

# US 1 CORRIDOR PLANNING STUDY

Florida Department of Transportation  
District 5  
FM#: 436187-1-12-01



Existing Conditions Report  
May 2015



Florida Department of  
**TRANSPORTATION**

# US 1 Corridor Planning Study

Existing Conditions Report



# Table of Contents

<b>1.1 Report Purpose</b> .....	<b>1</b>
<b>1.2 Project Background and Purpose</b> .....	<b>1</b>
<b>2.1 Introduction to the Corridor</b> .....	<b>3</b>
<b>2.2 Summary of Transportation Plans</b> .....	<b>3</b>
2.2.1 Local Small Area Plans and Community Redevelopment Areas .....	5
2.2.2 Developments of Regional Impact .....	5
<b>2.3 Land Use</b> .....	<b>6</b>
2.3.1 Existing Land Use .....	6
2.3.2 Future Land Use .....	6
<b>2.4 Existing Physical Features</b> .....	<b>9</b>
2.4.1 Roadway Classification, Jurisdiction, and Posted Speed .....	9
2.4.2 Right-of-Way .....	9
2.4.3 Typical Sections .....	10
2.4.4 Access Management .....	11
2.4.5 Existing Intersection Geometry .....	17
2.4.6 Parking .....	17
2.4.7 Lighting .....	17
2.4.8 Utilities .....	19
2.4.9 Soils .....	19
2.4.10 Drainage .....	21
2.4.11 Bicycle and Pedestrian Infrastructure .....	21
Bicycle Facilities.....	21
Pedestrian Facilities and Curb Cuts.....	21
Crosswalks.....	22
Trails .....	22
Parallel Bicycle and Pedestrian Routes .....	22
School Bus Routes .....	24
2.4.12 Transit Service and Infrastructure .....	24
Overview of SCAT .....	24
SCAT Transit Service .....	24
<b>2.5 Existing Traffic Conditions</b> .....	<b>27</b>
2.5.1 Existing Traffic Volumes .....	27

2.5.2	Spot Speed Study .....	27
2.5.3	Existing Operational Analysis .....	28
<b>2.6</b>	<b>Safety and Crash Analysis .....</b>	<b>33</b>
2.6.1	Total Crashes.....	33
2.6.2	Bicycle and Pedestrian Crashes .....	35
<b>2.7</b>	<b>Environmental Character.....</b>	<b>37</b>
2.7.1	Cultural Resources .....	37
2.7.2	Public Facilities .....	39
2.7.3	Population Characteristics .....	41
2.7.4	Socioeconomic Data .....	41
2.7.5	Major Employers and Activity Centers .....	42
2.7.6	Threatened and Endangered Species .....	45
2.7.7	Wetlands .....	47
2.7.8	Floodplains.....	47
2.7.9	Contamination.....	47
<b>3.1</b>	<b>Access Management .....</b>	<b>51</b>
<b>3.2</b>	<b>Bicycle &amp; Pedestrian Facilities .....</b>	<b>52</b>
<b>3.3</b>	<b>Transit .....</b>	<b>52</b>
<b>3.4</b>	<b>Existing Traffic Conditions.....</b>	<b>53</b>
<b>3.5</b>	<b>Crash Analysis and Safety .....</b>	<b>53</b>
<b>3.6</b>	<b>Summary of Transportation Plans.....</b>	<b>53</b>
<b>3.7</b>	<b>Conclusion .....</b>	<b>54</b>





<b>Table No.</b>	<b>Description</b>	<b>Page</b>
Table 1:	Right-of-Way Summary .....	9
Table 2:	FDOT Access Management Classifications and Posted Speeds.....	11
Table 3:	Access Class Spacing Standards .....	11
Table 4:	Utility Agency Contacts .....	19
Table 5:	SCAT Study Area Route Summary .....	25
Table 6:	Vehicle Spot Speed Summary .....	28
Table 7:	Existing Roadway Level of Service.....	29
Table 8:	Existing Intersection Level of Service .....	30
Table 9:	Crash Data Summary by Year .....	33
Table 10:	Crash Data Summary by Harmful Event.....	34
Table 11:	Summary of Crash Rates (number of crashes per million vehicle miles).....	35
Table 12:	Summary of Cultural Resources .....	37
Table 13:	Summary of Public Facilities .....	39
Table 14:	Population Characteristics .....	41
Table 15:	Socioeconomic Characteristics.....	42
Table 16:	Summary of Wildlife and Habitat.....	45
Table 17:	Summary of Contamination Analysis .....	47

Figure No.	Description	Page
Figure 1:	Study Area Location Map.....	2
Figure 2:	Existing Land Use Map.....	7
Figure 3:	Future Land Use Map.....	8
Figure 4:	US 1 Typical Section – Grace Street to Laurel Place.....	10
Figure 5:	US 1 Typical Section – One-Way Pair Grace Street to Indian River Avenue .....	10
Figure 6:	Access Management – Driveway Spacing.....	12
Figure 7:	Access Management – Driveway Spacing.....	13
Figure 8:	Access Management – Intersection and Median Spacing .....	14
Figure 9:	Access Management – Intersection and Median Spacing .....	15
Figure 10:	Access Management – Intersection and Median Spacing .....	16
Figure 11:	Existing Intersection Geometry, Parking, and Lighting Facilities .....	18
Figure 12:	Soils.....	20
Figure 13:	Existing and Proposed Trails, Existing Bicycle & Pedestrian Facilities .....	23
Figure 14:	Transit Routes and Facilities .....	26
Figure 15:	Existing 2015 Roadway Operations .....	31
Figure 16:	Existing 2015 Intersection Operations.....	32
Figure 17:	Crash Location Map .....	36
Figure 18:	Cultural Resources .....	38
Figure 19:	Social Resources.....	40
Figure 20:	Median Household Income.....	43
Figure 21:	Households with No Vehicles .....	44
Figure 22:	Wildlife and Habitat.....	46
Figure 23:	Wetlands.....	48
Figure 24:	Floodplains.....	49
Figure 25:	Contamination .....	50
Figure 26:	Property with Multiple Driveways.....	52
Figure 27:	Bus Stop Location Lacking a Paved Landing Pad.....	53

### List of Appendices

**Appendix A** – Traffic Volume Counts and Seasonal Adjustment Factor Information

**Appendix B** – Spot Speed Study Data

**Appendix C** – Synchro Reports

**Appendix D** – Crash Data

# 1

## Introduction

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### 1.1 Report Purpose

In January 2015, the Florida Department of Transportation began a Corridor Planning Study on US 1 (SR 5) from Laurel Place to Indian River Avenue.

A Corridor Planning Study is a high-level evaluation of safety, environmental and geometric concerns along a transportation corridor where needs, possible improvement options and planning level cost estimates are identified. 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.

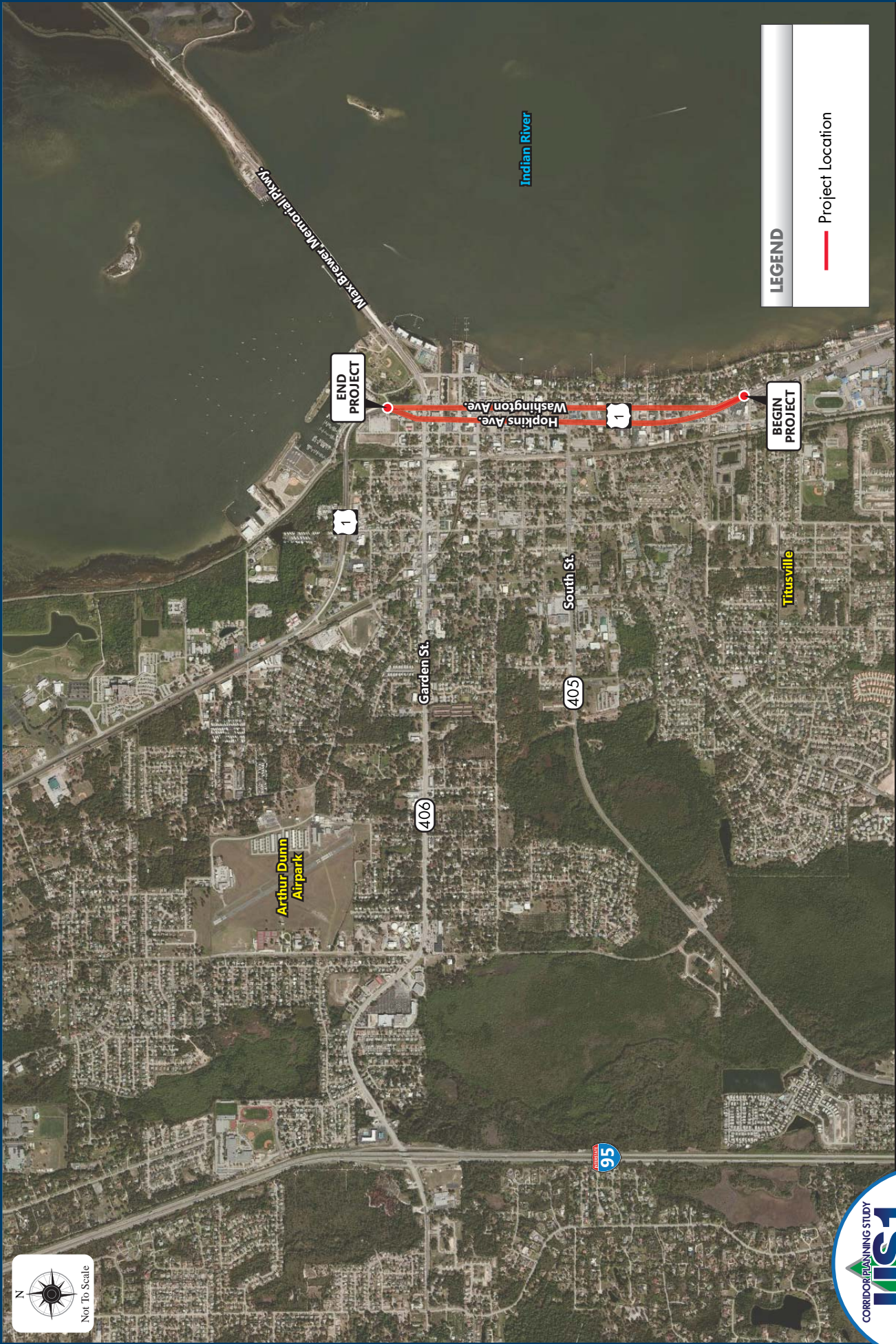
This process will combine planning and engineering efforts to develop a range of feasible improvement strategies. As part of the analysis, previous studies, improvement plans, as well as an inventory of existing traffic, pedestrian and bicycle, and transit conditions and facilities will be evaluated. The purpose of this Existing Conditions Report is to document the existing facilities, conditions, and previous studies conducted relevant to the US 1 Corridor Planning Study.

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### 1.2 Project Background and Purpose

This project has been requested by the City of Titusville to coordinate the development of a future vision for the US 1 corridor that will establish a multimodal approach to providing for future transportation needs. 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 City of Titusville, Space Coast Area Transit (SCAT), Titusville Community Redevelopment Area (CRA), Florida East Coast (FEC) Railway, and potentially Flagler Development Corporation to develop potential solutions that establish a more multimodal urban environment utilizing a context-sensitive approach. US 1 has been the subject of various previous planning studies and improvement efforts. A number of development and planning goals have been identified and implemented in an effort to create a more walkable urban environment for the historic downtown Titusville business district. Figure 1 illustrates the Study Area.





# US 1 Corridor Planning Study

Laurel Place to Indian River Avenue

**LEGEND**

— Project Location



**FIGURE 1**  
Study Area Location Map



# 2

## Existing Conditions

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### 2.1 Introduction to the Corridor

The US 1 Study Area consists of an approximately 1.25 mile, one-way pair section of US 1 within the City of Titusville in Brevard County, Florida. The Study Area begins at Laurel Place and extends to Indian River Avenue, which encompasses the entire one-way pair section through historic downtown Titusville. The Study Area corridor can be characterized as an urbanized two lane roadway, in an area of predominantly retail and service land uses.

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### 2.2 Summary of Transportation Plans

The following transportation plans were reviewed in order to identify planned improvements within the Study Area:

- Space Coast Transportation Planning Organization's (TPO) 2035 Long Range Transportation Plan;
- Space Coast TPO's Transportation Improvement Plan;
- City of Titusville Comprehensive Plan Policies
- Space Coast TPO's Bicycle & Pedestrian Mobility Plan; and
- Space Coast Area Transit's Transit Development Plan.

#### **Space Coast TPO 2035 Long Range Transportation Plan (LRTP)**

The Space Coast TPO 2035 LRTP identifies a range of multimodal improvements for Brevard County through 2035. The TPO is currently developing the 2040 LRTP and it was not available for review at the time of this publication. The LRTP identified a Multimodal Emphasis project (w/ITS) in its cost feasible plan.

#### **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. The TIP does not provide any programmed projects along US 1 in the Study Area. However a complete streets project is programmed for Hopkins Avenue from SR 50 to US 1.

### **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 Planning Organizations and other city and county officials. After review of the programmed improvements, there were no projects identified along US 1 in the Study Area.

### **City of Titusville Comprehensive Plan Policies**

The City of Titusville has adopted multiple Comprehensive Plan Objectives and Policies that focus on multi-modal transportation options. Some of these include complete streets, street beautification and creating a system-wide multi-modal transportation network master plan.

Objective 1.13 of the Future Land Use Element identifies policies and strategies concerning land uses along the US 1 corridor. The 2006 US 1 Corridor Master Plan included the southern portion of the current study corridor, from Grace Street to Laurel Place, and seeks to encourage the recommended master plan by developing a Neighborhood Plan. This involves designating land uses that protect the interior established single-family areas of the neighborhood by preserving and revitalizing the commercial uses along US 1, and preventing these uses from encroaching into the established single-family neighborhoods. The City of Titusville has also adopted policies that the 2006 Master Plan recommended regarding strengthening and encouraging a pedestrian-friendly, mixed-use district along US 1, that can include, but is not limited to high density residential, retail, and public areas, and that is intended to contain urban elements of increased density, intensity and height.

### **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. The following improvement projects were identified:

- Installation of sharrows along US 1 from Grace Street to St Johns Street. There is no existing funding for this project.
- Installation of sharrows and “Bikes May Use Full Lane” signs along US 1 from SR 405 to 1,200 feet north of SR 406. It does not have any existing funding.

### **Space Coast Area Transit 2013-2022 Transit Development Plan**

The Space Coast Area Transit (SCAT) 2013-2022 Transit Development Plan (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. The following improvements are noted as unfunded and are summarized by implementation year:

#### **Year 2018**

- Start Sunday service on Route 1

#### **Year 2019**

- Increase weekday frequency to 30 minutes on Route 1 and 2
- Increase Saturday frequency to 30 minutes on Route 1 and 2
- Extend service on weekdays to 9 PM on Route 1
- Extend service on Saturday to 9 PM on Route 1
- Start Sunday service on Route 2

**Year 2020**

- Increase weekday frequency to 30 minutes on Route 5
- Start Saturday service on Route 5
- Extend service on Saturdays to 9 PM on Route 2 and 5
- Extend service on Saturday to 9 PM on Route 2
- Start Sunday service on Route 5

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**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 downtown 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.

The Downtown Titusville CRA is located entirely within the US 1 Study Area. The CRA encompasses land from SR 406 in the north, to Grace Street in the south, and lands from the Indian River Lagoon in the east to the FEC rail road in the west. The CRA projects implemented within the Study Area include a US 1 Streetscape Plan, with the goal to adjust the horizontal alignment, calm traffic, provide greater pedestrian activity, shaded areas, on-street parking, includes entryway signage, wider sidewalks, landscaping and historic lighting along the corridor. Designed and engineered by the firm Wilson Miller, this plan was constructed beginning in 2009.

The 2006 Downtown Master Plan lead to a Downtown Mixed Use Smart Code for the CRA, which was adopted in 2010. These standards were intended to encourage mixed-use buildings for infill development and new public facilities, while maintaining the historic character of the community. These codes were revised in 2013.

In 2014, a Community Redevelopment Plan update was created to “develop a plan for coordinated growth in the Downtown CRA” and to create a downtown area with a vibrant mixed-use town center environment. The Community Redevelopment Plan identifies, in its 5-Year Capital Improvement Plan, \$150,000 in fiscal year 2013/2014, assigned to US 1 side street projects.

A Main Street Streetscape design project, funded by the CRA program, includes a new sidewalk and pavement milling and resurface. The project will not change the existing typical section of the roadway, which includes bike lanes and on-street parking.

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**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. There are no DRIs located within one mile of the Study Area.

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## 2.3 Land Use

Land use data was compiled from the Brevard County Property Appraiser parcel data and Florida DOT District 5 Generalized Land Use Data. This data was used to identify existing land uses around the study corridor.

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### 2.3.1 Existing Land Use

Residential and retail/office uses are the predominant existing land uses for the lands abutting and around the study corridor. These categories each account for approximately 19 percent of the land within a ¼ mile of the study corridor. The next highest percentage of land use is public/semi-public, with approximately 11.7 percent of the existing land use. Over 6.5 percent of the land within a ¼ mile of the study corridor is currently vacant. Figure 2 depicts the existing land uses.

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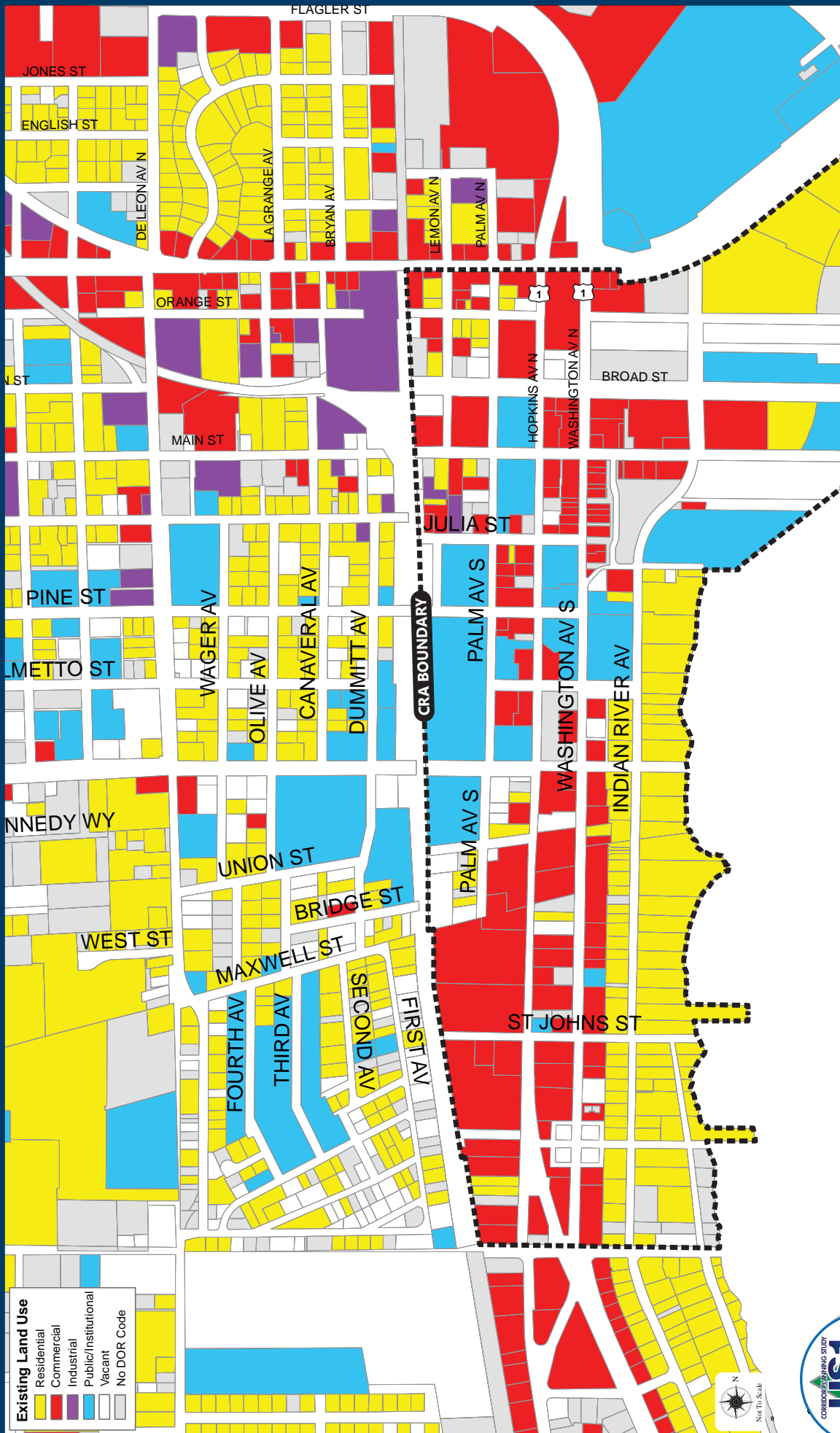
### 2.3.2 Future Land Use

The Future Land Uses (FLUs) assigned to the Study Area, Figure 3, are generally consistent with the existing land uses along, and adjacent to the corridor.

The entirety of the land adjacent to the study corridor is designated as Downtown Mixed-Use. The City of Titusville specifies that the Downtown Mixed-Use FLU is permitted to have a maximum density of 20 dwelling units per acre and a maximum intensity of 5.0 Floor Area Ratio (FAR). The FAR is the ratio of a building's total floor area (Gross Floor Area) to the size of the parcel that it is built on, and is generated by dividing the building area by the parcel area. The Downtown Mixed-Use FLU was established by the City of Titusville to "pursue the renewal of Downtown Titusville as the center of professional, governmental, financial and unique retail and redevelop blighted areas." The Downtown Mixed-Use FLU is intended to enhance the visual attractiveness of downtown, utilize the waterfront, encourage and promote pedestrian spaces, and emphasize development and redevelopment east of US 1 that uses the waterfront as an amenity.

Along the study corridor, the Downtown Mixed-Use district extends to Indian River Avenue east of US 1. Further east, between Indian River Avenue and the Indian River, the majority of the land is designated as Residential Medium. Medium density residential lands are permitted for a maximum density of 10 dwelling units per acre, and are intended to consider existing and proposed land uses during development to ensure compatibility with surrounding uses.





**Existing Land Use**

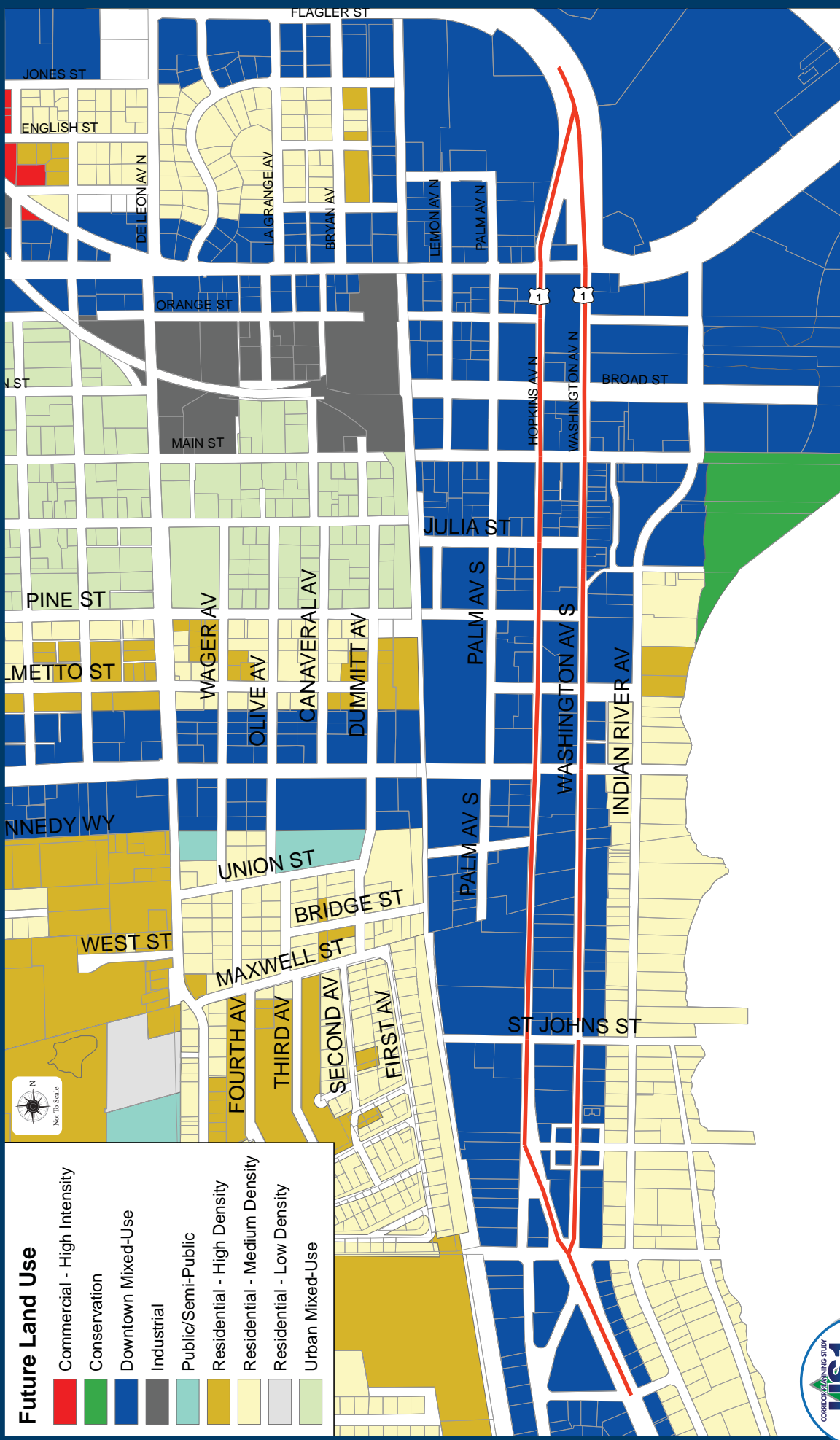
Residential	Commercial	Industrial	Public/Institutional	Vacant	No DOR Code
(Yellow)	(Red)	(Purple)	(Blue)	(Light Blue)	(Grey)



**US 1 Corridor Planning Study**  
 Laurel Place to Indian River Avenue



**FIGURE 2**  
 Existing Land Use Map



**Future Land Use**

	Commercial - High Intensity
	Conservation
	Downtown Mixed-Use
	Industrial
	Public/Semi-Public
	Residential - High Density
	Residential - Medium Density
	Residential - Low Density
	Urban Mixed-Use

**US 1 Corridor Planning Study**  
 Laurel Place to Indian River Avenue



**FIGURE 3**  
 Future Land Use Map

## 2.4 Existing Physical Features

The existing physical features were collected through field inspection and design/construction plans obtained from the FDOT and the affected jurisdictions. The features evaluated include existing right of way, speed limit, typical sections, access management, utilities, on-street parking, lighting, bicycle, and pedestrian facility locations.

### 2.4.1 Roadway Classification, Jurisdiction, and Posted Speed

US 1 from Indian River Avenue to Laurel Place is classified as an “urban principal arterial other” and is owned and maintained by the Florida Department of Transportation. The posted speed limit varies along US 1; from south of the Study Area to north of Laurel Place the posted speed limit is 45 miles per hour (MPH), immediately to the north of Laurel Place to south of SR 405 it transitions to 40 MPH, from south of SR 405 to north of SR 406 the posted speed is 30 MPH, and transitions to 35 MPH south of Indian River Avenue.

### 2.4.2 Right-of-Way

The roadway right-of-way (ROW) has been inventoried for the roadway corridors within the Study Area using FDOT ROW maps. Table 1 shows the available ROW by roadway segment.

**Table 1: Right-of-Way Summary**

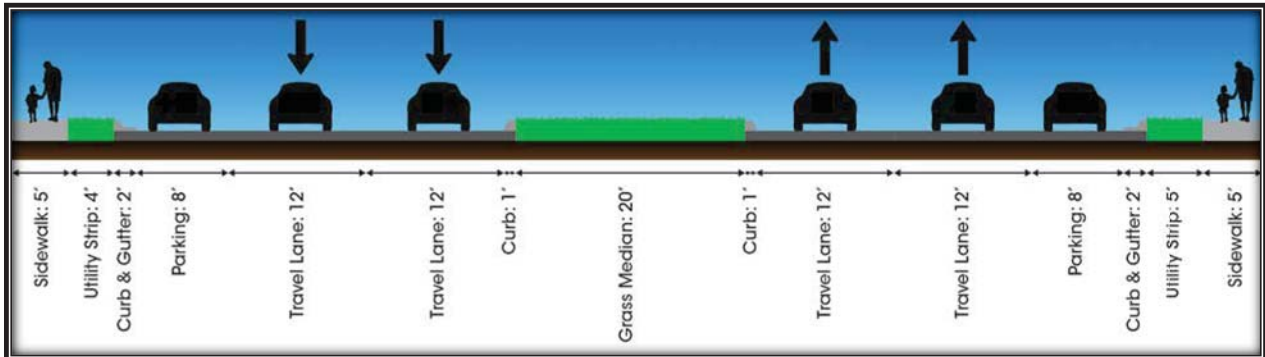
Roadway	Roadway ID	From	To	ROW Width (Feet)
US 1	70030000	Indian River Avenue	Laurel Place	60
US 1	70030101	Indian River Avenue	US 1 Northbound	60

Source: FDOT ROW Maps

### 2.4.3 Typical Sections

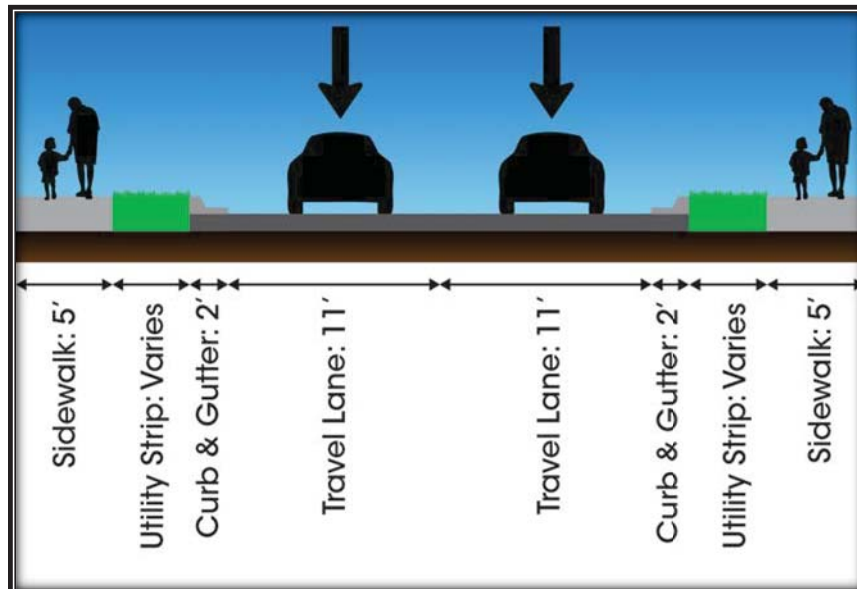
There are two predominate typical sections of US 1 within the Study Area. The four-lane bidirectional segment from Laurel Place to Grace Street is illustrated in Figure 4.

**Figure 4: US 1 Typical Section – Grace Street to Laurel Place**



The two-lane, one-way pair segment from Grace Street to Indian River Avenue is illustrated in Figure 5. The exception to this typical section is sporadic eight foot on-street parking facilities that are located throughout the segment. The on-street parking on US 1 Northbound is located on both sides of the travel lanes while on US 1 Southbound on-street parking is located on the west side. An approximately four foot wide paved shoulder is provided between Main Street and Indian River Avenue on both US 1 Northbound and Southbound.

**Figure 5: US 1 Typical Section – One-Way Pair Grace Street to Indian River Avenue**





## 2.4.4 Access Management

The 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 2 shows the approximate limits for Access Class categories for the Study Area and corresponding posted speed limits (mph). The spacing standards for each Access Class as per FDOT are shown in Table 3.

**Table 2: FDOT Access Management Classifications and Posted Speeds**

Roadway	Limits	Access Class	Posted Speed
US 1	Laurel Place to Grace Street	5	40
US 1 Northbound	Grace Street to SR 406	7	30/40
US 1 Northbound	SR 406 to Indian River Avenue	3	30/35
US 1 Southbound	Indian River Avenue to Grace Street	7	30/35/ 40

Source: FDOT Straight Line Diagram

**Table 3: Access Class Spacing Standards**

FDOT Access Management Class	Minimum Connection Spacing (feet)	Minimum Median Opening Spacing (feet)		Minimum Signal Spacing (feet)
		Directional	Full	
Class 3	660/440 <sup>1</sup>	1,320	2,640	2,640
Class 5	440/245 <sup>1</sup>	660	2,640/1,320 <sup>1</sup>	2,640/1,320 <sup>1</sup>
Class 7	125	330	660	1,320

Source: Section 14-97.003, Florida Administrative Code

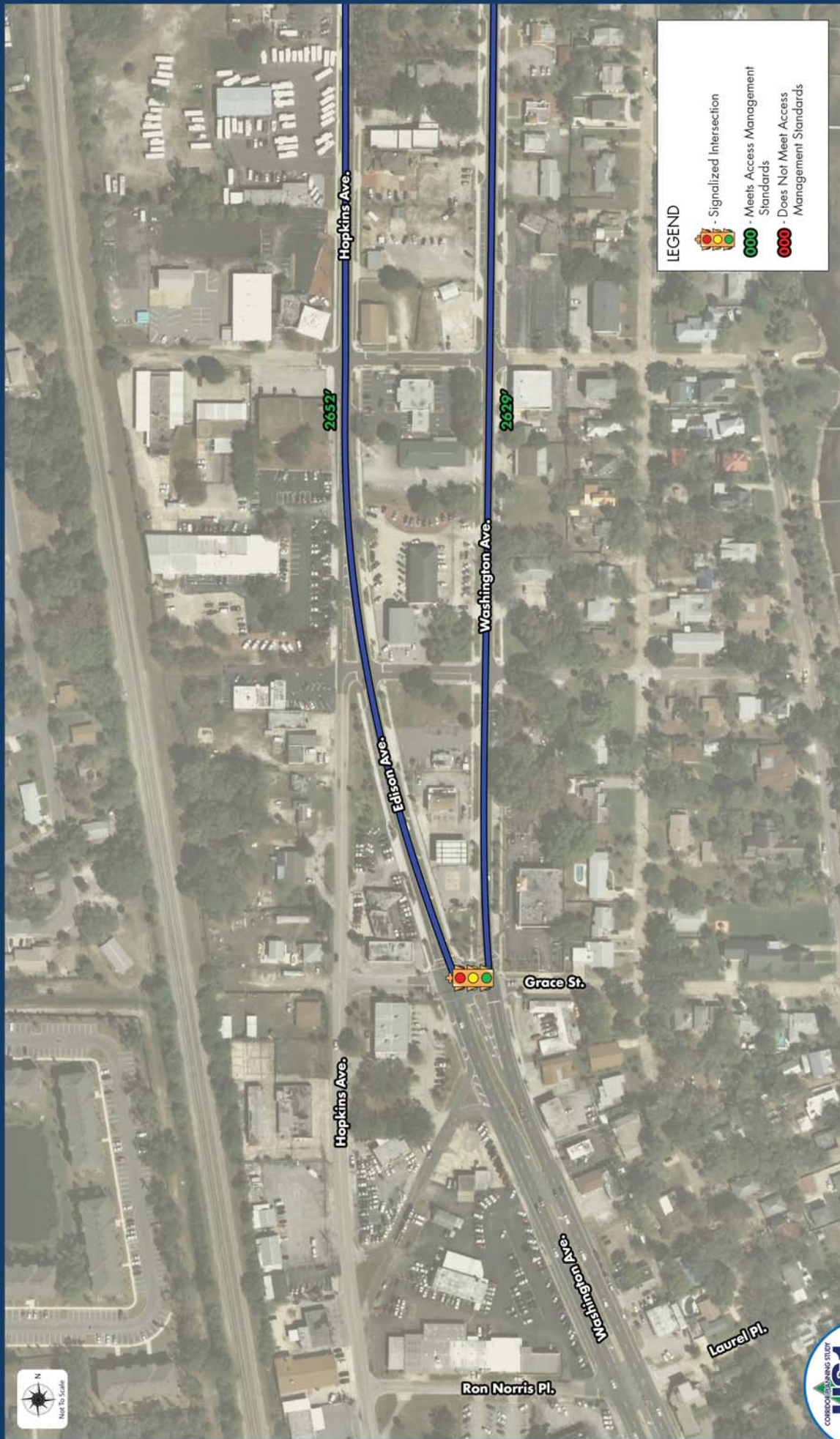
<sup>1</sup> Greater than 45 MPH / Less than or equal to 45 MPH

Note: For Class 1 roadways, no signalized intersections or driveways are allowed

Figure 6 through Figure 10 illustrate the existing access management and whether or not the median, connection, and signal spacing's are currently satisfying access management standards.





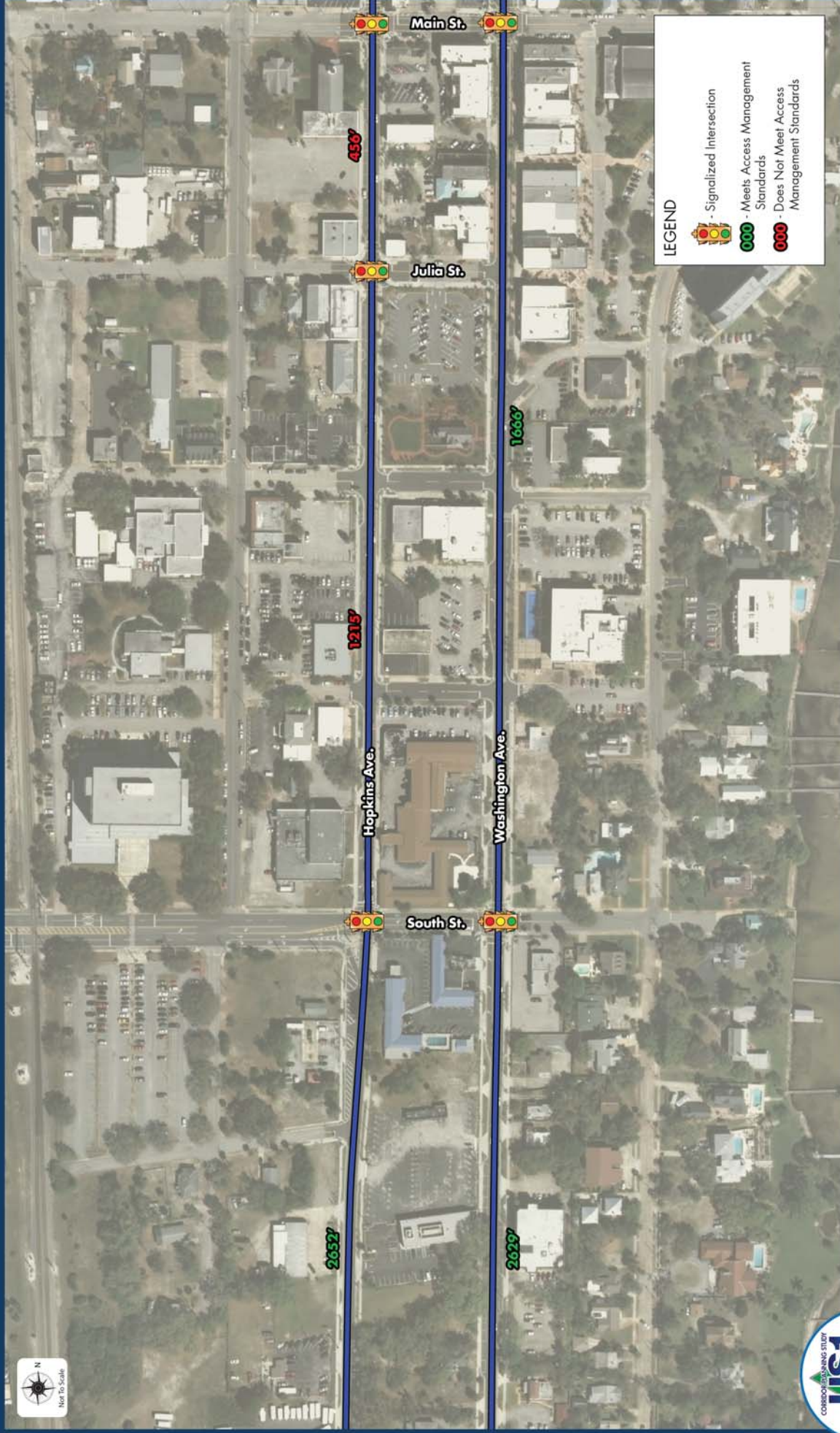


**US 1 Corridor Planning Study**  
 Laurel Place to Indian River Avenue



**FIGURE 8**  
 Access Management - Signalized Intersection Spacing





**LEGEND**

-  - Signalized Intersection
-  - Meets Access Management Standards
-  - Does Not Meet Access Management Standards

## US 1 Corridor Planning Study

Laurel Place to Indian River Avenue



**FIGURE 9**  
Access Management - Signalized Intersection Spacing







**US 1 Corridor Planning Study**  
 Laurel Place to Indian River Avenue



**FIGURE 10**  
 Access Management - Signalized Intersection Spacing

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## 2.4.5 Existing Intersection Geometry

Figure 11 provides the year 2015 intersection geometry for the following Study Area intersections:

- US 1/Grace Street (Signalized)
- US 1 Northbound/Brevard Street (Un-signalized)
- US 1 Southbound/Brevard Street (Un-signalized)
- US 1 Northbound/SR 405 (Signalized)
- US 1 Southbound/SR 405 (Signalized)
- US 1 Northbound/Pine Street (Un-signalized)
- US 1 Southbound/Pine Street (Un-signalized)
- US 1 Northbound/Julia Street (Un-signalized)
- US 1 Southbound/Julia Street (Signalized)
- US 1 Northbound/Main Street (Signalized)
- US 1 Southbound/Main Street (Signalized)
- US 1 Northbound/SR 406 (Signalized)
- US 1 Southbound/SR 406 (Signalized)
- US 1/Indian River Avenue (Un-signalized)

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## 2.4.6 Parking

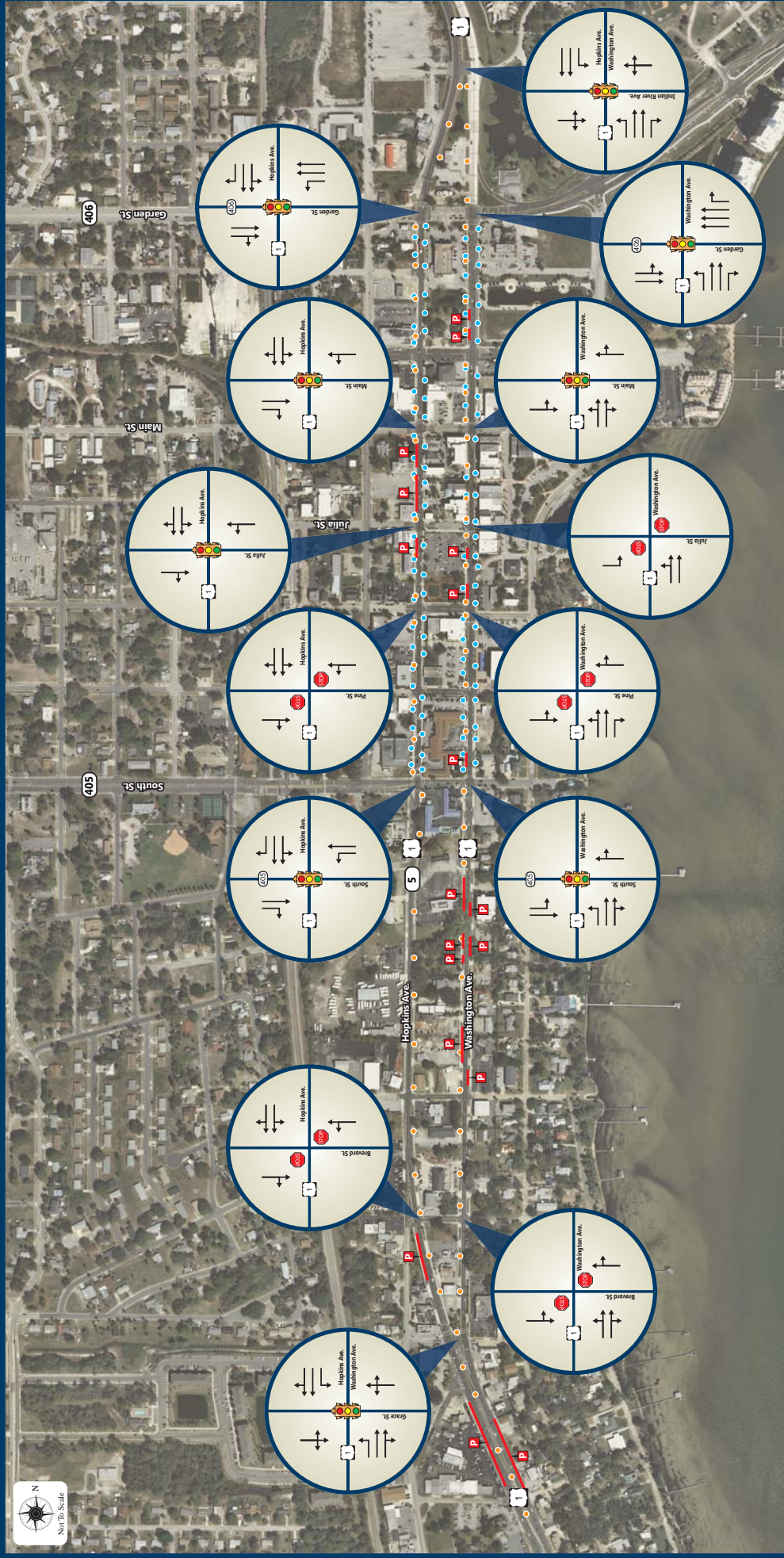
Existing public parking facilities within the Study Area consist of on-site parking lots, public parking lots, and on-street parking in various locations. US 1 Northbound provides 39 on-street parking spots while US 1 Southbound provides 25 on-street parking spots within the one-way pair. Between Laurel Place and Grace Street 375 linear feet of on-street parking is available on the northbound side while 475 linear feet is located on the southbound side. Figure 11 illustrates the location of existing on-street parking.

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## 2.4.7 Lighting

Street lighting is provided along US 1 for the entire length of the Study Area. Traversing from the southern study limits to the northern limits, street lighting commences with two-way lamps installed in the median of US 1. As US 1 splits into one-way pairs, overhead lighting is provided for both directional roadways. Additional pedestrian lighting is present from SR 405 to SR 406 for both roadways in the downtown area. As the one-way pairs converge at the northern study limits lighting is located on poles in the median serving both travel directions of US 1. Specific lighting locations are illustrated on Figure 11.





**US 1 Corridor Planning Study**  
 Laurel Place to Indian River Avenue



**FIGURE 11**  
 Existing Intersection Geometry,  
 Parking, and Lighting Facilities



## 2.4.8 Utilities

A Sunshine One-call ticket was processed in March 2015 to identify a listing of potential utilities provided within the Study Area. Utilities located within one quarter mile of the roadway center line were inventoried along within the Study Area and documented in this section. Table 4 below lists the various utility companies/agencies that have facilities located within the Study Area.

**Table 4: Utility Agency Contacts**

<b>Utility/Agency</b>	<b>Contact Person</b>	<b>Contact Number</b>
Florida City Gas	Ron Muller	321-638-3424
Florida Power & Light	Tracy Stern	800-868-9554
Level 3 Communications LLC	Network Relations	877-366-8344 Ext:2
MCI	Bryan Lantz	813-740-1231
CenturyLink (Formerly Qwest Communication)	George McElvain	303-992-9931
AT&T Distribution	Dino Farruggio	954-249-0558
Transcore	Tushar Patel	386-943-5315
City of Titusville	Jimmy Gager	321-567-3883
Brighthouse Networks, LLC	Mike Isom	321-757-6451
Sprint Nextel	Mark Caldwell	N/A

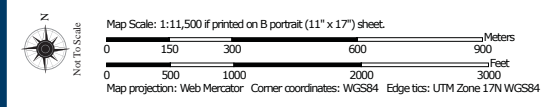
Source: Sunshine State One. Data was aggregated to reflect Study Area section limits

Listed utilities in the Sunshine ticket does not indicate definite presence within the corridor. These utility companies will be contacted to verify the location and content of the utilities during the course of the study.

## 2.4.9 Soils

An analysis of the soils conditions was completed for 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. The results of the analysis are displayed graphically in Figure 12.





Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
52	Quartzipsums, smoothed	82.0	6.7%
53	Satellite sand, 0 to 2 percent slopes	6.4	0.5%
54	St. Johns sand	4.2	0.3%
58	Tumbull and Riomar soils, tidal	4.5	0.4%
63	Javaries fine sand	1.4	0.1%
69	Urban land	142.5	11.6%
70	Valkaria sand	35.1	2.9%
100	Waters of the Atlantic Ocean	391.9	31.8%
<b>Totals for Area of Interest</b>		<b>1000.0%</b>	<b>100.0%</b>

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2	Andole sand, depressional	20.7	1.7%
4	Candler fine sand	12.0	1.0%
5	Candler-Urban land complex	18.4	1.5%
10	Canaveral-Urban land complex	24.2	2.0%
36	Myakka sand, 0 to 2 percent slopes	51.2	4.2%
39	Myakka-Urban land complex	110.7	9.0%
41	Orsino fine sand	7.1	0.6%
49	Pomello sand	22.4	1.8%
50	Pomello-Urban land complex	296.0	24.1%

**UNIT LEGEND**

**Brevard County, Florida (FL009)**

**US 1 Corridor Planning Study**  
Laurel Place to Indian River Avenue



**FIGURE 12**  
Soils Map





---

### 2.4.10 Drainage

The general stormwater conveyance system that serves the US 1 corridor is curb and gutter along the roadway with storm pipes directing runoff to localized storm drainage retention ponds. US 1 is generally depicted as flat terrain along the corridor. The United States Geological Survey (USGS) maps indicate a high point north of St. John's Street to the National Geodetic Vertical Datum (NGVD). The roadway elevation is approximately 14 NGVD at this point and tapers to 10 NGVD at the southern limit of the Study Area and 2 NGVD at the northern limit. There are other local low points to facilitate drainage within the closed system.

According to the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMS) for Brevard County (community panel 12009C0210G dated March 2014), US 1 has portions of the roadway within the Zone X (other flood areas) located at SR 406 in the northern limit of the Study Area.

Proposed improvements to US 1 will be subject to the St. John's River Water Management District (SJRWMD) 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.

---

### 2.4.11 Bicycle and Pedestrian Infrastructure

Bicycle and pedestrian connectivity plays an important role within the Study Area given the number of destinations along the corridor. This section details the existing bicycle and pedestrian network in the Study Area.

---

#### ***Bicycle Facilities***

Undesignated bike lanes were identified along US 1 from Main Street north to Indian River Avenue. Figure 13 illustrates the location of existing bicycle facilities within the Study Area.

---

#### ***Pedestrian Facilities and Curb Cuts***

US 1 has sidewalks present on both sides of the road, with the exception of the following locations:

- Sporadic sidewalk coverage on the east side of US 1 from Laurel Place to Grace Street
- No sidewalks on both sides of US 1 southbound between SR 406 and Indian River Avenue
- No sidewalks along the west side of US 1 northbound between SR 406 and Indian River Avenue

In general, curb ramps are provided at all intersections, except at the following location:

- Southwest corner of the US 1 Southbound/Brevard Street intersection

Existing pedestrian facilities locations are highlighted in Figure 13.

---

### ***Crosswalks***

Marked crosswalks at Study Area intersections are presented in Figure 13.

---

### ***Trails***

In addition to sidewalks and bike lanes, existing and planned regional trails within the Study Area were inventoried. Trails are multi-use paths that are used by runners, bicyclists, rollerbladers, and other non-motorized recreational users. There are no existing trails within the Study Area.

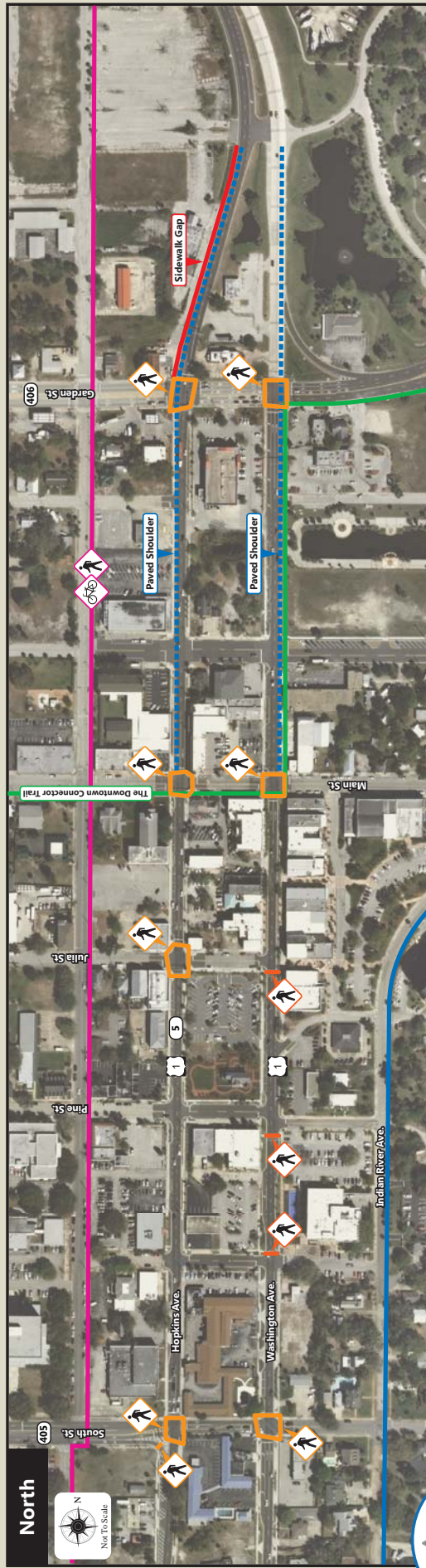
The planned Downtown Connector Trail, illustrated in Figure 13, is in the Preliminary Design & Engineering (PD&E) phase. When completed, this trail will connect to the East Central Florida Regional Rail Trail to the northwest and future planned segments of the Space Coast Loop Trail to the east.

---

### ***Parallel Bicycle and Pedestrian Routes***

The following parallel bicycle and pedestrian routes are highlighted in Figure 13:

- **Indian River Avenue** – Located one block east of US 1, Indian River Avenue runs parallel to US 1 from Laurel Place to SR 406, a distance of about 1.2 miles. Sidewalk coverage is sporadic and there are no designated bike lanes.
- **Palm Avenue** – Located one block west of US 1, Palm Avenue runs from SR 405 to SR 406, a distance of about half a mile. Sidewalks are provided along both sides of the road. There are no designated bike lanes.



**US 1 Corridor Planning Study**  
 Laurel Place to Indian River Avenue



**FIGURE 13**  
 Existing and Proposed Trails,  
 Existing Bicycle & Pedestrian Facilities



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### **School Bus Routes**

There are no public schools located within the Study Area. However, Brevard Public Schools (BPS) operates a school bus route on US 1 throughout the Study Area, with potential bus stops on US 1 or the parallel facilities.

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## **2.4.12 Transit Service and Infrastructure**

Existing transit services in the Study Area are operated by Space Coast Area Transit (SCAT).

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### **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. Several routes within the SCAT system operate using “flag stops”. Flag stops enable passengers to board a bus anywhere along the route simply by waving to the bus driver.

**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 vanpools are available on a case-by-case basis by request.

---

### **SCAT Transit Service**

SCAT fixed-routes located along or intersecting with the SR 406 Study Area include:

- *Route 1 (Melbourne/Titusville – North Loop)* – The North Loop of Route 1 connects Titusville with Cocoa. It provides service along US 1 from the southern terminus of the Study Area (Laurel Place) to SR 405. This route only serves the Study Area during morning and evening hours (all-day service is provided along a shorter segment of the route).
- *Route 2 (Titusville)* – This route serves as a local circulator for Titusville, operating in a counter-clockwise loop around the city. Within the Study Area, Route 2 provides service along US 1 northbound from Grace Street to Stephen House Way and on US 1 southbound from SR 406 to SR



405. Limited service is provided along US 1 (both directions) north of SR 406 past the northern terminus of the Study Area (Indian River Avenue).

- *Route 5 (Titusville/Mims)* – This route connects Titusville with Mims. This route provides service along the entire length of the US 1 Study Area.

There are no transit centers located within the Study Area. Figure 14 shows the existing SCAT bus routes serving the Study Area.

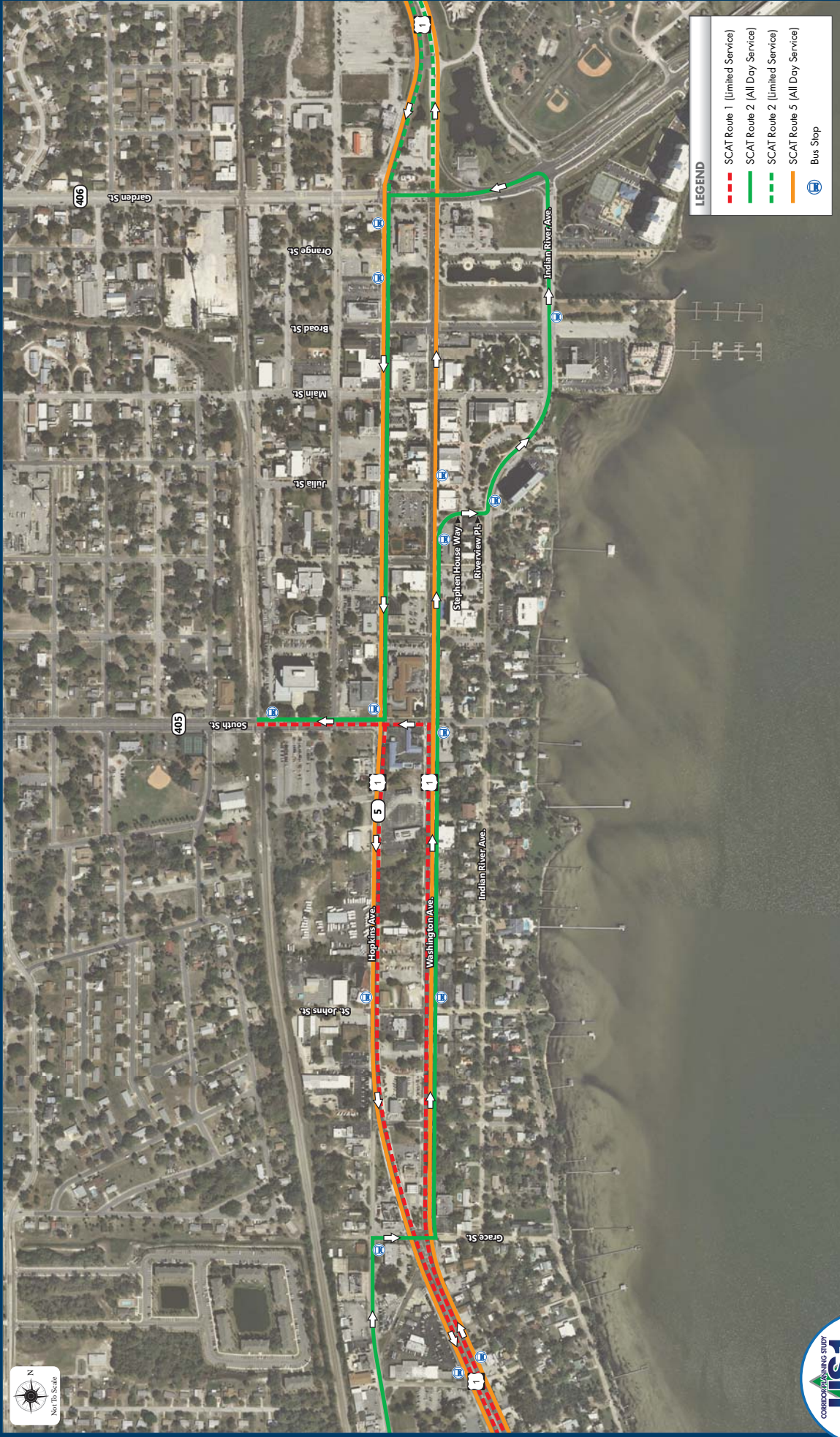
SCAT service in the Study Area is provided on weekdays and Saturdays with service not provided on select major holidays. Table 5 presents the span of service, frequency, and annual ridership for each Study Area transit route.

**Table 5: 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)	5:45 AM to 7:15 AM* 5:00 PM to 7:00 PM* Monday – Friday* One run at 7:45 AM* One run at 5:00 PM* Saturday*	60/30 Min*  N/A*	Yes	237,209
2	Titusville	6:15 AM to 8:00 PM Monday – Friday 8:30 AM to 6:00 PM Saturday	60 Min  60 Min	No	81,647
5	Mims/Titusville	8:00 AM to 5:00 PM Monday – Friday	60 Min	Yes	35,103

\*Note: Even though Route 1 offers all-day service, it only provides limited service to the Study Area. The span of service and frequency data represents service provided to the US 1 Study Area.

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



**US 1 Corridor Planning Study**  
 Laurel Place to Indian River Avenue



**FIGURE 14**  
 Transit Routes & Facilities





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## 2.5 Existing Traffic Conditions

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### 2.5.1 Existing Traffic Volumes

Traffic counts were collected in February 2015 at the following Study Area locations:

#### 24- hr Tube Count Locations

- South of Grace Street
- US 1 Northbound/south of South Street
- US 1 Southbound/south of South Street
- US 1 Northbound/south of SR 406
- US 1 Southbound/south of SR 406
- North of Indian River Avenue

Existing roadway 24-Hour bi-directional volume counts were collected at the above mentioned locations. Weekday turning movement counts were collected at the Study Area intersections for the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hours.

#### Intersections

- US 1/Grace Street
- US 1 Northbound/Brevard Street
- US 1 Southbound/Brevard Street
- US 1 Northbound/SR 405
- US 1 Southbound/SR 405
- US 1 Northbound/Pine Street
- US 1 Southbound/Pine Street
- US 1 Northbound/Julia Street
- US 1 Southbound/Julia Street
- US 1 Northbound/Main Street
- US 1 Southbound/Main Street
- US 1 Northbound/SR 406
- US 1 Southbound/SR 406
- US 1/Indian River Avenue

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 and seasonal factors are provided in Appendix B.

Existing 2015 volumes are illustrated in Figure 15 and Figure 16.

---

### 2.5.2 Spot Speed Study

Four spot speed studies were conducted along US 1 corridor. The posted speed limit within the Study Area on US 1 Northbound from Grace Street to SR 405 is 40 mph, from SR 405 to north of SR 406 is 30 mph, and increases to 35 mph between SR 406 and Indian River Avenue. The posted speed limit for US 1 Southbound

from Indian River Avenue to north of SR 406 is 35 mph, from north of SR 406 to SR 405 is 30 mph and from SR 405 to Grace Street is 40 mph.

Factors used in interpreting spot speeds are defined below:

- a) 85th Percentile Speed – The speed that 85% of the free flowing vehicles do not exceed.
- b) 50th Percentile Speed – The speed that 50% of the free flowing vehicles do not exceed.
- c) Pace – A 10-mph range that includes the highest number of vehicles observed.

**Table 6: Vehicle Spot Speed Summary**

<b>Locations #1 and #2</b>		
<b>North of St. Johns Street</b>		
<b>Direction</b>	<b>SB</b>	<b>NB</b>
Posted Speed	40	40
85 <sup>th</sup> Percentile	42.0	42.0
50 <sup>th</sup> Percentile	38.0	37.0
10 mph Pace	33-42	33-42
<b>Locations #3 and #4</b>		
<b>North of Palmetto Street</b>		
Posted Speed	30	30
85 <sup>th</sup> Percentile	34.0	35.0
50 <sup>th</sup> Percentile	29.0	30.0
10 mph Pace	24-33	25-34

The speed data reveals that vehicles traveling southbound and northbound through stations 3 and 4 move at 34.0 mph and 35.0 mph, consecutively. The 30 mph posted speed is above the 50th Percentile Speed for the southbound direction and at the 50th Percentile Speed for the northbound direction. The 30 mph posted speed is within the 10 mph Pace at these locations.

Based on the spot speed studies data analyses and engineering judgment, we conclude that the operating speed along the study segment of US 1 is above the posted speed of 30 mph for the segment from SR 405 to SR 406, while the operating speed appeared to be lower than the posted speed of 40 mph for the segment from Grace Street to SR 405.

### 2.5.3 Existing Operational Analysis

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).

### Roadway Operational Analysis

According to FDOT, the study corridor is classified as an “urban principal arterial other” and has an adopted LOS “D”. The generalized peak hour directional service volumes for the LOS letters “A” through “F” were obtained from Table 7 of the 2012 FDOT Quality/Level of Service Handbook and compared with volumes collected from the 24-Hour bi-directional tube counts. A summary of the LOS analysis for the study roadways is included in Table 7.

**Table 7: Existing Roadway Level of Service**

Roadway/Segment	Daily		AM Peak		PM Peak	
	AADT	LOS	Volume	LOS	Volume	LOS
<b>US 1</b>						
Laurel Place to Grace Street	21,991	C	888 (SB)	C	935 (NB)	C
<b>US 1 Southbound</b>						
Grace Street to SR 405	13,156	C	1,094 (SB)	C	1,137 (SB)	C
SR 405 to SR 406	11,400	C	861 (SB)	C	984 (SB)	D
SR 406 to Indian River Avenue	8,687	C	700 (SB)		699 (SB)	C
<b>US 1 Northbound</b>						
Grace Street to SR 405	13,030	C	995 (NB)	C	1,127 (NB)	C
SR 405 to SR 406	11,476	D	884 (NB)	C	1,053 (NB)	C
SR 406 to Indian River Avenue	9,236	D	680 (NB)	C	933 (NB)	D

*2012 FDOT Quality/Level of Service Handbook Tables*

*AADT = Data Collected \* Seasonal Factor (0.92) \* Axle Factor (0.99) (if need)*

As shown in Table 7, the US 1 corridor currently operates within acceptable LOS standards. The existing arterial LOS conditions are illustrated in Figure 15.

### Intersection Operational Analysis

The year 2015 intersection LOS is obtained by applying the field TMCs to the existing intersection geometry. According to the HCM 2000, for signalized intersections, and average control delay per vehicle from 55 seconds up to 80 seconds is considered to be a LOS E condition. Beyond 80 seconds is considered to be a LOS F condition. A summary of the LOS analysis for the study intersections is included in Table 8.

**Table 8: Existing Intersection Level of Service**

Intersection	Control	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
US 1/Grace Street	Signalized	6.0	A	5.6	A
US 1 Northbound/Brevard Street	Un-signalized	0/14.1	A/B	0.1/18.1	A/C
US 1 Southbound/Brevard Street	Un-signalized	0.4/18.3	A/C	0.1/40.9	A/E
US 1 Northbound/ SR 405	Signalized	4.1	A	4.9	A
US 1 Southbound/ SR 405	Signalized	6.7	A	8.6	A
US 1 Northbound/Pine Street	Un-signalized	0.5/18.3	A/C	0.3/24.4	A/C
US 1 Southbound/Pine Street	Un-signalized	0.3/14.3	A/B	0.1/16.0	A/C
US 1 Northbound/Julia Street	Un-signalized	0.4/12.0	A/B	0.1/14.1	A/B
US 1 Southbound/Julia Street	Signalized	2.0	A	2.7	A
US 1 Northbound/Main Street	Signalized	2.8	A	4.0	A
US 1 Southbound/Main Street	Signalized	3.6	A	5.6	A
US 1 Northbound/SR 406	Signalized	8.6	A	9.7	A
US 1 Southbound/SR 406	Signalized	10.4	B	12.0	B
US 1/Indian River Avenue	Un-signalized	8.4/13.7	A/B	11.9/22.4	B/C

\* For un-signalized intersections mainline/side street delay and LOS was documented

As seen in Table 8, all Study Area intersection and roadway segments currently operate under acceptable LOS conditions during the AM and PM peak hours with the exception of US 1 Southbound/Brevard Street. This intersection as a whole operates above the adopted LOS. The existing intersection operations are illustrated in Figure 16. The Synchro Summary Sheets are provided in Appendix C.



LEGEND	
Green	LOS A
Yellow	LOS B
Orange	LOS C
Red-Orange	LOS D
Red	LOS E
Dark Red	LOS F



DAILY



AM



PM



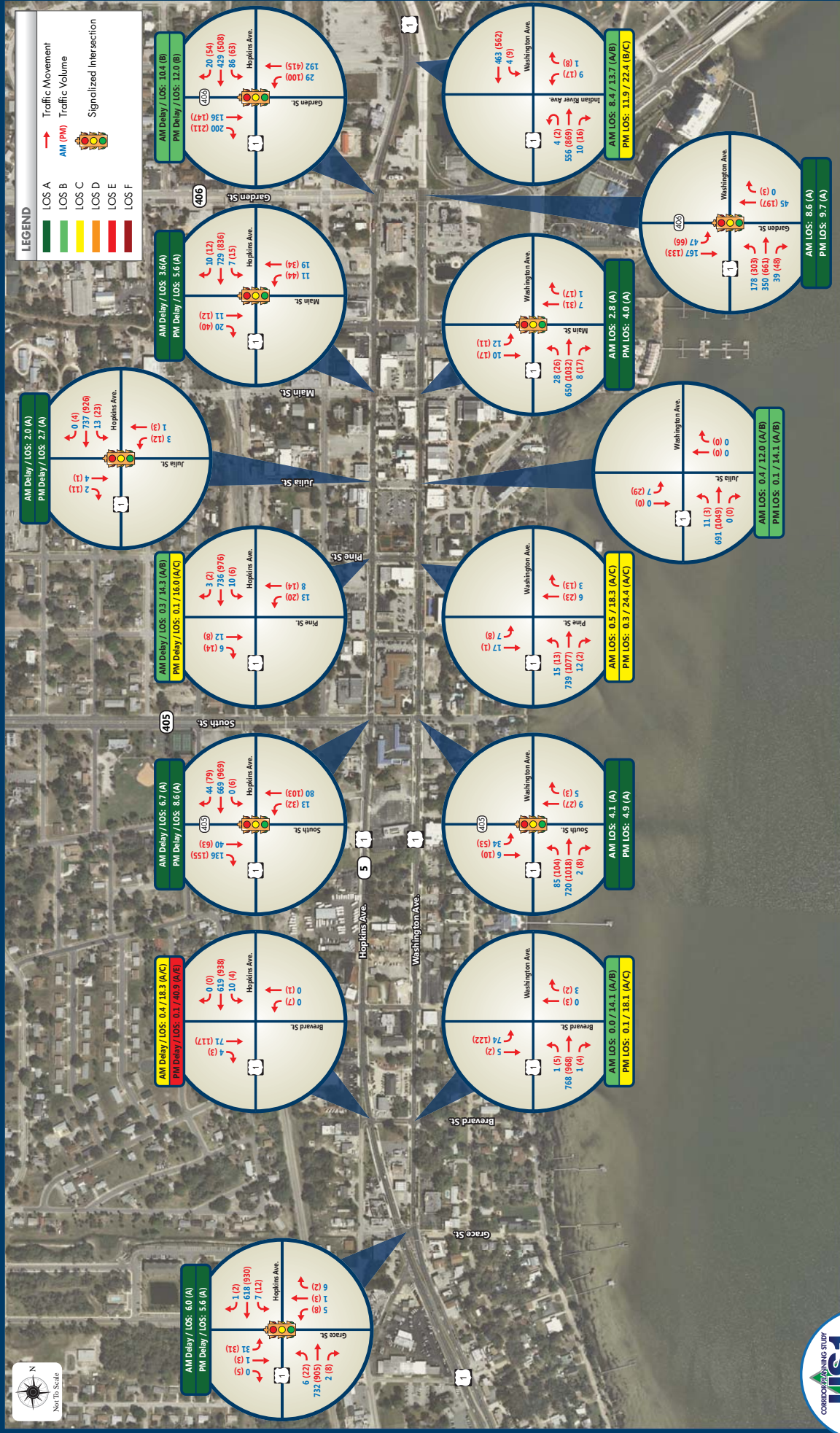
## US 1 Corridor Planning Study

Laurel Place to Indian River Avenue



FIGURE 15  
Existing 2015 Roadway Operations





## US 1 Corridor Planning Study

Laurel Place to Indian River Avenue



**FIGURE 16**  
Existing 2015 Intersection Operations

## 2.6 Safety and Crash Analysis

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 US 1 from south of Grace Street to north of SR 406.

### 2.6.1 Total Crashes

A total of 173 crashes, 86 of those resulting in injuries, and 1 fatality were reported over the five-year period along US 1 within the Study Area, as illustrated by Table 9 and Figure 17.

**Table 9: Crash Data Summary by Year**

Year	Total Number of Crashes	Number of Injury Crashes	Total Number of Injuries	Number of Fatal Crashes	Total Number of Fatalities	Number of Night Crashes	Number of Wet Crashes
<b>Roadway: US 1 Northbound</b>							
<b>Roadway ID: 70030000 Milepost: 2.925 to 4.290</b>							
2009	12	6	10	0	0	2	1
2010	17	7	10	1	1	3	0
2011	19	7	10	0	0	4	0
2012	14	9	12	0	0	4	0
2013	27	14	25	0	0	9	3
2009-2013	89	43	67	1	1	22	4
<b>Average</b>	<b>17.8</b>	<b>8.6</b>	<b>13.4</b>	<b>0.2</b>	<b>0.2</b>	<b>4.4</b>	<b>0.8</b>
<b>Percent</b>	-	<b>48.3%</b>	-	<b>1.1%</b>	-	<b>24.7%</b>	<b>4.5%</b>
<b>Roadway: US 1 Southbound</b>							
<b>Roadway ID: 70030101 Milepost: 0.000 to 1.397</b>							
2009	19	11	18	0	0	3	3
2010	13	7	7	0	0	3	2
2011	23	11	13	0	0	1	1
2012	18	10	13	0	0	3	2
2013	11	4	6	0	0	1	0
2009-2013	84	43	57	0	0	11	8
<b>Average</b>	<b>16.8</b>	<b>8.6</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>1.7</b>
<b>Percent</b>	-	<b>51.2%</b>	-	<b>0.0%</b>	-	<b>13.1%</b>	<b>9.5%</b>
<b>Grand Total</b>	<b>173</b>	<b>86</b>	<b>124</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>12</b>
<b>Grand Percent</b>	-	<b>49.7%</b>	-	<b>0.6%</b>	-	<b>19.1%</b>	<b>6.9%</b>

It was concluded from the analysis of both directions that the predominant crash types were angle crashes (36.4%) and rear end crashes (20.8%). One fatality occurred in 2010, involving one vehicle, during the

daylight hours, clear weather, and dry roadway conditions. The collision was classified as a rear end and the contributing cause was listed as failure to maintain the vehicle. Figure 17 illustrates the location of this fatality on US 1.

Table 10, summarizes the number of crashes by harmful event along the US 1 corridor.

**Table 10: Crash Data Summary by Harmful Event**

Crash Type	2009	2010	2011	2012	2013	2009-2013	Average per Year	Percent
<b>Roadway: US 1 Northbound</b>								
<b>Roadway ID: 70030000 Milepost: 2.925 to 4.290</b>								
Angle	2	2	6	6	10	26	5.2	29.2%
Rear End	5	8	3	1	3	20	4.0	22.5%
Head On	0	0	1	1	3	5	0.8	5.6%
Left Turn	0	0	3	0	1	4	0.7	4.5%
Sideswipe	0	1	1	0	0	2	0.3	2.2%
Pedestrian	1	0	0	0	0	1	0.2	1.2%
Right Turn	0	0	0	0	0	0	0.0	0.0%
Bicycle	0	0	0	0	0	0	0.0	0.0%
Other	4	6	5	6	10	31	6.2	34.8%
<b>Total</b>	<b>12</b>	<b>17</b>	<b>19</b>	<b>14</b>	<b>27</b>	<b>89</b>	-	<b>100.0%</b>
<b>Roadway: US 1 Southbound</b>								
<b>Roadway ID: 70030101 Milepost: 0.000 to 1.397</b>								
Angle	10	1	11	8	7	37	7.4	44.0%
Rear End	3	8	2	3	0	16	3.2	19.0%
Left Turn	2	0	1	2	1	6	1.2	7.1%
Sideswipe	2	0	0	0	0	2	0.4	2.4%
Right Turn	1	0	0	0	0	1	0.2	1.2%
Bicycle	0	0	1	0	0	1	0.2	1.2%
Head On	0	0	0	0	1	1	0.2	1.2%
Pedestrian	0	0	0	0	0	0	0.0	0.0%
Other	1	4	8	5	2	20	4.0	23.9%
<b>Total</b>	<b>19</b>	<b>13</b>	<b>23</b>	<b>18</b>	<b>11</b>	<b>84</b>	-	<b>100.0%</b>
<b>Grand Total</b>	<b>31</b>	<b>30</b>	<b>42</b>	<b>32</b>	<b>38</b>	<b>173</b>	-	-

Segment crash rates in crashes per million vehicle-miles traveled were calculated for the US 1 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. Each transition in crash rate category or AADT requires a break in the segment crash rate calculation, resulting in four (4) distinct segments on US 1 Northbound and two (2) distinct segments on Hopkins Avenue for which an individual crash rate was calculated and compared to the statewide average for the corresponding crash rate category. The Statewide Average Crash Rate was extracted from the FDOT CAR system.

As seen in Table 11, one roadway segment of US 1 (from Laurel Place to Grace Street) experienced an average crash rate higher than the average crash rate for similar facilities according to FDOT’s State wide average. The length of this segment, 0.153 miles, implies a higher per-mile concentration of crashes compared to the statewide average crash rate. The segment is noted as a high crash segment and will be considered during the planning process, however it may not be a major concern given the calculation methods and segment length.

**Table 11: Summary of Crash Rates (number of crashes per million vehicle miles)**

From/To	Number <sup>1</sup> of Crashes	Length (miles)	AADT <sup>4</sup>	ACR <sup>2</sup>	Crash Rate Category	AVG <sup>3</sup>	High Crash Segment?
<b>Roadway: US 1 Northbound</b>							
<b>Roadway ID: 70030000 Milepost: 2.925 to 4.290</b>							
Laurel Place to Grace Street	18	0.153	21,991	2.93	Urban 4-5 In 2 way Divided Road	2.45	YES
Grace Street to SR 405	22	0.497	13,030	1.86	Urban 1 way	7.07	NO
SR 405 to SR 406	37	0.509	11,476	3.47	Urban 1 way	7.07	NO
SR 406 to Indian River Avenue	12	0.206	9,236	3.46	Urban 1 way	7.07	NO
<b>Roadway: US 1 Southbound</b>							
<b>Roadway ID: 70030101 Milepost: 0.000 to 1.397</b>							
SR 406 to SR 405	59	0.506	11,400	5.60	Urban 1 way	7.07	NO
SR 405 to Grace Street	40	0.497	13,156	3.35	Urban 1 way	7.07	NO

Notes:

- 1- Number of crashes from January 1, 2009 to December 31, 2013.
- 2- 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.
- 3- AVG = Statewide Average Crash Rate for Corresponding Category.
- 4- Data collected by VHB Inc.

## 2.6.2 Bicycle and Pedestrian Crashes

Two crashes including a pedestrian and a cyclist occurred on US 1 within the Study Area from 2009 to 2013. The pedestrian crash occurred on US 1 Northbound between Laurel Place and Grace Street in daylight hours, with clear weather, and dry roadway conditions. The bicycle collision occurred at the US 1 Northbound/Orange Avenue intersection in the daylight hours with clear weather, and dry roadway conditions. Drugs or alcohol were not cited as contributing factors to either crash. The location of the bicycle and pedestrian crashes are illustrated in Figure 17.





# US 1 Corridor Planning Study

Laurel Place to Indian River Avenue



Figure 17  
Crash Location Map



## 2.7 Environmental Character

The existing environmental conditions were extracted from Geographical Information System (GIS) datasets maintained by the Florida Geographic Data Library (FGDL). The data is summarized below and displayed in Figure 18 to Figure 25 and will include the following:

- Cultural Resources
- Social Resources
- Population Characteristics
- Wetlands
- Floodplains
- Contamination
- Threatened and Endangered Species

### 2.7.1 Cultural Resources

Cultural resources are defined by the National Historic Preservation Act (NHPA) of 1966 and governed by federal and state regulations. Section 106 of the 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)*.” The NRHP places high importance on its listed resources giving them higher priority for preservation. A formal Cultural Resources Assessment Survey (CRAS) will be performed during subsequent project development phases to identify additional cultural resources.

Archaeological sites or historic resources that are listed, determined eligible, or considered potentially eligible for listing in the NRHP have been listed in Table 12 and mapped in Figure 18 summarize the resources cultural and historical resources located within the Study Area.

**Table 12: Summary of Cultural Resources**

Cultural Resources	Within Study Area
SHPO Structures	64
SHPO Bridges	0
SHPO Resource Groups	3
National Register (Site, District, Building)	4
Archaeological Sites	1
SHPO Surveys	4

According to the State Historic Preservation Office (SHPO) the following sites or buildings identified as historical resources include:

- St. Gabriel's Episcopal Church
- Judge George Robbins House
- Pritchard House
- Titusville Commercial District



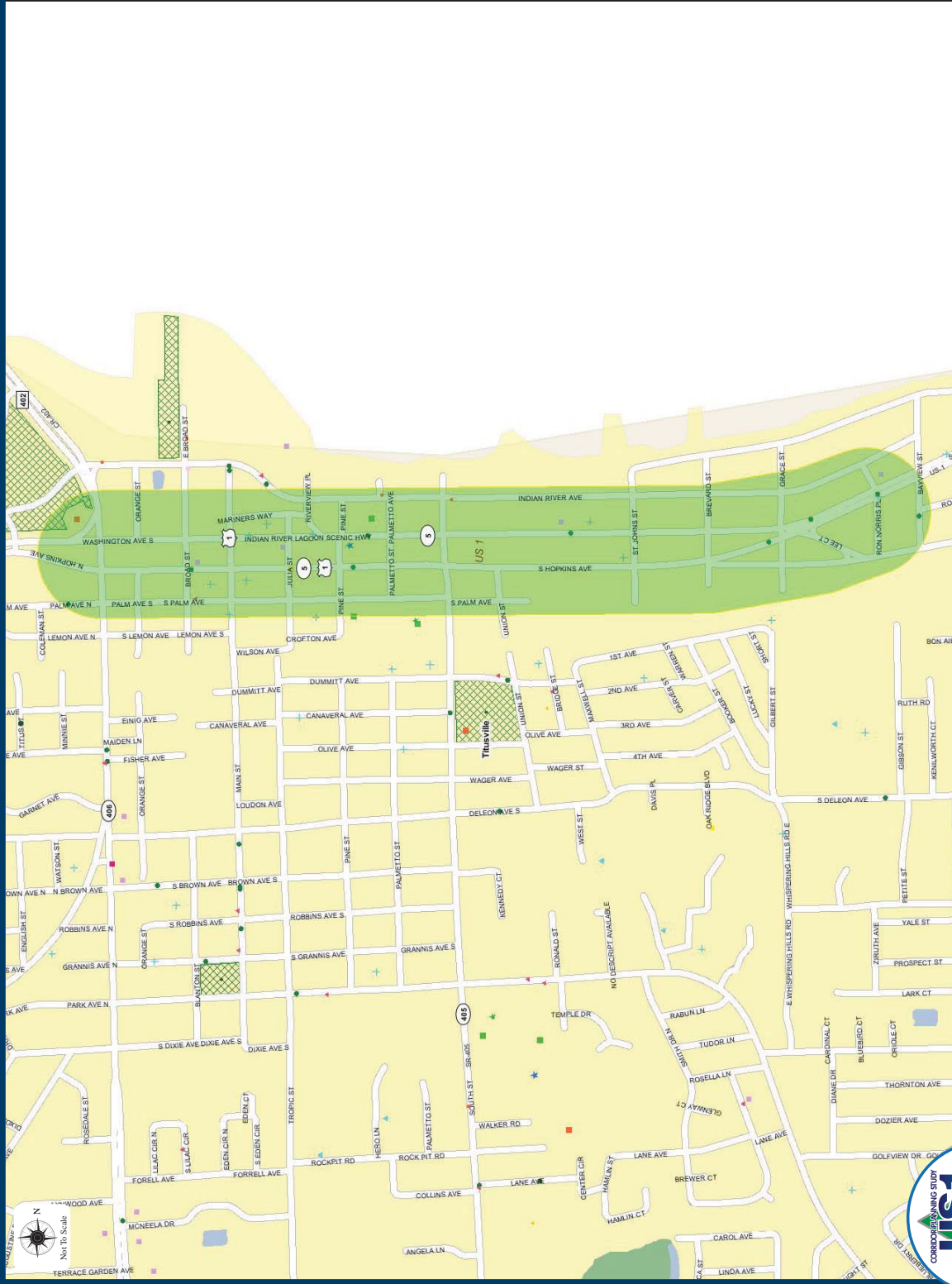
## 2.7.2 Public Facilities

Any public or private social resources that were considered relevant to the Study Area were tabulated and mapped. Table 13 below summarizes the public facilities within the Study Area. Figure 19 graphically displays the results of the evaluation.

**Table 13: Summary of Public Facilities**

Social Resources	Within Study Area
FDEM* Places of Worship	2
Florida Marine Facilities	1
Cemeteries	0
Community Centers	1
Cultural Centers	1
Fire Stations	1
Government Buildings	1
Health Care Facilities	0
Homeowner and Condominium Associations	2
Parks	0
Religious Centers	8
Schools	0
Social Service Facilities	10

\*FDEM – Florida Department of Emergency Management



**US 1 Corridor Planning Study**  
 Laurel Place to Indian River Avenue



**FIGURE 19**  
 Public Facilities Map





### 2.7.3 Population Characteristics

An overview of the corridor population and demographics data collected for the US Census 2010 and the American Community Survey are provided in Table 14. The data presented reflects an analysis based on abutting Census Tracts. Population density is approximately 4.46 persons per acre and housing density is 1.21 households per acre. Average household size in the abutting area is 2.42 persons per household and the median age is 38 years old.

**Table 14: Population Characteristics**

Population	Study Area
Total Population	1,429
Population Density (Persons per Acre)	4.46
Total Households	652
Average Household Size	2.42
Household Density (Households per Acre)	1.21
Median Age	38
Population Over 65	21.8%
Male	50.0%
Female	50.0%

### 2.7.4 Socioeconomic Data

Table 15 provides an overview of the socioeconomic characteristics. In the US 1 Study Area, the median household income is \$34,063, and 29.6 percent of the households are below the poverty line. 26.6 percent of the 950 total housing units are owner-occupied, and 42.0 percent are renter-occupied. The remaining 31.4 percent of housing units in the Study Area are vacant. 27.4 percent of the households have no vehicle available and 36.4 percent have only one vehicle available. The majority of the population, 61.7 percent, in the Study Area identifies as white only, and 33.3 percent identify themselves as black or African American. Figure 20 and Figure 21 illustrate median household income and households with no vehicles, respectively.



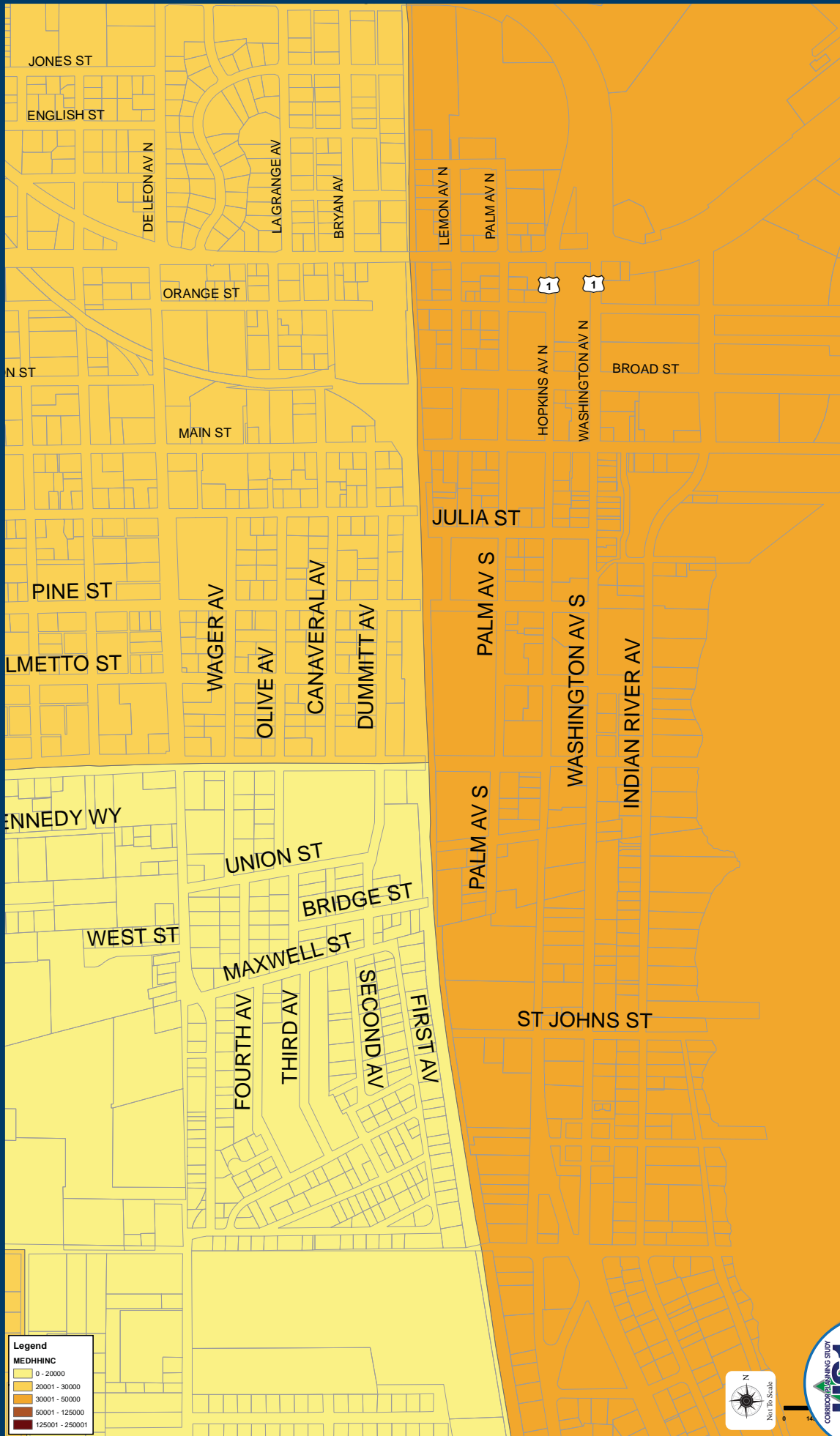
**Table 15: Socioeconomic Characteristics**

Population	Study Area
Median Household Income	\$34,063
Households Below Poverty Level	29.6%
Total Housing Units	950
Owner-Occupied	26.6%
Renter-Occupied	42.0%
Vacant	31.4%
Households with No Vehicles	27.4%
Households with 1 Vehicle	36.4%
Total Population	1,429
White	61.7%
Hispanic or Latino	4.6%
Not Hispanic or Latino	57.1%
Black or African American	33.3%
Asian	0.6%
Other	4.4%

### 2.7.5 Major Employers and Activity Centers

The City of Titusville is the largest employer along the study corridor. The Titusville Sewer and Water Department, which is just one of the City departments along the corridor employs 500 persons. Other major employers along the US 1 corridor include: Brevard County which has multiple departments located on SR 405 and the Florida Department of Education.

Other major regional employers include Kennedy Space Center and Parrish Medical Center.



**Legend**  
**MEDHHINC**

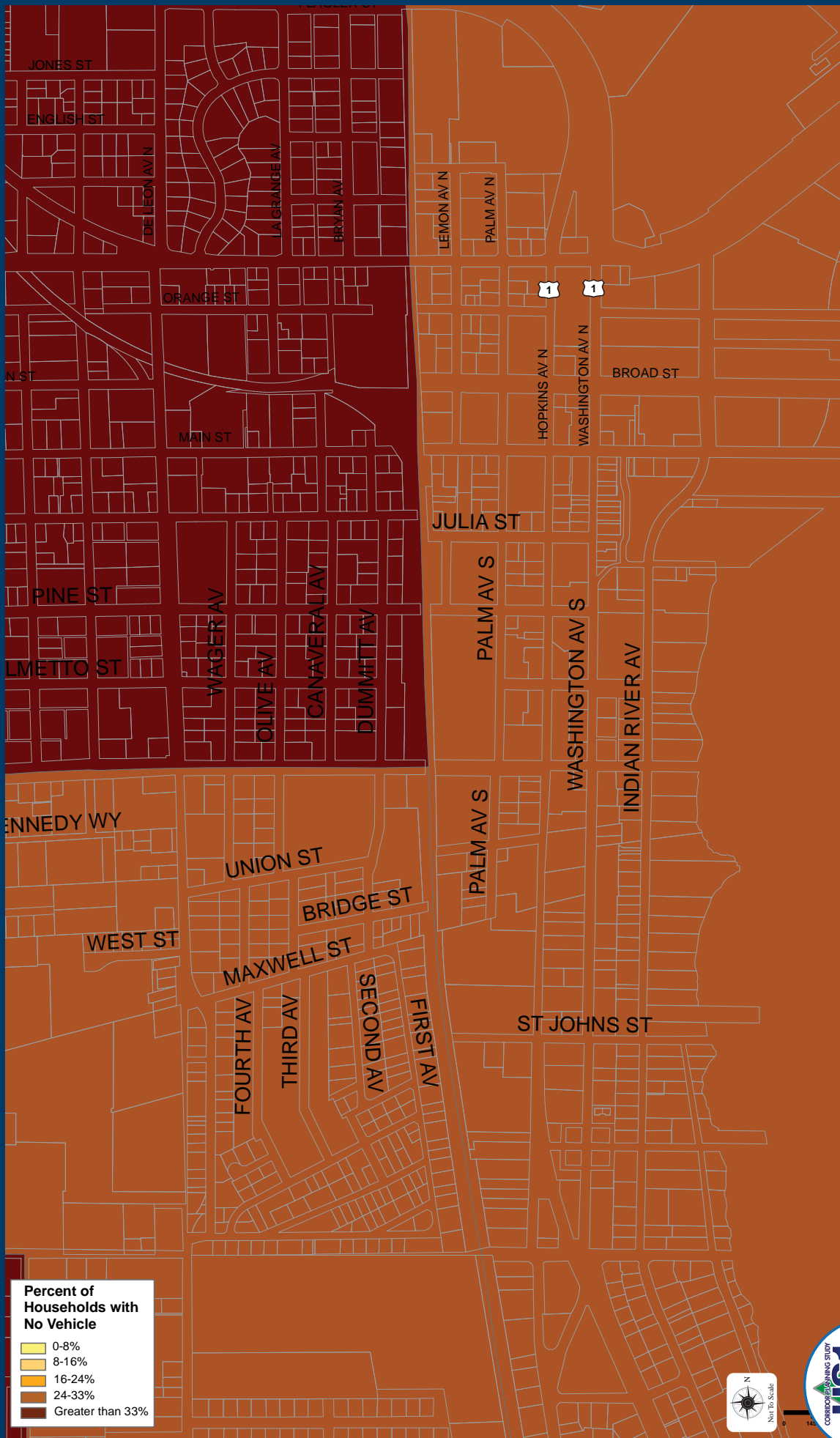
Lightest Yellow	0 - 20000
Light Yellow	20001 - 30000
Yellow-Orange	30001 - 50000
Orange	50001 - 125000
Dark Orange	125001 - 250001



**US 1 Corridor Planning Study**  
Laurel Place to Indian River Avenue



**FIGURE 20**  
Median Household Income Map



**Percent of Households with No Vehicle**

- 0-8%
- 8-16%
- 16-24%
- 24-33%
- Greater than 33%



**US 1 Corridor Planning Study**  
 Laurel Place to Indian River Avenue



**FIGURE 21**  
 Percentage of Households with No Vehicles Map

## 2.7.6 Threatened and Endangered Species

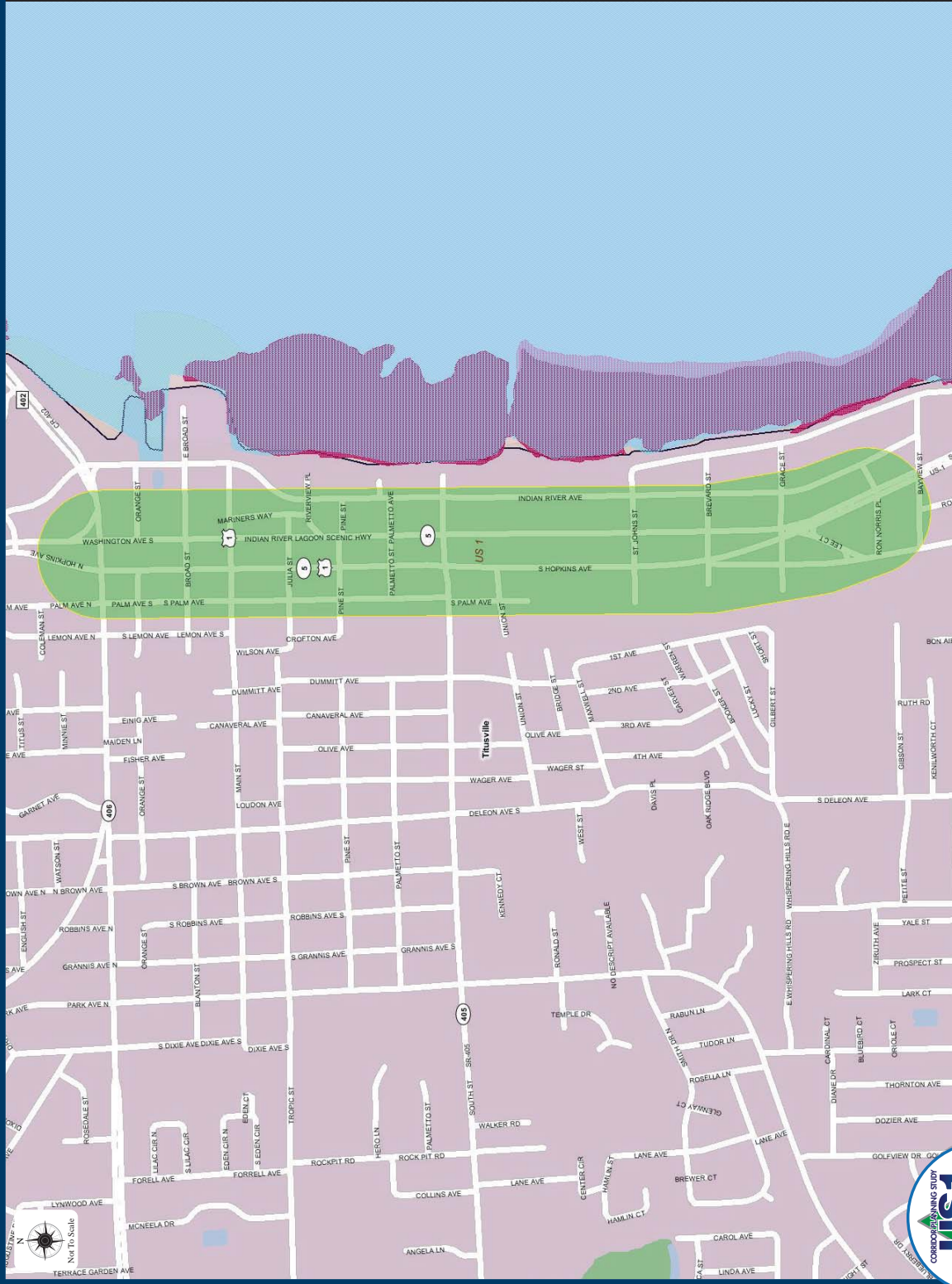
Reviews of the Florida Natural Areas Inventory (FNAI) and GIS data from the USFWS were performed to identify critical habitat and/or consultation areas for threatened or endangered species. Consultation areas, identified by USFWS, encompass all areas where populations are known to exist. These threatened and endangered species consultation areas and/or critical habitats are summarized in Table 16 and shown in Figure 22.

**Table 16: Summary of Wildlife and Habitat**

<b>Wildlife and Habitat</b>	<b>Abutting Buffer</b>	<b>One-Mile Buffer</b>	<b>Study Area</b>
Wood Stork Nesting Colony Core Foraging Areas	Yes	Yes	No
Red-cockaded Woodpecker Consultation Areas	Yes	Yes	No

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





**US 1 Corridor Planning Study**  
Laurel Place to Indian River Avenue

**FIGURE 22**  
Wildlife and Habitat Map

**FDOT**  
Centennial  
1915-2015

**US 1**  
CORRIDOR PLANNING STUDY

### 2.7.7 Wetlands

The wetlands analysis used GIS data made available from the SJRWMD dated 2009. The types of wetlands found vary from Swamp, Vegetated Non-Forested, to Hardwood Forests and Mixed Forests. Figure 23 graphically depicts the wetlands around the US 1 Study Area.

### 2.7.8 Floodplains

The floodplains were examined using the latest FEMA Flood Rate Insurance maps and the 100-year flood plain localities. Figure 24 shows the floodplains around the US 1 Study Area.

### 2.7.9 Contamination

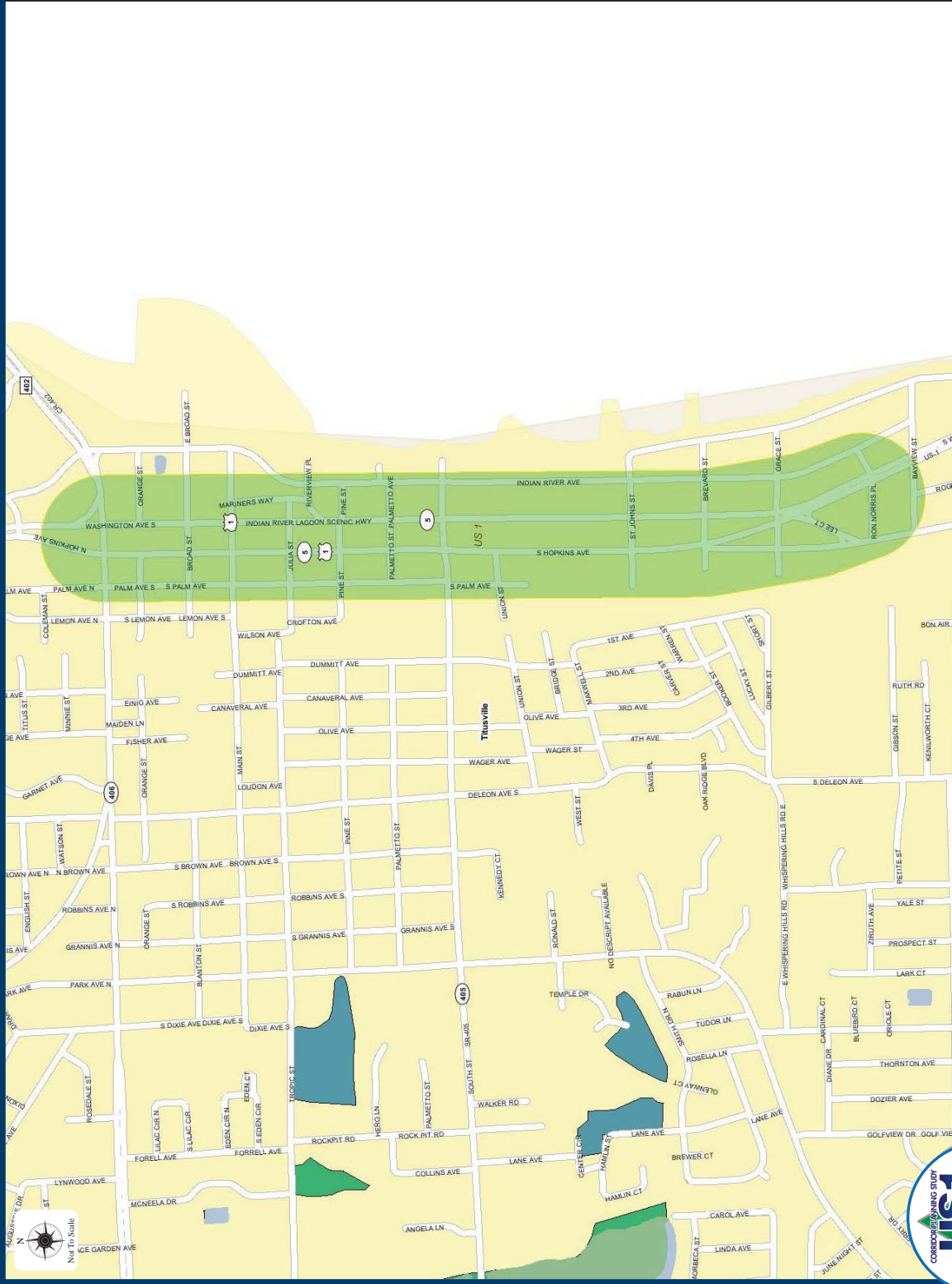
Contaminated sites within the Study Area were identified using data made available by the Florida Department of Health and the Florida Department of Environmental Protection. Results from the contamination analysis are displayed in Table 17 and the location of contamination sites within the Study Area are illustrated in Figure 25.

**Table 17: Summary of Contamination Analysis**

Analysis Type	Within Study Area
Biomedical Waste	8
Hazardous Waste Facilities	17
Petroleum Contamination Monitoring Sites	12
Storage Tank Contamination Monitoring (STCM)	20
US EPA Resource Conservation and Recovery Act (RCA) Regulated Facilities	22

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.

- Legend**
- 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
  - 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
  - NHD(100K) Hydrographic Landmark Areas
  - NHD(100K) Water Bodies
  - LAKE/POND
  - SWAMP/MARSH
  - RESERVOIR
  - City Limits (Parcel derived)
  - Major Florida Parks and Forests
  - Florida Boundary
  - LAND



**US 1 Corridor Planning Study**  
 Laurel Place to Indian River Avenue



**FIGURE 23**  
 Wetlands Map







**Legend**

**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
- 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
- NHD(100K) Hydrographic Landmark Areas
- NHD(100K) Water Bodies
- LAKE/POND
- SWAMP/MARSH
- RESERVOIR
- City Limits (Parcel derived)
- Major Florida Parks and Forests
- Florida Boundary
- LAND

**US 1 Corridor Planning Study**  
 Laurel Place to Indian River Avenue



**FIGURE 24**  
 Floodplains Map



- Legend**
- Population Areas
  - Alternatives (Currently in Review)
    - ETAT Review
    - FDEP Treaters, Storers, and Disposers of Hazardous Waste
    - FDEP Storage Tank Contamination Monitoring
    - FDEP Petroleum Contamination Monitoring Sites
    - FDEP Large Quantity Generators of Hazardous Waste
    - FDEP Dry Cleaning Program Sites
    - Waste Cleanup (Open) Responsible Party Sites
    - Waste Cleanup (Inactive) Responsible Party Sites
    - Waste Cleanup (Closed) Responsible Party Sites
    - FDEP Compliance and Enforcement Tracking Facilities
    - FDEP Hazardous Waste Facilities
    - FDEP Off Site Contamination Notices
    - FDEP Institutional Control Registry
    - Navteq All Street Names
    - FDOT Major Rd Names
    - Navteq Interstates
    - Navteq US Hwys
    - Navteq State Roads
    - Navteq County Roads
    - State funded Hazardous Waste Cleanup Sites
  - Brownfield Areas
  - NHD(100K) Hydrographic Landmark Areas
  - NHD(100K) Water Bodies
    - LAKE/POND
    - SWAMP/MARSH
    - RESERVOIR
  - City Limits (Parcel derived)
  - Major Florida Parks and Forests
  - Florida Boundary
  - LAND



**US 1 Corridor Planning Study**  
 Laurel Place to Indian River Avenue



**FIGURE 25**  
 Contamination Map



# 3

## Issues and Opportunities

The assessment of existing conditions is developed to provide a more-comprehensive understanding of the 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 a range of potential improvement strategies.

---

### 3.1 Access Management

There is a high number of driveways that have direct access to US 1 due to the designated land uses surrounding the corridor. Parcels with multiple driveways, example shown in Figure 26, have been identified, which may provide opportunities to condense driveway access without restricting business access or circulation.



**Figure 26: Property with Multiple Driveways**



Source: Google Earth 2015

---

### **3.2 Bicycle & Pedestrian Facilities**

Undesignated bike lanes are present on US 1 from Main Street to North of Indian River Avenue which have the potential to be connected to the planned Downtown Connector Trail and Space Coast Loop Trail to the east. No bicycle facilities are provided between Laurel Place and Main Street.

---

### **3.3 Transit**

Further data will be collected to determine any locations of high volume mid-block pedestrian crossings. All designated bus stops within the Study Area are located in areas where there is existing sidewalk. However, multiple bus stop locations are situated in areas where it is difficult for wheelchair or elderly passengers to board and alight. The accessibility issues range from a lack of a landing pad, to the lack of a flat landing area to board/alight passengers as illustrated in Figure 27. Landing pads are especially helpful for wheelchair users and the elderly that have difficulty navigating through the grass when boarding/alighting the bus.

**Figure 27: Bus Stop Location Lacking a Paved Landing Pad**



Source: Google Earth 2015

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### 3.4 Existing Traffic Conditions

Analysis of the existing traffic volumes and LOS revealed that all Study Area intersections and roadway segments currently operate under acceptable LOS conditions during the AM and PM peak hours. This provides an opportunity for reworking the existing roadway while avoiding major capacity impacts.

The spot speed study revealed that average speed on US 1 in the segments with the 30 mph and 40 mph posted speed range from 24-33 mph and 33-42 mph, respectively. Vehicles do not appear to be traveling at excessive speeds within the Study Area.

---

### 3.5 Crash Analysis and Safety

Identified in the crash analysis, the US 1 Northbound segment between Laurel Place and Grace Street has a crash rate higher than the state average for its roadway type. This is the segment where the collision with a bicyclist occurred in daylight. The predominate crash type for this segment is rear end. Further analysis will be conducted to determine any potential solutions to identified contributing factors of these crashes.

---

### 3.6 Summary of Transportation Plans

Any potential alternatives will be developed with consideration for programmed improvement plans and projects identified throughout the review of the following transportation plans:

- The City of Titusville Comprehensive Plan Objectives and Policies identifies land use designation along the southern portion of the current study corridor. The City of Titusville also adopted policies to strengthen and encourage a pedestrian-friendly, mixed-use district along US 1.

- The SCTPO Bicycle & Pedestrian Mobility Plan recognizes gaps or deficiencies in the existing network. The plan identifies installation of sharrows along US 1 from Grace Street to St Johns Street and from SR 405 to 1,200 feet north of SR 406. There is no funding for either project.
- The CRA Community Redevelopment Plan involves coordinating growth in the Downtown CRA and creating a downtown area with vibrant mixed-use town center environment. Through coordination, there is a potential to combine efforts with the 5-Year Capital Improvement Plan for \$150,000 in fiscal year 2013/2014 for the US 1 side streets.

---

### **3.7 Conclusion**

The issues and opportunities that were identified in this section will guide the project and identify the purpose and need for the study. These topics will be analyzed further and discussed in greater detail as the planning process proceeds and potential improvement alternatives are identified.



# A

## Appendix A – Traffic Volume Counts and Seasonal Adjustment Factor Information















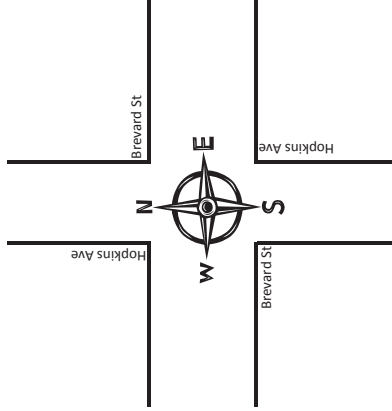




# Pedestrian & Bicycle Summary

Project #: 0 NB/SB: Hopkins Ave  
 Date: 3/3/2015 EB/WB: Brevard St

		Hour							
		1	2	3	4	5	6	7	8
▲	Bike	0	0						
	Ped	1	0						
		<b>0</b>	<b>1</b>						
▼	Bike	0	0						
	Ped	0	1						
		<b>0</b>	<b>1</b>						



Hour	Southbound		Northbound		Hour
	Ped	Bike	Ped	Bike	
1 7:00	0	0	0	0	1 7:00
2 8:00	0	0	0	0	2 8:00
3					3
4					4
5					5
6					6
7					7
8					8
		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

		Hour							
		1	2	3	4	5	6	7	8
▲	Bike	0	0						
	Ped	0	0						
		<b>0</b>	<b>0</b>						
▼	Bike	0	0						
	Ped	0	1						
		<b>0</b>	<b>1</b>						





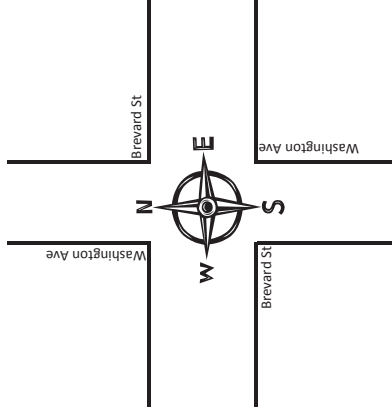




# Pedestrian & Bicycle Summary

Project #: 0 NB/SB: Washington Ave  
 Date: 3/3/2015 EB/WB: Brevard St

		Hour							
		1	2	3	4	5	6	7	8
▲	Bike	0	0						
	Ped	1	1						
		<b>0</b>	<b>2</b>						
▼	Bike	0	1						
	Ped	0	0						
		<b>1</b>	<b>0</b>						



Hour	Southbound		Northbound		Hour	
	Ped ▼	Bike	Ped ▲	Bike		
1 7:00	0	0	0	0	1 7:00	
2 8:00	0	0	0	0	2 8:00	
3					3	
4					4	
5					5	
6					6	
7					7	
8					8	
		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

		Hour							
		1	2	3	4	5	6	7	8
▲	Bike	0	0						
	Ped	1	0						
		<b>0</b>	<b>1</b>						
▼	Bike	1	0						
	Ped	0	0						
		<b>1</b>	<b>0</b>						





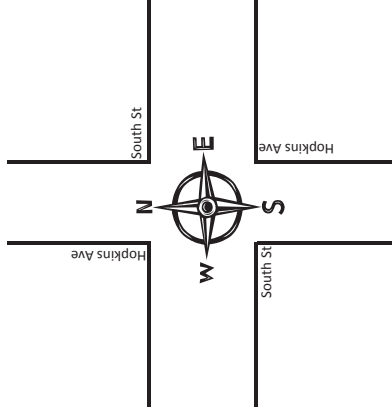




# Pedestrian & Bicycle Summary

Project #: 0 NB/SB: Hopkins Ave  
 Date: 3/3/2015 EB/WB: South St

		Hour							
		1	2	3	4	5	6	7	8
Eastbound	Bike	0	0						
	Ped	0	3						
		<b>0</b>	<b>3</b>						
Westbound	Bike	0	0						
	Ped	0	1						
		<b>0</b>	<b>1</b>						



		Southbound				Northbound			
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
Hour	7:00	0	0	1	0	0	0	1	0
	8:00	1	0	2	0	0	0	0	0
3									
4									
5									
6									
7									
8									
		<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

		Hour							
		1	2	3	4	5	6	7	8
Eastbound	Bike	0	0						
	Ped	0	0						
		<b>0</b>	<b>0</b>						
Westbound	Bike	0	0						
	Ped	0	0						
		<b>0</b>	<b>0</b>						





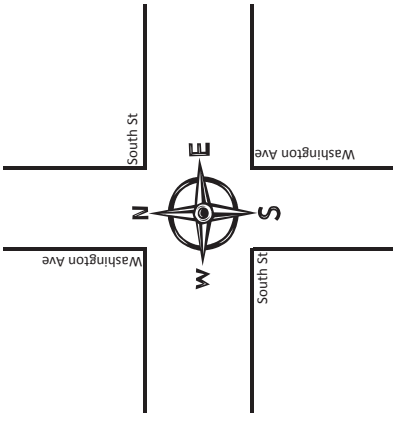




# Pedestrian & Bicycle Summary

Project #: 0 NB/SB: Washington Ave  
 Date: 3/3/2015 EB/WB: South St

		Hour							
		1	2	3	4	5	6	7	8
Eastbound	Bike	0	0						
	Ped	0	0						
Westbound	Bike	2	0						
	Ped	0	0						



		Southbound				Northbound							
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Hour	
Southbound	Ped	0	0	0	0	0	0	1	0	0	0	1	7:00
	Bike	0	0	2	0	0	0	1	0	0	0	2	8:00
Northbound	Ped	0	0	0	0	0	0	0	0	0	0		
	Bike	0	0	0	0	0	0	0	0	0	0		
Eastbound	Bike	0	0	0	0	0	0	0	0	0	0		
	Ped	0	0	0	0	0	0	0	0	0	0		
Westbound	Bike	0	0	0	0	0	0	0	0	0	0		
	Ped	0	0	0	0	0	0	0	0	0	0		

		Hour							
		1	2	3	4	5	6	7	8
Eastbound	Bike	0	0						
	Ped	0	0						
Westbound	Bike	0	0						
	Ped	0	0						













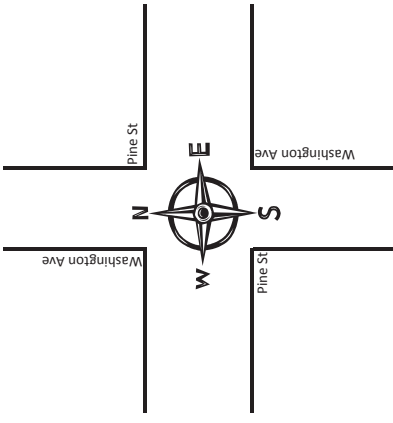




# Pedestrian & Bicycle Summary

Project #: 0 NB/SB: Washington Ave  
 Date: 3/3/2015 EB/WB: Pine St

		Hour							
		1	2	3	4	5	6	7	8
Eastbound	Bike	0	0						
	Ped	1	2						
		<b>0 3</b>							
Westbound	Bike	0	0						
	Ped	0	0						
		<b>0 0</b>							



		Hour							
		1	2	3	4	5	6	7	8
Southbound	Ped	0	0						
	Bike	0	0						
		<b>0 0</b>							
Northbound	Ped	0	2						
	Bike	0	0						
		<b>2 0</b>							
Southbound	Ped	0	0						
	Bike	0	0						
		<b>0 0</b>							
Northbound	Ped	0	0						
	Bike	0	0						
		<b>0 0</b>							

		Hour							
		1	2	3	4	5	6	7	8
Eastbound	Bike	0	0						
	Ped	0	1						
		<b>0 1</b>							
Westbound	Bike	2	0						
	Ped	0	2						
		<b>2 2</b>							















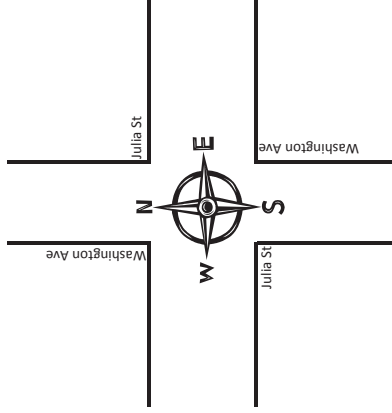




# Pedestrian & Bicycle Summary

Project #: 0 NB/SB: Washington Ave  
 Date: 3/3/2015 EB/WB: Julia St

		Hour							
		1	2	3	4	5	6	7	8
▲	Bike	0	2						
	Ped	1	2						
		<b>2</b>	<b>3</b>						
▼	Bike	0	0						
	Ped	1	0						
		<b>0</b>	<b>1</b>						



Hour	Southbound		Northbound		Hour	
	Ped ▼	Bike ▲	Ped ▲	Bike ▼		
1 7:00	0	0	0	0	1 7:00	
2 8:00	0	0	6	1	2 8:00	
3					3	
4					4	
5					5	
6					6	
7					7	
8					8	
		<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	

		Hour							
		1	2	3	4	5	6	7	8
▲	Bike	0	2						
	Ped	0	2						
		<b>2</b>	<b>2</b>						
▼	Bike	0	0						
	Ped	1	0						
		<b>0</b>	<b>1</b>						















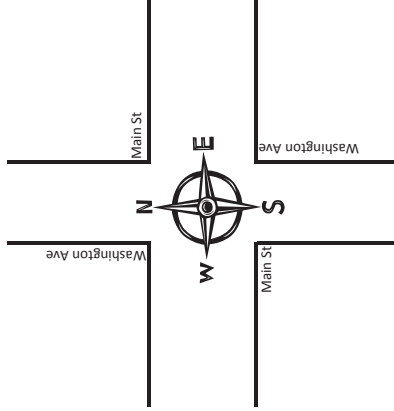


# Pedestrian & Bicycle Summary

Project #: 0 NB/SB: Washington Ave  
 Date: 3/3/2015 EB/WB: Main St

		Hour							
		1	2	3	4	5	6	7	8
Eastbound	Bike	0	0						
	Ped	0	1						
Westbound	Bike	0	1						
	Ped	0	1						

		Hour							
		1	2	3	4	5	6	7	8
Southbound	Ped	0	0						
	Bike	0	0						
Northbound	Ped	0	0						
	Bike	0	0						



		Hour							
		1	2	3	4	5	6	7	8
Eastbound	Bike	0	0						
	Ped	1	0						
Westbound	Bike	2	0						
	Ped	0	2						

		Hour							
		1	2	3	4	5	6	7	8
Southbound	Ped	0	0						
	Bike	0	0						
Northbound	Ped	1	0						
	Bike	0	0						



# Roadway Count Summary

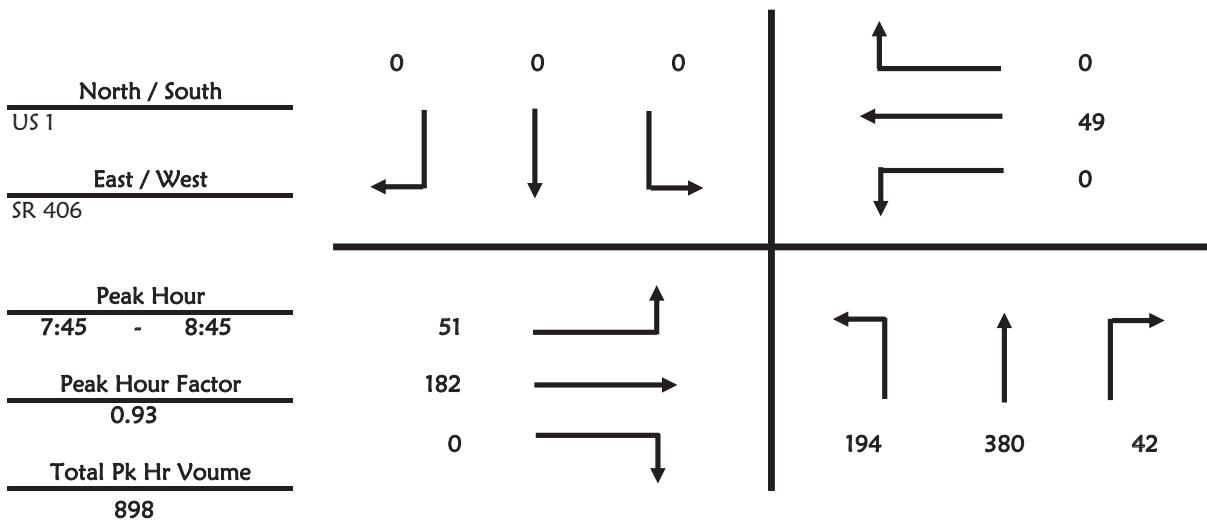
*Vanasse Hangen Brustlin, Inc.*

County 0 City 0  
 Intersection US 1 & SR 406  
 Date February 26, 2015 All Vehicles  
 Time Period 7:00 to 9:00

VHB Project #: 0

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	11	47	7	0	0	0
7:15 - 7:30	31	70	5	0	0	0
7:30 - 7:45	30	93	8	0	0	0
7:45 - 8:00	51	115	11	0	0	0
8:00 - 8:15	41	94	12	0	0	0
8:15 - 8:30	45	86	14	0	0	0
8:30 - 8:45	57	85	5	0	0	0
8:45 - 9:00	41	119	10	0	0	0
	307	709	72	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	6	44	0	0	13	0
7:15 - 7:30	6	41	0	0	9	0
7:30 - 7:45	8	46	0	0	6	0
7:45 - 8:00	11	43	0	0	11	0
8:00 - 8:15	14	55	0	0	10	0
8:15 - 8:30	12	46	0	0	18	0
8:30 - 8:45	14	38	0	0	10	0
8:45 - 9:00	4	36	0	0	16	0
	75	349	0	0	93	0



# Roadway Count Summary

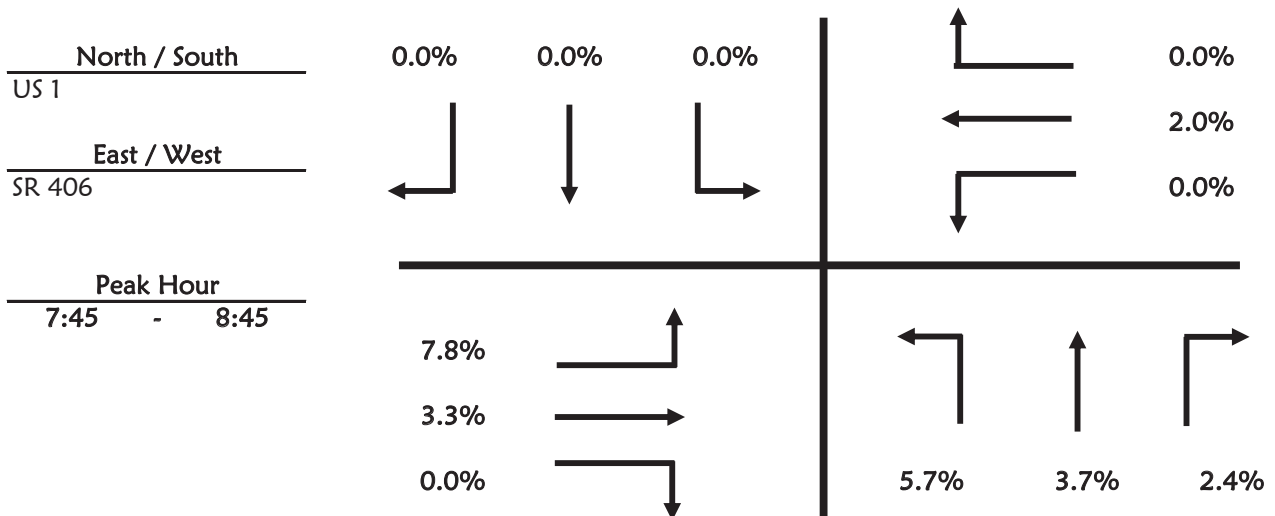
*Vanasse Hangen Brustlin, Inc.*

County 0 City 0  
 Intersection US 1 & SR 406  
 Date February 26, 2015  
 Time Period 7:00 to 9:00 Trucks

VHB Project #: 0

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	2	0	0	0	0
7:15 - 7:30	0	1	0	0	0	0
7:30 - 7:45	0	1	0	0	0	0
7:45 - 8:00	0	2	0	0	0	0
8:00 - 8:15	4	3	0	0	0	0
8:15 - 8:30	2	6	1	0	0	0
8:30 - 8:45	5	3	0	0	0	0
8:45 - 9:00	4	4	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	1	0	0	0	1	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	1	0	0	0	0	0
8:00 - 8:15	0	1	0	0	1	0
8:15 - 8:30	2	3	0	0	0	0
8:30 - 8:45	1	2	0	0	0	0
8:45 - 9:00	0	1	0	0	1	0

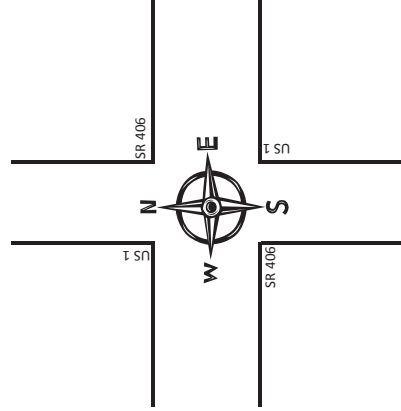




# Pedestrian & Bicycle Summary

Project #: 0 NB/SB: US 1  
 Date: 2/26/2015 EB/WB: SR 406

		Hour							
		1	2	3	4	5	6	7	8
▲	Bike	0	0						
	Ped	0	0						
		<b>0</b>	<b>0</b>						
▼	Bike	0	0						
	Ped	0	1						
		<b>0</b>	<b>1</b>						



Hour	Southbound		Northbound		Hour
	Ped	Bike	Ped	Bike	
1 7:00	0	0	1	0	1 7:00
2 8:00	0	0	1	0	2 8:00
3					3
4					4
5					5
6					6
7					7
8					8
		<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>

		Hour							
		1	2	3	4	5	6	7	8
▲	Bike	0	0						
	Ped	0	0						
		<b>0</b>	<b>0</b>						
▼	Bike	0	0						
	Ped	1	0						
		<b>0</b>	<b>1</b>						

# Roadway Count Summary

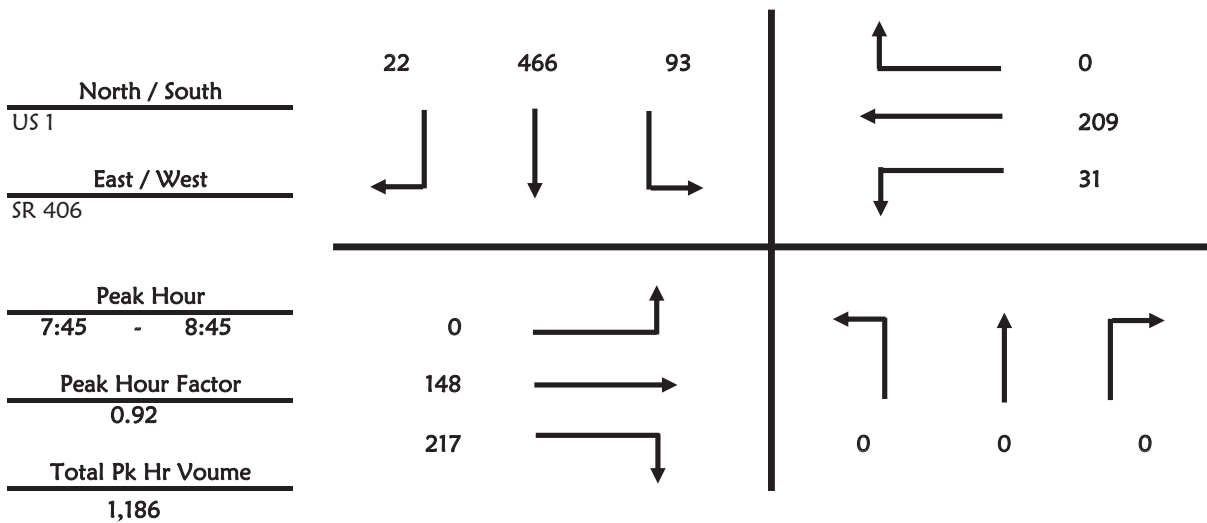
*Vanasse Hangen Brustlin, Inc.*

County 0 City 0  
 Intersection US 1 & SR 406  
 Date February 26, 2015 All Vehicles  
 Time Period 7:00 to 9:00

VHB Project #: 0

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	27	81	0
7:15 - 7:30	0	0	0	17	79	1
7:30 - 7:45	0	0	0	24	122	0
7:45 - 8:00	0	0	0	20	159	3
8:00 - 8:15	0	0	0	28	112	5
8:15 - 8:30	0	0	0	26	102	6
8:30 - 8:45	0	0	0	19	93	8
8:45 - 9:00	0	0	0	13	111	7
	0	0	0	174	859	30

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	22	32	3	20	0
7:15 - 7:30	0	28	43	7	34	0
7:30 - 7:45	0	32	42	3	26	0
7:45 - 8:00	0	37	50	8	47	0
8:00 - 8:15	0	38	46	6	57	0
8:15 - 8:30	0	36	57	12	50	0
8:30 - 8:45	0	37	64	5	55	0
8:45 - 9:00	0	28	47	13	47	0
	0	258	381	57	336	0







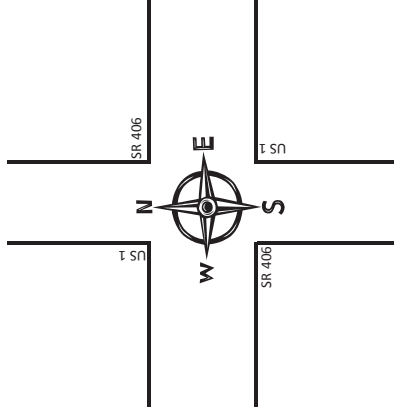


# Pedestrian & Bicycle Summary

Project #: 0 NB/SB: US 1  
 Date: 2/26/2015 EB/WB: SR 406

		Hour							
		1	2	3	4	5	6	7	8
Eastbound	Bike	0	0						
	Ped	0	0						
Westbound	Bike	0	0						
	Ped	0	3						

		Southbound				Northbound							
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Hour	
1	7:00	0	0	3	0	0	0	2	0	0	0	1	7:00
2	8:00	0	0	2	0	0	0	0	0	0	0	2	8:00
3												3	
4												4	
5												5	
6												6	
7												7	
8												8	
		0	0	5	0	0	0	2	0	0	0		



		Hour							
		1	2	3	4	5	6	7	8
Eastbound	Bike	0	0						
	Ped	0	0						
Westbound	Bike	0	0						
	Ped	0	0						



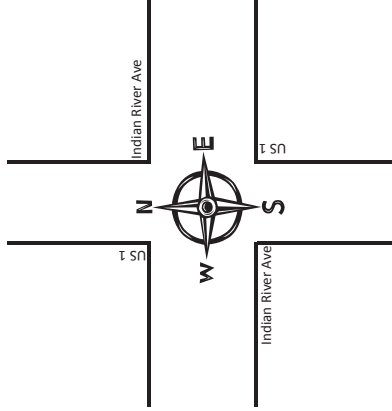




# Pedestrian & Bicycle Summary

Project #: 0 NB/SB: US 1  
 Date: 3/3/2015 EB/WB: Indian River Ave

		Hour							
		1	2	3	4	5	6	7	8
Eastbound	Bike	0	0						
	Ped	0	0						
Westbound	Bike	0	0						
	Ped	0	0						



Hour	Southbound		Northbound		Hour
	Ped	Bike	Ped	Bike	
1 7:00	0	0	0	0	1 7:00
2 8:00	0	0	0	0	2 8:00
3					3
4					4
5					5
6					6
7					7
8					8

		Hour							
		1	2	3	4	5	6	7	8
Eastbound	Bike	0	0						
	Ped	0	0						
Westbound	Bike	0	0						
	Ped	0	0						





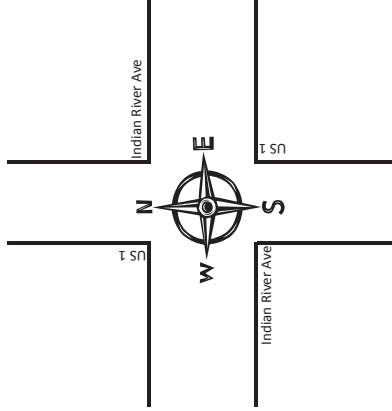




# Pedestrian & Bicycle Summary

Project #: 0 NB/SB: US 1  
 Date: 3/3/2015 EB/WB: Indian River Ave

		Hour							
		1	2	3	4	5	6	7	8
▲	Bike	0	0						
	Ped	1	0						
		<b>0</b>							
▼	Bike	0	0						
	Ped	0	0						
		<b>0</b>							



Hour	Southbound		Northbound		Hour
	Ped	Bike	Ped	Bike	
1 16:00	0	0	0	0	1 16:00
2 17:00	0	0	0	0	2 17:00
3					3
4					4
5					5
6					6
7					7
8					8
		<b>0</b>		<b>0</b>	

		Hour							
		1	2	3	4	5	6	7	8
▲	Bike	0	0						
	Ped	0	0						
		<b>0</b>							
▼	Bike	0	0						
	Ped	1	0						
		<b>1</b>							

		Hour							
		1	2	3	4	5	6	7	8
		<b>16:00 17:00</b>							

# Roadway Count Summary

Start Date : March 4, 2015                      Start Time                      00:00  
 Stop Date : March 4, 2015                      Stop Time                      24:00  
 County : 0    Station Number                0  
 Location : #1 South of Grace Street

## 4-Mar-15    Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	11	9	7	10	12	44	115	177	186	205	206
30	9	14	4	11	7	20	77	128	178	211	191	190
45	16	10	5	9	11	24	92	198	185	207	235	259
00	15	9	4	15	5	48	138	220	201	224	221	227
<b>Hr Total</b>	<b>55</b>	<b>44</b>	<b>22</b>	<b>42</b>	<b>33</b>	<b>104</b>	<b>351</b>	<b>661</b>	<b>741</b>	<b>828</b>	<b>852</b>	<b>882</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	246	246	210	242	260	230	137	113	95	39	23
30	238	254	263	189	251	233	191	140	126	66	32	18
45	240	225	220	261	253	247	187	120	105	67	51	25
00	240	275	202	282	262	212	144	122	85	68	36	17
<b>Hr Total</b>	<b>940</b>	<b>1,000</b>	<b>931</b>	<b>942</b>	<b>1,008</b>	<b>952</b>	<b>752</b>	<b>519</b>	<b>429</b>	<b>296</b>	<b>158</b>	<b>83</b>

24 Hour Total : 12,625  
 AM Peak Hour begins : 11:30                      AM Peak Volume : 946                      AM Peak Hour Factor : 0.91  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 1,036                      PM Peak Hour Factor : 0.92

## 4-Mar-15    Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	4	7	6	5	21	61	121	148	142	171	196
30	11	11	7	9	14	35	71	118	171	177	208	201
45	10	9	5	5	12	54	110	153	170	159	201	240
00	2	5	10	10	21	50	120	146	191	162	230	249
<b>Hr Total</b>	<b>34</b>	<b>29</b>	<b>29</b>	<b>30</b>	<b>52</b>	<b>160</b>	<b>362</b>	<b>538</b>	<b>680</b>	<b>640</b>	<b>810</b>	<b>886</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	233	218	225	219	232	279	187	132	125	71	33	27
30	262	228	198	228	247	244	175	128	92	78	29	36
45	205	243	188	268	251	205	132	102	110	54	23	29
00	208	237	193	282	230	221	168	107	65	29	24	16
<b>Hr Total</b>	<b>908</b>	<b>926</b>	<b>804</b>	<b>997</b>	<b>960</b>	<b>949</b>	<b>662</b>	<b>469</b>	<b>392</b>	<b>232</b>	<b>109</b>	<b>108</b>

24 Hour Total : 11,766  
 AM Peak Hour begins : 11:30                      AM Peak Volume : 984                      AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 1,029                      PM Peak Hour Factor : 0.91

## 4-Mar-15    Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	15	16	13	15	33	105	236	325	328	376	402
30	20	25	11	20	21	55	148	246	349	388	399	391
45	26	19	10	14	23	78	202	351	355	366	436	499
00	17	14	14	25	26	98	258	366	392	386	451	476
<b>Hr Total</b>	<b>89</b>	<b>73</b>	<b>51</b>	<b>72</b>	<b>85</b>	<b>264</b>	<b>713</b>	<b>1,199</b>	<b>1,421</b>	<b>1,468</b>	<b>1,662</b>	<b>1,768</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	455	464	471	429	474	539	417	269	238	166	72	50
30	500	482	461	417	498	477	366	268	218	144	61	54
45	445	468	408	529	504	452	319	222	215	121	74	54
00	448	512	395	564	492	433	312	229	150	97	60	33
<b>Hr Total</b>	<b>1,848</b>	<b>1,926</b>	<b>1,735</b>	<b>1,939</b>	<b>1,968</b>	<b>1,901</b>	<b>1,414</b>	<b>988</b>	<b>821</b>	<b>528</b>	<b>267</b>	<b>191</b>

24 Hour Total : 24,391  
 AM Peak Hour begins : 11:30                      AM Peak Volume : 1,930                      AM Peak Hour Factor : 0.97  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 2,065                      PM Peak Hour Factor : 0.92

# Roadway Count Summary

Start Date : March 4, 2015                      Start Time                      00:00  
 Stop Date : March 4, 2015                      Stop Time                      24:00  
 County : 0    Station Number                      0  
 Location : #2 on Hopkins Ave. South of South St.

## 4-Mar-15

### Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

24 Hour Total : 0  
 AM Peak Hour begins : AM Peak Volume : 0 AM Peak Hour Factor :  
 PM Peak Hour begins : PM Peak Volume : 0 PM Peak Hour Factor :

## 4-Mar-15

### Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	9	9	5	6	23	69	134	184	209	215	268
30	16	18	8	6	20	41	85	142	215	226	256	253
45	11	11	8	5	14	62	137	190	225	212	279	309
00	7	10	10	11	21	57	128	198	228	237	289	308
<b>Hr Total</b>	<b>46</b>	<b>48</b>	<b>35</b>	<b>27</b>	<b>61</b>	<b>183</b>	<b>419</b>	<b>664</b>	<b>852</b>	<b>884</b>	<b>1,039</b>	<b>1,138</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	283	292	291	289	302	326	227	166	133	83	46	37
30	313	291	248	266	272	275	216	150	117	83	38	41
45	247	282	231	322	323	254	180	135	123	75	29	35
00	276	278	249	363	272	246	199	125	78	35	32	21
<b>Hr Total</b>	<b>1,119</b>	<b>1,143</b>	<b>1,019</b>	<b>1,240</b>	<b>1,169</b>	<b>1,101</b>	<b>822</b>	<b>576</b>	<b>451</b>	<b>276</b>	<b>145</b>	<b>134</b>

24 Hour Total : 14,591  
 AM Peak Hour begins : 11:30 AM Peak Volume : 1,213 AM Peak Hour Factor : 0.97  
 PM Peak Hour begins : 15:45 PM Peak Volume : 1,260 PM Peak Hour Factor : 0.87

## 4-Mar-15

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	9	9	5	6	23	69	134	184	209	215	268
30	16	18	8	6	20	41	85	142	215	226	256	253
45	11	11	8	5	14	62	137	190	225	212	279	309
00	7	10	10	11	21	57	128	198	228	237	289	308
<b>Hr Total</b>	<b>46</b>	<b>48</b>	<b>35</b>	<b>27</b>	<b>61</b>	<b>183</b>	<b>419</b>	<b>664</b>	<b>852</b>	<b>884</b>	<b>1,039</b>	<b>1,138</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	283	292	291	289	302	326	227	166	133	83	46	37
30	313	291	248	266	272	275	216	150	117	83	38	41
45	247	282	231	322	323	254	180	135	123	75	29	35
00	276	278	249	363	272	246	199	125	78	35	32	21
<b>Hr Total</b>	<b>1,119</b>	<b>1,143</b>	<b>1,019</b>	<b>1,240</b>	<b>1,169</b>	<b>1,101</b>	<b>822</b>	<b>576</b>	<b>451</b>	<b>276</b>	<b>145</b>	<b>134</b>

24 Hour Total : 14,591  
 AM Peak Hour begins : 11:30 AM Peak Volume : 1,213 AM Peak Hour Factor : 0.97  
 PM Peak Hour begins : 15:45 PM Peak Volume : 1,260 PM Peak Hour Factor : 0.87



# Roadway Count Summary

Start Date : March 4, 2015                      Start Time                      00:00  
 Stop Date : March 4, 2015                      Stop Time                      24:00  
 County : 0    Station Number                      0  
 Location : #3 on Washington Ave. South of South St.

## 4-Mar-15                      Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	11	7	9	15	13	48	120	189	212	234	246
30	11	11	8	12	8	23	78	137	193	236	221	222
45	18	9	3	9	12	23	110	200	209	208	246	295
00	17	10	7	15	6	54	141	263	204	263	274	270
<b>Hr Total</b>	<b>63</b>	<b>41</b>	<b>25</b>	<b>45</b>	<b>41</b>	<b>113</b>	<b>377</b>	<b>720</b>	<b>795</b>	<b>919</b>	<b>975</b>	<b>1,033</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	289	277	315	240	283	311	255	172	123	109	43	27
30	249	295	295	234	297	273	223	157	133	76	39	23
45	283	258	268	286	319	299	197	129	118	80	52	29
00	271	307	246	350	322	254	162	126	86	74	37	13
<b>Hr Total</b>	<b>1,092</b>	<b>1,137</b>	<b>1,124</b>	<b>1,110</b>	<b>1,221</b>	<b>1,137</b>	<b>837</b>	<b>584</b>	<b>460</b>	<b>339</b>	<b>171</b>	<b>92</b>

24 Hour Total : 14,451  
 AM Peak Hour begins : 11:30                      AM Peak Volume : 1,103                      AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 1,249                      PM Peak Hour Factor : 0.89

## 4-Mar-15                      Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

24 Hour Total : 0  
 AM Peak Hour begins :                      AM Peak Volume : 0                      AM Peak Hour Factor :  
 PM Peak Hour begins :                      PM Peak Volume : 0                      PM Peak Hour Factor :

## 4-Mar-15                      Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	11	7	9	15	13	48	120	189	212	234	246
30	11	11	8	12	8	23	78	137	193	236	221	222
45	18	9	3	9	12	23	110	200	209	208	246	295
00	17	10	7	15	6	54	141	263	204	263	274	270
<b>Hr Total</b>	<b>63</b>	<b>41</b>	<b>25</b>	<b>45</b>	<b>41</b>	<b>113</b>	<b>377</b>	<b>720</b>	<b>795</b>	<b>919</b>	<b>975</b>	<b>1,033</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	289	277	315	240	283	311	255	172	123	109	43	27
30	249	295	295	234	297	273	223	157	133	76	39	23
45	283	258	268	286	319	299	197	129	118	80	52	29
00	271	307	246	350	322	254	162	126	86	74	37	13
<b>Hr Total</b>	<b>1,092</b>	<b>1,137</b>	<b>1,124</b>	<b>1,110</b>	<b>1,221</b>	<b>1,137</b>	<b>837</b>	<b>584</b>	<b>460</b>	<b>339</b>	<b>171</b>	<b>92</b>

24 Hour Total : 14,451  
 AM Peak Hour begins : 11:30                      AM Peak Volume : 1,103                      AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 1,249                      PM Peak Hour Factor : 0.89

# Roadway Count Summary

Start Date : March 4, 2015      Start Time      00:00  
 Stop Date : March 4, 2015      Stop Time      24:00  
 County : 0      Station Number      0  
 Location : #4 on Hopkins Ave. South of SR 406

## 4-Mar-15

### Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

24 Hour Total : 0  
 AM Peak Hour begins : AM Peak Volume : 0      AM Peak Hour Factor :  
 PM Peak Hour begins : PM Peak Volume : 0      PM Peak Hour Factor :

## 4-Mar-15

### Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	4	7	1	5	26	66	135	178	181	190	226
30	13	11	5	8	20	31	77	139	159	202	234	228
45	11	6	5	5	13	63	131	172	205	194	218	249
00	11	5	8	11	22	52	138	227	196	212	244	229
<b>Hr Total</b>	<b>50</b>	<b>26</b>	<b>25</b>	<b>25</b>	<b>60</b>	<b>172</b>	<b>412</b>	<b>673</b>	<b>738</b>	<b>789</b>	<b>886</b>	<b>932</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	239	229	269	249	229	206	148	102	74	39	37
30	239	244	208	228	232	228	192	128	111	65	39	32
45	214	252	195	303	258	245	158	126	104	40	27	28
00	238	244	228	291	236	213	192	107	70	31	33	19
<b>Hr Total</b>	<b>928</b>	<b>979</b>	<b>860</b>	<b>1,091</b>	<b>975</b>	<b>915</b>	<b>748</b>	<b>509</b>	<b>387</b>	<b>210</b>	<b>138</b>	<b>116</b>

24 Hour Total : 12,644  
 AM Peak Hour begins : 11:30      AM Peak Volume : 954      AM Peak Hour Factor : 0.96  
 PM Peak Hour begins : 15:00      PM Peak Volume : 1,091      PM Peak Hour Factor : 0.90

## 4-Mar-15

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	4	7	1	5	26	66	135	178	181	190	226
30	13	11	5	8	20	31	77	139	159	202	234	228
45	11	6	5	5	13	63	131	172	205	194	218	249
00	11	5	8	11	22	52	138	227	196	212	244	229
<b>Hr Total</b>	<b>50</b>	<b>26</b>	<b>25</b>	<b>25</b>	<b>60</b>	<b>172</b>	<b>412</b>	<b>673</b>	<b>738</b>	<b>789</b>	<b>886</b>	<b>932</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	239	229	269	249	229	206	148	102	74	39	37
30	239	244	208	228	232	228	192	128	111	65	39	32
45	214	252	195	303	258	245	158	126	104	40	27	28
00	238	244	228	291	236	213	192	107	70	31	33	19
<b>Hr Total</b>	<b>928</b>	<b>979</b>	<b>860</b>	<b>1,091</b>	<b>975</b>	<b>915</b>	<b>748</b>	<b>509</b>	<b>387</b>	<b>210</b>	<b>138</b>	<b>116</b>

24 Hour Total : 12,644  
 AM Peak Hour begins : 11:30      AM Peak Volume : 954      AM Peak Hour Factor : 0.96  
 PM Peak Hour begins : 15:00      PM Peak Volume : 1,091      PM Peak Hour Factor : 0.90

# Roadway Count Summary

Start Date : March 4, 2015                      Start Time                      00:00  
 Stop Date : March 4, 2015                      Stop Time                      24:00  
 County : 0    Station Number                0  
 Location : #5 Washington Ave. South of SR 406

## 4-Mar-15    Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	11	7	6	13	10	44	85	155	190	187	225
30	11	9	5	12	7	23	66	119	166	183	185	208
45	12	7	3	7	7	23	105	155	156	187	212	239
00	14	13	6	14	12	59	112	219	158	203	229	239
<b>Hr Total</b>	<b>54</b>	<b>40</b>	<b>21</b>	<b>39</b>	<b>39</b>	<b>115</b>	<b>327</b>	<b>578</b>	<b>635</b>	<b>763</b>	<b>813</b>	<b>911</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	234	254	222	256	304	233	151	111	101	42	23
30	229	243	250	216	257	278	196	143	125	71	40	19
45	250	233	239	237	292	300	176	114	117	75	40	23
00	250	265	226	318	285	223	162	105	77	69	42	15
<b>Hr Total</b>	<b>991</b>	<b>975</b>	<b>969</b>	<b>993</b>	<b>1,090</b>	<b>1,105</b>	<b>767</b>	<b>513</b>	<b>430</b>	<b>316</b>	<b>164</b>	<b>80</b>

24 Hour Total : 12,728  
 AM Peak Hour begins : 11:45                      AM Peak Volume : 980                      AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 1,167                      PM Peak Hour Factor : 0.96

## 4-Mar-15    Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

24 Hour Total : 0  
 AM Peak Hour begins :                                      AM Peak Volume : 0                                      AM Peak Hour Factor :  
 PM Peak Hour begins :                                      PM Peak Volume : 0                                      PM Peak Hour Factor :

## 4-Mar-15    Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	11	7	6	13	10	44	85	155	190	187	225
30	11	9	5	12	7	23	66	119	166	183	185	208
45	12	7	3	7	7	23	105	155	156	187	212	239
00	14	13	6	14	12	59	112	219	158	203	229	239
<b>Hr Total</b>	<b>54</b>	<b>40</b>	<b>21</b>	<b>39</b>	<b>39</b>	<b>115</b>	<b>327</b>	<b>578</b>	<b>635</b>	<b>763</b>	<b>813</b>	<b>911</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	234	254	222	256	304	233	151	111	101	42	23
30	229	243	250	216	257	278	196	143	125	71	40	19
45	250	233	239	237	292	300	176	114	117	75	40	23
00	250	265	226	318	285	223	162	105	77	69	42	15
<b>Hr Total</b>	<b>991</b>	<b>975</b>	<b>969</b>	<b>993</b>	<b>1,090</b>	<b>1,105</b>	<b>767</b>	<b>513</b>	<b>430</b>	<b>316</b>	<b>164</b>	<b>80</b>

24 Hour Total : 12,728  
 AM Peak Hour begins : 11:45                      AM Peak Volume : 980                      AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 1,167                      PM Peak Hour Factor : 0.96

# Roadway Count Summary

Start Date : March 4, 2015                      Start Time                      00:00  
 Stop Date : March 4, 2015                      Stop Time                      24:00  
 County : 0    Station Number                0  
 Location : #6 North of Indian River Ave.

## 4-Mar-15    Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	9	8	8	8	11	25	75	124	151	154	152
30	8	7	4	8	4	19	49	88	118	135	140	143
45	9	6	5	7	8	16	63	117	121	122	166	172
00	7	7	5	19	10	37	94	158	111	143	176	163
<b>Hr Total</b>	<b>34</b>	<b>29</b>	<b>22</b>	<b>42</b>	<b>30</b>	<b>83</b>	<b>231</b>	<b>438</b>	<b>474</b>	<b>551</b>	<b>636</b>	<b>630</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	193	194	198	179	225	271	177	120	86	57	27	21
30	204	220	204	234	230	236	184	125	87	60	36	14
45	194	176	194	224	232	237	152	89	78	59	25	13
00	183	235	198	333	290	198	125	76	68	45	26	11
<b>Hr Total</b>	<b>774</b>	<b>825</b>	<b>794</b>	<b>970</b>	<b>977</b>	<b>942</b>	<b>638</b>	<b>410</b>	<b>319</b>	<b>221</b>	<b>114</b>	<b>59</b>

24 Hour Total : 10,243  
 AM Peak Hour begins : 11:45                      AM Peak Volume : 754                      AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 1,034                      PM Peak Hour Factor : 0.89

## 4-Mar-15    Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	2	2	25	71	136	145	135	157	190
30	6	8	0	4	17	57	120	122	124	152	185	177
45	6	2	3	3	6	73	171	150	154	142	185	178
00	3	3	8	12	19	74	141	185	154	163	187	195
<b>Hr Total</b>	<b>20</b>	<b>17</b>	<b>15</b>	<b>21</b>	<b>44</b>	<b>229</b>	<b>503</b>	<b>593</b>	<b>577</b>	<b>592</b>	<b>714</b>	<b>740</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	158	182	204	161	175	141	83	83	41	24	21
30	184	170	153	158	149	171	121	77	70	29	22	24
45	189	188	137	234	192	168	119	78	76	22	13	21
00	172	184	168	179	171	152	121	85	46	16	14	16
<b>Hr Total</b>	<b>753</b>	<b>700</b>	<b>640</b>	<b>775</b>	<b>673</b>	<b>666</b>	<b>502</b>	<b>323</b>	<b>275</b>	<b>108</b>	<b>73</b>	<b>82</b>

24 Hour Total : 9,635  
 AM Peak Hour begins : 11:45                      AM Peak Volume : 776                      AM Peak Hour Factor : 0.93  
 PM Peak Hour begins : 15:00                      PM Peak Volume : 775                      PM Peak Hour Factor : 0.83

## 4-Mar-15    Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	13	12	10	10	36	96	211	269	286	311	342
30	14	15	4	12	21	76	169	210	242	287	325	320
45	15	8	8	10	14	89	234	267	275	264	351	350
00	10	10	13	31	29	111	235	343	265	306	363	358
<b>Hr Total</b>	<b>54</b>	<b>46</b>	<b>37</b>	<b>63</b>	<b>74</b>	<b>312</b>	<b>734</b>	<b>1,031</b>	<b>1,051</b>	<b>1,143</b>	<b>1,350</b>	<b>1,370</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	401	352	380	383	386	446	318	203	169	98	51	42
30	388	390	357	392	379	407	305	202	157	89	58	38
45	383	364	331	458	424	405	271	167	154	81	38	34
00	355	419	366	512	461	350	246	161	114	61	40	27
<b>Hr Total</b>	<b>1,527</b>	<b>1,525</b>	<b>1,434</b>	<b>1,745</b>	<b>1,650</b>	<b>1,608</b>	<b>1,140</b>	<b>733</b>	<b>594</b>	<b>329</b>	<b>187</b>	<b>141</b>

24 Hour Total : 19,878  
 AM Peak Hour begins : 11:45                      AM Peak Volume : 1,530                      AM Peak Hour Factor : 0.95  
 PM Peak Hour begins : 15:15                      PM Peak Volume : 1,748                      PM Peak Hour Factor : 0.85

MOCF: 0.94

Week	Dates	SF	PSCF
1	01/01/2013 - 01/05/2013	1.00	1.06
2	01/06/2013 - 01/12/2013	1.00	1.06
3	01/13/2013 - 01/19/2013	1.00	1.06
4	01/20/2013 - 01/26/2013	0.99	1.05
* 5	01/27/2013 - 02/02/2013	0.97	1.03
* 6	02/03/2013 - 02/09/2013	0.96	1.02
* 7	02/10/2013 - 02/16/2013	0.95	1.01
* 8	02/17/2013 - 02/23/2013	0.93	0.99
* 9	02/24/2013 - 03/02/2013	0.92	0.98
*10	03/03/2013 - 03/09/2013	0.92	0.98
*11	03/10/2013 - 03/16/2013	0.91	0.97
*12	03/17/2013 - 03/23/2013	0.90	0.96
*13	03/24/2013 - 03/30/2013	0.92	0.98
*14	03/31/2013 - 04/06/2013	0.93	0.99
*15	04/07/2013 - 04/13/2013	0.95	1.01
*16	04/14/2013 - 04/20/2013	0.97	1.03
*17	04/21/2013 - 04/27/2013	0.98	1.04
18	04/28/2013 - 05/04/2013	0.99	1.05
19	05/05/2013 - 05/11/2013	1.00	1.06
20	05/12/2013 - 05/18/2013	1.01	1.07
21	05/19/2013 - 05/25/2013	1.02	1.09
22	05/26/2013 - 06/01/2013	1.02	1.09
23	06/02/2013 - 06/08/2013	1.03	1.10
24	06/09/2013 - 06/15/2013	1.04	1.11
25	06/16/2013 - 06/22/2013	1.05	1.12
26	06/23/2013 - 06/29/2013	1.04	1.11
27	06/30/2013 - 07/06/2013	1.04	1.11
28	07/07/2013 - 07/13/2013	1.04	1.11
29	07/14/2013 - 07/20/2013	1.04	1.11
30	07/21/2013 - 07/27/2013	1.04	1.11
31	07/28/2013 - 08/03/2013	1.04	1.11
32	08/04/2013 - 08/10/2013	1.04	1.11
33	08/11/2013 - 08/17/2013	1.04	1.11
34	08/18/2013 - 08/24/2013	1.04	1.11
35	08/25/2013 - 08/31/2013	1.05	1.12
36	09/01/2013 - 09/07/2013	1.06	1.13
37	09/08/2013 - 09/14/2013	1.06	1.13
38	09/15/2013 - 09/21/2013	1.07	1.14
39	09/22/2013 - 09/28/2013	1.06	1.13
40	09/29/2013 - 10/05/2013	1.05	1.12
41	10/06/2013 - 10/12/2013	1.04	1.11
42	10/13/2013 - 10/19/2013	1.03	1.10
43	10/20/2013 - 10/26/2013	1.03	1.10
44	10/27/2013 - 11/02/2013	1.03	1.10
45	11/03/2013 - 11/09/2013	1.03	1.10
46	11/10/2013 - 11/16/2013	1.03	1.10
47	11/17/2013 - 11/23/2013	1.03	1.10
48	11/24/2013 - 11/30/2013	1.02	1.09
49	12/01/2013 - 12/07/2013	1.01	1.07
50	12/08/2013 - 12/14/2013	1.01	1.07
51	12/15/2013 - 12/21/2013	1.00	1.06
52	12/22/2013 - 12/28/2013	1.00	1.06
53	12/29/2013 - 12/31/2013	1.00	1.06

\* Peak Season

County: 70 - BREVARD

Week	Dates	SR50, I95 - US1	SR404	7010	SR513	7011	US1, SR50 - VOLUSIA	7012
1	01/01/2013 - 01/05/2013	0.99		0.99		0.99		0.98
2	01/06/2013 - 01/12/2013	0.99		0.99		0.99		0.98
3	01/13/2013 - 01/19/2013	0.99		0.99		0.99		0.98
4	01/20/2013 - 01/26/2013	0.99		0.99		0.99		0.98
5	01/27/2013 - 02/02/2013	0.99		0.99		0.99		0.98
6	02/03/2013 - 02/09/2013	0.99		0.99		0.99		0.98
7	02/10/2013 - 02/16/2013	0.99		0.99		0.99		0.98
8	02/17/2013 - 02/23/2013	0.99		0.99		0.99		0.98
9	02/24/2013 - 03/02/2013	0.99		0.99		0.99		0.98
10	03/03/2013 - 03/09/2013	0.99		0.99		0.99		0.98
11	03/10/2013 - 03/16/2013	0.99		0.99		0.99		0.98
12	03/17/2013 - 03/23/2013	0.99		0.99		0.99		0.98
13	03/24/2013 - 03/30/2013	0.99		0.99		0.99		0.98
14	03/31/2013 - 04/06/2013	0.99		0.99		0.99		0.98
15	04/07/2013 - 04/13/2013	0.99		0.99		0.99		0.98
16	04/14/2013 - 04/20/2013	0.99		0.99		0.99		0.98
17	04/21/2013 - 04/27/2013	0.99		0.99		0.99		0.98
18	04/28/2013 - 05/04/2013	0.99		0.99		0.99		0.98
19	05/05/2013 - 05/11/2013	0.99		0.99		0.99		0.98
20	05/12/2013 - 05/18/2013	0.99		0.99		0.99		0.98
21	05/19/2013 - 05/25/2013	0.99		0.99		0.99		0.98
22	05/26/2013 - 06/01/2013	0.99		0.99		0.99		0.98
23	06/02/2013 - 06/08/2013	0.99		0.99		0.99		0.98
24	06/09/2013 - 06/15/2013	0.99		0.99		0.99		0.98
25	06/16/2013 - 06/22/2013	0.99		0.99		0.99		0.98
26	06/23/2013 - 06/29/2013	0.99		0.99		0.99		0.98
27	06/30/2013 - 07/06/2013	0.99		0.99		0.99		0.98
28	07/07/2013 - 07/13/2013	0.99		0.99		0.99		0.98
29	07/14/2013 - 07/20/2013	0.99		0.99		0.99		0.98
30	07/21/2013 - 07/27/2013	0.99		0.99		0.99		0.98
31	07/28/2013 - 08/03/2013	0.99		0.99		0.99		0.98
32	08/04/2013 - 08/10/2013	0.99		0.99		0.99		0.98
33	08/11/2013 - 08/17/2013	0.99		0.99		0.99		0.98
34	08/18/2013 - 08/24/2013	0.99		0.99		0.99		0.98
35	08/25/2013 - 08/31/2013	0.99		0.99		0.99		0.98
36	09/01/2013 - 09/07/2013	0.99		0.99		0.99		0.98
37	09/08/2013 - 09/14/2013	0.99		0.99		0.99		0.98
38	09/15/2013 - 09/21/2013	0.99		0.99		0.99		0.98
39	09/22/2013 - 09/28/2013	0.99		0.99		0.99		0.98
40	09/29/2013 - 10/05/2013	0.99		0.99		0.99		0.98
41	10/06/2013 - 10/12/2013	0.99		0.99		0.99		0.98
42	10/13/2013 - 10/19/2013	0.99		0.99		0.99		0.98
43	10/20/2013 - 10/26/2013	0.99		0.99		0.99		0.98
44	10/27/2013 - 11/02/2013	0.99		0.99		0.99		0.98
45	11/03/2013 - 11/09/2013	0.99		0.99		0.99		0.98
46	11/10/2013 - 11/16/2013	0.99		0.99		0.99		0.98
47	11/17/2013 - 11/23/2013	0.99		0.99		0.99		0.98
48	11/24/2013 - 11/30/2013	0.99		0.99		0.99		0.98
49	12/01/2013 - 12/07/2013	0.99		0.99		0.99		0.98
50	12/08/2013 - 12/14/2013	0.99		0.99		0.99		0.98
51	12/15/2013 - 12/21/2013	0.99		0.99		0.99		0.98
52	12/22/2013 - 12/28/2013	0.99		0.99		0.99		0.98
53	12/29/2013 - 12/31/2013	0.99		0.99		0.99		0.98





# B

## Appendix B – Spot Speed Study

**\* SSB ONLY \***

LOCATION ID: 62572-01 #1  
 LOCATION: Hopkins Ave - N of St Johns St  
 POSTED SPEED (mph):  
 DATE: 03/02/15 Homph  
 OBSERVER: MANNING  
 REMARKS:

SECTION:  
 MP:  
 COUNTY:  
 PAVEMENT CONDITION:  
 TIME FROM: 9:30 AM

TIME TO: 10:30 AM

CUM TOTAL	NUMBER OF VEHICLES:					SPEED	NUMBER OF VEHICLES:					BOTH DIRECTIONS	
	20	15	10	5	MPH		20	15	10	5	TOTAL	CUM TOTAL	
0	0	0	0	0	0	>50	0	0	0	0	0	0	0
0	0	0	0	0	0	50	0	0	0	0	0	0	0
0	0	0	0	0	0	49	0	0	0	0	0	0	0
0	0	0	0	0	0	48	0	0	0	0	0	0	0
0	0	0	0	0	0	47	0	0	0	0	0	0	0
0	0	0	0	0	0	46	0	0	0	0	0	0	0
0	0	0	0	0	0	45	0	0	0	0	0	0	0
0	0	0	0	0	0	44	0	0	0	0	0	0	0
0	0	0	0	0	0	43	0	0	0	0	0	0	0
0	0	0	0	0	0	42	0	0	0	0	0	0	0
0	0	0	0	0	0	41	0	0	0	0	0	0	0
0	0	0	0	0	0	40	0	0	0	0	0	0	0
0	0	0	0	0	0	39	0	0	0	0	0	0	0
0	0	0	0	0	0	38	0	0	0	0	0	0	0
0	0	0	0	0	0	37	0	0	0	0	0	0	0
0	0	0	0	0	0	36	0	0	0	0	0	0	0
0	0	0	0	0	0	35	0	0	0	0	0	0	0
0	0	0	0	0	0	34	0	0	0	0	0	0	0
0	0	0	0	0	0	33	0	0	0	0	0	0	0
0	0	0	0	0	0	32	0	0	0	0	0	0	0
0	0	0	0	0	0	31	0	0	0	0	0	0	0
0	0	0	0	0	0	30	0	0	0	0	0	0	0
0	0	0	0	0	0	29	0	0	0	0	0	0	0
0	0	0	0	0	0	28	0	0	0	0	0	0	0
0	0	0	0	0	0	27	0	0	0	0	0	0	0
0	0	0	0	0	0	26	0	0	0	0	0	0	0
0	0	0	0	0	0	25	0	0	0	0	0	0	0
0	0	0	0	0	0	24	0	0	0	0	0	0	0
0	0	0	0	0	0	23	0	0	0	0	0	0	0
0	0	0	0	0	0	22	0	0	0	0	0	0	0
0	0	0	0	0	0	21	0	0	0	0	0	0	0
0	0	0	0	0	0	20	0	0	0	0	0	0	0
0	0	0	0	0	0	19	0	0	0	0	0	0	0
0	0	0	0	0	0	18	0	0	0	0	0	0	0
0	0	0	0	0	0	17	0	0	0	0	0	0	0
0	0	0	0	0	0	16	0	0	0	0	0	0	0
0	0	0	0	0	0	15	0	0	0	0	0	0	0
0	0	0	0	0	0	14	0	0	0	0	0	0	0
0	0	0	0	0	0	13	0	0	0	0	0	0	0
0	0	0	0	0	0	12	0	0	0	0	0	0	0
0	0	0	0	0	0	11	0	0	0	0	0	0	0
0	0	0	0	0	0	20	0	0	0	0	0	0	0
0	0	0	0	0	0	19	0	0	0	0	0	0	0
0	0	0	0	0	0	18	0	0	0	0	0	0	0
0	0	0	0	0	0	17	0	0	0	0	0	0	0
0	0	0	0	0	0	16	0	0	0	0	0	0	0
0	0	0	0	0	0	15	0	0	0	0	0	0	0
0	0	0	0	0	0	14	0	0	0	0	0	0	0
0	0	0	0	0	0	13	0	0	0	0	0	0	0
0	0	0	0	0	0	12	0	0	0	0	0	0	0
0	0	0	0	0	0	11	0	0	0	0	0	0	0
0	0	0	0	0	0	10	0	0	0	0	0	0	0
0	0	0	0	0	0	9	0	0	0	0	0	0	0
0	0	0	0	0	0	8	0	0	0	0	0	0	0
0	0	0	0	0	0	7	0	0	0	0	0	0	0
0	0	0	0	0	0	6	0	0	0	0	0	0	0
0	0	0	0	0	0	5	0	0	0	0	0	0	0
0	0	0	0	0	0	4	0	0	0	0	0	0	0
0	0	0	0	0	0	3	0	0	0	0	0	0	0
0	0	0	0	0	0	2	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	<17	0	0	0	0	0	0	0
0	0	0	0	0	0	TOTALS	0	0	0	0	0	0	0

SPEED DATA SUMMARY		(1) SOUTH		(2) NORTH	
MEDIAN	#VALUE!	#NUM!	#NUM!	#VALUE!	#NUM!
AVERAGE	#VALUE!	#NUM!	#NUM!	#VALUE!	#NUM!
85TH PERCENTILE	#VALUE!	#NUM!	#NUM!	#VALUE!	#NUM!
15TH PERCENTILE	#VALUE!	#NUM!	#NUM!	#VALUE!	#NUM!
10 mph PACE		41	50	41	50

**\*NWB ONLY\***

LOCATION ID: #2

LOCATION: Washington Ave - N of St Johns St

POSTED SPEED (mph): 40

DATE: 03/03/15

OBSERVER: Maurice

REMARKS:

SECTION:

MP:

COUNTY:

PAVEMENT CONDITION:

TIME FROM: 10:24 AM

TIME TO: 11:07 AM

CUM TOTAL	NUMBER OF VEHICLES:					MPH	SPEED NUMBER OF VEHICLES:					BOTH DIRECTIONS	
	20	15	10	5	TOTAL		20	15	10	5	TOTAL	CUM TOTAL	CUM TOTAL
0						>50						0	0
0						50						0	0
0						49						0	0
0						48						0	0
0						47						0	0
0						46						0	0
0						45						0	0
0						44						0	0
0						43						0	0
0						42						0	0
0						41						0	0
0						40						0	0
0						39						0	0
0						38						0	0
0						37						0	0
0						36						0	0
0						35						0	0
0						34						0	0
0						33						0	0
0						32						0	0
0						31						0	0
0						30						0	0
0						29						0	0
0						28						0	0
0						27						0	0
0						26						0	0
0						25						0	0
0						24						0	0
0						23						0	0
0						22						0	0
0						21						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0	0
0						15						0	0
0						14						0	0
0						13						0	0
0						12						0	0
0						11						0	0
0						20						0	0
0						19						0	0
0						18						0	0
0						17						0	0
0						16						0</	

\* SB ONLY \*

LOCATION ID: #3  
 LOCATION: Hopkins Ave - N of Palmetto  
 POSTED SPEED (mph): 30 mph  
 DATE: 05/05/15  
 OBSERVER: Mounir

SECTION:  
 MP:  
 COUNTY:  
 PAVEMENT CONDITION:  
 TIME FROM: 11:45 AM  
 TIME TO: 12:40 PM

REMARKS:  
 NUMBER OF VEHICLES:

CUM TOTAL	NUMBER OF VEHICLES:					MPH	BOTH DIRECTIONS						
	20	15	10	5	TOTAL		20	15	10	5	TOTAL	CUM TOTAL	CUM TOTAL
0	0	0	0	0	0	>50	0	0	0	0	0	0	0
0	0	0	0	0	0	50	0	0	0	0	0	0	0
0	0	0	0	0	0	49	0	0	0	0	0	0	0
0	0	0	0	0	0	48	0	0	0	0	0	0	0
0	0	0	0	0	0	47	0	0	0	0	0	0	0
0	0	0	0	0	0	46	0	0	0	0	0	0	0
0	0	0	0	0	0	45	0	0	0	0	0	0	0
0	0	0	0	0	0	44	0	0	0	0	0	0	0
0	0	0	0	0	0	43	0	0	0	0	0	0	0
0	0	0	0	0	0	42	0	0	0	0	0	0	0
0	0	0	0	0	0	41	0	0	0	0	0	0	0
0	0	0	0	0	0	40	0	0	0	0	0	0	0
0	0	0	0	0	0	39	0	0	0	0	0	0	0
0	0	0	0	0	0	38	0	0	0	0	0	0	0
0	0	0	0	0	0	37	0	0	0	0	0	0	0
0	0	0	0	0	0	36	0	0	0	0	0	0	0
0	0	0	0	0	0	35	0	0	0	0	0	0	0
0	0	0	0	0	0	34	0	0	0	0	0	0	0
0	0	0	0	0	0	33	0	0	0	0	0	0	0
0	0	0	0	0	0	32	0	0	0	0	0	0	0
0	0	0	0	0	0	31	0	0	0	0	0	0	0
0	0	0	0	0	0	30	0	0	0	0	0	0	0
0	0	0	0	0	0	29	0	0	0	0	0	0	0
0	0	0	0	0	0	28	0	0	0	0	0	0	0
0	0	0	0	0	0	27	0	0	0	0	0	0	0
0	0	0	0	0	0	26	0	0	0	0	0	0	0
0	0	0	0	0	0	25	0	0	0	0	0	0	0
0	0	0	0	0	0	24	0	0	0	0	0	0	0
0	0	0	0	0	0	23	0	0	0	0	0	0	0
0	0	0	0	0	0	22	0	0	0	0	0	0	0
0	0	0	0	0	0	21	0	0	0	0	0	0	0
0	0	0	0	0	0	20	0	0	0	0	0	0	0
0	0	0	0	0	0	19	0	0	0	0	0	0	0
0	0	0	0	0	0	18	0	0	0	0	0	0	0
0	0	0	0	0	0	17	0	0	0	0	0	0	0
0	0	0	0	0	0	16	0	0	0	0	0	0	0
0	0	0	0	0	0	15	0	0	0	0	0	0	0
0	0	0	0	0	0	14	0	0	0	0	0	0	0
0	0	0	0	0	0	13	0	0	0	0	0	0	0
0	0	0	0	0	0	12	0	0	0	0	0	0	0
0	0	0	0	0	0	11	0	0	0	0	0	0	0
0	0	0	0	0	0	20	0	0	0	0	0	0	0
0	0	0	0	0	0	19	0	0	0	0	0	0	0
0	0	0	0	0	0	18	0	0	0	0	0	0	0
0	0	0	0	0	0	-17	0	0	0	0	0	0	0
0	0	0	0	0	0	TOTALS	0	0	0	0	0	0	0

SPEED DATA SUMMARY	(1) SOUTH		(2) NORTH	
	#VALUE!	#NUM!	#VALUE!	#NUM!
AVERAGE				
85TH PERCENTILE				
15TH PERCENTILE				
10 mph PACE	41	50	41	50





# C

## Appendix C – Synchro Reports



HCM Unsignalized Intersection Capacity Analysis  
 1: N Washington Ave/S Hopkins Ave & Indian River Ave

US 1 Existing AM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↕	↕	↔	↔	↕
Volume (veh/h)	0	0	0	0	9	1	4	556	10	4	0	463
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	0	0	0	9	1	4	579	10	4	0	482
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					0							
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh								2			2	
Upstream signal (ft)								675				
pX, platoon unblocked												
vC, conflicting volume	312	607	0	597	1079	291	482			591		
vC1, stage 1 conf vol	8	8		588	588							
vC2, stage 2 conf vol	304	599		8	491							
vCu, unblocked vol	312	607	0	597	1079	291	482			591		
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 %	100	100	100	100	98	100	100			100		
cM capacity (veh/h)	643	469	1084	448	404	705	1077			980		

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	10	4	290	290	10	4	241	241
Volume Left	0	4	0	0	0	4	0	0
Volume Right	1	0	0	0	10	0	241	241
cSH	422	1077	1700	1700	1700	980	1700	1700
Volume to Capacity	0.02	0.00	0.17	0.17	0.01	0.00	0.14	0.14
Queue Length 95th (ft)	2	0	0	0	0	0	0	0
Control Delay (s)	13.7	8.4	0.0	0.0	0.0	8.7	0.0	0.0
Lane LOS	B	A				A		
Approach Delay (s)	13.7	0.1				0.1		
Approach LOS	B							

Intersection Summary		
Average Delay		0.2
Intersection Capacity Utilization	32.9%	ICU Level of Service
Analysis Period (min)	15	A

HCM Signalized Intersection Capacity Analysis  
 2: S Hopkins Ave & Garden St (SR 406)

US 1 Existing AM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑						↖↑	↗
Volume (vph)	0	136	200	29	192	0	0	0	0	86	429	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		0.95		1.00	0.95						0.95	1.00
Frbp, ped/bikes		1.00		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.91		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3211		1702	3438						3492	1532
Flt Permitted		1.00		0.34	1.00						0.99	1.00
Satd. Flow (perm)		3211		615	3438						3492	1532
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)	0	148	217	32	209	0	0	0	0	93	466	22
RTOR Reduction (vph)	0	168	0	0	0	0	0	0	0	0	0	14
Lane Group Flow (vph)	0	197	0	32	209	0	0	0	0	0	559	8
Confl. Peds. (#/hr)	3			3			3		2	2		3
Heavy Vehicles (%)	2%	3%	2%	6%	5%	2%	2%	2%	2%	5%	2%	4%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		9.0		14.9	14.9						15.3	15.3
Effective Green, g (s)		9.0		14.9	14.9						15.3	15.3
Actuated g/C Ratio		0.22		0.37	0.37						0.38	0.38
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		3.0		3.0	3.0						3.5	3.5
Lane Grp Cap (vph)		718		252	1274						1329	583
v/s Ratio Prot		c0.06		0.00	c0.06							
v/s Ratio Perm				0.04							0.16	0.01
v/c Ratio		0.27		0.13	0.16						0.42	0.01
Uniform Delay, d1		12.9		8.4	8.5						9.2	7.8
Progression Factor		1.00		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.2		0.2	0.1						0.3	0.0
Delay (s)		13.1		8.7	8.5						9.4	7.8
Level of Service		B		A	A						A	A
Approach Delay (s)		13.1			8.6			0.0			9.4	
Approach LOS		B			A			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			10.4		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			40.2		Sum of lost time (s)					15.0		
Intersection Capacity Utilization			45.7%		ICU Level of Service					A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
 3: S Washington Ave/N Washington Ave & Garden St (SR 406)

US 1 Existing AM  
 3/24/2015



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations			↕↕			↕↕↕	↗	↖	↕↕	↗		
Volume (vph)	1	46	167	0	0	45	0	178	350	39	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.0			5.0		5.0	5.0	5.0		
Lane Util. Factor			0.95			0.91		1.00	0.95	1.00		
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			1.00		1.00	1.00	0.85		
Flt Protected			0.99			1.00		0.95	1.00	1.00		
Satd. Flow (prot)			3431			5085		1702	3471	1583		
Flt Permitted			0.89			1.00		0.95	1.00	1.00		
Satd. Flow (perm)			3088			5085		1702	3471	1583		
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)	1	49	180	0	0	48	0	191	376	42	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	25	0	0
Lane Group Flow (vph)	0	0	230	0	0	48	0	191	376	17	0	0
Confl. Peds. (#/hr)		1		1	1		1	1				
Heavy Vehicles (%)	8%	8%	3%	2%	2%	2%	2%	6%	4%	2%	2%	2%
Turn Type	Perm	Perm	NA			NA	Perm	Perm	NA	Perm		
Protected Phases			4			8			2			
Permitted Phases	4	4					8	2		2		
Actuated Green, G (s)			13.8			13.8		15.7	15.7	15.7		
Effective Green, g (s)			13.8			13.8		15.7	15.7	15.7		
Actuated g/C Ratio			0.35			0.35		0.40	0.40	0.40		
Clearance Time (s)			5.0			5.0		5.0	5.0	5.0		
Vehicle Extension (s)			8.0			8.0		5.0	5.0	5.0		
Lane Grp Cap (vph)			1078			1776		676	1379	629		
v/s Ratio Prot						0.01			0.11			
v/s Ratio Perm			c0.07					c0.11		0.01		
v/c Ratio			0.21			0.03		0.28	0.27	0.03		
Uniform Delay, d1			9.0			8.4		8.1	8.0	7.2		
Progression Factor			1.00			1.00		1.00	1.00	1.00		
Incremental Delay, d2			0.4			0.0		0.5	0.2	0.0		
Delay (s)			9.5			8.5		8.6	8.3	7.3		
Level of Service			A			A		A	A	A		
Approach Delay (s)			9.5			8.5		8.3				0.0
Approach LOS			A			A		A				A
<b>Intersection Summary</b>												
HCM 2000 Control Delay			8.6			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.25									
Actuated Cycle Length (s)			39.5			Sum of lost time (s)			10.0			
Intersection Capacity Utilization			37.4%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis  
 4: S Hopkins Ave & Main St

US 1 Existing AM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖						↕	↘
Volume (vph)	0	11	20	11	19	0	0	0	0	7	729	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5						5.3	
Lane Util. Factor		1.00	1.00		1.00						0.95	
Frbp, ped/bikes		1.00	0.99		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		1.00						1.00	
Frt		1.00	0.85		1.00						1.00	
Flt Protected		1.00	1.00		0.98						1.00	
Satd. Flow (prot)		1863	1530		1807						3527	
Flt Permitted		1.00	1.00		1.00						1.00	
Satd. Flow (perm)		1863	1530		1840						3527	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	12	21	12	20	0	0	0	0	7	767	11
RTOR Reduction (vph)	0	0	20	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	12	1	0	32	0	0	0	0	0	784	0
Confl. Peds. (#/hr)			4	4								
Heavy Vehicles (%)	2%	2%	4%	0%	5%	0%	0%	0%	0%	2%	2%	9%
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		1.4	1.4		1.4						29.0	
Effective Green, g (s)		1.4	1.4		1.4						29.0	
Actuated g/C Ratio		0.03	0.03		0.03						0.72	
Clearance Time (s)		4.5	4.5		4.5						5.3	
Vehicle Extension (s)		3.0	3.0		3.0						3.0	
Lane Grp Cap (vph)		64	53		64						2544	
v/s Ratio Prot		0.01										
v/s Ratio Perm			0.00		0.02						0.22	
v/c Ratio		0.19	0.01		0.50						0.31	
Uniform Delay, d1		18.8	18.7		19.1						2.0	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		1.4	0.1		6.0						0.1	
Delay (s)		20.3	18.8		25.1						2.1	
Level of Service		C	B		C						A	
Approach Delay (s)		19.4			25.1			0.0			2.1	
Approach LOS		B			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			3.6		HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			40.2		Sum of lost time (s)			9.8				
Intersection Capacity Utilization			45.3%		ICU Level of Service			A				
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 5: S Washington Ave & Main St

US 1 Existing AM  
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			7			4				
Volume (vph)	12	10	0	0	7	1	28	650	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5			5.3				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			1.00				
Flt Protected		0.97			1.00			1.00				
Satd. Flow (prot)		1812			1831			3461				
Flt Permitted		1.00			1.00			1.00				
Satd. Flow (perm)		1861			1831			3461				
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	13	11	0	0	8	1	31	730	9	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	24	0	0	8	0	0	769	0	0	0	0
Confl. Peds. (#/hr)	2						2		1			
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		1.5			1.5			31.8				
Effective Green, g (s)		1.5			1.5			31.8				
Actuated g/C Ratio		0.03			0.03			0.74				
Clearance Time (s)		4.5			4.5			5.3				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		64			63			2553				
v/s Ratio Prot					0.00							
v/s Ratio Perm		c0.01						0.22				
v/c Ratio		0.38			0.13			0.30				
Uniform Delay, d1		20.3			20.2			1.9				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		3.7			0.9			0.1				
Delay (s)		24.0			21.1			2.0				
Level of Service		C			C			A				
Approach Delay (s)		24.0			21.1			2.0			0.0	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			2.8					HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			43.1					Sum of lost time (s)		9.8		
Intersection Capacity Utilization			35.1%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												



HCM Signalized Intersection Capacity Analysis  
6: S Hopkins Ave & Julia St

US 1 Existing AM  
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷						↶↷	
Volume (vph)	0	4	2	3	1	0	0	0	0	13	737	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5						5.3	
Lane Util. Factor		1.00			1.00						0.95	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.95			1.00						1.00	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		1771			1793						3533	
Flt Permitted		1.00			1.00						1.00	
Satd. Flow (perm)		1771			1860						3533	
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)	0	4	2	3	1	0	0	0	0	14	784	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	4	0	0	0	0	0	798	0
Confl. Peds. (#/hr)			2	2								
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Turn Type		NA		Perm	NA						Perm	NA
Protected Phases		8			4							2
Permitted Phases				4						2		
Actuated Green, G (s)		1.2			1.2							35.4
Effective Green, g (s)		1.2			1.2							35.4
Actuated g/C Ratio		0.03			0.03							0.76
Clearance Time (s)		4.5			4.5							5.3
Vehicle Extension (s)		3.0			3.0							3.0
Lane Grp Cap (vph)		45			48							2695
v/s Ratio Prot		c0.00										
v/s Ratio Perm					0.00							0.23
v/c Ratio		0.09			0.08							0.30
Uniform Delay, d1		22.1			22.1							1.7
Progression Factor		1.00			1.00							1.00
Incremental Delay, d2		0.9			0.7							0.1
Delay (s)		22.9			22.8							1.7
Level of Service		C			C							A
Approach Delay (s)		22.9			22.8			0.0				1.7
Approach LOS		C			C			A				A
<b>Intersection Summary</b>												
HCM 2000 Control Delay			2.0		HCM 2000 Level of Service					A		
HCM 2000 Volume to Capacity ratio			0.29									
Actuated Cycle Length (s)			46.4		Sum of lost time (s)					9.8		
Intersection Capacity Utilization			35.2%		ICU Level of Service					A		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis  
 7: S Washington Ave & Julia St

US 1 Existing AM  
 3/24/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰			↱↱		
Volume (veh/h)	7	0	11	691	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	8	0	12	785	0	0
Pedestrians	8				2	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					453	
pX, platoon unblocked						
vC, conflicting volume	428	8	8			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	428	8	8			
tC, single (s)	7.0	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	98	100	99			
cM capacity (veh/h)	523	1065	1600			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	8	274	523
Volume Left	8	12	0
Volume Right	0	0	0
cSH	523	1600	1700
Volume to Capacity	0.02	0.01	0.31
Queue Length 95th (ft)	1	1	0
Control Delay (s)	12.0	0.4	0.0
Lane LOS	B	A	
Approach Delay (s)	12.0	0.1	
Approach LOS	B		

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		32.8%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis  
8: S Hopkins Ave & Pine St

US 1 Existing AM  
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	12	6	13	8	0	0	0	0	10	736	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	13	6	14	8	0	0	0	0	11	775	3
Pedestrians								2				
Lane Width (ft)								0.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								849			381	
pX, platoon unblocked	0.96	0.96	0.96	0.96	0.96		0.96					
vC, conflicting volume	802	797	391	423	799	0	778			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	721	716	295	328	718	0	696			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.7	6.9	4.1			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.3	2.2			2.3		
p0 queue free %	100	96	99	98	97	100	100			99		
cM capacity (veh/h)	296	339	677	555	322	1084	864			1572		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	19	22	398	391
Volume Left	0	14	11	0
Volume Right	6	0	0	3
cSH	407	435	1572	1700
Volume to Capacity	0.05	0.05	0.01	0.23
Queue Length 95th (ft)	4	4	1	0
Control Delay (s)	14.3	13.7	0.3	0.0
Lane LOS	B	B	A	
Approach Delay (s)	14.3	13.7	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay		0.8	
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis  
 9: S Washington Ave & Pine St

US 1 Existing AM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕	↔			
Volume (veh/h)	7	17	0	0	6	3	15	739	12	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	8	20	0	0	7	3	17	849	14	0	0	0
Pedestrians		2										2
Lane Width (ft)		12.0										0.0
Walking Speed (ft/s)		4.0										4.0
Percent Blockage		0										0
Right turn flare (veh)												
Median type								None				None
Median storage veh												
Upstream signal (ft)								844				
pX, platoon unblocked												
vC, conflicting volume	470	900	2	894	886	427	2			863		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	470	900	2	894	886	427	2			863		
tC, single (s)	8.3	6.5	6.9	7.5	6.8	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.9	4.0	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	98	93	100	100	97	99	99			100		
cM capacity (veh/h)	387	273	1079	221	258	576	1616			775		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	28	10	300	566	14
Volume Left	8	0	17	0	0
Volume Right	0	3	0	0	14
cSH	299	316	1616	1700	1700
Volume to Capacity	0.09	0.03	0.01	0.33	0.01
Queue Length 95th (ft)	8	3	1	0	0
Control Delay (s)	18.3	16.8	0.5	0.0	0.0
Lane LOS	C	C	A		
Approach Delay (s)	18.3	16.8	0.2		
Approach LOS	C	C			

Intersection Summary		
Average Delay		0.9
Intersection Capacity Utilization	34.6%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Signalized Intersection Capacity Analysis  
 10: S Hopkins Ave & South St

US 1 Existing AM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↖	↗
Volume (vph)	0	40	136	13	80	0	0	0	0	0	669	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5						5.3	5.3
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	1.00
Frbp, ped/bikes		1.00	1.00	1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1863	1583	1770	1845						3539	1532
Flt Permitted		1.00	1.00	0.73	1.00						1.00	1.00
Satd. Flow (perm)		1863	1583	1358	1845						3539	1532
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)	0	43	146	14	86	0	0	0	0	0	719	47
RTOR Reduction (vph)	0	0	120	0	0	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	43	26	14	86	0	0	0	0	0	719	25
Confl. Peds. (#/hr)										1		3
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	4%
Turn Type		NA	Perm	Perm	NA						NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		6.1	6.1	6.1	6.1						18.6	18.6
Effective Green, g (s)		6.1	6.1	6.1	6.1						18.6	18.6
Actuated g/C Ratio		0.18	0.18	0.18	0.18						0.54	0.54
Clearance Time (s)		4.5	4.5	4.5	4.5						5.3	5.3
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		329	279	240	326						1907	825
v/s Ratio Prot		0.02			c0.05						c0.20	
v/s Ratio Perm			0.02	0.01								0.02
v/c Ratio		0.13	0.09	0.06	0.26						0.38	0.03
Uniform Delay, d1		12.0	11.9	11.8	12.3						4.6	3.7
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.2	0.1	0.1	0.4						0.1	0.0
Delay (s)		12.1	12.0	11.9	12.7						4.7	3.7
Level of Service		B	B	B	B						A	A
Approach Delay (s)		12.1			12.6			0.0			4.7	
Approach LOS		B			B			A			A	

Intersection Summary		
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.35	A
Actuated Cycle Length (s)	34.5	Sum of lost time (s)
Intersection Capacity Utilization	43.0%	9.8
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		A

HCM Signalized Intersection Capacity Analysis  
 11: S Washington Ave & South St

US 1 Existing AM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑			↗		↖	↑↗				
Volume (vph)	34	6	0	0	9	5	85	720	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		5.3	5.3				
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95				
Frbp, ped/bikes	1.00	1.00			0.99		1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Frt	1.00	1.00			0.95		1.00	1.00				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1770	1667			1764		1766	3504				
Flt Permitted	0.91	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	1693	1667			1764		1766	3504				
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	42	7	0	0	11	6	105	889	2	0	0	0
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	42	7	0	0	12	0	105	891	0	0	0	0
Confl. Peds. (#/hr)							2		2			
Confl. Bikes (#/hr)			2			2						
Heavy Vehicles (%)	2%	14%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)	4.4	4.4			4.4		27.8	27.8				
Effective Green, g (s)	4.4	4.4			4.4		27.8	27.8				
Actuated g/C Ratio	0.10	0.10			0.10		0.66	0.66				
Clearance Time (s)	4.5	4.5			4.5		5.3	5.3				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	177	174			184		1168	2319				
v/s Ratio Prot		0.00			0.01			c0.25				
v/s Ratio Perm	c0.02						0.06					
v/c Ratio	0.24	0.04			0.06		0.09	0.38				
Uniform Delay, d1	17.3	16.9			16.9		2.6	3.2				
Progression Factor	1.00	1.00			1.00		1.00	1.00				
Incremental Delay, d2	0.7	0.1			0.1		0.0	0.1				
Delay (s)	18.0	17.0			17.1		2.6	3.3				
Level of Service	B	B			B		A	A				
Approach Delay (s)		17.8			17.1			3.2			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	4.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	42.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 12: Edison Ave & S Hopkins Ave/Brevard St

US 1 Existing AM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻	
Volume (veh/h)	0	71	4	0	0	0	0	0	0	10	619	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	81	5	0	0	0	0	0	0	11	703	0
Pedestrians								1				
Lane Width (ft)								0.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								604				
pX, platoon unblocked												
vC, conflicting volume	726	726	353	420	726	0	703			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	726	726	353	420	726	0	703			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	77	99	100	100	100	100			99		
cM capacity (veh/h)	310	347	644	419	347	1084	890			1622		

















Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	85	0	246	469
Volume Left	0	0	11	0
Volume Right	5	0	0	0
cSH	356	1700	1622	1700
Volume to Capacity	0.24	0.00	0.01	0.28
Queue Length 95th (ft)	23	0	1	0
Control Delay (s)	18.3	0.0	0.4	0.0
Lane LOS	C	A	A	
Approach Delay (s)	18.3	0.0	0.1	
Approach LOS	C	A		

Intersection Summary			
Average Delay		2.1	
Intersection Capacity Utilization	28.4%		ICU Level of Service A
Analysis Period (min)		15	



HCM Unsignalized Intersection Capacity Analysis  
 13: S Washington Ave & Brevard St

US 1 Existing AM  
 3/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	5	0	0	0	3	1	768	1	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	82	6	0	0	0	3	1	853	1	0	0	0
Pedestrians												1
Lane Width (ft)												0.0
Walking Speed (ft/s)												4.0
Percent Blockage												0
Right turn flare (veh)												
Median type								None				None
Median storage (veh)												
Upstream signal (ft)								576				
pX, platoon unblocked												
vC, conflicting volume	433	857	0	859	856	428	0			854		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	433	857	0	859	856	428	0			854		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	98	100	100	100	99	100			100		
cM capacity (veh/h)	503	293	1084	246	293	575	1622			781		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>								
Volume Total	88	3	428	428								
Volume Left	82	0	1	0								
Volume Right	0	3	0	1								
cSH	481	575	1622	1700								
Volume to Capacity	0.18	0.01	0.00	0.25								
Queue Length 95th (ft)	17	0	0	0								
Control Delay (s)	14.1	11.3	0.0	0.0								
Lane LOS	B	B	A									
Approach Delay (s)	14.1	11.3	0.0									
Approach LOS	B	B										
<b>Intersection Summary</b>												
Average Delay			1.4									
Intersection Capacity Utilization			39.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis  
 14: S Washington Ave & Grace St & Edison Ave

US 1 Existing AM  
 3/24/2015



Movement	EBL	EBT	WBL	WBT	WBR2	NBU	NBL	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations		↕		↕	↗		↘	↗			↘	↕
Volume (vph)	31	1	5	1	6	5	1	732	2	2	5	618
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5		4.5	5.3			4.5	5.3
Lane Util. Factor		1.00		1.00	1.00		1.00	0.88			1.00	0.95
Frbp, ped/bikes		1.00		1.00	0.99		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
Frt		1.00		1.00	0.85		1.00	0.85			1.00	1.00
Flt Protected		0.95		0.96	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)		1620		1784	1407		1769	2724			1767	3538
Flt Permitted		1.00		1.00	1.00		0.38	1.00			0.95	1.00
Satd. Flow (perm)		1698		1861	1407		716	2724			1767	3538
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	35	1	6	1	7	5	1	832	2	2	6	702
RTOR Reduction (vph)	0	0	0	0	7	0	0	24	0	0	3	0
Lane Group Flow (vph)	0	36	0	7	0	0	6	810	0	0	5	703
Confl. Peds. (#/hr)	2		2		1		1	1	1		1	
Heavy Vehicles (%)	12%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)					0							
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	pm+pt	Perm		pm+pt	pm+pt	NA
Protected Phases		8		4		1	1			5	5	2
Permitted Phases	8		4		4	6	6	6		2	2	
Actuated Green, G (s)		1.3		1.3	1.3		32.8	31.8			32.8	31.8
Effective Green, g (s)		1.3		1.3	1.3		32.8	31.8			32.8	31.8
Actuated g/C Ratio		0.03		0.03	0.03		0.68	0.66			0.68	0.66
Clearance Time (s)		4.5		4.5	4.5		4.5	5.3			4.5	5.3
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		45		49	37		506	1789			1361	2324
v/s Ratio Prot							0.00				c0.00	0.20
v/s Ratio Perm		c0.02		0.00	0.00		0.01	c0.30			0.00	
v/c Ratio		0.80		0.14	0.01		0.01	0.45			0.00	0.30
Uniform Delay, d1		23.4		23.0	22.9		2.5	4.1			2.5	3.6
Progression Factor		1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		63.7		1.3	0.1		0.0	0.2			0.0	0.1
Delay (s)		87.1		24.3	23.0		2.5	4.2			2.5	3.6
Level of Service		F		C	C		A	A			A	A
Approach Delay (s)		87.1		23.7								3.6
Approach LOS		F		C								A

Intersection Summary			
HCM 2000 Control Delay	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	48.4	Sum of lost time (s)	14.3
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR
Lane Configurations	
Volume (vph)	1
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.88
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	2%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis  
 1: N Washington Ave (NB)/S Hopkins Avenue & Indian River Ave

US 1 Existing PM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↕	↕	↕	↕	↕
Volume (veh/h)	0	0	0	0	17	8	2	869	16	9	562	562
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	0	20	9	2	1010	19	10	653	653
Pedestrians								1			1	
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								Raised			Raised	
Median storage (veh)								2			2	
Upstream signal (ft)								675				
pX, platoon unblocked	0.91	0.91		0.91	0.91	0.91				0.91		
vC, conflicting volume	1204	1708	654	1691	2343	506	1307			1029		
vC1, stage 1 conf vol	674	674		1015	1015							
vC2, stage 2 conf vol	530	1034		675	1328							
vCu, unblocked vol	1026	1580	654	1561	2278	259	1307			834		
tC, single (s)	8.2	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	7.2	5.5		6.5	5.5							
tF (s)	3.8	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	89	99	100			99		
cM capacity (veh/h)	296	275	409	245	181	673	525			723		

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	29	2	505	505	19	10	871	436
Volume Left	0	2	0	0	0	10	0	0
Volume Right	9	0	0	0	19	0	218	436
cSH	236	525	1700	1700	1700	723	1700	1700
Volume to Capacity	0.12	0.00	0.30	0.30	0.01	0.01	0.51	0.26
Queue Length 95th (ft)	10	0	0	0	0	1	0	0
Control Delay (s)	22.4	11.9	0.0	0.0	0.0	10.0	0.0	0.0
Lane LOS	C	B				B		
Approach Delay (s)	22.4	0.0				0.1		
Approach LOS	C							

Intersection Summary		
Average Delay		0.3
Intersection Capacity Utilization	Err%	ICU Level of Service
Analysis Period (min)		15
		H

HCM Signalized Intersection Capacity Analysis  
 2: S Hopkins Ave & Garden St (SR 406)

US 1 Existing PM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↔	↑↑						↑↑	↔
Volume (vph)	0	147	211	100	415	0	0	0	0	63	508	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		0.95		1.00	0.95						0.95	1.00
Frbp, ped/bikes		0.99		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.91		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3201		1769	3539						3519	1563
Flt Permitted		1.00		0.34	1.00						0.99	1.00
Satd. Flow (perm)		3201		634	3539						3519	1563
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	162	232	110	456	0	0	0	0	69	558	59
RTOR Reduction (vph)	0	185	0	0	0	0	0	0	0	0	0	38
Lane Group Flow (vph)	0	209	0	110	456	0	0	0	0	0	627	21
Confl. Peds. (#/hr)			2	2						3		1
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		9.5		20.2	20.2						17.0	17.0
Effective Green, g (s)		9.5		20.2	20.2						17.0	17.0
Actuated g/C Ratio		0.20		0.43	0.43						0.36	0.36
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		3.0		3.0	3.0						3.5	3.5
Lane Grp Cap (vph)		644		408	1514						1267	562
v/s Ratio Prot		0.07		0.03	c0.13							
v/s Ratio Perm				0.08							0.18	0.01
v/c Ratio		0.32		0.27	0.30						0.49	0.04
Uniform Delay, d1		16.1		8.5	8.9						11.8	9.8
Progression Factor		1.00		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.3		0.4	0.1						0.4	0.0
Delay (s)		16.4		8.9	9.0						12.1	9.8
Level of Service		B		A	A						B	A
Approach Delay (s)		16.4			9.0			0.0			11.9	
Approach LOS		B			A			A			B	

Intersection Summary

HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	47.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 3: S Washington Ave/N Washington Ave (NB) & Garden St (SR 406)

US 1 Existing PM  
 3/24/2015



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations			↕↕			↕↕↕	↗	↘	↕↕	↗		
Volume (vph)	1	65	133	0	0	197	3	303	661	48	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.0			5.0	5.0	5.0	5.0	5.0		
Lane Util. Factor			0.95			0.91	1.00	1.00	0.95	1.00		
Frbp, ped/bikes			1.00			1.00	0.99	1.00	1.00	0.99		
Flpb, ped/bikes			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		
Flt Protected			0.98			1.00	1.00	0.95	1.00	1.00		
Satd. Flow (prot)			3480			5085	1562	1767	3539	1560		
Flt Permitted			0.80			1.00	1.00	0.95	1.00	1.00		
Satd. Flow (perm)			2813			5085	1562	1767	3539	1560		
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)	1	69	141	0	0	210	3	322	703	51	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	2	0	0	24	0	0
Lane Group Flow (vph)	0	0	211	0	0	210	1	322	703	27	0	0
Confl. Peds. (#/hr)		2					2	2		4		
Turn Type	Perm	Perm	NA			NA	Perm	Perm	NA	Perm		
Protected Phases			4			8			2			
Permitted Phases	4	4					8	2		2		
Actuated Green, G (s)			15.4			15.4	15.4	27.6	27.6	27.6		
Effective Green, g (s)			15.4			15.4	15.4	27.6	27.6	27.6		
Actuated g/C Ratio			0.29			0.29	0.29	0.52	0.52	0.52		
Clearance Time (s)			5.0			5.0	5.0	5.0	5.0	5.0		
Vehicle Extension (s)			8.0			8.0	8.0	5.0	5.0	5.0		
Lane Grp Cap (vph)			817			1477	453	920	1842	812		
v/s Ratio Prot						0.04			c0.20			
v/s Ratio Perm			c0.07				0.00	0.18		0.02		
v/c Ratio			0.26			0.14	0.00	0.35	0.38	0.03		
Uniform Delay, d1			14.4			13.9	13.3	7.4	7.6	6.2		
Progression Factor			1.00			1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2			0.7			0.2	0.0	0.5	0.3	0.0		
Delay (s)			15.1			14.1	13.4	7.9	7.9	6.2		
Level of Service			B			B	B	A	A	A		
Approach Delay (s)			15.1			14.1			7.8			0.0
Approach LOS			B			B			A			A

Intersection Summary		
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.34	A
Actuated Cycle Length (s)	53.0	Sum of lost time (s)
Intersection Capacity Utilization	44.8%	10.0
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group



Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	



HCM Signalized Intersection Capacity Analysis  
4: S Hopkins Ave & Main St

US 1 Existing PM  
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖						↕	↕
Volume (vph)	0	12	40	44	34	0	0	0	0	15	836	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5						5.3	
Lane Util. Factor		1.00	1.00		1.00						0.95	
Frbp, ped/bikes		1.00	0.99		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		1.00						1.00	
Frt		1.00	0.85		1.00						1.00	
Flt Protected		1.00	1.00		0.97						1.00	
Satd. Flow (prot)		1863	1561		1809						3522	
Flt Permitted		1.00	1.00		0.82						1.00	
Satd. Flow (perm)		1863	1561		1522						3522	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	13	44	48	37	0	0	0	0	16	919	13
RTOR Reduction (vph)	0	0	38	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	13	6	0	85	0	0	0	0	0	947	0
Confl. Peds. (#/hr)			3	3			4					4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	12%	2%	2%
Turn Type		NA	Perm	Perm	NA						Perm	NA
Protected Phases		8			4							2
Permitted Phases			8	4						2		
Actuated Green, G (s)		5.2	5.2		5.2							26.3
Effective Green, g (s)		5.2	5.2		5.2							26.3
Actuated g/C Ratio		0.13	0.13		0.13							0.64
Clearance Time (s)		4.5	4.5		4.5							5.3
Vehicle Extension (s)		3.0	3.0		3.0							3.0
Lane Grp Cap (vph)		234	196		191							2242
v/s Ratio Prot		0.01										
v/s Ratio Perm			0.00		c0.06							0.27
v/c Ratio		0.06	0.03		0.45							0.42
Uniform Delay, d1		15.9	15.8		16.7							3.7
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.1	0.1		1.7							0.1
Delay (s)		16.0	15.9		18.4							3.9
Level of Service		B	B		B							A
Approach Delay (s)		15.9			18.4			0.0				3.9
Approach LOS		B			B			A				A
<b>Intersection Summary</b>												
HCM 2000 Control Delay			5.6		HCM 2000 Level of Service					A		
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			41.3		Sum of lost time (s)				9.8			
Intersection Capacity Utilization			48.3%		ICU Level of Service				A			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 5: S Washington Ave & Main St

US 1 Existing PM  
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			4				
Volume (vph)	11	17	0	0	31	17	26	1032	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5			5.3				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.95			1.00				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1784			1705			3524				
Flt Permitted		0.95			1.00			1.00				
Satd. Flow (perm)		1729			1705			3524				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	11	18	0	0	32	18	27	1064	18	0	0	0
RTOR Reduction (vph)	0	0	0	0	17	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	29	0	0	33	0	0	1108	0	0	0	0
Confl. Peds. (#/hr)	2					2	13		2	2		13
Confl. Bikes (#/hr)						2			2			
Heavy Vehicles (%)	2%	6%	2%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		2.9			2.9			30.6				
Effective Green, g (s)		2.9			2.9			30.6				
Actuated g/C Ratio		0.07			0.07			0.71				
Clearance Time (s)		4.5			4.5			5.3				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		115			114			2490				
v/s Ratio Prot					c0.02							
v/s Ratio Perm		0.02						0.31				
v/c Ratio		0.25			0.29			0.45				
Uniform Delay, d1		19.2			19.2			2.7				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		1.2			1.4			0.1				
Delay (s)		20.3			20.6			2.8				
Level of Service		C			C			A				
Approach Delay (s)		20.3			20.6			2.8			0.0	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			4.0					HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			43.3					Sum of lost time (s)		9.8		
Intersection Capacity Utilization			49.5%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
6: S Hopkins Ave & Julia St

US 1 Existing PM  
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷						↶↷	
Volume (vph)	0	1	11	12	3	0	0	0	0	23	926	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5						5.3	
Lane Util. Factor		1.00			1.00						0.95	
Frbp, ped/bikes		0.98			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.87			1.00						1.00	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		1602			1784						3532	
Flt Permitted		1.00			1.00						1.00	
Satd. Flow (perm)		1602			1854						3532	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	1	13	14	4	0	0	0	0	27	1102	5
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1	0	0	18	0	0	0	0	0	1134	0
Confl. Peds. (#/hr)			7	7					3	3		
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		1.3			1.3						33.9	
Effective Green, g (s)		1.3			1.3						33.9	
Actuated g/C Ratio		0.03			0.03						0.75	
Clearance Time (s)		4.5			4.5						5.3	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		46			53						2660	
v/s Ratio Prot		0.00										
v/s Ratio Perm					c0.01						0.32	
v/c Ratio		0.03			0.34						0.43	
Uniform Delay, d1		21.2			21.4						2.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.3			3.8						0.1	
Delay (s)		21.5			25.2						2.1	
Level of Service		C			C						A	
Approach Delay (s)		21.5			25.2			0.0			2.1	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay	2.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 7: S Washington Ave & Julia St

US 1 Existing PM  
 3/24/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	29	0	3	1049	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	31	0	3	1128	0	0
Pedestrians	13				16	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					453	
pX, platoon unblocked						
vC, conflicting volume	599	13	13			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	599	13	13			
tC, single (s)	6.9	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	100	100			
cM capacity (veh/h)	425	1052	1587			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	31	379	752
Volume Left	31	3	0
Volume Right	0	0	0
cSH	425	1587	1700
Volume to Capacity	0.07	0.00	0.44
Queue Length 95th (ft)	6	0	0
Control Delay (s)	14.1	0.1	0.0
Lane LOS	B	A	
Approach Delay (s)	14.1	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		39.1%	ICU Level of Service A
Analysis Period (min)		15	

# HCM Unsignalized Intersection Capacity Analysis

## 8: S Hopkins Ave & Pine St

US 1 Existing PM  
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	8	14	20	14	0	0	0	0	6	976	2
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)	0	9	15	22	15	0	0	0	0	6	1049	2
Pedestrians								7				
Lane Width (ft)								0.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								849			381	
pX, platoon unblocked	0.91	0.91	0.91	0.91	0.91		0.91					
vC, conflicting volume	1071	1063	533	564	1065	0	1052			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	875	867	282	316	868	0	854			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	100	97	98	96	94	100	100			100		
cM capacity (veh/h)	210	262	649	528	253	1084	709			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	24	37	531	527
Volume Left	0	22	6	0
Volume Right	15	0	0	2
cSH	422	365	1622	1700
Volume to Capacity	0.06	0.10	0.00	0.31
Queue Length 95th (ft)	4	8	0	0
Control Delay (s)	14.0	16.0	0.1	0.0
Lane LOS	B	C	A	
Approach Delay (s)	14.0	16.0	0.1	
Approach LOS	B	C		

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization	42.4%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis  
 9: S Washington Ave & Pine St

US 1 Existing PM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕↕	↗			
Volume (veh/h)	8	1	0	0	23	13	13	1077	2	0	0	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)	9	1	0	0	25	14	14	1184	2	0	0	0
Pedestrians		1										8
Lane Width (ft)		12.0										0.0
Walking Speed (ft/s)		4.0										4.0
Percent Blockage		0										0
Right turn flare (veh)												
Median type								None				None
Median storage (veh)												
Upstream signal (ft)								844				
pX, platoon unblocked												
vC, conflicting volume	656	1215	1	1213	1213	600	1			1186		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	656	1215	1	1213	1213	600	1			1186		
tC, single (s)	7.5	6.5	6.9	7.5	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	99	100	100	86	97	99			100		
cM capacity (veh/h)	299	178	1082	136	176	444	1619			585		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	10	40	409	789	2
Volume Left	9	0	14	0	0
Volume Right	0	14	0	0	2
cSH	278	225	1619	1700	1700
Volume to Capacity	0.04	0.18	0.01	0.46	0.00
Queue Length 95th (ft)	3	16	1	0	0
Control Delay (s)	18.4	24.4	0.3	0.0	0.0
Lane LOS	C	C	A		
Approach Delay (s)	18.4	24.4	0.1		
Approach LOS	C	C			

Intersection Summary		
Average Delay		1.0
Intersection Capacity Utilization	47.0%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Signalized Intersection Capacity Analysis  
 10: S Hopkins Ave & South St

US 1 Existing PM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↖	↗
Volume (vph)	0	63	155	32	103	0	0	0	0	6	969	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5						5.3	5.3
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	1.00
Frbp, ped/bikes		1.00	0.99	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1792	1562	1767	1845						3538	1556
Flt Permitted		1.00	1.00	0.71	1.00						1.00	1.00
Satd. Flow (perm)		1792	1562	1322	1845						3538	1556
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	71	174	36	116	0	0	0	0	7	1089	89
RTOR Reduction (vph)	0	0	44	0	0	0	0	0	0	0	0	33
Lane Group Flow (vph)	0	71	130	36	116	0	0	0	0	0	1096	56
Confl. Peds. (#/hr)			2	2						1		7
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		9.8	9.8	9.8	9.8						24.5	24.5
Effective Green, g (s)		9.8	9.8	9.8	9.8						24.5	24.5
Actuated g/C Ratio		0.22	0.22	0.22	0.22						0.56	0.56
Clearance Time (s)		4.5	4.5	4.5	4.5						5.3	5.3
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		398	347	293	410						1965	864
v/s Ratio Prot		0.04			0.06							
v/s Ratio Perm			0.08	0.03							0.31	0.04
v/c Ratio		0.18	0.37	0.12	0.28						0.56	0.06
Uniform Delay, d1		13.9	14.5	13.7	14.2						6.3	4.5
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.2	0.7	0.2	0.4						0.3	0.0
Delay (s)		14.1	15.2	13.9	14.6						6.7	4.6
Level of Service		B	B	B	B						A	A
Approach Delay (s)		14.9			14.4			0.0			6.5	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			8.6			HCM 2000 Level of Service					A	
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			44.1			Sum of lost time (s)					9.8	
Intersection Capacity Utilization			78.6%			ICU Level of Service					D	
Analysis Period (min)			15									

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 11: S Washington Ave & South St

US 1 Existing PM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑			↗		↖	↑↗				
Volume (vph)	53	10	0	0	27	3	104	1018	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		5.3	5.3				
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95				
Frpb, 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	1.00			0.99		1.00	1.00				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1717	1743			1838		1761	3535				
Flt Permitted	0.78	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	1417	1743			1838		1761	3535				
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)	61	11	0	0	31	3	120	1170	9	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0	0
Lane Group Flow (vph)	61	11	0	0	31	0	120	1179	0	0	0	0
Confl. Peds. (#/hr)	2					2	4					
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	5%	9%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)	5.1	5.1			5.1		31.5	31.5				
Effective Green, g (s)	5.1	5.1			5.1		31.5	31.5				
Actuated g/C Ratio	0.11	0.11			0.11		0.68	0.68				
Clearance Time (s)	4.5	4.5			4.5		5.3	5.3				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	155	191			202		1195	2399				
v/s Ratio Prot		0.01			0.02			c0.33				
v/s Ratio Perm	c0.04						0.07					
v/c Ratio	0.39	0.06			0.16		0.10	0.49				
Uniform Delay, d1	19.2	18.5			18.7		2.6	3.6				
Progression Factor	1.00	1.00			1.00		1.00	1.00				
Incremental Delay, d2	1.6	0.1			0.4		0.0	0.2				
Delay (s)	20.9	18.6			19.1		2.6	3.7				
Level of Service	C	B			B		A	A				
Approach Delay (s)		20.5			19.1			3.6			0.0	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	46.4	Sum of lost time (s)	9.8
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 12: Edison Ave & S Hopkins Ave/Brevard St

US 1 Existing PM  
 3/24/2015



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	117	3	7	1	0	0	0	0	4	938	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	130	3	8	1	0	0	0	0	4	1042	0
Pedestrians								1				
Lane Width (ft)								0.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								604				
pX, platoon unblocked												
vC, conflicting volume	1052	1051	522	599	1051	0	1042			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1052	1051	522	599	1051	0	1042			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	42	99	96	100	100	100			100		
cM capacity (veh/h)	180	225	499	206	225	1084	663			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	133	9	352	695
Volume Left	0	8	4	0
Volume Right	3	0	0	0
cSH	228	209	1622	1700
Volume to Capacity	0.58	0.04	0.00	0.41
Queue Length 95th (ft)	83	3	0	0
Control Delay (s)	40.9	23.0	0.1	0.0
Lane LOS	E	C	A	
Approach Delay (s)	40.9	23.0	0.0	
Approach LOS	E	C		

Intersection Summary			
Average Delay		4.8	
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis  
 13: S Washington Ave & Brevard St

US 1 Existing PM  
 3/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	122	2	0	0	3	2	5	968	4	0	0	0
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)	133	2	0	0	3	2	5	1052	4	0	0	0
Pedestrians												3
Lane Width (ft)												0.0
Walking Speed (ft/s)												4.0
Percent Blockage												0
Right turn flare (veh)												
Median type								None				None
Median storage (veh)												
Upstream signal (ft)								576				
pX, platoon unblocked												
vC, conflicting volume	544	1067	0	1066	1065	531	0			1057		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	544	1067	0	1066	1065	531	0			1057		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	68	99	100	100	99	100	100			100		
cM capacity (veh/h)	415	220	1084	175	220	493	1622			655		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>								
Volume Total	135	5	532	530								
Volume Left	133	0	5	0								
Volume Right	0	2	0	4								
cSH	409	283	1622	1700								
Volume to Capacity	0.33	0.02	0.00	0.31								
Queue Length 95th (ft)	35	1	0	0								
Control Delay (s)	18.1	18.0	0.1	0.0								
Lane LOS	C	C	A									
Approach Delay (s)	18.1	18.0	0.1									
Approach LOS	C	C										
<b>Intersection Summary</b>												
Average Delay			2.2									
Intersection Capacity Utilization			47.2%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis  
 14: S Washington Ave & Grace St & Edison Ave

US 1 Existing PM  
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBU	NBL	NBR	NBR2	SBL2	SBL
Lane Configurations		↕			↕	↕		↕	↕			↕
Volume (vph)	31	3	5	8	3	2	13	9	905	8	8	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	4.5		4.5	5.3			4.5
Lane Util. Factor		1.00			1.00	1.00		1.00	0.88			1.00
Frbp, ped/bikes		1.00			1.00	0.99		1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00	1.00		1.00	1.00			1.00
Frt		0.98			1.00	0.85		1.00	0.85			1.00
Flt Protected		0.96			0.96	1.00		0.95	1.00			0.95
Satd. Flow (prot)		1697			1793	1406		1770	2787			1770
Flt Permitted		1.00			1.00	1.00		0.25	1.00			0.95
Satd. Flow (perm)		1765			1860	1406		467	2787			1770
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	35	3	6	9	3	2	15	10	1017	9	9	4
RTOR Reduction (vph)	0	6	0	0	0	2	0	0	25	0	0	4
Lane Group Flow (vph)	0	38	0	0	12	0	0	25	1001	0	0	9
Confl. Peds. (#/hr)	2		3	3		2		1				
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)			0			0						
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	pm+pt	Perm		pm+pt	pm+pt
Protected Phases		8			4		1	1			5	5
Permitted Phases	8			4		4	6	6	6		2	2
Actuated Green, G (s)		3.0			3.0	3.0		33.3	32.4			33.3
Effective Green, g (s)		3.0			3.0	3.0		33.3	32.4			33.3
Actuated g/C Ratio		0.06			0.06	0.06		0.66	0.64			0.66
Clearance Time (s)		4.5			4.5	4.5		4.5	5.3			4.5
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			3.0
Lane Grp Cap (vph)		104			110	83		330	1784			1322
v/s Ratio Prot								c0.00				0.00
v/s Ratio Perm		c0.02			0.01	0.00		0.05	c0.36			0.00
v/c Ratio		0.37			0.11	0.00		0.08	0.56			0.01
Uniform Delay, d1		22.9			22.5	22.4		3.1	5.1			3.0
Progression Factor		1.00			1.00	1.00		1.00	1.00			1.00
Incremental Delay, d2		2.2			0.4	0.0		0.1	0.4			0.0
Delay (s)		25.1			23.0	22.4		3.2	5.5			3.0
Level of Service		C			C	C		A	A			A
Approach Delay (s)		25.1			22.9							
Approach LOS		C			C							

Intersection Summary		
HCM 2000 Control Delay	5.6	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.53	A
Actuated Cycle Length (s)	50.6	Sum of lost time (s)
Intersection Capacity Utilization	65.9%	14.3
Analysis Period (min)	15	ICU Level of Service
		C

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 14: S Washington Ave & Grace St & Edison Ave

US 1 Existing PM  
 3/24/2015



Movement	SBT	SBR
Lane Configurations	↑↑	
Volume (vph)	930	2
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.3	
Lane Util. Factor	0.95	
Frbp, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	3538	
Flt Permitted	1.00	
Satd. Flow (perm)	3538	
Peak-hour factor, PHF	0.89	0.89
Adj. Flow (vph)	1045	2
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	1047	0
Confl. Peds. (#/hr)		1
Heavy Vehicles (%)	2%	2%
Parking (#/hr)		
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	32.4	
Effective Green, g (s)	32.4	
Actuated g/C Ratio	0.64	
Clearance Time (s)	5.3	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	2265	
v/s Ratio Prot	0.30	
v/s Ratio Perm		
v/c Ratio	0.46	
Uniform Delay, d1	4.6	
Progression Factor	1.00	
Incremental Delay, d2	0.2	
Delay (s)	4.8	
Level of Service	A	
Approach Delay (s)	4.8	
Approach LOS	A	
<b>Intersection Summary</b>		



# D

## Appendix D – Crash Data

```

CCCCCCCCC  AAAAAAAAAA  RRRRRRRR
CCCCCCCCC  AAAAAAAAAA  RRRRRRRRRR
CCC        AAA        RRR
CCC        AAA        RRR
CCC        AAAAAAAAAA  RRRRRRRRRR
CCC        AAAAAAAAAA  RRRRRRRRRR
CCC        AAA        RRR
CCC        AAA        RRR
CCCCCCCCC  AAA        RRR
CCCCCCCCC  AAA        RRR

```

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: ..... CAR0112
PROGRAM ID: ..... CARPJ12
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... LOCAL
# COPIES: ..... 01
ACCOUNT #: ..... 5565945
SUBMIT W/HOLD? ..... N
USERID: ..... KNGMBPR
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...2015-01-16  
 TIME...16:00:53:6  
 COMMENT:

FROM: 01/01/2008 TO 12/31/2013  
 FROM CO/SEC/SUB: 70 030 000  
 TO CO/SEC/SUB: 70 030 000

MP: 002.925  
 MP: 004.290

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

PAGE NO 1  
 I/O... CARO112

\*\*\* SEGMENT RATES SELECTED \*\*\*  
 RAMP INCL INFL INCL  
 CR/OS INCL

FORMAT: 1 - FULL SUMMARY  
 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	030	000	2.925	3.065	SR	5	0.140	20	11	22433	1.598	0.000	50.00	0	4	7	\$	1,680,822
05	70	030	000	3.065	4.290	SR	5	1.225	40	144	12341	4.345	0.000	50.00	1	113	70	\$	15,759,216
05	70	030	000	2.925	4.290	SR	5	1.365	40	155	13376	3.873	0.000	50.00	1	117	77	\$	16,963,045

REPORT..CARPJ12-1  
 DATE...2015-01-16  
 TIME...16:00:53:6  
 COMMENT:

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

PAGE NO 2  
 I/O... CARO112

\*\*\* SEGMENT RATES SELECTED \*\*\*  
 RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 56  
 INFL INCL CRASH RATE CATEGORY =>  
 CR/OS INCL AVG DAILY TRAFFIC =>

FROM: 01/01/2008 TO 12/31/2013  
 FROM CO/SEC/SUB: 70 030 000  
 TO CO/SEC/SUB: 70 030 000

MP: 002.925  
 MP: 004.290

DST CO SEC SUB BEG-MP END-MP ROUTE ID LENGTH CATG CRASHES ADT ACTUAL AVERAGE %CONF #FTL #INJ #PDO ECON LOSS  
 05 70 030 000 2.925 3.065 SR 5 0.140 20 11 22433 1.598 0.000 50.00 0 4 7 \$ 1,680,822

CRASHES PER MONTH  
 1 JANUARY 0 FEBRUARY 0 MARCH 2 APRIL 0 MAY 0 JUNE  
 2 JULY 3 SEPTEMBER 0 OCTOBER 1 NOVEMBER 0 DECEMBER

#	%	CATEGORY DESCRIPTION	CRASHES PER DAY AND HOUR							TOT	%
			MON	TUE	WED	THU	FRI	SAT	SUN		
3	27.27	COLL. W/MV IN TRANS. REAR-END	1	1	1					3	27.27
	0.00	COLL. W/MV IN TRANS. HEAD-ON									0.00
	0.00	COLL. W/MV IN TRANS. ANGLE									0.00
	0.00	COLL. W/MV IN TRANS. LFT-TURN						1		1	9.09
	0.00	COLL. W/MV IN TRANS. RGT-TURN	1							1	18.18
1	9.09	COLL. W/MV IN TRANS. SIDESWIP		1						1	9.09
	0.00	COLL. W/MV IN TRANS. BAKD INTO									0.00
	0.00	COLL. W/PARKED CAR									0.00
3	27.27	COLLISION WITH MV ON ROADWAY									0.00
1	9.09	COLL. W/ PEDESTRIAN								1	9.09
	0.00	COLL. W/ BICYCLE									0.00
	0.00	COLL. W/ BICYCLE (BIKE LANE)									0.00
	0.00	COLL. W/ MOPED			1					1	9.09
	0.00	COLL. W/ TRAIN									0.00
	0.00	COLL. W/ ANIMAL									0.00
2	18.18	MV HIT SIGN/SIGN POST	1							1	18.18
	0.00	MV HIT UTILITY POLE/LIGHT POLE									0.00
	0.00	MV HIT GUARDRAIL									0.00
	0.00	MV HIT FENCE									0.00
	0.00	MV HIT CONCRETE BARRIER WALL									0.00
	0.00	MV HIT BRIDGE/PIER/ABUTMNT/RAIL									0.00
	0.00	MV HIT TREE/SHRUBBERY									0.00
	0.00	COLL. W/CONSTRCTN BARRICDE/SGN									0.00
	0.00	COLL. W/TRAFFIC GATE									0.00
	0.00	COLL. W/CRAH ATTENUATORS									0.00
	0.00	COLL. W/FIXED OBJT ABOVE ROAD									0.00
1	9.09	MV HIT OTHER FIXED OBJECT									0.00
	0.00	COLL. W/MOVEABLE OBJT ON ROAD									0.00
	0.00	MV RAN INTO DITCH/CULVERT									0.00
	0.00	RAN OFF ROAD INTO WATER									0.00
	0.00	OVERTURNED									0.00
	0.00	OCCUPANT FELL FROM VEHICLE									0.00
	0.00	TRACTOR/TRAILER JACKKNIFED									0.00
	0.00	FIRE									0.00
	0.00	EXPLOSION									0.00
	0.00	DOWNHILL RUNAWAY									0.00
	0.00	CARGO LOSS OR SHIFT									0.00
	0.00	SEPARATION OF UNITS									0.00
	0.00	MEDIAN CROSSOVER									0.00
	0.00	ALL OTHER (EXPLAIN)									0.00

CRASHES BY LIGHTING CONDITION		CRASHES BY ROAD SURFACE CONDITION		CRASHES BY WEATHER CONDITION	
DESCRIPTION	TOTAL	DESCRIPTION	TOTAL	DESCRIPTION	TOTAL
DAYLIGHT	7	DRY	11	WET	0
DUSK	1	SLIPPERY	0	ICY	0
DAWN	0	ALL OTHER	0	UNKNOWN	0
TOTAL	8	TOTAL	11	TOTAL	11
%	63.63	%	100.00	%	100.00
DESCRIPTION		DESCRIPTION		DESCRIPTION	
DARK (STREET LIGHT)	2	WET	0	CLOUDY	0
DARK (NO STREET LIGHT)	1	ICY	0	FOG	0
UNKNOWN	0	UNKNOWN	0	UNKNOWN	0
TOTAL	3	TOTAL	0	TOTAL	0
%	37.50	%	0.00	%	0.00

DST CO	SEC SUB	BEG-MP	END-MP	ROUTE ID	LENGTH	CATG	CRASHES	ADT	ACTUAL AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
05	70 030 000	2.925	3.065	SR	5	0.140	20	11	22433	1.598	0.000	50.00	0	7 \$ 1,680,822

TRAFFICWAY CHARACTER (PER CRASH)		TOTAL	%	DIRECTION OF TRAVEL (PER VEHICLE)	%	DESCRIPTION
11	100.00	3	15.00	EAST	9	45.00 NORTH
0	0.00	0	0.00	OFF-ROAD	3	15.00 SOUTH
0	0.00	1	5.00	UNKNW		
0	0.00					

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)		1ST	%	VISION OBSTRUCTED (PER CRASH)	2ND	%	DESCRIPTION
10	90.90	8	72.72	0	0.00	81.81	UNKNOWN/NOT CODED
0	0.00	0	0.00	0	0.00	0.00	VISION NOT OBTAINED
0	0.00	1	9.09	0	0.00	0.00	INLEMENT WEATHER
0	0.00	0	0.00	0	0.00	0.00	PAKED/STOPPED VEHICLE
0	0.00	0	0.00	0	0.00	0.00	TREES/CROPS/BUSHES
0	0.00	0	0.00	0	0.00	0.00	LOAD ON VEHICLE
0	0.00	0	0.00	0	0.00	0.00	BUILDING/FIXED OBJECT
0	0.00	0	0.00	0	0.00	0.00	SIGNS/BILLBOARDS
0	0.00	0	0.00	0	0.00	0.00	FOG
0	0.00	0	0.00	0	0.00	0.00	SMOKE
0	0.00	0	0.00	0	0.00	0.00	GLARE
1	9.09	2	18.18	0	0.00	0.00	ALL OTHER (EXPLAIN)

SITE LOCATION (PER CRASH)		1ST	%	TRAFFIC CONTROL (PER CRASH)	2ND	%	DESCRIPTION
5	45.45	0	0.00	0	0.00	81.81	NOT APPLICABLE
5	45.45	7	63.63	2	18.18	0.00	NO CONTROL
1	9.09	0	0.00	0	0.00	0.00	SPECIAL SPEED ZONE
0	0.00	2	18.18	0	0.00	0.00	SPEED CONTROL SIGN
0	0.00	0	0.00	0	0.00	0.00	SCHOOL ZONE
0	0.00	1	9.09	0	0.00	0.00	TRAFFIC SIGNAL
0	0.00	0	0.00	0	0.00	0.00	STOP SIGN
0	0.00	0	0.00	0	0.00	0.00	YIELD SIGN
0	0.00	0	0.00	0	0.00	0.00	FLASHING LIGHT
0	0.00	0	0.00	0	0.00	0.00	RAILROAD SIGNAL
0	0.00	0	0.00	0	0.00	0.00	OFFICER/GUARD/FLAGMAN
0	0.00	0	0.00	0	0.00	0.00	POSTED NO U-TURN
0	0.00	0	0.00	0	0.00	0.00	NO PASSING ZONE
0	0.00	1	9.09	0	0.00	0.00	ALL OTHER

SIDE OF ROAD (PER CRASH)		TOTAL	%	ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)	TOTAL	%	DESCRIPTION
0	0.00	0	0.00	8	40.00	0.00	UNKNOWN/NOT CODED
4	36.36	0	0.00	11	55.00	0.00	NOT DRINKING OR USING DRUGS
0	0.00	5	45.45	0	0.00	0.00	ALCOHOL-UNDER INFLUENCE
0	0.00	2	18.18	0	0.00	0.00	DRUGS-UNDER INFLUENCE
0	0.00	0	0.00	0	0.00	0.00	ALCOHOL & DRUGS-UNDER INFLUENCE
0	0.00	0	0.00	2	10.00	0.00	HAD BEEN DRINKING
0	0.00	0	0.00	0	0.00	0.00	PENDING BAC TEST RESULTS

REPORT..CARPJ12-1  
 DATE...2015-01-16  
 TIME...16:00:53:6  
 COMMENT:

FROM: 01/01/2008 TO 12/31/2013  
 FROM CO/SEC/SUB: 70 030 000  
 TO CO/SEC/SUB: 70 030 000

MP: 002.925  
 MP: 004.290

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

PAGE NO 4  
 I/O... CARO112

\*\*\* SEGMENT RATES SELECTED \*\*\*  
 RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 56  
 INFL INCL  
 CR/OS INCL  
 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	030	000	2.925	3.065	SR	5	0.140	20	11	22433	1.598	0.000	50.00	0	4	7	\$	1,680,822

VEHICLE MOVEMENT (PER VEHICLE)

TOTAL	%	DESCRIPTION	TOTAL	%	CONTRIBUTING CAUSES - VEHICLE
12	60.00	STRAIGHT AHEAD	18	90.00	NO DEFECTS
6	30.00	SLOWING/STOPPED/STALLED	1	5.00	DEFECTIVE BRAKES
0	0.00	MAKING LEFT TURN	0	0.00	WORN/SMOOTH TIRES
1	5.00	BACKING	0	0.00	DEFECTIVE/IMPROPER LIGHTS
0	0.00	MAKING RIGHT TURN	0	0.00	PUNCTURE/BLOWOUT
1	5.00	CHANGING LANES	0	0.00	STEERING MECH.
0	0.00	ENTERING/LEAVING PARKING SPACE	0	0.00	WINDSHIELD WIPERS
0	0.00	PROPERLY PARKED	0	0.00	EQUIPMENT/VEHICLE DEFECT
0	0.00	IMPROPERLY PARKED	1	5.00	ALL OTHER
0	0.00	MAKING U-TURN	0	0.00	UNKNOWN
0	0.00	PASSING	0	0.00	
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	%	CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN
3	15.00	UNKNOWN	0	0.00	UNKNOWN/NOT CODED
3	15.00	STOPPED	9	0.00	NO IMPROPER DRIVING/ACTION
1	5.00	0-5	4	0.00	CARELESS DRIVING
4	20.00	6-10	0	0.00	FAILED TO YIELD RIGHT OF WAY
0	0.00	11-15	0	0.00	IMPROPER BACKING
4	20.00	16-20	0	0.00	IMPROPER LANE CHANGE
0	0.00	21-30	0	0.00	IMPROPER TURN
5	25.00	31-40	0	0.00	ALCOHOL-UNDER INFLUENCE
			0	0.00	DRUGS-UNDER INFLUENCE
			0	0.00	ALCOHOL DRUGS-UNDER INFLUENC
			1	0.00	FOLLOWED TOO CLOSELY
			0	0.00	DISREGARDED TRAFFIC SIGNAL
			0	0.00	EXCEEDED SAFE SPEED LIMIT
			0	0.00	DISREGARDED STOP SIGN
			0	0.00	FAILED TO MAINTAIN EQUIP/VEH
			0	0.00	IMPROPER PASSING
			0	0.00	DROVE LEFT OF CENTER
			0	0.00	EXCEEDED STATED SPEED LIMIT
			0	0.00	OBSTRUCTING TRAFFIC
			1	0.00	IMPROPER LOAD
			0	0.00	DISREGARDED OTHER TRAFFIC CO
			0	0.00	DRIVING WRONG SIDE/WAY
			0	0.00	FLEEING POLICE
			0	0.00	VEHICLE MODIFIED
			0	0.00	DRIVER DISTRACTION
			6	0.00	ALL OTHER (EXPLAIN)

RESIDENCE (DRIVER AND PEDESTRIAN)

TOTAL	%	DESCRIPTION	TOTAL	%	CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN
12	60.00	CNTY OF CR	0	0.00	UNKNOWN/NOT CODED
1	5.00	ELSEWHERE	9	0.00	NO IMPROPER DRIVING/ACTION
0	0.00	NON-RES	4	0.00	CARELESS DRIVING
0	0.00	FOREIGN	0	0.00	FAILED TO YIELD RIGHT OF WAY
8	40.00	UNKNOWN	0	0.00	IMPROPER BACKING
			0	0.00	IMPROPER LANE CHANGE
			0	0.00	IMPROPER TURN
			0	0.00	ALCOHOL-UNDER INFLUENCE
			0	0.00	DRUGS-UNDER INFLUENCE
			0	0.00	ALCOHOL DRUGS-UNDER INFLUENC
			1	0.00	FOLLOWED TOO CLOSELY
			0	0.00	DISREGARDED TRAFFIC SIGNAL
			0	0.00	EXCEEDED SAFE SPEED LIMIT
			0	0.00	DISREGARDED STOP SIGN
			0	0.00	FAILED TO MAINTAIN EQUIP/VEH
			0	0.00	IMPROPER PASSING
			0	0.00	DROVE LEFT OF CENTER
			0	0.00	EXCEEDED STATED SPEED LIMIT
			0	0.00	OBSTRUCTING TRAFFIC
			1	0.00	IMPROPER LOAD
			0	0.00	DISREGARDED OTHER TRAFFIC CO
			0	0.00	DRIVING WRONG SIDE/WAY
			0	0.00	FLEEING POLICE
			0	0.00	VEHICLE MODIFIED
			0	0.00	DRIVER DISTRACTION
			6	0.00	ALL OTHER (EXPLAIN)

SAFETY EQUIPMENT IN USE (PER PERSON)

1ST	%	DESCRIPTION	2ND	%	CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN
3	13.63	18	81.81	UNKNOWN	UNKNOWN/NOT CODED
0	0.00	0	0.00	NOT IN USE	NO IMPROPER DRIVING/ACTION
18	81.81	0	0.00	SEAT BELT/SHOULDER HARNESS	CARELESS DRIVING
0	0.00	0	0.00	CHILD RESTRAINT	FAILED TO YIELD RIGHT OF WAY
0	0.00	0	0.00	AIR BAG - DEPLOYED	IMPROPER BACKING
0	0.00	3	13.63	AIR BAG - NOT DEPLOYED	IMPROPER LANE CHANGE
1	4.54	0	0.00	SAFETY HELMET	IMPROPER TURN
0	0.00	1	4.54	EYE PROTECTION	ALCOHOL-UNDER INFLUENCE
0	0.00	0	0.00	OTHER	DRUGS-UNDER INFLUENCE

TOTAL # OF VEHICLES: 20  
 TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 22  
 TOTAL # OF DRIVERS: 22  
 TOTAL # OF PEDESTRIANS: 1



FLORIDA - DEPARTMENT OF TRANSPORTATION (CAR) CRASH ANALYSIS REPORTING SYSTEM  
CRASH LOCATION SUMMARY FOR STATE ROADS  
\*\*\* SEGMENT RATES SELECTED \*\*\*  
RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 56  
INFL INCL CRASH RATE CATEGORY =>  
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	70 030 000	3.065	4.290	SR	5	1.225	40	144	12341	4.345	0.000	50.00	1	113	70	\$ 15,759,216

TOTAL	%	TRAFFICWAY CHARACTER (PER CRASH)	DIRECTION OF TRAVEL (PER VEHICLE)	DESCRIPTION				
132	91.66	STRAIGHT-LEVEL	40	13.88	EAST	117	40.62	NORTH
3	2.08	STRAIGHT-UPGRADE/DOWNGRADE	0	0.00	OFF-ROAD	61	21.18	SOUTH
4	2.77	CURVE-LEVEL	0	0.00	UNKNW			
4	2.77	CURVE-UPGRADE/DOWNGRADE						

1ST	%	ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)	VISION OBSTRUCTED (PER CRASH)	DESCRIPTION	
2	1.38	135 93.75 UNKNOWN/NOT CODED	8	5.55	UNKNOWN/NOT CODED
134	93.05	9 6.25 NO DEFECTS	70	48.61	UNKNOWN/NOT CODED
0	0.00	0 0.00 OBSTRUCTION WITH WARNING	72	50.00	VISION NOT OBTAINED
0	0.00	0 0.00 OBSTRUCTION WITHOUT WARNING	0	0.00	INCLEMENT WEATHER
3	2.08	0 0.00 ROAD UNDER REPAIR/CONSTRUCTI	0	0.00	PARKED/STOPPED VEHICLE
0	0.00	0 0.00 LOOSE SURFACE MATERIALS	1	0.69	TREES/CROPS/BUSHES
0	0.00	0 0.00 SHOULDERS SOFT/LOW/HIGH	0	0.00	LOAD ON VEHICLE
0	0.00	0 0.00 HOLES/RUTS/UNSAFE PAVED EDGE	0	0.00	BUILDING/FIXED OBJECT
0	0.00	0 0.00 STANDING WATER	0	0.00	SIGNS/BILLBOARDS
0	0.00	0 0.00 WORN/POLISHED/ROAD SURFACE	0	0.00	FOG
0	0.00	0 0.00 ALL OTHER(EXPLAIN)	0	0.00	SMOKE
5	3.47		2	1.38	GLARE
			5	3.47	ALL OTHER (EXPLAIN)

TOTAL	%	SITE LOCATION (PER CRASH)	TRAFFIC CONTROL (PER CRASH)	DESCRIPTION	
10	6.94	NOT AT INTERSECTION/RRX/BRIDGE	2	1.38	NOT APPLICABLE
124	86.11	AT INTERSECTION	53	36.80	NO CONTROL
4	2.77	INFLUENCED BY INTERSECTION	35	24.30	SPECIAL SPEED ZONE
6	4.16	DRIVEWAY ACCESS	0	0.00	SPEED CONTROL SIGN
0	0.00	RAILROAD CROSSING	1	0.69	SCHOOL ZONE
0	0.00	BRIDGE	0	0.00	TRAFFIC SIGNAL
0	0.00	ENTRANCE RAMP	48	33.33	STOP SIGN
0	0.00	EXIT RAMP	0	0.00	YIELD SIGN
0	0.00	PARKING LOT/TRAFFIC WAY	1	0.69	FLASHING LIGHT
0	0.00	PARKING LOT AISLE OR STALL	0	0.00	RAILROAD SIGNAL
0	0.00	PRIVATE PROPERTY	0	0.00	OFFICER/GUARD/FLAGMAN
0	0.00	TOLL BOOTH	0	0.00	POSTED NO U-TURN
0	0.00	PUBLIC BUS STOP ZONE	0	0.00	NO PASSING ZONE
0	0.00	ALL OTHER	1	0.69	ALL OTHER
			6	4.16	ALL OTHER

TOTAL	%	SIDE OF ROAD (PER CRASH)	ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)	DESCRIPTION		
0	0.00	END OF ST RD	TOTAL	171	59.37	UNKNOWN/NOT CODED
61	42.36	LEFT	100	34.72	NOT DRINKING OR USING DRUGS	
0	0.00	PARKING LOT/	2	0.69	ALCOHOL-UNDER INFLUENCE	
3	2.08	SIDE RD RIGH	0	0.00	DRUGS-UNDER INFLUENCE	
			0	0.00	ALCOHOL & DRUGS-UNDER INFLUEN	
			1	0.34	HAD BEEN DRINKING	
			3	1.04	PENDING BAC TEST RESULTS	
TOTAL		WORK AREA (PER VEHICLE/PEDESTRIAN)				
239	82.98	NONE				
26	9.02	ENTERED				





FROM: 01/01/2008 TO 12/31/2013  
 FROM CO/SEC/SUB: 70 030 000  
 TO CO/SEC/SUB: 70 030 000

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

MP: 002.925  
 MP: 004.290

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	030	000	2.925	4.290	SR	5	1.365	40	155	13376	3.873	0.000	50.00	1	117	77	\$	16,963,045

CRASHES PER MONTH

	11	JANUARY	11	FEBRUARY	15	MARCH	16	APRIL	9	MAY	12	JUNE
20	JULY	14	AUGUST	15	SEPTEMBER	7	OCTOBER	15	NOVEMBER	10	DECEMBER	

NUMBER OF CRASHES PER HARMFUL EVENT

#	%	CATEGORY DESCRIPTION	MON	TUE	WED	THU	FRI	SAT	SUN	TOT	%
2	1.29	UNKNOWN/NOT CODED	10	7	6	10	6	5	7	51	32.90
30	19.35	COLL. W/MV IN TRANS. REAR-END	1					2		3	1.93
10	6.45	COLL. W/MV IN TRANS. HEAD-ON	1							1	0.64
57	36.77	COLL. W/MV IN TRANS. ANGLE	1	1		1	1			4	2.58
4	2.58	COLL. W/MV IN TRANS. LFT-TURN	2		1	1	2		1	6	3.87
2	1.29	COLL. W/MV IN TRANS. RGT-TURN	2	4	4	1	3	2	3	19	12.25
2	1.29	COLL. W/MV IN TRANS. SIDESWIP									
2	1.29	COLL. W/MV IN TRANS. BAKD INTO	17	12	11	12	12	9	11	84	54.19
4	2.58	COLL. W/PARKED CAR									
19	12.25	COLLISION WITH MV ON ROADWAY									
2	1.29	COLL. W/ PEDESTRIAN									
0.00		COLL. W/ BICYCLE	3	4	5	2	3	4	4	21	13.54
0.00		COLL. W/ BICYCLE (BIKE LANE)	2	1	2	3	4	4	1	17	10.96
0.00		COLL. W/ MOPED		3	5	3	1			12	7.74
0.00		COLL. W/ TRAIN	2	1	1	1	1	1	1	7	4.51
0.00		COLL. W/ ANIMAL				3	2	1	1	8	5.16
4	2.58	MV HIT SIGN/SIGN POST	1	1	1	1	1	1	1	6	3.87
3	1.93	MV HIT UTILITY POLE/LIGHT POLE									
1	0.64	MV HIT GUARDRAIL	8	10	17	12	11	10	3	71	45.80
0.00		MV HIT FENCE									0.00
0.00		MV HIT CONCRETE BARRIER WALL									
0.00		MV HIT BRIDGE/PIER/ABUTMNT/RAIL	25	22	28	24	23	19	14	155	100.00
0.00		MV HIT TREE/SHRUBBERY									
0.00		COLL. W/CONSTRCTN BARRICDE/SGN	16.12	14.19	18.06	15.48	14.83	12.25	9.03	100.00	
0.00		COLL. W/TRAFFIC GATE									
0.00		COLL. W/CRASH ATTENUATORS									
0.00		COLL. W/FIXED OBJCT ABOVE ROAD									
5	3.22	MV HIT OTHER FIXED OBJECT	106	33	21.29	33	21.29				
0.00		COLL. W/MOVEABLE OBJCT ON ROAD	5	3.22	DUSK	4	2.58				
0.00		MV RAN INTO DITCH/CULVERT	5	3.22	DAWN	2	1.29				
0.00		RAN OFF ROAD INTO WATER									
0.00		OVERTURNED									
0.00		OCCUPANT FELL FROM VEHICLE									
0.00		TRACTOR/TRAILER JACKKNIFED	137	88.38	DRY	16	10.32				
0.00		FIRE	0	0.00	SLIPPERY	0	0.00				
0.00		EXPLOSION	1	0.64	ALL OTHER	1	0.64				
0.00		DOWNHILL RUNAWAY									
0.00		CARGO LOSS OR SHIFT									
0.00		SEPARATION OF UNITS	109	70.32	CLEAR	33	21.29				
0.00		MEDIAN CROSSOVER	10	6.45	RAIN	0	0.00				
8	5.16	ALL OTHER (EXPLAIN)	2	1.29	ALL OTHER	1	0.64				

CRASHES BY LIGHTING CONDITION												
CRASHES BY ROAD SURFACE CONDITION												
CRASHES BY WEATHER CONDITION												
TOTAL			33	21.29	33	21.29	33	21.29	33	21.29	33	21.29
DESCRIPTION			DAYLIGHT	DARK (STREET LIGHT)	DUSK	DARK (NO STREET LIGHT)	DAWN	UNKNOWN	WET	ICY	UNKNOWN	UNKNOWN
TOTAL			137	88.38	0	0.00	1	0.64	16	10.32	0	0.00
DESCRIPTION			DRY	SLIPPERY	ALL OTHER	UNKNOWN	WET	ICY	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
TOTAL			109	70.32	10	6.45	2	1.29	33	21.29	0	0.00
DESCRIPTION			CLEAR	RAIN	ALL OTHER	UNKNOWN	UNKNOWN	UNKNOWN	CLOUDY	FOG	UNKNOWN	UNKNOWN

DST CO	SEC SUB	BEG-MP	END-MP	ROUTE ID	LENGTH	CATG	CRASHES	ADT	ACTUAL AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
05	70 030 000	2.925	4.290	SR	5	1.365	40	155	13376	0.000	50.00	1	117	77 \$ 16,963,045

TRAFFICWAY CHARACTER (PER CRASH)		DIRECTION OF TRAVEL (PER VEHICLE)	
TOTAL	%	DESCRIPTION	%
143	92.25	STRAIGHT-LEVEL	126
3	1.93	STRAIGHT-UPGRADE/DOWNGRADE	64
4	2.58	CURVE-LEVEL	20.77
4	2.58	CURVE-UPGRADE/DOWNGRADE	SOUTH

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)		VISION OBSTRUCTED (PER CRASH)	
1ST	%	DESCRIPTION	%
2	1.29	145 93.54 UNKNOWN/NOT CODED	79
144	92.90	10 6.45 NO DEFECTS	47.74
0	0.00	0 0.00 OBSTRUCTION WITH WARNING	0
0	0.00	0 0.00 OBSTRUCTION WITHOUT WARNING	0
3	1.93	0 0.00 ROAD UNDER REPAIR/CONSTRUCTI	1
0	0.00	0 0.00 LOOSE SURFACE MATERIALS	0
0	0.00	0 0.00 SHOULDERS SOFT/LOW/HIGH	0
0	0.00	0 0.00 HOLES/RUTS/UNSAFE PAVED EDGE	0
0	0.00	0 0.00 STANDING WATER	0
0	0.00	0 0.00 WORN/POLISHED/ROAD SURFACE	0
6	3.87	0 0.00 ALL OTHER(EXPLAIN)	1

SITE LOCATION (PER CRASH)		TRAFFIC CONTROL (PER CRASH)	
TOTAL	%	DESCRIPTION	%
15	9.67	2 1.29	62
129	83.22	46 29.67	37
5	3.22	0 0.00	0
6	3.87	13 8.38	1
0	0.00	0 0.00	0
0	0.00	76 49.03	48
0	0.00	9 5.80	0
0	0.00	1 0.64	1
0	0.00	0 0.00	0
0	0.00	0 0.00	0
0	0.00	1 0.64	0
0	0.00	0 0.00	0
0	0.00	1 0.64	0
0	0.00	0 0.00	0
0	0.00	6 3.87	6

SIDE OF ROAD (PER CRASH)		ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)	
TOTAL	%	DESCRIPTION	%
0	0.00	179	58.11
65	41.93	111	36.03
0	0.00	2	0.64
3	1.93	0	0.00
		0	0.00
		3	0.97
		3	0.97

REPORT..CARPJ12-1  
 DATE...2015-01-16  
 TIME...16:00:53:6  
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION  
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 CRASH LOCATION SUMMARY FOR STATE ROADS  
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 CR/OS INCL AVG DAILY TRAFFIC =>

PAGE NO 10  
 I/O... CARO112

FROM: 01/01/2008 TO 12/31/2013  
 FROM CO/SEC/SUB: 70 030 000  
 TO CO/SEC/SUB: 70 030 000  
 MP: 002.925  
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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	030	000	2.925	4.290	SR	5	1.365	40	155	13376	3.873	0.000	50.00	1	117	77	\$	16,963,045

VEHICLE MOVEMENT (PER VEHICLE)		CONTRIBUTING CAUSES - VEHICLE	
TOTAL	%	1ST	2ND
205	66.55	282	91.55
34	11.03	4	1.29
24	7.79	0	0.00
3	0.97	0	0.00
3	0.97	0	0.00
13	4.22	0	0.00
0	0.00	0	0.00
1	0.32	1	0.32
0	0.00	5	1.62
1	0.32	0	0.00
0	0.00	0	0.00
0	0.00	0	0.00
0	0.00	0	0.00
0	0.00	0	0.00
0	0.00	0	0.00
8	2.59	0	0.00

VEHICLE SPEED (BEFORE CRASH)		CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN	
TOTAL	%	1ST	2ND
23	7.46	8	283
48	15.58	136	1
20	6.49	41	0
21	6.81	12	1
17	5.51	2	0
22	7.14	4	2
81	26.29	7	1
61	19.80	0	1

RESIDENCE (DRIVER AND PEDESTRIAN)		CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN	
TOTAL	%	1ST	2ND
100	34.48	9	1
12	4.13	0	0
3	1.03	0	0
0	0.00	3	1
177	61.03	0	0

SAFETY EQUIPMENT IN USE (PER PERSON)		CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN	
1ST	2ND	1ST	2ND
57	13.41	35	3
19	4.47	0	0
336	79.05	0	0
5	1.17	1	0
1	0.23	0	0
3	0.70	0	0
3	0.70	0	0
1	0.23	0	0
0	0.00	38	4

TOTAL # OF VEHICLES: 308  
 TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 425  
 TOTAL # OF DRIVERS: 425  
 TOTAL # OF PEDESTRIANS: 2

MP: 002.925  
 MP: 004.290

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 AT INT. INFL AREA
	CRASHES	FATALITIES	CRASHES	INJURIES	CRASHES	FATALITIES	CRASHES	FATALITIES	
2008	0	0	13	20	6	19	0	20	6
2009	0	0	8	13	11	19	0	13	8
2010	1	1	8	11	14	23	1	11	6
2011	0	0	12	16	18	30	0	16	12
2012	0	0	15	22	12	27	0	22	12
2013	0	0	21	35	16	37	0	35	10
TOTAL	1	1	77	117	77	155	1	117	54

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.

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 CRASHES	TOTALS		INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS AT INT. INFL AREA		
	CRASHES	FATALITIES	CRASHES	INJURIES		CRASHES	FATALITIES		INJURIES	
2008	0	0	13	20	6	19	0	20	6	0
2009	0	0	8	13	11	19	0	13	8	0
2010	1	1	8	11	14	23	1	11	6	0
2011	0	0	12	16	18	30	0	16	12	1
2012	0	0	15	22	12	27	0	22	12	2
2013	0	0	21	35	16	37	0	35	10	0
TOTAL	1	1	77	117	77	155	1	117	54	3

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.

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CCCCCCCCC  AAAAAAAAAA  RRRRRRRR
CCCCCCCCC  AAAAAAAAAA  RRRRRRRRRR
CCC        AAA        RRR
CCC        AAA        RRR
CCC        AAAAAAAAAA  RRRRRRRRRR
CCC        AAAAAAAAAA  RRRRRRRRRR
CCC        AAA        RRR
CCC        AAA        RRR
CCCCCCCCC  AAA        RRR
CCCCCCCCC  AAA        RRR

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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: ..... CAR0112
PROGRAM ID: ..... CARPJ12
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... LOCAL
# COPIES: ..... 01
ACCOUNT #: ..... 5565945
SUBMIT W/HOLD? ..... N
USERID: ..... KNGMBPR
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...2015-01-16  
 TIME...16:01:38:7

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

PAGE NO 1

I/O... CARO112

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

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

MP: 000.000  
 MP: 001.397

FROM: 01/01/2008 TO 12/31/2013  
 FROM CO/SEC/SUB: 70 030 101  
 TO CO/SEC/SUB: 70 030 101

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	030	101	0.000	1.397	SR	5	1.397	40	148	12208	3.959	0.000	50.00	0	103	75	\$	16,196,972
05	70	030	101	0.000	1.397	SR	5	1.397	40	148	12208	3.959	0.000	50.00	0	103	75	\$	16,196,972



FROM: 01/01/2008 TO 12/31/2013  
FROM CO/SEC/SUB: 70 030 101  
TO CO/SEC/SUB: 70 030 101

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

MP: 000.000  
MP: 001.397

Table with columns: DST CO SEC SUB, BEG-MP, END-MP, ROUTE ID, LENGTH, CATG, CRASHES, ADT, ACTUAL AVERAGE, %CONF, #FTL, #INJ, #PDO, ECON LOSS. Includes summary row for 05 70 030 101.

Table with columns: CRASHES PER MONTH, JANUARY, FEBRUARY, MARCH, APRIL, MAY, JUNE, JULY, AUGUST, SEPTEMBER, OCTOBER, NOVEMBER, DECEMBER.

Main table with columns: #, %, CATEGORY DESCRIPTION, MON, TUE, WED, THU, FRI, SAT, SUN, TOT, %. Includes sub-sections for 'NUMBER OF CRASHES PER HARMFUL EVENT' and 'CRASHES BY LIGHTING CONDITION'.

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	030	101	0.000	1.397	SR	5	1.397	40	148	12208	3.959	0.000	50.00	0	103	75	\$	16,196,972

TRAFFICWAY CHARACTER (PER CRASH)		DIRECTION OF TRAVEL (PER VEHICLE)	
TOTAL	%	DESCRIPTION	%
140	94.59	STRAIGHT-LEVEL	36
2	1.35	STRAIGHT-UPGRADE/DOWNGRADE	0
4	2.70	CURVE-LEVEL	0
0	0.00	CURVE-UPGRADE/DOWNGRADE	0

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)		VISION OBSTRUCTED (PER CRASH)	
1ST	%	DESCRIPTION	%
2	1.35	140 94.59 UNKNOWN/NOT CODED	6
142	95.94	8 5.40 NO DEFECTS	85
0	0.00	0 0.00 OBSTRUCTION WITH WARNING	57.43
0	0.00	0 0.00 OBSTRUCTION WITHOUT WARNING	42.56
2	1.35	0 0.00 ROAD UNDER REPAIR/CONSTRUCTI	0
0	0.00	0 0.00 LOOSE SURFACE MATERIALS	0
0	0.00	0 0.00 SHOULDERS SOFT/LOW/HIGH	0
0	0.00	0 0.00 HOLES/RUTS/UNSAFE PAVED EDGE	0
0	0.00	0 0.00 STANDING WATER	0
0	0.00	0 0.00 WORN/POLISHED/ROAD SURFACE	0
2	1.35	0 0.00 ALL OTHER(EXPLAIN)	0

SITE LOCATION (PER CRASH)		TRAFFIC CONTROL (PER CRASH)	
TOTAL	%	DESCRIPTION	%
9	6.08	NOT AT INTERSECTION/RRX/BRIDGE	2
126	85.13	AT INTERSECTION	44
5	3.37	INFLUENCED BY INTERSECTION	0
8	5.40	DRIVEWAY ACCESS	4
0	0.00	RAILROAD CROSSING	0
0	0.00	BRIDGE	76
0	0.00	ENTRANCE RAMP	18
0	0.00	EXIT RAMP	0
0	0.00	PARKING LOT/TRAFFIC WAY	1
0	0.00	PARKING LOT AISLE OR STALL	0
0	0.00	PRIVATE PROPERTY	1
0	0.00	TOLL BOOTH	0
0	0.00	PUBLIC BUS STOP ZONE	0
0	0.00	ALL OTHER	2

SIDE OF ROAD (PER CRASH)		ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)	
TOTAL	%	DESCRIPTION	%
0	0.00	END OF ST RD	3
75	50.67	LEFT	1
0	0.00	PARKING LOT/	63
3	2.02	SIDE RD RIGH	1

WORK AREA (PER VEHICLE/PEDESTRIAN)		PENDING BAC TEST RESULTS	
TOTAL	%	DESCRIPTION	%
250	85.03	NONE	18
17	5.78	ENTERED	6.12

REPORT..CARPJ12-1  
 DATE...2015-01-16  
 TIME...16:01:38:7  
 COMMENT:  
 FROM: 01/01/2008 TO 12/31/2013  
 FROM CO/SEC/SUB: 70 030 101  
 TO CO/SEC/SUB: 70 030 101

FLORIDA - DEPARTMENT OF TRANSPORTATION  
 (CAR) CRASH ANALYSIS REPORTING SYSTEM  
 CRASH LOCATION SUMMARY FOR STATE ROADS  
 \*\*\* SEGMENT RATES SELECTED \*\*\*  
 RAMP INCL OVERRIDE VALUES: 1 - FULL SUMMARY  
 INFL INCL  
 CR/OS INCL

PAGE NO 4  
 I/O... CARO112

DST CO SEC SUB BEG-MP END-MP ROUTE ID LENGTH CATG CRASHES ADT ACTUAL AVERAGE %CONF #FTL #INJ #PDO ECON LOSS  
 05 70 030 101 0.000 1.397 SR 5 1.397 40 148 12208 3.959 0.000 50.00 0 103 75 \$ 16,196,972

VEHICLE MOVEMENT (PER VEHICLE)		CONTRIBUTING CAUSES - VEHICLE	
TOTAL	%	1ST	2ND
198	67.34	267	90.81
26	8.84	3	1.02
28	9.52	1	0.34
1	0.34	0	0.00
4	1.36	0	0.00
10	3.40	0	0.00
0	0.00	0	0.00
0	0.00	0	0.00
0	0.00	7	2.38
1	0.34	0	0.00
0	0.00	0	0.00
0	0.00	0	0.00
0	0.00	0	0.00
10	3.40	0	0.00

VEHICLE SPEED (BEFORE CRASH)		CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN	
TOTAL	%	1ST	2ND
28	9.52	10	259
35	11.90	133	2
19	6.46	44	0
26	8.84	23	3
9	3.06	1	0
16	5.44	2	2
94	31.97	2	3
51	17.34	1	1

RESIDENCE (DRIVER AND PEDESTRIAN)		CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN	
TOTAL	%	1ST	2ND
106	38.26	8	2
12	4.33	31	5
7	2.52	2	0
1	0.36	0	1
155	55.95	0	0

SAFETY EQUIPMENT IN USE (PER PERSON)		CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN	
1ST	2ND	1ST	2ND
47	12.14	10	259
17	4.39	133	2
299	77.26	44	0
7	1.80	23	3
3	0.77	1	0
1	0.25	2	2
10	2.58	2	3
3	0.77	1	1
0	0.00	0	0

TOTAL # OF VEHICLES: 294  
 TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 387  
 TOTAL # OF DRIVERS: 387  
 TOTAL # OF PEDESTRIANS: 4

CRASHES PER MONTH

11	JANUARY	13	FEBRUARY	16	MARCH	12	APRIL	8	MAY	14	JUNE
11	JULY	12	AUGUST	10	SEPTEMBER	14	OCTOBER	16	NOVEMBER	11	DECEMBER

NUMBER OF CRASHES PER HARMFUL EVENT

#	%	1ST	CRASHES PER DAY AND HOUR	TOT	%						
			MON	TUE	WED	THU	FRI	SAT	SUN	TOT	%
3	2.02	UNKNOWN/NOT CODED	8	10	10	6	7	7	7	55	37.16
22	14.86	COLL. W/MV IN TRANS. REAR-END	1							1	0.67
6	4.05	COLL. W/MV IN TRANS. HEAD-ON	1							2	1.35
64	43.24	COLL. W/MV IN TRANS. ANGLE		1		2	3	1	1	7	4.72
7	4.72	COLL. W/MV IN TRANS. LFT-TURN		1		1	1	1	1	6	4.05
4	2.70	COLL. W/MV IN TRANS. RGT-TURN	1	4	2	2	2			12	8.10
5	3.37	COLL. W/MV IN TRANS. SIDESWIP									
1	0.67	COLL. W/MV IN TRANS. BAKD INTO	11	16	13	11	13	9	10	83	56.08
1	0.67	COLL. W/PARKED CAR									
13	8.78	COLLISION WITH MV ON ROADWAY									
2	1.35	COLL. W/ PEDESTRIAN									
2	1.35	COLL. W/ BICYCLE	3	4	1	3	1	1	2	15	10.13
0.00	0.00	COLL. W/ BICYCLE (BIKE LANE)	2	3	2	6	5	6	2	24	16.21
0.00	0.00	COLL. W/ MOPED	1	4	2	2	3			12	8.10
0.00	0.00	COLL. W/ TRAIN	1		1	1	2	1		6	4.05
0.00	0.00	COLL. W/ ANIMAL				1	1	2		3	2.02
3	2.02	MV HIT SIGN/SIGN POST			1	1	2	1	1	5	3.37
3	2.02	MV HIT UTILITY POLE/LIGHT POLE									
0.00	0.00	MV HIT GUARDRAIL	7	11	5	13	13	11	5	65	43.91
0.00	0.00	MV HIT FENCE									0.00
0.00	0.00	MV HIT CONCRETE BARRIER WALL									
0.00	0.00	MV HIT BRIDGE/PIER/ABUTMNT/RAIL	18	27	18	24	26	20	15	148	100.00
0.00	0.00	MV HIT TREE/SHRUBBERY									
0.00	0.00	COLL. W/CONSTRCTN BARRICDE/SGN	12.16	18.24	12.16	16.21	17.56	13.51	10.13	100.00	
0.00	0.00	COLL. W/TRAFFIC GATE									
0.00	0.00	COLL. W/CRAH ATTENUATORS									
0.00	0.00	COLL. W/FIXED OBJT ABOVE ROAD									
1	0.67	MV HIT OTHER FIXED OBJECT	111	75.00	DAYLIGHT	25	16.89	DESCRIPTION		25	16.89
0.00	0.00	COLL. W/MOVEABLE OBJT ON ROAD	5	3.37	DUSK	2	1.35	DARK (STREET LIGHT)		2	1.35
0.00	0.00	MV RAN INTO DITCH/CULVERT	2	1.35	DAWN	3	2.02	UNKNOWN		3	2.02
0.00	0.00	RAN OFF ROAD INTO WATER									
3	2.02	OVERTURNED									
0.00	0.00	OCCUPANT FELL FROM VEHICLE									
0.00	0.00	TRACTOR/TRAILER JACKKNIFED	130	87.83	DRY	15	10.13	WET		15	10.13
0.00	0.00	FIRE	0	0.00	SLIPPERY	0	0.00	ICY		0	0.00
0.00	0.00	EXPLOSION	1	0.67	ALL OTHER	2	1.35	UNKNOWN		2	1.35
0.00	0.00	DOWNHILL RUNAWAY									
0.00	0.00	CARGO LOSS OR SHIFT									
0.00	0.00	SEPARATION OF UNITS	105	70.94	CLEAR	32	21.62	CLOUDY		32	21.62
1	0.67	MEDIAN CROSSOVER	8	5.40	RAIN	0	0.00	FOG		0	0.00
7	4.72	ALL OTHER (EXPLAIN)	1	0.67	ALL OTHER	2	1.35	UNKNOWN		2	1.35

FLORIDA - DEPARTMENT OF TRANSPORTATION (CAR) CRASH ANALYSIS REPORTING SYSTEM  
CRASH LOCATION SUMMARY FOR STATE ROADS  
\*\*\* SEGMENT RATES SELECTED \*\*\*  
RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 56  
INFL INCL CRASH RATE CATEGORY =>  
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	70 030 101	0.000	1.397	SR	5	1.397 40	148	12208	0.000	50.00	0	103	75	\$ 16,196,972

TOTAL	%	TRAFFICWAY CHARACTER (PER CRASH)	DIRECTION OF TRAVEL (PER VEHICLE)
140	94.59	STRAIGHT-LEVEL	36
2	1.35	STRAIGHT-UPGRADE/DOWNGRADE	36
4	2.70	CURVE-LEVEL	149
0	0.00	CURVE-UPGRADE/DOWNGRADE	149

1ST	%	ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)	VISION OBSTRUCTED (PER CRASH)
2	1.35	140 94.59 UNKNOWN/NOT CODED	85 57.43 UNKNOWN/NOT CODED
142	95.94	8 5.40 NO DEFECTS	63 42.56 VISION NOT OBSCURED
0	0.00	0 0.00 OBSTRUCTION WITH WARNING	0 0.00 INCLEMENT WEATHER
0	0.00	0 0.00 OBSTRUCTION WITHOUT WARNING	0 0.00 PARKED/STOPPED VEHICLE
2	1.35	0 0.00 ROAD UNDER REPAIR/CONSTRUCTI	0 0.00 TREES/CROPS/BUSHES
0	0.00	0 0.00 LOOSE SURFACE MATERIALS	0 0.00 LOAD ON VEHICLE
0	0.00	0 0.00 SHOULDERS SOFT/LOW/HIGH	0 0.00 BUILDING/FIXED OBJECT
0	0.00	0 0.00 HOLES/RUTS/UNSAFE PAVED EDGE	0 0.00 SIGNS/BILLBOARDS
0	0.00	0 0.00 STANDING WATER	0 0.00 FOG
0	0.00	0 0.00 WORN/POLISHED/ROAD SURFACE	0 0.00 SMOKE
0	0.00	0 0.00 ALL OTHER(EXPLAIN)	0 0.00 GLARE
2	1.35	0 0.00 ALL OTHER(EXPLAIN)	0 0.00 ALL OTHER (EXPLAIN)

TOTAL	%	SITE LOCATION (PER CRASH)	TRAFFIC CONTROL (PER CRASH)
9	6.08	NOT AT INTERSECTION/RRX/BRIDGE	70 47.29 NOT APPLICABLE
126	85.13	AT INTERSECTION	34 22.97 NO CONTROL
5	3.37	INFLUENCED BY INTERSECTION	0 0.00 SPECIAL SPEED ZONE
8	5.40	DRIVEWAY ACCESS	0 0.00 SPEED CONTROL SIGN
0	0.00	RAILROAD CROSSING	0 0.00 SCHOOL ZONE
0	0.00	BRIDGE	43 29.05 TRAFFIC SIGNAL
0	0.00	ENTRANCE RAMP	0 0.00 STOP SIGN
0	0.00	EXIT RAMP	0 0.00 YIELD SIGN
0	0.00	PARKING LOT/TRAFFIC WAY	0 0.00 FLASHING LIGHT
0	0.00	PARKING LOT AISLE OR STALL	0 0.00 RAILROAD SIGNAL
0	0.00	PRIVATE PROPERTY	0 0.00 OFFICER/GUARD/FLAGMAN
0	0.00	TOLL BOOTH	0 0.00 POSTED NO U-TURN
0	0.00	PUBLIC BUS STOP ZONE	0 0.00 NO PASSING ZONE
0	0.00	ALL OTHER	1 0.67 ALL OTHER

TOTAL	%	SIDE OF ROAD (PER CRASH)	ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)
0	0.00	END OF ST RD	TOTAL 158
75	50.67	LEFT	53.74 UNKNOWN/NOT CODED
0	0.00	PARKING LOT/	123 41.83 NOT DRINKING OR USING DRUGS
3	2.02	SIDE RD RIGH	2 0.68 ALCOHOL-UNDER INFLUENCE
			0 0.00 DRUGS-UNDER INFLUENCE
			1 0.34 ALCOHOL & DRUGS-UNDER INFLUEN
			1 0.34 HAD BEEN DRINKING
			2 0.68 PENDING BAC TEST RESULTS

COMMENT:  
 FROM: 01/01/2008 TO 12/31/2013  
 FROM CO/SEC/SUB: 70 030 101  
 TO CO/SEC/SUB: 70 030 101  
 MP: 000.000  
 MP: 001.397  
 RAMP INCL OVERRIDE VALUES: 1 - FULL SUMMARY  
 INFL INCL  
 CR/OS INCL  
 I/O... CARO112  
 PAGE NO 7

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
05	70	030	101	0.000	1.397	SR	5	1.397	40	148	12208	3.959	0.000	50.00	0	103	75	\$	16,196,972

VEHICLE MOVEMENT (PER VEHICLE)		CONTRIBUTING CAUSES - VEHICLE	
TOTAL	%	1ST	2ND
198	67.34	267	90.81
26	8.84	3	1.02
28	9.52	1	0.34
1	0.34	0	0.00
4	1.36	0	0.00
10	3.40	0	0.00
0	0.00	0	0.00
0	0.00	0	0.00
0	0.00	0	0.00
1	0.34	7	2.38
0	0.00	0	0.00
0	0.00	0	0.00
10	3.40	0	0.00

VEHICLE SPEED (BEFORE CRASH)		CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN	
TOTAL	%	1ST	2ND
28	9.52	10	259
35	11.90	133	2
19	6.46	44	0
26	8.84	23	3
9	3.06	1	0
16	5.44	2	2
94	31.97	2	3
51	17.34	1	1
TOTAL		8	2
106	38.26	31	5
12	4.33	2	0
7	2.52	0	1
1	0.36	0	1
155	55.95	0	0

RESIDENCE (DRIVER AND PEDESTRIAN)		SAFETY EQUIPMENT IN USE (PER PERSON)	
TOTAL	%	2ND	%
106	38.26	234	60.46
12	4.33	0	0.00
7	2.52	0	0.00
1	0.36	0	0.00
155	55.95	28	7

TOTAL # OF VEHICLES: 294  
 TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 387  
 TOTAL # OF DRIVERS: 387  
 TOTAL # OF PEDESTRIANS: 4

FOR YEAR	FATAL CRASH STATISTICS		INJURY CRASH STATS		PROPERTY DAMAGE ONLY		TOTALS		INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS AT INT. INFL AREA
	CRASHES	FATALITIES	CRASHES	INJURIES	CRASHES	FATALITIES	CRASHES	FATALITIES	
2008	0	0	12	20	9	21	0	20	7
2009	0	0	12	19	15	27	0	19	8
2010	0	0	8	8	9	17	0	8	4
2011	0	0	14	17	18	32	0	17	10
2012	0	0	16	23	14	30	0	23	12
2013	0	0	11	16	10	21	0	16	10
TOTAL	0	0	73	103	75	148	0	103	51

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...01/16/2015  
 TIME...16:01:38

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

PAGE NO: 9  
 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 CRASHES	TOTALS		INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS AT INT. INFL AREA		
	CRASHES	FATALITIES	CRASHES	INJURIES		CRASHES	FATALITIES		INJURIES	
2008	0	0	12	20	9	21	0	20	7	0
2009	0	0	12	19	15	27	0	19	8	0
2010	0	0	8	8	9	17	0	8	4	0
2011	0	0	14	17	18	32	0	17	10	0
2012	0	0	16	23	14	30	0	23	12	0
2013	0	0	11	16	10	21	0	16	10	0
TOTAL	0	0	73	103	75	148	0	103	51	0

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