

SR 519 (FISKE BOULEVARD) CORRIDOR PLANNING STUDY EXISTING CONDITIONS REPORT

FINANCIAL PROJECT NO. 437241-1-12-01





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Introduction

1.1 Report Purpose

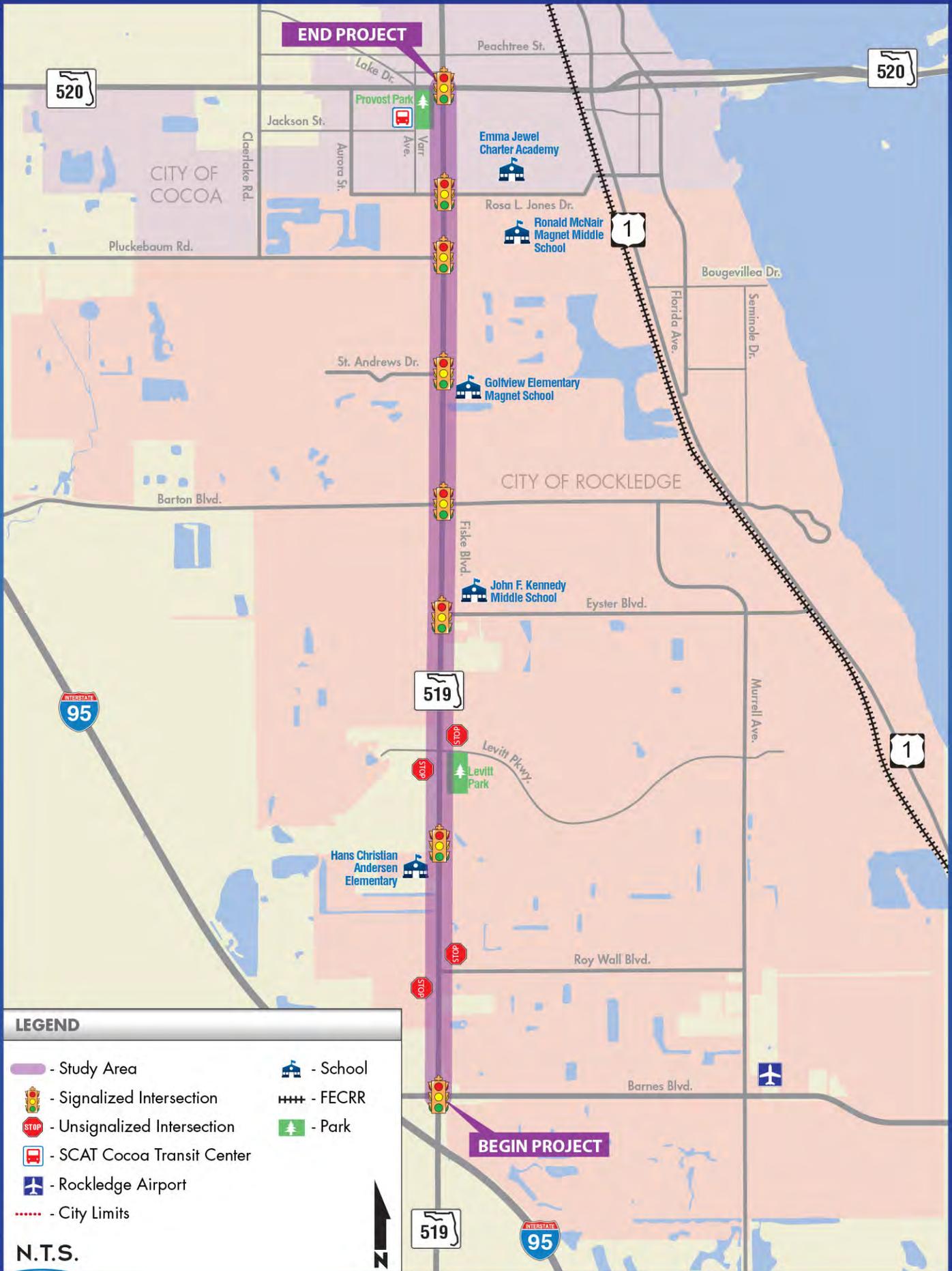
In January 2015, the Florida Department of Transportation began a corridor planning study on State Road (SR) 519 (Fiske Boulevard) from Barnes Boulevard/I-95 Northbound Ramps to SR 520/King Street. Figure 1 illustrates the study area.

This corridor planning study is a high-level evaluation of safety, environmental and geometric concerns along Fiske Boulevard, to identify possible improvement options and planning level cost estimates. The purpose of the study is to develop a multimodal design-driven vision, rather than a model-driven vision to determine how best to meet the needs of the current and future end users of the corridor, and to establish a long-term plan to guide evolution of the corridor. Multimodal corridor projects are seen as essential to network efficiency, safety, and livability within the context of future transportation needs.

This process will combine planning and engineering efforts to develop a range of feasible improvement strategies. As part of the analysis, previous studies, improvement plans, as well as an inventory of existing traffic, pedestrian and bicycle, and transit conditions and facilities will be evaluated. The purpose of this Existing Conditions Report is to document the existing facilities, conditions, and previous studies conducted relevant to Fiske Boulevard.

1.2 Project Background and Purpose

This project has been requested by the Cities of Cocoa and Rockledge to coordinate the development of a multimodal vision for the Fiske Boulevard corridor. This study will involve a community-based evaluation to determine how best to meet the needs of current and future users, and to establish a long-term plan to guide evolution of the corridor that appropriately correlates the balance between land use and transportation planning. This project will be coordinated with local and regional agency partners, such as the Space Coast Transportation Planning Organization (SCTPO), Brevard County, the Cities of Cocoa and Rockledge, Space Coast Area Transit (SCAT), and the City of Cocoa Diamond Square CRA, to develop potential solutions that establish a more multimodal urban environment utilizing a context-sensitive approach.



LEGEND

- Study Area
- Signalized Intersection
- Unsignalized Intersection
- SCAT Cocoa Transit Center
- Rockledge Airport
- City Limits
- School
- FECRR
- Park

N.T.S.



2

Existing Conditions

2.1 Introduction to the Corridor

The Fiske Boulevard Corridor Planning Study is a 4.2 mile-section that passes through the Cities of Rockledge and Cocoa. The corridor study area begins at the Barnes Boulevard /I-95 Northbound Ramps intersection at the southern end, and terminates at the SR 520/King Street intersection to the north. Fiske Boulevard serves as a primary north-south route between Viera, I-95 and SR 520. Unless otherwise noted, the Fiske Boulevard study area is defined as a 1/2 mile buffer east and west of the Fiske Boulevard corridor.

Fiske Boulevard is generally a five lane arterial with varying cross-sections including paved shoulders and curb and gutter, paved shoulder and no curb/gutter or open swale drainage. Travel lanes are generally separated by a center left-turn lane. There are eight signalized intersections along the corridor study area limits.

The character of the corridor is transitional with some commercial and a majority of residential land uses. The residential uses generally consist of subdivisions with primary access consolidated along Fiske Boulevard. There are also several schools, churches, parks and recreational areas located along the corridor.

In terms of multi-modal facilities, in general, there are continuous sidewalks along both sides of the corridor with gaps interspersed throughout, and no marked bicycle lanes. Transit is managed by Space Coast Area Transit (SCAT), which operates two routes along this corridor, with an additional two routes that serve the overall study area. Transit stops are typically marked with signage, and in many cases, include benches. Many of the transit stops along Fiske Boulevard have accessibility challenges.

The remainder of this chapter covers the following topics:

- Summary of Transportation Plans
- Land Use
- Population and Demographics
- Existing Transportation Infrastructure (Roadway, Bike/Pedestrian, Transit)
- Existing Travel Demand Characteristics
- Existing Corridor Operations Summary
- Safety and Crash Analysis
- Existing Corridor Operations Summary Environmental Characteristics

2.2 Summary of Transportation Plans

A review of various transportation plans was performed to identify planned improvements throughout the study area. During this exercise, the following documents were reviewed:

- Space Coast Transportation Planning Organization's (TPO) 2035 Long Range Transportation Plan;
- Space Coast TPO's Transportation Improvement Plan;
- FDOT's Five Year Work Program;
- Space Coast TPO's Bicycle & Pedestrian Mobility Plan;
- Space Coast Area Transit's Transit Development Plan; and
- Space Coast TPO's Intelligent Transportation Systems Master Plan.

Space Coast TPO 2035 Long Range Transportation Plan (LRTP)

The Space Coast TPO 2035 LRTP identifies a multimodal range of improvements for Brevard County through 2035. The TPO is currently developing the 2040 LRTP, which was not available for review at the time of this publication.

The SCTPO's 2035 LRTP identifies Fiske Boulevard (from Barnes Boulevard to SR 520) as a multimodal corridor with ITS improvements on its Cost Feasible List.

Space Coast TPO Transportation Improvement Plan (TIP) FY 2015-FY2019

The TIP is a priority list of federal and state funded projects that have been scheduled for implementation by the Space Coast TPO. The TIP includes financially feasible multimodal projects that were previously adopted by state and local officials, and transportation agencies funded through FY 2019.

No improvements were identified for Fiske Boulevard in the TIP.

FDOT Five Year Work Program

Each year, FDOT develops the Five Year Work Program in accordance with Section 339.135, Florida Statutes. The Five Year Work Program is an ongoing process that is used to forecast the funds needed for upcoming transportation system improvements scheduled for the next five years. The development of this Work Program involves extensive coordination with local governments, including Metropolitan/Transportation Planning Organizations and other city and county officials.

No improvements were identified for Fiske Boulevard in the FDOT Five Year Work Program.

Space Coast TPO Bicycle & Pedestrian Mobility Plan

The Space Coast TPO Bicycle & Pedestrian Mobility Plan documents future improvements to the bicycle/pedestrian network within Brevard County. It is a synthesis of prior plans, regional projects and local plans which identifies short- and long-term improvements that address gaps or deficiencies in the bicycle/pedestrian network. More information on bicycle and pedestrian improvements within the study area can be found in section 2.6.11: Bicycle and Pedestrian Infrastructure of this report.

Space Coast Area Transit 2013-2022 Transit Development Plan (TDP)

The SCAT 2013-2022 TDP documents future transit improvements throughout Brevard County for the next ten years. Transit improvements can include new routes, expanded hours of operation, or increased frequencies. More information about transit improvements within the study area are documented in section 2.6.12: Transit Service and Infrastructure of this report.

Space Coast TPO Intelligent Transportation Systems (ITS) Master Plan

The Space Coast TPO ITS Master Plan documents the region's future ITS needs. The master plan formulated a strategy for the development and maintenance of Brevard County's ITS network with coordination with the FDOT ITS Program and FDOT Transportation System Management and Operations (TSM&O) Program.

2.2.1 Local Small Area Plans and Community Redevelopment Areas

The Community Redevelopment Agency (CRA) program was created in Florida in 1969 to help communities revitalize generally blighted areas. The Florida Legislature established criteria to allow and encourage CRA redevelopment and revitalization activities when certain conditions exist, including but not limited to the presence of substandard or inadequate structures, higher crime rates than surrounding areas, inadequate infrastructure, insufficient roadways, deterioration of sites or other improvements, and inadequate parking. Under Florida law (Chapter 163, Part III) CRAs have been established within the Cities of Cocoa and Rockledge, summarized below.

City of Cocoa CRA

The northern portion of the Fiske Boulevard corridor within the City of Cocoa, is located entirely within the Cocoa Diamond Square CRA. This redevelopment area encompasses land east and west of Fiske Boulevard, extending from the south Cocoa City limits to School Street (north of the study area).

Two of the Diamond Square CRA initiatives include enhancing streetscapes and pedestrian connectivity, and creating neighborhood gateways. Specific initiatives include the following:

- Objective 1.4, which identifies the need for a mid-block crossing at Holmes Street, just south of Provost Park.
- General coordination with FDOT to implement access management strategies, including reconfiguration of center medians, driveway access points and pedestrian crossings.

City of Rockledge

The Rockledge Community Redevelopment Plan (2012) focuses mainly on the US 1 corridor through the City; however, there are two sub-districts of the CRA that extend west to Fiske Boulevard. The first sub-district, from Barton Boulevard to Eyster Boulevard, contains the City's oldest commercial area. The vision for the sub-district includes attracting a new anchor tenant to the Village Green Shopping Center (at the intersection of Fiske and Barton Boulevards) and assembling land to the area north of John F. Kennedy Middle School to encourage mixed-use development, envisioned as a live-work district.

The second sub-district includes the intersection at Barnes Boulevard/I-95 Northbound Ramps. This district contains a Lowe's, as well as large vacant parcels. The City acknowledges that this area continues to experience growth and traffic congestion. A key component of this vision is to improve the intersection of Fiske Boulevard and Barnes Boulevard, as it is "a significant intersection and serves as the southern entrance to the City of Rockledge.

Brevard County

There are no CRAs located in unincorporated Brevard County, within the study area.

2.2.2 Developments of Regional Impact

Information on Developments of Regional Impact (DRIs) was collected from the Florida Department of Economic Opportunity (DEO), Regional Planning Councils, and county governments. A DRI is defined as any development that would have a substantial impact on the health, safety, or welfare of citizens in more than one county, as defined by Chapter 380.06, Florida Statutes. There is one DRI south of the study area known as the Viera DRI. This DRI covers approximately 20,646 acres of land and is a mixed-use development; proposed for 31,619 residential units, 3,169,961 square feet of office uses, 3,438,127 square feet of retail and service uses, as well as a hospital, stadium, movie theater, golf courses (72 total holes) and hotels¹. The Viera DRI has an expiration date of December 29, 2029 and is planned in four phases, summarized below:

- Phase 1 has a buildout date of December 29, 2019, and includes 6,126 residential units, 1,355,342 square feet of office, 1,641,168 square feet of retail and service uses, as well as VA clinic and nursing home beds, industrial/wholesale facilities, 7,500 seat stadium, 16-screen movie theater and an 18-hole golf course.
- Phase 2A has a buildout date of December 29, 2019, and includes 3,550 residential units, 230,927 square feet of office, 259,862 square feet of retail and service uses, as well as hospital and nursing home beds, hotel rooms and an 18-hole golf course.
- Phase 3 has a buildout date of December 29, 2019, and includes 4,674 residential units, 186,140 square feet of office, 1,641,168 square feet of retail and service uses, as well as VA clinic, hospital and nursing home beds, industrial/wholesale facilities and an 18-hole golf course.

Phase 4 has a buildout date of December 29, 2029, and includes 17,269 residential units, 1,397,552 square feet of office, 1,182,097 square feet of retail and service uses, as well as nursing home beds, industrial/wholesale facilities, hotel rooms and an 18-hole golf course.

As indicated by the development program summarized above, the Viera DRI is expected to be more than halfway built out by year 2019.

No other DRIs are located within, or near the Fiske Boulevard study area.

¹ Viera DRI Land Use Change and Proposed Development Order, April 8, 2015

2.3 Land Use

Existing and future land use patterns along the Fiske Boulevard corridor are important factors to consider when establishing potential multimodal transportation improvements. This section documents a desktop analysis of the land uses within the Fiske Boulevard study area. The data used to conduct the inventory of land uses were compiled from the Brevard County Property Appraiser parcel data, US Census, and FDOT District 5 Generalized Land Use Data.

2.3.1 Existing Land Use

Existing land uses are summarized in Table 1 and illustrated in Figure 2.

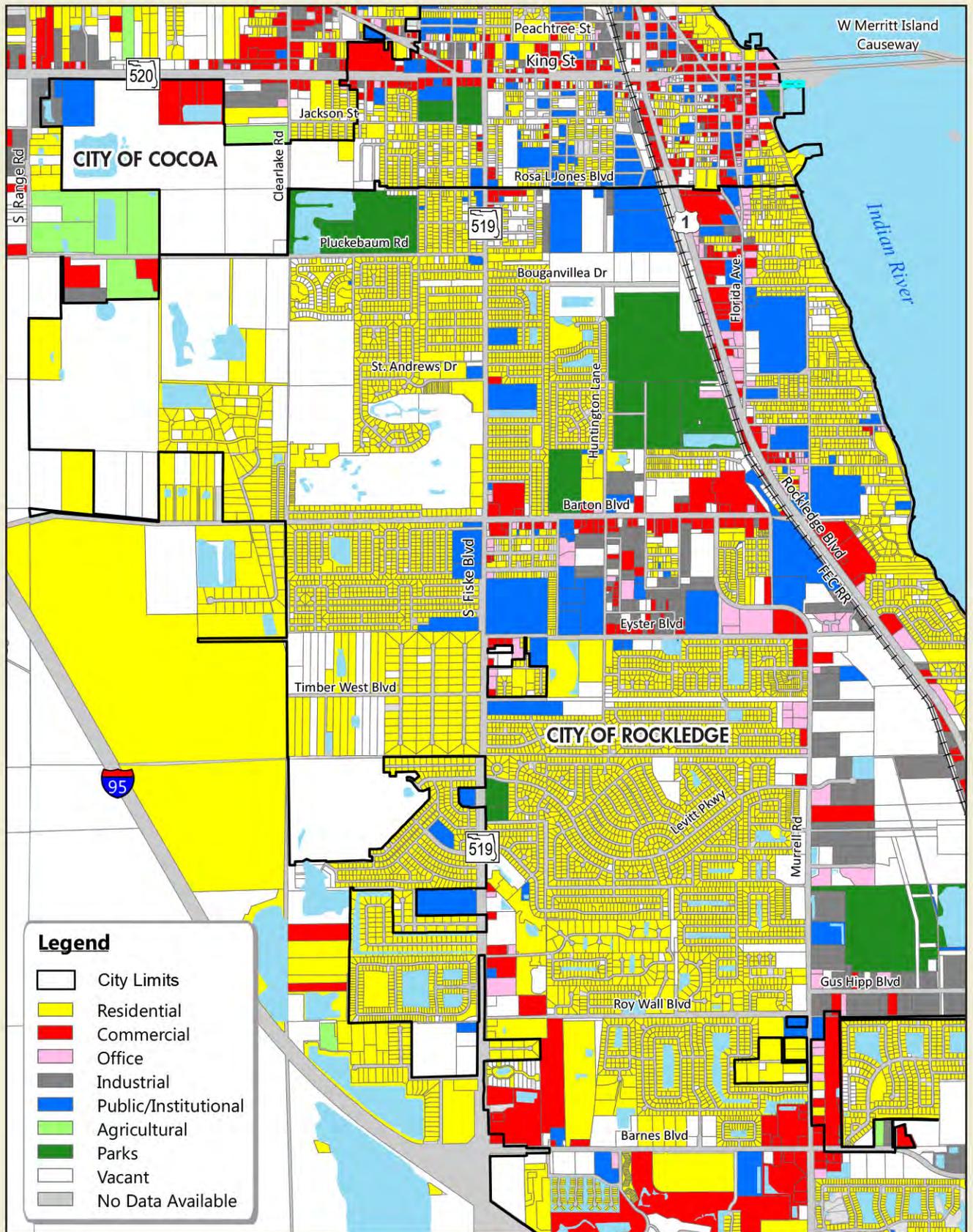
Table 1 Existing Land Uses

Land Use	Percent of Study Area (1/2-Mile Buffer)
Residential	40.6%
Commercial	7.5%
Office	0.6%
Industrial	1.1%
Public/Institutional	9.5%
Agricultural	4.6%
Vacant	26.9%
No Data Available	9.2%

Source: Brevard County Property Appraiser parcel data, 2010 US Census, and FDOT District 5 Generalized Land Use Data

As identified in Table 1, the predominant land uses in the study area are residential and vacant. Many of the vacant homes within the corridor study area are located east of Fiske Boulevard within the City of Cocoa Diamond Square CRA. The Housing Authority of the City of Cocoa (HACoC) owns many of the undeveloped parcels within the Diamond Square CRA. No new construction has occurred since July 2010, when the HACoC experienced major financial difficulties and the effects of a downturn in the economy.

Public/institutional is the next highest land use; evident by the three public schools that directly access Fiske Boulevard including Hans Christian Andersen Elementary, John F. Kennedy Middle and Golfview Elementary Magnet Schools, and the nearby Ronald McNair Magnet Middle School and Emma Jewel Charter Academy. The next highest land use category is commercial.



N.T.S.

2.3.2 Future Land Use

The Future Land Uses (FLUs) assigned to the study area (see Figure 3) are generally consistent with the existing land uses. The FLU pattern along the corridor is generally residential (predominantly medium density residential), with some commercial at the northern and southern termini of the corridor, and mixed-use areas near the center.

This pattern is consistent with the adopted FLU maps and designations of the Cities of Cocoa and Rockledge, and Brevard County. Following is a summary of each.

City of Cocoa

The northern terminus of the study area, at the intersection of Fiske Boulevard and SR 520, has been designated as Commercial and Mixed-Use FLU categories along SR 520. The FLU east of Fiske Boulevard is primarily Medium Density Residential, with large Institutional uses. The FLU west of Fiske Boulevard is primarily Low-Density Residential, with some Recreation/Open Space uses.

City of Rockledge

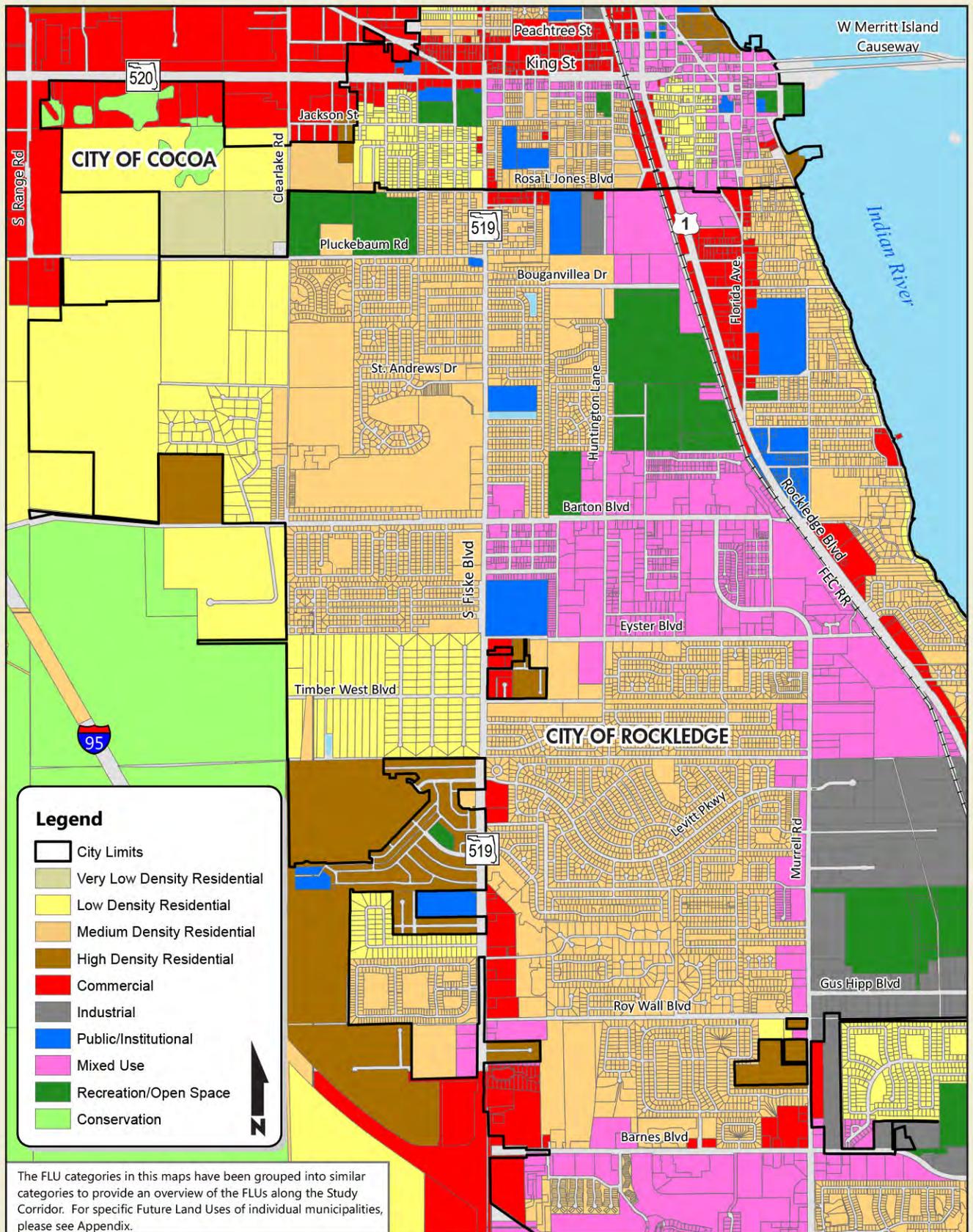
The majority FLUs within the City of Rockledge are designated as residential; primarily Medium Density Residential.

The City of Rockledge has a large Mixed-Use FLU category designated east of Fiske Boulevard and north of Eyster Boulevard, with a smaller Mixed-Use category south of Roy Wall Boulevard, located east and west of Fiske Boulevard. These residential areas are intended for mixed-use (residential and commercial) redevelopment.

The primary FLU transitions to Commercial at the southern end of the study area.

Brevard County

The FLU in unincorporated Brevard County along the southern portion of the study area, west of Fiske Boulevard, is primarily designated as High Density Residential. There are also smaller pockets of Recreation/Open Space and Commercial FLU categories.



N.T.S.

2.4 Summary of Supporting Comprehensive Plan Policies

A review of the Comprehensive Plans for the Cities of Cocoa and Rockledge, and Brevard County was performed to assess the degree of adopted policies that support multimodal transportation options, or specifically discuss the Fiske Boulevard corridor. Following is a summary of the plan for each agency.

City of Cocoa

The City of Cocoa has adopted multiple Comprehensive Plan Objectives and Policies that focus on multimodal transportation options; furthering the goal of providing safe and convenient transportation options.

Goal 2.1 of the Comprehensive Plan states that *“the City shall provide a safe, efficient, and comprehensive multimodal transportation system available to all residents of and visitors to the City of Cocoa,”* and that *“when possible, these facilities should be developed so as to enhance the City’s greenways.”* To further this goal, the City also adopted objectives and policies that *“ensure the safe and adequate movement of pedestrians and bicyclists [Objective 2.1.6]”* and to *“coordinate transportation planning with the land uses shown on the Future Land Use Map, the FDOT 5-Year Transportation Plan, the Space Coast TPO Long Range Plan and plans of neighboring jurisdictions [Objective 2.1.9].”* The Plan also identifies that *“public transit services shall be based on existing and proposed major trip generators and attractors, new subdivisions, and population growth [Objective 2.1.12].”*

Objective 2.1.9 recognizes the relationship between land use and transportation and the City of Cocoa has adopted policies that include acknowledging the need to coordinate transportation and land use goals and policies, including a goal to promote infill development and concentrate mixed-use development along State and Federal highways. These objectives are intended to reduce vehicle miles travelled as well as help to maintain the single-family rural character of other areas of the City.

City of Rockledge

The City of Rockledge’s Comprehensive Plan includes multiple goals with a focus on developing a safe and efficient multimodal transportation system, and states that this system should be based on the City’s and surrounding jurisdictions’ FLU plans.

Section 2-B, identifies the purpose of the Transportation Element of the Comprehensive Plan as *“to guide the City of Rockledge in developing a safe and efficient multi-modal transportation system based on the City’s and surrounding jurisdictions future land use plans, which will provide a mixture of private and public transportation facilities.”*

Objective 2.5 of the Transportation Element specifies that *“provisions have been adopted to ensure safe and adequate movement of pedestrians and bicyclists.”* This objective also sets the goal for the City to *“seek to lower bicycle and pedestrian accidents by five (5) percent annually.”* Policy 2.5.2 furthers this objective by stating that *“bicycle facilities, pedestrian walkways, and associated facilities shall be included as integral components of roadways”* and that there is a priority for these facilities *“along roadways between residential centers and schools, employment and retail commercial areas, and recreation and other public facilities.”*

The City of Rockledge also seeks to integrate land use planning and traffic circulation by *“continually monitor[ing] and [evaluating] the impacts of existing and proposed future land development on the transportation system in order to achieve integrated management of the land use decisions, traffic circulation impacts, reduce trips and promote alternative land use patterns for energy conservation,”* as stated in Policy 2.5.4.

Section 2.F identifies Fiske Boulevard as a hurricane evacuation route.

Objective 9.8 of the Capital Improvement Plan indicates improvements for multiple intersections within the Study Area along Fiske Boulevard, including the following:

- Widen Barnes Boulevard from 2 to 4-lanes (Fiske Boulevard to Murrell Road)
- Widen Eyster Boulevard from 2 to 4 lanes (Fiske Boulevard to Huntington Lane)
- Add traffic control at the Fiske Boulevard/Roy Wall Boulevard intersection
- Add traffic control at the Fiske Boulevard/Levitt Parkway intersection

Appendix A of the Future Land Use Element also identifies planning areas for the Study Area. One of these planning areas, Planning Area 5, section 60.50 of the City of Rockledge Comprehensive Plan, includes a mixed-use district that will consist of a balanced mix of commercial, recreational, single-family and multi-family residential uses and directly related land uses such as parks, schools, utilities, streets, and other activities to service both the permanent and tourist populations. This planning area identifies the need for bicycle and pedestrian improvements to be made where feasible. Planning Area 8, section 60.80 of the City of Rockledge Comprehensive Plan, is west of Fiske Boulevard and is intended to remain as single family residential and more rural in nature than the area to the east.

Brevard County

Brevard County has adopted multiple Objectives and Policies in the Transportation Element of their Comprehensive Plan with multimodal transportation options, including complete streets policies and transportation improvements that are safe and accessible for all users.

Policy 3.7 identifies that the County will “*maintain and enforce land development regulations that improve the safety of motorists, pedestrians and bicyclists*” by minimizing points of conflict. Objective 4 includes policies regarding increasing transit as an alternative to roadway widening, establishing parking strategies to encourage transit use, expanding of transit services throughout the County, and emphasizing bicycle and pedestrian facilities as ways to “*encourage multi-modal transportation alternatives that accommodate existing and proposed major trip generators and attractors.*” Objective 11 includes policies that are part of the County’s effort to “*establish Complete Streets policies to enable safe access for the community*” in order to ensure that “*the feasibility of providing safe access for all users is considered during design of roadways.*”

Objective 6, also recognizes the “*inter-relationship of land use patterns and transportation needs*” and the County’s efforts to “*implement methods to address land use/transportation interactions.*” Policies to “*analyze the land use and transportation relationships*” in small areas, “*consider the land use/transportation model...to determine future transportation improvement needs*”, and to “*encourage land use patterns and site planning that can be economically and conveniently served by transit, bicycle and pedestrian modes*” are all aimed at furthering this objective.

The Capital Improvement Element of the Comprehensive Plan specifically identifies a Barnes Boulevard corridor improvement project, including the Fiske Boulevard intersection at the southern terminus of the Study Area.

2.5 Population and Demographics

The demographics of the Fiske Boulevard study area are important in identifying appropriate transportation improvements. As detailed in the following sections, portions of the corridor are characterized by low income and transit dependent households that rely on other modes of travel besides personal automobile. This section provides an overview of the transportation-related demographics using data collected from the 2010 US Census and the 2013 American Community Survey. The data presented utilizes the smallest analysis area possible (Census Blocks in some cases, Census Tracts in others). Population characteristics and demographic features have been summarized in tabular format and illustrated on maps in the following subsections.

2.5.1 Population Characteristics

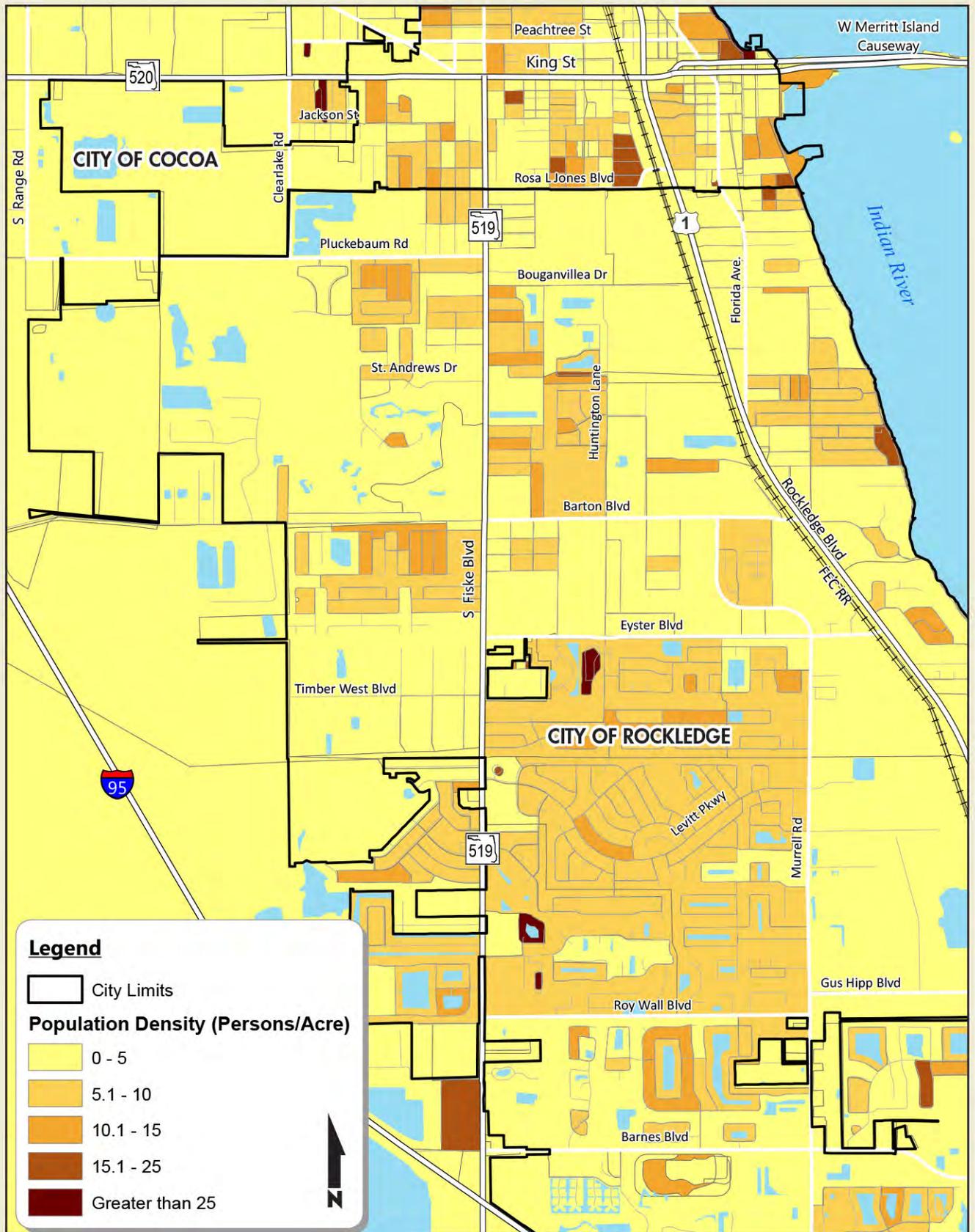
An overview of the Fiske Boulevard study area population characteristics is provided in Table 2 and presented graphically in Figure 4 through Figure 6.

Figure 4 shows the population density along the corridor, with the densest areas having access via Fiske Boulevard. Figure 5 shows the distribution of the minority population along the corridor study area. The highest percentage of minority residents reside in the City of Cocoa and the very northern portion of the City of Rockledge. Figure 6 shows the distribution of elderly within the corridor study area, which are generally dispersed throughout the corridor.

Table 2: Population Characteristics

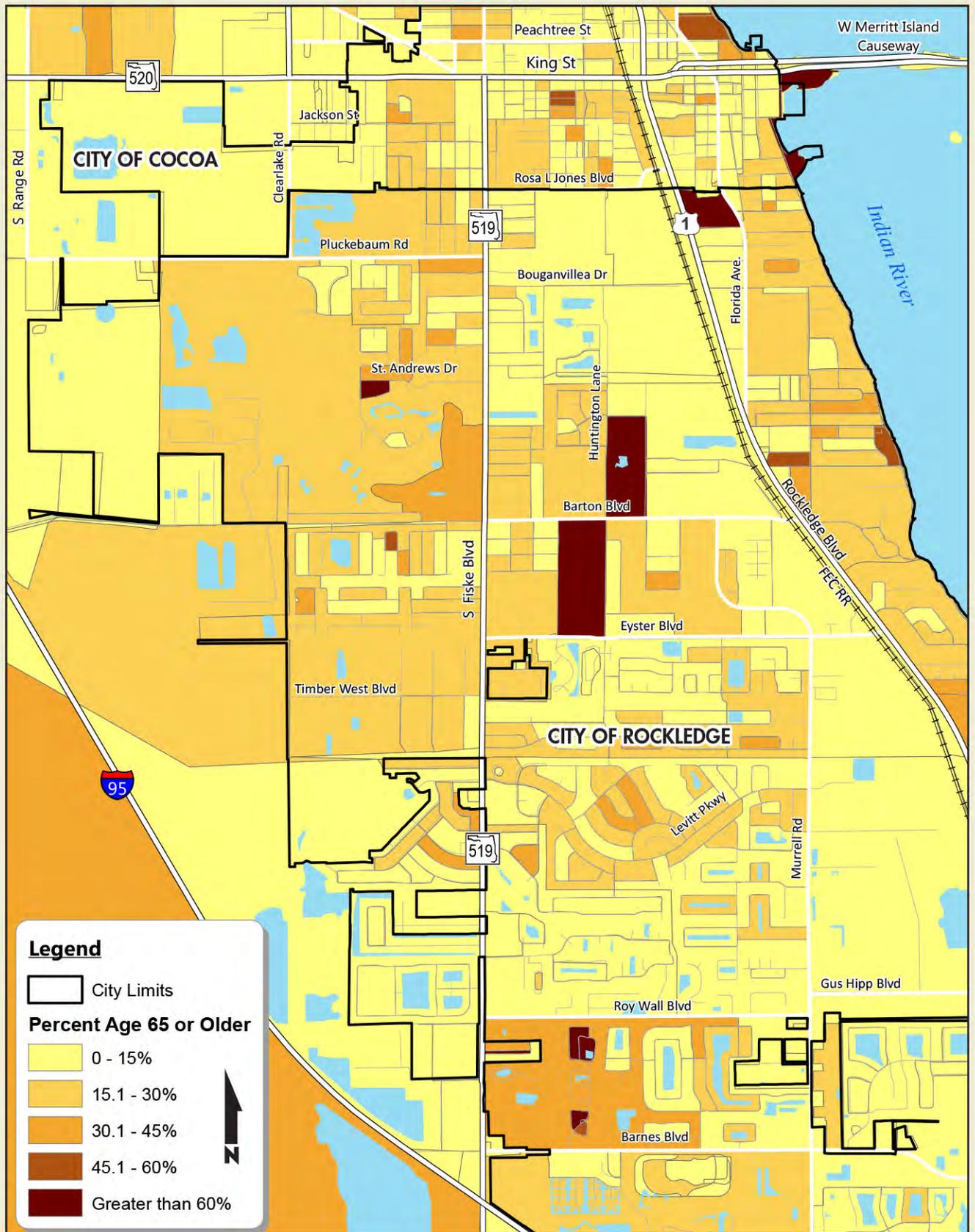
Population Characteristic	Study Area
Total Population	10,715
Population Density (Persons per Acre)	4.73
Total Households	4,203
Average Household Size	2.52
Household Density (Households per Acre)	1.86
Median Age	43
Population Over 65	17.4%
Male	47.5%
Female	52.5%
White	63.5%
Hispanic or Latino	11.1%
Not Hispanic or Latino	52.4%
Black or African American	28.1%
Asian	1.6%
Other	6.8%

Source: 2010 U.S. Census



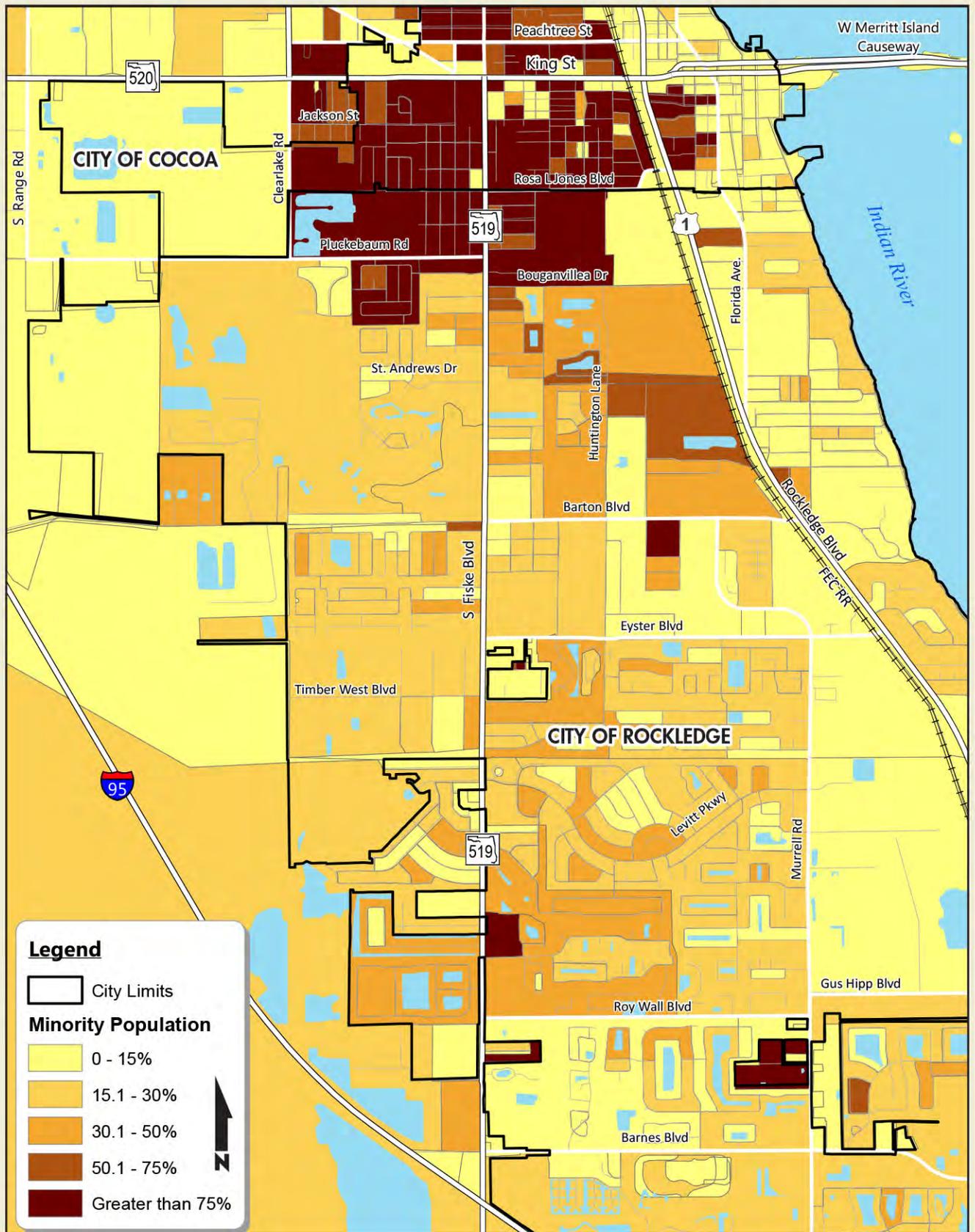
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2.5.2 Socioeconomic Data

Socioeconomic data was obtained from the 2010 US Census and the 2013 American Community Survey. Table 3 provides an overview of the socioeconomic characteristics. Figure 7 through Figure 10 illustrates these results.

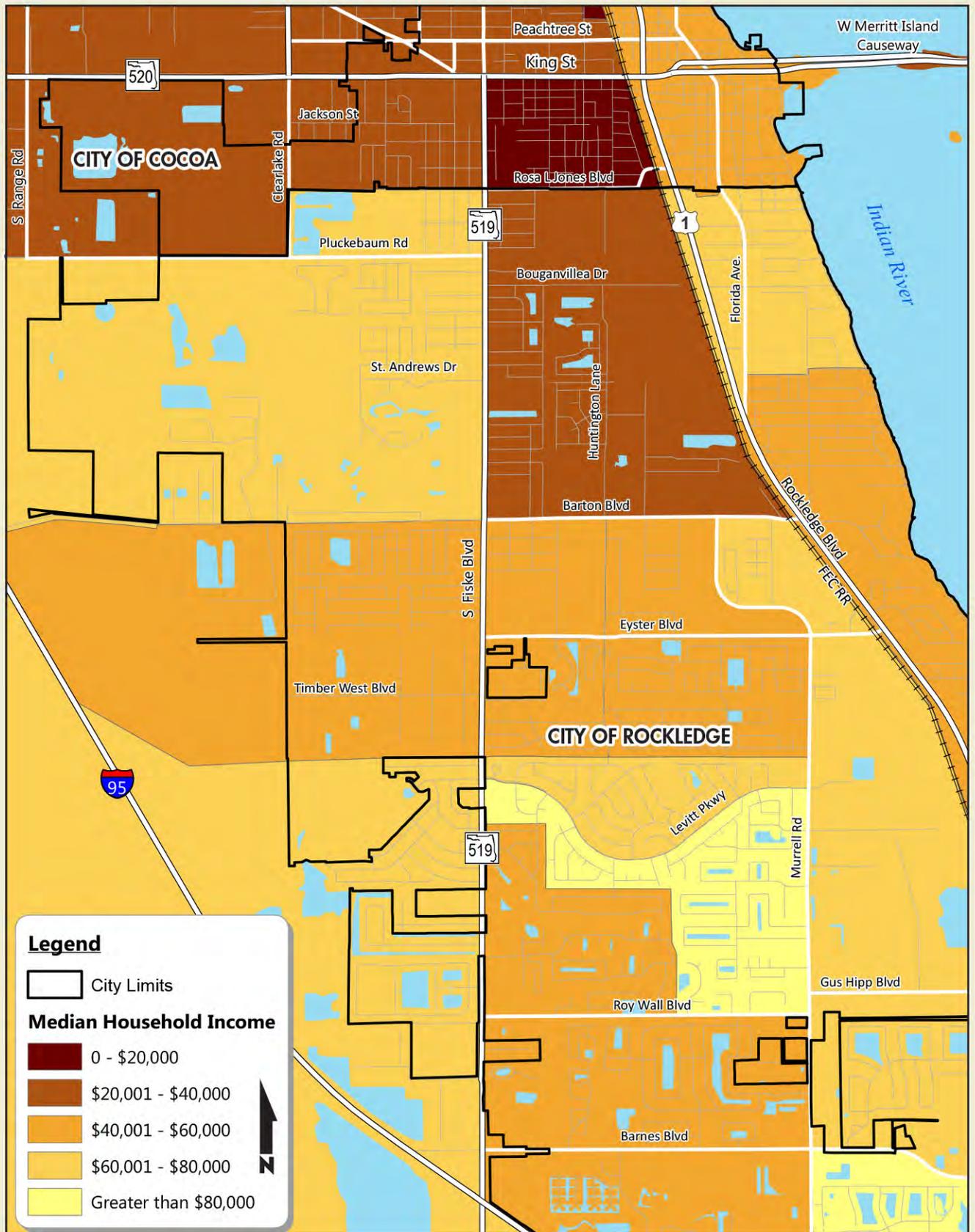
Figure 7, Figure 8 and Figure 9 show the distribution of median household incomes, households below the poverty line and vacancy rates within the corridor study area. The majority of households with incomes below \$40,000 are within northern Rockledge and Cocoa. The portion of the corridor that is reported with the lowest median household incomes, below the poverty level, are within the City of Cocoa Diamond Square CRA. Given these statistics, it is further evident that the highest number of vacant parcels (HACoC-owned property) are within the Diamond Square CRA, as identified in Section 2.3.1: Existing Land Use.

Figure 10 shows the distribution of vehicle ownership within the corridor study area. Consistent with the previous data, the majority of households without an automobile are within the City of Cocoa Diamond Square CRA. This emphasizes the need for multimodal improvements along the corridor, especially along the northern segment of the corridor, as the majority of residents in that area are dependent upon other modes of travel.

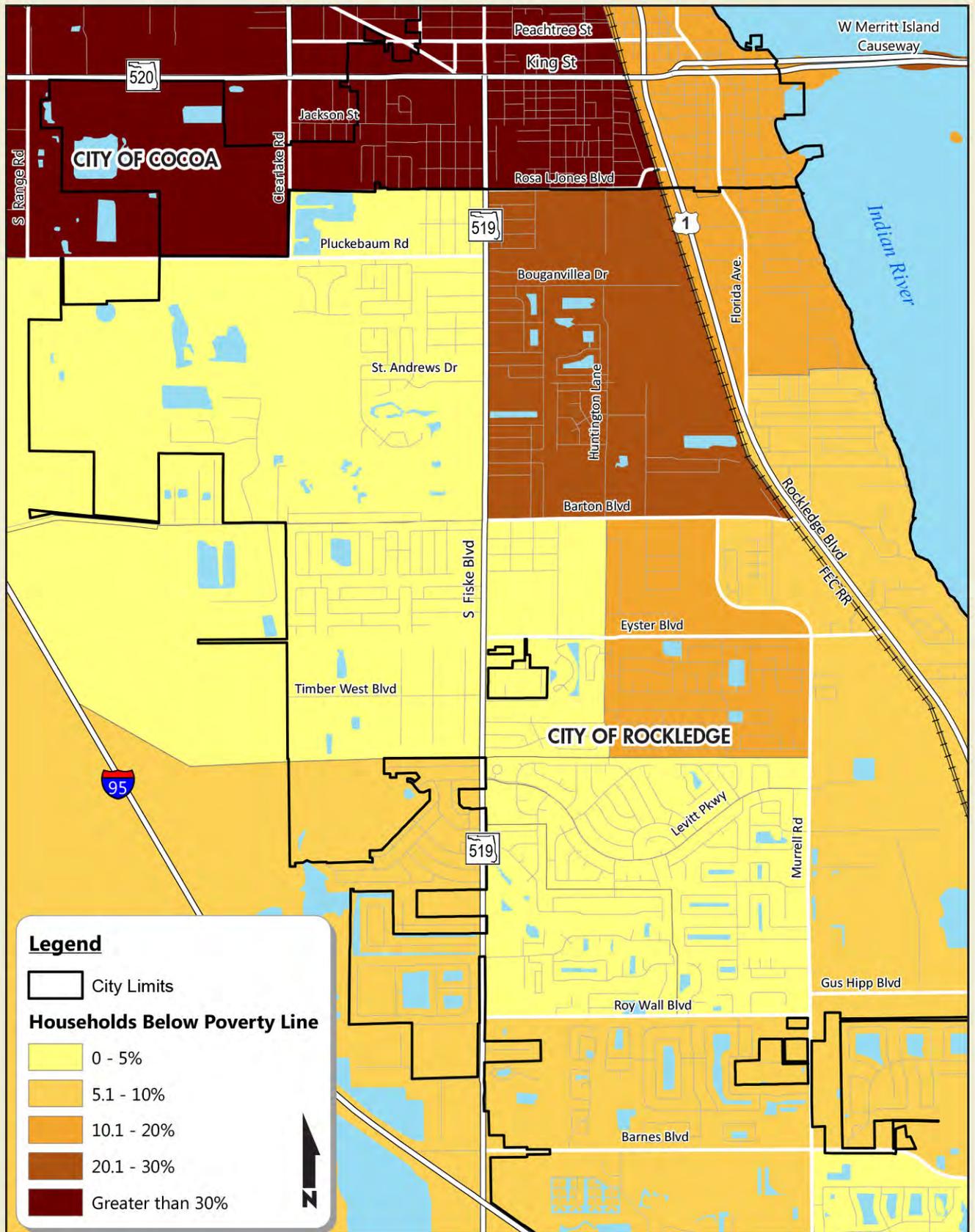
Table 3: Socioeconomic Characteristics

SE Characteristic	Study Area
Median Household Income	\$45,763
Households Below Poverty Level	16.4%
Total Housing Units	4,850
Owner-Occupied	53.7%
Renter-Occupied	33.0%
Vacant	13.3%
Households with No Vehicles	10.0%

Source: 2010 U.S. Census

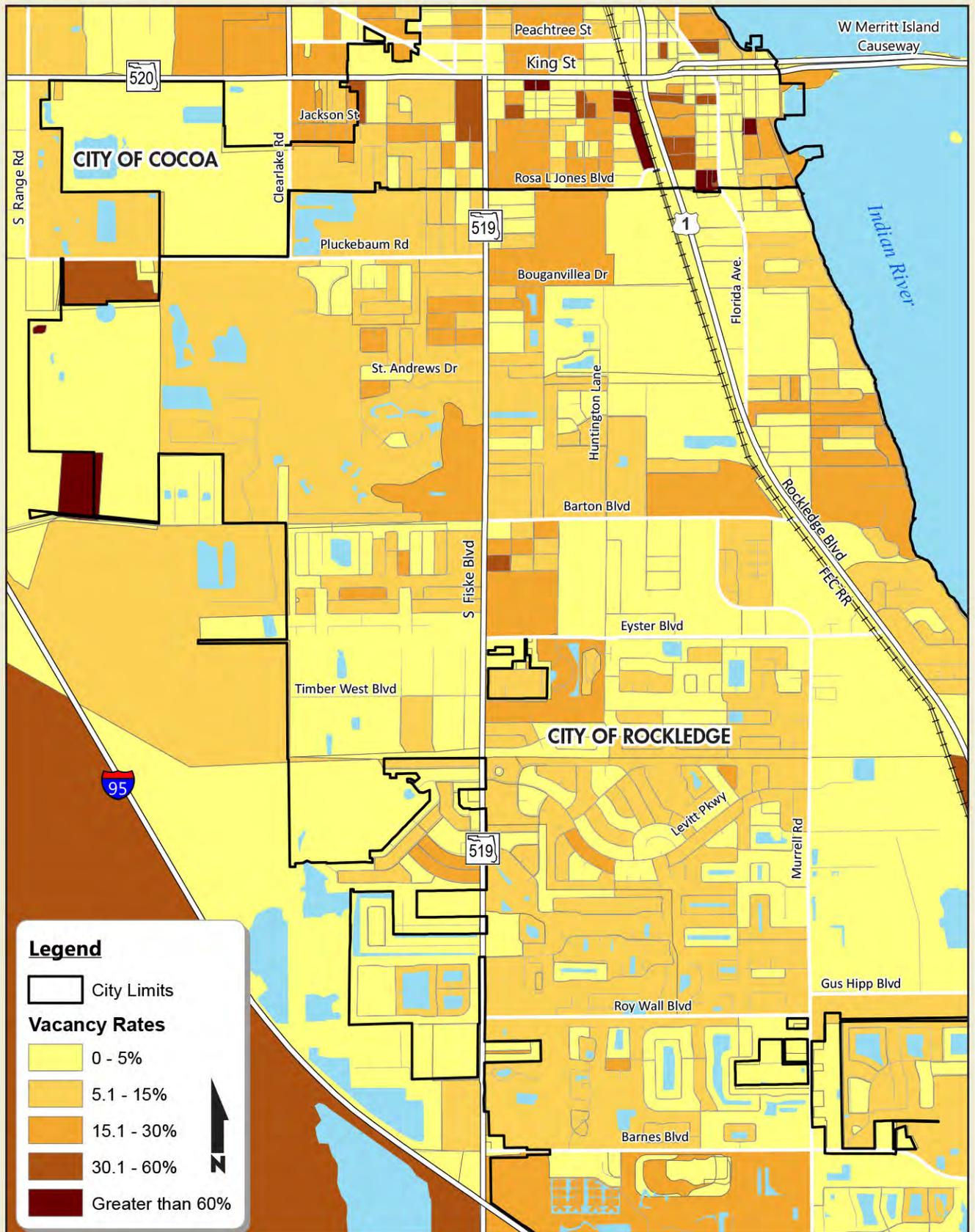


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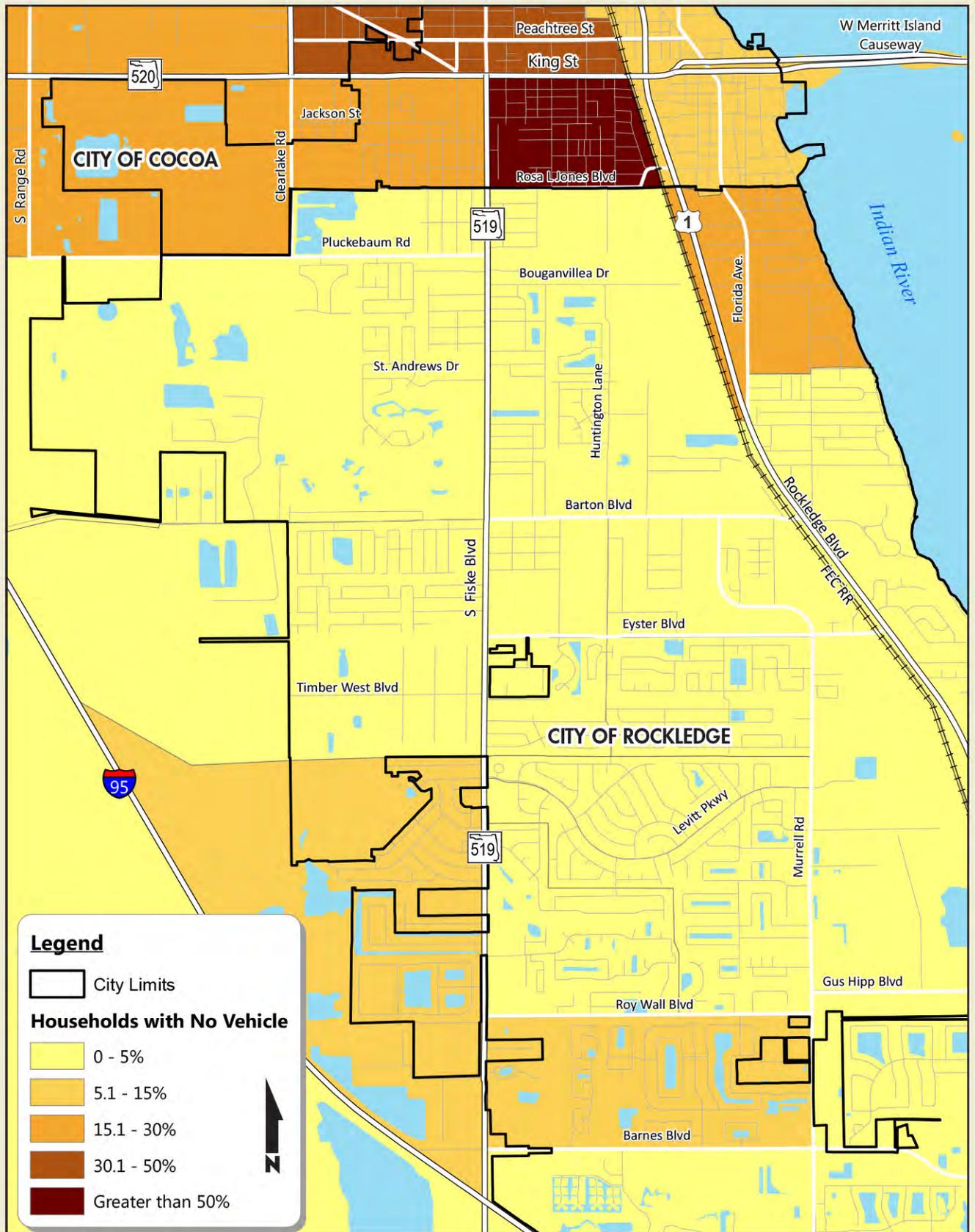


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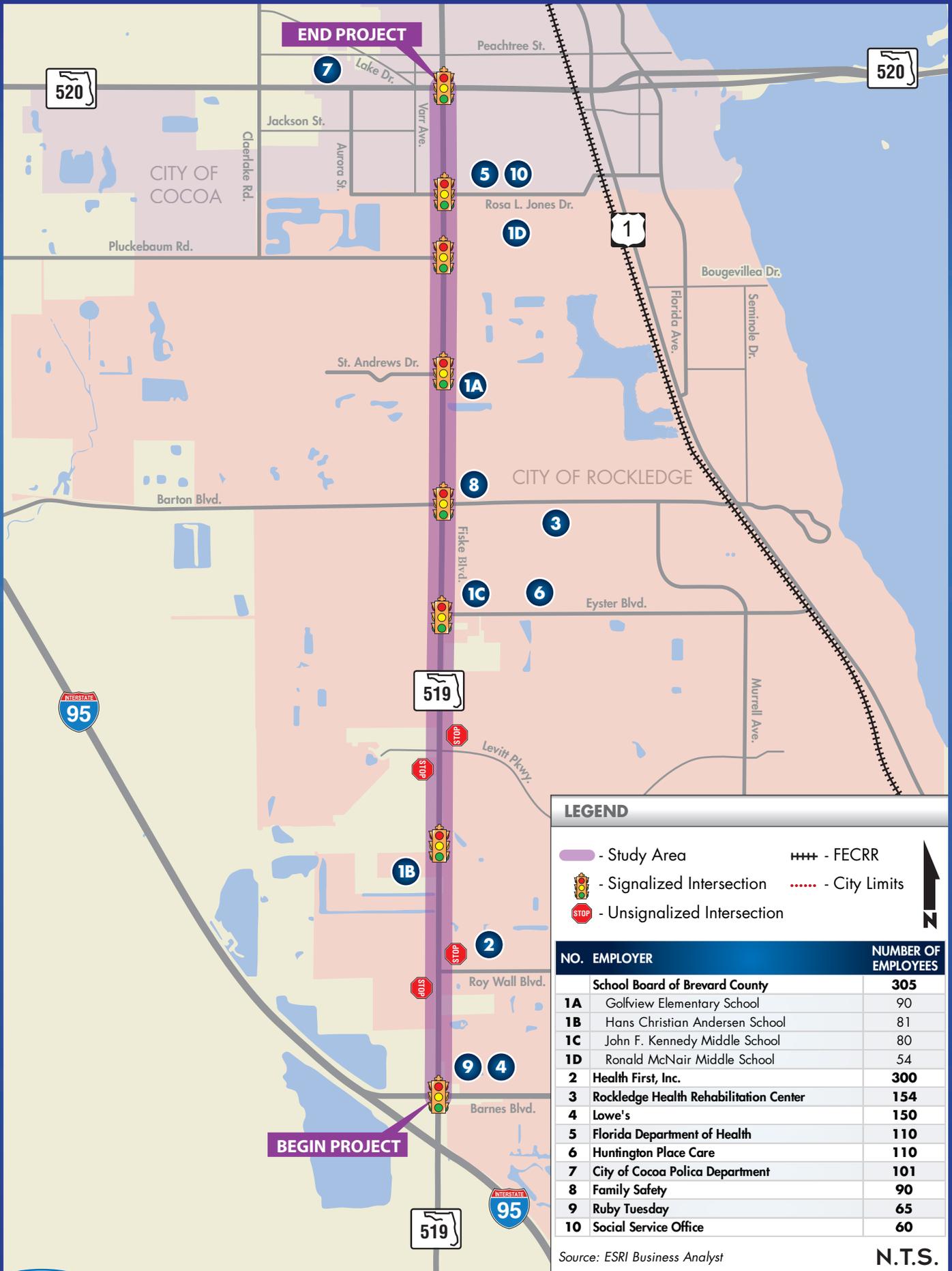
2.5.3 Major Employers and Activity Centers

The School Board of Brevard County employs approximately 305 people throughout multiple schools along the study corridor. Other major employers include health care providers and services, government agencies and commercial facilities. Table 4 lists the major employers within the study area; the locations of these major employers are illustrated in Figure 11. It should also be noted, that at the time of this report, the Health First facility located along Fiske Boulevard, just north of Roy Wall Boulevard, is in the process of submitting application/plans for an additional 40,000 square feet building expansion.

Table 4: Major Employers

Employer	No. of Employees
School Board of Brevard County	305
Golfview Elementary School	90
Hans Christian Andersen School	81
John F Kennedy Middle School	80
Ronald McNair Middle School	54
Health First, Inc.	300
Rockledge Health Rehabilitation Center	154
Lowe's	150
Florida Department of Health	110
Huntington Place Care	110
City of Cocoa Police Department	101
Family Safety	90
Ruby Tuesday	65
Social Service Office	60

Source: ESRI Business Analyst



LEGEND

- Study Area
- Signalized Intersection
- Unsignalized Intersection
- FECRR
- City Limits

NO.	EMPLOYER	NUMBER OF EMPLOYEES
	School Board of Brevard County	305
1A	Golfview Elementary School	90
1B	Hans Christian Andersen School	81
1C	John F. Kennedy Middle School	80
1D	Ronald McNair Middle School	54
2	Health First, Inc.	300
3	Rockledge Health Rehabilitation Center	154
4	Lowe's	150
5	Florida Department of Health	110
6	Huntington Place Care	110
7	City of Cocoa Polica Department	101
8	Family Safety	90
9	Ruby Tuesday	65
10	Social Service Office	60

Source: ESRI Business Analyst N.T.S.



2.5.4 Commuter Trips by Mode

Understanding how people travel to and from work within the study area is an important initial step in the evaluation of the transportation system’s deficiencies and needs. An evaluation of journey-to-work patterns using the U.S. Census helps measure auto-dependency and mode choice (or lack thereof). Table 5 summarizes how individuals commute to work within the study area.

Table 5: Commuter Trips by Mode

Mode of Commute	Percent in Study Area
Private Vehicle	85.5%
Carpooled	7.4%
Public Transit	0.8%
Bicycle	0.4%
Walking	1.1%
Other Means	1.8%
Worked at Home	3.0%

Source: US Census Bureau, 2013 American Community Survey
5-Year Estimates

Much like other communities in Florida, there is a strong reliance on the private vehicle resulting in low transit use. As shown in Table 5, approximately 85.5 percent of the workers within the study area commute to work using their private vehicles, and less than one percent rely on transit. In comparison, more workers worked at home (3.0 percent telecommute to work) than used transit. In terms of bicyclists and pedestrians, a combined percentage of 1.5 percent of the workers walk and bicycle to work.

2.6 Existing Transportation Infrastructure

This section includes an evaluation of the physical conditions of the corridor. The existing physical features were collected through field inspection, FDOT design/construction plans, FDOT Straight Line Diagrams (SLDs) (Appendix A), and data provided by the Cities of Cocoa and Rockledge. This information is intended to identify current roadway design issues and aid in identifying study area roadway segments and intersections requiring closer examination as part of the corridor future recommendations. Existing features of the Fiske Boulevard corridor that do not meet current design standards are considered deficient and may be recommended for continued monitoring, rehabilitation, or upgrading.

This section also documents transit, bicycle and pedestrian mobility along the study area corridor.

2.6.1 Roadway Classification, Jurisdiction, and Posted Speed

Fiske Boulevard from Barnes Boulevard/I-95 Northbound Ramps to SR 520 is classified as an “urban principal arterial other” and is owned and maintained by the FDOT. The posted speed on the corridor from Barnes Boulevard/I-95 Northbound Ramps to south of Cardinal Avenue is 45 mph. The remainder of the Fiske Boulevard corridor is posted as 40 mph. The City of Rockledge has identified Fiske Boulevard as a hurricane evacuation route.

2.6.2 Right-of-Way

The roadway right-of-way (ROW) has been inventoried for the roadway corridors within the study area using available right-of-way data. Table 6 lists the variation in available right of way for the Fiske Boulevard corridor.

Table 6: Right-of-Way Summary

Roadway	Roadway ID	From	To	ROW Width (Feet)
SR 519	70014000	Barnes Boulevard/ I-95 NB Ramps	SR 520	100-310

Source: 2015 Brevard County Property Appraiser information.

2.6.3 Typical Section

The typical sections found along the study area corridor are illustrated below in Figure 12 through Figure 14.

Figure 12: Typical Section South of Roy Wall Boulevard



Source: Compiled by VHB.

Figure 12 shows the typical section along Fiske Boulevard just south of Roy Wall Boulevard. This section consists of a varying width median (40 feet at Barnes Boulevard, 18 feet at Tuckaway Drive and 17 feet at Roy Wall Boulevard). There are directional left turns between Tuckaway Drive and Barnes Boulevard. The median transitions from a grass median to a raised concrete median approximately 345 feet south of Tuckaway Drive. Between Tuckaway Drive and Roy Wall Boulevard, the median becomes a continuous center-turn lane.

Figure 13: Typical Section North of Hans Christian Andersen Elementary School



Source: Compiled by VHB

Figure 13 shows the typical section north of Hans Christian Andersen Elementary School. There are slight exceptions to the typical section between Roy Wall Boulevard and Genevieve Avenue. The median type is a 17-foot continuous center-turn lane, with curb and gutter along both sides of Fiske Boulevard. North of Swiss Pointe Boulevard to Rosa L. Jones Boulevard, the typical section slightly varies with a 14 to 15 foot continuous center-turn lane and curb and gutter.

Figure 14: Typical Section South of Barbara Jenkins Street



Source: Compiled by VHB

Figure 14 shows the typical section south of Barbara Jenkins Street. There are slight exceptions to the typical section between Rosa L. Jones Boulevard and SR 520. The median type is a continuous 12-foot center-turn lane, without curb and gutter. The shoulder varies between paved to unpaved with various widths between four feet and 12-feet.

2.6.4 Access Management

FDOT classifies access on state roadways using a seven-tier access management system established in Chapter 14-97, Administrative Rules of the Department of Transportation, State Highway System Access Management Classification System and Standards (Rule 14-97). The classification system ranges from Access Class 1, reserved for limited access freeways, to Access Class 7, assigned to lower priority state highways in areas that are already highly urbanized. This classification system assigns standards for driveway connections, spacing, median opening spacing, and signal spacing.

Table 7 shows the approximate limits for Access Class categories for the study area corridor and corresponding posted speed limits (MPH). The spacing standards for each Access Class as per FDOT are shown in **Table 8**. These Access Classes and posted speeds dictate the allowable spacing of signalized intersections, pedestrian crossing opportunities and local street connections for the Corridor Study Area. The most restrictive Access Class (1) is for limited access roadways and allows for no signalized intersections or driveways. The least restrictive Access Class (7) allows signalized intersections at 1,320 foot (1/4-mile) spacing.

Table 7: FDOT Access Management Classifications and Posted Speeds

Roadway	Limits	Access Class	Posted Speed
Fiske Boulevard	I-95 Interchange, NB Off Ramp (MP 0.420) to North of Cardinal Avenue (MP 2.800)	4	45
	North of Cardinal Avenue (MP 2.800) to SR 520/King Street (MP 4.604)	4	40

Source: FDOT Straight Line Diagram.

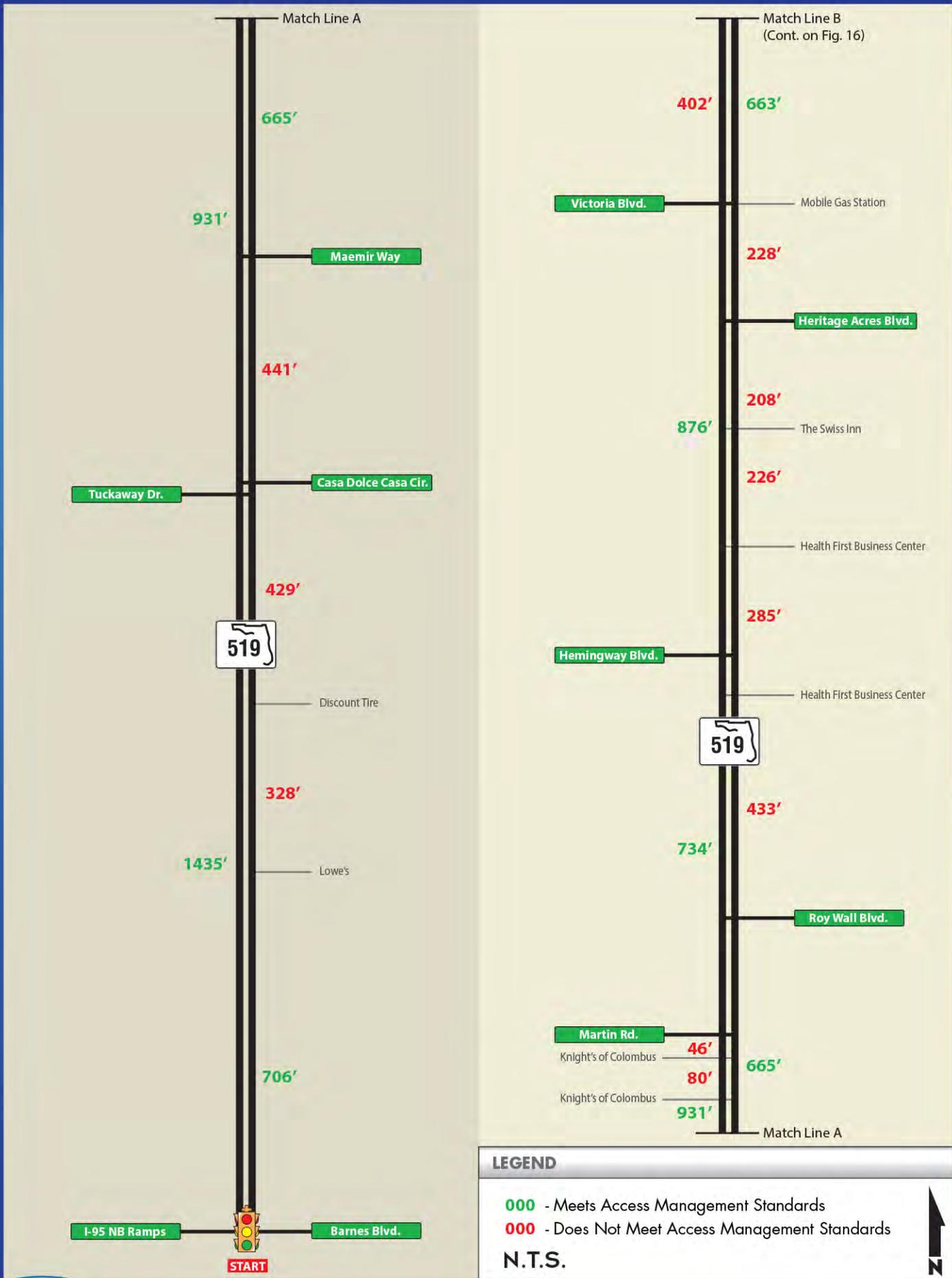
Table 8: Access Class Spacing Standards

FDOT Access Management Class	Minimum Connection Spacing (feet)	Minimum Median Opening Spacing (feet)		Minimum Signal Spacing (feet)
		Directional	Full	
Class 4	660/440 ¹	N/A	N/A	2,640

Source: Section 14-97.003, Florida Administrative Code

¹ Greater than 45 MPH / Less than or equal to 45 MPH

Fiske Boulevard serves many abutting land uses, as discussed previously in Section 2.3. The presence of closely spaced driveways along an arterial and the entering and exiting vehicle movements creates conflict points for vehicles, pedestrians and bicyclists. While necessary to provide access to abutting land uses, there are instances where access management, or a consolidation of driveways to mitigate the conflict points, are recommended to improve mobility and safety. For this reason, a survey of the driveway/connection, median opening, and signal spacing along the study area corridor was completed. **Figure 15** through **Figure 22** illustrate the existing access management and whether or not the median, connection, and signal spacing's are currently satisfying access management standards.

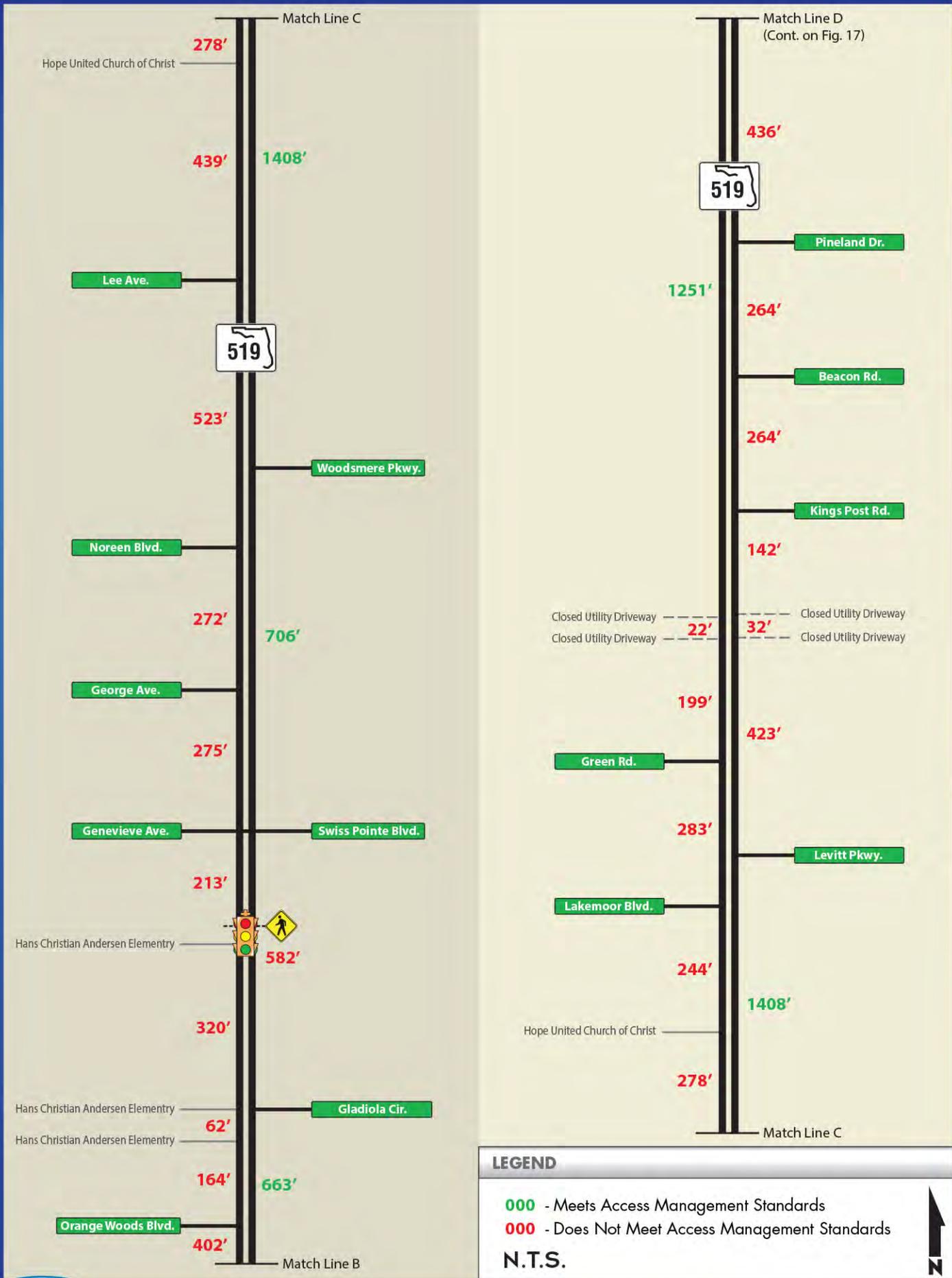


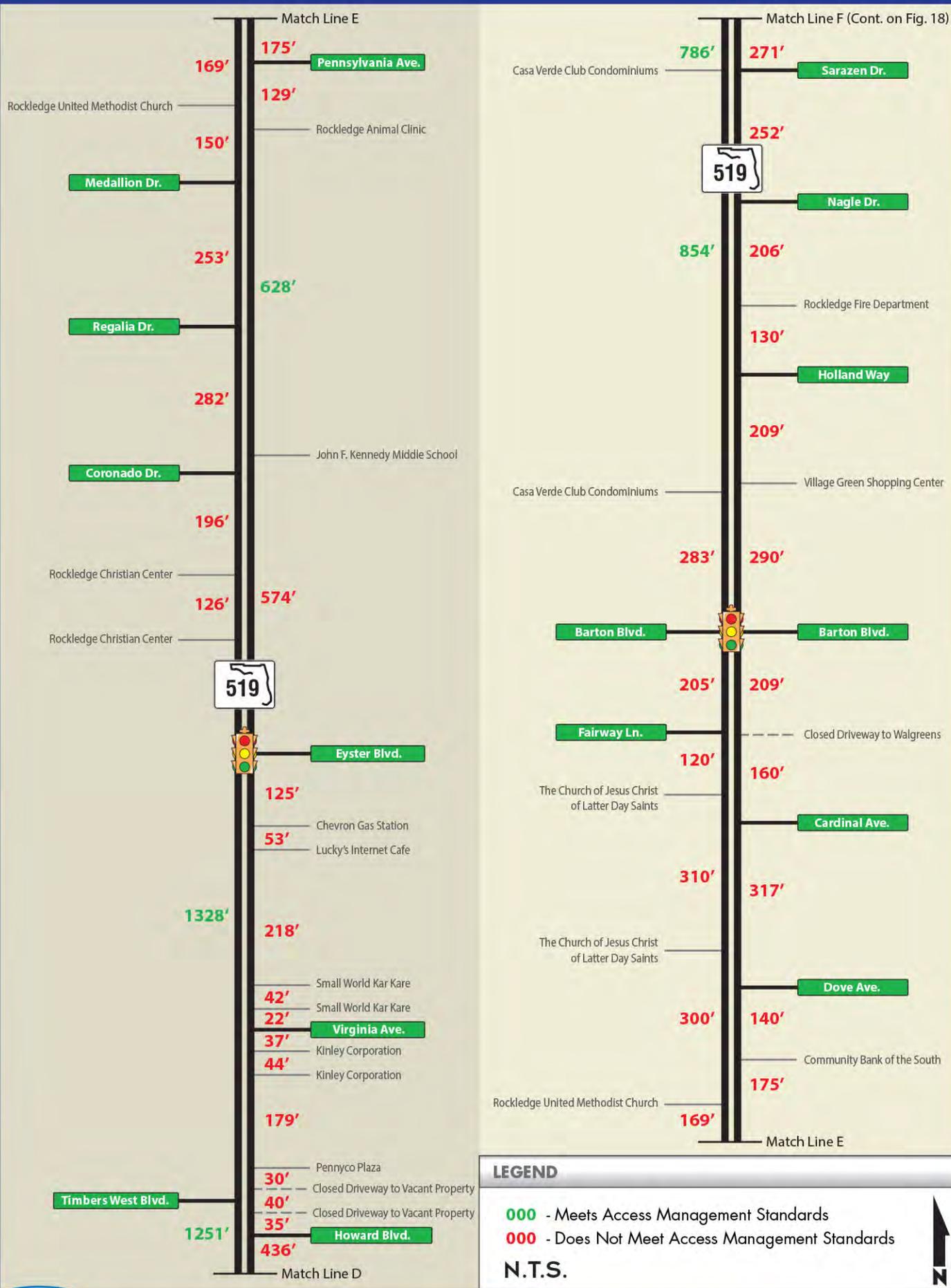
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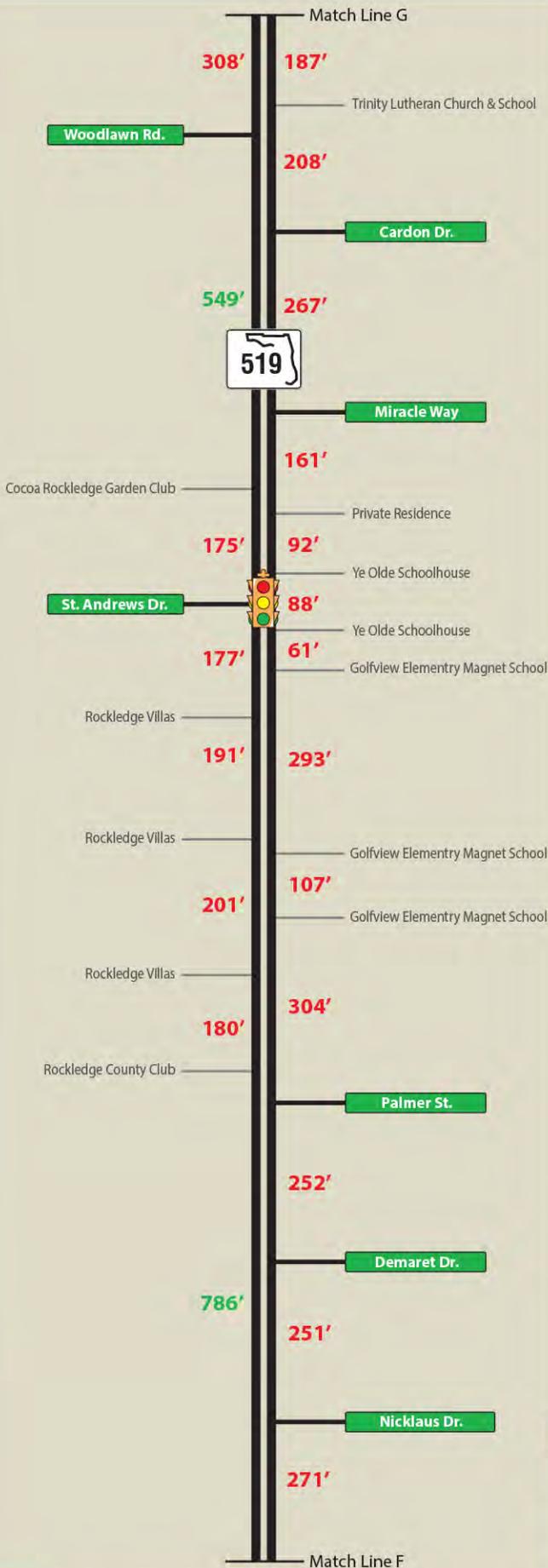
- 000 - Meets Access Management Standards
- 000 - Does Not Meet Access Management Standards

N.T.S.







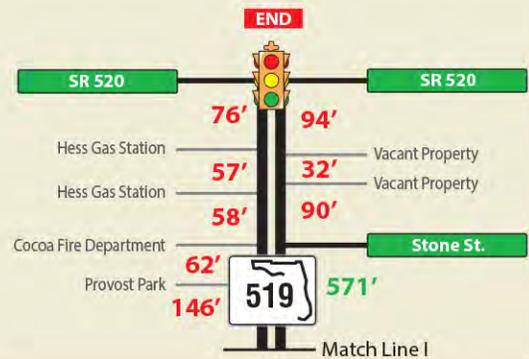


LEGEND

- 000 - Meets Access Management Standards
- 000 - Does Not Meet Access Management Standards

N.T.S.

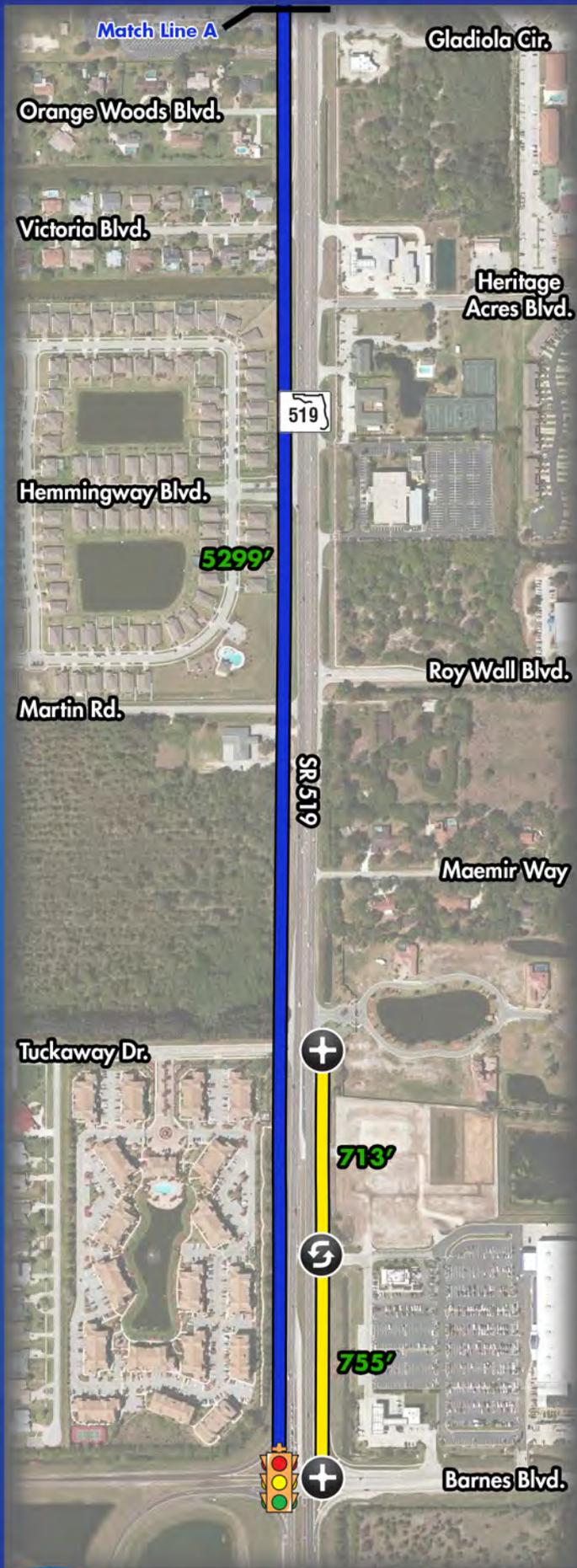




LEGEND

- 000 - Meets Access Management Standards
- 000 - Does Not Meet Access Management Standards
- N.T.S.



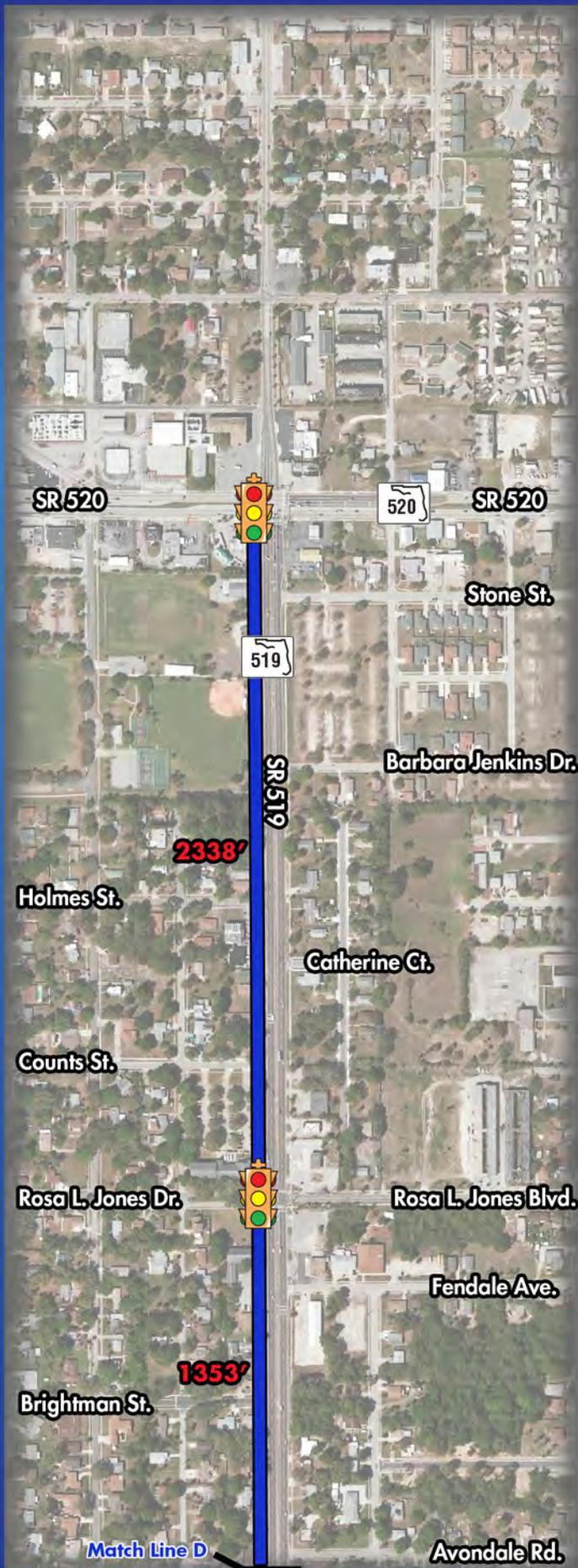


LEGEND

-  - Full Median Opening
-  - Directional Median Opening
-  - Signalized Intersection
-  - Meets Access Management Standards
-  - Does Not Meet Access Management Standards







LEGEND

-  - Full Median Opening
-  - Directional Median Opening
-  - Signalized Intersection
-  - Meets Access Management Standards
-  - Does Not Meet Access Management Standards



2.6.5 Existing Intersection Geometry

Figure 23 illustrates the year 2015 intersection geometries for the following study area intersections:

- Fiske Boulevard/Barnes Boulevard - I-95 Northbound Ramps
- Fiske Boulevard/Roy Wall Boulevard (Unsignalized)
- Fiske Boulevard/Hans Christian Anderson Elementary School (Pedestrian Signal and Unsignalized school entrance/exit)
- Fiske Boulevard/Levitt Parkway & Lakemoor Boulevard (Unsignalized)
- Fiske Boulevard/Eyster Boulevard
- Fiske Boulevard/Barton Boulevard
- Fiske Boulevard/St. Andrews Drive
- Fiske Boulevard/Pluckebaum Road
- Fiske Boulevard/Rosa L. Jones Drive & Rosa L. Jones Boulevard
- Fiske Boulevard/SR 520

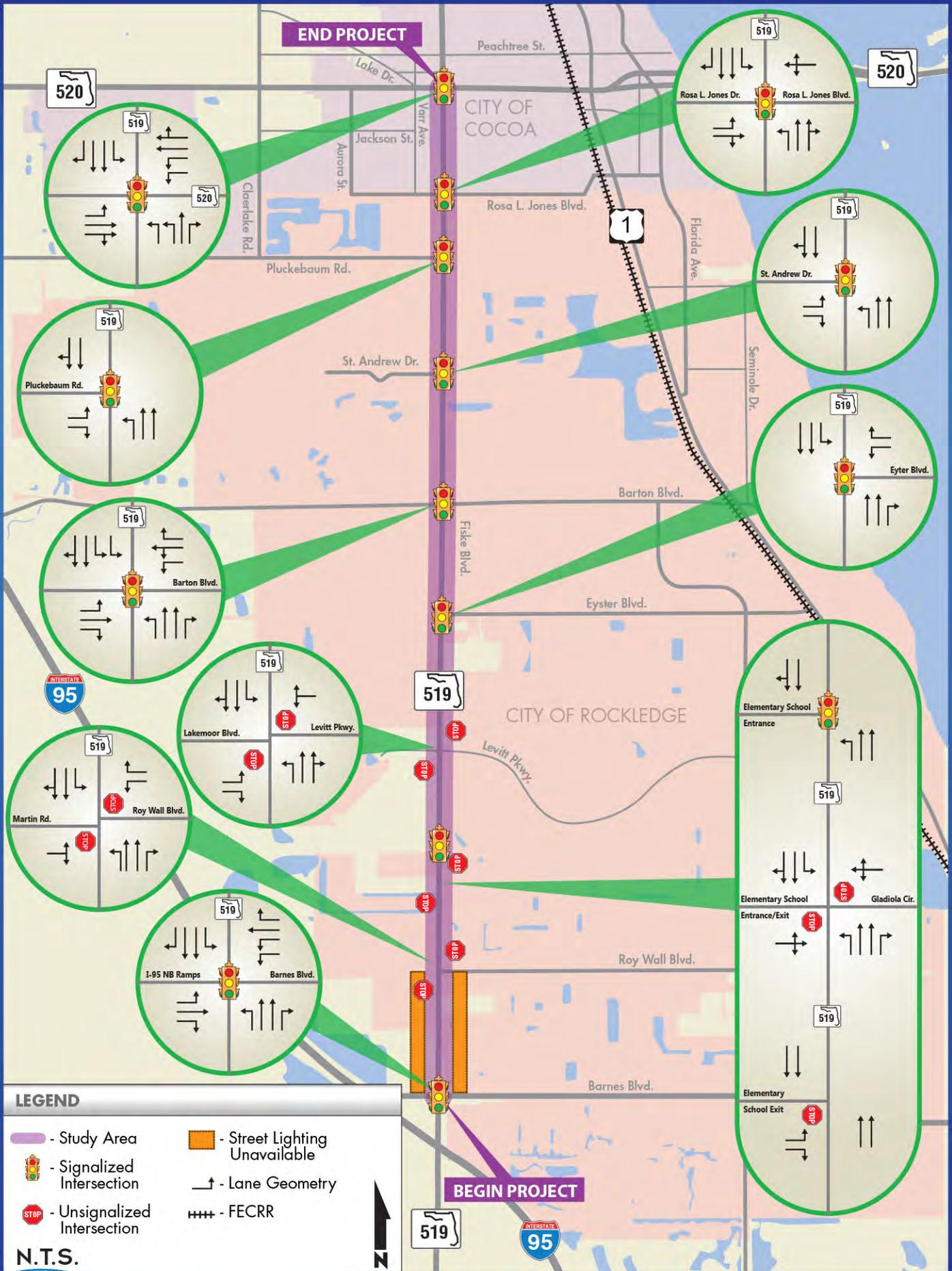
Turn lanes are generally provided along Fiske Boulevard approaching major signalized intersections. Brevard County is responsible for the operation and maintenance of the eight traffic signals within the study area corridor.

2.6.6 Lighting

A lighting inventory was conducted using Google Earth and Google Street View. Throughout most of the study area, there are both freestanding and utility pole lights located on both sides of the roadway with the exception of a half-mile gap between Barnes Boulevard to Roy Wall Boulevard. Figure 23 shows the portion of the corridor without lighting fixtures.

2.6.7 Parking

There are no on-street parking or park and ride lots within the Fiske Boulevard study area.



LEGEND

- Study Area
- Signalized Intersection
- Unsignalized Intersection
- Street Lighting Unavailable
- Lane Geometry
- FECRR

N.T.S.



2.6.8 Intelligent Transportation System

The Space Coast TPO, in conjunction with Brevard County, FDOT Intelligent Transportation System (ITS) Program, and FDOT Transportation System Management and Operations (TSMO) Program has adopted an ITS Master Plan to address the Space Coast region’s continuing growth and future ITS needs. The plan focuses on maximizing the existing Space Coast transportation system by providing increased accessibility, reliability, and safety as a part of a fully integrated multi-modal experience.

Brevard County currently operates an unofficial Traffic Management Center (TMC) at the Viera Government Center. The County can remotely monitor and communicate with all signals connected to the existing fiber optic network using a signal management software (Naztec’s ATMS.now). All other signals utilize wireless communications. Fiske Boulevard currently has 2.22 miles of fiber optics installed between SR 520 and Eyster Boulevard along the northern section of the study area corridor, which also includes one Advance Dynamic Message Sign and three signals, connected to the existing fiber optic network. The County has considered expanding the fiber optic network and the ITS infrastructure to I-95. SCAT has also considered implementing a Transit Signal Priority (TSP) system to make transit a more competitive option for improving mobility.

2.6.9 Utilities

A Sunshine One Call ticket was processed in March 2015 to identify a list of potential utility providers within the corridor. A 500-foot buffer was used around Fiske Boulevard to understand the utility companies that are located within and adjacent to the corridor. Table 9 presents the utility companies and agencies that have facilities located within the study area.

Table 9: Utility Agencies and Contact Information

Utility/Agency	Contact Person	Contact Number
Brevard County Water Resources	Dee Ravenscroft	321-633-2089
Brevard County Public Works Engineering	Brandon Collins	321-455-1440
City of Cocoa	Peggy Turner	321-433-8799
City of Rockledge	James Elmore	321-690-3975
Florida City Gas	Ron Muller	321-638-3424
Florida Gas Trans.-Melbourne	Joseph E. Sanchez	407-838-7171
Florida Power & Light	Tracy Stern	800-868-9554
FPL Fibernet LLC	Danny Haskett	305-552-2931
Level 3 Communications LLC	Network Relations	877-366-8344 Ext: 2
Transcore	Tushar Patel	386-943-5315
Brighthouse Networks, LLC	Mike Isom	321-757-6451
AT & T/ Distribution	Dino Farruggio	954-249-0558

Source: Sunshine 811. Data was aggregated to reflect study area section limits.

The listed facilities in the Sunshine ticket do not indicate a definite presence within the corridor. These utility companies may need to be contacted to verify the location and content of the facilities during the alternatives development phase of the study, depending on the type of improvement alternative.

2.6.10 Drainage

The general stormwater conveyance system that serves Fiske Boulevard is curb and gutter along the roadway with storm pipes directing runoff from the roadway to localized storm drainage retention ponds. The curb and gutter typical section transitions to an open swale system just north of I-95 to Roy Wall Boulevard and from Rosa L. Jones Drive/Boulevard to the northern limits at SR 520. Fiske Boulevard is generally flat; however, elevations decrease as the corridor approaches the southern limits. The United States Geological Survey (USGS) maps indicate a high point at SR 520 to the National Geodetic Vertical Datum (NGVD). The roadway elevation is approximately 24 NGVD at this point and tapers to 18 NGVD at the southern limit of the study area. There are other local low points to facilitate drainage within the closed drainage system.

According to the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMS) for Brevard County (community panels 12009C0430G and 12009C0440G dated March 2014), the Fiske Boulevard study area is not located within any flood zones.

Any improvements to Fiske Boulevard will be subject to the St. John's River Water Management District criteria that are current at the time of the improvement. In addition, the FDOT Drainage Manual currently requires that roadway projects comply with the Department's drainage connection rule. Based on the existing stormwater regulations of these agencies, any project other than resurfacing would require both stormwater quality treatment and attenuation of runoff rate and volume.

2.6.11 Bicycle and Pedestrian Infrastructure

Bicycle and pedestrian connectivity plays an important role within the study area given the number of destinations, such as schools and shopping centers, which are within a short distance of existing residential development. This subsection details the existing bicycle and pedestrian network in the study area.

Bicycle Lanes

A desktop inventory of bicycle lanes was completed for Fiske Boulevard utilizing the latest Google Earth aerial photography, and supplemented with video footage taken during a field visit. No bicycle lanes were identified along Fiske Boulevard. Undesignated bicycle lanes were identified along SR 520 (crossing through the intersection of Fiske Boulevard/SR 520).

Sidewalks and Curb Ramps

Similar to the bicycle lane inventory, a desktop inventory of sidewalk facilities was completed for the study area utilizing the latest Google Earth aerial photography and supplemented with video footage

taken during a field visit. This review examined the presence of sidewalks along both sides of Fiske Boulevard and approximately 50 feet away from Fiske Boulevard for side streets.

In general, Fiske Boulevard has sidewalks present on both sides of the road, except for a few small segments. These “gaps” in sidewalk coverage are shown in Figure 24 through Figure 26 and are listed below:

- Approximately 175 foot gap on the west side of Fiske Boulevard directly north of Barnes Boulevard
- No sidewalk on east side of Fiske Boulevard from the Lowe’s shopping center driveway to Roy Wall Boulevard
- No sidewalk on west side of Fiske Boulevard from Tuckaway Drive to Martin Road
- Sporadic sidewalk coverage on east side of Fiske Boulevard between Howard Boulevard and Eyster Boulevard
- No sidewalk on east side of Fiske Boulevard from Ferndale Avenue to Rosa L. Jones Drive/Boulevard
- No sidewalk on west side of Fiske Boulevard from Catherine Court to Holmes Street
- Approximately 150 foot gap on west side of Fiske Boulevard north of Stone Court

In terms of side streets, approximately half do not have any type of sidewalk connection to Fiske Boulevard.

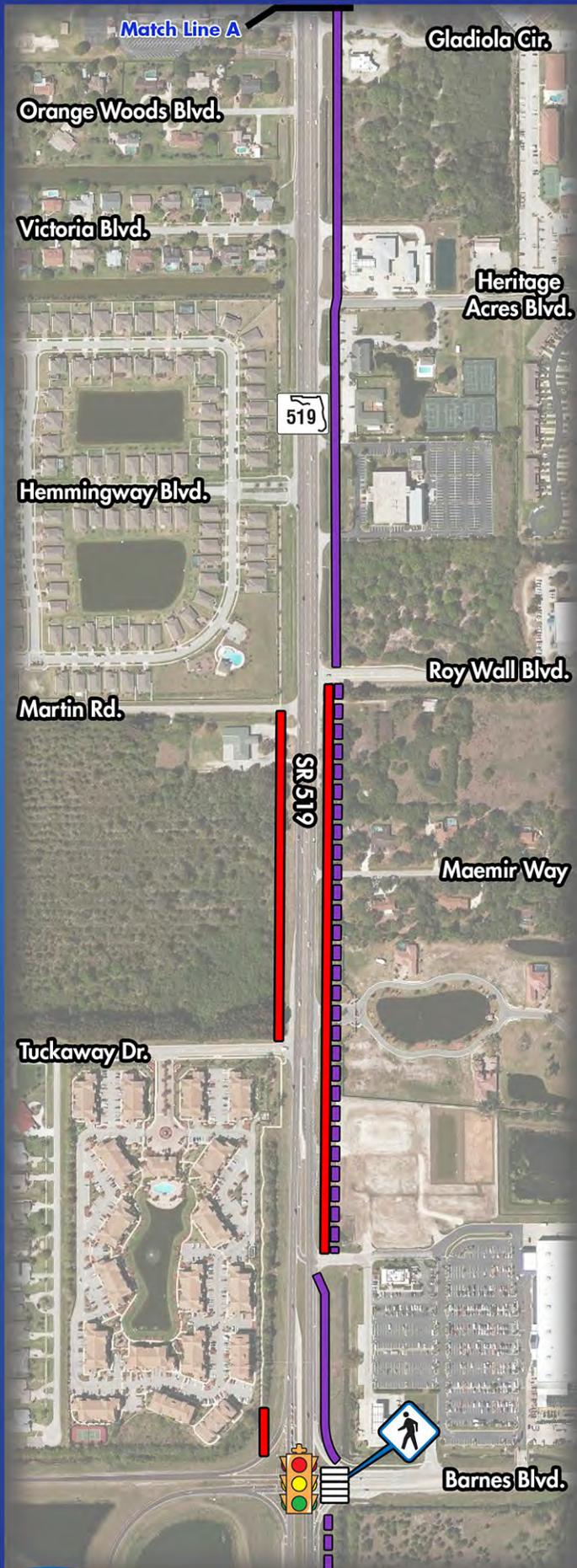
In general, where sidewalks are provided, curb ramps are also provided.

Crosswalks

Crosswalks were inventoried throughout the study area and illustrated in Figure 24 through Figure 26. All marked crosswalks on Fiske Boulevard are signalized, and listed below:

- Mid-block Crossing South of Fiske Boulevard/Genevieve Avenue (Hans Christian Andersen Elementary School)
- Fiske Boulevard/Eyster Boulevard
- Fiske Boulevard/Barton Boulevard
- Fiske Boulevard/St. Andrews Drive
- Fiske Boulevard/Pluckebaum Road
- Fiske Boulevard/Rosa L. Jones Drive – Rosa L. Jones Boulevard

The general spacing between signalized crosswalks on Fiske Boulevard is half a mile or greater. This in part contributes to pedestrians and bicyclists crossing Fiske Boulevard at random, unmarked mid-block locations.



LEGEND



- Signalized Intersection



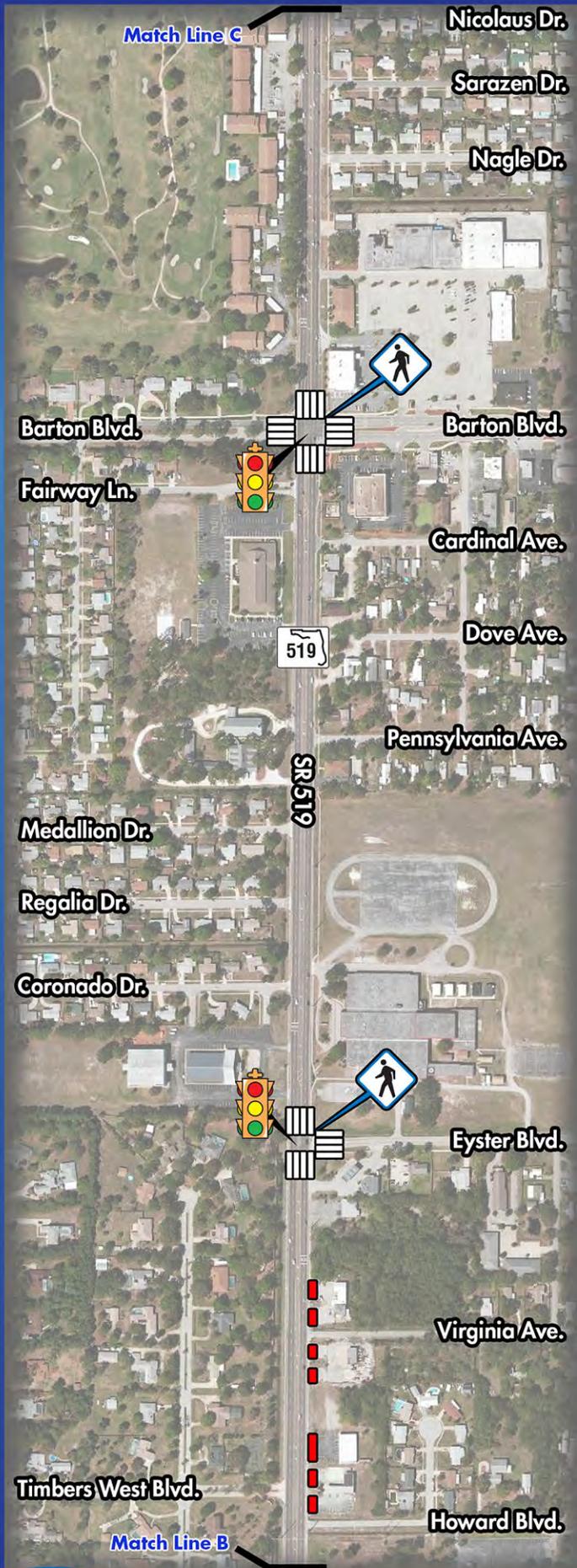
- Marked Crosswalks

- Existing Brevard Zoo Trail

- Planned Brevard Zoo Trail

- Sidewalk Gaps





LEGEND



- Signalized Intersection



- Marked Crosswalks

- Existing Brevard Zoo Trail

- Planned Brevard Zoo Trail

- Sidewalk Gaps





LEGEND



- Signalized Intersection



- Marked Crosswalks



- Existing Brevard Zoo Trail



- Planned Brevard Zoo Trail



- Sidewalk Gaps



School Bus Routes

There are three public schools with direct access to Fiske Boulevard which include:

- Hans Christian Andersen Elementary School
- John F. Kennedy Middle School
- Golfview Elementary Magnet School

There is also one public school, Ronald McNair Magnet Middle School, located east of Fiske Boulevard off Rosa L. Jones Boulevard.

Brevard Public Schools (BPS) generally calculates a two-mile walking radius within a School Attendance Boundary to determine the eligibility for a bussing area. Hans Christian Andersen Elementary School has two bus routes serving approximately 71 eligible students; John F. Kennedy Middle School has 13 bus routes serving approximately 288 eligible students; Golfview Elementary Magnet School has three bus routes serving approximately 26 eligible students.

Safe Routes to Schools

Safe Routes to Schools is a national program that is designed to increase walking and bicycling to and from schools. Funding is provided from the federal government and is used to construct new bicycle lanes and sidewalks as well as to organize educational, promotional, and enforcement campaigns. Participation varies from school to school.

During later phases of this project, coordination will be done with public schools within the study area to ensure that any identified improvement builds on and enhances any work already being done with the Safe Routes to Schools program.

Trails

In addition to sidewalks and bicycle lanes, existing and planned regional trails that cross through the study area were inventoried. Local, recreational trails that do not provide regional connectivity were not inventoried. Trails are multi-use paths that are used by runners, bicyclists and other non-motorized users.

Currently, there is one trail, the Brevard Zoo Trail, within the study area. The Brevard Zoo Trail (documented in the Space Coast TPO's 2035 LRTP and illustrated in Figure 24 through Figure 26), when completed, will provide north-south connectivity from Kings Post Road past the southern boundary of the study area. Within the study area, the majority of this trail has been constructed, except for a missing segment between Barnes Boulevard and Roy Wall Boulevard. The constructed segments of this trail are approximately eight feet wide and run parallel to an existing sidewalk.

Parallel Bicycle and Pedestrian Routes

There are no parallel bicycle and pedestrian routes within close proximity to the Fiske Boulevard study area.

Future Bicycle/Pedestrian Plans

A review of the Space Coast TPO's 2035 LRTP, Bicycle & Pedestrian Mobility Plan, and FY 2015-2019 TIP was performed to identify any future bicycle and pedestrian improvements within the study area.

Based on the review, the TPO has a desire to complete the missing segments of the Brevard Zoo Trail which runs along the east side of Fiske Boulevard; however, no additional details have been provided.

2.6.12 Transit Service and Infrastructure

Existing transit services in the study area are operated by Space Coast Area Transit (SCAT). Establishing the baseline transit service along the study area corridor is a critical initial step to help identify system deficiencies, shortcomings, or needs which in turn aids in the development of transit-related recommendations. This subsection discusses these services.

Overview of SCAT

SCAT provides transit service within Brevard County, featuring 19 local fixed bus routes. SCAT also provides paratransit service and commuter assistance vanpools. The existing SCAT transit service types found within the study area are described below in more detail.

Fixed-route - Regular local bus service providing frequent stops typically spaced every two blocks.

Paratransit Service - The paratransit program provides service for eligible individuals who are not able to use the regular fixed-route bus service because of a disability or other limitations. Paratransit service is subsidized depending on the type of trip through one of the following: the Americans with Disabilities Act (ADA) program, the Transportation Disadvantaged (TD) program, or a negotiated agency contract.

Commuter Assistance Vanpools - The vanpool program provides vehicles that are purchased by the Brevard County Commission with support from federal capital grants. These vehicles are then provided to a third party, VSPI, who then lease these vehicles to commuters. The leasing rate includes all maintenance, insurance, and administration costs.

The paratransit service and the commuter assistance vanpool programs are available on a case by case basis, by request.

SCAT Transit Service

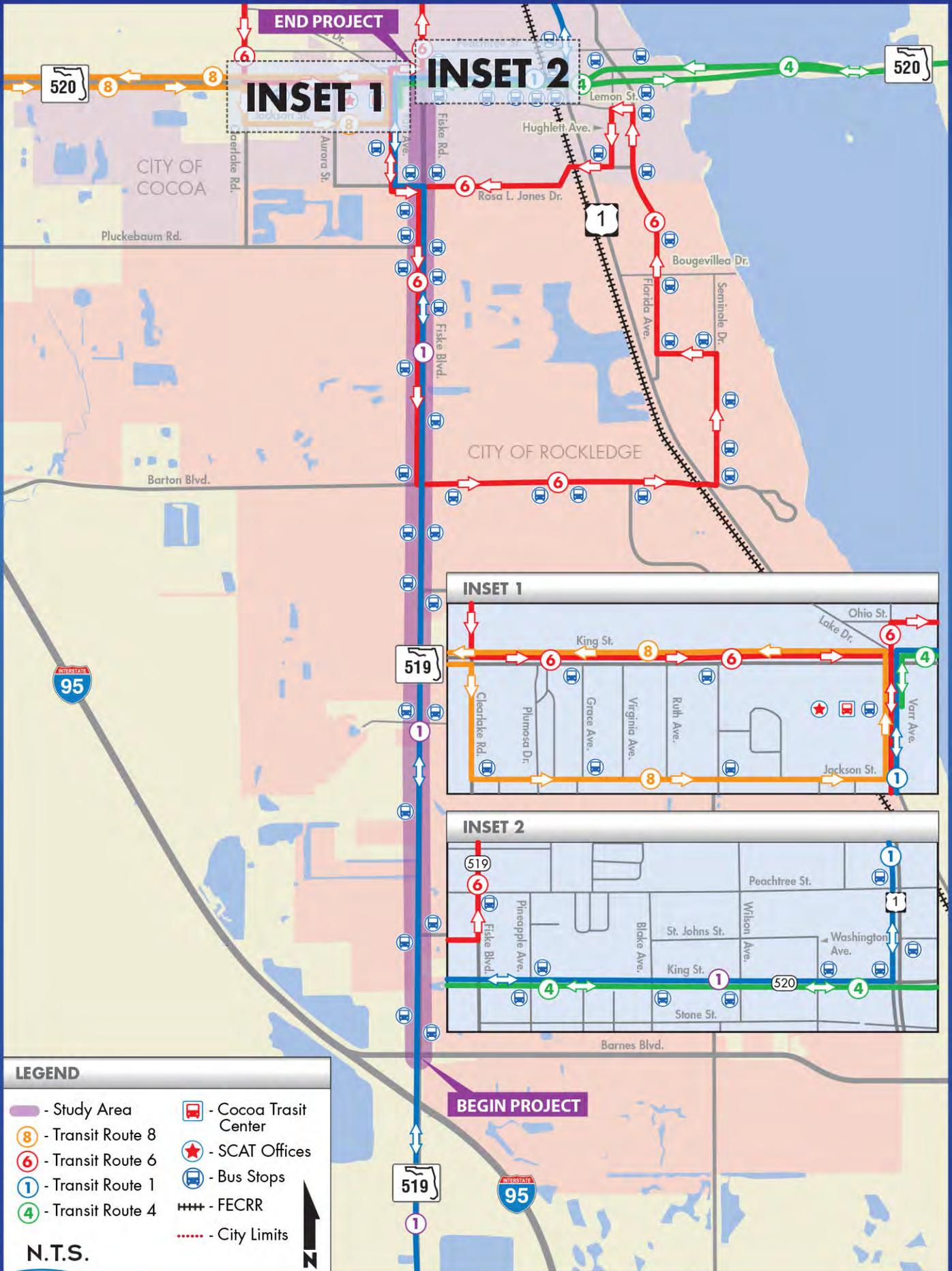
Figure 27 shows the four existing SCAT bus routes, transit stops and the transit center serving the study area. The SCAT fixed-routes located along or intersecting with the Fiske Boulevard study area include Routes 1, 4, 6 and 8; Routes 1 and 6 travel directly along Fiske Boulevard. Following is a summary of the four routes serving the study area:

- **Route 1 (Melbourne/Titusville – North Loop)** – The North Loop of Route 1 connects Titusville with Cocoa. It provides service along Fiske Boulevard from Rosa L. Jones Drive/Boulevard to Judge Fran Jamieson Way (past the southern Study Area boundary). This route also provides

service to the Cocoa Transit Center, approximately 600 feet west of the Fiske Boulevard study area (see below for more information on the transit center).

- *Route 4 (520 Connector)* – This route connects Cocoa to Cocoa Beach via SR 520. This route crosses through the northern part of the study area and terminates at the Cocoa Transit Center.
- *Route 6 (Cocoa/Rockledge)* – This route connects Cocoa with Rockledge. This route provides service along Fiske Boulevard (Rosa L. Jones Drive/Boulevard to Barton Boulevard), Rosa L. Jones Drive/Boulevard (Varr Avenue to Hughlett Avenue) and Barton Boulevard (Fiske Boulevard to Seminole Drive). This route also provides service to the Cocoa Transit Center.
- *Route 8 (West Cocoa)* – This route connects Cocoa to West Cocoa via SR 520. This route does not cross through or run along Fiske Boulevard; however, it terminates at the Cocoa Transit Center.

The Cocoa Transit Center is located in front of the Space Coast Area Transit property, near the intersection of SR 520 and South Varr Avenue. It is a designated location where individuals can transfer from one route to another in a safe manner. This transit center serves all of the routes in the study area.



SCAT service in the study area is provided on weekdays, Saturdays, and Sundays. Service is not provided on select major holidays. The earliest route begins at 5:15 AM and the latest route ends at 11:30 PM. Frequencies vary by route, time of day, and day of the week.

Table 10 presents the span of service, frequency, and ridership for each of the routes in the study area. The frequency shown in the table represents the typical range for the span of service.

Table 10: SCAT Study Area Route Summary

Route	Route Description	Span of Service	Service Frequency	Flag Stop Route?	FY 2014 Annual Ridership
1	Melbourne/Titusville (North Loop)	5:15 AM to 8:30 PM Monday – Friday 7:30 AM to 6:30 PM Saturday	30/60 Min 120 Min	No	237,209
4	520 Connector	5:45 AM to 11:30 PM Monday – Friday 5:45 AM to 11:30 PM Saturday 8:00 AM to 6:00 PM Sunday	15/60/15/60 Min 15/60/15/60 Min 60 Min	No	338,214
6	Cocoa/Rockledge	5:45 AM to 8:15 PM Monday – Friday 7:15 AM to 6:15 PM Saturday	15/30/60 Min 60 Min	No	261,626
8	West Cocoa	6:45 AM to 5:45 PM Monday – Friday	Varies from 90 to 150 min	Yes	17,494

Source: SCAT Posted Timetables (Effective 05/31/14), SCAT 2013 Transit Development Plan, FY 2014 ridership provided by SCAT

Bus Stop Infrastructure

A desktop review using current aerial footage, supplemented with video footage from a field visit, was performed to assess the infrastructure present at bus stops within the study area.

In general, the bus stops along the Fiske Boulevard corridor have a bus stop sign and benches for seating (see

Figure 28). One bus stop (intersection of Fiske Boulevard and Barton Boulevard) was identified as having a shelter (see Figure 29).

Figure 28: Typical Bus Stop



Source: Image from Field Video taken by VHB or Google Street View

Figure 29: Bus Shelter at Fiske Boulevard/Barton Boulevard



Source: Image from Field Video taken by VHB or Google Street View

Most bus stops are located in areas where there is an existing sidewalk. However, the majority of these lack landing pads which provide a connection from the sidewalk to the bus doors. Landing pads are especially helpful for wheelchair users and the elderly that have difficulty navigating the grass buffer when entering/exiting the bus.

Specific recommendations on transit accessibility will be addressed in a later phase of this project.

Future Transit Plans

A review of the SCAT 2013-2022 Ten-Year Transit Development Plan (TDP), the Space Coast TPO's 2035 L RTP, and the Space Coast TPO's FY 2015-2019 TIP was performed to identify any future transit improvements within the study area. More information about these improvements is included below.

SCAT 2013-2022 TDP

The SCAT TDP identified several improvements to the routes running through the Study Area. All these improvements are noted as unfunded. These improvements are summarized by implementation year in Table 11 below.

Table 11: TDP 2013-2022 Route Improvements

Route	Improvement	Year
1	Increase weekday frequency to 30 minutes	2019
1	Increase Saturday frequency to 30 minutes	2019
1	Extend service on weekdays to 9 PM	2019
1	Extend Saturday service to 9 PM	2019
4	Increase weekday frequency to 15 minutes during the day and 30 minutes in the evening	2018
4	Increase Saturday frequency to 15 minutes during the day and 30 minutes during the evening	2018
4	Extend Sunday service to 7 PM	2018
4	Increase Sunday frequency to 30 minutes	2021
6	Increase weekday frequency to 15 minutes during the day and 30 minutes in the evening	2018
6	Increase Saturday frequency to 30 minutes	2018
6	Extend service on weekdays to 9 PM	2018
6	Extend Saturday service to 9 PM	2018
6	Start Sunday service	2018
8	Increase weekday frequency to 30 minutes	2020
8	Start Saturday service	2020
8	Extend service on weekdays to 9 PM	2020
8	Start Sunday service on Route	2020
Viera Circulator	A new route with service along Barnes Boulevard (Fiske Boulevard to US 1) and Fiske Boulevard south of Barnes Boulevard	2019

Space Coast TPO 2035 L RTP

The Space Coast TPO 2035 L RTP identified increased frequency for Route 6 in its cost feasible plan. No other transit improvements within the study area were identified.

Space Coast TPO FY 2015-2019 TIP

The Space Coast TPO TIP did not identify any transit improvements in the study area from FY 2015 to 2019. It is important to note, however, that the line item citing a transit service demonstration along SR 520 (Project Number 4206421) through FY 2019 is existing funding for operating SCAT Route 4 (funded by a corridor grant from FDOT).

2.7 Existing Travel Demand Characteristics

To gain a better understanding of the travel demand characteristics along the study area corridor, daily and hourly traffic volumes data were collected and reviewed. This section quantifies the existing traffic volumes along the study area corridor for vehicular traffic, as well as bicyclists and pedestrians.

2.7.1 Existing Traffic Volumes

Weekday daily and hourly traffic volumes along the study area roadway segments and intersections were collected from various sources such as the FDOT Florida Transportation Information (FTI) and the Space Coast TPO's annual traffic counts program. These counts were supplemented by 24-hour tube counts, 4-hour (7:00 – 9:00 AM and 4:00 – 6:00 PM) manual turning movement counts, and 24-hour pedestrian mid-block crossing counts conducted in March and April 2015 at the following locations:

Intersection Turning Movement Counts

1. Barnes Boulevard (east of Fiske Boulevard)
2. Fiske Boulevard at Barnes Boulevard/I-95 NB Ramps
3. Fiske Boulevard at Roy Wall Boulevard (Unsignalized)
4. Fiske Boulevard at Hans Christian Anderson Elementary School
5. Fiske Boulevard (north of Lee Avenue)
6. Fiske Boulevard at Levitt Parkway/Lakemoor Boulevard (Unsignalized)
7. Fiske Boulevard at Eyster Boulevard
8. Fiske Boulevard (south of Barton Boulevard)
9. Fiske Boulevard at Barton Boulevard
10. Barton Boulevard (east of Fiske Boulevard)
11. Fiske Boulevard (north of Barton Boulevard)
12. Fiske Boulevard (south of St Andrews Drive)
13. Fiske Boulevard at St. Andrews Drive
14. Fiske Boulevard (south of Pluckebaum Road)
15. Fiske Boulevard at Pluckebaum Road
16. Pluckebaum Rd. (west of Fiske Boulevard)
17. Fiske Boulevard (south of Rosa L Jones Boulevard)
18. Fiske Boulevard at Rosa L. Jones Boulevard
19. Fiske Boulevard (south of Barbara Jenkins Street)
20. Fiske Boulevard (south of SR 520)
21. SR 520 (west of Fiske Boulevard)
22. SR 520 (east of Fiske Boulevard)
23. Fiske Boulevard at SR 520

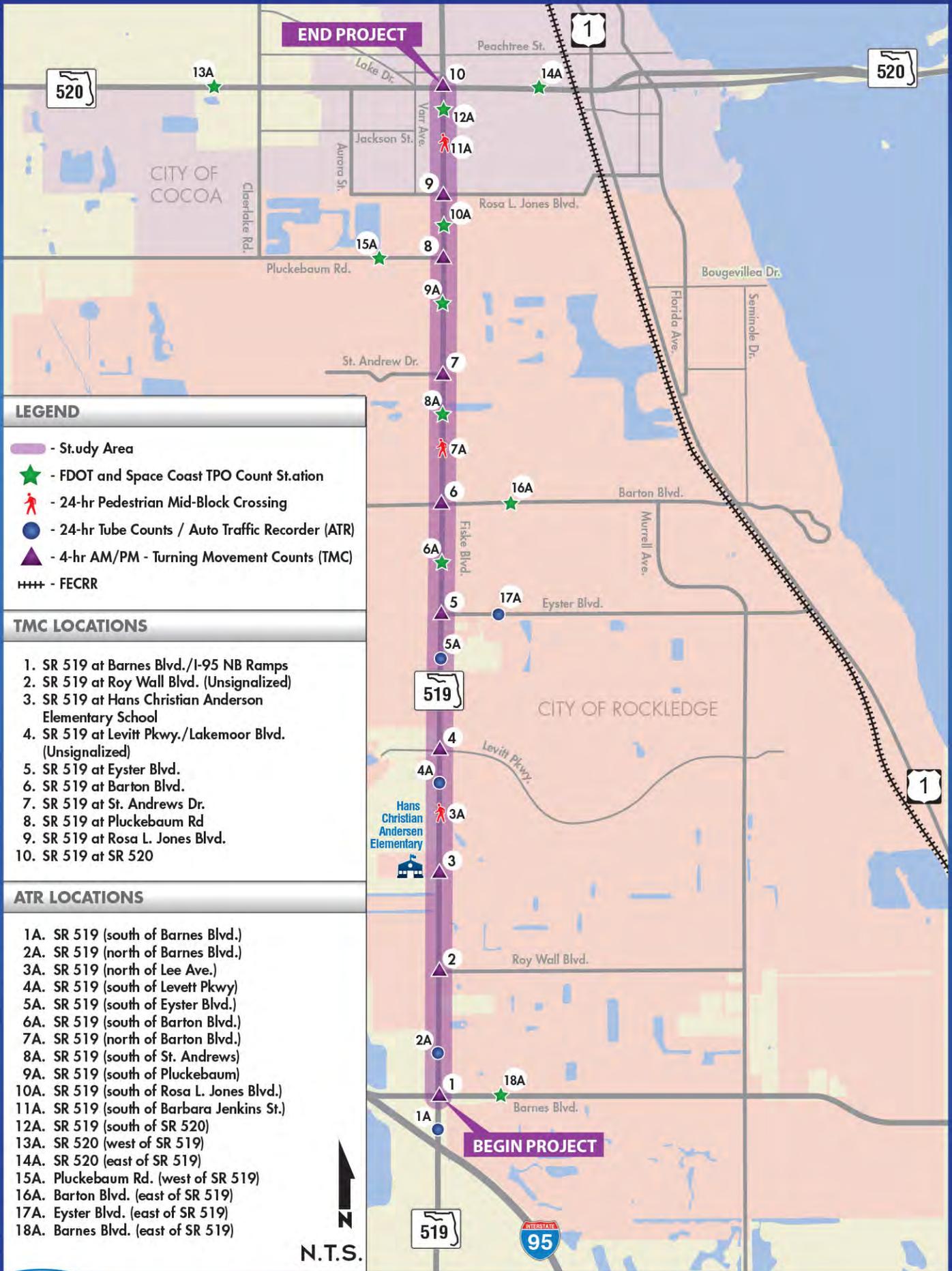
24-hr Continuous Volume (Tube) Count Locations

1. Fiske Boulevard (south of Barnes Boulevard)
2. Fiske Boulevard (north of Barnes Boulevard)
3. Fiske Boulevard (south of Levitt Parkway)
4. Fiske Boulevard (south of Eyster Boulevard)
5. Eyster Blvd. (east of Fiske Boulevard)

24-hr Pedestrian Mid-Block Crossing

1. Fiske Boulevard near Hans Christian Andersen Elementary School
2. Fiske Boulevard north of Barton Boulevard
3. Fiske Boulevard near Provost Park

All traffic count data collected was adjusted utilizing the latest (2013) FDOT axle (where applicable) and seasonal adjustment factors for Brevard County to provide 2015 annual average conditions. All collected traffic counts are provided in Appendix B. **Figure 30** illustrates data collected locations along the study area corridor.



LEGEND

- Study Area
- ★ - FDOT and Space Coast TPO Count Station
- 🚶 - 24-hr Pedestrian Mid-Block Crossing
- - 24-hr Tube Counts / Auto Traffic Recorder (ATR)
- ▲ - 4-hr AM/PM - Turning Movement Counts (TMC)
- ++++ - FECRR

- TMC LOCATIONS**
1. SR 519 at Barnes Blvd./I-95 NB Ramps
 2. SR 519 at Roy Wall Blvd. (Unsignalized)
 3. SR 519 at Hans Christian Andersen Elementary School
 4. SR 519 at Levitt Pkwy./Lakemoor Blvd. (Unsignalized)
 5. SR 519 at Eyster Blvd.
 6. SR 519 at Barton Blvd.
 7. SR 519 at St. Andrews Dr.
 8. SR 519 at Pluckebaum Rd
 9. SR 519 at Rosa L. Jones Blvd.
 10. SR 519 at SR 520

- ATR LOCATIONS**
- 1A. SR 519 (south of Barnes Blvd.)
 - 2A. SR 519 (north of Barnes Blvd.)
 - 3A. SR 519 (north of Lee Ave.)
 - 4A. SR 519 (south of Levett Pkwy)
 - 5A. SR 519 (south of Eyster Blvd.)
 - 6A. SR 519 (south of Barton Blvd.)
 - 7A. SR 519 (north of Barton Blvd.)
 - 8A. SR 519 (south of St. Andrews)
 - 9A. SR 519 (south of Pluckebaum)
 - 10A. SR 519 (south of Rosa L. Jones Blvd.)
 - 11A. SR 519 (south of Barbara Jenkins St.)
 - 12A. SR 519 (south of SR 520)
 - 13A. SR 520 (west of SR 519)
 - 14A. SR 520 (east of SR 519)
 - 15A. Pluckebaum Rd. (west of SR 519)
 - 16A. Barton Blvd. (east of SR 519)
 - 17A. Eyster Blvd. (east of SR 519)
 - 18A. Barnes Blvd. (east of SR 519)

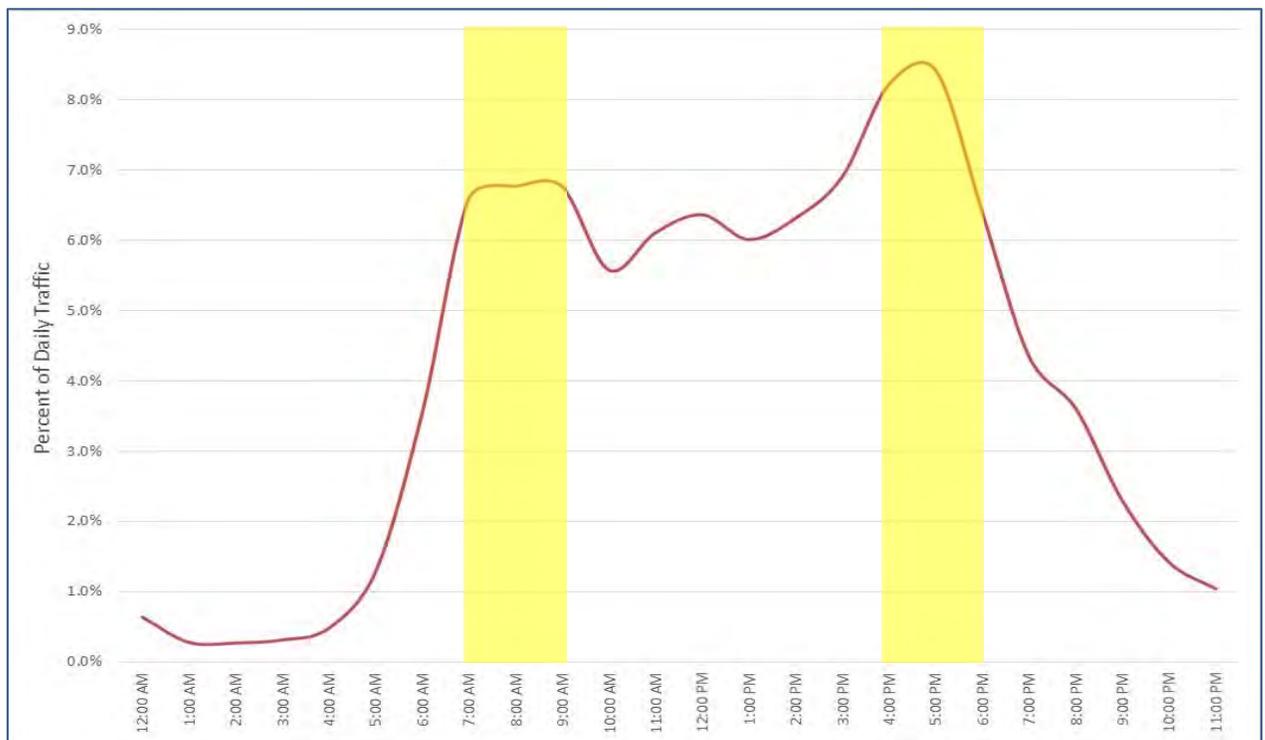
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Based on the data collected, the busiest roadway segment along the corridor was south of Pluckebaum Road which carries almost 25,000 vehicles per day. The busiest intersection traffic volumes was observed at the intersection of Fiske Boulevard and Barnes Boulevard which carries close to 38,000 vehicles per day.

Traffic demand along the study area corridor fluctuates over the course of the day as illustrated in **Figure 31**. As illustrated, there are distinct surges in traffic during the morning, midday, and evening periods. Traffic is notably higher in the evening peak period compare to the morning. Because there are several schools located within the study area, school related traffic during dismissal contributes to the continuing increase in traffic demand after 2:00 PM to the evening peak period. Therefore, peak hour turning movement counts were conducted to correspond with the school arrival and departure time periods.

Figure 31: Weekday Traffic Fluctuation along Study Area Corridor



Source: 2015 supplemental counts by VHB

2.7.2 Pedestrian and Bicycle Traffic Volumes

Pedestrian and bicycle volumes were collected as part of the supplemental traffic counts at the study area intersections during the morning and evening peak hour periods. As presented in an earlier section, crosswalks are generally provided at signalized intersections. The relatively long spacing of these crossings encourages pedestrians to cross Fiske Boulevard at unmarked locations. 24-hour pedestrian mid-block counts were collected along the corridor and summarized in **Table 12: 2015 Existing Pedestrian and Bicycle Traffic Volumes**, which also includes the pedestrian and bicycle traffic volumes at those locations.

Table 12: 2015 Existing Pedestrian and Bicycle Traffic Volumes

Intersection	Pedestrian Volumes			Bicycle Volumes	
	Daily	AM	PM	AM	PM
Fiske Boulevard at Barnes Blvd	N/A	1	0	1	3
Fiske Boulevard at Roy Wall Blvd	N/A	0	7	0	0
Fiske Boulevard at Ped Crosswalk/HC Anderson School	N/A	110	355	39	53
Fiske Boulevard (north of Lee Ave) ¹	4	0	0	N/A	N/A
Fiske Boulevard at Levitt Pkwy/Lakemoor Blvd	N/A	11	13	10	18
Fiske Boulevard at Eyster Blvd	N/A	96	157	16	32
Fiske Boulevard at Barton Blvd	N/A	25	58	11	17
Fiske Boulevard (north of Barton Blvd) ¹	38	7	5	N/A	N/A
Fiske Boulevard at St Andrews Dr	N/A	114	39	22	20
Fiske Boulevard at Pluckebaum Rd	N/A	10	24	22	20
Fiske Boulevard at Rosa L Jones Blvd	N/A	38	44	29	23
Fiske Boulevard (south of Barabara Jenkins St) ¹	88	11	10	N/A	N/A
Fiske Boulevard at SR 520	N/A	23	24	15	19

Source: VHB using Synchro 8 software.

- 1 Overall intersection average delay in seconds per vehicle
- 2 Overall intersection level of service
- 3 Mainline/side street delay and level of service for un-signalized intersection

As expected, the highest pedestrian and bicycle traffic volumes were observed near the three schools with direct access on to Fiske Boulevard; the highest volumes were at the existing signalized pedestrian crossing north of the Han Christian Anderson Elementary School. The pedestrian mid-block crossing counts indicate a relatively low number of pedestrian crossings at unmarked locations, with the exception of the crossing south of Barbara Jenkins Street near Provost Park. Both pedestrian and bicycle volumes are considered moderate along the northern section of the study area. There was one fatality near Rosa L Jones Boulevard resulting from a bicyclist crossing Fiske Boulevard. A more detailed safety analysis is included in the following section.

2.7.3 Existing Corridor Operations Summary

Understanding the relationship between the supply and demand on a roadway is a fundamental consideration in evaluating how well a transportation facility safely and efficiently accommodates the traveling public. This section summarizes the traffic operations assessment for key study area roadway segments and intersections.

The existing 2015 operational analysis was conducted to determine the Level of Service (LOS) for the roadway segments and the study area intersections. Peak hour peak direction volumes along the different segments were compared against the latest Generalized Peak Hour Directional Service Volumes Tables from the 2012 FDOT Quality/Level of Service Handbook to obtain the arterial LOS. The LOS for the study area intersections were determined using the procedures as outlined in the Transportation Research Board’s (TRB) – Highway Capacity Manual (HCM 2000) using Synchro Software (version 8.0). The traffic signal timings used for the analysis were provided by Brevard County based on the actual timings extracted from their controllers between March and April of 2015.

2.7.4 Arterial/Roadway Segment Level of Service Analysis

According to FDOT, Fiske Boulevard is classified as an “urban principal arterial other” and has an adopted LOS “D”, which is consistent with the adopted LOS standards for both the Cities of Cocoa and Rockledge. A summary of the LOS analysis for the study area roadway segments is included in Table 13.

As shown in Table 13, the Fiske Boulevard corridor currently operates above the adopted LOS standard “D”, at an acceptable LOS “C”. LOS “C” is defined as restricted flow that remains stable, but with a noticeable decline in general level of comfort and convenience. The detailed LOS analysis is included in Appendix E.

Table 13: Fiske Boulevard Existing Roadway Level of Service

Roadway / Segment	Adopted LOS ¹	Daily LOS ²	V/C Ratio
I-95 NB interchange to Barnes Boulevard	D	C	0.53
Barnes Boulevard to Gladiola Circle	D	C	0.50
Gladiola Circle to Levitt Parkway	D	C	0.52
Levitt Parkway to Eyster Boulevard	D	C	0.53
Eyster Boulevard to Barton Boulevard	D	C	0.60
Barton Boulevard to St. Andrews Drive	D	C	0.61
St. Andrews Drive to Pluckebaum Road	D	C	0.63
Pluckebaum Road to Rosa L. Jones Drive	D	C	0.48
Rosa L. Jones Drive to SR 520	D	C	0.45

Source: Compiled by VHB.

1 2012 FDOT Quality/Level of Service Handbook

2 FDOT FTI, SCPTOP, and supplemental daily counts

In addition to the LOS for the general motorists, the LOS for bicycle, pedestrian, and transit modes was also evaluated. The LOS for the bicycle and pedestrian modes are based on the number of vehicles traveling on the roadway and the coverage of available bicycle lanes and sidewalks provided along the corridor. The LOS for transit is based on the frequency of buses in peak hour-peak direction, and the sidewalk coverage available along the corridor.

As shown in Table 14, the LOS for bicycles along the corridor is “E” due to the lack of a bicycle lane along the corridor. Table 14 indicates that the pedestrian LOS along the corridor is “D” or better. The detailed bicycle and pedestrian LOS analyses is included in Appendix E.

Table 14: Fiske Boulevard 2015 Existing Bicycle Level of Service

Roadway / Segment	No. of Lanes ¹	Bike Lane Coverage ¹	Daily Bicycle LOS ²
I-95 NB interchange to Barnes Boulevard	4LD	0-49%	E
Barnes Boulevard to Gladiola Circle	4LD	0-49%	E
Gladiola Circle to Levitt Parkway	4LD	0-49%	E
Levitt Parkway to Eyster Boulevard	4LD	0-49%	E
Eyster Boulevard to Barton Boulevard	4LD	0-49%	E
Barton Boulevard to St. Andrews Drive	4LD	0-49%	E
St. Andrews Drive to Pluckebaum Road	4LD	0-49%	E
Pluckebaum Road to Rosa L. Jones Drive	4LD	0-49%	E
Rosa L. Jones Drive to SR 520	4LD	0-49%	E

Source: Compiled by VHB.

1 FDOT Straight Line Diagrams (SLD)

2 FDOT FTI, SCPTOP, and supplemental daily counts

Table 15: 2015 Existing Pedestrian Level of Service

Roadway / Segment	No. of Lanes ¹	Sidewalk Coverage ¹	Daily Pedestrian LOS ²
I-95 NB interchange to Barnes Boulevard	4LD	85-100%	D
Barnes Boulevard to Gladiola Circle	4LD	85-100%	C
Gladiola Circle to Levitt Parkway	4LD	85-100%	C
Levitt Parkway to Eyster Boulevard	4LD	85-100%	C
Eyster Boulevard to Barton Boulevard	4LD	85-100%	D
Barton Boulevard to St. Andrews Drive	4LD	85-100%	D
St. Andrews Drive to Pluckebaum Road	4LD	85-100%	D
Pluckebaum Road to Rosa L. Jones Drive	4LD	85-100%	C
Rosa L. Jones Drive to SR 520	4LD	85-100%	C

Source: Compiled by VHB.

1 FDOT Straight Line Diagrams (SLD)

2 FDOT FTI, SCPTOP, and supplemental daily counts

Based on the SCAT bus service frequency presented in an earlier section, SCAT Route No. 1 has a service frequency of 30 minutes during the morning peak hour period, which results in two bus services during the peak hour. Based on the evaluation criteria in Tables 1 and 7 of the 2012 FDOT Quality/Level of

Service Handbook, buses are operating at an acceptable LOS (LOS "D" or better), along the corridor, with the exception of Route 8, which operates at LOS "E". Route 1 operates at LOS "D" and Routes 4 and 6 operates at LOS "C".

2.7.5 Intersection Level of Service Analysis

The year 2015 intersection LOS was obtained by applying the seasonally adjusted field turning movement counts to the existing intersection geometries. A summary of the LOS analysis for the study intersections is included in Table 16.

As shown in Table 16, the Fiske Boulevard study area intersections currently operate at an acceptable LOS during the AM and PM peak hours except at the intersection of Fiske Boulevard and Barnes Boulevard, which operates at LOS "E" and LOS "F" during the AM and PM peak hours, respectively. The existing intersection LOS conditions are graphically displayed in **Figure 32**. The Synchro Summary Sheets are provided in Appendix F.

Table 16: 2015 Existing Intersection Level of Service

Intersection	Control	AM Peak		PM Peak	
		Delay ¹	LOS ²	Delay	LOS
SR 519 at I-95 NB Ramps	Signalized	67.2	E	150.8	F
SR 519 at Roy Wall Boulevard	Un-Signalized*	10.0/15.3	A/C	12.8/20.1	B/C
SR 519 at Hans Christian Anderson Elementary Loop South	Un-Signalized*	9.7/23.5	A/C	9.7/16.0	A/C
SR 519 at Hans Christian Anderson Elementary Loop North	Signalized	12.4	B	12.2	B
SR 519 at Levitt Parkway/Lakemoor Boulevard	Un-Signalized*	9.6/26.0	A/D	10.2/28.1	B/D
SR 519 at Eyster Boulevard	Signalized	13.6	B	16.4	B
SR 519 at Barton Boulevard	Signalized	30.7	C	33.9	C
SR 519 at St. Andrews Drive	Signalized	8.1	A	8.8	A
SR 519 at Pluckebaum Road	Signalized	12.5	B	13.7	B
SR 519 at Rosa L. Jones Boulevard	Signalized	10.8	B	12.1	B
SR 519 at SR 520	Signalized	38.9	D	43.9	D

Source: VHB using Synchro 8 software.

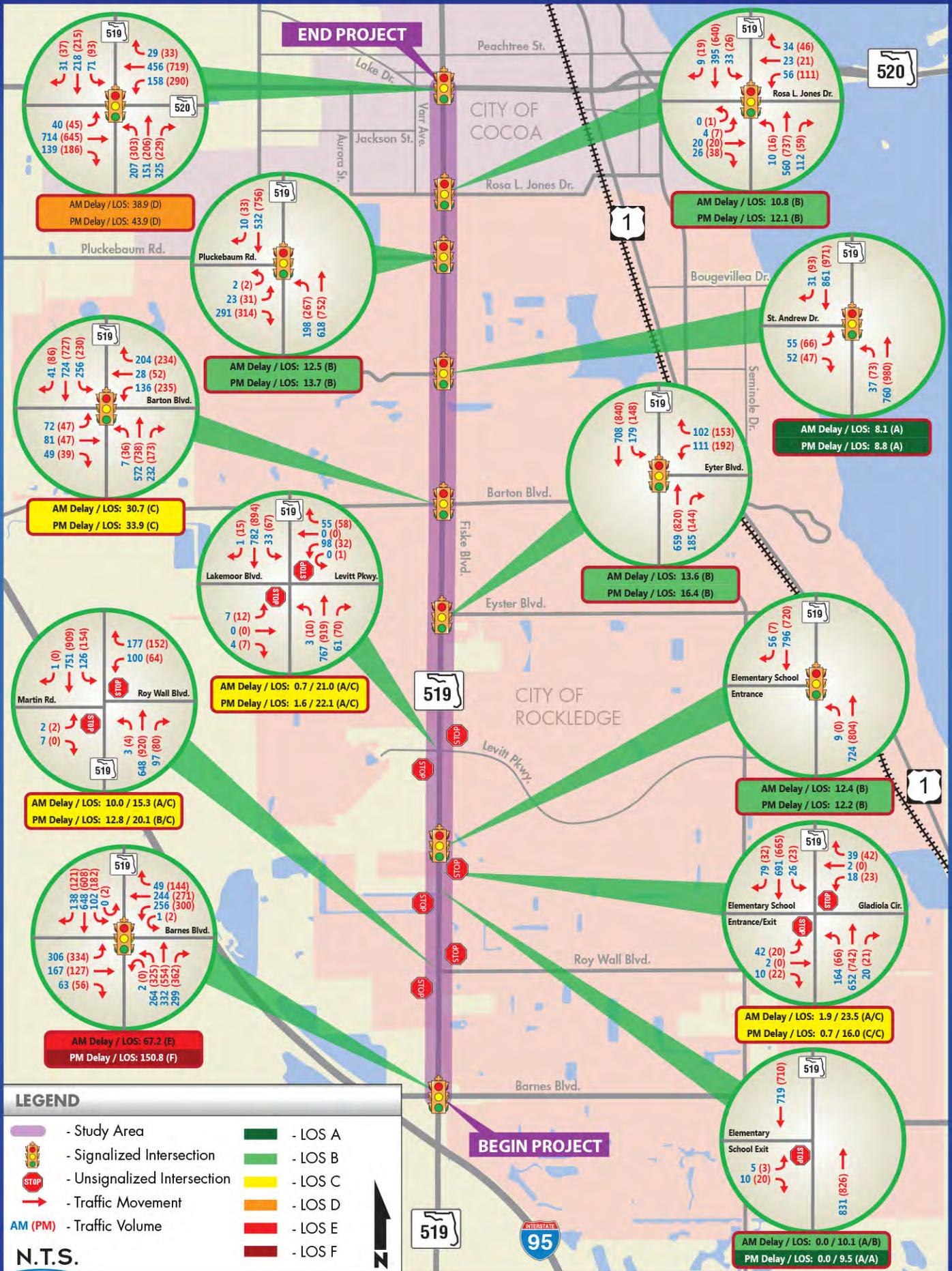
- 1 Overall intersection average delay in seconds per vehicle
- 2 Overall intersection level of service
- 3 Mainline/side street delay and level of service for un-signalized intersection

It is important to note that the capacity analyses evaluates the operations at the intersections only. Interruptions to vehicular traffic flow caused by pedestrians, standing vehicle queues at adjacent intersections, and bus blockages can often occur between signalized intersections along the study area corridor. These interruptions can block traffic from getting to and/or through the study area intersections, resulting in additional delay and related congestion.

Because the capacity analysis does not entirely account for disruptions in traffic flow between intersections, the reported LOS can be understated if there is a substantial degree of disruption between intersections. Effort has been made to calibrate the LOS analyses subject to the limitations and functionality of the capacity analysis software.

It was observed in the field that the Han Christian Elementary School operations during dismissal interrupted and/or restricted traffic flow along Fiske Boulevard, and resulted in long queues that extend beyond Heritage Acres Boulevard on the northbound direction and Noreen Boulevard on the southbound direction. The northbound queues (left-turning traffic into the school) were stacked along the center turn lane without blocking the two northbound through lanes. However, the southbound queues (right-turn traffic into the school) were stacked on the right lane shoulder, spilling out onto the through lane. In addition to school crossing guards controlling traffic at the signalized crosswalk and at the intersection of Gladiola Circle/School Driveway, a police cruiser is parked in the center turn lane to allow traffic to exit out of Gladiola Circle and the School driveway.

At a lesser degree, the Golfview Elementary School operations during dismissal also interrupted and/or restricted traffic flow along Fiske Boulevard.



2.8 Safety and Crash Analysis

A multimodal safety analysis was completed for the Fiske Boulevard study area roadway segments and intersections to determine if the traffic demands combined with geometric conditions pose potential safety issues. To identify crash patterns along the corridor, crash data was obtained from the FDOT’s Crash Analysis Reporting System (CARS) for the previous five years (January 01, 2009 to December 31, 2013) along the Fiske Boulevard corridor limits.

2.8.1 Total Crashes

A total of 371 crashes resulted in 288 injuries and 4 fatalities over the five-year period, as presented in Table 17 below.

Table 17: Crash Data Summary by Year

Year	Total Number of Crashes	Number of Injury Crashes	Number of Injuries	Number of Fatal Crashes	Number of Fatalities	Number of Night Crashes	Number of Wet Crashes
Roadway: Fiske Boulevard (S Fiske Boulevard)							
Roadway ID: 70014000							
2009	66	43	62	1	2	16	9
2010	64	40	58	1	1	16	5
2011	44	24	32	1	1	11	6
2012	83	38	59	0	0	22	8
2013	114	51	77	0	0	20	8
2009-2013	371	196	288	3	4	85	36
Annual Avg	74.2	39.2	57.6	0.6	0.8	17	7.2
Percent	-	52.8%	-	0.8%	-	22.9%	9.7%

Source: FDOT’s CARS and Signal Four

Three fatal crashes occurred on or near the Fiske Boulevard corridor between 2009 and 2013. The events are summarized as follows:

- The first fatal crash was a left turn crash which occurred at the intersection of Fiske Boulevard/Pluckebaum Road. This fatality resulted from a driver trying to execute a northbound left turn, and did not yield the right of way to southbound through traffic. The crash occurred during the night under street lighting and clear weather conditions.
- The second fatal crash, resulting in two fatalities, was a head-on collision on Fiske Boulevard north of Orange Woods Boulevard. It was attributed to a northbound driver who drifted into the southbound inside lane, ultimately crashing into a southbound traveling vehicle. The crash occurred during the daytime under clear weather conditions.
- The third fatal crash resulted from a collision between a bicycle and a motor vehicle on Fiske Boulevard north of Rosa L. Jones Drive/Boulevard. The cyclist stopped in the center left-turn lane while attempting to cross the roadway from a non-designated crossing area, and was struck by a southbound through vehicle. The cyclist was determined to be under the influence of drugs at the time of the fatal crash, which occurred during daytime and under clear weather conditions.

Table 18 summarizes the number of crashes by harmful event along the Fiske Boulevard corridor. The predominant crash types were rear end crashes (40.4 percent), left turn crashes (19.1 percent), and sideswipe crashes (6.7 percent).

Table 18: Crash Data Summary by Harmful Event

Crash Type	2009	2010	2011	2012	2013	2009-2013	Average per Year	Percent
Roadway: SR 519								
Roadway ID: 70014000								
Rear End	30	28	16	27	49	150	30.0	40.4%
Left Turn	7	10	8	21	25	71	14.2	19.1%
Sideswipe	2	3	4	6	10	25	5.0	6.7%
Off Road	1	5	8	3	2	19	3.8	5.1%
Head On	2	2	0	8	6	18	3.6	4.9%
Bicycle	9	3	2	0	3	17	3.4	4.6%
Angle	2	3	2	1	4	12	2.4	3.2%
Pedestrian	5	0	0	2	0	7	1.4	1.9%
Right Turn	1	2	1	0	0	4	0.8	1.1%
Rollover	0	0	0	1	2	3	0.6	0.8%
All Other	7	8	3	14	13	45	9.0	12.2%
Total	66	64	44	83	114	371	-	100.0%

Segment crash rates in crashes per million vehicle-miles traveled were calculated for the Fiske Boulevard corridor in order to compare the actual crash rate of the corridor to the statewide average crash rate for similar facilities during the study period. Table 19 compares the crash rates for the major roadway segments to the FDOT statewide average crash rate, and is also illustrated in Figure 33.

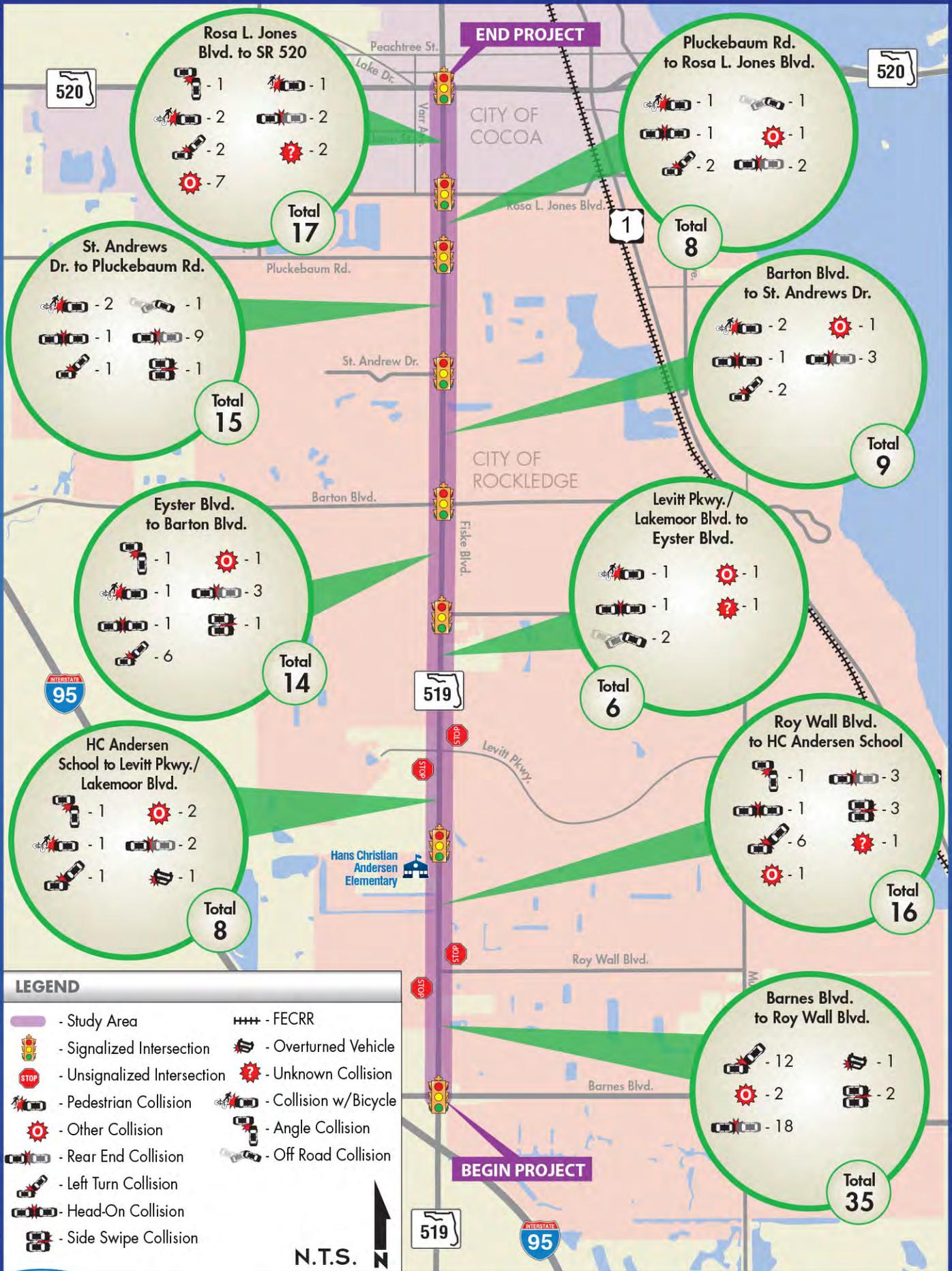
Table 19: Summary of Roadway Segment Crash Rates (number of crashes per million vehicle miles)

From/To	Number of Crashes ¹	Length (miles)	AADT ²	ACR ³	Crash Rate Category	AVG ⁴	High Crash Segment?
Roadway: SR 519 (S Fiske Boulevard)							
Roadway ID: 70014000							
Barnes Blvd to Roy Wall Blvd	35	0.513	20,722	1.80	Urban 4-5 Lane 2-way Divided Raised	2.63	NO
Roy Wall Blvd to HC Anderson School	16	0.412	20,800	1.02	Urban 4-5 Lane 2-way Divided Paved	4.37	NO
HC Anderson School to Levitt Pkwy/ Lakemoor Blvd	8	0.502	20,800	0.42	Urban 4-5 Lane 2-way Divided Paved	4.37	NO
Levitt Pkwy/ Lakemoor Blvd to Eyster Blvd	6	0.598	21,176	0.26	Urban 4-5 Lane 2-way Divided Paved	4.37	NO
Eyster Blvd to Barton Blvd	14	0.414	24,027	0.77	Urban 4-5 Lane 2-way Divided Paved	4.37	NO
Barton Blvd to St Andrews Dr	9	0.539	24,427	0.37	Urban 4-5 Lane 2-way Divided Paved	4.37	NO
St Andrews Dr to Pluckebaum Rd	15	0.483	24,892	0.68	Urban 4-5 Lane 2-way Divided Paved	4.37	NO
Pluckebaum Rd to Rosa L Jones Blvd	8	0.257	19,277	0.88	Urban 4-5 Lane 2-way Divided Paved	4.37	NO
Rosa L Jones Blvd to SR 520	17	0.441	17,722	1.19	Urban 4-5 Lane 2-way Divided Paved	4.37	NO

Notes:

- 1- Number of crashes from January 1, 2009 to December 31, 2013.
- 2- Data collected by VHB, Inc.
- 3- Average Crash Rate = $(N * 1,000,000) / (365 * Y * AADT * L)$, where N = number of crashes, Y = number of years, AADT = Annual Average Daily Traffic, and L = Length of the segment in miles.
- 4- AVG = Statewide Average Crash Rate for Corresponding Category.

The average crash rates for the roadway segments within the study area were lower than the average crash rates for similar facilities.



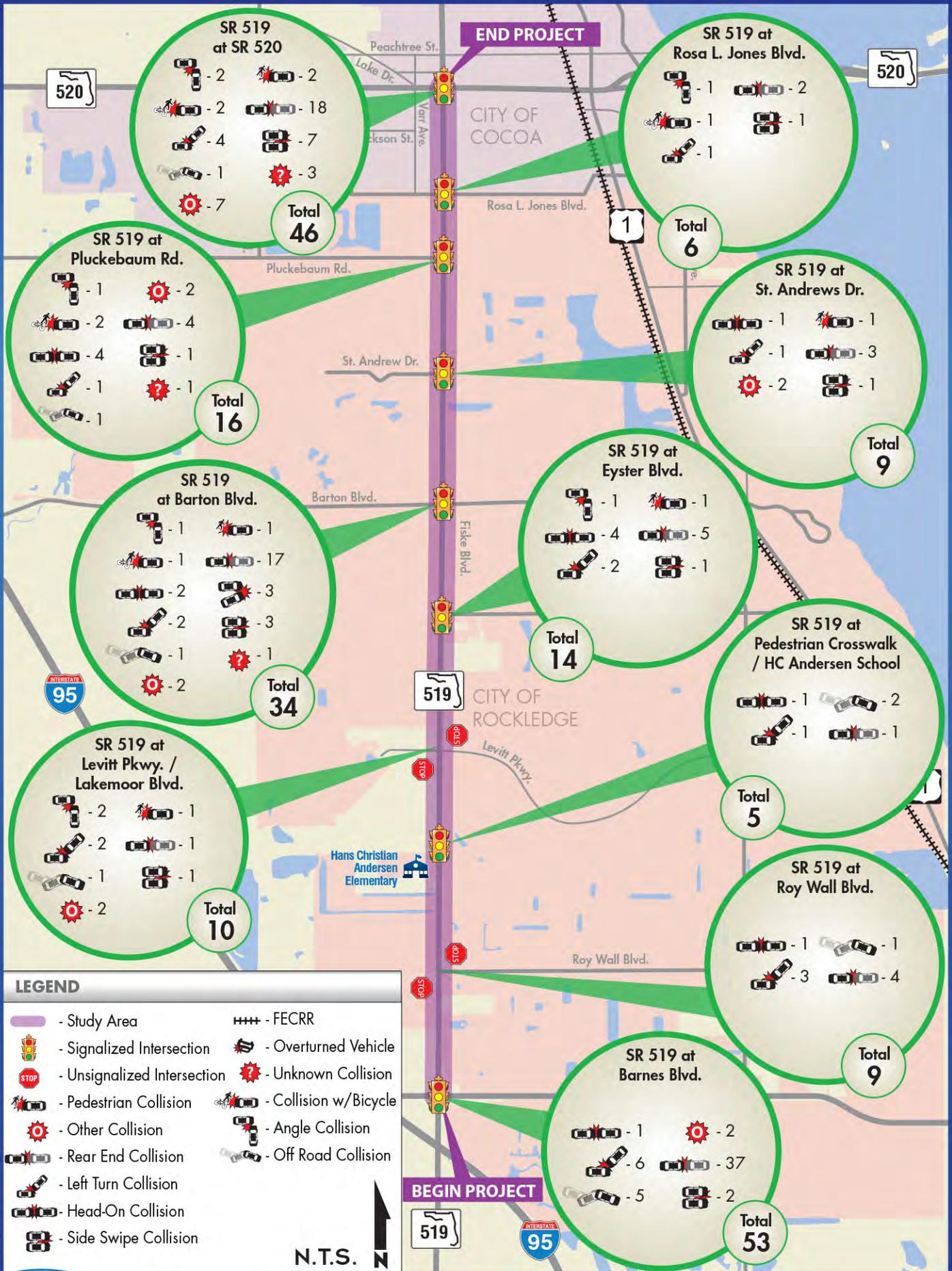
In terms of roadway intersections within the study area, Table 20 shows that four out of the ten intersections have an average crash rate higher than the statewide average for similar facilities; and is also illustrated in Figure 34.

Table 20: Summary of Intersection Crash Rates (number of crashes per million vehicle miles)

Intersection	Number of Crashes ¹	AADT ²	ACR ³	Crash Rate Category	AVG ⁴	High Crash Intersection?
Roadway: SR 519 (S Fiske Boulevard)						
Roadway ID: 70014000						
Fiske Boulevard at Barnes Blvd	53	37,603	0.77	Urban 4-5 Lane 2-way Divided Raised (4 legs)	0.44	YES
Fiske Boulevard at Roy Wall Blvd	9	25,472	0.19	Urban 4-5 Lane 2-way Divided Paved (4 legs)	0.55	NO
Fiske Boulevard at Ped Crosswalk/HC Anderson School	5	22,237	0.12	Urban 4-5 Lane 2-way Divided Paved (4 legs)	0.55	NO
Fiske Boulevard at Levitt Pkwy/ Lakemoor Blvd	10	23,240	0.24	Urban 4-5 Lane 2-way Divided Paved (4 legs)	0.55	NO
Fiske Boulevard at Eyster Blvd	14	25,513	0.30	Urban 4-5 Lane 2-way Divided Paved (3 legs)	0.37	NO
Fiske Boulevard at Barton Blvd	34	29,378	0.63	Urban 4-5 Lane 2-way Divided Paved (4 legs)	0.55	YES
Fiske Boulevard at St Andrews Dr	9	24,800	0.20	Urban 4-5 Lane 2-way Divided Paved (3 legs)	0.37	NO
Fiske Boulevard at Pluckebaum Rd	16	23,932	0.370	Urban 4-5 Lane 2-way Divided Paved (3 legs)	0.37	YES
Fiske Boulevard at Rosa L Jones Blvd	6	19,313	0.17	Urban 4-5 Lane 2-way Divided Paved (4 legs)	0.55	NO
Fiske Boulevard at SR 520	46	33,335	0.76	Urban 4-5 Lane 2-way Divided Paved (4 legs)	0.55	YES

Notes:

- 1- Number of crashes from January 1, 2009 to December 31, 2013.
- 2- Data collected by VHB, Inc.
- 3- Average Crash Rate = $(N * 1,000,000) / (365 * Y * AADT * L)$, where N = number of crashes, Y = number of years, AADT = Annual Average Daily Traffic, and L = Length of the segment in miles.
- 4- AVG = Statewide Average Crash Rate for Corresponding Category.



2.8.2 Bicycle and Pedestrian Crashes

Crashes in the study area that involved bicyclists or pedestrians were also reviewed and illustrated on Figure 33 and Figure 34. There is a high concentration of bicycle and pedestrian crashes in the northern section of the study area near the SCAT Cocoa Transit Center and Provost Park. A total of 7 pedestrian and 17 bicycle crashes occurred on the Fiske Boulevard corridor from 2009 to 2013. As stated earlier, one of the bicycle crashes resulted in a fatality. The remaining bicycle crashes involved and injury, with the exception of only one property damage only crash. All seven pedestrian crashes resulted in injury with four crashes occurring at night.

2.9 Environmental Characteristics

The existing environmental information for the study area was extracted from Geographical Information System (GIS) datasets maintained by the Florida Geographic Data Library (FGDL). For purposes of this environmental analysis, a buffer of 300 feet was used for the study area.

The following were examined as part of this review:

- Cultural Resources
- Social Resources
- Wetlands
- Floodplains
- Contamination
- Soils
- Threatened and Endangered Species

2.9.1 Cultural Resources

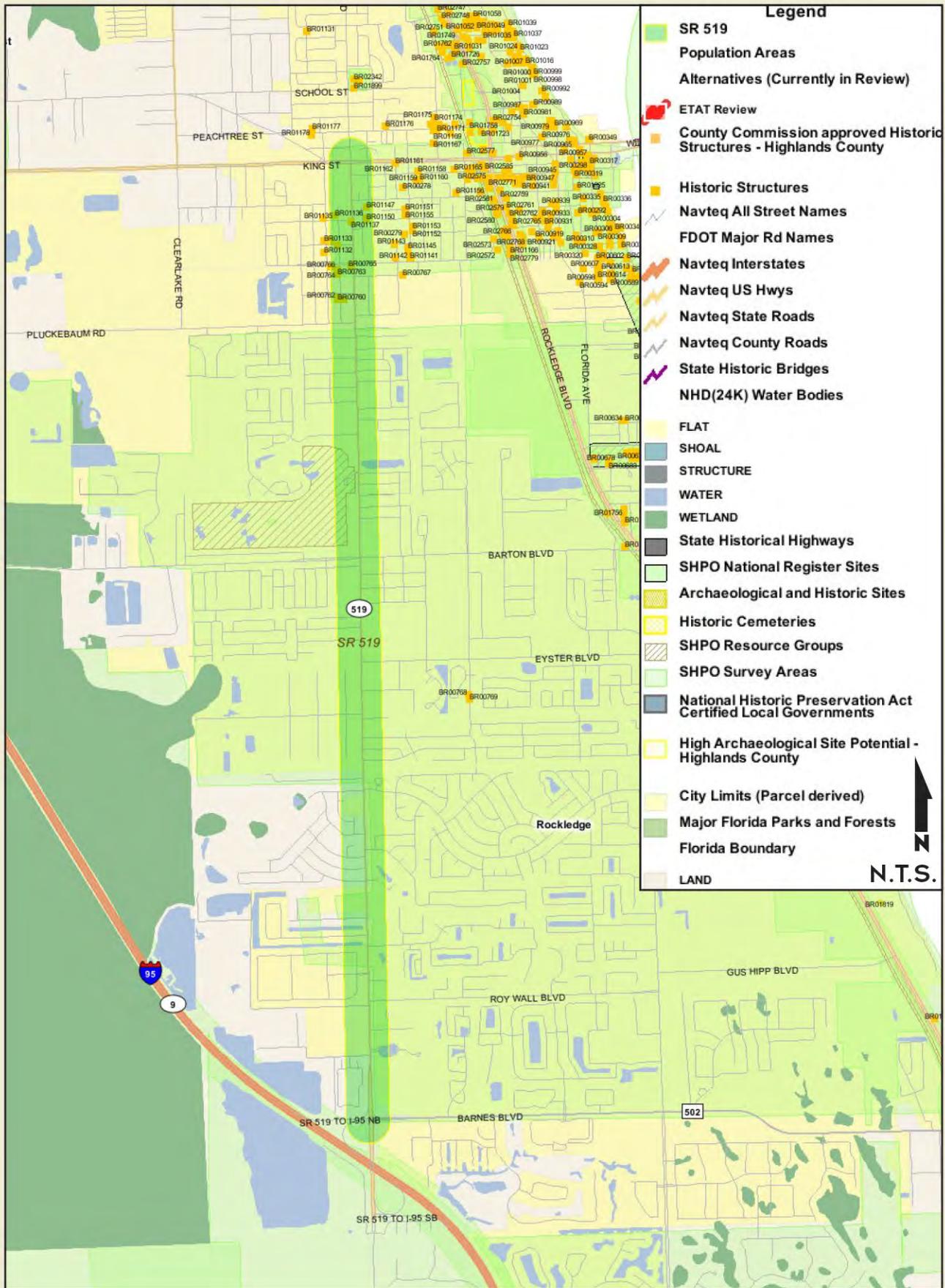
Section 106 of the National Historic Preservation Act (NHPA) provides a general process for cultural resource assessments and requires that historic and archaeological resources be considered in project planning for federally funded or permitted projects. Cultural resources or “historic properties” include any “prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the *National Register of Historic Places (NRHP)*.”

Any archaeological sites or historic resources that are determined eligible, or considered potentially eligible for listing in the NRHP listed in Table 21 and mapped in Figure 35.

Table 21: Summary of Cultural Resources

Cultural Resources	Within Study Area
SHPO Structures	13
SHPO Bridges	0
SHPO Resource Groups	1
National Register (Site, District, Building)	0
Archaeological Sites	0
SHPO Surveys	4

According to the State Historic Preservation Office (SHPO), there are no sites or structures listed on the NHRP within the study area.



- Legend**
- SR 519
 - Population Areas
 - Alternatives (Currently in Review)
 - ETAT Review
 - County Commission approved Historic Structures - Highlands County
 - Historic Structures
 - Navteq All Street Names
 - FDOT Major Rd Names
 - Navteq Interstates
 - Navteq US Hwys
 - Navteq State Roads
 - Navteq County Roads
 - State Historic Bridges
 - NHD(24K) Water Bodies
 - FLAT
 - SHOAL
 - STRUCTURE
 - WATER
 - WETLAND
 - State Historical Highways
 - SHPO National Register Sites
 - Archaeological and Historic Sites
 - Historic Cemeteries
 - SHPO Resource Groups
 - SHPO Survey Areas
 - National Historic Preservation Act Certified Local Governments
 - High Archaeological Site Potential - Highlands County
 - City Limits (Parcel derived)
 - Major Florida Parks and Forests
 - Florida Boundary
 - LAND
- N
N.T.S.

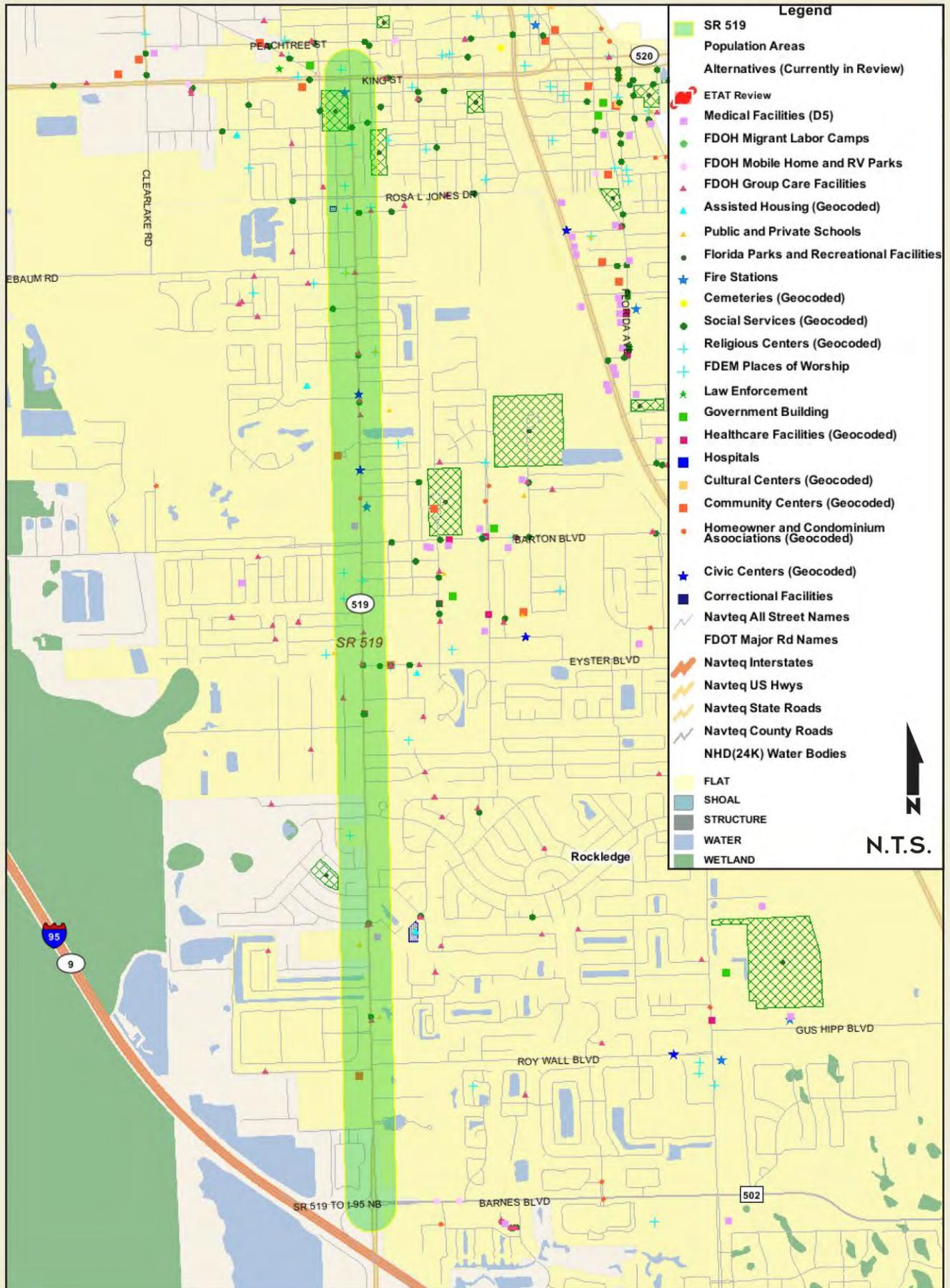


2.9.2 Social Resources

Any public or private social resources that were considered relevant to the study area were tabulated and mapped. Table 22 below summarizes the Social Resource evaluation for the study area. Figure 36 graphically displays the results of the Social Resource evaluation.

Table 22: Summary of Social Resources

Social Resources	Within Study Area
Places of Worship	0
Florida Marine Facilities	0
Cemeteries	0
Community Centers	2
Cultural Centers	0
Fire Stations	2
Government Buildings	0
Health Care Facilities	1
Homeowner and Condominium Associations	2
Parks	1
Religious Centers	11
Schools	5
Social Service Facilities	11
Veteran Facilities	0



2.9.3 Wetlands

The wetlands analysis used GIS data made available from the Saint John’s River Water Management District (SJRWMD) dated 2009. The types of wetlands found vary from Swamp, Vegetated Non-Forested, Hardwood Forests, to Mixed Forests. Figure 37 illustrates the wetland locations around the Fiske Boulevard study area.

2.9.4 Floodplains

The floodplains were identified using the latest FEMA Flood Rate Insurance maps and the 100-year flood plain localities. Figure 38 illustrates the flood plains map.

2.9.5 Contamination

Contaminated sites within the study area were identified using data made available by the Florida Department of Health and the Florida Department of Environmental Protection. Table 23 summarizes the contamination sites. Figure 39 illustrates the location of these contamination sites.

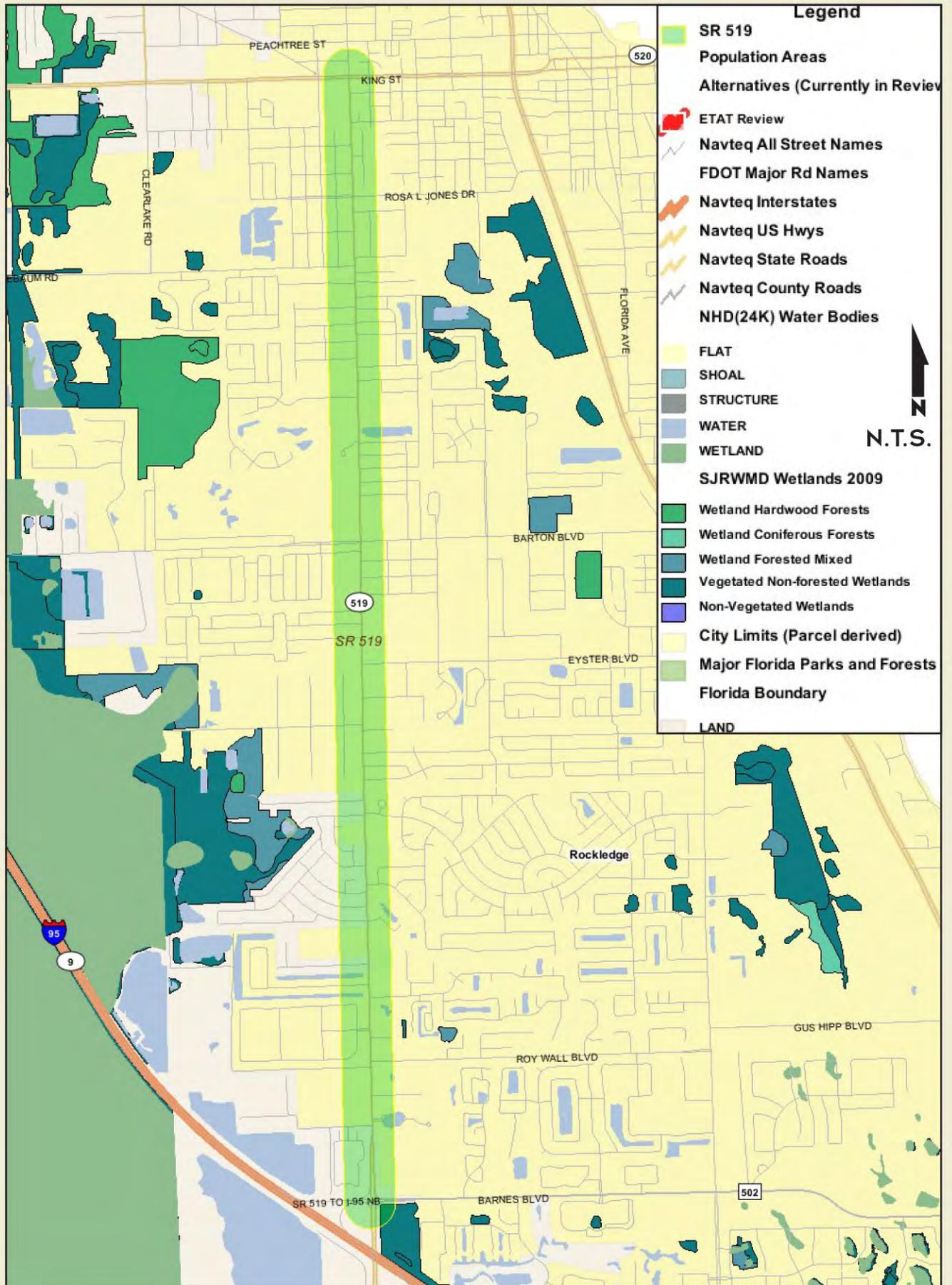
Table 23: Summary of Contamination Analysis

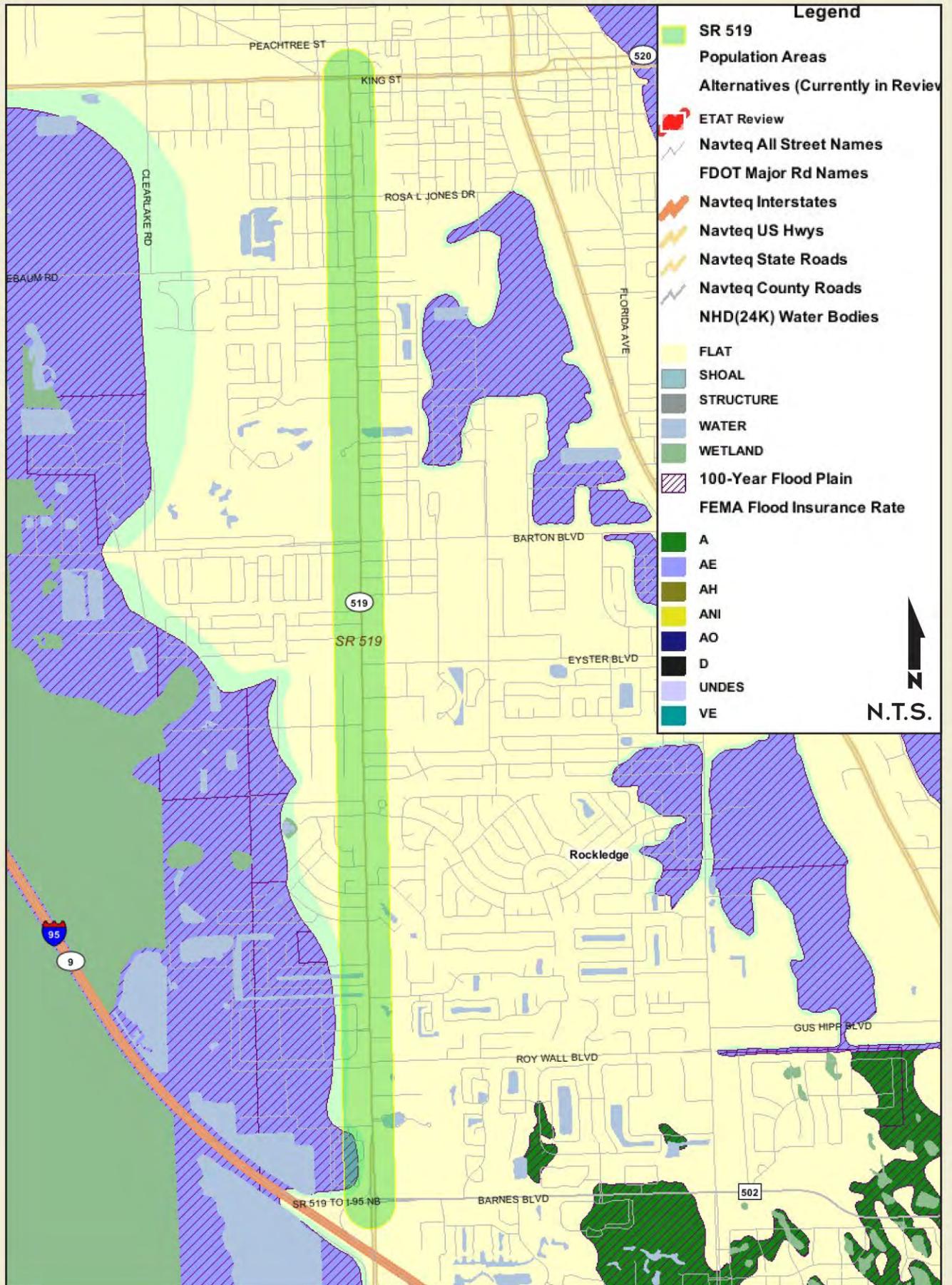
Analysis Type	Within Study Area
Brownfield Location Boundaries	2
Biomedical Waste	9
Hazardous Waste Facilities	11
Petroleum Contamination Monitoring Sites	10
Storage Tank Contamination Monitoring (STCM)	19
US EPA Resource Conservation and Recovery Act (RCA) Regulated Facilities	13
Toxic Release Inventory Sites	0
Waste Cleanup Responsible Party Sites - Closed	2

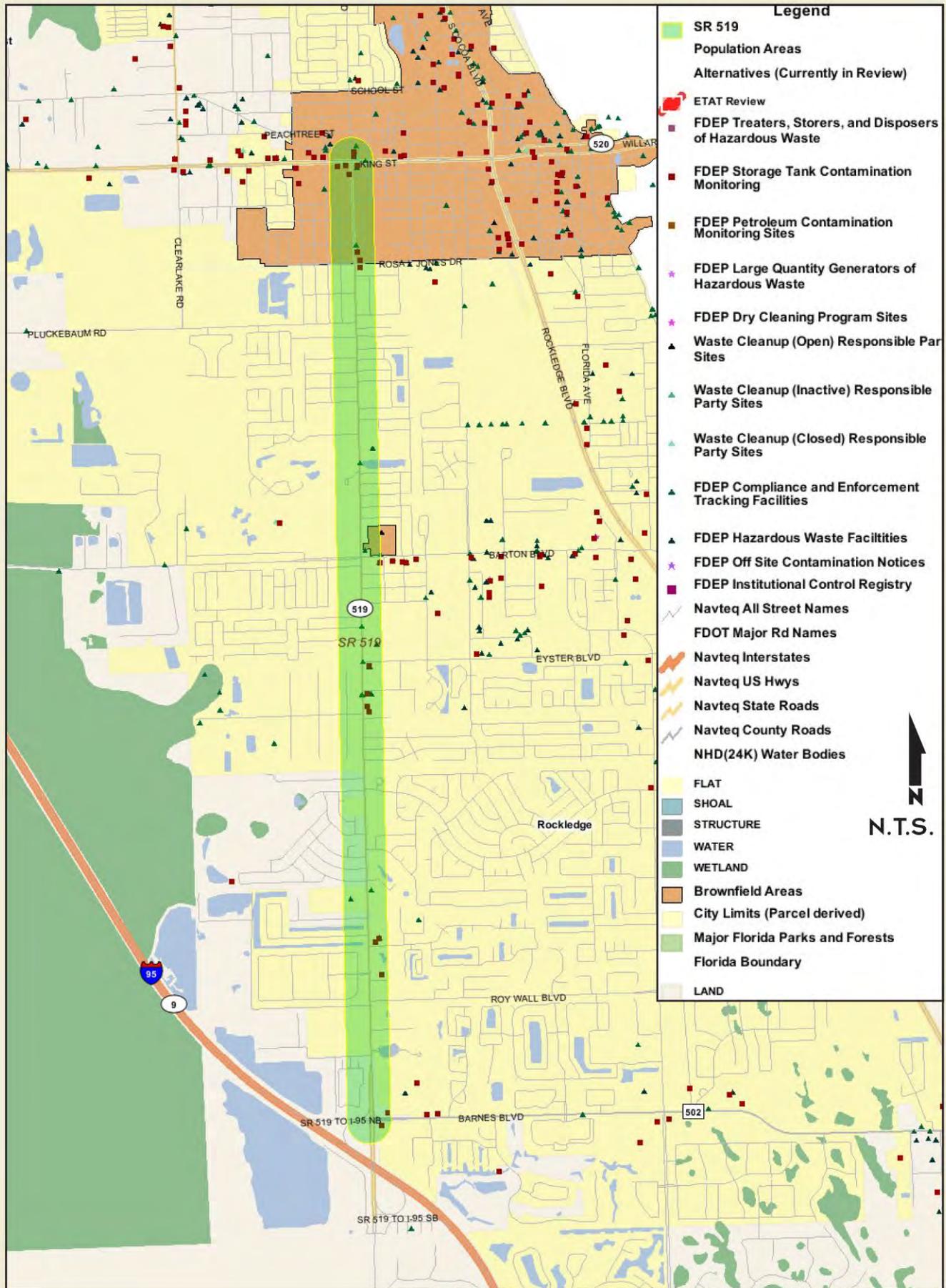
As shown, there are no significant Contamination areas within the study area. All sites being monitored are within regulation and there were no hazardous contamination sites found.

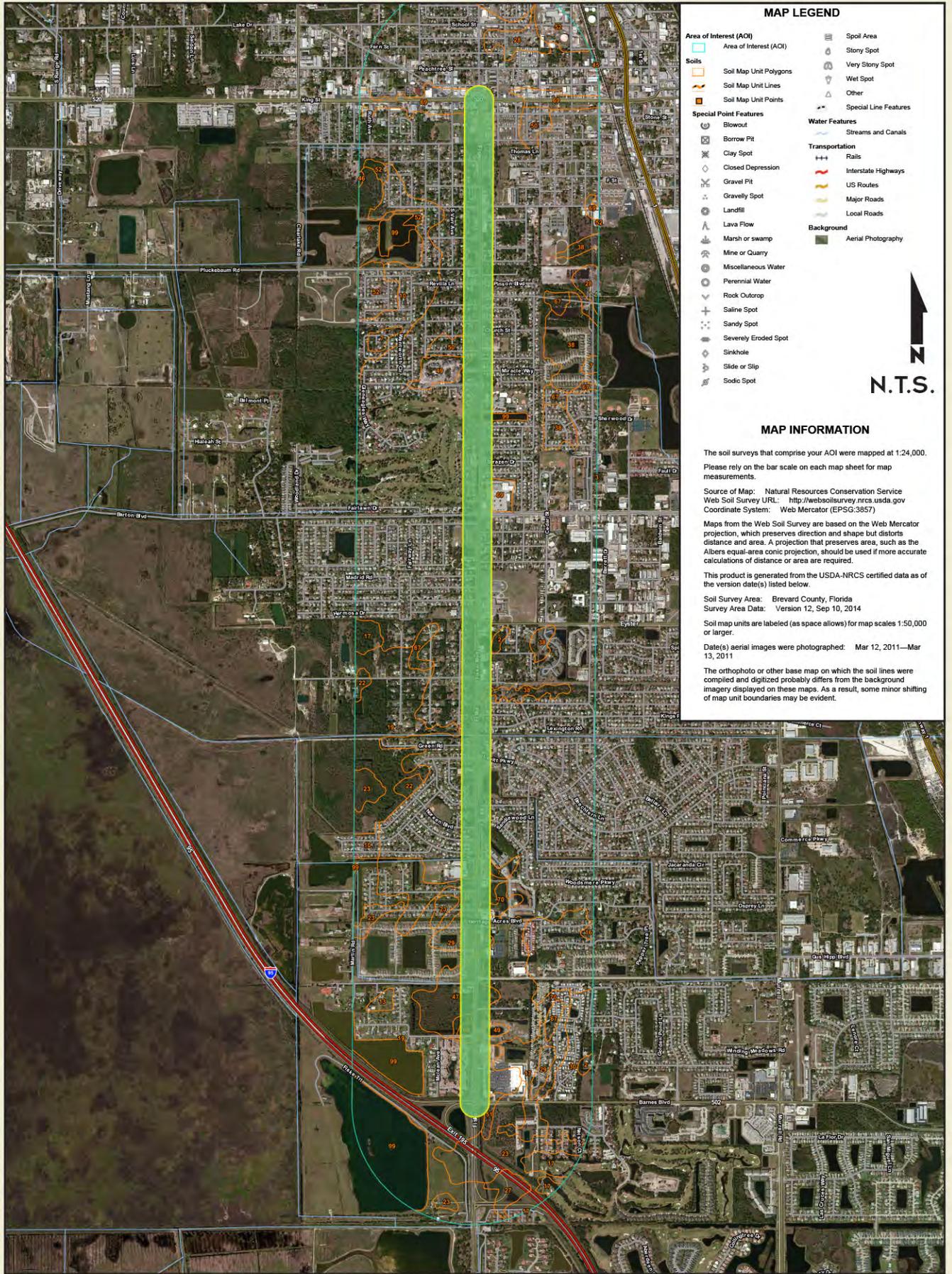
2.9.6 Soils

Soil conditions were inventoried within the study area using data provided by the National Resources Conservation Service. The soils were examined at a buffer distance within one-half mile of the project corridor. Figure 40 presents the study area soils map.









MAP LEGEND

- Area of Interest (AOI)
 - Area of Interest (AOI)
- Soils
 - Soil Map Unit Polygons
 - Soil Map Unit Lines
 - Soil Map Unit Points
- Special Point Features
 - Blowout
 - Borrow Pit
 - Clay Spot
 - Closed Depression
 - Gravel Pit
 - Gravelly Spot
 - Landfill
 - Lava Flow
 - Marsh or swamp
 - Mine or Quarry
 - Miscellaneous Water
 - Perennial Water
 - Rock Outcrop
 - Saline Spot
 - Sandy Spot
 - Severely Eroded Spot
 - Sinkhole
 - Slide or Slip
 - Sodic Spot
 - Spill Area
 - Stony Spot
 - Very Stony Spot
 - Wet Spot
 - Other
 - Special Line Features
- Water Features
 - Streams and Canals
- Transportation
 - Rails
 - Interstate Highways
 - US Routes
 - Major Roads
 - Local Roads
- Background
 - Aerial Photography



MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000. Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Brevard County, Florida
 Survey Area Data: Version 12, Sep 10, 2014

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 12, 2011—Mar 13, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.



2.9.7 Threatened and Endangered Species

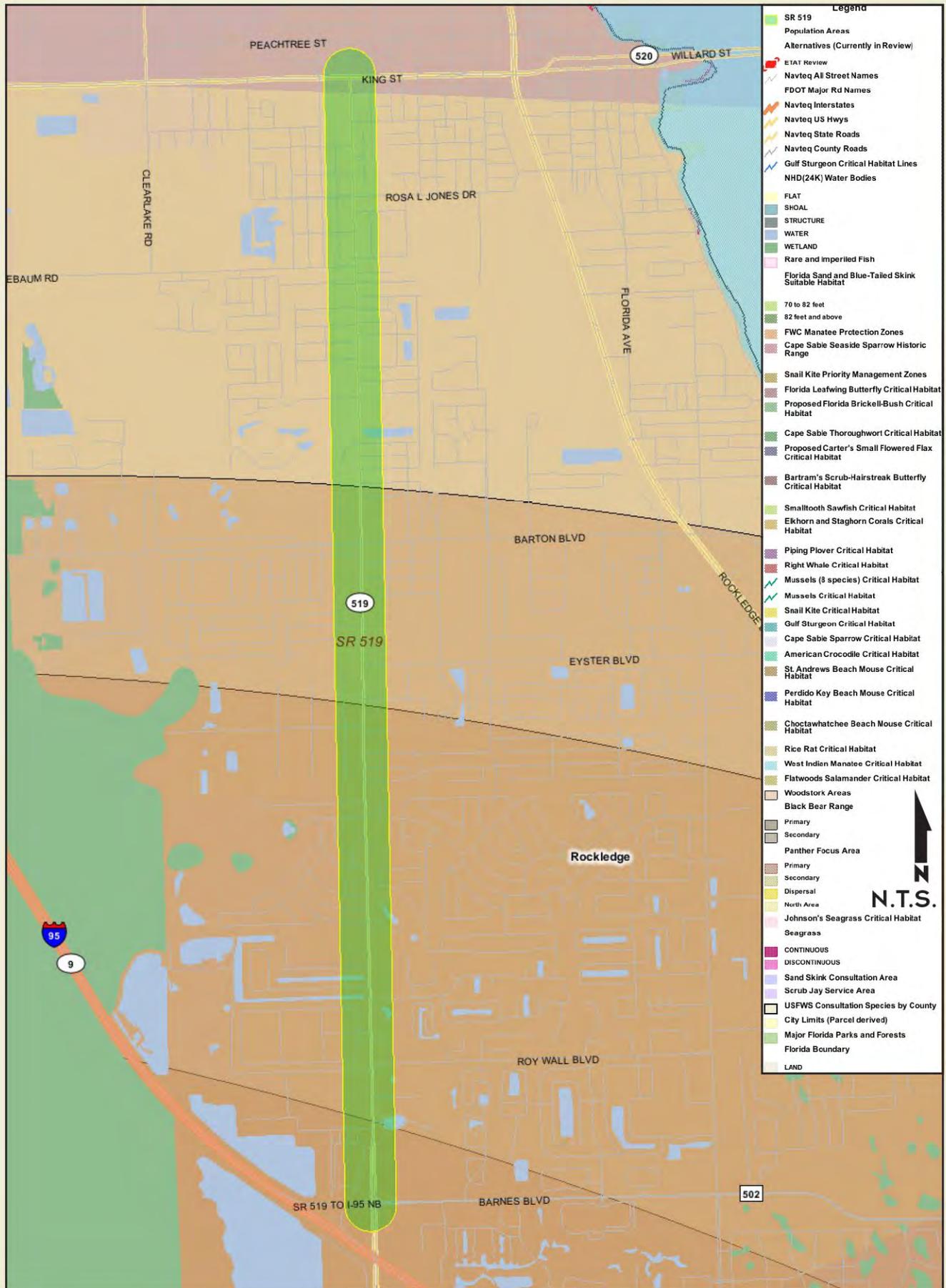
Reviews of the Florida Natural Areas Inventory (FNAI) and the GIS data from the USFWS identified critical habitat and/or consultation areas for threatened or endangered species. Consultation areas, identified by USFWS, encompass all areas where populations are known to exist. These threatened and endangered species consultation areas and/or critical habitats are summarized in Table 24 and shown in Figure 41.

Table 24: Summary of Wildlife and Habitat

Wildlife and Habitat	Abutting Buffer	One-Mile Buffer	Study Area
Wood Stork Nesting Colony Core Foraging Areas	Yes	Yes	Yes

Source: US Fish and Wildlife Service (USFWS), 2011; Florida Natural Areas Inventory (FNAI), 2009.

USFWS consultation areas for the wood stork nesting colony core foraging area fall within the study area. No potentially active eagle nests are located in the abutting buffer.



- Legend**
- SR 519
 - Population Areas
 - Alternatives (Currently in Review)
 - EIAT Review
 - Navteq All Street Names
 - FDOT Major Rd Names
 - Navteq Interstates
 - Navteq US Hwys
 - Navteq State Roads
 - Navteq County Roads
 - Gulf Sturgeon Critical Habitat Lines
 - NHD(24K) Water Bodies
 - FLAT
 - SHOAL
 - STRUCTURE
 - WATER
 - WETLAND
 - Rare and imperiled Fish
 - Florida Sand and Blue-Tailed Skink Suitable Habitat
 - 70 to 82 feet
 - 82 feet and above
 - FWC Manatee Protection Zones
 - Cape Sable Seaside Sparrow Historic Range
 - Snail Kite Priority Management Zones
 - Florida Leafwing Butterfly Critical Habitat
 - Proposed Florida Brickell-Bush Critical Habitat
 - Cape Sable Thoroughwort Critical Habitat
 - Proposed Carter's Small Flowered Flax Critical Habitat
 - Bartram's Scrub-Hairstreak Butterfly Critical Habitat
 - Smalltooth Sawfish Critical Habitat
 - Ekhorn and Staghorn Corals Critical Habitat
 - Piping Plover Critical Habitat
 - Right Whale Critical Habitat
 - Mussels (8 species) Critical Habitat
 - Mussels Critical Habitat
 - Snail Kite Critical Habitat
 - Gulf Sturgeon Critical Habitat
 - Cape Sable Sparrow Critical Habitat
 - American Crocodile Critical Habitat
 - St. Andrews Beach Mouse Critical Habitat
 - Perdido Key Beach Mouse Critical Habitat
 - Choctawhatchee Beach Mouse Critical Habitat
 - Rice Rat Critical Habitat
 - West Indian Manatee Critical Habitat
 - Flatwoods Salamander Critical Habitat
 - Woodstork Areas
 - Black Bear Range
 - Primary
 - Secondary
 - Panther Focus Area
 - Primary
 - Secondary
 - Dispersal
 - North Area
 - Johnson's Seagrass Critical Habitat
 - Seagrass
 - CONTINUOUS
 - DISCONTINUOUS
 - Sand Skink Consultation Area
 - Scrub Jay Service Area
 - USFWS Consultation Species by County
 - City Limits (Parcel derived)
 - Major Florida Parks and Forests
 - Florida Boundary
 - LAND



SR 519 Corridor Planning Study
Barnes Boulevard to SR 520



FIGURE 41
Threatened and Endangered Species

3

Issues and Opportunities

The assessment of existing conditions is developed to provide a more-comprehensive understanding of the Fiske Boulevard study corridor, and to provide a solid foundation to support the next phases of the planning process. This involves an extensive due diligence process to collect the appropriate available data from a variety of sources, to inventory physical features of the roadway and surrounding land uses, assess current operating conditions, and review safety characteristics. This process also provides an opportunity for the Study Team to develop a feel for the community and its socio-cultural characteristics, to identify natural features, and to document other unique attributes.

This section is intended to summarize the issues identified along the corridor to be evaluated during the study, as well as opportunities to consider in the development of potential improvement strategies. During the data collection and existing conditions inventory process, elements within the corridor that were found to be deficient were noted appropriately as summarized in this section. Wherever possible, other aspects of the corridor that represent potential opportunities to support future enhancements were also documented. In addition, the current local agency transportation plans were scoured to identify planned and programmed improvements within the study area or nearby, as these can represent additional opportunities to combine or coordinate efforts in the future.

3.1 Existing Physical Features

The following issues and opportunities identified are directly related to the physical features of the roadway and its accompanying facilities. These items will be reviewed and discussed as part of the public engagement process, starting with the Project Visioning Team in the early stages of the project. Through the discussions that come from this interaction, additional items may be identified for consideration as part of the planning process to identify a range of potential improvement strategies.

3.1.1 Existing Typical Section

Due to the variation in cross sections along the corridor from a rural cross-section with open drainage swales in some areas, to a more traditional urban cross-section with curb and gutters in others, there are inconsistent center turn lane widths throughout the Fiske Boulevard study corridor. There are segments where the center-turn lane width varies between 12 feet to 17 feet, which could be repurposed as a raised median with controlled left-turn lanes.

3.1.2 Access Management

There is a high number of driveways that have direct access to Fiske Boulevard due to the designated land uses surrounding the corridor. Locations with multiple driveways to individual parcels have been identified as well. There may be opportunities to condense driveway access without restricting access or circulation.

3.1.3 Bicycle and Pedestrian Infrastructure

As mentioned in Section 2.6.11, there are several sidewalk gaps along Fiske Boulevard. Filling in these gaps has the potential to create a continuous sidewalk network that will encourage and enable travel to be completed by foot between the residential properties along the corridor and the various schools and retail establishments.

In the same section, it was also mentioned that part of the Brevard Zoo Trail is currently completed within the study area. The current width of this trail is 8 feet wide, slightly less than the ideal width of 10 feet. If right of way is available, widening this facility will also help to enhance the bicycle and pedestrian connectivity along this corridor.

3.2 Transit

As mentioned in Section 2.6.12, most bus stops within the study area are located in areas where there are sidewalks (Figure 42)Figure 42. However, the majority of these lack landing pads which provide a connection from the sidewalk to the bus doors. Constructing landing pads has the potential to improve transit accessibility to wheelchair users and the elderly that have difficulty navigating the grass buffer when entering/exiting the bus.

Figure 42: Existing Transit Amenities



Source: Google Earth 2015

3.2.1 Transit-dependent Population

After review of the average household income and the no car household maps there is an opportunity to identify potential areas along the corridor that would benefit from providing or upgrading the existing transit amenities and/or service. This may also involve upgrades to the existing bicycle and pedestrian network to serve these transit dependent neighborhoods; primarily located at the northern end of the corridor.

3.3 Existing Traffic Conditions

An analysis of existing traffic volumes and Level of Service (LOS) revealed that most study area intersections and roadway segments currently operate at an acceptable LOS during the AM and PM peak hours. Specific traffic-related gleaned from the data review, field observations and the Fiske Boulevard Project Visioning Team (PVT) include the following:

Fiske Boulevard and Roy Wall Boulevard Intersection

The Fiske Boulevard and Roy Wall Boulevard intersection currently operates at an acceptable LOS “D”. The analysis indicates that there are some delay and queuing issues for the traffic exiting Roy Wall Boulevard onto Fiske Boulevard during AM and PM peak hours. This could be an opportunity to perform a signal warrant study for this intersection. A signal would minimize the delays and address and/or correct potential angle crashes at the intersection.

Congestion at the Hans Christian Anderson Elementary School

As noted in Section 2.6.11, there was observed queuing issues during the school dismissal time along Fiske Boulevard. The student pick-up and drop-off area may need to be modified to allow for a longer vehicle stacking area. This could eliminate or minimize the queuing issues on Fiske Boulevard. However, this will require coordination with the Brevard County School Board.

The Space Coast TPO 2013 State of the System (SOS) Report highlighted the “Walking School Bus” initiative that was implemented by Robert Louis Stevenson Elementary School in North Merritt Island. A “Walking School Bus” was put into place where parents can drop-off and pick-up their children at nearby Kelly Park. The student can then walk along a supervised trail to the school (approximately 10 minute walk). The plan was successful in alleviating congestion at the school. This could also be a consideration to help alleviate vehicular traffic at Hans Christian Andersen.

Levitt Parkway

Based on the collected traffic volumes and the intersection geometry, there is some delay and vehicle queuing at the Fiske Boulevard and Levitt Parkway intersection; creating challenges for residents leaving or entering Levitt Park and adjacent neighborhood. Under existing conditions, the segments of Fiske Boulevard approaching Levitt Parkway (from both the north and south directions) operates at an acceptable LOS “D”.

The traffic exiting Levitt Parkway and travelling on Fiske Boulevard during the AM meets the threshold for a traffic signal. However, this needs to be further explored in the next phase of the project.

Fiske Boulevard and Pluckebaum Road Intersection

Based on the collected traffic volumes, intersection geometry, and signal timings provided by the County, there appear to be minor queuing issues at the intersection. Several members of the Fiske Boulevard PVT members stated that the queuing along Fiske Boulevard occurs in the northbound left-turn lane for vehicles turning onto Pluckebaum Road. This queuing is intermittent at various times of the day, and prevents vehicles attempting a

southbound left-turn onto Fiske Boulevard from Morris Road. As a result, additional traffic data was collected at this intersection. Based on the new data, it was confirmed that although there are queues in the left-turn lane, the queues cleared within the same traffic signal cycle. However, the queuing during the red-light phase, does impact the Morris Road left-turn movement onto Fiske Boulevard.

This intersection will be revisited during the next phase of this study to address the queuing issue, as well as safety issues with bicyclists and pedestrians. This intersection has the highest bicycle and pedestrian crash rate along the study corridor.

Provost Park/Stone Street

There is an opportunity to provide crossing alternatives for bicyclists and pedestrians crossing Fiske Boulevard from the neighborhood east of Fiske Boulevard to reach the various destinations west of Fiske Boulevard, including Provost Park, the Community Action Agency and the SCAT transit center; as well as trips for residents west of Fiske Boulevard attending the Emma Jewel Charter School east of Fiske Boulevard.

In addition, the Fiske Boulevard and SR 520 intersection was identified by the PVT for peak-hour northbound queues for the left-turn and through movements, which extend south beyond Stone Street. The queuing at this interchange prevents vehicles from making the southbound left-turn onto Fiske Boulevard from Stone Street. As a result, additional traffic data was collected at this location.

Based on the new data collected at Stone Street, the queuing issues were confirmed along Fiske Boulevard, preventing southbound left-turns from and to Stone Street. This intersection will be revisited during the next phase of this study to address the queuing.

3.3.1 Crash Analysis and Safety

As noted in Section 2.8, the following four intersections have crash rates above the statewide average for the same roadway type:

- Fiske Boulevard/Barnes Boulevard – I-95 Northbound Ramps
- Fiske Boulevard/Barton Boulevard
- Fiske Boulevard/Pluckebaum Road
- Fiske Boulevard/SR 520

These segments will be analyzed to determine any potential solutions to identified contributing factors of these crashes.

3.3.2 Lighting

As stated in Section 2.6.6, there is approximately a half mile long stretch of Fiske Boulevard (from Barnes Boulevard/I-95 Northbound Ramps to Roy Wall Boulevard) that does not have any street lighting. Installing street lighting along this stretch of roadway has the potential to increase safety for both motorists and pedestrians/bicyclists as well as make it easier for SCAT bus drivers to see individuals waiting at bus stops at night.

3.4 Next Steps

The issues and opportunities identified in this section will be the framework for proposing improvements throughout the Fiske Boulevard Study Area. The next step in the project will be to develop a Purpose and Need as well as Goals and Objectives that ultimately will guide the identification/prioritization of improvements within the Study Area.



Appendices

Appendix A – FDOT Straight Line Diagram

Appendix B – Traffic Counts

Appendix C – Crash Data

Appendix D – Existing Signal Timings

Appendix E – Arterial Roadway Segment LOS Analysis

Appendix F – Intersection LOS Analysis - Synchro Printouts



Appendix A – FDOT Straight Line Diagram

ROADWAY FEATURES	CORONADO DR 2.828 REGALIA DR 2.882 MEDALLION DR 2.630 INSIDE CITY, AND URBAN * ROCKLEDGE, PALM BAY-MELBOURNE * FISKE BLVD * SR 519 0432 2.787 FAIRWAY LN 2.846 BLVD 2.884 PENNSYLVANIA AVE 2.690 DOVE AVE 2.752 CARDINAL AVE 2.811 BARTON BLVD 2.884 HOLLAND WAY 2.982 NAGLE DR 3.058 SARAZEN DR 3.104 NICKLAUS DR 3.155 DEMARET DR 3.203 PALMER ST 3.251 ST ANDREWS DR 3.423 MIRACLE WAY 3.481 CARDON DR 3.532 WOODLAWN RD 3.563 PINEDALE RD 3.626 CHURCH ST 3.650 OHARA DR 3.689 BERNICE RD 3.689 ALSUP DR 3.743 HAYDEN RD 3.753 BOUGANVILLEA DR 3.791 REVILLA LN 3.841 PINSON BLVD 3.848 MORRIS RD 3.881 PLUCKEBAUM RD 3.906 AVONDALE RD 3.936
LANE WIDTHS ARE AVERAGED	70.0' - 50.0' 4 - 12.5' RDWY 14.0 PVD MED 2 - 1.0' PVD SHLD1 - LT 2 - 2.0' C&G SHLD2
ROADWAY COMPOSITION	28/FC-6
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED B=N00°13'10"W
STRUCTURE DESCRIPTION	
SIS	
FUN CLASS	URBAN PRIN ART OTHER
SPEED LIMIT	45MPH
AC MAN CLS	ACCESS CLASS04
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS

ROADWAY FEATURES	INSIDE CITY, AND URBAN * ROCKLEDGE, PALM BAY-MELBOURNE * FISKE BLVD * SR 519 BRIGHTMAN ST 4.035 FERDÁLE AVE 4.106 ROSA L JONES DR 4.163 COUNTS ST 4.246 CATHERINE CT 4.312 HOLMES ST 4.353 BARBARA JENKINGS ST 4.438 STONE ST 4.545 SR-520/KING ST 4.604 SR-520/KING ST 4.604
LANE WIDTHS ARE AVERAGED	72.0' - 50.0' 4 - 12.5' RDWY 15.0 PVD MED 1.0' PVD SHLD1 - LT 2.0' PVD SHLD1 - RT 2 - 2.0' C&G SHLD2
ROADWAY COMPOSITION	28/FC-6
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED B=N00°13'10"W
STRUCTURE DESCRIPTION	
SIS	
FUN CLASS	URBAN PRIN ART OTHER
SPEED LIMIT	40MPH
AC MAN CLS	ACCESS CLASS04
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS

END MP: 004.604
 NET ROADWAY ID LENGTH: 4.604
 STATE MAINTAINED LENGTH: 4.604



Appendix B – Traffic Counts

Intersection Turning Movement Counts

24-hr Continuous Volume Counts

24-hr Pedestrian Mid-Block Crossing Counts

Supplemental Intersection Turning Movement Counts



Intersection Turning Movement Counts

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: April 7, 2015 (Tuesday)

CITY: Rockledge

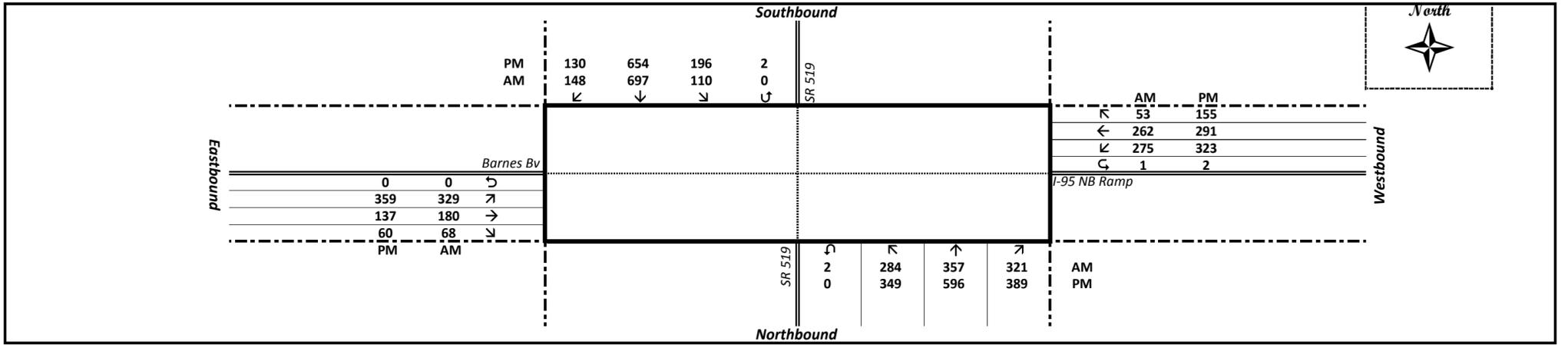
LOCATION: SR 519 & Barnes Bv/I-95 NB Ramp

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Barnes Bv EASTBOUND					I-95 NB Ramp WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	57	58	43	0	158	18	164	30	0	212	370	57	41	4	0	102	43	47	9	0	99	201	571
07:15 AM	56	74	47	0	177	23	223	32	0	278	455	76	35	11	0	122	60	54	12	0	126	248	703
07:30 AM	90	79	77	1	246	29	169	46	0	244	491	78	48	14	0	140	74	72	10	0	156	296	787
07:45 AM	66	106	106	1	278	26	174	41	0	241	520	99	65	31	0	195	85	77	14	0	176	371	891
TOTAL	269	317	273	2	859	96	730	149	0	975	1,836	310	189	60	0	559	262	250	45	0	557	1,116	2,952
08:00 AM	72	98	91	0	261	32	131	29	0	192	453	76	32	12	0	120	56	59	17	1	133	252	705
08:15 AM	56	84	58	0	198	45	125	24	0	194	392	69	30	3	0	102	64	65	20	0	149	251	643
08:30 AM	35	87	54	3	176	39	190	23	0	252	431	91	38	6	0	135	48	59	22	0	129	264	695
08:45 AM	40	84	56	0	180	40	122	11	0	173	353	100	30	8	0	138	50	46	19	0	115	253	606
TOTAL	203	353	259	3	815	156	568	87	0	811	1,629	336	130	29	0	495	218	229	78	1	526	1,020	2,649
04:00 PM	87	118	79	0	284	39	125	30	1	195	479	70	33	11	0	114	55	65	35	0	155	269	748
04:15 PM	86	160	71	0	317	39	155	22	0	216	533	75	26	9	0	110	75	45	42	0	162	272	805
04:30 PM	62	117	90	0	269	57	166	26	0	249	518	97	31	11	0	139	66	58	27	1	152	290	808
04:45 PM	107	143	95	0	345	44	157	37	0	238	583	74	25	14	0	113	79	61	35	0	175	288	871
TOTAL	342	538	335	0	1,215	179	603	115	1	898	2,113	316	115	45	0	476	275	229	139	1	644	1,119	3,232
05:00 PM	67	116	99	0	282	49	156	41	0	246	528	104	41	10	0	155	96	73	37	1	207	361	889
05:15 PM	107	206	97	0	410	55	199	20	0	274	684	81	37	14	0	132	63	64	39	1	167	298	982
05:30 PM	68	131	98	0	297	48	142	32	2	224	521	100	34	22	0	156	85	93	44	0	222	378	899
05:45 PM	58	94	89	0	241	56	143	17	2	218	459	104	45	13	0	162	72	57	47	0	176	338	797
TOTAL	300	547	383	0	1,230	208	640	110	4	962	2,192	389	157	59	0	605	316	287	167	2	772	1,375	3,567

AM Peak 07:15 AM to 08:15 AM		284	357	321	2	962	110	697	148	0	955	1,919	329	180	68	0	577	275	262	53	1	591	1,167	3,086	Peak Hour Factor: 0.866
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PM Peak 04:45 PM to 05:45 PM		349	596	389	0	1,334	196	654	130	2	982	2,316	359	137	60	0	556	323	291	155	2	771	1,325	3,641	Peak Hour Factor: 0.927
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15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: April 7, 2015 (Tuesday)

CITY: Rockledge

LOCATION: SR 519 & Barnes Bv/I-95 NB Ramp

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Barnes Bv EASTBOUND					I-95 NB Ramp WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	1	6	0	7	0	3	2	0	5	12	3	3	0	0	6	0	1	0	0	1	7	19
07:15 AM	1	2	2	0	5	0	2	0	0	2	7	0	0	0	0	0	0	1	1	0	2	2	9
07:30 AM	1	0	5	0	6	0	3	0	0	3	9	2	1	1	0	4	1	7	0	0	8	12	21
07:45 AM	1	4	3	0	8	0	2	0	0	2	10	1	2	1	0	4	3	4	0	0	7	11	21
TOTAL	3	7	16	0	26	0	10	2	0	12	38	6	6	2	0	14	4	13	1	0	18	32	70
08:00 AM	1	6	2	0	9	0	2	0	0	2	11	2	0	0	0	2	0	3	0	0	3	5	16
08:15 AM	1	1	5	0	7	3	1	3	0	7	14	1	0	0	0	1	1	0	1	0	2	3	17
08:30 AM	1	3	0	0	4	1	2	0	0	3	7	0	2	0	0	2	1	5	1	0	7	9	16
08:45 AM	2	1	1	0	4	2	3	0	0	5	9	2	3	0	0	5	2	4	0	0	6	11	20
TOTAL	5	11	8	0	24	6	8	3	0	17	41	5	5	0	0	10	4	12	2	0	18	28	69
04:00 PM	1	3	2	0	6	0	3	0	0	3	9	2	0	1	0	3	2	1	2	0	5	8	17
04:15 PM	4	2	7	0	13	4	5	0	0	9	22	0	1	0	0	1	1	2	1	0	4	5	27
04:30 PM	0	2	3	0	5	0	0	0	0	0	5	1	0	0	0	1	0	2	0	0	2	3	8
04:45 PM	1	2	1	0	4	0	2	0	0	2	6	0	0	0	0	0	2	1	0	0	3	3	9
TOTAL	6	9	13	0	28	4	10	0	0	14	42	3	1	1	0	5	5	6	3	0	14	19	61
05:00 PM	0	0	3	0	3	0	1	2	0	3	6	1	1	0	0	2	0	1	1	0	2	4	10
05:15 PM	0	2	1	0	3	0	1	0	0	1	4	0	2	0	0	2	0	1	0	0	1	3	7
05:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	1	3	0	0	4	4	5
05:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	2	0	0	2	2	3
TOTAL	0	2	5	0	7	0	3	2	0	5	12	1	3	0	0	4	1	7	1	0	9	13	25
AM Peak																							
07:15 AM to 08:15 AM	4	12	12	0	28	0	9	0	0	9	37	5	3	2	0	10	4	15	1	0	20	30	67
PM Peak																							
04:45 PM to 05:45 PM	1	4	6	0	11	0	4	2	0	6	17	1	3	0	0	4	3	6	1	0	10	14	31

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: April 7, 2015 (Tuesday)

CITY: Rockledge

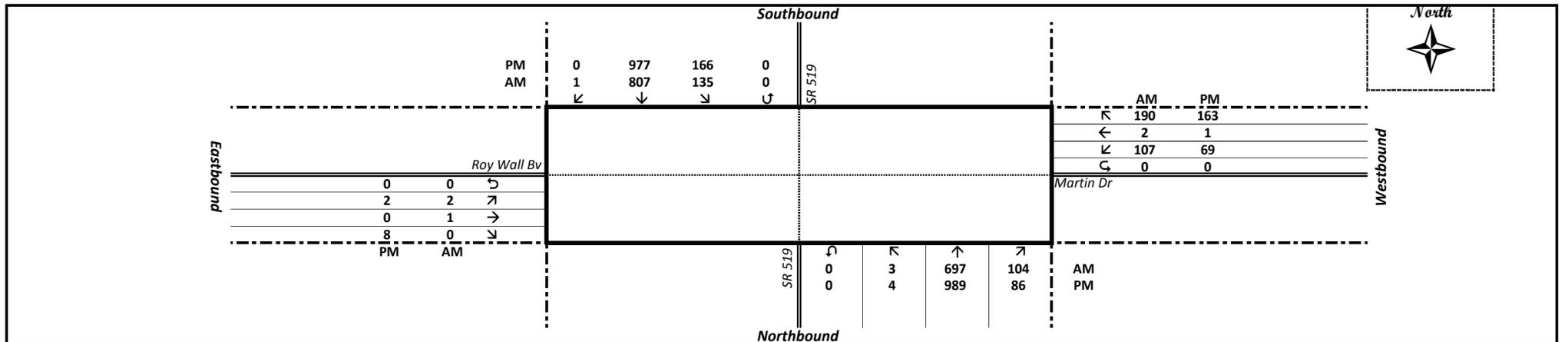
LOCATION: SR 519 & Roy Wall Bv/Martin Rd

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Roy Wall Bv EASTBOUND					Martin Dr WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	2	117	18	0	137	27	229	0	0	256	393	1	0	0	0	1	25	0	15	0	40	41	434
07:15 AM	0	138	22	0	160	32	249	0	0	281	441	0	0	0	0	0	14	0	23	0	37	37	478
07:30 AM	0	168	24	0	192	26	234	0	0	260	452	0	1	0	0	1	36	0	27	0	63	64	516
07:45 AM	0	181	30	0	211	23	206	0	0	229	440	1	0	0	0	1	27	0	52	0	79	80	520
TOTAL	2	604	94	0	700	108	918	0	0	1,026	1,726	2	1	0	0	3	102	0	117	0	219	222	1,948
08:00 AM	3	175	24	0	202	38	188	0	0	226	428	1	0	0	0	1	17	2	53	0	72	73	501
08:15 AM	0	173	26	0	199	48	179	1	0	228	427	0	0	0	0	0	27	0	58	0	85	85	512
08:30 AM	0	161	28	0	189	29	218	0	0	247	436	0	0	0	0	0	11	0	21	0	32	32	468
08:45 AM	0	191	26	0	217	13	153	1	1	168	385	3	0	0	0	3	12	1	23	1	37	39	424
TOTAL	3	700	104	0	807	128	738	2	1	869	1,676	4	0	0	0	4	67	3	155	1	226	229	1,905
04:00 PM	1	206	10	1	217	19	188	2	0	209	427	0	0	0	0	0	19	0	26	0	45	45	472
04:15 PM	2	268	23	0	293	32	214	0	0	246	539	0	0	1	0	1	12	1	33	0	46	47	586
04:30 PM	1	229	16	0	246	48	253	0	0	301	547	0	0	3	0	3	20	0	35	0	55	58	605
04:45 PM	1	237	20	0	258	36	226	0	0	262	520	0	0	0	0	0	18	0	35	0	53	53	573
TOTAL	5	940	69	1	1,014	135	881	2	0	1,018	2,033	0	0	4	0	4	69	1	129	0	199	203	2,236
05:00 PM	1	229	25	0	255	35	250	0	0	285	540	1	0	2	0	3	16	0	53	0	69	72	612
05:15 PM	1	294	25	0	320	47	248	0	0	295	615	1	0	3	0	4	15	1	40	0	56	60	675
05:30 PM	0	235	21	0	256	28	244	0	0	272	528	2	0	2	0	4	17	0	40	0	57	61	589
05:45 PM	0	245	17	0	262	30	200	3	0	233	495	1	0	0	0	1	13	0	31	0	44	45	540
TOTAL	2	1,003	88	0	1,093	140	942	3	0	1,085	2,178	5	0	7	0	12	61	1	164	0	226	238	2,416

AM Peak 07:30 AM to 08:30 AM	3	697	104	0	804	135	807	1	0	943	1,747	2	1	0	0	3	107	2	190	0	299	302	2,049	Peak Hour Factor: 0.985
--	---	-----	-----	---	-----	-----	-----	---	---	-----	-------	---	---	---	---	---	-----	---	-----	---	-----	-----	-------	-------------------------

PM Peak 04:30 PM to 05:30 PM	4	989	86	0	1,079	166	977	0	0	1,143	2,222	2	0	8	0	10	69	1	163	0	233	243	2,465	Peak Hour Factor: 0.913
--	---	-----	----	---	-------	-----	-----	---	---	-------	-------	---	---	---	---	----	----	---	-----	---	-----	-----	-------	-------------------------



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: April 7, 2015 (Tuesday)

CITY: Rockledge

LOCATION: SR 519 & Roy Wall Bv/Martin Rd

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Roy Wall Bv EASTBOUND					Martin Dr WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	4	0	0	4	0	4	0	0	4	8	0	0	0	0	0	2	0	1	0	3	3	11
07:15 AM	0	1	0	0	1	1	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	2	0	0	2	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	1	0	1	1	4
TOTAL	0	9	0	0	9	1	9	0	0	10	19	0	0	0	0	0	2	0	2	0	4	4	23
08:00 AM	2	3	3	0	8	0	4	0	0	4	12	0	0	0	0	0	0	0	1	0	1	1	13
08:15 AM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	3	0	1	0	4	4	7
08:30 AM	0	3	1	0	4	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	1	0	0	1	1	8	0	0	9	10	0	0	0	0	0	1	0	2	0	3	3	13
TOTAL	2	9	4	0	15	1	14	0	0	15	30	0	0	0	0	0	4	0	4	0	8	8	38
04:00 PM	0	6	0	0	6	0	0	0	0	0	6	0	0	0	0	0	1	0	2	0	3	3	9
04:15 PM	0	3	0	0	3	1	9	0	0	10	13	0	0	0	0	0	0	0	0	0	0	0	13
04:30 PM	0	3	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	3	3	6
04:45 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	0	12	0	0	12	1	11	0	0	12	24	0	0	0	0	0	1	0	5	0	6	6	30
05:00 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	1	3
05:15 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	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	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	4	0	0	4	0	1	0	0	1	5	0	0	0	0	0	1	0	0	0	1	1	6
AM Peak																							
07:30 AM to 08:30 AM	2	9	3	0	14	0	9	0	0	9	23	0	0	0	0	0	3	0	3	0	6	6	29
PM Peak																							
04:30 PM to 05:30 PM	0	7	0	0	7	0	2	0	0	2	9	0	0	0	0	0	1	0	3	0	4	4	13

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY ROCKLEDGE

COUNTY ORANGE

STATE ROUTE

INTERSECTING ROUTE SR 519 & ROY WALL BV/ MARTIN RD

OBSERVER

DATE

REMARKS

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0



ROY WALL BV
EB ST NAME

7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	0	0	0

MARTIN RD
WB ST NAME

7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	3	0	3
5-6	0	2	2
6-7	0	0	0
Total	3	2	5

SR 519

NB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	2	0	2
0	0	0	0	0	0	0	0	0	0	2	0	2

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: April 7, 2015 (Tuesday)

CITY: Rockledge

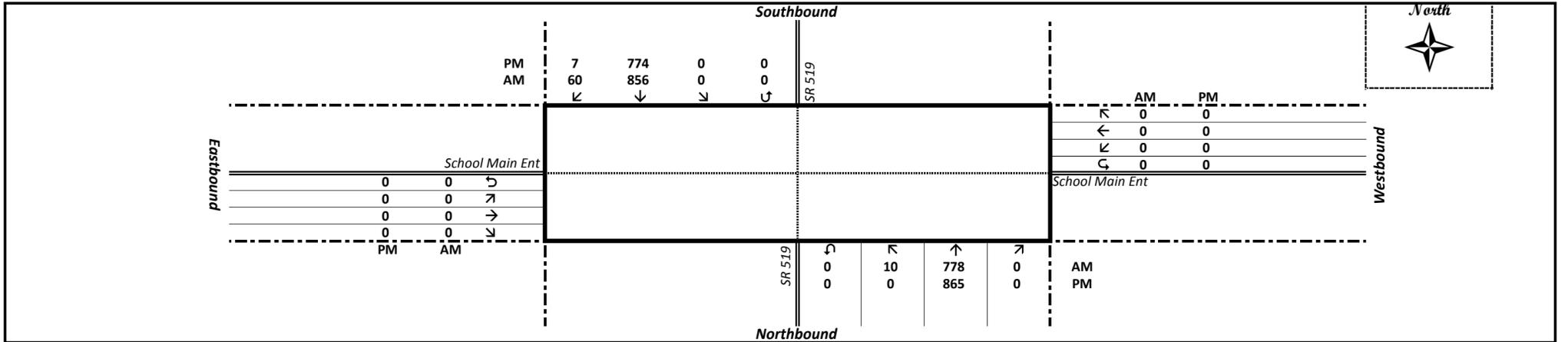
LOCATION: SR 519 & HC Anderson Main Ent

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	School Main Ent EASTBOUND					School Main Ent WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:30 AM	2	205	0	0	207	0	220	1	0	221	428	0	0	0	0	0	0	0	0	0	0	0	428
07:45 AM	3	199	0	0	202	0	232	3	0	235	437	0	0	0	0	0	0	0	0	0	0	0	437
TOTAL	5	404	0	0	409	0	452	4	0	456	865	0	0	0	0	0	0	0	0	0	0	0	865
08:00 AM	1	193	0	0	194	0	238	10	0	248	442	0	0	0	0	0	0	0	0	0	0	0	442
08:15 AM	5	165	0	0	170	0	152	40	0	192	362	0	0	0	0	0	0	0	0	0	0	0	362
08:30 AM	1	221	0	0	222	0	234	7	0	241	463	0	0	0	0	0	0	0	0	0	0	0	463
08:45 AM	0	202	0	0	202	0	168	4	0	172	374	0	0	0	0	0	0	0	0	0	0	0	374
TOTAL	7	781	0	0	788	0	792	61	0	853	1,641	0	0	0	0	0	0	0	0	0	0	0	1,641
09:00 AM	2	172	0	0	174	0	191	2	0	193	367	0	0	0	0	0	0	0	0	0	0	0	367
09:15 AM	0	169	0	0	169	0	190	1	0	191	360	0	0	0	0	0	0	0	0	0	0	0	360
TOTAL	2	341	0	0	343	0	381	3	0	384	727	0	0	0	0	0	0	0	0	0	0	0	727
02:00 PM	2	166	0	1	168	0	165	1	0	166	335	0	0	0	0	0	0	0	0	0	0	0	335
02:15 PM	1	201	0	0	202	0	145	2	0	147	349	0	0	0	0	0	0	0	0	0	0	0	349
02:30 PM	0	217	0	0	217	0	201	3	0	204	421	1	0	0	0	1	0	0	0	0	0	1	422
02:45 PM	5	207	0	0	212	0	190	7	0	197	409	0	0	0	0	0	0	0	0	0	0	0	409
TOTAL	8	791	0	1	799	0	701	13	0	714	1,514	1	0	0	0	1	0	0	0	0	0	1	1,515
03:00 PM	0	183	0	0	183	0	194	0	0	194	377	0	0	0	0	0	0	0	0	0	0	0	377
03:15 PM	0	231	0	0	231	0	188	1	0	189	420	0	0	0	0	0	0	0	0	0	0	0	420
03:30 PM	0	211	0	0	211	0	194	0	0	194	405	0	0	0	0	0	0	0	0	0	0	0	405
03:45 PM	0	240	0	0	240	0	198	6	0	204	444	0	0	0	0	0	0	0	0	0	0	0	444
TOTAL	0	865	0	0	865	0	774	7	0	781	1,646	0	0	0	0	0	0	0	0	0	0	0	1,646

AM Peak		Peak Hour Factor: 0.920																					
07:45 AM to 08:45 AM	10	778	0	0	788	0	856	60	0	916	1,704	0	0	0	0	0	0	0	0	0	0	0	1,704

PM Peak		Peak Hour Factor: 0.927																					
03:00 PM to 04:00 PM	0	865	0	0	865	0	774	7	0	781	1,646	0	0	0	0	0	0	0	0	0	0	0	1,646



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: April 7, 2015 (Tuesday)

CITY: Rockledge

LOCATION: SR 519 & HC Anderson Main Ent

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	School Main Ent EASTBOUND					School Main Ent WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:30 AM	0	1	0	0	1	0	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	2	0	0	2	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	3	0	0	3	0	5	0	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	3	0	0	3	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	2	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	0	0	2	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	2	0	6	0	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	9	0	0	9	0	14	0	0	14	23	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	11	0	0	11	0	4	0	0	4	15	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	3	0	0	3	0	7	0	0	7	10	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	14	0	0	14	0	11	0	0	11	25	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	2	0	0	2	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	2	6	0	0	8	0	4	2	0	6	14	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	10	0	0	12	0	6	2	0	8	20	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	0	0	1	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	2	0	0	2	0	5	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	4	0	0	4	0	8	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak 07:45 AM to 08:45 AM	0	9	0	0	9	0	10	0	0	10	19	0	0	0	0	0	0	0	0	0	0	0	19
PM Peak 03:00 PM to 04:00 PM	0	4	0	0	4	0	8	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	12

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0

CITY ROCKLEDGE

COUNTY ORANGE

STATE ROUTE

INTERSECTING ROUTE SR 519 & HC Anderson Elem MAIN ENT

OBSERVER

DATE

REMARKS _____

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7:30-8:30	8:30-9:30	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0



HC ANDERSON MAIN ENT

EB ST NAME

7:30-8:30	3	0	3
8:30-9:30	0	6	6
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	3	1	4
3-4	6	1	7
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	12	8	20

HC ANDERSON MAIN ENT

WB ST NAME

7:30-8:30	0	0	0
8:30-9:30	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	0	0	0

7:30-8:30	8:30-9:30	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
20	0	0	0	0	0	0	3	7	0	0	0	30
3	7	0	0	0	0	0	17	15	0	0	0	42
23	7	0	0	0	0	0	20	22	0	0	0	72

SR 519

NB ST NAME

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: April 7, 2015 (Tuesday)

CITY: Rockledge

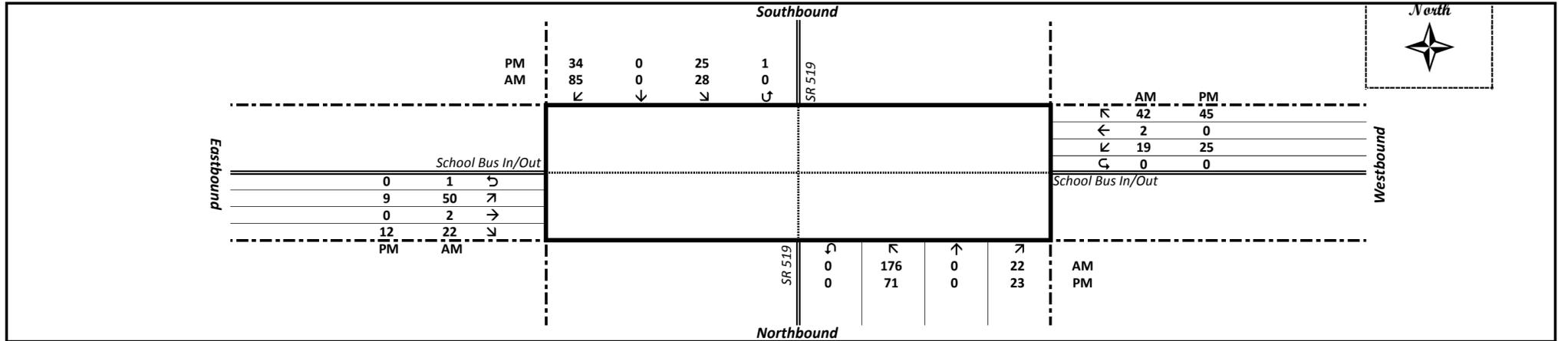
LOCATION: SR 519 & School Bus In/Out

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	School Bus In/Out EASTBOUND					School Bus In/Out WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:30 AM	11	0	2	0	13	5	0	10	0	15	28	0	0	2	0	2	5	0	12	0	17	19	47
07:45 AM	38	0	7	0	45	8	0	17	0	25	70	2	0	2	0	4	2	1	8	0	11	15	85
TOTAL	49	0	9	0	58	13	0	27	0	40	98	2	0	4	0	6	7	1	20	0	28	34	132
08:00 AM	68	0	6	0	74	8	0	40	0	48	122	11	0	4	1	16	7	0	9	0	16	31	153
08:15 AM	67	0	7	0	74	4	0	27	0	31	105	27	1	12	0	40	4	0	9	0	13	53	158
08:30 AM	3	0	2	0	5	8	0	1	0	9	14	10	1	4	0	15	6	1	16	0	23	38	52
08:45 AM	10	0	3	0	13	3	0	8	0	11	24	2	0	2	0	4	2	0	6	0	8	12	36
TOTAL	148	0	18	0	166	23	0	76	0	99	265	50	2	22	1	75	19	1	40	0	60	134	399
09:00 AM	1	0	3	0	4	4	0	0	0	4	8	1	0	1	0	2	2	0	7	0	9	11	19
09:15 AM	0	0	0	0	0	2	0	0	0	2	2	2	0	0	0	2	0	0	3	0	3	5	7
TOTAL	1	0	3	0	4	6	0	0	0	6	10	3	0	1	0	4	2	0	10	0	12	16	26
02:00 PM	0	0	1	0	1	1	0	1	0	2	3	1	0	2	0	3	3	0	1	0	4	7	10
02:15 PM	1	0	2	0	3	3	0	0	0	3	6	2	0	2	0	4	3	0	7	0	10	14	20
02:30 PM	1	0	7	0	8	13	0	7	0	20	28	2	0	0	0	2	4	0	3	0	7	9	37
02:45 PM	0	0	13	0	13	14	0	5	0	19	32	3	0	0	0	3	0	0	5	0	5	8	40
TOTAL	2	0	23	0	25	31	0	13	0	44	69	8	0	4	0	12	10	0	16	0	26	38	107
03:00 PM	45	0	6	0	51	6	0	23	0	29	80	5	0	4	0	9	17	0	25	0	42	51	131
03:15 PM	20	0	1	0	21	9	0	8	1	18	39	2	0	1	0	3	2	0	7	0	9	12	51
03:30 PM	4	0	6	0	10	3	0	2	0	5	15	0	0	2	0	2	0	0	6	0	6	8	23
03:45 PM	2	0	10	0	12	7	0	1	0	8	20	2	0	5	0	7	6	0	7	0	13	20	40
TOTAL	71	0	23	0	94	25	0	34	1	60	154	9	0	12	0	21	25	0	45	0	70	91	245

AM Peak																						Peak Hour Factor: 0.709	
07:45 AM to 08:45 AM	176	0	22	0	198	28	0	85	0	113	311	50	2	22	1	75	19	2	42	0	63	137	448

PM Peak																						Peak Hour Factor: 0.468	
03:00 PM to 04:00 PM	71	0	23	0	94	25	0	34	1	60	154	9	0	12	0	21	25	0	45	0	70	91	245



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: April 7, 2015 (Tuesday)

CITY: Rockledge

LOCATION: SR 519 & School Bus In/Out

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	School Bus In/Out EASTBOUND					School Bus In/Out WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
07:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	2
08:00 AM	1	0	0	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0	1	0	1	3	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0	1	0	1	3	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0	4	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
TOTAL	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	0	0	1	0	1	5	5
AM Peak 07:45 AM to 08:45 AM	2	0	0	0	2	0	0	0	0	0	2	1	0	1	0	2	0	0	1	0	1	3	5
PM Peak 03:00 PM to 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	0	0	1	0	1	5	5

15 MINUTE TURNING MOVEMENT COUNTS

(BANK 2 Only)

DATE: April 7, 2015 (Tuesday)

CITY: Rockledge

LOCATION: SR 519 & School Bus Exit Only

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	School Bus Exit Only EASTBOUND					School Bus Exit Only WESTBOUND					E/W TOTAL	GRAND TOTAL				
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL						
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	12	0	0	0	0	0	12	12
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	22	0	35	0	0	0	0	0	35	35
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	28	0	47	0	0	0	0	0	47	47
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	42	0	80	0	0	0	0	0	80	80
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	49	0	86	0	0	0	0	0	86	86
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	19	0	29	0	0	0	0	0	29	29
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	0	110	0	195	0	0	0	0	0	195	195
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	3	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	4	4
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2	2
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	4	4
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	39	0	69	0	0	0	0	0	69	69
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	26	0	47	0	0	0	0	0	47	47
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	6	0	10	0	0	0	0	0	10	10
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6	0	8	0	0	0	0	0	8	8
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	0	77	0	134	0	0	0	0	0	134	134

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY ROCKLEDGE

COUNTY ORANGE

STATE ROUTE

INTERSECTING ROUTE SR 519 & HC Anderson Elem Ent

OBSERVER

DATE

REMARKS _____

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7:30-8:30	8:30-9:30	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0



7:30-8:30	8:30-9:30	9-10	10-11
2	15	17	
0	3	3	
0	0	0	
0	0	0	
0	0	0	
0	0	0	
0	0	0	
8	1	9	
41	0	41	
0	0	0	
0	0	0	
0	0	0	
Total	51	19	70

HC ANDERSON ENT
EB ST NAME

7:30-8:30	8:30-9:30	9-10	10-11
4	10	14	
0	7	7	
0	0	0	
0	0	0	
0	0	0	
0	0	0	
0	0	0	
1	7	8	
63	4	67	
0	0	0	
0	0	0	
0	0	0	
Total	68	28	96

HC ANDERSON ENT
WB ST NAME

7:30-8:30	8:30-9:30	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0

SR 519

NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0

CITY ROCKLEDGE

COUNTY ORANGE

STATE ROUTE

INTERSECTING ROUTE SR 519 & HC Anderson Elem Ent

OBSERVER

DATE

REMARKS _____

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7:30-8:30	8:30-9:30	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0



7:30-8:30	8:30-9:30	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
2	10	12										
0	7	7										
0	0	0										
0	0	0										
0	0	0										
0	0	0										
0	0	0										
0	1	1										
15	0	15										
0	0	0										
0	0	0										
0	0	0										
17	18	35										

HC ANDERSON ENT
EB ST NAME

7:30-8:30	8:30-9:30	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
3	7	10										
2	6	8										
0	0	0										
0	0	0										
0	0	0										
0	0	0										
0	0	0										
1	5	6										
15	6	21										
0	0	0										
0	0	0										
0	0	0										
21	24	45										

HC ANDERSON ENT
WB ST NAME

7:30-8:30	8:30-9:30	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0

SR 519

NB ST NAME

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

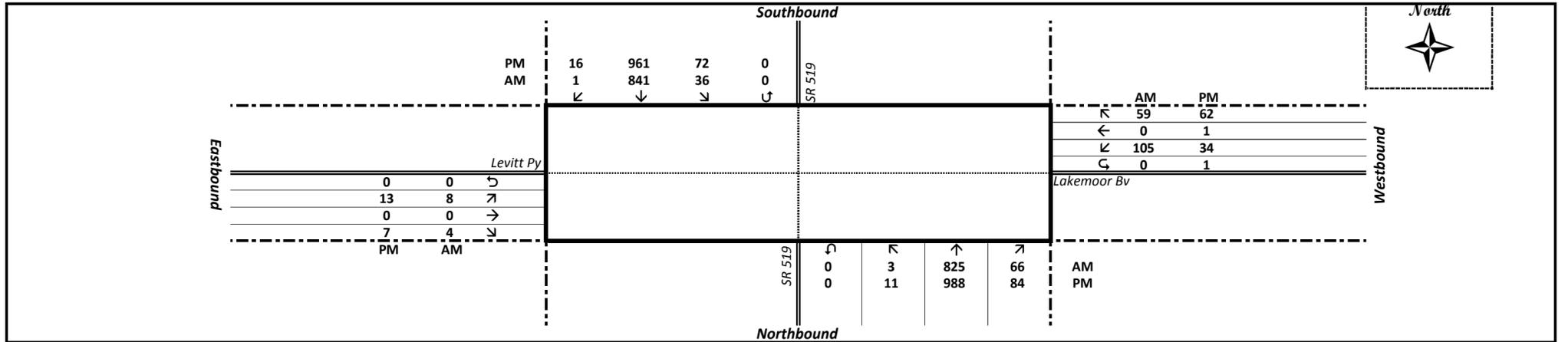
LOCATION: SR 519 & Levitt Py/Lakemoor Bv

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Levitt Py EASTBOUND					Lakemoor Bv WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	141	7	0	148	5	150	0	0	155	303	3	0	0	0	3	19	0	12	0	31	34	337
07:15 AM	0	168	5	0	173	10	194	0	0	204	377	2	0	1	0	3	15	0	17	0	32	35	412
07:30 AM	0	189	12	0	201	5	221	0	0	226	427	2	0	0	0	2	25	0	18	0	43	45	472
07:45 AM	1	200	10	0	211	13	202	0	0	215	426	1	0	1	0	2	22	0	12	0	34	36	462
TOTAL	1	698	34	0	733	33	767	0	0	800	1,533	8	0	2	0	10	81	0	59	0	140	150	1,683
08:00 AM	0	208	14	0	222	8	217	1	0	226	448	3	0	2	0	5	28	0	16	0	44	49	497
08:15 AM	2	228	30	0	260	10	201	0	0	211	471	2	0	1	0	3	30	0	13	0	43	46	517
08:30 AM	0	194	11	0	205	18	136	2	0	156	361	4	0	0	0	4	9	0	18	0	27	31	392
08:45 AM	0	181	8	0	189	11	155	1	0	167	356	1	0	0	0	1	4	0	18	0	22	23	379
TOTAL	2	811	63	0	876	47	709	4	0	760	1,636	10	0	3	0	13	71	0	65	0	136	149	1,785
04:00 PM	3	203	15	0	221	15	226	3	0	244	465	0	1	0	0	1	4	0	14	0	18	19	484
04:15 PM	1	249	8	0	258	18	221	1	0	240	498	5	0	4	0	9	7	0	16	0	23	32	530
04:30 PM	2	281	23	0	306	21	239	6	0	266	572	4	0	1	0	5	9	1	15	0	25	30	602
04:45 PM	4	228	26	0	258	16	220	4	0	240	498	5	0	0	0	5	12	0	12	0	24	29	527
TOTAL	10	961	72	0	1,043	70	906	14	0	990	2,033	14	1	5	0	20	32	1	57	0	90	110	2,143
05:00 PM	2	238	20	0	260	15	267	2	0	284	544	1	0	4	0	5	4	0	17	1	22	26	570
05:15 PM	3	241	15	0	259	20	235	4	0	259	518	3	0	2	0	5	9	0	18	0	27	32	550
05:30 PM	1	227	16	0	244	24	184	3	0	211	455	4	0	0	0	4	9	0	20	0	29	33	488
05:45 PM	0	239	25	0	264	21	208	2	0	231	495	2	0	1	0	3	10	0	21	0	31	34	529
TOTAL	6	945	76	0	1,027	80	894	11	0	985	2,012	10	0	7	0	17	32	0	76	1	109	125	2,137

AM Peak 07:30 AM to 08:30 AM	3	825	66	0	894	36	841	1	0	878	1,772	8	0	4	0	12	105	0	59	0	164	176	1,948	Peak Hour Factor: 0.942
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PM Peak 04:30 PM to 05:30 PM	11	988	84	0	1,083	72	961	16	0	1,049	2,132	13	0	7	0	20	34	1	62	1	98	117	2,249	Peak Hour Factor: 0.934
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15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

LOCATION: SR 519 & Levitt Py/Lakemoor Bv

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Levitt Py EASTBOUND					Lakemoor Bv WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	3	0	0	3	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	3	0	0	3	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	1	0	4	0	0	4	5	0	0	0	0	0	0	0	1	0	1	1	1
07:45 AM	0	2	0	0	2	1	5	0	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	8	1	0	9	1	13	0	0	14	23	0	0	0	0	0	0	0	1	0	1	1	1
08:00 AM	0	5	0	0	5	1	4	0	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	5	0	0	5	0	2	0	0	2	7	0	0	1	0	1	0	0	1	0	1	2	9
08:30 AM	0	5	0	0	5	0	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	4	0	0	4	0	8	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	12
TOTAL	0	19	0	0	19	1	15	0	0	16	35	0	0	1	0	1	0	0	1	0	1	2	37
04:00 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	1	1	3
04:15 PM	0	2	0	0	2	0	9	0	0	9	11	0	0	0	0	0	0	0	1	0	1	1	12
04:30 PM	0	8	0	0	8	0	3	0	0	3	11	0	0	0	0	0	0	0	0	0	0	0	11
04:45 PM	0	1	0	0	1	0	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL	0	13	0	0	13	0	15	0	0	15	28	0	0	0	0	0	0	0	2	0	2	2	30
05:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	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	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	0	0	1	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	3
AM Peak																							
07:30 AM to 08:30 AM	0	12	1	0	13	2	15	0	0	17	30	0	0	1	0	1	0	0	2	0	2	3	33
PM Peak																							
04:30 PM to 05:30 PM	0	9	0	0	9	0	7	0	0	7	16	0	0	0	0	0	0	0	0	0	0	0	16

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

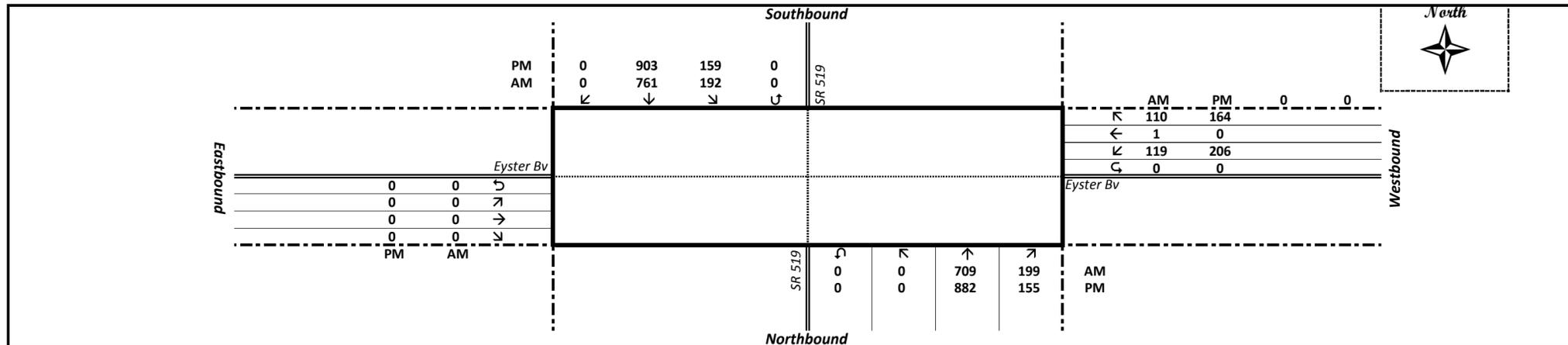
LOCATION: SR 519 & Eyster Bv

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Eyster Bv EASTBOUND					Eyster Bv WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	141	22	0	163	31	116	0	0	147	310	0	0	0	0	0	18	0	12	0	30	30	340
07:15 AM	0	175	25	0	200	24	202	0	0	226	426	0	0	0	0	0	23	1	7	0	31	31	457
07:30 AM	0	153	41	0	194	35	211	0	0	246	440	0	0	0	0	0	33	0	28	0	61	61	501
07:45 AM	0	161	63	0	224	54	170	0	0	224	448	0	0	0	0	0	33	1	30	0	64	64	512
TOTAL	0	630	151	0	781	144	699	0	0	843	1,624	0	0	0	0	0	107	2	77	0	186	186	1,810
08:00 AM	0	190	42	0	232	64	204	0	0	268	500	0	0	0	0	0	25	0	22	0	47	47	547
08:15 AM	0	205	53	0	258	39	176	0	0	215	473	0	0	0	0	0	28	0	30	0	58	58	531
08:30 AM	0	183	47	0	230	52	101	0	0	153	383	0	0	0	0	0	27	0	17	0	44	44	427
08:45 AM	0	151	45	0	196	46	138	0	0	184	380	0	0	0	0	0	22	0	21	0	43	43	423
TOTAL	0	729	187	0	916	201	619	0	0	820	1,736	0	0	0	0	0	102	0	90	0	192	192	1,928
04:00 PM	0	189	40	0	229	41	194	0	0	235	464	0	0	0	0	0	36	0	39	0	75	75	539
04:15 PM	0	176	62	0	238	43	201	0	0	244	482	0	0	0	0	0	48	0	52	0	100	100	582
04:30 PM	0	263	43	0	306	42	231	0	0	273	579	0	0	0	0	0	53	0	37	0	90	90	669
04:45 PM	0	189	37	0	226	60	188	0	0	248	474	0	0	0	0	0	52	0	46	0	98	98	572
TOTAL	0	817	182	0	999	186	814	0	0	1,000	1,999	0	0	0	0	0	189	0	174	0	363	363	2,362
05:00 PM	0	180	41	0	221	28	223	0	0	251	472	0	0	0	0	0	73	0	58	0	131	131	603
05:15 PM	0	250	34	0	284	29	261	0	0	290	574	0	0	0	0	0	28	0	23	0	51	51	625
05:30 PM	0	181	43	0	224	41	173	0	0	214	438	0	0	0	0	0	35	0	28	0	63	63	501
05:45 PM	0	197	43	0	240	42	188	0	0	230	470	0	0	0	0	0	53	0	37	0	90	90	560
TOTAL	0	808	161	0	969	140	845	0	0	985	1,954	0	0	0	0	0	189	0	146	0	335	335	2,289

AM Peak																			Peak Hour Factor: 0.956				
07:30 AM to 08:30 AM	0	709	199	0	908	192	761	0	0	953	1,861	0	0	0	0	0	119	1	110	0	230	230	2,091

PM Peak																			Peak Hour Factor: 0.923				
04:30 PM to 05:30 PM	0	882	155	0	1,037	159	903	0	0	1,062	2,099	0	0	0	0	0	206	0	164	0	370	370	2,469



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

LOCATION: SR 519 & Eyster Bv

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Eyster Bv EASTBOUND					Eyster Bv WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	2	3	0	5	0	0	0	0	0	5	0	0	0	0	0	2	0	0	0	2	2	7
07:15 AM	0	1	0	0	1	2	4	0	0	6	7	0	0	0	0	0	1	0	1	0	2	2	9
07:30 AM	0	3	0	0	3	0	9	0	0	9	12	0	0	0	0	0	1	0	0	0	1	1	13
07:45 AM	0	5	0	0	5	1	5	0	0	6	11	0	0	0	0	0	1	0	2	0	3	3	14
TOTAL	0	11	3	0	14	3	18	0	0	21	35	0	0	0	0	0	5	0	3	0	8	8	43
08:00 AM	0	2	2	0	4	1	3	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	8
08:15 AM	0	5	6	0	11	1	5	0	0	6	17	0	0	0	0	0	1	0	0	0	1	1	18
08:30 AM	0	5	1	0	6	2	2	0	0	4	10	0	0	0	0	0	1	0	0	0	1	1	11
08:45 AM	0	6	1	0	7	1	9	0	0	10	17	0	0	0	0	0	2	0	0	0	2	2	19
TOTAL	0	18	10	0	28	5	19	0	0	24	52	0	0	0	0	0	4	0	0	0	4	4	56
04:00 PM	0	6	0	0	6	2	1	0	0	3	9	0	0	0	0	0	0	0	1	0	1	1	10
04:15 PM	0	6	0	0	6	2	8	0	0	10	16	0	0	0	0	0	0	0	1	0	1	1	17
04:30 PM	0	7	0	0	7	0	2	0	0	2	9	0	0	0	0	0	1	0	0	0	1	1	10
04:45 PM	0	2	0	0	2	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	5
TOTAL	0	21	0	0	21	4	14	0	0	18	39	0	0	0	0	0	1	0	2	0	3	3	42
05:00 PM	0	0	1	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	1	0	1	1	3
05:15 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	1	1	3
05:30 PM	0	1	0	0	1	2	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
TOTAL	0	3	1	0	4	2	1	0	0	3	7	0	0	0	0	0	0	0	3	0	3	3	10
AM Peak																							
07:30 AM to 08:30 AM	0	15	8	0	23	3	22	0	0	25	48	0	0	0	0	0	3	0	2	0	5	5	53
PM Peak																							
04:30 PM to 05:30 PM	0	11	1	0	12	0	6	0	0	6	18	0	0	0	0	0	1	0	2	0	3	3	21

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0
STATE ROUTE
OBSERVER

CITY ROCKLEDGE
INTERSECTING ROUTE SR 519 & EYSTER BV
DATE 3/31/2015

COUNTY BREVARD

REMARKS

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	4	0	0	0	0	0	0	0	0	57	12	73
0	3	0	0	0	0	0	0	0	6	1	0	10
0	7	0	0	0	0	0	0	0	6	58	12	83



EYSTER BV
EB ST NAME

7-8	0	0	0
8-9	0	5	5
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	0	5	5

EYSTER BV
WB ST NAME

7-8	1	1	2
8-9	28	45	73
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	71	1	72
5-6	0	2	2
6-7	0	0	0
Total	100	49	149

SR 519

NB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	4	0	0	0	0	0	0	0	4	2	0	10
0	5	0	0	0	0	0	0	0	1	0	0	6
0	9	0	0	0	0	0	0	0	5	2	0	16

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0
STATE ROUTE
OBSERVER

CITY ROCKLEDGE
INTERSECTING ROUTE SR 519 & EYSTER BV
DATE 3/31/2015

COUNTY BREVARD

REMARKS

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	13	0	0	13
1	2	0	0	0	0	0	0	0	1	1	0	5
1	2	0	0	0	0	0	0	0	14	1	0	18



EYSTER BV
EB ST NAME

7-8	1	0	1
8-9	1	0	1
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	1	0	1
6-7	0	0	0
Total	3	0	3

EYSTER BV
WB ST NAME

7-8	1	0	1
8-9	3	7	10
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	10	0	10
5-6	0	5	5
6-7	0	0	0
Total	14	12	26

SR 519

NB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	0	1

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

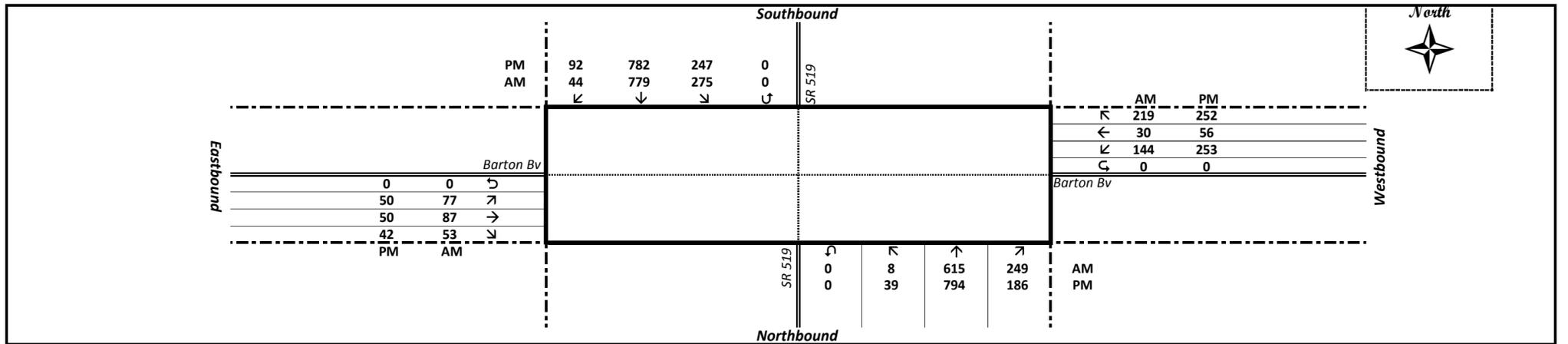
LOCATION: SR 519 & Barton Bv

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Barton Bv EASTBOUND					Barton Bv WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	135	23	0	158	41	134	3	0	178	336	13	20	15	0	48	20	6	28	0	54	102	438
07:15 AM	6	129	48	0	183	47	191	6	0	244	427	16	28	11	0	55	35	6	34	0	75	130	557
07:30 AM	0	140	56	0	196	52	204	8	0	264	460	24	26	13	0	63	32	4	62	0	98	161	621
07:45 AM	2	150	52	0	204	67	197	13	0	277	481	16	11	6	0	33	28	9	40	0	77	110	591
TOTAL	8	554	179	0	741	207	726	30	0	963	1,704	69	85	45	0	199	115	25	164	0	304	503	2,207
08:00 AM	6	162	69	0	237	79	195	20	0	294	531	20	17	18	0	55	49	6	54	0	109	164	695
08:15 AM	0	163	72	0	235	77	183	3	0	263	498	17	33	16	0	66	35	11	63	0	109	175	673
08:30 AM	8	146	50	0	204	64	112	4	0	180	384	21	11	9	0	41	26	6	39	0	71	112	496
08:45 AM	5	135	30	0	170	77	145	6	0	228	398	12	19	22	0	53	28	12	48	0	88	141	539
TOTAL	19	606	221	0	846	297	635	33	0	965	1,811	70	80	65	0	215	138	35	204	0	377	592	2,403
04:00 PM	9	194	36	0	239	63	180	22	0	265	504	9	11	14	0	34	37	21	80	2	140	172	676
04:15 PM	6	195	56	0	257	65	179	22	0	266	523	10	14	13	0	37	53	16	61	0	130	167	690
04:30 PM	29	232	48	0	309	60	197	30	0	287	596	17	21	13	0	51	66	11	68	0	145	196	792
04:45 PM	1	184	35	0	220	66	182	20	0	268	488	16	9	10	0	35	50	10	48	0	108	143	631
TOTAL	45	805	175	0	1,025	254	738	94	0	1,086	2,111	52	55	50	0	157	206	58	257	2	523	678	2,789
05:00 PM	2	179	38	0	219	56	173	16	0	245	464	8	10	8	0	26	77	17	83	0	177	203	667
05:15 PM	7	199	65	0	271	65	230	26	0	321	592	9	10	11	0	30	60	18	53	0	131	161	753
05:30 PM	8	162	62	0	232	59	158	14	0	231	463	9	14	17	0	40	52	14	44	0	110	150	613
05:45 PM	4	155	46	0	205	60	167	13	0	240	445	11	14	12	0	37	40	13	45	0	98	135	580
TOTAL	21	695	211	0	927	240	728	69	0	1,037	1,964	37	48	48	0	133	229	62	225	0	516	649	2,613

AM Peak																			Peak Hour Factor: 0.928				
07:30 AM to 08:30 AM	8	615	249	0	872	275	779	44	0	1,098	1,970	77	87	53	0	217	144	30	219	0	393	610	2,580

PM Peak																			Peak Hour Factor: 0.897				
04:30 PM to 05:30 PM	39	794	186	0	1,019	247	782	92	0	1,121	2,140	50	50	42	0	142	253	56	252	0	561	703	2,843



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

LOCATION: SR 519 & Barton Bv

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Barton Bv EASTBOUND					Barton Bv WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	2	0	0	2	5	0	1	0	6	8	0	1	0	0	1	0	0	1	0	1	2	10
07:15 AM	1	3	0	0	4	6	5	0	0	11	15	0	0	0	0	0	4	0	3	0	7	7	22
07:30 AM	0	2	0	0	2	4	3	0	0	7	9	0	0	0	0	0	0	0	4	0	4	4	13
07:45 AM	0	6	0	0	6	3	5	0	0	8	14	1	0	0	0	1	0	0	4	0	4	5	19
TOTAL	1	13	0	0	14	18	13	1	0	32	46	1	1	0	0	2	4	0	12	0	16	18	64
08:00 AM	0	2	0	0	2	4	5	1	0	10	12	0	0	0	0	0	0	0	0	0	0	0	12
08:15 AM	0	3	1	0	4	7	2	0	0	9	13	0	0	0	0	0	1	0	4	0	5	5	18
08:30 AM	0	3	0	0	3	1	5	0	0	6	9	0	0	0	0	0	0	0	1	0	1	1	10
08:45 AM	0	3	0	0	3	3	8	0	0	11	14	0	0	1	0	1	1	0	5	0	6	7	21
TOTAL	0	11	1	0	12	15	20	1	0	36	48	0	0	1	0	1	2	0	10	0	12	13	61
04:00 PM	0	4	0	0	4	1	1	0	0	2	6	0	0	0	0	0	0	0	3	0	3	3	9
04:15 PM	0	2	0	0	2	4	3	0	0	7	9	0	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	1	7	0	0	8	0	3	0	0	3	11	1	1	1	0	3	0	0	0	0	0	3	14
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2
TOTAL	1	13	0	0	14	5	7	0	0	12	26	1	1	1	0	3	0	0	5	0	5	8	34
05:00 PM	0	1	0	0	1	1	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	2	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	3	0	0	3	3	1	1	0	5	8	0	0	0	0	0	0	0	0	0	0	0	8
AM Peak																							
07:30 AM to 08:30 AM	0	13	1	0	14	18	15	1	0	34	48	1	0	0	0	1	1	0	12	0	13	14	62
PM Peak																							
04:30 PM to 05:30 PM	1	9	0	0	10	3	4	0	0	7	17	1	1	1	0	3	0	0	2	0	2	5	22

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0
STATE ROUTE
OBSERVER

CITY ROCKLEDGE
INTERSECTING ROUTE SR 519 & BARTON BV
DATE 3/31/2015

COUNTY BREVARD

REMARKS

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	22	4	0	26
3	4	0	0	0	0	0	0	0	3	0	0	10
3	4	0	0	0	0	0	0	0	25	4	0	36



7-8	0	0	0
8-9	0	2	2
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	3	3
5-6	0	0	0
6-7	0	0	0
Total	0	5	5

BARTON BV
EB ST NAME

7-8	0	0	0
8-9	9	4	13
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	9	4	13

BARTON BV
WB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	14	2	0	16
2	1	0	0	0	0	0	0	0	7	3	0	13
2	1	0	0	0	0	0	0	0	21	5	0	29

SR 519

NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0

CITY ROCKLEDGE

COUNTY BREVARD

STATE ROUTE

INTERSECTING ROUTE SR 519 & ST. ANDREWS DR

OBSERVER

DATE 3/31/2015

REMARKS

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	4	2	0	6
0	5	0	0	0	0	0	0	0	1	0	0	6
0	5	0	0	0	0	0	0	0	5	2	0	12



7-8	0	0	0
8-9	2	0	2
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	2	2
5-6	0	0	0
6-7	0	0	0
Total	2	2	4

BARTON BV
EB ST NAME

7-8	2	0	2
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	2	0	2

BARTON BV
WB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	3	0	0	3
0	2	0	0	0	0	0	0	0	5	0	0	7
0	2	0	0	0	0	0	0	0	8	0	0	10

SR 519

NB ST NAME

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

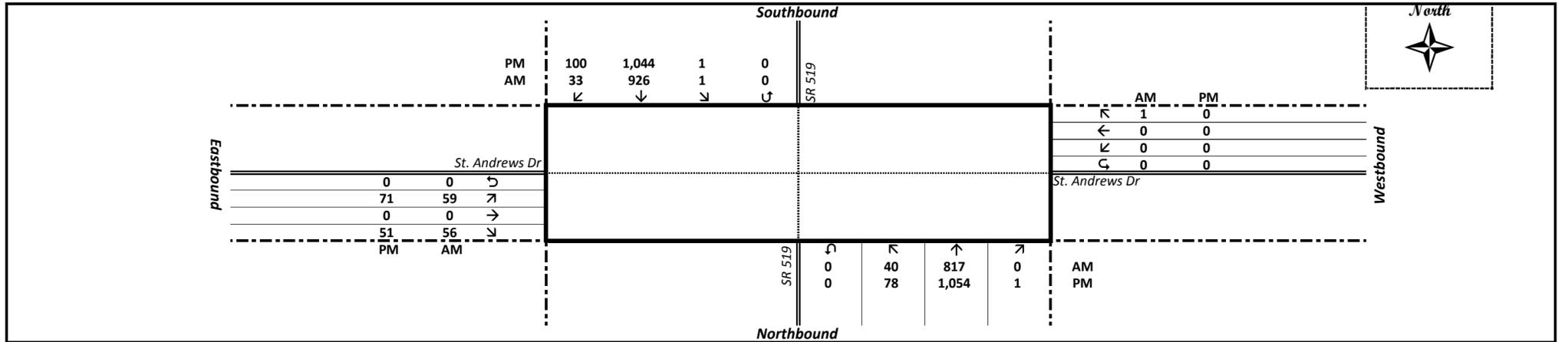
LOCATION: SR 519 & St. Andrews Dr

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	St. Andrews Dr EASTBOUND					St. Andrews Dr WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	3	138	1	0	142	0	161	4	0	165	307	15	0	17	0	32	0	0	1	0	1	33	340
07:15 AM	2	155	0	0	157	0	200	7	0	207	364	13	0	28	0	41	0	0	2	0	2	43	407
07:30 AM	8	179	0	0	187	0	202	8	0	210	397	14	0	17	0	31	0	0	0	0	0	31	428
07:45 AM	11	210	0	0	221	1	254	10	0	265	486	13	0	16	0	29	0	0	1	0	1	30	516
TOTAL	24	682	1	0	707	1	817	29	0	847	1,554	55	0	78	0	133	0	0	4	0	4	137	1,691
08:00 AM	8	195	0	0	203	0	229	10	0	239	442	15	0	9	0	24	0	0	0	0	0	24	466
08:15 AM	7	206	0	0	213	0	237	8	0	245	458	19	0	18	0	37	0	0	0	0	0	37	495
08:30 AM	14	206	0	0	220	0	206	5	0	211	431	12	0	13	0	25	0	0	0	0	0	25	456
08:45 AM	13	206	0	0	219	0	217	8	0	225	444	13	0	19	0	32	0	0	1	0	1	33	477
TOTAL	42	813	0	0	855	0	889	31	0	920	1,775	59	0	59	0	118	0	0	1	0	1	119	1,894
04:00 PM	12	273	1	0	286	0	260	15	0	275	561	9	0	11	0	20	0	0	1	0	1	21	582
04:15 PM	13	258	0	0	271	0	231	17	0	248	519	11	0	8	0	19	0	0	0	0	0	19	538
04:30 PM	18	252	0	0	270	0	260	34	0	294	564	17	0	11	0	28	0	0	0	0	0	28	592
04:45 PM	22	279	1	0	302	0	241	21	0	262	564	17	0	10	0	27	0	0	0	0	0	27	591
TOTAL	65	1,062	2	0	1,129	0	992	87	0	1,079	2,208	54	0	40	0	94	0	0	1	0	1	95	2,303
05:00 PM	26	255	0	0	281	0	262	23	0	285	566	21	0	16	0	37	0	0	0	0	0	37	603
05:15 PM	12	268	0	0	280	1	281	22	0	304	584	16	0	14	0	30	0	0	0	0	0	30	614
05:30 PM	17	249	0	0	266	0	257	22	0	279	545	12	0	16	0	28	0	0	1	0	1	29	574
05:45 PM	18	238	1	0	257	0	236	26	0	262	519	8	0	20	0	28	0	0	1	0	1	29	548
TOTAL	73	1,010	1	0	1,084	1	1,036	93	0	1,130	2,214	57	0	66	0	123	0	0	2	0	2	125	2,339

AM Peak		Peak Hour Factor: 0.937																					
07:45 AM to 08:45 AM	40	817	0	0	857	1	926	33	0	960	1,817	59	0	56	0	115	0	0	1	0	1	116	1,933

PM Peak		Peak Hour Factor: 0.977																					
04:30 PM to 05:30 PM	78	1,054	1	0	1,133	1	1,044	100	0	1,145	2,278	71	0	51	0	122	0	0	0	0	0	122	2,400



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

LOCATION: SR 519 & St. Andrews Dr

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	St. Andrews Dr EASTBOUND					St. Andrews Dr WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	4	0	0	4	0	9	0	0	9	13	0	0	0	0	0	0	0	0	0	0	0	13
07:15 AM	1	2	0	0	3	0	4	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	7
07:30 AM	0	5	0	0	5	0	10	0	0	10	15	0	0	0	0	0	0	0	0	0	0	0	15
07:45 AM	1	11	0	0	12	0	13	0	0	13	25	0	0	0	0	0	0	0	0	0	0	0	25
TOTAL	2	22	0	0	24	0	36	0	0	36	60	0	0	0	0	0	0	0	0	0	0	0	60
08:00 AM	0	2	0	0	2	0	11	2	0	13	15	0	0	0	0	0	0	0	0	0	0	0	15
08:15 AM	0	3	0	0	3	0	6	1	0	7	10	1	0	2	0	3	0	0	0	0	0	3	13
08:30 AM	0	12	0	0	12	0	7	0	0	7	19	1	0	0	0	1	0	0	0	0	0	1	20
08:45 AM	0	5	0	0	5	0	7	2	0	9	14	1	0	1	0	2	0	0	0	0	0	2	16
TOTAL	0	22	0	0	22	0	31	5	0	36	58	3	0	3	0	6	0	0	0	0	0	6	64
04:00 PM	1	9	0	0	10	0	6	0	0	6	16	0	0	0	0	0	0	0	0	0	0	0	16
04:15 PM	0	2	0	0	2	0	5	0	0	5	7	1	0	0	0	1	0	0	0	0	0	1	8
04:30 PM	1	8	0	0	9	0	2	0	0	2	11	1	0	0	0	1	0	0	0	0	0	1	12
04:45 PM	0	10	0	0	10	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	10
TOTAL	2	29	0	0	31	0	13	0	0	13	44	2	0	0	0	2	0	0	0	0	0	2	46
05:00 PM	0	2	0	0	2	0	6	0	0	6	8	0	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	2	0	0	2	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	5	0	0	5	0	9	0	0	9	14	0	0	0	0	0	0	0	0	0	0	0	14
AM Peak																							
07:45 AM to 08:45 AM	1	28	0	0	29	0	37	3	0	40	69	2	0	2	0	4	0	0	0	0	0	4	73
PM Peak																							
04:30 PM to 05:30 PM	1	22	0	0	23	0	10	0	0	10	33	1	0	0	0	1	0	0	0	0	0	1	34

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY ROCKLEDGE

COUNTY BREVARD

STATE ROUTE

INTERSECTING ROUTE SR 519 & ST. ANDREWS DR

OBSERVER

DATE 3/31/2015

REMARKS

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0



ST. ANDREWS DR
EB ST NAME

7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	20	20
5-6	1	2	3
6-7	0	0	0
Total	1	22	23

ST. ANDREWS DR
WB ST NAME

7-8	2	3	5
8-9	0	1	1
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	5	2	7
5-6	1	0	1
6-7	0	0	0
Total	8	6	14

SR 519

NB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
9	7	0	0	0	0	0	0	0	5	0	0	21
85	7	0	0	0	0	0	0	0	3	0	0	95
94	14	0	0	0	0	0	0	0	8	0	0	116

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0
STATE ROUTE
OBSERVER

CITY ROCKLEDGE

COUNTY BREVARD

INTERSECTING ROUTE SR 519 & ST. ANDREWS DR

DATE 3/31/2015

REMARKS

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0



7-8	2	0	2
8-9	0	1	1
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	1	2	3
5-6	0	0	0
6-7	0	0	0
Total	3	3	6

ST. ANDREWS DR
EB ST NAME

7-8	0	0	0
8-9	3	3	6
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	2	3	5
5-6	1	1	2
6-7	0	0	0
Total	6	7	13

ST. ANDREWS DR
WB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0

SR 519

NB ST NAME

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

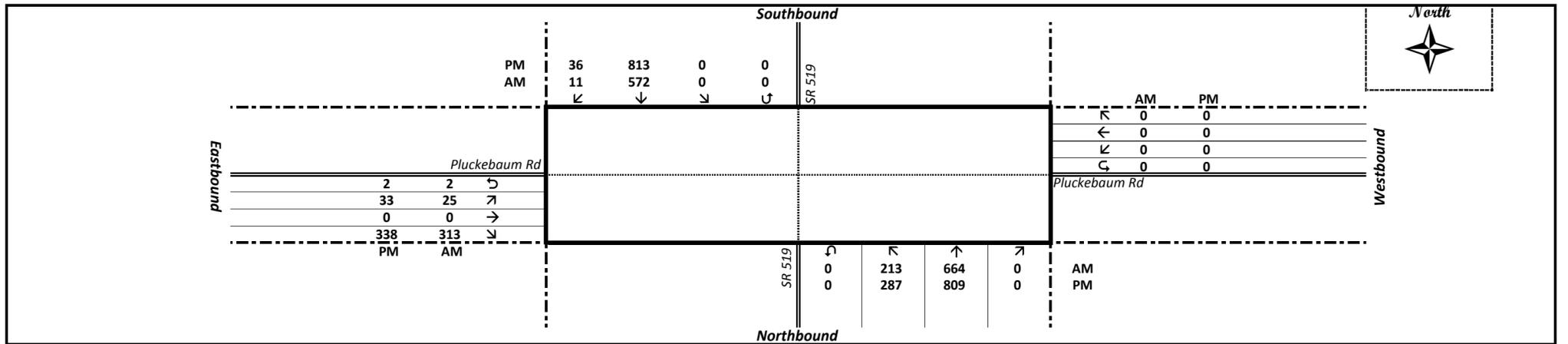
LOCATION: SR 519 & Pluckebaum Rd

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Pluckebaum Rd EASTBOUND					Pluckebaum Rd WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	35	119	0	0	154	0	114	1	0	115	269	10	0	39	0	49	0	0	0	0	0	49	318
07:15 AM	29	145	0	0	174	0	145	3	0	148	322	4	1	62	0	67	0	0	0	0	0	67	389
07:30 AM	70	147	0	0	217	0	126	1	0	127	344	3	0	73	1	77	0	0	0	0	0	76	420
07:45 AM	61	171	0	0	232	0	174	2	0	176	408	5	0	89	2	96	0	0	0	0	0	94	502
TOTAL	195	582	0	0	777	0	559	7	0	566	1,343	22	1	263	3	289	0	0	0	0	0	286	1,629
08:00 AM	57	163	0	0	220	0	140	3	0	143	363	4	0	73	0	77	0	0	0	0	0	77	440
08:15 AM	49	150	0	0	199	0	134	2	0	136	335	11	0	76	0	87	0	0	0	0	0	87	422
08:30 AM	46	180	0	0	226	0	124	4	0	128	354	5	0	75	0	80	0	0	0	0	0	80	434
08:45 AM	39	168	0	0	207	0	122	6	0	128	335	8	0	91	0	99	0	0	0	0	0	99	434
TOTAL	191	661	0	0	852	0	520	15	0	535	1,387	28	0	315	0	343	0	0	0	0	0	343	1,730
04:00 PM	61	206	0	0	267	0	190	11	0	201	468	11	0	83	0	94	0	0	0	0	0	94	562
04:15 PM	67	186	0	0	253	0	188	9	1	198	451	5	1	61	0	67	0	0	0	0	0	67	518
04:30 PM	73	197	0	0	270	0	211	14	0	225	495	6	0	88	2	96	0	0	0	0	0	94	589
04:45 PM	79	188	0	0	267	0	196	6	0	202	469	8	0	71	0	79	0	0	0	0	0	79	548
TOTAL	280	777	0	0	1,057	0	785	40	1	826	1,883	30	1	303	2	336	0	0	0	0	0	334	2,217
05:00 PM	61	213	0	0	274	0	190	6	0	196	470	8	0	91	0	99	0	0	0	0	0	99	569
05:15 PM	74	211	0	0	285	0	216	10	0	226	511	11	0	88	0	99	0	0	0	0	0	99	610
05:30 PM	61	185	0	0	246	0	212	13	0	225	471	6	0	62	13	81	0	0	0	0	0	68	539
05:45 PM	64	168	0	0	232	0	175	12	0	187	419	12	0	76	0	88	0	0	0	0	0	88	507
TOTAL	260	777	0	0	1,037	0	793	41	0	834	1,871	37	0	317	13	367	0	0	0	0	0	354	2,225

AM Peak 07:45 AM to 08:45 AM	213	664	0	0	877	0	572	11	0	583	1,460	25	0	313	2	340	0	0	0	0	0	338	1,798	Peak Hour Factor: 0.895
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PM Peak 04:30 PM to 05:30 PM	287	809	0	0	1,096	0	813	36	0	849	1,945	33	0	338	2	373	0	0	0	0	0	371	2,316	Peak Hour Factor: 0.949
--	-----	-----	---	---	-------	---	-----	----	---	-----	-------	----	---	-----	---	-----	---	---	---	---	---	-----	-------	-------------------------



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

LOCATION: SR 519 & Pluckebaum Rd

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Pluckebaum Rd EASTBOUND					Pluckebaum Rd WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	2	2	0	0	4	0	2	0	0	2	6	0	0	6	0	6	0	0	0	0	0	6	12
07:15 AM	1	2	0	0	3	0	7	1	0	8	11	0	0	2	0	2	0	0	0	0	0	2	13
07:30 AM	1	3	0	0	4	0	5	0	0	5	9	0	0	0	0	0	0	0	0	0	0	0	9
07:45 AM	9	2	0	0	11	0	7	0	0	7	18	0	0	5	0	5	0	0	0	0	0	5	23
TOTAL	13	9	0	0	22	0	21	1	0	22	44	0	0	13	0	13	0	0	0	0	0	13	57
08:00 AM	1	0	0	0	1	0	3	0	0	3	4	0	0	7	0	7	0	0	0	0	0	7	11
08:15 AM	1	4	0	0	5	0	2	0	0	2	7	0	0	5	0	5	0	0	0	0	0	5	12
08:30 AM	4	4	0	0	8	0	4	1	0	5	13	0	0	0	0	0	0	0	0	0	0	0	13
08:45 AM	2	2	0	0	4	0	3	0	0	3	7	0	0	7	0	7	0	0	0	0	0	7	14
TOTAL	8	10	0	0	18	0	12	1	0	13	31	0	0	19	0	19	0	0	0	0	0	19	50
04:00 PM	4	5	0	0	9	0	1	0	0	1	10	0	0	1	0	1	0	0	0	0	0	1	11
04:15 PM	4	0	0	0	4	0	3	1	0	4	8	0	0	1	0	1	0	0	0	0	0	1	9
04:30 PM	1	3	0	0	4	0	2	0	0	2	6	1	0	0	0	1	0	0	0	0	0	1	7
04:45 PM	6	2	0	0	8	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8
TOTAL	15	10	0	0	25	0	6	1	0	7	32	1	0	2	0	3	0	0	0	0	0	3	35
05:00 PM	1	0	0	0	1	0	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	2	2	0	0	4	0	5	0	0	5	9	0	0	0	0	0	0	0	0	0	0	0	9
AM Peak																							
07:45 AM to 08:45 AM	15	10	0	0	25	0	16	1	0	17	42	0	0	17	0	17	0	0	0	0	0	17	59
PM Peak																							
04:30 PM to 05:30 PM	9	5	0	0	14	0	5	0	0	5	19	1	0	0	0	1	0	0	0	0	0	1	20

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

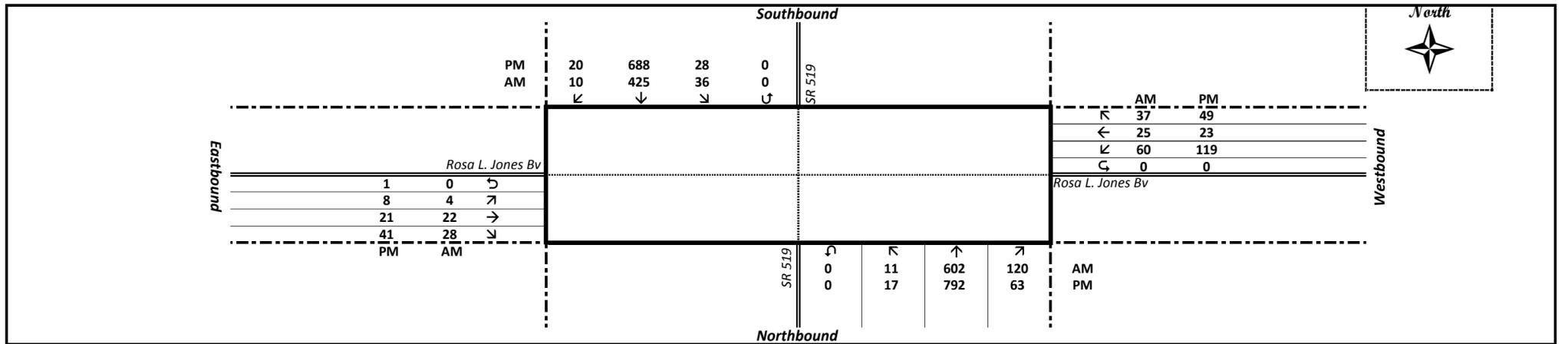
LOCATION: SR 519 & Rosa L. Jones Bv

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Rosa L. Jones Bv EASTBOUND					Rosa L. Jones Bv WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	2	114	11	0	127	6	108	0	0	114	241	0	1	6	0	7	8	4	6	0	18	25	266
07:15 AM	1	145	8	0	154	1	110	2	0	113	267	1	2	11	0	14	7	2	3	0	12	26	293
07:30 AM	3	126	21	0	150	2	115	0	0	117	267	1	1	6	0	8	10	4	6	0	20	28	295
07:45 AM	2	155	16	0	173	6	127	3	0	136	309	3	4	14	0	21	14	4	4	0	22	43	352
TOTAL	8	540	56	0	604	15	460	5	0	480	1,084	5	8	37	0	50	39	14	19	0	72	122	1,206
08:00 AM	1	149	29	0	179	2	113	2	0	117	296	1	4	6	0	11	11	2	7	0	20	31	327
08:15 AM	3	138	30	0	171	10	104	0	0	114	285	2	4	7	0	13	13	9	7	0	29	42	327
08:30 AM	3	156	33	0	192	12	110	4	0	126	318	1	9	10	0	20	17	9	9	0	35	55	373
08:45 AM	4	159	28	0	191	12	98	4	0	114	305	0	5	5	0	10	19	5	14	0	38	48	353
TOTAL	11	602	120	0	733	36	425	10	0	471	1,204	4	22	28	0	54	60	25	37	0	122	176	1,380
04:00 PM	5	195	34	0	234	16	169	6	1	192	426	1	3	8	0	12	18	5	6	0	29	41	467
04:15 PM	6	168	22	0	196	15	150	4	0	169	365	2	4	8	0	14	32	5	16	0	53	67	432
04:30 PM	4	188	14	0	206	4	172	1	0	177	383	1	5	13	0	19	39	7	21	0	67	86	469
04:45 PM	3	186	18	0	207	7	154	5	0	166	373	3	4	8	1	16	26	6	10	0	42	57	430
TOTAL	18	737	88	0	843	42	645	16	1	704	1,547	7	16	37	1	61	115	23	53	0	191	251	1,798
05:00 PM	4	207	18	0	229	7	164	4	0	175	404	2	5	13	0	20	26	4	7	0	37	57	461
05:15 PM	6	211	13	0	230	10	198	10	0	218	448	2	7	7	0	16	28	6	11	0	45	61	509
05:30 PM	3	186	7	0	196	6	190	13	0	209	405	3	5	10	0	18	17	6	10	0	33	51	456
05:45 PM	6	163	17	0	186	5	151	2	0	158	344	2	3	9	0	14	22	6	3	0	31	45	389
TOTAL	19	767	55	0	841	28	703	29	0	760	1,601	9	20	39	0	68	93	22	31	0	146	214	1,815

AM Peak 08:00 AM to 09:00 AM	11	602	120	0	733	36	425	10	0	471	1,204	4	22	28	0	54	60	25	37	0	122	176	1,380	Peak Hour Factor: 0.925
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PM Peak 04:30 PM to 05:30 PM	17	792	63	0	872	28	688	20	0	736	1,608	8	21	41	1	71	119	23	49	0	191	261	1,869	Peak Hour Factor: 0.918
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15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

LOCATION: SR 519 & Rosa L. Jones Bv

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	Rosa L. Jones Bv EASTBOUND					Rosa L. Jones Bv WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	1	0	1	0	2	3	2	0	0	5	7	0	0	1	0	1	2	1	2	0	5	6	13
07:15 AM	0	0	0	0	0	0	4	0	0	4	4	0	0	2	0	2	0	1	0	0	1	3	7
07:30 AM	1	1	1	0	3	0	3	0	0	3	6	0	0	2	0	2	0	1	1	0	2	4	10
07:45 AM	0	2	1	0	3	0	3	0	0	3	6	0	0	2	0	2	0	0	0	0	0	2	8
TOTAL	2	3	3	0	8	3	12	0	0	15	23	0	0	7	0	7	2	3	3	0	8	15	38
08:00 AM	0	0	1	0	1	1	2	0	0	3	4	0	0	1	0	1	1	0	1	0	2	3	7
08:15 AM	2	2	0	0	4	1	1	0	0	2	6	0	1	2	0	3	1	2	0	0	3	6	12
08:30 AM	2	3	0	0	5	0	2	0	0	2	7	0	0	3	0	3	2	1	0	0	3	6	13
08:45 AM	0	1	2	0	3	0	1	0	0	1	4	0	0	1	0	1	0	0	2	0	2	3	7
TOTAL	4	6	3	0	13	2	6	0	0	8	21	0	1	7	0	8	4	3	3	0	10	18	39
04:00 PM	0	1	3	0	4	1	1	0	0	2	6	0	0	1	0	1	0	0	0	0	0	1	7
04:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	1	2	2	0	0	4	5	6
04:30 PM	1	1	0	0	2	0	3	0	0	3	5	0	0	0	0	0	0	1	2	0	3	3	8
04:45 PM	0	1	1	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	1	3	4	0	8	1	5	0	0	6	14	0	0	2	0	2	2	3	2	0	7	9	23
05:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	2	0	3	0	0	0	0	0	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
05:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0	4	4	5
05:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	2	0	0	0	2	0	1	0	0	1	3	0	1	3	0	4	2	2	0	0	4	8	11
AM Peak																							
08:00 AM to 09:00 AM	4	6	3	0	13	2	6	0	0	8	21	0	1	7	0	8	4	3	3	0	10	18	39
PM Peak																							
04:30 PM to 05:30 PM	1	2	1	0	4	0	4	0	0	4	8	0	1	3	0	4	0	1	2	0	3	7	15

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0
STATE ROUTE
OBSERVER

CITY ROCKLEDGE

COUNTY BREVARD

INTERSECTING ROUTE SR 519 & ROSA L JONES BV

DATE 3/31/2015

REMARKS

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	4	0	4
0	0	0	0	0	0	0	0	0	0	4	0	4



7-8	2	1	3
8-9	0	2	2
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	2	3	5

ROSA L JONES BV
EB ST NAME

ROSA L JONES BV
WB ST NAME

7-8	0	4	4
8-9	1	2	3
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	8	8
5-6	7	1	8
6-7	0	0	0
Total	8	15	23

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
5	5	0	0	0	0	0	0	0	15	4	0	29
4	12	0	0	0	0	0	0	0	3	2	0	21
9	17	0	0	0	0	0	0	0	18	6	0	50

SR 519

NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0

CITY ROCKLEDGE

COUNTY BREVARD

STATE ROUTE

INTERSECTING ROUTE SR 519 & ST. ANDREWS DR

OBSERVER

DATE 3/31/2015

REMARKS

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
2	2	0	0	0	0	0	0	0	0	0	0	4
3	2	0	0	0	0	0	0	0	3	2	0	10
5	4	0	0	0	0	0	0	0	3	2	0	14



ST. ANDREWS DR
EB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
3	5	0	0	0	0	0	0	0	0	0	0	8
0	3	0	0	0	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
3	8	0	0	0	0	0	0	0	0	0	0	11

ST. ANDREWS DR
WB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
3	0	0	0	0	0	0	0	0	0	0	0	3
1	2	0	0	0	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
11	10	0	0	0	0	0	0	0	4	4	0	21

SR 519

NB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	3	0	0	0	0	0	0	0	0	1	0	4
0	0	0	0	0	0	0	0	0	2	0	0	2
0	3	0	0	0	0	0	0	0	2	1	0	6

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

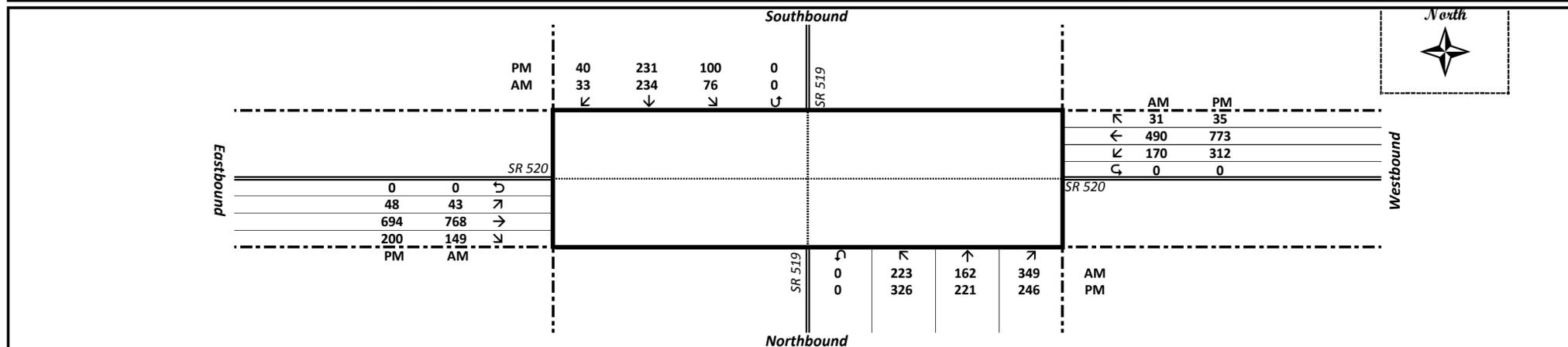
LOCATION: SR 519 & SR 520

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	SR 520 EASTBOUND					SR 520 WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	28	18	51	0	97	5	36	4	0	45	142	1	110	29	0	140	46	92	12	0	150	290	432
07:15 AM	45	37	80	1	162	13	41	7	0	61	224	4	126	33	0	163	38	80	4	1	123	285	509
07:30 AM	58	24	77	0	159	16	45	11	0	72	231	5	201	25	0	231	33	128	5	0	166	397	628
07:45 AM	48	38	92	0	178	16	62	12	0	90	268	12	180	29	0	221	49	123	10	0	182	403	671
TOTAL	179	117	300	1	596	50	184	34	0	268	865	22	617	116	0	755	166	423	31	1	621	1,375	2,240
08:00 AM	56	54	88	0	198	20	51	6	0	77	275	8	215	37	0	260	42	141	10	0	193	453	728
08:15 AM	69	33	78	0	180	22	51	10	0	83	263	13	170	40	0	223	44	105	7	0	156	379	642
08:30 AM	50	37	91	0	178	18	70	5	0	93	271	10	203	43	0	256	35	121	4	0	160	416	687
08:45 AM	53	42	87	0	182	16	34	7	0	57	239	8	198	37	0	243	37	113	7	0	157	400	639
TOTAL	228	166	344	0	738	76	206	28	0	310	1,048	39	786	157	0	982	158	480	28	0	666	1,648	2,696
04:00 PM	59	51	98	0	208	29	56	6	0	91	299	2	211	49	0	262	65	209	6	0	280	542	841
04:15 PM	68	67	63	0	198	20	54	6	0	80	278	39	166	46	0	251	63	189	9	0	261	512	790
04:30 PM	97	57	72	0	226	19	52	13	0	84	310	15	176	51	0	242	86	175	9	0	270	512	822
04:45 PM	66	63	57	0	186	28	58	6	0	92	278	9	155	45	0	209	61	213	9	0	283	492	770
TOTAL	290	238	290	0	818	96	220	31	0	347	1,165	65	708	191	0	964	275	786	33	0	1,094	2,058	3,223
05:00 PM	77	52	68	0	197	27	58	15	0	100	297	11	200	46	0	257	70	203	11	0	284	541	838
05:15 PM	86	49	49	0	184	26	63	6	0	95	279	13	163	58	0	234	95	182	6	0	283	517	796
05:30 PM	76	61	39	0	176	18	62	15	0	95	271	16	190	49	0	255	88	194	6	0	288	543	814
05:45 PM	66	57	53	0	176	20	40	13	0	73	249	11	175	55	0	241	60	161	5	0	226	467	716
TOTAL	305	219	209	0	733	91	223	49	0	363	1,096	51	728	208	0	987	313	740	28	0	1,081	2,068	3,164

AM Peak 07:45 AM to 08:45 AM		223	162	349	0	734	76	234	33	0	343	1,077	43	768	149	0	960	170	490	31	0	691	1,651	2,728	Peak Hour Factor: 0.937
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PM Peak 04:30 PM to 05:30 PM		326	221	246	0	793	100	231	40	0	371	1,164	48	694	200	0	942	312	773	35	0	1,120	2,062	3,226	Peak Hour Factor: 0.962
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15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: March 31, 2015 (Tuesday)

CITY: Rockledge

LOCATION: SR 519 & SR 520

COUNTY: Brevard Co

TIME BEGIN	SR 519 NORTHBOUND					SR 519 SOUTHBOUND					N/S TOTAL	SR 520 EASTBOUND					SR 520 WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	0	1	0	1	0	2	0	0	2	3	0	4	2	0	6	0	3	0	0	3	9	12
07:15 AM	0	0	1	0	1	0	2	0	0	2	3	0	3	0	0	3	1	4	0	0	5	8	11
07:30 AM	1	0	2	0	3	0	1	0	0	1	4	0	3	3	0	6	0	7	0	0	7	13	17
07:45 AM	0	1	0	0	1	0	0	0	0	0	1	1	4	3	0	8	1	4	0	0	5	13	14
TOTAL	1	1	4	0	6	0	5	0	0	5	11	1	14	8	0	23	2	18	0	0	20	43	54
08:00 AM	1	1	0	0	2	0	0	0	0	0	2	1	4	1	0	6	0	6	1	0	7	13	15
08:15 AM	1	0	1	0	2	0	2	0	0	2	4	1	7	0	0	8	0	5	0	0	5	13	17
08:30 AM	1	0	0	0	1	0	0	0	0	0	1	1	2	2	0	5	0	9	0	0	9	14	15
08:45 AM	2	0	0	0	2	0	1	0	0	1	3	0	6	0	0	6	0	6	0	0	6	12	15
TOTAL	5	1	1	0	7	0	3	0	0	3	10	3	19	3	0	25	0	26	1	0	27	52	62
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	0	1	1	1	0	0	2	3	0	2	1	0	3	0	6	1	0	7	10	13
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	5	0	0	5	7	7
04:30 PM	0	0	2	0	2	0	0	0	0	0	2	1	4	0	0	5	1	3	0	0	4	9	11
04:45 PM	1	0	0	0	1	0	1	1	0	2	3	1	1	2	0	4	1	3	0	0	4	8	11
TOTAL	2	0	2	0	4	1	2	1	0	4	8	2	8	4	0	14	2	17	1	0	20	34	42
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	4	0	0	6	7	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3	3
TOTAL	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	2	13	0	0	15	19	19
AM Peak 07:45 AM to 08:45 AM	3	2	1	0	6	0	2	0	0	2	8	4	17	6	0	27	1	24	1	0	26	53	61
PM Peak 04:30 PM to 05:30 PM	1	0	2	0	3	0	1	1	0	2	5	2	6	2	0	10	4	14	0	0	18	28	33

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0
STATE ROUTE
OBSERVER

CITY ROCKLEDGE
INTERSECTING ROUTE SR 519 & EYSTER BV
DATE 3/31/2015

COUNTY BREVARD

REMARKS

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	2	0	0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	0	0	2



SR 520
EB ST NAME

7-8	0	3	3
8-9	1	4	5
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	1	7	8

SR 520
WB ST NAME

7-8	1	0	1
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	1	0	1

SR 519

NB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
2	6	0	0	0	0	0	0	0	5	8	0	21
0	4	0	0	0	0	0	0	0	8	3	0	15
2	10	0	0	0	0	0	0	0	13	11	0	36

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0

CITY ROCKLEDGE

COUNTY BREVARD

STATE ROUTE

INTERSECTING ROUTE SR 519 & LEVITT PY/ LAKEMOOR BV

OBSERVER

DATE 3/31/2015

REMARKS

FORM COMPLETED BY CM

DATE

SR 519

SB ST NAME

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	2	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	1	2	0	5
2	2	0	0	0	0	0	0	0	1	2	0	7



LEVITT PY
EB ST NAME

7-8	0	0	0
8-9	1	2	3
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	1	1
6-7	0	0	0
Total	1	3	4

LAKEMOOR BV
WB ST NAME

7-8	1	0	1
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	1	0	1

7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
0	2	0	0	0	0	0	0	0	1	2	0	5
2	3	0	0	0	0	0	0	0	2	10	0	17
2	5	0	0	0	0	0	0	0	3	12	0	22

SR 519

NB ST NAME



24-hr Continuous Volume Counts

Roadway Count Summary

Start Date 03/31/2015 (Tue)	Start Time 00:00
Stop Date 03/31/2015 (Tue)	Stop Time 24:00
County Brevard	
Location SR 519: Sof Barnes Bv	

31-Mar-15 (Tue)	<u>Northbound Volume</u>											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	14	8	16	10	32	89	152	268	195	184	188
30	14	6	9	8	18	25	102	196	233	175	172	170
45	11	3	6	7	8	61	134	236	199	176	164	181
00	12	7	5	8	31	53	152	253	178	175	164	213
Hr Total	50	30	28	39	67	171	477	837	878	721	684	752

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	180	179	211	250	285	305	191	139	117	81	57	41
30	196	207	232	228	283	296	232	144	135	71	51	35
45	153	188	224	248	281	252	196	124	93	59	47	33
00	196	196	223	267	280	214	148	132	98	59	25	25
Hr Total	725	770	890	993	1129	1067	767	539	443	270	180	134

24 Hour Total: 12,641		<i>Peak Hour Analysis</i>	Begins	Volume	Pk Hr Fac
AM 7:00-8:00 837	PM 4:00-5:00 1,129	AM Peak Hour:	7:30	990	0.92
AM 8:00-9:00 878	PM 5:00-6:00 1,067	PM Peak Hour:	16:30	1,162	0.95

31-Mar-15 (Tue)	<u>Southbound Volume</u>											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	9	8	4	8	23	51	216	225	175	158	177
30	15	6	2	8	15	34	106	248	188	176	190	185
45	9	5	7	9	15	60	160	287	268	208	177	212
00	6	3	8	8	24	64	161	310	204	166	145	171
Hr Total	52	23	25	29	62	181	478	1061	885	725	670	745

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	167	170	159	204	244	228	146	108	61	32	33
30	213	165	182	202	231	303	177	114	102	60	37	28
45	213	166	196	192	219	212	182	111	83	49	34	22
00	180	188	153	174	220	207	159	116	61	43	34	16
Hr Total	823	686	701	727	874	966	746	487	354	213	137	99

24 Hour Total: 11,749		<i>Peak Hour Analysis</i>	Begins	Volume	Pk Hr Fac
AM 7:00-8:00 1,061	PM 4:00-5:00 874	AM Peak Hour:	7:15	1,070	0.86
AM 8:00-9:00 885	PM 5:00-6:00 966	PM Peak Hour:	16:30	986	0.81

31-Mar-15 (Tue)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	23	16	20	18	55	140	368	493	370	342	365
30	29	12	11	16	33	59	208	444	421	351	362	355
45	20	8	13	16	23	121	294	523	467	384	341	393
00	18	10	13	16	55	117	313	563	382	341	309	384
Hr Total	102	53	53	68	129	352	955	1898	1763	1446	1354	1497

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	397	346	381	409	489	549	419	285	225	142	89	74
30	409	372	414	430	514	599	409	258	237	131	88	63
45	366	354	420	440	500	464	378	235	176	108	81	55
00	376	384	376	441	500	421	307	248	159	102	59	41
Hr Total	1548	1456	1591	1720	2003	2033	1513	1026	797	483	317	233

24 Hour Total: 24,390		<i>Peak Hour Analysis</i>	Begins	Volume	Pk Hr Fac
AM 7:00-8:00 1,898	PM 4:00-5:00 2,003	AM Peak Hour:	7:15	2,023	0.90
AM 8:00-9:00 1,763	PM 5:00-6:00 2,033	PM Peak Hour:	16:30	2,148	0.90

Roadway Count Summary

Start Date 03/31/2015 (Tue)	Start Time 00:00
Stop Date 03/31/2015 (Tue)	Stop Time 24:00
County Brevard	
Location SR 519: Nof Barnes Bv	

31-Mar-15 (Tue)	<u>Northbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	18	10	11	5	14	14	54	112	211	166	137	178	
30	24	11	11	5	10	23	70	151	181	151	151	142	
45	16	9	8	12	4	32	92	202	183	161	129	171	
00	12	9	10	4	19	34	122	217	188	157	139	138	
Hr Total	70	39	40	26	47	103	338	682	763	635	556	629	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	166	161	185	220	235	253	212	148	105	106	54	55	
30	188	189	179	206	222	283	230	157	154	88	53	36	
45	144	167	176	211	261	275	208	131	117	78	54	39	
00	174	160	205	235	222	223	177	143	101	74	35	35	
Hr Total	672	677	745	872	940	1034	827	579	477	346	196	165	
24 Hour Total: 11,458							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 682		PM 4:00-5:00 940					AM Peak Hour:		7:30	811	0.93		
AM 8:00-9:00 763		PM 5:00-6:00 1,034					PM Peak Hour:		17:00	1,034	0.91		

31-Mar-15 (Tue)	<u>Southbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	22	5	8	6	7	29	84	230	202	167	162	148	
30	12	7	4	11	16	36	117	262	185	192	150	170	
45	9	6	5	17	17	80	175	285	261	190	170	182	
00	4	9	9	14	23	66	204	285	172	161	134	166	
Hr Total	47	27	26	48	63	211	580	1062	820	710	616	666	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	181	171	148	141	202	238	184	126	109	55	30	30	
30	201	153	174	190	209	249	195	115	104	66	37	30	
45	189	129	145	208	211	216	168	109	86	61	39	26	
00	159	146	145	172	216	201	126	131	77	49	34	21	
Hr Total	730	599	612	711	838	904	673	481	376	231	140	107	
24 Hour Total: 11,278							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 1,062		PM 4:00-5:00 838					AM Peak Hour:		7:00	1,062	0.93		
AM 8:00-9:00 820		PM 5:00-6:00 904					PM Peak Hour:		16:45	919	0.92		

31-Mar-15 (Tue)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	40	15	19	11	21	43	138	342	413	333	299	326	
30	36	18	15	16	26	59	187	413	366	343	301	312	
45	25	15	13	29	21	112	267	487	444	351	299	353	
00	16	18	19	18	42	100	326	502	360	318	273	304	
Hr Total	117	66	66	74	110	314	918	1744	1583	1345	1172	1295	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	347	332	333	361	437	491	396	274	214	161	84	85	
30	389	342	353	396	431	532	425	272	258	154	90	66	
45	333	296	321	419	472	491	376	240	203	139	93	65	
00	333	306	350	407	438	424	303	274	178	123	69	56	
Hr Total	1402	1276	1357	1583	1778	1938	1500	1060	853	577	336	272	
24 Hour Total: 22,736							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 1,744		PM 4:00-5:00 1,778					AM Peak Hour:		7:15	1,815	0.90		
AM 8:00-9:00 1,583		PM 5:00-6:00 1,938					PM Peak Hour:		16:45	1,952	0.92		

Roadway Count Summary

Start Date 03/31/2015 (Tue)	Start Time 00:00
Stop Date 03/31/2015 (Tue)	Stop Time 24:00
County Brevard	
Location SR 519: Sof Levitt Py	

31-Mar-15 (Tue)	<u>Northbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	25	8	7	6	15	17	62	125	206	211	154	175	
30	24	4	6	5	6	18	73	155	232	197	144	180	
45	14	8	8	9	9	41	88	215	201	157	158	171	
00	11	9	10	13	17	49	126	221	206	158	143	160	
Hr Total	74	29	31	33	47	125	349	716	845	723	599	686	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	142	164	184	206	262	252	194	131	86	82	48	43	
30	189	178	213	242	248	255	206	138	123	68	44	35	
45	180	185	179	206	250	257	179	118	104	63	43	31	
00	165	178	184	216	209	213	184	113	95	68	26	28	
Hr Total	676	705	760	870	969	977	763	500	408	281	161	137	
24 Hour Total: 11,464							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:30	874	0.94		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		17:00	977	0.95		

31-Mar-15 (Tue)	<u>Southbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	27	9	11	7	8	23	71	166	223	188	156	163	
30	21	9	4	10	13	33	117	207	220	200	163	154	
45	8	9	12	16	19	67	148	235	157	186	180	184	
00	12	9	6	8	26	58	152	226	164	161	149	171	
Hr Total	68	36	33	41	66	181	488	834	764	735	648	672	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	188	180	170	160	204	257	199	139	101	75	43	31	
30	204	162	182	144	249	254	189	133	122	65	38	30	
45	181	148	160	187	219	207	161	120	97	72	43	25	
00	164	154	201	226	219	215	155	131	81	53	32	21	
Hr Total	737	644	713	717	891	933	704	523	401	265	156	107	
24 Hour Total: 11,357							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:30	904	0.96		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		16:30	949	0.92		

31-Mar-15 (Tue)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	52	17	18	13	23	40	133	291	429	399	310	338	
30	45	13	10	15	19	51	190	362	452	397	307	334	
45	22	17	20	25	28	108	236	450	358	343	338	355	
00	23	18	16	21	43	107	278	447	370	319	292	331	
Hr Total	142	65	64	74	113	306	837	1550	1609	1458	1247	1358	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	330	344	354	366	466	509	393	270	187	157	91	74	
30	393	340	395	386	497	509	395	271	245	133	82	65	
45	361	333	339	393	469	464	340	238	201	135	86	56	
00	329	332	385	442	428	428	339	244	176	121	58	49	
Hr Total	1413	1349	1473	1587	1860	1910	1467	1023	809	546	317	244	
24 Hour Total: 22,821							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:30	1,778	0.98		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		16:30	1,915	0.94		

Roadway Count Summary

Start Date 03/31/2015 (Tue) Stop Date 03/31/2015 (Tue) County Brevard Location SR 519: Sof Eyester Bv	Start Time 00:00 Stop Time 24:00
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31-Mar-15 (Tue)	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	5	8	4	14	18	68	141	220	256	163	180
30	22	8	6	7	5	24	85	170	225	219	157	182
45	14	8	5	9	14	35	97	230	220	170	179	180
00	11	8	11	14	21	60	146	241	204	171	143	188
Hr Total	70	29	30	34	54	137	396	782	869	816	642	730

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	169	174	198	256	235	205	131	85	68	51	43
30	191	196	190	230	247	244	198	125	122	66	47	26
45	182	188	183	202	250	256	178	119	96	55	41	32
00	174	184	198	216	215	222	180	94	90	47	21	24
Hr Total	703	737	745	846	968	957	761	469	393	236	160	125

24 Hour Total: 11,689		<i>Peak Hour Analysis</i>	Begins	Volume	Pk Hr Fac
AM 7:00-8:00 782	PM 4:00-5:00 968	AM Peak Hour:	7:30	916	0.95
AM 8:00-9:00 869	PM 5:00-6:00 957	PM Peak Hour:	15:45	969	0.95

31-Mar-15 (Tue)	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	9	11	5	8	23	57	149	176	199	161	175
30	21	11	7	11	9	26	108	195	211	206	159	169
45	15	9	6	15	16	63	126	201	152	185	184	173
00	12	7	9	8	25	50	138	204	166	163	150	173
Hr Total	79	36	33	39	58	162	429	749	705	753	654	690

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	204	180	161	171	202	272	217	143	114	89	47	32
30	195	166	182	171	267	258	188	134	132	68	43	32
45	197	148	172	188	230	238	164	134	105	86	46	32
00	180	166	208	229	243	232	156	131	95	55	34	21
Hr Total	776	660	723	759	942	1000	725	542	446	298	170	117

24 Hour Total: 11,545		<i>Peak Hour Analysis</i>	Begins	Volume	Pk Hr Fac
AM 7:00-8:00 749	PM 4:00-5:00 942	AM Peak Hour:	7:30	792	0.94
AM 8:00-9:00 705	PM 5:00-6:00 1,000	PM Peak Hour:	16:15	1,012	0.93

31-Mar-15 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	14	19	9	22	41	125	290	396	455	324	355
30	43	19	13	18	14	50	193	365	436	425	316	351
45	29	17	11	24	30	98	223	431	372	355	363	353
00	23	15	20	22	46	110	284	445	370	334	293	361
Hr Total	149	65	63	73	112	299	825	1531	1574	1569	1296	1420

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	360	349	335	369	458	507	422	274	199	157	98	75
30	386	362	372	401	514	502	386	259	254	134	90	58
45	379	336	355	390	480	494	342	253	201	141	87	64
00	354	350	406	445	458	454	336	225	185	102	55	45
Hr Total	1479	1397	1468	1605	1910	1957	1486	1011	839	534	330	242

24 Hour Total: 23,234		<i>Peak Hour Analysis</i>	Begins	Volume	Pk Hr Fac
AM 7:00-8:00 1,531	PM 4:00-5:00 1,910	AM Peak Hour:	7:30	1,708	0.96
AM 8:00-9:00 1,574	PM 5:00-6:00 1,957	PM Peak Hour:	16:45	1,961	0.97

Roadway Count Summary

Start Date 03/31/2015 (Tue)	Start Time 00:00
Stop Date 03/31/2015 (Tue)	Stop Time 24:00
County Brevard	
Location Eyester: Eof SR 519	

31-Mar-15 (Tue)	<u>Eastbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	7	0	1	0	9	5	31	56	100	128	45	57	
30	3	2	1	1	6	12	45	80	105	111	54	35	
45	3	1	2	2	10	8	40	80	95	69	66	55	
00	6	4	4	4	16	18	71	110	79	68	49	67	
Hr Total	19	7	8	7	41	43	187	326	379	376	214	214	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	57	58	55	79	72	74	61	39	34	23	10	8	
30	53	52	64	65	122	67	62	31	26	16	14	8	
45	47	69	66	68	78	71	43	39	31	16	13	11	
00	52	51	75	57	75	67	49	34	25	12	7	8	
Hr Total	209	230	260	269	347	279	215	143	116	67	44	35	
24 Hour Total: 4,035							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 326		PM 4:00-5:00 347					AM Peak Hour:		8:30	413	0.81		
AM 8:00-9:00 379		PM 5:00-6:00 279					PM Peak Hour:		16:15	349	0.72		

31-Mar-15 (Tue)	<u>Westbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	5	2	0	1	5	14	38	49	52	46	60	
30	7	1	0	2	1	8	17	41	62	60	49	46	
45	7	5	2	1	6	13	32	73	43	38	45	56	
00	3	3	6	1	8	9	39	59	33	45	35	36	
Hr Total	27	14	10	4	16	35	102	211	187	195	175	198	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	65	50	57	76	86	96	62	42	39	23	14	8	
30	45	51	49	57	68	86	62	41	38	14	6	5	
45	50	51	54	68	61	66	52	48	33	19	19	12	
00	44	47	50	71	64	60	41	37	22	16	14	10	
Hr Total	204	199	210	272	279	308	217	168	132	72	53	35	
24 Hour Total: 3,323							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 211		PM 4:00-5:00 279					AM Peak Hour:		7:30	243	0.83		
AM 8:00-9:00 187		PM 5:00-6:00 308					PM Peak Hour:		16:45	312	0.81		

31-Mar-15 (Tue)	<u>TOTAL TWO WAY (Eastbound Volume + Westbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	17	5	3	0	10	10	45	94	149	180	91	117	
30	10	3	1	3	7	20	62	121	167	171	103	81	
45	10	6	4	3	16	21	72	153	138	107	111	111	
00	9	7	10	5	24	27	110	169	112	113	84	103	
Hr Total	46	21	18	11	57	78	289	537	566	571	389	412	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	122	108	112	155	158	170	123	81	73	46	24	16	
30	98	103	113	122	190	153	124	72	64	30	20	13	
45	97	120	120	136	139	137	95	87	64	35	32	23	
00	96	98	125	128	139	127	90	71	47	28	21	18	
Hr Total	413	429	470	541	626	587	432	311	248	139	97	70	
24 Hour Total: 7,358							<i>Peak Hour Analysis</i>		Begins	Volume	Pk Hr Fac		
AM 7:00-8:00 537		PM 4:00-5:00 626					AM Peak Hour:		7:30	638	0.94		
AM 8:00-9:00 566		PM 5:00-6:00 587					PM Peak Hour:		16:15	638	0.84		

Roadway Count Summary

Start Date 03/31/2015 (Tue) Stop Date 03/31/2015 (Tue) County Brevard Location Eyester: Eof SR 519	Start Time 00:00 Stop Time 24:00
---	---

31-Mar-15 (Tue)	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	14	8	16	10	32	89	152	268	195	184	188
30	14	6	9	8	18	25	102	196	233	175	172	170
45	11	3	6	7	8	61	134	236	199	176	164	181
00	12	7	5	8	31	53	152	253	178	175	164	213
Hr Total	50	30	28	39	67	171	477	837	878	721	684	752

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	180	179	211	250	285	305	191	139	117	81	57	41
30	196	207	232	228	283	296	232	144	135	71	51	35
45	153	188	224	248	281	252	196	124	93	59	47	33
00	196	196	223	267	280	214	148	132	98	59	25	25
Hr Total	725	770	890	993	1129	1067	767	539	443	270	180	134

24 Hour Total: 12,641		<i>Peak Hour Analysis</i>	Begins	Volume	Pk Hr Fac
AM 7:00-8:00 837	PM 4:00-5:00 1,129	AM Peak Hour:	7:30	990	0.92
AM 8:00-9:00 878	PM 5:00-6:00 1,067	PM Peak Hour:	16:30	1,162	0.95

31-Mar-15 (Tue)	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	9	8	4	8	23	51	216	225	175	158	177
30	15	6	2	8	15	34	106	248	188	176	190	185
45	9	5	7	9	15	60	160	287	268	208	177	212
00	6	3	8	8	24	64	161	310	204	166	145	171
Hr Total	52	23	25	29	62	181	478	1061	885	725	670	745

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	167	170	159	204	244	228	146	108	61	32	33
30	213	165	182	202	231	303	177	114	102	60	37	28
45	213	166	196	192	219	212	182	111	83	49	34	22
00	180	188	153	174	220	207	159	116	61	43	34	16
Hr Total	823	686	701	727	874	966	746	487	354	213	137	99

24 Hour Total: 11,749		<i>Peak Hour Analysis</i>	Begins	Volume	Pk Hr Fac
AM 7:00-8:00 1,061	PM 4:00-5:00 874	AM Peak Hour:	7:15	1,070	0.86
AM 8:00-9:00 885	PM 5:00-6:00 966	PM Peak Hour:	16:30	986	0.81

31-Mar-15 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	23	16	20	18	55	140	368	493	370	342	365
30	29	12	11	16	33	59	208	444	421	351	362	355
45	20	8	13	16	23	121	294	523	467	384	341	393
00	18	10	13	16	55	117	313	563	382	341	309	384
Hr Total	102	53	53	68	129	352	955	1898	1763	1446	1354	1497

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	397	346	381	409	489	549	419	285	225	142	89	74
30	409	372	414	430	514	599	409	258	237	131	88	63
45	366	354	420	440	500	464	378	235	176	108	81	55
00	376	384	376	441	500	421	307	248	159	102	59	41
Hr Total	1548	1456	1591	1720	2003	2033	1513	1026	797	483	317	233

24 Hour Total: 24,390		<i>Peak Hour Analysis</i>	Begins	Volume	Pk Hr Fac
AM 7:00-8:00 1,898	PM 4:00-5:00 2,003	AM Peak Hour:	7:15	2,023	0.90
AM 8:00-9:00 1,763	PM 5:00-6:00 2,033	PM Peak Hour:	16:30	2,148	0.90

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 8061 - EYSTER BLVD., EAST OF FRISKE BLVD. - OFF SYSTEM

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	6400 C	E 3400	W 3000	9.00	54.20	3.80
2012	6200 F	0	0	9.00	53.60	4.50
2011	6300 C	E 0	W 0	9.00	54.30	3.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 7055 - ON BARTON BLVD., 0.5 MILES EAST OF FISKE BLVD. (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	17700	F	E 8700		W 9000	9.00	54.20	5.20
2012	17900	C	E 8800		W 9100	9.00	53.60	5.20
2011	16200	S	E 8400		W 7800	9.00	54.30	3.70
2010	16400	F	E 8500		W 7900	10.91	56.02	3.60
2009	16800	C	E 8700		W 8100	11.80	61.02	3.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 5068 - ON SR-520, 0.205 MI. W OF US-1 (UV)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	25000	C	E 12500		W 12500	9.00	54.20	7.10
2012	23500	C	E 11500		W 12000	9.00	53.60	7.10
2011	22100	C	E 12500		W 9600	9.00	54.30	7.30
2010	21500	C	E 10500		W 11000	10.91	56.02	4.80
2009	25500	C	E 13000		W 12500	11.80	61.02	6.80
2008	25000	C	E 12500		W 12500	11.37	57.79	8.90
2007	28500	C	E 14500		W 14000	9.20	54.21	8.10
2006	28000	C	E 14500		W 13500	11.35	57.22	8.50
2005	28500	C	E 14500		W 14000	11.30	53.80	4.80
2004	25000	C	E 12000		W 13000	10.10	56.80	9.50
2003	28500	C	E 14500		W 14000	9.80	53.10	11.00
2002	26500	C	E 13500		W 13000	9.90	53.90	8.50
2001	28000	C	E 15000		W 13000	11.40	60.10	12.10
2000	28000	C	E 14000		W 14000	10.20	52.40	11.40
1999	26000	C	E 13000		W 13000	10.30	53.70	14.00
1998	29500	C	E 14500		W 15000	10.00	54.30	7.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 0432 - ON SR-519, 1.817 MI. S OF SR-520 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	21500	C	N 10500		S 11000	9.00	54.20	2.70
2012	20900	C	N 11000		S 9900	9.00	53.60	14.40
2011	23000	C	N 11500		S 11500	9.00	54.30	2.60
2010	24500	C	N 12000		S 12500	10.91	56.02	3.50
2009	26000	C	N 13000		S 13000	11.80	61.02	3.20
2008	24500	C	N 12500		S 12000	11.37	57.79	2.90
2007	25500	C	N 12500		S 13000	9.20	54.21	5.40
2006	26500	C	N 13000		S 13500	11.35	57.22	5.40
2005	22000	C	N 11000		S 11000	11.30	53.80	4.80
2004	20500	C	N 10000		S 10500	10.10	56.80	5.90
2003	23500	C	N 11500		S 12000	9.80	53.10	4.80
2002	22500	C	N 11000		S 11500	9.90	53.90	0.80
2001	21500	C	N 10500		S 11000	11.40	60.10	2.30
2000	21000	C	N 10500		S 10500	10.20	52.40	1.80
1999	20500	C	N 10000		S 10500	10.30	53.70	5.20
1998	21000	C	N 10500		S 10500	10.00	54.30	4.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 0078 - ON SR-520, 0.333 MI. E OF SR-501 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2013	21200	C	E	11500	W	9700	9.00	54.20	7.10
2012	18200	C	E	8300	W	9900	9.00	53.60	7.10
2011	17600	C	E	9600	W	8000	9.00	54.30	7.30
2010	21100	C	E	11500	W	9600	10.91	56.02	4.80
2009	20400	C	E	11000	W	9400	11.80	61.02	6.80
2008	21500	C	E	11500	W	10000	11.37	57.79	8.90
2007	23500	C	E	12500	W	11000	9.20	54.21	8.10
2006	24000	C	E	13000	W	11000	11.35	57.22	8.50
2005	22000	C	E	12000	W	10000	11.30	53.80	4.80
2004	24000	C	E	13000	W	11000	10.10	56.80	9.50
2003	23000	C	E	12500	W	10500	9.80	53.10	11.00
2002	22500	C	E	12000	W	10500	9.90	53.90	8.50
2001	22500	C	E	12000	W	10500	11.40	60.10	12.10
2000	22000	C	E	12000	W	10000	10.20	52.40	11.40
1999	21000	C	E	10500	W	10500	10.30	53.70	14.00
1998	23500	C	E	13000	W	10500	10.00	54.30	7.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



24-hr Pedestrian Mid-Block Crossing Counts

FISKE BLVD N OF LEE AVE

TIME:	<u>EAST</u>	<u>WEST</u>
0:00	0	0
0:15	0	0
0:30	0	0
0:45	0	0
1:00	0	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	0
2:15	0	0
2:30	0	0
2:45	0	0
3:00	0	0
3:15	0	0
3:30	0	0
3:45	0	0
4:00	0	0
4:15	0	0
4:30	0	0
4:45	0	0
5:00	0	0
5:15	0	0
5:30	0	0
5:45	0	0
6:00	0	1
6:15	0	0
6:30	0	1
6:45	0	0
7:00	0	0
7:15	0	0
7:30	0	0
7:45	0	0
8:00	0	0
8:15	0	0
8:30	0	0
8:45	0	0
9:00	0	0
9:15	0	0
9:30	0	0
9:45	0	0
10:00	0	0
10:15	0	0
10:30	0	0
10:45	0	0
11:00	0	0
11:15	0	0
11:30	0	0
11:45	0	0

12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
13:00	0	0
13:15	0	0
13:30	0	0
13:45	0	0
14:00	0	0
14:15	0	0
14:30	0	0
14:45	0	0
15:00	0	0
15:15	0	0
15:30	0	0
15:45	0	0
16:00	0	0
16:15	0	0
16:30	0	0
16:45	0	0
17:00	0	0
17:15	0	0
17:30	0	0
17:45	0	0
18:00	0	0
18:15	0	0
18:30	0	0
18:45	0	0
19:00	0	0
19:15	0	0
19:30	0	0
19:45	0	0
20:00	0	0
20:15	0	2
20:30	0	0
20:45	0	0
21:00	0	0
21:15	0	0
21:30	0	0
21:45	0	0
22:00	0	0
22:15	0	0
22:30	0	0
22:45	0	0
23:00	0	0
23:15	0	0
23:30	0	0
23:45	<u>0</u>	<u>0</u>
TOTAL:	0	4

FISKE BLVD N OF BARTON BLVD

<u>TIME:</u>	<u>EAST</u>	<u>WEST</u>
0:00	0	0
0:15	0	0
0:30	0	0
0:45	0	0
1:00	0	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	0
2:15	0	0
2:30	0	0
2:45	0	0
3:00	0	0
3:15	0	0
3:30	0	0
3:45	0	0
4:00	0	0
4:15	0	0
4:30	0	0
4:45	0	0
5:00	0	0
5:15	0	0
5:30	0	0
5:45	0	0
6:00	0	0
6:15	0	0
6:30	0	0
6:45	0	0
7:00	1	0
7:15	2	0
7:30	0	0
7:45	1	0
8:00	0	0
8:15	2	0
8:30	0	0
8:45	1	0
9:00	1	0
9:15	0	1
9:30	0	0
9:45	1	2
10:00	0	0
10:15	0	0
10:30	1	1
10:45	0	0
11:00	1	0
11:15	0	0
11:30	0	0
11:45	1	0

12:00	0	0
12:15	0	0
12:30	0	1
12:45	1	0
13:00	1	0
13:15	1	0
13:30	0	0
13:45	0	0
14:00	0	1
14:15	0	0
14:30	0	0
14:45	2	2
15:00	1	0
15:15	0	0
15:30	0	0
15:45	1	0
16:00	1	0
16:15	0	1
16:30	1	1
16:45	0	0
17:00	0	0
17:15	0	0
17:30	1	0
17:45	0	0
18:00	0	0
18:15	0	0
18:30	0	0
18:45	0	0
19:00	1	0
19:15	0	0
19:30	0	0
19:45	0	0
20:00	1	1
20:15	0	0
20:30	0	0
20:45	0	0
21:00	0	0
21:15	0	0
21:30	0	0
21:45	0	0
22:00	0	0
22:15	1	0
22:30	0	0
22:45	0	0
23:00	0	0
23:15	1	0
23:30	1	0
23:45	<u>0</u>	<u>0</u>
TOTAL:	27	11

FISKE BLVD S OF BARBARA JENKINS ST

<u>TIME:</u>	<u>EAST</u>	<u>WEST</u>
0:00	0	0
0:15	0	0
0:30	0	0
0:45	0	0
1:00	0	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	0
2:15	0	0
2:30	0	0
2:45	0	2
3:00	0	0
3:15	0	0
3:30	0	0
3:45	1	0
4:00	0	0
4:15	0	0
4:30	0	0
4:45	0	0
5:00	0	0
5:15	0	0
5:30	0	2
5:45	0	0
6:00	0	1
6:15	0	0
6:30	0	0
6:45	0	0
7:00	1	0
7:15	1	0
7:30	0	0
7:45	1	0
8:00	2	2
8:15	2	0
8:30	0	0
8:45	0	2
9:00	1	0
9:15	2	1
9:30	0	0
9:45	0	0
10:00	1	0
10:15	1	0
10:30	0	1
10:45	0	0
11:00	1	1
11:15	0	2
11:30	0	0
11:45	0	1

12:00	3	0
12:15	0	4
12:30	1	1
12:45	0	1
13:00	4	0
13:15	1	0
13:30	1	4
13:45	2	0
14:00	0	0
14:15	1	1
14:30	1	1
14:45	4	1
15:00	1	0
15:15	0	1
15:30	0	3
15:45	0	1
16:00	0	0
16:15	1	0
16:30	0	2
16:45	1	1
17:00	0	1
17:15	2	0
17:30	0	2
17:45	0	0
18:00	2	3
18:15	0	2
18:30	1	0
18:45	0	0
19:00	0	0
19:15	0	0
19:30	0	0
19:45	0	0
20:00	0	0
20:15	1	0
20:30	1	1
20:45	0	0
21:00	0	0
21:15	0	0
21:30	0	0
21:45	0	0
22:00	0	1
22:15	0	0
22:30	0	0
22:45	0	0
23:00	0	0
23:15	0	0
23:30	0	0
23:45	<u>0</u>	<u>0</u>
TOTAL:	42	46



Supplemental Intersection Turning Movement Counts



Appendix C – Crash Data



```
          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAAAA      RRRRRRRRRRRR
       CCC             AAA      AAA      RRR      RRR
      CCC             AAA      AAA      RRR      RRR
     CCC             AAAAAAAAAA      RRRRRRRRRRRR
    CCC             AAAAAAAAAAAA      RRRRRRRRRRRRRR
   CCC             AAA      AAA      RRR      RRR
  CCC             AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRRR
CCCCCCCCCCCC      AAA      AAA      RRR      RRRRRR
```

C R A S H R E P O R T I N G S Y S T E M

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REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... LOCAL
# COPIES: ..... 01
ACCOUNT #: ..... 5565945
SUBMIT W/HOLD? ..... N
USERID: ..... KINGMBPR
DETAIL SORT ORDER: ..... 1 - COUNTY, ON-ROAD, INTERSECTING ROAD, DIR,DIST, DATE, CRASH RPT#
PRINT SEGMENTS? ..... Y
PRINT INTERSECTIONS? ..... N
SUMMARY FORMAT: ..... 1 - FULL SUMMARY
OVERRIDE VALUES:
MAX # OF BREAKS: ..... 56
CRASH RATE CATEGORY: ...
AVERAGE DAILY TRAFFIC:..
# OF LEGS: .....
```

REPORT..CARPJ12-1
 DATE...2015-03-03
 TIME...10:25:30:9
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0112

*** SEGMENT RATES SELECTED *** FORMAT: 1 - FULL SUMMARY

FROM: 01/01/2009 TO 12/31/2013
 FROM CO/SEC/SUB: 70 140 000
 TO CO/SEC/SUB: 70 140 000

MP: 000.000
 MP: 003.869

RAMPS INCL INFL INCL CR/OS INCL
 OVERRIDE VALUES: MAX # OF BREAKS => 56
 CRASH RATE CATEGORY =>
 AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	140	000	0.000	1.033	SR	3	1.033	20	347	30400	6.051	1.937	99.99	0	238	194	\$	53,022,294
05	70	140	000	1.033	1.057	SR	3	0.024	21	1	30400	0.751	2.918	2.73	0	1	0	\$	137,064
05	70	140	000	1.057	3.286	SR	3	2.229	24	361	32605	2.720	1.611	99.99	3	340	165	\$	71,791,348
05	70	140	000	3.286	3.592	SR	3	0.306	23	78	29682	4.703	1.299	99.99	0	61	35	\$	18,275,088
05	70	140	000	3.592	3.869	SR	3	0.277	20	22	28500	1.526	1.937	63.04	0	26	10	\$	3,361,644
05	70	140	000	3.869	3.869	SR	3	0.000	23	16	28500	0.000	1.299	0.00	0	23	6	\$	3,748,736
05	70	140	000	0.000	3.869	SR	3	3.869	24	808	31477	3.633	1.611	99.99	3	664	404	\$	160,685,344

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FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

PAGE NO 2
 I/O... CAR0112

*** SEGMENT RATES SELECTED *** FORMAT: 1 - FULL SUMMARY
 FROM: 01/01/2009 TO 12/31/2013 RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 56
 FROM CO/SEC/SUB: 70 140 000 MP: 000.000 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 70 140 000 MP: 003.869 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	140	000	0.000	1.033	SR	3	1.033	20	347	30400	6.051	1.937	99.99	0	238	194	\$	53,022,294

CRASHES PER MONTH

23	JANUARY	31	FEBRUARY	28	MARCH	26	APRIL	35	MAY	20	JUNE
22	JULY	37	AUGUST	32	SEPTEMBER	44	OCTOBER	21	NOVEMBER	28	DECEMBER

NUMBER OF CRASHES PER HARMFUL EVENT

#	%	CATEGORY DESCRIPTION	*	CRASHES PER DAY AND HOUR							TOT	%
				MON	TUE	WED	THU	FRI	SAT	SUN		
		UNKNOWN/NOT CODED	*									
		COLL. W/MV IN TRANS. REAR-END	*									
194	55.90	COLL. W/MV IN TRANS. HEAD-ON	*									
4	1.15	COLL. W/MV IN TRANS. ANGLE	*									
69	19.88	COLL. W/MV IN TRANS. LFT-TURN	*									
11	3.17	COLL. W/MV IN TRANS. RGT-TURN	*									
3	0.86	COLL. W/MV IN TRANS. SIDESWIP	*									
10	2.88	COLL. W/MV IN TRANS. BAKD INTO	*									
1	0.28	COLL. W/PARKED CAR	*									
1	0.28	COLLISION WITH MV ON ROADWAY	*									
13	3.74	COLL. W/ PEDESTRIAN	*									
8	2.30	COLL. W/ BICYCLE	*									
11	3.17	COLL. W/ BICYCLE (BIKE LANE)	*									
	0.00	COLL. W/ MOPED	*									
	0.00	COLL. W/ TRAIN	*									
	0.00	COLL. W/ ANIMAL	*									
3	0.86	MV HIT SIGN/SIGN POST	*									
7	2.01	MV HIT UTILITY POLE/LIGHT POLE	*									
	0.00	MV HIT GUARDRAIL	*									
	0.00	MV HIT FENCE	*									
	0.00	MV HIT CONCRETE BARRIER WALL	*									
	0.00	MV HIT BRDGE/PIER/ABUTMNT/RAIL	*									
	0.00	MV HIT TREE/SHRUBBERY	*									
	0.00	COLL. W/CONSTRCTN BARRICDE/SGN	*									
	0.00	COLL. W/TRAFFIC GATE	*									
	0.00	COLL. W/CRASH ATTENUATORS	*									
	0.00	COLL. W/FIXED OBJCT ABOVE ROAD	*									
4	1.15	MV HIT OTHER FIXED OBJECT	*									
	0.00	COLL. W/MOVEABLE OBJCT ON ROAD	*									
	0.00	MV RAN INTO DITCH/CULVERT	*									
	0.00	RAN OFF ROAD INTO WATER	*									
2	0.57	OVERTURNED	*									
	0.00	OCCUPANT FELL FROM VEHICLE	*									
	0.00	TRACTOR/TRAILER JACKNIFED	*									
	0.00	FIRE	*									
	0.00	EXPLOSION	*									
	0.00	DOWNHILL RUNAWAY	*									
	0.00	CARGO LOSS OR SHIFT	*									
	0.00	SEPARATION OF UNITS	*									
1	0.28	MEDIAN CROSSOVER	*									
5	1.44	ALL OTHER (EXPLAIN)	*									

CRASHES BY LIGHTING CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
279	80.40	DAYLIGHT	46	13.25	DARK (STREET LIGHT)
12	3.45	DUSK	9	2.59	DARK (NO STREET LIGHT)
1	0.28	DAWN	0	0.00	UNKNOWN

CRASHES BY ROAD SURFACE CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
319	91.93	DRY	28	8.06	WET
0	0.00	SLIPPERY	0	0.00	ICY
0	0.00	ALL OTHER	0	0.00	UNKNOWN

CRASHES BY WEATHER CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
253	72.91	CLEAR	77	22.19	CLOUDY
17	4.89	RAIN	0	0.00	FOG
0	0.00	ALL OTHER	0	0.00	UNKNOWN

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FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0112

*** SEGMENT RATES SELECTED *** FORMAT: 1 - FULL SUMMARY

FROM: 01/01/2009 TO 12/31/2013 RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 56
 FROM CO/SEC/SUB: 70 140 000 MP: 000.000 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 70 140 000 MP: 003.869 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	140	000	0.000	1.033	SR	3	1.033	20	347	30400	6.051	1.937	99.99	0	238	194	\$	53,022,294

TRAFFICWAY CHARACTER (PER CRASH)				DIRECTION OF TRAVEL (PER VEHICLE)					
TOTAL	%	DESCRIPTION	*	TOTAL	%	DESCRIPTION	%	DESCRIPTION	
346	99.71	STRAIGHT-LEVEL	*	90	12.21	EAST	210	28.49	NORTH
1	0.28	STRAIGHT-UPGRADE/DOWNGRADE	*	0	0.00	OFF-ROAD	292	39.62	SOUTH
0	0.00	CURVE-LEVEL	*	0	0.00	UNNWN			
0	0.00	CURVE-UPGRADE/DOWNGRADE	*						

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)					VISION OBSTRUCTED (PER CRASH)				
1ST	%	2ND	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
0	0.00	347	100.00	UNKNOWN/NOT CODED	22	6.34	139	40.05	UNKNOWN/NOT CODED
344	99.13	0	0.00	NO DEFECTS	306	88.18	204	58.78	VISION NOT OBSCURED
0	0.00	0	0.00	OBSTRUCTION WITH WARNING	3	0.86	0	0.00	INCLEMENT WEATHER
1	0.28	0	0.00	OBSTRUCTION WITHOUT WARNING	14	4.03	3	0.86	PARKED/STOPPED VEHICLE
0	0.00	0	0.00	ROAD UNDER REPAIR/CONSTRUCTI	0	0.00	0	0.00	TREES/CROPS/BUSHES
0	0.00	0	0.00	LOOSE SURFACE MATERIALS	0	0.00	0	0.00	LOAD ON VEHICLE
0	0.00	0	0.00	SHOULDERS SOFT/LOW/HIGH	0	0.00	0	0.00	BUILDING/FIXED OBJECT
0	0.00	0	0.00	HOLES/RUTS/UNSAFE PAVED EDGE	0	0.00	0	0.00	SIGNS/BILLBOARDS
1	0.28	0	0.00	STANDING WATER	0	0.00	0	0.00	FOG
0	0.00	0	0.00	WORN/POLISHED/ROAD SURFACE	0	0.00	0	0.00	SMOKE
1	0.28	0	0.00	ALL OTHER(EXPLAIN)	1	0.28	0	0.00	GLARE
					1	0.28	1	0.28	ALL OTHER (EXPLAIN)

SITE LOCATION (PER CRASH)				TRAFFIC CONTROL (PER CRASH)				
TOTAL	%	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
50	14.40	NOT AT INTERSECTION/RRX/BRIDGE	*	0	0.00	104	29.97	NOT APPLICABLE
206	59.36	AT INTERSECTION	*	101	29.10	93	26.80	NO CONTROL
69	19.88	INFLUENCED BY INTERSECTION	*	1	0.28	1	0.28	SPECIAL SPEED ZONE
22	6.34	DRIVEWAY ACCESS	*	55	15.85	20	5.76	SPEED CONTROL SIGN
0	0.00	RAILROAD CROSSING	*	0	0.00	0	0.00	SCHOOL ZONE
0	0.00	BRIDGE	*	164	47.26	119	34.29	TRAFFIC SIGNAL
0	0.00	ENTRANCE RAMP	*	24	6.91	7	2.01	STOP SIGN
0	0.00	EXIT RAMP	*	1	0.28	1	0.28	YIELD SIGN
0	0.00	PARKING LOT/TRAFFIC WAY	*	0	0.00	0	0.00	FLASHING LIGHT
0	0.00	PARKING LOT AISLE OR STALL	*	0	0.00	0	0.00	RAILROAD SIGNAL
0	0.00	PRIVATE PROPERTY	*	1	0.28	1	0.28	OFFICER/GUARD/FLAGMAN
0	0.00	TOLL BOOTH	*	0	0.00	0	0.00	POSTED NO U-TURN
0	0.00	PUBLIC BUS STOP ZONE	*	0	0.00	0	0.00	NO PASSING ZONE
0	0.00	ALL OTHER	*	0	0.00	1	0.28	ALL OTHER

SIDE OF ROAD (PER CRASH)				ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)				
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	END OF ST RD	3	0.86	INTERSECTION	485	65.80	UNKNOWN/NOT CODED
171	49.27	LEFT	5	1.44	MEDIAN	223	30.25	NOT DRINKING OR USING DRUGS
0	0.00	PARKING LOT/	141	40.63	RIGHT	8	1.08	ALCOHOL-UNDER INFLUENCE
18	5.18	SIDE RD RIGH	8	2.30	SIDE RD LEFT	1	0.13	DRUGS-UNDER INFLUENCE
						3	0.40	ALCOHOL & DRUGS-UNDER INFLUEN
						1	0.13	HAD BEEN DRINKING
						1	0.13	PENDING BAC TEST RESULTS

WORK AREA (PER VEHICLE/PEDESTRIAN)					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
706	95.79	NONE	4	0.54	NEARBY
7	0.94	ENTERED			

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 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0112

*** SEGMENT RATES SELECTED *** FORMAT: 1 - FULL SUMMARY

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DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	140	000	0.000	1.033	SR	3	1.033	20	347	30400	6.051	1.937	99.99	0	238	194	\$	53,022,294

VEHICLE MOVEMENT (PER VEHICLE)				CONTRIBUTING CAUSES - VEHICLE				
TOTAL	%	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
339	45.99	STRAIGHT AHEAD	*	691	93.75	21	2.84	NO DEFECTS
245	33.24	SLOWING/STOPPED/STALLED	*	3	0.40	0	0.00	DEFECTIVE BRAKES
59	8.00	MAKING LEFT TURN	*	2	0.27	0	0.00	WORN/SMOOTH TIRES
3	0.40	BACKING	*	0	0.00	0	0.00	DEFECTIVE/IMPROPER LIGHTS
29	3.93	MAKING RIGHT TURN	*	0	0.00	0	0.00	PUNCTURE/BLOWOUT
20	2.71	CHANGING LANES	*	1	0.13	0	0.00	STEERING MECH.
0	0.00	ENTERING/LEAVING PARKING SPACE	*	0	0.00	0	0.00	WINDSHIELD WIPERS
0	0.00	PROPERLY PARKED	*	0	0.00	0	0.00	EQUIPMENT/VEHCILE DEFECT
0	0.00	IMPROPERLY PARKED	*	2	0.27	0	0.00	ALL OTHER
2	0.27	MAKING U-TURN	*	0	0.00	0	0.00	UNKNOWN
0	0.00	PASSING	*					
0	0.00	DRIVERLESS OR RUNAWAY VEH.	*					
0	0.00	NOT IN TRANSPORT	*					
7	0.94	ALL OTHERS	*					

VEHICLE SPEED (BEFORE CRASH)				CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
9	1.22	UNKNOWN	47	6.37	41-50	3	700	718	UNKNOWN/NOT CODED
223	30.25	STOPPED	0	0.00	51-60	392	0	0	NO IMPROPER DRIVING/ACTION
69	9.36	0-5	2	0.27	61-70	176	3	1	CARELESS DRIVING
76	10.31	6-10	0	0.00	71-80	71	1	0	FAILED TO YEILD RIGHT OF WAY
54	7.32	11-15	0	0.00	81-90	3	0	0	IMPROPER BACKING
40	5.42	16-20	0	0.00	91-100	5	0	0	IMPROPER LANE CHANGE
82	11.12	21-30	0	0.00	100+	9	2	0	IMPROPER TURN
110	14.92	31-40	0	0.00	PARKED	0	3	0	ALCOHOL-UNDER INFLUENCE

RESIDENCE (DRIVER AND PEDESTRIAN)				CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN			
TOTAL	%	DESCRIPTION	*	1ST	2ND	3RD	DESCRIPTION
220	30.98	CNTY OF CR	*	8	1	0	FOLLOWED TOO CLOSELY
8	1.12	ELSEWHERE	*	11	2	1	DISREGARDED TRAFFIC SIGNAL
3	0.42	NON-RES	*	12	5	0	EXCEEDED SAFE SPEED LIMIT
0	0.00	FOREIGN	*	0	0	0	DISREGARDED STOP SIGN
489	68.87	UNKNOWN	*	0	0	0	FAILED TO MAINTAIN EQUIP/VEH

SAFETY EQUIPMENT IN USE (PER PERSON)					CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN			
1ST	%	2ND	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
53	5.22	184	18.12	UNKNOWN	3	0	0	EXCEEDED STATED SPEED LIMIT
18	1.77	1	0.09	NOT IN USE	3	0	0	OBSTRUCTING TRAFFIC
906	89.26	2	0.19	SEAT BELT/SHOULDER HARNESS	0	0	0	IMPROPER LOAD
27	2.66	3	0.29	CHILD RESTRAINT	1	0	0	DISREGARDED OTHER TRAFFIC CO
1	0.09	76	7.48	AIR BAG - DEPLOYED	0	0	1	DRIVING WRONG SIDE/WAY
5	0.49	748	73.69	AIR BAG - NOT DEPLOYED	2	0	0	FLEEING POLICE
1	0.09	0	0.00	SAFETY HELMENT	0	0	0	VEHICLE MODIFIED
4	0.39	1	0.09	EYE PROTECTION	1	0	0	DRIVER DISTRACTION
0	0.00	0	0.00	OTHER	21	5	0	ALL OTHER (EXPLAIN)

TOTAL # OF VEHICLES: 737 TOTAL # OF DRIVERS: 710 TOTAL # OF PEDESTRIANS: 10
 TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 1,015

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05	70	140	000	1.033	1.057	SR	3	0.024	21	1	30400	0.751	2.918	2.73	0	1	0	\$	137,064

CRASHES PER MONTH

0	JANUARY	0	FEBRUARY	0	MARCH	0	APRIL	0	MAY	0	JUNE
0	JULY	0	AUGUST	0	SEPTEMBER	0	OCTOBER	1	NOVEMBER	0	DECEMBER

NUMBER OF CRASHES PER HARMFUL EVENT

#	%	CATEGORY DESCRIPTION	1ST	%	CRASHES PER DAY AND HOUR	MON	TUE	WED	THU	FRI	SAT	SUN	TOT	%
		UNKNOWN/NOT CODED			MIDNT - 1:59									0.00
1	100.00	COLL. W/MV IN TRANS. REAR-END			2:00 - 3:59									0.00
		COLL. W/MV IN TRANS. HEAD-ON			4:00 - 5:59									0.00
		COLL. W/MV IN TRANS. ANGLE			6:00 - 7:59									0.00
		COLL. W/MV IN TRANS. LFT-TURN			8:00 - 9:59									0.00
		COLL. W/MV IN TRANS. RGT-TURN			10:00 - 11:59									0.00
		COLL. W/MV IN TRANS. SIDESWIP												0.00
		COLL. W/MV IN TRANS. BAKD INTO			AM TOTAL									0.00
		COLL. W/PARKED CAR												0.00
		COLLISION WITH MV ON ROADWAY			** PM **									0.00
		COLL. W/ PEDESTRIAN												0.00
		COLL. W/ BICYCLE			NOON - 1:59									0.00
		COLL. W/ BICYCLE (BIKE LANE)			2:00 - 3:59				1				1	100.00
		COLL. W/ MOPED			4:00 - 5:59									0.00
		COLL. W/ TRAIN			6:00 - 7:59									0.00
		COLL. W/ ANIMAL			8:00 - 9:59									0.00
		MV HIT SIGN/SIGN POST			10:00 - 11:59									0.00
		MV HIT UTILITY POLE/LIGHT POLE												0.00
		MV HIT GUARDRAIL			PM TOTAL				1				1	100.00
		MV HIT FENCE			UNKNOWN									0.00
		MV HIT CONCRETE BARRIER WALL												0.00
		MV HIT BRDGE/PIER/ABUTMNT/RAIL			** TOTAL **				1				1	100.00
		MV HIT TREE/SHRUBBERY												0.00
		COLL. W/CONSTRCTN BARRICDE/SGN			** % **	0.00	0.00	0.00	100.00	0.00	0.00	0.00	100.00	100.00
		COLL. W/TRAFFIC GATE												0.00
		COLL. W/CRASH ATTENUATORS												0.00
		COLL. W/FIXED OBJCT ABOVE ROAD			TOTAL									0.00
		MV HIT OTHER FIXED OBJECT			1	100.00				0	0.00			0.00
		COLL. W/MOVEABLE OBJCT ON ROAD			0	0.00				0	0.00			0.00
		MV RAN INTO DITCH/CULVERT			0	0.00				0	0.00			0.00
		RAN OFF ROAD INTO WATER												0.00
		OVERTURNED												0.00
		OCCUPANT FELL FROM VEHICLE			TOTAL									0.00
		TRACTOR/TRAILER JACKNIFED			1	100.00				0	0.00			0.00
		FIRE			0	0.00				0	0.00			0.00
		EXPLOSION			0	0.00				0	0.00			0.00
		DOWNHILL RUNAWAY												0.00
		CARGO LOSS OR SHIFT												0.00
		SEPARATION OF UNITS			TOTAL									0.00
		MEDIAN CROSSOVER			0	0.00				1	100.00			0.00
		ALL OTHER (EXPLAIN)			0	0.00				0	0.00			0.00
					0	0.00				0	0.00			0.00

CRASHES BY LIGHTING CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
1	100.00	DAYLIGHT	0	0.00	DARK (STREET LIGHT)
0	0.00	DUSK	0	0.00	DARK (NO STREET LIGHT)
0	0.00	DAWN	0	0.00	UNKNOWN

CRASHES BY ROAD SURFACE CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
1	100.00	DRY	0	0.00	WET
0	0.00	SLIPPERY	0	0.00	ICY
0	0.00	ALL OTHER	0	0.00	UNKNOWN

CRASHES BY WEATHER CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	CLEAR	1	100.00	CLOUDY
0	0.00	RAIN	0	0.00	FOG
0	0.00	ALL OTHER	0	0.00	UNKNOWN

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FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL OVERRIDE VALUES: MAX # OF BREAKS => 56
 FROM CO/SEC/SUB: 70 140 000 MP: 000.000 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 70 140 000 MP: 003.869 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	140	000	1.033	1.057	SR	3	0.024	21	1	30400	0.751	2.918	2.73	0	1	0	\$	137,064

TRAFFICWAY CHARACTER (PER CRASH)				DIRECTION OF TRAVEL (PER VEHICLE)					
TOTAL	%	DESCRIPTION	*	TOTAL	%	DESCRIPTION	%	DESCRIPTION	
1	100.00	STRAIGHT-LEVEL	*	0	0.00	EAST	2	100.00	NORTH
0	0.00	STRAIGHT-UPGRADE/DOWNGRADE	*	0	0.00	OFF-ROAD	0	0.00	SOUTH
0	0.00	CURVE-LEVEL	*	0	0.00	UNNWN			
0	0.00	CURVE-UPGRADE/DOWNGRADE	*						

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)					VISION OBSTRUCTED (PER CRASH)				
1ST	%	2ND	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
0	0.00	1	100.00	UNKNOWN/NOT CODED	0	0.00	0	0.00	UNKNOWN/NOT CODED
1	100.00	0	0.00	NO DEFECTS	1	100.00	1	100.00	VISION NOT OBSCURED
0	0.00	0	0.00	OBSTRUCTION WITH WARNING	0	0.00	0	0.00	INCLEMENT WEATHER
0	0.00	0	0.00	OBSTRUCTION WITHOUT WARNING	0	0.00	0	0.00	PARKED/STOPPED VEHICLE
0	0.00	0	0.00	ROAD UNDER REPAIR/CONSTRUCTI	0	0.00	0	0.00	TREES/CROPS/BUSHES
0	0.00	0	0.00	LOOSE SURFACE MATERIALS	0	0.00	0	0.00	LOAD ON VEHICLE
0	0.00	0	0.00	SHOULDERS SOFT/LOW/HIGH	0	0.00	0	0.00	BUILDING/FIXED OBJECT
0	0.00	0	0.00	HOLES/RUTS/UNSAFE PAVED EDGE	0	0.00	0	0.00	SIGNS/BILLBOARDS
0	0.00	0	0.00	STANDING WATER	0	0.00	0	0.00	FOG
0	0.00	0	0.00	WORN/POLISHED/ROAD SURFACE	0	0.00	0	0.00	SMOKE
0	0.00	0	0.00	ALL OTHER(EXPLAIN)	0	0.00	0	0.00	GLARE
					0	0.00	0	0.00	ALL OTHER (EXPLAIN)

SITE LOCATION (PER CRASH)				TRAFFIC CONTROL (PER CRASH)				
TOTAL	%	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
0	0.00	NOT AT INTERSECTION/RRX/BRIDGE	*	0	0.00	0	0.00	NOT APPLICABLE
1	100.00	AT INTERSECTION	*	1	100.00	1	100.00	NO CONTROL
0	0.00	INFLUENCED BY INTERSECTION	*	0	0.00	0	0.00	SPECIAL SPEED ZONE
0	0.00	DRIVEWAY ACCESS	*	0	0.00	0	0.00	SPEED CONTROL SIGN
0	0.00	RAILROAD CROSSING	*	0	0.00	0	0.00	SCHOOL ZONE
0	0.00	BRIDGE	*	0	0.00	0	0.00	TRAFFIC SIGNAL
0	0.00	ENTRANCE RAMP	*	0	0.00	0	0.00	STOP SIGN
0	0.00	EXIT RAMP	*	0	0.00	0	0.00	YIELD SIGN
0	0.00	PARKING LOT/TRAFFIC WAY	*	0	0.00	0	0.00	FLASHING LIGHT
0	0.00	PARKING LOT AISLE OR STALL	*	0	0.00	0	0.00	RAILROAD SIGNAL
0	0.00	PRIVATE PROPERTY	*	0	0.00	0	0.00	OFFICER/GUARD/FLAGMAN
0	0.00	TOLL BOOTH	*	0	0.00	0	0.00	POSTED NO U-TURN
0	0.00	PUBLIC BUS STOP ZONE	*	0	0.00	0	0.00	NO PASSING ZONE
0	0.00	ALL OTHER	*	0	0.00	0	0.00	ALL OTHER

SIDE OF ROAD (PER CRASH)				ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)		
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	*
0	0.00	END OF ST RD	0	0.00	INTERSECTION	*
0	0.00	LEFT	0	0.00	MEDIAN	*
0	0.00	PARKING LOT/	1	100.00	RIGHT	*
0	0.00	SIDE RD RIGH	0	0.00	SIDE RD LEFT	*

WORK AREA (PER VEHICLE/PEDESTRIAN)						
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	*
2	100.00	NONE	0	0.00	NEARBY	*
0	0.00	ENTERED				*

REPORT..CARPJ12-1
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FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

PAGE NO 7
 I/O... CAR0112

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05	70	140	000	1.033	1.057	SR	3	0.024	21	1	30400	0.751	2.918	2.73	0	1	0	\$	137,064

VEHICLE MOVEMENT (PER VEHICLE)						CONTRIBUTING CAUSES - VEHICLE					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	1ST	%	2ND	%	DESCRIPTION	
2	100.00	STRAIGHT AHEAD	2	100.00	NO DEFECTS	2	100.00	0	0.00		
0	0.00	SLOWING/STOPPED/STALLED	0	0.00	DEFECTIVE BRAKES	0	0.00	0	0.00		
0	0.00	MAKING LEFT TURN	0	0.00	WORN/SMOOTH TIRES	0	0.00	0	0.00		
0	0.00	BACKING	0	0.00	DEFECTIVE/IMPROPER LIGHTS	0	0.00	0	0.00		
0	0.00	MAKING RIGHT TURN	0	0.00	PUNCTURE/BLOWOUT	0	0.00	0	0.00		
0	0.00	CHANGING LANES	0	0.00	STEERING MECH.	0	0.00	0	0.00		
0	0.00	ENTERING/LEAVING PARKING SPACE	0	0.00	WINDSHIELD WIPERS	0	0.00	0	0.00		
0	0.00	PROPERLY PARKED	0	0.00	EQUIPMENT/VEHCILE DEFECT	0	0.00	0	0.00		
0	0.00	IMPROPERLY PARKED	0	0.00	ALL OTHER	0	0.00	0	0.00		
0	0.00	MAKING U-TURN	0	0.00	UNKNOWN	0	0.00	0	0.00		
0	0.00	PASSING	0	0.00		0	0.00	0	0.00		
0	0.00	DRIVERLESS OR RUNAWAY VEH.	0	0.00		0	0.00	0	0.00		
0	0.00	NOT IN TRANSPORT	0	0.00		0	0.00	0	0.00		
0	0.00	ALL OTHERS	0	0.00		0	0.00	0	0.00		

VEHICLE SPEED (BEFORE CRASH)						CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION		
0	0.00	UNKNOWN	0	0.00	41-50	0	2	2	UNKNOWN/NOT CODED		
0	0.00	STOPPED	0	0.00	51-60	1	0	0	NO IMPROPER DRIVING/ACTION		
0	0.00	0-5	0	0.00	61-70	1	0	0	CARELESS DRIVING		
0	0.00	6-10	0	0.00	71-80	0	0	0	FAILED TO YEILD RIGHT OF WAY		
0	0.00	11-15	0	0.00	81-90	0	0	0	IMPROPER BACKING		
0	0.00	16-20	0	0.00	91-100	0	0	0	IMPROPER LANE CHANGE		
0	0.00	21-30	0	0.00	100+	0	0	0	IMPROPER TURN		
2	100.00	31-40	0	0.00	PARKED	0	0	0	ALCOHOL-UNDER INFLUENCE		

RESIDENCE (DRIVER AND PEDESTRIAN)						CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION		
0	0.00	CNTY OF CR	0	0.00	UNKNOWN	0	0	0	ALCOHOL DRUGS-UNDER INFLUENC		
0	0.00	ELSEWHERE	0	0.00	UNKNOWN	0	0	0	FOLLOWED TOO CLOSELY		
0	0.00	NON-RES	0	0.00	UNKNOWN	0	0	0	DISREGARDED TRAFFIC SIGNAL		
0	0.00	FOREIGN	0	0.00	UNKNOWN	0	0	0	EXCEEDED SAFE SPEED LIMIT		
2	100.00	UNKNOWN	0	0.00	UNKNOWN	0	0	0	DISREGARDED STOP SIGN		

SAFETY EQUIPMENT IN USE (PER PERSON)						CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN					
1ST	%	2ND	%	DESCRIPTION	TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
0	0.00	0	0.00	UNKNOWN	0	0.00	UNKNOWN	0	0	0	EXCEEDED STATED SPEED LIMIT
0	0.00	0	0.00	NOT IN USE	0	0.00	UNKNOWN	0	0	0	OBSTRUCTING TRAFFIC
2	100.00	0	0.00	SEAT BELT/SHOULDER HARNESS	0	0.00	UNKNOWN	0	0	0	IMPROPER LOAD
0	0.00	0	0.00	CHILD RESTRAINT	0	0.00	UNKNOWN	0	0	0	DISREGARDED OTHER TRAFFIC CO
0	0.00	0	0.00	AIR BAG - DEPLOYED	0	0.00	UNKNOWN	0	0	0	DRIVING WRONG SIDE/WAY
0	0.00	2	100.00	AIR BAG - NOT DEPLOYED	0	0.00	UNKNOWN	0	0	0	FLEEING POLICE
0	0.00	0	0.00	SAFETY HELMENT	0	0.00	UNKNOWN	0	0	0	VEHICLE MODIFIED
0	0.00	0	0.00	EYE PROTECTION	0	0.00	UNKNOWN	0	0	0	DRIVER DISTRACTION
0	0.00	0	0.00	OTHER	0	0.00	UNKNOWN	0	0	0	ALL OTHER (EXPLAIN)

TOTAL # OF VEHICLES: 2 TOTAL # OF DRIVERS: 2 TOTAL # OF PEDESTRIANS: 0
 TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 2

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 CRASH LOCATION SUMMARY FOR STATE ROADS

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05	70	140	000	1.057	3.286	SR	3	2.229	24	361	32605	2.720	1.611	99.99	3	340	165	\$	71,791,348

CRASHES PER MONTH

28	JANUARY	30	FEBRUARY	24	MARCH	24	APRIL	31	MAY	36	JUNE
25	JULY	40	AUGUST	25	SEPTEMBER	32	OCTOBER	36	NOVEMBER	30	DECEMBER

NUMBER OF CRASHES PER HARMFUL EVENT

#	%	CATEGORY DESCRIPTION	*	CRASHES PER DAY AND HOUR							TOT	%
				MON	TUE	WED	THU	FRI	SAT	SUN		
2	0.55	UNKNOWN/NOT CODED	*								5	1.38
149	41.27	COLL. W/MV IN TRANS. REAR-END	*								5	1.38
11	3.04	COLL. W/MV IN TRANS. HEAD-ON	*								3	0.83
112	31.02	COLL. W/MV IN TRANS. ANGLE	*								14	3.87
11	3.04	COLL. W/MV IN TRANS. LFT-TURN	*								42	11.63
3	0.83	COLL. W/MV IN TRANS. RGT-TURN	*								41	11.35
7	1.93	COLL. W/MV IN TRANS. SIDESWIP	*								1	
1	0.27	COLL. W/MV IN TRANS. BAKD INTO	*								9	30.47
1	0.27	COLL. W/PARKED CAR	*									
19	5.26	COLLISION WITH MV ON ROADWAY	*								110	30.47
14	3.87	COLL. W/ PEDESTRIAN	*								3	
8	2.21	COLL. W/ BICYCLE	*								5	9.41
	0.00	COLL. W/ BICYCLE (BIKE LANE)	*								78	21.60
	0.00	COLL. W/ MOPED	*								67	18.55
	0.00	COLL. W/ TRAIN	*								4	11.35
	0.00	COLL. W/ ANIMAL	*								19	5.26
1	0.27	MV HIT SIGN/SIGN POST	*								11	3.04
2	0.55	MV HIT UTILITY POLE/LIGHT POLE	*									
1	0.27	MV HIT GUARDRAIL	*								18	69.25
	0.00	MV HIT FENCE	*								1	0.27
1	0.27	MV HIT CONCRETE BARRIER WALL	*									
1	0.27	MV HIT BRDGE/PIER/ABUTMNT/RAIL	*								27	361
	0.00	MV HIT TREE/SHRUBBERY	*									
	0.00	COLL. W/CONSTRCTN BARRICDE/SGN	*								14.68	14.12
	0.00	COLL. W/TRAFFIC GATE	*								18.28	14.12
3	0.83	COLL. W/CRASH ATTENUATORS	*								21.32	9.97
	0.00	COLL. W/FIXED OBJCT ABOVE ROAD	*								7.47	100.00
	0.00	MV HIT OTHER FIXED OBJECT	*									
1	0.27	COLL. W/MOVEABLE OBJECT ON ROAD	*									
1	0.27	MV RAN INTO DITCH/CULVERT	*									
	0.00	RAN OFF ROAD INTO WATER	*									

CRASHES BY LIGHTING CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
289	80.05	DAYLIGHT	42	11.63	DARK (STREET LIGHT)
7	1.93	DUSK	19	5.26	DARK (NO STREET LIGHT)
4	1.10	DAWN	0	0.00	UNKNOWN

CRASHES BY ROAD SURFACE CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
328	90.85	DRY	33	9.14	WET
0	0.00	SLIPPERY	0	0.00	ICY
0	0.00	ALL OTHER	0	0.00	UNKNOWN

CRASHES BY WEATHER CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
256	70.91	CLEAR	82	22.71	CLOUDY
23	6.37	RAIN	0	0.00	FOG
0	0.00	ALL OTHER	0	0.00	UNKNOWN

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05	70	140	000	1.057	3.286	SR	3	2.229	24	361	32605	2.720	1.611	99.99	3	340	165	\$	71,791,348

TRAFFICWAY CHARACTER (PER CRASH)				DIRECTION OF TRAVEL (PER VEHICLE)					
TOTAL	%	DESCRIPTION	*	TOTAL	%	DESCRIPTION	%	DESCRIPTION	
358	99.16	STRAIGHT-LEVEL	*	57	7.52	EAST	317	41.87	NORTH
0	0.00	STRAIGHT-UPGRADE/DOWNGRADE	*	0	0.00	OFF-ROAD	292	38.57	SOUTH
3	0.83	CURVE-LEVEL	*	0	0.00	UNNWN			
0	0.00	CURVE-UPGRADE/DOWNGRADE	*						

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)					VISION OBSTRUCTED (PER CRASH)				
1ST	%	2ND	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
0	0.00	361	100.00	UNKNOWN/NOT CODED	16	4.43	139	38.50	UNKNOWN/NOT CODED
354	98.06	0	0.00	NO DEFECTS	331	91.68	219	60.66	VISION NOT OBSCURED
1	0.27	0	0.00	OBSTRUCTION WITH WARNING	2	0.55	2	0.55	INCLEMENT WEATHER
0	0.00	0	0.00	OBSTRUCTION WITHOUT WARNING	9	2.49	1	0.27	PARKED/STOPPED VEHICLE
3	0.83	0	0.00	ROAD UNDER REPAIR/CONSTRUCTI	0	0.00	0	0.00	TREES/CROPS/BUSHES
0	0.00	0	0.00	LOOSE SURFACE MATERIALS	0	0.00	0	0.00	LOAD ON VEHICLE
0	0.00	0	0.00	SHOULDERS SOFT/LOW/HIGH	0	0.00	0	0.00	BUILDING/FIXED OBJECT
0	0.00	0	0.00	HOLES/RUTS/UNSAFE PAVED EDGE	0	0.00	0	0.00	SIGNS/BILLBOARDS
3	0.83	0	0.00	STANDING WATER	0	0.00	0	0.00	FOG
0	0.00	0	0.00	WORN/POLISHED/ROAD SURFACE	0	0.00	0	0.00	SMOKE
0	0.00	0	0.00	ALL OTHER(EXPLAIN)	1	0.27	0	0.00	GLARE
					2	0.55	0	0.00	ALL OTHER (EXPLAIN)

SITE LOCATION (PER CRASH)				TRAFFIC CONTROL (PER CRASH)				
TOTAL	%	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
64	17.72	NOT AT INTERSECTION/RRX/BRIDGE	*	0	0.00	103	28.53	NOT APPLICABLE
182	50.41	AT INTERSECTION	*	122	33.79	130	36.01	NO CONTROL
69	19.11	INFLUENCED BY INTERSECTION	*	1	0.27	0	0.00	SPECIAL SPEED ZONE
46	12.74	DRIVEWAY ACCESS	*	59	16.34	19	5.26	SPEED CONTROL SIGN
0	0.00	RAILROAD CROSSING	*	0	0.00	0	0.00	SCHOOL ZONE
0	0.00	BRIDGE	*	131	36.28	100	27.70	TRAFFIC SIGNAL
0	0.00	ENTRANCE RAMP	*	44	12.18	8	2.21	STOP SIGN
0	0.00	EXIT RAMP	*	0	0.00	0	0.00	YIELD SIGN
0	0.00	PARKING LOT/TRAFFIC WAY	*	0	0.00	0	0.00	FLASHING LIGHT
0	0.00	PARKING LOT AISLE OR STALL	*	0	0.00	0	0.00	RAILROAD SIGNAL
0	0.00	PRIVATE PROPERTY	*	0	0.00	0	0.00	OFFICER/GUARD/FLAGMAN
0	0.00	TOLL BOOTH	*	0	0.00	0	0.00	POSTED NO U-TURN
0	0.00	PUBLIC BUS STOP ZONE	*	0	0.00	1	0.27	NO PASSING ZONE
0	0.00	ALL OTHER	*	4	1.10	0	0.00	ALL OTHER

SIDE OF ROAD (PER CRASH)				ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)				
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	END OF ST RD	5	1.38	INTERSECTION	522	68.95	UNKNOWN/NOT CODED
154	42.65	LEFT	18	4.98	MEDIAN	217	28.66	NOT DRINKING OR USING DRUGS
0	0.00	PARKING LOT/	165	45.70	RIGHT	9	1.18	ALCOHOL-UNDER INFLUENCE
11	3.04	SIDE RD RIGH	8	2.21	SIDE RD LEFT	2	0.26	DRUGS-UNDER INFLUENCE
						3	0.39	ALCOHOL & DRUGS-UNDER INFLUEN
						2	0.26	HAD BEEN DRINKING
						0	0.00	PENDING BAC TEST RESULTS

WORK AREA (PER VEHICLE/PEDESTRIAN)					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
731	96.56	NONE	0	0.00	NEARBY
11	1.45	ENTERED			

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05	70	140	000	1.057	3.286	SR	3	2.229	24	361	32605	2.720	1.611	99.99	3	340	165	\$ 71,791,348

VEHICLE MOVEMENT (PER VEHICLE)			CONTRIBUTING CAUSES - VEHICLE				
TOTAL	%	DESCRIPTION	1ST	%	2ND	%	DESCRIPTION
375	49.53	STRAIGHT AHEAD	720	95.11	17	2.24	NO DEFECTS
192	25.36	SLOWING/STOPPED/STALLED	1	0.13	0	0.00	DEFECTIVE BRAKES
111	14.66	MAKING LEFT TURN	3	0.39	0	0.00	WORN/SMOOTH TIRES
3	0.39	BACKING	0	0.00	0	0.00	DEFECTIVE/IMPROPER LIGHTS
17	2.24	MAKING RIGHT TURN	1	0.13	0	0.00	PUNCTURE/BLOWOUT
27	3.56	CHANGING LANES	0	0.00	0	0.00	STEERING MECH.
0	0.00	ENTERING/LEAVING PARKING SPACE	0	0.00	0	0.00	WINDSHIELD WIPERS
2	0.26	PROPERLY PARKED	0	0.00	0	0.00	EQUIPMENT/VEHCILE DEFECT
0	0.00	IMPROPERLY PARKED	4	0.52	0	0.00	ALL OTHER
1	0.13	MAKING U-TURN	0	0.00	0	0.00	UNKNOWN
1	0.13	PASSING					
0	0.00	DRIVERLESS OR RUNAWAY VEH.					
0	0.00	NOT IN TRANSPORT					
2	0.26	ALL OTHERS					

VEHICLE SPEED (BEFORE CRASH)				CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
11	1.45	UNKNOWN	86	11.36	41-50	4	730	755	UNKNOWN/NOT CODED
173	22.85	STOPPED	2	0.26	51-60	390	0	0	NO IMPROPER DRIVING/ACTION
61	8.05	0-5	1	0.13	61-70	132	5	0	CARELESS DRIVING
71	9.37	6-10	0	0.00	71-80	111	4	0	FAILED TO YIELD RIGHT OF WAY
54	7.13	11-15	0	0.00	81-90	3	0	0	IMPROPER BACKING
48	6.34	16-20	0	0.00	91-100	4	0	0	IMPROPER LANE CHANGE
82	10.83	21-30	0	0.00	100+	6	3	0	IMPROPER TURN
145	19.15	31-40	2	0.26	PARKED	1	2	0	ALCOHOL-UNDER INFLUENCE

RESIDENCE (DRIVER AND PEDESTRIAN)			CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN			
TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
212	28.80	CNTY OF CR	14	1	0	FOLLOWED TOO CLOSELY
5	0.67	ELSEWHERE	14	0	0	DISREGARDED TRAFFIC SIGNAL
4	0.54	NON-RES	6	7	0	EXCEEDED SAFE SPEED LIMIT
0	0.00	FOREIGN	5	0	0	DISREGARDED STOP SIGN
534	72.55	UNKNOWN	1	0	0	FAILED TO MAINTAIN EQUIP/VEH

SAFETY EQUIPMENT IN USE (PER PERSON)					CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN			
1ST	%	2ND	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
48	3.98	309	25.62	UNKNOWN	0	0	0	OBSTRUCTING TRAFFIC
101	8.37	0	0.00	NOT IN USE	0	0	0	IMPROPER LOAD
1,004	83.25	0	0.00	SEAT BELT/SHOULDER HARNESS	2	0	0	DISREGARDED OTHER TRAFFIC CO
38	3.15	0	0.00	CHILD RESTRAINT	1	0	0	DRIVING WRONG SIDE/WAY
1	0.08	119	9.86	AIR BAG - DEPLOYED	0	0	0	FLEEING POLICE
2	0.16	771	63.93	AIR BAG - NOT DEPLOYED	0	0	0	VEHICLE MODIFIED
9	0.74	0	0.00	SAFETY HELMENT	2	1	0	DRIVER DISTRACTION
3	0.24	7	0.58	EYE PROTECTION	56	0	0	ALL OTHER (EXPLAIN)
0	0.00	0	0.00	OTHER				

TOTAL # OF VEHICLES: 757 TOTAL # OF DRIVERS: 736 TOTAL # OF PEDESTRIANS: 19
 TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 1,206

REPORT..CARPJ12-1
 DATE...2015-03-03
 TIME...10:25:30:9
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0112

*** SEGMENT RATES SELECTED *** FORMAT: 1 - FULL SUMMARY

FROM: 01/01/2009 TO 12/31/2013 RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 56
 FROM CO/SEC/SUB: 70 140 000 MP: 000.000 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 70 140 000 MP: 003.869 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
05	70	140	000	3.286	3.592	SR	3	0.306	23	78	29682	4.703	1.299	99.99	0	61	35 \$	18,275,088

CRASHES PER MONTH

3	JANUARY	8	FEBRUARY	5	MARCH	7	APRIL	5	MAY	11	JUNE
6	JULY	4	AUGUST	5	SEPTEMBER	6	OCTOBER	10	NOVEMBER	8	DECEMBER

NUMBER OF CRASHES PER HARMFUL EVENT

#	%	CATEGORY DESCRIPTION	*	CRASHES PER DAY AND HOUR							TOT	%
				MON	TUE	WED	THU	FRI	SAT	SUN		
2	2.56	UNKNOWN/NOT CODED	*								2	2.56
43	55.12	COLL. W/MV IN TRANS. REAR-END	*								1	1.28
4	5.12	COLL. W/MV IN TRANS. HEAD-ON	*								2	2.56
13	16.66	COLL. W/MV IN TRANS. ANGLE	*								4	5.12
2	2.56	COLL. W/MV IN TRANS. LFT-TURN	*								8	10.25
2	2.56	COLL. W/MV IN TRANS. RGT-TURN	*								8	10.25
2	2.56	COLL. W/MV IN TRANS. SIDESWIP	*									
	0.00	COLL. W/MV IN TRANS. BAKD INTO	*									
	0.00	COLL. W/PARKED CAR	*								25	32.05
4	5.12	COLLISION WITH MV ON ROADWAY	*									
	0.00	COLL. W/ PEDESTRIAN	*									
	0.00	COLL. W/ BICYCLE	*								14	17.94
	0.00	COLL. W/ BICYCLE (BIKE LANE)	*								13	16.66
	0.00	COLL. W/ MOPED	*								17	21.79
	0.00	COLL. W/ TRAIN	*								4	5.12
	0.00	COLL. W/ ANIMAL	*								3	3.84
1	1.28	MV HIT SIGN/SIGN POST	*								2	2.56
	0.00	MV HIT UTILITY POLE/LIGHT POLE	*									
	0.00	MV HIT GUARDRAIL	*									
	0.00	MV HIT FENCE	*								53	67.94
	0.00	MV HIT CONCRETE BARRIER WALL	*									0.00
3	3.84	MV HIT BRDGE/PIER/ABUTMNT/RAIL	*								78	100.00
1	1.28	MV HIT TREE/SHRUBBERY	*									
	0.00	COLL. W/CONSTRCTN BARRICDE/SGN	*									
	0.00	COLL. W/TRAFFIC GATE	*									
	0.00	COLL. W/CRASH ATTENUATORS	*									
	0.00	COLL. W/FIXED OBJCT ABOVE ROAD	*									
	0.00	MV HIT OTHER FIXED OBJECT	*									
	0.00	COLL. W/MOVEABLE OBJCT ON ROAD	*									
	0.00	MV RAN INTO DITCH/CULVERT	*									
	0.00	RAN OFF ROAD INTO WATER	*									
	0.00	OVERTURNED	*									
	0.00	OCCUPANT FELL FROM VEHICLE	*									
	0.00	TRACTOR/TRAILER JACKNIFED	*									
	0.00	FIRE	*									
	0.00	EXPLOSION	*									
	0.00	DOWNHILL RUNAWAY	*									
	0.00	CARGO LOSS OR SHIFT	*									
	0.00	SEPARATION OF UNITS	*									
	0.00	MEDIAN CROSSOVER	*									
1	1.28	ALL OTHER (EXPLAIN)	*									

CRASHES BY LIGHTING CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
66	84.61	DAYLIGHT	4	5.12	DARK (STREET LIGHT)
0	0.00	DUSK	8	10.25	DARK (NO STREET LIGHT)
0	0.00	DAWN	0	0.00	UNKNOWN

CRASHES BY ROAD SURFACE CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
67	85.89	DRY	11	14.10	WET
0	0.00	SLIPPERY	0	0.00	ICY
0	0.00	ALL OTHER	0	0.00	UNKNOWN

CRASHES BY WEATHER CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
53	67.94	CLEAR	20	25.64	CLOUDY
5	6.41	RAIN	0	0.00	FOG
0	0.00	ALL OTHER	0	0.00	UNKNOWN

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DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	140	000	3.286	3.592	SR	3	0.306	23	78	29682	4.703	1.299	99.99	0	61	35	\$	18,275,088

TRAFFICWAY CHARACTER (PER CRASH)				DIRECTION OF TRAVEL (PER VEHICLE)					
TOTAL	%	DESCRIPTION	*	TOTAL	%	DESCRIPTION	%	DESCRIPTION	
62	79.48	STRAIGHT-LEVEL	*	49	30.24	EAST	58	35.80	NORTH
12	15.38	STRAIGHT-UPGRADE/DOWNGRADE	*	0	0.00	OFF-ROAD	47	29.01	SOUTH
3	3.84	CURVE-LEVEL	*	0	0.00	UNNWN			
0	0.00	CURVE-UPGRADE/DOWNGRADE	*						

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)				VISION OBSTRUCTED (PER CRASH)						
1ST	%	2ND	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION	
0	0.00	78	100.00	UNKNOWN/NOT CODED	*	5	6.41	28	35.89	UNKNOWN/NOT CODED
78	100.00	0	0.00	NO DEFECTS	*	73	93.58	50	64.10	VISION NOT OBSCURED
0	0.00	0	0.00	OBSTRUCTION WITH WARNING	*	0	0.00	0	0.00	INCLEMENT WEATHER
0	0.00	0	0.00	OBSTRUCTION WITHOUT WARNING	*	0	0.00	0	0.00	PARKED/STOPPED VEHICLE
0	0.00	0	0.00	ROAD UNDER REPAIR/CONSTRUCTI	*	0	0.00	0	0.00	TREES/CROPS/BUSHES
0	0.00	0	0.00	LOOSE SURFACE MATERIALS	*	0	0.00	0	0.00	LOAD ON VEHICLE
0	0.00	0	0.00	SHOULDERS SOFT/LOW/HIGH	*	0	0.00	0	0.00	BUILDING/FIXED OBJECT
0	0.00	0	0.00	HOLES/RUTS/UNSAFE PAVED EDGE	*	0	0.00	0	0.00	SIGNS/BILLBOARDS
0	0.00	0	0.00	STANDING WATER	*	0	0.00	0	0.00	FOG
0	0.00	0	0.00	WORN/POLISHED/ROAD SURFACE	*	0	0.00	0	0.00	SMOKE
0	0.00	0	0.00	ALL OTHER(EXPLAIN)	*	0	0.00	0	0.00	GLARE
					*	0	0.00	0	0.00	ALL OTHER (EXPLAIN)

SITE LOCATION (PER CRASH)				TRAFFIC CONTROL (PER CRASH)				
TOTAL	%	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
12	15.38	NOT AT INTERSECTION/RRX/BRIDGE	*	0	0.00	19	24.35	NOT APPLICABLE
37	47.43	AT INTERSECTION	*	6	7.69	6	7.69	NO CONTROL
5	6.41	INFLUENCED BY INTERSECTION	*	0	0.00	2	2.56	SPECIAL SPEED ZONE
0	0.00	DRIVEWAY ACCESS	*	7	8.97	6	7.69	SPEED CONTROL SIGN
0	0.00	RAILROAD CROSSING	*	0	0.00	0	0.00	SCHOOL ZONE
3	3.84	BRIDGE	*	61	78.20	45	57.69	TRAFFIC SIGNAL
2	2.56	ENTRANCE RAMP	*	2	2.56	0	0.00	STOP SIGN
19	24.35	EXIT RAMP	*	1	1.28	0	0.00	YIELD SIGN
0	0.00	PARKING LOT/TRAFFIC WAY	*	0	0.00	0	0.00	FLASHING LIGHT
0	0.00	PARKING LOT AISLE OR STALL	*	0	0.00	0	0.00	RAILROAD SIGNAL
0	0.00	PRIVATE PROPERTY	*	0	0.00	0	0.00	OFFICER/GUARD/FLAGMAN
0	0.00	TOLL BOOTH	*	1	1.28	0	0.00	POSTED NO U-TURN
0	0.00	PUBLIC BUS STOP ZONE	*	0	0.00	0	0.00	NO PASSING ZONE
0	0.00	ALL OTHER	*	0	0.00	0	0.00	ALL OTHER

SIDE OF ROAD (PER CRASH)				ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)				
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	END OF ST RD	3	3.84	INTERSECTION	107	66.04	UNKNOWN/NOT CODED
22	28.20	LEFT	1	1.28	MEDIAN	48	29.62	NOT DRINKING OR USING DRUGS
0	0.00	PARKING LOT/	52	66.66	RIGHT	1	0.61	ALCOHOL-UNDER INFLUENCE
0	0.00	SIDE RD RIGH	0	0.00	SIDE RD LEFT	0	0.00	DRUGS-UNDER INFLUENCE
						1	0.61	ALCOHOL & DRUGS-UNDER INFLUEN
						0	0.00	HAD BEEN DRINKING
						0	0.00	PENDING BAC TEST RESULTS

WORK AREA (PER VEHICLE/PEDESTRIAN)					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
157	96.91	NONE	0	0.00	NEARBY
0	0.00	ENTERED			

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DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
05	70	140	000	3.286	3.592	SR	3	0.306	23	78	29682	4.703	1.299	99.99	0	61	35 \$	18,275,088

VEHICLE MOVEMENT (PER VEHICLE) *

TOTAL	%	DESCRIPTION	1ST	%	2ND	%	DESCRIPTION
72	44.44	STRAIGHT AHEAD	153	94.44	3	1.85	NO DEFECTS
52	32.09	SLOWING/STOPPED/STALLED	2	1.23	0	0.00	DEFECTIVE BRAKES
16	9.87	MAKING LEFT TURN	0	0.00	0	0.00	WORN/SMOOTH TIRES
0	0.00	BACKING	0	0.00	0	0.00	DEFECTIVE/IMPROPER LIGHTS
11	6.79	MAKING RIGHT TURN	0	0.00	0	0.00	PUNCTURE/BLOWOUT
5	3.08	CHANGING LANES	0	0.00	0	0.00	STEERING MECH.
0	0.00	ENTERING/LEAVING PARKING SPACE	0	0.00	0	0.00	WINDSHIELD WIPERS
0	0.00	PROPERLY PARKED	0	0.00	0	0.00	EQUIPMENT/VEHCILE DEFECT
0	0.00	IMPROPERLY PARKED	1	0.61	0	0.00	ALL OTHER
1	0.61	MAKING U-TURN	0	0.00	0	0.00	UNKNOWN
0	0.00	PASSING					
0	0.00	DRIVERLESS OR RUNAWAY VEH.					
0	0.00	NOT IN TRANSPORT					
0	0.00	ALL OTHERS					

VEHICLE SPEED (BEFORE CRASH) *

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
1	0.61	UNKNOWN	18	11.11	41-50	1	152	157	UNKNOWN/NOT CODED
58	35.80	STOPPED	0	0.00	51-60	84	1	0	NO IMPROPER DRIVING/ACTION
7	4.32	0-5	0	0.00	61-70	43	0	0	CARELESS DRIVING
18	11.11	6-10	0	0.00	71-80	0	2	0	FAILED TO YEILD RIGHT OF WAY
19	11.72	11-15	0	0.00	81-90	0	0	0	IMPROPER BACKING
10	6.17	16-20	0	0.00	91-100	2	0	0	IMPROPER LANE CHANGE
13	8.02	21-30	0	0.00	100+	2	0	0	IMPROPER TURN
13	8.02	31-40	0	0.00	PARKED	1	0	0	ALCOHOL-UNDER INFLUENCE

RESIDENCE (DRIVER AND PEDESTRIAN) *

TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
43	27.38	CNTY OF CR	12	0	0	FOLLOWED TOO CLOSELY
4	2.54	ELSEWHERE	0	0	0	DISREGARDED TRAFFIC SIGNAL
2	1.27	NON-RES	0	0	0	EXCEEDED SAFE SPEED LIMIT
0	0.00	FOREIGN	0	0	0	DISREGARDED STOP SIGN
108	68.78	UNKNOWN	0	0	0	FAILED TO MAINTAIN EQUIP/VEH

SAFETY EQUIPMENT IN USE (PER PERSON) *

1ST	%	2ND	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
4	1.72	36	15.51	UNKNOWN	0	0	0	EXCEEDED STATED SPEED LIMIT
5	2.15	0	0.00	NOT IN USE	0	0	0	OBSTRUCTING TRAFFIC
212	91.37	0	0.00	SEAT BELT/SHOULDER HARNESS	0	0	0	IMPROPER LOAD
7	3.01	1	0.43	CHILD RESTRAINT	0	0	0	DISREGARDED OTHER TRAFFIC CO
0	0.00	19	8.18	AIR BAG - DEPLOYED	0	0	0	DRIVING WRONG SIDE/WAY
0	0.00	174	75.00	AIR BAG - NOT DEPLOYED	0	1	0	FLEEING POLICE
2	0.86	0	0.00	SAFETY HELMENT	12	1	0	VEHICLE MODIFIED
2	0.86	2	0.86	EYE PROTECTION				DRIVER DISTRACTION
0	0.00	0	0.00	OTHER				ALL OTHER (EXPLAIN)

TOTAL # OF VEHICLES: 162 TOTAL # OF DRIVERS: 157 TOTAL # OF PEDESTRIANS: 0
 TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 232

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05	70	140	000	3.592	3.869	SR	3	0.277	20	22	28500	1.526	1.937	63.04	0	26	10	\$	3,361,644

CRASHES PER MONTH

0	JANUARY	2	FEBRUARY	1	MARCH	1	APRIL	1	MAY	4	JUNE
1	JULY	2	AUGUST	4	SEPTEMBER	1	OCTOBER	2	NOVEMBER	3	DECEMBER

NUMBER OF CRASHES PER HARMFUL EVENT

#	%	CATEGORY DESCRIPTION	*	CRASHES PER DAY AND HOUR							TOT	%							
				MON	TUE	WED	THU	FRI	SAT	SUN									
		1ST	*																
			*	** AM **															
		0.00 UNKNOWN/NOT CODED	*	MIDNT - 1:59								0.00							
6	27.27	COLL. W/MV IN TRANS. REAR-END	*	2:00 - 3:59								0.00							
		0.00 COLL. W/MV IN TRANS. HEAD-ON	*	4:00 - 5:59								0.00							
8	36.36	COLL. W/MV IN TRANS. ANGLE	*	6:00 - 7:59							1	2	9.09						
3	13.63	COLL. W/MV IN TRANS. LFT-TURN	*	8:00 - 9:59								2	9.09						
1	4.54	COLL. W/MV IN TRANS. RGT-TURN	*	10:00 - 11:59								1	2	9.09					
		0.00 COLL. W/MV IN TRANS. SIDESWIP	*																
		0.00 COLL. W/MV IN TRANS. BAKD INTO	*	AM TOTAL							1	1	3	6	27.27				
		0.00 COLL. W/PARKED CAR	*																
1	4.54	COLLISION WITH MV ON ROADWAY	*	** PM **															
		0.00 COLL. W/ PEDESTRIAN	*																
		0.00 COLL. W/ BICYCLE	*	NOON - 1:59								0.00							
		0.00 COLL. W/ BICYCLE (BIKE LANE)	*	2:00 - 3:59								2	2	9.09					
		0.00 COLL. W/ MOPED	*	4:00 - 5:59							1	1	3	13.63					
		0.00 COLL. W/ TRAIN	*	6:00 - 7:59							1	1	3	8	36.36				
		0.00 COLL. W/ ANIMAL	*	8:00 - 9:59								1	2	3	13.63				
1	4.54	MV HIT SIGN/SIGN POST	*	10:00 - 11:59									2	3	13.63				
		0.00 MV HIT UTILITY POLE/LIGHT POLE	*																
		0.00 MV HIT GUARDRAIL	*	PM TOTAL							2	1	3	1	1	8	16	72.72	
		0.00 MV HIT FENCE	*	UNKNOWN													0.00		
		0.00 MV HIT CONCRETE BARRIER WALL	*																
		0.00 MV HIT BRDGE/PIER/ABUTMNT/RAIL	*	** TOTAL **							3	1	4	3	1	2	8	22	100.00
		0.00 MV HIT TREE/SHRUBBERY	*																
		0.00 COLL. W/CONSTRCTN BARRICDE/SGN	*	** % **							13.63	4.54	18.18	13.63	4.54	9.09	36.36	100.00	
		0.00 COLL. W/TRAFFIC GATE	*																
		0.00 COLL. W/CRASH ATTENUATORS	*																

CRASHES BY LIGHTING CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
15	68.18	DAYLIGHT	5	22.72	DARK (STREET LIGHT)
0	0.00	DUSK	2	9.09	DARK (NO STREET LIGHT)
0	0.00	DAWN	0	0.00	UNKNOWN

CRASHES BY ROAD SURFACE CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
20	90.90	DRY	2	9.09	WET
0	0.00	SLIPPERY	0	0.00	ICY
0	0.00	ALL OTHER	0	0.00	UNKNOWN

CRASHES BY WEATHER CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
16	72.72	CLEAR	5	22.72	CLOUDY
1	4.54	RAIN	0	0.00	FOG
0	0.00	ALL OTHER	0	0.00	UNKNOWN

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05	70	140	000	3.592	3.869	SR	3	0.277	20	22	28500	1.526	1.937	63.04	0	26	10	\$	3,361,644

TRAFFICWAY CHARACTER (PER CRASH)				DIRECTION OF TRAVEL (PER VEHICLE)					
TOTAL	%	DESCRIPTION	*	TOTAL	%	DESCRIPTION	%	DESCRIPTION	
20	90.90	STRAIGHT-LEVEL	*	7	15.90	EAST	13	29.54	NORTH
2	9.09	STRAIGHT-UPGRADE/DOWNGRADE	*	0	0.00	OFF-ROAD	23	52.27	SOUTH
0	0.00	CURVE-LEVEL	*	0	0.00	UNNWN			
0	0.00	CURVE-UPGRADE/DOWNGRADE	*						

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)					VISION OBSTRUCTED (PER CRASH)				
1ST	%	2ND	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
0	0.00	22	100.00	UNKNOWN/NOT CODED	0	0.00	10	45.45	UNKNOWN/NOT CODED
22	100.00	0	0.00	NO DEFECTS	19	86.36	12	54.54	VISION NOT OBSCURED
0	0.00	0	0.00	OBSTRUCTION WITH WARNING	1	4.54	0	0.00	INCLEMENT WEATHER
0	0.00	0	0.00	OBSTRUCTION WITHOUT WARNING	1	4.54	0	0.00	PARKED/STOPPED VEHICLE
0	0.00	0	0.00	ROAD UNDER REPAIR/CONSTRUCTI	0	0.00	0	0.00	TREES/CROPS/BUSHES
0	0.00	0	0.00	LOOSE SURFACE MATERIALS	0	0.00	0	0.00	LOAD ON VEHICLE
0	0.00	0	0.00	SHOULDERS SOFT/LOW/HIGH	0	0.00	0	0.00	BUILDING/FIXED OBJECT
0	0.00	0	0.00	HOLES/RUTS/UNSAFE PAVED EDGE	0	0.00	0	0.00	SIGNS/BILLBOARDS
0	0.00	0	0.00	STANDING WATER	0	0.00	0	0.00	FOG
0	0.00	0	0.00	WORN/POLISHED/ROAD SURFACE	0	0.00	0	0.00	SMOKE
0	0.00	0	0.00	ALL OTHER(EXPLAIN)	1	4.54	0	0.00	GLARE
					0	0.00	0	0.00	ALL OTHER (EXPLAIN)

SITE LOCATION (PER CRASH)				TRAFFIC CONTROL (PER CRASH)				
TOTAL	%	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
2	9.09	NOT AT INTERSECTION/RRX/BRIDGE	*	0	0.00	7	31.81	NOT APPLICABLE
15	68.18	AT INTERSECTION	*	2	9.09	1	4.54	NO CONTROL
4	18.18	INFLUENCED BY INTERSECTION	*	0	0.00	0	0.00	SPECIAL SPEED ZONE
0	0.00	DRIVEWAY ACCESS	*	0	0.00	3	13.63	SPEED CONTROL SIGN
0	0.00	RAILROAD CROSSING	*	0	0.00	0	0.00	SCHOOL ZONE
1	4.54	BRIDGE	*	19	86.36	10	45.45	TRAFFIC SIGNAL
0	0.00	ENTRANCE RAMP	*	0	0.00	0	0.00	STOP SIGN
0	0.00	EXIT RAMP	*	0	0.00	0	0.00	YIELD SIGN
0	0.00	PARKING LOT/TRAFFIC WAY	*	0	0.00	0	0.00	FLASHING LIGHT
0	0.00	PARKING LOT AISLE OR STALL	*	0	0.00	0	0.00	RAILROAD SIGNAL
0	0.00	PRIVATE PROPERTY	*	0	0.00	0	0.00	OFFICER/GUARD/FLAGMAN
0	0.00	TOLL BOOTH	*	0	0.00	0	0.00	POSTED NO U-TURN
0	0.00	PUBLIC BUS STOP ZONE	*	0	0.00	0	0.00	NO PASSING ZONE
0	0.00	ALL OTHER	*	1	4.54	1	4.54	ALL OTHER

SIDE OF ROAD (PER CRASH)				ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)				
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	END OF ST RD	1	4.54	INTERSECTION	29	65.90	UNKNOWN/NOT CODED
14	63.63	LEFT	1	4.54	MEDIAN	14	31.81	NOT DRINKING OR USING DRUGS
0	0.00	PARKING LOT/	3	13.63	RIGHT	0	0.00	ALCOHOL-UNDER INFLUENCE
0	0.00	SIDE RD RIGH	3	13.63	SIDE RD LEFT	0	0.00	DRUGS-UNDER INFLUENCE
						1	2.27	ALCOHOL & DRUGS-UNDER INFLUEN
						0	0.00	HAD BEEN DRINKING
						0	0.00	PENDING BAC TEST RESULTS

WORK AREA (PER VEHICLE/PEDESTRIAN)					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
44	100.00	NONE	0	0.00	NEARBY
0	0.00	ENTERED			

REPORT..CARPJ12-1
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FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0112

*** SEGMENT RATES SELECTED *** FORMAT: 1 - FULL SUMMARY

FROM: 01/01/2009 TO 12/31/2013 RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 56
 FROM CO/SEC/SUB: 70 140 000 MP: 000.000 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 70 140 000 MP: 003.869 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	140	000	3.592	3.869	SR	3	0.277	20	22	28500	1.526	1.937	63.04	0	26	10	\$	3,361,644

VEHICLE MOVEMENT (PER VEHICLE)				CONTRIBUTING CAUSES - VEHICLE				
TOTAL	%	DESCRIPTION		1ST	%	2ND	%	DESCRIPTION
21	47.72	STRAIGHT AHEAD	*	44	100.00	2	4.54	NO DEFECTS
7	15.90	SLOWING/STOPPED/STALLED	*	0	0.00	0	0.00	DEFECTIVE BRAKES
11	25.00	MAKING LEFT TURN	*	0	0.00	0	0.00	WORN/SMOOTH TIRES
0	0.00	BACKING	*	0	0.00	0	0.00	DEFECTIVE/IMPROPER LIGHTS
2	4.54	MAKING RIGHT TURN	*	0	0.00	0	0.00	PUNCTURE/BLOWOUT
1	2.27	CHANGING LANES	*	0	0.00	0	0.00	STEERING MECH.
0	0.00	ENTERING/LEAVING PARKING SPACE	*	0	0.00	0	0.00	WINDSHIELD WIPERS
1	2.27	PROPERLY PARKED	*	0	0.00	0	0.00	EQUIPMENT/VEHCILE DEFECT
0	0.00	IMPROPERLY PARKED	*	0	0.00	0	0.00	ALL OTHER
1	2.27	MAKING U-TURN	*	0	0.00	0	0.00	UNKNOWN
0	0.00	PASSING	*					
0	0.00	DRIVERLESS OR RUNAWAY VEH.	*					
0	0.00	NOT IN TRANSPORT	*					
0	0.00	ALL OTHERS	*					

VEHICLE SPEED (BEFORE CRASH)				CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
0	0.00	UNKNOWN	14	31.81	41-50	0	43	44	UNKNOWN/NOT CODED
6	13.63	STOPPED	0	0.00	51-60	21	0	0	NO IMPROPER DRIVING/ACTION
4	9.09	0-5	0	0.00	61-70	5	0	0	CARELESS DRIVING
2	4.54	6-10	0	0.00	71-80	9	0	0	FAILED TO YEILD RIGHT OF WAY
5	11.36	11-15	0	0.00	81-90	0	0	0	IMPROPER BACKING
3	6.81	16-20	0	0.00	91-100	1	0	0	IMPROPER LANE CHANGE
5	11.36	21-30	0	0.00	100+	1	0	0	IMPROPER TURN
4	9.09	31-40	1	2.27	PARKED	0	0	0	ALCOHOL-UNDER INFLUENCE

RESIDENCE (DRIVER AND PEDESTRIAN)				CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN			
TOTAL	%	DESCRIPTION		1ST	2ND	3RD	DESCRIPTION
14	31.81	CNTY OF CR	*	1	0	0	FOLLOWED TOO CLOSELY
0	0.00	ELSEWHERE	*	1	0	0	DISREGARDED TRAFFIC SIGNAL
1	2.27	NON-RES	*	0	0	0	EXCEEDED SAFE SPEED LIMIT
0	0.00	FOREIGN	*	0	0	0	DISREGARDED STOP SIGN
29	65.90	UNKNOWN	*	0	0	0	FAILED TO MAINTAIN EQUIP/VEH

SAFETY EQUIPMENT IN USE (PER PERSON)				CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN				
1ST	%	2ND	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
3	4.61	11	16.92	UNKNOWN	0	0	0	EXCEEDED STATED SPEED LIMIT
0	0.00	0	0.00	NOT IN USE	0	0	0	OBSTRUCTING TRAFFIC
59	90.76	0	0.00	SEAT BELT/SHOULDER HARNESS	0	0	0	IMPROPER LOAD
2	3.07	0	0.00	CHILD RESTRAINT	0	0	0	DISREGARDED OTHER TRAFFIC CO
1	1.53	14	21.53	AIR BAG - DEPLOYED	0	0	0	DRIVING WRONG SIDE/WAY
0	0.00	40	61.53	AIR BAG - NOT DEPLOYED	0	0	0	FLEEING POLICE
0	0.00	0	0.00	SAFETY HELMENT	5	0	0	VEHICLE MODIFIED
0	0.00	0	0.00	EYE PROTECTION				DRIVER DISTRACTION
0	0.00	0	0.00	OTHER				ALL OTHER (EXPLAIN)

TOTAL # OF VEHICLES: 44 TOTAL # OF DRIVERS: 44 TOTAL # OF PEDESTRIANS: 0
 TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 65

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FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

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DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	140	000	3.869	3.869	SR	3	0.000	23	16	28500	0.000	1.299	0.00	0	23	6	\$	3,748,736

CRASHES PER MONTH

0	JANUARY	2	FEBRUARY	1	MARCH	1	APRIL	1	MAY	2	JUNE
1	JULY	1	AUGUST	4	SEPTEMBER	0	OCTOBER	1	NOVEMBER	2	DECEMBER

NUMBER OF CRASHES PER HARMFUL EVENT

#	%	CATEGORY DESCRIPTION	*	CRASHES PER DAY AND HOUR							TOT	%
				MON	TUE	WED	THU	FRI	SAT	SUN		
		UNKNOWN/NOT CODED	*	** AM **								
			*	MIDNT - 1:59								0.00
2	12.50	COLL. W/MV IN TRANS. REAR-END	*	2:00 - 3:59								0.00
	0.00	COLL. W/MV IN TRANS. HEAD-ON	*	4:00 - 5:59								0.00
8	50.00	COLL. W/MV IN TRANS. ANGLE	*	6:00 - 7:59								0.00
3	18.75	COLL. W/MV IN TRANS. LFT-TURN	*	8:00 - 9:59							1	6.25
1	6.25	COLL. W/MV IN TRANS. RGT-TURN	*	10:00 - 11:59							1	6.25
	0.00	COLL. W/MV IN TRANS. SIDESWIP	*									
	0.00	COLL. W/MV IN TRANS. BAKD INTO	*	AM TOTAL							2	12.50
	0.00	COLL. W/PARKED CAR	*									
	0.00	COLLISION WITH MV ON ROADWAY	*	** PM **								
	0.00	COLL. W/ PEDESTRIAN	*									
	0.00	COLL. W/ BICYCLE	*	NOON - 1:59								0.00
	0.00	COLL. W/ BICYCLE (BIKE LANE)	*	2:00 - 3:59							1	6.25
	0.00	COLL. W/ MOPED	*	4:00 - 5:59							1	12.50
	0.00	COLL. W/ TRAIN	*	6:00 - 7:59							1	50.00
	0.00	COLL. W/ ANIMAL	*	8:00 - 9:59							2	18.75
1	6.25	MV HIT SIGN/SIGN POST	*	10:00 - 11:59							3	0.00
	0.00	MV HIT UTILITY POLE/LIGHT POLE	*									
	0.00	MV HIT GUARDRAIL	*	PM TOTAL							2	87.50
	0.00	MV HIT FENCE	*	UNKNOWN							1	0.00
	0.00	MV HIT CONCRETE BARRIER WALL	*									
	0.00	MV HIT BRDGE/PIER/ABUTMNT/RAIL	*	** TOTAL **							2	100.00
	0.00	MV HIT TREE/SHRUBBERY	*								1	
	0.00	COLL. W/CONSTRCTN BARRICDE/SGN	*	** % **							12.50	43.75
	0.00	COLL. W/TRAFFIC GATE	*								6.25	100.00

CRASHES BY LIGHTING CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
9	56.25	DAYLIGHT	5	31.25	DARK (STREET LIGHT)
0	0.00	DUSK	2	12.50	DARK (NO STREET LIGHT)
0	0.00	DAWN	0	0.00	UNKNOWN

CRASHES BY ROAD SURFACE CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
14	87.50	DRY	2	12.50	WET
0	0.00	SLIPPERY	0	0.00	ICY
0	0.00	ALL OTHER	0	0.00	UNKNOWN

CRASHES BY WEATHER CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
11	68.75	CLEAR	4	25.00	CLOUDY
1	6.25	RAIN	0	0.00	FOG
0	0.00	ALL OTHER	0	0.00	UNKNOWN

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DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	140	000	3.869	3.869	SR	3	0.000	23	16	28500	0.000	1.299	0.00	0	23	6	\$	3,748,736

TRAFFICWAY CHARACTER (PER CRASH)					DIRECTION OF TRAVEL (PER VEHICLE)				
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	%	DESCRIPTION	%	DESCRIPTION
16	100.00	STRAIGHT-LEVEL	7	21.87	EAST	11	34.37		NORTH
0	0.00	STRAIGHT-UPGRADE/DOWNGRADE	0	0.00	OFF-ROAD	14	43.75		SOUTH
0	0.00	CURVE-LEVEL	0	0.00	UNNWN				
0	0.00	CURVE-UPGRADE/DOWNGRADE							

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)					VISION OBSTRUCTED (PER CRASH)				
1ST	%	2ND	DESCRIPTION	1ST	%	2ND	%	DESCRIPTION	
0	0.00	16	100.00 UNKNOWN/NOT CODED	0	0.00	7	43.75	UNKNOWN/NOT CODED	
16	100.00	0	0.00 NO DEFECTS	13	81.25	9	56.25	VISION NOT OBSCURED	
0	0.00	0	0.00 OBSTRUCTION WITH WARNING	1	6.25	0	0.00	INCLEMENT WEATHER	
0	0.00	0	0.00 OBSTRUCTION WITHOUT WARNING	1	6.25	0	0.00	PARKED/STOPPED VEHICLE	
0	0.00	0	0.00 ROAD UNDER REPAIR/CONSTRUCTI	0	0.00	0	0.00	TREES/CROPS/BUSHES	
0	0.00	0	0.00 LOOSE SURFACE MATERIALS	0	0.00	0	0.00	LOAD ON VEHICLE	
0	0.00	0	0.00 SHOULDERS SOFT/LOW/HIGH	0	0.00	0	0.00	BUILDING/FIXED OBJECT	
0	0.00	0	0.00 HOLES/RUTS/UNSAFE PAVED EDGE	0	0.00	0	0.00	SIGNS/BILLBOARDS	
0	0.00	0	0.00 STANDING WATER	0	0.00	0	0.00	FOG	
0	0.00	0	0.00 WORN/POLISHED/ROAD SURFACE	0	0.00	0	0.00	SMOKE	
0	0.00	0	0.00 ALL OTHER(EXPLAIN)	1	6.25	0	0.00	GLARE	
				0	0.00	0	0.00	ALL OTHER (EXPLAIN)	

SITE LOCATION (PER CRASH)					TRAFFIC CONTROL (PER CRASH)				
TOTAL	%	DESCRIPTION	1ST	%	2ND	%	DESCRIPTION		
0	0.00	NOT AT INTERSECTION/RRX/BRIDGE	0	0.00	5	31.25	NOT APPLICABLE		
15	93.75	AT INTERSECTION	0	0.00	0	0.00	NO CONTROL		
1	6.25	INFLUENCED BY INTERSECTION	0	0.00	0	0.00	SPECIAL SPEED ZONE		
0	0.00	DRIVEWAY ACCESS	0	0.00	2	12.50	SPEED CONTROL SIGN		
0	0.00	RAILROAD CROSSING	0	0.00	0	0.00	SCHOOL ZONE		
0	0.00	BRIDGE	16	100.00	9	56.25	TRAFFIC SIGNAL		
0	0.00	ENTRANCE RAMP	0	0.00	0	0.00	STOP SIGN		
0	0.00	EXIT RAMP	0	0.00	0	0.00	YIELD SIGN		
0	0.00	PARKING LOT/TRAFFIC WAY	0	0.00	0	0.00	FLASHING LIGHT		
0	0.00	PARKING LOT AISLE OR STALL	0	0.00	0	0.00	RAILROAD SIGNAL		
0	0.00	PRIVATE PROPERTY	0	0.00	0	0.00	OFFICER/GUARD/FLAGMAN		
0	0.00	TOLL BOOTH	0	0.00	0	0.00	POSTED NO U-TURN		
0	0.00	PUBLIC BUS STOP ZONE	0	0.00	0	0.00	NO PASSING ZONE		
0	0.00	ALL OTHER	0	0.00	0	0.00	ALL OTHER		

SIDE OF ROAD (PER CRASH)					ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)				
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	
0	0.00	END OF ST RD	1	6.25	INTERSECTION	22	68.75	UNKNOWN/NOT CODED	
9	56.25	LEFT	1	6.25	MEDIAN	10	31.25	NOT DRINKING OR USING DRUGS	
0	0.00	PARKING LOT/	2	12.50	RIGHT	0	0.00	ALCOHOL-UNDER INFLUENCE	
0	0.00	SIDE RD RIGH	3	18.75	SIDE RD LEFT	0	0.00	DRUGS-UNDER INFLUENCE	
						0	0.00	ALCOHOL & DRUGS-UNDER INFLUEN	
						0	0.00	HAD BEEN DRINKING	
						0	0.00	PENDING BAC TEST RESULTS	

WORK AREA (PER VEHICLE/PEDESTRIAN)					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
32	100.00	NONE	0	0.00	NEARBY
0	0.00	ENTERED			

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05	70	140	000	3.869	3.869	SR	3	0.000	23	16	28500	0.000	1.299	0.00	0	23	6	\$	3,748,736

VEHICLE MOVEMENT (PER VEHICLE) *

TOTAL	%	DESCRIPTION	1ST	%	2ND	%	DESCRIPTION
14	43.75	STRAIGHT AHEAD	32	100.00	0	0.00	NO DEFECTS
3	9.37	SLOWING/STOPPED/STALLED	0	0.00	0	0.00	DEFECTIVE BRAKES
11	34.37	MAKING LEFT TURN	0	0.00	0	0.00	WORN/SMOOTH TIRES
0	0.00	BACKING	0	0.00	0	0.00	DEFECTIVE/IMPROPER LIGHTS
2	6.25	MAKING RIGHT TURN	0	0.00	0	0.00	PUNCTURE/BLOWOUT
1	3.12	CHANGING LANES	0	0.00	0	0.00	STEERING MECH.
0	0.00	ENTERING/LEAVING PARKING SPACE	0	0.00	0	0.00	WINDSHIELD WIPERS
0	0.00	PROPERLY PARKED	0	0.00	0	0.00	EQUIPMENT/VEHCILE DEFECT
0	0.00	IMPROPERLY PARKED	0	0.00	0	0.00	ALL OTHER
1	3.12	MAKING U-TURN	0	0.00	0	0.00	UNKNOWN
0	0.00	PASSING					
0	0.00	DRIVERLESS OR RUNAWAY VEH.					
0	0.00	NOT IN TRANSPORT					
0	0.00	ALL OTHERS					

VEHICLE SPEED (BEFORE CRASH) *

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
0	0.00	UNKNOWN	12	37.50	41-50	0	32	32	UNKNOWN/NOT CODED
3	9.37	STOPPED	0	0.00	51-60	15	0	0	NO IMPROPER DRIVING/ACTION
3	9.37	0-5	0	0.00	61-70	3	0	0	CARELESS DRIVING
1	3.12	6-10	0	0.00	71-80	9	0	0	FAILED TO YEILD RIGHT OF WAY
5	15.62	11-15	0	0.00	81-90	0	0	0	IMPROPER BACKING
3	9.37	16-20	0	0.00	91-100	1	0	0	IMPROPER LANE CHANGE
4	12.50	21-30	0	0.00	100+	1	0	0	IMPROPER TURN
1	3.12	31-40	0	0.00	PARKED	0	0	0	ALCOHOL-UNDER INFLUENCE

RESIDENCE (DRIVER AND PEDESTRIAN) *

TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
9	28.12	CNTY OF CR	1	0	0	FOLLOWED TOO CLOSELY
0	0.00	ELSEWHERE	0	0	0	DISREGARDED TRAFFIC SIGNAL
1	3.12	NON-RES	0	0	0	EXCEEDED SAFE SPEED LIMIT
0	0.00	FOREIGN	0	0	0	DISREGARDED STOP SIGN
22	68.75	UNKNOWN	0	0	0	FAILED TO MAINTAIN EQUIP/VEH

SAFETY EQUIPMENT IN USE (PER PERSON) *

1ST	%	2ND	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
2	4.00	9	18.00	UNKNOWN	0	0	0	EXCEEDED STATED SPEED LIMIT
0	0.00	0	0.00	NOT IN USE	0	0	0	OBSTRUCTING TRAFFIC
46	92.00	0	0.00	SEAT BELT/SHOULDER HARNESS	0	0	0	IMPROPER LOAD
1	2.00	0	0.00	CHILD RESTRAINT	0	0	0	DISREGARDED OTHER TRAFFIC CO
1	2.00	13	26.00	AIR BAG - DEPLOYED	0	0	0	DRIVING WRONG SIDE/WAY
0	0.00	28	56.00	AIR BAG - NOT DEPLOYED	0	0	0	FLEEING POLICE
0	0.00	0	0.00	SAFETY HELMENT	2	0	0	VEHICLE MODIFIED
0	0.00	0	0.00	EYE PROTECTION				DRIVER DISTRACTION
0	0.00	0	0.00	OTHER				ALL OTHER (EXPLAIN)

TOTAL # OF VEHICLES: 32 TOTAL # OF DRIVERS: 32 TOTAL # OF PEDESTRIANS: 0
 TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 50

REPORT..CARPJ12-1
 DATE...2015-03-03
 TIME...10:25:30:9
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0112

*** SEGMENT RATES SELECTED *** FORMAT: 1 - FULL SUMMARY

FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL OVERRIDE VALUES: MAX # OF BREAKS => 56
 FROM CO/SEC/SUB: 70 140 000 MP: 000.000 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 70 140 000 MP: 003.869 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	140	000	0.000	3.869	SR	3	3.869	24	808	31477	3.633	1.611	99.99	3	664	404	\$	160,685,344

TRAFFICWAY CHARACTER (PER CRASH)					DIRECTION OF TRAVEL (PER VEHICLE)				
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	%	DESCRIPTION	%	DESCRIPTION
786	97.27	STRAIGHT-LEVEL	203	11.94	EAST	599	35.23	NORTH	
15	1.85	STRAIGHT-UPGRADE/DOWNGRADE	0	0.00	OFF-ROAD	654	38.47	SOUTH	
6	0.74	CURVE-LEVEL	0	0.00	UNNWN				
0	0.00	CURVE-UPGRADE/DOWNGRADE							

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)					VISION OBSTRUCTED (PER CRASH)				
1ST	%	2ND	DESCRIPTION	1ST	%	2ND	%	DESCRIPTION	
0	0.00	808	100.00 UNKNOWN/NOT CODED	43	5.32	316	39.10	UNKNOWN/NOT CODED	
798	98.76	0	0.00 NO DEFECTS	729	90.22	485	60.02	VISION NOT OBSCURED	
1	0.12	0	0.00 OBSTRUCTION WITH WARNING	6	0.74	2	0.24	INCLEMENT WEATHER	
1	0.12	0	0.00 OBSTRUCTION WITHOUT WARNING	24	2.97	4	0.49	PARKED/STOPPED VEHICLE	
3	0.37	0	0.00 ROAD UNDER REPAIR/CONSTRUCTI	0	0.00	0	0.00	TREES/CROPS/BUSHES	
0	0.00	0	0.00 LOOSE SURFACE MATERIALS	0	0.00	0	0.00	LOAD ON VEHICLE	
0	0.00	0	0.00 SHOULDERS SOFT/LOW/HIGH	0	0.00	0	0.00	BUILDING/FIXED OBJECT	
0	0.00	0	0.00 HOLES/RUTS/UNSAFE PAVED EDGE	0	0.00	0	0.00	SIGNS/BILLBOARDS	
4	0.49	0	0.00 STANDING WATER	0	0.00	0	0.00	FOG	
0	0.00	0	0.00 WORN/POLISHED/ROAD SURFACE	0	0.00	0	0.00	SMOKE	
1	0.12	0	0.00 ALL OTHER(EXPLAIN)	3	0.37	0	0.00	GLARE	
				3	0.37	1	0.12	ALL OTHER (EXPLAIN)	

SITE LOCATION (PER CRASH)					TRAFFIC CONTROL (PER CRASH)				
TOTAL	%	DESCRIPTION	1ST	%	2ND	%	DESCRIPTION		
128	15.84	NOT AT INTERSECTION/RRX/BRIDGE	0	0.00	233	28.83	NOT APPLICABLE		
440	54.45	AT INTERSECTION	232	28.71	230	28.46	NO CONTROL		
147	18.19	INFLUENCED BY INTERSECTION	2	0.24	3	0.37	SPECIAL SPEED ZONE		
68	8.41	DRIVEWAY ACCESS	121	14.97	48	5.94	SPEED CONTROL SIGN		
0	0.00	RAILROAD CROSSING	0	0.00	0	0.00	SCHOOL ZONE		
4	0.49	BRIDGE	375	46.41	274	33.91	TRAFFIC SIGNAL		
2	0.24	ENTRANCE RAMP	69	8.53	15	1.85	STOP SIGN		
19	2.35	EXIT RAMP	2	0.24	1	0.12	YIELD SIGN		
0	0.00	PARKING LOT/TRAFFIC WAY	0	0.00	0	0.00	FLASHING LIGHT		
0	0.00	PARKING LOT AISLE OR STALL	0	0.00	0	0.00	RAILROAD SIGNAL		
0	0.00	PRIVATE PROPERTY	1	0.12	1	0.12	OFFICER/GUARD/FLAGMAN		
0	0.00	TOLL BOOTH	1	0.12	0	0.00	POSTED NO U-TURN		
0	0.00	PUBLIC BUS STOP ZONE	0	0.00	1	0.12	NO PASSING ZONE		
0	0.00	ALL OTHER	5	0.61	2	0.24	ALL OTHER		

SIDE OF ROAD (PER CRASH)					ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)				
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	
0	0.00	END OF ST RD	12	1.48	INTERSECTION	1,143	67.23	UNKNOWN/NOT CODED	
361	44.67	LEFT	25	3.09	MEDIAN	502	29.52	NOT DRINKING OR USING DRUGS	
0	0.00	PARKING LOT/	361	44.67	RIGHT	18	1.05	ALCOHOL-UNDER INFLUENCE	
29	3.58	SIDE RD RIGH	19	2.35	SIDE RD LEFT	3	0.17	DRUGS-UNDER INFLUENCE	
						8	0.47	ALCOHOL & DRUGS-UNDER INFLUEN	
						3	0.17	HAD BEEN DRINKING	
						1	0.05	PENDING BAC TEST RESULTS	

WORK AREA (PER VEHICLE/PEDESTRIAN)					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
1,638	96.35	NONE	4	0.23	NEARBY
18	1.05	ENTERED			

REPORT..CARPJ12-1
 DATE...2015-03-03
 TIME...10:25:30:9
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0112

*** SEGMENT RATES SELECTED *** FORMAT: 1 - FULL SUMMARY

FROM: 01/01/2009 TO 12/31/2013 RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 56
 FROM CO/SEC/SUB: 70 140 000 MP: 000.000 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 70 140 000 MP: 003.869 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
05	70	140	000	0.000	3.869	SR	3	3.869	24	808	31477	3.633	1.611	99.99	3	664	404	\$ 160,685,344

VEHICLE MOVEMENT (PER VEHICLE)				CONTRIBUTING CAUSES - VEHICLE				
TOTAL	%	DESCRIPTION		1ST	%	2ND	%	DESCRIPTION
808	47.52	STRAIGHT AHEAD	*	1,608	94.58	43	2.52	NO DEFECTS
496	29.17	SLOWING/STOPPED/STALLED	*	6	0.35	0	0.00	DEFECTIVE BRAKES
196	11.52	MAKING LEFT TURN	*	5	0.29	0	0.00	WORN/SMOOTH TIRES
6	0.35	BACKING	*	0	0.00	0	0.00	DEFECTIVE/IMPROPER LIGHTS
59	3.47	MAKING RIGHT TURN	*	1	0.05	0	0.00	PUNCTURE/BLOWOUT
53	3.11	CHANGING LANES	*	1	0.05	0	0.00	STEERING MECH.
0	0.00	ENTERING/LEAVING PARKING SPACE	*	0	0.00	0	0.00	WINDSHIELD WIPERS
3	0.17	PROPERLY PARKED	*	0	0.00	0	0.00	EQUIPMENT/VEHCILE DEFECT
0	0.00	IMPROPERLY PARKED	*	7	0.41	0	0.00	ALL OTHER
5	0.29	MAKING U-TURN	*	0	0.00	0	0.00	UNKNOWN
1	0.05	PASSING	*					
0	0.00	DRIVERLESS OR RUNAWAY VEH.	*					
0	0.00	NOT IN TRANSPORT	*					
9	0.52	ALL OTHERS	*					

VEHICLE SPEED (BEFORE CRASH)				CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
21	1.23	UNKNOWN	165	9.70	41-50	8	1,625	1,674	UNKNOWN/NOT CODED
460	27.05	STOPPED	2	0.11	51-60	887	1	0	NO IMPROPER DRIVING/ACTION
141	8.29	0-5	3	0.17	61-70	357	8	1	CARELESS DRIVING
166	9.76	6-10	0	0.00	71-80	191	7	0	FAILED TO YIELD RIGHT OF WAY
132	7.76	11-15	0	0.00	81-90	6	0	0	IMPROPER BACKING
101	5.94	16-20	0	0.00	91-100	12	0	0	IMPROPER LANE CHANGE
181	10.64	21-30	0	0.00	100+	18	5	0	IMPROPER TURN
274	16.11	31-40	3	0.17	PARKED	2	5	0	ALCOHOL-UNDER INFLUENCE

RESIDENCE (DRIVER AND PEDESTRIAN)				CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN			
TOTAL	%	DESCRIPTION		1ST	2ND	3RD	DESCRIPTION
489	29.69	CNTY OF CR	*	23	2	0	FOLLOWED TOO CLOSELY
17	1.03	ELSEWHERE	*	38	2	1	DISREGARDED TRAFFIC SIGNAL
10	0.60	NON-RES	*	18	12	0	EXCEEDED SAFE SPEED LIMIT
0	0.00	FOREIGN	*	5	0	0	DISREGARDED STOP SIGN
1,160	70.43	UNKNOWN	*	1	0	0	FAILED TO MAINTAIN EQUIP/VEH

SAFETY EQUIPMENT IN USE (PER PERSON)				CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN				
1ST	%	2ND	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
108	4.29	540	21.45	UNKNOWN	4	0	0	EXCEEDED STATED SPEED LIMIT
124	4.92	1	0.03	NOT IN USE	3	0	0	OBSTRUCTING TRAFFIC
2,180	86.61	2	0.07	SEAT BELT/SHOULDER HARNESS	0	0	0	IMPROPER LOAD
74	2.94	4	0.15	CHILD RESTRAINT	3	0	0	DISREGARDED OTHER TRAFFIC CO
3	0.11	228	9.05	AIR BAG - DEPLOYED	1	0	1	DRIVING WRONG SIDE/WAY
7	0.27	1,732	68.81	AIR BAG - NOT DEPLOYED	2	0	0	FLEEING POLICE
12	0.47	0	0.00	SAFETY HELMENT	0	0	0	VEHICLE MODIFIED
9	0.35	10	0.39	EYE PROTECTION	3	2	0	DRIVER DISTRACTION
0	0.00	0	0.00	OTHER	93	6	0	ALL OTHER (EXPLAIN)

TOTAL # OF VEHICLES: 1,700 TOTAL # OF DRIVERS: 1,647 TOTAL # OF PEDESTRIANS: 29
 TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 2,517

REPORT...CARPJ12-01
 DATE...03/03/2015
 TIME...10:25:32

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 23
 USERID: KNGMBPR
 I/O.... CAR0112

COMMENT:

FROM: 01/01/2009 TO 12/31/2013
 FROM CO/SEC/SUB: 70 140 000
 TO CO/SEC/SUB: 70 140 000

MP: 000.000
 MP: 003.869

RAMPS INCL
 INFL INCL
 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2009	0	0	0	70	109	53	123	0	109	13	1
2010	1	1	1	80	139	68	149	1	140	19	7
2011	0	0	0	87	149	69	156	0	149	15	9
2012	2	2	0	83	140	113	198	2	140	29	12
2013	0	0	0	81	126	101	182	0	126	22	8
TOTAL	3	3	1	401	663	404	808	3	664	98	37

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORT...CARPJ12-01
 DATE...03/03/2015
 TIME...10:25:32

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 *** REPORT TOTALS ***

PAGE NO: 24
 USERID: KNGMBPR
 I/O.... CAR0112

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2009	0	0	0	70	109	53	123	0	109	13	1
2010	1	1	1	80	139	68	149	1	140	19	7
2011	0	0	0	87	149	69	156	0	149	15	9
2012	2	2	0	83	140	113	198	2	140	29	12
2013	0	0	0	81	126	101	182	0	126	22	8
TOTAL	3	3	1	401	663	404	808	3	664	98	37

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          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAAAA      RRRRRRRRRRRR
       CCC             AAA      AAA      RRR      RRR
      CCC             AAA      AAA      RRR      RRR
     CCC             AAAAAAAAAA      RRRRRRRRRRRR
    CCC             AAAAAAAAAAAA      RRRRRRRRRRRRRR
   CCC             AAA      AAA      RRR      RRR
  CCC             AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRRR
CCCCCCCCCCCC      AAA      AAA      RRR      RRRRRR
```

C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```
I/O NAME: ..... CARI113
PROGRAM ID: ..... CARPJ13
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... LOCAL
# COPIES: ..... 01
ACCOUNT #: ..... 5565945
SUBMIT W/HOLD? ..... N
USERID: ..... KINGMBPR
DETAIL SORT ORDER: ..... 1 - SORT BY ROADWAY, MILE POINT
PRINT SEGMENTS? ..... Y
PRINT INTERSECTIONS? ..... N
SUMMARY FORMAT: ..... 1 - FULL SUMMARY
OVERRIDE VALUES:
MAX # OF BREAKS: ..... 56
CRASH RATE CATEGORY: ...
AVERAGE DAILY TRAFFIC:..
# OF LEGS: .....
```


REPORT...CARPJ13-01
DATE...03/03/2015
TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 2
USERID: KNGMBPR
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2009 TO 12/31/2013
FROM CO/SEC/SUB: 70 140 000
TO CO/SEC/SUB: 70 140 000

RAMPS INCL
INFL INCL
MP: 000.000
CR/OS INCL
MP: 003.869

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N		
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI	
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	HS	HO	H	IP	NU	IG	V	E	I	BJ
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU		
E	T	I	BI	O	S	GI	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR					
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E					
	N	N	T			Y	1	G	L	S	N	#											1	1	F1	D													
820080630	70140000	00.032	0928		3	028000	11	02	13	18	U-4DR	0	01	2	1	1	01	01	04	R	2	01	01	01	N	01	17	29	01	01	01	N	08	00	49	2	0	00	
836950900	70140000	00.032	0928		3	026000	13	12	09	15	U-4DR	0	10	1	1	1	06	01	02	S	C	03	01	01	W	00	03	50	88	88	88	U	00	00	16	1	0	00	
820974060	70140000	00.068	0929		3	028000	11	04	17	12	U-4DR	0	09	1	1	1	01	01	02	R	2	02	01	06	N	04	77	87	03	01	01	N	13	00	75	2	0	01	
832330720	70140000	00.073	0929		3	026000	12	11	09	22	U-4DR	0	4	1	1	01	01	02	R	1																			
774433630	70140000	00.077	0929		3	036000	09	02	06	15	U-4DR	0	04	1	1	1	03	01	02	L	2	01	01	03	W	05	03	17	01	01	01	S	01	00	16	2	0	02	
776782540	70140000	00.077	0929		3	036000	09	06	11	12	U-4DR	0	04	1	1	1	03	01	02	L	2	01	01	03	W	04	03	82	01	01	01	S	01	00	65	2	0	01	
828366370	70140000	00.077	0929		3	026000	12	01	27	17	U-4DR	0	03	2	2	1	01	01	02	L	2	03	01	03	N	02	03	68	01	01	01	S	14	00	58	2	0	01	
828870360	70140000	00.077	0929		3	026000	12	04	04	16	U-4DR	0	03	1	1	1	01	01	02	L	2	01	01	03	N	06	03	89	03	01	01	S	01	00	58	3	0	03	
819826630	70140000	00.077	0929		3	026000	12	08	28	15	U-4DR	0	11	1	2	1	01	01	02	L	1	01	01	01	S	01	01	69	10	00	88		00	00	78	2	0	01	
836787940	70140000	00.077	0929		3	026000	13	12	02	16	U-4DR	0	03	2	1	1	01	01	02	L	2	03	01	03	N	01	03	75	01	01	01	S	01	00	45	2	0	00	
819908980	70140000	00.083	0929		3	026000	12	04	12	15	U-4DR	0	03	1	1	1	01	01	02	R	2	01	01	06	S	14	06	18	05	03	03	S	04	00	38	2	0	00	
820750190	70140000	00.091	0929		3	028000	11	10	08	19	U-4DR	0	16	4	3	2	01	01	03	M	M	01	01	01	N	01	02	53											
819583360	70140000	00.112	0929		3	028000	11	03	01	10	U-4DR	0	1	2	2	05	01	01	R	2																			
822450880	70140000	00.112	0929		3	028000	11	09	17	13	U-4DR	0	11	1	1	1	01	01	04	R	K	77	01	01	S	12	03	63	02	01	02	W	00	00	41	2	0	01	
836787690Y	70070038	00.117	2283	528	000000	13	11	10	14	RRAMP	3	01	1	1	1	05	01	08	R	X	02	01	01	E	02	02	48	02	01	02	E	09	00	64	2	0	01		
833116600Y	70070038	00.122	2283	528	000000	13	07	30	16	RRAMP	0	01	1	1	1	01	01	08	R	X	03	01	01	E	01	02	21	01	01	01	E	08	00	26	2	0	01		
774435800Y	70070038	00.125	2283	528	000000	09	02	25	16	RRAMP	0	01	1	1	1	05	01	08	R	X	01	01	01	E	01	02	28	01	01	02	E	08	00	64	2	0	01		
831945310Y	70070038	00.126	2283	528	000000	12	10	15	08	RRAMP	0	01	1	1	1	05	01	08	R	X	01	01	01	E	01	02	50	01	01	02	E	08	00	28	2	0	01		
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820083100Y	70070038	00.129	2283	528	000000	11	03	11	12	RRAMP	0	01	1	1	1	05	01	01	R	X	02	01	01	E	01	02	50	01	01	02	E	08	01	72	2	0	02		
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774416270	70070038	00.131	2283	528	000000	09	01	25	01	RRAMP	0	01	5	1	1	05	01	08	R	X	03	01	02	E	08	01	18	02	01	01	E	01	00	00	2	0	00		
774469970	70070038	00.131	2283	528	000000	09	05	25	14	RRAMP	0	01	1	1	1	05	01	08	R	X	03	01	01	E	00	02	28	01	01	02	E	08	00	59	2	0	00		
776921590	70070038	00.131	2283	528	000000	10	04	12	16	RRAMP	0	01	1	1	1	05	01	08	R	X	03	01	01	E	02	02	19	01	01	02	E	08	00	50	2	0	01		
820081290	70070038	00.131	2283	528	000000	10	12	18	15	RRAMP	0	01	1	3	2	05	01	08	R	X	01	01	01	E	02	02	21	03	01	02	E	08	00	44	2	0	02		
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832347650	70140000	00.149	0930		3	026000	12	12	17	08	U-4DR	0	01	1	1	1	05	01	02	L	2	03	01	01	S	01	02	66	01	01	02	S	08	00	37	2	0	00	
776920300	70140000	00.157	0930		3	036000	10	04	22	06	U-4DR	0	10	5	1	1	03	01	02	L	2	88	88	88	U	00	03	36	01	01	01	S	01	00	45	1	0	01	

REPORT...CARPJ13-01
DATE...03/03/2015
TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 3
USERID: KNGMBPR
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2009 TO 12/31/2013
FROM CO/SEC/SUB: 70 140 000
TO CO/SEC/SUB: 70 140 000

RAMPS INCL
INFL INCL
CR/OS INCL
MP: 000.000
MP: 003.869

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N		
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI	
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN
S	M	O	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	E	I	BJ		
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU		
E	T	I	BI	O	S	GI	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR					
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E					
	N	N	T			Y	1	G	L	S	N	#							1	1	F1	D					2	F2	D	S	D	D							
776782760	70140000	00.158	0930		3	036000	09	08	26	12	U-4DR	0	03	1	1	1	06	01	02	R	1	03	01	01	W	00	03	00	01	01	01	N	14	00	35	2	0	00	
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776981260	70140000	00.158	0930		3	036000	10	08	16	09	U-4DR	0	03	1	1	1	06	01	04	R	1	03	01	01	W	01	03	64	03	01	01	N	06	00	59	2	0	00	
776981320	70140000	00.158	0930		3	036000	10	09	04	10	U-4DR	0	03	1	1	1	06	01	04	R	2	03	01	01	W	01	03	32	03	01	01	N	04	00	17	2	0	01	
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774397210	70140000	00.282	2278		3	036000	09	03	15	19	U-4DR	0	01	4	1	1	03	01	03	L	2	03	01	01	S	01	02	00	01	01	01	S	09	00	80	2	0	01	
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806323930	70140000	00.287	2278		3	036000	10	08	10	16	U-4DR	0	01	1	2	1	03	01	03	L	2	03	01	01	S	01	02	17	01	01	02	S	08	00	16	2	0	00	
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828497100	70140000	00.296	2278		3	026000	12	02	22	12	U-4DR	0	01	1	1	1	05	01	02	R	2	01	01	06	N	02	02	70	01	01	01	N	09	00	65	2	0	00	
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REPORT...CARPJ13-01
DATE...03/03/2015
TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 6
USERID: KNGMBPR
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2009 TO 12/31/2013
FROM CO/SEC/SUB: 70 140 000
TO CO/SEC/SUB: 70 140 000

RAMPS INCL
INFL INCL
CR/OS INCL
MP: 000.000
MP: 003.869

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N					
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI				
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN			
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	IP	IE	IV	NA	TS	VE	E	I	BJ
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU					
E	T	I	BI	O	S	GI	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR								
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E								
N	N	T	Y	1	G	L	S	N	#	1	1	F1	D	2	F2	D	S	D	D																							
822736350Y70140000	00.596	0937	3	028000	11	10	13	14	U-4DR	0	03	1	2	1	05	01	03	S	1	01	01	10	N	06	02	24	02	01	02	W	14	00	44	2	0	00						
828905300	00.596	0937	3	026000	12	03	16	13	U-4DR	0	03	1	1	1	05	01	02	R	2	01	01	01	N	01	03	26	01	01	03	S	14	00	64	2	0	01						
831637350	00.596	0937	3	026000	12	06	16	09	U-4DR	0	1	1	1	05	01	02	S	C								00	10	00	88	00												
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806350970	00.605	0937	3	036000	10	09	17	23	U-4DR	1	01	4	1	1	03	01	02	L	2	01	01	01	S	01	02	36	01	01	02	S	08	07	26	2	0	00						
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822063790	00.661	0938	3	026000	12	10	21	12	U-4DR	0	01	1	1	1	01	01	02	L	1	01	08	01	S	01	02	00	01	01	01	S	01	00	34	2	0	02						
774465720	00.670	0938	3	036000	09	03	20	16	U-4DR	0	03	1	1	1	01	01	02	L	2	01	01	03	N	01	03	50	01	01	01	S	01	00	17	2	0	01						
776877920	00.670	0938	3	036000	10	03	23	18	U-4DR	0	01	1	1	1	03	01	02	L	1	01	01	01	S	01	10	73	02	01	02	S	08	00	61	4	0	00						
776987140	00.670	0938	3	036000	10	06	08	13	U-4DR	0	01	1	1	1	03	01	02	L	1	01	01	01	S	01	10	27	01	01	02	S	08	00	81	2	0	01						
820403440	00.670	0938	3	028000	11	01	31	14	U-4DR	0	04	1	1	1	01	01	02	R	2	03	01	03	N	02	01	16	03	01	01	N	12	00	69	2	0	01						
819909250	00.670	0938	3	026000	12	05	21	23	U-4DR	0	17	5	1	1	01	01	02	T	S	01	01	03	W	14	02	28																
776982910	00.675	0938	3	036000	10	08	15	13	U-4DR	0	01	1	1	1	05	01	02	L	1	01	01	01	S	14	02	32	01	01	02	S	08	00	45	2	0	01						
832848920	00.681	0938	3	026000	13	04	03	15	U-4DR	0	01	1	2	1	05	01	03	L	2	01	01	01	S	01	02	16	01	01	02	S	08	00	17	4	0	00						
820750310	00.684	0938	3	028000	11	10	24	16	U-4DR	0	01	1	1	1	01	01	03	L	1	01	01	01	S	01	02	23	01	01	01	S	08	00	43	2	0	03						
776764580	00.689	0938	3	036000	09	06	05	16	U-4DR	0	01	1	3	2	03	01	01	L	1	01	01	01	S	01	02	22	01	01	02	S	08	00	55	2	0	01						
831920310	00.689	0938	3	026000	12	10	14	11	U-4DR	0	01	1	1	1	03	01	01	L	1	01	01	01	S	02	02	45	03	01	02	S	09	00	52	2	0	00						
831920510	00.689	0938	3	026000	12	11	01	17	U-4DR	0	01	1	1	1	01	01	01	R	1	11	01	01	N	01	02	24	03	01	02	N	07	00	42	3	0	01						
832652890	00.689	0938	3	026000	12	12	23	23	U-4DR	0	09	4	1	1	01	01	03	R	U	01	01	01	N	00	77	24																
822736050	00.691	0938	3	028000	11	09	02	16	U-4DR	0	10	1	1	1	01	01	04	R	K	01	01	01	W	00	03	18	88	88	88	U	00	00	71	1	0	01						

REPORT...CARPJ13-01
DATE...03/03/2015
TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 10
USERID: KNGMBPR
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2009 TO 12/31/2013
FROM CO/SEC/SUB: 70 140 000
TO CO/SEC/SUB: 70 140 000

RAMPS INCL
INFL INCL
CR/OS INCL
MP: 000.000
MP: 003.869

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N					
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI				
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN			
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	IP	IE	IV	NA	TS	VE	E	I	BJ
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU					
E	T	I	BI	O	S	GI	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR								
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E								
N	N	T	Y	1	G	L	S	N	#	1	1	F1	D	2	F2	D	S	D	D																							
806404570	70140000	01.121	0944	3	036000	10	11	20	19	S-4DP	0	25	5	3	2	03	04	03	L	S	01	01	01	S	02	02	48							00	00	1	0	01				
820131530	70140000	01.124	0944	3	028000	11	01	01	18	S-4DP	0	25	5	1	1	01	04	03	L	S	03	01	01	S	14	02	37							00	00	1	0	00				
828445540	70140000	01.124	0944	3	026000	12	02	08	21	S-4DP	0	37	5	2	1	01	01	01	L	2	03	01	03	N	00	77	22	03	01	01	N	00	00	21	2	0	00					
820084240	70140000	01.125	0944	3	028000	11	05	22	01	S-4DP	0	10	5	1	1	01	01	03	L	1	01	01	01	S	01	01	41	88	88	88	U	00	00	22	1	0	01					
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806369740	70140000	01.134	0944	3	036000	10	10	12	16	S-4DP	1	20	1	1	1	03	01	03	L	S	01	01	01	S	02	14	37						00	00	1	0	00					
832071970	70140000	01.135	0944	3	026000	13	02	05	13	S-4DP	0	09	1	1	1	01	01	01	R	R	03	01	01	N	03	77	62	08	01	02	N	13	00	50	2	0	00					
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822656640	70140000	01.179	3140	3	028000	11	06	25	20	S-4DP	0	03	2	2	2	06	01	04	R	1	11	01	03	W	14	03	64	01	01	01	N	01	00	24	2	0	02					
833000420	70140000	01.179	3140	3	026000	13	05	07	12	S-4DP	0	1	1	1	06	01	04	L	2								00	88	88	88	U	00		43	1	0	01					
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836514140	70140000	01.212	3140	3	026000	13	08	26	15	S-4DP	0	03	1	2	1	01	01	04	L	2	01	01	03	E	11	03	86	03	01	01	S	01	00	82	2	0	00					
806358070	70140000	01.224	3140	3	036000	10	08	25	16	S-4DP	0	01	1	3	2	03	01	01	R	1	01	01	01	N	01	02	45	01	01	02	N	08	00	17	3	0	00					
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819909320	70140000	01.224	3140	3	026000	12	06	07	09	S-4DP	0	09	1	2	1	01	01	01	L	1	03	01	01	S	01	02	79	03	01	01	S	08	00	60	2	0	00					
774432050	70140000	01.229	0945	3	036000	09	01	13	18	S-4DP	0	03	4	1	1	06	01	04	R	1	03	01	03	W	14	03	62	01	01	01	N	01	00	17	2	0	02					
832608320	70140000	01.229	0945	3	026000	13	03	17	16	S-4DP	0	01	1	1	1	05	01	01	R	1	01	01	01	N	01	12	26	01	01	02	N	08	00	52	2	0	01					
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829123080	70140000	01.266	0945	3	026000	12	04	20	17	S-4DP	0	1	2	1	01	01	01	R	2								00	05	03	01	N	13		48	2	0	00					
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822538970	70140000	01.286	0945	3	028000	11	06	17	14	S-4DP	0	01	1	1	1	01	01	03	R	2	03	01	01	N	01	02	27	01	01	02	N	08	00	35	2	0	02					
776986470	70140000	01.296	0945	3	036000	10	06	05	17	S-4DP	0	02	1	2	1	03	01	01	L	2	02	01	01	N	01	77	55	04	01	01	S	00	00	66	3	0	00					
828950260	70140000	01.298	0945	3	026000	12	06	27	16	S-4DP	0	01	1	1	1	05	01	04	L	2	03	01	02	S	01	02	71	01	01	02	S	08	00	65	3	0	02					
832760760	70140000	01.305	0946	3	026000	13	03	07	17	S-4DP	0	01	1	1	1	01	01	03	R	1	01	01	01	N	01	02	19	03	01	02	N	08	00	35	2	0	00					
776920490	70140000	01.315	0946	3	036000	10	05	14	14	S-4DP	0	01	1	1	1	03	01	02	L	2	01	01	01	S	01	02	20	01	01	02	S	08	00	64	2	0	03					
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832205790	70140000	01.315	0946	3	026000	12	10	06	10	S-4DP	0	01	1	1	1	05	01	02	R	1	01	01	01	N	02	02	23	77	07	02	N	09	00	37	2	0	04					
836984770	70140000	01.315	0946	3	026000	13	11	05	16	S-4DP	0	01	1	2	1	05	01	02	R	1	01	01	01	N	01	02	72	01	01	01	N	08	00	62	3	0	00					
832789150	70140000	01.317	0946	3	026000	13	03	11	11	S-4DP	0	01	1	1	1	05	01	03	L	1	01	01	01	S	01	02	68	01	01	02	S	08	00	21	2	0	01					
776972650	70140000	01.319	0946	3	036000	10	07	07	14	S-4DP	0	03	1	1	1	05	01	03	R	1	01	01	01	N	02	77	53	01	01	02	N	11	00	60	3	0	02					
774431080	70140000	01.320	0946	3	036000	09	01	13	19	S-4DP	0	01	4	3	2	03	01	02	R	R	01	01	01	N	01	12	18	02	01	02	N	08	24	31	2	0	01					

REPORT...CARPJ13-01
 DATE...03/03/2015
 TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 11
 USERID: KNGMBPR
 I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2009 TO 12/31/2013
 FROM CO/SEC/SUB: 70 140 000
 TO CO/SEC/SUB: 70 140 000

RAMPS INCL
 INFL INCL
 CR/OS INCL

MP: 000.000
 MP: 003.869

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N					
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI				
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN			
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	HO	NA	TS	VE	IP	IE	HO	NA	TS	VE	E	I	BJ
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU					
E	T	I	BI	O	S	GI	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR								
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E								
	N	N	T		Y	1	G	L	S	N	#	1	1	F1	D	2	F2	D	S	D	D																					
774461950	70140000	01.324	0946	3	036000	09	05	22	18	S-4DP	0	01	1	2	1	05	01	02	R	2	01	01	01	S	01	02	32	03	01	02	S	08	00	60	2	0	00					
776764740	70140000	01.324	0946	3	036000	09	07	10	18	S-4DP	0	10	1	2	1	05	01	02	R	C	01	01	03	E	03	03	29	88	88	88	U	00	00	62	1	0	00					
774492500	70140000	01.324	0946	3	036000	09	11	21	05	S-4DP	0	10	4	1	1	05	01	02	R	2	88	88	88	U	00	20	55	01	01	01	N	01	00	82	1	0	01					
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776986290	70140000	01.324	0946	3	036000	10	05	21	17	S-4DP	0	05	1	1	1	05	01	02	T	1	01	01	05	W	14	77	46	01	01	02	W	04	00	23	2	0	01					
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820931510	70140000	01.324	0946	3	028000	11	04	14	21	S-4DP	0	02	4	1	1	01	01	02	R	1	01	01	01	S	14	02	45	01	01	01	N	14	00	27	2	0	05					
820974340	70140000	01.324	0946	3	028000	11	05	13	09	S-4DP	0	10	1	1	1	05	01	02	S	C	01	01	05	E	00	77	29	88	88	88	U	00	00	46	1	0	01					
820932030	70140000	01.324	0946	3	028000	11	06	02	11	S-4DP	0	01	1	1	1	01	01	02	L	1	03	01	01	S	01	02	64	01	01	02	S	08	00	22	2	0	06					
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828442680	70140000	01.324	0946	3	028000	11	11	01	08	S-4DP	0	03	1	1	1	05	01	02	L	2	01	01	03	N	01	03	30	03	01	01	S	12	00	36	4	0	00					
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831825060	70140000	01.324	0946	3	026000	12	08	05	02	S-4DP	1	4	1	1	05	01	02	L	2																							
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832017870	70140000	01.324	0946	3	026000	12	11	14	18	S-4DP	0	03	4	1	1	01	01	02	L	2	01	01	03	N	04	03	70	01	01	01	S	01	00	57	2	0	01					
832334030	70140000	01.324	0946	3	026000	12	11	29	06	S-4DP	0	01	3	1	1	05	01	02	R	1	03	01	01	N	01	02	42	03	01	02	N	08	00	49	2	0	00					
832071810	70140000	01.324	0946	3	026000	13	01	09	16	S-4DP	0	03	1	1	1	05	01	02	I	M	03	01	03	E	02	03	19	01	01	01	W	02	00	32	2	0	00					
832791350	70140000	01.324	0946	3	026000	13	02	26	08	S-4DP	0	03	1	2	1	05	01	02	R	2	02	01	01	N	01	11	77	01	01	03	S	04	00	40	2	0	04					
832849000	70140000	01.324	0946	3	026000	13	04	10	17	S-4DP	0	03	1	1	1	05	01	02	T	1	03	01	05	E	14	15	61	01	01	05	S	04	00	25	2	0	00					
836510570	70140000	01.324	0946	3	026000	13	08	12	07	S-4DP	0	10	1	1	1	05	01	02	R	C	01	01	03	N	01	03	51	88	88	88	U	00	00	63	1	0	01					
831633180	70140000	01.328	0946	3	026000	12	09	07	15	S-4DP	0	01	1	1	1	01	01	02	R	2	01	01	01	N	01	02	25	01	01	02	N	09	00	82	2	0	01					
776963900	70140000	01.333	0946	3	036000	10	07	02	23	S-4DP	3	01	4	2	1	05	01	03	R	2	01	01	01	N	01	02	26	11	01	02	N	08	07	20	2	0	00					
828950190	70140000	01.333	0946	3	026000	12	05	18	18	S-4DP	0	01	1	1	1	05	01	02	R	2	01	01	01	N	01	02	18	01	01	01	N	08	00	70	2	0	01					
776921600	70140000	01.338	0946	3	036000	10	04	13	15	S-4DP	0	03	1	1	1	03	01	04	R	2	02	01	03	S	03	03	59	01	01	01	N	01	00	18	2	0	01					
776920500	70140000	01.343	0946	3	036000	10	05	14	18	S-4DP	0	01	1	1	1	03	01	01	R	1	01	01	01	N	01	02	21	01	01	02	N	08	00	20	2	0	03					
776963940	70140000	01.343	0946	3	036000	10	07	10	23	S-4DP	1	10	4	1	1	03	01	03	R	C	88	88	88	U	00	03	28	01	01	01	N	02	00	18	1	0	01					
833059810	70140000	01.343	0946	3	026000	13	04	13	23	S-4DP	0	03	4	1	1	01	01	04	L	2	01	01	03	E	01	03	18	01	01	01	S	04	00	22	2	0	00					
836639510	70140000	01.343	0946	3	026000	13	09	09	15	S-4DP	0	05	1	1	1	01	01	03	R	1	01	01	05	N	14	02	19	03	01	01	N	03	00	37	2	0	02					
774465660	70140000	01.362	0946	3	036000	09	03	16	15	S-4DP	0	01	1	1	1	05	01	01	R	2	01	01	01	N	01	02	17	01	01	02	N	08	00	16	2	0	00					
774431420	70140000	01.362	0946	3	036000	09	04	27	13	S-4DP	0	03	1	1	1	03	01	04	M	T	01	01	01	E	14	03	84	03	01	01	S	02	00	76	2	0	02					
748409140	70140000	01.374	0946	3	036000	09	01	08	19	S-4DP	0	01	4	1	1	01	01	01	R	1	01	01	01	N	01	02	18	03	01	02	N	08	00	65	2	0	03					
820778860	70140000	01.381	0946	3	028000	11	04	08	08	S-4DP	0	77	1	1	1	01	01	01	R	S	01	01	06	N	00	03	18	11	01	01	N	04	00	17	2	0	01					
833285240	70140000	01.381	0946	3	026000	13	05	12	09	S-4DP	0	01	1	2	1	01	01	01	R	1	02	01	01	N</																		

REPORT...CARPJ13-01
DATE...03/03/2015
TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 12
USERID: KNGMBPR
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2009 TO 12/31/2013 RAMP INCL
FROM CO/SEC/SUB: 70 140 000 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 70 140 000 MP: 003.869 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N					
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI				
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN			
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	IP	IE	IV	NA	TS	VE	E	I	BJ
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU					
E	T	I	BI	O	S	GI	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR								
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E								
N	N	T						Y	1	G	L	S	N	#	1	1	F1	D	2	F2	D	S	D	D																		
828538010	70140000	01.400	0946		3	026000	12	02	22	15	S-4DP	0	01	1	1	1	01	01	01	R	1	03	01	01	N	01	02	29	01	01	02	N	08	00	17	3	0	00				
776764540	70140000	01.419	0946		3	036000	09	05	18	12	S-4DP	0	01	1	3	2	03	01	01	M	T	01	01	01	N	14	77	74	01	01	02	N	07	00	20	2	0	02				
832395840	70140000	01.419	0946		3	026000	12	11	15	17	S-4DP	0	01	1	2	1	01	01	04	L	2	01	01	03	N	04	03	27	01	01	02	S	01	00	60	2	0	00				
832071870	70140000	01.419	0946		3	026000	13	01	17	15	S-4DP	0	11	1	1	1	06	01	04	L	S	01	01	01	E	03	03	23	10	00	88	00	00	62	2	0	01					
776921610	70140000	01.461	0949		3	036000	10	04	13	17	S-4DP	0	01	1	1	1	03	01	01	R	2	03	01	01	N	01	02	24	02	01	02	N	08	00	17	2	0	00				
774463760	70140000	01.527	0949		3	036000	09	09	23	23	S-4DP	0	06	4	1	1	03	01	01	L	2	03	01	06	S	02	02	00	03	01	01	S	10	00	36	3	0	00				
836514020	70140000	01.527	0949		3	026000	13	08	08	02	S-4DP	0	4	1	1	01	01	01	L	1								00	11	01	01	S	03		23	2	0	01				
832333940	70140000	01.537	0949		3	026000	12	11	03	15	S-4DP	0	11	1	1	1	06	01	03	L	S	01	01	05	E	01	01	70	10	00	88	00	00	53	2	0	01					
820564370	70140000	01.543	0949		3	028000	11	03	09	19	S-4DP	0	4	1	1	06	01	04	L	1							00	11	01	01	S	19		30	2	0	01					
822736260	70140000	01.565	0949		3	028000	11	09	27	12	S-4DP	0	09	1	1	1	05	01	03	R	2	07	01	01	S	04	02	80	02	01	01	N	12	00	66	2	0	00				
822055640	70140000	01.574	0949		3	028000	11	02	18	20	S-4DP	0	08	4	1	1	01	01	01	R	S	01	00	01	N	01	77	25	01	01	08	N	01	00	25	2	0	00				
774403830	70140000	01.584	0949		3	036000	09	01	28	13	S-4DP	0	03	1	1	1	05	01	02	L	2	01	01	01	S	10	03	23	01	01	01	W	01	00	40	2	0	00				
776831000	70140000	01.584	0949		3	036000	09	12	23	11	S-4DP	0	04	1	1	1	05	01	02	R	1	01	01	03	S	02	77	84	01	01	01	N	01	00	76	2	0	02				
820974280	70140000	01.584	0949		3	028000	11	05	11	06	S-4DP	0	03	1	1	1	05	01	02	R	2	01	01	01	N	06	11	49	08	01	03	W	01	00	55	2	0	00				
828984260	70140000	01.584	0949		3	026000	12	05	09	18	S-4DP	0	03	1	3	2	06	01	04	S	1	02	01	01	S	13	03	26	01	01	01	S	01	00	38	2	0	03				
831920190	70140000	01.584	0949		3	026000	12	10	04	09	S-4DP	0	03	1	1	1	05	01	02	R	2	01	01	03	S	06	03	56	01	01	01	N	01	00	48	2	0	01				
838420350	70140000	01.584	0949		3	026000	12	12	05	16	S-4DP	0	03	1	1	1	05	01	02	L	1	01	01	01	S	01	11	00	03	01	03	W	01	00	51	2	0	00				
832933720	70140000	01.584	0949		3	026000	13	03	24	21	S-4DP	0	4	1	1	1	05	01	02	R	1						00	10	00	88	00		13	2	0	01						
833234790	70140000	01.585	0949		3	026000	13	08	03	16	S-4DP	0	03	1	3	2	05	01	02	R	2	01	01	01	N	01	11	22	01	01	03	W	14	00	19	2	0	01				
832344620	70140000	01.586	0949		3	026000	12	10	22	15	S-4DP	0	03	1	1	1	05	01	02	R	2	03	01	05	N	14	03	16	01	01	01	N	06	00	52	2	0	00				
833065210	70140000	01.586	0949		3	026000	13	06	15	11	S-4DP	0	01	1	2	1	05	01	02	R	1	03	01	01	N	01	02	18	03	01	02	N	08	00	55	2	0	01				
833060210	70140000	01.593	0949		3	026000	13	05	26	19	S-4DP	0	01	1	1	1	05	01	02	L	2	01	01	01	S	14	02	26	01	01	02	S	07	00	28	2	0	00				
806350090	70140000	01.603	0949		3	036000	10	08	11	15	S-4DP	0	03	1	2	1	03	01	01	L	L	01	01	06	S	13	05	66	02	01	01	S	02	00	40	2	0	00				
828696480	70140000	01.622	0949		3	026000	12	02	02	08	S-4DP	0	02	1	1	1	01	01	04	M	M	01	01	01	S	01	77	16	01	01	01	E	13	00	43	2	0	01				
822736430	70140000	01.641	0949		3	028000	11	10	27	15	S-4DP	0	03	1	1	1	05	01	01	L	2	03	01	06	S	00	77	52	01	01	01	S	10	00	42	2	0	00				
822735960	70140000	01.679	0950		3	028000	11	08	22	11	S-4DP	0	01	1	1	1	05	01	01	R	1	02	01	01	S	01	02	20	01	01	02	S	08	00	47	2	0	01				
776782780	70140000	01.692	0950		3	036000	09	09	09	09	S-4DP	0	03	1	1	1	03	01	02	R	S	01	01	01	N	14	02	76	01	09	03	E	05	00	42	2	0	01				
828696610	70140000	01.692	0950		3	026000	12	03	10	23	S-4DP	0	5	2	2	01	01	01	R	S								00						00	1	0	00					
828445590	70140000	01.702	0950		3	026000	12	02	11	07	S-4DP	0	03	1	2	2	01	01	02	L	1	03	01	03	S	02	03	58	03	01	01	S	11	00	47	2	0	01				
828992930	70140000	01.702	0950		3	026000	12	05	16	15	S-4DP	0	01	1	2	1	01	01	02	L	1	01	01	01	S	01	02	17	03	01	02	N	08	00	46	2	0	00				
836542010	70140000	01.705	0950		3	026000	13	08	23	10	S-4DP	0	01	1	1	1	01	01	02	L	1	02	01	01	S	01	02	85	01	01	88	S	08	00	52	4	0	02				
832791130	70140000	01.706	0950		3	026000	13	02	05	08	S-4DP	0	01	1	1	1	05	01	02	L	1	01	01	01	S	01	02	16	01	01	01	S	02	00	51	3	0	01				
732901900	70140000	01.711	0950		3	036000	09	03	04	20	S-4DP	1	06	4	1	1	77	01	02	M	T	01	01	01	N	00	07	21	03	01	02	S	14	02	42	2	0	00				
732901530	70140000	01.711	0950		3	036000	09	08	04	15	S-4DP	0	01	1	1	1	03	01	02	R	2	00	00	02	N	01	02	00	01	01	01	N	08	00	00	2	0	00				
774432400	70140000	01.711	0950		3	036000	09	08	07	11	S-4DP	0	01	1	1	1	03	01	02	L	1	03	01	02	S	01	77	45	01	01	02	S	08	00	50	2	0	01				
806382050	70140000	01.711	0950		3	036000	10	09	29	14	S-4DP	0	03	1	2	2	03	01	03	L	1	01	01	03	E	14	03	70	01	01	01	W	14	00	20	2	0	00				
819589870	70140000	01.711	0950		3	028000	11	08	30	08	S-4DP	0	09	1	1	1	01	01	02	L	1	01	01	06	S	02	02	18	03													

REPORT...CARPJ13-01
DATE...03/03/2015
TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 13
USERID: KNGMBPR
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT
RAMPS INCL
INFL INCL
CR/OS INCL

FROM: 01/01/2009 TO 12/31/2013
FROM CO/SEC/SUB: 70 140 000
TO CO/SEC/SUB: 70 140 000

MP: 000.000
MP: 003.869

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N					
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI				
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN			
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	IP	IE	IV	NA	TS	VE	E	I	BJ
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU					
E	T	I	BI	O	S	G	I	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR							
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E								
N	N	T	Y	1	G	L	S	N	#	1	1	F1	D	2	F2	D	S	D	D																							
822729860	70140000	01.711	0950	3	028000	11	12	10	09	S-4DP	0	03	1	2	1	01	01	02	R	1	01	01	03	E	02	03	36	01	01	01	N	14	00	74	2	0	02					
831825270	70140000	01.711	0950	3	026000	12	09	04	15	S-4DP	0	03	1	1	1	06	01	02	L	1	01	01	03	W	02	03	69	08	01	01	S	12	00	40	2	0	00					
836514360	70140000	01.711	0950	3	026000	13	10	12	12	S-4DP	0	03	1	2	1	06	01	02	L	1	01	01	03	W	02	03	84	02	01	01	S	11	00	29	2	0	00					
837164210	70140000	01.711	0950	3	026000	13	12	17	18	S-4DP	0	03	5	1	1	06	01	02	R	1	03	01	03	W	10	03	21	03	01	01	N	01	00	61	2	0	00					
836985030	70140000	01.711	0950	3	026000	13	12	20	11	S-4DP	0	02	1	1	1	06	01	02	R	2	01	01	03	W	14	13	19	01	01	01	S	14	00	63	2	0	01					
833235290	70140000	01.712	0950	3	026000	13	06	12	17	S-4DP	0	03	1	2	1	01	01	02	M	T	03	01	01	N	02	21	26	01	01	03	W	14	00	29	2	0	00					
831920080	70140000	01.720	0950	3	026000	12	09	19	08	S-4DP	0	01	1	1	1	01	01	02	R	2	01	01	06	N	01	02	40	01	01	02	N	09	00	57	2	0	01					
776949840	70140000	01.738	0950	3	036000	10	06	25	17	S-4DP	1	01	1	1	1	03	01	01	R	1	01	01	01	N	01	02	31	01	01	02	N	08	00	17	2	0	02					
831944970	70140000	01.739	0950	3	026000	12	09	21	17	S-4DP	0	01	1	3	2	01	08	03	R	1	01	01	01	N	01	02	29	01	01	02	N	08	00	16	2	0	00					
822594110	70140000	01.743	0950	3	028000	11	07	27	15	S-4DP	0	03	1	1	1	77	01	02	L	1	01	01	03	E	13	03	60	01	01	01	S	01	00	17	2	0	03					
774477870	70140000	01.781	2840	3	036000	09	06	26	24	S-4DP	0	01	1	1	1	03	01	01	R	1	03	01	01	N	01	24	23	03	01	02	N	08	12	46	3	0	02					
776838730	70140000	01.781	2840	3	036000	10	01	06	13	S-4DP	0	04	1	1	1	03	01	04	R	2	01	01	03	S	02	06	91	01	01	01	N	14	00	56	2	0	01					
837063460	70140000	01.781	2840	3	035000	13	11	23	17	S-4DP	0	01	1	1	1	05	01	03	R	2	01	01	01	N	01	10	57	03	01	02	S	08	00	74	3	0	00					
822594140	70140000	01.800	2840	3	032000	11	08	05	14	S-4DP	0	01	1	1	1	05	01	01	R	1	01	01	01	N	01	02	22	01	01	02	N	08	00	54	4	0	02					
776852250	70140000	01.819	2840	3	036000	09	12	18	14	S-4DP	0	01	1	2	2	03	01	01	L	1	01	01	01	S	01	02	45	01	01	02	S	08	00	49	3	0	01					
828992870	70140000	01.819	2840	3	029000	12	05	11	09	S-4DP	0	01	1	1	1	01	01	01	L	2	01	01	01	S	02	02	26	01	01	02	S	09	00	37	2	0	00					
833060410	70140000	01.819	2840	3	035000	13	06	10	13	S-4DP	0	09	1	1	1	01	01	03	L	1	01	01	06	S	13	77	88	01	01	01	S	02	00	76	2	0	00					
829002730	70140000	01.824	2840	3	029000	12	08	16	08	S-4DP	0	03	1	1	1	06	01	04	R	2	01	01	03	E	03	03	85	03	01	01	N	14	00	45	2	0	05					
836812830	70140000	01.829	2840	3	035000	13	12	04	15	S-4DP	0	01	1	1	1	01	01	02	R	1	03	01	01	N	01	02	17	03	01	02	N	08	00	51	3	0	03					
831722000	70140000	01.831	2840	3	029000	12	08	21	11	S-4DP	0	01	1	1	1	01	01	02	L	2	01	01	01	S	01	02	23	03	01	02	S	08	00	52	2	0	02					
836582780	70140000	01.837	2840	3	035000	13	10	18	15	S-4DP	0	03	1	1	1	01	01	02	R	2	03	01	01	E	06	13	41	03	01	01	N	01	00	60	2	0	00					
776764700	70140000	01.838	2840	3	036000	09	07	10	14	S-4DP	0	03	1	1	1	06	01	02	L	1	01	01	01	W	03	03	89	01	01	01	S	14	00	25	2	0	03					
776764710	70140000	01.838	2840	3	036000	09	07	10	14	S-4DP	0	06	1	1	1	03	01	02	L	1	01	01	06	S	13	02	00	01	01	02	S	05	00	24	2	0	01					
776838530	70140000	01.838	2840	3	036000	09	10	21	20	S-4DP	0	04	4	2	2	06	01	02	L	2	01	01	03	W	02	03	73	01	01	01	S	14	00	18	2	0	01					
776859280	70140000	01.838	2840	3	036000	09	12	23	06	S-4DP	0	00	5	1	1	06	01	01	L	S	01	01	03	E	00	03	00	01	01	01	S	18	00	50	2	0	01					
806308460	70140000	01.838	2840	3	036000	10	10	11	00	S-4DP	0	03	1	1	1	06	01	02	L	2	01	01	01	W	06	03	71	03	01	01	S	01	00	62	2	0	00					
836951080	70140000	01.838	2840	3	035000	13	12	24	14	S-4DP	0	03	1	1	1	01	01	02	L	2	01	01	03	W	06	03	63	01	01	01	S	02	00	63	2	0	00					
833235470	70140000	01.840	2840	3	035000	13	06	28	16	S-4DP	0	01	1	2	1	01	01	02	R	2	01	01	01	N	01	02	52	03	01	02	N	08	00	44	2	0	00					
820228410	70140000	01.857	2840	3	032000	11	11	14	15	S-4DP	0	01	1	2	1	01	01	03	R	1	03	01	01	N	01	02	52	02	01	02	N	08	00	17	2	0	00					
831517810	70140000	01.857	2840	3	029000	12	06	01	14	S-4DP	0	03	1	3	2	01	01	03	L	1	03	01	03	E	11	03	19	02	01	01	S	01	00	22	2	0	01					
776949760	70140000	01.861	2840	3	036000	10	06	04	15	S-4DP	0	06	1	3	2	06	01	04	R	U	04	01	03	N	05	03	00	01	01	01	N	10	06	59	2	0	00					
832071340	70140000	01.866	2840	3	029000	12	09	27	10	S-4DP	0	09	1	1	1	01	01	01	M	T	03	01	06	S	14	03	49	01	01	06	S	07	00	64	2	0	00					
832998110	70140000	01.866	2840	3	035000	13	05	28	11	S-4DP	0	01	1	1	1	01	01	03	L	1	01	01	01	S	01	02	60	01	01	02	S	08	00	55	2	0	00					
774465900	70140000	01.876	2840	3	036000	09	05	21	20	S-4DP	0	04	5	1	1	03	01	04	L	1	01	01	03	N	01	03	40	11	01	01	S	12	00	40	2	0	01					
820131700	70140000	01.876	2840	3	032000	11	01	14	15	S-4DP	0	01	1	1	1	01	01	03	R	2	03	01	01	N	01	02	45	03	01	02	N	08	00	26	3	0	02					
819826360	70140000	01.904	0951	3	032000	11	04	25	11	S-4DP	0	09	1	1	1	05	01	01	M	T	01	01	01	N	02	15	74	03	01	06	N	14	00	43	3	0	01					
831633220	70140000	01.904	0951	3	029000	12	09	09	14	S-4DP	0	01	1	2	1	01	01	01	M	T	01	01	01	N	14	02																

REPORT...CARPJ13-01
DATE...03/03/2015
TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 14
USERID: KNGMBPR
I/O.... CARO213

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL
FROM CO/SEC/SUB: 70 140 000 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 70 140 000 MP: 003.869 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N		
R	N	C	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI		
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN	
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	I	E	BJ			
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU		
E	T	I	BI	O	S	G	I	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR				
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E					
N	N	T	Y	1	G	L	S	N	#	1	1	F1	D	2	F2	D	S	D	D																				
776859490	70140000	01.923	0951	3	036000	10	02	08	20	S-4DP	0	04	4	1	1	01	01	04	R	L	01	01	03	W	14	03	19	02	01	01	N	02	00	59	2	0	03		
776931570	70140000	01.933	0951	3	036000	10	02	19	14	S-4DP	0	01	1	2	1	01	01	03	R	1	01	01	01	N	01	02	49	01	01	02	N	08	00	76	4	0	05		
833319970	70140000	01.939	0951	3	035000	13	07	13	11	S-4DP	0	01	1	2	1	05	01	03	L	1	01	01	01	S	01	77	18	01	01	02	S	08	00	74	2	0	00		
833234650	70140000	01.939	0951	3	035000	13	07	18	14	S-4DP	0	01	1	1	1	05	01	03	R	1	01	01	01	N	01	02	87	02	01	02	N	08	00	32	2	0	01		
822759160	70140000	01.942	0951	3	032000	11	12	15	14	S-4DP	0	03	1	2	1	06	01	04	I	M	02	01	01	W	14	03	66	01	01	01	N	04	00	86	2	0	01		
829002580	70140000	01.942	0951	3	029000	12	07	05	15	S-4DP	0	01	1	1	1	01	01	01	R	1	01	01	01	N	02	02	44	01	01	01	N	09	00	53	3	0	00		
832607910	70140000	01.942	0951	3	035000	13	01	29	12	S-4DP	0	28	1	1	1	05	01	03	L	1	01	01	01	S	18	01	38								00	00	1	0	00
833222470	70140000	01.942	0951	3	035000	13	06	12	17	S-4DP	0	03	1	1	1	05	01	03	R	L	01	01	03	W	02	03	19	01	01	01	N	06	02	32	2	0	01		
774441450	70140000	01.952	0951	3	036000	09	03	13	15	S-4DP	0	01	1	1	1	05	01	03	R	L	01	01	01	N	01	10	39	09	05	02	N	08	00	43	2	0	00		
832649510	70140000	01.952	0951	3	035000	13	01	12	18	S-4DP	0	01	4	1	1	05	01	02	R	1	03	01	01	N	01	77	52	01	01	02	N	08	00	70	2	0	00		
833262720	70140000	01.957	0951	3	035000	13	05	22	11	S-4DP	0	02	1	3	2	05	01	02	R	L	01	01	01	S	01	77	22	01	01	02	N	01	00	52	2	0	01		
833285570	70140000	01.958	0951	3	035000	13	07	21	12	S-4DP	0	01	1	1	1	05	01	02	R	2	03	01	01	N	01	10	49	02	01	02	N	08	00	16	2	0	00		
836510690	70140000	01.958	0951	3	035000	13	08	29	17	S-4DP	0	03	1	2	1	05	01	02	L	2	03	01	03	W	06	03	83	03	01	01	S	01	00	17	2	0	00		
820666710	70140000	01.959	0951	3	032000	11	02	02	09	S-4DP	0	03	1	1	1	05	01	02	L	2	01	01	05	E	14	06	59	03	01	01	S	05	00	38	2	0	00		
774463660	70140000	01.961	0951	3	036000	09	06	17	18	S-4DP	2	01	1	1	1	05	01	02	L	1	03	01	01	S	01	02	50	02	01	02	S	08	08	56	3	0	00		
732946530	70140000	01.961	0951	3	036000	09	10	21	16	S-4DP	0	01	1	1	1	05	01	02	T	R	01	08	02	E	01	10	00	01	01	02	E	01	00	00	2	0	00		
732922190	70140000	01.961	0951	3	036000	10	02	14	13	S-4DP	0	09	1	1	1	05	01	02	L	3	01	01	01	S	01	10	29	01	01	02	S	08	00	16	2	0	01		
776982710	70140000	01.961	0951	3	036000	10	06	22	16	S-4DP	0	03	1	1	1	05	01	02	L	2	01	01	03	S	05	11	50	01	01	01	N	01	00	27	2	0	02		
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806402620	70140000	01.961	0951	3	036000	10	10	29	16	S-4DP	0	01	1	1	1	05	04	02	T	L	02	01	01	E	01	02	38	09	05	02	E	08	00	47	2	0	06		
820403480	70140000	01.961	0951	3	032000	11	02	04	14	S-4DP	0	01	1	1	1	01	01	02	R	2	01	01	06	N	14	01	59	01	01	01	N	07	00	51	2	0	01		
820403620	70140000	01.961	0951	3	032000	11	02	22	15	S-4DP	0	03	1	1	1	05	01	02	L	2	02	01	03	N	02	01	37	01	01	01	S	01	00	41	2	0	01		
819828040	70140000	01.961	0951	3	032000	11	03	01	16	S-4DP	0	03	1	2	1	05	01	02	I	M	01	01	01	E	13	01	53	01	01	03	W	01	00	19	2	0	03		
820768150	70140000	01.961	0951	3	032000	11	04	01	18	S-4DP	0	01	1	1	1	05	01	02	S	R	03	01	04	E	08	04	19	02	01	02	W	01	02	47	2	0	02		
822380590	70140000	01.961	0951	3	032000	11	06	17	16	S-4DP	0	1	1	1	05	01	02	S	1							00	02	01	02	W	01		77	2	0	00			
828495460	70140000	01.961	0951	3	029000	12	02	06	12	S-4DP	0	03	1	1	1	05	01	02	R	1	03	01	01	N	01	03	37	01	01	03	S	04	00	32	2	0	01		
828824130	70140000	01.961	0951	3	029000	12	04	02	09	S-4DP	0	03	1	1	1	05	01	02	L	1	03	01	03	N	02	03	71	01	01	01	S	01	00	60	2	0	00		
831637910	70140000	01.961	0951	3	029000	12	08	10	06	S-4DP	0	01	3	1	1	05	01	02	S	R	02	01	01	W	01	02	29	01	01	02	W	08	00	31	2	0	00		
831825340	70140000	01.961	0951	3	029000	12	09	12	10	S-4DP	0	02	1	1	1	05	01	02	L	2	01	01	03	N	01	03	63	01	01	01	S	14	06	21	2	0	02		
831841340Y	70140000	01.961	0951	3	029000	12	10	19	14	S-4DP	0	03	1	1	1	06	01	04	T	1	01	01	01	N	01	03	18	01	01	01	W	11	00	52	2	0	01		
831920530Y	70140000	01.961	0951	3	029000	12	11	02	15	S-4DP	0	03	1	1	1	01	01	04	T	1	01	01	01	N	02	03	27	01	01	01	W	14	00	50	2	0	02		
832652900	70140000	01.961	0951	3	029000	12	12	24	14	S-4DP	0	02	1	2	1	05	01	02	L	1	03	01	03	N	02	03	18	01	01	01	S	02	00	55	2	0	01		
832331150	70140000	01.961	0951	3	035000	13	02	08	16	S-4DP	0	03	1	1	1	05	01	02	R	1	03	01	03	S	05	03	84	01	01	01	N	02	00	27	2	0	02		
832791310	70140000	01.961	0951	3	035000	13	02	21	08	S-4DP	0	77	1	1	1	05	01	02	R	S	01	01	01	N	13	01	55								00	00	1	0	00
832848720	70140000	01.961	0951	3	035000	13	02	25	17	S-4DP	0	03	1	1	1	05	01	02	R	1	03	01	03	S	03	03	53	03	01	01	N	01	00	45	2	0	04		
832022310	70140000	01.961	0951	3	035000	13	03	17	01	S-4DP	1	01	4	1	1	05	01	02	R	2	01	01	01	N	01	02	29	01	01	01	N	08	00	20	2	0	00		
833349240	70140000	01.961	0951	3	035000	13	06	24	22	S-4DP	0	03	4	1	1	05	01	02	I	M	01	01	03	W	13	03	19	03	01	01	E	14	00	18	2	0	06		

REPORT...CARPJ13-01
DATE...03/03/2015
TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 15
USERID: KNGMBPR
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2009 TO 12/31/2013
FROM CO/SEC/SUB: 70 140 000
TO CO/SEC/SUB: 70 140 000

RAMPS INCL
INFL INCL
CR/OS INCL
MP: 000.000
MP: 003.869

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N	
R	N	C	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI	
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	E	I	BJ		
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU	
E	T	I	BI	O	S	G	I	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR			
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E				
	N	N	T				Y	1	G	L	S	N	#								1	1	F1	D					2	F2	D	S	D	D				
836510520	70140000	01.961	0951		3	035000	13	08	05	11	S-4DP	0	01	1	1	1	01	01	02	R	1	01	01	01	N	01	77	51	02	01	02	N	08	00	24	2	0	02
832691120	70140000	01.963	0951		3	035000	13	02	08	17	S-4DP	0	01	1	1	1	05	01	02	L	1	03	01	01	S	01	02	21	01	01	02	S	08	00	19	2	0	00
736885780	70140000	01.965	0951		3	036000	09	12	02	16	S-4DP	1	01	1	2	1	05	01	02	R	L	01	01	N	01	02	45	09	05	02	N	08	00	07	50	2	0	00
837063510	70140000	01.967	0951		3	035000	13	11	26	17	S-4DP	0	01	4	2	1	05	01	02	L	1	01	01	01	S	01	10	35	03	01	01	S	08	00	33	2	0	00
832342630	70140000	01.980	0951		3	029000	12	12	08	12	S-4DP	0	03	1	2	1	06	01	04	L	R	01	01	05	E	01	03	16	01	01	01	S	04	00	71	2	0	00
833064970	70140000	01.980	0951		3	035000	13	05	09	13	S-4DP	0	03	1	1	1	06	01	04	L	R	01	01	05	E	14	03	20	03	01	01	S	02	00	53	2	0	01
776830870	70140000	01.999	0951		3	036000	09	11	24	14	S-4DP	0	01	1	1	1	03	01	03	R	1	01	01	01	N	01	02	00	01	01	02	N	08	00	25	3	0	00
776949740	70140000	01.999	0951		3	036000	10	05	28	14	S-4DP	0	01	1	2	1	03	01	03	L	2	01	01	01	S	01	02	18	01	01	02	S	08	00	65	2	0	00
832344650	70140000	01.999	0951		3	029000	12	10	23	16	S-4DP	0	11	1	2	1	05	01	01	R	1	04	03	01	S	11	01	33	10	00	88		00	00	25	2	0	01
819824350	70140000	01.999	0951		3	029000	12	11	06	15	S-4DP	0	01	1	1	1	01	01	03	R	R	01	01	06	S	02	06	18	01	01	01	S	09	00	41	2	0	00
776896840	70140000	02.133	0952		3	036000	10	03	08	08	S-4DP	0	01	1	1	1	05	01	01	L	1	01	01	01	S	01	02	17	02	01	02	S	08	00	44	3	0	00
806393760	70140000	02.152	0952		3	036000	10	10	31	17	S-4DP	0	11	1	1	1	02	02	03	L	S	01	01	01	S	02	77	00	10	01	01	S	08	00	26	2	0	01
828823880	70140000	02.152	0952		3	029000	12	03	07	08	S-4DP	0	01	1	1	1	01	01	01	L	1	01	01	01	S	01	10	18	01	01	02	S	08	12	51	2	0	01
828823890	70140000	02.152	0952		3	029000	12	03	07	08	S-4DP	0	01	1	1	1	01	01	01	L	1	02	01	01	N	01	12	33	03	01	02	S	08	02	18	2	0	00
833171380	70140000	02.152	0952		3	035000	13	06	14	15	S-4DP	0	01	1	1	1	05	01	03	L	1	02	01	01	S	01	01	38	03	01	01	S	07	00	70	2	0	00
832395830	70140000	02.157	0952		3	029000	12	11	15	17	S-4DP	0	01	2	2	1	01	01	03	L	1	01	01	01	S	01	02	19	01	01	02	S	08	00	23	2	0	02
820973990	70140000	02.160	0952		3	032000	11	04	11	16	S-4DP	0	01	1	1	1	01	01	03	L	2	01	01	01	S	01	02	30	01	01	02	S	08	00	18	2	0	00
776949280	70140000	02.162	0952		3	036000	10	04	08	10	S-4DP	0	01	1	1	1	03	01	03	R	1	02	01	01	N	01	02	30	02	01	02	N	08	00	20	2	0	00
820131600	70140000	02.162	0952		3	032000	11	01	07	16	S-4DP	0	01	1	1	1	05	01	02	R	1	01	01	01	N	01	02	24	01	01	02	N	08	00	72	2	0	00
836639200	70140000	02.162	0952		3	035000	13	08	15	18	S-4DP	0	01	1	2	1	05	01	02	R	1	03	01	01	N	02	02	45	01	01	02	N	09	00	53	3	0	00
819595950	70140000	02.167	0952		3	032000	11	01	02	19	S-4DP	0		4	1	1	05	01	02	R	1						00	01	01	02	N	08		58	2	0	00	
828358190	70140000	02.167	0952		3	032000	11	12	20	16	S-4DP	0	01	1	1	1	05	01	02	R	1	01	01	01	N	01	02	31	02	01	02	N	08	00	63	2	0	00
774386920	70140000	02.171	0952		3	036000	09	02	06	11	S-4DP	0	03	1	1	1	05	01	02	R	1	01	01	01	N	01	11	63	03	01	03	W	12	00	51	2	0	01
776805920	70140000	02.171	0952		3	036000	09	09	15	13	S-4DP	0	77	1	2	1	03	01	02	S	L	03	01	77	W	01	77	88	01	01	77	E	08	00	58	2	0	00
828824260	70140000	02.171	0952		3	029000	12	04	11	19	S-4DP	0	03	1	1	1	05	01	02	L	2	03	01	11	S	12	02	70	11	01	05	S	03	15	26	2	0	01
833240950	70140000	02.173	0952		3	035000	13	08	31	16	S-4DP	0	01	1	2	1	05	01	02	L	1	01	01	02	S	01	02	21	03	01	02	S	08	00	60	2	0	02
776782860	70140000	02.174	0952		3	036000	09	10	04	07	S-4DP	0	02	1	1	1	05	01	02	R	L	03	01	03	N	02	77	69	01	01	03	W	01	00	81	2	0	02
828661800	70140000	02.174	0952		3	032000	11	12	16	08	S-4DP	0	01	1	2	1	01	01	02	R	1	01	01	01	S	01	02	17	03	01	02	S	08	00	16	3	0	05
806350400	70140000	02.180	0952		3	036000	10	10	10	12	S-4DP	0	01	1	1	1	05	01	03	L	1	01	01	01	S	01	02	53	03	01	02	S	08	00	37	2	0	02
828823690	70140000	02.180	0952		3	029000	12	02	17	15	S-4DP	0	01	1	2	1	01	01	04	R	1	03	01	01	N	01	10	16	01	01	02	N	08	12	17	4	0	00
820758840	70140000	02.252	0953		3	032000	11	04	12	08	S-4DP	0	01	1	1	1	01	01	03	L	1	01	01	01	S	01	02	16	03	01	02	S	08	00	46	2	0	00
776920460	70140000	02.257	0953		3	036000	10	05	12	20	S-4DP	0	01	5	2	1	03	01	03	R	1	01	01	01	N	01	02	18	01	01	02	N	08	00	61	2	0	03
776920450	70140000	02.262	0953		3	036000	10	05	12	20	S-4DP	0	01	5	2	1	03	01	02	R	1	01	01	01	N	01	02	16	01	01	02	N	08	00	68	2	0	03
776963180	70140000	02.268	0953		3	036000	10	04	17	17	S-4DP	0	01	1	2	1	06	01	04	L	1	03	01	01	W	01	02	79	01	01	02	W	08	00	31	2	0	00
822063980	70140000	02.269	0953		3	029000	12	10	26	14	S-4DP	0	03	1	3	2	01	01	02	L	2	03	01	01	W	01	03	76	01	01	01	S	01	00	43	2	0	00
837123300	70140000	02.269	0953		3	035000	13	12	18	08	S-4DP	0	01	1	1	1	01	01	02	L	1	01	01	01	S	01	10	45	03	01	02	S	08	00	46	2	0	01
819823140	70140000	02.272	0953		3	032000	11																															

REPORT...CARPJ13-01
DATE...03/03/2015
TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 17
USERID: KNGMBPR
I/O.... CARO213

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL
FROM CO/SEC/SUB: 70 140 000 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 70 140 000 MP: 003.869 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N		
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI	
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	I	E	I	BJ		
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU		
E	T	I	BI	O	S	GI	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR					
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E					
	N	N	T			Y	1	G	L	S	N	#																											
806402770	70140000	02.760	0956	3	036000	10	11	12	18	S-4DP	0	01	2	1	1	01	01	01	R	1	01	01	01	N	01	02	49	01	01	02	N	07	00	55	3	0	03		
820844020	70140000	02.760	0956	3	032000	11	05	24	17	S-4DP	0	09	1	1	1	01	01	01	R	2	01	01	06	N	03	77	51	01	01	01	N	12	00	45	2	0	00		
806323860	70140000	02.779	0957	3	036000	10	08	06	16	S-4DP	0	03	1	2	1	03	01	04	L	1	01	01	03	E	01	03	62	02	01	01	S	01	00	53	3	0	02		
774431120	70140000	02.798	0957	3	036000	09	01	26	16	S-4DP	0	00	1	1	1	03	01	01	M	T	01	01	06	N	12	00	67	01	01	01	N	02	00	17	2	0	00		
820749940	70140000	02.808	0957	3	032000	11	08	19	08	S-4DP	0	01	1	1	1	01	01	03	R	1	02	01	01	N	01	02	46	01	01	01	N	08	00	62	2	0	03		
806350430	70140000	02.817	0957	3	036000	10	10	14	15	S-4DP	0	01	1	2	1	03	01	01	R	1	01	01	01	N	01	02	16	01	01	02	N	08	00	16	2	0	04		
833263010	70140000	02.817	0957	3	035000	13	07	01	18	S-4DP	0	77	1	3	2	06	01	03	R	S	03	01	01	E	00	77	52							00	00	1	0	01	
836956780	70140000	02.817	0957	3	035000	13	11	25	11	S-4DP	0	01	1	2	1	05	01	03	R	1	03	01	01	N	01	02	39	03	01	02	N	09	00	22	2	0	00		
806383560	70140000	02.835	0957	3	036000	10	09	28	16	S-4DP	0	01	1	3	2	05	01	03	R	1	01	00	01	N	00	77	00	01	01	02	N	08	00	16	3	0	00		
828992790	70140000	02.836	0957	3	029000	12	05	02	10	S-4DP	0	01	1	1	1	05	01	03	R	1	03	01	01	N	01	01	18	01	01	02	N	08	00	68	2	0	00		
832396180	70140000	02.836	0957	3	029000	12	12	09	18	S-4DP	0	01	5	1	1	05	01	03	R	1	01	01	01	N	01	02	18	01	01	02	N	08	00	17	3	0	00		
836750180	70140000	02.840	0957	3	035000	13	09	11	10	S-4DP	0	01	1	1	1	05	01	03	R	1	01	01	01	N	01	02	29	01	01	02	N	08	12	23	2	0	02		
806382230	70140000	02.846	0957	3	036000	10	11	02	15	S-4DP	0	05	1	1	1	03	01	03	L	2	02	01	05	E	02	03	17	01	01	01	S	01	00	76	2	0	02		
828658570	70140000	02.846	0957	3	029000	12	06	21	12	S-4DP	2	09	1	1	1	01	01	02	R	1	03	01	01	S	14	02	41	08	01	01	N	13	00	54	2	0	00		
776844490	70140000	02.849	0957	3	036000	09	12	18	10	S-4DP	0	01	1	3	2	03	01	02	L	2	01	01	01	S	01	77	74	02	01	02	S	08	00	26	2	0	01		
776879510	70140000	02.850	0957	3	036000	09	11	25	20	S-4DP	0	01	4	2	2	03	01	02	R	1	01	01	01	N	01	02	19	01	01	01	N	08	00	19	5	0	01		
828538060	70140000	02.850	0957	3	029000	12	02	24	15	S-4DP	0	01	1	1	1	05	01	02	R	1	03	01	01	N	01	02	36	03	01	02	N	08	00	40	3	0	06		
836514040	70140000	02.853	0957	3	035000	13	08	09	22	S-4DP	0	01	4	1	1	05	01	02	R	2	01	01	01	N	01	02	46	01	01	02	N	08	00	52	2	0	02		
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776756370	70140000	02.855	0957	3	036000	09	08	26	16	S-4DP	0	01	1	1	1	05	01	02	L	1	01	01	01	S	01	02	18	01	01	02	S	08	00	54	2	0	01		
806350550	70140000	02.855	0957	3	036000	10	08	01	20	S-4DP	0	03	5	3	2	03	01	02	R	1	01	01	03	S	02	03	17	01	01	01	N	02	00	19	2	0	00		
820080180	70140000	02.855	0957	3	036000	10	11	23	04	S-4DP	0	03	1	1	1	05	01	02	L	2	03	01	01	S	01	11	42	03	01	03	N	05	00	26	5	0	03		
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822055330	70140000	02.855	0957	3	032000	11	01	28	16	S-4DP	1	38	1	1	1	05	01	02	R	2	03	01	02	N	01	02	42	03	01	02	N	08	00	36	2	0	01		
820932050	70140000	02.855	0957	3	032000	11	07	01	14	S-4DP	0	01	1	3	2	01	01	02	R	1	01	01	01	N	01	02	27	01	01	01	N	08	00	21	3	0	01		
822730090	70140000	02.855	0957	3	032000	11	09	08	11	S-4DP	0	10	1	1	1	05	01	02	R	C	02	01	03	N	14	03	53	88	88	U	00	00	56	1	0	01			
828366360	70140000	02.855	0957	3	029000	12	01	27	14	S-4DP	0	01	1	2	1	05	01	02	S	R	08	01	01	W	02	02	56	08	01	03	W	07	00	51	2	0	00		
828992900	70140000	02.855	0957	3	029000	12	05	15	14	S-4DP	0	03	1	2	1	05	01	02	R	1	01	01	01	N	14	11	18	01	01	03	W	10	00	55	2	0	00		
833235040	70140000	02.855	0957	3	035000	13	05	20	08	S-4DP	0	01	1	1	1	05	01	02	L	2	02	01	01	S	14	02	44	03	01	01	S	09	00	51	2	0	01		
833037500	70140000	02.855	0957	3	035000	13	07	03	11	S-4DP	0	03	1	1	1	05	01	02	R	1	03	01	03	S	06	03	69	03	01	01	N	01	00	24	3	0	01		
836994690	70140000	02.855	0957	3	035000	13	11	06	12	S-4DP	0	03	1	2	1	05	01	02	L	1	01	01	03	N	14	03	88	01	01	01	S	12	00	16	2	0	01		
836951090	70140000	02.855	0957	3	035000	13	12	24	15	S-4DP	0	03	1	1	1	05	01	02	L	2	01	01	03	W	06	03	74	01	01	01	S	02	00	21	2	0	00		
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828662310	70140000	02.861	0957	3	029000	12	03	15	15	S-4DP	0	01	1	1	1	05	01	02	L	2	01	01	01	S	01	02	24	01	01	02	S	08	00	30	3	0	05		
776764570	70140000	02.863	0957	3	036000	09	06	04	16	S-4DP	0	01	1	3	2	05	01	02	L	2	03	01	06	S	01	02	59	03	01	02	S	08	00	27	2	0	01		
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822730970	70140000	02.869	0957	3	032000	11	10	17	10	S-4DP	0	01	1	2	1	05	01	03	L	2	03	01	01	S	01	02	26	03	01	02	S	08	00	70	2	0	00		

REPORT...CARPJ13-01
DATE...03/03/2015
TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 18
USERID: KNGMBPR
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2009 TO 12/31/2013
FROM CO/SEC/SUB: 70 140 000
TO CO/SEC/SUB: 70 140 000

RAMPS INCL
INFL INCL
CR/OS INCL
MP: 000.000
MP: 003.869

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N					
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI				
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN			
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	IP	IE	IV	NA	TS	VE	E	I	BJ
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU					
E	T	I	BI	O	S	GI	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR								
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E								
N	N	T	Y	1	G	L	S	N	#	1	1	F1	D	2	F2	D	S	D	D																							
833222380	70140000	02.874	0957	3	035000	13	06	06	09	S-4DP	0	01	1	3	2	05	08	03	L	1	01	01	02	S	00	12	27	01	01	02	S	08	00	23	2	0	00					
828983990	70140000	02.893	0957	3	029000	12	04	10	09	S-4DP	0	01	1	1	1	05	01	03	L	2	03	01	01	S	14	02	46	01	01	02	S	07	00	44	2	0	00					
836860410	70140000	02.893	0957	3	035000	13	11	26	13	S-4DP	0	03	1	2	1	01	01	04	L	1	01	01	03	E	14	03	24	01	01	01	S	01	00	61	2	0	00					
774449320	70140000	02.901	0957	3	036000	09	05	10	16	S-4DP	0	01	1	1	1	03	01	01	L	2	03	01	01	S	01	02	39	02	01	02	S	08	00	50	2	0	00					
769004250	70140000	02.950	0957	3	036000	10	06	21	10	S-4DP	0	04	1	1	1	03	01	04	L	2	01	01	03	E	14	03	31	01	01	01	S	01	00	97	2	1	01					
822062010	70140000	03.025	0958	3	029000	12	08	13	09	S-4DP	0	03	1	1	1	06	01	04	L	1	01	01	03	E	14	03	26	01	01	01	S	06	00	41	2	0	00					
832849620	70140000	03.044	0958	3	035000	13	04	17	14	S-4DP	0	09	1	1	1	01	01	01	L	1	03	01	06	S	13	77	59	03	01	01	S	04	00	67	2	0	00					
774449300	70140000	03.071	0958	3	036000	09	05	04	15	S-4DP	0	03	1	1	1	03	01	04	L	1	01	01	03	S	14	03	79	11	01	01	S	02	00	60	2	0	01					
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832573060	70140000	03.128	2841	3	035000	13	02	17	07	S-4DP	0	03	1	1	1	06	01	02	L	1	01	01	03	E	13	03	31	01	01	01	S	01	00	53	2	0	01					
832071830	70140000	03.139	2841	3	035000	13	01	10	12	S-4DP	0	03	1	1	1	01	01	04	L	1	01	01	01	E	01	03	34	01	01	01	S	02	00	74	2	0	01					
831461290	70140000	03.141	2841	3	029000	12	06	08	21	S-4DP	0	10	5	3	2	01	08	03	R	1	03	01	01	N	01	01	53	88	88	88	U	00	00	74	1	1	00					
832347280	70140000	03.158	0959	3	029000	12	11	09	19	S-4DP	0	77	4	1	1	01	01	02	R	2	01	01	03	N	00	77	45	03	01	01	N	03	00	36	3	0	00					
832347460	70140000	03.158	0959	3	029000	12	11	27	17	S-4DP	0	03	1	1	1	01	01	02	R	R	01	01	03	S	01	03	33	02	01	01	N	14	00	76	2	0	03					
776850800	70140000	03.167	0959	3	036000	09	12	11	14	S-4DP	0	03	1	2	1	06	01	02	L	1	01	01	01	W	01	03	87	01	01	01	S	11	00	56	2	0	02					
776877580	70140000	03.167	0959	3	036000	09	12	19	18	S-4DP	0	09	4	1	1	03	01	02	L	1	01	01	01	E	09	03	18	03	01	01	S	01	00	21	2	0	02					
769195670	70140000	03.167	0959	3	036000	10	01	10	16	S-4DP	0	03	1	1	1	03	01	02	L	2	03	01	06	S	03	05	48	01	01	01	S	14	00	40	2	0	02					
776999940	70140000	03.167	0959	3	036000	10	07	22	14	S-4DP	0	04	1	2	1	06	01	02	L	1	01	01	03	E	09	13	17	01	01	01	S	14	00	24	2	0	01					
806392880	70140000	03.167	0959	3	036000	10	11	16	12	S-4DP	0	03	1	1	1	03	01	02	I	M	01	01	01	E	14	03	57	01	01	01	S	01	00	17	2	0	00					
819809490	70140000	03.167	0959	3	032000	11	11	16	17	S-4DP	0	03	3	1	1	01	01	02	L	R	01	01	06	S	05	03	86	11	01	05	S	01	00	33	2	0	01					
838422690	70140000	03.167	0959	3	035000	13	02	14	17	S-4DP	0	03	1	3	2	06	01	02	L	U	01	01	01	E	01	03	27	01	01	01	N	01	00	16	2	0	00					
836950910	70140000	03.167	0959	3	035000	13	12	09	18	S-4DP	0	03	4	1	1	01	01	02	L	R	02	01	03	W	04	03	62	03	01	01	S	01	00	27	2	0	00					
828828190	70140000	03.176	0959	3	029000	12	02	11	18	S-4DP	0	01	4	1	1	01	01	02	L	1	01	01	01	S	01	02	16	01	01	02	S	08	00	75	2	0	00					
832789220	70140000	03.185	0959	3	035000	13	03	18	11	S-4DP	0	03	1	1	1	01	01	04	L	1	01	01	03	E	01	03	75	01	01	01	S	06	00	48	2	0	01					
776764900	70140000	03.186	0959	3	036000	09	08	29	11	S-4DP	0	31	1	1	1	03	01	01	R	S	11	01	01	N	06	77	65															
828445640	70140000	03.186	0959	3	029000	12	02	16	16	S-4DP	0	03	1	1	1	01	01	04	R	2	01	01	03	S	06	03	28	11	01	01	N	01	00	51	2	0	01					
832652990	70140000	03.186	0959	3	029000	12	12	30	15	S-4DP	0	09	1	2	1	01	01	03	R	1	02	01	06	N	02	77	35	01	01	01	N	11	00	31	2	0	01					
836994550	70140000	03.186	0959	3	035000	13	10	29	08	S-4DP	0	03	1	1	1	01	01	03	M	T	03	01	03	W	02	03	59	01	01	01	N	06	00	46	2	0	00					
822058410	70140000	03.206	0959	3	032000	11	10	27	01	S-4DP	1	38	4	1	1	01	01	03	L	1	03	00	01	S	02	77	55	01	00	01	S	10	00	37	2	0	00					
831859210	70140000	03.216	0959	3	029000	12	08	30	13	S-4DP	0	03	1	2	1	06	01	02	R	1	03	01	01	W	10	03	79	01	01	01	N	01	00	58	2	0	00					
822736400	70140000	03.224	2596	3	032000	11	10	21	14	S-4DP	3	09	1	1	1	01	01	01	M	T	01	01	01	S	13	77	34	02	01	02	S	05	00	49	2	0	00					
828412470	70140000	03.231	2596	3	032000	11	11	30	11	S-4DP	0	03	1	1	1	01	01	04	M	T	01	01	03	W	02	03	48	03	01	01	N	06	00	51	2	0	03					
820131660	70140000	03.237	2596	3	032000	11	01	10	15	S-4DP	0	01	1	2	1	01	01	03	R	2	03	01	01	N	08	02	17	01	01	01	N	01	00	65	2	0	00					

REPORT...CARPJ13-01
DATE...03/03/2015
TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 20
USERID: KNGMBPR
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2009 TO 12/31/2013
FROM CO/SEC/SUB: 70 140 000
TO CO/SEC/SUB: 70 140 000

RAMPS INCL
INFL INCL
CR/OS INCL
MP: 000.000
MP: 003.869

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N	
R	N	C	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI	
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	E	A	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	I	E	BJ	
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU	
E	T	I	BI	O	S	GI	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR				
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E				
	N	N	T				Y	1	G	L	S	N	#																									
776907900	70140000	03.369	0961	3	030500	10	02	25	16	S-4DP	0	06	1	1	1	03	01	02	R	L	01	01	06	N	13	05	85	04	77	01	N	02	00	34	3	0	01	
832021890	70140000	03.369	0961	3	025500	12	09	25	15	S-4DP	0	01	1	2	1	05	01	01	R	2	01	01	01	S	01	02	24	01	01	01	S	08	00	64	2	0	01	
832573080	70140000	03.370	0961	3	027500	13	02	22	13	S-4DR	0	01	1	2	1	05	01	02	L	L	03	01	01	S	02	02	64	11	01	02	S	08	00	65	2	0	01	
776986060	70140000	03.378	0961	3	030500	10	04	30	10	S-4DP	0	06	1	1	1	03	01	01	R	1	01	01	06	N	00	05	57	01	01	01	N	03	00	78	2	0	00	
831944640	70140000	03.378	0961	3	025500	12	08	14	17	S-4DP	0	01	1	2	2	05	01	03	L	L	03	01	01	S	01	02	44	03	01	02	E	08	00	31	2	0	00	
836639520	70140000	03.391	1923	3	027500	13	09	09	18	S-4DR	0	01	1	1	1	05	01	02	R	1	01	01	01	N	01	02	62	01	01	01	N	08	00	39	2	0	01	
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774420340	70140000	03.396	2284	3	031500	09	03	12	15	U-4DR	0	01	1	1	1	05	01	02	R	1	01	01	01	N	01	02	73	03	01	02	N	10	00	43	2	0	02	
828823720	70140000	03.396	2284	3	025500	12	02	19	15	U-4DR	0	03	1	2	1	05	01	02	R	1	03	01	01	N	02	11	17	01	01	03	W	14	03	26	2	0	01	
828824280	70140000	03.396	2284	3	025500	12	04	12	17	U-4DR	0	01	1	1	1	05	01	02	R	L	01	01	01	N	00	02	46	01	01	02	N	00	00	36	2	0	02	
836951150	70140000	03.396	1923	3	027500	13	12	30	19	S-4DR	0	03	5	1	1	05	01	02	R	1	01	01	03	E	06	06	76	01	01	01	N	02	00	40	2	0	00	
832573110	70140000	03.398	2284	3	027500	13	02	24	13	S-4DR	0	01	1	3	2	05	01	02	L	2	03	01	01	S	00	02	23	01	01	02	S	00	00	48	2	0	01	
828679240	70140000	03.400	2284	3	025500	12	01	25	08	U-4DR	0	01	1	1	1	05	01	02	L	2	01	01	01	S	01	02	27	01	01	02	S	08	00	67	3	0	00	
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776852090	70140000	03.432	0963	3	031500	09	11	10	08	U-4DR	0	16	1	1	1	03	01	01	M	M	07	01	01	S	14	77	68											
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837063610	70140000	03.614	2992	3	027500	13	12	11	07	U-4DR	0	09	1	1	1	01	01	01	L	2	01	01	01	S	03	77	68	01	01	01	S	13	00	46	2	0	00	
806308450	70140000	03.629	2992	3	030500	10	10	11	06	U-4DR	0	77	1	1	1	01	01	01	L	S	03	01	01	S	14	77	58	03	01	08								
776982930	70140000	03.774	2917	3	030500	10	08	21	11	U-4DR	3	01	1	1	1	05	01	06	L	1	03	01	01	S	01	02	48	02	01	02	S	08	09	64	2	0	02	
820228470	70140000	03.850	2917	3	027500	11	11	20	14	U-4DR	0	01	1	2	1	05	01	03	R	1	03	01	01	N	14	02	77	01	01	02	N	07	00	74	2	0	01	
833285370	70140000	03.850	2917	3	027500	13	06	27	09	U-4DR	0	01	1	1	1	77	01	03	L	2	02	03	01	S	14	10	51	01	01	02	S	07	00	28	2	0	00	
776972630	70140000	03.864	2917	3	030500	10	06	25	16	U-4DR	0	01	1	1	1	05	01	03	L	2	02	01	01	S	01	77	34	03	01	02	S	08	00	48	2	0	00	
774416310	70140000	03.869	2917	3	031500	09	02	01	18	U-4DR	0	03	4	1	1	05	01	02	L	1	03	01	01	S	01	01	18	01	01	03	N	04	00	68	2	0	02	
774416320	70140000	03.869	2917	3	031500	09	02	01	18	U-4DR	0	16	4	1	1	05	01	02	M	M	01	01	01	S	14	01	26	01	01	06	S	00	00	00	2	0	00	
776780550	70140000	03.869	2917	3	031500	09	06	08	19	U-4DR	0	04	1	3	2	05	01	02	R	1	01	01	03	N	01	77	16	01	01	01	S	01	00	20	2	0	03	
776756150	70140000	03.869	2917	3	031500	09	06	17	21	U-4DR	0	04	5	1	1	05	01	02	L	2	03	01	03	S	00	03	00	01	01	05	S	14	00	50	2	0	01	
769056890	70140000	03.869	2917	3	031500	09	09	17	08	U-4DR	0	05	1	1	1	05	01	02	L	2	01	01	05	E	10	03	17	03	01	01	S	02	00	44	2	0	02	
776816830	70140000	03.869	2917	3	031500	09	11	23	17	U-4DR	0	03	4	2	1	05	01	02	L	1	01	01	01	S	01	11	22	01	01	10	N	05	00	45	2	0	00	
820778750	70140000	03.869	2917	3	027500	11	03	20	20	U-4DR	0	03	4	1	1	05	01	02	L	1	01	01	03	N	05	03	16	01	01	01	S	01	00	65	2	0	02	

REPORT...CARPJ13-01
DATE...03/03/2015
TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 23
USERID: KNGMBPR
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT
RAMPS INCL
INFL INCL
CR/OS INCL

FROM: 01/01/2009 TO 12/31/2013
FROM CO/SEC/SUB: 70 140 000
TO CO/SEC/SUB: 70 140 000

MP: 000.000
MP: 003.869

C	R	A	S	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA		UI
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN
S	M	U	C	SC	E	RD	TA	RLF	R	T		R	SESE		ME	H	T	S	FN	DN	EA	D	IP	IE	IM		NA	TS	VE	IP	IE	IV		NA	TS	VE	E	I	BJ
H	B	N	T	UT	P	EE	ED	AYF		H		H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU
E		T	I	BI	O	S		G	I			O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR
R		Y	O	O	S	T		E	C			R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E	
		N	N	T								Y		1	G			L	S	N	#			1	1	F1	D				2	F2		D	S	D	D		

822514280Y70100000	10.754	2190	520	033500	11	07	21	11	U-6DR	0	11	1	1	1	01	01	04	R	S	01	01	05	N	02	03	42	10	00	88	00	00	57	2	0	01				

REPORT...CARPJ13-01
 DATE...03/03/2015
 TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 1 - SORT BY ROADWAY, MILE POINT

PAGE NO: 24
 USERID: KNGMBPR
 I/O.... CARI113

COMMENT:
 FROM: 01/01/2009 TO 12/31/2013
 FROM CO/SEC/SUB: 70 140 000
 TO CO/SEC/SUB: 70 140 000

MP: 000.000
 MP: 003.869
 RAMPS INCL
 INFL INCL
 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2009	0	0	0	70	109	53	123	0	109	13	1
2010	1	1	1	80	139	68	149	1	140	19	7
2011	0	0	0	87	149	69	156	0	149	15	9
2012	2	2	0	83	140	113	198	2	140	29	12
2013	0	0	0	81	126	101	182	0	126	22	8
TOTAL	3	3	1	401	663	404	808	3	664	98	37

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORT...CARPJ13-01
 DATE...03/03/2015
 TIME...10:25:30

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 *** REPORT TOTALS ***

PAGE NO: 25
 USERID: KNGMBPR
 I/O.... CARI113

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2009	0	0	0	70	109	53	123	0	109	13	1
2010	1	1	1	80	139	68	149	1	140	19	7
2011	0	0	0	87	149	69	156	0	149	15	9
2012	2	2	0	83	140	113	198	2	140	29	12
2013	0	0	0	81	126	101	182	0	126	22	8
TOTAL	3	3	1	401	663	404	808	3	664	98	37

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Appendix D – Existing Signal Timings

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Grn	7	15	7	7	7	15	7	7	3		3		3		3	
Gap, Ext	3	3	3	4	3	3	4	3								
Max 1	25	50	32	32	28	55	32	32								
Max 2	45	45	45	45	45	45	45	45								
Yel Clr	4.8	5.2	4.8	3.4	5.2	4.8	4.8	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.8	2	2.9	2.6	2.4	2	2.6	2.9	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk		5														
Ped Clr		23														
Red Revt																
Add Init																
Max Init																

Gap Reduction

Time B4																
Cars B4																
Time To																
ReducBy																
Min Gap																
DyMaxLim																
Max Step																

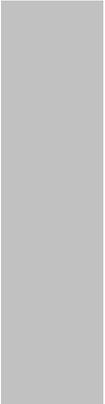
Phase Options [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	1	1	1	1	1	1	1	1								
Min Recall		1				1										
Max Recall																
Ped Recall																
Soft Recall																
Lock Calls	1	1	1	1	1	1	1	1								
A Flash Entry				1				1								
A Flash Exit		1				1										
Dual Entry		1				1										
Enable Sim Gap		1				1				1		1		1		1
Gaur Passage																
Rest In Walk																
Cond Service																
Non-Act 1																
Non-Act 2																
Add Init Calc																

Phase Options+ [1.1.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reservice																
Walk Thru Yel																
Skip Red																
Red Rest																
Max II																
Ped Delay																
Conflicting Φ	5		7	8												
Grn-Ped Delay																
Omit Yel																
Ped Out/Olap																
Start Yel																

Ring, Start, Concurrency [1.1.4]

Phase	Direction	Ring	Start Up	Concurrent Phases									
1		1	RED	5	6								
2		1	GREEN	5	6								
3		1	RED	7	8								
4		1	RED	7	8								
5		2	RED	1	2								
6		2	GREEN	1	2								
7		2	RED	3	4								
8		2	RED	3	4								
9				REDCLR									
10				REDCLR									
11				REDCLR									
12				REDCLR									
13				REDCLR									
14				REDCLR									
15				REDCLR									
16				REDCLR									

Call Phases, Call Redirection [1.1.5]

Phase	Call Phases	Redirection		From	To	From	To	From	To	From	To
		From	To								
1											
2											
3											
4											
5											
6											
7											
8											
9											
10											
11											
12											
13											
14											
15											
16											

Inhibit Phases [1.1.5]

Inhibit Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alternate Phase Program 1, Interval Times [1.1.6.1]

column ->	1	2	3	4	5	6	7	8
Assign Φ								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alternate Phase Program 2, Interval Times [1.1.6.1]

column ->	1	2	3	4	5	6	7	8
Assign Φ								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alternate Phase Program 3, Interval Times [1.1.6.1]

column ->	1	2	3	4	5	6	7	8
Assign Φ								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alternate Phase Program 1, Options [1.1.6.2]

column ->	1	2	3	4	5	6	7	8
Assign Φ								
Soft Recall								
Dual Enrty								
Enable Sim Gap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Grn-Ped Del Inh								
Conflicting Φ								
Conflicting Φ								

Alternate Phase Program 2, Options [1.1.6.2]

column ->	1	2	3	4	5	6	7	8
Assign Φ								
Soft Recall								
Dual Enrty								
Enable Sim Gap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Grn-Ped Del Inh								
Non-Act 1								
Conflicting Φ								
Conflicting Φ								

Alternate Phase Program 3, Options [1.1.6.2]

column ->	1	2	3	4	5	6	7	8
Assign Φ								
Soft Recall								
Dual Enrty								
Enable Sim Gap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Grn-Ped Del Inh								
Non-Act 1								
Conflicting Φ								
Conflicting Φ								

Alternate Phase Program 4, Options [1.1.6.2]

column ->	1	2	3	4	5	6	7	8
Assign Φ								
Soft Recall								
Dual Enrty								
Enable Sim Gap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Grn-Ped Del Inh								
Non-Act 1								
Conflicting Φ								
Conflicting Φ								

Alternate Phase Program 5, Options [1.1.6.2]

column ->	1	2	3	4	5	6	7	8
Assign Φ								
Soft Recall								
Dual Entry								
Enable Sim Gap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Grn-Ped Del Inh								
Non-Act 1								
Conflicting Φ								
Conflicting Φ								

Alternate Phase Program 6, Options [1.1.6.2]

column ->	1	2	3	4	5	6	7	8
Assign Φ								
Soft Recall								
Dual Entry								
Enable Sim Gap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Grn-Ped Del Inh								
Non-Act 1								
Conflicting Φ								
Conflicting Φ								

Alternate Phase Program 7, Options [1.1.6.2]

column ->	1	2	3	4	5	6	7	8
Assign Φ								
Soft Recall								
Dual Entry								
Enable Sim Gap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Grn-Ped Del Inh								
Non-Act 1								
Conflicting Φ								
Conflicting Φ								

Alternate Phase Program 8, Options [1.1.6.2]

column ->	1	2	3	4	5	6	7	8
Assign Φ								
Soft Recall								
Dual Entry								
Enable Sim Gap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Grn-Ped Del Inh								
Non-Act 1								
Conflicting Φ								
Conflicting Φ								

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Assigned Φ	Call Phases
1		
2		
3		
4		
5		
6		
7		
8		

Redirection

From	To	From	To	From	To	From	To

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Assigned Φ	Call Phases
1		
2		
3		
4		
5		
6		
7		
8		

Redirection

From	To	From	To	From	To	From	To

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Inhibit Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Inhibit Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green		10		10			10	
Gap, Ext	3	3.5	3	3	3	3.5	3	3
Max 1		35		25			25	
Max 2		35		25			25	
Yel Clearance	4	4.9	4	4	4	4	4.8	4
Red Clearance	2	2	2	2	2	2	2	2
Walk							15	
Ped Clearance							22	
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Auto Flash Parm's [1.4.1]

Flash Parameter Clearance Time

Mode	VOT_MON	Yellow	35
		Red	15

Auto Flash, Phases/Overlaps [1.4.2]

Yel (phases)								
Yel (overlaps)								

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Phase Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable		1					1	
Min Recall		1						
Max Recall		1						
Ped Recall								
Soft Recall								
Lock Calls		1						
Auto Flash Entry				1				
Auto Flash Exit		1						
Dual Entry		1						
Enable Simul Gap		1				1		
Gaurant Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Phase Options+ [1.1.3]

Reservice								
Walk Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase				9				
Conflicting Phase	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Omit Yellow								
Ped Out/Olap								
Start Yel, Next Ph								

Inhibit Phases [1.1.5]

Phase	Inhibit Phases							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Call Phases, Call Redirection [1.1.5]

Phase	Call Phases				Redirection			
					From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Overlap Program Parameters [1.5.2.1]

	Extend Green	Yellow	Red	Type
Overlap A(1)		3.5	1.5	NORMAL
Overlap B(2)		3.5	1.5	NORMAL

Overlap Program Parameters [1.5.2.1]

	Extend Green	Yellow	Red	Type
Overlap C(3)		3.5	1.5	NORMAL
Overlap D(4)		3.5	1.5	NORMAL

Overlap A (1) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap C (3) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap B (2) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases	4	5						
Modifier Phases								
Conflict Phases	9							
Conflict Overlaps								
Conflicting Peds								

Overlap D (4) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap Program Parameters [1.5.2.1]

Overlap	Green	Yellow	Red	Type
E(5)		3.5	1.5	NORMAL
F(6)		3.5	1.5	NORMAL
G(7)		3.5	1.5	NORMAL
H(8)		3.5	1.5	NORMAL

Overlap	Green	Yellow	Red	Type
I(9)		3.5	1.5	NORMAL
J(10)		3.5	1.5	NORMAL
K(11)		3.5	1.5	NORMAL
L(12)		3.5	1.5	NORMAL

Overlap	Green	Yellow	Red	Type
M(13)		3.5	1.5	NORMAL
N(14)		3.5	1.5	NORMAL
O(15)		3.5	1.5	NORMAL
P(16)		3.5	1.5	NORMAL

Overlap E (5) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap K (11) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap F (6) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap L (12) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap G (7) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap M (13) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap H (8) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap N (14) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap I (9) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap O (15) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap J (10) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap P (16) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	6	15				15		8
Gap, Ext	3.5	3.5				3.5		4
Max 1	30	60				60		40
Max 2	30	60				60		40
Yel Clearance	5	4.8		4.3	4	5		4
Red Clearance	2	2		2	2	2		2
Walk		25						20
Ped Clearance		25						20
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Auto Flash Parm's [1.4.1]

Flash Parameter Clearance Time

Mode Yellow 45

Auto Flash, Phases/Overlaps [1.4.2]

Red 30

Yel (phases)	2	6						
Yel (overlaps)								

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03/18/15

Phase Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	1	1				1		1
Min Recall		1				1		
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls		1				1		
Auto Flash Entry								1
Auto Flash Exit		1				1		
Dual Entry		1				1		
Enable Simul Gap		1				1		
Gaurant Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Phase Options+ [1.1.3]

Reservice								
Walk Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Conflicting Phase	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Omit Yellow								
Ped Out/Olap								
Start Yel, Next Ph								

Inhibit Phases [1.1.5]

Phase	Inhibit Phases							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Call Phases, Call Redirection [1.1.5]

Phase	Call Phases				Redirection			
					From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Overlap Program Parameters [1.5.2.1]

	Extend Green	Yellow	Red	Type
Overlap A(1)		3.5	1.5	NORMAL
Overlap B(2)		3.5	1.5	NORMAL

Overlap Program Parameters [1.5.2.1]

	Extend Green	Yellow	Red	Type
Overlap C(3)		3.5	1.5	NORMAL
Overlap D(4)		3.5	1.5	NORMAL

Overlap A (1) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap C (3) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap B (2) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap D (4) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap Program Parameters [1.5.2.1]

Overlap	Green	Yellow	Red	Type
E(5)		3.5	1.5	NORMAL
F(6)		3.5	1.5	NORMAL
G(7)		3.5	1.5	NORMAL
H(8)		3.5	1.5	NORMAL

Overlap	Green	Yellow	Red	Type
I(9)		3.5	1.5	NORMAL
J(10)		3.5	1.5	NORMAL
K(11)		3.5	1.5	NORMAL
L(12)		3.5	1.5	NORMAL

Overlap	Green	Yellow	Red	Type
M(13)		3.5	1.5	NORMAL
N(14)		3.5	1.5	NORMAL
O(15)		3.5	1.5	NORMAL
P(16)		3.5	1.5	NORMAL

Overlap E (5) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap K (11) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap F (6) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap L (12) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap G (7) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap M (13) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap H (8) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap N (14) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap I (9) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap O (15) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap J (10) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap P (16) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

0 : 5008 - Barton Blvd & Fiske Blvd (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		30		25		25		25								
Min Green	8	16		8	8	16		15	3		3		3		3	
Passage	3	3.5		3	5	3.5		3								
Max1	25	40		40	30	40		40								
Max2	25	40		40	25	40		40								
Yellow	4.4	4.4	4	4.1	4.4	4.4	4	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2.4	2	2	3	2.7	2	2	2.7	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON			ON	ON										
Max Recall		ON				ON										
Ped Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON				ON		ON		ON		ON
Rest In Walk																

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase								8								
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	1	2	2	4	4	4	5	5	6		6	8	8	8	5	
Switch Phase																
Delay Time				7										9		

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase																
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase																
Switch Phase																
Delay Time																

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Date: _____

0 : 5008 - Barton Blvd & Fiske Blvd (Standard File)

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	16	34	12		7	4		127	64	7	33			16	33	4
Minute			16	68	4	16		255	24	8	4		17		48	33
Action		17		89	33	128		32	51	4	16	34	12	128	8	4

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	16		255	24	8	4		17		65	33	34		1	19	4
Minute	128		32	70	4	16	34	12	128	8	4		221		65	33
Action		127	64	48	33			16		4	16		255	24	8	4

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	16	34	12	128	9	4		127	64	23	33			16	39	4
Minute				80	4	16		255	24	16	4		17		52	33
Action		17		52	33	128		32	82	4	16	34	12		16	4

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt																
Ph Time Alt																

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

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Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell						
Link						
Delay						
Min Duration			10	10	10	10
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence			60	60	60	60
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			2	4	1	8
Dwell P2			5	4	6	8
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON					
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifier Phases	Type	Green	Yellow	Red
Overlap 1			NORMAL	4	3.5	1.5
Overlap 2			NORMAL		3.5	1.5
Overlap 3			NORMAL		3.5	1.5
Overlap 4			NORMAL		3.5	1.5
Overlap 5			NORMAL		3.5	1.5
Overlap 6			NORMAL		3.5	1.5
Overlap 7			NORMAL		3.5	1.5
Overlap 8			NORMAL		3.5	1.5
Overlap 9			NORMAL		3.5	1.5
Overlap 10			NORMAL		3.5	1.5
Overlap 11			NORMAL		3.5	1.5
Overlap 12			NORMAL		3.5	1.5
Overlap 13			NORMAL		3.5	1.5
Overlap 14			NORMAL		3.5	1.5
Overlap 15			NORMAL		3.5	1.5
Overlap 16			NORMAL		3.5	1.5

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Date: _____

Brevard County

Alternate Timing Sheet

3/19/2015

0 : 5008 - Barton Blvd & Fiske Blvd (Standard File)

Alternate Phase Program 1, Interval Times

[1.1.6.1]

Phase	Walk	Ped	Min	Passage	Max1	Max2	Yellow	Red	Assign	Bike

Alternate Phase Program 2, Interval Times

[1.1.6.1]

Phase	Walk	Ped	Min	Passage	Max1	Max2	Yellow	Red	Assign	Bike

	Clear	Green				Clear	Ph	Clear
1								
2								
3								
4								
5								
6								
7								
8								

	Clear	Green				Clear	Ph	Clear
1								
2								
3								
4								
5								
6								
7								
8								

Alternate Phase Program 3, Interval Times
[1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 4, Interval Times
[1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 5, Interval Times
[1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

TB Coor, Day Plan [4.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	16		255	24	16	4		204		22	21	18			80	7
Minute	2			55	4	16		3	128	22	5		237		22	21
Action		245	2	52	33			16	70	7	16		255	26	22	5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	16	34	12	128	22	5		237		25	21			16	85	3
Minute				23	7	16	16	255	26	22	5		204		41	35
Action		17		25	21	2			38	7	16		3		18	2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	16	34	12	128	18	2		127	64	71	35			16	35	1
Minute			16	17	3	16		255	24	18	2		204		38	40
Action		17		69	35	128		32	85	3	16		3		32	3

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Date: _____

Brevard County

Special System Timing Sheet

3/19/2015

0 : 5008 - Barton Blvd & Fiske Blvd (Standard File)

Coordination, Splits [2.7.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Approved By: Sal T

Date: _____

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	5	15		6		15		
Gap, Ext	3	3.5		3		3.5		
Max 1	25	50		30		35		
Max 2	25	50		30		50		
Yel Clearance	4.4	4.5		3.4	5	4.4		3.5
Red Clearance	2	2		2	2	2		2
Walk		7		10				
Ped Clearance		17		25				
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Auto Flash Parm's [1.4.1]

Flash Parameter Clearance Time

Mode	VOT_MON	Yellow	45
		Red	30

Auto Flash, Phases/Overlaps [1.4.2]

Yel (phases)	2	6						
Yel (overlaps)								

SR 519 (Fiske Blvd) & St Andrews Dr (ID 5011) (Standard File 03/18/15)

Phase Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	1	1		1		1		
Min Recall		1				1		
Max Recall		1						
Ped Recall								
Soft Recall								
Lock Calls		1				1		
Auto Flash Entry				1				
Auto Flash Exit		1				1		
Dual Entry		1				1		
Enable Simul Gap								
Gaurant Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Phase Options+ [1.1.3]

Reservice								
Walk Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Conflicting Phase	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Omit Yellow								
Ped Out/Olap								
Start Yel, Next Ph								

Inhibit Phases [1.1.5]

Phase	Inhibit Phases							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Call Phases, Call Redirection [1.1.5]

Phase	Call Phases				Redirection			
					From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Overlap Program Parameters [1.5.2.1]

	Extend Green	Yellow	Red	Type
Overlap A(1)		3.5	1.5	NORMAL
Overlap B(2)		3.5	1.5	NORMAL

Overlap Program Parameters [1.5.2.1]

	Extend Green	Yellow	Red	Type
Overlap C(3)		3.5	1.5	NORMAL
Overlap D(4)		3.5	1.5	NORMAL

Overlap A (1) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap C (3) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap B (2) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap D (4) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap Program Parameters [1.5.2.1]

Overlap	Green	Yellow	Red	Type
E(5)		3.5	1.5	NORMAL
F(6)		3.5	1.5	NORMAL
G(7)		3.5	1.5	NORMAL
H(8)		3.5	1.5	NORMAL

Overlap	Green	Yellow	Red	Type
I(9)		3.5	1.5	NORMAL
J(10)		3.5	1.5	NORMAL
K(11)		3.5	1.5	NORMAL
L(12)		3.5	1.5	NORMAL

Overlap	Green	Yellow	Red	Type
M(13)		3.5	1.5	NORMAL
N(14)		3.5	1.5	NORMAL
O(15)		3.5	1.5	NORMAL
P(16)		3.5	1.5	NORMAL

Overlap E (5) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap K (11) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap F (6) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap L (12) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap G (7) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap M (13) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap H (8) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap N (14) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap I (9) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap O (15) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap J (10) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap P (16) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	6	16		6				
Gap, Ext	3	3.5		3				
Max 1	20	30		30				
Max 2		30						
Yel Clearance	4.6	4.6	3.5	4.1	4	4.3	3.5	3.5
Red Clearance	2	2		2		2		
Walk		6		6				
Ped Clearance		17		19				
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Auto Flash Parm's [1.4.1]

Flash Parameter Clearance Time

Mode	VOT_MON	Yellow	45
		Red	30

Auto Flash, Phases/Overlaps [1.4.2]

Yel (phases)	2	6						
Yel (overlaps)								

Fiske Blvd & Pluckbaum St (ID 5012) (Standard File)

03/18/15

Phase Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	1	1		1				
Min Recall		1						
Max Recall		1						
Ped Recall								
Soft Recall								
Lock Calls		1						
Auto Flash Entry				1				
Auto Flash Exit		1						
Dual Entry		1						
Enable Simul Gap		1						
Gaurant Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Phase Options+ [1.1.3]

Reservice								
Walk Thru Yel								
Skip Red No Call								
Red Rest								
Max II		1				1		
Conflicting Phase								
Conflicting Phase	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Omit Yellow								
Ped Out/Olap								
Start Yel, Next Ph								

Inhibit Phases [1.1.5]

Phase	Inhibit Phases							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Call Phases, Call Redirection [1.1.5]

Phase	Call Phases				Redirection			
					From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Overlap Program Parameters [1.5.2.1]

	Extend Green	Yellow	Red	Type
Overlap A(1)		3.5	1.5	NORMAL
Overlap B(2)		3.5	1.5	NORMAL

Overlap Program Parameters [1.5.2.1]

	Extend Green	Yellow	Red	Type
Overlap C(3)		3.5	1.5	NORMAL
Overlap D(4)		3.5	1.5	NORMAL

Overlap A (1) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases	1	2						
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap C (3) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap B (2) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap D (4) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap Program Parameters [1.5.2.1]

Overlap	Green	Yellow	Red	Type
E(5)		3.5	1.5	NORMAL
F(6)		3.5	1.5	NORMAL
G(7)		3.5	1.5	NORMAL
H(8)		3.5	1.5	NORMAL

Overlap	Green	Yellow	Red	Type
I(9)		3.5	1.5	NORMAL
J(10)		3.5	1.5	NORMAL
K(11)		3.5	1.5	NORMAL
L(12)		3.5	1.5	NORMAL

Overlap	Green	Yellow	Red	Type
M(13)		3.5	1.5	NORMAL
N(14)		3.5	1.5	NORMAL
O(15)		3.5	1.5	NORMAL
P(16)		3.5	1.5	NORMAL

Overlap E (5) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap K (11) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap F (6) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap L (12) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap G (7) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap M (13) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap H (8) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap N (14) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap I (9) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap O (15) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap J (10) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap P (16) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green		15		15				
Gap, Ext		4		4				
Max 1		55		25				
Max 2								
Yel Clearance		4.5		3.7				
Red Clearance		2		3.1				
Walk		7		7				
Ped Clearance		10		24				
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Auto Flash Parm's [1.4.1]

Flash Parameter Clearance Time

Mode	VOT_MON	Yellow	45
		Red	30

Auto Flash, Phases/Overlaps [1.4.2]

Yel (phases)	2	6						
Yel (overlaps)								

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Phase Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	1	1		1				
Min Recall		1		1				
Max Recall		1						
Ped Recall								
Soft Recall								
Lock Calls		1						
Auto Flash Entry				1				
Auto Flash Exit		1						
Dual Entry								
Enable Simul Gap								
Gaurant Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Phase Options+ [1.1.3]

Reservice								
Walk Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Conflicting Phase	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Omit Yellow								
Ped Out/Olap								
Start Yel, Next Ph								

Inhibit Phases [1.1.5]

Phase	Inhibit Phases							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Call Phases, Call Redirection [1.1.5]

Phase	Call Phases				Redirection			
					From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Overlap Program Parameters [1.5.2.1]

	Extend Green	Yellow	Red	Type
Overlap A(1)		3.5	1.5	NORMAL
Overlap B(2)		3.5	1.5	NORMAL

Overlap Program Parameters [1.5.2.1]

	Extend Green	Yellow	Red	Type
Overlap C(3)		3.5	1.5	NORMAL
Overlap D(4)		3.5	1.5	NORMAL

Overlap A (1) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap C (3) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap B (2) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap D (4) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases								
Modifier Phases								
Conflict Phases								
Conflict Overlaps								
Conflicting Peds								

Overlap Program Parameters [1.5.2.1]

Overlap	Green	Yellow	Red	Type
E(5)		3.5	1.5	NORMAL
F(6)		3.5	1.5	NORMAL
G(7)		3.5	1.5	NORMAL
H(8)		3.5	1.5	NORMAL

Overlap	Green	Yellow	Red	Type
I(9)		3.5	1.5	NORMAL
J(10)		3.5	1.5	NORMAL
K(11)		3.5	1.5	NORMAL
L(12)		3.5	1.5	NORMAL

Overlap	Green	Yellow	Red	Type
M(13)		3.5	1.5	NORMAL
N(14)		3.5	1.5	NORMAL
O(15)		3.5	1.5	NORMAL
P(16)		3.5	1.5	NORMAL

Overlap E (5) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap K (11) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap F (6) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap L (12) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap G (7) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap M (13) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap H (8) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap N (14) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap I (9) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap O (15) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap J (10) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

Overlap P (16) Program Parameters [1.5.2.1] & [1.5.2.2]

Included Phases									
Modifier Phases									
Conflicting Peds									

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Phase [1.1.1]

	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		26		30		26		29								
Min Green	5	10	5	7	5	12	5	7								
Passage	3	3	3	3.5	3	3	3	3								
Max1	25	60	25	40	25	60	40	30								
Max2	25	60	25	25	25	60	25	25								
Yellow	4	4.8	4	4	4	4.8	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2.7	2.7	3	3	2.7	2.7	3	3								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk		ON				ON										

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry				ON				ON								
Non Act1																
Non Act2																
Lock Call		ON			ON	ON	ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

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Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Yellow 3 Second Disable	Omit Yellow Enable	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Disable Init Ped	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time
	OFF		OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1014								

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF		

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifier Phases	Type	Green	Yellow	Red
Overlap 1			NORMAL		3.5	1.5
Overlap 2			NORMAL		3.5	1.5
Overlap 3			NORMAL		3.5	1.5
Overlap 4			NORMAL		3.5	1.5
Overlap 5			NORMAL		3.5	1.5
Overlap 6			NORMAL		3.5	1.5
Overlap 7			NORMAL		3.5	1.5
Overlap 8			NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases	Conflicting Overlaps	Conflicting Peds
Overlap 1			
Overlap 2			
Overlap 3			
Overlap 4			
Overlap 5			
Overlap 6			
Overlap 7			
Overlap 8			

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	7	8	8	4	5	8			
Switch Phase																
Delay Time			2	5									7			

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
--	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH	
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable OFF	Extra Maps Enable DEFAULT	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
------------------------------	-------------------------------------	---------------------------	-----------------------	----------------	------------------------------

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1									1	1			
2		1		1							1	1			
3	1								1	1					
4	1		1						1	1					
5				1											
6		1		1											
7			1												
8	1		1												
9															
10															
11															
12															
13			1												
14	1														
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac	Detector								MMU Diag														
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8								
Present	ON	ON							ON		ON	ON											ON	
Peer to Peer																								

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

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Alarms, Enable Events

[1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	ON
8	ON
9	
10	
11	
12	
13	
14	
15	
16	

Alarms, Enable Alarms

[1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	ON
8	ON
9	
10	
11	
12	
13	
14	
15	
16	

Preemption

Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell	ON	ON	ON	ON	ON	ON
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						

17	
18	
19	
20	
21	
22	
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64	

Track R4					
Dwell P1					
Dwell P2					
Dwell P3					
Dwell P4					
Dwell P5					
Dwell P6					
Dwell P7					
Dwell P8					
Dwell P9					
Dwell P10					
Dwell P11					
Dwell P12					
Dwell Ped1					
Dwell Ped2					
Dwell Ped3					
Dwell Ped4					
Dwell Ped5					
Dwell Ped6					
Dwell Ped7					
Dwell Ped8					
Exit R1					
Exit R2					
Exit R3					
Exit R4					

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						

Dwell Over 1																			
Dwell Over 2																			
Dwell Over 3																			
Dwell Over 4																			
Dwell Over 5																			
Dwell Over 6																			
Dwell Over 7																			
Dwell Over 8																			
Dwell Over 9																			
Dwell Over 10																			
Dwell Over 11																			
Dwell Over 12																			
Ped Clear																			
Yellow																			
Red																			
Max Green																			

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
TIMED	TIMED	NO_RECYCLE	ON	OFF	OFF	OFF	ON	0	+	ON	

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	130	140	140							130	140	130	130			
Offset Time	98	11	9							88	80	3	40			
Split Number	1	2	3	4						10	11	12	13			
Seq Number	1	1	1	1	1	1	1	1	1	3	2	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time														120	120	
Offset Time																
Split Number														30	31	
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	45	15	50	15	50	24	41								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	41	15	57	15	53	22	50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	42	15	63	15	47	26	52								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase						ON										

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT

Coord Phase		ON														
-------------	--	----	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	57	14	37	29	50	20	31								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	23	68	15	34	37	54	21	28								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	56	15	37	38	40	25	27								
Mode	NON	MAX	OMT	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Brevard County

Timing Sheet

3/18/2015 7:00:04 AM

Station : 1014 - SR 520 & Fiske Blvd (Standard File)

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	26	51	18	35	37	40	20	33								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Brevard County

Timing Sheet

3/18/2015 7:00:04 AM

Station : 1014 - SR 520 & Fiske Blvd (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16					0	0						
17					0	0						
18					0	0						
19					0	0						
20					0	0						
21					0	0						
22					0	0						
23					0	0						
24					0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	254				0	0						



Appendix E – Arterial Roadway Segment LOS Analysis

Generalized **Annual Average Daily** Volumes for Florida's
Urbanized Areas

TABLE 1

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lanes Ramp Metering					
Non-State Signalized Roadways - 10%						Present in Both Directions + 20,000 + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	8,600	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,300	108,800
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment						2	Divided	Yes	+5%		
Multiply the corresponding two-directional volumes in this table by 0.6						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE²						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
Paved Shoulder/Bicycle Lane Coverage						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
	B	C	D	E		* Cannot be achieved using table input value defaults.					
0-49%	*	2,900	7,600	19,700		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
50-84%	2,100	6,700	19,700	>19,700		Source:					
85-100%	9,300	19,700	>19,700	**		Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
PEDESTRIAN MODE²											
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	2,800	9,500							
50-84%	*	1,600	8,700	15,800							
85-100%	3,800	10,700	17,400	>19,700							
BUS MODE (Scheduled Fixed Route)³											
(Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

TABLE 1
(continued)

Generalized Annual Average Daily Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
	Freeways	Core Freeways	Highways		State Arterials				Class I	
					Class I	Class II		Bicycle	Pedestrian	
ROADWAY CHARACTERISTICS										
Area type (u,lu)	lu	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (n, nr, r)			n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4								
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.91	0.97	0.98						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus		
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.		
		%ffs	Density						ats	ats
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6		
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4		
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3		
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2		

% ffs = Percent free flow speed ats = Average travel speed

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

TABLE 2

12/18/12

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

TABLE 2
(continued)

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

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		State Arterials				Class I	
				Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density	ats	ats				
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

**Generalized Annual Average Daily Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	12,900	14,200	**	4	28,800	43,000	52,300	60,000	
4	Divided	*	29,300	30,400	**	6	43,000	64,000	78,300	92,500	
6	Divided	*	45,200	45,800	**	8	57,500	85,400	104,400	123,500	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 20,000					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Rural Undeveloped					
2	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
2	Undivided	No	No	-20%		2	Undivided	4,700	8,400	14,300	28,600
Multi	Undivided	Yes	No	-5%		4	Divided	25,700	40,300	51,000	57,900
Multi	Undivided	No	No	-25%		6	Divided	38,800	60,400	76,700	86,800
-	-	-	Yes	+ 5%		Developed Areas					
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	B	C	D	E
						2	Undivided	8,700	16,400	23,100	31,500
						4	Divided	25,900	40,700	52,400	59,600
						6	Divided	38,800	61,000	78,400	89,500
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					
Rural Undeveloped						Uninterrupted Flow Highway Adjustments					
Paved Shoulder/Bicycle Lane Coverage						Lanes	Median	Exclusive left lanes		Adjustment factors	
0-49%						2	Divided	Yes		+5%	
50-84%						Multi	Undivided	Yes		-5%	
85-100%						Multi	Undivided	No		-25%	
2,300											
3,200											
10,600											
18,500											
20,000											
3,200											
10,600											
18,500											
20,000											
Developed Areas						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
0-49%						* Cannot be achieved using table input value defaults.					
50-84%						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%											
2,300											
4,900											
15,600											
18,500											
20,000											
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
Sidewalk Coverage											
0-49%											
50-84%											
85-100%											
2,700											
8,400											
14,900											
16,700											
19,200											

TABLE 3
(continued)

Generalized Annual Average Daily Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials	Bicycle	Pedestrian		
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	1	1	1	1	1	1	1	1	1	1
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways	Highways								
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd				
	Density	%tsf	ats	%ffs	Density	Density				
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14				
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22				
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29				
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34				
Level of Service	Arterials		Bicycle		Pedestrian					
	Major City/Co.(ats)		Score		Score					
B	> 31 mph		≤ 2.75		≤ 2.75					
C	> 23 mph		≤ 3.50		≤ 3.50					
D	> 18 mph		≤ 4.25		≤ 4.25					
E	> 15 mph		≤ 5.00		≤ 5.00					

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas¹

TABLE 4

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	4,120	5,540	6,700	7,190		
2	Undivided	*	1,510	1,600	**	6	6,130	8,370	10,060	11,100		
4	Divided	*	3,420	3,580	**	8	8,230	11,100	13,390	15,010		
6	Divided	*	5,250	5,390	**	10	10,330	14,040	16,840	18,930		
8	Divided	*	7,090	7,210	**	12	14,450	18,880	22,030	22,860		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes			Ramp			
2	Undivided	*	660	1,330	1,410	Present in Both Directions			Metering			
4	Divided	*	1,310	2,920	3,040	+ 1,800			+ 5%			
6	Divided	*	2,090	4,500	4,590							
8	Divided	*	2,880	6,060	6,130							
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)												
Non-State Signalized Roadways - 10%												
Median & Turn Lane Adjustments												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
2	Divided	Yes	No	+5%								
2	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+ 5%								
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6												
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Paved Shoulder/Bicycle Lane Coverage						B	C	D	E			
0-49%						*	260	680	1,770			
50-84%						190	600	1,770	>1,770			
85-100%						830	1,770	>1,770	**			
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage						B	C	D	E			
0-49%						*	*	250	850			
50-84%						*	150	780	1,420			
85-100%						340	960	1,560	>1,770			
BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)												
Sidewalk Coverage						B	C	D	E			
0-84%						> 5	≥ 4	≥ 3	≥ 2			
85-100%						> 4	≥ 3	≥ 2	≥ 1			
						UNINTERRUPTED FLOW HIGHWAYS						
Lanes	Median	B	C	D	E							
2	Undivided	770	1,530	2,170	2,990							
4	Divided	3,300	4,660	5,900	6,530							
6	Divided	4,950	6,990	8,840	9,790							
Uninterrupted Flow Highway Adjustments												
Lanes	Median	Exclusive left lanes		Adjustment factors								
2	Divided	Yes		+5%								
Multi	Undivided	Yes		-5%								
Multi	Undivided	No		-25%								
						¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
						* Cannot be achieved using table input value defaults.						
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm						

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		State Arterials				Class I	
		Class I	Class II		Bicycle	Pedestrian			
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density	ats	ats				
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

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

TABLE 5

12/18/12

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

TABLE 5
(continued)

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

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		State Arterials				Class I	
		Class I	Class II		Bicycle	Pedestrian			
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density	ats	ats				
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

Generalized **Peak Hour Two-Way** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹

TABLE 6

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,220	1,350	**	4	3,020	4,510	5,490	6,300	
4	Divided	*	2,790	2,890	**	6	4,510	6,720	8,220	9,720	
6	Divided	*	4,300	4,350	**	8	6,040	8,970	10,960	12,970	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,800					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Rural Undeveloped					
2	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
2	Undivided	No	No	-20%		2	Undivided	440	790	1,350	2,710
Multi	Undivided	Yes	No	-5%		4	Divided	2,440	3,820	4,840	5,500
Multi	Undivided	No	No	-25%		6	Divided	3,680	5,730	7,280	8,240
-	-	-	Yes	+ 5%		Developed Areas					
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	B	C	D	E
						2	Undivided	820	1,550	2,190	2,990
						4	Divided	2,460	3,860	4,970	5,660
						6	Divided	3,680	5,790	7,440	8,500
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					
Rural Undeveloped						Uninterrupted Flow Highway Adjustments					
Paved Shoulder/Bicycle	Lane Coverage	B	C	D	E	Lanes	Median	Exclusive left lanes	Adjustment factors		
	0-49%	*	120	190	300	2	Divided	Yes	+5%		
	50-84%	100	200	310	>1,010	Multi	Undivided	Yes	-5%		
	85-100%	250	370	1,760	>1,760	Multi	Undivided	No	-25%		
Developed Areas						¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle	Lane Coverage	B	C	D	E	² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
	0-49%	*	220	460	1,480	* Cannot be achieved using table input value defaults.					
	50-84%	170	430	1,270	>1,760	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
	85-100%	560	1,760	>1,760	**	<i>Source:</i> Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	Lane Coverage	B	C	D	E						
	0-49%	*	*	220	840						
	50-84%	*	120	780	1,390						
	85-100%	320	940	1,560	>1,820						

TABLE 6
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials	Bicycle	Pedestrian		
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, w)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways		Highways							
	Density	Two-Lane ru		Two-Lane rd		Multilane ru		Multilane rd		
		%tsf	ats	%ffs	Density	Density				
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14				
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22				
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29				
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34				
Level of Service	Arterials		Bicycle		Pedestrian					
	Major City/Co.(ats)		Score		Score					
B	> 31 mph		≤ 2.75		≤ 2.75					
C	> 23 mph		≤ 3.50		≤ 3.50					
D	> 18 mph		≤ 4.25		≤ 4.25					
E	> 15 mph		≤ 5.00		≤ 5.00					

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas¹

TABLE 7

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	2	2,260	3,020	3,660	3,940	
1	Undivided	*	830	880	**	3	3,360	4,580	5,500	6,080	
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220	
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360	
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lane	Ramp Metering				
1	Undivided	*	370	750	800	+ 1,000	+ 5%				
2	Divided	*	730	1,630	1,700						
3	Divided	*	1,170	2,520	2,560						
4	Divided	*	1,610	3,390	3,420						
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)											
Non-State Signalized Roadways - 10%											
Median & Turn Lane Adjustments											
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors							
1	Divided	Yes	No	+5%							
1	Undivided	No	No	-20%							
Multi	Undivided	Yes	No	-5%							
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+ 5%							
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2											
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/Bicycle Lane Coverage											
		B	C	D	E						
	0-49%	*	150	390	1,000						
	50-84%	110	340	1,000	>1,000						
	85-100%	470	1,000	>1,000	**						
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
		B	C	D	E						
	0-49%	*	*	140	480						
	50-84%	*	80	440	800						
	85-100%	200	540	880	>1,000						
BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)											
Sidewalk Coverage											
		B	C	D	E						
	0-84%	> 5	≥ 4	≥ 3	≥ 2						
	85-100%	> 4	≥ 3	≥ 2	≥ 1						
						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E						
1	Undivided	420	840	1,190	1,640						
2	Divided	1,810	2,560	3,240	3,590						
3	Divided	2,720	3,840	4,860	5,380						
Uninterrupted Flow Highway Adjustments											
Lanes	Median	Exclusive left lanes		Adjustment factors							
1	Divided	Yes		+5%							
Multi	Undivided	Yes		-5%							
Multi	Undivided	No		-25%							
						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
						* Cannot be achieved using table input value defaults.					
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials			Class I		
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	1	1	1	1	1	1	1	1	1
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, w)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density						ats
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

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

TABLE 8

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	2	2,200	2,880	3,440	3,580	
1	Undivided	*	710	800	**	3	3,260	4,280	5,100	5,540	
2	Divided	*	1,740	1,820	**	4	4,260	5,680	6,760	7,500	
3	Divided	*	2,670	2,740	**	5	5,300	7,080	8,440	9,440	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lane	Ramp Metering				
1	Undivided	*	330	680	720	+ 1,000	+ 5%				
2	Divided	*	500	1,460	1,600						
3	Divided	*	810	2,280	2,420						
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						UNINTERRUPTED FLOW HIGHWAYS					
Median & Turn Lane Adjustments						Lanes	Median	B	C	D	E
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		1	Undivided	450	850	1,200	1,640
1	Divided	Yes	No	+5%		2	Divided	1,740	2,450	3,110	3,440
2	Undivided	No	No	-20%		3	Divided	2,610	3,680	4,660	5,170
Multi	Undivided	Yes	No	-5%		Uninterrupted Flow Highway Adjustments					
Multi	Undivided	No	No	-25%		Lanes	Median	Exclusive left lanes	Adjustment factors		
-	-	-	Yes	+ 5%		1	Divided	Yes	+5%		
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
		B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%		*	140	320	1,000	* Cannot be achieved using table input value defaults.					
50-84%		100	280	940	>1,000	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%		380	1,000	>1,000	**						
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage		B	C	D	E						
0-49%		*	*	140	480						
50-84%		*	80	440	800						
85-100%		200	540	880	>1,000						
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)											
Sidewalk Coverage		B	C	D	E						
0-84%		> 5	≥ 4	≥ 3	≥ 2						
85-100%		> 4	≥ 3	≥ 2	≥ 1						
<i>Source:</i> Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm											

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		State Arterials				Class I	
				Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
CONTROL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.	
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

Generalized **Peak Hour Directional** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹

TABLE 9

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	670	740	**	2	1,680	2,500	3,040	3,500	
2	Divided	*	1,530	1,580	**	3	2,500	3,720	4,560	5,400	
3	Divided	*	2,360	2,400	**	4	3,360	4,980	6,080	7,200	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,000					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Rural Undeveloped					
1	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
1	Undivided	No	No	-20%		1	Undivided	240	430	740	1,490
Multi	Undivided	Yes	No	-5%		2	Divided	1,340	2,100	2,660	3,020
Multi	Undivided	No	No	-25%		3	Divided	2,020	3,150	4,000	4,530
-	-	-	Yes	+ 5%		Developed Areas					
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						Lanes	Median	B	C	D	E
						1	Undivided	450	850	1,200	1,640
						2	Divided	1,350	2,120	2,730	3,110
						3	Divided	2,020	3,180	4,090	4,670
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					
Rural Undeveloped						Uninterrupted Flow Highway Adjustments					
Paved Shoulder/Bicycle	Lane Coverage	B	C	D	E	Lanes	Median	Exclusive left lanes	Adjustment factors		
	0-49%	*	70	110	170	1	Divided	Yes	+5%		
	50-84%	60	120	180	580	Multi	Undivided	Yes	-5%		
	85-100%	140	210	1,000	>1,000	Multi	Undivided	No	-25%		
Developed Areas						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle	Lane Coverage	B	C	D	E	² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
	0-49%	*	120	260	840	* Cannot be achieved using table input value defaults.					
	50-84%	100	240	720	1,000	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
	85-100%	320	1,000	>1,000	**	Source:					
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
Sidewalk Coverage		B	C	D	E						
	0-49%	*	*	120	460						
	50-84%	*	80	430	770						
	85-100%	180	520	860	>1,000						

TABLE 9
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials	Bicycle	Pedestrian		
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways		Highways							
	Density	%tsf	Two-Lane ru		Two-Lane rd		Multilane ru		Multilane rd	
			ats	%ffs	Density	Density				
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14				
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22				
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29				
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34				
Level of Service	Arterials		Bicycle		Pedestrian					
	Major City/Co.(ats)		Score		Score					
B	> 31 mph		≤ 2.75		≤ 2.75					
C	> 23 mph		≤ 3.50		≤ 3.50					
D	> 18 mph		≤ 4.25		≤ 4.25					
E	> 15 mph		≤ 5.00		≤ 5.00					

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

Table 1: Existing Roadway Level of Service

Roadway / Segment	No. of Lanes ¹	Speed Limit (mph) ¹	Adopted LOS ²	Maximum Service Volumes ²		Daily ³		AM Peak Hour Directional Traffic ⁴			PM Peak Hour Directional Traffic ⁴		
				Daily	Peak	AAVT	LOS	Volume	Dir	LOS	Volume	Dir	LOS
SR 519													
I-95 NB Interchange to Barnes Boulevard	4LD	45	D	41,790	2,100	22,230	C	976	SB	C	1,060	NB	C
Barnes Boulevard to Gladiola Circle	4LD	45	D	41,790	2,100	20,722	C	943	SB	C	942	NB	C
Gladiola Circle to Levitt Parkway	4LD	45	D	39,800	2,000	20,800	C	824	SB	C	881	NB	C
Levitt Parkway to Eyster Boulevard	4LD	45	D	39,800	2,000	21,176	C	835	NB	C	922	SB	C
Eyster Boulevard to Barton Boulevard	4LD	45	D	39,800	2,000	24,027	C	1,021	SB	C	1,043	SB	C
Barton Boulevard to St. Andrews Drive	4LD	40	D	39,800	2,000	24,427	C	908	SB	C	1,065	SB	C
St. Andrews Drive to Pluckebaum Road	4LD	40	D	39,800	2,000	24,892	C	913	SB	C	1,054	NB	C
Pluckebaum Road to Rosa L. Jones Drive	4LD	40	D	39,800	2,000	19,277	C	823	SB	C	1,070	SB	C
Rosa L. Jones Drive to SR 520	4LD	40	D	39,800	2,000	17,722	C	682	NB	C	811	NB	C

Source: Compiled by VHB.

- 1 FDOT Straight Line Diagrams (SLD)
- 2 2012 FDOT Quality/Level of Service Handbook
- 3 FDOT FTI, SCPTOP, and supplemental daily counts
- 4 Turning movement counts within the roadway segment

Table 2: Fiske Boulevard 2015 Existing Bicycle Level of Service

Roadway / Segment	No. of Lanes ¹	Bike Lane Coverage ¹	Maximum Service Volumes ²		Daily ³		AM Peak Hour Directional Traffic ⁴			PM Peak Hour Directional Traffic ⁴		
			Daily	Peak	AADT	LOS	Volume	Dir	LOS	Volume	Dir	LOS
I-95 NB interchange to Barnes Boulevard	4LD	0-49%	15,200	780	22,230	E	976	SB	E	1,060	NB	E
Barnes Boulevard to Gladiola Circle	4LD	0-49%	15,200	780	20,722	E	943	SB	E	942	NB	E
Gladiola Circle to Levitt Parkway	4LD	0-49%	15,200	780	20,800	E	824	SB	E	881	NB	E
Levitt Parkway to Eyster Boulevard	4LD	0-49%	15,200	780	21,176	E	835	NB	E	922	SB	E
Eyster Boulevard to Barton Boulevard	4LD	0-49%	15,200	780	24,027	E	1,021	SB	E	1,043	SB	E
Barton Boulevard to St. Andrews Drive	4LD	0-49%	15,200	780	24,427	E	908	SB	E	1,065	SB	E
St. Andrews Drive to Pluckebaum Road	4LD	0-49%	15,200	780	24,892	E	913	SB	E	1,054	NB	E
Pluckebaum Road to Rosa L. Jones Drive	4LD	0-49%	15,200	780	19,277	E	823	SB	E	1,070	SB	E
Rosa L. Jones Drive to SR 520	4LD	0-49%	15,200	780	17,722	E	682	NB	D	811	NB	E

Source: Compiled by VHB.

1 FDOT Straight Line Diagrams (SLD)

2 2012 FDOT Quality/Level of Service Handbook

3 FDOT FTI, SCPTOP, and supplemental daily counts

4 Turning movement counts within the roadway segment

Note: Level of service for the bicycle mode in this table is based on number of motorized vehicles, not number of bicyclists using the facility. Although there are no specific level of service standards established for bicycle mode or other non-motorized vehicles model, the maximum service volumes for LOS D are used for comparison purpose.

Table 3: 2015 Existing Pedestrian Level of Service

Roadway / Segment	No. of Lanes ¹	Sidewalk Coverage ¹	Maximum Service Volumes ²		Daily ³		AM Peak Hour Directional Traffic ⁴			PM Peak Hour Directional Traffic ⁴		
			Daily	Peak	AADT	LOS	Volume	Dir	LOS	Volume	Dir	LOS
SR 519												
I-95 NB interchange to Barnes Boulevard	4LD	85-100%	34,800	1,760	22,230	D	976	SB	C	1,060	NB	C
Barnes Boulevard to Gladiola Circle	4LD	85-100%	34,800	1,760	20,722	C	943	SB	C	942	NB	C
Gladiola Circle to Levitt Parkway	4LD	85-100%	34,800	1,760	20,800	C	824	SB	C	881	NB	C
Levitt Parkway to Eyster Boulevard	4LD	85-100%	34,800	1,760	21,176	C	835	NB	C	922	SB	C
Eyster Boulevard to Barton Boulevard	4LD	85-100%	34,800	1,760	24,027	D	1,021	SB	C	1,043	SB	C
Barton Boulevard to St. Andrews Drive	4LD	85-100%	34,800	1,760	24,427	D	908	SB	C	1,065	SB	C
St. Andrews Drive to Pluckebaum Road	4LD	85-100%	34,800	1,760	24,892	D	913	SB	C	1,054	NB	C
Pluckebaum Road to Rosa L. Jones Drive	4LD	85-100%	34,800	1,760	19,277	C	823	SB	C	1,070	SB	C
Rosa L. Jones Drive to SR 520	4LD	85-100%	34,800	1,760	17,722	C	682	NB	C	811	NB	C

Source: Compiled by VHB.

1 FDOT Straight Line Diagrams (SLD)

2 2012 FDOT Quality/Level of Service Handbook

3 FDOT FTI, SCPTOP, and supplemental daily counts

4 Turning movement counts within the roadway segment

Note: Level of service for the pedestrian mode in this table is based on number of motorized vehicles, not number of pedestrians using the facility. Although there are no specific level of service standards established for pedestrian mode or other non-motorized vehicles model, the maximum service volumes for D are used for comparison purpose.



Appendix F – Intersection LOS Analysis - Synchro Printouts

HCM Signalized Intersection Capacity Analysis
 1: SR 519 & I-95 NB Ramps/Barnes Blvd

Existing 2015 AM

													
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	
Lane Configurations													
Volume (vph)	306	167	63	1	256	244	49	2	264	332	299	102	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	7.4	6.0	6.0		7.7	7.7	7.7		7.6	7.2	7.2	7.6	
Lane Util. Factor	1.00	1.00	1.00		0.97	1.00	1.00		1.00	0.95	1.00	1.00	
Frbp, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.98	1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85	1.00	
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95	
Satd. Flow (prot)	1805	1863	1568		3433	1792	1583		1770	3505	1517	1770	
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95	
Satd. Flow (perm)	1805	1863	1568		3433	1792	1583		1770	3505	1517	1770	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Adj. Flow (vph)	352	192	72	1	294	280	56	2	303	382	344	117	
RTOR Reduction (vph)	0	0	52	0	0	0	46	0	0	0	229	0	
Lane Group Flow (vph)	352	192	20	0	295	280	10	0	305	382	115	117	
Confl. Peds. (#/hr)											1	1	
Heavy Vehicles (%)	0%	2%	3%	2%	2%	6%	2%	2%	2%	3%	4%	2%	
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	
Protected Phases	7	4		3	3	8		5	5	2		1	
Permitted Phases			4			8					2		
Actuated Green, G (s)	32.8	44.0	44.0		19.3	29.1	29.1		29.6	54.2	54.2	16.0	
Effective Green, g (s)	32.8	44.0	44.0		19.3	29.1	29.1		29.6	54.2	54.2	16.0	
Actuated g/C Ratio	0.20	0.27	0.27		0.12	0.18	0.18		0.18	0.33	0.33	0.10	
Clearance Time (s)	7.4	6.0	6.0		7.7	7.7	7.7		7.6	7.2	7.2	7.6	
Vehicle Extension (s)	4.0	4.0	4.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	365	506	425		408	321	284		323	1172	507	174	
v/s Ratio Prot	c0.20	0.10			0.09	c0.16			c0.17	0.11		0.07	
v/s Ratio Perm			0.01				0.01				0.08		
v/c Ratio	0.96	0.38	0.05		0.72	0.87	0.04		0.94	0.33	0.23	0.67	
Uniform Delay, d1	64.0	47.9	43.5		68.8	64.6	54.9		65.4	40.3	38.8	70.5	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	37.6	0.7	0.1		6.2	21.9	0.1		35.4	0.2	0.2	9.8	
Delay (s)	101.7	48.6	43.6		75.0	86.6	54.9		100.8	40.4	39.0	80.3	
Level of Service	F	D	D		E	F	D		F	D	D	F	
Approach Delay (s)		78.3			78.4				57.8				
Approach LOS		E			E				E				
Intersection Summary													
HCM 2000 Control Delay			67.2									HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			0.90										
Actuated Cycle Length (s)			162.0									Sum of lost time (s)	29.9
Intersection Capacity Utilization			85.8%									ICU Level of Service	E
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 1: SR 519 & I-95 NB Ramps/Barnes Blvd

Existing 2015 AM



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	648	138
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frpb, ped/bikes	1.00	1.00
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3539	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3539	1583
Peak-hour factor, PHF	0.87	0.87
Adj. Flow (vph)	745	159
RTOR Reduction (vph)	0	114
Lane Group Flow (vph)	745	45
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	2%	2%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	41.0	41.0
Effective Green, g (s)	41.0	41.0
Actuated g/C Ratio	0.25	0.25
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	895	400
v/s Ratio Prot	c0.21	
v/s Ratio Perm		0.03
v/c Ratio	0.83	0.11
Uniform Delay, d1	57.2	46.5
Progression Factor	1.00	1.00
Incremental Delay, d2	6.7	0.1
Delay (s)	63.9	46.6
Level of Service	E	D
Approach Delay (s)	63.1	
Approach LOS	E	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

2: SR 519 & Roy Wall Blvd

Existing 2015 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	1	0	100	2	177	3	648	97	126	751	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	2	1	0	101	2	179	3	655	98	127	759	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						10						
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1437	1772	380	1295	1675	327	760			753		
vC1, stage 1 conf vol	1014	1014		661	661							
vC2, stage 2 conf vol	424	759		634	1014							
vCu, unblocked vol	1437	1772	380	1295	1675	327	760			753		
tC, single (s)	7.5	6.5	6.9	7.6	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.6	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	100	65	99	73	100			85		
cM capacity (veh/h)	180	202	618	285	233	668	848			853		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3			
Volume Total	3	282	3	327	327	98	127	506	254			
Volume Left	2	101	3	0	0	0	127	0	0			
Volume Right	0	179	0	0	0	98	0	0	1			
cSH	186	776	848	1700	1700	1700	853	1700	1700			
Volume to Capacity	0.02	0.36	0.00	0.19	0.19	0.06	0.15	0.30	0.15			
Queue Length 95th (ft)	1	42	0	0	0	0	13	0	0			
Control Delay (s)	24.6	16.9	9.3	0.0	0.0	0.0	10.0	0.0	0.0			
Lane LOS	C	C	A				A					
Approach Delay (s)	24.6	16.9	0.0				1.4					
Approach LOS	C	C										
Intersection Summary												
Average Delay			3.2									
Intersection Capacity Utilization			42.5%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: SR 519 & Elementary School

Existing 2015 AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	10	0	831	719	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	11	0	903	782	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh				2	2	
Upstream signal (ft)					442	
pX, platoon unblocked	0.86	0.86	0.86			
vC, conflicting volume	1233	391	782			
vC1, stage 1 conf vol	782					
vC2, stage 2 conf vol	452					
vCu, unblocked vol	946	0	421			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	444	933	976			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	5	11	452	452	391	391
Volume Left	5	0	0	0	0	0
Volume Right	0	11	0	0	0	0
cSH	444	933	1700	1700	1700	1700
Volume to Capacity	0.01	0.01	0.27	0.27	0.23	0.23
Queue Length 95th (ft)	1	1	0	0	0	0
Control Delay (s)	13.2	8.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	10.3		0.0		0.0	
Approach LOS	B					

Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			33.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: SR 519 & Hans Christian Anderson Elem Loop South

Existing 2015 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	42	2	10	18	2	39	164	652	20	26	691	79
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	2	11	20	2	42	178	709	22	28	751	86
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL				TWLTL
Median storage veh								2				2
Upstream signal (ft)												346
pX, platoon unblocked	0.85	0.85	0.85	0.85	0.85		0.85					
vC, conflicting volume	1605	1938	418	1509	1959	354	837			730		
vC1, stage 1 conf vol	851	851		1065	1065							
vC2, stage 2 conf vol	754	1087		444	893							
vCu, unblocked vol	1358	1749	0	1245	1774	354	454			730		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	79	99	99	89	99	93	81			97		
cM capacity (veh/h)	219	188	921	185	180	642	937			870		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3			
Volume Total	59	64	178	354	354	22	28	501	336			
Volume Left	46	20	178	0	0	0	28	0	0			
Volume Right	11	42	0	0	0	22	0	0	86			
cSH	253	349	937	1700	1700	1700	870	1700	1700			
Volume to Capacity	0.23	0.18	0.19	0.21	0.21	0.01	0.03	0.29	0.20			
Queue Length 95th (ft)	22	17	17	0	0	0	3	0	0			
Control Delay (s)	23.5	17.6	9.7	0.0	0.0	0.0	9.3	0.0	0.0			
Lane LOS	C	C	A				A					
Approach Delay (s)	23.5	17.6	1.9				0.3					
Approach LOS	C	C										
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			47.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

5: SR 519 & Hans Christian Anderson Elem Entrance

Existing 2015 AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	9	724	796	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.9	6.9	6.9	
Lane Util. Factor			1.00	0.95	0.95	
Fr _t			1.00	1.00	0.99	
Fl _t Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1770	3539	3504	
Fl _t Permitted			0.26	1.00	1.00	
Satd. Flow (perm)			485	3539	3504	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	10	787	865	61
RTOR Reduction (vph)	0	0	0	0	4	0
Lane Group Flow (vph)	0	0	10	787	922	0
Turn Type			Perm	NA	NA	
Protected Phases				2	2	
Permitted Phases			2			
Actuated Green, G (s)			52.8	52.8	52.8	
Effective Green, g (s)			52.8	52.8	52.8	
Actuated g/C Ratio			0.56	0.56	0.56	
Clearance Time (s)			6.9	6.9	6.9	
Vehicle Extension (s)			3.5	3.5	3.5	
Lane Grp Cap (vph)			273	1998	1978	
v/s Ratio Prot				0.22	c0.26	
v/s Ratio Perm			0.02			
v/c Ratio			0.04	0.39	0.47	
Uniform Delay, d ₁			9.0	11.4	12.0	
Progression Factor			1.00	1.00	1.00	
Incremental Delay, d ₂			0.3	0.6	0.8	
Delay (s)			9.3	12.0	12.8	
Level of Service			A	B	B	
Approach Delay (s)	0.0			11.9	12.8	
Approach LOS	A			B	B	

Intersection Summary

HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	93.5	Sum of lost time (s)	13.7
Intersection Capacity Utilization	29.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
6: SR 519 & Lakemoor Blvd

Existing 2015 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	0	4	98	0	55	3	767	61	33	782	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	7	0	4	104	0	59	3	816	65	35	832	1
Pedestrians		2			5							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1378	1797	418	1350	1765	445	835			886		
vC1, stage 1 conf vol	905	905		860	860							
vC2, stage 2 conf vol	473	892		490	905							
vCu, unblocked vol	1378	1797	418	1350	1765	445	835			886		
tC, single (s)	7.5	6.5	7.4	7.5	6.5	7.0	4.1			4.2		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.5	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	97	100	99	62	100	89	100			95		
cM capacity (veh/h)	246	238	523	274	252	555	793			732		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2				
Volume Total	7	4	163	3	544	337	451	417				
Volume Left	7	0	104	3	0	0	35	0				
Volume Right	0	4	59	0	0	65	0	1				
cSH	246	523	335	793	1700	1700	732	1700				
Volume to Capacity	0.03	0.01	0.49	0.00	0.32	0.20	0.05	0.25				
Queue Length 95th (ft)	2	1	63	0	0	0	4	0				
Control Delay (s)	20.1	11.9	25.5	9.6	0.0	0.0	1.4	0.0				
Lane LOS	C	B	D	A			A					
Approach Delay (s)	17.1		25.5	0.0			0.7					
Approach LOS	C		D									
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			68.0%		ICU Level of Service				C			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
7: SR 519 & Eyster Blvd

Existing 2015 AM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	111	102	659	185	179	708
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.8	6.8	7.0	7.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frbp, ped/bikes	1.00	0.98	1.00	0.93	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1559	3539	1444	1763	3505
Flt Permitted	0.95	1.00	1.00	1.00	0.25	1.00
Satd. Flow (perm)	1770	1559	3539	1444	464	3505
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	116	106	686	193	186	738
RTOR Reduction (vph)	0	83	0	124	0	0
Lane Group Flow (vph)	116	23	686	69	186	738
Confl. Peds. (#/hr)	9	7		73	73	
Heavy Vehicles (%)	2%	2%	2%	4%	2%	3%
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	15.0	15.0	25.3	25.3	42.5	42.5
Effective Green, g (s)	15.0	15.0	25.3	25.3	42.5	42.5
Actuated g/C Ratio	0.21	0.21	0.36	0.36	0.60	0.60
Clearance Time (s)	6.0	6.0	6.8	6.8	7.0	7.0
Vehicle Extension (s)	4.0	4.0	3.5	3.5	3.5	3.5
Lane Grp Cap (vph)	376	331	1270	518	471	2112
v/s Ratio Prot	c0.07		c0.19		0.06	c0.21
v/s Ratio Perm		0.01		0.05	0.18	
v/c Ratio	0.31	0.07	0.54	0.13	0.39	0.35
Uniform Delay, d1	23.4	22.2	18.0	15.2	7.5	7.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.1	0.5	0.1	0.6	0.1
Delay (s)	24.0	22.3	18.5	15.4	8.1	7.2
Level of Service	C	C	B	B	A	A
Approach Delay (s)	23.2		17.8			7.4
Approach LOS	C		B			A
Intersection Summary						
HCM 2000 Control Delay			13.6		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.46			
Actuated Cycle Length (s)			70.5		Sum of lost time (s)	19.8
Intersection Capacity Utilization			78.2%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

8: SR 519 & Barton Blvd

Existing 2015 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	81	49	134	28	204	7	572	232	256	724	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1	7.1	6.1	6.1	6.1	7.1	6.4	4.0	6.8	6.4	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1561	1681	1713	1498	1770	3539	1558	3303	3508	
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1561	1681	1713	1498	1770	3539	1558	3303	3508	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	77	87	53	144	30	219	8	615	249	275	778	44
RTOR Reduction (vph)	0	0	47	0	0	188	0	0	0	0	1	0
Lane Group Flow (vph)	77	87	6	86	88	31	8	615	249	275	821	0
Confl. Peds. (#/hr)	4		2	2		4	2		13	13		2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	6%	2%	2%	2%	6%	2%	2%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Free	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			Free			
Actuated Green, G (s)	13.6	13.6	13.6	17.9	17.9	17.9	1.5	51.9	125.1	15.3	65.4	
Effective Green, g (s)	13.6	13.6	13.6	17.9	17.9	17.9	1.5	51.9	125.1	15.3	65.4	
Actuated g/C Ratio	0.11	0.11	0.11	0.14	0.14	0.14	0.01	0.41	1.00	0.12	0.52	
Clearance Time (s)	7.1	7.1	7.1	6.1	6.1	6.1	7.1	6.4		6.8	6.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	5.0	3.5		3.0	3.5	
Lane Grp Cap (vph)	192	202	169	240	245	214	21	1468	1558	403	1833	
v/s Ratio Prot	0.04	c0.05		0.05	c0.05		0.00	0.17		c0.08	c0.23	
v/s Ratio Perm			0.00			0.02			0.16			
v/c Ratio	0.40	0.43	0.03	0.36	0.36	0.15	0.38	0.42	0.16	0.68	0.45	
Uniform Delay, d1	52.0	52.1	49.9	48.4	48.4	46.9	61.3	25.9	0.0	52.6	18.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	1.5	0.1	0.9	0.9	0.3	22.5	0.9	0.2	4.7	0.8	
Delay (s)	53.3	53.6	50.0	49.3	49.3	47.2	83.8	26.8	0.2	57.3	19.4	
Level of Service	D	D	D	D	D	D	F	C	A	E	B	
Approach Delay (s)		52.6			48.2			19.7			28.9	
Approach LOS		D			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			30.7			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			125.1	Sum of lost time (s)				26.7				
Intersection Capacity Utilization			69.9%	ICU Level of Service			C					
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
9: SR 519 & St. Andrews Dr

Existing 2015 AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	55	52	37	760	861	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	6.4	6.4	6.5	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1752	1518	1770	3505	3447	
Flt Permitted	0.95	1.00	0.24	1.00	1.00	
Satd. Flow (perm)	1752	1518	453	3505	3447	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	59	55	39	809	916	33
RTOR Reduction (vph)	0	49	0	0	1	0
Lane Group Flow (vph)	59	6	39	809	948	0
Confl. Peds. (#/hr)		14				
Heavy Vehicles (%)	3%	4%	2%	3%	4%	9%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4	6			
Actuated Green, G (s)	10.5	10.5	68.1	68.1	57.8	
Effective Green, g (s)	10.5	10.5	68.1	68.1	57.8	
Actuated g/C Ratio	0.12	0.12	0.75	0.75	0.64	
Clearance Time (s)	5.4	5.4	6.4	6.4	6.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.5	3.5	
Lane Grp Cap (vph)	203	176	396	2640	2203	
v/s Ratio Prot	c0.03		0.00	c0.23	c0.27	
v/s Ratio Perm		0.00	0.07			
v/c Ratio	0.29	0.04	0.10	0.31	0.43	
Uniform Delay, d1	36.5	35.5	3.7	3.6	8.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	0.1	0.1	0.1	0.6	
Delay (s)	37.3	35.5	3.8	3.7	8.7	
Level of Service	D	D	A	A	A	
Approach Delay (s)	36.5			3.7	8.7	
Approach LOS	D			A	A	

Intersection Summary

HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	90.4	Sum of lost time (s)	18.3
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
10: SR 519 & Pluckebaum Rd

Existing 2015 AM



Movement	EBU	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (vph)	2	23	291	198	618	532	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.1	6.1	6.6	6.6	6.6	
Lane Util. Factor		1.00	1.00	1.00	0.95	0.95	
Frbp, ped/bikes		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	1.00	1.00	
Flt Protected		0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1770	1538	1682	3539	3490	
Flt Permitted		0.95	1.00	0.41	1.00	1.00	
Satd. Flow (perm)		1770	1538	723	3539	3490	
Peak-hour factor, PHF	0.92	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	26	323	220	687	591	11
RTOR Reduction (vph)	0	0	284	0	0	1	0
Lane Group Flow (vph)	0	28	39	220	687	601	0
Confl. Peds. (#/hr)				13			3
Heavy Vehicles (%)	2%	2%	5%	7%	2%	3%	9%
Turn Type	Perm	Perm	Perm	pm+pt	NA	NA	
Protected Phases				1	2	2	
Permitted Phases	4	4	4	2	1		
Actuated Green, G (s)		8.1	8.1	39.4	39.4	30.6	
Effective Green, g (s)		8.1	8.1	39.4	39.4	30.6	
Actuated g/C Ratio		0.12	0.12	0.59	0.59	0.46	
Clearance Time (s)		6.1	6.1	6.6	6.6	6.6	
Vehicle Extension (s)		3.0	3.0	3.0	3.5	3.5	
Lane Grp Cap (vph)		214	186	552	2437	1598	
v/s Ratio Prot				0.05	c0.13	0.17	
v/s Ratio Perm		0.02	c0.03	c0.18	0.06		
v/c Ratio		0.13	0.21	0.40	0.28	0.38	
Uniform Delay, d1		26.2	26.5	6.5	6.7	11.8	
Progression Factor		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.3	0.6	0.5	0.1	0.7	
Delay (s)		26.5	27.0	7.0	6.8	12.5	
Level of Service		C	C	A	A	B	
Approach Delay (s)		27.0			6.8	12.5	
Approach LOS		C			A	B	
Intersection Summary							
HCM 2000 Control Delay			12.5		HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio			0.37				
Actuated Cycle Length (s)			66.8		Sum of lost time (s)		19.3
Intersection Capacity Utilization			51.2%		ICU Level of Service		A
Analysis Period (min)			15				
c Critical Lane Group							

HCM Signalized Intersection Capacity Analysis
 11: SR 519 & Rosa L Jones Blvd

Existing 2015 AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	4	20	26	56	23	34	10	560	112	33	395	9	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.8	6.8			6.8		6.5	6.5		6.5	6.5	6.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	1.00	
Frbp, ped/bikes	1.00	0.99			1.00		1.00	0.99		1.00	1.00	0.97	
Flpb, ped/bikes	1.00	1.00			0.99		1.00	1.00		1.00	1.00	1.00	
Frt	1.00	0.92			0.96		1.00	0.98		1.00	1.00	0.85	
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	1.00	
Satd. Flow (prot)	1770	1481			1631		1321	3434		1697	3539	1539	
Flt Permitted	0.71	1.00			0.82		0.50	1.00		0.36	1.00	1.00	
Satd. Flow (perm)	1323	1481			1369		701	3434		642	3539	1539	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	4	22	28	60	25	37	11	602	120	35	425	10	
RTOR Reduction (vph)	0	22	0	0	18	0	0	16	0	0	0	4	
Lane Group Flow (vph)	4	28	0	0	104	0	11	706	0	35	425	6	
Confl. Peds. (#/hr)			17	17			3		4	4		3	
Heavy Vehicles (%)	2%	4%	25%	7%	12%	8%	36%	2%	2%	6%	2%	2%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm	
Protected Phases		4			4			2			2		
Permitted Phases	4			4			2			2		2	
Actuated Green, G (s)	20.9	20.9			20.9		55.9	55.9		55.9	55.9	55.9	
Effective Green, g (s)	20.9	20.9			20.9		55.9	55.9		55.9	55.9	55.9	
Actuated g/C Ratio	0.23	0.23			0.23		0.62	0.62		0.62	0.62	0.62	
Clearance Time (s)	6.8	6.8			6.8		6.5	6.5		6.5	6.5	6.5	
Vehicle Extension (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0	
Lane Grp Cap (vph)	306	343			317		434	2130		398	2195	954	
v/s Ratio Prot		0.02						c0.21			0.12		
v/s Ratio Perm	0.00				c0.08		0.02			0.05		0.00	
v/c Ratio	0.01	0.08			0.33		0.03	0.33		0.09	0.19	0.01	
Uniform Delay, d1	26.7	27.1			28.8		6.6	8.2		6.9	7.4	6.5	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.1			0.8		0.1	0.4		0.4	0.2	0.0	
Delay (s)	26.7	27.2			29.6		6.7	8.6		7.3	7.6	6.5	
Level of Service	C	C			C		A	A		A	A	A	
Approach Delay (s)		27.2			29.6			8.6			7.5		
Approach LOS		C			C			A			A		
Intersection Summary													
HCM 2000 Control Delay			10.8									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.33										
Actuated Cycle Length (s)			90.1									Sum of lost time (s)	13.3
Intersection Capacity Utilization			56.8%									ICU Level of Service	B
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
12: SR 519 & SR 520

Existing 2015 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	714	139	158	456	29	207	151	325	71	218	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	7.5		6.7	7.5		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	0.95		0.97	0.95		0.97	1.00	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1656	3428		3433	3406		3433	1863	1563	1770	3539	1556
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1656	3428		3433	3406		3433	1863	1563	1770	3539	1556
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	43	760	148	168	485	31	220	161	346	76	232	33
RTOR Reduction (vph)	0	10	0	0	3	0	0	0	263	0	0	29
Lane Group Flow (vph)	43	898	0	168	513	0	220	161	83	76	232	4
Confl. Peds. (#/hr)	2		10	10		2	5		1	1		5
Heavy Vehicles (%)	9%	2%	4%	2%	5%	3%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			8
Actuated Green, G (s)	7.7	61.1		11.7	65.1		12.8	19.0	19.0	10.0	16.2	16.2
Effective Green, g (s)	7.7	61.1		11.7	65.1		12.8	19.0	19.0	10.0	16.2	16.2
Actuated g/C Ratio	0.06	0.47		0.09	0.50		0.10	0.15	0.15	0.08	0.12	0.12
Clearance Time (s)	6.7	7.5		6.7	7.5		7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	98	1611		308	1705		338	272	228	136	441	193
v/s Ratio Prot	0.03	c0.26		c0.05	c0.15		c0.06	c0.09		0.04	0.07	
v/s Ratio Perm									0.05			0.00
v/c Ratio	0.44	0.56		0.55	0.30		0.65	0.59	0.36	0.56	0.53	0.02
Uniform Delay, d1	59.1	24.7		56.6	19.1		56.4	51.9	50.1	57.9	53.3	49.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	1.4		2.0	0.1		4.4	3.6	1.2	4.9	1.1	0.0
Delay (s)	62.2	26.1		58.6	19.2		60.9	55.5	51.2	62.8	54.4	50.0
Level of Service	E	C		E	B		E	E	D	E	D	D
Approach Delay (s)		27.8			28.9			55.1			55.9	
Approach LOS		C			C			E			E	
Intersection Summary												
HCM 2000 Control Delay			38.9	HCM 2000 Level of Service				D				
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			130.0	Sum of lost time (s)				28.2				
Intersection Capacity Utilization			71.1%	ICU Level of Service				C				
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis
18: SR 519

Existing 2015 AM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↗	↖	↑↑
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			Raised			Raised
Median storage veh			1			1
Upstream signal (ft)			750			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol	0					
vC2, stage 2 conf vol	0					
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	0	0	0	0	0	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
30: SR 519

Existing 2015 AM

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	0	0	0	0	0	0		
Sign Control	Stop			Free	Free			
Grade	0%			0%	0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	0	0	0	0	0		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type					None	TWLTL		
Median storage (veh)						2		
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume	0	0	0					
vC1, stage 1 conf vol	0							
vC2, stage 2 conf vol	0							
vCu, unblocked vol	0	0	0					
tC, single (s)	6.8	6.9	4.1					
tC, 2 stage (s)	5.8							
tF (s)	3.5	3.3	2.2					
p0 queue free %	100	100	100					
cM capacity (veh/h)	1023	1084	1622					
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	0	0	0	0	0	0	0	0
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	A						
Approach Delay (s)	0.0	0.0		0.0			0.0	
Approach LOS	A							
Intersection Summary								
Average Delay	0.0							
Intersection Capacity Utilization	0.0%		ICU Level of Service				A	
Analysis Period (min)	15							

HCM Signalized Intersection Capacity Analysis
 1: SR 519 & I-95 NB Ramps/Barnes Blvd

Existing 2015 PM

													
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	
Lane Configurations													
Volume (vph)	334	127	56	2	300	271	144	325	554	362	2	182	
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	7.4	6.0	6.0		7.7	7.7	7.7	7.6	7.2	7.2		7.6	
Lane Util. Factor	1.00	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00		1.00	
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85		1.00	
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (prot)	1770	1863	1583		3433	1863	1583	1770	3539	1583		1770	
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.16	
Satd. Flow (perm)	1770	1863	1583		3433	1863	1583	1770	3539	1583		292	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	359	137	60	2	323	291	155	349	596	389	2	196	
RTOR Reduction (vph)	0	0	44	0	0	0	127	0	0	291	0	0	
Lane Group Flow (vph)	359	137	16	0	325	291	28	349	596	98	0	198	
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	NA	Perm	custom	Prot	
Protected Phases	7	4		3	3	8		5	2			1	
Permitted Phases			4				8			2	1		
Actuated Green, G (s)	32.8	42.8	42.8		20.0	28.6	28.6	29.5	39.1	39.1		25.5	
Effective Green, g (s)	32.8	42.8	42.8		20.0	28.6	28.6	29.5	39.1	39.1		25.5	
Actuated g/C Ratio	0.21	0.27	0.27		0.13	0.18	0.18	0.19	0.25	0.25		0.16	
Clearance Time (s)	7.4	6.0	6.0		7.7	7.7	7.7	7.6	7.2	7.2		7.6	
Vehicle Extension (s)	4.0	4.0	4.0		3.0	3.0	3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	372	511	434		440	341	290	334	887	397		47	
v/s Ratio Prot	c0.20	0.07			0.09	c0.16		0.20	c0.17				
v/s Ratio Perm			0.01				0.02			0.06		c0.68	
v/c Ratio	0.97	0.27	0.04		0.74	0.85	0.10	1.04	0.67	0.25		4.21	
Uniform Delay, d1	61.0	44.3	41.5		65.4	61.6	52.9	63.2	52.6	46.6		65.2	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	37.4	0.4	0.0		6.4	18.3	0.1	61.4	2.0	0.3		1494.3	
Delay (s)	98.3	44.7	41.5		71.8	79.9	53.1	124.6	54.6	47.0		1559.5	
Level of Service	F	D	D		E	E	D	F	D	D		F	
Approach Delay (s)		79.0			71.1			70.7					
Approach LOS		E			E			E					
Intersection Summary													
HCM 2000 Control Delay			150.8									HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio			1.52										
Actuated Cycle Length (s)			155.9									Sum of lost time (s)	29.9
Intersection Capacity Utilization			90.7%									ICU Level of Service	E
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 1: SR 519 & I-95 NB Ramps/Barnes Blvd

Existing 2015 PM



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	608	121
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3539	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3539	1583
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	654	130
RTOR Reduction (vph)	0	100
Lane Group Flow (vph)	654	30
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	35.5	35.5
Effective Green, g (s)	35.5	35.5
Actuated g/C Ratio	0.23	0.23
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	805	360
v/s Ratio Prot	c0.18	
v/s Ratio Perm		0.02
v/c Ratio	0.81	0.08
Uniform Delay, d1	57.0	47.4
Progression Factor	1.00	1.00
Incremental Delay, d2	6.3	0.1
Delay (s)	63.3	47.5
Level of Service	E	D
Approach Delay (s)	362.9	
Approach LOS	F	
Intersection Summary		

HCM Unsignalized Intersection Capacity Analysis

2: SR 519 & Roy Wall Blvd

Existing 2015 PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	0	7	64	1	152	4	920	80	154	909	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	2	0	8	70	1	167	4	1011	88	169	999	0
Pedestrians					3			2				
Lane Width (ft)					12.0			12.0				
Walking Speed (ft/s)					4.0			4.0				
Percent Blockage					0			0				
Right turn flare (veh)						10						
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1936	2448	501	1870	2360	508	999			1102		
vC1, stage 1 conf vol	1337	1337		1023	1023							
vC2, stage 2 conf vol	598	1111		848	1337							
vCu, unblocked vol	1936	2448	501	1870	2360	508	999			1102		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	58	99	67	99			73		
cM capacity (veh/h)	88	91	514	166	136	508	689			628		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3			
Volume Total	10	238	4	505	505	88	169	666	333			
Volume Left	2	70	4	0	0	0	169	0	0			
Volume Right	8	167	0	0	0	88	0	0	0			
cSH	248	552	689	1700	1700	1700	628	1700	1700			
Volume to Capacity	0.04	0.43	0.01	0.30	0.30	0.05	0.27	0.39	0.20			
Queue Length 95th (ft)	3	54	0	0	0	0	27	0	0			
Control Delay (s)	20.1	23.5	10.3	0.0	0.0	0.0	12.8	0.0	0.0			
Lane LOS	C	C	B				B					
Approach Delay (s)	20.1	23.5	0.0				1.9					
Approach LOS	C	C										
Intersection Summary												
Average Delay			3.2									
Intersection Capacity Utilization			54.2%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: SR 519 & Elementary School

Existing 2015 PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	3	20	0	826	710	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	22	0	898	772	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh				2	2	
Upstream signal (ft)				446		
pX, platoon unblocked	0.88	0.88	0.88			
vC, conflicting volume	1221	386	772			
vC1, stage 1 conf vol	772					
vC2, stage 2 conf vol	449					
vCu, unblocked vol	981	34	472			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	435	909	957			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	3	22	449	449	386	386
Volume Left	3	0	0	0	0	0
Volume Right	0	22	0	0	0	0
cSH	435	909	1700	1700	1700	1700
Volume to Capacity	0.01	0.02	0.26	0.26	0.23	0.23
Queue Length 95th (ft)	1	2	0	0	0	0
Control Delay (s)	13.3	9.1	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	9.6		0.0		0.0	
Approach LOS	A					

Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			32.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: SR 519 & Hans Christian Anderson Elem Loop South

Existing 2015 PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	0	22	23	0	42	66	742	21	23	665	32
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	0	24	25	0	46	72	807	23	25	723	35
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh								2			2	
Upstream signal (ft)												346
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88					
vC, conflicting volume	1383	1763	379	1385	1758	403	758			829		
vC1, stage 1 conf vol	790	790		950	950							
vC2, stage 2 conf vol	592	973		435	808							
vCu, unblocked vol	1156	1590	12	1159	1584	403	444			829		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	97	90	100	92	93			97		
cM capacity (veh/h)	299	245	935	247	251	597	976			798		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3			
Volume Total	46	71	72	403	403	23	25	482	276			
Volume Left	22	25	72	0	0	0	25	0	0			
Volume Right	24	46	0	0	0	23	0	0	35			
cSH	465	397	976	1700	1700	1700	798	1700	1700			
Volume to Capacity	0.10	0.18	0.07	0.24	0.24	0.01	0.03	0.28	0.16			
Queue Length 95th (ft)	8	16	6	0	0	0	2	0	0			
Control Delay (s)	13.6	16.0	9.0	0.0	0.0	0.0	9.7	0.0	0.0			
Lane LOS	B	C	A				A					
Approach Delay (s)	13.6	16.0	0.7				0.3					
Approach LOS	B	C										
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			38.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 5: SR 519 & Hans Christian Anderson Elem Entrance

Existing 2015 PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑	↑↑	
Volume (vph)	0	0	0	804	720	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.9	6.9	
Lane Util. Factor				0.95	0.95	
Frt				1.00	1.00	
Flt Protected				1.00	1.00	
Satd. Flow (prot)				3539	3534	
Flt Permitted				1.00	1.00	
Satd. Flow (perm)				3539	3534	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	874	783	8
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	874	791	0
Turn Type			Perm	NA	NA	
Protected Phases				2	2	
Permitted Phases			2			
Actuated Green, G (s)				52.8	52.8	
Effective Green, g (s)				52.8	52.8	
Actuated g/C Ratio				0.56	0.56	
Clearance Time (s)				6.9	6.9	
Vehicle Extension (s)				3.5	3.5	
Lane Grp Cap (vph)				1998	1995	
v/s Ratio Prot				c0.25	0.22	
v/s Ratio Perm						
v/c Ratio				0.44	0.40	
Uniform Delay, d1				11.8	11.4	
Progression Factor				1.00	1.00	
Incremental Delay, d2				0.7	0.6	
Delay (s)				12.5	12.0	
Level of Service				B	B	
Approach Delay (s)	0.0			12.5	12.0	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	93.5	Sum of lost time (s)	13.7
Intersection Capacity Utilization	28.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
6: SR 519 & Lakemoor Blvd

Existing 2015 PM

													
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Volume (veh/h)	12	0	7	1	32	0	58	10	919	70	67	894	
Sign Control		Stop					Stop			Free			Free
Grade		0%					0%			0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Hourly flow rate (vph)	13	0	8	0	34	0	62	11	988	75	72	961	
Pedestrians		2					9						1
Lane Width (ft)		12.0					12.0						12.0
Walking Speed (ft/s)		4.0					4.0						4.0
Percent Blockage		0					1						0
Right turn flare (veh)													
Median type										TWLTL		TWLTL	
Median storage (veh)										2		2	
Upstream signal (ft)													
pX, platoon unblocked		0.00											
vC, conflicting volume	1694	2209	491	0	1689	2180	542	979				1072	
vC1, stage 1 conf vol	1115	1115			1056	1056							
vC2, stage 2 conf vol	579	1094			632	1124							
vCu, unblocked vol	1694	2209	491	0	1689	2180	542	979				1072	
tC, single (s)	7.5	6.5	6.9	0.0	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)	6.5	5.5			6.5	5.5							
tF (s)	3.5	4.0	3.3	0.0	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	92	100	99	0	83	100	87	98				89	
cM capacity (veh/h)	169	160	523	0	199	182	481	699				641	
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2					
Volume Total	13	8	97	11	659	405	553	497					
Volume Left	13	0	34	11	0	0	72	0					
Volume Right	0	8	62	0	0	75	0	16					
cSH	169	523	320	699	1700	1700	641	1700					
Volume to Capacity	0.08	0.01	0.30	0.02	0.39	0.24	0.11	0.29					
Queue Length 95th (ft)	6	1	31	1	0	0	9	0					
Control Delay (s)	28.1	12.0	21.1	10.2	0.0	0.0	3.0	0.0					
Lane LOS	D	B	C	B			A						
Approach Delay (s)	22.1		21.1	0.1			1.6						
Approach LOS	C		C										
Intersection Summary													
Average Delay			1.9										
Intersection Capacity Utilization			77.0%		ICU Level of Service				D				
Analysis Period (min)			15										



Movement	SBR
Lane Configurations	
Volume (veh/h)	15
Sign Control	
Grade	
Peak Hour Factor	0.93
Hourly flow rate (vph)	16
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Signalized Intersection Capacity Analysis
7: SR 519 & Eyster Blvd

Existing 2015 PM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Volume (vph)	192	153	820	144	148	840
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.8	6.8	7.0	7.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frbp, ped/bikes	1.00	0.95	1.00	0.92	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1510	3539	1462	1766	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.17	1.00
Satd. Flow (perm)	1770	1510	3539	1462	320	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	209	166	891	157	161	913
RTOR Reduction (vph)	0	126	0	82	0	0
Lane Group Flow (vph)	209	40	891	75	161	913
Confl. Peds. (#/hr)	5	58		72	72	
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	19.2	19.2	31.1	31.1	48.0	48.0
Effective Green, g (s)	19.2	19.2	31.1	31.1	48.0	48.0
Actuated g/C Ratio	0.24	0.24	0.39	0.39	0.60	0.60
Clearance Time (s)	6.0	6.0	6.8	6.8	7.0	7.0
Vehicle Extension (s)	4.0	4.0	3.5	3.5	3.5	3.5
Lane Grp Cap (vph)	423	361	1372	566	373	2118
v/s Ratio Prot	c0.12		c0.25		0.05	c0.26
v/s Ratio Perm		0.03		0.05	0.20	
v/c Ratio	0.49	0.11	0.65	0.13	0.43	0.43
Uniform Delay, d1	26.3	23.8	20.1	15.8	9.7	8.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.2	1.1	0.1	0.9	0.2
Delay (s)	27.6	24.0	21.2	16.0	10.7	8.9
Level of Service	C	C	C	B	B	A
Approach Delay (s)	26.0		20.4			9.1
Approach LOS	C		C			A
Intersection Summary						
HCM 2000 Control Delay			16.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.60			
Actuated Cycle Length (s)			80.2		Sum of lost time (s)	19.8
Intersection Capacity Utilization			94.7%		ICU Level of Service	F
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
8: SR 519 & Barton Blvd

Existing 2015 PM

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	47	47	39	235	52	234	36	738	173	230	727	86	
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	7.1	7.1	7.1	6.1	6.1	6.1	7.1	6.4	4.0	6.8	6.4		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95		
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00		
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1770	1863	1528	1681	1715	1521	1752	3539	1583	3433	3477		
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	1770	1863	1528	1681	1715	1521	1752	3539	1583	3433	3477		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	52	52	43	261	58	260	40	820	192	256	808	96	
RTOR Reduction (vph)	0	0	39	0	0	218	0	0	0	0	4	0	
Lane Group Flow (vph)	52	52	4	159	160	42	40	820	192	256	900	0	
Confl. Peds. (#/hr)	25		21	21		25	3					3	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Free	Prot	NA		
Protected Phases	4	4		8	8		5	2		1	6		
Permitted Phases			4			8			Free				
Actuated Green, G (s)	12.4	12.4	12.4	19.3	19.3	19.3	8.6	47.2	119.7	14.4	52.7		
Effective Green, g (s)	12.4	12.4	12.4	19.3	19.3	19.3	8.6	47.2	119.7	14.4	52.7		
Actuated g/C Ratio	0.10	0.10	0.10	0.16	0.16	0.16	0.07	0.39	1.00	0.12	0.44		
Clearance Time (s)	7.1	7.1	7.1	6.1	6.1	6.1	7.1	6.4		6.8	6.4		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	5.0	3.5		3.0	3.5		
Lane Grp Cap (vph)	183	192	158	271	276	245	125	1395	1583	412	1530		
v/s Ratio Prot	c0.03	0.03		c0.09	0.09		0.02	0.23		c0.07	c0.26		
v/s Ratio Perm			0.00			0.03			0.12				
v/c Ratio	0.28	0.27	0.03	0.59	0.58	0.17	0.32	0.59	0.12	0.62	0.59		
Uniform Delay, d1	49.6	49.5	48.2	46.5	46.4	43.3	52.8	28.6	0.0	50.1	25.3		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.9	0.8	0.1	3.2	2.9	0.3	3.1	1.8	0.2	2.9	1.7		
Delay (s)	50.4	50.2	48.3	49.7	49.4	43.6	55.9	30.4	0.2	53.0	27.0		
Level of Service	D	D	D	D	D	D	E	C	A	D	C		
Approach Delay (s)		49.7			46.9			25.9			32.7		
Approach LOS		D			D			C			C		
Intersection Summary													
HCM 2000 Control Delay			33.9									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.58										
Actuated Cycle Length (s)			119.7									Sum of lost time (s)	26.7
Intersection Capacity Utilization			80.2%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
9: SR 519 & St. Andrews Dr

Existing 2015 PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	66	47	73	980	971	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	6.4	6.4	6.5	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frbp, ped/bikes	1.00	0.98	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1555	1768	3539	3475	
Flt Permitted	0.95	1.00	0.20	1.00	1.00	
Satd. Flow (perm)	1770	1555	364	3539	3475	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	67	48	74	1000	991	95
RTOR Reduction (vph)	0	42	0	0	4	0
Lane Group Flow (vph)	67	6	74	1000	1082	0
Confl. Peds. (#/hr)		8	20			20
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4	6			
Actuated Green, G (s)	10.8	10.8	68.5	68.5	56.3	
Effective Green, g (s)	10.8	10.8	68.5	68.5	56.3	
Actuated g/C Ratio	0.12	0.12	0.75	0.75	0.62	
Clearance Time (s)	5.4	5.4	6.4	6.4	6.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.5	3.5	
Lane Grp Cap (vph)	209	184	361	2661	2147	
v/s Ratio Prot	c0.04		0.01	c0.28	c0.31	
v/s Ratio Perm		0.00	0.14			
v/c Ratio	0.32	0.03	0.20	0.38	0.50	
Uniform Delay, d1	36.8	35.5	4.6	3.9	9.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	0.1	0.3	0.1	0.8	
Delay (s)	37.7	35.6	4.9	4.0	10.5	
Level of Service	D	D	A	A	B	
Approach Delay (s)	36.8			4.1	10.5	
Approach LOS	D			A	B	

Intersection Summary

HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	91.1	Sum of lost time (s)	18.3
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 10: SR 519 & Pluckebaum Rd

Existing 2015 PM

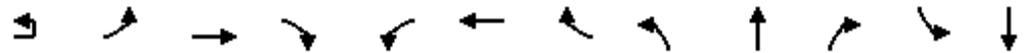


Movement	EBU	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (vph)	2	31	314	267	752	756	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.1	6.1	6.6	6.6	6.6	
Lane Util. Factor		1.00	1.00	1.00	0.95	0.95	
Frbp, ped/bikes		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	1.00	0.99	
Flt Protected		0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1770	1583	1751	3539	3513	
Flt Permitted		0.95	1.00	0.27	1.00	1.00	
Satd. Flow (perm)		1770	1583	499	3539	3513	
Peak-hour factor, PHF	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	33	331	281	792	796	35
RTOR Reduction (vph)	0	0	293	0	0	3	0
Lane Group Flow (vph)	0	35	38	281	792	828	0
Confl. Peds. (#/hr)				8			3
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	2%
Turn Type	Perm	Perm	Perm	pm+pt	NA	NA	
Protected Phases				1	2	2	
Permitted Phases	4	4	4	2	1		
Actuated Green, G (s)		8.2	8.2	43.0	43.0	30.7	
Effective Green, g (s)		8.2	8.2	43.0	43.0	30.7	
Actuated g/C Ratio		0.12	0.12	0.61	0.61	0.44	
Clearance Time (s)		6.1	6.1	6.6	6.6	6.6	
Vehicle Extension (s)		3.0	3.0	3.0	3.5	3.5	
Lane Grp Cap (vph)		205	184	522	2489	1529	
v/s Ratio Prot				c0.09	0.14	c0.24	
v/s Ratio Perm		0.02	c0.02	0.23	0.09		
v/c Ratio		0.17	0.21	0.54	0.32	0.54	
Uniform Delay, d1		28.1	28.2	6.9	6.7	14.7	
Progression Factor		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.4	0.6	1.1	0.1	1.4	
Delay (s)		28.5	28.8	8.0	6.7	16.1	
Level of Service		C	C	A	A	B	
Approach Delay (s)		28.8			7.0	16.1	
Approach LOS		C			A	B	

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	70.5	Sum of lost time (s)	19.3
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 11: SR 519 & Rosa L Jones Blvd

Existing 2015 PM



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	1	7	20	38	111	21	46	16	737	59	26	640
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8			6.8		6.5	6.5		6.5	6.5
Lane Util. Factor		1.00	1.00			1.00		1.00	0.95		1.00	0.95
Frbp, ped/bikes		1.00	0.98			1.00		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00			0.99		1.00	1.00		0.99	1.00
Frt		1.00	0.90			0.97		1.00	0.99		1.00	1.00
Flt Protected		0.95	1.00			0.97		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1765	1584			1708		1703	3489		1760	3539
Flt Permitted		0.64	1.00			0.77		0.37	1.00		0.30	1.00
Satd. Flow (perm)		1196	1584			1362		664	3489		550	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	8	22	41	121	23	50	17	801	64	28	696
RTOR Reduction (vph)	0	0	31	0	0	14	0	0	6	0	0	0
Lane Group Flow (vph)	0	9	32	0	0	180	0	17	859	0	28	696
Confl. Peds. (#/hr)		4		18	18		4			8	8	
Heavy Vehicles (%)	2%	2%	5%	7%	2%	4%	4%	6%	2%	2%	2%	2%
Turn Type	Perm	Perm	NA		Perm	NA		Perm	NA		Perm	NA
Protected Phases			4			4			2			2
Permitted Phases	4	4			4			2			2	
Actuated Green, G (s)		21.4	21.4			21.4		55.9	55.9		55.9	55.9
Effective Green, g (s)		21.4	21.4			21.4		55.9	55.9		55.9	55.9
Actuated g/C Ratio		0.24	0.24			0.24		0.62	0.62		0.62	0.62
Clearance Time (s)		6.8	6.8			6.8		6.5	6.5		6.5	6.5
Vehicle Extension (s)		4.0	4.0			4.0		4.0	4.0		4.0	4.0
Lane Grp Cap (vph)		282	374			321		409	2152		339	2183
v/s Ratio Prot			0.02						c0.25			0.20
v/s Ratio Perm		0.01				c0.13		0.03			0.05	
v/c Ratio		0.03	0.08			0.56		0.04	0.40		0.08	0.32
Uniform Delay, d1		26.6	27.0			30.5		6.8	8.8		7.0	8.3
Progression Factor		1.00	1.00			1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.1	0.1			2.7		0.2	0.6		0.5	0.4
Delay (s)		26.7	27.1			33.2		7.0	9.4		7.5	8.7
Level of Service		C	C			C		A	A		A	A
Approach Delay (s)			27.0			33.2			9.3			8.6
Approach LOS			C			C			A			A

Intersection Summary			
HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.6	Sum of lost time (s)	13.3
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	7
Volume (vph)	19
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.5
Lane Util. Factor	1.00
Frbp, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	21
RTOR Reduction (vph)	8
Lane Group Flow (vph)	13
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	2%
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Actuated Green, G (s)	55.9
Effective Green, g (s)	55.9
Actuated g/C Ratio	0.62
Clearance Time (s)	6.5
Vehicle Extension (s)	4.0
Lane Grp Cap (vph)	976
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.01
Uniform Delay, d1	6.7
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	6.7
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
12: SR 519 & SR 520

Existing 2015 PM

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	45	645	186	290	719	33	303	206	229	93	215	37	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.7	7.5		6.7	7.5		7.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.95		0.97	0.95		0.97	1.00	1.00	1.00	0.95	1.00	
Frbp, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1736	3399		3433	3516		3433	1863	1583	1770	3539	1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1736	3399		3433	3516		3433	1863	1583	1770	3539	1583	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Adj. Flow (vph)	47	672	194	302	749	34	316	215	239	97	224	39	
RTOR Reduction (vph)	0	17	0	0	2	0	0	0	202	0	0	34	
Lane Group Flow (vph)	47	849	0	302	781	0	316	215	37	97	224	5	
Confl. Peds. (#/hr)			13	13									
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	1	6		5	2		7	4		3	8		
Permitted Phases									4			8	
Actuated Green, G (s)	8.0	59.9		17.6	69.5		17.4	21.6	21.6	12.7	16.9	16.9	
Effective Green, g (s)	8.0	59.9		17.6	69.5		17.4	21.6	21.6	12.7	16.9	16.9	
Actuated g/C Ratio	0.06	0.43		0.13	0.50		0.12	0.15	0.15	0.09	0.12	0.12	
Clearance Time (s)	6.7	7.5		6.7	7.5		7.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.5	3.5	3.0	3.0	3.0	
Lane Grp Cap (vph)	99	1454		431	1745		426	287	244	160	427	191	
v/s Ratio Prot	0.03	c0.25		c0.09	0.22		c0.09	c0.12		0.05	0.06		
v/s Ratio Perm									0.02			0.00	
v/c Ratio	0.47	0.58		0.70	0.45		0.74	0.75	0.15	0.61	0.52	0.02	
Uniform Delay, d1	64.0	30.6		58.7	22.8		59.1	56.6	51.3	61.2	57.8	54.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.6	0.6		5.1	0.8		6.8	10.6	0.3	6.4	1.2	0.1	
Delay (s)	67.5	31.2		63.8	23.7		66.0	67.2	51.6	67.6	58.9	54.3	
Level of Service	E	C		E	C		E	E	D	E	E	D	
Approach Delay (s)		33.0			34.8			61.8			60.8		
Approach LOS		C			C			E			E		
Intersection Summary													
HCM 2000 Control Delay			43.9									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.68										
Actuated Cycle Length (s)			140.0									Sum of lost time (s)	28.2
Intersection Capacity Utilization			73.0%									ICU Level of Service	D
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
18: SR 519

Existing 2015 PM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↗	↘	↑↑
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			Raised			Raised
Median storage veh			1			1
Upstream signal (ft)			750			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol	0					
vC2, stage 2 conf vol	0					
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	0	0	0	0	0	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
30: SR 519

Existing 2015 PM

									
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations									
Volume (veh/h)	0	0	0	0	0	0			
Sign Control	Stop			Free	Free				
Grade	0%			0%	0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	0	0	0	0	0	0			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type					None	TWLTL			
Median storage (veh)						2			
Upstream signal (ft)									
pX, platoon unblocked									
vC, conflicting volume	0	0	0						
vC1, stage 1 conf vol	0								
vC2, stage 2 conf vol	0								
vCu, unblocked vol	0	0	0						
tC, single (s)	6.8	6.9	4.1						
tC, 2 stage (s)	5.8								
tF (s)	3.5	3.3	2.2						
p0 queue free %	100	100	100						
cM capacity (veh/h)	1023	1084	1622						
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	
Volume Total	0	0	0	0	0	0	0	0	
Volume Left	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A	A							
Approach Delay (s)	0.0	0.0					0.0		
Approach LOS	A								
Intersection Summary									
Average Delay			0.0						
Intersection Capacity Utilization			0.0%				ICU Level of Service		A
Analysis Period (min)			15						