0	0	47.3	52.7		
Total %	0	21	0	6.2	27.2	0	0	0	0	0	0.2	5.4	22	0	27.7	0	0	21.3	23.8	45.1	

8095 NW 12 Street, Suite 315
Miami, Florida 33312

CLIENT : FDOT, D4
JOB NO : Oakes & US-441
PROJECT: Oakes & US-441
COUNTY : Broward County

File Name : 2A- Oakes & US-441
Site Code : 00000000
Start Date : 3/7/2017
Page No : 1

[illegible]

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Doral, FL 33126

CLIENT : FDOT, D4
JOB NO : Oakes & US-441
PROJECT: Oakes & US-441
COUNTY : Broward County

File Name : 2B- Oakes & US-441
Site Code : 00000000
Start Date : 3/8/2017
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	Oakes Rd From West					Oakes Rd From East					SR-7 / US-441 From South					SR-7 / US-441 From North					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	53	0	11	0	64	0	0	0	0	0	20	363	0	0	383	0	322	110	0	432	879
07:15 AM	64	0	13	0	77	0	0	0	0	0	20	428	0	0	448	0	456	115	0	571	1096
07:30 AM	70	0	13	0	83	0	0	0	0	0	19	515	0	0	534	0	424	119	0	543	1160
07:45 AM	76	0	16	0	92	0	0	0	0	0	17	519	0	0	536	0	497	116	0	613	1241
Total	263	0	53	0	316	0	0	0	0	0	76	1825	0	0	1901	0	1699	460	0	2159	4376
08:00 AM	88	0	18	0	106	0	0	0	0	0	13	533	0	0	546	0	475	113	0	588	1240
08:15 AM	79	0	19	0	98	0	0	0	0	0	21	553	0	0	574	0	526	108	0	634	1306
08:30 AM	61	0	19	0	80	0	0	0	0	0	29	490	0	0	519	0	563	100	0	663	1262
08:45 AM	65	0	22	0	87	0	0	0	0	0	22	489	0	0	511	0	517	104	0	621	1219
Total	293	0	78	0	371	0	0	0	0	0	85	2065	0	0	2150	0	2081	425	0	2506	5027
09:00 AM	60	0	23	0	83	0	0	0	0	0	14	417	0	0	431	0	510	107	0	617	1131
09:15 AM	70	0	26	0	96	0	0	0	0	0	15	428	0	0	443	0	375	98	0	473	1012
09:30 AM	76	0	28	0	104	0	0	0	0	0	14	451	0	0	465	0	409	91	0	500	1069
09:45 AM	81	0	25	0	106	0	0	0	0	0	13	417	0	0	430	0	409	92	0	501	1037
Total	287	0	102	0	389	0	0	0	0	0	56	1713	0	0	1769	0	1703	388	0	2091	4249
*** BREAK ***																					
03:30 PM	80	0	22	0	102	0	0	0	0	0	14	463	0	0	477	0	390	90	0	480	1059
03:45 PM	91	0	29	0	120	0	0	0	0	0	17	466	0	0	483	0	375	85	0	460	1063
Total	171	0	51	0	222	0	0	0	0	0	31	929	0	0	960	0	765	175	0	940	2122
04:00 PM	107	0	35	0	142	0	0	0	0	0	19	495	0	0	514	0	385	81	0	466	1122
04:15 PM	107	0	32	0	139	0	0	0	0	0	14	457	0	0	471	0	359	75	0	434	1044
04:30 PM	110	0	28	0	138	0	0	0	0	0	8	541	0	0	549	0	424	67	0	491	1178
04:45 PM	128	0	29	0	157	0	0	0	0	0	12	547	0	0	559	0	453	62	0	515	1231
Total	452	0	124	0	576	0	0	0	0	0	53	2040	0	0	2093	0	1621	285	0	1906	4575
05:00 PM	149	0	30	0	179	0	0	0	0	0	15	570	0	0	585	0	422	55	0	477	1241
05:15 PM	111	0	21	0	132	0	0	0	0	0	15	606	0	0	621	0	434	48	0	482	1235
05:30 PM	85	0	12	0	97	0	0	0	0	0	13	552	0	0	565	0	435	41	0	476	1138
05:45 PM	83	0	16	0	99	0	0	0	0	0	11	503	0	0	514	0	380	35	0	415	1028
Total	428	0	79	0	507	0	0	0	0	0	54	2231	0	0	2285	0	1671	179	0	1850	4642
06:00 PM	96	0	19	0	115	0	0	0	0	0	9	505	0	0	514	0	427	31	0	458	1087
06:15 PM	83	0	17	0	100	0	0	0	0	0	10	499	0	0	509	0	418	33	0	451	1060
Grand Total	2073	0	523	0	2596	0	0	0	0	0	374	11807	0	0	12181	0	10385	1976	0	12361	27138
Apprch %	79.9	0	20.1	0		0	0	0	0	0	3.1	96.9	0	0		0	84	16	0		
Total %	7.6	0	1.9	0	9.6	0	0	0	0	0	1.4	43.5	0	0	44.9	0	38.3	7.3	0	45.5	
Auto	1742	0	459	0	2201	0	0	0	0	0	319	11561	0	0	11880	0	10200	1710	0	11910	25991
% Auto	84	0	87.8	0	84.8	0	0	0	0	0	85.3	97.9	0	0	97.5	0	98.2	86.5	0	96.4	95.8
Heavy Vehicles	331	0	64	0	395	0	0	0	0	0	55	246	0	0	301	0	185	266	0	451	1147
% Heavy Vehicles	16	0	12.2	0	15.2	0	0	0	0	0	14.7	2.1	0	0	2.5	0	1.8	13.5	0	3.6	4.2

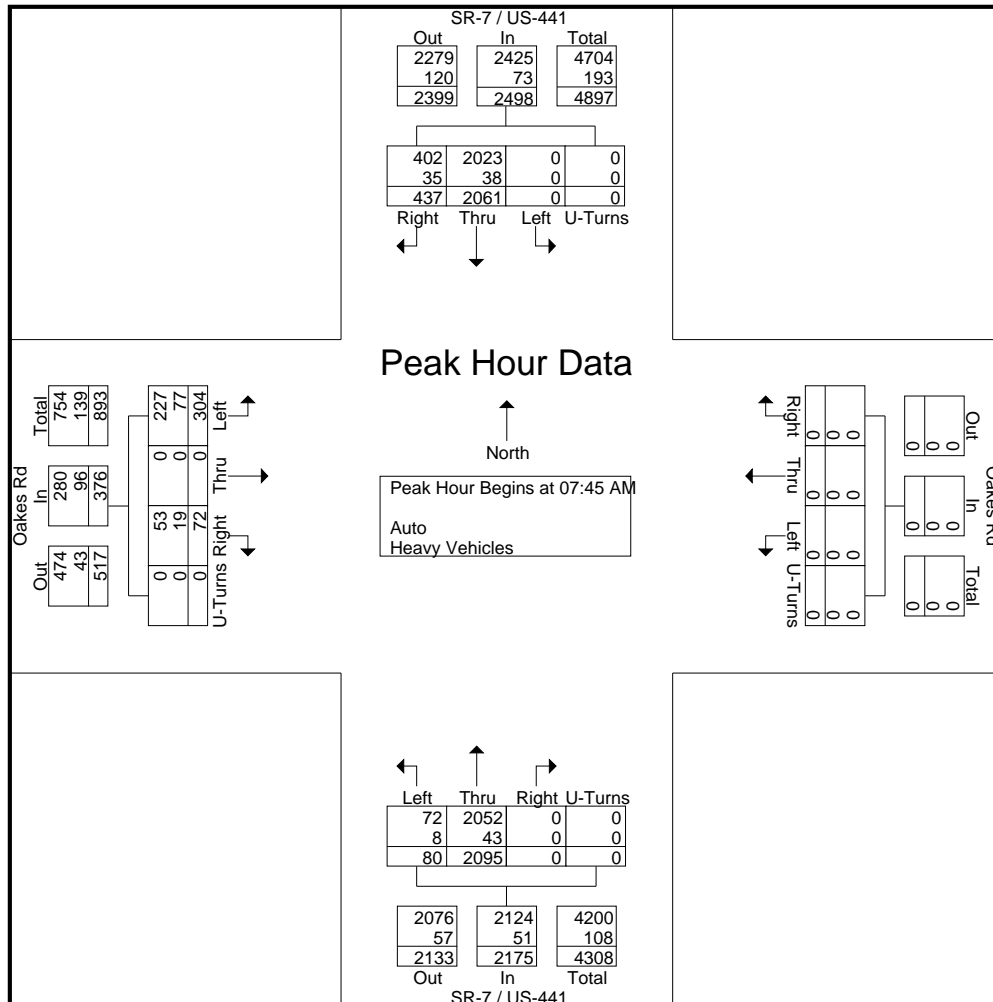
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Doral, FL 33126

CLIENT : FDOT, D4
JOB NO : Oakes & US-441
PROJECT: Oakes & US-441
COUNTY : Broward County

File Name : 2B- Oakes & US-441
Site Code : 00000000
Start Date : 3/8/2017
Page No : 2

	Oakes Rd From West					Oakes Rd From East					SR-7 / US-441 From South					SR-7 / US-441 From North					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	76	0	16	0	92	0	0	0	0	0	17	519	0	0	536	0	497	116	0	613	1241
08:00 AM	88	0	18	0	106	0	0	0	0	0	13	533	0	0	546	0	475	113	0	588	1240
08:15 AM	79	0	19	0	98	0	0	0	0	0	21	553	0	0	574	0	526	108	0	634	1306
08:30 AM	61	0	19	0	80	0	0	0	0	0	29	490	0	0	519	0	563	100	0	663	1262
Total Volume	304	0	72	0	376	0	0	0	0	0	80	2095	0	0	2175	0	2061	437	0	2498	5049
% App. Total	80.9	0	19.1	0		0	0	0	0	0	3.7	96.3	0	0		0	82.5	17.5	0		
PHF	.864	.000	.947	.000	.887	.000	.000	.000	.000	.000	.690	.947	.000	.000	.947	.000	.915	.942	.000	.942	.967
Auto	227	0	53	0	280	0	0	0	0	0	72	2052	0	0	2124	0	2023	402	0	2425	4829
% Auto	74.7	0	73.6	0	74.5	0	0	0	0	0	90.0	97.9	0	0	97.7	0	98.2	92.0	0	97.1	95.6
Heavy Vehicles	77	0	19	0	96	0	0	0	0	0	8	43	0	0	51	0	38	35	0	73	220
% Heavy Vehicles	25.3	0	26.4	0	25.5	0	0	0	0	0	10.0	2.1	0	0	2.3	0	1.8	8.0	0	2.9	4.4



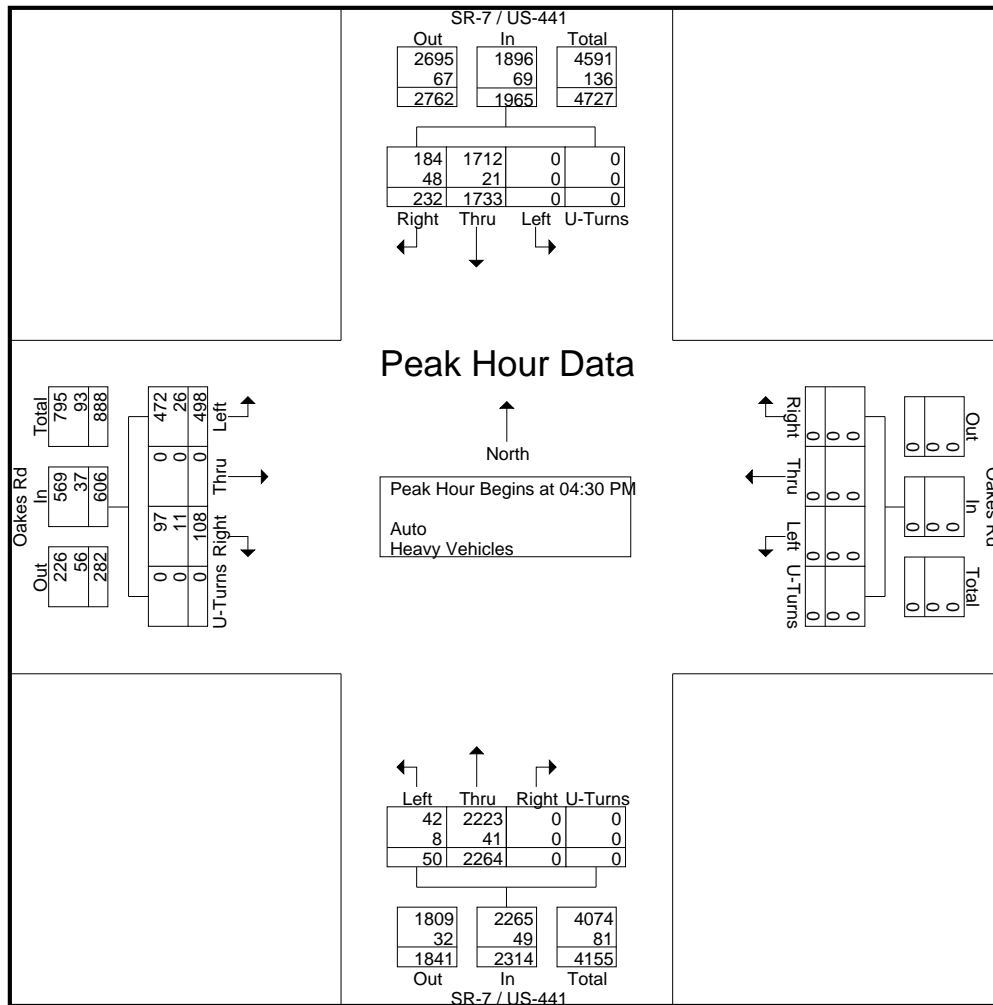
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Doral, FL 33126

CLIENT : FDOT, D4
JOB NO : Oakes & US-441
PROJECT: Oakes & US-441
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File Name : 2B- Oakes & US-441
Site Code : 00000000
Start Date : 3/8/2017
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	Oakes Rd From West					Oakes Rd From East					SR-7 / US-441 From South					SR-7 / US-441 From North					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	110	0	28	0	138	0	0	0	0	0	8	541	0	0	549	0	424	67	0	491	1178
04:45 PM	128	0	29	0	157	0	0	0	0	0	12	547	0	0	559	0	453	62	0	515	1231
05:00 PM	149	0	30	0	179	0	0	0	0	0	15	570	0	0	585	0	422	55	0	477	1241
05:15 PM	111	0	21	0	132	0	0	0	0	0	15	606	0	0	621	0	434	48	0	482	1235
Total Volume	498	0	108	0	606	0	0	0	0	0	50	2264	0	0	2314	0	1733	232	0	1965	4885
% App. Total	82.2	0	17.8	0		0	0	0	0	0	2.2	97.8	0	0		0	88.2	11.8	0		
PHF	.836	.000	.900	.000	.846	.000	.000	.000	.000	.000	.833	.934	.000	.000	.932	.000	.956	.866	.000	.954	.984
Auto	472	0	97	0	569	0	0	0	0	0	42	2223	0	0	2265	0	1712	184	0	1896	4730
% Auto	94.8	0	89.8	0	93.9	0	0	0	0	0	84.0	98.2	0	0	97.9	0	98.8	79.3	0	96.5	96.8
Heavy Vehicles	26	0	11	0	37	0	0	0	0	0	8	41	0	0	49	0	21	48	0	69	155
% Heavy Vehicles	5.2	0	10.2	0	6.1	0	0	0	0	0	16.0	1.8	0	0	2.1	0	1.2	20.7	0	3.5	3.2



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File Name : 2B- Oakes & US-441
Site Code : 00000000
Start Date : 3/8/2017
Page No : 1

Groups Printed- Heavy Vehicles

	Oakes Rd From West					Oakes Rd From East					SR-7 / US-441 From South					SR-7 / US-441 From North					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	13	0	2	0	15	0	0	0	0	0	2	9	0	0	11	0	3	2	0	5	31
07:15 AM	13	0	3	0	16	0	0	0	0	0	2	10	0	0	12	0	10	5	0	15	43
07:30 AM	13	0	3	0	16	0	0	0	0	0	1	15	0	0	16	0	12	8	0	20	52
07:45 AM	18	0	5	0	23	0	0	0	0	0	2	9	0	0	11	0	6	8	0	14	48
Total	57	0	13	0	70	0	0	0	0	0	7	43	0	0	50	0	31	23	0	54	174
08:00 AM	23	0	6	0	29	0	0	0	0	0	2	16	0	0	18	0	13	8	0	21	68
08:15 AM	20	0	5	0	25	0	0	0	0	0	2	10	0	0	12	0	8	9	0	17	54
08:30 AM	16	0	3	0	19	0	0	0	0	0	2	8	0	0	10	0	11	10	0	21	50
08:45 AM	17	0	3	0	20	0	0	0	0	0	3	12	0	0	15	0	16	11	0	27	62
Total	76	0	17	0	93	0	0	0	0	0	9	46	0	0	55	0	48	38	0	86	234
09:00 AM	17	0	2	0	19	0	0	0	0	0	4	8	0	0	12	0	16	12	0	28	59
09:15 AM	23	0	3	0	26	0	0	0	0	0	4	9	0	0	13	0	13	14	0	27	66
09:30 AM	29	0	3	0	32	0	0	0	0	0	4	9	0	0	13	0	11	16	0	27	72
09:45 AM	21	0	2	0	23	0	0	0	0	0	4	11	0	0	15	0	14	16	0	30	68
Total	90	0	10	0	100	0	0	0	0	0	16	37	0	0	53	0	54	58	0	112	265
*** BREAK ***																					
03:30 PM	12	0	1	0	13	0	0	0	0	0	3	12	0	0	15	0	6	16	0	22	50
03:45 PM	12	0	2	0	14	0	0	0	0	0	3	8	0	0	11	0	4	15	0	19	44
Total	24	0	3	0	27	0	0	0	0	0	6	20	0	0	26	0	10	31	0	41	94
04:00 PM	11	0	3	0	14	0	0	0	0	0	3	9	0	0	12	0	7	14	0	21	47
04:15 PM	8	0	3	0	11	0	0	0	0	0	2	8	0	0	10	0	5	16	0	21	42
04:30 PM	5	0	2	0	7	0	0	0	0	0	0	15	0	0	15	0	6	17	0	23	45
04:45 PM	6	0	3	0	9	0	0	0	0	0	2	8	0	0	10	0	5	13	0	18	37
Total	30	0	11	0	41	0	0	0	0	0	7	40	0	0	47	0	23	60	0	83	171
05:00 PM	7	0	4	0	11	0	0	0	0	0	3	8	0	0	11	0	6	9	0	15	37
05:15 PM	8	0	2	0	10	0	0	0	0	0	3	10	0	0	13	0	4	9	0	13	36
05:30 PM	9	0	0	0	9	0	0	0	0	0	2	15	0	0	17	0	1	9	0	10	36
05:45 PM	10	0	1	0	11	0	0	0	0	0	1	11	0	0	12	0	2	9	0	11	34
Total	34	0	7	0	41	0	0	0	0	0	9	44	0	0	53	0	13	36	0	49	143
06:00 PM	11	0	2	0	13	0	0	0	0	0	0	7	0	0	7	0	2	10	0	12	32
06:15 PM	9	0	1	0	10	0	0	0	0	0	1	9	0	0	10	0	4	10	0	14	34
Grand Total	331	0	64	0	395	0	0	0	0	0	55	246	0	0	301	0	185	266	0	451	1147
Apprch %	83.8	0	16.2	0		0	0	0	0		18.3	81.7	0	0		0	41	59	0		
Total %	28.9	0	5.6	0	34.4	0	0	0	0	0	4.8	21.4	0	0	26.2	0	16.1	23.2	0	39.3	

8095 NW 12 Street, Suite 315
Doral, FL 33126

CLIENT : FDOT, D4
JOB NO : Oakes & US-441
PROJECT: Oakes & US-441
COUNTY : Broward County

File Name : 2B- Oakes & US-441
Site Code : 00000000
Start Date : 3/8/2017
Page No : 1

Groups Printed- Peds

[illegible]

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33312

CLIENT : FDOT, D4
JOB NO : Oakes & US-441
PROJECT: Oakes & US-441
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File Name : 2C- Oakes & US-441
Site Code : 00000000
Start Date : 3/9/2017
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	Oakes Rd From West					Oakes Rd From East					SR-7 / US-441 From South					SR-7 / US-441 From North					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	52	0	12	64	0	0	0	0	0	0	10	436	0	446	0	0	284	120	404	914
07:15 AM	0	64	0	14	78	0	0	0	0	0	0	16	494	0	510	0	0	282	114	396	984
07:30 AM	0	73	0	18	91	0	0	0	0	0	0	20	556	0	576	0	0	373	114	487	1154
07:45 AM	0	69	0	18	87	0	0	0	0	0	1	15	595	0	611	0	0	400	112	512	1210
Total	0	258	0	62	320	0	0	0	0	0	1	61	2081	0	2143	0	0	1339	460	1799	4262
08:00 AM	0	70	0	17	87	0	0	0	0	0	2	11	602	0	615	0	0	337	105	442	1144
08:15 AM	0	67	0	20	87	0	0	0	0	0	1	16	572	0	589	0	0	401	117	518	1194
08:30 AM	0	72	0	24	96	0	0	0	0	0	0	22	533	0	555	0	0	361	124	485	1136
08:45 AM	0	76	0	18	94	0	0	0	0	0	0	16	459	0	475	0	0	348	113	461	1030
Total	0	285	0	79	364	0	0	0	0	0	3	65	2166	0	2234	0	0	1447	459	1906	4504
09:00 AM	0	81	0	14	95	0	0	0	0	0	0	11	447	0	458	0	0	277	109	386	939
09:15 AM	0	76	0	16	92	0	0	0	0	0	0	12	410	0	422	0	0	320	92	412	926
09:30 AM	0	75	0	17	92	0	0	0	0	0	0	14	387	0	401	0	0	323	73	396	889
09:45 AM	0	99	0	24	123	0	0	0	0	0	0	16	417	0	433	0	0	339	86	425	981
Total	0	331	0	71	402	0	0	0	0	0	0	53	1661	0	1714	0	0	1259	360	1619	3735
*** BREAK ***																					
03:30 PM	0	123	0	30	153	0	0	0	0	0	0	17	540	0	557	0	0	362	98	460	1170
03:45 PM	0	122	0	28	150	0	0	0	0	0	0	17	569	0	586	0	0	390	88	478	1214
Total	0	245	0	58	303	0	0	0	0	0	0	34	1109	0	1143	0	0	752	186	938	2384
04:00 PM	0	126	0	27	153	0	0	0	0	0	0	16	532	0	548	0	0	458	73	531	1232
04:15 PM	0	118	0	25	143	0	0	0	0	0	0	12	559	0	571	0	0	402	75	477	1191
04:30 PM	0	112	0	22	134	0	0	0	0	0	0	10	602	0	612	0	0	447	70	517	1263
04:45 PM	0	143	0	25	168	0	0	0	0	0	0	11	561	0	572	0	0	398	76	474	1214
Total	0	499	0	99	598	0	0	0	0	0	0	49	2254	0	2303	0	0	1705	294	1999	4900
05:00 PM	0	185	0	26	211	0	0	0	0	0	0	14	643	0	657	0	0	407	79	486	1354
05:15 PM	1	149	0	21	171	0	0	0	0	0	0	12	659	0	671	0	0	501	67	568	1410
05:30 PM	1	109	0	16	126	0	0	0	0	0	0	9	572	0	581	0	0	459	58	517	1224
05:45 PM	1	93	0	19	113	0	0	0	0	0	0	12	515	0	527	0	0	476	54	530	1170
Total	3	536	0	82	621	0	0	0	0	0	0	47	2389	0	2436	0	0	1843	258	2101	5158
06:00 PM	1	84	0	16	101	0	0	0	0	0	0	14	463	0	477	0	0	483	48	531	1109
06:15 PM	1	87	0	8	96	0	0	0	0	0	0	12	398	0	410	0	0	417	53	470	976
Grand Total	5	2325	0	475	2805	0	0	0	0	0	4	335	12521	0	12860	0	0	9245	2118	11363	27028
Apprch %	0.2	82.9	0	16.9		0	0	0	0		0	2.6	97.4	0		0	0	81.4	18.6		
Total %	0	8.6	0	1.8	10.4	0	0	0	0	0	0	1.2	46.3	0	47.6	0	0	34.2	7.8	42	
Auto	5	2040	0	421	2466	0	0	0	0	0	4	286	12387	0	12677	0	0	9114	1799	10913	26056
% Auto	100	87.7	0	88.6	87.9	0	0	0	0	0	100	85.4	98.9	0	98.6	0	0	98.6	84.9	96	96.4
Heavy Vehicles	0	285	0	54	339	0	0	0	0	0	0	49	134	0	183	0	0	131	319	450	972
% Heavy Vehicles	0	12.3	0	11.4	12.1	0	0	0	0	0	0	14.6	1.1	0	1.4	0	0	1.4	15.1	4	3.6

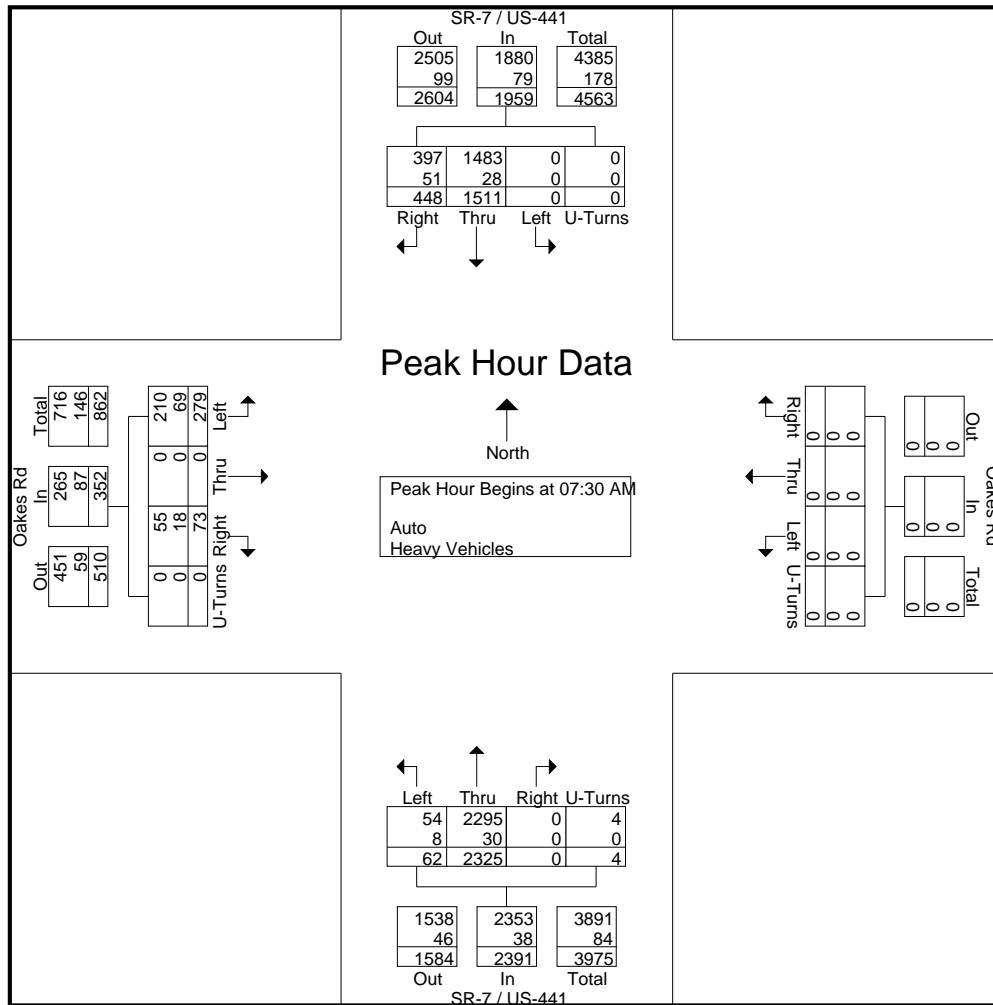
CTS Engineering, Inc.

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Page No : 2

	Oakes Rd From West					Oakes Rd From East					SR-7 / US-441 From South					SR-7 / US-441 From North					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	73	0	18	91	0	0	0	0	0	0	20	556	0	576	0	0	373	114	487	1154
07:45 AM	0	69	0	18	87	0	0	0	0	0	1	15	595	0	611	0	0	400	112	512	1210
08:00 AM	0	70	0	17	87	0	0	0	0	0	2	11	602	0	615	0	0	337	105	442	1144
08:15 AM	0	67	0	20	87	0	0	0	0	0	1	16	572	0	589	0	0	401	117	518	1194
Total Volume	0	279	0	73	352	0	0	0	0	0	4	62	2325	0	2391	0	0	1511	448	1959	4702
% App. Total	0	79.3	0	20.7		0	0	0	0	0	0.2	2.6	97.2	0		0	0	77.1	22.9		
PHF	.000	.955	.000	.913	.967	.000	.000	.000	.000	.000	.500	.775	.966	.000	.972	.000	.000	.942	.957	.945	.971
Auto	0	210	0	55	265	0	0	0	0	0	4	54	2295	0	2353	0	0	1483	397	1880	4498
% Auto	0	75.3	0	75.3	75.3	0	0	0	0	0	100	87.1	98.7	0	98.4	0	0	98.1	88.6	96.0	95.7
Heavy Vehicles	0	69	0	18	87	0	0	0	0	0	0	8	30	0	38	0	0	28	51	79	204
% Heavy Vehicles	0	24.7	0	24.7	24.7	0	0	0	0	0	0	12.9	1.3	0	1.6	0	0	1.9	11.4	4.0	4.3



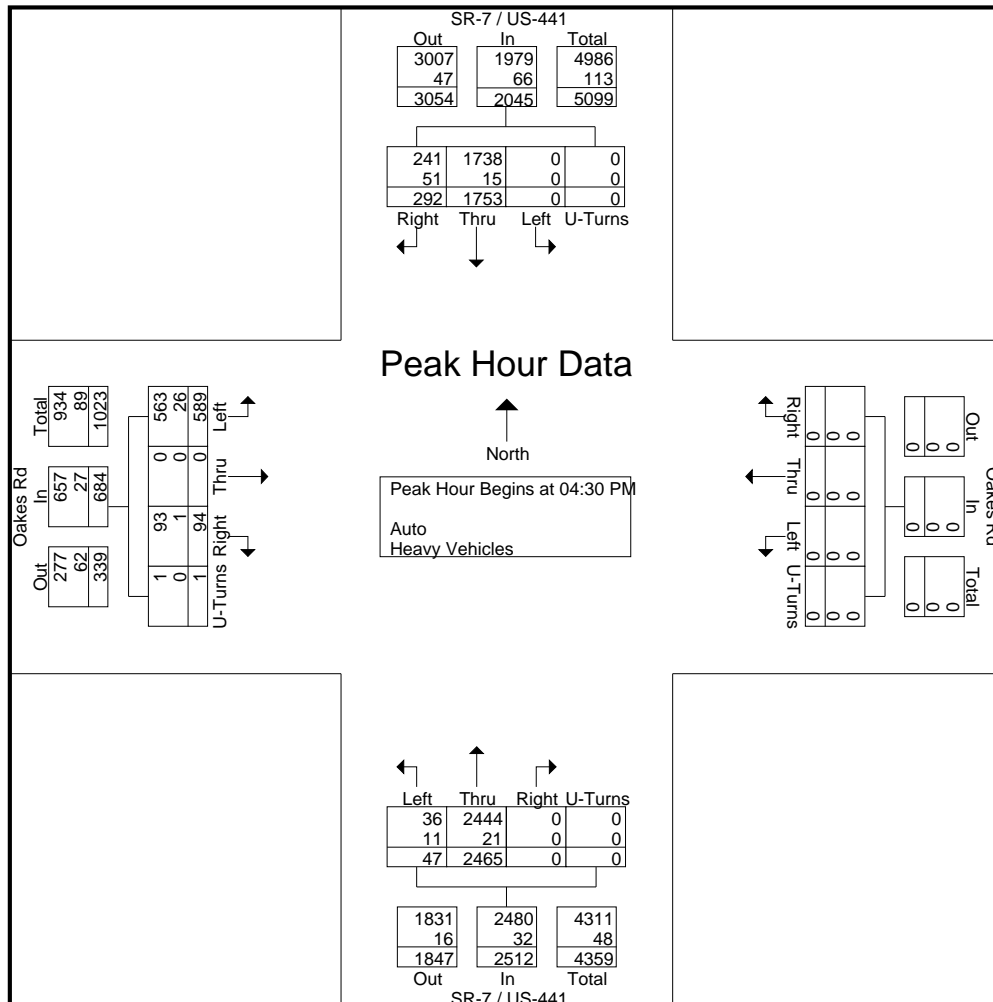
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	Oakes Rd From West					Oakes Rd From East					SR-7 / US-441 From South					SR-7 / US-441 From North					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	112	0	22	134	0	0	0	0	0	0	10	602	0	612	0	0	447	70	517	1263
04:45 PM	0	143	0	25	168	0	0	0	0	0	0	11	561	0	572	0	0	398	76	474	1214
05:00 PM	0	185	0	26	211	0	0	0	0	0	0	14	643	0	657	0	0	407	79	486	1354
05:15 PM	1	149	0	21	171	0	0	0	0	0	0	12	659	0	671	0	0	501	67	568	1410
Total Volume	1	589	0	94	684	0	0	0	0	0	0	47	2465	0	2512	0	0	1753	292	2045	5241
% App. Total	0.1	86.1	0	13.7		0	0	0	0	0	0	1.9	98.1	0		0	0	85.7	14.3		
PHF	.250	.796	.000	.904	.810	.000	.000	.000	.000	.000	.000	.839	.935	.000	.936	.000	.000	.875	.924	.900	.929
Auto	1	563	0	93	657	0	0	0	0	0	0	36	2444	0	2480	0	0	1738	241	1979	5116
% Auto	100	95.6	0	98.9	96.1	0	0	0	0	0	0	76.6	99.1	0	98.7	0	0	99.1	82.5	96.8	97.6
Heavy Vehicles	0	26	0	1	27	0	0	0	0	0	0	11	21	0	32	0	0	15	51	66	125
% Heavy Vehicles	0	4.4	0	1.1	3.9	0	0	0	0	0	0	23.4	0.9	0	1.3	0	0	0.9	17.5	3.2	2.4



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8095 NW 12 Street, Suite 315
Miami, Florida 33312

CLIENT : FDOT, D4
JOB NO : Oakes & US-441
PROJECT: Oakes & US-441
COUNTY : Broward County

File Name : 2C- Oakes & US-441
Site Code : 00000000
Start Date : 3/9/2017
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Oakes Rd From West					Oakes Rd From East					SR-7 / US-441 From South					SR-7 / US-441 From North					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	8	0	3	11	0	0	0	0	0	0	1	5	0	6	0	0	1	5	6	23
07:15 AM	0	16	0	2	18	0	0	0	0	0	0	3	5	0	8	0	0	9	7	16	42
07:30 AM	0	18	0	4	22	0	0	0	0	0	0	4	6	0	10	0	0	10	16	26	58
07:45 AM	0	15	0	5	20	0	0	0	0	0	0	2	10	0	12	0	0	6	15	21	53
Total	0	57	0	14	71	0	0	0	0	0	0	10	26	0	36	0	0	26	43	69	176
08:00 AM	0	18	0	5	23	0	0	0	0	0	0	1	7	0	8	0	0	7	8	15	46
08:15 AM	0	18	0	4	22	0	0	0	0	0	0	1	7	0	8	0	0	5	12	17	47
08:30 AM	0	17	0	5	22	0	0	0	0	0	0	2	8	0	10	0	0	6	13	19	51
08:45 AM	0	16	0	3	19	0	0	0	0	0	0	2	8	0	10	0	0	5	10	15	44
Total	0	69	0	17	86	0	0	0	0	0	0	6	30	0	36	0	0	23	43	66	188
09:00 AM	0	15	0	4	19	0	0	0	0	0	0	2	2	0	4	0	0	9	14	23	46
09:15 AM	0	14	0	3	17	0	0	0	0	0	0	1	4	0	5	0	0	4	12	16	38
09:30 AM	0	12	0	2	14	0	0	0	0	0	0	0	6	0	6	0	0	8	13	21	41
09:45 AM	0	14	0	4	18	0	0	0	0	0	0	2	4	0	6	0	0	6	16	22	46
Total	0	55	0	13	68	0	0	0	0	0	0	5	16	0	21	0	0	27	55	82	171
*** BREAK ***																					
03:30 PM	0	16	0	5	21	0	0	0	0	0	0	3	8	0	11	0	0	6	19	25	57
03:45 PM	0	15	0	2	17	0	0	0	0	0	0	3	10	0	13	0	0	3	22	25	55
Total	0	31	0	7	38	0	0	0	0	0	0	6	18	0	24	0	0	9	41	50	112
04:00 PM	0	13	0	1	14	0	0	0	0	0	0	2	6	0	8	0	0	8	21	29	51
04:15 PM	0	11	0	1	12	0	0	0	0	0	0	2	8	0	10	0	0	5	20	25	47
04:30 PM	0	8	0	0	8	0	0	0	0	0	0	1	5	0	6	0	0	5	16	21	35
04:45 PM	0	7	0	1	8	0	0	0	0	0	0	3	5	0	8	0	0	3	14	17	33
Total	0	39	0	3	42	0	0	0	0	0	0	8	24	0	32	0	0	21	71	92	166
05:00 PM	0	6	0	0	6	0	0	0	0	0	0	4	3	0	7	0	0	3	11	14	27
05:15 PM	0	5	0	0	5	0	0	0	0	0	0	3	8	0	11	0	0	4	10	14	30
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	8	0	9	0	0	2	14	16	29
05:45 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	6	12	18	26
Total	0	21	0	0	21	0	0	0	0	0	0	10	19	0	29	0	0	15	47	62	112
06:00 PM	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	0	0	5	9	14	24
06:15 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	5	10	15	23
Grand Total	0	285	0	54	339	0	0	0	0	0	0	49	134	0	183	0	0	131	319	450	972
Apprch %	0	84.1	0	15.9		0	0	0	0	0	0	26.8	73.2	0		0	0	29.1	70.9		
Total %	0	29.3	0	5.6	34.9	0	0	0	0	0	0	5	13.8	0	18.8	0	0	13.5	32.8	46.3	

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[illegible]

Appendix I - Crash Data Histograms

Figure I-1: NW 136th Avenue Histograms



Figure I-2: Histograms for NW 136th Avenue at NW 8th Street



Figure I-3: Histograms for NW 136th Avenue at NW 2nd Street



Figure I-4: Histograms for Flamingo Road Segment



Figure I-5: Histograms for Flamingo Road at SW 8th Street

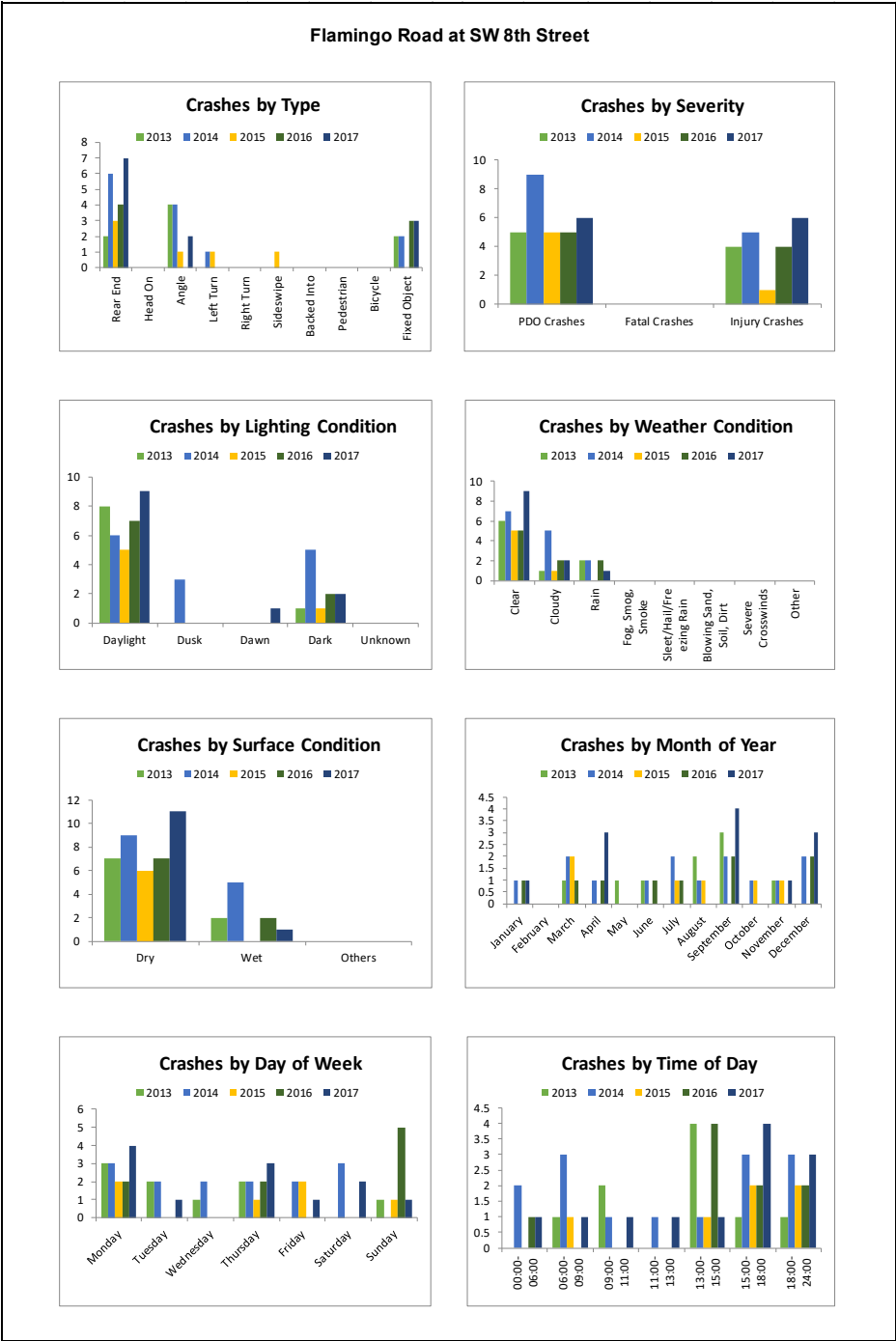


Figure I-6: Histograms for Flamingo Road at W Broward Boulevard



Figure I-7: Histograms for Flamingo Road at Westbound SR 84



Figure I-8: Histograms for Flamingo Road at Eastbound SR 84



Figure I-9: Histograms for Hiatus Road



Figure I-10: Histograms for Hiatus Road at Broward Boulevard



Figure I-11: Histograms for Nob Hill Road

Nob Hill Road

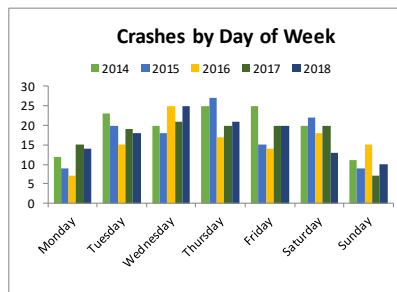
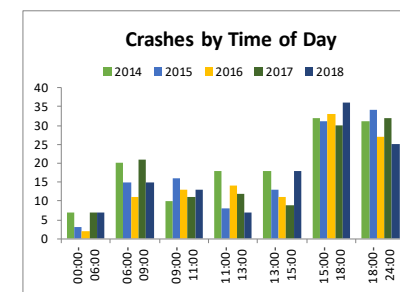
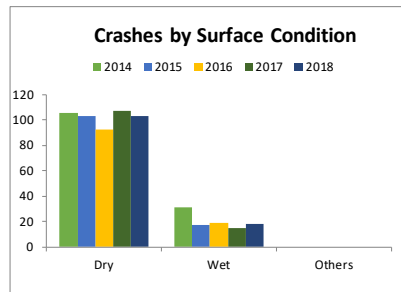
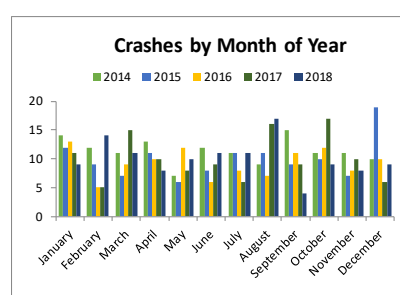
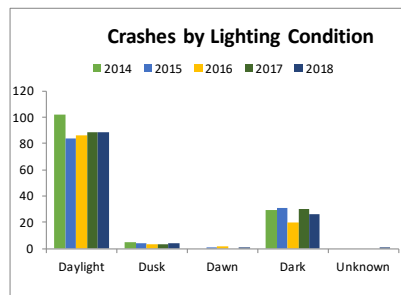
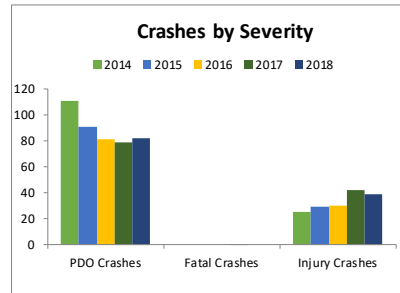
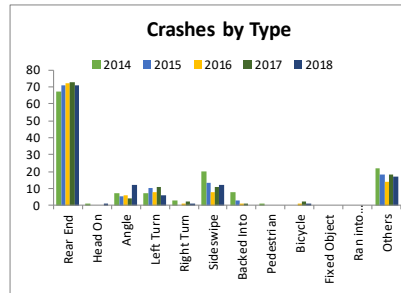


Figure I-12: Histograms for Nob Hill Road at Broward Boulevard



Figure I-13: Histograms for Nob Hill Road at Hawks View Boulevard



Figure I-14: Histograms for Pine Island Road

Pine Island Rd Segment #5

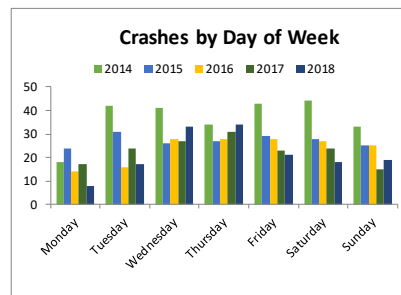
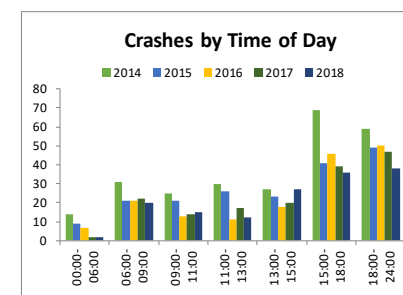
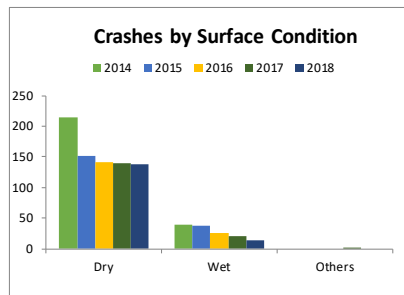
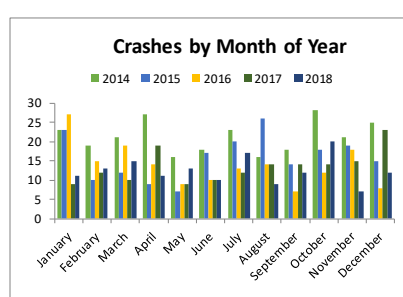
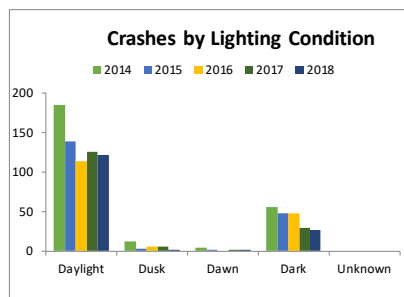
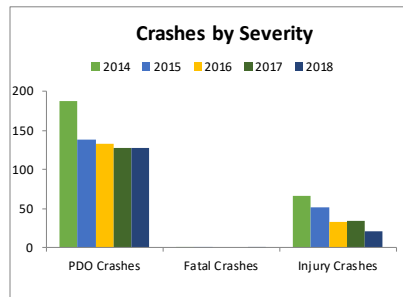
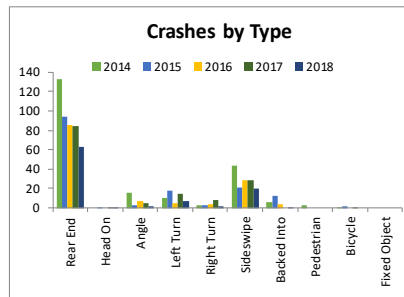


Figure I-15: Histograms for Pine Island Road at New River Canal Road

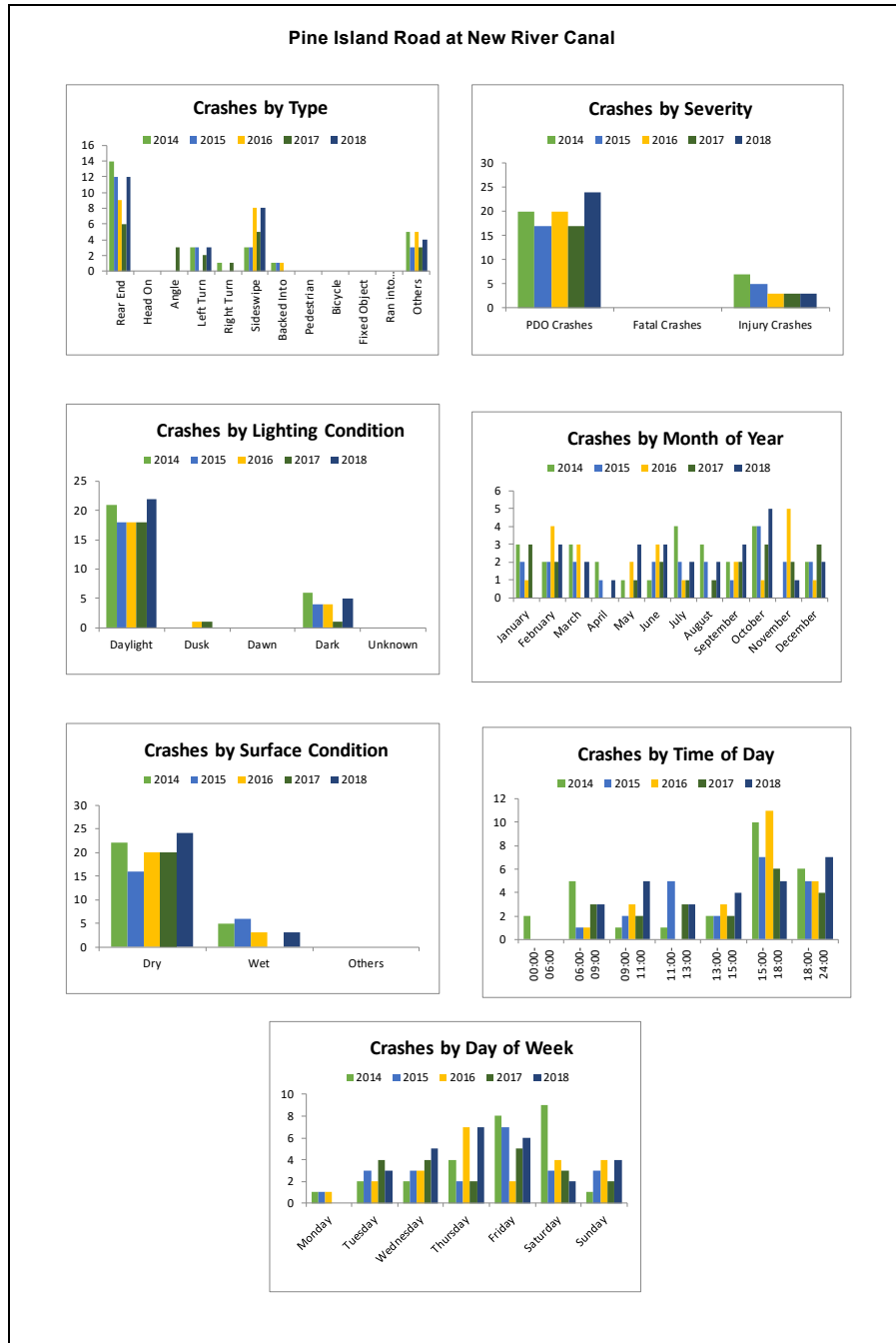


Figure I-16: Histograms for Pine Island Road at Peters Road

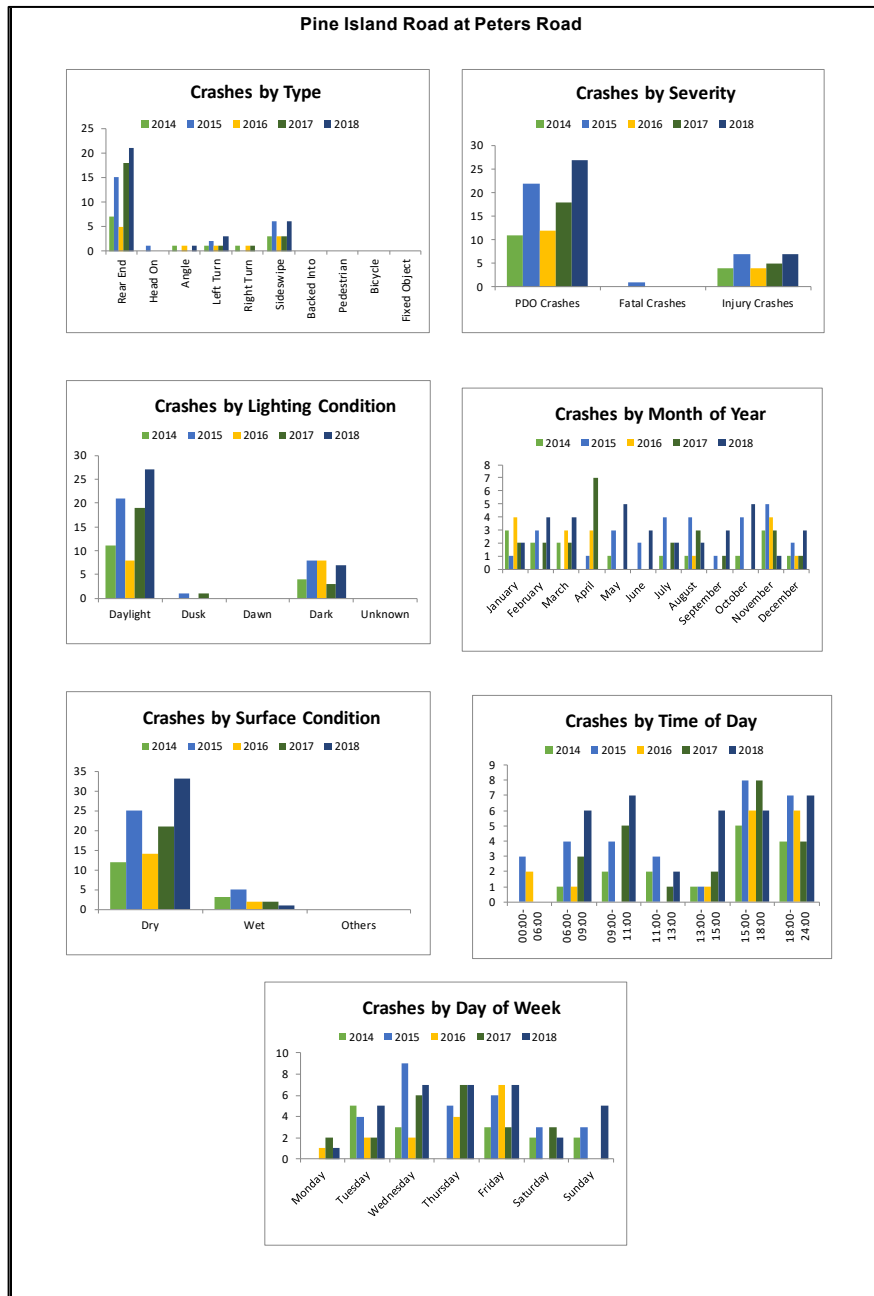


Figure I-17: Histograms for Pine Island Road at SW 3rd Street

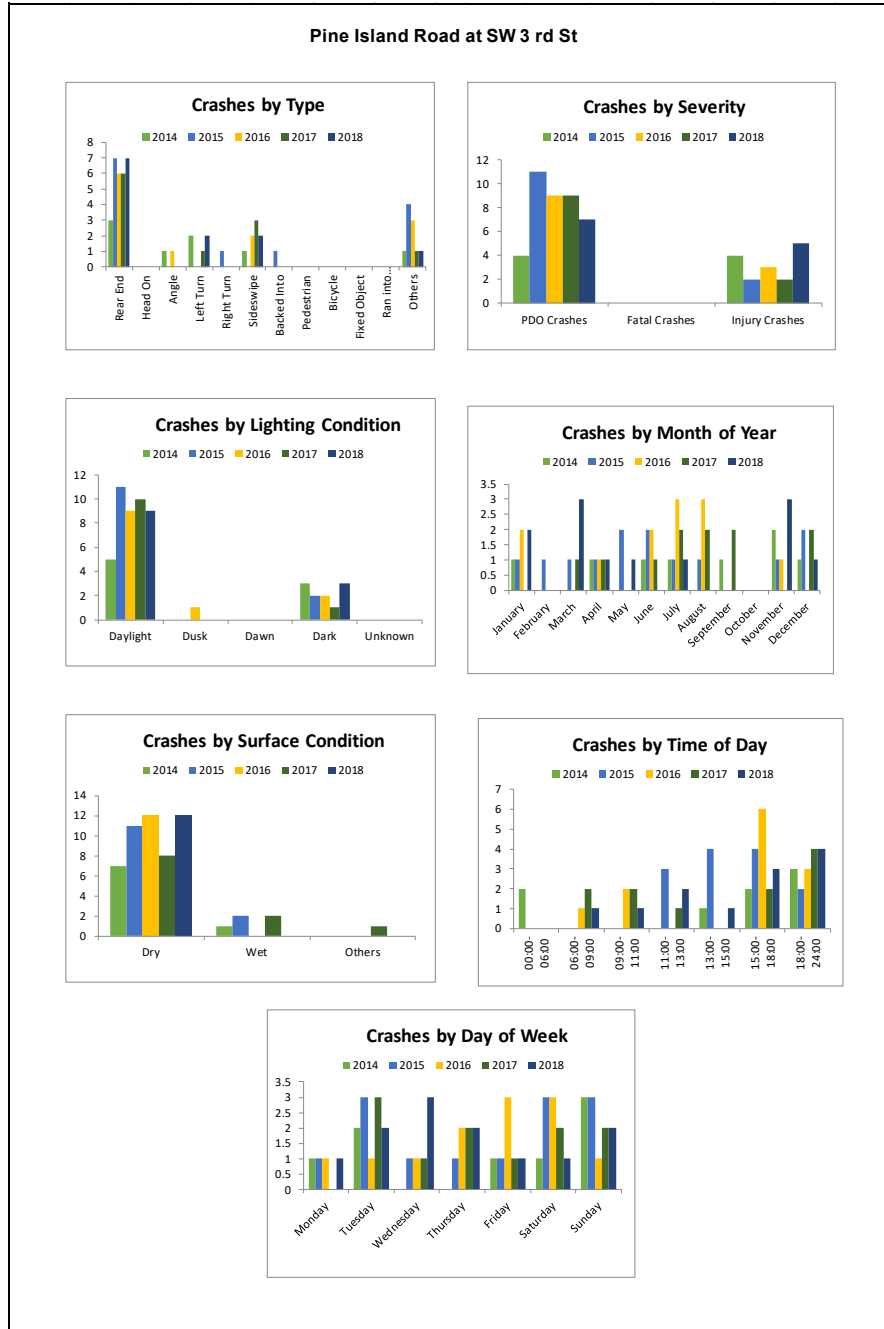


Figure I-18: Histograms for Pine Island Road at SW 6th Court

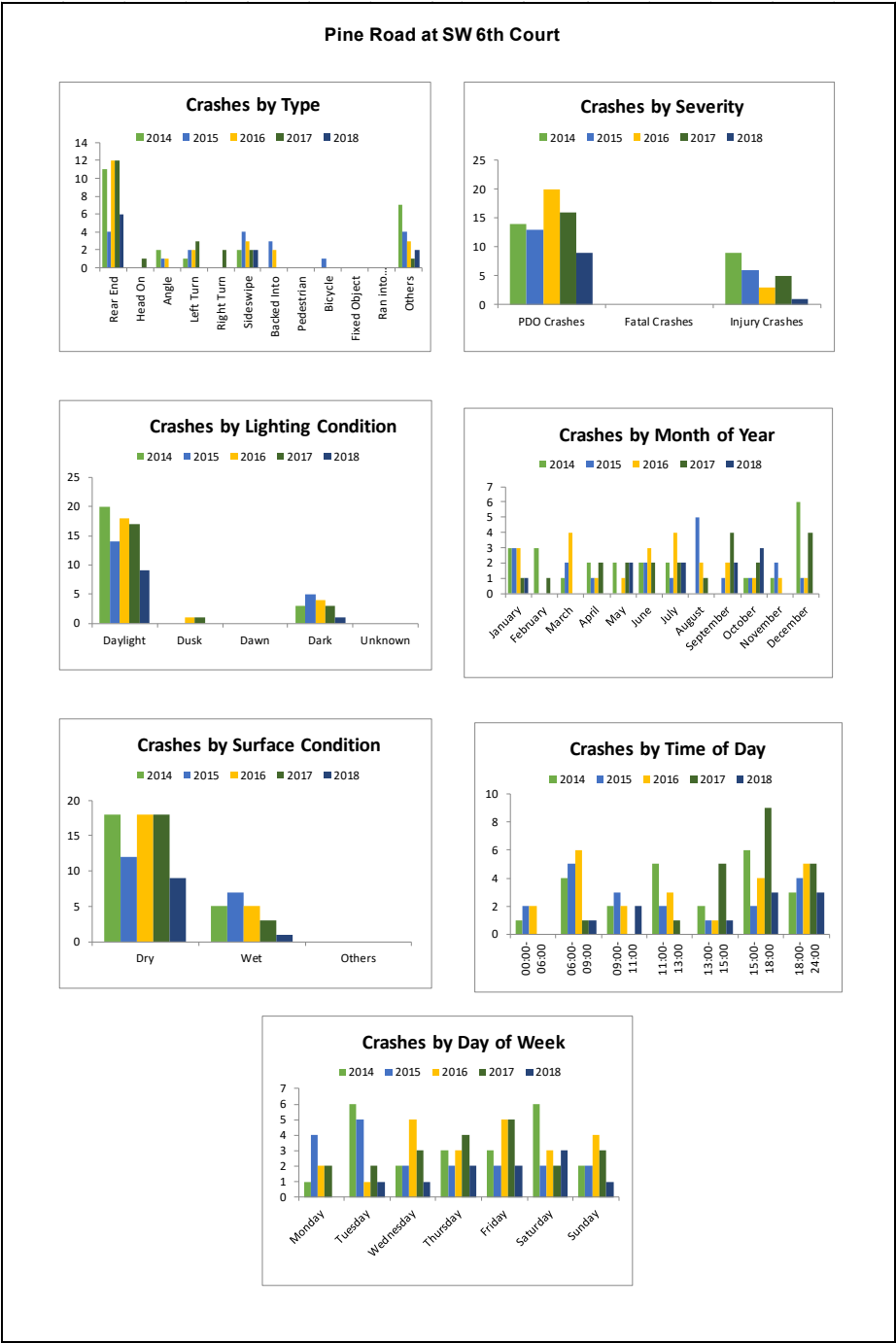


Figure I-19: Histograms for University Drive/SR 817

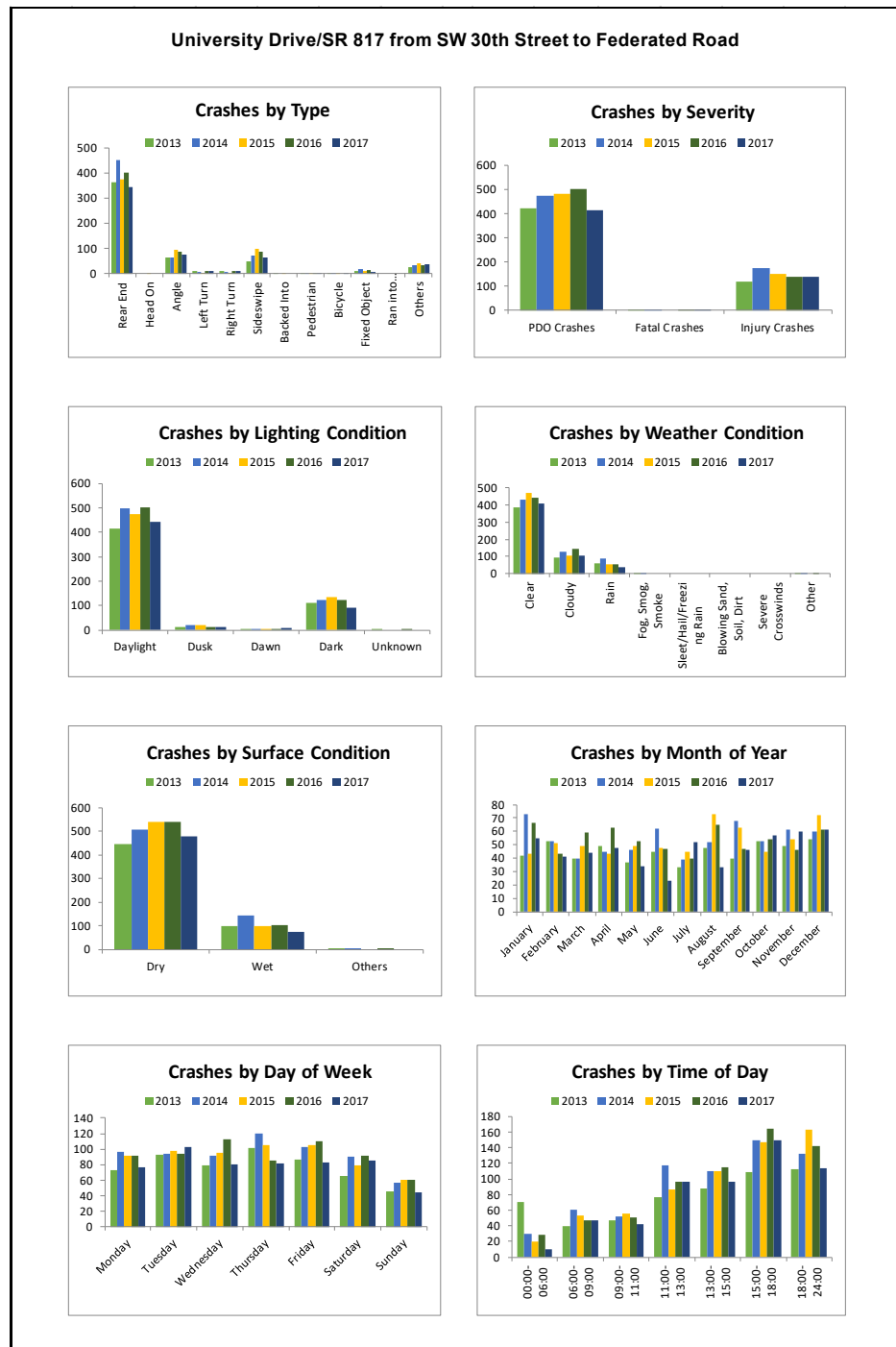


Figure I-20: Histograms for University Drive/SR 817 at Peters Road

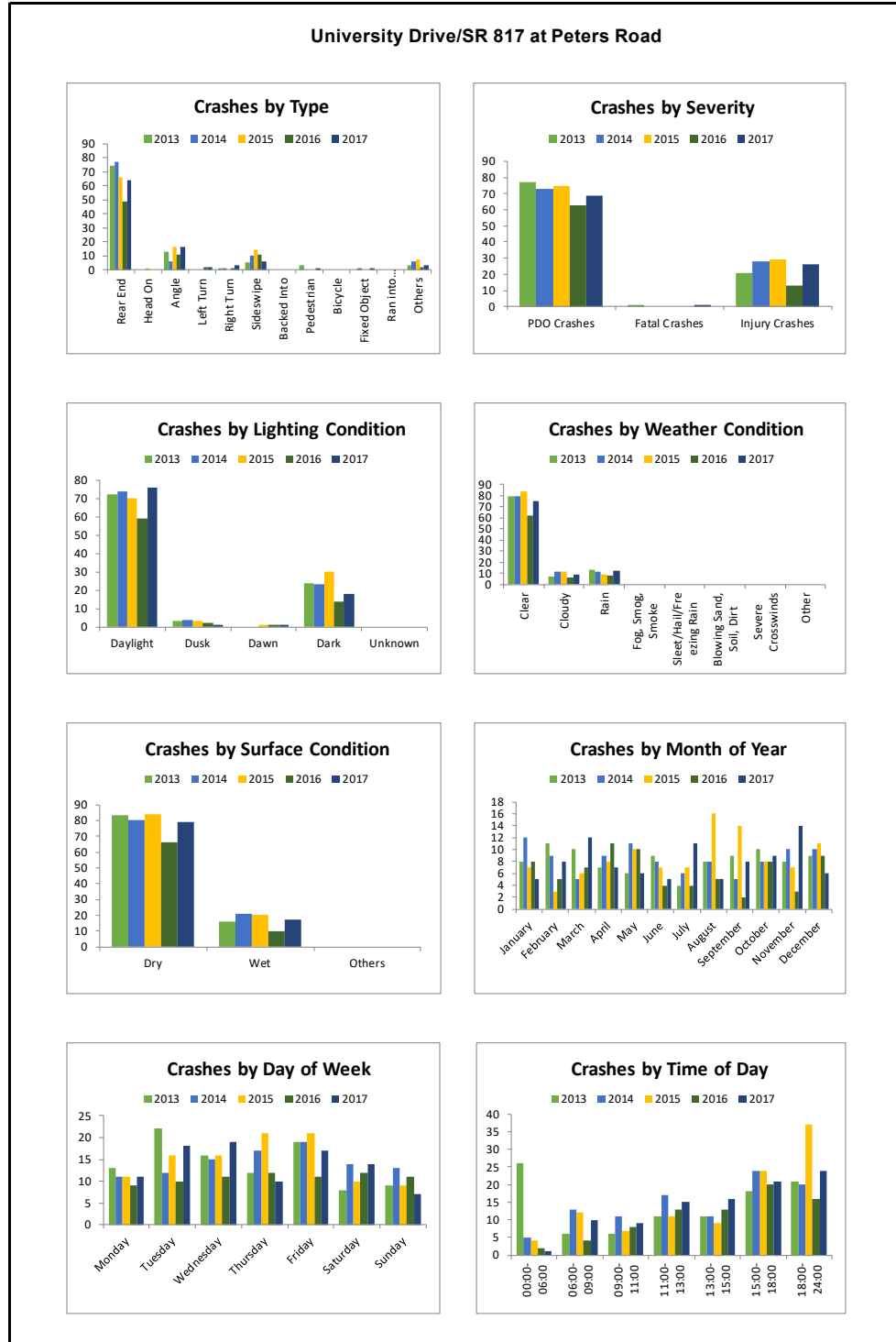


Figure I-21: Histograms for University Drive/SR 817 at Westbound SR 84

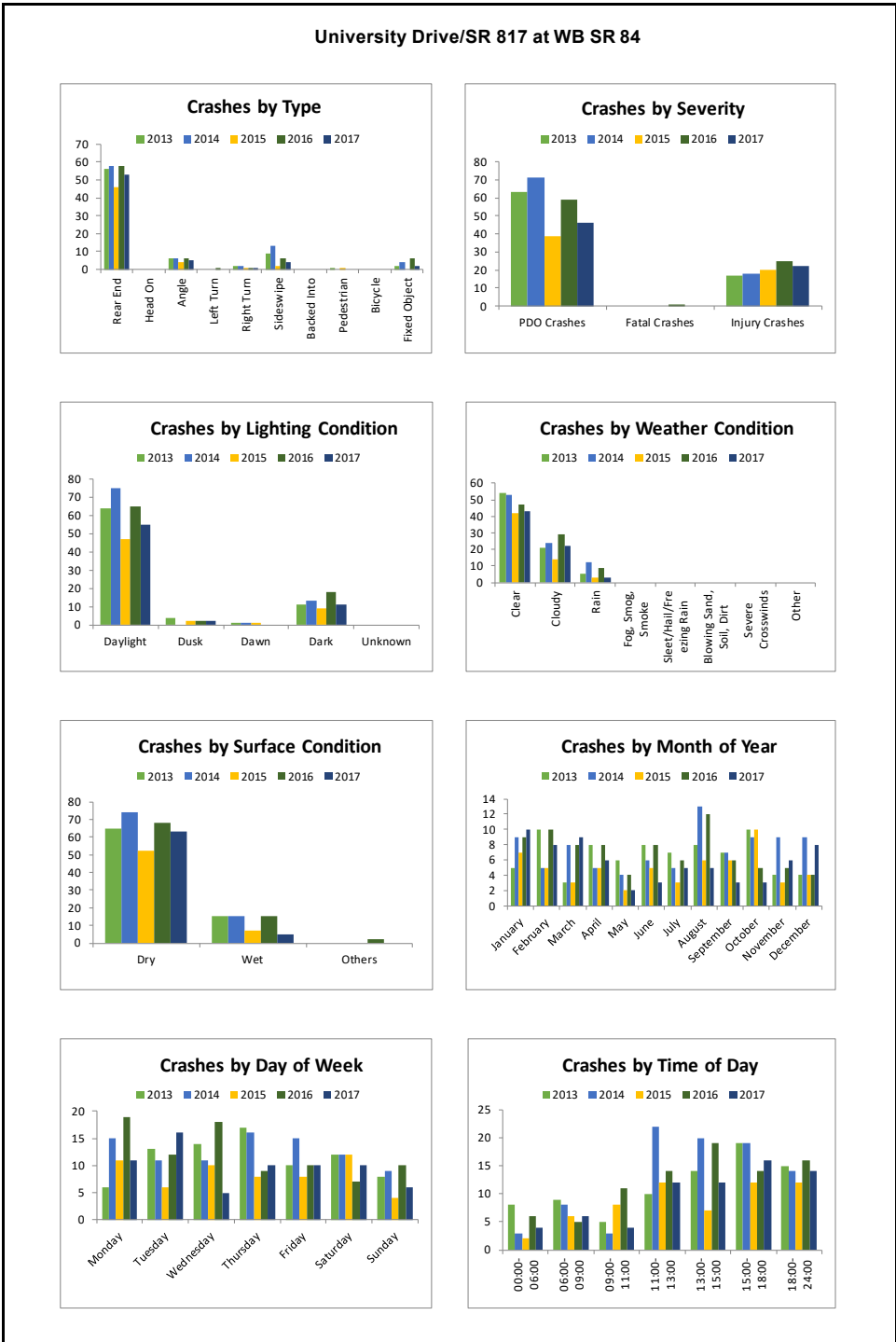


Figure I-22: Histograms for University Drive/SR 817 at Eastbound SR 84

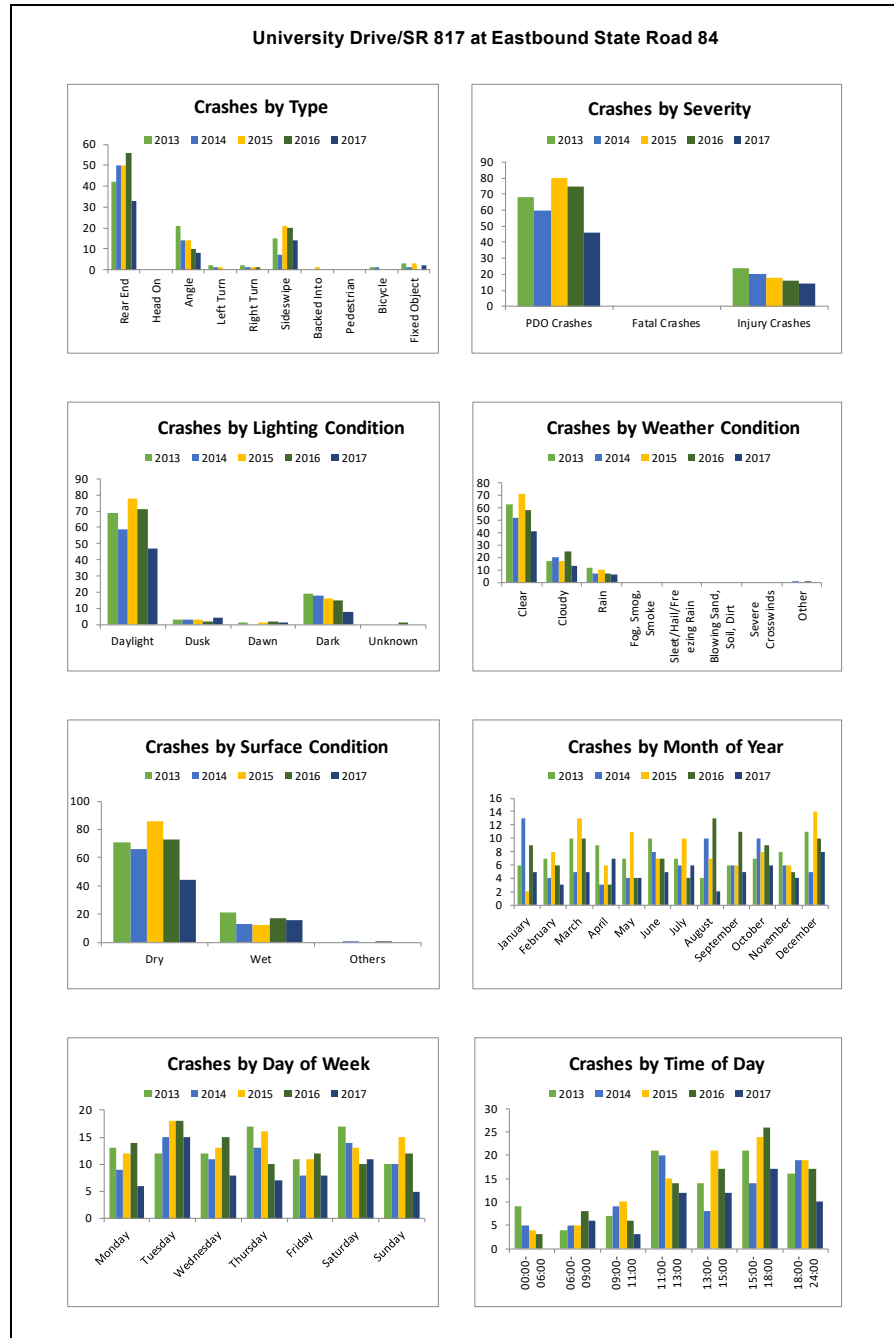


Figure I-23: Histograms for University Drive/SR 817 at Nova Drive

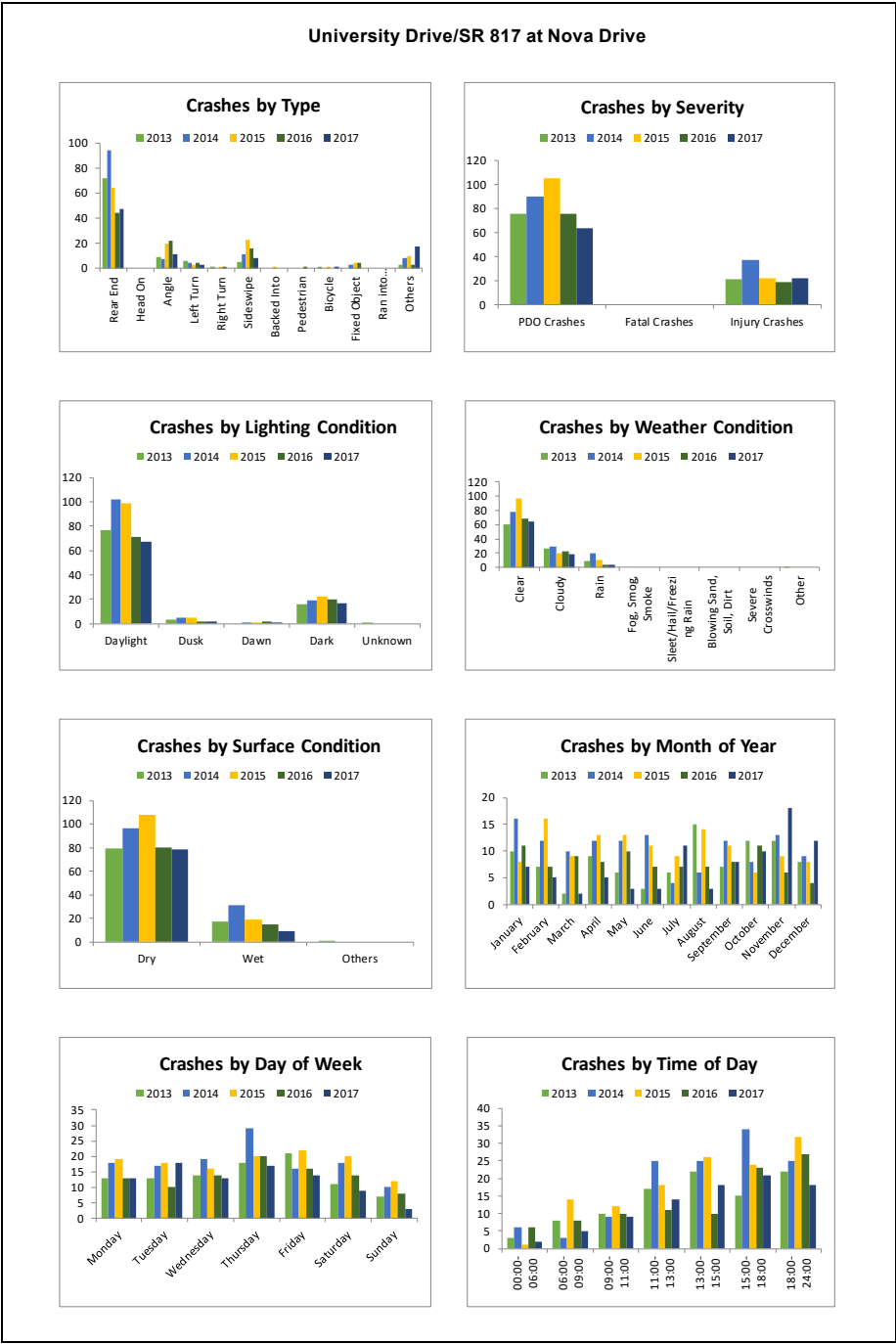


Figure I-24: Histograms for University Drive/SR 817 at S 1900 Block

University Drive/SR 817 at S 1900 Block

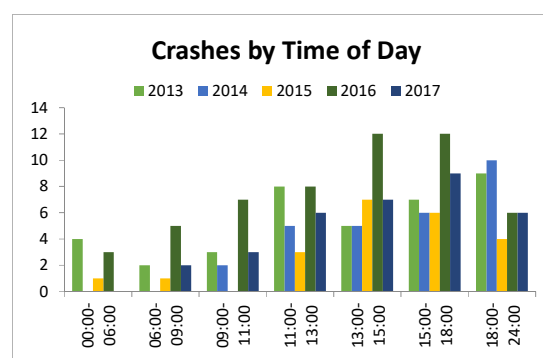
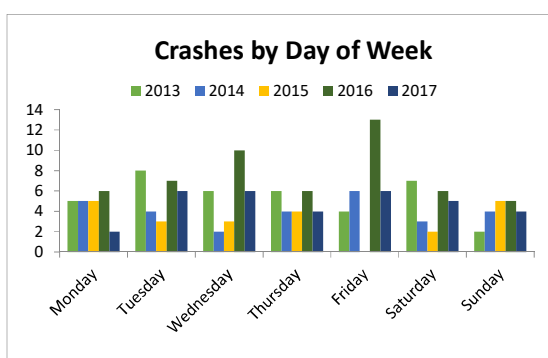
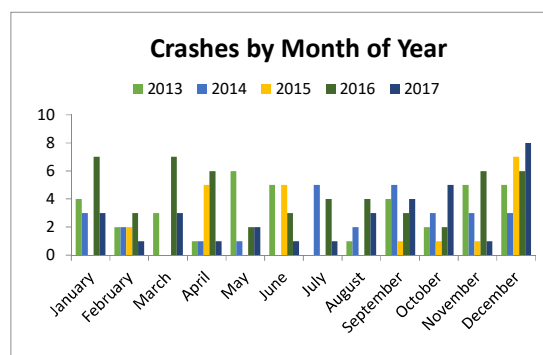
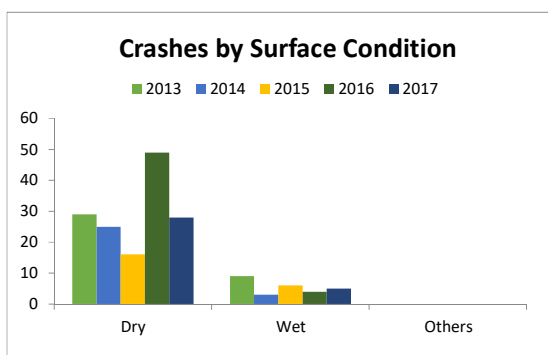
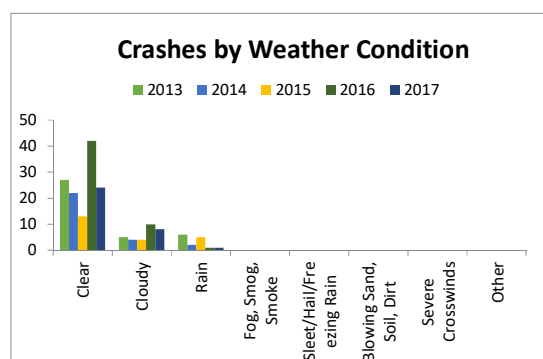
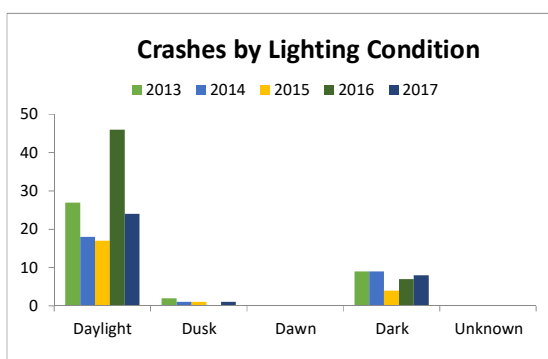
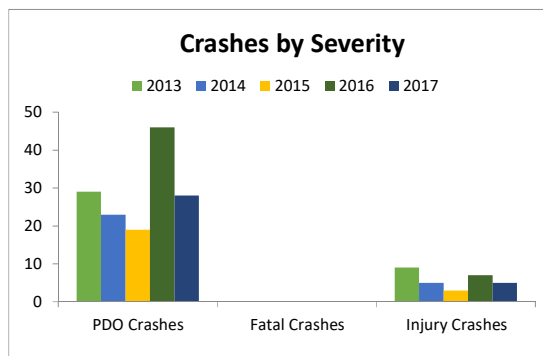
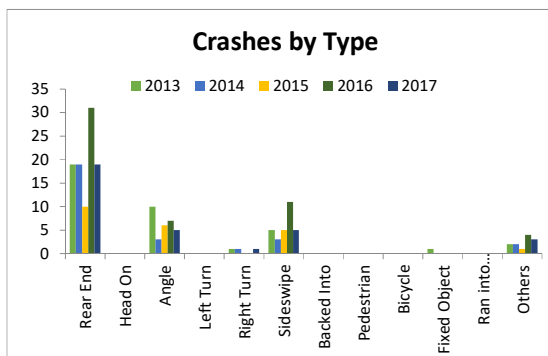


Figure I-25: Histograms for University Drive/SR 817 at S 2300 Block

University Drive/SR 817 at S 2300 Block

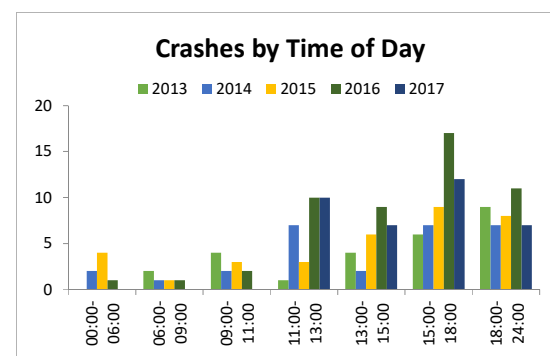
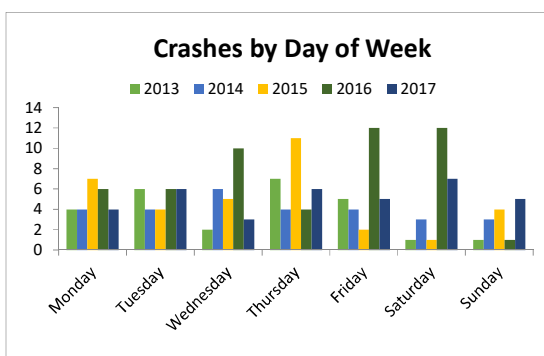
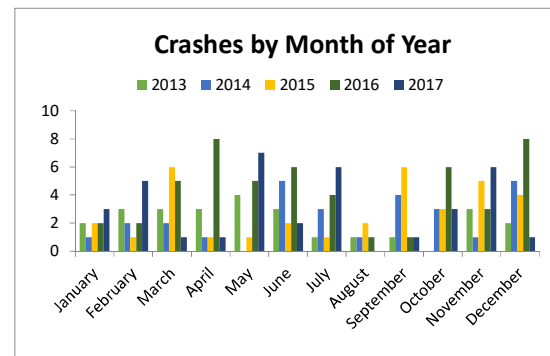
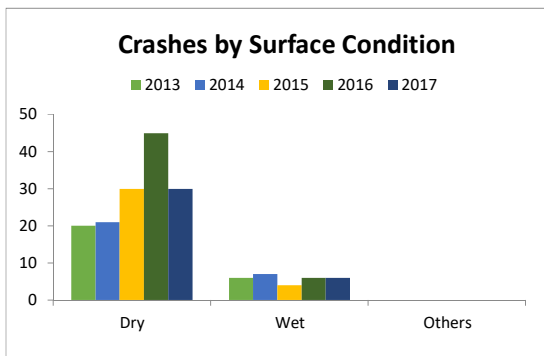
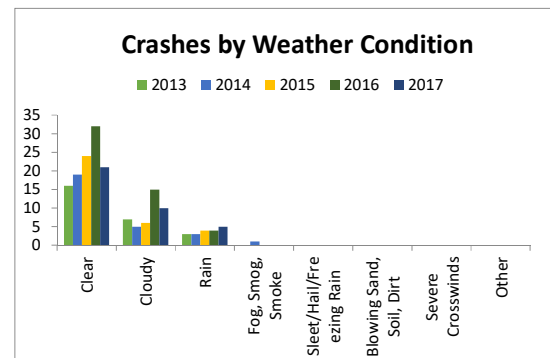
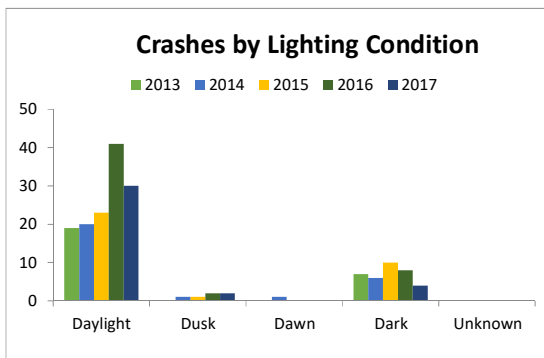
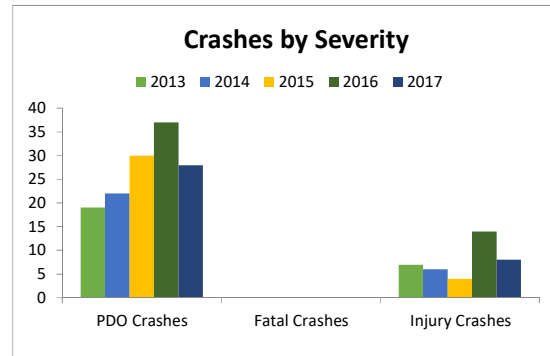
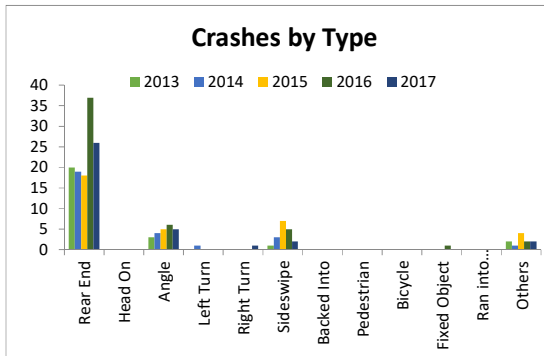


Figure I-26: Histograms for University Drive/SR 817 at SW 10th Street

University Drive/SR 817 at SW 10th Street

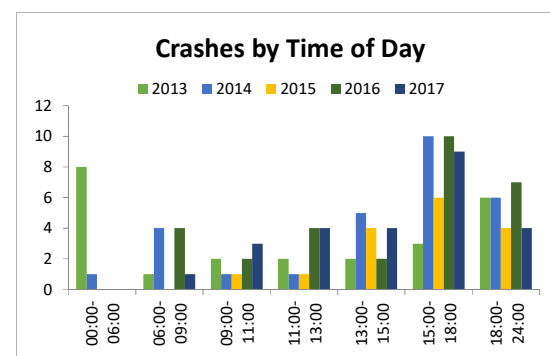
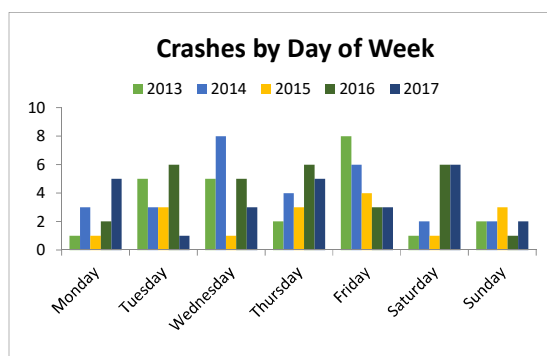
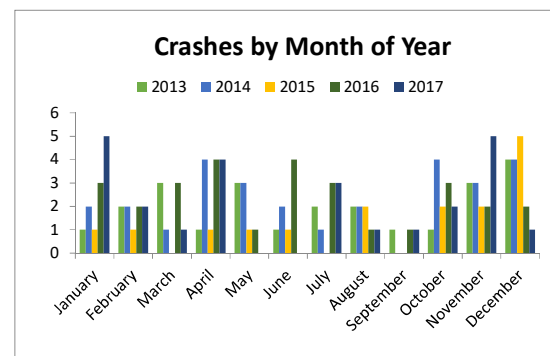
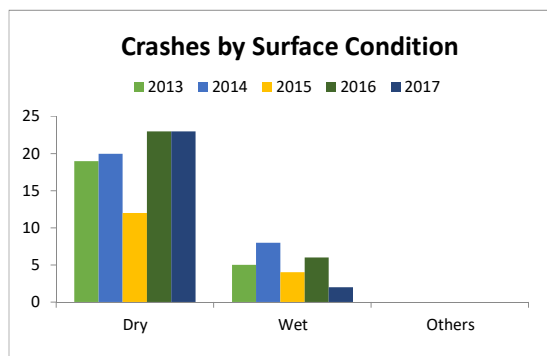
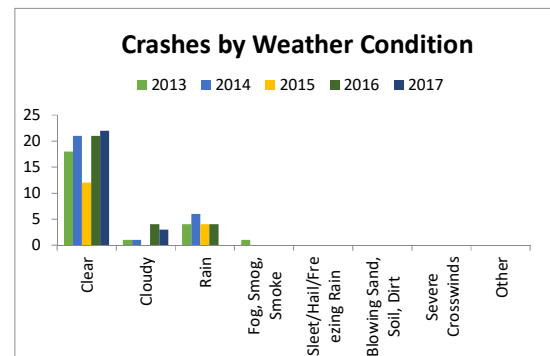
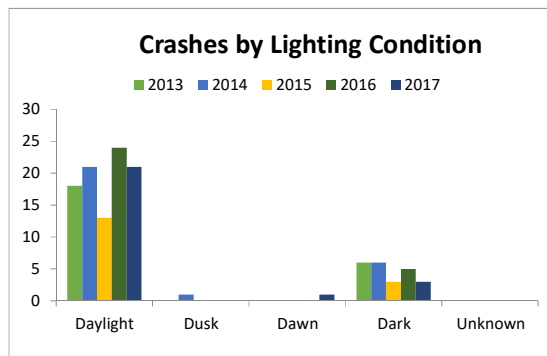
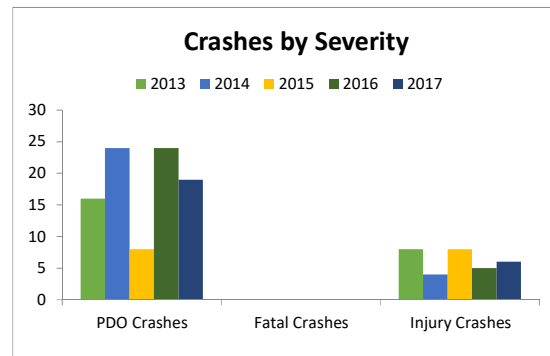
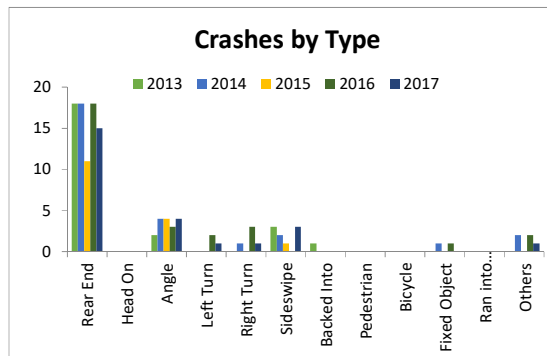


Figure I-27: Histograms for University Drive/SR 817 at SW 13th Place

University Drive/SR 817 at SW 13th Place

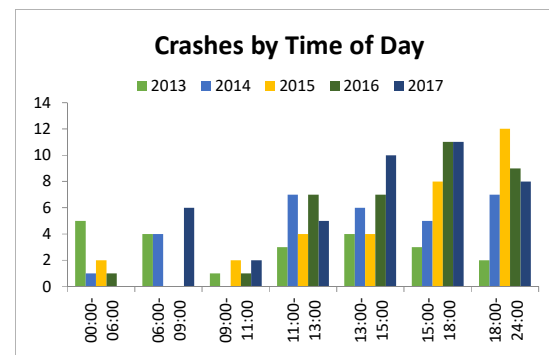
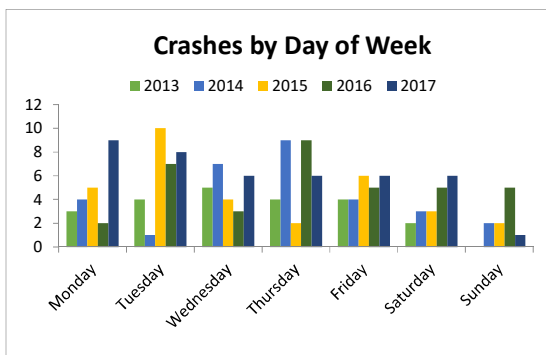
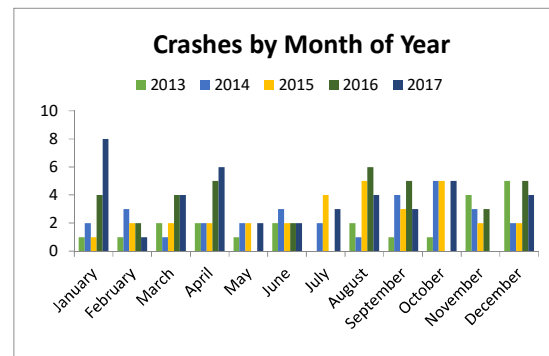
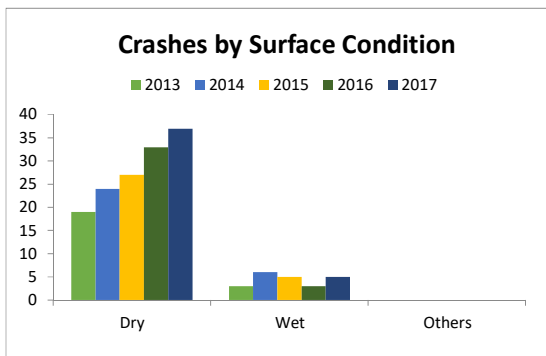
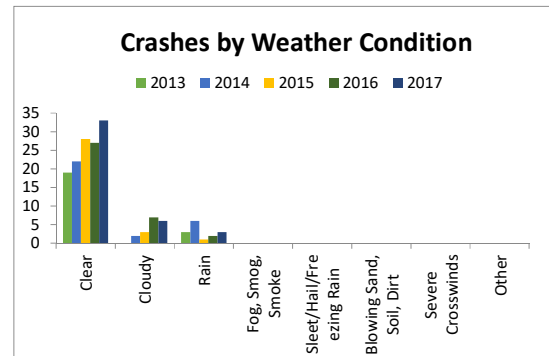
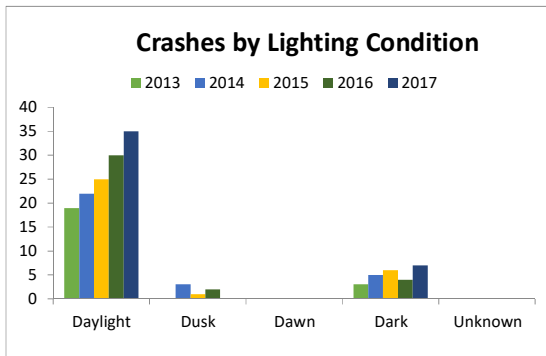
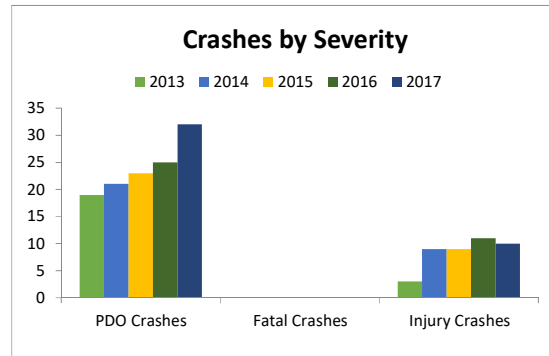
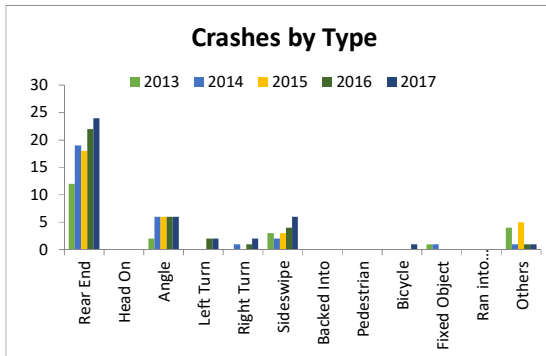


Figure I-28: Histograms for University Drive/SR 817 at The Fountains

University Drive/SR 817 at The Fountains

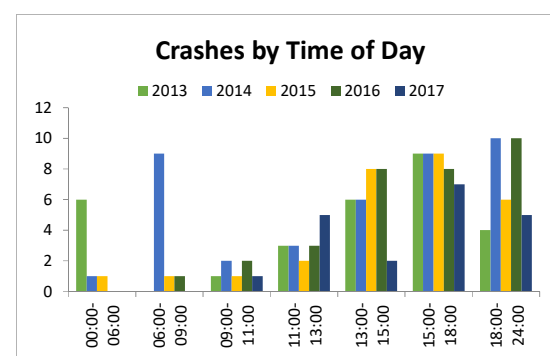
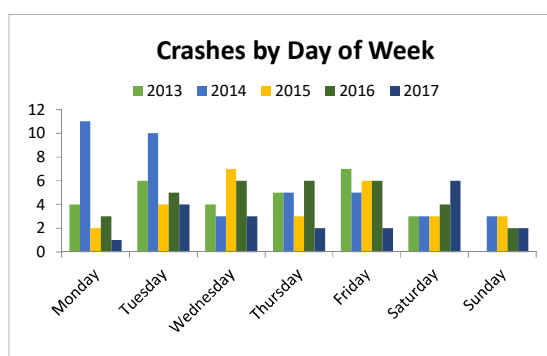
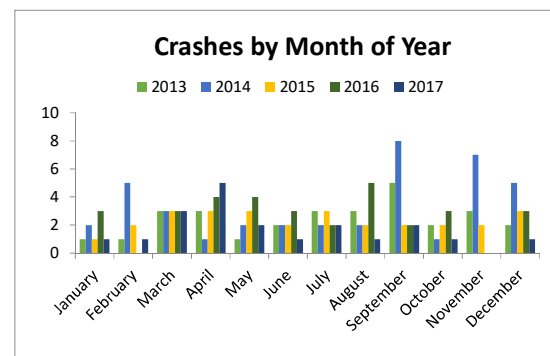
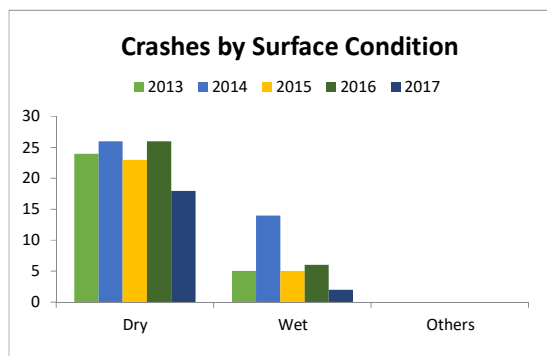
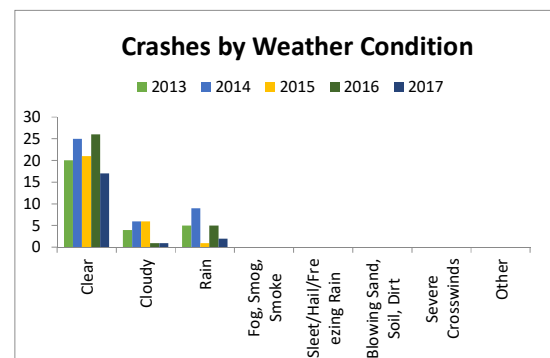
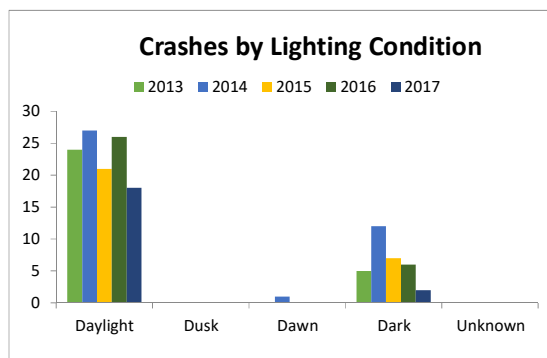
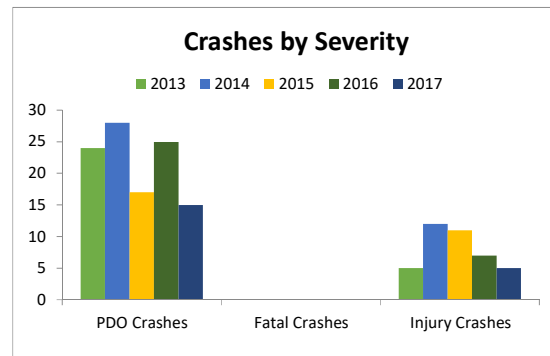
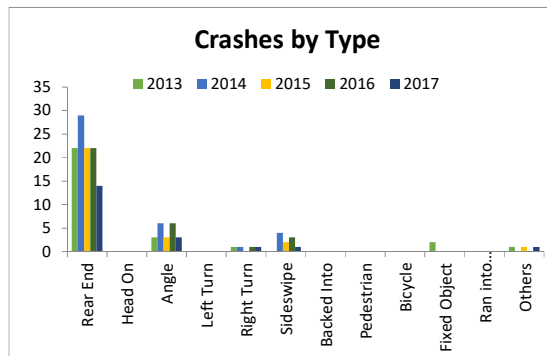


Figure I-29: Histograms for Davie Road

Davie Road from WB SR 84 to South of SW 36th Street

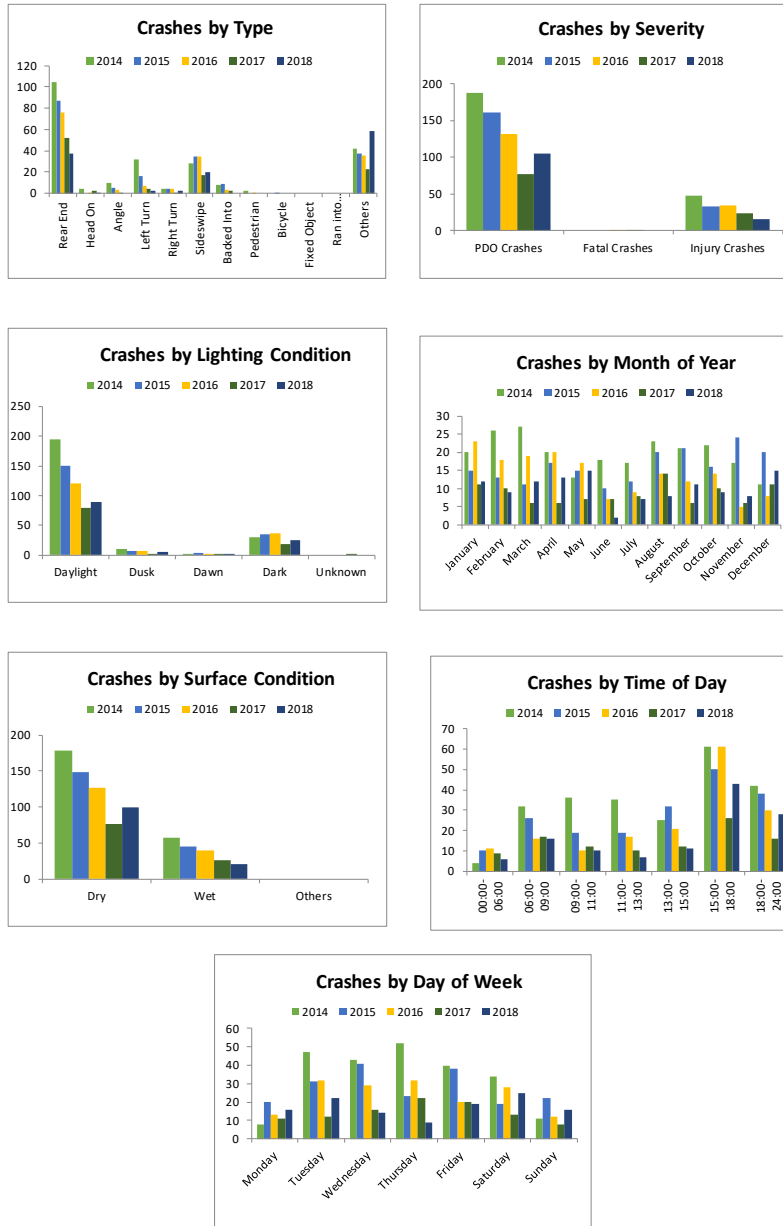


Figure I-30: Histograms for Davie Road at Nova Drive

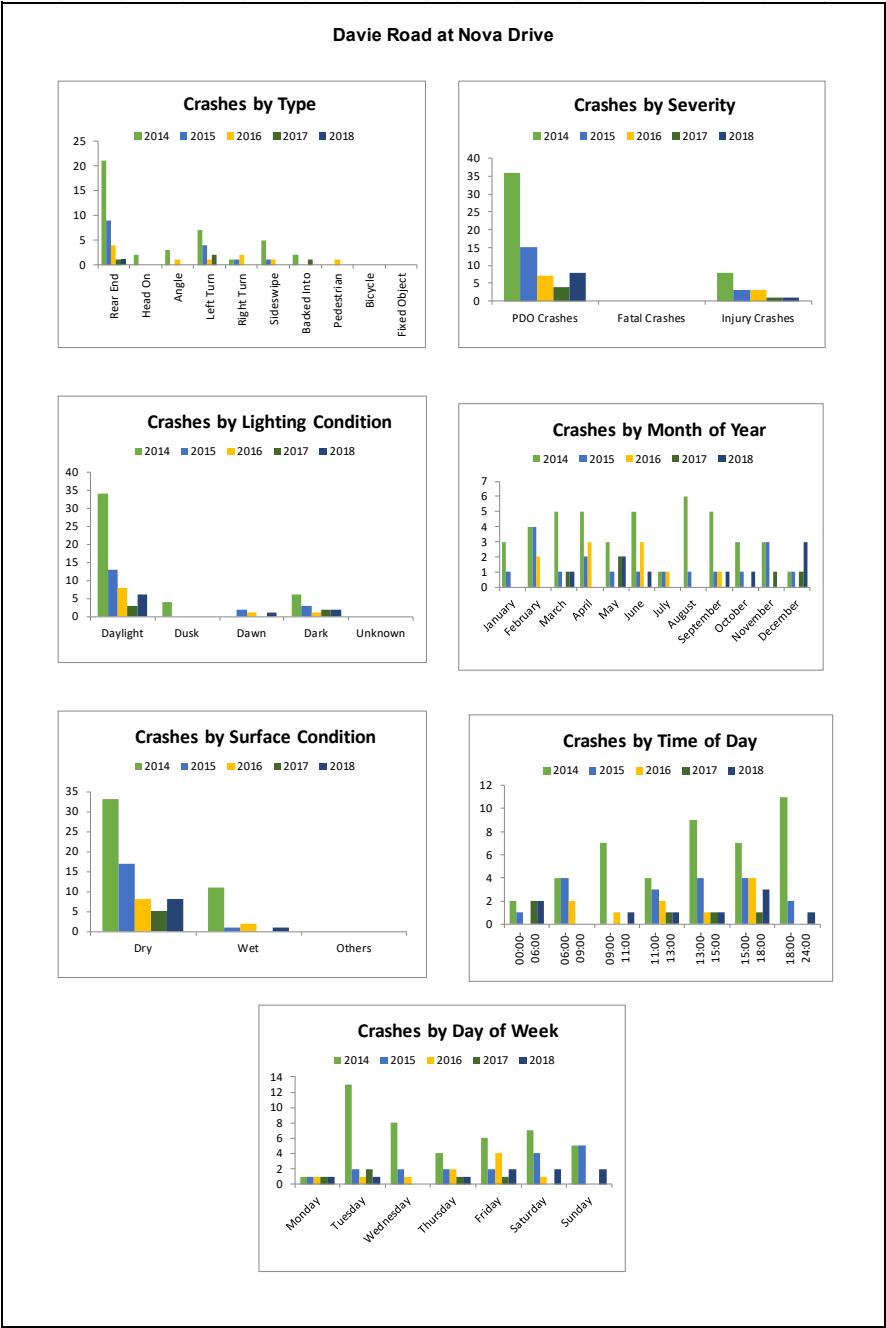


Figure I-31: Histograms for SR 7/US-441

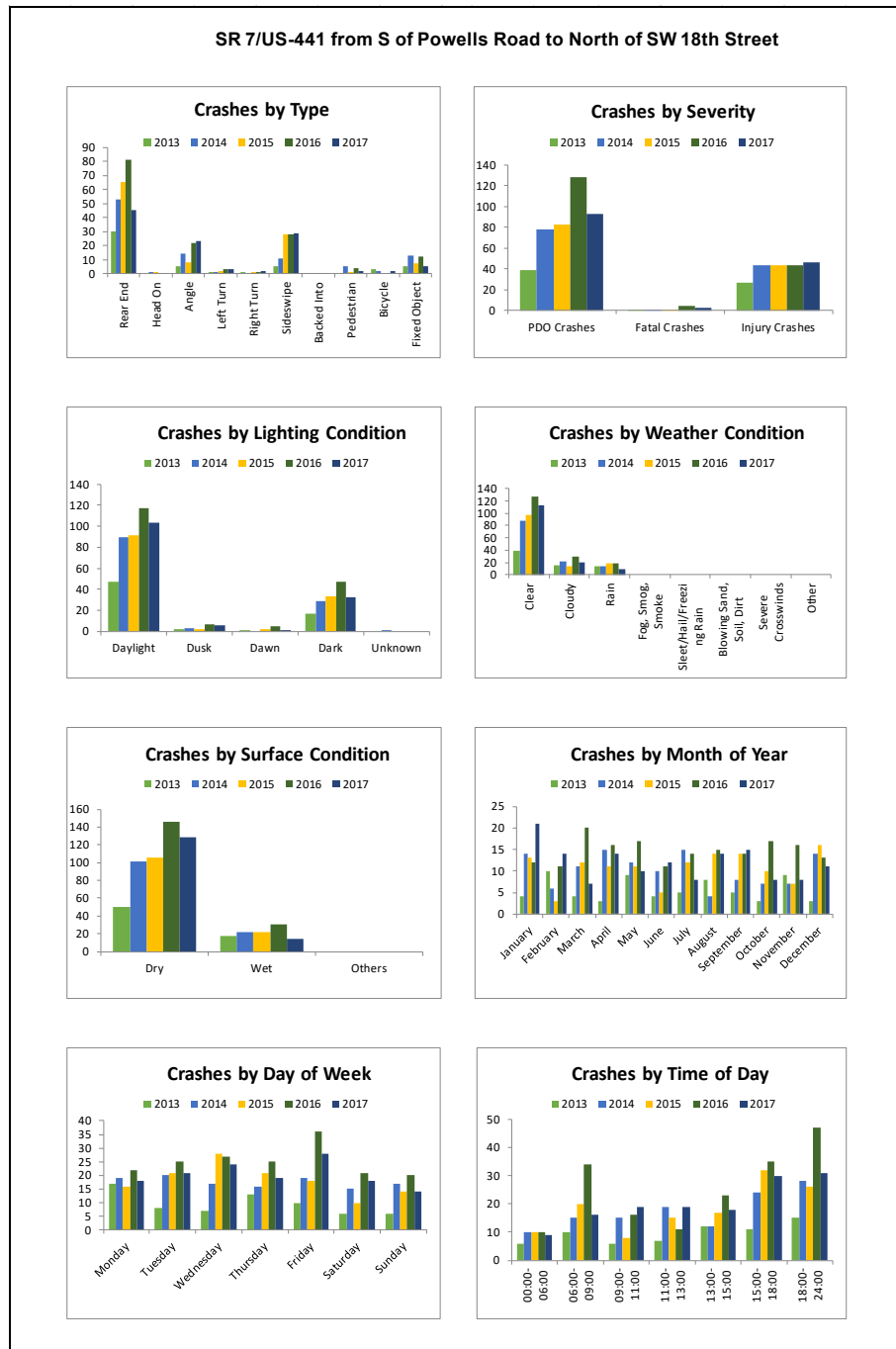


Figure I-32: Histograms for SR 7/US-441 at SW 20th Street



Figure I-33: Histograms for SR 7/US-441 at Oakes Road

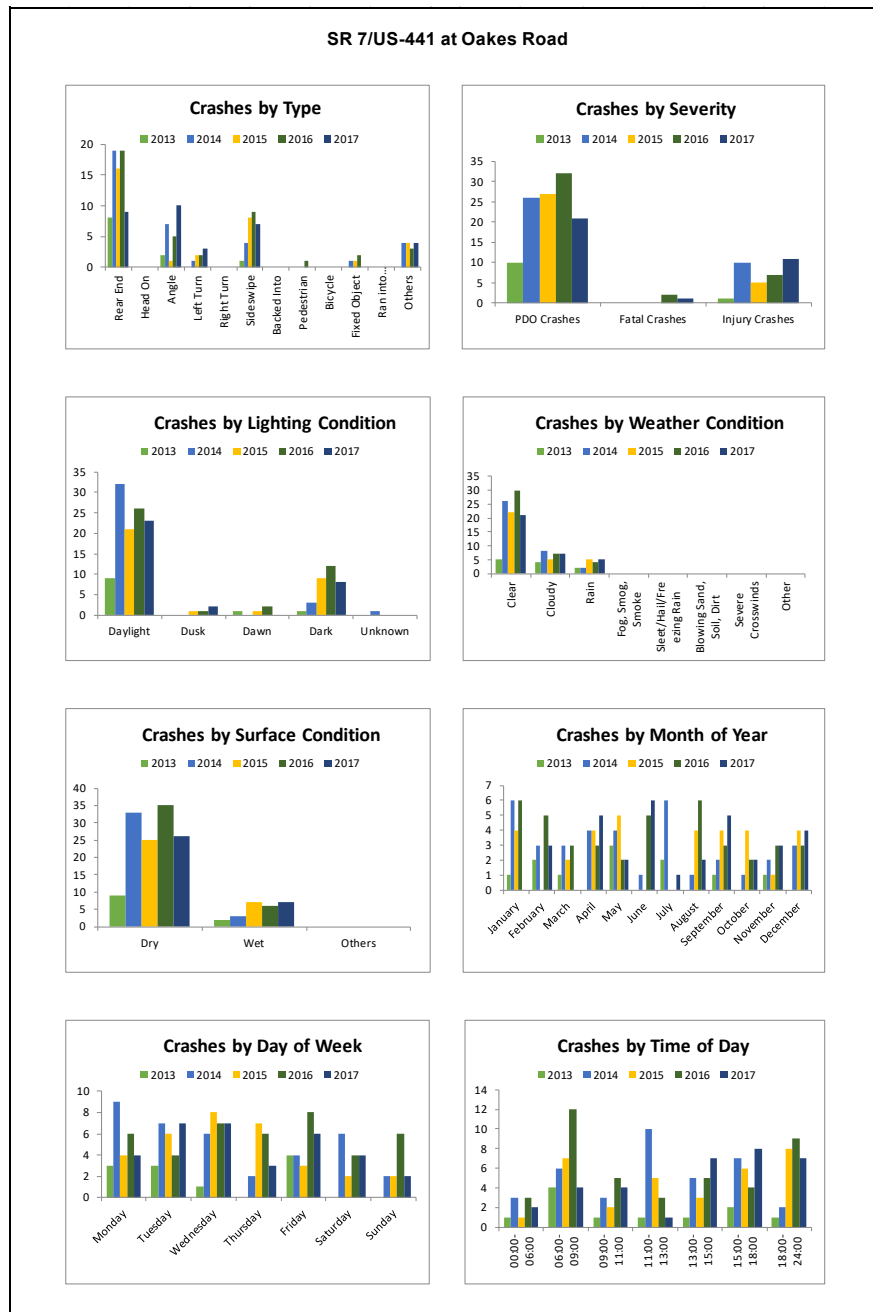


Figure I-34: Histograms for Westbound SR 84

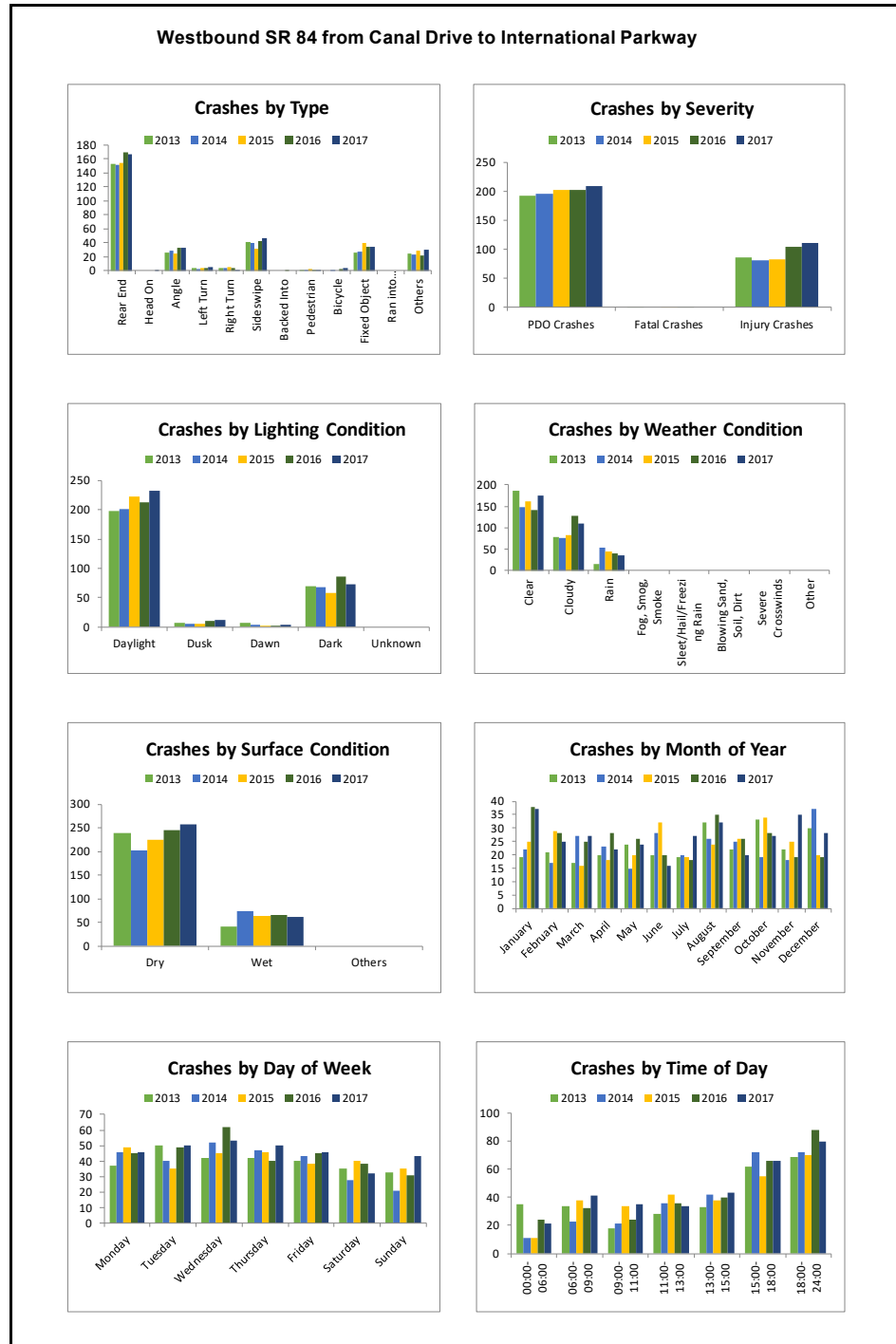


Figure I-35: Histograms for Westbound SR 84 at NW 136th Avenue

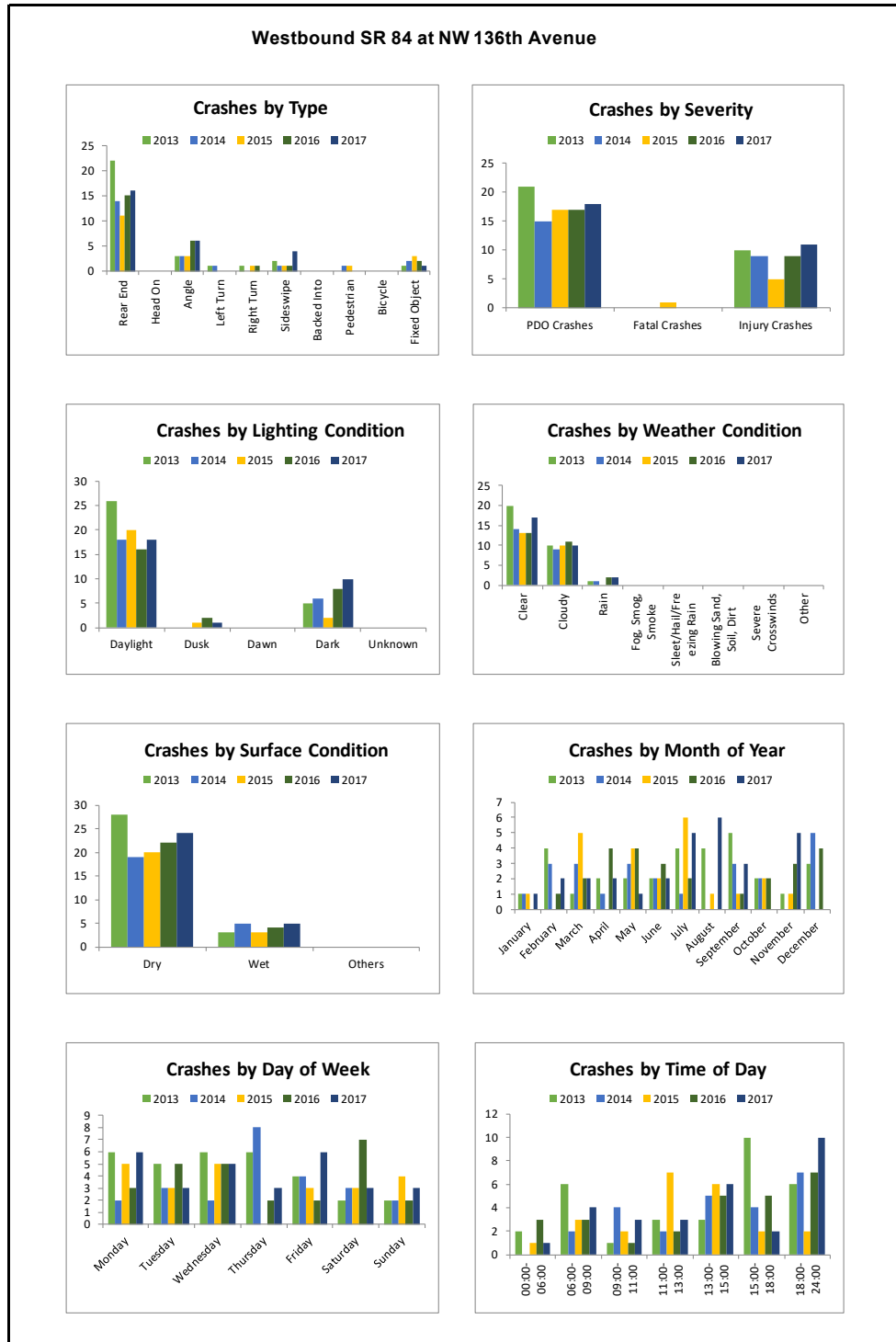


Figure I-36: Histograms for Westbound SR 84 at Hiatus Road



Figure I-37: Histograms for Westbound SR 84 at Nob Hill Road

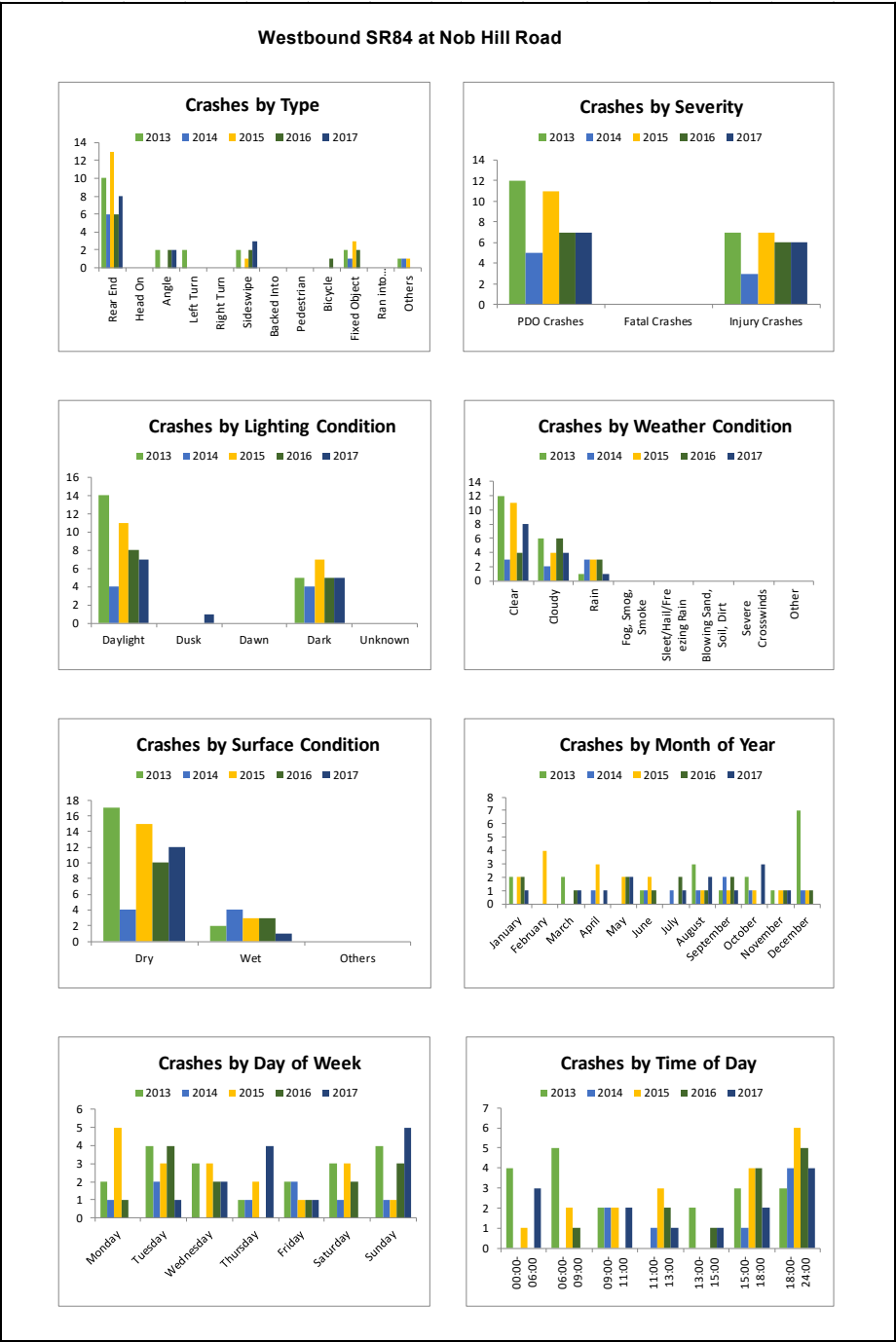


Figure I-38: Histograms for Westbound SR 84 at Pine Island Road

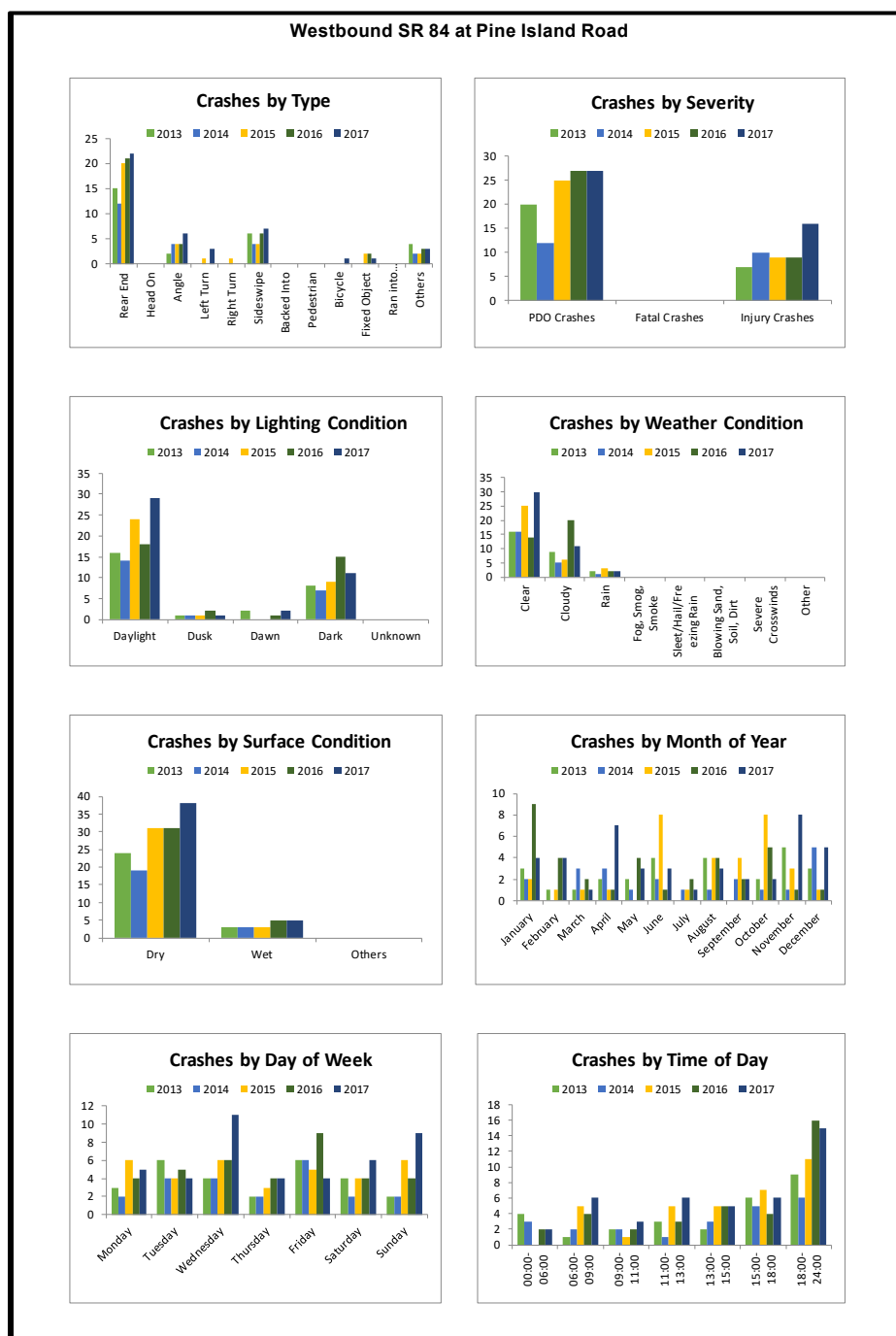


Figure I-39: Histograms for Westbound SR 84 at Davie Road



Figure I-40: Histograms for Eastbound SR 84

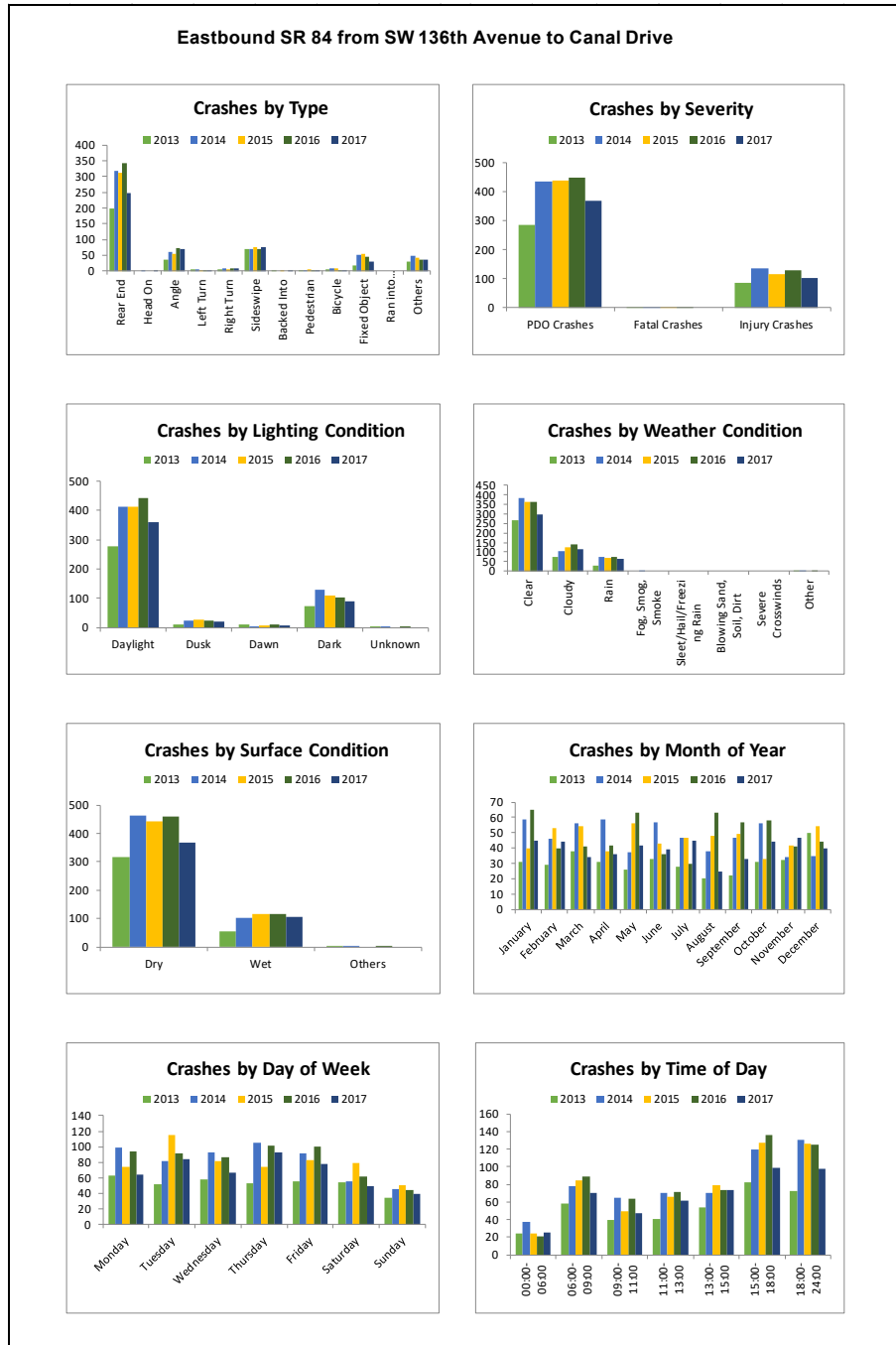


Figure I-41: Histograms for Eastbound SR 84 at NW 136th Avenue

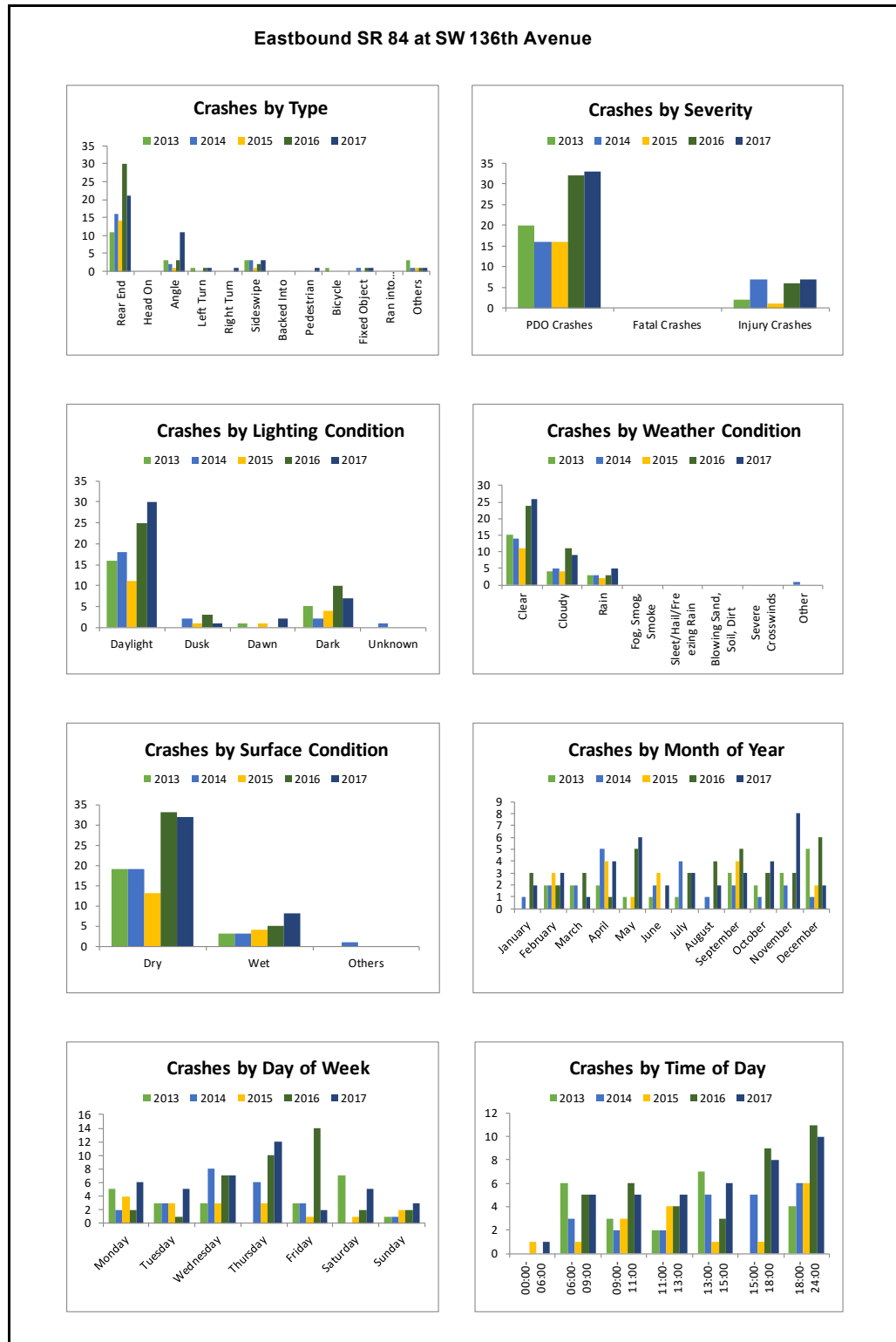


Figure I-42: Histograms for Eastbound SR 84 at Hiatus Road

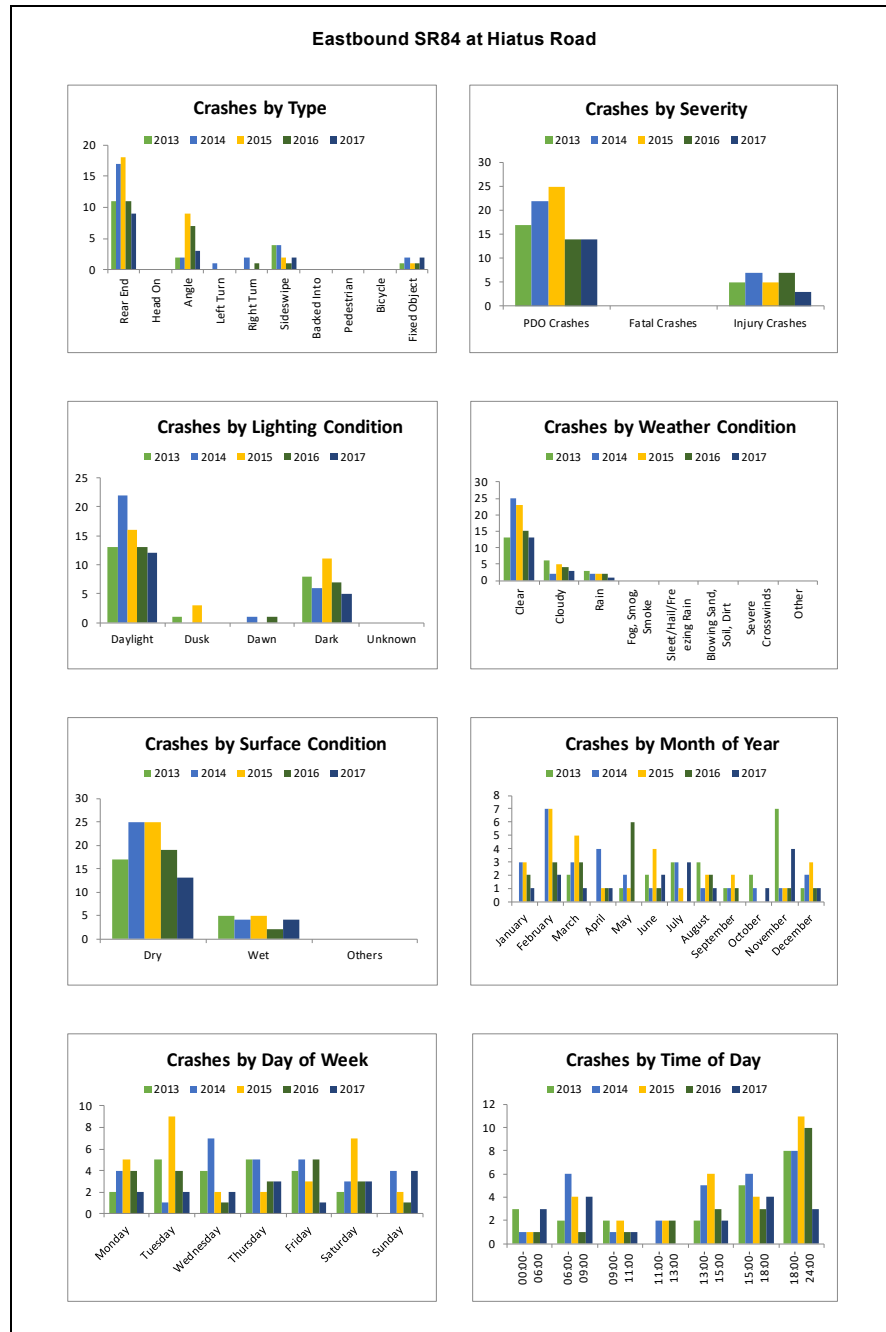


Figure I-43: Histograms for Eastbound SR 84 at Nob Hill Road

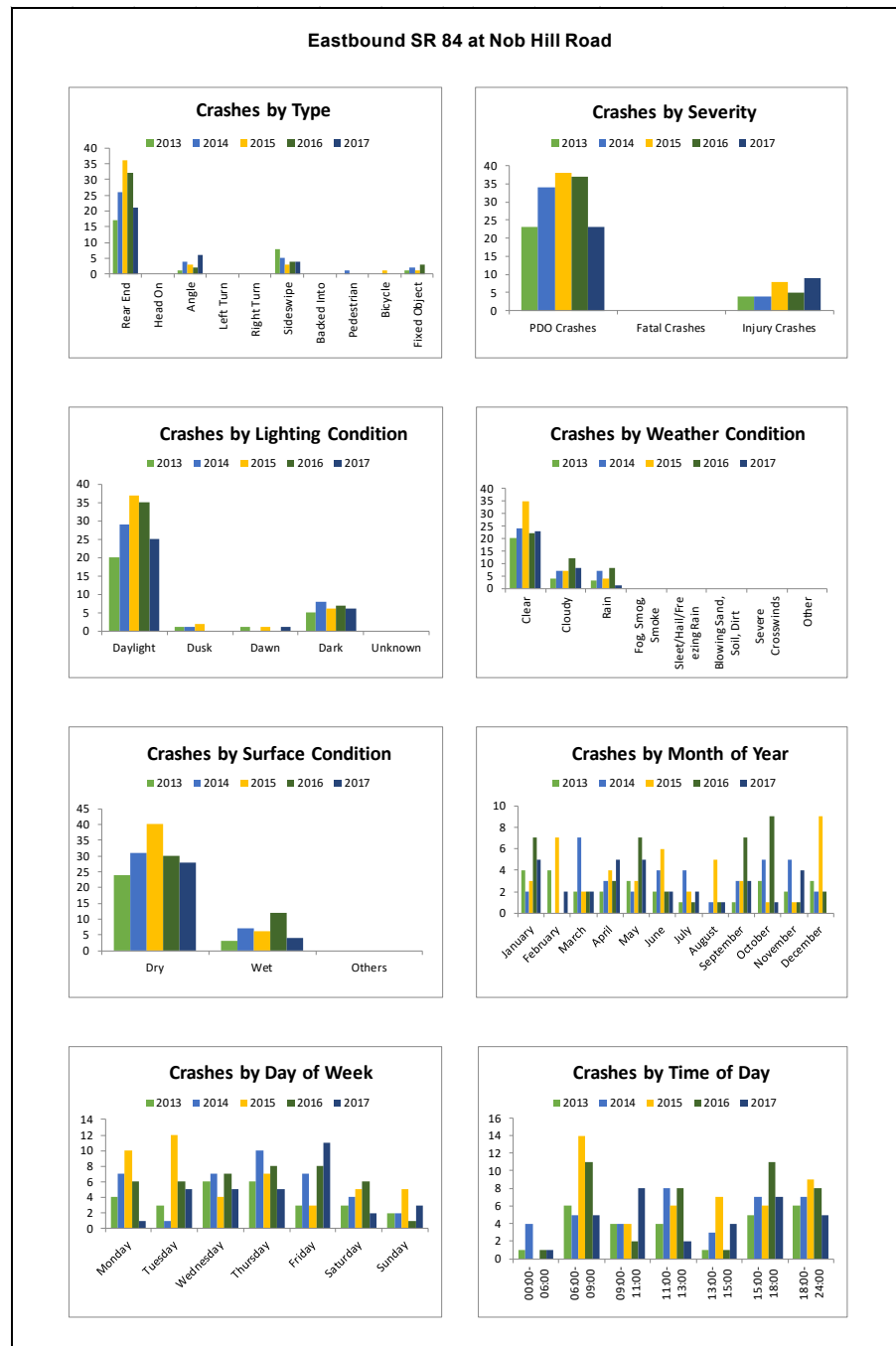


Figure I-44: Histograms for Eastbound SR 84 at Pine Island Road

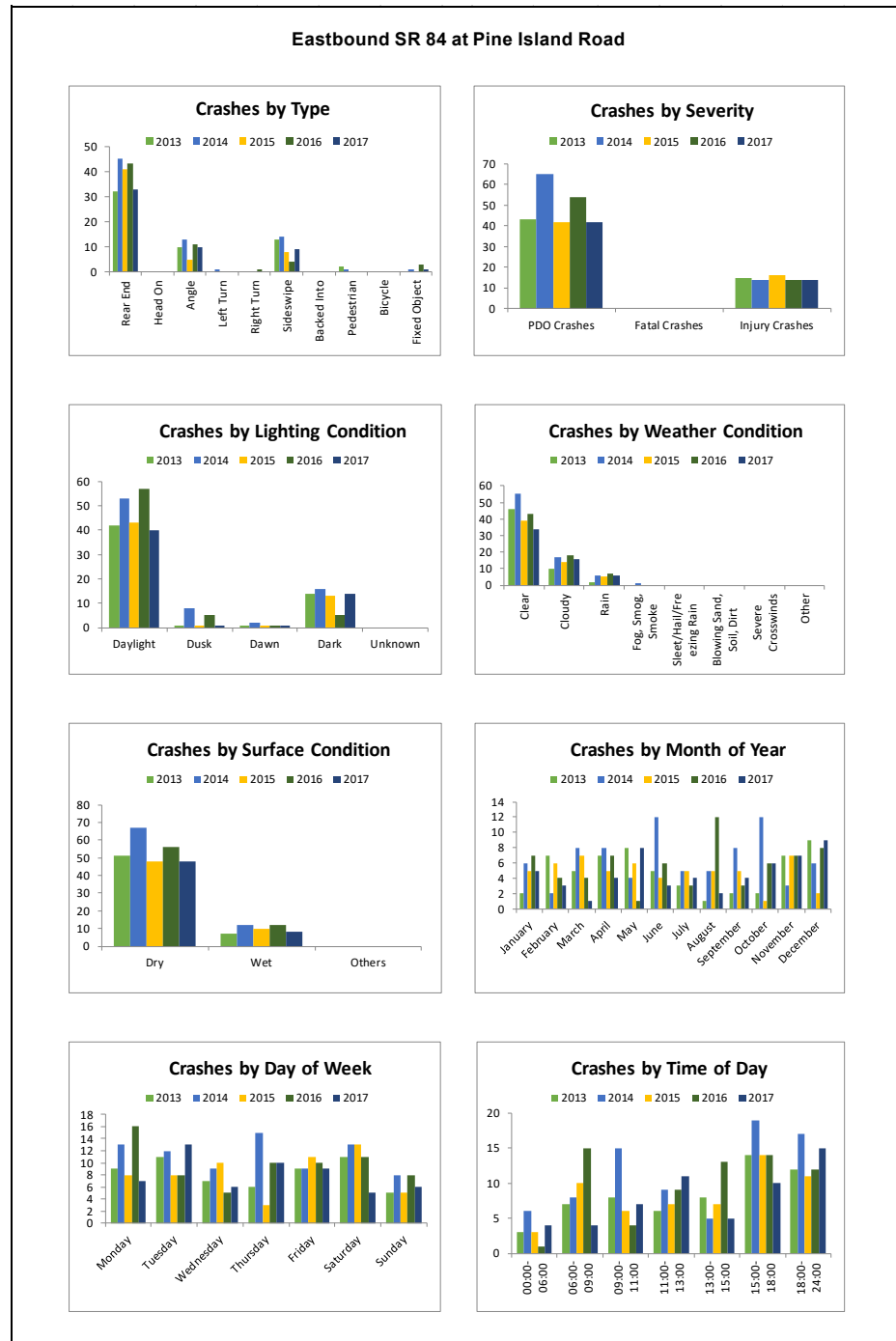


Figure I-45: Histograms for Eastbound SR 84 at Davie Road

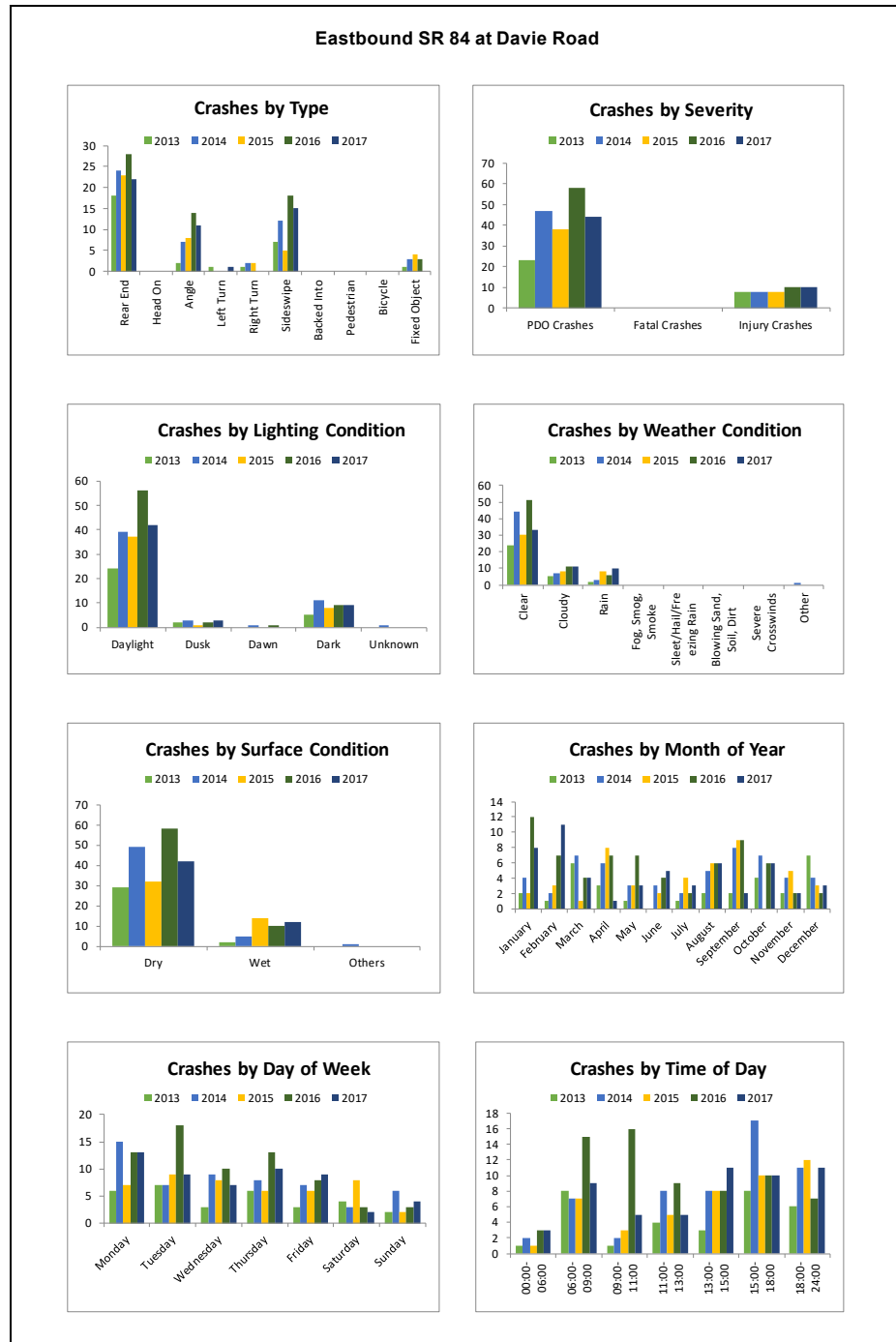


Figure I-46: Histograms for Eastbound SR 84 at SW 75th Avenue

Eastbound SR 84 at SW 75th Avenue

