Village Green Drive Master Plan

City of Port St. Lucie, Florida

June 2021 | Final Report

PREPARED BY

MARLIN

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EXECUTIVE SUMMARY

The *Village Green Drive Master Plan* was created for the purpose of stimulating economic development, connecting the community, and creating a safer, more walkable pedestrian and bicycle environment along Village Green Drive. This study included four tasks:

- Task 1: Meetings, Coordination, and Public Involvement
- Task 2: Data Collection & Analysis
- Task 3: Conceptual Design
- Task 4: Final Master Plan

Task 1 included project management, public and stakeholder meetings, and numerous outreach efforts. Public and stakeholder outreach was organized throughout the process through a series of events which included two virtual public meetings, two public surveys, two city council meetings, door-to-door canvassing of businesses along the corridor, several stakeholder meetings, and an in-person open house during the City's Annual Citizen's Summit.

Task 2 included a review of existing adopted plans, field reviews and observations, data collection, a walking audit with project partners, and traffic analysis. The traffic analysis included an analysis of future no-build and build scenarios using the data collected for proposed alternative designs.

Task 3 included a review of issues and opportunities along Village Green Drive using a S.W.O.T analysis, development of recommendations, development of alternatives, graphics, renderings, cost estimates, and plan sheet at 15% design.

Finally, Task 4 included the development of the final conceptual design through the selection of a preferred design alternative, refinement of the proposed design with cost estimates, review of available funding, and the final master plan.

On August 1, 2018, Village Green Drive was selected by the St. Lucie County Metropolitan Planning Organization (MPO) as the number one corridor (out of 137) in need of a Complete Street[1]. Village Green Drive connects to the recently completed Crosstown Parkway Extension, between US Highway 1 and SE Tiffany Avenue, in eastern Port St. Lucie's US Highway 1 Community Redevelopment Area (CRA).

The corridor is surrounded by residential communities, as well as industrial, commercial, medical, recreational, and institutional uses. Village Green Drive also connects to Port St. Lucie's City Center, a 46-acre mixed-use redevelopment project planned as a vibrant, walkable destination. During the first quarter of 2021, the City of Port St. Lucie acquired a majority of the vacant land at City Center and will be conducting a small area plan for the redevelopment and future vision of City Center.

During Task 3, the conceptual design phase, two alternative designs were presented to the public, stakeholders, and project partners for feedback and a vote. The preferred alternative included 5-foot

[1]Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient (U.S. Department of Transportation).

separated bicycle lanes, 6 to 10-foot sidewalks, parallel parking, the addition of a median between SE Walton Road and SE Tiffany Avenue, and an enhanced and relocated Wood Stork Trail. See Figure 1 for a rendering of the preferred design.

Figure 1: Photo Rendering of the Proposed Conceptual Design

Additional recommendations include intersection improvements, access management recommendations, recreation and trail enhancements, streetscape improvements, landscape enhancements, green infrastructure techniques and traffic calming. Figure 2 on the next page provides a site analysis with recommendations for improvements. The Recommendations section of this report covers the recommendations in more detail. The preferred design alternative and recommendations were presented to project partners for final input and comments and presented to the City Council in July 2021.

The next phase of this project will be the creation of design plans for construction. Ongoing community outreach is recommended to ensure residents and businesses are aware of the proposed recommendations as the project moves toward the construction phase.

Figure 2: Site Analysis & Recommendations

EXISTING CONDITIONS

Study Area

Village Green Drive is a 1.65-mile-long north-south local street, located in the eastern part of the City of Port St. Lucie in the Sandhill Crossing neighborhood. Village Green Drive connects US Highway 1, SE Walton Road, and SE Tiffany Avenue. The Crosstown Parkway Extension, which was recently completed in the Fall 2019, connects Village Green Drive to SE Floresta Drive at US Highway 1.

The study area begins at US Highway 1 to the north and ends at SE Tiffany Avenue to the south. Figure 3 is a map of the area with the project corridor highlighted in red.

The corridor includes two major signalized intersections located at US Highway 1 and SE Walton Road. The intersection at Village Green Drive and SE Tiffany Avenue is non-signalized.

The functional classification for this section of the roadway is Urban Collector (Federal Classification) or Urban Principal Arterial (City's functional classification).

Figure 3: Study Area

Corridor Characteristics

Village Green Drive has three distinct segments, see Figure 4:

Segment 1 – the Northern Gateway – is between US Highway 1 and SE Industrial Boulevard, and is the gateway into the area.

Segment 2 – the Trails Connection – is between SE Industrial Boulevard and SE Walton Road. This is the location of Hog Pen Slough, an ecological site of importance for the area.

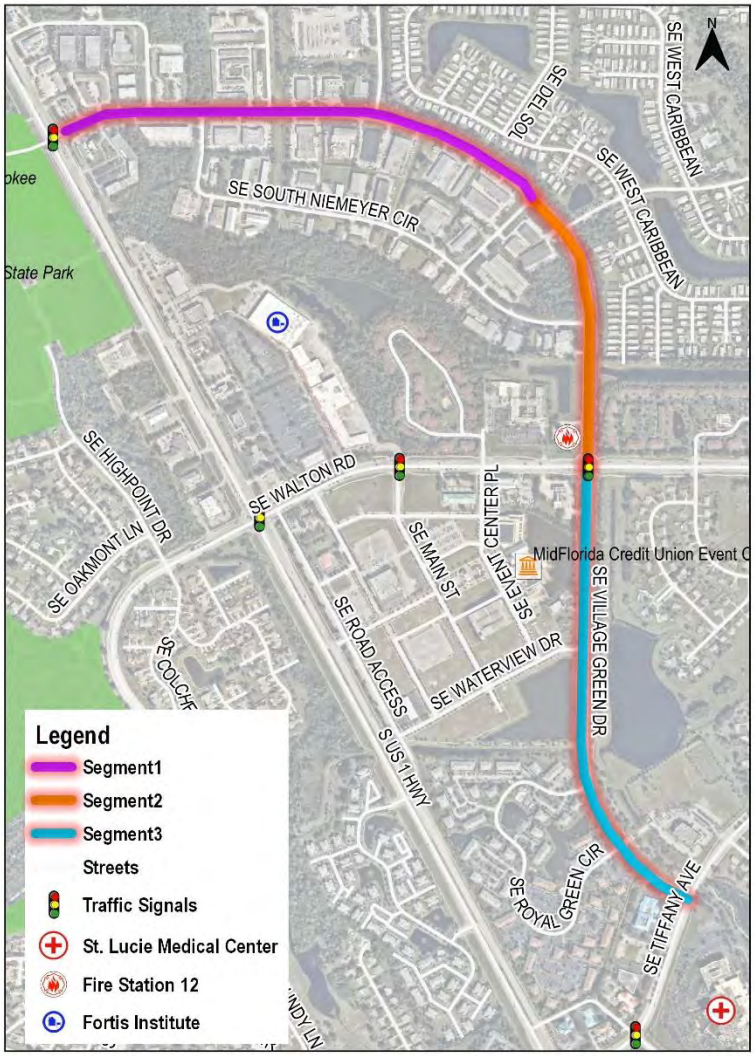


Figure 4: Corridor Map

Segment 3 – Recreational Way – is between SE Walton Road and SE Tiffany Avenue, and the location of the Event Center, Wood Stork Trail, and the entry to the St. Lucie Medical Center.

Segment 1, the Northern Gateway, begins at the terminus of the Crosstown Parkway Extension. A bridge connecting western Port St. Lucie with eastern Port St. Lucie. This first segment lies between US Highway 1 and SE Industrial Boulevard, a four-lane divided roadway with two travel lanes in each direction.

The right-of-way is approximately 100-feet. This segment is surrounded by commercial and light industrial uses, with single-family residential to the north as you approach SE Industrial Boulevard. The roadway is approximately 24 feet for each directional segment, separated by a 20-foot landscaped median. Except for the area between US Highway 1 and Huffman Road, there is no curbing or guttering. Figure 5 includes photos of existing conditions.

(From left to right: Segment 1 Village Green Drive looking west; Village Green Drive at US 1 looking east)

Figure 5: Segment 1 Photos of Existing Conditions

Drainage is characterized by ditches, culverts, and catch basins. Pavement markings consist of standard white and yellow lines throughout the corridor. At the approach to US Highway 1, there are two left-turn lanes, one right-turn lane, and two through lanes. The only sidewalks along this segment of Village Green Drive are near US Highway 1, extending up to one block, no bicycle or transit facilities are present. The posted speed limit is 30 miles per hour (mph). Due to the surrounding industrial area, there is heavier truck usage along this segment of Village Green Drive. Approximately 3% of traffic in this area is composed of truck traffic. Figure 6 illustrates the typical cross-section for this segment.

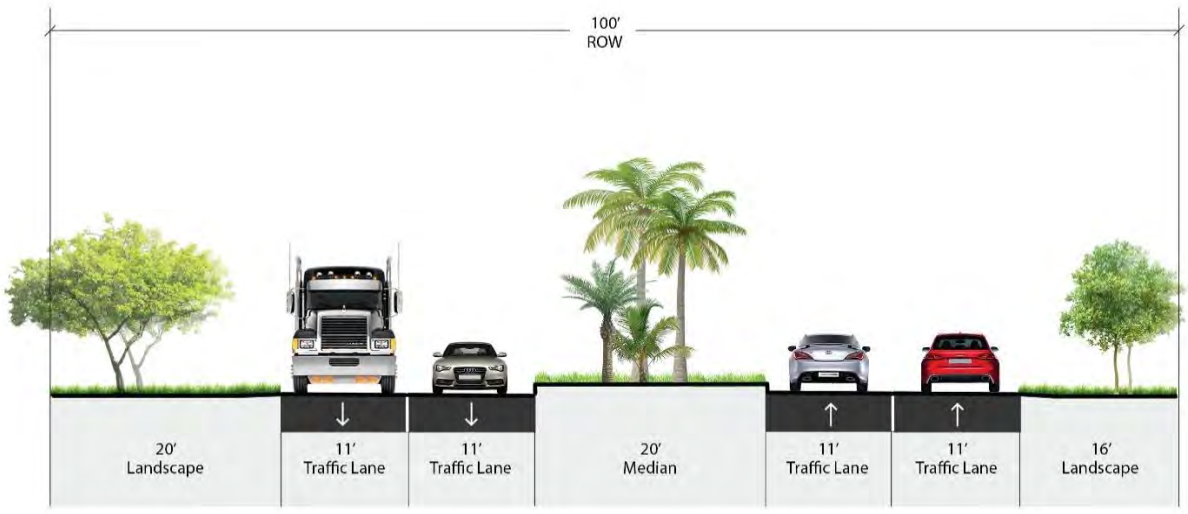


Figure 6: Segment 1 – Existing Typical Cross-Section

Segment 2, Trails Connection, is located between SE Industrial Boulevard and SE Walton Road. The area is also home to Hog Pen Slough, an environmentally sensitive area which serves to filter water prior to discharging into the St. Lucie River. A potential connection to the East Coast Greenway and Wood Stork Trail is also located in this section. Figure 7 includes photos of existing conditions.

(From left to right: Segment 2 looking North from Walton Rd.; Village Green Drive, looking North)

Figure 7: Segment 2 Photos of Existing Conditions

This segment is characterized as a four-lane divided roadway with two travel lanes in each direction and with the right-of-way approximately 150-feet. The roadway is approximately 22 feet for each directional segment, separated by a 20-foot landscaped median, surrounded by commercial, industrial, residential, and institutional uses.

There is no curbing along this segment, drainage is characterized by swales, catch basins, culverts, and a drainage crossing. Pavement markings consist of standard white and yellow lines throughout the corridor. At the approach to SE Walton Road, there is one turning lane for each of the left and right turns in addition to a through lane. There is a sidewalk connecting the Spanish Lakes Golf Village community from Camino De Entrada to SE Walton Road along the east side only, no other sidewalks exist along this segment of the corridor. There are no bicycle or transit facilities along this segment. Fire Station 12 is located near the SE Walton Road and Village Green Drive intersection at the northwest corner. The posted speed limit is 30 mph, see Figure 8 for a typical cross-section of the existing roadway for Segment 2.

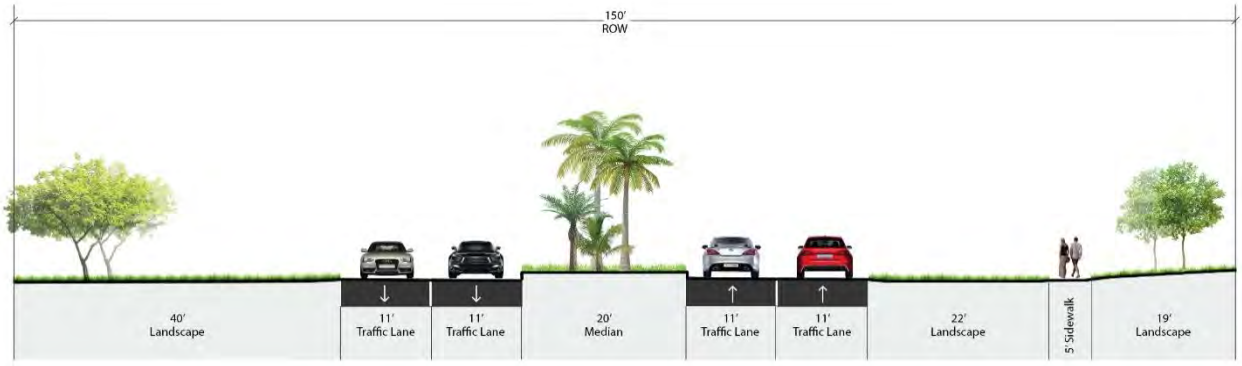


Figure 8: Segment 2 – Existing Typical Cross-Section

Segment 3, Recreational Way, includes an extension of the Wood Stork Trail, an entry to the Event Center, and is surrounded by retention ponds and wetlands. This segment lies between SE Walton Road and SE Tiffany Avenue and is characterized as a two-lane undivided rural roadway with one travel lane in each direction and with the right-of-way approximately 150-feet. Figure 9 includes photos of existing conditions.



(*From left to right: Village Green Drive looking North; Village Green Drive looking South; Wood Stork Trail)*

Figure 9: Segment 3 Photos of Existing Conditions

This segment includes commercial, mixed-use, and medium-density residential to the west, the St. Lucie Medical Center to the south, and the Wood Stork Trail and St. Lucie Medical Office Park to the east. The roadway is approximately 22-feet, there is no curbing along this segment. Drainage is characterized by swales, culverts, retention ponds, and a concrete weir.

Pavement markings consist of standard white and yellow lines. At the approach to SE Walton Road, there are two lanes, one left-turn lane and one right-turn/through lane. At the approach to SE Tiffany Avenue, there are two lanes, one left-turn lane, and an unmarked lane. The entrance of the St. Lucie Medical Center is offset by approximately 15 to 20-feet to the east from Village Green Drive. There is one existing midblock pedestrian crossing connecting the Wood Stork Trail to the Event Center in the middle of this segment.

The posted speed limit is 30 mph, there are sidewalks along most of Segment 3, with a sidewalk gap on the west side as you approach SE Tiffany Avenue, see Figure 10 for the existing typical cross-section for this segment. Route 4, of the Port St. Lucie Trolley, services two bus stops located in this segment.

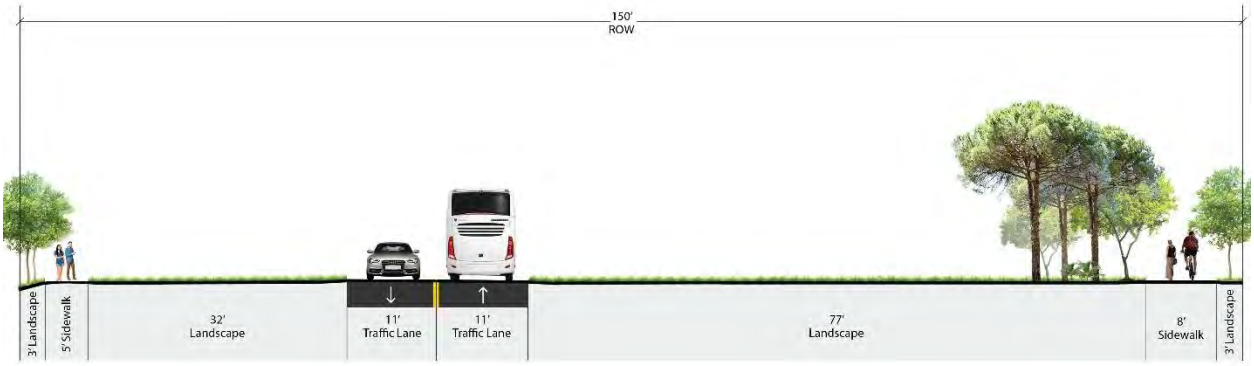


Figure 10: Segment 3 – Existing Typical Cross-Section

Built Environment

Village Green Drive is characterized as a local collector street in eastern Port St. Lucie adjacent to commercial, industrial, institutional, and residential uses. Village Green Drive connects to US Highway 1, SE Walton Road, and SE Tiffany Avenue. Segment 1 of Village Green Drive is surrounded by industrial and commercial uses. Typical of suburban development, buildings are setback from the roadway with parking fronting the roadway. Access to these establishments is auto-centric with no pedestrian connections to the streets. Lack of sidewalks makes traveling without a vehicle in this area difficult and dangerous. The existing built environment is separated by various drainage swales as none of the existing establishments are connected via a perimeter road or cross access easements. The south side of Segment 1 has 11 driveway cuts, the north side has 8.

Segment 2 of Village Green Drive is surrounded by industrial, institutional, and residential uses. This segment includes the entrance to Spanish Lakes Golf Village, a 55+ community of over 750 residents on 190 +/- acres. Again, industrial uses are setback from the roadway with parking fronting the streets. This segment includes some vacant parcels. At the approach to SE Walton Road are the location of St. Lucie County's Fire Station 12 to the west and the perimeter of Harbour Palms Apartments, a multi-building

rental community, to the east. Segment 2 also includes the H-12 canal which connects to Hog Pen Slough, an environmentally important wetland which filters water into the St. Lucie River. The west side of Segment 2 includes 5 driveway cuts, the east side include the community entrance to Spanish Lakes.

Segment 3 of Village Green Drive includes a gas station, the MidFlorida Credit Union Event Center (located in City Center), and the entrances to Midport Place Condominiums 1 & 2 to the west, retention ponds with single-family residential, and the entrance to a St. Lucie Medical Office Park to the east. The entrance to the St. Lucie Medical Center is south of Village of Green Drive at SE Tiffany Avenue. The St. Lucie Medical Center is a 229-bed acute medical care facility, servicing the area. The west side of Segment 3 includes 3 driveway cuts. The east side of Segment 3 includes the Medical Office Park entrance, the Wood Stork Trail, and a large swale area. There is also a mid-block crosswalk in this segment.

Figure 11 includes future land use and zoning maps of the study area. Table 1, on the following page, provides the details of land use and zoning for the three segments.

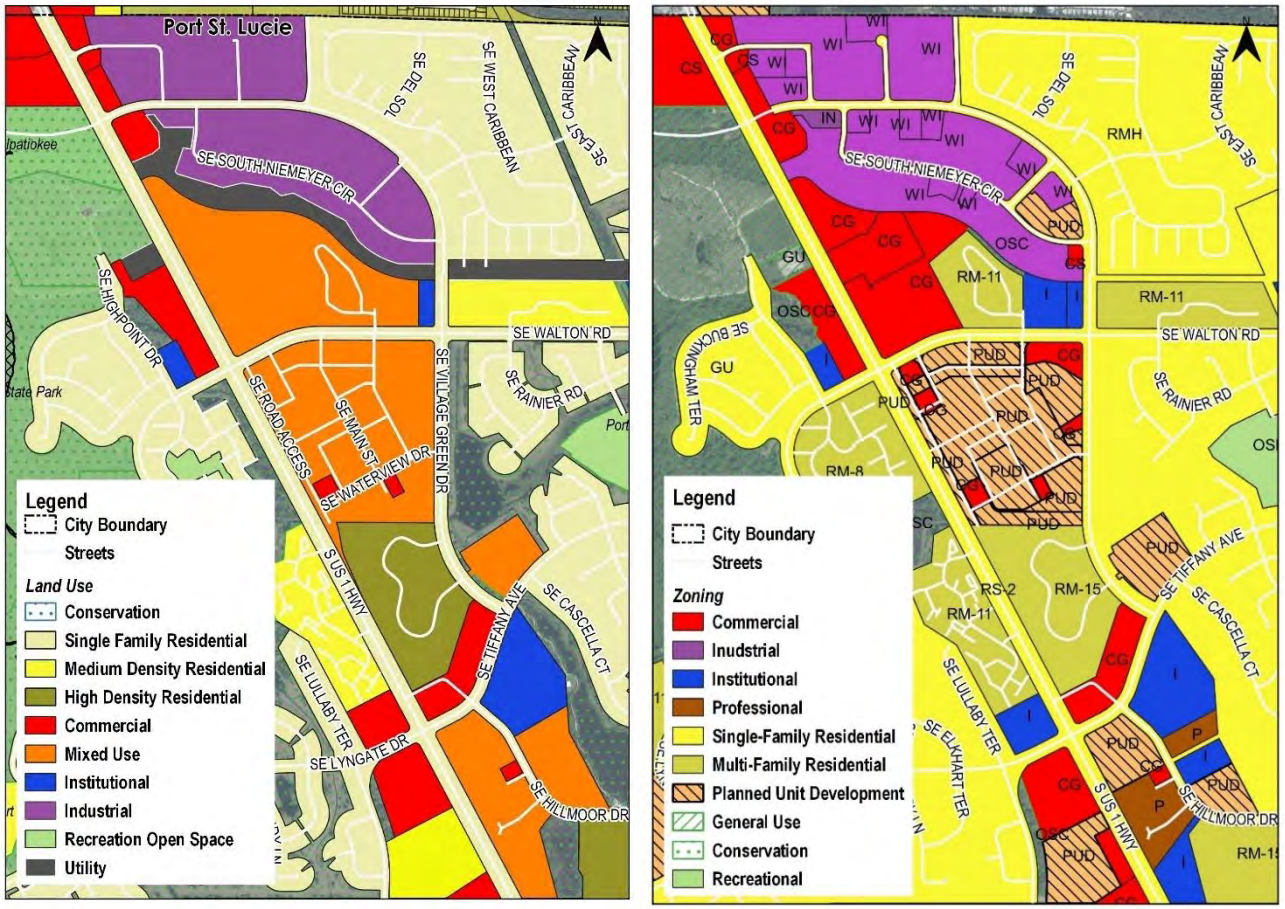


Figure 11: Land Use and Zoning Maps

Table 1: Land Use & Zoning

	LAND USE	ZONING
Segment 1		
North	Commercial General (CG), Light Industrial (LI), Commercial Service (CS)	Commercial General (CG), Warehouse Industrial (WI)
South	Commercial General (CG), Light Industrial (LI), Utility (U)	Commercial General (CG), Warehouse Industrial (WI), Industrial (IN)
East	Low Density Residential (RL)	Mobile Home Residential (RMH)
West	Light Industrial (LI), Commercial Service (CS)	Warehouse Industrial (WI)
Segment 2		
North	Low Density Residential (RL)	Mobile Home Residential (RMH)
South	Conservation Open Space (OSC), Commercial General (CG), High Density Residential (RH), Institutional (I)	Commercial General (CG), Residential Single-Family-2 (RS-2)
East	Low Density Residential (RL), Utility (U), Medium Density Residential (RM)	Mobile Home Residential (RMH), Residential Single-Family-2 (RS-2), Residential Multiple-Family-11 (RM-11)
West	Low Density Residential (RL), Utility (U), Institutional (I)	Warehouse Industrial (WI), Planned Unit Development (PUD), Commercial Service (CS), Institutional (I)
Segment 3		
North	Institutional (I), Medium Density Residential (RM)	Institutional (I), Residential Multiple-Family-11 (RM-11)
South	Institutional (I), Open Space Conservation (OSC)	Institutional (I), Residential Single-Family-2 (RS-2)
East	Open Space Conservation (OSC), Residential-Office-Institutional (ROI), Low Density Residential (RL)	Residential Single-Family-2 (RS-2), Planned Unit Development (PUD)
West	Commercial General (CG), High Density Residential (RH), Institutional (I)	Commercial General (CG), Planned Unit Development (PUD), Residential Multiple-Family-15 (RM-15)

Community Redevelopment Area

A Community Redevelopment Area (CRA) is an area or district created by a city or county to implement redevelopment activities outlined under Chapter 163, Part III, Florida Statutes. In 2001, the City of Port St. Lucie created the CRA and formally adopted a community redevelopment plan for the purpose of redevelopment in eastern Port St. Lucie. The redevelopment strategy is to create a central business district or commercial town center along US Highway 1 and a series of mixed-use pedestrian and transit-friendly districts. Figure 12 is a map of the CRA in eastern Port St. Lucie.

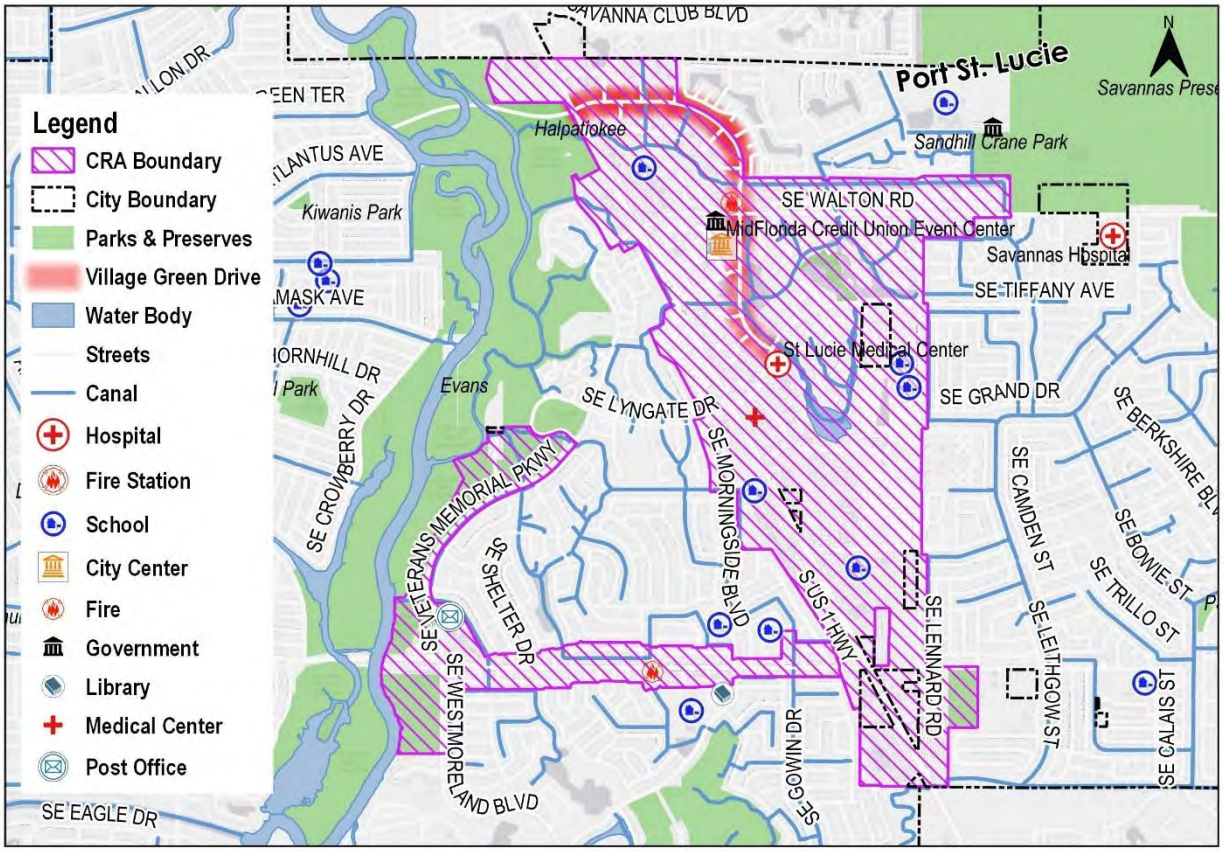


Figure 12: Community Redevelopment Boundary Map

Our study area, Village Green Drive, lies within the US Highway 1 corridor CRA, as outlined in the map above. To the west of our study corridor is the City's planned City Center, a 46-acre mixed-use redevelopment project to create a vibrant, walkable, town center of retail, restaurant, and residential uses. Today the majority of City Center is vacant (+/-30-acres), but the City is currently in the process of developing an updated vision for City Center.

City Center is anchored by the MidFlorida Credit Union Event Center, a 100,000 square foot versatile meeting, convention, and event center, see the photo in Figure 13. The MidFlorida Credit Union Event Center (or Event Center) features 20,000 square feet of meeting space, a fitness center, art gallery, outdoor stage, interactive fountain, an 800-space public parking garage, and an open space network that includes pedestrian and bicycle-friendly trail system.

Figure 13: Photo of the MidFlorida Credit Union Event Center

City Center also currently features a retail outlet store, vehicle repair shop, community garden, medical office, and St. Lucie County Annex Center.

The *Village Green Drive Master Plan* is also part of the City's effort in redeveloping and revitalizing the area, priming eastern Port St. Lucie for investment, economic development, and growth.

Transit

The study area is serviced by the Treasure Coast Connector (TCC) routes 1 and 4. Operating hours for TCC routes are between 6 am and 8 pm Monday through Friday and Saturdays from 8 am to 11 am and 1 pm to 4 pm. Figure 14 is a map of transit service and transit facilities in the study area.

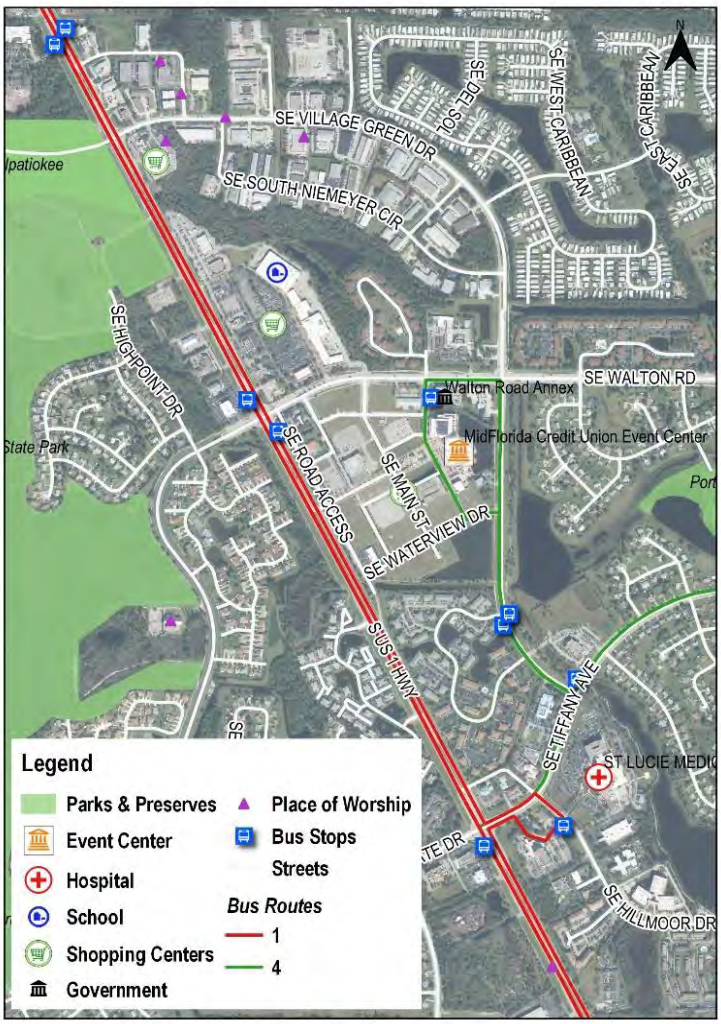


Figure 14: Area Transit Map

Route 1 services US Highway 1 connecting the Fort Pierce Intermodal Facility to the north down to the Treasure Coast Mall in Jensen Beach to the south, operating every 30 minutes.

Route 1 services four bus stops within proximity to the study area. Two stops are located near the intersection of US Highway 1 and SE Walton Road. One bus stop is located near the intersection of US Highway 1 and SE Lyngate Drive/SE Tiffany Avenue. One bus stop at the St. Lucie Medical Center on SE Hillmoor Drive. The bus stops located on US Highway 1 and SE Walton Road include only signage, while the two other bus stops located near SE Tiffany Avenue are fully equipped with basic transit amenities. Basic transit amenities typically include a concrete pad, shelter, seating, trash receptacle, signage, and a bicycle rack.

Route 4, also known as the Port St. Lucie Downtown Trolley, connects the Port St. Lucie Intermodal Center to the west, then east to City Center, located in the study area, operating every 60 minutes.

Route 4 services four bus stops within the study area. Two stops are located at the Midport Place Condominium entrance on the Village Green Drive corridor. One bus stop at the County Annex Building, and one bus stop at the northeast corner of Village Green Drive and SE Tiffany Avenue. Route 4 connects the study area to commercial, office, and medical uses, Port St. Lucie's Community Center, City Fountain

Center, Town Center, and Port St. Lucie's Intermodal Center. See Figure 15[2], for a detailed map of the Trolley route.

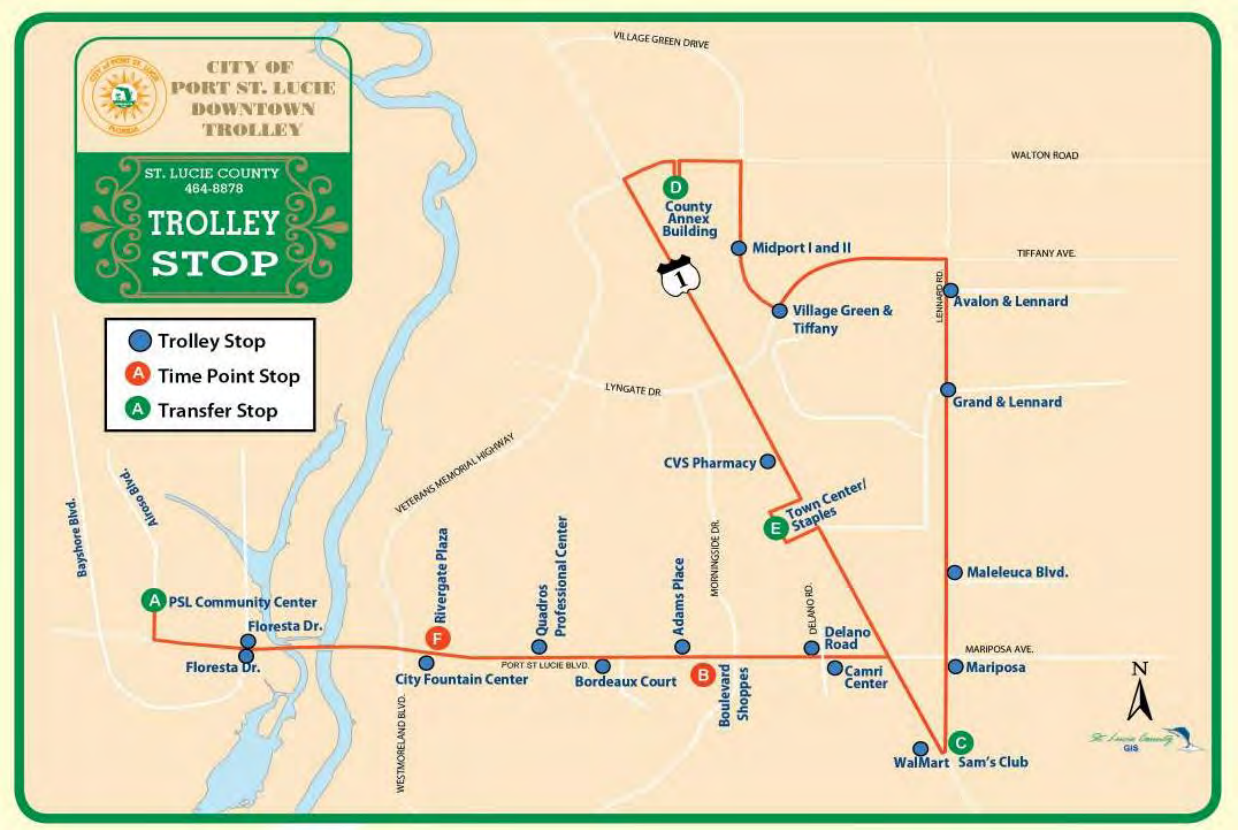


Figure 15: Route 4 Map

Existing bus stops in the study area are not equipped with basic transit amenities. There are two stops located at the Midport Condominiums resident entrance at SE Royal Green Circle, a northbound and southbound stop. The northbound stop includes a bench, signage, and two newspaper stands, see Figure 16. The southbound stop includes a bench. Additionally, the stops are not ADA compliant lacking landing pads, sidewalk access, and curb heights that allow for buses to load passengers in wheelchairs.

Figure 16: Photo of the Northbound Bus Stop on Village Green Drive

The stop located at the northeast corner of SE Tiffany Avenue and Village Green Drive includes signage and sidewalk access,

[2] Treasure Coast Connector Plus Public Transit Rider's Guide, City of Port St Lucie, at http://www.cityoffortpierce.com/DocumentCenter/View/1157/Bus-Riders-Guide?bidId=

no other amenities are present. The stop located at the County Annex Center includes signage, seating, a bus bay, public art, and sidewalk access.

Transit riders can transfer between routes 1 and 4 at the CVS Pharmacy bus stop located on the southwest corner of US Highway 1 and SE Lyngate Drive/SE Tiffany Avenue. This bus stop is fully furnished, providing basic transit amenities, which include covered bus shelters, benches, bike racks, trash bins, bus stop signs, and transit information.

Non-Motorized Network

The overall condition of the non-motorized network along the Village Green Drive corridor is fair. Dedicated bike lanes and shared-use pathways are available in the surrounding area. The existing trail system, available rights-of-way, properties surrounding the event center, and the nearby lakes provide opportunities for further non-motorized improvements. Segment 3 is more walkable and bikeable than Segments 1 and 2 due to the availability of the sidewalk and shared-use paths. It is important to note that there is a missing sidewalk on the west side of Segment 3.

Village Green Drive does not have dedicated bicycle facilities. The Wood Stork Trail on the east side of the corridor in Segment 3 is considered a trail which allows cyclists and pedestrians to utilize. Additionally, there are dedicated bike lanes on SE Walton Road, US Highway 1, and the Crosstown Parkway Extension. Figure 17 provides a map of the non-motorized network surrounding the study area.

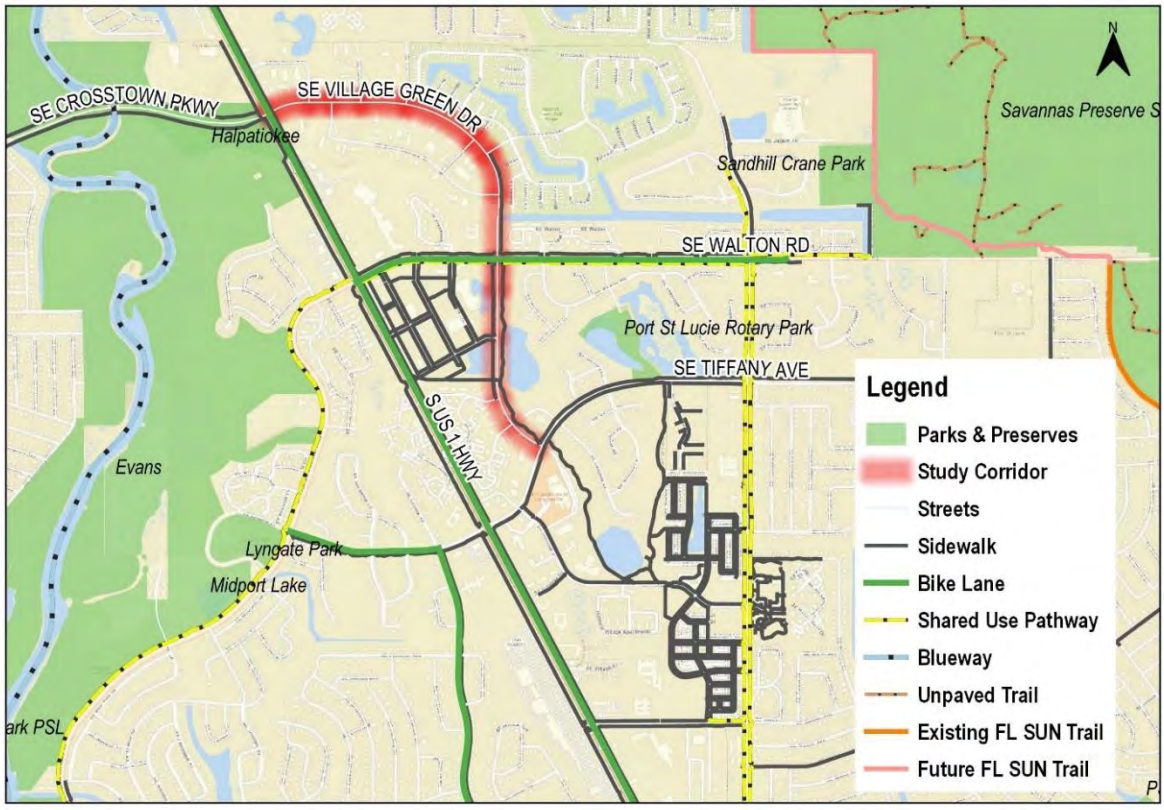


Figure 17: Non-Motorized Network

Of the three primary intersections along Village Green Drive, two are signalized at US Highway 1 and SE Walton Road, SE Tiffany Avenue has a north/south controlled stop. None of the existing intersections provide facilities or signage alerting motorists of cyclists crossing these intersections.

Pedestrian Facilities

Village Green Drive has a walk score of 38 out of 100, which means it is a car-dependent area[3]. Segments 1 and 2 of Village Green Drive, between US Highway 1 and SE Walton Road have few pedestrian facilities, see Figure 18.

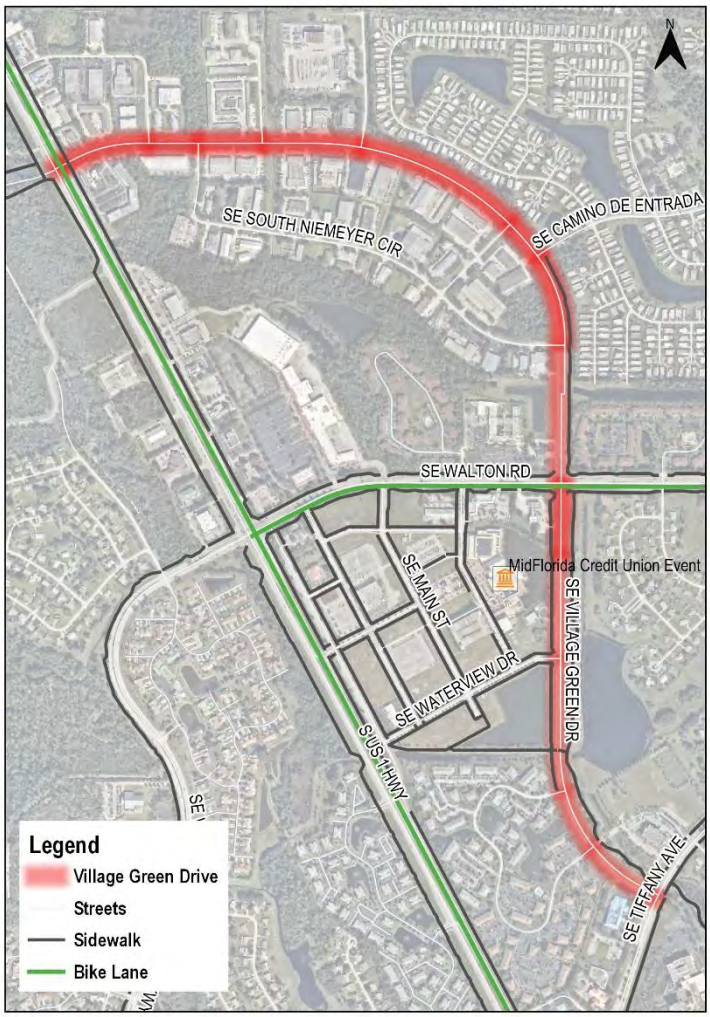


Figure 18: Village Green Drive Bike & Pedestrian Map

Segment 1 includes a 6-foot concrete sidewalk on the north side spanning approximately 550 feet to Huffman Road, and a 6-foot concrete sidewalk on the south side spanning approximately 250 feet to the driveway entrance of a gas station. Both sidewalks on Village Green Drive are set adjacent to the roadway and are in good condition. No other sidewalks are present in this segment.

Segment 2 includes a 5-foot concrete sidewalk along the eastern portion of the corridor between Camino De Entrada and SE Walton Road. The sidewalk is setback 20 to 30 feet from the roadway and is in fair condition with some cracks. No other sidewalks are present throughout the rest of Segment 2. Businesses along Segment 1 and 2 have no pedestrian connections from the parking areas or street, forcing patrons to drive to and from this area. Pedestrians have been observed walking in the right-of-way traveling through Segments 1 and 2 of Village Green Drive. Pedestrians have also been observed walking on the road of SE South Niemeyer Circle, which also does not include sidewalks.

Segment 3 of Village Green Drive, between SE Walton Road and SE Tiffany Avenue, has pedestrian facilities throughout most of this section. To the west side of the roadway, there is a 5-foot concrete sidewalk between SE Walton Road and SE Royal Green Circle, which is setback +/- 30 feet from the roadway. The

[3] https://www.walkscore.com/score/village-green-drive-and-walton-rd-port-st-lucie-fl

sidewalk is in fair condition with some cracks and uplifting near trees, most of this sidewalk is unshaded. There are sidewalks from Village Green Drive connecting into City Center, which includes an extensive network of sidewalks. Sidewalk connections are missing from Village Green Drive into the Midport Place Condominium residence which includes a disconnected sidewalk network within the community. South of SE Royal Green Circle to SE Tiffany Avenue, there is a missing sidewalk link, and pedestrians have been observed walking in the swale area. The east side of Segment 3 has a 5 to 8-foot meandering asphalt and concrete pathway from SE Walton Road to SE Tiffany Avenue, this pathway is part of the Wood Stork Trail, and it is mainly asphalt. The pathway is setback +/- 80 feet from the roadway, and the asphalt portions of the pathway are in poor condition as they are beginning to show signs of cracking and raveling. The trail connects to the medical offices to the east and is well shaded with trees meandering along the path.

Midway between Segment 3 is a midblock crossing with a faded high emphasis crosswalk and pedestrian signage at street level connecting the Wood Stork Trail from the east side of Village Green Drive into City Center, see Figure 19. This portion of the trail connects to the sidewalks along US Highway 1. The Wood Stork Trail includes some street furniture which is composed of one bench, one picnic table, a trail information board, and four trash cans.

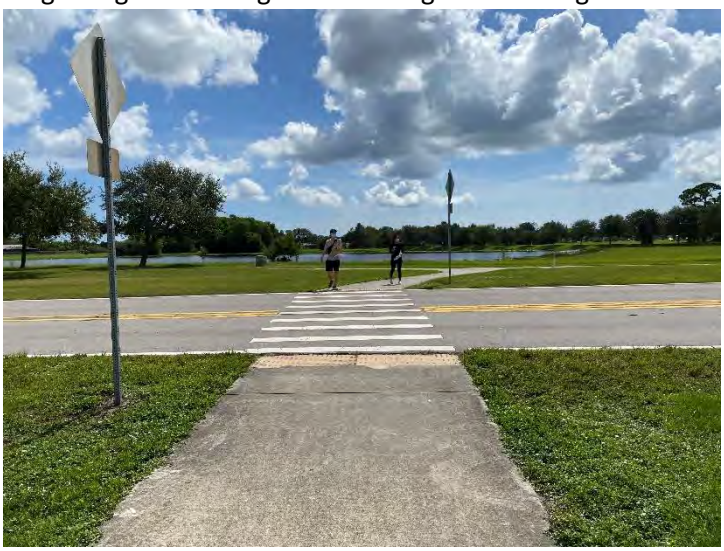


Figure 19: Photo of Segment 3 Mid-block Crossing

Bicycle Facilities

Village Green Drive has a bike score of 65 out of 100. Though Village Green Drive does not have any dedicated bicycle facilities along the corridor, there are bicycle facilities nearby, including a Bikeshare station at the Event Center. Figure 18 on the previous page provides a map of the existing bicycle lanes within the study area.

SE Walton Road from US Highway 1 to SE Lennard Road has dedicated bike lanes adjacent to the vehicle travel lane, approximately 3-feet in width. There is also a 10 to 12-foot shared-use pathway on the south side of SE Walton Road ending +/-750-feet east of SE Lennard Road. The St. Lucie MPO has plans to extend the shared use pathway to connect to the future Florida SUN Trail to be discussed in the next section.

The US Highway 1 corridor includes dedicated bicycle lanes north and south of the study area, approximately 3-feet in width. The newly constructed Crosstown Parkway Extension also includes dedicated bicycle lanes, concrete sidewalks protected by a concrete barrier along the bridge, and pedestrian lighting. Public art and a lookout deck have also been incorporated into the Crosstown Parkway Extension.

The Wood Stork Trail surrounds Hillmoor Lake to the south of Village Green Drive, east of the St. Lucie Medical Center, and is a shared-use concrete pathway allowing bicyclists and pedestrians to utilize this facility. The trail along Hillmoor Lake is approximately 1-mile.

Intersections

The signalized intersection at US Highway 1 and Village Green Drive includes standard high emphasis crosswalks, pedestrian signals, pedestrian refuge islands, signage, and is ADA compliant. Bicycle lanes are present along US Highway 1 and the Crosstown Parkway Extension, but there are no marked facilities for bicyclists crossing this intersection.

The signalized intersection at SE Walton Road and Village Green Drive has wide turning radii, high emphasis crossings, pedestrian signals, but it is not ADA compliant as some of the pushbuttons are setback more than 10-feet from the curb. The crosswalk markings at SE Walton Road are faded, and signal timing for pedestrians may not allot enough time for crossing. Bike lanes are present along SE Walton Road, but there are no marked facilities or signage alerting motorists of bicyclists crossing this intersection.

SE Tiffany Avenue is an unsignalized intersection with a controlled stop for northbound and southbound traffic. SE Tiffany Avenue lacks a sidewalk on the north side, west of Village Green Drive. Crosswalks are also missing, but there is a midblock crossing with signage and a pedestrian refuge island located east of Village Green Drive, near SE Cascella Court, approximately 500-feet from the intersection. SE Tiffany Avenue does have a concrete sidewalk on the south side of the roadway connecting to US Highway 1.

The Waterview Drive entrance and Medical Office Park entrance in Segment 3 along Village Green Drive is marked with pavers and includes a standard crosswalk, but all other intersections and driveways along the corridor lack a crosswalk or specialty pavement to alert motorists of pedestrians.

Trails

Village Green Drive between SE Walton Road and SE Tiffany Avenue includes a portion of the Wood Stork Trail. The Wood Stork Trail is a +/- 1.8-mile pathway for both walking and biking through 56 acres of natural lands and 6.8 acres of stormwater treatment areas, including the Event Center. The trail has two observation/fishing decks overlooking Hillmoor Lake, just south of the study area. Other nearby trails include +/- 13 miles of public trails from Jensen Beach Boulevard to Easy Street located within Savannas Preserve State Park, to the east.

The East Coast Greenway is a 3,000-mile trail system located along the eastern coast of the United States spanning from Key West to Maine. An important segment of the trail is in St. Lucie County. In 2015, the Florida Department of Transportation (FDOT) created the SUN (Shared-Use Non-motorized) Trail program to fund a regional network of trails throughout Florida, and the East Coast Greenway is on the SUN Trail network, Figure 17 on page 14 includes portions of the SUN Trail network.

With access to FDOT SUN Trail funds, the East Coast Greenway is currently in design for an updated alignment along the west side of Savannas Preserve State Park. The original East Coast Greenway alignment had the trail on US Highway 1 in the Village Green Drive corridor area, but this alignment has since moved closer to Savannas Preserve State Park. With the new alignment, SE Walton Road is a key east/west access point to the trail. From SE Walton Road, the trail can be traversed on the existing path along SE Green River Parkway to the south, and in the future, along the Savannas Preserve State Park segment to the north. Construction funding is currently planned in the FDOT Work Program for Fiscal Year 2021 for the SUN Trail segment in Savannas Preserve State Park.

Utilities

There are several utilities within the study area, including energy power stations, energy transmission lines, street lighting, drainage infrastructure, and communication towers. Most of these utilities are found in the right-of-way, see Figure 20 for a map of utilities within the study area.

There are two FPL power stations located in the vicinity of Village Green Drive. One is adjacent to the Savannas Preserve State Park - Evans Creek Canoe/Kayak Launch, along US Highway 1, between SE Walton Road and the Crosstown Parkway Extension/Village Green Drive. The other is located on the north side of Village Green Drive off SE Brandon Circle.

Primary energy transmission lines are located along US Highway 1, north and south of our study area. Transmission lines can also be found in all three segments of Village Green Drive (not mapped).

Segment 1 includes transmission lines along the north side of Village Green Drive between Huffman Road and SE Industrial Boulevard.

Segment 2 includes transmission lines on the east side of Village Green Drive between SE Industrial Boulevard and SE South Niemeyer Circle and on both sides of Village Green Drive between SE South Niemeyer Circle and SE Walton Road. Power lines cross over Village Green Drive at SE Industrial Boulevard and SE South Niemeyer Circle, providing power to the industrial area.

Segment 3 includes transmission lines on the east side of Village Green Drive crossing over midway to the west side of Village Green Drive to SE Tiffany Avenue.

Roadway lighting can be found along all three segments of Village Green Drive attached to existing FPL poles and also along SE Walton Road. Lighting was recently added to Segment 3 and therefore not currently mapped - there are no pedestrian light poles in the area.

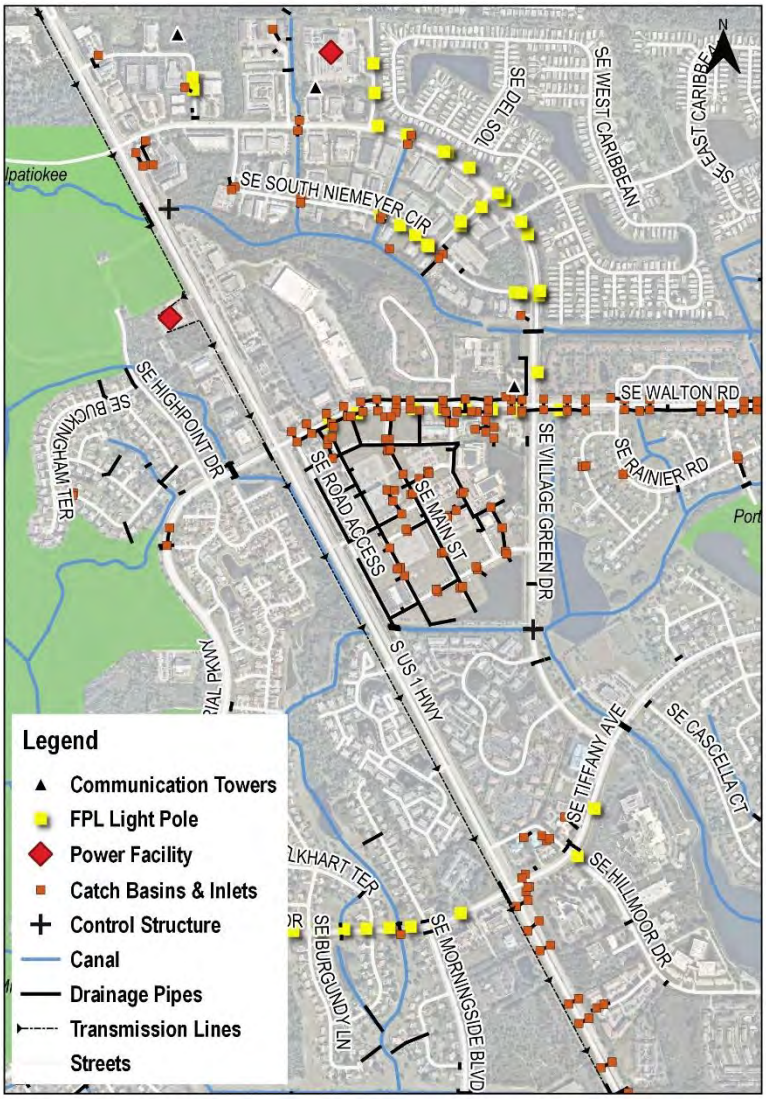


Figure 20: Utilities Map

Underground drain pipes can only be found on the City Center property, all other areas rely on drainage culverts, swales, ditches, and retention ponds. Water flows into the swale areas adjacent to the roadway. Overflow has been designed to flow into the nearby canals or water retention areas, including Hog Pen Slough.

Lastly, there are three communication towers: one at the intersection of Village Green Drive and SE Walton Road, another near the intersection of Village Green Drive and Holbrook Circle, and the third one near Huffman Road, north of Village Green Drive.

Environmental

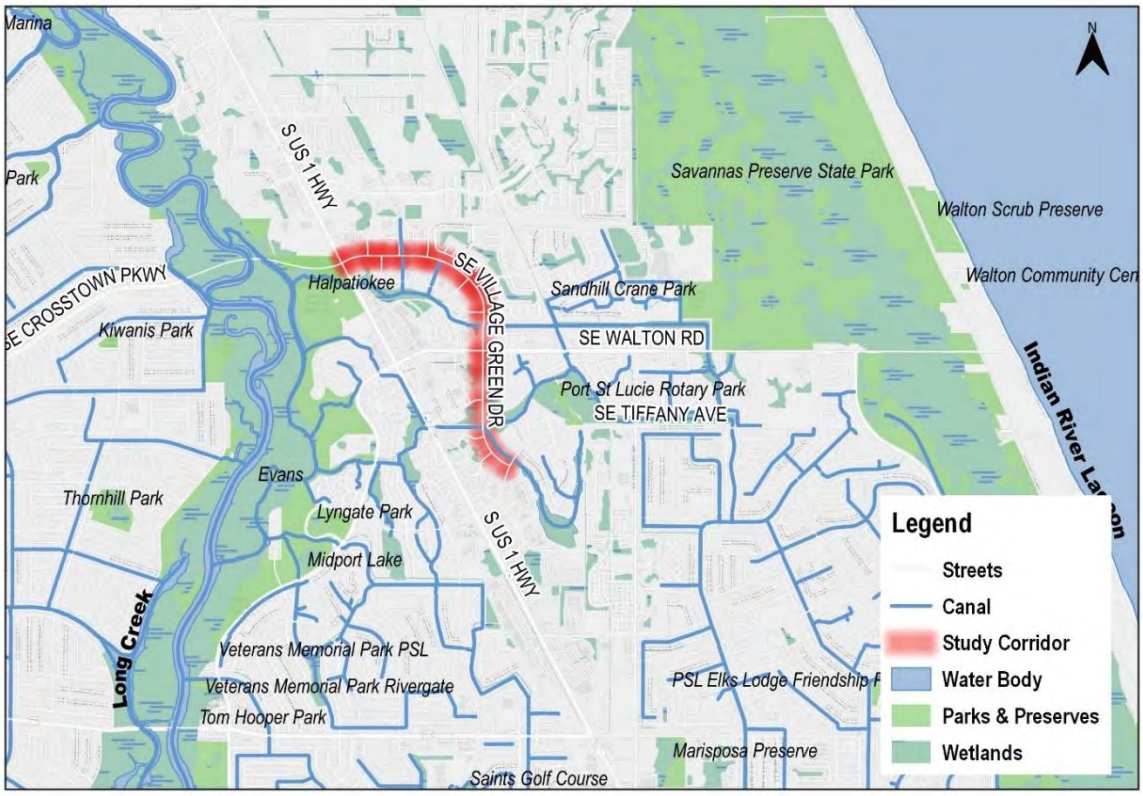


Figure 21: Environmental Resource Map

Figure 21 is a map of the environmental resources within the surrounding area in eastern Port St. Lucie. Village Green Drive is in eastern Port St. Lucie, surrounded by wetlands, preserves, and natural areas, between the North Fork of the St. Lucie River and the Indian River Lagoon, see Figure 22 for photos. The Indian River Lagoon is a grouping of three lagoons: the Mosquito Lagoon, the Banana River, and the Indian River, on the Atlantic Coast of Florida; one of the most biodiverse estuaries in the Northern Hemisphere and is home to more than 4,300 species of plants and animals.[4]

[4] Harbor Branch Oceanographic Institution (2018). "Indian River Lagoon - Facts and Figures" (PDF). Fort Pierce, Florida: Florida Atlantic University. p. 1. Retrieved 29 September 2018.

The North Fork, St. Lucie Aquatic Preserve, is approximately 16-miles in length and is located west of US Highway 1. The aquatic preserve is a freshwater system upstream and a brackish system near the St. Lucie Estuary. The river is home to a variety of federal and state-protected species such as American alligators, manatees, nesting wood storks, little blue herons, and opossum pipefishes. Rare tropical peripheral fish species are also found in the upper reach of the North Fork and are especially important habitats for the juvenile phases of commercially important species. The Savannas Preserve State Park Evans Creek, west of US Highway 1, includes a canoe launch and Halpatiokee Nature Trail, located off US Highway 1, south of Village Green Drive/Crosstown Parkway Extension, connecting to the aquatic preserve.

Figure 22: Photos of Parks, Preserves and Natural Areas

(Photos from top left to bottom right: Savannas Preserve State Park, St. Lucie River, Halpatiokee Nature Trail, Wood Stork Trail, Retention Pond, Hog Pen Slough (Source: Florida State Parks, City of Port St. Lucie, Harbor Branch Oceanographic Institute Foundation, Florida Hikes and Marlin Engineering, Inc.)

Savannas Preserve State Park, a 7,000-acre preserve east of Village Green Drive, and along much of the Atlantic Coast between Fort Pierce and Jensen Beach, is located +/- 2-miles east of the study area. The park also includes a segment located along the St. Lucie River, west of US Highway 1. The park's primary entrance is located off SE Walton Road. The park preserves and protects environmentally unique lands associated with the North Fork of the St. Lucie River, freshwater basin marsh, and sand pine scrub ridge characteristic of the southeast Florida Coast.

Savannas Preserve State Park is the largest and most intact remnant of Florida's east coast savannas. The park is made up of pine flatwoods, basin marsh, scrubby flatwoods, wet prairie, and the Atlantic scrub ridge. Savannas Preserve State Park is southeast Florida's largest freshwater marsh. The park is home to many species, including the threatened Florida scrub-jay and gopher tortoise, the American alligator, and the sandhill crane. The park is also home to a rare plant that only grows in the park, the savannas mint, and contains almost all the remaining populations of the prickly-apple, and endangered cactus species. The park has an education center with live exhibits, a gift shop, a self-guided tour as well as guided tours, camping, and canoe/kayak trips.

Savannas Preserve State Park, the North Fork St. Lucie Aquatic Preserve, and the Indian River Lagoon provide a quiet and scenic retreat from the urban sprawl of Fort Pierce, Port St. Lucie, and Stuart.

Village Green Drive also includes Hog Pen Slough, a forested shrub wetland, and a freshwater canal connecting Hog Pen Slough and Savannas Preserve State Park, along with ponds connecting wetlands and parks.

Hog Pen Slough

Hog Pen Slough is located south of Segment 1 and west of Segment 2 between Village Green Drive and US Highway 1, buffering the industrial area to the shopping centers and Harbour Pines Apartments.

Hog Pen Slough is a small tributary located in Evans Creek, a 2.5-mile-long north-south tributary of the St. Lucie River. Prior to the construction of the Crosstown Parkway Extension, the slough was documented as a spawning habitat for snooks. Water from Hog Pen Slough drains to Evans Creek, located west of US Highway 1, through a stop control structure located on the east side of US Highway 1, see Figure 23. A slough is considered a hydric hammock, an evergreen hardwood and/or palm forest with a variable understory typically dominated by palms and ferns occurring on moist soils[5].

Figure 23: Hog Pen Slough

Hog Pen Slough includes an array of native tree species such as Red Maple, Sabal Palm, Slash Pine, Pond Apple, Saw Palmetto, Leather Fern, Oaks, Wax Myrtle, Bald Cypress, and Coast Plain Willow. The slough is also home to several invasive species, including Eucalyptus, Brazilian Pepper, and Old-World Climbing Fern. Removing these invasive plant species is an important effort to be undertaken to protect the effectiveness of the slough and conserve the natural ecosystem for various animals that live and rely on the slough. Preserving and protecting Hog Pen Slough is an important component of the study as data[6] shows wastewater from nearby communities and stormwater runoff affecting the water quality of the St. Lucie River.

[5] Fnai.org

[6] Microbial Source Tracking of Bacterial Pollution in the North Fork of the St. Lucie River (2018)

Landscaping

Landscaping throughout the corridor consists of various native trees, sodded swales, and water features, with the presence of some invasive species. Segments 1 and 2 consist of Live Oaks, Laurel Oaks, Slash Pines, and Sabal Palms. Trees are planted sporadically throughout the industrial and commercial areas, typically buffering one another with no consistency. The landscape medians include Sabal Palms, Pygmy Date Palms, and Fakahatchee Grass. There are several medians with only sod, the right-of-way also includes only sod. Community buffers along these segments include a mix of native and ornamental vegetation, some invasive species of which include Brazilian Pepper, Australian Pine, and Carrotwood. The landscape architect noted that the community buffers are also considered weedy.

Segment 3 of Village Green Drive consists of Live Oaks, Laurel Oaks, Slash Pines, Sabal Palms, and Red Maples. There are some invasive species of trees found along this segment, which includes Carrotwood and Brazilian Pepper. At the approach to SE Walton Road, there is a landscaped median which includes Sabal Palms, Juniper, and Mexican Petunia. The remainder of the roadway does not include a median. Retention ponds and wetlands are found to the east and west of Segment 3 of Village Green Drive and include littoral plantings such as Cypress Trees, Wax Myrtle, Red Maple, Fakahatchee Grass, Saw Palmetto, Cord Grass, Pickerel Weed, Duck Potato, and Water Lilies. Photos of landscape conditions in all three segments can be seen in Figure 24. Comments from the Landscape Architect on the project team can be found in Appendix A.

Figure 24: Photos of Landscape Conditions in Segments 1, 2, and 3

(Left to Right: Sodded Median in Segment 1, Sodded Buffer with Community Buffer in Segment 2, and Mixture of Slash Pines and Oak Trees along Wood Stork Trail in Segment 3)

Sea Level Rise

The State of Florida has been engaged in rulemaking pursuant to legislation passed in 2020 that requires projects receiving any state of Florida funding to conduct sea level impact projection (SLIP) study. The Florida Department of Environmental (DEP) is nearing completion of an implementing rule which can be found on the Florida DEP website: 62S-7 Notice of Proposed Rule (floridadep.gov).

The rule standardizes procedures for conducting SLIP studies, requires public noticing and posting on DEP's website, and requires the use of uniform sea level rise projections. DEP has developed a standardized tool for use in conducting the SLIP studies. The rule requires the use of the National Oceanic and Atmospheric Administration (NOAA) Intermediate High projection. The rule also requires an alternative path for compliance in lieu of using the DEP tool.

Figure 25 depicts the unified sea level rise projection, per the graph, NOAA's Intermediate High projection is 17 inches by 2040, 40 inches by 2060, and 92 inches by 2120.[7] Elevation data has Village Green Drive at 15-feet above sea level, additionally, the area is in Flood Zone X, meaning there is minimal risk of flooding for a 100-year or 500-year flood event. Therefore, there is minimal risk of sea level rise and flooding for the Village Green Drive corridor.

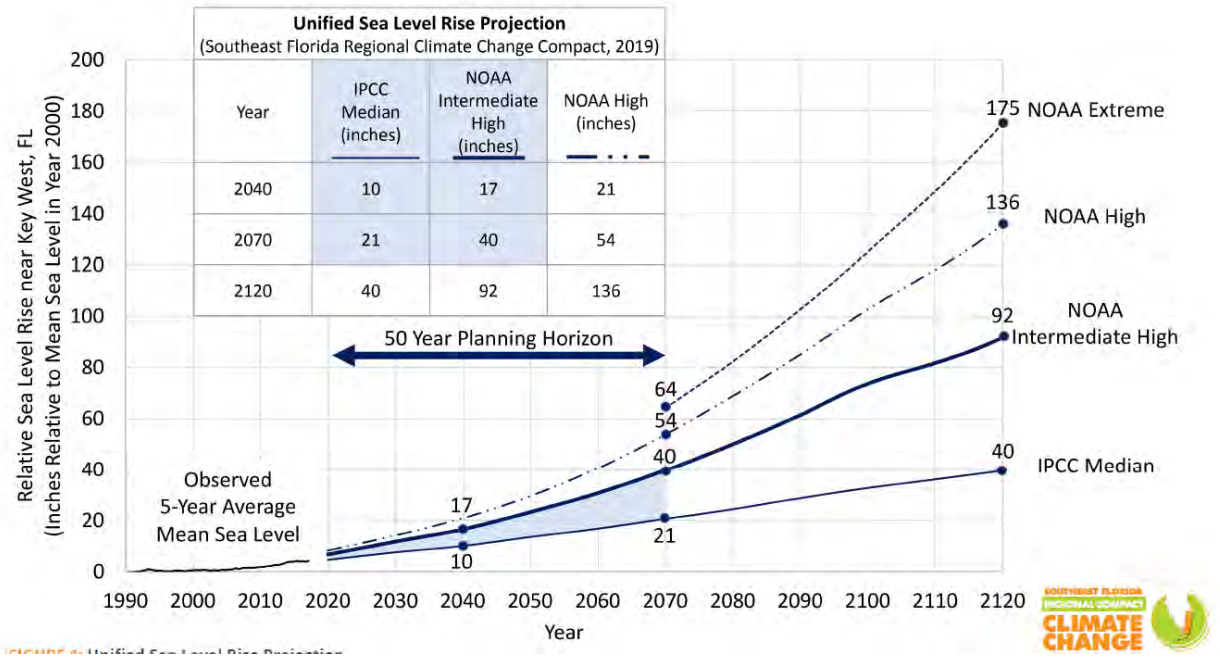


Figure 25: Unified Sea Level Rise Projection

[7] Unified Sea Level Rise Project Southeast Florida (2019)

DATA COLLECTION & ANALYSIS

An extensive data collection effort was undertaken to identify the existing traffic conditions of the Village Green Corridor. Data collection efforts included turning movement counts (TMCs), vehicle tube counters, a review of crash data over a 5-year timeframe, several site visits, a walking audit, and a review of data collected by the County and FDOT.

Motorized

Traffic Data Collection

The study performed a collection of 3-day traffic counts, 8-hour intersection turning movement counts (TMCs), and speed data. It also performed an analysis of the level of service, a 5-year crash data, and a visual qualitative corridor assessment.

Figure 26 illustrates the locations for ten 3-day hourly bi-directional counts and locations for four 8-hour intersection TMCs. Five of the directional counts were located on Village Green Drive and five were located on side streets. Copies of the data files for the 3-day traffic counts are included in Appendix B. The Village Green Drive TMCs were taken at the two signalized intersections (US Highway 1 and SE Walton Road) and two non-signalized intersections (SE Camino de Entrada and SE Tiffany Avenue). The 8-hour video TMCs provided 15-minute summaries of vehicle movements at the intersection with subtotals of trucks, buses, and pedestrians and bicycles in a crosswalk. Copies of the TMCs can be found in Appendix C.

Figure 26: Data Collection Locations

COVID Adjustment Factor

The data was examined to confirm if any adjustment factor is needed to account for any shifts in traffic. Table 2 displays the collected approach counts Annual Average Daily Traffic (AADT) by FDOT and collected approach counts Average Daily Traffic (ADT) by the City and MARLIN. All data is attached in Appendix D.

Table 2: Village Green Drive Daily Traffic Volumes

Description	Type	Year	NB	SB	Bi-directional
FDOT Counts	AADT	2019	5400	3600	9000
City Counts	ADT	April 2020	4565	3344	7909
MARLIN Counts	ADT	September 2020	5519	5792	11311
City Counts*	AADT	April 2020	5569	4079	9649
MARLIN Counts*	AADT	September 2020	6733	7066	13800
***Seasonal factor of 1.22 was applied to convert ADT to AADT**					

As shown in Table 2, the difference in traffic between the FDOT 2019 counts and our data collection efforts in the Fall of 2020 shows the southbound traffic had increased by 49% (from 3,600 vph to 7,066 vph), while the northbound traffic had increased by 19.7% (from 5,400 vph to 6,733 vph). This major increase in southbound traffic is due to new traffic from the Crosstown Parkway Extension bridge opening.

Moreover, the City of Port St. Lucie had also collected data in the Spring of 2020, as illustrated above, the numbers were similar to the 2019 FDOT counts. Note, this data was collected during the peak period of the COVID pandemic. Therefore, a COVID traffic adjustment factor is not required because it is safe to say that the traffic was normalized by the time the data was collected.

Development of Traffic Volumes

Intersection turning movement counts (TMCs) were plotted on a spreadsheet, see Appendix E in order to match with FDOT District 4 Planning's policy on seasonal adjustments, no factors were applied to the raw counts. The raw volumes were balanced for the AM and PM peak hours, and consideration was made for the roadway segments with driveways, alleyways, and parking where there was a noticeable difference in the volumes entering and exiting a segment. The balanced volumes are included in Appendix B**.** As for growth rate of the build-out year- 2026, the major traffic on Village Green Drive is due to the schools near SE Walton Road and the St. Lucie Medical Center on SE Tiffany Avenue and Village Green Drive. While there is some vacant land adjacent to the corridor, particularly in Segment 3; minimum growth is projected for the 5-year projected build-out, therefore, a nominal growth rate of 0.5% is used in the analysis.

Speed Data

Vehicle speed data was recorded between September 15, 2020 and September 17, 2020 and can be found in Appendix F. Village Green Drive has a posted speed limit of 30 mph and the average speed throughout the corridor was recorded at 36 mph. The segment of Village Green Drive between SE South Niemeyer Circle and SE Waterview Drive recorded the highest average speeds of over 40 mph. The 85th percentile speed is 40 mph for southbound vehicles on Village Green Drive, and 47 mph for northbound vehicles on Village of Green Drive from SE Walton Road to US Highway 1.

Based on the 85th percentile speed data, the design speed of Village Green Drive is 40 mph. It is important to note that there is some debate on the use of the 85th percentile speed data, a traffic engineers' traditional rule, as to whether or not this mode of setting speed limits is outdated and not meant for cities. Advocacy groups such as the Bicycle Coalition and a study published by the National Transportation Safety

Board have called for an end to the 85th percentile standard, since there is not enough evidence to support the use of the rule.[8] Instead other factors such as roadway characteristics, pace, roadside development and characteristics, pedestrian activity, and report crash history for at least 12-months should be reviewed and analyzed for appropriate speed limit setting. At this time, it is recommended to keep the speed limit at its current speed of 30 mph.

Traffic Analysis

Preliminary Segment Analysis

Evaluation of the roadway operational status relative to the roadway design is accomplished by determining the roadway's Level of Service (LOS). LOS is a nationally recognized procedure to determine how well a roadway facility is operating for vehicles. The LOS is expressed in grades A through F and is not the same as school grades, but a measurement of the capacity of a roadway, delay and the quality of operation.

Two methods are utilized in this process: a generalized roadway link LOS and a more detailed and precise intersection LOS analysis. The roadway link LOS is based on the design type of the roadway, the number of signals per mile, availability of turn lanes, and the roadway design standards utilized when the roadway was constructed. The 2012 Generalized LOS tables developed by FDOT are used for the roadway link analysis. The City's Comprehensive Plan, Policy 2.1.2.7, has identified Village Green Drive to operate at a minimum LOS "D".

The results of the 3-day traffic counts (September 15th through 17th, 2020) on Village Green Drive and the generalized LOS for daily and peak hour conditions are provided in Table 3 below. The service volume defines the upper traffic volume threshold for LOS "C" which is above the LOS "D" standard the city has adopted. The roadway segments for the first two rows align with Segment 1 with LOS "C" conditions for the daily and peak hour conditions. The roadway segment south of SE South Niemeyer Circle applies to Segment 2, also with LOS "C" conditions. LOS "C" was used as the evaluation level for the LOS analysis.

The generalized link analysis results indicate LOS "C" conditions for the daily and peak hour time periods. Note, however, the PM peak hour volume is close to the peak hour capacity. The bottom two rows represent Segment 3. This segment has much lower traffic volumes than Segments 1 and 2 and also has a lower service volume due to the 2-lane roadway design. Segment 1 has the highest traffic volumes when comparing it to the other segments of Village Green Drive.

[8] National Transportation Safety Board. 2017. *Reducing Speeding-Related Crashes Involving Passenger Vehicles*. Safety Study NTSB/SS-17/01. Washington, D.C.

Table 3: Village Green Drive Traffic Volumes and Generalized Level of Service

Existing Conditions								
Roadway	Segment	Roadway Design	Average Daily Traffic (ADT)	Maximum Service Volume (vph)	Peak Hour Volume (vph) and LOS			
					AM	LOS	PM	LOS
Village Green Drive	Between SE Huffman Rd and SE South Niemeyer Cir	4 LA (1)	12,709	1,154	1,028	C	1,154	C
	South of SE Industrial Blvd	4 LA (2)	10,883	965	874	C	965	C
	South of SE South Niemeyer Circle	4 LA (1)	11,311	1,043	901	C	1,043	C
	North of SE Walton Road	2 LA (3)	3,877	328	289	C	328	C
	South of SE Tiffany Ave	2 LA (3)	4,138	351	305	C	351	C

Note: Based on 9/15-17/20 traffic counts and Florida DOT Generalized 2012 LOS Tables; *VPH = Vehicles Per Hour
(1) Divided roadway segment with exclusive left-turn lanes at intersection.
(2) Divided roadway segment with no exclusive turn lanes at intersection.
(3) Undivided roadway segment with exclusive left-turn lanes at intersection.

Operational Analysis

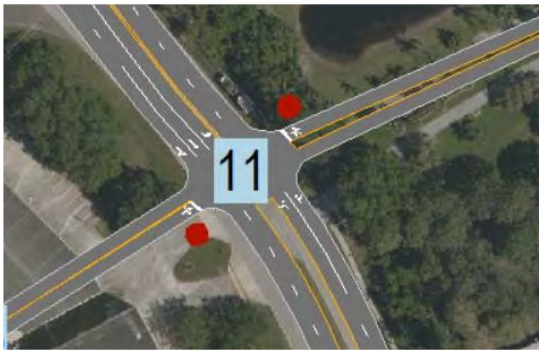
The intersection analysis process involves a detailed and sophisticated evaluation of the intersection geometry, traffic signal timing, peak hour TMC, and use of a computer software package based on the latest version of the *Highway Capacity Manual*. The Synchro 10 Software package provided the analytical assessment of the AM and PM peak hour intersection LOS. Synchro 10 considers all approaches of the intersection, utilizes the peak hour TMCs, actual signal timing, existing lane geometry, and computes the amount of delay for each approach and for the overall intersection when signalized.

LOS “D” results indicate the roadway is accommodating a higher volume of traffic than LOS “C” at a lesser quality. LOS “D” is an appropriate LOS for collector roadways.

Existing Condition (2020) Analysis

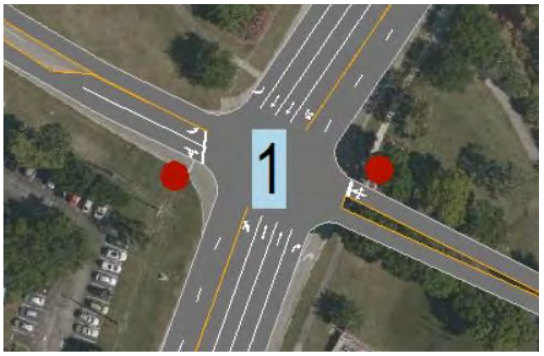
The team developed the existing model similar to the existing roadway design features of Village Green Drive. The existing conditions model is depicted in Figure 27, on the next page. Note, the white numbers are signalized intersections; the blue numbers are non-signalized intersections. The red dots in the model represent stop signs, while the green triangles are pedestrian refuge islands.

US 1 and SE Village Green Drive



Cam De Entrada and SE Village Green Drive

Walton Road and SE Village Green Drive



SE Tiffany Avenue and SE Village Green Drive

Figure 27: Synchro Existing Conditions Model

Signal operation plans were incorporated into the modeling and were obtained from the St. Lucie County Traffic Department and FDOT. Copies of the plans are provided in Appendix G. The traffic volumes utilized in the model are based on the balanced turning movement counts, provided in Appendix C.

Intersections at Village Green Drive and US Highway 1 are operating at LOS "E" in the PM peak hour while operating at acceptable LOS during AM peak hour, the westbound and northbound approaches are operating at LOS "F" during the PM peak hour at this intersection. The results of the intersection analysis are provided in Table 4 below. While the intersection at Village Green Drive and US Highway 1 expansion provides a high design type intersection, the traffic volumes for all intersection approaches are high due to the Crosstown Parkway Extension traffic growth. Furthermore, the intersection at Village Green Drive and SE Walton Road displays limitations in the southbound left-turn lane which does not have sufficient capacity for the southbound left-turn volumes. The two non-signalized intersections: Village Green Drive at SE Camino de Entrada and SE Tiffany Avenue operate at LOS "C" or better. A more detailed summary of the peak hour intersection results and copies of the Synchro analysis report files are included in Appendix H.

Table 4: Village Green Drive Peak Hour Intersection LOS - Existing (2020)

Existing Traffic Conditions (2020)						
Intersection		Approach	AM Peak Hour		PM Peak Hour	
			LOS	Approach Delay (sec/veh)	LOS	Approach Delay (sec/veh)
VILLAGE GREEN DRIVE	**Segment 1**					
	US Highway 1 (Signalized)	EB	D	54.8	E	61.6
		WB	D	41.4	F	106.4
		NB	D	53.7	F	90.3
		SB	E	58.3	D	54
		Overall	**D**	**54.3**	**E**	**77.6**
	Segment 2					
	Camino De Entrada (Un-Signalized) TWSC	EB	C	24.8	D	27.6
		WB	C	24.2	F	51.1
		NB	A	0	A	0
		SB	A	0.5	A	0.9
		Overall	**A**	**2.9**	**A**	**4.3**
	Walton Road (Signalized)	EB	C	20.9	C	22.7
		WB	B	14.3	B	16.3
		NB	D	49.4	D	44.4
		SB	D	42.1	D	44.1
		Overall	**C**	**28.3**	**C**	**27.9**
	Segment 3					
	SE Tiffany Avenue (Un-Signalized) TWSC	EB	B	14.3	B	14.6
		WB	C	19.7	C	17.1
		NB	A	3.7	A	3.8
		SB	A	0.3	A	0.1
		Overall	**A**	**5.4**	**A**	**7.2**

Note: TWSC – Two-Way Stop Controlled
Source: MARLIN Engineering, Inc.

No-Build Condition (2026) Analysis

No major improvements are being proposed for this scenario, instead, the existing traffic signals were optimized to handle the future traffic better. The existing peak hour turning movement counts were projected to 2026 using the growth rate and the projected No-Build Peak Hour Volumes are provided in Appendix H.

The results of the No-Build model analysis are provided in Table 5. Overall, three intersections will operate at acceptable LOS, except US Highway 1, which will operate at LOS “E”. The intersection of US Highway 1 is slightly worse after utilizing the projected volumes in both AM and PM Peak Hour due to the growth in traffic. However, the northbound approach was improved due to the signal optimization. The westbound approach of Camino De Entrada intersection delay has slightly increased for the No-Build scenario.

Table 5: Village Green Drive Peak Hour Intersection LOS - No-Build (2026)

No-Build Traffic Conditions (2026)						
Intersection		Approach	AM Peak Hour		PM Peak Hour	
			LOS	Approach Delay (sec/veh)	LOS	Approach Delay (sec/veh)
VILLAGE GREEN DRIVE	**Segment 1**					
	US Highway 1 (Signalized)	EB	E	58.5	E	60
		WB	D	50.6	F	108.5
		NB	D	53.4	E	72.1
		SB	E	55.1	E	76.6
		Overall	**E**	**55.2**	**E**	**76.9**
	Segment 2					
	Camino De Entrada (Un-Signalized) TWSC	EB	D	26.1	D	29.6
		WB	D	26.1	F	60.2
		NB	A	0	A	0
		SB	A	0.5	A	0.9
		Overall	**A**	**3.1**	**A**	**4.9**
	Walton Road (Signalized)	EB	C	24.6	C	25.5
		WB	B	16.0	B	17.4
		NB	D	49.9	D	48.6
		SB	D	31.3	D	35.0
		Overall	**C**	**26.4**	**C**	**27.1**
	Segment 3					
	SE Tiffany Avenue (Un-Signalized) TWSC	EB	B	14.7	C	15.1
		WB	C	20.3	C	17.7
		NB	A	3.7	A	3.8
		SB	A	0.5	A	0.1
		Overall	**A**	**6.5**	**A**	**7.4**

Note: TWSC – Two-Way Stop Controlled
Source: MARLIN Engineering, Inc.

Build Condition (2026) Analysis

The project team evaluated several alternatives to improve the LOS for the intersections on Village Green Drive. There are no major improvements proposed for Village Green Drive/Crosstown Parkway Extension and US Highway 1 since the intersection was recently improved to add additional westbound turn lanes as part of the Crosstown Parkway Extension project; there are no other potential improvements that can be recommended for the westbound approach since the turn bays have already been extended to their maximum potential. The traffic signals on Village Green Drive were optimized for the analyzed alternatives. The potential roadway and intersection improvements are provided in Table 6, the traffic volumes and generalized LOS for the existing and build conditions are provided in Table 7 on the next page.

Table 6: Proposed Build Alternatives (2026)

	Intersection	Build Alternative 1 Traffic Conditions (2026)
VILLAGE GREEN DRIVE	**Segment 1** US Highway 1	Traffic signal optimization
	Segment 2 SE Camino De Entrada	Analyze as a Multi-way stop control warrant analysis – if justified, then pedestrian crosswalks can be added to all legs of the intersection
	SE Walton Road	Traffic signal optimization
	Segment 3 SE Tiffany Avenue	Analyze as a Multi-way stop control warrant analysis – if justified, then pedestrian crosswalks can be added to all legs of the intersection.
	Intersection	**Build Alternative 2 Traffic Conditions (2026)**
	Segment 1 US Highway 1	Traffic signal optimization
	Segment 2 SE Camino De Entrada	Roundabout was shown to improve the westbound approach LOS that was failing under the Existing and Future No-Build scenarios.
	SE Walton Road	Traffic signal optimization
	Segment 3 SE Tiffany Avenue	Operationally, this intersection works well unsignalized for the Existing and Future No-Build scenarios; therefore, the proposed roundabout would only be considered as a safety improvement.

Source: MARLIN Engineering, Inc.

Table 7: Traffic Volumes and Generalized Peak Hour and Annual Average Daily Level of Service

Village Green Drive Roadway Segment	Roadway Design	ADT	LOS "C" Service Volume (vpd)*	Annual Average Daily LOS	LOS "C" Pk Hr 2-Way Service Volume (vph)**	Existing				Build			
						Peak Hour Volume (vph) and LOS				Peak Hour Volume (vph) and LOS			
						AM	LOS	PM	LOS	AM	LOS	PM	LOS
Segment 1													
W. of SE South Niemeyer Cir.	4 LD	12,709	15,505	D	1,250	1,028	C	1,154	C	1,059	C	1,189	C
W. of SE Industrial Blvd.	4 LD	10,883	13,277	C	1,180	874	C	965	C	900	C	994	C
Segment 2													
S. of SE South Niemeyer Cir.	4 LD	11,311	13,799	C	1,050	901	C	1,043	C	928	C	1,074	C
Segment 3													
S. of SE Walton Rd.	2 L	3,877	4,730	C	620	289	C	328	C	298	C	338	C
N. of SE Tiffany Ave.	2 L	4,138	5,048	C	620	305	C	351	C	314	C	362	C

Note: Based on 9/15-17/20 traffic counts and Florida DOT Generalized 2012 LOS Tables
**VPD = Vehicles Per Day; **VPH = Vehicles Per Hour*
Source: Marlin Engineering, Inc.

Build Condition (2026) Alternative 1 Analysis:

The No-Build traffic volumes provided in Appendix H are applied to the Build Alternative 1, multiway stop control, model. The results of the Build Alternative 1, multiway stop control, analysis is provided in Table 8.

While the LOS is acceptable at LOS "C" and "B" for Segments 2 and 3. Overall, Camino De Entrada and SE Tiffany Avenue results were slightly worse than No-Build scenario. For Camino De Entrada LOS went from

"A" to "C", and SE Tiffany Avenue LOS went from "A" to "B"; the only benefits were shown for eastbound and westbound traffic at Camino De Entrada (LOS D to B), and westbound traffic at SE Tiffany Avenue (LOS C to B). No changes are shown for the US Highway 1 and SE Walton Road intersections.

Table 8: Village Green Drive Peak Hour Intersection LOS - Build Alternative 1 (2026)

Intersection		Approach	AM Peak Hour		PM Peak Hour	
			LOS	Approach Delay (sec/veh)	LOS	Approach Delay (sec/veh)
VILLAGE GREEN DRIVE	**Segment 1**					
	US Highway 1 (Signalized)	EB	E	58.5	E	60.0
		WB	D	50.6	F	108.5
		NB	D	53.4	E	72.1
		SB	E	55.1	E	76.6
		Overall	**E**	**55.2**	**E**	**76.9**
	Segment 2					
	Camino De Entrada (Un-Signalized) AWSC	EB	B	12.2	B	12.1
		WB	B	12.5	B	11.9
		NB	C	22	C	18.2
		SB	C	20	C	22.1
		Overall	**C**	**20.1**	**C**	**19.7**
	Walton Road (Signalized)	EB	C	24.6	C	25.5
		WB	B	16.0	B	17.4
		NB	D	49.9	D	48.6
		SB	C	31.3	D	35.0
		Overall	**C**	**26.4**	**C**	**27.1**
	Segment 3					
	SE Tiffany Avenue (Un-Signalized) AWSC	EB	B	11	B	11.1
		WB	B	10.4	B	10.6
		NB	B	12.7	B	12.8
		SB	B	10.5	B	10.7
		Overall	**B**	**11.5**	**B**	**11.5**

AWSC – All-Way Stop Controlled
Source: MARLIN Engineering, Inc.

Build Condition (2026) Alternative 2 Analysis:

The No-Build traffic volumes in Appendix H are applied to the Build Alternative 2, roundabout, model. The results of the Build Alternative 2, roundabout analysis are provided in Table 9. According to the analysis, the proposed roundabout, on Village Green Drive at SE Camino De Entrada and at SE Tiffany Avenue will operate at LOS "A".

Roundabouts move traffic through an intersection more quickly, and with less congestion on approaching roads, they also promote a continuous flow of traffic. Roundabouts can handle greater volumes of traffic more efficiently than signals, and usually require fewer lanes approaching the intersection.

When compared to the No Build model, both Camino De Entrada and SE Tiffany Avenue operate better, overall LOS remained the same at "A". Traffic operations for eastbound and westbound at Camino De Entrada went from LOS "D" to "A", and traffic operations for eastbound and westbound at SE Tiffany Avenue went from LOS "B" and "C" to "A" for both approaches.

When compared to Build Alternative 1, multiway stop control, again both Camino De Entrada and SE Tiffany Avenue operate better under the Alternative 2, roundabout model. Camino De Entrada operates at LOS "C" under Alternative 1, and SE Tiffany Avenue operates at LOS "B".

Overall, the analysis resulted in Alternative 2, roundabout, operating better than the existing conditions, two-way stop control, and also better than the multi-way stop control, as proposed in Alternative 1. No changes are shown at the US Highway 1 and SE Walton Road intersections.

Table 9: Village Green Drive Peak Hour Intersection LOS - Build Alternative 2 (2026)

Intersection		Approach	AM Peak Hour		PM Peak Hour	
			LOS	Approach Delay (sec/veh)	LOS	Approach Delay (sec/veh)
VILLAGE GREEN DRIVE	**Segment 1**					
	US Highway 1 (Signalized)	EB	E	58.5	E	60.0
		WB	D	50.6	F	108.5
		NB	D	53.4	E	72.1
		SB	E	55.1	E	76.6
		Overall	**E**	**55.2**	**E**	**76.9**
	Segment 2					
	Camino De Entrada (Roundabout)	EB	A	4.5	A	6.5
		WB	A	6.0	A	6.3
		NB	A	4.9	A	5.9
		SB	A	5.2	A	5.4
		Overall	**A**	**5.2**	**A**	**5.7**
	Walton Road (Signalized)	EB	C	24.6	C	25.5
		WB	B	16.0	B	17.4
		NB	D	49.9	D	48.6
		SB	C	31.3	D	35.0
		Overall	**C**	**26.4**	**C**	**27.1**
	Segment 3					
	SE Tiffany Avenue (Roundabout)	EB	A	4.6	A	4.5
		WB	A	4.6	A	4.4
		NB	A	4.4	A	4.2
		SB	A	4.4	A	4.2
		Overall	**A**	**4.5**	**A**	**4.3**

Source: MARLIN Engineering, Inc.

Qualitative Assessment

The primary purpose of the qualitative assessment was to observe traffic flow, pedestrian and bicycle activity along Village Green Drive, between US Highway 1 and SE Tiffany Avenue. Village Green Drive was observed during the morning and afternoon peak hours by a registered professional engineer. The goal of these observations was to assist in the determination of the need for any improvements to enhance the safety and efficiency of Village Green Drive.

The Village Green Drive study corridor is approximately 1.65 miles. Village Green Drive connects to the Crosstown Parkway Extension at US Highway 1. The Crosstown Parkway Extension bridge and connection to US Highway 1 and Village Green Drive was completed and opened to traffic in September 2019. This connection provided a new six-lane roadway for east–west travel from Manth Lane to US Highway 1 in Port St. Lucie, over the North Fork of the St. Lucie River. Traffic diversion to this new roadway significantly increased traffic volumes on US Highway 1 and Village Green Drive.

North of SE Walton Road, the four-lane divided corridor is 1 mile with traffic signals at both US Highway 1 and SE Walton Road. South of SE Walton Road, the corridor is a two-lane roadway extending approximately 0.65 miles to SE Tiffany Avenue. A pedestrian crossing with signage and pavement markings is located south of Waterview Drive connecting sidewalks on both sides of Village Green Drive.

Village Green Drive north of SE Walton Road has significantly higher daily traffic volumes than Village Green Drive south of SE Walton Road (13,700 versus 6,900). For the most part, the traffic volumes during the Qualitative Assessment were accommodated by the existing roadway network. Segments 1 and 2 do not have left turning lanes at many intersections but rather wide median openings. The addition of left-turn lanes would improve traffic conditions. There are two southbound through lanes at SE Walton Road. One of the through lanes is re-striped as the southbound left-turn lane. The addition of an exclusive southbound left-turn lane at SE Walton Road would benefit traffic operations. The offset access to St. Lucie Medical Center at Village Green Drive and SE Tiffany Avenue should be reduced and improved.

A more detailed report on the qualitative assessment, including peak hour observations at intersections is provided in Appendix I.

Safety Analysis

The crash data analysis has been conducted to identify and assess the existing transportation and infrastructure conditions for safety purposes for both motorists and non-motorists on the Village Green Drive Corridor from US Highway 1 to SE Tiffany Avenue.

Various crash data sources are available such as the Crash Analysis Reporting (CAR) System, the State Safety Office GIS (SSOGIS), and the University of Florida's Signal Four Analytics (S4A). Crash data was collected from 2015 to 2019 from the University of Florida's Signal Four Analytics (S4A) that captured all the crashes within a 5-year period.

Historical Crash Statistics

Crash statistics and crash histograms (by time of day, month, crash type, severity, lighting, and surface conditions) were created and presented in Table 10 and Figure 28.

Table 10: Crash Statistics 2015-2019

Village Green Drive		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2015	2016	2017	2018	2019			
CRASH TYPE	Rear End	28	26	19	18	38	129	25.80	52.9%
	Head On	0	1	0	0	0	1	0.20	0.4%
	Angle	0	2	3	1	0	6	1.20	2.5%
	Left Turn	7	3	5	3	4	22	4.40	9.0%
	Right Turn	0	1	1	0	0	2	0.40	0.8%
	Sideswipe	3	5	5	5	7	25	5.00	10.2%
	Coll. w/ Pedestrian	0	1	0	1	0	2	0.40	0.8%
	Coll. w/ Bicycle	0	0	1	1	1	3	0.60	1.2%
	Ran Off Road	2	3	3	2	2	12	2.40	4.9%
	Rollover	0	0	1	1	0	2	0.40	0.8%
	Unknown	1	0	1	9	1	12	2.40	4.9%
	Other	8	4	7	3	6	28	5.60	11.5%
	Total Crashes	**49**	**46**	**46**	**44**	**59**	**244**	**48.80**	**100.0%**
SEVERITY	PDO Crashes	34	31	33	36	45	179	35.80	73.4%
	Fatal Crashes	0	1	0	0	0	1	0.20	0.4%
	Injury Crashes	15	14	13	8	14	64	12.80	26.2%
LIGHTING	Daylight	44	41	37	36	48	206	41.20	84.4%
CONDITIONS	Dusk	1	1	2	2	1	7	1.40	2.9%
	Dark - Lighted	3	3	6	6	9	27	5.40	11.1%
	Dark - Not Lighted	1	1	1	0	1	4	0.80	1.6%
SURFACE	Dry	42	37	40	38	51	208	41.60	85.2%
CONDITIONS	Wet	7	9	6	5	8	35	7.00	14.3%
	Others	0	0	0	1	0	1	0.20	0.4%
MONTH	January	3	2	6	3	5	19	3.80	7.8%
OF YEAR	February	0	8	4	4	1	17	3.40	7.0%
	March	2	2	2	6	4	16	3.20	6.6%
	April	4	2	4	4	4	18	3.60	7.4%
	May	6	3	8	2	0	19	3.80	7.8%
	June	6	3	3	4	3	19	3.80	7.8%
	July	2	0	1	2	5	10	2.00	4.1%
	August	4	8	3	5	6	26	5.20	10.7%
	September	4	2	1	5	8	20	4.00	8.2%
	October	4	2	2	6	5	19	3.80	7.8%
	November	5	5	7	1	10	28	5.60	11.5%
	December	9	9	5	2	8	33	6.60	13.5%
DAY	Sunday	3	1	4	1	8	17	3.40	7.0%
OF WEEK	Monday	11	6	6	8	8	39	7.80	16.0%
	Tuesday	9	7	9	5	9	39	7.80	16.0%
	Wednesday	11	10	8	16	16	61	12.20	25.0%
	Thursday	4	8	11	3	9	35	7.00	14.3%
	Friday	7	12	5	7	6	37	7.40	15.2%

Village Green Drive		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2015	2016	2017	2018	2019			
	Saturday	4	2	3	4	3	16	3.20	6.6%
HOUR	00:00-06:00	0	0	0	0	0	0	0.00	0.0%
OF DAY	06:00-09:00	9	4	5	4	4	26	5.20	10.7%
	09:00-11:00	9	4	5	7	7	32	6.40	13.1%
	11:00-13:00	6	7	9	7	12	41	8.20	16.8%
	13:00-15:00	9	8	7	5	11	40	8.00	16.4%
	15:00-18:00	11	16	10	12	14	63	12.60	25.8%
	18:00-24:00	5	7	10	9	11	42	8.40	17.2%

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).

2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).

3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).

4) Other crashes include crashes not categorized as the crash types shown in the table.

5) Dark Crashes include both scenarios - with and without street lighting.

Based on the crash analysis, a total of 244 crashes were recorded on Village Green Drive from US Highway 1 to SE Tiffany Avenue. A high number of rear-end (52.9%) crashes were documented, which may be due to the curve configuration of the roadway. The next top two discernible crash types were sideswipe and left turn crashes at 10.2% and 9.0% respectively, while 11.5% crashes were labeled as “Other”. One fatal crash was documented in 2016, while most crashes were property damage only (73.4%). Also, most crashes occurred during clear daylight (84.4%) conditions. Despite adverse weather conditions in Florida, there were a few wet pavements (35 crashes or 14.3%) condition crashes recorded, which again, maybe due to reduced speeds along the curved roadway during rainy conditions.

During the 5-year period, December was the month with the highest number (13.5%) of crashes. The highest percentage of average crashes per year is documented on Wednesdays (25%) when compared to other days of the week and more evening-time crashes were recorded especially from 3 PM to 6 PM (25.8%). There were three (3) bicycle crashes and two (2) pedestrian crashes documented. Finally, there was a decreasing trend in the number of crashes between 2015 to 2018, but in 2019, crashes increased over 30% from the previous year.

Figure 28: Crash Statistics

Non-Motorized

Walk Audit

A walk audit is beneficial to assess the walkability and the pedestrian accessibility of a corridor through observing existing conditions of the built environment.

The project team led a walking audit on Thursday, October 1, 2020, with project partners. Project partners included 27 staff members from the City of Port St. Lucie, St. Lucie Transportation Planning Organization (TPO), Treasure Coast Regional Planning agency, St. Lucie County, and St. Lucie School Board.

The walk audit began at the MidFlorida Credit Union Event Center where attendees were split into two groups to conduct the audit.

The two groups were led from the Event Center to Village Green Drive via Waterview Drive, with one group walking north to SE Walton Road, and the other group walking south towards SE Tiffany Avenue. Figure 29 includes a map of the walking routes for each group; the walk took approximately one hour to complete.

Figure 29: Walking Audit Route Map

Participants were encouraged to observe how pedestrians, bicyclists, and drivers utilize the street and intersections. These observations provide a sense of clarity of why drivers, pedestrians and bicyclists behave the way they do.

Walk audit leaders facilitated the walk, highlighting the built environment, existing conditions, landscaping, utilities, sidewalk conditions, roadway features, and various other features along the route while discussing how current conditions affect pedestrians, bicyclists, and drivers. Discussions also included ADA requirements and considerations for people with disabilities.

Participants observed bicyclists, dog walkers, and runners utilizing the sidewalks and roadways during the audit.

Photos from the event are included in Figure 30. At the completion of the walk audit, each group returned to the Event Center where participants were encouraged to fill out a survey of the walk and include comments related to the corridor, including recommendations or improvements. Survey results and comments are found in Appendix J.

Figure 30: Photos of Project Partners Walking Audit

Most attendees included recommendations to widen sidewalks, fill in sidewalk gaps, and provide shade and street furniture along the sidewalk. Additional comments included improving ADA accessibility, improve street crossings and intersections, wayfinding signage, improvements to the existing Wood Stork Trail, adding a playground, and/or additional recreational activities along the trail. A word cloud of comments is included in Figure 31.

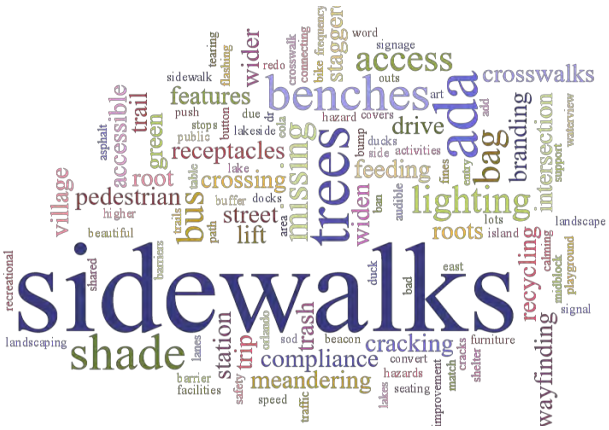


Figure 31: Word cloud of Walk Audit Comments

Public & Stakeholder Involvement

The public outreach efforts for the *Village Green Drive Master Plan* project were an essential part of the project's success. The project team used creative means of communicating the status, soliciting community input, and providing safe means of public participation. In the initial phase of the planning process, a walk audit was conducted with City staff and project partners to gather their thoughts regarding the challenges and opportunities for the corridor. The City has used its social media channels, it's website and email communications to reach out to residents and business owners as well as through traditional mailed information and other grassroots efforts. Graphics and other branding and messaging were used to garner attention for the project.

On Thursday, September 10, 2020, the team visited over 60 businesses along Segments 1 and 2, including the MidFlorida Credit Union Event Center to notify businesses of the project (Figure 32). Businesses were provided flyers and encouraged to attend the first public meeting. Stakeholders who wanted to remain informed provided a business card or contact information. The team spoke to business owners, managers, and employees - the top concern for businesses was the construction, and how it may impact their business. Many of the businesses were supportive of multimodal improvements and beautification efforts for the corridor.

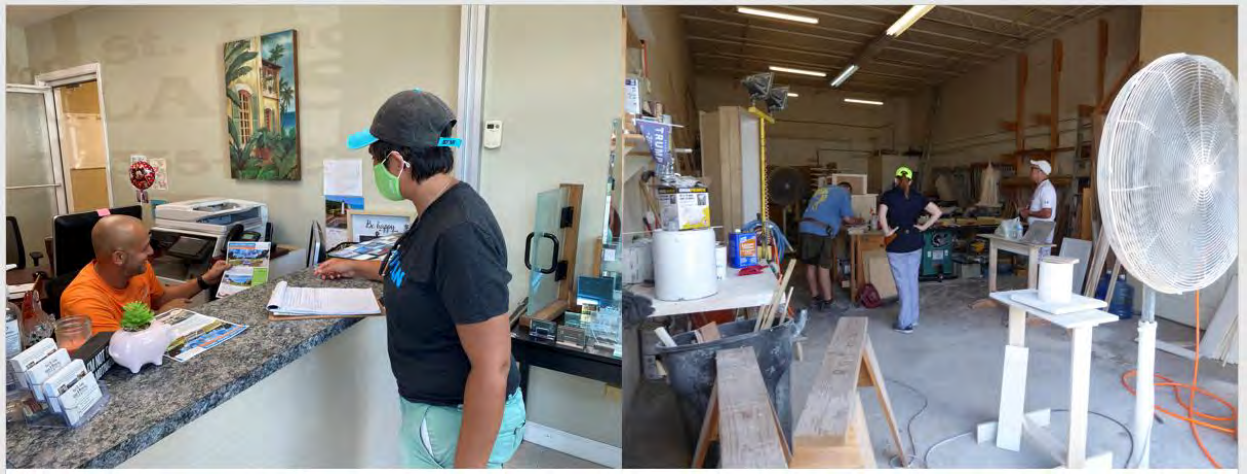


Figure 32: Photos of Business Canvas Event

During these challenging times, social distancing was necessary due to the ongoing COVID-19 pandemic. The first public meeting was hosted virtually through Zoom, on Thursday, October 8, 2020, to inform citizens about the project. Citizen participation was encouraged through online polling throughout the virtual presentation to solicit feedback on items related to pedestrian facilities, bicycle facilities, transit amenities, intersection improvements, landscaping, community features, and traffic calming. To augment that poll, an online survey was also developed, launched, and promoted through the City's social media channels and remained on the City's website open for public input through December 15, 2020. To keep the project moving on schedule, the project team had a constant stream of internal communications and met (virtually) every two weeks for updates and strategic planning. A copy of the public meeting presentations, polling questions, and summary of results can be found in Appendices G, H, and I.

Stakeholder meetings were held virtually on December 8th, 10th, and 15th in 2020 to solicit stakeholders along Village Green Drive with some brief one-on-one sessions for stakeholders who could not attend the selected dates. Stakeholders included: project partners, businesses from the industrial area, medical offices and the St. Lucie Medical Center, community associations, community leaders, government employees, and elected officials. Notes and meeting materials from the stakeholder sessions can be found in Appendix K.

Most stakeholders who attended the workshops discussed sidewalks, trails, creating a program to assist businesses along the corridor for improvements, landscaping and aesthetics, speeding, drainage, flooding, lighting, and branding the area. Stakeholders also discussed linking the Crosstown Parkway Extension to the Event Center and Medical Complex through architecture, public art, or streetscaping techniques. Businesses expressed their concerns for access to their buildings and driveways, some businesses expressed a desire for center median island cuts for truck access, but also expressing how they would not like the four-lane roadway of Segments 1 and 2 to become two-lanes.

There was also a concern for flooding and drainage in the event sidewalks and curbing were added as Segment 1 is prone to flooding during rainfall events. Additional comments included connectivity, placemaking, and the Event Center. Stakeholders were encouraged to take the online survey, provide input, and participate in future public meetings.

A second public meeting was held on Thursday, February 18, 2021, virtually via Zoom. The presentation included a quick overview of the project and existing conditions, including issues and opportunities along the corridor. Two concepts were presented to the public for polling and feedback. The polling questions were again augmented with a survey to garner additional feedback and input from the public. A copy of the presentation, polling, and questions/comments from the second public meeting can be found in Appendix L.

Finally, the team attended the Tuesday, March 23, 2021, Annual Citizen's Summit pop-up event held in person at the MidFlorida Credit Union Event Center at 5:30 pm. Attendees were encouraged to review the alternatives displayed on a poster board and several large screen televisions displayed throughout the room. Attendees were also encouraged to fill out the survey. At 6:15 pm a short presentation was provided for attendees discussing the project and proposed alternatives. Questions and comments from attendees included: traffic and the desire for a traffic signal at Camino de Entrada, the Spanish Lakes Golf Village community entrance; widening Segment 3 to four lanes; traffic safety; future City Center development; the need for turning lanes at Waterview Drive, the entrance to City Center from Segment 3; next steps and construction. All attendees were in favor of the proposed changes.

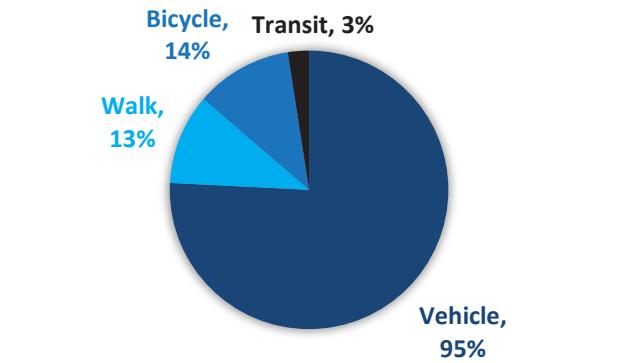
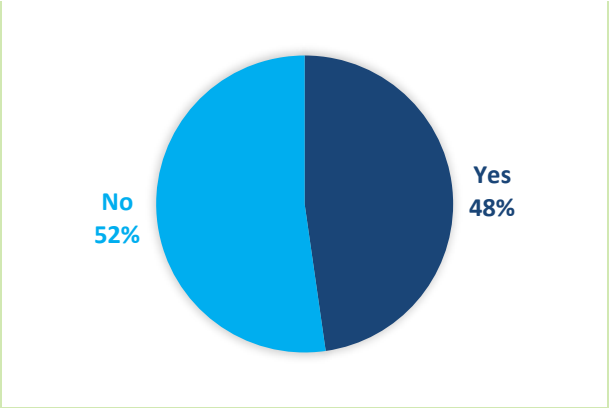
Survey

Over the course of the project, two meeting presentations with polling questions were conducted as well as two follow-up surveys that took place after each public meeting using the polling questions from the public meeting. After the initial project public meeting was held on October 8, 2020, the team utilized the polling questions which were utilized for a public survey of 10 questions. Minor adjustments were made from the polling questions to allow respondents to rank their choices. The survey was opened from the end of October to mid-December 2020, where a total of 320 responses were received. Table 10 provides

a summary of the results of both the live polling questions and the survey combined. The full survey with responses and feedback can be found in Appendix M.

A total of 76 respondents provided additional feedback and comments, many respondents' comments supported pedestrian and bicycle improvements, along with a desire for a place for residents to visit, dine, and entertainment. The results of the survey assisted the team in coming up with conceptual design alternatives for Village Green Drive.

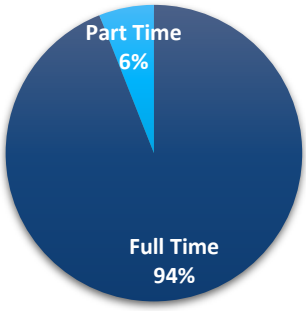
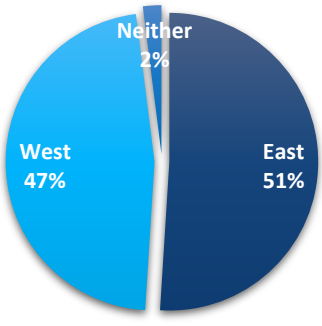
Table 11: Survey & Polling 1 Summary

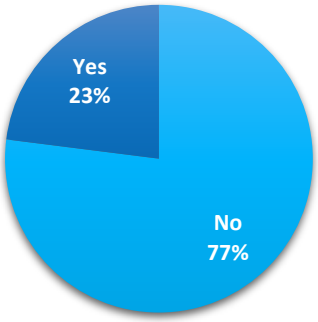
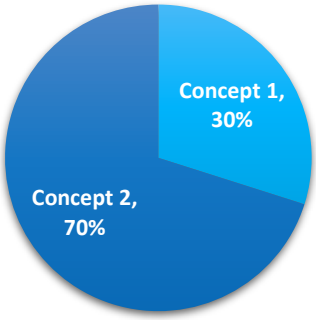
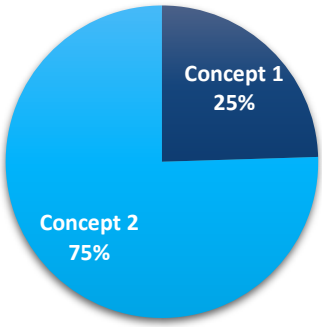
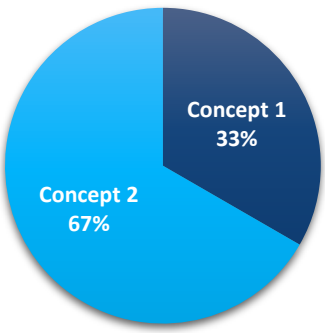
No.	Question	Top Response(s)
1	How do you use Village Green Drive?	
2	What is your greatest community asset?	Parks, Trails, Natural Areas
3	Do you live or work within a 2-mile radius of Village Green Drive?	
4	What types of pedestrian improvements would you like to see (ranked)?	1. Lighting 2. Shade Trees 3. Pedestrian Amenities
5	What type of bicycle facility would you prefer (select one)?	Shared-Use Path or Multi-Use Trail
6	What type of community improvements would you like to see (ranked)?	1. Public Art 2. Street Furniture 3. Wayfinding Signage 3. Enhanced Vegetated Medians
7	What type of landscape improvements would you like to see (ranked)?	1. Shade Trees 1. Ornamental Landscaping 2. Xeriscaping

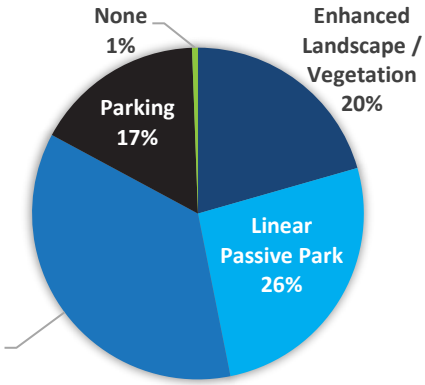
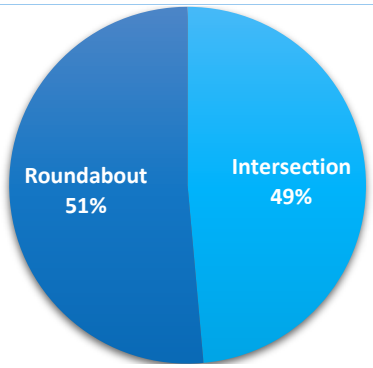
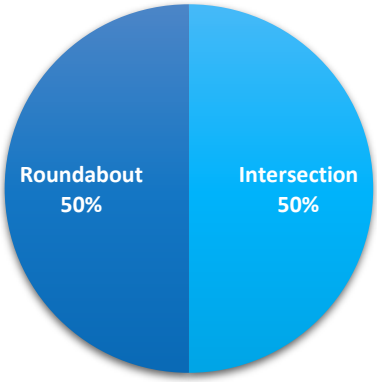
No.	Question	Top Response(s)
8	What type of traffic calming techniques would you like to see (ranked)?	1. Roundabout 2. Parallel Parking 3. Textured Pedestrian Crossing
9	What type of transit amenities would you prefer?	1. Improved Access 2. Public Art 2. Trash/Recycle Bins 2. Shelter
10	What type of intersection improvements would you like to see (ranked)?	1. Improved or Enhanced Crossings for Pedestrians & Bicyclists 2. Improved Signal Timing for Vehicles 3. Signal Priority for Bicyclists & Pedestrians

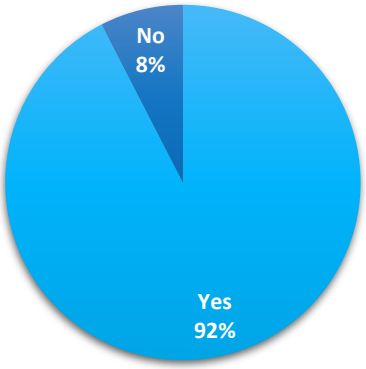
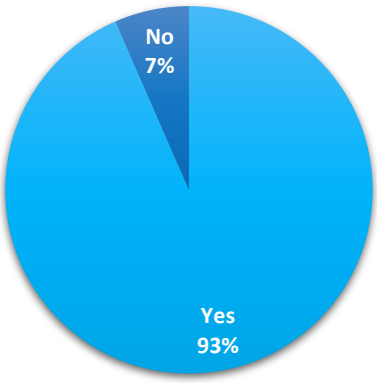
A second survey was created matching the live polling questions from the second public meeting. The survey opened at the end of February and closed on March 26, 2021, a total of 80 responses were received. Table 11 provides a summary of the live polling responses and follow-up survey combined. Survey 2 assisted in selecting the preferred alternative for the conceptual design. The full survey with responses and feedback can be found in Appendix M.

Table 12: Survey & Polling 2 Summary

No.	Question	Response(s)
1	Are you a full time or part time resident of Florida?	
2	If you live within the city limits of Port St. Lucie, do you live east or west of the St. Lucie River?	

No.	Question	Response(s)
3	Have you participated previously on the Village Green Drive Master Plan Project? (select all that apply)	
4	Select the design concept you prefer for Segment 1: US 1 to Industrial Blvd:	
5	Select the design concept you prefer for Segment 2: Industrial Blvd to Walton Rd:	
6	Select the design concept you prefer for Segment 3: Walton Rd to SE Tiffany Ave:	

No.	Question	Response(s)
7	Select the preferred use(s) of the east side right-of-way in Segment 3: Walton Rd to SE Tiffany Ave. You may choose more than one:	
8	Select your preferred intersection improvement at Village Green Dr. and Camino de Entrada:	
9	Select your preferred intersection improvement at Village Green Dr. and SE Tiffany Ave.:	

No.	Question	Response(s)
10	Do you support an elevatored multi-use boardwalk through Hog Pen Slough?	
11	Do you support pedestrian access and drainage enhancements to the existing drainage rights-of-way within the industrial area?	

Issues & Opportunities

A summary of the issues and opportunities for Village Green Drive is provided in the SWOT analysis below in Table 13. A SWOT analysis is a simplified framework for understanding the strengths, weaknesses, opportunities, and threats. SWOT analyses provide guidance in understanding what is done well, what can be built upon, and what is lacking to take advantage and build upon for future success. The SWOT analysis for Village Green Drive was developed by the team utilizing input from the public, project partners, and stakeholders.

Table 13: Strengths, Weakness, Opportunities & Threats (SWOT)

S.W.O.T ANALYSIS	
STRENGTHS	**WEAKNESSES**
MidFlorida Credit Union Event Center (f.k.a City Center); St. Lucie Medical Center; Businesses; Community; Residential; Parks, Recreation, and Open Space; Pedestrian Plaza at City Center; Mobility Options; Crosstown Parkway Extension; Native Vegetation; Existing Retention Ponds and Wetlands; Existing Littoral Plantings; Connectivity Light Industrial; Future Development Potential; Wood Stork Trail; Walton Road Shared Use Path; Future SUN Trail/East Coast Greenway; Existing Native Trees	Low-Density Development; Vacant Parcels; Building Setbacks; Drainage Infrastructure; Transit & Transit Stops; Presence of Invasive Vegetation; Presence of Unappealing Landscaping; Hog Pen Slough Water Quality; Driveways/Lack of Curb Cuts; Intersections; Medians; Business Diversity; Lack of Shade along Sidewalks; Major Road Intersections; Minimal Sidewalk Width; Disconnect to the Civic Center; Lack of Crosswalks & Midblock Crossings; Industrial Section - Reduction of Easement; Minimal Sidewalk Presence in Industrial Section; Lack of Amenities/Program Elements; Placemaking; Lack of Brand/Recognition; Building Facades;; Missing Sidewalks on SE Tiffany Avenue, north side
OPPORTUNITIES	**THREATS**
Available ROW; Event Center; Medical Center; Communities; Landscape & Beautification; Greenways & Trails; Lakes/Ponds/Retention Areas; Hog Pen Slough; Canal; St. Lucie River; Green Infrastructure; Intersection Improvements; Transit Stops; Shared Use Pathways; Traffic Calming; Median Enhancements; Open Space; Clean Canvas South of Walton Road; Complete Street Design; Public Art; Hog Pen Slough Boardwalk; Informative/Educational Signage; Connectivity from US 1 to Village Green Drive; Green Belt Linkage to Savannas Preserve; Branding; Lighting; Gateway Feature(s); Diversity of Businesses; Placemaking	Speeding; Lack of Pedestrian & Bicycle Infrastructure; Poor Public Meeting Attendance; ADA Accessibility; Increased Traffic from Crosstown Parkway & Future Population Growth; Flooding; Traffic Congestion; Intersection Crossings for Pedestrians & Bicyclists; Public Opposition; Funding for Construction; Poor Pedestrian Lighting; Vacant Parcels; Cut-through traffic on SE South Niemeyer Circle

CONCEPTUAL DESIGN DEVELOPMENT

Utilizing the data collected, public, stakeholder, and project partner feedback, and the public survey; two (2) conceptual designs were developed and presented at the second Virtual Public Meeting held on February 18, 2021, for public input and comment. Conceptual designs were included in Survey 2 for additional input.

Concept 1

The first alternative includes 10-to-12-foot sidewalks, which can also be used as shared-use pathways, on each side of Village Green Drive. The median in Segment 1 would need to be reduced from 20-feet to approximately 14-feet to accommodate the pathways.

Segment 3 also includes 10-12-foot sidewalks and introduces a 20-foot median to match Segment 2.

The approximate cost for a total reconstruction of the roadway, pathways, driveways, medians, striping, drainage, signage, roadway lighting, curb and gutter is $16,289,542.83 (Appendix N). Figure 33 proposes a typical cross-sectional view of all three segments for Concept 1.

Advantages	Disadvantages
• Uses space more efficiently while maintaining existing traffic • Wide sidewalks on both sides • Pathway can be also be used for shared-use pathway, separated bike facility, and/or golf cart path • Creates a dedicated path for bicyclists and pedestrians • Potentially improves drainage • Improves safety for pedestrians	• High costs of roadway reconstruction • May impact industrial district

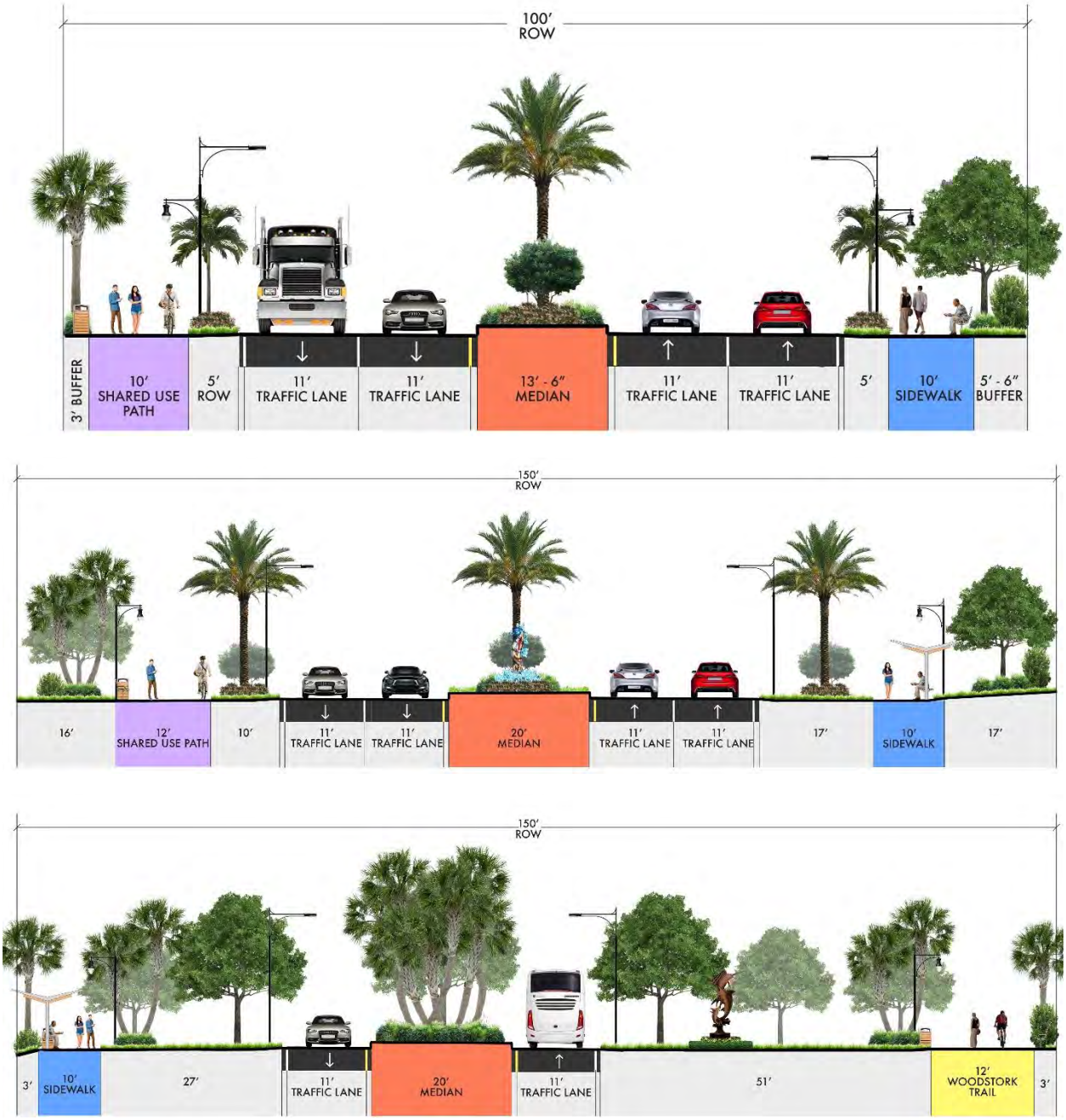


Figure 33: Concept 1 Typical Cross-Section of Village Green Drive

Concept 2

The second alternative proposes a separated 5-foot bicycle lane from US Highway 1 to SE Tiffany Avenue. Segment 1 also includes 6-foot sidewalks with a reduced 14-foot median. Segment 2 and 3 also includes 10-foot sidewalks (or shared-use pathways) on each side. Segment 3 also includes a 14-foot median, parallel parking, and a relocated enhanced Wood Stork Trail.

The approximate cost for a total reconstruction of the roadway, pathways, separated bicycle lane, driveways, medians, striping, drainage, signage, roadway lighting, curb and gutter is $17,649,346.69 (Appendix N). Figure 34 proposes a typical cross-sectional view of all three segments for Concept 2.

Advantages	Disadvantages
• Uses space more efficiently while maintaining existing traffic. • Creates a separate dedicated facility for bicyclists and pedestrians. • Potentially improves drainage. • Potentially reduces speeding. • Provides parking for trail users and overflow parking for City Center events. • Improves safety for pedestrians. • Improves safety for bicyclists.	• High costs of roadway reconstruction. • Parking creates additional impervious surface area, unless permeable pavement is used. • Increases maintenance for City. • Maintenance of bike lane. • No shoulder for broken-down motorists.

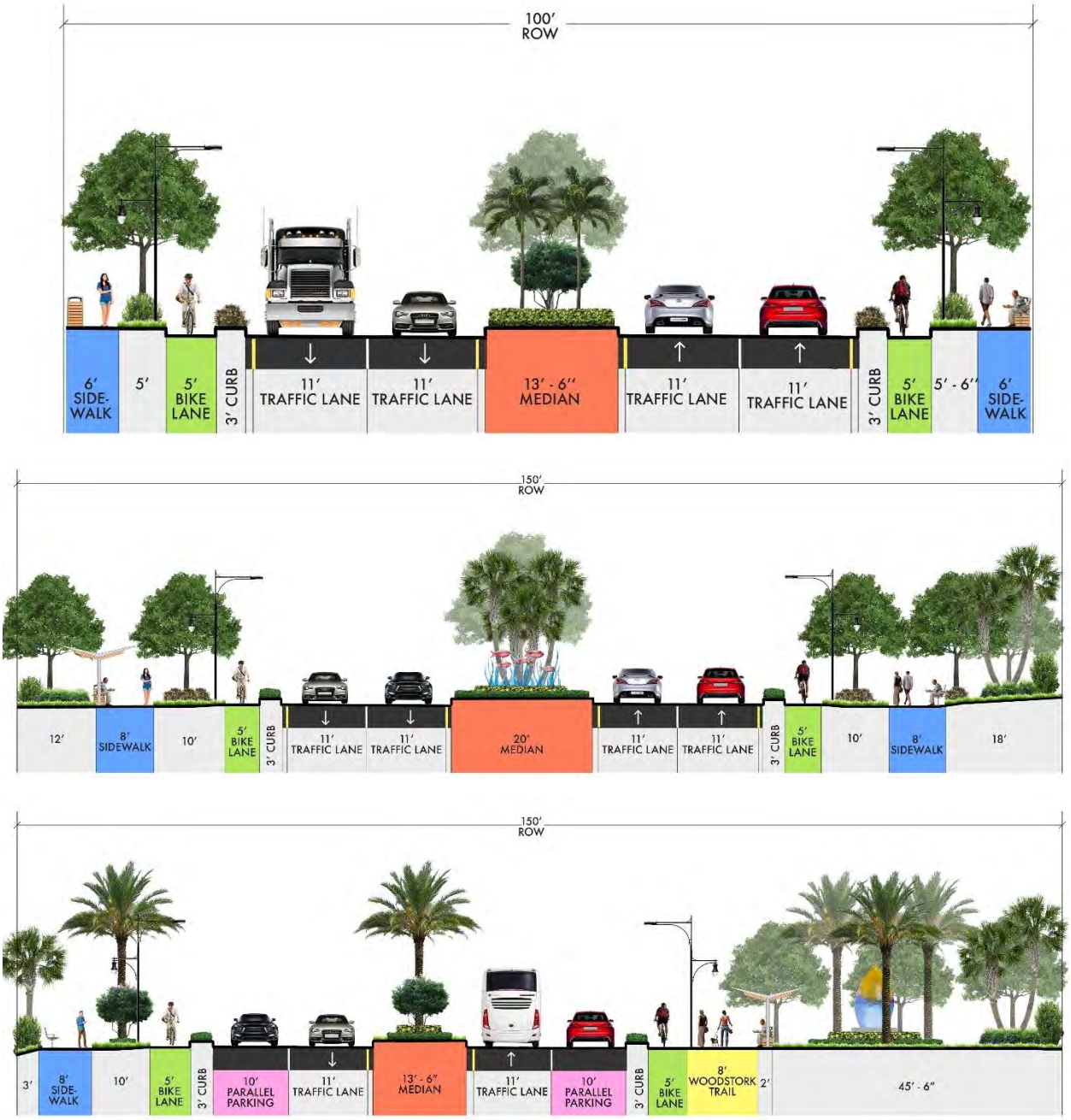


Figure 34: Concept 2 Typical Cross-Section of Village Green Drive

Intersections

Countermeasures

Intersections can be a place of many conflicts for both pedestrians and vehicles. The FHA provides a number of safety countermeasure to be considered for improved safety include:

A leading pedestrian interval (LPI) for pedestrian and bicycle traffic. An LPI gives pedestrians the opportunity to enter an intersection 3 to 7 seconds before vehicles are given a green indication, allowing pedestrians and bicyclists a head start so that they can establish their presence in the crosswalk before vehicles have priority to turn left. LPI's have been shown to reduce pedestrian-vehicle collision by as much as 60%[9] at treated intersection. LPI benefits include:

- Increased visibility of crossings pedestrians
- Reduced conflicts between pedestrians and vehicles
- Increased likelihood of motorists yielding to pedestrians
- Enhanced safety for pedestrians who may be slower to start at the intersection

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians, they also provide opportunities for landscaping, street furniture and street trees. Curb extensions tighten the curb radii and encourage slower turning speed. Curb extension can be installed using temporary curbs, bollards, planters or striping.

Roundabouts provide a number of safety and operational benefits compared to other types of intersections, including an approximately 80%[10] reduction in severe crashes. Roundabouts are effective at managing speed, moving traffic, and create fewer conflict points.

Left and right-turn lanes at stop-controlled intersection provide a physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections. Turn lanes provide measurable safety and operational benefits at many types of intersections and can reduce left-turn lane crashes by up to 48% and right-turn lane crashes by up to 26%.[11]

Medians and pedestrian crossings islands are placed between opposing lanes of traffic and can be places of refuge for pedestrians crossing an intersection. Over 75% of pedestrian crash fatalities occur at non-intersection locations[12], therefore should be considered at mid-block areas, multi-lane intersections, and areas near transit or pedestrian-focused sites to ensure safety.

Additional information on safety countermeasures is available on the FHA's website: https://safety.fhwa.dot.gov/provencountermeasures/

[9] National Association of City Transportation Officials (NACTO), Urban Street Design Guide
[10] Highway Safety Manual
[11] Highway Safety Manual
[12] National Highway Traffic Safety Administration, *Traffic Safety Facts – 2015 Data – Pedestrians*. Report DOT HS 812 375 (Washing, CD:2017).

Alternatives

A traffic analysis was performed to review intersection performance at US Highway 1, SE Camino De Entrada, SE Walton Road, and SE Tiffany Avenue.

US Highway 1

No physical improvements are being proposed at US Highway 1. The intersection was recently improved to add additional westbound turn lanes as part of the Crosstown Parkway Extension project; there are no other potential improvements that can be recommended for the westbound approach since the turn bays have already been extended to their maximum potential. Signal timing optimization should be coordinated with FDOT.

SE Camino De Entrada

The entrance to the Spanish Lakes Golf Village community is a non-signalized intersection. Residents have requested this intersection to become signalized. Data collected during the data collection phase discovered that there is not enough traffic to warrant a signal at this time.

Operationally, this intersection works well unsignalized for the existing and future no-build scenarios; a roundabout and multi-way stop was considered as a safety improvement. Two alternative scenarios were examined as previously discussed in the Traffic Analysis Section of this report.

Alternative 1 - Multi-Way Stop, Upgrade Ramps, Crossings, and Community Exit

Alternative 1 would introduce a multi-way stop at the intersection of SE Camino De Entrada and Village Green Drive, see Figure 35 for a conceptual design of this alternative. Additional improvements include upgrades to the crosswalk at the community entrance, business driveway, and high visibility crosswalks with a pedestrian refuge island proposed in the existing median. Stamped asphalt is the preferred recommended treatment for crosswalks.

Additionally, a raised pedestrian crossing could double as a speed hump. The turn radii would be reduced and curb ramps installed to meet ADA standards. Stop control and pedestrian crossing signage would also be included at the intersection. The community exit would be reconstructed to include an additional turn lane for westbound traffic. Note, much of the community exit is outside the City's right-of-way, red lines in Figure 35 demonstrate the right-of-way line.

Traffic analysis of the additional westbound turn lane was found to be cost-effective providing shorter queues during peak periods, and an improved LOS for both morning and evening peak times when compared to existing conditions. The multi-way stop was found to increase delay and decrease overall LOS when compared with the No-Build option.

This alternative would provide up-to-date design standards, enhance pedestrian and bicycle safety, improve traffic conditions for community residents and potentially slow down traffic.

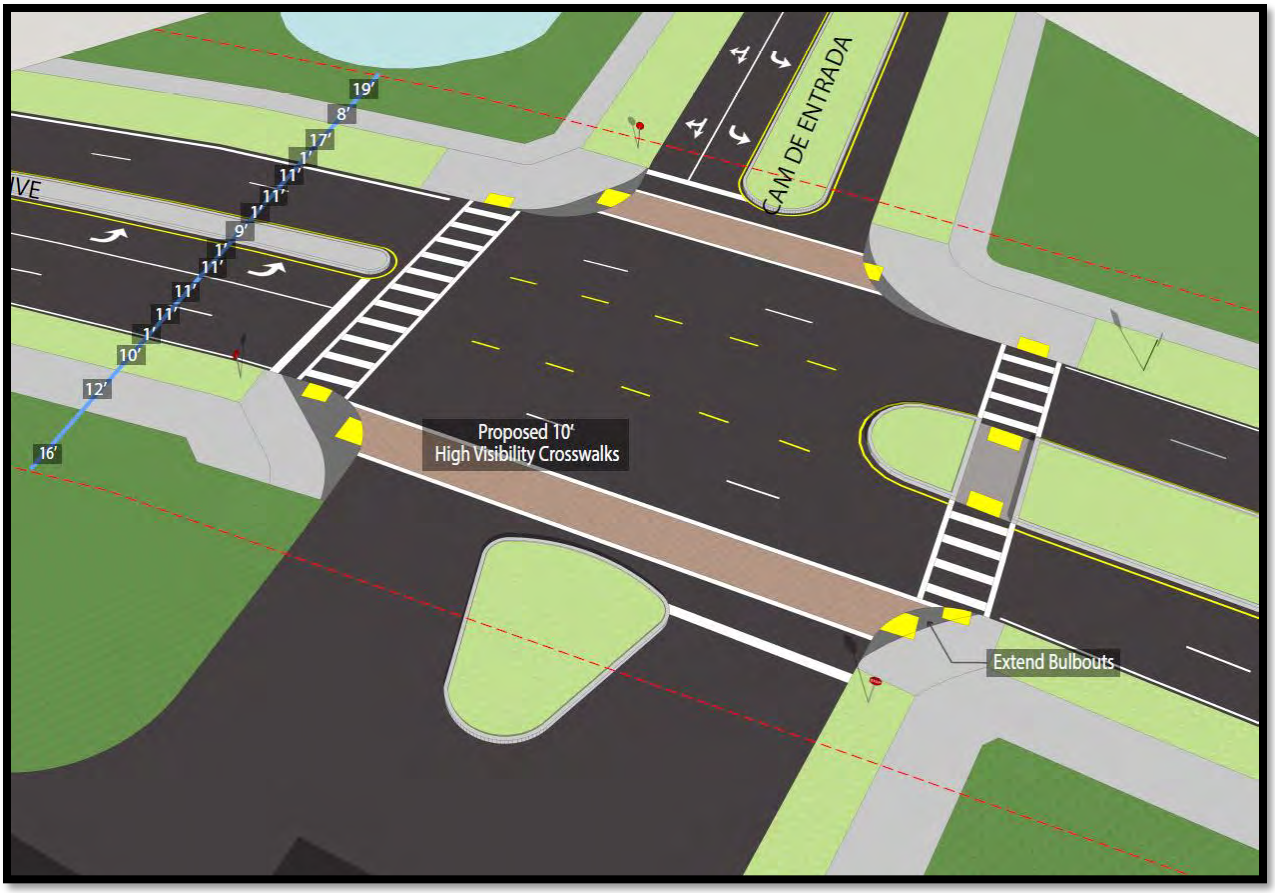


Figure 35: Alternative 1 at Camino De Entrada

Alternative 2 - Roundabout

Alternative 2 would introduce a roundabout at the intersection of Camino De Entrada and Village Green Drive as depicted in Figure 36. The roundabout would be constructed to meet current design standards, forcing vehicles to slow down to speeds of 15 to 25 mph. The roundabout would also include pedestrian crossings with stamped asphalt, median refuge areas, and signage.

Traffic analysis of the roundabout option was found to reduce delay and improve LOS significantly when comparing with the No-Build and Alternative 1 models.

This alternative would provide up-to-date design standards, enhance safety, slow down vehicular traffic and improve traffic conditions for residents.

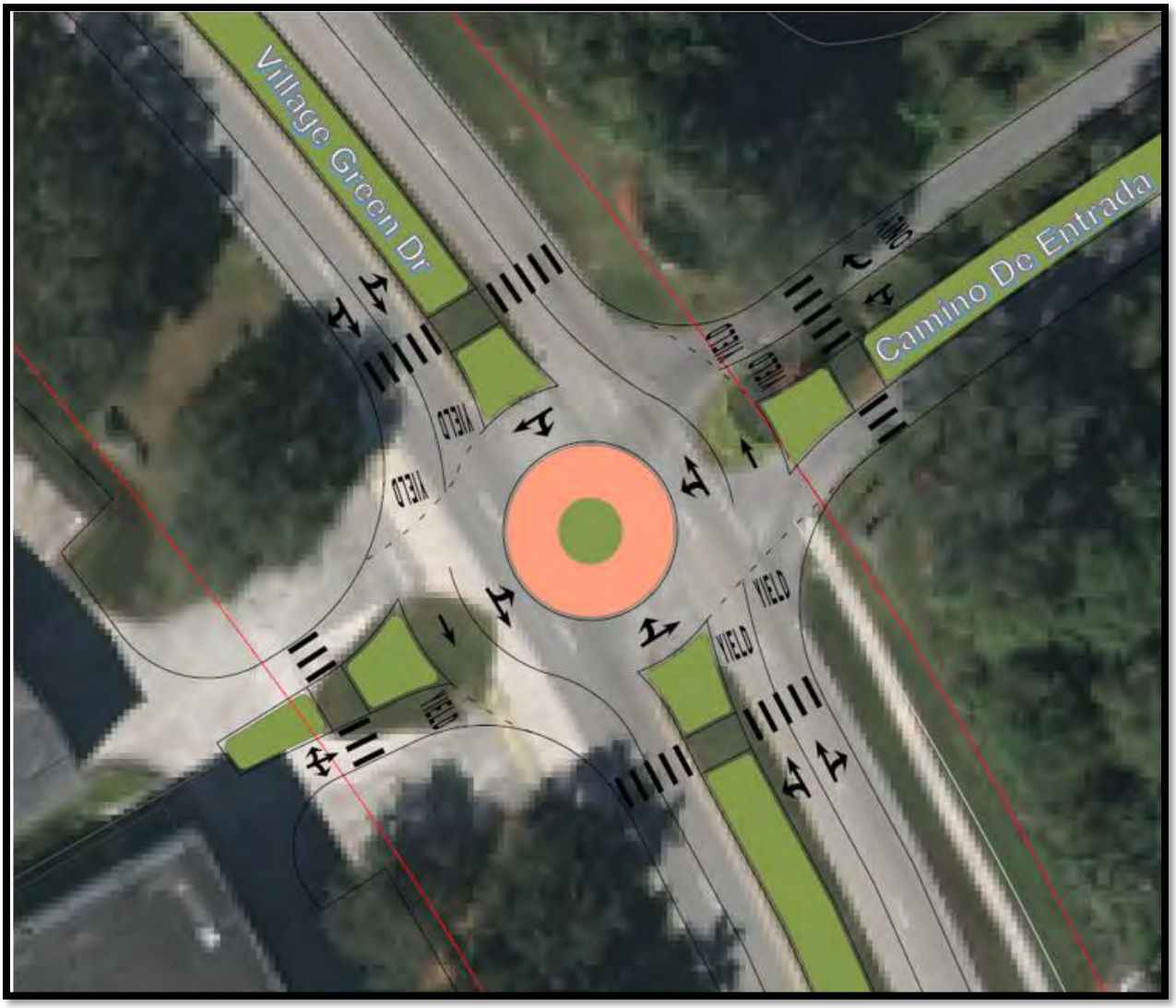


Figure 36: Alternative 2 at Camino De Entrada

Table 14 provides a comparison in delay and LOS for the proposed alternatives in comparison to the existing conditions and No-Build scenarios.

Table 14: Alternatives Traffic Analysis at Camino De Entrada

VILLAGE GREEN DRIVE & CAMINO DE ENTRADA											
				AM Peak Hour				PM Peak Hour			
Condition	Type	Movement	Turn Lane Storage Length (ft)	LOS	Approach Delay (sec/veh)	95th Percentile Queue Length (ft)	Exceeds Storage Length (Y/N)	LOS	Approach Delay (sec/veh)	95th Percentile Queue Length (ft)	Exceeds Storage Length (Y/N)
Existing	Unsignalized	EB	N/A	C	24.8	2.5	N/A	D	27.6	10	N/A
		WB	N/A	C	24.2	55	N/A	F	51.1	85	N/A
		NB	N/A	N/A	0	0	N/A	N/A	0	0	N/A
		SBL	170	N/A	0.5	2.5	N	N/A	0.9	7.5	N
		SBT	N/A			N/A	N/A			N/A	N/A
		Overall	N/A	N/A	2.9	N/A	N/A	N/A	4.3	N/A	N/A
No Build	Unsignalized	EB	N/A	D	26.1	2.5	N/A	D	29.6	10	N/A
		WB	N/A	D	26.1	62.5	N/A	F	60.2	97.5	N/A
		NB	N/A	N/A	0	0	N/A	N/A	0	0	N/A
		SBL	170	N/A	0.5	2.5	N	N/A	0.9	7.5	N
		SBT	N/A			N/A	N/A			N/A	N/A
		Overall	N/A	N/A	3.1	N/A	N/A	N/A	4.9	N/A	N/A
No Build - WB Turn	Unsignalized	EB	N/A	D	26.1	2.5	N/A	D	29.6	10	N/A
		WB	N/A	C	19.7	22.5	N/A	E	36.6	37.5	N/A
		NB	N/A	N/A	0	0	N/A	N/A	0	0	N/A
		SBL	170	N/A	0.5	2.5	N	N/A	0.9	7.5	N
		SBT	N/A			N/A	N/A			N/A	N/A
		Overall	N/A	N/A	2.4	N/A	N/A	N/A	3.2	N/A	N/A
Alt 1 - Four Way Stop	All-Way Stop Controlled	EBLTR	N/A	B	12.2	0	N/A	B	12.1	5	N/A
		WBTL	N/A	B	12.5	12.5	N/A	B	11.9	12.5	N/A
		WBR	N/A				N/A				N/A
		NBLT	170	C	22	87.5	N	C	18.2	105	N
		NBTR	N/A			102.5	N/A			175	N/A
		SBLT	N/A	C	20	72.5	N	C	22.1	117.5	N
		SBTR	160			65	N/A			85	N/A
		Overall	0	C	20.1	N/A	N/A	C	19.7	N/A	N/A
Alt 2 - Roundabout	Roundabout	EBLTR	N/A	A	4.5	0	N/A	A	6.5	0	N/A
		WBLTR	N/A	A	6.0	0	N/A	A	6.3	0	N/A
		WBTR	N/A				N/A				N/A
		NBLT	N/A	A	4.9	25	N	A	5.9	25	N
		NBTR	N/A			25	N/A			50	N/A
		SBLT	N/A	A	5.2	25	N/A	A	5.4	25	N/A
		SBTR	N/A			25	N/A			25	N/A
		Overall	0	A	5.2	N/A	N/A	A	5.7	N/A	N/A

Source: MARLIN Engineering, Inc.

SE Walton Road

The SE Walton Road intersection is a county signalized roadway with high emphasis crosswalks, curb ramps, pedestrian signals, and push-buttons. The crosswalks are faded, push-buttons are not to standard, signal beacons provide minimal timing for safe crossing, and wide turning radii are a safety concern for pedestrians.

Alternative 1 - Upgrade Signals, Ramps, Crossing and Ped Buttons

Alternative 1 would upgrade the various crossings at the intersection to current equipment and design standards. Traffic signals and control buttons would be replaced, and pedestrian crossing signals would be upgraded to meet ADA standards. Existing ramps would be reconstructed as necessary to meet ADA standards. Crosswalks would be repainted to clarify the path for pedestrians and bicyclists.

This alternative would provide up-to-date crossing facilities at the intersection, ADA improvements, and improve safety for pedestrians.

Alternative 2 - Upgrade Signals, Ramps, Enhanced Crossing, Ped Buttons and Reduced Turn Radius

Alternative 2 would upgrade the various crossings at the intersection to current equipment and design standards, as depicted in Figure 37. Traffic signals and control buttons would be replaced, and pedestrian crossing signals would be upgraded to meet ADA standards. Ramps would be extended and reconstructed at the corner of Walton Road and Village Green Drive, meeting ADA standard and reducing the turn radius for vehicles turning right, if possible. Crosswalks would be enhanced to include stamped asphalt to further clarify the pathway for pedestrians with the addition of green paint and markings for bicyclists crossing the intersection.

This alternative would provide up-to-date crossing facilities at the intersection, slow down traffic, reduce the walking distance for non-motorized facilities, improve safety and ADA improvements.

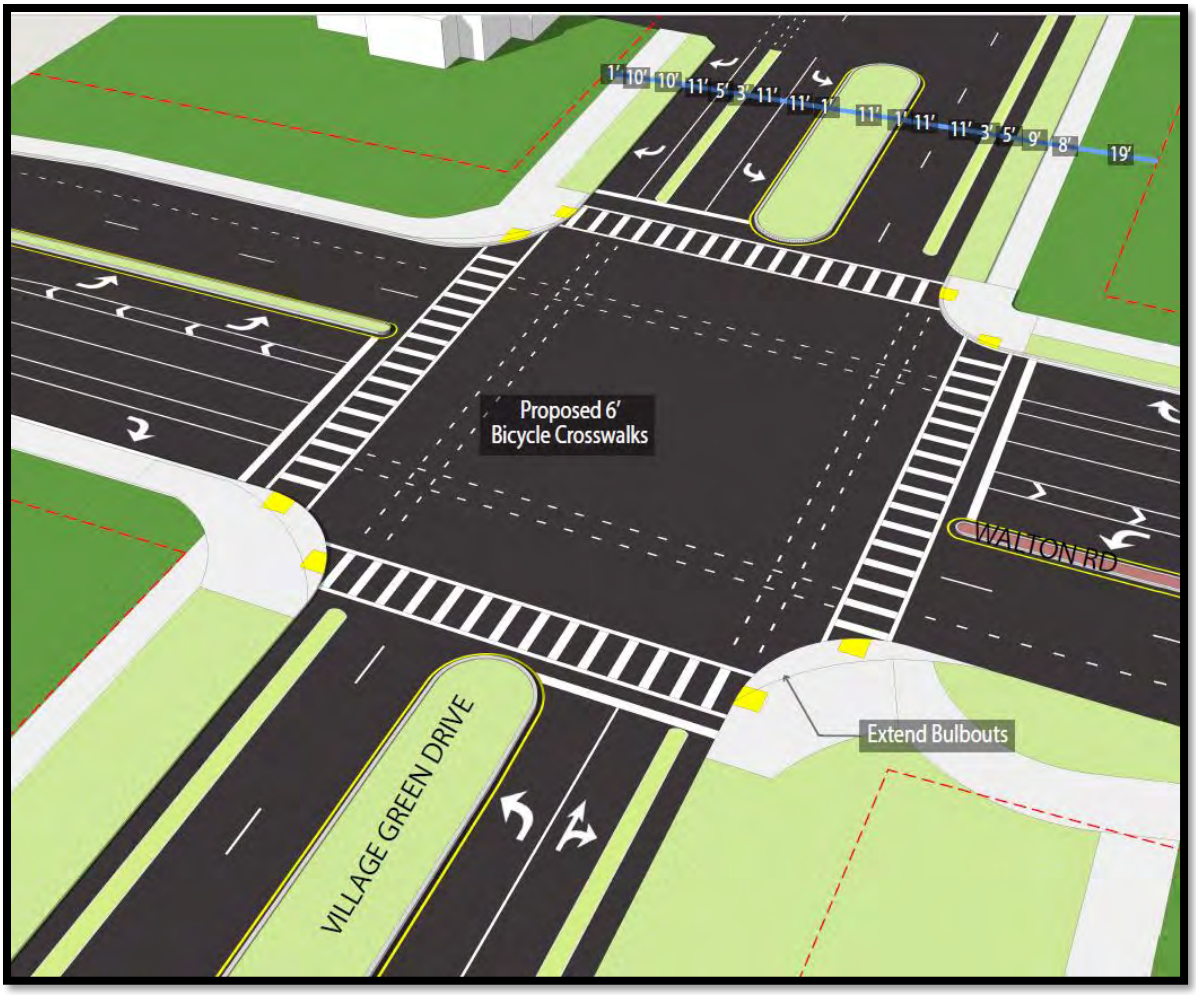


Figure 37: Proposed Intersection Improvements at Walton Road

SE Tiffany Avenue

SE Tiffany Avenue is a non-signalized intersection with a two-way control stop for northbound and southbound traffic. There are no crossing facilities at this intersection; pedestrians and bicyclists are forced to the midblock crossing located at SE Cascella Court, approximately 800 feet east of the intersection. The Wood Stork Trail is located on the southeast corner of this intersection. This is also an entrance to the St. Lucie Medical Center. The current design has the entrance to the St. Lucie Medical Center off-set from Village Green Drive.

Alternative 1 - Multi-Way Stop, Install Ramps, Crossings, Signage and Modify Hospital Driveway

Alternative 1 would introduce a four-way stop, install enhanced pedestrian crosswalks with stamp asphalt on all four legs, see Figure 38. Ramps would be extended to reduce the turn radius and reconstructed to meet ADA standards. Stop control and pedestrian signage would also be included on SE Tiffany Avenue. Additionally, the hospital driveway would be reconstructed to include a left turn/thru lane and right turn lane for vehicles exiting the medical facility providing better alignment with Village Green Drive.

Traffic analysis of the multi-way stop found that delay was increased and LOS decreased when comparing with the No-Build.

This alternative would provide up-to-date design standards, provide crosswalks for pedestrians, enhance pedestrian and bicycle safety, improve existing traffic conditions, and slow down traffic.

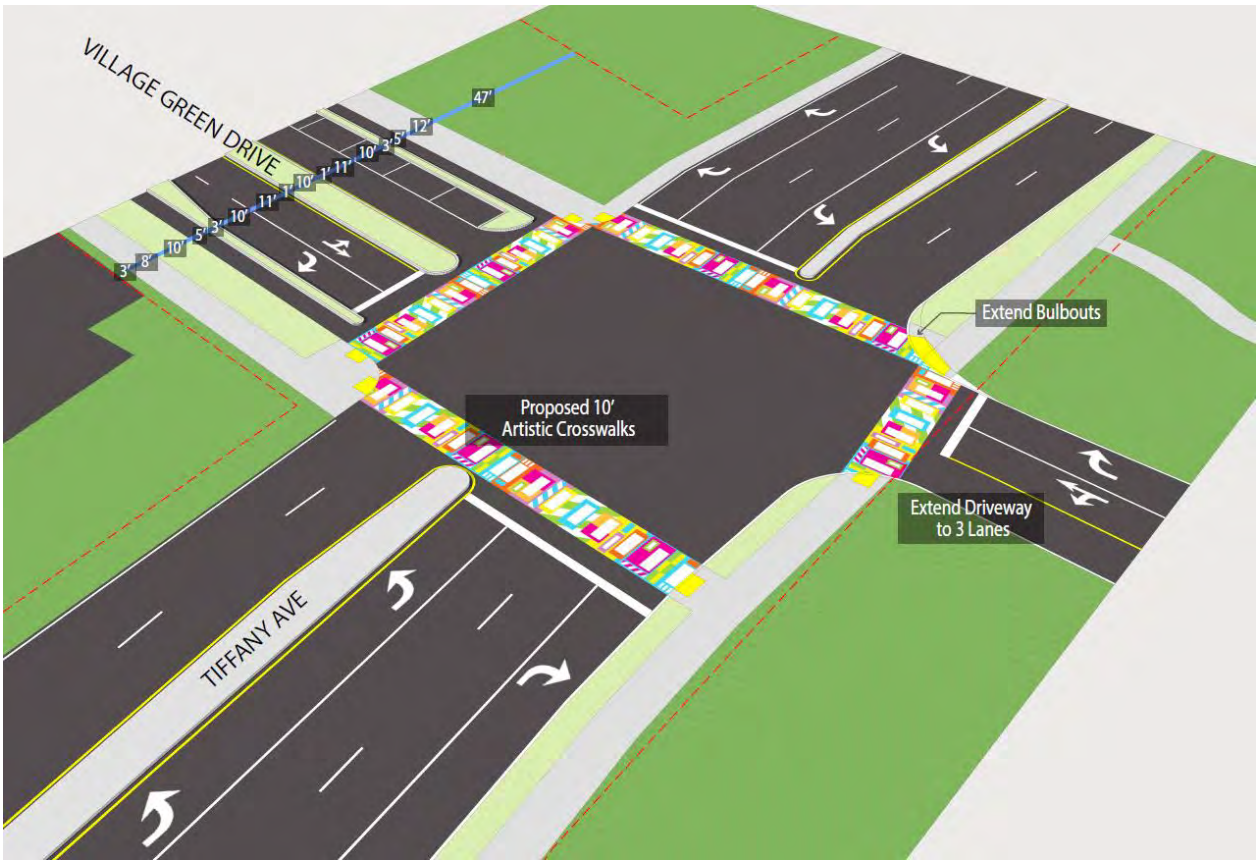


Figure 38: Alternative 1 at SE Tiffany Avenue

Alternative 2 - Roundabout

Alternative 2 would introduce a roundabout at Village Green Drive and SE Tiffany Avenue, see Figure 39. The roundabout would be constructed to meet current design standards, forcing vehicles to slow down between 15 to 25 mph, introduce pedestrian crossings with stamped asphalt and median refuge areas, and signage. Alternative 2 would slow down vehicles, provide crosswalks for pedestrians, enhance pedestrian and bicycle safety and improve traffic conditions.

Traffic analysis for Alternative 2 found that delay was reduced when compared to the No-Build and Alternative 1 models, and LOS improved significantly when compared with the Alternative 1 model.

This alternative would provide up-to-date design standards, enhance safety, provide crosswalks and refuge areas for pedestrians, slow down vehicular traffic, and improve traffic conditions.

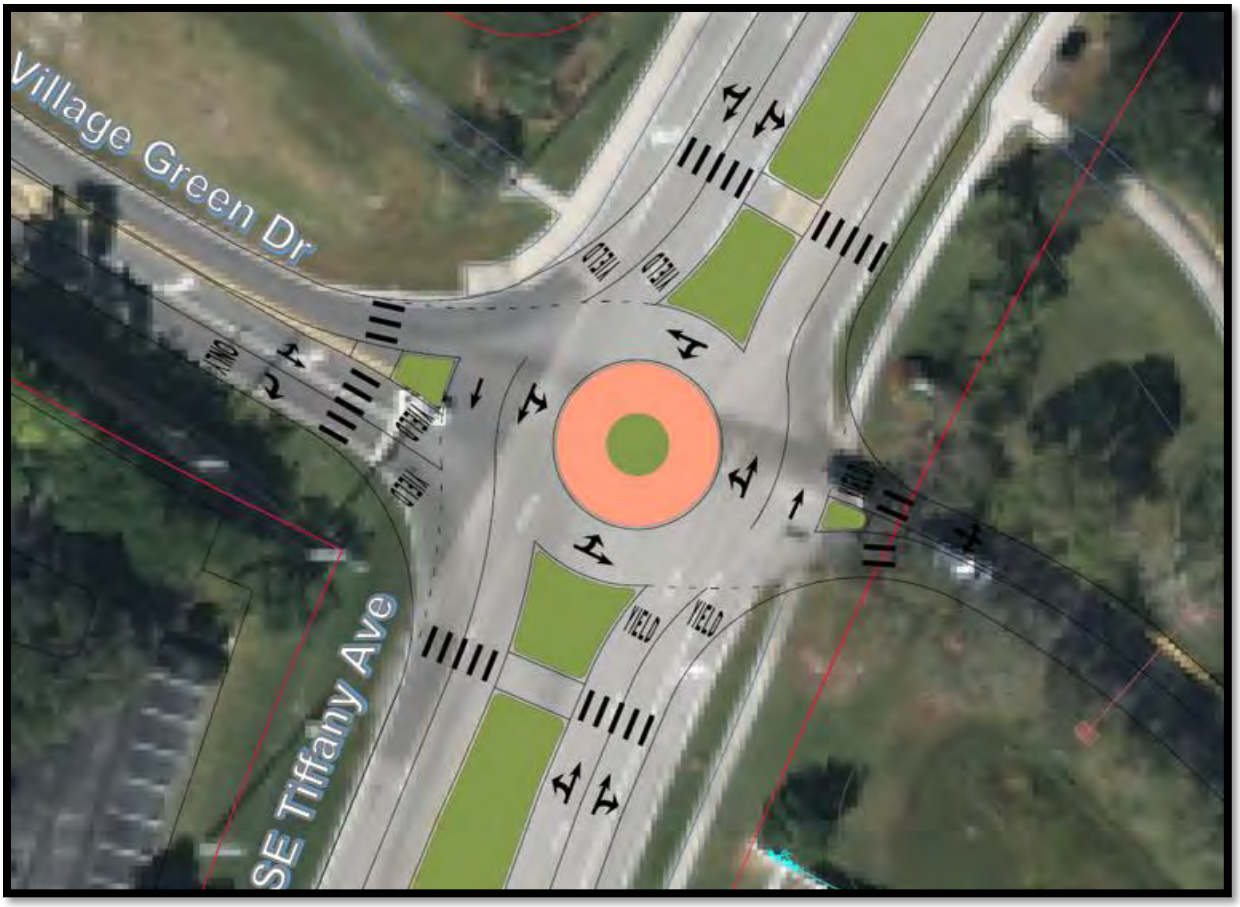


Figure 39: Alternative 2 at SE Tiffany Avenue

Table 15 provides a comparison in delay and LOS for the proposed alternatives in comparison to the existing conditions and no-build scenarios.

Table 15: Traffic Analysis of Alternatives at SE Tiffany Avenue

Condition	Type	Movement	Turn Lane Storage Length (ft)	AM Peak Hour				PM Peak Hour			
				LOS	Approach Delay (sec/veh)	95th Percentile Queue Length (ft)	Exceeds Storage Length (Y/N)	LOS	Approach Delay (sec/veh)	95th Percentile Queue Length (ft)	Exceeds Storage Length (Y/N)
Existing	Unsignalized	EBL	90	B	14.3	20	N	B	14.6	35	N
		EBT	0			30	N/A			25	N/A
		WB	0	C	19.7	12.5	N/A	C	17.1	17.5	N/A
		NBL	280	N/A	3.7	12.5	N	N/A	3.8	10	N
		NBT	N/A			N/A	N/A			N/A	N/A
		NBR	150			N/A	N			N/A	N
		SBL	150	N/A	0.5	0	N	N/A	0.1	0	N
		SBT	N/A			N/A	N/A			N/A	N/A
		SBR	175			N/A	N			N/A	N
		Overall	N/A	N/A	6.4	N/A	N/A	N/A	7.2	N/A	N/A
No Build	Unsignalized	EBL	90	B	14.7	22.5	N	C	15.1	40	N
		EBT	0			32.5	N/A			25	N/A
		WB	0	C	20.3	12.5	N/A	C	17.7	17.5	N/A
		NBL	280	N/A	3.7	12.5	N	N/A	3.8	10	N
		NBT	N/A			N/A	N/A			N/A	N/A
		NBR	150			N/A	N			N/A	N
		SBL	150	N/A	0.5	0	N	N/A	0.1	0	N
		SBT	N/A			N/A	N/A			N/A	N/A
		SBR	175			N/A	N			N/A	N
		Overall	N/A	N/A	6.5	N/A	N/A	N/A	7.4	N/A	N/A
Alt 1 - Four Way Stop	All-Way Stop Controlled	EBLT	0	B	11	0	N/A	B	11.1	25	N/A
		EBR	280			25	N			27.5	N
		WBRTL	N/A	B	10.4	0	N/A	B	10.6	10	N/A
		NBTL	150	B	12.7	25	N	B	12.8	52.5	N
		NBTR	150			25	N/A			15	N/A
		SBLT	N/A	B	10.5	0	N	B	10.7	12.5	N
		SBTR	175			0	N/A			27.5	N/A
		Overall	N/A	B	11.5	N/A	N/A	B	11.5	N/A	N/A

Condition	Type	Movement	Turn Lane Storage Length (ft)	AM Peak Hour				PM Peak Hour			
				LOS	Approach Delay (sec/veh)	95th Percentile Queue Length (ft)	Exceeds Storage Length (Y/N)	LOS	Approach Delay (sec/veh)	95th Percentile Queue Length (ft)	Exceeds Storage Length (Y/N)
Alt 2 - Roundabout	Roundabout	EBLT	N/A	A	4.6	0	N/A	A	4.5	0	N/A
		EBR	N/A			25	N			25	N
		WBLTR	N/A	A	4.6	0	N/A	A	4.4	0	N/A
		NBLT	N/A	A	4.4	25	N/A	A	4.2	0	N/A
		NBTR	N/A			25	N/A			25	N/A
		SBLT	N/A	A	4.4	0	N/A	A	4.2	0	N/A
		SBTR	N/A			0	N/A			0	N/A
		Overall	N/A	A	4.5	N/A	N/A	A	4.3	N/A	N/A

Source: MARLIN Engineering, Inc.

Access Management

Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties. Thoughtful access management along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Access management can reduce injury and fatal crashes by as much as 31%.[13] Every intersection, from a signalized intersection to an unpaved driveway, has the potential for conflicts between vehicles, pedestrians, and bicyclists. The number and types of conflict points where the travel paths of two user's intersection influence the safety performance of the intersection or driveway. Access management strategies include:

- Driveway closure, consolidation, or relocation
- Limited-movement designs for driveways (such as right-in/right-out only)
- Raised medians that preclude across-roadway movements
- Intersection designs such as roundabouts or those with reduced left-turn conflicts
- Turn lanes (i.e., left-only, right-only, or interior two-way left
- Lower speed one-way or two-way off-arterial circulation roads

Successful corridor access management involves balancing overall safety and corridor mobility for all users along with the access needs of adjacent land uses.

[13] Highway Safety Manual

An access management review was conducted to consolidate the median openings to improve the mobility and safety along Village Green Drive. The existing driveways of the adjacent properties on the corridor meet the City of Port St. Lucie Driveway Code. No further guidance is included in the City's development code for access management.

With the consideration of adding bicycle and pedestrian facilities along Village Green Drive, consolidating the median openings would reduce the number of conflict points and assure safe, visible, and accessible pedestrian and bicycle crossings. Median construction, or reconstruction to close median openings, can be used as an effective retrofit strategy in areas where driveway access and direct left turn movements are a problem. Also, restrictive medians built prior to development would encourage joint and cross access and allow the optimal location of consolidated access points in the future.

The presence of median openings also alleviates the U-turning traffic at signalized intersections and also eliminates extra travel distances and travel times that motorists would have to incur to access land-uses adjacent to roads without median openings. A lot of closely spaced consecutive median openings, however, are conflict zones that cause safety and congestion issues.

Safety at the median openings is usually improved by controlling the number of movements that use the openings. For example, restricting the direct left-turn from the land uses will eliminate the most predominant crash type, side-impact collisions or "T-Bone" crashes. Instead, vehicles have to make right turns followed by U-turn at downstream median openings to reach their destination.

Adjacency of median openings to signalized intersections would have adverse impacts on safety due to overlapping their functional areas. Overlapping the functional areas of median openings and intersections will increase the number of crashes at both the intersections and median openings. Creating new openings within the functional area of the intersection is not recommended along Village Green Drive.

Each segment was examined separately since the type of land uses changes significantly throughout the corridor.

Segment 1 consists of commercial and light industrial uses, which inherently has more truck and vehicle movements. The median openings were evaluated for both truck circulation and ease of access to the businesses for this segment. The density of the existing median openings is consolidated into a few openings since they are very closely spaced together and increase the number of conflict points along the segments. No new median openings were proposed on the curve between Brandon Circle and Camino De Entrada due to insufficient sight distance visibility. These improvements may promote cross-access easement in the future through coordination with the private property owners and the City of Port St. Lucie.

Segment 2 consists of single-family residential to the west and light industrial to the east. The proposed alternatives at Camino De Entrada and Village Green Drive are proposed to increase safety and also improve the operations of the segment as per the traffic analysis. The SE South Niemeyer Circle and Village Green Drive intersection is proposed as a full median opening with stop controlled on minor street (SE South Niemeyer Circle). Segment 2 also includes the St. Lucie County Fire Station 12, the median cuts for the fire station were not modified, but can include specialty pavement or mountable curbing. The median cuts will remain to minimize emergency response times north and south on Village Green Drive.

The northern part of **Segment 3** consists of retail, commercial and recreational uses while the southern part includes residential and medical uses. The existing full median opening, located approximately 200 feet south of SE Walton Road on Village Green Drive is maintained for the delivery trucks to reach US Highway 1 without a taking U-turns at the SE Walton Road intersection. Discussions on potential stop control or raised intersection was discussed for the Waterview Drive and Village Green Drive intersection, and are for the anticipated future pedestrian volume traveling to/from the Event Center; it is important to note that a stop-controlled intersection will need a warrant study conducted prior to the design and construction. The two entrances for the Midpoint Place Condominiums at SE Royal Green Circle are proposed as full median openings. The proposed alternatives at SE Tiffany Avenue and Village Green Drive are proposed as both a safety and operational improvement.

Recreation & Trails

Eastern Port St. Lucie has tremendous assets for eco-tourism and recreation. Integrating the natural features with the built environment is key to increased livability, health, and happiness. The City's *Planning Area 7 Neighborhood Improvement Plan,* completed in 2017 recommended enhancing recreation and leisure in the area.

Figure 40: Existing Wood Stork Trail

Research has shown that spending time in green spaces can increase happiness, well-being, positive social interactions, cognitive benefits, and a sense of meaning and purpose in life, including a decrease in mental distress (*Science Advances*, Vol. 5, No. 7, 2019). With a consideration of the natural area and future SUN Trail and East Coast Greenway connectivity opportunities, the area has tremendous potential for additional trails and pathways to enhance walkability and livability.

The existing Wood Stork Trail, Figure 43, is currently located along Segment 3 of Village Green Drive, and provides opportunities for future enhancements to better serve the community. The trail meanders along the corridor between SE Walton Road and SE Tiffany Avenue, connecting into the SE Walton Road Shared Use Pathway to the north and continuing south of SE Tiffany Avenue circling Hillmoor Lake to the south. The trail also crosses Village Green Drive, connecting to the City Center property and US Highway 1 sidewalk.

Linear Park

As previously discussed, Segment 3 has approximately 150 feet of right-of-way between SE Walton Road and SE Tiffany Avenue. With the proposed concepts, there are 55 or more feet available for green space. The reimagining of this space is an important component in creating a sense of place. Discussions with stakeholders, staff, and residents included ideas for a linear park, plazas, recreational amenities, parking, landscape improvements, and public art. Survey 2 found that 36% of respondents preferred a linear park with recreational activities, such as fishing platforms and exercise equipment, while 26% of survey respondents preferred a passive linear park with plazas and public art, and an additional 20% of survey respondents preferred enhanced landscaping or vegetation.

Conceptual design options are illustrated in Figure 44. The design options included a linear park with passive uses and enhanced landscaping; a liner park with public plazas; and a linear park with recreational uses. Recreational uses may include a playground, fishing platforms, outdoor exercise equipment, observation decks and the like. With the medical uses surrounding this area, the City may want to consider exploring partnerships with the local hospital for a health trail, or sponsorship of recreational equipment.

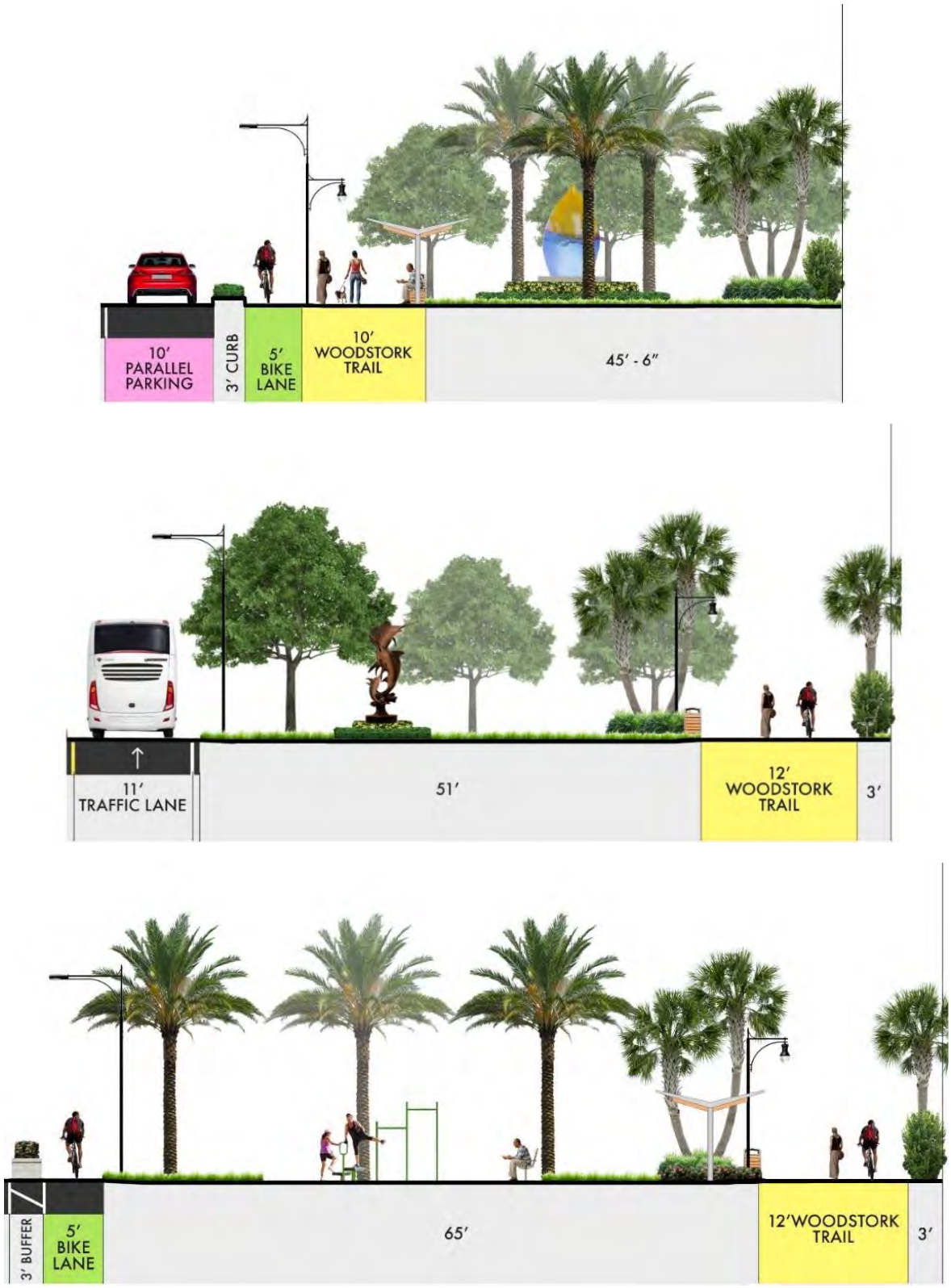


Figure 41: Linear Park Conceptual Designs

Hog Pen Slough

Hog Pen Slough is a unique natural feature that has tremendous benefits to the surrounding area, including stormwater, environmental, and wildlife benefits. Survey respondents overwhelmingly supported the idea of an elevated boardwalk through Hog Pen Slough by over 90%. The proposed elevated boardwalk is 12-feet in width and would be considered a shared-use pathway for both bicyclists and pedestrians, allowing users to connect to the Crosstown Parkway Extension, the industrial area, and City Center. Figure 42 identifies potential connections into the proposed Hog Pen Slough Trail.

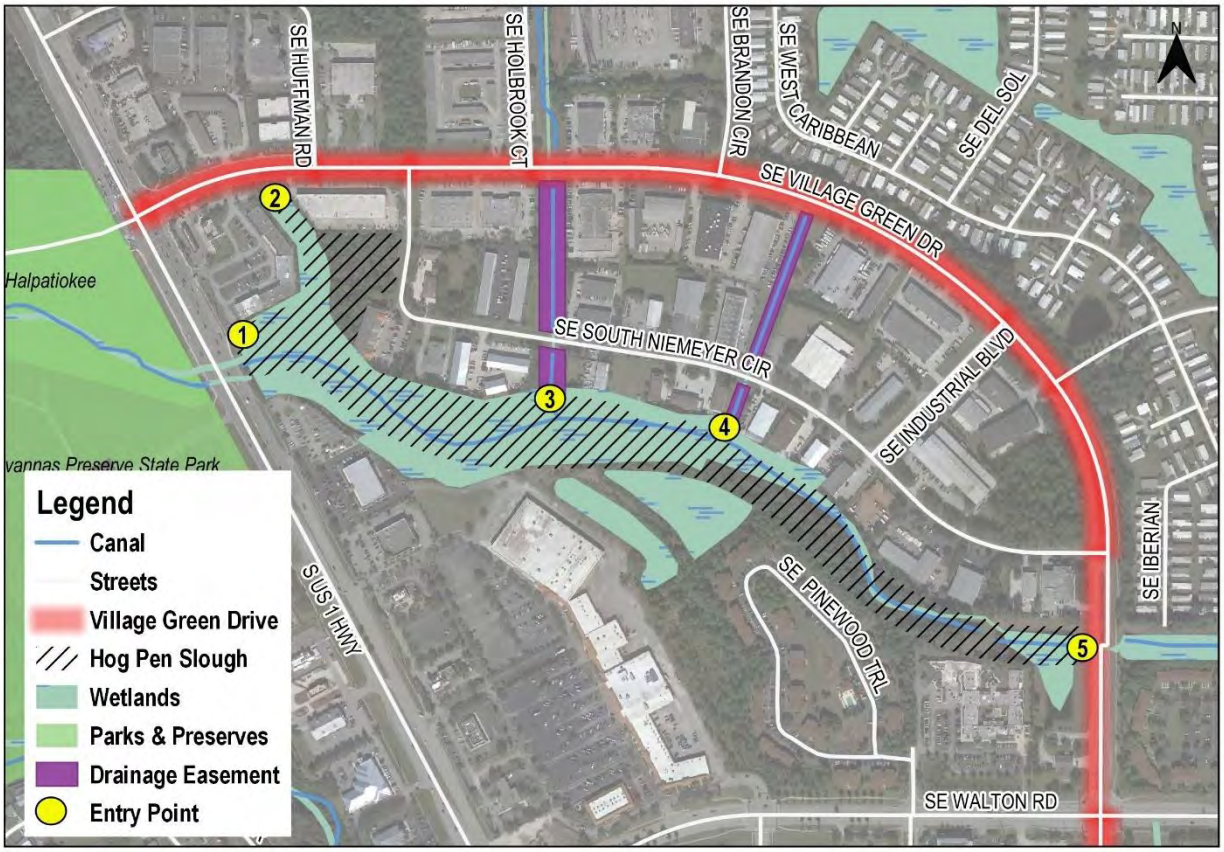
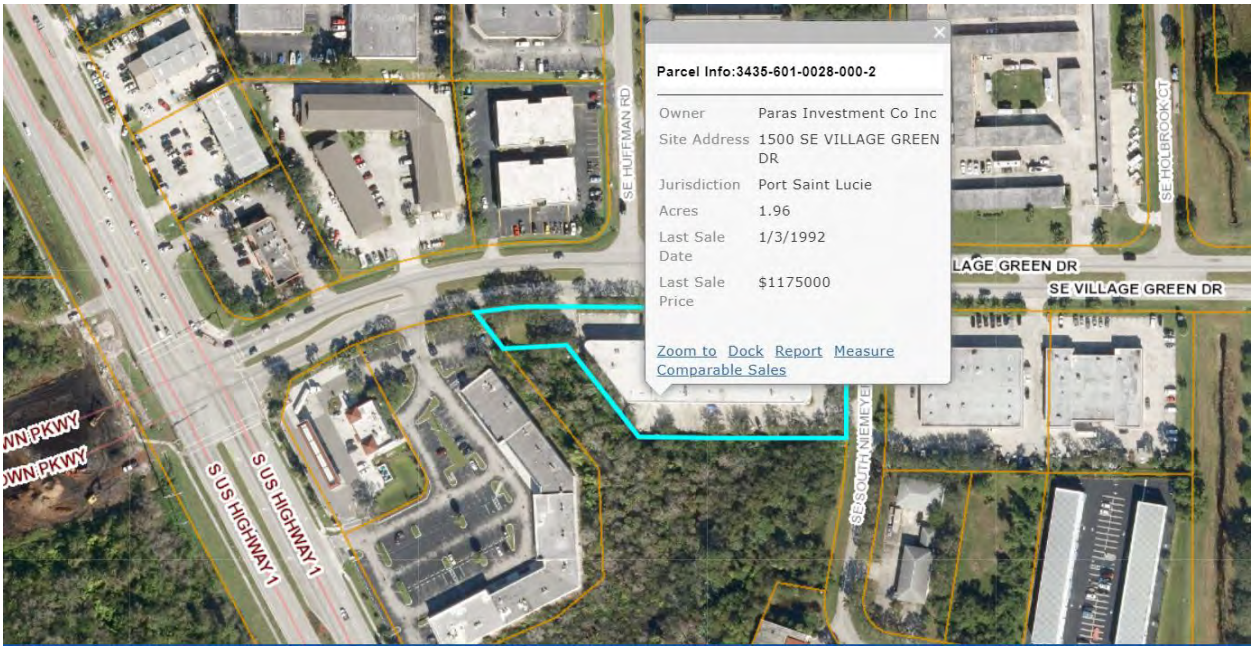


Figure 42: Hog Pen Slough Potential Entry Points

Option 1 is off US Highway 1 just south of the shopping plaza on the southeast corner of Village Green Drive and US Highway 1, near a water control structure.

Option 2 begins east on Village Green Drive between the shopping center and 1500 Building (Paras Property). Figure 43 shows the existing property line of the 1500 Building (Paras Property) and Hog Pen Slough rights-of-way. It is important to note that this option would require an easement as there is a small area which is privately owned.

Options 3 and 4 are located at the drainage easements within the industrial area (highlighted in purple).



(Source: St. Lucie County Property Appraiser)

Figure 43: Parcel Information for Option 2 Entry to Hog Pen Slough Boardwalk

Option 5 is located off Village Green Drive in Segment 2, between SE Walton Road and SE South Niemeyer Circle at the H-16 canal.

Furthermore, the Hog Pen Slough Trail could provide opportunities for educational signage and would connect to the SE Walton Road Share Use Pathway. The City may want to consider further evaluation of extending the trail along the H-16 Canal to the east, connecting with the future Florida Sun Trail at Savannas Preserve State Park. Further analysis is required to reduce the environmental impacts of the proposed elevated boardwalk. A proposed typical cross-section of the trail is provided in Figure 44.

Figure 44: Typical Cross-Section of Proposed Hog Pen Slough Trail

Drainage Pathway & Enhancements

Figures 45 and 46 illustrate the potential shared-use pathways through two drainage easements within the industrial area, connecting into Hog Pen Slough. The easements have 50 and 100-feet of right-of-way which is utilized for stormwater drainage. With the utilization of specific plant species and trees, these areas could be enhanced and utilized as bioswales to better filter stormwater runoff and assist in cleaning the water prior to draining into Hog Pen Slough. The drainage pathways also include 10-foot shared-use pathways which connect Village Green Drive, the industrial area, and into the proposed Hog Pen Slough Trail.

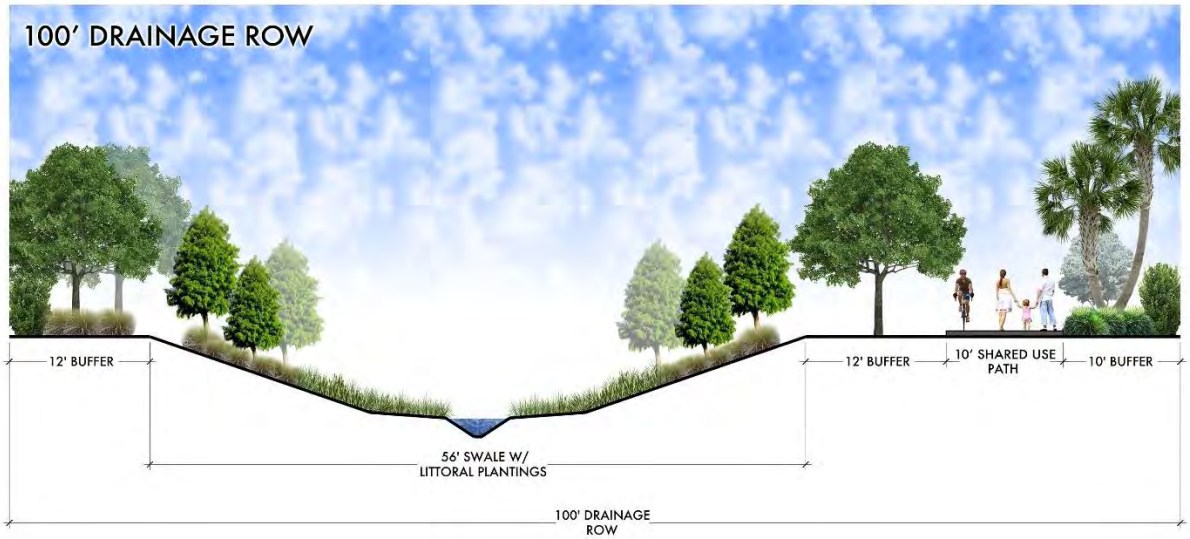


Figure 45: 100-Foot Drainage Right-Of-Way

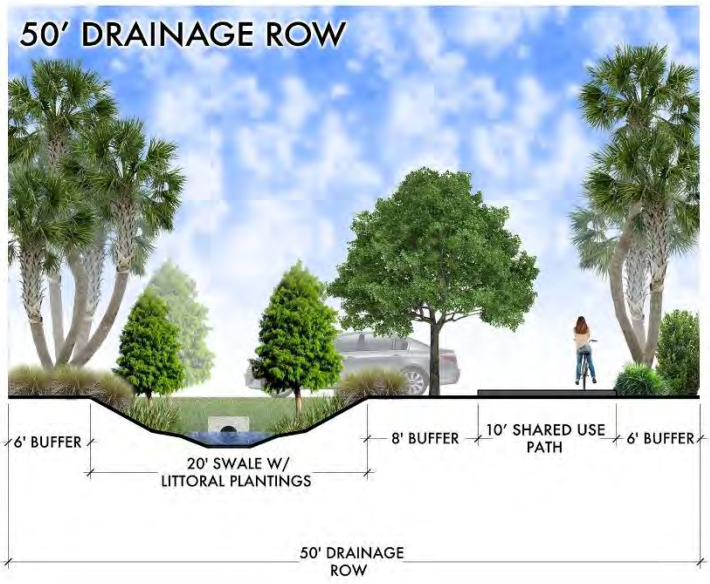


Figure 46: 50-Foot Drainage Right-Of-Way

Streetscape

Streetscape is a term "used to describe the natural and built fabric of the street, and defined as the design quality of the street and its visual effect." This concept recognizes the street as a public place. Ultimately, streetscape helps define a community's aesthetic quality, economic activity, health and sustainability. Various benefits associated with streetscaping include aesthetics, treatments to assist people with disabilities, bus stop placement, safe routes to school, and traffic-calming. Attractive and inviting streets provide a safe built environment for pedestrians and can help spur economic activity. Walkability can help revitalize urban centers, increase private investment, and support the development of businesses. Streetscape treatments include gateway features, public art, bus stops, street furniture, wayfinding signage and landscaping.

The City's *Beautification Policy Guidelines* adopted in 2019 provide guidance for the design of rights-of-way, including guidance for landscape placement, treatment, and species, drainage swales, neighborhood branding and street furniture. Figure 47 is a plan view depiction of the design of 150-feet of right-of-way.

(Source: City of Port St. Lucie Beautification Policy Guidelines, 2019)

Figure 47: 150-Feet Right-Of-Way Enhanced Landscape

Figure 48, on the following page, is a site analysis of proposed streetscaping opportunities along Village Green Drive. The site analysis provides proposed treatments for gateways, pedestrian wayfinding signage, public art, trails, street furniture, transit, and pedestrian connections.

Figure 48: Site Analysis for Village Green Drive

Gateways and Public Art

Gateways and architectural features are used to demarcate entry points, passages and highlight important features. Branding and identity are also conveyed in these landmarks, which help distinguish one community from another, creating a sense of place. Gateways and architectural features also aid in visual continuity through the consistent use of forms or materials, linking together different sectors of a city. Figure 49 provides several examples of the different treatments that have been applied in cities across Florida, including Port St. Lucie.

Through discussions with stakeholders, residents, and the City of Port St. Lucie, a commonly expressed desire for the area was continuity and improved aesthetics, especially along Segments 1 and 2 of Village Green Drive. With the completion of the Crosstown Parkway Extension and its visual aesthetic, public art and plaza components - tying a similar theme into Village Green Drive, City Center and the St. Lucie Medical Center was an important factor in aesthetics and creating a sense of place for the area.

The recommendation to build an identity, enhance commercial corridors and integrate arts and culture was also reiterated in the *Planning Area 7 Neighborhood Improvement Plan*. Figure 48, on the previous page, illustrates the locations of potential gateway features at the US Highway 1, SE Walton Road and SE Tiffany Avenue intersections.

IMAGE 1: SCULPTURE WITH PAVING PATTERNS

IMAGE 2: UNDERPASS STRUCTURE WITH GREEN ROOF

IMAGE 3: DIRECTIONAL SIGNAGE/MONUMENT

IMAGE 4: SCULPTURES WITH NATIVE VEGETATION

IMAGE 5: SIGNAGE/MONUMENT AT NODES

IMAGE 6: SCULPTURE WITHIN PLAZA

Figure 49: Corridor Monument Examples

Public Art

Figure 50 displays examples of art incorporated into public places, sometimes used as architectural monuments. Public art provides meaning, reflects on a city's history, adds uniqueness, and humanizes the built environment. Public art provides social, economic, and cultural value to any community. Public art can include murals, sculptures, memorials, integrated architectural or landscape architectural work, community art, digital new media, and performances or festivals. It can also be used for gateway features to illustrate a sense of arrival into a community.

The City of Port St. Lucie's Public Art Program is funded by a percent for art in private development. New construction projects (except single-family homes) contribute 1% of the total cost of development up to $100,000 or pay an in lieu of fee to the City for public art. This money is then used to recruit artists to create pieces to be displayed in parks, right-of-way, plazas, roundabouts, intersections, and utility box wraps. Public art is an important component of instilling a sense of place and community pride. Survey and polling respondents listed public art as their number one preferred community improvement in Survey 1 with 93% approval. Figure 51 provides preliminary locations for public art throughout Village Green Drive.

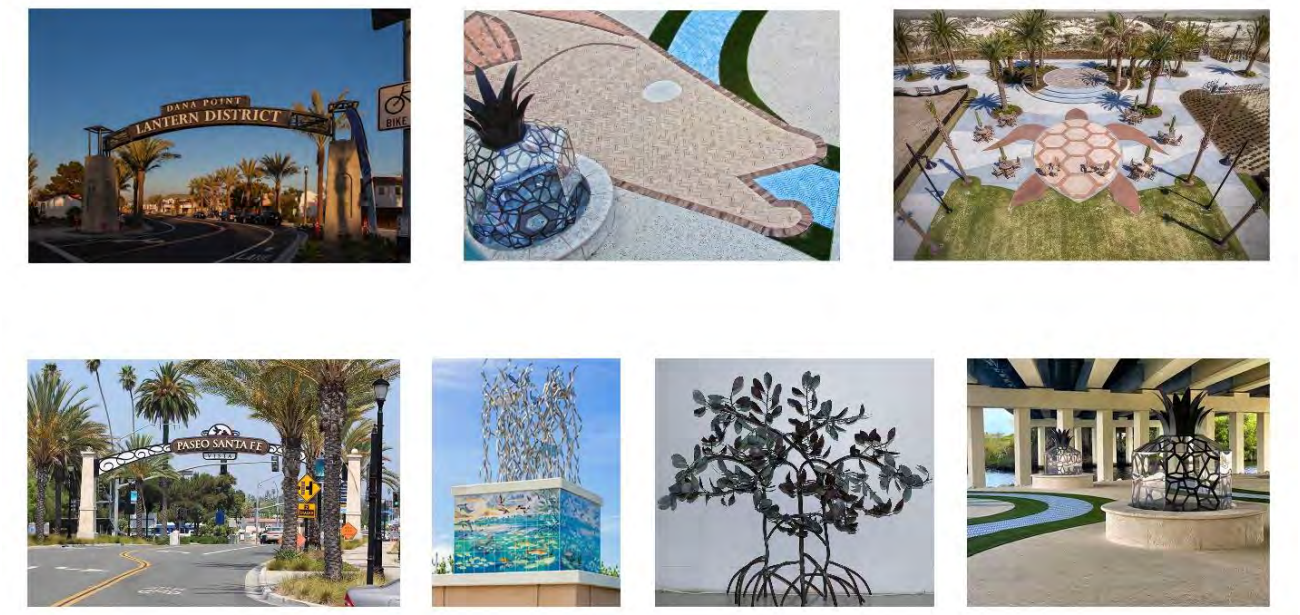


Figure 50: Gateway Features and Public Art Examples

Bus Stops

Village Green Drive is serviced by Route 4 between SE Walton Road and SE Tiffany Avenue. There are two bus stops on Village Green Drive and an additional two bus stops within walking distance of Village Green Drive. Future bus service and bus stops are anticipated as outlined in the St. Lucie County Transit Development Plan (TDP), which identifies new service across the Crosstown Parkway (priority ranking 8). Existing bus stops are equipped with minimal amenities if any. Providing safe, convenient transit is consistent with sustainable design, adds to the livability of a place, and provides transit to members of the community without access to a vehicle, particularly the elderly, people with disabilities, and young people who are unable to drive.

Bus shelters should integrate an element of a city's branding program, reinforcing the City's identity. Bus stops also provide an opportunity for public art. Figure 51 provides examples of bus stops with basic amenities. Furthermore, American Community Survey data (2018) for the study area, which includes two census tracts[14], estimate 2.1% of households do not have a vehicle and 1.9% of the population take transit. An estimated total of 8% of the population within the study area is between the age of 5 and 17 years, and 41% of the population is over the age of 65 years. 21% of the population in the study is estimated to have a disability, this number is significantly higher than the City's average of approximately 8%. Ensuring transit access in the area is critical to the study area.

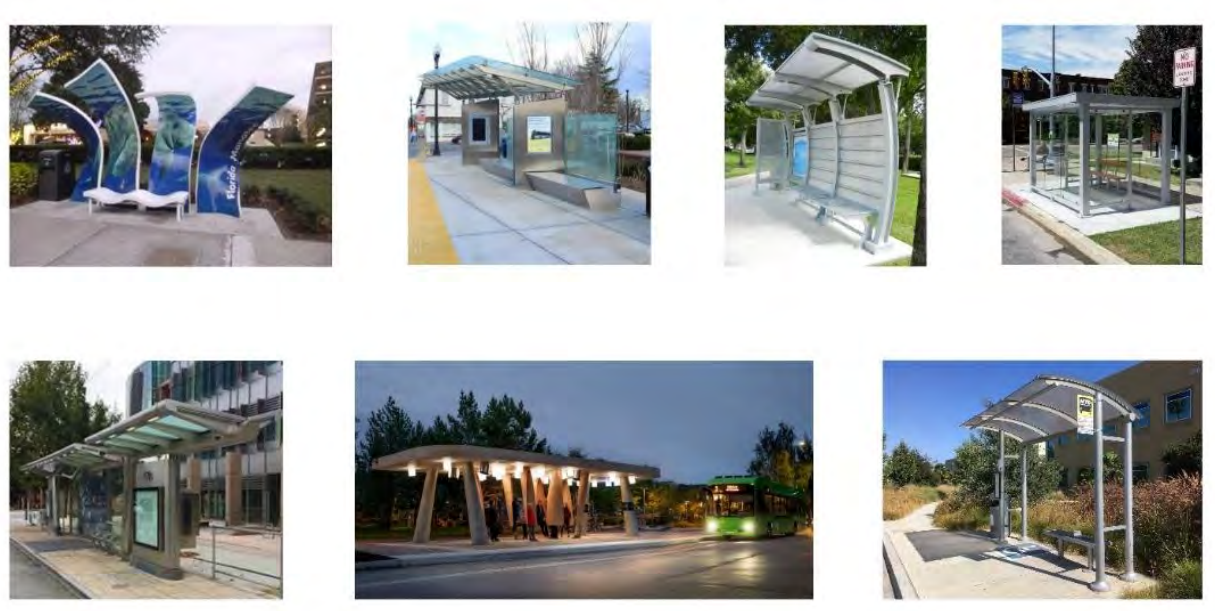


Figure 51: Bus Stop Examples

[14] Census Tracts 3816.03 and 3818.02

Street Furniture

Site amenities and furnishings are non-vegetative elements introduced into streetscapes that further create a cohesive appearance throughout the city. These amenities can include seating, trash/recycle receptacles, pedestrian lighting, hardscape, bike racks, tables, pet waste stations, public art, bollards and other elements, see Figure 52 for examples of street furniture. A combination of natural materials and modern design pieces create a unique contrast between the progressive culture and natural environment for the City of Port St. Lucie. The City's *Beautification Policy Guidance* provides examples of street furniture the City currently uses. Figure 48 illustrates the potential locations for street furniture along Village Green Drive.

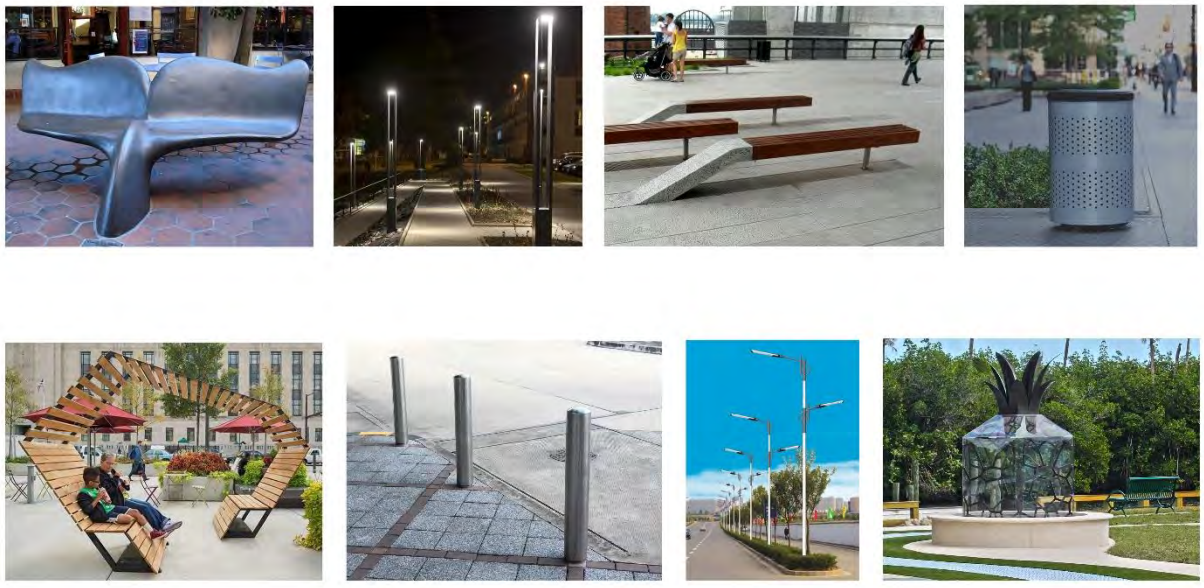


Figure 52: Examples of Street Furniture

Wayfinding Signage

Wayfinding signage not only directs vehicles and pedestrians on the location of destinations, but can boost a city's brand by improving legibility, navigation, understanding, and accessibility of the environment. Wayfinding systems create and reinforce destination hierarchy, enhance the identification and utilization of lesser-known destinations and districts, improve traffic flows, safety and ease in finding parking and allow vehicular traffic to transition for pedestrian and transit use.

Wayfinding signage also aids in reducing the visual clutter with a consistent brand identity and character. The site analysis in Figure 48 illustrates the potential locations of wayfinding signage for pedestrians. Figure 53 below provides some examples of the different wayfinding systems cities have utilized, these examples also incorporate brand colors, logos, fonts, and designs.

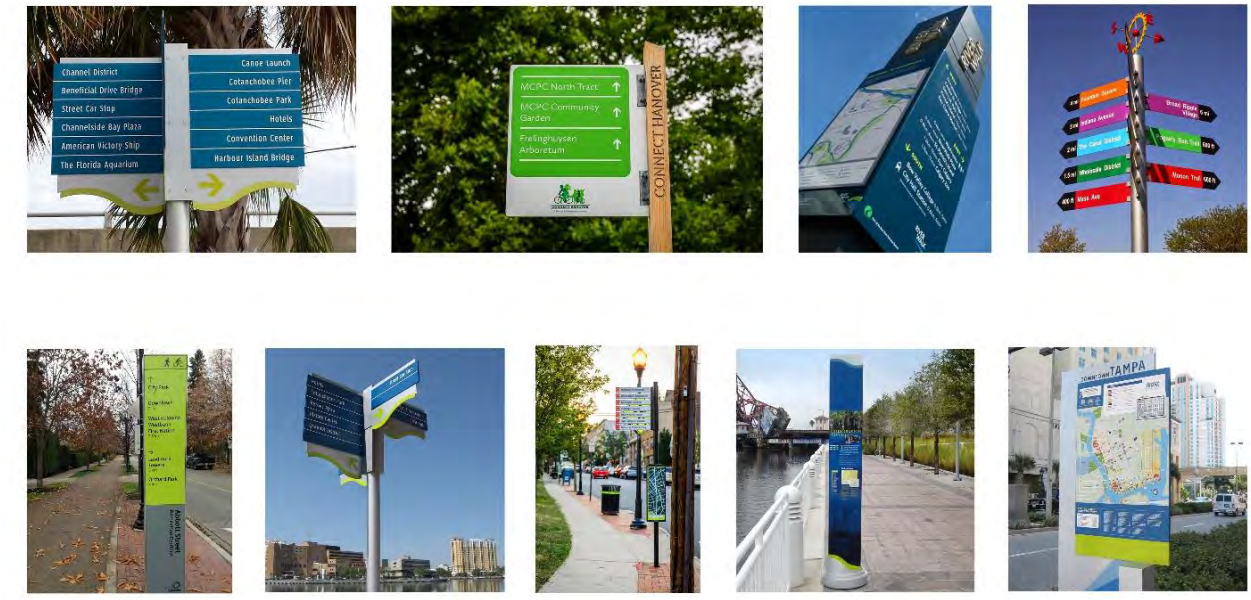


Figure 53: Wayfinding Signage Examples

Landscaping

Landscaping provides a number of benefits which can be summarized as ecosystem services. The National Wildlife Fund summarizes ecosystem services as any positive benefit that wildlife ecosystems provide. Urban vegetation, directly and indirectly, affects air quality by removing air pollution and altering the urban atmospheric environment. Trees can not only assist in removing harmful pollutants like carbon dioxide (CO2) from the atmosphere, but they can reduce energy usage as they lower temperature and provide shade to buildings.

Trees can also assist in the reduction of the heat island effect, a condition of excessive accumulation of heat associated with impervious surfaces. Landscaping has been found to provide benefits in human welfare and well-being, cognitive health, community development, and driver comfort[15]. Survey 1 respondents selected shade trees (93%) as their second preference for pedestrian improvements, and landscape enhancements (91%) as their third preference for community improvements. When asked about landscape improvements directly, shade trees and ornamental landscaping, and tied in first at 92% among survey respondents, xeriscape and wildflowers followed a close second and third.

Shade or canopy trees have numerous benefits including reducing peak temperatures and air pollution, enhancing property values, providing wildlife habitat, aesthetic benefits, and can attract businesses and residents.

Ornamental landscaping adds a visually appealing aesthetic to landscaping, they are often used for decorative functions, at community or neighborhood entrances and other areas of significance.

Xeriscape uses drought-resistant plants, eliminating the need for pesticides and fertilizers, xeriscape design utilizes significantly less water than traditional landscaping. Xeriscaping in Florida includes grouping together plants by water need, using drought resistant grass, low-water plants, and mulch in place of turf.

Wildflowers provide critical habitat for pollinators, beneficial to insects and wildlife, they can also improve soil health, prevent soil erosion and improve water quality.

The City's *Beautification Policy Guide* provides guidance to landscaping the right-of-way, see Figure 54. It is important to strategically place shade trees adjacent to walking pathways to provide shade and respite from the hot Florida sun. Shade trees not only provide invaluable ecosystem services, but enhance the walking environment for residents and visitors alike.

[15] Dixon, K.K., and K.L. Wolf. 2007. Benefits and Risks of Urban Roadside Landscape: Finding a Livable, Balanced Response. Proceedings of the 3rd Urban Street Symposium (June 24-27, 2007; Seattle, WA). Washington D.C.: Transportation Research Board of the National Academics of Science

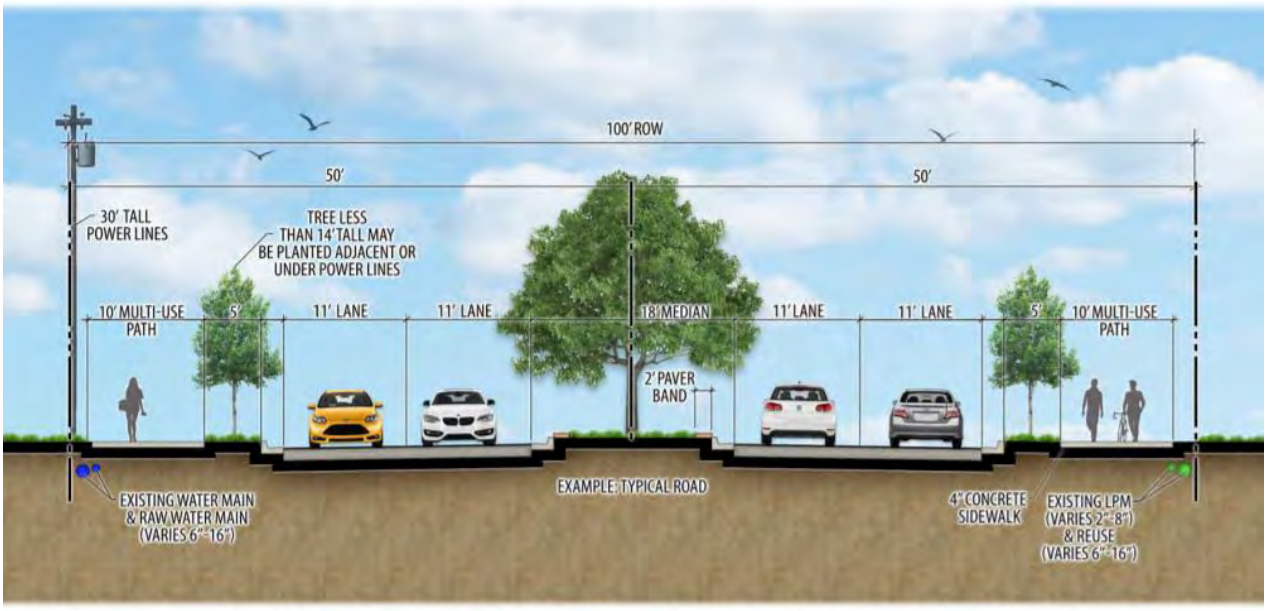


Figure 54: 100' City Right-of-Way Typical Section, City Beautification Guide

Figure 55 provides a number of examples for landscape treatments which can be applied along the corridor, examples include shade trees, ornamental landscaping, and native or Florida-Friendly landscaping.

Figure 55: Landscaping Examples

Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime.

Advantage of using CPTED include lesser cases of crime committed, less victimization of residents, an enhanced feeling of security and quality of life, and increased intersections between residents. CPTED can also lead to revitalization and preservation of neighborhoods, improved quality of life and beautification of the physical environment. Figure 56 is an infographic of CPTED principles and their benefits.

Figure 56: CPTED Infographic

Green Infrastructure

Green infrastructure refers to planned, interconnected systems of green spaces, parks and natural elements that conserve natural ecosystem values and functions.[16] Green infrastructure is a sustainable way to manage stormwater and can include downspout disconnection, rainwater harvesting, rain gardens, planter boxes, bioswales, permeable pavement, green streets, green parking, green roofs, urban tree canopy and land conservation. Utilizing these techniques into the urban corridor is a sustainable cost-effective resilient solution to stormwater management, vegetation, trees, trails, parking and streetscape providing numerous benefits to the city and community. Figure 57 provides numerous examples of green infrastructure techniques that can be utilized in the urban landscape.

[16] Benedict, M.A., and E.T. McMahon. 2002 Green Infrastructure: Smart Conservation for the 21st Century. *Renewable Resources Journal,* 20, 3, 2002, pp. 12-17

Figure 57: Green Infrastructure Techniques

Village Green Drive has numerous opportunities for bioswales, permeable pavement, green parking, planter boxes, vegetation enhancements and urban tree canopy. Integrating these techniques into the design of the corridor is a vital component for creating a sense of place and providing ecosystem benefits, while also mitigating the impervious surface area. Figure 58 provides examples of bioswales, stormwater detention and swale treatments which can be integrated into the design of the corridor.

Figure 58: Green Infrastructure examples

Traffic Calming

Traffic data collected during the data collection phase illustrated that vehicles are speeding along Village Green Drive. The posted speed limit is 30 mph, while the speed data collected was between 35 and 42 mph on average. During discussions with residents and stakeholders, concern for speeding was a topic which came up numerous times. Vehicle speed is an important component of pedestrian safety, because as speed increases, the likelihood of a fatality also increases, for both motorized and non-motorized users (Figure 59).

Figure 59: Port St. Lucie Multimodal Plan

Design can also influence both driver and pedestrian behavior and there are a number of countermeasures that can be adopted to ensure the safety of all users of Village Green Drive. When asked about the types of traffic calming treatments residents would like to see along Village Green Drive, 92% of survey respondents supported a roundabout, 91% supported parallel parking, and 90% supported textured pavements and speed humps.

Curb extensions, median islands, chicanes, roundabouts, textured crossings, and speed humps are all countermeasures which can be utilized to reduce traffic speeds, improve safety, and improve driver awareness of the presence of non-motorized users.

Each traffic calming technique provides distinct advantages and disadvantages for a community. Figure 60 provides examples of the types of traffic calming measures presented and discussed at the first public meeting.

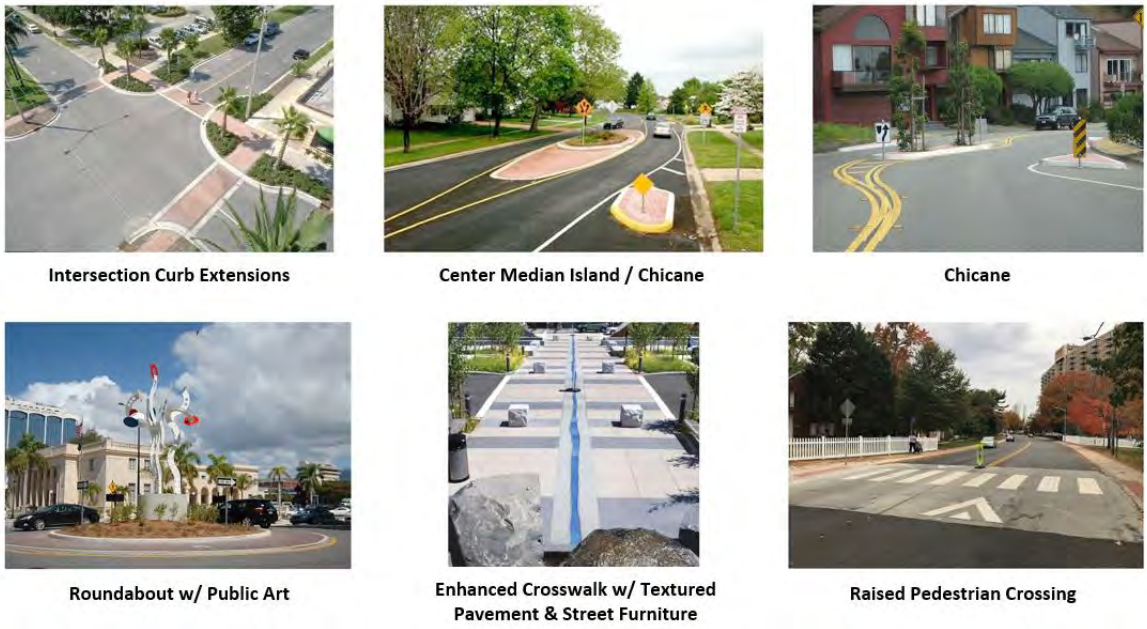


Figure 60: Traffic calming examples

Intersection curb extensions

Advantages: slowing vehicles down and shortening the crossing length for pedestrians.

Disadvantages: restricting the types of vehicles that can turn onto these intersections as trucks require a wider turn radius to avoid entry onto the sidewalk.

Chicanes and median islands

Advantages: slowing vehicles down due to the curvature of the road and provides an opportunity for landscaping.

Disadvantages: potential restriction to driveways in one direction and interference with pavement overlays.

Roundabouts

Advantages: reducing speed between 15 and 25 mph, significantly reduces intersection collisions, opportunity for landscaping or public art, effective at off/multi-leg intersections, improves traffic operations, and reduces noise impacts from vehicles slowing down to stop and accelerate.

Disadvantages: requires safety and directional signs, right of way impacts.

Textured pavements for crosswalks

Advantages: enhancements to the pedestrian environment, delineation of pedestrian environment from vehicular environment.

Disadvantages: maintenance and cost.

Speed humps

Advantages: reduced vehicular speed, deters cut-through traffic, increases visibility of pedestrian when crosswalk placed on the flat top.

Disadvantages: reduced speed time for emergency vehicles, interferes with pavement overlays, possible noise increase due to breaking and accelerating, may cause discomfort to drivers with disabilities.

Figure 61: Preferred Alternatives, Village Green Drive

RECOMMENDATIONS

Recommendations were developed as a result of public and stakeholder outreach, survey responses, data collection and analysis. Figure 61 on the previous page provides a map of the preferred alternatives for the corridor. A rendering of the proposed design can be seen below in Figure 62. The conceptual roadway design for each segment is illustrated in Figures 63 – 64, on the following pages.

This section includes recommendations related to roadway configuration, pedestrian and bicycle facilities, intersection improvements, access management, recreation and trails, streetscaping techniques, landscaping, green infrastructure and traffic calming.

A detailed cost estimate can be found in Appendix N for roadway, streetscape and landscape improvements.

Figure 62: Photo Rendering of Preferred Alternative

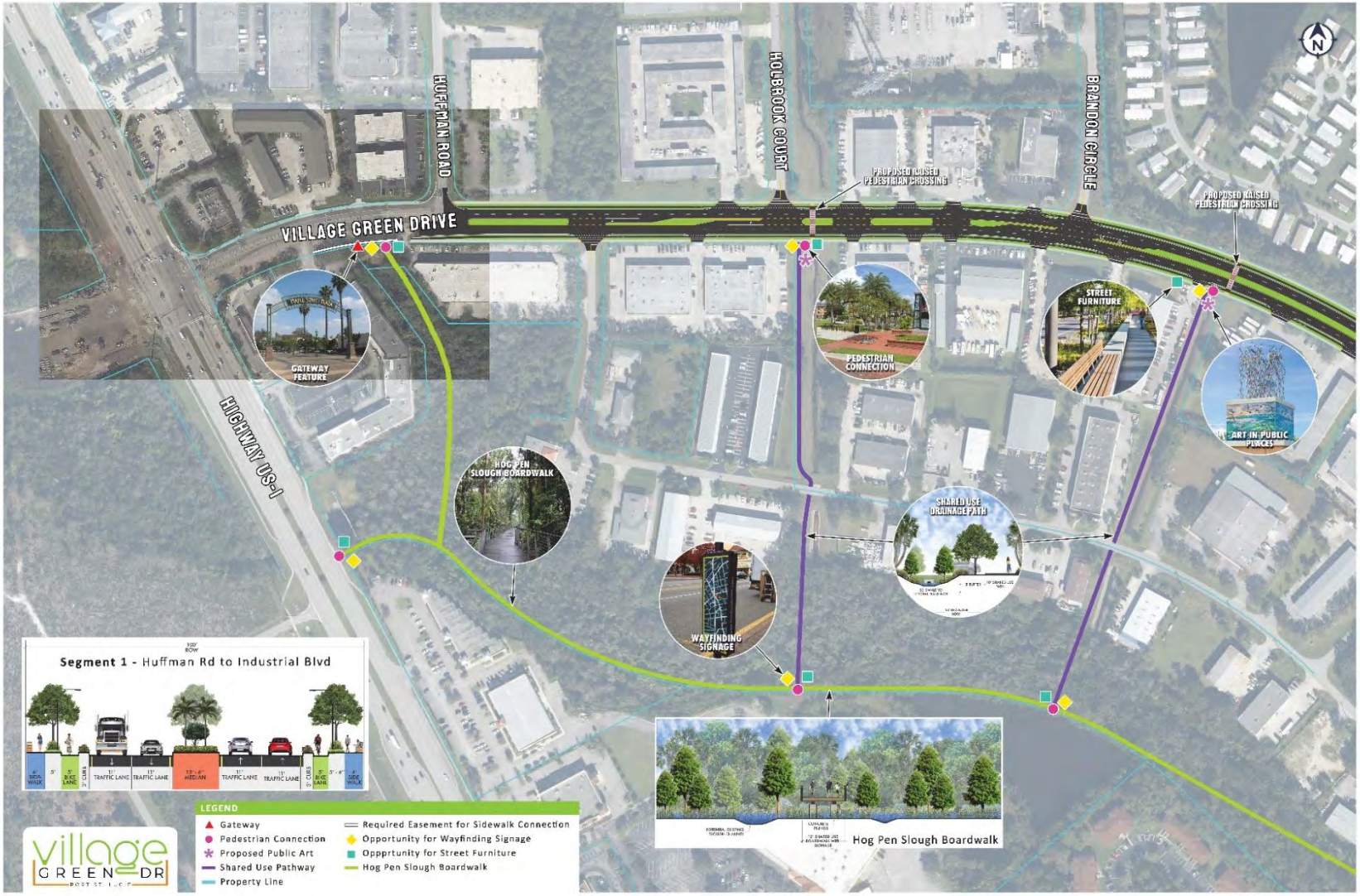


Figure 63: Segment 1 Conceptual Design

Figure 64: Segment 2 Conceptual Design

Figure 65: Segment 3 Conceptual Design

Preferred Roadway Alternative

Concept 2 was the preferred design alternative selected for Village Green Drive. This concept was chosen by approximately 70% of residents and stakeholders who attended meetings and participated in the public survey. A photo rendering of the preferred alternative is demonstrated in Figure 62, the approximate cost for Concept 2 is $18,659,958.35 (Appendix N). This cost estimate includes total reconstruction, paving, striping, earthwork, curb and gutter, drainage, signage, lighting, mobilization, maintenance of traffic, and a 20% contingency. Concept 2 preferred alternative improvements include:

- All segments will include a 5’ separated bicycle lane on each side
- All segments will include a 3’ landscaped concrete buffer separating cyclists from vehicular traffic
- All segments will include enhanced landscaping in the median and right-of-way
- All segments will include a pedestrian crosswalk with bicycle striping across intersections and driveways
- All segments will include ADA improvements
- All segments will include pedestrian lighting
- All segments will include street furniture, public art and wayfinding signage at strategic locations
- All major intersection will feature a unique gateway treatment (US Highway 1, Walton Road and Tiffany Avenue)
- Segment 1 will feature a reduced 14’ median
- Segment 1 will feature 6’ concrete sidewalks on both sides
- Segment 1 will feature a connection to the proposed Hog Pen Slough Boardwalk
- Segment 1 will feature 10’ shared use pathways within the drainage rights-of-way
- Segment 2 will feature 10’ sidewalks or shared use pathways on both sides
- Segment 2 will feature a roundabout at the Camino De Entrada intersection
- Segment 2 will feature a connection to the proposed Hog Pen Slough Boardwalk
- Segment 2 will feature a raised pedestrian midblock crossing
- Segment 2 features a potential trail connection to the future Florida SUN Trail, at Savannah State Park, along the H-17 canal
- Segment 2 will feature markings for cyclists crossing the Walton Road intersection
- Segment 3 will feature a 10’ sidewalk or shared use pathway on the west side
- Segment 3 will feature an enhanced and relocated Wood Stork Trail, featuring a 10’ shared use pathway on the east side
- Segment 3 will feature a linear park integrated with the Wood Stork Trail, on the east side
- Segment 3 will feature the addition of a 14’ median
- Segment 3 will feature a raised intersection at Westview Drive
- Segment 3 will feature parallel parking with pervious pavement
- Segment 3 will feature a bus bay
- Segment 3 will feature two raised pedestrian midblock crossings
- Segment 3 will feature a roundabout at the SE Tiffany Avenue intersection

Intersection Improvements

The city should coordinate traffic signal improvements with St. Lucie County and FDOT for traffic signal optimization and the establishment of a lead pedestrian interval (LPI) for enhanced safety and walkability at both US Highway 1 and SE Walton Road.

At the intersection of Village Green Drive and SE Camino De Entrada, a Roundabout (Alternative 2) is recommended, this alternative was supported by 51% of polling and survey participants. Traffic analysis has also shown that the roundabout will improve the westbound approach LOS which is currently failing. The proposed roundabout will be a dual lane roundabout and was designed utilizing auto-turn to ensure truck accessibility. Proposed improvements also include modification of the Spanish Lakes Golf Village egress to include an exclusive left turn lane which traffic analysis has shown will improve traffic flow for residents. Bicyclists approaching the roundabout will have the option to merge onto the road to share the lane with vehicles or merge onto the shared use pathway on each side.

Upgrade Signals, Ramps, Enhanced Markings for Crossing, Ped Buttons and, if feasible, Reduced Turn Radius (Alternative 2) are recommended at Village Green Drive and SE Walton Road. Additional recommendations include the addition of signal preemption for St. Lucie County Fire Station 12, located on the northwest corner of the intersection. Signal preemption will need to be coordinated with the St. Lucie County Fire District and the St. Lucie County Traffic Signals Division. In addition, extending the southbound left-turn lane is recommended to improve traffic operations.

Village Green Drive and Waterview Drive recommended improvements include the addition of a northbound left-turn lane and a southbound right turn lane for future City Center development. In addition to a raised pedestrian intersection which will force vehicles to slow down as they cross the intersection.

Village Green Drive and SE Tiffany Avenue recommended improvements include a dual lane Roundabout (Alternative 2), supported by 50% of polling and survey participants. Traffic analysis supports this alternative illustrating a reduced delay and improved LOS. The proposed roundabout was also designed utilizing auto-turn to ensure truck accessibility. Proposed improvements also include modification to the Hospital entrance for better traffic flow, bicyclists approaching will have the option to merge onto the road to share the lane with vehicles or merge onto the Wood Stork Trail.

The City of Port St. Lucie should include the addition of a sidewalk on the northside of SE Tiffany Avenue for a completed sidewalk network.

Access Management

Recommendations for access management were developed with a review of existing conditions and the goal of improving safety for all users; existing medians not identified in Figure 66 will be closed. Figure 66 includes a map of proposed access management recommendations for all three segments of Village Green Drive.

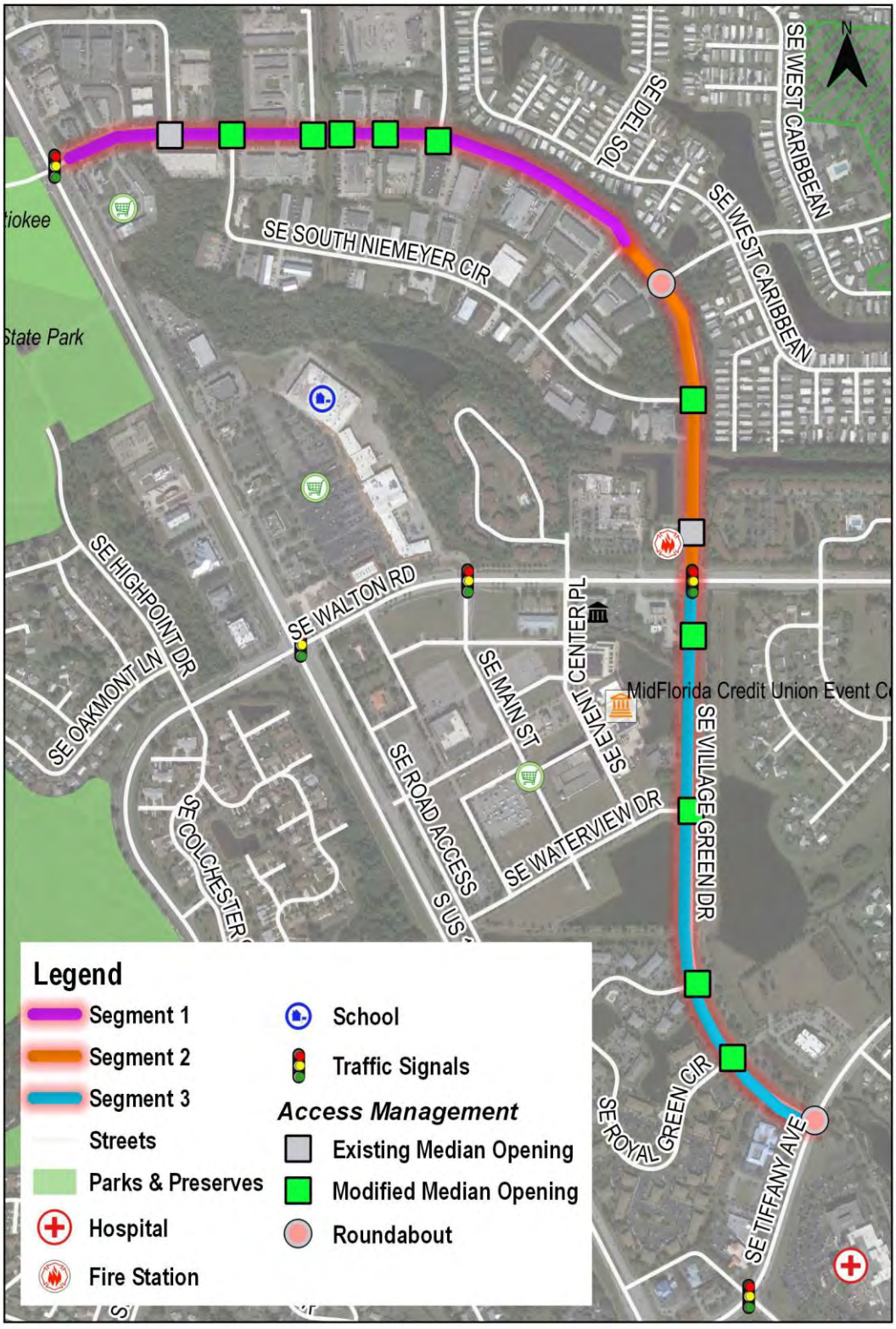


Figure 66: Access Management Recommendations

Segment 1 (Northern Gateway):

Segment 1 includes six (6) full median openings for vehicular and truck use.

- Maintaining the existing median opening at Huffman Road
- A full access median opening at SE South Niemeyer Circle with dedicated left turn lane for westbound traffic
- A full access median opening at SE Holbrook Road with dedicated left turn lane for eastbound traffic
- Two full access median openings between SE Holbrook Road and SE Brandan Circle to serve the properties to the south and north side of Village Green Drive
- A full access median opening SE Brandon Circle with dedicated left turn lane for eastbound traffic and U-turn for westbound traffic

Segment 2 (Trails Connection):

Segment 2 includes a roundabout and four (4) full median openings for vehicular and truck use.

- A roundabout at Camino De Entrada
- A full access median opening at SE South Niemeyer Circle with dedicated left turn for northbound traffic
- Maintaining the two (2) full access median openings for the St. Lucie County Fire Station emergency response; it is recommended the City consider specialty pavement or mountable curbing to ensure exclusive use for the Fire Department
- A full median access south of SE Walton Road with left turn for northbound traffic

Segment 3 (Recreational Way):

Segment 3 the introduction of a 14-foot median the full length of the roadway, with four (4) full median openings.

- A raised pedestrian intersection at Waterview Drive and Village Green Drive, with channelized right turn lane for southbound traffic and dedicated left turn lane for northbound traffic
- Two full median openings at SE Royal Green Circle for the Midpoint Condominium community and medical office complex to the east
- A roundabout at SE Tiffany Avenue

Furthermore, the city is recommended to pass an ordinance requiring adjacent property owners to create cross access agreements. The City should also work with existing property owners along Village Green Drive to create cross access agreements to allow vehicular and truck traffic to traverse the different properties along Segments 1 and 2. This could also allow many properties to be accessed from SE South Niemeyer Circle.

Recreation & Trails

Recommendations for recreation and trails were developed with public and stakeholder input, a photo rendering of proposed drainage enhancements and pathways can be seen in Figure 67, recommendations for enhanced recreation and trails include:

- Planning and Design for a 12-foot elevated boardwalk through Hog Pen Slough
- Coordination with the property owner of 1500 Village Green Drive (Paras Property) for an access easement for the Hog Pen Slough trail entry, and completion of the sidewalk
- Development of 10-foot shared use pathway connecting drainage easements in Segment 1 to Hog Pen Slough Trail
- Raised pedestrian midblock crossings at potential drainage shared use pathways near SE Holbrook Circle and SE Brandon Circle
- Conduct a feasibility study for a potential recreational trail along the H-16 canal.
- Placement of a raised pedestrian midblock crossing to connect the Hog Pen Slough Trail and potential H-16 canal trail, this will also act as a traffic calming device
- Relocation of the Wood Stork Trail closer to the roadway with an 8-foot pathway and 2-foot furniture zone for a total of 10-feet pathway, adjacent to the 5-foot bicycle lane
- Enhancing the Wood Stork Trail midblock crossing with a raised pedestrian crosswalk and signage for better visibility of patrons utilizing the crossing, this will also act as a traffic calming device
- Hiring a consultant for the planning and design of a linear park in Segment 3 to include plazas, recreational amenities, platforms, public art, and enhanced landscaping
- Landscape and green infrastructure enhancements to all drainage areas and rights-of-way.

Figure 67: Photo Rendering of Recreational & Landscape Enhancements

Streetscape

Streetscape design is context-sensitive and considers all users within the roadway. Well-designed and maintained streetscapes create comfortable, beautiful streets that fit with Complete Streets principles. Streetscaping supports revitalization initiatives, sustainability, and a mix of efficient land uses that includes retail, living space, recreation, and office space.

The City of Port St. Lucie is encouraged to adopt a streetscape plan, which can assist with the branding, planning, and design of gateway features, public art, bus stops, and street furniture. *Planning Area 7 Neighborhood Improvement Plan*, the City's Strategic Plan and the ULI Study recommend several strategies for streetscape and placemaking, which is supported by this study. Below are recommendations for streetscaping techniques to be applied along Village Green Drive.

Gateway Features and Public Art

Three locations have been identified for potential gateway treatments along Village Green Drive. It is important to note that the City's *Beautification Policy Guidance* has recommended a gateway feature at the SE Walton Road intersection. This study also recommends gateway features to be included at the intersections of US Highway 1, SE Walton Road and SE Tiffany Avenue at Village Green Drive. Additional guidelines include:

- 10' wide stamped/colored asphalt crosswalks
- Threshold specialty pavement with City/Neighborhood branding
- Gateway signage located at the edge or median with City/Neighborhood branding design
- City icon element, including art, sculpture, and/or paving element which follows a City/Neighborhood branding theme
- Pedestrian plaza with stamped/colored concrete pattern utilizing City/Neighborhood branding design, meeting ADA and applicable codes, preferably made of pervious pavement
- Bosques or rows of trees at threshold depending on spatial/utility constraints, refer to *Beautification Policy Guidance* for species
- Shrubs/groundcovers, refer to *Beautification Policy Guidance*
- Landscape uplighting of tree/palm bosques
- Banner treatment (seasonal/informational) up to ¼-mile from City limit. Mount to existing power/light poles, spacing 150 feet – add poles as needed

Various locations have been identified for public art along Village Green Drive. The proposed roundabouts at SE Camino De Entrada and SE Tiffany Avenue provide opportunities for public art. Art can also be utilized as a gateway feature, depending on the size, location, and materials. The City of Port St. Lucie currently utilizes vinyl utility box wraps for traffic boxes at several intersections throughout the City, such as the one displayed at the intersection of SE Walton Road and Village Green Drive, a photo of the art displayed on this utility box can be seen in Figure 68.

Figure 68: Utility Box Wraps at SE Walton Rd & Village Green Dr

Opportunities for art have been identified in all three segments, which include all three intersections and the Wood Stork Trail connection to City Center, and the drainage pathway connection in Segment 1. The cost of public art varies depending on materials, size, and artist, but an approximate cost for incorporating public art along the corridor is $100,000 (Appendix N).

Bus Stops

The City of Port St. Lucie recently adopted a uniform bus stop design, see Figure 69 for an example.

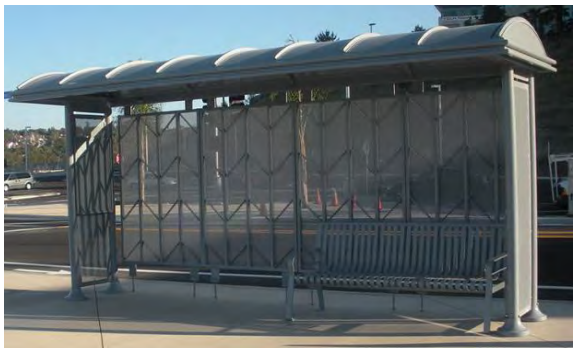


Figure 69: Adopted Bus Stop Shelter Design

The adopted design should be incorporated along the Village Green Drive corridor bus stops, in addition to ensuring existing and future bus stops are equipped with basic transit amenities and are accessible. Recommended minimum criteria for bus stops:

- Basic amenities include signage, seating, shelter, trash/recycle bin, bicycle rack, concrete pad
- Residential and commercial development should be located within ¼-mile of adequate bus stops
- Bus stops should be paved and connected to the existing pedestrian system by a paved accessible walkway
- Bus stops should be equipped with lighting, powered by solar (if feasible) and LED to ensure energy efficiency
- Bus stops should be landscaped with canopy trees or large palms to provide additional shade
- Bus stops should be located near intersections, urban arterials, gateway locations, and paved with specialty pavement
- Bus stops located midblock should include a midblock crossing paved with specialty pavement
- Bus stops should include a pull-in bus bay when feasible

The approximate cost for the council-approved bus stop with shelter, seating, lighting, map case, and concrete pad is approximately $85,675 per bus stop (Appendix N).

Street Furniture

The City's *Beautification Policy Guidance* provides some direction for street furniture, which includes seating, benches, and trash receptacles, see Figure 70. The city should additionally consider pet waste stations, tiered water fountains, pedestrian LED lighting, recycling receptacles, bollards, planter boxes, bicycle racks, tables, banners, and signage.

Figure 70: Typical Street Furniture Amenities

Furthermore, the city should allocate a minimum of 2-feet adjacent to a sidewalk or shared-use pathway for street furniture, also known as a 'furniture zone', to ensure sidewalks throughout the city are free and clear of utilities, amenities, light poles, fire hydrants, landscape, and signage. Additional guidance includes:

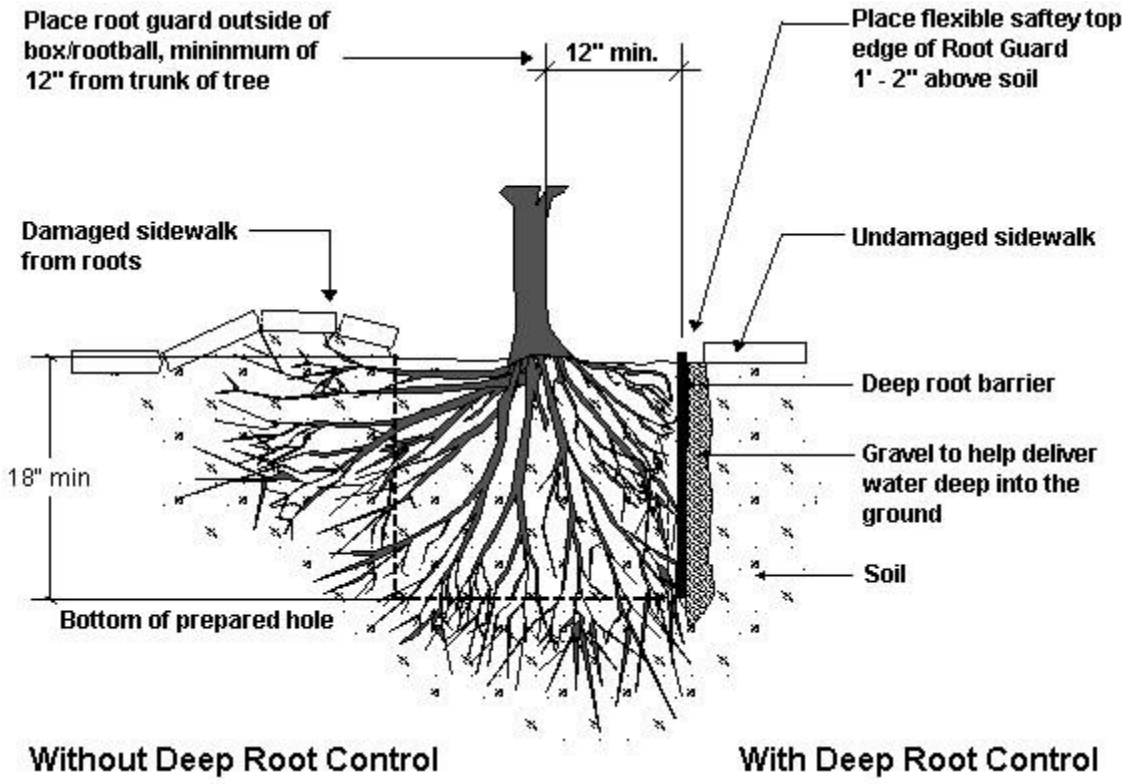
- Adopt a policy on furniture zone/sidewalk clear zones
- Placement of street furniture on streets with a high amount of pedestrian activity or where pedestrians may linger
- Street furniture should be secondary to lighting and landscaping
- Maintain the minimum 3-foot ADA clearance zone for accessibility
- Street furniture should be a contrasting color to the sidewalk
- Street furniture should strive to utilize sustainable and/or recycled materials, which may also include regionally harvested materials, materials with recycled content, rapidly renewable materials, and/or certified wood
- Bicycle racks should be provided in shopping centers, business districts, transit stops, parks and recreational areas

The approximate cost of street furniture along the Village Green Drive corridor and Hog Pen Slough trail is $40,000 (Appendix N) and includes a bench, trash receptacle, and bike rack.

Landscaping

The City's *Beautification Policy Guidance* provides direction to the cost, type and placement of landscaping and trees within the right-of-way, the City should continue utilizing the policy guidance for beautification of Village Green Drive. Landscaping is an important component of the urban pedestrian environment, and has the ability to attract people to walk by providing shade along sidewalks and improving the quality of life for residents. Landscape recommendations for Village Green Drive include:

- The use of Florida-Friendly principles:
    - Right Plant, Right Place
    - Water Efficiently
    - Fertilize Appropriately
    - Mulch
    - Attract Wildlife
    - Manage Yard Pests Responsibly
    - Recycle Yard Waste
    - Reduce Stormwater Runoff
    - Protect the Waterfront
- Consider the use of root barriers near sidewalks, utilities and structures (see Figure 71)
- Irrigation systems should consider the use of reclaimed water, if feasible
- Consider the use of drip irrigation systems, especially when using potable water
- Planting canopy trees adjacent to walking and biking pathways
- Utilizing plant species within drainage easements and along canals to filter pollutants
- Remove invasives identified throughout the corridor and Hog Pen Slough
- Preserve existing canopy trees
- Utilize CPTED principles for landscape design
- Consider xeriscape techniques when appropriate
- Plant wildflowers where appropriate



(Source: Garden View Landscape, Nursery's and Pools)

Figure 71: Root Barrier Schematic

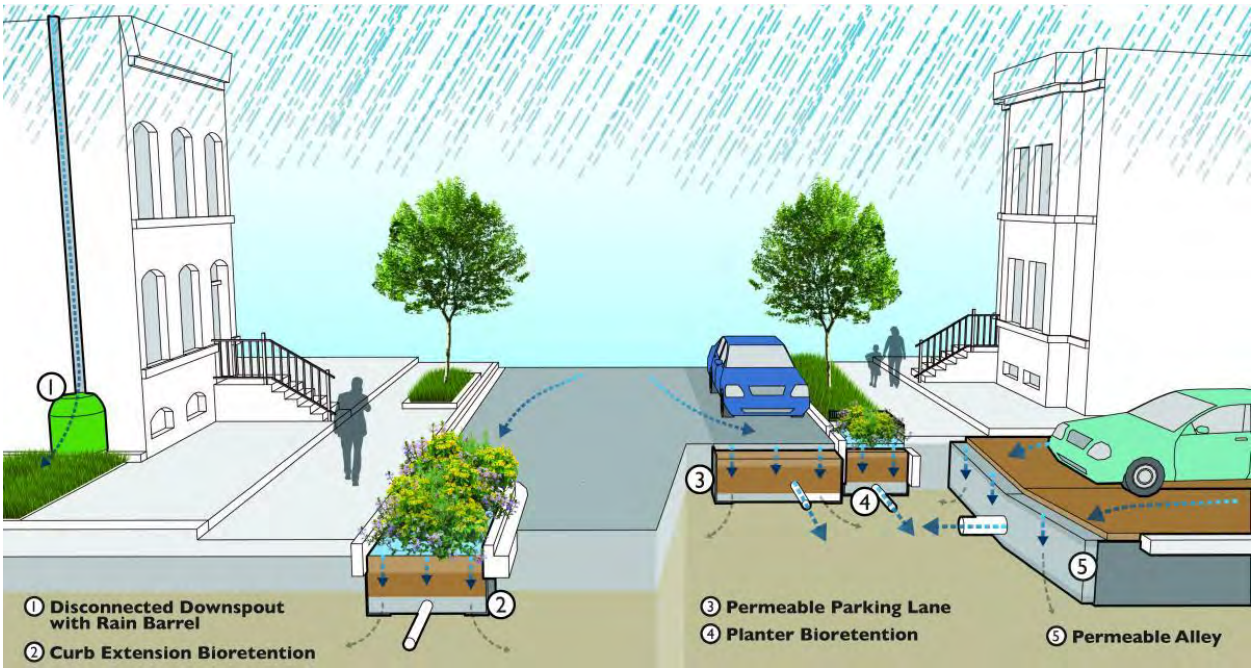
Finally, adhering to water restrictions and best management practices is crucial to ensure water is not wasted when irrigating landscapes. The estimated cost of landscaping along the Village Green Drive corridor, Hog Pen Slough restoration, and drainage enhancements is approximately $1,301,615.24 (Appendix N).

Green Infrastructure

As previously discussed, green infrastructure provides numerous benefits to the community and ecosystem. The City of Port St. Lucie is currently working on a trails master plan which will identify bikeways, trails, and sidewalks throughout the City of Port St. Lucie. The trails plan could be the basis of a greenways plan, identifying opportunities for green infrastructure techniques to improve ecosystem services, sustainability, and livability.

Village Green Drive has opportunities to incorporate green infrastructure techniques into the design and construction of the preferred alternatives. Utilizing green infrastructure can assist with stormwater issues, water quality, reducing the heat island effect, and a number of other ecosystem service benefits. Figure 72 below provides an illustration of the proposed recommendations of green infrastructure techniques to include:

- Utilizing permeable pavement for shared-use pathways, sidewalks, and trails; permeable pavement can be made of asphalt, concrete, or permeable interlocking pavers
- Utilizing permeable pavement for on-street parallel parking and/or pedestrian plazas
- Urban street canopy and adoption of a street tree program
- Utilizing median islands for stormwater capture and drainage
- Incorporating bioswales and rain gardens within swale areas and drainage easements
- Encouraging local businesses and residents to harvest rainwater, install green roofs, or disconnect their downspouts to allow the draining of water into permeable areas, cisterns, or barrels
- Preserve outdoor spaces, recreation, trails and parks
- Create a system of pathways for bicyclists and pedestrians to connect to open spaces



(Source: DC Water)

Figure 72: Green Infrastructure Illustration

Additional examples and resources are available at the U.S. EPA website: https://www.epa.gov/green-infrastructure/what-green-infrastructure

Traffic Calming

During the first survey conducted, participants indicated they supported roundabouts, parallel parking and textured pavements for traffic calming. Through coordination with project partners and the community, traffic calming elements were incorporated into the preferred alternative. Not only are the traffic calming elements incorporated into the conceptual design acting as a traffic calming measure to slow vehicles down, but they provide facilities for pedestrians to safety cross the intersection at key points along the corridor. Traffic calming recommendations for Village Green Drive include:

- Raised pedestrian midblock crossing east of SE Holbrook Circle and east of SE Brandon Circle for safe passage to the proposed drainage shared use pathways
- Roundabout at Camino De Entrada with textured pedestrian crosswalks on all four legs
- Raised pedestrian midblock crossing between SE South Niemeyer Circle and SE Walton Road, allowing pedestrians to safety cross between Trails
- Raised intersection at Westview Drive and Village Green Drive (Figure 73)
- Enhancing the existing midblock crossing for Wood Stork Trail to a raised pedestrian crossing
- Raised pedestrian midblock crossing south of the bus stop, between the two entrances for South Royal Green Circle for transit accessibility
- Roundabout at SE Tiffany Avenue with texture pedestrian crosswalks on all four legs
- The city should incorporate a raised pedestrian midblock crossing across SE South Niemeyer Circle to ensure traffic calming and safe access of the proposed drainage shared use pathways crossing this local street

(Source: Town of Matthews, South Carolina)

Figure 73: Raised Intersection

NEXT STEPS

Planning studies are the first step in the transportation development process as shown in Figure 74. With the recommendations outlined in this study, the City of Port St. Lucie is prepared to move onto the next phase of this project.

This study examined the location and conceptual design of two feasible build alternatives and provided the preferred build alternative. The design phase will include the development of construction documents and further analysis of the need for right-of-way acquisition. At this time, right-of-way acquisition is not anticipated, but this will ultimately be determined in the design phase of the project. If right-of-way does not need to be acquired, the project will then move to construction. If right-of-way is necessary for the construction of a project, this can take several years before moving into the construction phase.

The City of Port St. Lucie has set aside funding for the design phase of this project and will be reviewing the City's budget, in addition to potential grant funding opportunities, for construction. Appendix O provides a summary of potential grants and funding sources the City of Port St. Lucie can review for potential funding of the proposed improvements.

Figure 74: Transportation Development Process

(Source: FDOT)

Appendix A

Existing Landscape Conditions

Cotleur & Hearing

Landscape Architects I Land Planners I Environmental Consultants

1934 Commerce Lane · Suite 1 · Jupiter, Florida · 33458 · Ph 561.747.6336 · Fax 561.747.1377 · www.cotleurhearing.com · Lic # LC26000535

Village Green Corridor: Existing Conditions Report

Port St. Lucie, Florida

September 22, 2020

Re: **Project Name: Village Green Drive**
Description: Existing Landscaping Condition Summary
CH Project No.: 20-0618

The purpose of this report is to summarize existing conditions observed in the vicinity of the Village Green Corridor between SE Tiffany AVE and US-1. A survey of existing conditions was conducted through multiple site visits and

Project Wide Landscape Comments:

1. All Pygmy Date Palms not meeting the size and quality of the specifications on the landscape plan must be replaced with the correct material.
2. All Crinum Lilies not meeting the size and quality specifications of the landscape plan must be replaced with the correct material.
3. All Ligustrum's by building entry ways not meeting the size and quality specifications of the landscape plan must be replaced with the correct material. Any that are around the building perimeter that don't meet size requirements but are Florida Fancy can remain.
4. We recommend fertilizing all planted material showing nutrient deficiency.
5. The Royal Palms are larger than specified by the landscape plan and not Florida Fancy but can remain. We recommend they get put on a fertilizer program for their health.
6. We recommend that a maintenance plan should be created for the property. We observed excess weeds, inconsistent mulch quantities, and lack of vegetation trimming and shaping that a maintenance plan would address.
7. Some Montgomery and Alexander palms were not planted at the size or quality specified by the landscape plan but can remain.

Location specific Comments:

1. A raised planter near the side entry way is empty of plants. We have attached the planting plan for it and should be installed before the city walkthrough.
2. All lady palms and shrubs showing construction damage around the front entry of the building need to be replaced.

3. Black River rock must replace the mulch at the building entrances where it is shown according to the landscape plan.
4. The recently planted Date Palms need to have the ties taken off.
5. Two Yellow Tabebuia Trees still need to be planted in the back. It is understood that the nursery that provides them is closed but photos will be sent of them once they are planted at the size according to the landscape plan.
6. The Red Aechmea Bromeliads near the side building entry are not Florida Fancy and recommend replacing them.
7. The Alexander Palms planted in the front median are smaller than specified on the landscape plan but can remain.
8. The two Bismarck Palms near the side entry of the building are not to the size specified on the landscape plan but can remain.
9. The drainage around the Gazebo needs to be relooked at by the engineer. We recommend adding rocks two feet around the structure to help with drainage.
10. The Alexander Palms planted in the courtyard were stated as Montgomery Palms on the landscape plan but can remain.

It is recommended for the landscape architect of record to provide at least one inspection prior to the warranty period expiration (1 Year from acceptance) to ensure survivability of material.

Contractor should email photos to Landscape Architect when all punch-list items are complete, for issuance of certification.

Please contact this office with any questions you may have in your review of this information.
Sincerely yours,

Daniel T. Sorrow, PLA, AICP, LEED AP BD+C
Cotleur & Hearing
1934 Commerce Lane, Suite 1
Jupiter, FL 33458
561.800.8426 Cell
561.747.6336 Office

Appendix B

Data Collection – ADT

Port St Lucie Village Green Dr

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000202
SE Village Green Dr
btwn SE South Niemeyer Cir and Walton Rd

Start Time	Tue 15-Sep-2		Wed 16-Sep-2		Thu 17-Sep-2		Daily Average	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	3	95	10	91	9	101	7	96
12:15	6	84	4	80	2	93	4	86
12:30	1	70	7	93	4	69	4	77
12:45	6	73	5	80	2	72	4	75
01:00	1	85	1	87	2	74	1	82
01:15	2	124	3	100	5	94	3	106
01:30	3	83	6	81	4	90	4	85
01:45	3	89	7	78	2	94	4	87
02:00	2	77	4	90	0	86	2	84
02:15	2	74	3	85	1	94	2	84
02:30	0	92	4	85	2	86	2	88
02:45	2	90	3	81	1	101	2	91
03:00	4	79	3	98	2	80	3	86
03:15	3	95	5	96	2	112	3	101
03:30	2	107	1	123	1	124	1	118
03:45	2	128	1	105	2	127	2	120
04:00	4	115	8	105	3	94	5	105
04:15	2	133	3	**122**	5	**113**	3	**123**
04:30	3	108	5	**134**	2	**129**	3	**124**
04:45	8	**122**	5	**136**	6	**129**	6	**129**
05:00	8	**119**	8	**126**	5	**112**	7	**119**
05:15	11	**126**	8	120	12	100	10	115
05:30	17	**126**	10	90	16	118	14	111
05:45	19	120	21	88	17	93	19	100
06:00	25	88	27	77	27	99	26	88
06:15	52	85	47	93	54	91	51	90
06:30	70	75	62	91	59	83	64	83
06:45	76	68	75	71	71	60	74	66
07:00	89	66	93	58	80	75	87	66
07:15	96	56	105	56	102	56	101	56
07:30	105	53	109	61	100	55	105	56
07:45	**118**	50	**117**	57	107	47	**114**	51
08:00	**122**	36	**104**	53	**120**	41	**115**	43
08:15	**110**	54	**113**	52	**99**	50	**107**	52
08:30	**125**	38	**127**	53	**98**	37	**117**	43
08:45	105	38	99	43	**113**	32	106	38
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09:15	73	21	79	33	80	31	77	28
09:30	82	28	100	30	97	30	93	29
09:45	78	30	88	28	87	29	84	29
10:00	82	33	76	21	76	21	78	25
10:15	80	17	82	22	97	18	86	19
10:30	98	22	67	22	66	19	77	21
10:45	80	11	80	19	85	20	82	17
11:00	84	8	83	18	63	15	77	14
11:15	80	13	63	10	74	14	72	12
11:30	88	11	74	10	73	9	78	10
11:45	89	4	66	5	79	8	78	6
Total	2208	3354	2156	3392	2100	3354	2150	3367
Combined Total	5562		5548		5454		5517	
Peak	07:45	04:45	- 07:45	04:15	- 08:00	04:15	- 07:45	04:15
Vol.	475	493	- 461	518	- 430	483	- 453	495
P.H.F.	0.950	0.927	0.907	0.952	0.896	0.936	0.968	0.959
ADT	ADT 5,518		AADT 5,518					

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Start Time	15-Sep-20 Tue	Northboun	Southboun							Total
12:00 AM		0	4							4
12:15		4	3							7
12:30		4	4							8
12:45		3	3							6
01:00		0	2							2
01:15		0	2							2
01:30		0	2							2
01:45		0	1							1
02:00		0	1							1
02:15		3	1							4
02:30		1	0							1
02:45		1	0							1
03:00		1	1							2
03:15		1	4							5
03:30		1	0							1
03:45		1	2							3
04:00		4	2							6
04:15		0	1							1
04:30		4	2							6
04:45		1	4							5
05:00		2	0							2
05:15		2	3							5
05:30		6	4							10
05:45		9	7							16
06:00		10	8							18
06:15		11	15							26
06:30		12	19							31
06:45		16	28							44
07:00		25	31							56
07:15		29	41							70
07:30		31	45							**76**
07:45		26	**48**							**74**
08:00		25	**47**							**72**
08:15		27	**53**							**80**
08:30		27	**47**							74
08:45		20	35							55
09:00		**28**	44							72
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09:30		**31**	31							62
09:45		**29**	29							58
10:00		14	35							49
10:15		29	30							59
10:30		22	43							65
10:45		34	39							73
11:00		15	35							50
11:15		34	32							66
11:30		33	32							65
11:45		21	42							63
Total		626	908							1534
Percent		40.8%	59.2%							
Peak	-	09:00	07:45	-	-	-	-	-	-	07:30
Vol.	-	117	195	-	-	-	-	-	-	302
P.H.F.		0.944	0.920							0.944

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Start Time	15-Sep-20 Tue	Northboun	Southboun							Total
12:00 PM		27	39							66
12:15		38	43							81
12:30		27	50							77
12:45		25	44							69
01:00		36	40							76
01:15		28	33							61
01:30		36	38							74
01:45		29	43							72
02:00		23	51							74
02:15		28	33							61
02:30		24	26							50
02:45		26	38							64
03:00		28	30							58
03:15		40	31							71
03:30		30	37							67
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04:15		36	47							83
04:30		**47**	40							87
04:45		**42**	35							77
05:00		**42**	44							**86**
05:15		**42**	**41**							**83**
05:30		36	**50**							**86**
05:45		38	**47**							**85**
06:00		24	**51**							75
06:15		38	33							71
06:30		23	33							56
06:45		21	32							53
07:00		30	31							61
07:15		24	22							46
07:30		21	35							56
07:45		18	20							38
08:00		21	25							46
08:15		18	24							42
08:30		8	17							25
08:45		12	23							35
09:00		10	15							25
09:15		13	21							34
09:30		11	15							26
09:45		11	15							26
10:00		11	10							21
10:15		6	17							23
10:30		6	6							12
10:45		9	13							22
11:00		6	6							12
11:15		7	6							13
11:30		4	9							13
11:45		3	2							5
Total		1152	1448							2600
Percent		44.3%	55.7%							
Peak	-	16:30	17:15	-	-	-	-	-	-	17:00
Vol.	-	173	189	-	-	-	-	-	-	340
P.H.F.		0.920	0.926							0.977

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Start Time	16-Sep-20 Wed	Northboun	Southboun							Total
12:00 AM		0	1							1
12:15		3	6							9
12:30		2	5							7
12:45		4	5							9
01:00		0	2							2
01:15		1	1							2
01:30		2	2							4
01:45		0	2							2
02:00		1	1							2
02:15		2	5							7
02:30		0	2							2
02:45		1	1							2
03:00		0	2							2
03:15		3	3							6
03:30		1	0							1
03:45		0	0							0
04:00		1	6							7
04:15		1	2							3
04:30		1	3							4
04:45		1	3							4
05:00		6	1							7
05:15		2	4							6
05:30		4	7							11
05:45		5	5							10
06:00		6	15							21
06:15		8	18							26
06:30		15	20							35
06:45		17	33							50
07:00		26	25							51
07:15		27	39							66
07:30		22	44							66
07:45		32	**51**							83
08:00		**24**	**46**							**70**
08:15		**34**	**51**							**85**
08:30		**27**	**53**							**80**
08:45		**35**	50							**85**
09:00		21	36							57
09:15		20	41							61
09:30		25	33							58
09:45		28	35							63
10:00		25	40							65
10:15		32	44							76
10:30		32	29							61
10:45		16	29							45
11:00		37	37							74
11:15		28	31							59
11:30		28	30							58
11:45		25	25							50
Total		631	924							1555
Percent		40.6%	59.4%							
Peak	-	08:00	07:45	-	-	-	-	-	-	08:00
Vol.	-	120	201	-	-	-	-	-	-	320
P.H.F.		0.857	0.948							0.941

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Start Time	16-Sep-20 Wed	Northboun	Southboun							Total
12:00 PM		40	29							69
12:15		31	42							73
12:30		29	**51**							80
12:45		34	**44**							78
01:00		30	**43**							73
01:15		26	**45**							71
01:30		30	37							67
01:45		24	51							75
02:00		36	47							83
02:15		38	45							83
02:30		25	34							59
02:45		28	47							75
03:00		23	40							63
03:15		28	41							69
03:30		45	44							89
03:45		37	48							85
04:00		40	30							70
04:15		**43**	48							**91**
04:30		**52**	46							**98**
04:45		**44**	44							**88**
05:00		**48**	44							**92**
05:15		40	43							83
05:30		41	34							75
05:45		41	40							81
06:00		22	32							54
06:15		24	41							65
06:30		21	28							49
06:45		27	37							64
07:00		26	31							57
07:15		25	20							45
07:30		18	28							46
07:45		18	22							40
08:00		15	21							36
08:15		13	17							30
08:30		13	23							36
08:45		13	23							36
09:00		11	14							25
09:15		11	19							30
09:30		12	5							17
09:45		9	13							22
10:00		6	11							17
10:15		8	12							20
10:30		10	15							25
10:45		7	8							15
11:00		3	10							13
11:15		6	4							10
11:30		5	6							11
11:45		2	2							4
Total		1178	1459							2637
Percent		44.7%	55.3%							
Peak	-	16:15	12:30	-	-	-	-	-	-	16:15
Vol.	-	187	183	-	-	-	-	-	-	369
P.H.F.		0.899	0.897							0.941

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Start Time	17-Sep-20 Thu	Northboun	Southboun							Total
12:00 AM		3	4							7
12:15		3	5							8
12:30		1	2							3
12:45		5	2							7
01:00		2	3							5
01:15		1	2							3
01:30		1	6							7
01:45		0	1							1
02:00		2	0							2
02:15		0	3							3
02:30		1	3							4
02:45		2	1							3
03:00		2	1							3
03:15		0	4							4
03:30		1	2							3
03:45		3	0							3
04:00		0	4							4
04:15		1	4							5
04:30		2	0							2
04:45		2	2							4
05:00		2	0							2
05:15		3	4							7
05:30		6	7							13
05:45		7	2							9
06:00		7	13							20
06:15		13	18							31
06:30		13	22							35
06:45		25	31							56
07:00		17	29							46
07:15		**34**	45							**79**
07:30		**23**	**41**							**64**
07:45		**30**	**48**							**78**
08:00		**22**	**51**							**73**
08:15		20	**49**							69
08:30		28	37							65
08:45		24	42							66
09:00		23	37							60
09:15		25	34							59
09:30		26	42							68
09:45		24	46							70
10:00		24	32							56
10:15		22	30							52
10:30		27	36							63
10:45		20	27							47
11:00		18	27							45
11:15		23	34							57
11:30		32	37							69
11:45		28	34							62
Total		598	904							1502
Percent		39.8%	60.2%							
Peak	-	07:15	07:30	-	-	-	-	-	-	07:15
Vol.	-	109	189	-	-	-	-	-	-	294
P.H.F.		0.801	0.926							0.930

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Start Time	17-Sep-20 Thu	Northboun	Southboun							Total
12:00 PM		38	42							80
12:15		34	39							73
12:30		16	50							66
12:45		30	46							76
01:00		22	42							64
01:15		29	45							74
01:30		12	**49**							61
01:45		19	**45**							64
02:00		29	**33**							62
02:15		38	**57**							95
02:30		22	39							61
02:45		25	33							58
03:00		39	33							72
03:15		28	39							67
03:30		**49**	47							**96**
03:45		**36**	45							**81**
04:00		**40**	48							**88**
04:15		**35**	43							**78**
04:30		39	43							82
04:45		31	33							64
05:00		42	51							93
05:15		48	25							73
05:30		37	39							76
05:45		23	46							69
06:00		44	29							73
06:15		34	36							70
06:30		24	37							61
06:45		22	21							43
07:00		19	30							49
07:15		28	27							55
07:30		14	31							45
07:45		24	23							47
08:00		22	24							46
08:15		9	18							27
08:30		11	20							31
08:45		6	21							27
09:00		18	13							31
09:15		14	18							32
09:30		14	16							30
09:45		13	8							21
10:00		9	19							28
10:15		10	10							20
10:30		8	9							17
10:45		5	7							12
11:00		4	7							11
11:15		6	11							17
11:30		5	6							11
11:45		5	6							11
Total		1129	1459							2588
Percent		43.6%	56.4%							
Peak	-	15:30	13:30	-	-	-	-	-	-	15:30
Vol.	-	160	184	-	-	-	-	-	-	343
P.H.F.		0.816	0.807							0.893
Grand Total		5314	7102							12416
Percent		42.8%	57.2%							
ADT		ADT 4,138		AADT 4,138						

Eastbound

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000205
Waterview Dr
btwn SE Civic Center Pl and SE Village G

Start Time	Tue 15-Sep-2		Wed 16-Sep-2		Thu 17-Sep-2		Daily Average	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	2	**11**	0	5	0	9	1	8
12:15	0	**9**	0	8	0	7	0	8
12:30	2	**13**	0	**9**	0	**15**	1	**12**
12:45	1	**11**	0	**15**	0	**11**	0	**12**
01:00	0	8	0	**7**	0	**8**	0	**8**
01:15	0	5	0	**14**	0	**9**	0	**9**
01:30	0	11	0	9	0	6	0	9
01:45	0	7	0	11	0	9	0	9
02:00	0	12	0	6	0	3	0	7
02:15	0	2	0	4	0	7	0	4
02:30	0	4	0	6	0	6	0	5
02:45	0	4	0	11	0	4	0	6
03:00	0	6	0	7	0	9	0	7
03:15	0	4	0	6	0	12	0	7
03:30	0	7	0	5	0	9	0	7
03:45	0	6	0	8	0	4	0	6
04:00	0	7	0	3	0	4	0	5
04:15	0	6	0	10	0	10	0	9
04:30	0	3	0	11	0	8	0	7
04:45	1	2	1	4	1	5	1	4
05:00	0	7	1	5	0	7	0	6
05:15	1	8	0	3	0	9	0	7
05:30	0	6	0	2	0	5	0	4
05:45	0	3	0	8	0	7	0	6
06:00	1	10	2	4	1	3	1	6
06:15	2	3	2	6	3	1	2	3
06:30	2	4	2	1	2	4	2	3
06:45	2	2	2	4	2	4	2	3
07:00	4	4	1	7	3	4	3	5
07:15	6	5	3	4	4	7	4	5
07:30	12	8	6	5	4	7	7	7
07:45	3	3	6	3	3	3	4	3
08:00	3	6	3	3	5	2	4	4
08:15	9	1	5	3	6	3	7	2
08:30	8	2	9	5	6	3	8	3
08:45	4	3	4	2	4	2	4	2
09:00	9	5	5	5	5	4	6	5
09:15	9	3	3	2	7	1	6	2
09:30	4	2	4	1	8	1	5	1
09:45	6	0	8	1	7	0	7	0
10:00	6	2	8	3	4	2	6	2
10:15	**6**	0	8	3	3	1	**6**	1
10:30	**7**	0	3	0	**10**	0	**7**	0
10:45	**11**	6	7	1	**10**	2	**9**	3
11:00	**9**	3	**6**	0	**7**	0	**7**	1
11:15	5	1	**9**	1	**4**	0	6	1
11:30	6	2	**5**	1	7	1	6	1
11:45	5	0	**11**	0	9	0	8	0
Total	146	237	124	242	125	238	130	235
Combined Total	383		366		363		365	
Peak	10:15	12:00	11:00	00:30	10:30	00:30	10:15	00:30
Vol.	33	44	31	45	31	43	29	41
P.H.F.	0.750	0.846	0.705	0.750	0.775	0.717	0.806	0.854
ADT		ADT 371	AADT 371					

Westbound

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000205
Waterview Dr
btwn SE Civic Center Pl and SE Village G

Start Time	Tue 15-Sep-2 A.M.	P.M.	Wed 16-Sep-2 A.M.	P.M.	Thu 17-Sep-2 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	0	4	0	11	0	6	0	7
12:15	0	4	0	5	0	6	0	5
12:30	1	5	0	6	0	3	0	5
12:45	0	5	0	6	0	6	0	6
01:00	0	**8**	0	5	0	3	0	5
01:15	0	**6**	0	**10**	0	7	0	**8**
01:30	0	**7**	0	**7**	0	0	0	**5**
01:45	0	**6**	0	**5**	0	5	0	**5**
02:00	0	6	0	**11**	0	3	0	**7**
02:15	0	3	0	4	0	5	0	4
02:30	0	6	0	8	0	2	0	5
02:45	0	0	0	6	0	9	0	5
03:00	0	3	0	2	0	4	0	3
03:15	0	7	0	2	0	4	0	4
03:30	0	4	0	3	0	0	0	2
03:45	0	4	0	5	0	6	0	5
04:00	0	7	0	5	0	6	0	6
04:15	0	7	0	7	0	5	0	6
04:30	1	5	0	10	1	4	1	6
04:45	0	6	0	4	0	5	0	5
05:00	0	2	1	3	0	5	0	3
05:15	1	6	1	4	1	7	1	6
05:30	1	3	1	3	0	4	1	3
05:45	1	4	0	2	3	**4**	1	3
06:00	1	3	1	4	0	**5**	1	4
06:15	3	3	1	2	2	**8**	2	4
06:30	2	5	2	3	6	**5**	3	4
06:45	6	2	3	0	5	1	5	1
07:00	2	2	2	2	2	3	2	2
07:15	4	6	8	4	8	6	7	5
07:30	8	6	7	3	3	2	6	4
07:45	5	3	5	2	3	1	4	2
08:00	**5**	1	6	4	7	0	**6**	2
08:15	**6**	3	4	0	**10**	1	**7**	1
08:30	**5**	2	7	0	**6**	1	**6**	1
08:45	**11**	0	10	5	**5**	0	**9**	2
09:00	3	1	2	0	**9**	0	5	0
09:15	5	0	**6**	1	8	0	6	0
09:30	3	2	**6**	0	4	3	4	2
09:45	11	1	**8**	0	6	1	8	1
10:00	1	1	**9**	0	6	0	5	0
10:15	8	2	3	0	3	1	5	1
10:30	4	0	9	0	4	0	6	0
10:45	5	1	3	0	3	0	4	0
11:00	2	1	11	1	4	0	6	1
11:15	14	2	2	0	6	1	7	1
11:30	2	0	5	1	5	1	4	1
11:45	4	0	4	0	4	0	4	0
Total	125	165	127	166	124	149	126	158
Combined Total	290		293		273		284	
Peak	08:00	01:00	- 09:15	01:15	- 08:15	05:45	- 08:00	01:15
Vol.	27	27	- 29	33	- 30	22	- 28	25
P.H.F.	0.614	0.844	0.725	0.750	0.750	0.611	0.778	0.781
ADT		ADT 285	AADT 285					

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Bidirectional

Site Code: 000000000205
Waterview Dr
btwn SE Civic Center and SE Village G.

Start Time	15-Sep-20 Tue	Westbound A.M.	Westbound P.M.	Eastbound A.M.	Eastbound P.M.	Combined A.M.	Combined P.M.	16-Sep Wed	Westbound A.M.	Westbound P.M.	Eastbound A.M.	Eastbound P.M.	Combined A.M.	Combined P.M.
12:00		2	***11***	0	4	2	15		0	5	0	11	0	16
12:15		0	***9***	0	4	0	***13***		0	8	0	5	0	13
12:30		2	***13***	1	5	3	***18***		0	***9***	0	6	0	15
12:45		1	***11***	0	5	1	***16***		0	***15***	0	6	0	***21***
01:00		0	8	0	***8***	0	***16***		0	***7***	0	5	0	***12***
01:15		0	5	0	***6***	0	11		0	***14***	0	***10***	0	***24***
01:30		0	11	0	***7***	0	18		0	9	0	***7***	0	***16***
01:45		0	7	0	***6***	0	13		0	11	0	***5***	0	16
02:00		0	12	0	6	0	18		0	6	0	***11***	0	17
02:15		0	2	0	3	0	5		0	4	0	4	0	8
02:30		0	4	0	6	0	10		0	6	0	8	0	14
02:45		0	4	0	0	0	4		0	11	0	6	0	17
03:00		0	6	0	3	0	9		0	7	0	2	0	9
03:15		0	4	0	7	0	11		0	6	0	2	0	8
03:30		0	7	0	4	0	11		0	5	0	3	0	8
03:45		0	6	0	4	0	10		0	8	0	5	0	13
04:00		0	7	0	7	0	14		0	3	0	5	0	8
04:15		0	6	0	7	0	13		0	10	0	7	0	17
04:30		0	3	1	5	1	8		0	11	0	10	0	21
04:45		1	2	0	6	1	8		1	4	0	4	1	8
05:00		0	7	0	2	0	9		1	5	1	3	2	8
05:15		1	8	1	6	2	14		0	3	1	4	1	7
05:30		0	6	1	3	1	9		0	2	1	3	1	5
05:45		0	3	1	4	1	7		0	8	0	2	0	10
06:00		1	10	1	3	2	13		2	4	1	4	3	8
06:15		2	3	3	3	5	6		2	6	1	2	3	8
06:30		2	4	2	5	4	9		2	1	2	3	4	4
06:45		2	2	6	2	8	4		2	4	3	0	5	4
07:00		4	4	2	2	6	6		1	7	2	2	3	9
07:15		6	5	4	6	10	11		3	4	8	4	11	8
07:30		12	8	8	6	20	14		6	5	7	3	13	8
07:45		3	3	5	3	8	6		6	3	5	2	11	5
08:00		3	6	***5***	1	8	7		3	3	6	4	9	7
08:15		9	1	***6***	3	15	4		5	3	4	0	9	3
08:30		8	2	***5***	2	13	4		9	5	7	0	16	5
08:45		4	3	***11***	0	15	3		4	2	10	5	14	7
09:00		9	5	3	1	12	6		5	5	2	0	7	5
09:15		9	3	5	0	14	3		3	2	***6***	1	9	3
09:30		4	2	3	2	7	4		4	1	***6***	0	10	1
09:45		6	0	11	1	17	1		8	1	***8***	0	***16***	1
10:00		6	2	1	1	7	3		8	3	***9***	0	***17***	3
10:15		***6***	0	8	2	14	2		8	3	3	0	***11***	3
10:30		***7***	0	4	0	***11***	0		3	0	9	0	***12***	0
10:45		***11***	6	5	1	***16***	7		7	1	3	0	10	1
11:00		***9***	3	2	1	***11***	4		***6***	0	11	1	17	1
11:15		5	1	14	2	***19***	3		***9***	1	2	0	11	1
11:30		6	2	2	0	8	2		***5***	1	5	1	10	2
11:45		5	0	4	0	9	0		***11***	0	4	0	15	0
Total		146	237	125	165	271	402		124	242	127	166	251	408
Day Total		383		290		673			366		293		659	
% Total		21.7%	35.2%	18.6%	24.5%				18.8%	36.7%	19.3%	25.2%		
Peak	-	10:15	12:00	08:00	01:00	10:30	00:15	-	11:00	00:30	09:15	01:15	09:45	00:45
Vol.	-	33	44	27	27	57	63	-	31	45	29	33	56	73
P.H.F.		0.750	0.846	0.614	0.844	0.750	0.875		0.705	0.750	0.725	0.750	0.824	0.760

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Bidirectional

Site Code: 000000000205
Waterview Dr
btwn SE Civic Center and SE Village G.

Start Time	17-Sep-20 Thu	Westbound A.M.	Westbound P.M.	Eastbound A.M.	Eastbound P.M.	Combined A.M.	Combined P.M.	18-Sep Fri	Westbound A.M.	Westbound P.M.	Eastbound A.M.	Eastbound P.M.	Combined A.M.	Combined P.M.
12:00		0	9	0	6	0	***15***		*	*	*	*	*	*
12:15		0	7	0	6	0	***13***		*	*	*	*	*	*
12:30		0	***15***	0	3	0	***18***		*	*	*	*	*	*
12:45		0	***11***	0	6	0	***17***		*	*	*	*	*	*
01:00		0	***8***	0	3	0	11		*	*	*	*	*	*
01:15		0	***9***	0	7	0	16		*	*	*	*	*	*
01:30		0	6	0	0	0	6		*	*	*	*	*	*
01:45		0	9	0	5	0	14		*	*	*	*	*	*
02:00		0	3	0	3	0	6		*	*	*	*	*	*
02:15		0	7	0	5	0	12		*	*	*	*	*	*
02:30		0	6	0	2	0	8		*	*	*	*	*	*
02:45		0	4	0	9	0	13		*	*	*	*	*	*
03:00		0	9	0	4	0	13		*	*	*	*	*	*
03:15		0	12	0	4	0	16		*	*	*	*	*	*
03:30		0	9	0	0	0	9		*	*	*	*	*	*
03:45		0	4	0	6	0	10		*	*	*	*	*	*
04:00		0	4	0	6	0	10		*	*	*	*	*	*
04:15		0	10	0	5	0	15		*	*	*	*	*	*
04:30		0	8	1	4	1	12		*	*	*	*	*	*
04:45		1	5	0	5	1	10		*	*	*	*	*	*
05:00		0	7	0	5	0	12		*	*	*	*	*	*
05:15		0	9	1	7	1	16		*	*	*	*	*	*
05:30		0	5	0	4	0	9		*	*	*	*	*	*
05:45		0	7	3	***4***	3	11		*	*	*	*	*	*
06:00		1	3	0	***5***	1	8		*	*	*	*	*	*
06:15		3	1	2	***8***	5	9		*	*	*	*	*	*
06:30		2	4	6	***5***	8	9		*	*	*	*	*	*
06:45		2	4	5	1	7	5		*	*	*	*	*	*
07:00		3	4	2	3	5	7		*	*	*	*	*	*
07:15		4	7	8	6	12	13		*	*	*	*	*	*
07:30		4	7	3	2	7	9		*	*	*	*	*	*
07:45		3	3	3	1	6	4		*	*	*	*	*	*
08:00		5	2	7	0	12	2		*	*	*	*	*	*
08:15		6	3	***10***	1	16	4		*	*	*	*	*	*
08:30		6	3	***6***	1	12	4		*	*	*	*	*	*
08:45		4	2	***5***	0	9	2		*	*	*	*	*	*
09:00		5	4	***9***	0	***14***	4		*	*	*	*	*	*
09:15		7	1	8	0	***15***	1		*	*	*	*	*	*
09:30		8	1	4	3	***12***	4		*	*	*	*	*	*
09:45		7	0	6	1	***13***	1		*	*	*	*	*	*
10:00		4	2	6	0	10	2		*	*	*	*	*	*
10:15		3	1	3	1	6	2		*	*	*	*	*	*
10:30		***10***	0	4	0	14	0		*	*	*	*	*	*
10:45		***10***	2	3	0	13	2		*	*	*	*	*	*
11:00		***7***	0	4	0	11	0		*	*	*	*	*	*
11:15		***4***	0	6	1	10	1		*	*	*	*	*	*
11:30		7	1	5	1	12	2		*	*	*	*	*	*
11:45		9	0	4	0	13	0		*	*	*	*	*	*
Total		125	238	124	149	249	387		0	0	0	0	0	0
Day Total		363		273		636			0		0		0	
% Total		19.7%	37.4%	19.5%	23.4%				0.0%	0.0%	0.0%	0.0%		
Peak	-	10:30	00:30	08:15	05:45	09:00	12:00	-	-	-	-	-	-	-
Vol.	-	31	43	30	22	54	63	-	-	-	-	-	-	-
P.H.F.		0.775	0.717	0.750	0.611	0.900	0.875							

ADT	ADT 655	AADT 655

Eastbound

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000208
SE Village Green Dr
btwn US1 and SE South Niemeyer Cir

Start Time	Tue A.M.	15-Sep-2 P.M.	Wed A.M.	16-Sep-2 P.M.	Thu A.M.	17-Sep-2 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	4	95	10	85	10	85	8	88
12:15	5	75	7	87	2	95	5	86
12:30	4	78	6	102	3	76	4	85
12:45	4	89	5	94	3	76	4	86
01:00	2	88	0	97	3	70	2	85
01:15	2	113	4	101	6	96	4	103
01:30	1	101	7	102	4	94	4	99
01:45	3	95	9	84	2	89	5	89
02:00	3	95	5	91	0	102	3	96
02:15	2	80	9	80	4	98	5	86
02:30	0	97	3	102	2	98	2	99
02:45	0	101	6	93	1	104	2	99
03:00	4	84	4	90	2	88	3	87
03:15	2	102	5	95	1	120	3	106
03:30	2	**126**	2	133	1	**133**	2	131
03:45	2	**128**	4	101	2	**136**	3	122
04:00	3	**107**	7	90	4	**106**	5	101
04:15	5	**126**	3	118	3	**126**	4	**123**
04:30	1	119	3	**134**	1	117	2	**123**
04:45	7	132	4	**150**	6	119	6	**134**
05:00	14	104	8	**122**	5	128	9	**118**
05:15	20	127	12	**120**	20	111	17	119
05:30	22	124	14	92	21	113	19	110
05:45	23	123	28	112	27	97	26	111
06:00	38	91	37	80	32	97	36	89
06:15	54	97	52	80	61	92	56	90
06:30	73	79	67	91	63	80	68	83
06:45	113	72	121	74	104	66	113	71
07:00	108	82	112	61	106	60	109	68
07:15	**116**	66	127	59	106	65	116	63
07:30	**122**	54	120	59	**123**	61	**122**	58
07:45	**152**	59	**146**	54	**141**	48	**146**	54
08:00	**157**	36	**125**	53	**124**	47	**135**	45
08:15	112	61	**137**	63	**115**	59	**121**	61
08:30	124	42	**124**	66	117	41	122	50
08:45	117	39	112	39	118	39	116	39
09:00	95	32	96	39	98	27	96	33
09:15	82	28	86	28	92	38	87	31
09:30	92	30	109	31	101	29	101	30
09:45	93	32	102	24	90	32	95	29
10:00	82	34	93	25	95	22	90	27
10:15	77	15	81	23	83	23	80	20
10:30	100	27	85	23	85	18	90	23
10:45	90	11	83	22	91	24	88	19
11:00	92	13	87	19	88	19	89	17
11:15	95	13	74	12	86	14	85	13
11:30	92	9	86	12	86	10	88	10
11:45	88	6	83	4	83	8	85	6
Total	2499	3537	2510	3516	2421	3496	2481	3515
Combined Total	6036		6026		5917		5996	
Peak	07:15	03:30	- 07:45	04:30	- 07:30	03:30	- 07:30	04:15
Vol.	547	487	- 532	526	- 503	501	- 524	498
P.H.F.	0.871	0.951	0.911	0.877	0.892	0.921	0.897	0.929
ADT	ADT 5,992		AADT 5,992					

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Southbound

Site Code: 000000000208
SE Village Green Dr
btwn SE Huffman Rd and SE South Niemeyer

Start Time	Tue 15-Sep-2		Wed 16-Sep-2		Thu 17-Sep-2		Daily Average	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	4	95	10	85	10	85	8	88
12:15	5	75	7	87	2	95	5	86
12:30	4	78	6	102	3	76	4	85
12:45	4	89	5	94	3	76	4	86
01:00	2	88	0	97	3	70	2	85
01:15	2	113	4	101	6	96	4	103
01:30	1	101	7	102	4	94	4	99
01:45	3	95	9	84	2	89	5	89
02:00	3	95	5	91	0	102	3	96
02:15	2	80	9	81	4	98	5	86
02:30	0	97	3	102	2	98	2	99
02:45	0	101	6	93	1	104	2	99
03:00	4	84	4	90	2	88	3	87
03:15	2	102	5	95	1	120	3	106
03:30	2	**126**	2	133	1	**133**	2	131
03:45	2	**128**	4	101	2	**136**	3	122
04:00	3	**107**	7	90	4	**106**	5	101
04:15	5	**126**	3	118	3	**126**	4	**123**
04:30	1	119	3	**134**	1	117	2	**123**
04:45	7	132	4	**150**	6	119	6	**134**
05:00	14	104	8	**122**	5	128	9	**118**
05:15	20	127	12	**120**	20	111	17	119
05:30	22	124	14	92	21	113	19	110
05:45	23	123	28	112	27	97	26	111
06:00	38	91	37	80	32	97	36	89
06:15	54	97	52	81	61	92	56	90
06:30	73	79	67	91	63	80	68	83
06:45	113	72	121	74	104	66	113	71
07:00	108	82	112	61	106	60	109	68
07:15	**116**	66	127	60	106	65	116	64
07:30	**122**	54	120	59	**123**	61	**122**	58
07:45	**152**	59	**146**	54	**141**	48	**146**	54
08:00	**157**	36	**125**	53	**125**	47	**136**	45
08:15	112	61	**137**	63	**115**	59	**121**	61
08:30	124	42	**124**	66	117	41	122	50
08:45	117	39	112	39	118	39	116	39
09:00	95	32	96	39	98	27	96	33
09:15	82	28	86	28	92	38	87	31
09:30	92	30	109	31	101	29	101	30
09:45	93	32	102	24	90	32	95	29
10:00	82	34	93	25	95	22	90	27
10:15	77	15	81	23	83	23	80	20
10:30	100	27	85	23	85	18	90	23
10:45	90	11	83	22	91	24	88	19
11:00	92	13	87	19	88	19	89	17
11:15	95	13	74	12	86	14	85	13
11:30	92	9	86	12	86	10	88	10
11:45	88	6	83	4	83	8	85	6
Total	2499	3537	2510	3519	2422	3496	2482	3516
Combined Total	6036		6029		5918		5998	
Peak	07:15	03:30	- 07:45	04:30	- 07:30	03:30	- 07:30	04:15
Vol.	547	487	- 532	526	- 504	501	- 525	498
P.H.F.	0.871	0.951	0.911	0.877	0.894	0.921	0.899	0.929
ADT	ADT 5,993		AADT 5,993					

Eastbound

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Start Time	Tue 15-Sep-2		Wed 16-Sep-2		Thu 17-Sep-2		Daily Average	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	6	0	**10**	0	**9**	0	**8**
12:15	0	10	0	**13**	0	**11**	0	**11**
12:30	0	6	0	**6**	0	**7**	0	**6**
12:45	0	5	0	**11**	0	**13**	0	**10**
01:00	0	**8**	0	4	0	8	0	7
01:15	0	**10**	0	8	0	9	0	9
01:30	0	**10**	0	6	0	8	0	8
01:45	0	**9**	0	5	0	13	0	9
02:00	0	5	0	6	0	8	0	6
02:15	0	6	0	3	0	6	0	5
02:30	0	4	0	3	0	4	0	4
02:45	0	8	0	7	0	5	0	7
03:00	0	10	0	4	0	8	0	7
03:15	0	5	0	4	0	6	0	5
03:30	0	4	0	10	0	9	0	8
03:45	0	3	0	7	0	2	0	4
04:00	0	5	0	5	0	3	0	4
04:15	0	2	0	4	0	5	0	4
04:30	0	2	0	3	1	6	0	4
04:45	1	3	1	5	1	2	1	3
05:00	0	1	0	1	0	5	0	2
05:15	0	2	0	3	1	2	0	2
05:30	1	0	1	1	1	1	1	1
05:45	3	0	3	5	2	0	3	2
06:00	2	2	1	2	1	0	1	1
06:15	3	0	6	1	5	2	5	1
06:30	6	2	3	4	6	1	5	2
06:45	11	0	10	2	9	2	10	1
07:00	8	0	5	0	4	1	6	0
07:15	**9**	0	**8**	4	**12**	2	**10**	2
07:30	**15**	0	**8**	2	**4**	2	**9**	1
07:45	**10**	0	**19**	3	**13**	0	**14**	1
08:00	**16**	0	**9**	0	**5**	0	**10**	0
08:15	5	0	4	1	8	0	6	0
08:30	5	0	4	0	7	2	5	1
08:45	8	0	9	0	5	1	7	0
09:00	6	0	5	0	6	0	6	0
09:15	8	0	6	0	5	0	6	0
09:30	9	0	10	0	7	0	9	0
09:45	3	0	9	0	8	0	7	0
10:00	9	0	6	2	8	0	8	1
10:15	11	0	9	0	3	0	8	0
10:30	3	0	10	0	7	0	7	0
10:45	8	0	8	0	5	1	7	0
11:00	8	0	11	0	6	0	8	0
11:15	4	1	3	0	8	0	5	0
11:30	5	0	3	1	5	0	4	0
11:45	6	0	5	0	5	0	5	0
Total	183	129	176	156	158	164	173	147
Combined Total	312		332		322		320	
Peak	07:15	01:00	- 07:15	12:00	- 07:15	12:00	- 07:15	12:00
Vol.	50	37	- 44	40	- 34	40	- 43	35
P.H.F.	0.781	0.925	0.579	0.769	0.654	0.769	0.768	0.795
ADT		ADT 322	AADT 322					

Westbound

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Start Time	Tue 15-Sep-2		Wed 16-Sep-2		Thu 17-Sep-2		Daily Average	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	10	0	17	0	16	0	14
12:15	0	7	0	9	0	8	0	8
12:30	0	3	0	10	0	4	0	6
12:45	0	11	0	5	0	12	0	9
01:00	0	17	0	3	0	8	0	9
01:15	0	4	0	9	0	9	0	7
01:30	0	6	0	11	0	11	0	9
01:45	0	4	0	4	0	9	0	6
02:00	0	7	0	10	0	6	0	8
02:15	0	4	1	6	0	8	0	6
02:30	0	6	0	6	0	3	0	5
02:45	0	6	0	9	0	4	0	6
03:00	0	9	0	9	0	6	0	8
03:15	0	10	0	6	0	16	0	11
03:30	0	9	0	12	0	13	0	11
03:45	0	**12**	0	**18**	0	8	0	**13**
04:00	0	**10**	0	**13**	0	9	0	**11**
04:15	0	**9**	1	**11**	0	**11**	0	**10**
04:30	1	**17**	0	**17**	0	**22**	0	**19**
04:45	1	5	1	10	0	**9**	1	8
05:00	0	16	1	14	0	**16**	0	15
05:15	0	7	0	8	0	8	0	8
05:30	0	6	0	9	0	8	0	8
05:45	0	1	1	2	0	4	0	2
06:00	0	3	0	2	1	5	0	3
06:15	1	3	0	2	0	3	0	3
06:30	1	2	0	2	1	0	1	1
06:45	1	2	2	2	2	2	2	2
07:00	3	1	2	1	1	1	2	1
07:15	2	0	4	1	3	1	3	1
07:30	8	0	3	0	5	5	5	2
07:45	4	2	5	2	5	0	5	1
08:00	7	1	5	1	7	3	6	2
08:15	3	0	4	2	3	2	3	1
08:30	7	0	8	6	5	0	7	2
08:45	11	0	4	2	4	0	6	1
09:00	7	1	5	1	**6**	0	6	1
09:15	3	0	2	0	**2**	0	2	0
09:30	2	0	**8**	2	**4**	2	5	1
09:45	**10**	0	**9**	0	**17**	2	**12**	1
10:00	**7**	0	**10**	0	3	0	**7**	0
10:15	**4**	1	**11**	0	4	0	**6**	0
10:30	**8**	0	4	0	5	0	**6**	0
10:45	4	0	5	0	2	0	4	0
11:00	6	0	10	0	2	0	6	0
11:15	3	0	6	1	6	1	5	1
11:30	3	1	8	0	6	0	6	0
11:45	14	0	11	0	10	0	12	0
Total	121	213	131	255	104	255	118	241
Combined Total	334		386		359		359	
Peak	09:45	03:45	- 09:30	03:45	- 09:00	04:15	- 09:45	03:45
Vol.	29	48	- 38	59	- 29	58	- 31	53
P.H.F.	0.659	0.706	0.864	0.819	0.426	0.659	0.646	0.697
ADT		ADT 360	AADT 360					

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Bidirectional

Site Code: 000000000211
SE South Niemeyer Cir
and SE Village Green Dr

Start Time	15-Sep-20 Tue	Westbound A.M.	Westbound P.M.	Eastbound A.M.	Eastbound P.M.	Combined A.M.	Combined P.M.	16-Sep Wed	Westbound A.M.	Westbound P.M.	Eastbound A.M.	Eastbound P.M.	Combined A.M.	Combined P.M.
12:00		0	6	0	10	0	16		0	***10***	0	17	0	***27***
12:15		0	10	0	7	0	17		0	***13***	0	9	0	***22***
12:30		0	6	0	3	0	9		0	***6***	0	10	0	***16***
12:45		0	5	0	11	0	***16***		0	***11***	0	5	0	***16***
01:00		0	***8***	0	17	0	***25***		0	4	0	3	0	7
01:15		0	***10***	0	4	0	***14***		0	8	0	9	0	17
01:30		0	***10***	0	6	0	***16***		0	6	0	11	0	17
01:45		0	***9***	0	4	0	13		0	5	0	4	0	9
02:00		0	5	0	7	0	12		0	6	0	10	0	16
02:15		0	6	0	4	0	10		0	3	1	6	1	9
02:30		0	4	0	6	0	10		0	3	0	6	0	9
02:45		0	8	0	6	0	14		0	7	0	9	0	16
03:00		0	10	0	9	0	19		0	4	0	9	0	13
03:15		0	5	0	10	0	15		0	4	0	6	0	10
03:30		0	4	0	9	0	13		0	10	0	12	0	22
03:45		0	3	0	***12***	0	15		0	7	0	***18***	0	25
04:00		0	5	0	***10***	0	15		0	5	0	***13***	0	18
04:15		0	2	0	***9***	0	11		0	4	1	***11***	1	15
04:30		0	2	1	***17***	1	19		0	3	0	***17***	0	20
04:45		1	3	1	5	2	8		1	5	1	10	2	15
05:00		0	1	0	16	0	17		0	1	1	14	1	15
05:15		0	2	0	7	0	9		0	3	0	8	0	11
05:30		1	0	0	6	1	6		1	1	0	9	1	10
05:45		3	0	0	1	3	1		3	5	1	2	4	7
06:00		2	2	0	3	2	5		1	2	0	2	1	4
06:15		3	0	1	3	4	3		6	1	0	2	6	3
06:30		6	2	1	2	7	4		3	4	0	2	3	6
06:45		11	0	1	2	12	2		10	2	2	2	12	4
07:00		8	0	3	1	11	1		5	0	2	1	7	1
07:15		***9***	0	2	0	***11***	0		***8***	4	4	1	12	5
07:30		***15***	0	8	0	***23***	0		***8***	2	3	0	11	2
07:45		***10***	0	4	2	***14***	2		***19***	3	5	2	24	5
08:00		***16***	0	7	1	***23***	1		***9***	0	5	1	14	1
08:15		5	0	3	0	8	0		4	1	4	2	8	3
08:30		5	0	7	0	12	0		4	0	8	6	12	6
08:45		8	0	11	0	19	0		9	0	4	2	13	2
09:00		6	0	7	1	13	1		5	0	5	1	10	1
09:15		8	0	3	0	11	0		6	0	2	0	8	0
09:30		9	0	2	0	11	0		10	0	***8***	2	***18***	2
09:45		3	0	***10***	0	13	0		9	0	***9***	0	***18***	0
10:00		9	0	***7***	0	16	0		6	2	***10***	0	***16***	2
10:15		11	0	***4***	1	15	1		9	0	***11***	0	***20***	0
10:30		3	0	***8***	0	11	0		10	0	4	0	14	0
10:45		8	0	4	0	12	0		8	0	5	0	13	0
11:00		8	0	6	0	14	0		11	0	10	0	21	0
11:15		4	1	3	0	7	1		3	0	6	1	9	1
11:30		5	0	3	1	8	1		3	1	8	0	11	1
11:45		6	0	14	0	20	0		5	0	11	0	16	0
Total		183	129	121	213	304	342		176	156	131	255	307	411
Day Total		312		334		646			332		386		718	
% Total		28.3%	20.0%	18.7%	33.0%				24.5%	21.7%	18.2%	35.5%		
Peak	-	07:15	01:00	09:45	03:45	07:15	00:45	-	07:15	12:00	09:30	03:45	09:30	12:00
Vol.	-	50	37	29	48	71	71	-	44	40	38	59	72	81
P.H.F.		0.781	0.925	0.659	0.706	0.772	0.710		0.579	0.769	0.864	0.819	0.750	0.750

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Bidirectional

Site Code: 000000000211
SE South Niemeyer Cir
and SE Village Green Dr

Start Time	17-Sep-20 Thu	Westbound A.M.	Westbound P.M.	Eastbound A.M.	Eastbound P.M.	Combined A.M.	Combined P.M.	18-Sep Fri	Westbound A.M.	Westbound P.M.	Eastbound A.M.	Eastbound P.M.	Combined A.M.	Combined P.M.
12:00		0	***9***	0	16	0	***25***		*	*	*	*	*	*
12:15		0	***11***	0	8	0	***19***		*	*	*	*	*	*
12:30		0	***7***	0	4	0	***11***		*	*	*	*	*	*
12:45		0	***13***	0	12	0	***25***		*	*	*	*	*	*
01:00		0	8	0	8	0	16		*	*	*	*	*	*
01:15		0	9	0	9	0	18		*	*	*	*	*	*
01:30		0	8	0	11	0	19		*	*	*	*	*	*
01:45		0	13	0	9	0	22		*	*	*	*	*	*
02:00		0	8	0	6	0	14		*	*	*	*	*	*
02:15		0	6	0	8	0	14		*	*	*	*	*	*
02:30		0	4	0	3	0	7		*	*	*	*	*	*
02:45		0	5	0	4	0	9		*	*	*	*	*	*
03:00		0	8	0	6	0	14		*	*	*	*	*	*
03:15		0	6	0	16	0	22		*	*	*	*	*	*
03:30		0	9	0	13	0	22		*	*	*	*	*	*
03:45		0	2	0	8	0	10		*	*	*	*	*	*
04:00		0	3	0	9	0	12		*	*	*	*	*	*
04:15		0	5	0	***11***	0	16		*	*	*	*	*	*
04:30		1	6	0	***22***	1	28		*	*	*	*	*	*
04:45		1	2	0	***9***	1	11		*	*	*	*	*	*
05:00		0	5	0	***16***	0	21		*	*	*	*	*	*
05:15		1	2	0	8	1	10		*	*	*	*	*	*
05:30		1	1	0	8	1	9		*	*	*	*	*	*
05:45		2	0	0	4	2	4		*	*	*	*	*	*
06:00		1	0	1	5	2	5		*	*	*	*	*	*
06:15		5	2	0	3	5	5		*	*	*	*	*	*
06:30		6	1	1	0	7	1		*	*	*	*	*	*
06:45		9	2	2	2	11	4		*	*	*	*	*	*
07:00		4	1	1	1	5	2		*	*	*	*	*	*
07:15		***12***	2	3	1	15	3		*	*	*	*	*	*
07:30		***4***	2	5	5	9	7		*	*	*	*	*	*
07:45		***13***	0	5	0	18	0		*	*	*	*	*	*
08:00		***5***	0	7	3	12	3		*	*	*	*	*	*
08:15		8	0	3	2	11	2		*	*	*	*	*	*
08:30		7	2	5	0	12	2		*	*	*	*	*	*
08:45		5	1	4	0	9	1		*	*	*	*	*	*
09:00		6	0	***6***	0	***12***	0		*	*	*	*	*	*
09:15		5	0	***2***	0	***7***	0		*	*	*	*	*	*
09:30		7	0	***4***	2	***11***	2		*	*	*	*	*	*
09:45		8	0	***17***	2	***25***	2		*	*	*	*	*	*
10:00		8	0	3	0	11	0		*	*	*	*	*	*
10:15		3	0	4	0	7	0		*	*	*	*	*	*
10:30		7	0	5	0	12	0		*	*	*	*	*	*
10:45		5	1	2	0	7	1		*	*	*	*	*	*
11:00		6	0	2	0	8	0		*	*	*	*	*	*
11:15		8	0	6	1	14	1		*	*	*	*	*	*
11:30		5	0	6	0	11	0		*	*	*	*	*	*
11:45		5	0	10	0	15	0		*	*	*	*	*	*
Total		158	164	104	255	262	419		0	0	0	0	0	0
Day Total		322		359		681			0		0		0	
% Total		23.2%	24.1%	15.3%	37.4%				0.0%	0.0%	0.0%	0.0%		
Peak	-	07:15	12:00	09:00	04:15	09:00	12:00	-	-	-	-	-	-	-
Vol.	-	34	40	29	58	55	80	-	-	-	-	-	-	-
P.H.F.		0.654	0.769	0.426	0.659	0.550	0.800							

ADT	ADT 682	AADT 682

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Northbound

Site Code: 000000000212
SE Village Green Dr
btwn SE Huffman Rd and SE South Niemeyer

Start Time	Tue A.M.	15-Sep-2 P.M.	Wed A.M.	16-Sep-2 P.M.	Thu A.M.	17-Sep-2 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	7	113	10	108	3	107	7	109
12:15	6	92	7	103	4	102	6	99
12:30	6	98	4	100	6	102	5	100
12:45	1	96	9	103	5	73	5	91
01:00	2	120	4	94	5	73	4	96
01:15	2	80	2	83	1	109	2	91
01:30	0	107	4	109	0	95	1	104
01:45	1	131	2	127	5	120	3	126
02:00	1	119	1	122	0	119	1	120
02:15	3	100	2	126	5	103	3	110
02:30	4	113	4	129	3	137	4	126
02:45	2	121	4	95	1	125	2	114
03:00	0	131	3	127	1	112	1	123
03:15	3	120	6	116	2	115	4	117
03:30	6	149	6	149	2	149	5	149
03:45	4	140	2	125	2	136	3	134
04:00	7	146	8	149	2	147	6	147
04:15	6	142	6	**163**	5	140	6	148
04:30	12	**168**	9	**147**	6	161	9	**159**
04:45	3	**143**	11	**195**	7	**164**	7	**167**
05:00	14	**184**	4	**184**	7	**173**	8	**180**
05:15	13	**169**	18	139	21	**155**	17	**154**
05:30	24	159	26	141	19	**162**	23	154
05:45	33	141	19	128	33	129	28	133
06:00	42	114	34	124	33	109	36	116
06:15	44	103	50	92	55	94	50	96
06:30	95	79	78	74	79	95	84	83
06:45	87	90	77	83	67	83	77	85
07:00	100	75	94	54	109	72	101	67
07:15	**135**	86	126	59	**131**	75	**131**	73
07:30	**156**	88	**146**	72	**140**	68	**147**	76
07:45	**104**	74	**123**	51	**118**	60	**115**	62
08:00	**103**	52	**119**	50	**123**	65	**115**	56
08:15	125	60	**131**	45	113	53	123	53
08:30	114	48	113	45	115	56	114	50
08:45	116	29	126	52	105	37	116	39
09:00	97	38	107	37	90	32	98	36
09:15	96	39	88	32	97	34	94	35
09:30	98	34	110	29	107	44	105	36
09:45	91	30	97	36	107	30	98	32
10:00	101	22	92	28	89	25	94	25
10:15	94	16	99	31	100	23	98	23
10:30	102	19	108	14	96	25	102	19
10:45	89	14	92	13	85	18	89	15
11:00	102	6	113	13	89	13	101	11
11:15	93	10	89	11	93	20	92	14
11:30	100	10	100	16	113	9	104	12
11:45	83	8	111	6	116	12	103	9
Total	2527	4226	2594	4129	2515	4160	2547	4174
Combined Total	6753		6723		6675		6721	
Peak	07:15	04:30	- 07:30	04:15	- 07:15	04:45	- 07:15	04:30
Vol.	498	664	- 519	689	- 512	654	- 508	660
P.H.F.	0.798	0.902	0.889	0.883	0.914	0.945	0.864	0.917
ADT	ADT 6,716		AADT 6,716					

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000212
SE Village Green Dr
btwn US1 and SE South Niemeyer Cir

Start Time	Tue 15-Sep-2 A.M.	P.M.	Wed 16-Sep-2 A.M.	P.M.	Thu 17-Sep-2 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	7	113	10	108	3	107	7	109
12:15	6	92	7	103	4	102	6	99
12:30	6	98	4	100	6	102	5	100
12:45	1	96	9	103	5	73	5	91
01:00	2	120	4	94	5	73	4	96
01:15	2	80	2	83	1	109	2	91
01:30	0	107	4	109	0	95	1	104
01:45	1	131	2	127	5	120	3	126
02:00	1	119	1	122	0	119	1	120
02:15	3	100	2	126	5	103	3	110
02:30	4	113	4	129	3	137	4	126
02:45	2	121	4	95	1	125	2	114
03:00	0	131	3	127	1	112	1	123
03:15	3	120	6	116	2	115	4	117
03:30	6	149	6	149	2	149	5	149
03:45	4	140	2	125	2	136	3	134
04:00	7	146	8	149	2	147	6	147
04:15	6	142	6	**163**	5	140	6	148
04:30	12	**168**	9	**147**	6	161	9	**159**
04:45	3	**143**	11	**195**	7	**164**	7	**167**
05:00	14	**184**	4	**184**	7	**173**	8	**180**
05:15	13	**169**	18	139	21	**155**	17	**154**
05:30	24	159	26	141	19	**162**	23	154
05:45	33	141	19	128	33	129	28	133
06:00	42	114	34	124	33	109	36	116
06:15	44	103	50	92	55	94	50	96
06:30	95	79	78	74	79	95	84	83
06:45	87	90	77	83	67	83	77	85
07:00	100	75	94	54	109	72	101	67
07:15	**135**	86	126	59	**131**	75	**131**	73
07:30	**156**	88	**146**	72	**140**	68	**147**	76
07:45	**104**	74	**123**	51	**118**	60	**115**	62
08:00	**103**	52	**119**	50	**123**	65	**115**	56
08:15	125	60	**131**	45	113	53	123	53
08:30	114	48	113	45	115	56	114	50
08:45	116	29	126	52	105	37	116	39
09:00	97	38	107	37	90	32	98	36
09:15	96	39	88	32	97	34	94	35
09:30	98	34	110	29	107	44	105	36
09:45	91	30	97	36	107	30	98	32
10:00	101	22	92	28	89	25	94	25
10:15	94	16	99	31	100	23	98	23
10:30	102	19	108	14	96	25	102	19
10:45	89	14	92	13	85	18	89	15
11:00	102	6	113	13	89	13	101	11
11:15	93	10	89	11	93	20	92	14
11:30	100	10	100	16	113	9	104	12
11:45	83	8	111	6	116	12	103	9
Total	2527	4226	2594	4129	2515	4160	2547	4174
Combined Total	6753		6723		6675		6721	
Peak	07:15	04:30	- 07:30	04:15	- 07:15	04:45	- 07:15	04:30
Vol.	498	664	- 519	689	- 512	654	- 508	660
P.H.F.	0.798	0.902	0.889	0.883	0.914	0.945	0.864	0.917
ADT	ADT 6,716		AADT 6,716					

Northbound

Marlin Engineering

1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Start Time	Tue 15-Sep-2 A.M.	P.M.	Wed 16-Sep-2 A.M.	P.M.	Thu 17-Sep-2 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	0	21	0	15	0	14	0	17
12:15	0	8	0	12	0	13	0	11
12:30	0	9	0	7	0	9	0	8
12:45	0	10	1	13	0	12	0	12
01:00	0	9	0	12	0	12	0	11
01:15	0	12	0	11	0	12	0	12
01:30	0	14	0	12	0	9	0	12
01:45	0	10	0	12	0	14	0	12
02:00	0	13	0	13	0	10	0	12
02:15	0	10	0	9	0	10	0	10
02:30	0	9	0	10	0	11	0	10
02:45	0	8	0	9	0	15	0	11
03:00	0	15	0	11	0	10	0	12
03:15	0	7	2	9	0	8	1	8
03:30	0	8	0	15	0	19	0	14
03:45	0	**9**	0	10	0	**14**	0	11
04:00	0	**18**	1	**13**	0	**14**	0	**15**
04:15	0	**21**	1	**20**	0	**15**	0	**19**
04:30	1	**19**	0	**20**	0	**20**	0	**20**
04:45	1	7	2	**18**	0	11	1	**12**
05:00	0	16	0	11	2	10	1	12
05:15	0	7	2	11	0	7	1	8
05:30	4	6	0	13	1	15	2	11
05:45	0	12	1	7	2	8	1	9
06:00	2	5	1	11	0	2	1	6
06:15	2	10	0	4	1	4	1	6
06:30	1	6	1	6	0	3	1	5
06:45	0	4	2	2	3	8	2	5
07:00	0	2	1	2	3	4	1	3
07:15	2	1	2	2	1	2	2	2
07:30	9	4	10	3	9	2	9	3
07:45	6	3	5	3	5	3	5	3
08:00	11	1	9	2	10	8	10	4
08:15	13	2	10	1	9	6	11	3
08:30	11	0	9	4	12	1	11	2
08:45	7	0	17	4	14	2	13	2
09:00	5	2	10	6	7	6	7	5
09:15	13	2	8	1	7	1	9	1
09:30	7	0	8	0	13	0	9	0
09:45	10	2	9	1	13	2	11	2
10:00	10	0	10	10	8	1	9	4
10:15	**11**	0	7	3	7	1	8	1
10:30	**16**	0	**14**	0	**12**	1	**14**	0
10:45	**12**	0	**13**	0	**6**	1	**10**	0
11:00	**12**	0	**13**	1	**14**	0	**13**	0
11:15	10	0	**11**	0	**17**	0	**13**	0
11:30	5	0	8	2	9	0	7	1
11:45	3	0	9	0	7	0	6	0
Total	184	322	197	361	192	350	190	347
Combined Total	506		558		542		537	
Peak	10:15	03:45	- 10:30	04:00	- 10:30	03:45	- 10:30	04:00
Vol.	51	67	- 51	71	- 49	63	- 50	66
P.H.F.	0.797	0.798	0.911	0.888	0.721	0.788	0.893	0.825
ADT		ADT 535	AADT 535					

Southbound

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Start Time	Tue 15-Sep-2		Wed 16-Sep-2		Thu 17-Sep-2		Daily Average	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	10	0	**10**	0	12	0	11
12:15	0	12	0	**20**	0	15	0	16
12:30	0	12	0	**9**	0	8	0	10
12:45	0	9	0	**16**	0	12	0	12
01:00	0	8	0	10	1	9	0	9
01:15	0	**9**	0	9	0	11	0	**10**
01:30	0	**15**	0	8	0	**13**	0	**12**
01:45	0	**16**	0	13	0	**13**	0	**14**
02:00	0	**15**	0	14	0	**15**	0	**15**
02:15	0	4	5	10	2	**12**	2	9
02:30	0	11	0	9	0	12	0	11
02:45	0	13	1	16	0	14	0	14
03:00	0	7	1	14	0	9	0	10
03:15	0	9	1	8	0	12	0	10
03:30	1	8	0	13	0	10	0	10
03:45	0	16	1	16	0	9	0	14
04:00	0	11	1	4	0	8	0	8
04:15	5	14	1	7	0	12	2	11
04:30	0	9	0	8	0	11	0	9
04:45	0	8	1	8	0	8	0	8
05:00	1	5	2	2	1	11	1	6
05:15	1	4	1	8	1	3	1	5
05:30	4	6	1	5	4	2	3	4
05:45	5	5	8	9	7	11	7	8
06:00	5	6	2	6	4	5	4	6
06:15	2	3	0	2	0	8	1	4
06:30	2	1	3	6	3	1	3	3
06:45	11	1	11	4	11	8	11	4
07:00	9	3	14	2	**12**	2	12	2
07:15	**11**	0	**15**	2	**15**	3	**14**	2
07:30	**16**	3	**21**	0	**15**	4	**17**	2
07:45	**27**	0	**24**	1	**26**	0	**26**	0
08:00	**16**	0	**18**	2	12	3	**15**	2
08:15	9	1	13	3	9	3	10	2
08:30	16	1	10	3	19	1	15	2
08:45	12	2	14	1	7	3	11	2
09:00	16	0	7	3	8	0	10	1
09:15	4	1	8	0	13	1	8	1
09:30	11	0	15	4	9	2	12	2
09:45	15	0	10	1	15	1	13	1
10:00	14	0	11	0	19	1	15	0
10:15	10	1	10	0	9	1	10	1
10:30	15	0	9	1	10	0	11	0
10:45	15	0	11	1	10	2	12	1
11:00	11	0	7	0	11	0	10	0
11:15	4	0	16	1	9	0	10	0
11:30	11	0	9	0	7	0	9	0
11:45	9	0	14	0	11	0	11	0
Total	288	259	296	289	280	301	286	284
Combined Total	547		585		581		570	
Peak	07:15	01:15	07:15	12:00	07:00	01:30	07:15	01:15
Vol.	70	55	78	55	68	53	72	51
P.H.F.	0.648	0.859	0.813	0.688	0.654	0.883	0.692	0.797
ADT		ADT 571		AADT 571				

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Bidirectional

Site Code: 000000000214
SE South Niemeyer Cir
and SE Village Green Dr

Start Time	15-Sep-20 Tue	Southbound A.M.	Southbound P.M.	Northbound A.M.	Northbound P.M.	Combined A.M.	Combined P.M.	16-Sep Wed	Southbound A.M.	Southbound P.M.	Northbound A.M.	Northbound P.M.	Combined A.M.	Combined P.M.
12:00		0	21	0	10	0	31		0	15	0	***10***	0	***25***
12:15		0	8	0	12	0	20		0	12	0	***20***	0	***32***
12:30		0	9	0	12	0	21		0	7	0	***9***	0	***16***
12:45		0	10	0	9	0	19		1	13	0	***16***	1	***29***
01:00		0	9	0	8	0	17		0	12	0	10	0	22
01:15		0	12	0	***9***	0	21		0	11	0	9	0	20
01:30		0	14	0	***15***	0	29		0	12	0	8	0	20
01:45		0	10	0	***16***	0	26		0	12	0	13	0	25
02:00		0	13	0	***15***	0	28		0	13	0	14	0	27
02:15		0	10	0	4	0	14		0	9	5	10	5	19
02:30		0	9	0	11	0	20		0	10	0	9	0	19
02:45		0	8	0	13	0	21		0	9	1	16	1	25
03:00		0	15	0	7	0	22		0	11	1	14	1	25
03:15		0	7	0	9	0	16		2	9	1	8	3	17
03:30		0	8	1	8	1	16		0	15	0	13	0	28
03:45		0	***9***	0	16	0	***25***		0	10	1	16	1	26
04:00		0	***18***	0	11	0	***29***		1	***13***	1	4	2	17
04:15		0	***21***	5	14	5	***35***		1	***20***	1	7	2	27
04:30		1	***19***	0	9	1	***28***		0	***20***	0	8	0	28
04:45		1	7	0	8	1	15		2	***18***	1	8	3	26
05:00		0	16	1	5	1	21		0	11	2	2	2	13
05:15		0	7	1	4	1	11		2	11	1	8	3	19
05:30		4	6	4	6	8	12		0	13	1	5	1	18
05:45		0	12	5	5	5	17		1	7	8	9	9	16
06:00		2	5	5	6	7	11		1	11	2	6	3	17
06:15		2	10	2	3	4	13		0	4	0	2	0	6
06:30		1	6	2	1	3	7		1	6	3	6	4	12
06:45		0	4	11	1	11	5		2	2	11	4	13	6
07:00		0	2	9	3	9	5		1	2	14	2	15	4
07:15		2	1	***11***	0	13	1		2	2	***15***	2	17	4
07:30		9	4	***16***	3	25	7		10	3	***21***	0	***31***	3
07:45		6	3	***27***	0	***33***	3		5	3	***24***	1	***29***	4
08:00		11	1	***16***	0	***27***	1		9	2	***18***	2	***27***	4
08:15		13	2	9	1	***22***	3		10	1	13	3	***23***	4
08:30		11	0	16	1	***27***	1		9	4	10	3	19	7
08:45		7	0	12	2	19	2		17	4	14	1	31	5
09:00		5	2	16	0	21	2		10	6	7	3	17	9
09:15		13	2	4	1	17	3		8	1	8	0	16	1
09:30		7	0	11	0	18	0		8	0	15	4	23	4
09:45		10	2	15	0	25	2		9	1	10	1	19	2
10:00		10	0	14	0	24	0		10	10	11	0	21	10
10:15		***11***	0	10	1	21	1		7	3	10	0	17	3
10:30		***16***	0	15	0	31	0		***14***	0	9	1	23	1
10:45		***12***	0	15	0	27	0		***13***	0	11	1	24	1
11:00		***12***	0	11	0	23	0		***13***	1	7	0	20	1
11:15		10	0	4	0	14	0		***11***	0	16	1	27	1
11:30		5	0	11	0	16	0		8	2	9	0	17	2
11:45		3	0	9	0	12	0		9	0	14	0	23	0
Total		184	322	288	259	472	581		197	361	296	289	493	650
Day Total		506		547		1053			558		585		1143	
% Total		17.5%	30.6%	27.4%	24.6%				17.2%	31.6%	25.9%	25.3%		
Peak	-	10:15	03:45	07:15	01:15	07:45	03:45	-	10:30	04:00	07:15	12:00	07:30	12:00
Vol.	-	51	67	70	55	109	117	-	51	71	78	55	110	102
P.H.F.		0.797	0.798	0.648	0.859	0.826	0.836		0.911	0.888	0.813	0.688	0.887	0.797

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Bidirectional

Site Code: 000000000214
SE South Niemeyer Cir
and SE Village Green Dr

Start Time	17-Sep-20 Thu	Southbound A.M.	Southbound P.M.	Northbound A.M.	Northbound P.M.	Combined A.M.	Combined P.M.	18-Sep Fri	Southbound A.M.	Southbound P.M.	Northbound A.M.	Northbound P.M.	Combined A.M.	Combined P.M.
12:00		0	14	0	12	0	26		*	*	*	*	*	*
12:15		0	13	0	15	0	28		*	*	*	*	*	*
12:30		0	9	0	8	0	17		*	*	*	*	*	*
12:45		0	12	0	12	0	24		*	*	*	*	*	*
01:00		0	12	1	9	1	21		*	*	*	*	*	*
01:15		0	12	0	11	0	23		*	*	*	*	*	*
01:30		0	9	0	***13***	0	22		*	*	*	*	*	*
01:45		0	14	0	***13***	0	27		*	*	*	*	*	*
02:00		0	10	0	***15***	0	25		*	*	*	*	*	*
02:15		0	10	2	***12***	2	22		*	*	*	*	*	*
02:30		0	11	0	12	0	23		*	*	*	*	*	*
02:45		0	15	0	14	0	29		*	*	*	*	*	*
03:00		0	10	0	9	0	19		*	*	*	*	*	*
03:15		0	8	0	12	0	20		*	*	*	*	*	*
03:30		0	19	0	10	0	29		*	*	*	*	*	*
03:45		0	***14***	0	9	0	***23***		*	*	*	*	*	*
04:00		0	***14***	0	8	0	***22***		*	*	*	*	*	*
04:15		0	***15***	0	12	0	***27***		*	*	*	*	*	*
04:30		0	***20***	0	11	0	***31***		*	*	*	*	*	*
04:45		0	11	0	8	0	19		*	*	*	*	*	*
05:00		2	10	1	11	3	21		*	*	*	*	*	*
05:15		0	7	1	3	1	10		*	*	*	*	*	*
05:30		1	15	4	2	5	17		*	*	*	*	*	*
05:45		2	8	7	11	9	19		*	*	*	*	*	*
06:00		0	2	4	5	4	7		*	*	*	*	*	*
06:15		1	4	0	8	1	12		*	*	*	*	*	*
06:30		0	3	3	1	3	4		*	*	*	*	*	*
06:45		3	8	11	8	14	16		*	*	*	*	*	*
07:00		3	4	***12***	2	15	6		*	*	*	*	*	*
07:15		1	2	***15***	3	16	5		*	*	*	*	*	*
07:30		9	2	***15***	4	24	6		*	*	*	*	*	*
07:45		5	3	***26***	0	***31***	3		*	*	*	*	*	*
08:00		10	8	12	3	***22***	11		*	*	*	*	*	*
08:15		9	6	9	3	***18***	9		*	*	*	*	*	*
08:30		12	1	19	1	***31***	2		*	*	*	*	*	*
08:45		14	2	7	3	21	5		*	*	*	*	*	*
09:00		7	6	8	0	15	6		*	*	*	*	*	*
09:15		7	1	13	1	20	2		*	*	*	*	*	*
09:30		13	0	9	2	22	2		*	*	*	*	*	*
09:45		13	2	15	1	28	3		*	*	*	*	*	*
10:00		8	1	19	1	27	2		*	*	*	*	*	*
10:15		7	1	9	1	16	2		*	*	*	*	*	*
10:30		***12***	1	10	0	22	1		*	*	*	*	*	*
10:45		***6***	1	10	2	16	3		*	*	*	*	*	*
11:00		***14***	0	11	0	25	0		*	*	*	*	*	*
11:15		***17***	0	9	0	26	0		*	*	*	*	*	*
11:30		9	0	7	0	16	0		*	*	*	*	*	*
11:45		7	0	11	0	18	0		*	*	*	*	*	*
Total		192	350	280	301	472	651		0	0	0	0	0	0
Day Total		542		581		1123			0		0		0	
% Total		17.1%	31.2%	24.9%	26.8%				0.0%	0.0%	0.0%	0.0%		
Peak	-	10:30	03:45	07:00	01:30	07:45	03:45	-	-	-	-	-	-	-
Vol.	-	49	63	68	53	102	103	-	-	-	-	-	-	-
P.H.F.		0.721	0.788	0.654	0.883	0.823	0.831							

ADT	ADT 1,106	AADT 1,106

Northbound

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000215
SE Village Green Dr
btwn SE South Niemeyer Cir and Walton Rd

Start Time	Tue A.M.	15-Sep-2 P.M.	Wed A.M.	16-Sep-2 P.M.	Thu A.M.	17-Sep-2 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	5	78	5	75	3	92	4	82
12:15	4	82	5	97	5	94	5	91
12:30	6	75	5	91	7	84	6	83
12:45	2	83	10	87	4	72	5	81
01:00	1	102	5	74	3	74	3	83
01:15	1	65	2	88	1	87	1	80
01:30	0	97	6	75	1	84	2	85
01:45	1	133	0	120	2	108	1	120
02:00	2	88	1	111	1	101	1	100
02:15	5	95	2	118	3	97	3	103
02:30	1	117	3	106	2	111	2	111
02:45	2	107	2	94	2	98	2	100
03:00	1	107	4	104	2	109	2	107
03:15	3	109	4	114	2	97	3	107
03:30	6	128	4	127	2	134	4	130
03:45	2	131	2	110	1	120	2	120
04:00	9	112	7	119	4	119	7	117
04:15	7	139	6	**124**	4	118	6	127
04:30	6	125	9	**129**	8	**141**	8	**132**
04:45	3	123	7	**153**	5	**134**	5	**137**
05:00	12	**143**	6	**154**	6	**131**	8	**143**
05:15	17	**151**	13	118	22	**139**	17	**136**
05:30	20	**128**	22	132	18	126	20	129
05:45	22	**126**	16	121	23	116	20	121
06:00	35	100	37	109	38	97	37	102
06:15	37	92	55	85	54	98	49	92
06:30	85	65	69	80	79	89	78	78
06:45	70	65	77	67	69	61	72	64
07:00	75	76	81	46	**99**	69	85	64
07:15	**110**	79	**121**	56	**121**	75	**117**	70
07:30	**127**	72	**135**	70	**119**	58	**127**	67
07:45	**81**	63	**122**	43	**124**	55	**109**	54
08:00	**84**	50	**103**	57	96	53	**94**	53
08:15	87	40	101	44	100	38	96	41
08:30	93	34	99	29	94	39	95	34
08:45	85	25	107	49	80	33	91	36
09:00	75	29	76	26	79	26	77	27
09:15	66	33	91	30	87	38	81	34
09:30	78	39	95	26	97	36	90	34
09:45	82	22	86	31	89	30	86	28
10:00	86	16	80	21	78	23	81	20
10:15	80	17	82	28	83	20	82	22
10:30	79	17	96	8	86	24	87	16
10:45	73	12	77	15	83	14	78	14
11:00	75	6	86	14	72	11	78	10
11:15	61	10	81	8	87	20	76	13
11:30	78	11	87	13	97	11	87	12
11:45	73	7	95	6	93	7	87	7
Total	2013	3624	2285	3602	2235	3611	2177	3617
Combined Total	5637		5887		5846		5794	
Peak	07:15	05:00	- 07:15	04:15	- 07:00	04:30	- 07:15	04:30
Vol.	402	548	- 481	560	- 463	545	- 447	548
P.H.F.	0.791	0.907	0.891	0.909	0.933	0.966	0.880	0.958
ADT	ADT 5,790		AADT 5,790					

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Northbound

Site Code: 000000000215
SE Village Green Dr
and SE South Niemeyer Cir

Start Time	Tue 15-Sep-2 A.M.	Tue 15-Sep-2 P.M.	Wed 16-Sep-2 A.M.	Wed 16-Sep-2 P.M.	Thu 17-Sep-2 A.M.	Thu 17-Sep-2 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	5	78	5	75	3	92	4	82
12:15	4	82	5	97	5	94	5	91
12:30	6	75	5	91	7	84	6	83
12:45	2	83	10	87	4	72	5	81
01:00	1	102	5	74	3	74	3	83
01:15	1	65	2	88	1	87	1	80
01:30	0	97	6	75	1	84	2	85
01:45	1	133	0	120	2	108	1	120
02:00	2	88	1	111	1	101	1	100
02:15	5	95	2	118	3	97	3	103
02:30	1	117	3	107	2	111	2	112
02:45	2	107	2	94	2	98	2	100
03:00	1	107	4	104	2	109	2	107
03:15	3	109	4	114	2	97	3	107
03:30	6	128	4	127	2	134	4	130
03:45	2	131	2	110	1	120	2	120
04:00	9	112	7	119	4	119	7	117
04:15	7	139	6	**124**	4	118	6	127
04:30	6	125	9	**129**	8	**141**	8	**132**
04:45	3	123	7	**153**	5	**134**	5	**137**
05:00	12	**143**	6	**154**	6	**131**	8	**143**
05:15	17	**151**	13	118	22	**140**	17	**136**
05:30	20	**128**	22	132	18	126	20	129
05:45	22	**126**	16	122	23	116	20	121
06:00	35	100	37	109	38	97	37	102
06:15	37	92	55	85	54	98	49	92
06:30	85	65	69	80	79	89	78	78
06:45	70	65	77	67	69	61	72	64
07:00	75	76	81	46	**99**	69	85	64
07:15	**110**	79	**122**	56	**121**	75	**118**	70
07:30	**127**	72	**135**	70	**119**	58	**127**	67
07:45	**81**	63	**122**	43	**124**	55	**109**	54
08:00	**84**	50	**103**	57	96	53	**94**	53
08:15	87	40	102	44	100	38	96	41
08:30	93	34	99	29	94	39	95	34
08:45	85	25	107	49	80	33	91	36
09:00	75	29	76	26	79	26	77	27
09:15	66	33	91	30	87	38	81	34
09:30	78	39	95	26	97	36	90	34
09:45	82	22	86	31	89	30	86	28
10:00	86	16	80	21	78	23	81	20
10:15	80	17	82	28	83	20	82	22
10:30	79	17	96	8	86	24	87	16
10:45	73	12	77	15	83	14	78	14
11:00	75	6	87	14	72	11	78	10
11:15	61	10	81	8	87	20	76	13
11:30	78	11	87	13	97	11	87	12
11:45	73	7	95	6	93	7	87	7
Total	2013	3624	2288	3604	2235	3612	2178	3618
Combined Total	5637		5892		5847		5796	
Peak	07:15	05:00	07:15	04:15	07:00	04:30	07:15	04:30
Vol.	402	548	482	560	463	546	448	548
P.H.F.	0.791	0.907	0.893	0.909	0.933	0.968	0.882	0.958
ADT	ADT 5,792		AADT 5,792					

Southbound

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000220
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Start Time	Tue A.M.	15-Sep-2 P.M.	Wed A.M.	16-Sep-2 P.M.	Thu A.M.	17-Sep-2 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	3	84	9	76	10	74	7	78
12:15	5	60	6	78	2	82	4	73
12:30	3	53	6	83	3	71	4	69
12:45	5	63	4	71	3	63	4	66
01:00	2	75	1	79	2	71	2	75
01:15	2	111	3	102	6	86	4	100
01:30	1	81	6	79	4	88	4	83
01:45	3	84	8	80	2	81	4	82
02:00	3	78	4	77	0	75	2	77
02:15	2	69	3	75	2	84	2	76
02:30	0	84	4	79	2	78	2	80
02:45	0	79	4	76	1	93	2	83
03:00	3	77	4	82	2	75	3	78
03:15	3	85	4	92	1	90	3	89
03:30	1	102	1	108	0	**109**	1	106
03:45	2	114	2	85	2	**118**	2	106
04:00	2	106	6	93	3	**92**	4	97
04:15	1	118	2	104	3	**111**	2	**111**
04:30	0	92	3	**114**	1	102	1	**103**
04:45	7	**109**	3	**112**	5	104	5	**108**
05:00	8	**106**	5	**123**	4	108	6	**112**
05:15	11	**112**	8	**116**	13	95	11	108
05:30	17	**125**	10	85	15	107	14	106
05:45	17	107	15	87	18	89	17	94
06:00	26	80	31	83	25	82	27	82
06:15	52	85	46	86	51	89	50	87
06:30	69	79	63	87	57	76	63	81
06:45	76	70	77	72	64	50	72	64
07:00	79	72	82	59	92	72	84	68
07:15	93	62	100	59	87	56	93	59
07:30	95	50	99	63	100	61	98	58
07:45	**103**	56	**102**	47	**104**	44	**103**	49
08:00	**119**	42	**95**	55	**107**	40	**107**	46
08:15	**105**	52	**103**	51	**98**	58	**102**	54
08:30	**108**	40	**130**	58	**103**	41	**114**	46
08:45	100	36	95	40	97	32	97	36
09:00	69	34	78	37	78	34	75	35
09:15	76	27	78	29	65	33	73	30
09:30	77	29	85	26	83	26	82	27
09:45	64	33	77	24	69	28	70	28
10:00	69	35	70	24	73	24	71	28
10:15	66	16	67	23	79	20	71	20
10:30	78	21	70	22	66	18	71	20
10:45	86	12	64	20	80	21	77	18
11:00	75	10	71	18	64	18	70	15
11:15	79	13	65	12	78	14	74	13
11:30	86	10	75	11	72	10	78	10
11:45	64	6	61	5	67	8	64	6
Total	2015	3144	2005	3167	1963	3101	1996	3140
Combined Total	5159		5172		5064		5136	
Peak	07:45	04:45	- 07:45	04:30	- 07:45	03:30	- 07:45	04:15
Vol.	435	452	- 430	465	- 412	430	- 426	434
P.H.F.	0.914	0.904	0.827	0.945	0.963	0.911	0.934	0.969
ADT	ADT 5,131		AADT 5,131					

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Southbound

Site Code: 000000000220
SE Village Green Dr
and SE Industrial Blvd

Start Time	Tue 15-Sep-2		Wed 16-Sep-2		Thu 17-Sep-2		Daily Average	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	3	84	9	76	10	74	7	78
12:15	5	60	6	78	2	82	4	73
12:30	3	53	6	83	3	71	4	69
12:45	5	64	4	71	3	63	4	66
01:00	2	75	1	79	2	71	2	75
01:15	2	112	3	102	6	86	4	100
01:30	1	82	6	79	4	88	4	83
01:45	3	84	8	80	2	81	4	82
02:00	3	78	4	77	0	76	2	77
02:15	2	69	3	75	2	85	2	76
02:30	0	84	4	79	2	78	2	80
02:45	0	79	4	76	1	93	2	83
03:00	3	77	4	82	2	75	3	78
03:15	3	85	4	92	1	91	3	89
03:30	1	102	1	108	0	**109**	1	106
03:45	2	114	2	85	2	**119**	2	106
04:00	2	106	6	93	3	**92**	4	97
04:15	1	118	2	105	3	**111**	2	**111**
04:30	0	92	3	**114**	1	102	1	**103**
04:45	7	**109**	3	**112**	5	104	5	**108**
05:00	8	**106**	5	**123**	4	108	6	**112**
05:15	11	**112**	8	**116**	13	95	11	108
05:30	17	**125**	10	85	15	107	14	106
05:45	17	107	15	87	18	89	17	94
06:00	26	80	31	83	25	82	27	82
06:15	52	85	46	86	51	89	50	87
06:30	69	79	63	87	57	76	63	81
06:45	76	70	77	72	64	50	72	64
07:00	79	72	82	59	92	72	84	68
07:15	93	62	100	59	87	56	93	59
07:30	95	50	99	63	100	61	98	58
07:45	**103**	56	**102**	47	**104**	44	**103**	49
08:00	**119**	42	**95**	55	**107**	40	**107**	46
08:15	**105**	52	**103**	51	**98**	58	**102**	54
08:30	**110**	40	**130**	58	**103**	41	**114**	46
08:45	100	36	95	40	97	32	97	36
09:00	69	34	79	37	78	34	75	35
09:15	76	27	78	29	65	33	73	30
09:30	78	29	85	26	84	26	82	27
09:45	64	33	77	24	69	28	70	28
10:00	69	35	70	24	74	24	71	28
10:15	66	16	67	23	79	20	71	20
10:30	78	21	71	22	66	18	72	20
10:45	86	12	64	20	80	21	77	18
11:00	75	10	71	18	64	18	70	15
11:15	80	13	65	12	78	14	74	13
11:30	87	10	76	11	73	10	79	10
11:45	64	6	61	5	67	8	64	6
Total	2020	3147	2008	3168	1966	3105	1998	3140
Combined Total	5167		5176		5071		5138	
Peak	07:45	04:45	- 07:45	04:30	- 07:45	03:30	- 07:45	04:15
Vol.	437	452	- 430	465	- 412	431	- 426	434
P.H.F.	0.918	0.904	0.827	0.945	0.963	0.905	0.934	0.969
ADT	ADT 5,136		AADT 5,136					

Northbound

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000414
SE Village Green Dr
btwn Walton Rd and Waterview Rd

Start Time	Tue 15-Sep-2 A.M.	P.M.	Wed 16-Sep-2 A.M.	P.M.	Thu 17-Sep-2 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	1	30	1	29	3	35	2	31
12:15	3	45	3	31	3	32	3	36
12:30	4	27	2	25	0	17	2	23
12:45	3	29	3	34	4	28	3	30
01:00	1	35	0	33	2	28	1	32
01:15	0	28	1	18	1	22	1	23
01:30	0	31	2	31	1	13	1	25
01:45	0	26	0	20	1	14	0	20
02:00	0	25	1	27	2	24	1	25
02:15	3	21	1	37	0	37	1	32
02:30	1	30	2	27	1	25	1	27
02:45	1	28	1	27	1	19	1	25
03:00	1	23	0	18	2	38	1	26
03:15	0	34	3	27	0	24	1	28
03:30	2	30	3	38	0	**47**	2	38
03:45	0	28	0	27	4	**34**	1	30
04:00	4	36	2	36	0	**38**	2	37
04:15	0	31	2	**38**	1	**32**	1	34
04:30	6	**45**	1	**49**	2	36	3	**43**
04:45	2	**37**	2	**37**	3	25	2	**33**
05:00	2	**37**	7	**54**	3	40	4	**44**
05:15	5	**40**	2	35	5	39	4	**38**
05:30	9	33	7	37	9	32	8	34
05:45	10	35	5	42	13	17	9	31
06:00	12	21	11	22	8	39	10	27
06:15	14	30	14	22	12	30	13	27
06:30	13	16	14	21	10	25	12	21
06:45	19	19	18	29	26	20	21	23
07:00	**29**	33	27	24	**24**	20	**27**	26
07:15	**36**	27	25	20	**34**	24	**32**	24
07:30	**25**	19	28	17	**25**	15	**26**	17
07:45	**29**	13	**33**	15	**36**	20	**33**	16
08:00	23	18	**23**	23	23	17	23	19
08:15	22	17	**31**	13	20	10	24	13
08:30	31	7	**30**	10	23	13	28	10
08:45	21	9	32	10	23	8	25	9
09:00	29	7	20	13	23	15	24	12
09:15	30	15	16	10	20	13	22	13
09:30	35	9	20	13	31	16	29	13
09:45	23	7	30	8	21	12	25	9
10:00	17	6	25	6	26	3	23	5
10:15	24	7	31	14	23	8	26	10
10:30	24	7	25	9	27	9	25	8
10:45	31	9	18	4	24	9	24	7
11:00	14	4	28	3	23	2	22	3
11:15	29	5	26	6	22	8	26	6
11:30	34	5	24	3	21	2	26	3
11:45	19	4	32	4	32	6	28	5
Total	641	1078	632	1096	618	1040	629	1071
Combined Total	1719		1728		1658		1700	
Peak	07:00	04:30	- 07:45	04:15	- 07:00	03:30	- 07:00	04:30
Vol.	119	159	- 117	178	- 119	151	- 118	158
P.H.F.	0.826	0.883	0.886	0.824	0.826	0.803	0.894	0.898
ADT	ADT 1,702		AADT 1,702					

Southbound

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000414
SE Village Green Dr
btwn Walton Rd and Waterview Rd

Start Time	Tue 15-Sep-2		Wed 16-Sep-2		Thu 17-Sep-2		Daily Average	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	3	34	5	30	5	33	4	32
12:15	3	39	5	36	6	**41**	5	39
12:30	3	46	5	46	2	**39**	3	44
12:45	3	35	4	33	2	**37**	3	35
01:00	2	33	1	37	2	**43**	2	38
01:15	2	38	2	38	3	37	2	38
01:30	1	28	4	30	6	35	4	31
01:45	1	37	2	43	2	39	2	40
02:00	0	40	3	40	0	37	1	39
02:15	1	29	3	39	4	47	3	38
02:30	0	21	3	34	3	36	2	30
02:45	1	40	0	39	1	37	1	39
03:00	2	25	2	38	1	38	2	34
03:15	2	32	1	37	3	32	2	34
03:30	0	38	0	43	1	44	0	42
03:45	1	41	0	33	0	37	0	37
04:00	1	25	5	29	3	43	3	32
04:15	0	42	3	35	2	33	2	37
04:30	4	39	3	39	1	46	3	41
04:45	3	37	1	47	1	30	2	38
05:00	1	37	2	**40**	2	46	2	41
05:15	2	**42**	4	**41**	6	29	4	**37**
05:30	4	**53**	6	**41**	5	37	5	**44**
05:45	5	**55**	7	**53**	2	48	5	**52**
06:00	8	**53**	10	40	13	34	10	**42**
06:15	11	27	17	36	12	37	13	33
06:30	18	35	15	23	16	36	16	31
06:45	23	37	28	32	28	22	26	30
07:00	28	22	24	34	23	33	25	30
07:15	27	29	39	20	40	24	35	24
07:30	42	22	34	20	**40**	25	39	22
07:45	**40**	17	45	29	**44**	21	43	22
08:00	**44**	28	**39**	20	**44**	23	**42**	24
08:15	**46**	21	**50**	21	**42**	17	**46**	20
08:30	**43**	27	**49**	25	31	24	**41**	25
08:45	39	17	**50**	20	49	16	**46**	18
09:00	35	14	28	16	33	14	32	15
09:15	48	18	40	14	32	16	40	16
09:30	27	16	30	5	34	17	30	13
09:45	29	16	37	10	39	12	35	13
10:00	28	15	29	9	28	11	28	12
10:15	29	11	42	10	40	11	37	11
10:30	39	10	34	13	27	11	33	11
10:45	30	7	25	9	18	9	24	8
11:00	24	6	40	11	25	9	30	9
11:15	37	6	20	7	28	12	28	8
11:30	25	6	23	5	35	4	28	5
11:45	42	3	19	4	30	5	30	4
Total	807	1349	838	1354	814	1367	819	1358
Combined Total	2156		2192		2181		2177	
Peak	07:45	05:15	- 08:00	05:00	- 07:30	00:15	- 08:00	05:15
Vol.	173	203	- 188	175	- 170	160	- 175	175
P.H.F.	0.940	0.923	0.940	0.825	0.966	0.930	0.951	0.841
ADT	ADT 2,176		AADT 2,176					

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Bidirectional

Site Code: 000000000414
SE Village Green Dr
and Walton Rd

Start Time	15-Sep-20 Tue	Southbound A.M.	Southbound P.M.	Northbound A.M.	Northbound P.M.	Combined A.M.	Combined P.M.	16-Sep Wed	Southbound A.M.	Southbound P.M.	Northbound A.M.	Northbound P.M.	Combined A.M.	Combined P.M.
12:00		1	30	3	34	4	64		1	29	5	30	6	59
12:15		3	45	3	39	6	84		3	31	5	36	8	67
12:30		4	27	3	46	7	73		2	25	5	46	7	71
12:45		3	29	3	35	6	64		3	34	4	33	7	67
01:00		1	35	2	33	3	68		0	33	1	37	1	70
01:15		0	28	2	38	2	66		1	18	2	38	3	56
01:30		0	31	1	28	1	59		2	31	4	30	6	61
01:45		0	26	1	37	1	63		0	20	2	43	2	63
02:00		0	25	0	40	0	65		1	27	3	40	4	67
02:15		3	21	1	29	4	50		1	37	3	39	4	76
02:30		1	30	0	21	1	51		2	27	3	34	5	61
02:45		1	28	1	40	2	68		1	27	0	39	1	66
03:00		1	23	2	25	3	48		0	18	2	38	2	56
03:15		0	34	2	32	2	66		3	27	1	37	4	64
03:30		2	30	0	38	2	68		3	38	0	43	3	81
03:45		0	28	1	41	1	69		0	27	0	33	0	60
04:00		4	36	1	25	5	61		2	36	5	29	7	65
04:15		0	31	0	42	0	73		2	***38***	3	35	5	73
04:30		6	***45***	4	39	10	84		1	***49***	3	39	4	88
04:45		2	***37***	3	37	5	74		2	***37***	1	47	3	84
05:00		2	***37***	1	37	3	***74***		7	***54***	2	***40***	9	***94***
05:15		5	***40***	2	***42***	7	***82***		2	35	4	***41***	6	***76***
05:30		9	33	4	***53***	13	***86***		7	37	6	***41***	13	***78***
05:45		10	35	5	***55***	15	***90***		5	42	7	***53***	12	***95***
06:00		12	21	8	***53***	20	74		11	22	10	40	21	62
06:15		14	30	11	27	25	57		14	22	17	36	31	58
06:30		13	16	18	35	31	51		14	21	15	23	29	44
06:45		19	19	23	37	42	56		18	29	28	32	46	61
07:00		***29***	33	28	22	57	55		27	24	24	34	51	58
07:15		***36***	27	27	29	63	56		25	20	39	20	64	40
07:30		***25***	19	42	22	67	41		28	17	34	20	62	37
07:45		***29***	13	***40***	17	***69***	30		***33***	15	45	29	78	44
08:00		23	18	***44***	28	***67***	46		***23***	23	***39***	20	***62***	43
08:15		22	17	***46***	21	***68***	38		***31***	13	***50***	21	***81***	34
08:30		31	7	***43***	27	***74***	34		***30***	10	***49***	25	***79***	35
08:45		21	9	39	17	60	26		32	10	***50***	20	***82***	30
09:00		29	7	35	14	64	21		20	13	28	16	48	29
09:15		30	15	48	18	78	33		16	10	40	14	56	24
09:30		35	9	27	16	62	25		20	13	30	5	50	18
09:45		23	7	29	16	52	23		30	8	37	10	67	18
10:00		17	6	28	15	45	21		25	6	29	9	54	15
10:15		24	7	29	11	53	18		31	14	42	10	73	24
10:30		24	7	39	10	63	17		25	9	34	13	59	22
10:45		31	9	30	7	61	16		18	4	25	9	43	13
11:00		14	4	24	6	38	10		28	3	40	11	68	14
11:15		29	5	37	6	66	11		26	6	20	7	46	13
11:30		34	5	25	6	59	11		24	3	23	5	47	8
11:45		19	4	42	3	61	7		32	4	19	4	51	8
Total		641	1078	807	1349	1448	2427		632	1096	838	1354	1470	2450
Day Total		1719		2156		3875			1728		2192		3920	
% Total		16.5%	27.8%	20.8%	34.8%				16.1%	28.0%	21.4%	34.5%		
Peak	-	07:00	04:30	07:45	05:15	07:45	05:00	-	07:45	04:15	08:00	05:00	08:00	05:00
Vol.	-	119	159	173	203	278	332	-	117	178	188	175	304	343
P.H.F.		0.826	0.883	0.940	0.923	0.939	0.922		0.886	0.824	0.940	0.825	0.927	0.903

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Bidirectional

Site Code: 000000000414
SE Village Green Dr
and Walton Rd

Start Time	17-Sep-20 Thu	Southbound A.M.	Southbound P.M.	Northbound A.M.	Northbound P.M.	Combined A.M.	Combined P.M.	18-Sep Fri	Southbound A.M.	Southbound P.M.	Northbound A.M.	Northbound P.M.	Combined A.M.	Combined P.M.
12:00		3	35	5	33	8	68		*	*	*	*	*	*
12:15		3	32	6	***41***	9	73		*	*	*	*	*	*
12:30		0	17	2	***39***	2	56		*	*	*	*	*	*
12:45		4	28	2	***37***	6	65		*	*	*	*	*	*
01:00		2	28	2	***43***	4	71		*	*	*	*	*	*
01:15		1	22	3	37	4	59		*	*	*	*	*	*
01:30		1	13	6	35	7	48		*	*	*	*	*	*
01:45		1	14	2	39	3	53		*	*	*	*	*	*
02:00		2	24	0	37	2	61		*	*	*	*	*	*
02:15		0	37	4	47	4	84		*	*	*	*	*	*
02:30		1	25	3	36	4	61		*	*	*	*	*	*
02:45		1	19	1	37	2	56		*	*	*	*	*	*
03:00		2	38	1	38	3	76		*	*	*	*	*	*
03:15		0	24	3	32	3	56		*	*	*	*	*	*
03:30		0	***47***	1	44	1	***91***		*	*	*	*	*	*
03:45		4	***34***	0	37	4	***71***		*	*	*	*	*	*
04:00		0	***38***	3	43	3	***81***		*	*	*	*	*	*
04:15		1	***32***	2	33	3	***65***		*	*	*	*	*	*
04:30		2	36	1	46	3	82		*	*	*	*	*	*
04:45		3	25	1	30	4	55		*	*	*	*	*	*
05:00		3	40	2	46	5	86		*	*	*	*	*	*
05:15		5	39	6	29	11	68		*	*	*	*	*	*
05:30		9	32	5	37	14	69		*	*	*	*	*	*
05:45		13	17	2	48	15	65		*	*	*	*	*	*
06:00		8	39	13	34	21	73		*	*	*	*	*	*
06:15		12	30	12	37	24	67		*	*	*	*	*	*
06:30		10	25	16	36	26	61		*	*	*	*	*	*
06:45		26	20	28	22	54	42		*	*	*	*	*	*
07:00		***24***	20	23	33	47	53		*	*	*	*	*	*
07:15		***34***	24	40	24	***74***	48		*	*	*	*	*	*
07:30		***25***	15	***40***	25	***65***	40		*	*	*	*	*	*
07:45		***36***	20	***44***	21	***80***	41		*	*	*	*	*	*
08:00		23	17	***44***	23	***67***	40		*	*	*	*	*	*
08:15		20	10	***42***	17	62	27		*	*	*	*	*	*
08:30		23	13	31	24	54	37		*	*	*	*	*	*
08:45		23	8	49	16	72	24		*	*	*	*	*	*
09:00		23	15	33	14	56	29		*	*	*	*	*	*
09:15		20	13	32	16	52	29		*	*	*	*	*	*
09:30		31	16	34	17	65	33		*	*	*	*	*	*
09:45		21	12	39	12	60	24		*	*	*	*	*	*
10:00		26	3	28	11	54	14		*	*	*	*	*	*
10:15		23	8	40	11	63	19		*	*	*	*	*	*
10:30		27	9	27	11	54	20		*	*	*	*	*	*
10:45		24	9	18	9	42	18		*	*	*	*	*	*
11:00		23	2	25	9	48	11		*	*	*	*	*	*
11:15		22	8	28	12	50	20		*	*	*	*	*	*
11:30		21	2	35	4	56	6		*	*	*	*	*	*
11:45		32	6	30	5	62	11		*	*	*	*	*	*
Total		618	1040	814	1367	1432	2407		0	0	0	0	0	0
Day Total		1658		2181		3839			0		0		0	
% Total		16.1%	27.1%	21.2%	35.6%				0.0%	0.0%	0.0%	0.0%		
Peak	-	07:00	03:30	07:30	00:15	07:15	03:30	-	-	-	-	-	-	-
Vol.	-	119	151	170	160	286	308	-	-	-	-	-	-	-
P.H.F.		0.826	0.803	0.966	0.930	0.894	0.846							

ADT	ADT 3,878	AADT 3,878

Northbound

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000415
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Start Time	Tue A.M.	15-Sep-2 P.M.	Wed A.M.	16-Sep-2 P.M.	Thu A.M.	17-Sep-2 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	6	76	9	71	3	84	6	77
12:15	5	74	6	85	2	81	4	80
12:30	5	82	4	86	6	67	5	78
12:45	2	80	9	85	6	64	6	76
01:00	1	100	4	73	3	65	3	79
01:15	1	66	2	79	1	96	1	80
01:30	0	92	4	80	0	89	1	87
01:45	1	123	2	111	3	102	2	112
02:00	2	98	1	102	0	98	1	99
02:15	3	86	2	108	4	91	3	95
02:30	3	110	3	108	3	115	3	111
02:45	2	105	2	84	1	101	2	97
03:00	1	114	3	96	1	97	2	102
03:15	3	103	4	109	2	95	3	102
03:30	7	129	6	127	2	119	5	125
03:45	2	123	2	108	2	115	2	115
04:00	9	109	7	116	4	116	7	114
04:15	7	127	6	**121**	5	110	6	119
04:30	9	127	10	**127**	6	**132**	8	129
04:45	3	118	7	**150**	6	**132**	5	**133**
05:00	13	**127**	5	**149**	7	**128**	8	**135**
05:15	16	**144**	14	118	21	**135**	17	**132**
05:30	20	**144**	25	114	16	131	20	**130**
05:45	30	**119**	17	115	28	115	25	116
06:00	44	96	38	101	39	102	40	100
06:15	45	82	53	85	50	91	49	86
06:30	92	66	71	66	81	94	81	75
06:45	79	66	78	66	64	60	74	64
07:00	**98**	70	87	40	**110**	63	98	58
07:15	**121**	76	**126**	53	**125**	66	**124**	65
07:30	**148**	70	**133**	66	**128**	58	**136**	65
07:45	**94**	64	**123**	43	**125**	47	**114**	51
08:00	97	52	**105**	50	96	57	**99**	53
08:15	112	47	110	41	100	41	107	43
08:30	103	33	108	25	96	42	102	33
08:45	102	24	108	46	82	35	97	35
09:00	86	28	89	28	78	24	84	27
09:15	86	36	76	30	81	36	81	34
09:30	80	38	95	22	95	35	90	32
09:45	76	20	80	32	93	30	83	27
10:00	85	20	78	22	72	23	78	22
10:15	80	18	81	25	86	22	82	22
10:30	75	18	97	11	76	22	83	17
10:45	72	13	74	13	79	16	75	14
11:00	76	6	84	12	72	11	77	10
11:15	72	8	79	10	88	19	80	12
11:30	87	11	82	13	97	10	89	11
11:45	77	8	93	6	87	9	86	8
Total	2238	3546	2302	3428	2232	3491	2254	3487
Combined Total	5784		5730		5723		5741	
Peak	07:00	05:00	- 07:15	04:15	- 07:00	04:30	- 07:15	04:45
Vol.	461	534	- 487	547	- 488	527	- 473	530
P.H.F.	0.779	0.927	0.915	0.912	0.953	0.976	0.869	0.981
ADT	ADT 5,743		AADT 5,743					

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

SE Village Green Dr
Northbound

Site Code: 000000000415
SE Village Green Dr
and SE Industrial Blvd

Start Time	Tue 15-Sep-2		Wed 16-Sep-2		Thu 17-Sep-2		Daily Average	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	6	77	9	71	3	84	6	77
12:15	5	74	6	85	2	81	4	80
12:30	5	82	4	86	6	67	5	78
12:45	2	80	9	86	6	64	6	77
01:00	1	100	4	73	3	65	3	79
01:15	1	66	2	79	1	96	1	80
01:30	0	92	4	80	0	89	1	87
01:45	1	123	2	111	3	102	2	112
02:00	2	99	1	102	0	98	1	100
02:15	3	86	2	108	4	91	3	95
02:30	3	110	3	108	3	115	3	111
02:45	2	105	2	84	1	101	2	97
03:00	1	114	3	96	1	97	2	102
03:15	3	104	4	109	2	95	3	103
03:30	7	129	6	127	2	119	5	125
03:45	2	123	2	108	2	115	2	115
04:00	9	109	7	116	4	116	7	114
04:15	7	128	6	**121**	5	111	6	120
04:30	9	127	10	**127**	6	**133**	8	129
04:45	3	118	7	**150**	6	**132**	5	**133**
05:00	13	**127**	5	**149**	7	**128**	8	**135**
05:15	16	**145**	14	118	21	**135**	17	**133**
05:30	20	**144**	25	114	16	131	20	**130**
05:45	30	**119**	17	115	28	115	25	116
06:00	44	96	38	101	39	102	40	100
06:15	45	82	53	85	50	91	49	86
06:30	92	66	71	66	81	94	81	75
06:45	79	66	78	66	64	60	74	64
07:00	**98**	70	87	40	**110**	63	98	58
07:15	**121**	77	**126**	53	**125**	66	**124**	65
07:30	**148**	70	**133**	66	**128**	58	**136**	65
07:45	**94**	64	**123**	43	**125**	47	**114**	51
08:00	97	52	**105**	50	96	57	**99**	53
08:15	112	47	110	41	100	41	107	43
08:30	103	33	108	25	96	42	102	33
08:45	102	24	108	46	82	35	97	35
09:00	86	28	89	28	78	24	84	27
09:15	86	36	76	30	81	36	81	34
09:30	80	38	95	22	95	35	90	32
09:45	76	20	80	32	93	30	83	27
10:00	85	20	78	22	72	23	78	22
10:15	80	18	81	25	86	22	82	22
10:30	75	18	98	11	76	22	83	17
10:45	72	13	74	13	79	16	75	14
11:00	76	6	84	12	72	11	77	10
11:15	72	8	79	10	88	19	80	12
11:30	87	11	82	13	97	10	89	11
11:45	77	8	93	6	87	9	86	8
Total	2238	3552	2303	3429	2232	3493	2254	3492
Combined Total	5790		5732		5725		5746	
Peak	07:00	05:00	- 07:15	04:15	- 07:00	04:30	- 07:15	04:45
Vol.	461	535	- 487	547	- 488	528	- 473	531
P.H.F.	0.779	0.922	0.915	0.912	0.953	0.978	0.869	0.983
ADT	ADT 5,747		AADT 5,747					

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000001009
SE Huffman Rd
North of SE Village Green Dr.

Start Time	15-Sep-20 Tue	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.	16-Sep Wed	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.
12:00		0	10	0	10	0	20		1	6	0	10	1	16
12:15		0	7	0	9	0	16		2	9	0	9	2	18
12:30		0	7	0	3	0	10		0	6	0	11	0	17
12:45		0	6	0	***10***	0	16		0	4	0	5	0	9
01:00		0	9	1	***10***	1	19		0	5	0	5	0	10
01:15		0	9	0	***10***	0	19		0	9	0	12	0	21
01:30		0	***8***	0	***9***	0	***17***		0	9	0	10	0	19
01:45		0	***8***	0	7	0	***15***		0	5	0	4	0	9
02:00		0	***9***	0	11	0	***20***		0	1	0	3	0	4
02:15		0	***10***	0	10	0	***20***		0	8	2	6	2	14
02:30		1	6	0	4	1	10		0	5	0	4	0	9
02:45		0	7	0	10	0	17		0	7	0	3	0	10
03:00		0	4	0	7	0	11		0	6	0	5	0	11
03:15		0	10	0	10	0	20		0	6	0	11	0	***17***
03:30		0	8	0	5	0	13		0	7	0	7	0	***14***
03:45		0	8	0	10	0	18		0	7	0	9	0	***16***
04:00		0	7	0	13	0	20		0	***13***	0	7	0	***20***
04:15		0	8	0	7	0	15		0	***3***	0	10	0	13
04:30		0	7	0	5	0	12		0	***7***	0	3	0	10
04:45		0	7	1	6	1	13		0	***12***	0	***10***	0	22
05:00		0	3	0	7	0	10		0	3	0	***11***	0	14
05:15		0	10	1	17	1	27		0	1	1	***8***	1	9
05:30		0	6	3	8	3	14		0	5	1	***8***	1	13
05:45		1	2	2	6	3	8		1	2	2	1	3	3
06:00		1	1	2	0	3	1		3	5	3	6	6	11
06:15		2	2	3	1	5	3		4	1	3	2	7	3
06:30		5	5	2	2	7	7		4	2	3	0	7	2
06:45		8	0	5	3	13	3		5	2	7	1	12	3
07:00		3	1	8	2	11	3		3	2	4	1	7	3
07:15		4	0	5	0	9	0		5	4	6	0	11	4
07:30		***14***	3	5	8	19	11		13	2	7	2	20	4
07:45		***8***	0	12	0	20	0		7	2	9	0	16	2
08:00		***6***	1	6	2	12	3		6	0	6	2	12	2
08:15		***8***	0	3	1	11	1		***9***	0	***10***	1	***19***	1
08:30		4	0	***12***	2	***16***	2		***9***	2	***12***	0	***21***	2
08:45		11	1	***6***	0	***17***	1		***13***	1	***9***	0	***22***	1
09:00		6	0	***11***	0	***17***	0		***7***	0	***11***	1	***18***	1
09:15		5	1	***11***	0	***16***	1		8	1	7	0	15	1
09:30		9	0	3	0	12	0		6	0	5	0	11	0
09:45		7	0	4	0	11	0		9	1	9	0	18	1
10:00		5	0	7	0	12	0		10	1	9	0	19	1
10:15		5	1	7	0	12	1		8	0	8	0	16	0
10:30		5	1	11	0	16	1		3	1	7	0	10	1
10:45		9	0	5	0	14	0		5	0	9	0	14	0
11:00		5	0	10	0	15	0		8	0	7	1	15	1
11:15		5	0	3	0	8	0		1	0	5	0	6	0
11:30		12	1	6	0	18	1		6	0	9	1	15	1
11:45		9	0	16	0	25	0		7	0	9	1	16	1
Total		158	194	171	225	329	419		163	173	180	191	343	364
Day Total		352		396		748			336		371		707	
% Total		21.1%	25.9%	22.9%	30.1%				23.1%	24.5%	25.5%	27.0%		
Peak	-	07:30	01:30	08:30	00:45	08:30	01:30	-	08:15	04:00	08:15	04:45	08:15	03:15
Vol.	-	36	35	40	39	66	72	-	38	35	42	37	80	67
P.H.F.		0.643	0.875	0.833	0.975	0.825	0.900		0.731	0.673	0.875	0.771	0.909	0.798

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000001009
SE Huffman Rd
North of SE Village Green Dr.

Start Time	17-Sep-20 Thu	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.	18-Sep Fri	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.
12:00		1	9	0	8	1	17		*	*	*	*	*	*
12:15		0	7	0	11	0	18		*	*	*	*	*	*
12:30		0	4	0	6	0	10		*	*	*	*	*	*
12:45		0	7	0	4	0	11		*	*	*	*	*	*
01:00		0	5	0	3	0	8		*	*	*	*	*	*
01:15		0	3	1	2	1	5		*	*	*	*	*	*
01:30		0	1	0	5	0	6		*	*	*	*	*	*
01:45		0	5	0	4	0	9		*	*	*	*	*	*
02:00		0	2	0	11	0	13		*	*	*	*	*	*
02:15		0	6	0	6	0	12		*	*	*	*	*	*
02:30		0	3	0	3	0	6		*	*	*	*	*	*
02:45		0	***10***	0	9	0	***19***		*	*	*	*	*	*
03:00		0	***10***	0	8	0	***18***		*	*	*	*	*	*
03:15		0	***7***	0	8	0	***15***		*	*	*	*	*	*
03:30		0	***8***	0	10	0	***18***		*	*	*	*	*	*
03:45		0	6	0	5	0	11		*	*	*	*	*	*
04:00		0	8	0	6	0	14		*	*	*	*	*	*
04:15		0	9	0	8	0	17		*	*	*	*	*	*
04:30		0	5	0	***6***	0	11		*	*	*	*	*	*
04:45		0	5	0	***11***	0	16		*	*	*	*	*	*
05:00		0	7	1	***14***	1	21		*	*	*	*	*	*
05:15		0	10	1	***10***	1	20		*	*	*	*	*	*
05:30		0	4	1	5	1	9		*	*	*	*	*	*
05:45		1	2	1	0	2	2		*	*	*	*	*	*
06:00		2	5	4	2	6	7		*	*	*	*	*	*
06:15		3	1	1	3	4	4		*	*	*	*	*	*
06:30		5	3	3	3	8	6		*	*	*	*	*	*
06:45		6	1	9	1	15	2		*	*	*	*	*	*
07:00		3	0	4	1	7	1		*	*	*	*	*	*
07:15		3	2	5	0	8	2		*	*	*	*	*	*
07:30		3	2	5	3	8	5		*	*	*	*	*	*
07:45		7	1	5	1	12	2		*	*	*	*	*	*
08:00		9	0	5	0	14	0		*	*	*	*	*	*
08:15		6	1	6	1	12	2		*	*	*	*	*	*
08:30		4	4	13	1	17	5		*	*	*	*	*	*
08:45		***10***	2	7	0	17	2		*	*	*	*	*	*
09:00		***6***	1	2	2	8	3		*	*	*	*	*	*
09:15		***10***	2	7	0	***17***	2		*	*	*	*	*	*
09:30		***9***	1	10	1	***19***	2		*	*	*	*	*	*
09:45		7	1	***7***	0	***14***	1		*	*	*	*	*	*
10:00		8	2	***9***	1	***17***	3		*	*	*	*	*	*
10:15		6	0	***11***	0	17	0		*	*	*	*	*	*
10:30		5	0	***11***	0	16	0		*	*	*	*	*	*
10:45		4	0	3	0	7	0		*	*	*	*	*	*
11:00		4	0	11	2	15	2		*	*	*	*	*	*
11:15		6	0	7	0	13	0		*	*	*	*	*	*
11:30		10	2	8	1	18	3		*	*	*	*	*	*
11:45		6	1	9	1	15	2		*	*	*	*	*	*
Total		144	175	167	187	311	362		0	0	0	0	0	0
Day Total		319		354		673			0		0		0	
% Total		21.4%	26.0%	24.8%	27.8%				0.0%	0.0%	0.0%	0.0%		
Peak	-	08:45	02:45	09:45	04:30	09:15	02:45	-	-	-	-	-	-	-
Vol.	-	35	35	38	41	67	70	-	-	-	-	-	-	-
P.H.F.		0.875	0.875	0.864	0.732	0.882	0.921							

ADT	ADT 701	AADT 701

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000208
Spanish Lakes Entrance
East of Village Green Dr

Start Time	16-Sep-20 Wed	Westbound	Eastbound							Total
12:00 AM		0	0							0
12:15		1	1							2
12:30		0	2							2
12:45		1	1							2
01:00		0	2							2
01:15		0	0							0
01:30		0	1							1
01:45		1	1							2
02:00		0	0							0
02:15		0	1							1
02:30		0	0							0
02:45		1	2							3
03:00		1	0							1
03:15		1	0							1
03:30		0	0							0
03:45		0	0							0
04:00		2	1							3
04:15		0	0							0
04:30		3	0							3
04:45		3	0							3
05:00		1	0							1
05:15		3	1							4
05:30		7	0							7
05:45		6	1							7
06:00		4	3							7
06:15		5	1							6
06:30		8	5							13
06:45		14	3							17
07:00		20	0							20
07:15		15	0							15
07:30		26	0							26
07:45		16	0							16
08:00		13	1							14
08:15		20	0							20
08:30		19	1							20
08:45		**25**	0							25
09:00		**21**	9							30
09:15		**23**	17							40
09:30		**21**	14							35
09:45		15	15							30
10:00		25	**24**							**49**
10:15		24	**18**							**42**
10:30		21	**21**							**42**
10:45		19	**18**							**37**
11:00		22	12							34
11:15		16	14							30
11:30		13	16							29
11:45		20	17							37
Total		456	223							679
Percent		67.2%	32.8%							
Peak	-	08:45	10:00	-	-	-	-	-	-	10:00
Vol.	-	90	81	-	-	-	-	-	-	170
P.H.F.		0.900	0.844							0.867

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000208
Spanish Lakes Entrance
East of Village Green Dr

Start Time	16-Sep-20 Wed	Westbound	Eastbound							Total
12:00 PM		**25**	14							39
12:15		**24**	23							47
12:30		**22**	19							41
12:45		**16**	15							31
01:00		23	17							40
01:15		19	**21**							40
01:30		19	**23**							42
01:45		20	**25**							**45**
02:00		18	**24**							**42**
02:15		25	16							**41**
02:30		21	27							**48**
02:45		13	15							28
03:00		24	16							40
03:15		11	20							31
03:30		18	19							37
03:45		17	23							40
04:00		22	19							41
04:15		15	22							37
04:30		21	27							48
04:45		19	20							39
05:00		14	18							32
05:15		17	19							36
05:30		13	22							35
05:45		6	24							30
06:00		6	19							25
06:15		14	13							27
06:30		8	16							24
06:45		10	18							28
07:00		5	18							23
07:15		4	22							26
07:30		7	17							24
07:45		10	19							29
08:00		6	14							20
08:15		5	12							17
08:30		2	9							11
08:45		2	8							10
09:00		1	7							8
09:15		4	2							6
09:30		2	5							7
09:45		3	3							6
10:00		3	3							6
10:15		2	7							9
10:30		2	3							5
10:45		1	2							3
11:00		2	4							6
11:15		2	3							5
11:30		0	0							0
11:45		0	0							0
Total		543	712							1255
Percent		43.3%	56.7%							
Peak	-	12:00	13:15	-	-	-	-	-	-	13:45
Vol.	-	87	93	-	-	-	-	-	-	176
P.H.F.		0.870	0.930							0.917
Grand Total		999	935							1934
Percent		51.7%	48.3%							
ADT		ADT 1,934		AADT 1,934						

Appendix C

Data Collection – TMC

SE Village Green Dr and SE Tiff... - TMC
Wed Sep 16, 2020
Full Length (7 AM-9 AM, 11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786124, Location: 27.290603, -80.295023

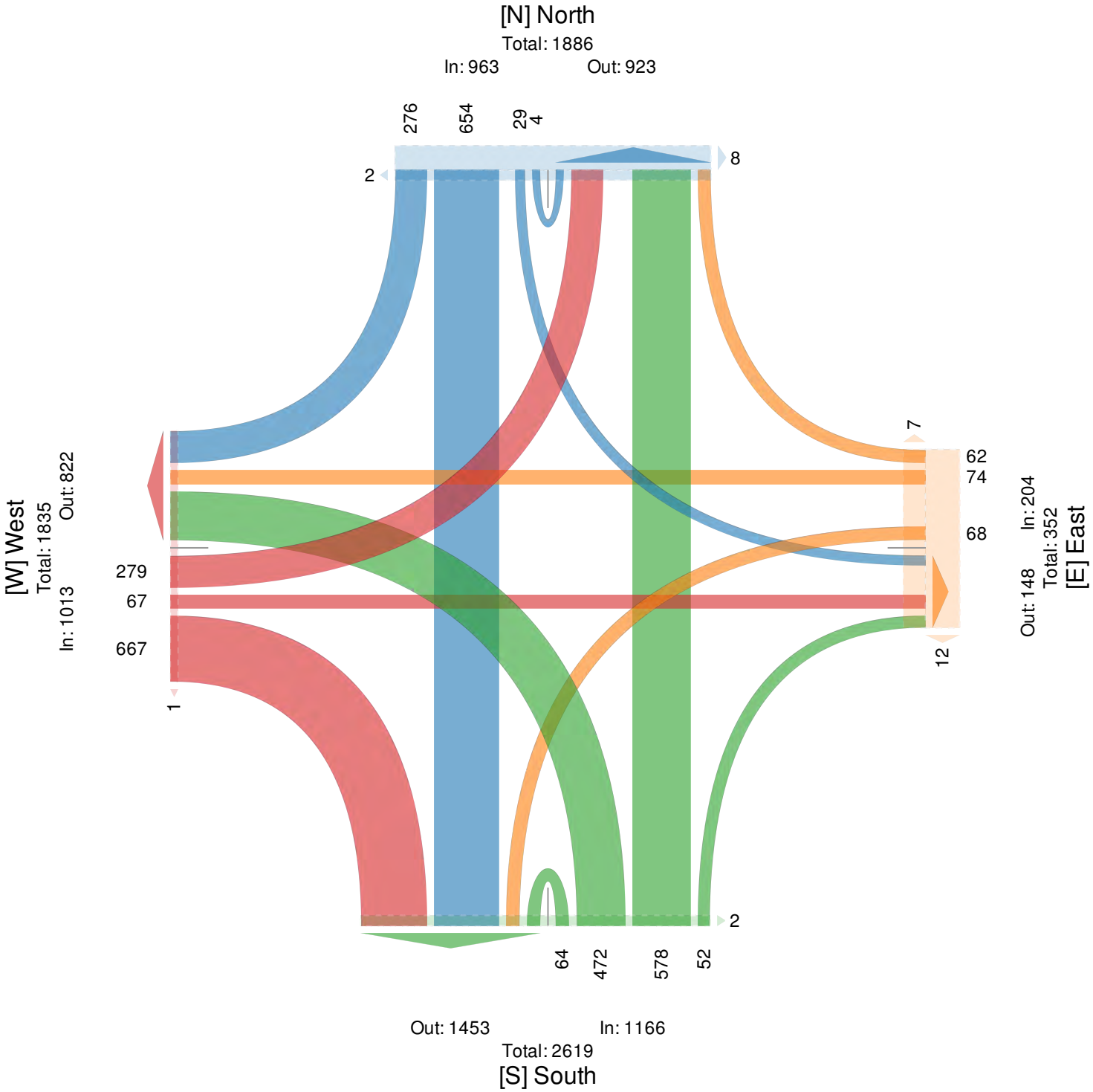
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 7:00AM	14	23	1	0	**38**	1	6	3	2	0	**11**	1	1	17	8	3	**29**	0	16	4	5	0	**25**	0	**103**
7:15AM	12	27	2	0	**41**	3	4	4	3	0	**11**	1	4	10	12	3	**29**	0	26	6	7	0	**39**	0	**120**
7:30AM	12	24	5	2	**43**	1	5	4	3	0	**12**	0	2	26	11	4	**43**	0	23	2	14	0	**39**	0	**137**
7:45AM	19	25	2	0	**46**	0	0	0	2	0	**2**	0	6	11	15	8	**40**	0	34	4	12	0	**50**	0	**138**
Hourly Total	57	99	10	2	**168**	5	15	11	10	0	**36**	2	13	64	46	18	**141**	0	99	16	38	0	**153**	0	**498**
8:00AM	12	21	0	1	**34**	1	0	2	1	0	**3**	1	1	39	12	3	**55**	0	33	6	10	0	**49**	0	**141**
8:15AM	13	35	2	0	**50**	1	1	3	0	0	**4**	0	5	28	26	7	**66**	0	36	6	11	0	**53**	0	**173**
8:30AM	15	32	3	0	**50**	0	2	4	2	0	**8**	2	4	23	22	5	**54**	0	37	2	13	0	**52**	0	**164**
8:45AM	12	19	1	0	**32**	1	1	4	3	0	**8**	2	3	27	11	3	**44**	0	33	7	10	0	**50**	0	**134**
Hourly Total	52	107	6	1	**166**	3	4	13	6	0	**23**	5	13	117	71	18	**219**	0	139	21	44	0	**204**	0	**612**
11:00AM	7	21	0	0	**28**	1	0	2	1	0	**3**	2	0	20	26	4	**50**	0	30	3	11	0	**44**	0	**125**
11:15AM	4	25	1	0	**30**	0	2	2	6	0	**10**	0	0	27	21	4	**52**	0	29	1	3	0	**33**	1	**125**
11:30AM	5	29	0	0	**34**	0	0	1	3	0	**4**	0	2	17	21	2	**42**	0	16	1	10	0	**27**	0	**107**
11:45AM	7	35	2	0	**44**	0	3	1	2	0	**6**	0	4	27	19	4	**54**	0	16	3	12	0	**31**	0	**135**
Hourly Total	23	110	3	0	**136**	1	5	6	12	0	**23**	2	6	91	87	14	**198**	0	91	8	36	0	**135**	1	**492**
12:00PM	12	36	1	0	**49**	0	2	2	5	0	**9**	0	3	22	20	3	**48**	0	30	0	3	0	**33**	0	**139**
12:15PM	10	24	0	0	**34**	0	2	1	5	0	**8**	0	3	21	15	1	**40**	0	29	0	7	0	**36**	0	**118**
12:30PM	8	29	2	0	**39**	0	4	2	2	0	**8**	1	0	26	18	1	**45**	0	33	2	10	0	**45**	0	**137**
12:45PM	9	33	5	0	**47**	0	4	6	1	0	**11**	0	2	17	18	4	**41**	0	28	3	14	0	**45**	0	**144**
Hourly Total	39	122	8	0	**169**	0	12	11	13	0	**36**	1	8	86	71	9	**174**	0	120	5	34	0	**159**	0	**538**
4:00PM	9	30	1	0	**40**	0	4	5	5	0	**14**	2	0	27	24	1	**52**	0	23	2	13	0	**38**	0	**144**
4:15PM	11	34	0	0	**45**	0	4	4	3	0	**11**	0	2	34	24	0	**60**	0	29	2	15	0	**46**	0	**162**
4:30PM	19	27	0	0	**46**	1	3	2	5	0	**10**	2	1	27	30	1	**59**	2	37	1	11	0	**49**	0	**164**
4:45PM	13	33	1	0	**47**	0	4	5	1	0	**10**	0	1	25	22	1	**49**	0	29	2	18	0	**49**	0	**155**
Hourly Total	52	124	2	0	**178**	1	15	16	14	0	**45**	4	4	113	100	3	**220**	2	118	7	57	0	**182**	0	**625**
5:00PM	17	30	0	0	**47**	0	4	1	4	0	**9**	5	1	25	29	0	**55**	0	28	4	23	0	**55**	0	**166**
5:15PM	12	22	0	0	**34**	0	3	7	5	0	**15**	0	1	29	24	0	**54**	0	29	0	21	0	**50**	0	**153**
5:30PM	15	24	0	1	**40**	0	2	4	3	0	**9**	0	5	32	26	1	**64**	0	24	3	9	0	**36**	0	**149**
5:45PM	9	16	0	0	**25**	0	2	5	1	0	**8**	0	1	21	18	1	**41**	0	19	3	17	0	**39**	0	**113**
Hourly Total	53	92	0	1	**146**	0	11	17	13	0	**41**	5	8	107	97	2	**214**	0	100	10	70	0	**180**	0	**581**
Total	276	654	29	4	**963**	10	62	74	68	0	**204**	19	52	578	472	64	**1166**	2	667	67	279	0	**1013**	1	**3346**
% Approach	28.7%	67.9%	3.0%	0.4%	**-**	-	30.4%	36.3%	33.3%	0%	**-**	-	4.5%	49.6%	40.5%	5.5%	**-**	-	65.8%	6.6%	27.5%	0%	**-**	-	-
% Total	8.2%	19.5%	0.9%	0.1%	**28.8%**	-	1.9%	2.2%	2.0%	0%	**6.1%**	-	1.6%	17.3%	14.1%	1.9%	**34.8%**	-	19.9%	2.0%	8.3%	0%	**30.3%**	-	-
Lights	266	638	29	3	**936**	-	62	69	66	0	**197**	-	52	558	464	64	**1138**	-	648	65	263	0	**976**	-	3247
% Lights	96.4%	97.6%	100%	75.0%	**97.2%**	-	100%	93.2%	97.1%	0%	**96.6%**	-	100%	96.5%	98.3%	100%	**97.6%**	-	97.2%	97.0%	94.3%	0%	**96.3%**	-	97.0%
Articulated Trucks and Single-Unit Trucks	2	5	0	0	**7**	-	0	5	2	0	**7**	-	0	9	8	0	**17**	-	7	1	5	0	**13**	-	44
% Articulated Trucks and Single-Unit Trucks	0.7%	0.8%	0%	0%	**0.7%**	-	0%	6.8%	2.9%	0%	**3.4%**	-	0%	1.6%	1.7%	0%	**1.5%**	-	1.0%	1.5%	1.8%	0%	**1.3%**	-	1.3%
Buses	8	11	0	0	**19**	-	0	0	0	0	**0**	-	0	11	0	0	**11**	-	12	0	10	0	**22**	-	52
% Buses	2.9%	1.7%	0%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.9%	0%	0%	**0.9%**	-	1.8%	0%	3.6%	0%	**2.2%**	-	1.6%
Bicycles on Road	0	0	0	1	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	1	0	**2**	-	3
% Bicycles on Road	0%	0%	0%	25.0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.5%	0.4%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	18	-	-	-	-	-	2	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	80.0%	-	-	-	-	-	94.7%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	20.0%	-	-	-	-	-	5.3%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SW Corner of SE Village Green Dr and SE Tiff... - TMC
Wed Sep 16, 2020
Full Length (7 AM-9 AM, 11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786124, Location: 27.290603, -80.295023

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



SW Corner of SE Village Green Dr and SE Tiff... - TMC
Wed Sep 16, 2020
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786124, Location: 27.290603, -80.295023

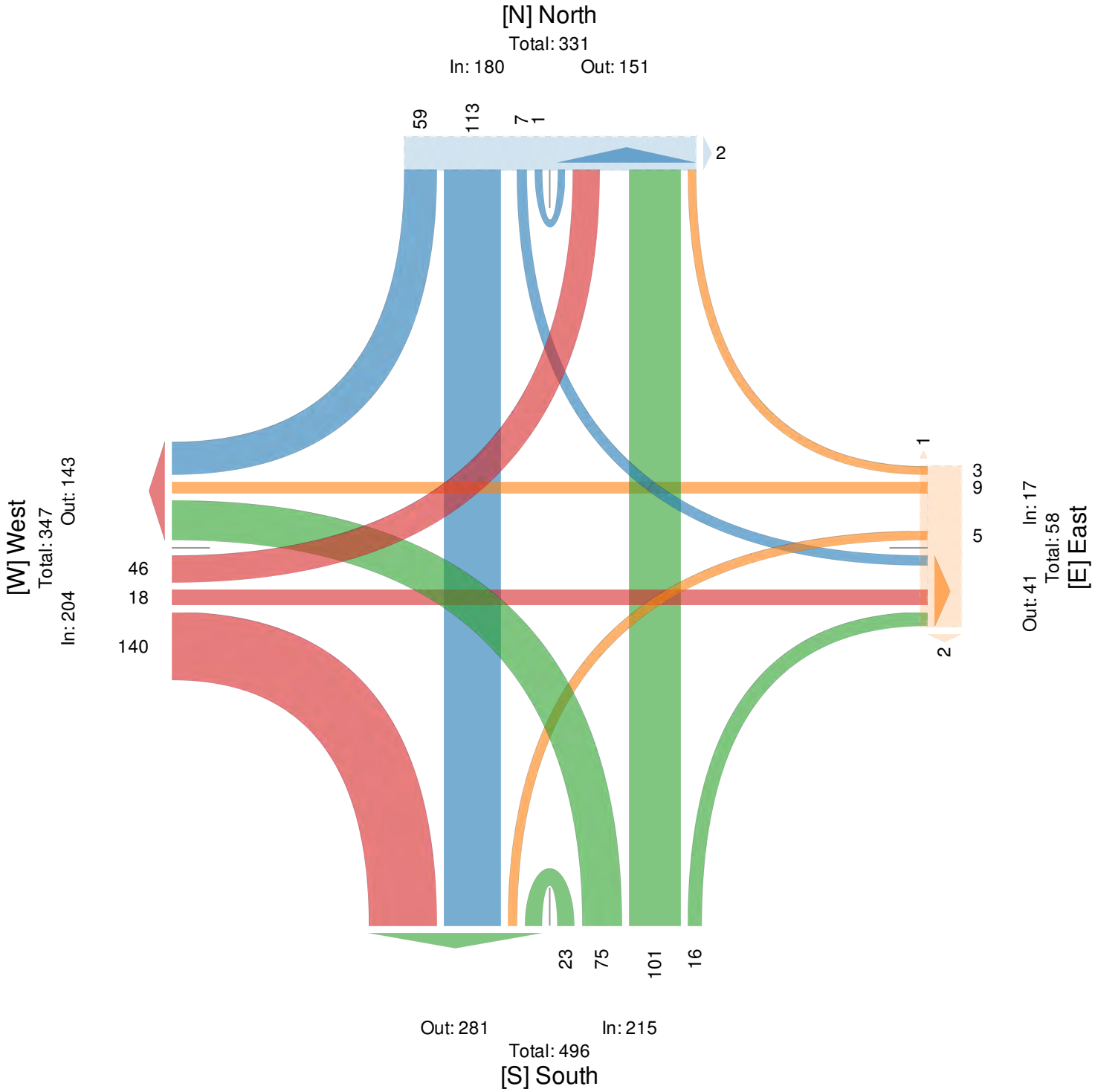
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg / Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 7:45AM	19	25	2	0	**46**	0	0	0	2	0	**2**	0	6	11	15	8	**40**	0	34	4	12	0	**50**	0	**138**
8:00AM	12	21	0	1	**34**	1	0	2	1	0	**3**	1	1	39	12	3	**55**	0	33	6	10	0	**49**	0	**141**
8:15AM	13	35	2	0	**50**	1	1	3	0	0	**4**	0	5	28	26	7	**66**	0	36	6	11	0	**53**	0	**173**
8:30AM	15	32	3	0	**50**	0	2	4	2	0	**8**	2	4	23	22	5	**54**	0	37	2	13	0	**52**	0	**164**
Total	59	113	7	1	**180**	2	3	9	5	0	**17**	3	16	101	75	23	**215**	0	140	18	46	0	**204**	0	**616**
% Approach	32.8%	62.8%	3.9%	0.6%	-	-	17.6%	52.9%	29.4%	0%	-	-	7.4%	47.0%	34.9%	10.7%	-	-	68.6%	8.8%	22.5%	0%	-	-	-
% Total	9.6%	18.3%	1.1%	0.2%	**29.2%**	-	0.5%	1.5%	0.8%	0%	**2.8%**	-	2.6%	16.4%	12.2%	3.7%	**34.9%**	-	22.7%	2.9%	7.5%	0%	**33.1%**	-	-
PHF	0.776	0.807	0.583	0.250	**0.900**	-	0.375	0.563	0.625	-	**0.531**	-	0.667	0.647	0.721	0.719	**0.814**	-	0.946	0.750	0.885	-	**0.962**	-	0.890
Lights	57	109	7	1	**174**	-	3	7	5	0	**15**	-	16	93	75	23	**207**	-	135	17	42	0	**194**	-	590
% Lights	96.6%	96.5%	100%	100%	**96.7%**	-	100%	77.8%	100%	0%	**88.2%**	-	100%	92.1%	100%	100%	**96.3%**	-	96.4%	94.4%	91.3%	0%	**95.1%**	-	95.8%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	**1**	-	0	2	0	0	**2**	-	0	5	0	0	**5**	-	2	1	2	0	**5**	-	13
% Articulated Trucks and Single-Unit Trucks	1.7%	0%	0%	0%	**0.6%**	-	0%	22.2%	0%	0%	**11.8%**	-	0%	5.0%	0%	0%	**2.3%**	-	1.4%	5.6%	4.3%	0%	**2.5%**	-	2.1%
Buses	1	4	0	0	**5**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	3	0	2	0	**5**	-	13
% Buses	1.7%	3.5%	0%	0%	**2.8%**	-	0%	0%	0%	0%	**0%**	-	0%	3.0%	0%	0%	**1.4%**	-	2.1%	0%	4.3%	0%	**2.5%**	-	2.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SW Corner of SE Village Green Dr and SE Tiff... - TMC
Wed Sep 16, 2020
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786124, Location: 27.290603, -80.295023

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



SW Corner of SE Village Green Dr and SE Tiff... - TMC
Wed Sep 16, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786124, Location: 27.290603, -80.295023

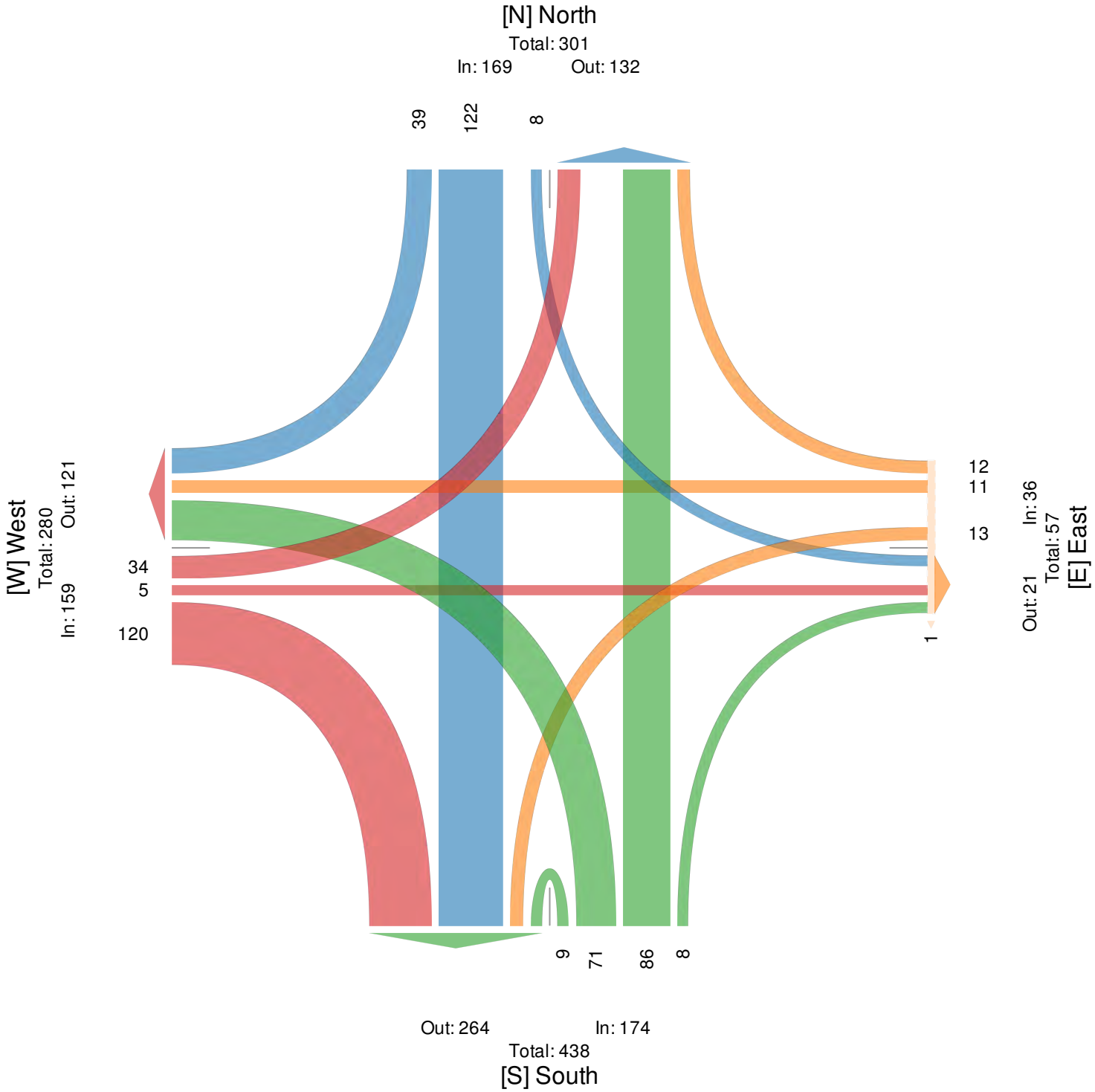
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 12:00PM	12	36	1	0	**49**	0	2	2	5	0	**9**	0	3	22	20	3	**48**	0	30	0	3	0	**33**	0	**139**
12:15PM	10	24	0	0	**34**	0	2	1	5	0	**8**	0	3	21	15	1	**40**	0	29	0	7	0	**36**	0	**118**
12:30PM	8	29	2	0	**39**	0	4	2	2	0	**8**	1	0	26	18	1	**45**	0	33	2	10	0	**45**	0	**137**
12:45PM	9	33	5	0	**47**	0	4	6	1	0	**11**	0	2	17	18	4	**41**	0	28	3	14	0	**45**	0	**144**
Total	39	122	8	0	**169**	0	12	11	13	0	**36**	1	8	86	71	9	**174**	0	120	5	34	0	**159**	0	**538**
% Approach	23.1%	72.2%	4.7%	0%	**-**	-	33.3%	30.6%	36.1%	0%	**-**	-	4.6%	49.4%	40.8%	5.2%	**-**	-	75.5%	3.1%	21.4%	0%	**-**	-	**-**
% Total	7.2%	22.7%	1.5%	0%	**31.4%**	-	2.2%	2.0%	2.4%	0%	**6.7%**	-	1.5%	16.0%	13.2%	1.7%	**32.3%**	-	22.3%	0.9%	6.3%	0%	**29.6%**	-	**-**
PHF	0.813	0.847	0.400	-	**0.862**	-	0.750	0.458	0.650	-	**0.818**	-	0.667	0.827	0.888	0.563	**0.906**	-	0.909	0.417	0.607	-	**0.883**	-	0.934
Lights	37	122	8	0	**167**	-	12	11	12	0	**35**	-	8	85	70	9	**172**	-	117	5	33	0	**155**	-	529
% Lights	94.9%	100%	100%	0%	**98.8%**	-	100%	100%	92.3%	0%	**97.2%**	-	100%	98.8%	98.6%	100%	**98.9%**	-	97.5%	100%	97.1%	0%	**97.5%**	-	98.3%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	1	0	**1**	-	0	1	1	0	**2**	-	2	0	0	0	**2**	-	6
% Articulated Trucks and Single-Unit Trucks	2.6%	0%	0%	0%	**0.6%**	-	0%	0%	7.7%	0%	**2.8%**	-	0%	1.2%	1.4%	0%	**1.1%**	-	1.7%	0%	0%	0%	**1.3%**	-	1.1%
Buses	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	1	0	**2**	-	3
% Buses	2.6%	0%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.8%	0%	2.9%	0%	**1.3%**	-	0.6%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SW Corner of SE Village Green Dr and SE Tiff... - TMC
Wed Sep 16, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786124, Location: 27.290603, -80.295023

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



SW Corner of SE Village Green Dr and SE Tiff... - TMC
Wed Sep 16, 2020
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786124, Location: 27.290603, -80.295023

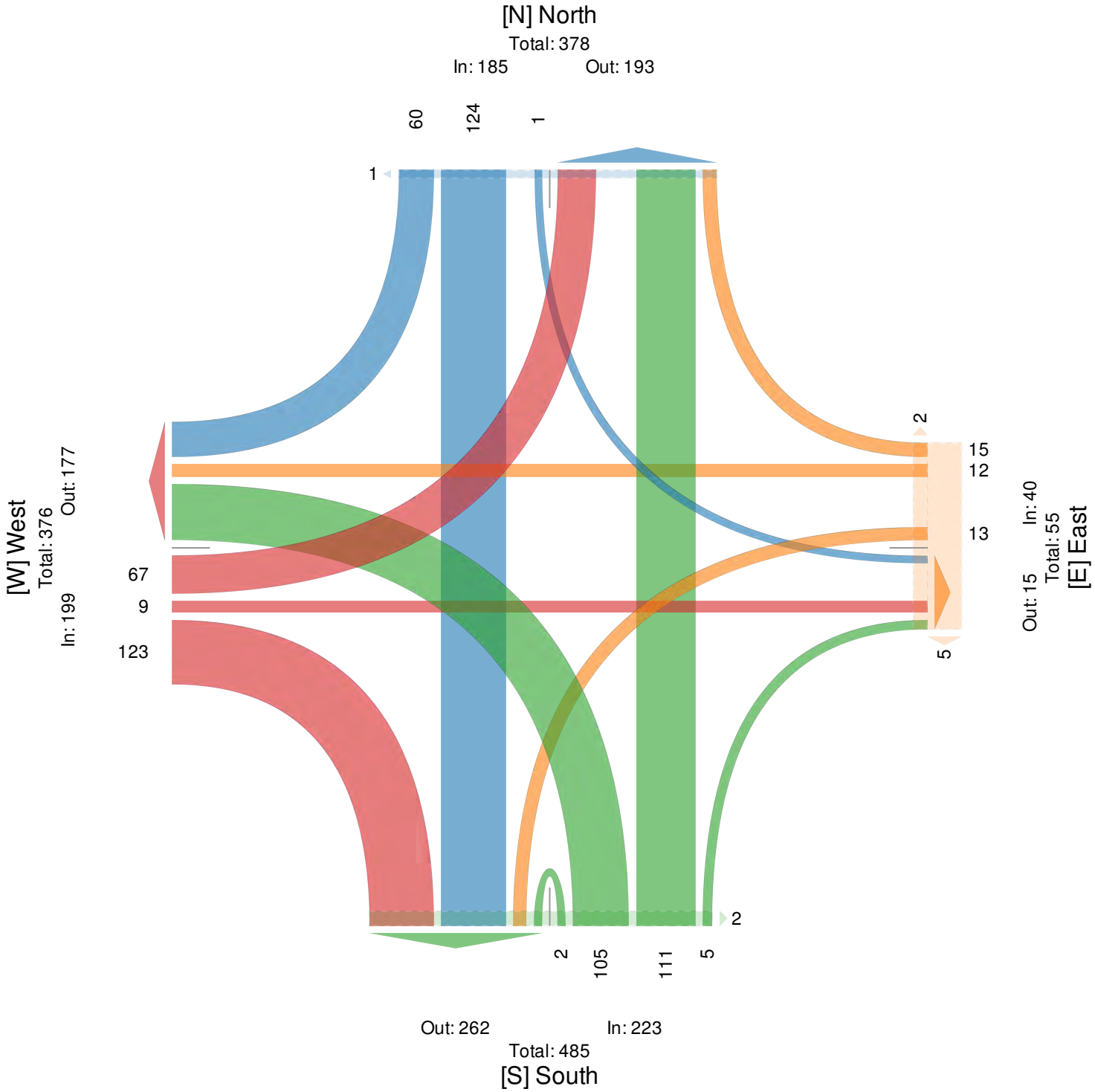
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 4:15PM	11	34	0	0	**45**	0	4	4	3	0	**11**	0	2	34	24	0	**60**	0	29	2	15	0	**46**	0	**162**
4:30PM	19	27	0	0	**46**	1	3	2	5	0	**10**	2	1	27	30	1	**59**	2	37	1	11	0	**49**	0	**164**
4:45PM	13	33	1	0	**47**	0	4	5	1	0	**10**	0	1	25	22	1	**49**	0	29	2	18	0	**49**	0	**155**
5:00PM	17	30	0	0	**47**	0	4	1	4	0	**9**	5	1	25	29	0	**55**	0	28	4	23	0	**55**	0	**166**
Total	60	124	1	0	**185**	1	15	12	13	0	**40**	7	5	111	105	2	**223**	2	123	9	67	0	**199**	0	**647**
% Approach	32.4%	67.0%	0.5%	0%	**-**	-	37.5%	30.0%	32.5%	0%	**-**	-	2.2%	49.8%	47.1%	0.9%	**-**	-	61.8%	4.5%	33.7%	0%	**-**	-	-
% Total	9.3%	19.2%	0.2%	0%	**28.6%**	-	2.3%	1.9%	2.0%	0%	**6.2%**	-	0.8%	17.2%	16.2%	0.3%	**34.5%**	-	19.0%	1.4%	10.4%	0%	**30.8%**	-	-
PHF	0.789	0.912	0.250	-	**0.984**	-	0.938	0.600	0.650	-	**0.909**	-	0.625	0.816	0.875	0.500	**0.929**	-	0.831	0.563	0.728	-	**0.905**	-	0.974
Lights	59	124	1	0	**184**	-	15	12	13	0	**40**	-	5	108	104	2	**219**	-	116	9	65	0	**190**	-	633
% Lights	98.3%	100%	100%	0%	**99.5%**	-	100%	100%	100%	0%	**100%**	-	100%	97.3%	99.0%	100%	**98.2%**	-	94.3%	100%	97.0%	0%	**95.5%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	2	0	1	0	**3**	-	4
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.0%	0%	**0.4%**	-	1.6%	0%	1.5%	0%	**1.5%**	-	0.6%
Buses	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	5	0	1	0	**6**	-	10
% Buses	1.7%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	2.7%	0%	0%	**1.3%**	-	4.1%	0%	1.5%	0%	**3.0%**	-	1.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SW Corner of SE Village Green Dr and SE Tiff... - TMC
Wed Sep 16, 2020
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786124, Location: 27.290603, -80.295023

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



SE Village Green Dr and SE Tiffany Av - TMC
Wed Sep 16, 2020
Full Length (6 AM-7 AM, 3 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794737, Location: 27.290603, -80.295023, Site Code: W Corner of SE Village Green De and SE Tiffany Av

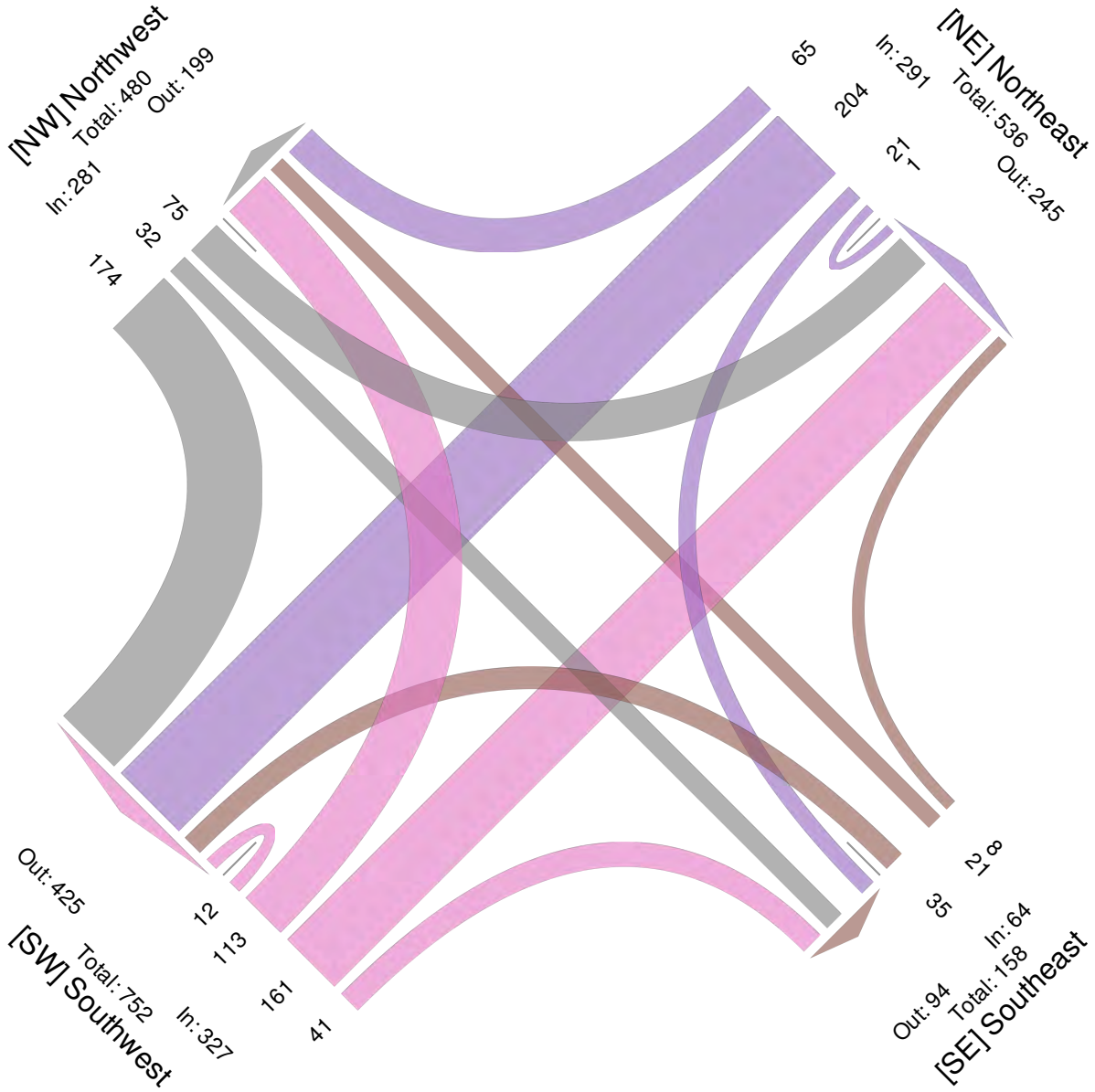
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg / Direction	Northeast Southwestbound						Southeast Northwestbound						Southwest Northeastbound						Northwest Southeastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2020-09-16 6:00AM	4	6	1	0	**11**	0	0	1	0	0	**1**	0	3	2	3	0	**8**	0	9	4	1	0	**14**	0	**34**
6:15AM	5	11	2	0	**18**	0	0	0	6	0	**6**	0	3	4	2	2	**11**	0	20	5	3	0	**28**	0	**63**
6:30AM	10	16	5	0	**31**	0	1	2	1	0	**4**	0	18	3	7	0	**28**	0	16	7	4	0	**27**	0	**90**
6:45AM	9	25	5	0	**39**	0	0	0	2	0	**2**	0	9	15	6	0	**30**	0	21	9	6	0	**36**	0	**107**
Hourly Total	28	58	13	0	**99**	0	1	3	9	0	**13**	0	33	24	18	2	**77**	0	66	25	14	0	**105**	0	**294**
3:00PM	8	32	4	0	**44**	0	5	2	5	0	**12**	0	3	33	16	0	**52**	0	27	3	12	0	**42**	0	**150**
3:15PM	8	40	2	0	**50**	0	0	6	7	0	**13**	0	2	33	23	4	**62**	0	26	1	15	0	**42**	0	**167**
3:30PM	8	41	1	0	**50**	0	1	5	9	0	**15**	0	2	33	32	3	**70**	0	27	0	19	0	**46**	0	**181**
3:45PM	13	33	1	1	**48**	0	1	5	5	0	**11**	0	1	38	24	3	**66**	0	28	3	15	0	**46**	0	**171**
Hourly Total	37	146	8	1	**192**	0	7	18	26	0	**51**	0	8	137	95	10	**250**	0	108	7	61	0	**176**	0	**669**
Total	65	204	21	1	**291**	0	8	21	35	0	**64**	0	41	161	113	12	**327**	0	174	32	75	0	**281**	0	**963**
% Approach	22.3%	70.1%	7.2%	0.3%	-	-	12.5%	32.8%	54.7%	0%	-	-	12.5%	49.2%	34.6%	3.7%	-	-	61.9%	11.4%	26.7%	0%	-	-	-
% Total	6.7%	21.2%	2.2%	0.1%	**30.2%**	-	0.8%	2.2%	3.6%	0%	**6.6%**	-	4.3%	16.7%	11.7%	1.2%	**34.0%**	-	18.1%	3.3%	7.8%	0%	**29.2%**	-	-
Lights	63	192	21	1	**277**	-	8	21	35	0	**64**	-	40	155	112	12	**319**	-	167	30	71	0	**268**	-	928
% Lights	96.9%	94.1%	100%	100%	**95.2%**	-	100%	100%	100%	0%	**100%**	-	97.6%	96.3%	99.1%	100%	**97.6%**	-	96.0%	93.8%	94.7%	0%	**95.4%**	-	96.4%
Articulated Trucks and Single-Unit Trucks	0	3	0	0	**3**	-	0	0	0	0	**0**	-	1	0	1	0	**2**	-	1	2	1	0	**4**	-	9
% Articulated Trucks and Single-Unit Trucks	0%	1.5%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	2.4%	0%	0.9%	0%	**0.6%**	-	0.6%	6.3%	1.3%	0%	**1.4%**	-	0.9%
Buses	2	9	0	0	**11**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	6	0	3	0	**9**	-	26
% Buses	3.1%	4.4%	0%	0%	**3.8%**	-	0%	0%	0%	0%	**0%**	-	0%	3.7%	0%	0%	**1.8%**	-	3.4%	0%	4.0%	0%	**3.2%**	-	2.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SE Village Green Dr and SE Tiffany Av - TMC
Wed Sep 16, 2020
Full Length (6 AM-7 AM, 3 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794737, Location: 27.290603, -80.295023, Site Code: W Corner of SE Village Green De and SE Tiffany Av

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



SE Village Green Dr and SE Tiffany Av - TMC
Wed Sep 16, 2020
AM Peak (6 AM - 7 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794737, Location: 27.290603, -80.295023, Site Code: W Corner of SE Village Green De and SE Tiffany Av

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	Northeast						Southeast						Southwest						Northwest						
Direction	Southwestbound						Northwestbound						Northeastbound						Southeastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 6:00AM	4	6	1	0	**11**	0	0	1	0	0	**1**	0	3	2	3	0	**8**	0	9	4	1	0	**14**	0	**34**
6:15AM	5	11	2	0	**18**	0	0	0	6	0	**6**	0	3	4	2	2	**11**	0	20	5	3	0	**28**	0	**63**
6:30AM	10	16	5	0	**31**	0	1	2	1	0	**4**	0	18	3	7	0	**28**	0	16	7	4	0	**27**	0	**90**
6:45AM	9	25	5	0	**39**	0	0	0	2	0	**2**	0	9	15	6	0	**30**	0	21	9	6	0	**36**	0	**107**
Total	28	58	13	0	**99**	0	1	3	9	0	**13**	0	33	24	18	2	**77**	0	66	25	14	0	**105**	0	**294**
% Approach	28.3%	58.6%	13.1%	0%	**-**	-	7.7%	23.1%	69.2%	0%	**-**	-	42.9%	31.2%	23.4%	2.6%	**-**	-	62.9%	23.8%	13.3%	0%	**-**	-	-
% Total	9.5%	19.7%	4.4%	0%	**33.7%**	-	0.3%	1.0%	3.1%	0%	**4.4%**	-	11.2%	8.2%	6.1%	0.7%	**26.2%**	-	22.4%	8.5%	4.8%	0%	**35.7%**	-	-
PHF	0.700	0.580	0.650	-	**0.635**	-	0.250	0.375	0.375	-	**0.542**	-	0.458	0.400	0.643	0.250	**0.642**	-	0.786	0.694	0.583	-	**0.729**	-	0.687
Lights	27	54	13	0	**94**	-	1	3	9	0	**13**	-	33	21	18	2	**74**	-	62	24	14	0	**100**	-	281
% Lights	96.4%	93.1%	100%	0%	**94.9%**	-	100%	100%	100%	0%	**100%**	-	100%	87.5%	100%	100%	**96.1%**	-	93.9%	96.0%	100%	0%	**95.2%**	-	95.6%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.5%	4.0%	0%	0%	**1.9%**	-	0.7%
Buses	1	4	0	0	**5**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	3	0	0	0	**3**	-	11
% Buses	3.6%	6.9%	0%	0%	**5.1%**	-	0%	0%	0%	0%	**0%**	-	0%	12.5%	0%	0%	**3.9%**	-	4.5%	0%	0%	0%	**2.9%**	-	3.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SE Village Green Dr and SE Tiffany Av - TMC
Wed Sep 16, 2020
AM Peak (6 AM - 7 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794737, Location: 27.290603, -80.295023, Site Code: W Corner of SE Village Green De and SE Tiffany Av

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
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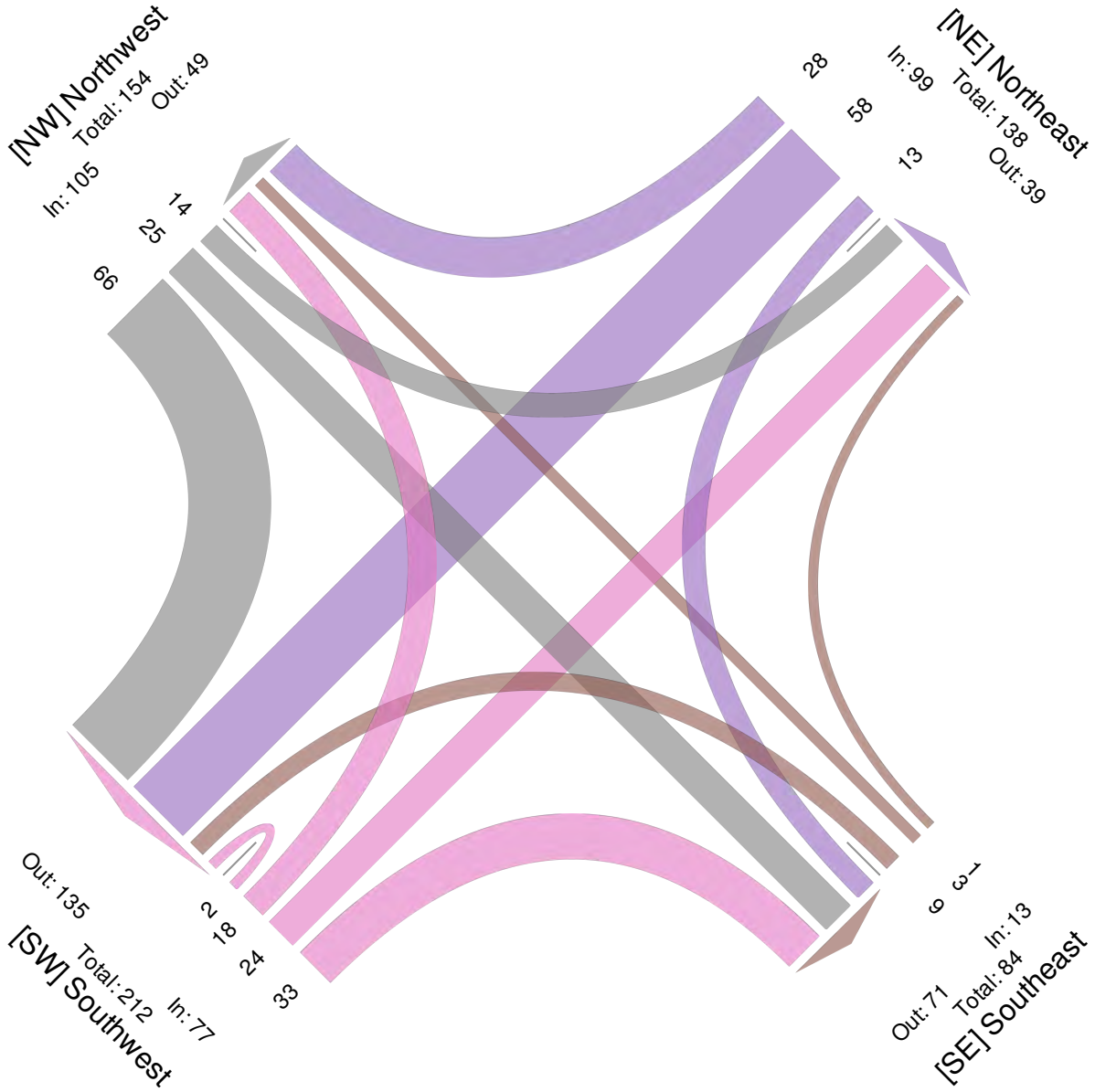

SE Village Green Dr and SE Tiffany Av - TMC
Wed Sep 16, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794737, Location: 27.290603, -80.295023, Site Code: W Corner of SE Village Green De and SE Tiffany Av

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	Northeast						Southeast						Southwest						Northwest						
Direction	Southwestbound						Northwestbound						Northeastbound						Southeastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2020-09-16 3:00PM	8	32	4	0	**44**	0	5	2	5	0	**12**	0	3	33	16	0	**52**	0	27	3	12	0	**42**	0	**150**
3:15PM	8	40	2	0	**50**	0	0	6	7	0	**13**	0	2	33	23	4	**62**	0	26	1	15	0	**42**	0	**167**
3:30PM	8	41	1	0	**50**	0	1	5	9	0	**15**	0	2	33	32	3	**70**	0	27	0	19	0	**46**	0	**181**
3:45PM	13	33	1	1	**48**	0	1	5	5	0	**11**	0	1	38	24	3	**66**	0	28	3	15	0	**46**	0	**171**
Total	37	146	8	1	**192**	0	7	18	26	0	**51**	0	8	137	95	10	**250**	0	108	7	61	0	**176**	0	**669**
% Approach	19.3%	76.0%	4.2%	0.5%	-	-	13.7%	35.3%	51.0%	0%	-	-	3.2%	54.8%	38.0%	4.0%	-	-	61.4%	4.0%	34.7%	0%	-	-	-
% Total	5.5%	21.8%	1.2%	0.1%	**28.7%**	-	1.0%	2.7%	3.9%	0%	**7.6%**	-	1.2%	20.5%	14.2%	1.5%	**37.4%**	-	16.1%	1.0%	9.1%	0%	**26.3%**	-	-
PHF	0.712	0.890	0.500	0.250	**0.960**	-	0.350	0.750	0.722	-	**0.850**	-	0.667	0.901	0.742	0.625	**0.893**	-	0.964	0.583	0.803	-	**0.957**	-	0.924
Lights	36	138	8	1	**183**	-	7	18	26	0	**51**	-	7	134	94	10	**245**	-	105	6	57	0	**168**	-	647
% Lights	97.3%	94.5%	100%	100%	**95.3%**	-	100%	100%	100%	0%	**100%**	-	87.5%	97.8%	98.9%	100%	**98.0%**	-	97.2%	85.7%	93.4%	0%	**95.5%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	0	3	0	0	**3**	-	0	0	0	0	**0**	-	1	0	1	0	**2**	-	0	1	1	0	**2**	-	7
% Articulated Trucks and Single-Unit Trucks	0%	2.1%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	12.5%	0%	1.1%	0%	**0.8%**	-	0%	14.3%	1.6%	0%	**1.1%**	-	1.0%
Buses	1	5	0	0	**6**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	3	0	3	0	**6**	-	15
% Buses	2.7%	3.4%	0%	0%	**3.1%**	-	0%	0%	0%	0%	**0%**	-	0%	2.2%	0%	0%	**1.2%**	-	2.8%	0%	4.9%	0%	**3.4%**	-	2.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SE Village Green Dr and SE Tiffany Av - TMC
Wed Sep 16, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794737, Location: 27.290603, -80.295023, Site Code: W Corner of SE Village Green De and SE Tiffany Av

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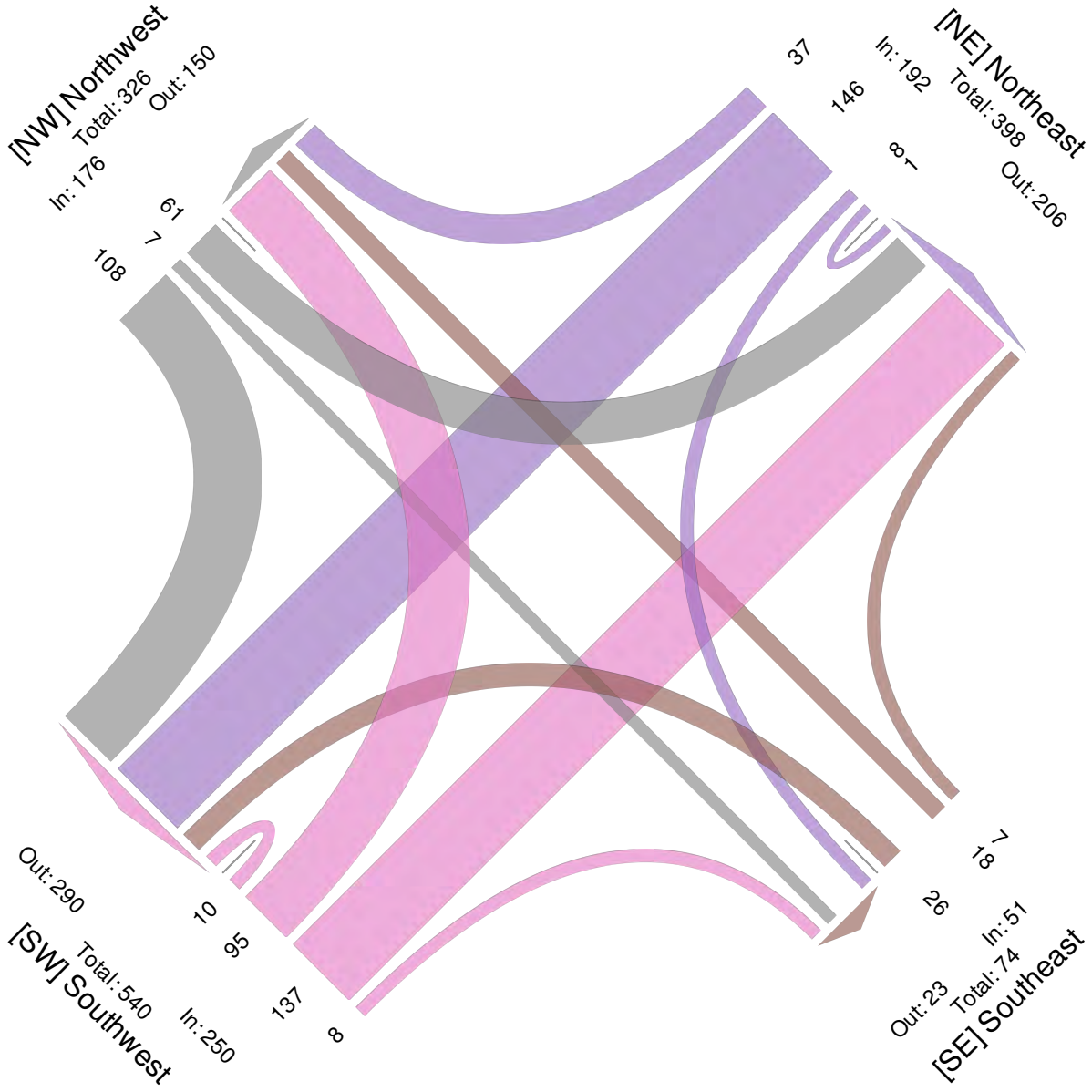
Plantation, FL, 33313, US



US1 and SE Village Green Dr.
Wed Sep 16, 2020
Full Length (7 AM-9 AM, 11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 786545, Location: 27.305204, -80.308466

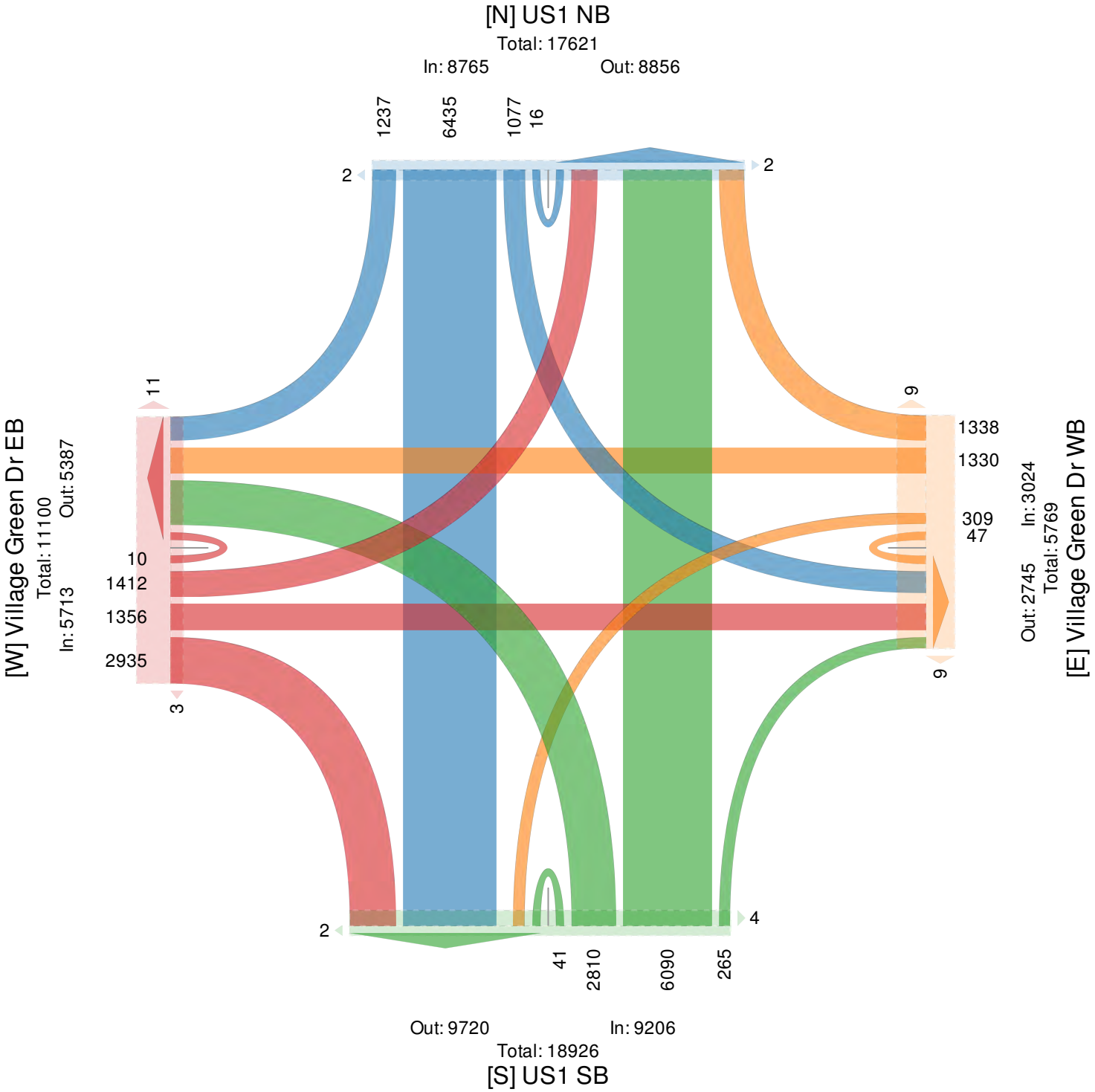
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	US1 NB						Village Green Dr WB						US1 SB						Village Green Dr EB						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 7:00AM	26	304	54	0	**384**	2	52	59	10	0	**121**	0	15	166	82	0	**263**	2	173	83	85	0	**341**	2	**1109**
7:15AM	36	307	49	2	**394**	2	70	53	12	1	**136**	0	19	196	81	0	**296**	0	171	72	107	0	**350**	0	**1176**
7:30AM	35	307	67	0	**409**	0	50	49	13	1	**113**	1	13	176	84	1	**274**	0	172	75	76	0	**323**	1	**1119**
7:45AM	53	334	37	0	**424**	0	67	59	11	1	**138**	0	16	195	64	0	**275**	0	151	61	93	2	**307**	2	**1144**
Hourly Total	150	1252	207	2	**1611**	4	239	220	46	3	**508**	1	63	733	311	1	**1108**	2	667	291	361	2	**1321**	5	**4548**
8:00AM	39	248	40	0	**327**	0	57	48	12	2	**119**	1	12	194	64	2	**272**	0	109	53	53	0	**215**	3	**933**
8:15AM	31	265	34	2	**332**	0	45	42	5	3	**95**	1	8	199	69	0	**276**	0	140	65	52	0	**257**	1	**960**
8:30AM	37	272	49	1	**359**	0	65	37	12	4	**118**	1	9	177	83	2	**271**	0	140	66	63	0	**269**	0	**1017**
8:45AM	34	294	42	1	**371**	0	52	43	9	2	**106**	3	8	195	68	0	**271**	0	114	51	67	0	**232**	1	**980**
Hourly Total	141	1079	165	4	**1389**	0	219	170	38	11	**438**	6	37	765	284	4	**1090**	0	503	235	235	0	**973**	5	**3890**
11:00AM	34	258	47	0	**339**	0	59	47	24	4	**134**	0	12	278	123	4	**417**	0	124	49	50	0	**223**	0	**1113**
11:15AM	65	298	35	0	**398**	0	61	40	16	2	**119**	0	19	282	103	3	**407**	0	118	41	43	0	**202**	3	**1126**
11:30AM	49	262	50	0	**361**	0	47	40	19	3	**109**	0	25	270	113	3	**411**	0	124	50	50	0	**224**	0	**1105**
11:45AM	46	346	40	1	**433**	0	47	50	9	2	**108**	1	13	254	107	2	**376**	0	121	42	43	0	**206**	1	**1123**
Hourly Total	194	1164	172	1	**1531**	0	214	177	68	11	**470**	1	69	1084	446	12	**1611**	0	487	182	186	0	**855**	4	**4467**
12:00PM	44	251	46	0	**341**	0	45	42	24	4	**115**	1	8	275	110	1	**394**	0	126	50	51	0	**227**	0	**1077**
12:15PM	32	292	44	0	**368**	0	52	33	8	2	**95**	1	9	283	111	1	**404**	0	121	55	55	2	**233**	0	**1100**
12:30PM	49	313	37	0	**399**	0	47	55	13	2	**117**	3	11	339	99	3	**452**	0	99	51	46	1	**197**	0	**1165**
12:45PM	27	285	37	1	**350**	0	72	60	16	1	**149**	0	9	270	119	5	**403**	0	154	57	53	0	**264**	0	**1166**
Hourly Total	152	1141	164	1	**1458**	0	216	190	61	9	**476**	5	37	1167	439	10	**1653**	0	500	213	205	3	**921**	0	**4508**
4:00PM	118	289	58	2	**467**	0	83	128	20	0	**231**	0	12	335	200	3	**550**	0	112	65	60	0	**237**	0	**1485**
4:15PM	91	275	60	0	**426**	0	68	75	12	5	**160**	5	13	381	246	1	**641**	2	124	66	56	5	**251**	0	**1478**
4:30PM	76	260	48	1	**385**	0	65	90	15	2	**172**	0	6	311	190	2	**509**	0	102	58	58	0	**218**	0	**1284**
4:45PM	82	228	49	1	**360**	0	57	72	16	4	**149**	0	11	333	163	2	**509**	0	113	62	60	0	**235**	0	**1253**
Hourly Total	367	1052	215	4	**1638**	0	273	365	63	11	**712**	5	42	1360	799	8	**2209**	2	451	251	234	5	**941**	0	**5500**
5:00PM	61	201	40	4	**306**	0	53	78	6	1	**138**	0	6	273	169	1	**449**	2	84	47	39	0	**170**	0	**1063**
5:15PM	59	200	38	0	**297**	0	53	47	9	1	**110**	0	2	284	146	0	**432**	0	96	45	57	0	**198**	0	**1037**
5:30PM	66	187	46	0	**299**	0	34	41	7	0	**82**	0	5	230	112	3	**350**	0	80	51	51	0	**182**	0	**913**
5:45PM	47	159	30	0	**236**	0	37	42	11	0	**90**	0	4	194	104	2	**304**	0	67	41	44	0	**152**	0	**782**
Hourly Total	233	747	154	4	**1138**	0	177	208	33	2	**420**	0	17	981	531	6	**1535**	2	327	184	191	0	**702**	0	**3795**
Total	1237	6435	1077	16	**8765**	4	1338	1330	309	47	**3024**	18	265	6090	2810	41	**9206**	6	2935	1356	1412	10	**5713**	14	**26708**
% Approach	14.1%	73.4%	12.3%	0.2%	**-**	-	44.2%	44.0%	10.2%	1.6%	**-**	-	2.9%	66.2%	30.5%	0.4%	**-**	-	51.4%	23.7%	24.7%	0.2%	**-**	-	-
% Total	4.6%	24.1%	4.0%	0.1%	**32.8%**	-	5.0%	5.0%	1.2%	0.2%	**11.3%**	-	1.0%	22.8%	10.5%	0.2%	**34.5%**	-	11.0%	5.1%	5.3%	0%	**21.4%**	-	-
Lights	1213	6302	1041	16	**8572**	-	1278	1275	300	47	**2900**	-	252	5967	2768	41	**9028**	-	2881	1293	1387	10	**5571**	-	26071
% Lights	98.1%	97.9%	96.7%	100%	**97.8%**	-	95.5%	95.9%	97.1%	100%	**95.9%**	-	95.1%	98.0%	98.5%	100%	**98.1%**	-	98.2%	95.4%	98.2%	100%	**97.5%**	-	97.6%
Articulated Trucks and Single-Unit Trucks	18	107	24	0	**149**	-	41	37	9	0	**87**	-	13	90	33	0	**136**	-	41	37	20	0	**98**	-	470
% Articulated Trucks and Single-Unit Trucks	1.5%	1.7%	2.2%	0%	**1.7%**	-	3.1%	2.8%	2.9%	0%	**2.9%**	-	4.9%	1.5%	1.2%	0%	**1.5%**	-	1.4%	2.7%	1.4%	0%	**1.7%**	-	1.8%
Buses	6	26	12	0	**44**	-	19	18	0	0	**37**	-	0	33	9	0	**42**	-	13	26	5	0	**44**	-	167
% Buses	0.5%	0.4%	1.1%	0%	**0.5%**	-	1.4%	1.4%	0%	0%	**1.2%**	-	0%	0.5%	0.3%	0%	**0.5%**	-	0.4%	1.9%	0.4%	0%	**0.8%**	-	0.6%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	22.2%	-	-	-	-	-	0%	-	-	-	-	-	21.4%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	14	-	-	-	-	-	6	-	-	-	-	-	11	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	77.8%	-	-	-	-	-	100%	-	-	-	-	-	78.6%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 1 abd SE Village Green Dr - TMC
Wed Sep 16, 2020
Full Length (7 AM-9 AM, 11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 786545, Location: 27.305204, -80.308466

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



US 1 abd SE Village Green Dr - TMC
Wed Sep 16, 2020
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 786545, Location: 27.305204, -80.308466

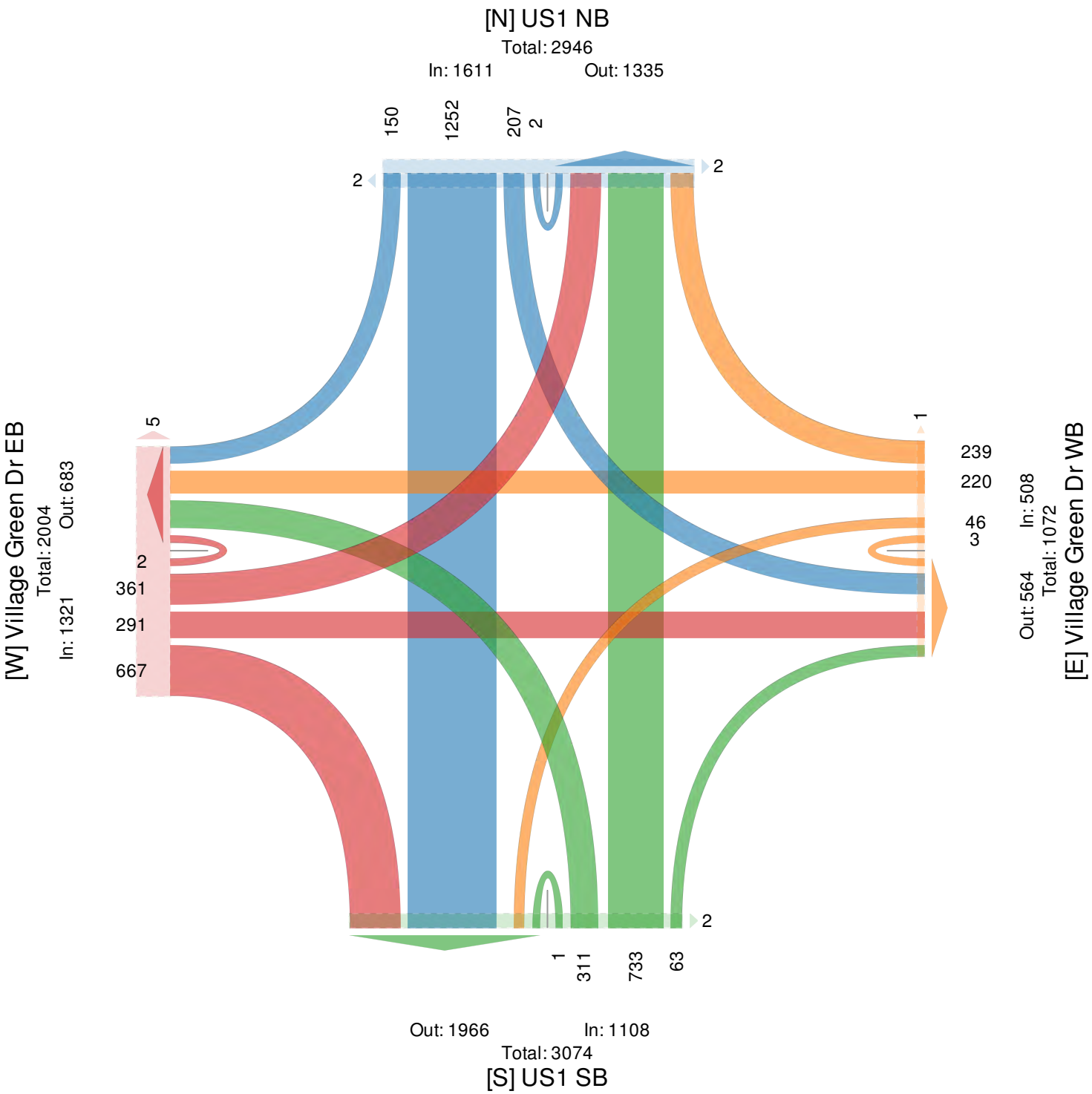
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	US1 NB						Village Green Dr WB						US1 SB						Village Green Dr EB						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 7:00AM	26	304	54	0	**384**	2	52	59	10	0	**121**	0	15	166	82	0	**263**	2	173	83	85	0	**341**	2	**1109**
7:15AM	36	307	49	2	**394**	2	70	53	12	1	**136**	0	19	196	81	0	**296**	0	171	72	107	0	**350**	0	**1176**
7:30AM	35	307	67	0	**409**	0	50	49	13	1	**113**	1	13	176	84	1	**274**	0	172	75	76	0	**323**	1	**1119**
7:45AM	53	334	37	0	**424**	0	67	59	11	1	**138**	0	16	195	64	0	**275**	0	151	61	93	2	**307**	2	**1144**
Total	150	1252	207	2	**1611**	4	239	220	46	3	**508**	1	63	733	311	1	**1108**	2	667	291	361	2	**1321**	5	**4548**
% Approach	9.3%	77.7%	12.8%	0.1%	-	-	47.0%	43.3%	9.1%	0.6%	-	-	5.7%	66.2%	28.1%	0.1%	-	-	50.5%	22.0%	27.3%	0.2%	-	-	-
% Total	3.3%	27.5%	4.6%	0%	**35.4%**	-	5.3%	4.8%	1.0%	0.1%	**11.2%**	-	1.4%	16.1%	6.8%	0%	**24.4%**	-	14.7%	6.4%	7.9%	0%	**29.0%**	-	-
PHF	0.708	0.937	0.772	0.250	**0.950**	-	0.854	0.932	0.885	0.750	**0.920**	-	0.829	0.935	0.926	0.250	**0.936**	-	0.964	0.877	0.843	0.250	**0.944**	-	0.967
Lights	141	1213	197	2	**1553**	-	225	203	45	3	**476**	-	62	711	300	1	**1074**	-	654	283	355	2	**1294**	-	4397
% Lights	94.0%	96.9%	95.2%	100%	**96.4%**	-	94.1%	92.3%	97.8%	100%	**93.7%**	-	98.4%	97.0%	96.5%	100%	**96.9%**	-	98.1%	97.3%	98.3%	100%	**98.0%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	7	28	7	0	**42**	-	12	11	1	0	**24**	-	1	10	5	0	**16**	-	7	7	4	0	**18**	-	100
% Articulated Trucks and Single-Unit Trucks	4.7%	2.2%	3.4%	0%	**2.6%**	-	5.0%	5.0%	2.2%	0%	**4.7%**	-	1.6%	1.4%	1.6%	0%	**1.4%**	-	1.0%	2.4%	1.1%	0%	**1.4%**	-	2.2%
Buses	2	11	3	0	**16**	-	2	6	0	0	**8**	-	0	12	6	0	**18**	-	6	1	2	0	**9**	-	51
% Buses	1.3%	0.9%	1.4%	0%	**1.0%**	-	0.8%	2.7%	0%	0%	**1.6%**	-	0%	1.6%	1.9%	0%	**1.6%**	-	0.9%	0.3%	0.6%	0%	**0.7%**	-	1.1%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	40.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	60.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 1 abd SE Village Green Dr - TMC
Wed Sep 16, 2020
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 786545, Location: 27.305204, -80.308466

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



US 1 abd SE Village Green Dr - TMC
Wed Sep 16, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 786545, Location: 27.305204, -80.308466

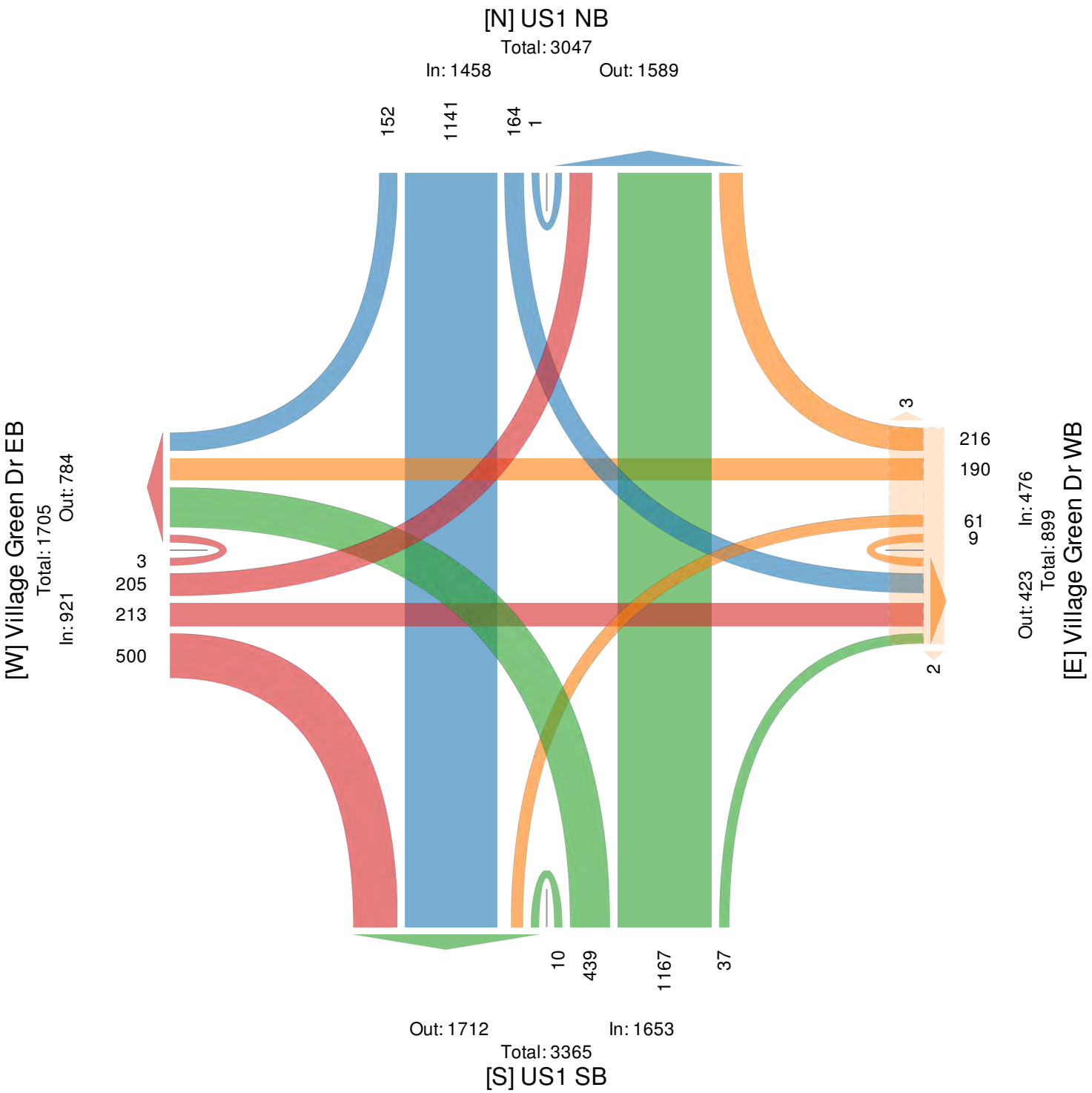
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	US1 NB						Village Green Dr WB						US1 SB						Village Green Dr EB						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2020-09-16 12:00PM	44	251	46	0	**341**	0	45	42	24	4	**115**	1	8	275	110	1	**394**	0	126	50	51	0	**227**	0	**1077**
12:15PM	32	292	44	0	**368**	0	52	33	8	2	**95**	1	9	283	111	1	**404**	0	121	55	55	2	**233**	0	**1100**
12:30PM	49	313	37	0	**399**	0	47	55	13	2	**117**	3	11	339	99	3	**452**	0	99	51	46	1	**197**	0	**1165**
12:45PM	27	285	37	1	**350**	0	72	60	16	1	**149**	0	9	270	119	5	**403**	0	154	57	53	0	**264**	0	**1166**
Total	152	1141	164	1	**1458**	0	216	190	61	9	**476**	5	37	1167	439	10	**1653**	0	500	213	205	3	**921**	0	**4508**
% Approach	10.4%	78.3%	11.2%	0.1%	-	-	45.4%	39.9%	12.8%	1.9%	-	-	2.2%	70.6%	26.6%	0.6%	-	-	54.3%	23.1%	22.3%	0.3%	-	-	-
% Total	3.4%	25.3%	3.6%	0%	**32.3%**	-	4.8%	4.2%	1.4%	0.2%	**10.6%**	-	0.8%	25.9%	9.7%	0.2%	**36.7%**	-	11.1%	4.7%	4.5%	0.1%	**20.4%**	-	-
PHF	0.776	0.911	0.891	0.250	**0.914**	-	0.750	0.792	0.635	0.563	**0.799**	-	0.841	0.861	0.922	0.500	**0.914**	-	0.812	0.934	0.932	0.375	**0.872**	-	0.967
Lights	148	1121	156	1	**1426**	-	199	178	60	9	**446**	-	35	1140	433	10	**1618**	-	490	189	195	3	**877**	-	4367
% Lights	97.4%	98.2%	95.1%	100%	**97.8%**	-	92.1%	93.7%	98.4%	100%	**93.7%**	-	94.6%	97.7%	98.6%	100%	**97.9%**	-	98.0%	88.7%	95.1%	100%	**95.2%**	-	96.9%
Articulated Trucks and Single-Unit Trucks	2	18	3	0	**23**	-	9	8	1	0	**18**	-	2	21	6	0	**29**	-	9	8	8	0	**25**	-	95
% Articulated Trucks and Single-Unit Trucks	1.3%	1.6%	1.8%	0%	**1.6%**	-	4.2%	4.2%	1.6%	0%	**3.8%**	-	5.4%	1.8%	1.4%	0%	**1.8%**	-	1.8%	3.8%	3.9%	0%	**2.7%**	-	2.1%
Buses	2	2	5	0	**9**	-	8	4	0	0	**12**	-	0	6	0	0	**6**	-	1	16	2	0	**19**	-	46
% Buses	1.3%	0.2%	3.0%	0%	**0.6%**	-	3.7%	2.1%	0%	0%	**2.5%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.2%	7.5%	1.0%	0%	**2.1%**	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-80.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-20.0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 1 abd SE Village Green Dr - TMC
Wed Sep 16, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 786545, Location: 27.305204, -80.308466

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



US 1 abd SE Village Green Dr - TMC
Wed Sep 16, 2020
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 786545, Location: 27.305204, -80.308466

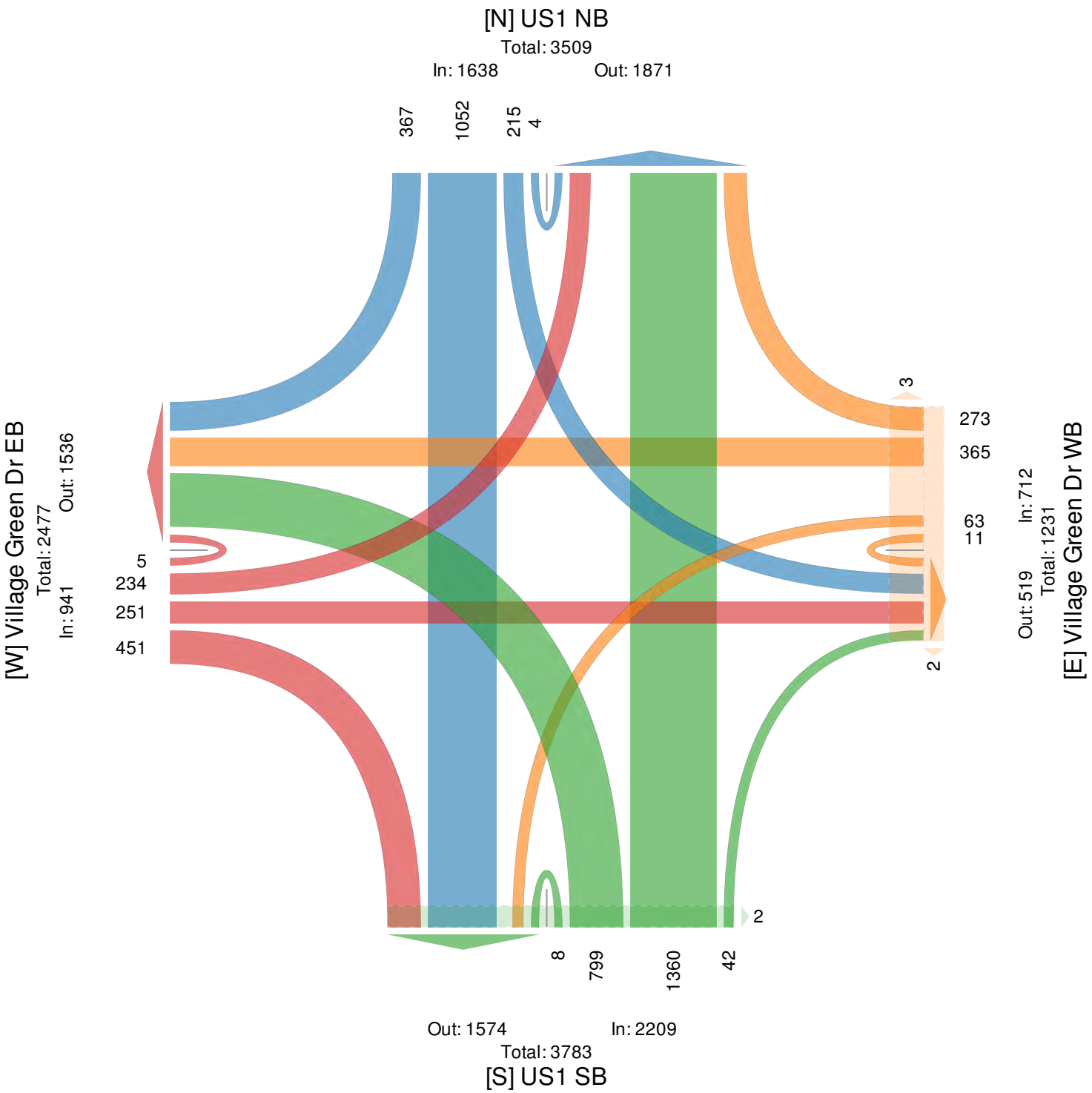
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	US1 NB						Village Green Dr WB						US1 SB						Village Green Dr EB						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2020-09-16 4:00PM	118	289	58	2	**467**	0	83	128	20	0	**231**	0	12	335	200	3	**550**	0	112	65	60	0	**237**	0	**1485**
4:15PM	91	275	60	0	**426**	0	68	75	12	5	**160**	5	13	381	246	1	**641**	2	124	66	56	5	**251**	0	**1478**
4:30PM	76	260	48	1	**385**	0	65	90	15	2	**172**	0	6	311	190	2	**509**	0	102	58	58	0	**218**	0	**1284**
4:45PM	82	228	49	1	**360**	0	57	72	16	4	**149**	0	11	333	163	2	**509**	0	113	62	60	0	**235**	0	**1253**
Total	367	1052	215	4	**1638**	0	273	365	63	11	**712**	5	42	1360	799	8	**2209**	2	451	251	234	5	**941**	0	**5500**
% Approach	22.4%	64.2%	13.1%	0.2%	-	-	38.3%	51.3%	8.8%	1.5%	-	-	1.9%	61.6%	36.2%	0.4%	-	-	47.9%	26.7%	24.9%	0.5%	-	-	-
% Total	6.7%	19.1%	3.9%	0.1%	**29.8%**	-	5.0%	6.6%	1.1%	0.2%	**12.9%**	-	0.8%	24.7%	14.5%	0.1%	**40.2%**	-	8.2%	4.6%	4.3%	0.1%	**17.1%**	-	-
PHF	0.778	0.910	0.896	0.500	**0.877**	-	0.822	0.713	0.788	0.550	**0.771**	-	0.808	0.892	0.812	0.667	**0.862**	-	0.909	0.951	0.975	0.250	**0.937**	-	0.926
Lights	364	1048	213	4	**1629**	-	266	360	62	11	**699**	-	40	1343	796	8	**2187**	-	444	247	234	5	**930**	-	5445
% Lights	99.2%	99.6%	99.1%	100%	**99.5%**	-	97.4%	98.6%	98.4%	100%	**98.2%**	-	95.2%	98.8%	99.6%	100%	**99.0%**	-	98.4%	98.4%	100%	100%	**98.8%**	-	99.0%
Articulated Trucks and Single-Unit Trucks	3	3	1	0	**7**	-	6	2	1	0	**9**	-	2	13	2	0	**17**	-	6	4	0	0	**10**	-	43
% Articulated Trucks and Single-Unit Trucks	0.8%	0.3%	0.5%	0%	**0.4%**	-	2.2%	0.5%	1.6%	0%	**1.3%**	-	4.8%	1.0%	0.3%	0%	**0.8%**	-	1.3%	1.6%	0%	0%	**1.1%**	-	0.8%
Buses	0	1	1	0	**2**	-	1	3	0	0	**4**	-	0	4	1	0	**5**	-	1	0	0	0	**1**	-	12
% Buses	0%	0.1%	0.5%	0%	**0.1%**	-	0.4%	0.8%	0%	0%	**0.6%**	-	0%	0.3%	0.1%	0%	**0.2%**	-	0.2%	0%	0%	0%	**0.1%**	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 1 abd SE Village Green Dr - TMC
Wed Sep 16, 2020
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 786545, Location: 27.305204, -80.308466

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



US 1 and SE Village Green Dr - TMC
Wed Sep 16, 2020
Full Length (6 AM-7 AM, 3 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794760, Location: 27.305204, -80.308466, Site Code: US1 and SE Village Green Dr

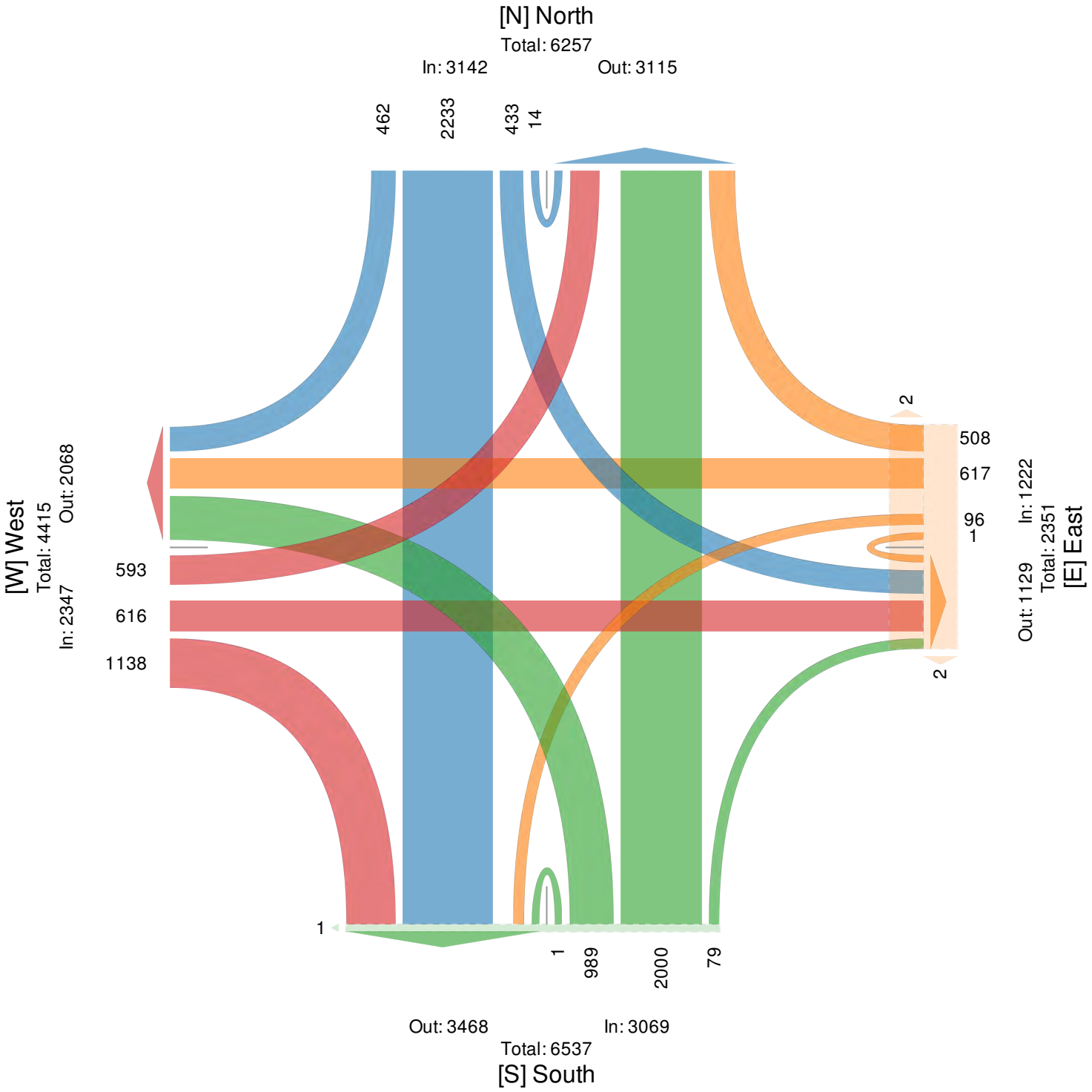
Provided by: Marlin Engineering Inc.
Marlin Engineering / 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 6:00AM	36	232	52	1	**321**	0	52	49	7	1	**109**	0	9	132	53	0	**194**	0	128	69	60	0	**257**	0	**881**
6:15AM	31	293	44	0	**368**	0	64	52	10	0	**126**	0	12	158	76	0	**246**	0	158	87	64	0	**309**	0	**1049**
6:30AM	43	275	36	3	**357**	0	70	74	15	0	**159**	1	8	201	82	0	**291**	0	165	87	101	0	**353**	0	**1160**
6:45AM	42	302	58	1	**403**	0	51	62	7	0	**120**	1	13	214	83	1	**311**	0	212	110	109	0	**431**	0	**1265**
Hourly Total	152	1102	190	5	**1449**	0	237	237	39	1	**514**	2	42	705	294	1	**1042**	0	663	353	334	0	**1350**	0	**4355**
3:00PM	76	269	49	3	**397**	0	62	88	13	0	**163**	0	5	293	137	0	**435**	0	125	50	63	0	**238**	0	**1233**
3:15PM	66	294	58	2	**420**	0	67	92	12	0	**171**	1	8	321	188	0	**517**	0	112	66	65	0	**243**	0	**1351**
3:30PM	88	291	65	3	**447**	0	63	95	14	0	**172**	0	12	361	168	0	**541**	1	125	66	47	0	**238**	0	**1398**
3:45PM	80	277	71	1	**429**	0	79	105	18	0	**202**	1	12	320	202	0	**534**	0	113	81	84	0	**278**	0	**1443**
Hourly Total	310	1131	243	9	**1693**	0	271	380	57	0	**708**	2	37	1295	695	0	**2027**	1	475	263	259	0	**997**	0	**5425**
Total	462	2233	433	14	**3142**	0	508	617	96	1	**1222**	4	79	2000	989	1	**3069**	1	1138	616	593	0	**2347**	0	**9780**
% Approach	14.7%	71.1%	13.8%	0.4%	**-**	-	41.6%	50.5%	7.9%	0.1%	**-**	-	2.6%	65.2%	32.2%	0%	**-**	-	48.5%	26.2%	25.3%	0%	**-**	-	-
% Total	4.7%	22.8%	4.4%	0.1%	**32.1%**	-	5.2%	6.3%	1.0%	0%	**12.5%**	-	0.8%	20.4%	10.1%	0%	**31.4%**	-	11.6%	6.3%	6.1%	0%	**24.0%**	-	-
Lights	451	2171	418	13	**3053**	-	490	599	91	1	**1181**	-	76	1963	971	1	**3011**	-	1114	594	581	0	**2289**	-	9534
% Lights	97.6%	97.2%	96.5%	92.9%	**97.2%**	-	96.5%	97.1%	94.8%	100%	**96.6%**	-	96.2%	98.2%	98.2%	100%	**98.1%**	-	97.9%	96.4%	98.0%	0%	**97.5%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	7	42	10	1	**60**	-	11	12	5	0	**28**	-	3	22	9	0	**34**	-	15	13	11	0	**39**	-	161
% Articulated Trucks and Single-Unit Trucks	1.5%	1.9%	2.3%	7.1%	**1.9%**	-	2.2%	1.9%	5.2%	0%	**2.3%**	-	3.8%	1.1%	0.9%	0%	**1.1%**	-	1.3%	2.1%	1.9%	0%	**1.7%**	-	1.6%
Buses	4	20	5	0	**29**	-	7	6	0	0	**13**	-	0	15	9	0	**24**	-	9	9	1	0	**19**	-	85
% Buses	0.9%	0.9%	1.2%	0%	**0.9%**	-	1.4%	1.0%	0%	0%	**1.1%**	-	0%	0.8%	0.9%	0%	**0.8%**	-	0.8%	1.5%	0.2%	0%	**0.8%**	-	0.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 1 and SE Village Green Dr - TMC
Wed Sep 16, 2020
Full Length (6 AM-7 AM, 3 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794760, Location: 27.305204, -80.308466, Site Code: US1 and SE Village Green Dr

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



US 1 and SE Village Green Dr - TMC
Wed Sep 16, 2020
AM Peak (6 AM - 7 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794760, Location: 27.305204, -80.308466, Site Code: US1 and SE Village Green Dr

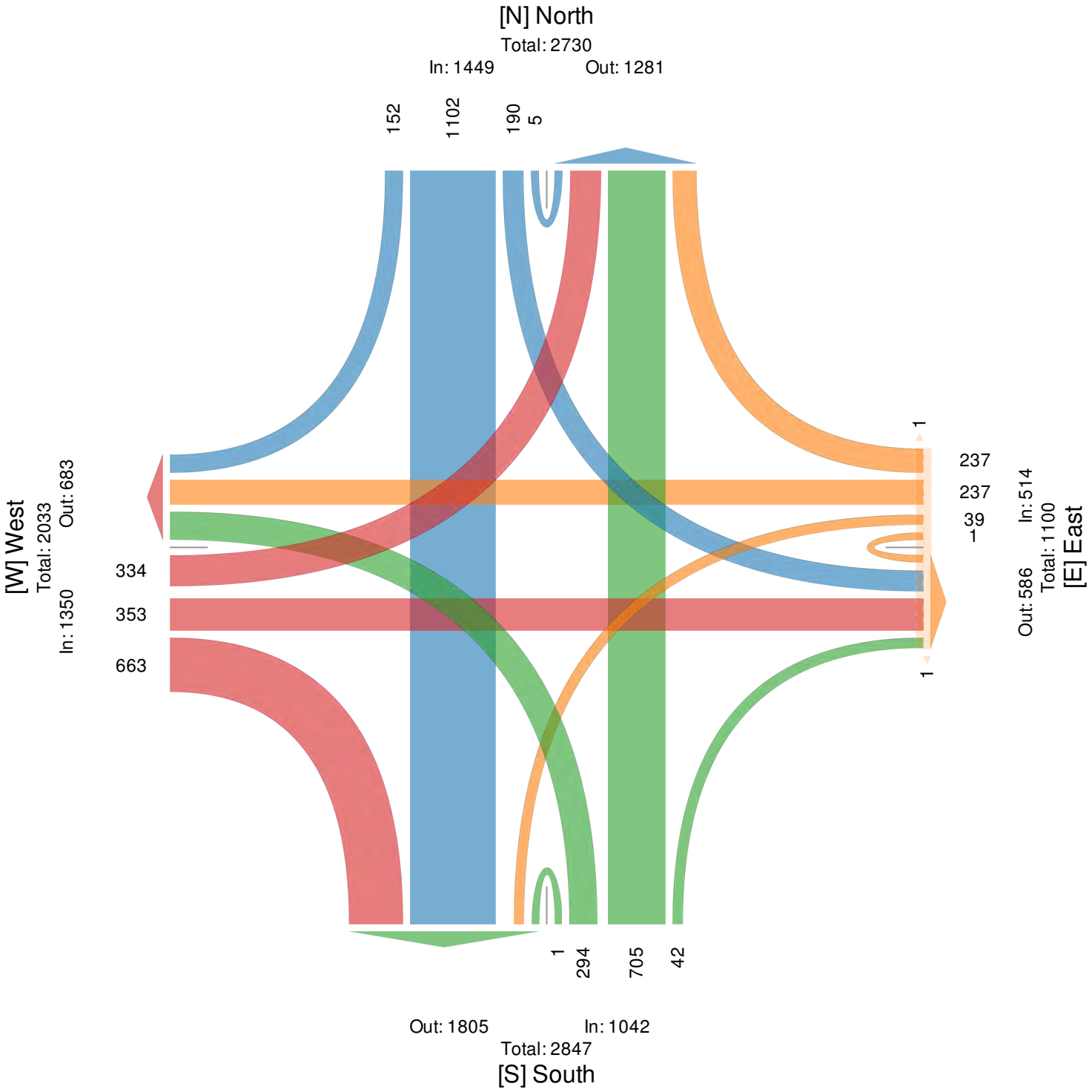
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg / Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2020-09-16 6:00AM	36	232	52	1	**321**	0	52	49	7	1	**109**	0	9	132	53	0	**194**	0	128	69	60	0	**257**	0	**881**
6:15AM	31	293	44	0	**368**	0	64	52	10	0	**126**	0	12	158	76	0	**246**	0	158	87	64	0	**309**	0	**1049**
6:30AM	43	275	36	3	**357**	0	70	74	15	0	**159**	1	8	201	82	0	**291**	0	165	87	101	0	**353**	0	**1160**
6:45AM	42	302	58	1	**403**	0	51	62	7	0	**120**	1	13	214	83	1	**311**	0	212	110	109	0	**431**	0	**1265**
Total	152	1102	190	5	**1449**	0	237	237	39	1	**514**	2	42	705	294	1	**1042**	0	663	353	334	0	**1350**	0	**4355**
% Approach	10.5%	76.1%	13.1%	0.3%	**-**	-	46.1%	46.1%	7.6%	0.2%	**-**	-	4.0%	67.7%	28.2%	0.1%	**-**	-	49.1%	26.1%	24.7%	0%	**-**	-	-
% Total	3.5%	25.3%	4.4%	0.1%	**33.3%**	-	5.4%	5.4%	0.9%	0%	**11.8%**	-	1.0%	16.2%	6.8%	0%	**23.9%**	-	15.2%	8.1%	7.7%	0%	**31.0%**	-	-
PHF	0.884	0.912	0.819	0.417	**0.899**	-	0.846	0.801	0.650	0.250	**0.808**	-	0.808	0.824	0.886	0.250	**0.838**	-	0.782	0.802	0.766	-	**0.783**	-	0.861
Lights	147	1064	181	4	**1396**	-	223	229	35	1	**488**	-	41	685	284	1	**1011**	-	651	342	329	0	**1322**	-	4217
% Lights	96.7%	96.6%	95.3%	80.0%	**96.3%**	-	94.1%	96.6%	89.7%	100%	**94.9%**	-	97.6%	97.2%	96.6%	100%	**97.0%**	-	98.2%	96.9%	98.5%	0%	**97.9%**	-	96.8%
Articulated Trucks and Single-Unit Trucks	4	29	7	1	**41**	-	7	7	4	0	**18**	-	1	11	7	0	**19**	-	9	8	5	0	**22**	-	100
% Articulated Trucks and Single-Unit Trucks	2.6%	2.6%	3.7%	20.0%	**2.8%**	-	3.0%	3.0%	10.3%	0%	**3.5%**	-	2.4%	1.6%	2.4%	0%	**1.8%**	-	1.4%	2.3%	1.5%	0%	**1.6%**	-	2.3%
Buses	1	9	2	0	**12**	-	7	1	0	0	**8**	-	0	9	3	0	**12**	-	3	3	0	0	**6**	-	38
% Buses	0.7%	0.8%	1.1%	0%	**0.8%**	-	3.0%	0.4%	0%	0%	**1.6%**	-	0%	1.3%	1.0%	0%	**1.2%**	-	0.5%	0.8%	0%	0%	**0.4%**	-	0.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 1 and SE Village Green Dr - TMC
Wed Sep 16, 2020
AM Peak (6 AM - 7 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794760, Location: 27.305204, -80.308466, Site Code: US1 and SE Village Green Dr

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



US 1 and SE Village Green Dr - TMC
Wed Sep 16, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794760, Location: 27.305204, -80.308466, Site Code: US1 and SE Village Green Dr

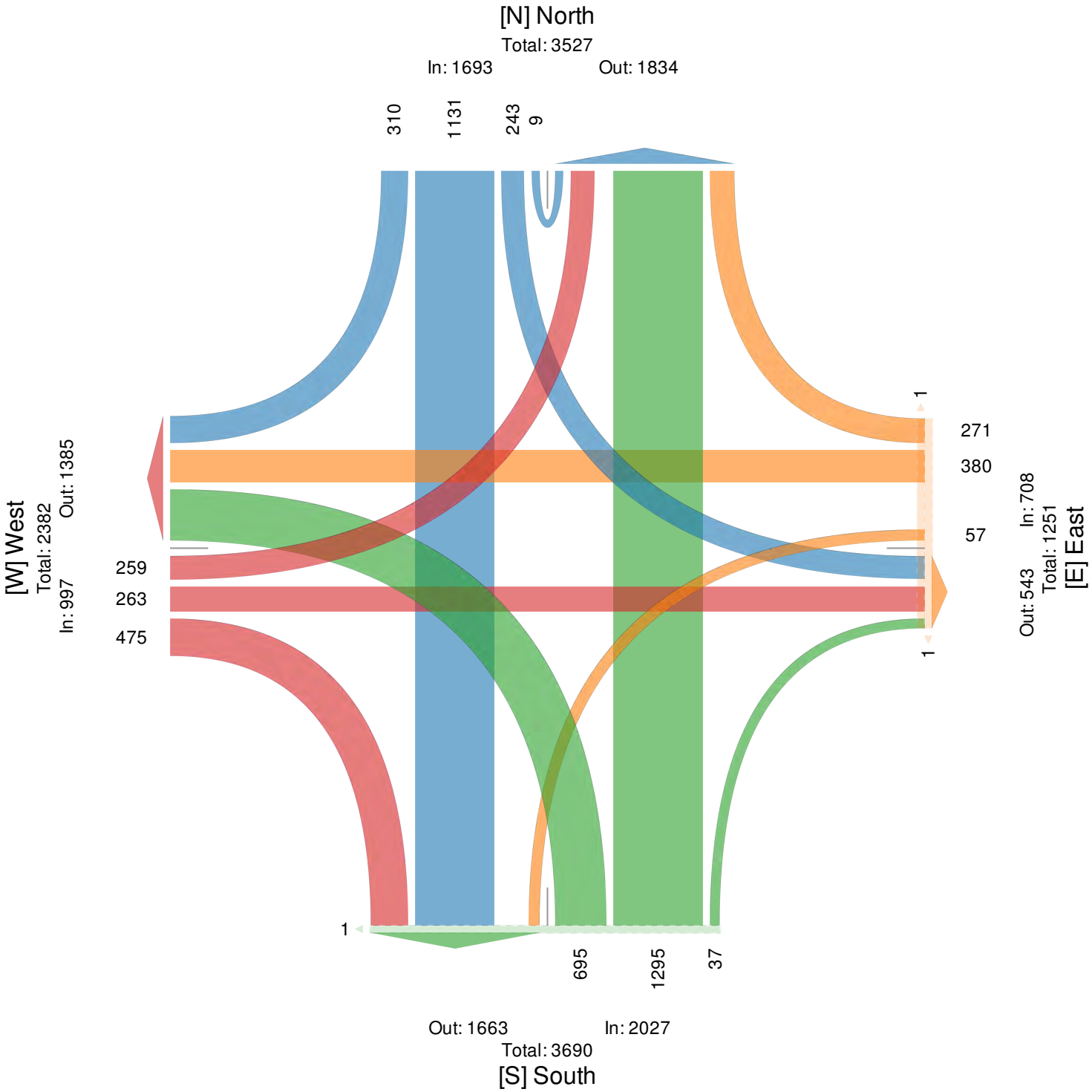
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2020-09-16 3:00PM	76	269	49	3	**397**	0	62	88	13	0	**163**	0	5	293	137	0	**435**	0	125	50	63	0	**238**	0	**1233**
3:15PM	66	294	58	2	**420**	0	67	92	12	0	**171**	1	8	321	188	0	**517**	0	112	66	65	0	**243**	0	**1351**
3:30PM	88	291	65	3	**447**	0	63	95	14	0	**172**	0	12	361	168	0	**541**	1	125	66	47	0	**238**	0	**1398**
3:45PM	80	277	71	1	**429**	0	79	105	18	0	**202**	1	12	320	202	0	**534**	0	113	81	84	0	**278**	0	**1443**
Total	310	1131	243	9	**1693**	0	271	380	57	0	**708**	2	37	1295	695	0	**2027**	1	475	263	259	0	**997**	0	**5425**
% Approach	18.3%	66.8%	14.4%	0.5%	-	-	38.3%	53.7%	8.1%	0%	-	-	1.8%	63.9%	34.3%	0%	-	-	47.6%	26.4%	26.0%	0%	-	-	-
% Total	5.7%	20.8%	4.5%	0.2%	**31.2%**	-	5.0%	7.0%	1.1%	0%	**13.1%**	-	0.7%	23.9%	12.8%	0%	**37.4%**	-	8.8%	4.8%	4.8%	0%	**18.4%**	-	-
PHF	0.881	0.962	0.856	0.750	**0.947**	-	0.858	0.905	0.792	-	**0.876**	-	0.771	0.897	0.860	-	**0.937**	-	0.950	0.812	0.771	-	**0.897**	-	0.940
Lights	304	1107	237	9	**1657**	-	267	370	56	0	**693**	-	35	1278	687	0	**2000**	-	463	252	252	0	**967**	-	5317
% Lights	98.1%	97.9%	97.5%	100%	**97.9%**	-	98.5%	97.4%	98.2%	0%	**97.9%**	-	94.6%	98.7%	98.8%	0%	**98.7%**	-	97.5%	95.8%	97.3%	0%	**97.0%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	3	13	3	0	**19**	-	4	5	1	0	**10**	-	2	11	2	0	**15**	-	6	5	6	0	**17**	-	61
% Articulated Trucks and Single-Unit Trucks	1.0%	1.1%	1.2%	0%	**1.1%**	-	1.5%	1.3%	1.8%	0%	**1.4%**	-	5.4%	0.8%	0.3%	0%	**0.7%**	-	1.3%	1.9%	2.3%	0%	**1.7%**	-	1.1%
Buses	3	11	3	0	**17**	-	0	5	0	0	**5**	-	0	6	6	0	**12**	-	6	6	1	0	**13**	-	47
% Buses	1.0%	1.0%	1.2%	0%	**1.0%**	-	0%	1.3%	0%	0%	**0.7%**	-	0%	0.5%	0.9%	0%	**0.6%**	-	1.3%	2.3%	0.4%	0%	**1.3%**	-	0.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 1 and SE Village Green Dr - TMC
Wed Sep 16, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794760, Location: 27.305204, -80.308466, Site Code: US1 and SE Village Green Dr

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



Village Green Dr at Spanish Lakes Entrance - TMC
Wed Sep 16, 2020
Full Length (7 AM-9 AM, 11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786095, Location: 27.303519, -80.297333

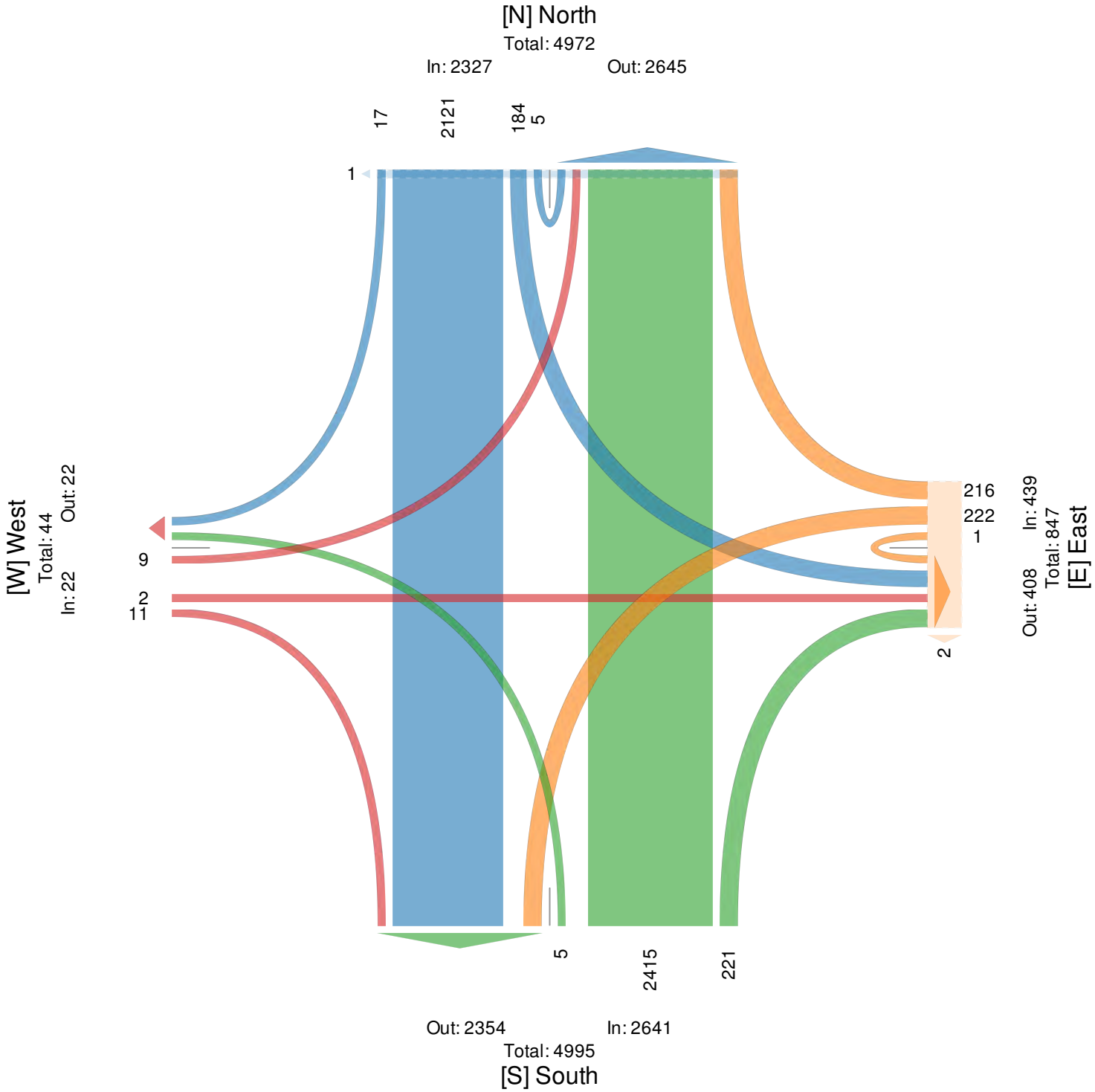
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 7:00AM	0	82	2	0	**84**	0	12	0	8	0	**20**	0	4	76	0	0	**80**	0	0	0	0	0	**0**	0	**184**
7:15AM	0	101	4	0	**105**	0	9	0	6	0	**15**	0	1	114	0	0	**115**	0	0	0	0	0	**0**	0	**235**
7:30AM	1	101	4	0	**106**	0	14	0	12	0	**26**	0	2	137	0	0	**139**	0	0	0	0	0	**0**	0	**271**
7:45AM	2	108	3	0	**113**	0	7	0	9	0	**16**	0	2	122	0	0	**124**	0	0	0	0	0	**0**	0	**253**
Hourly Total	3	392	13	0	**408**	0	42	0	35	0	**77**	0	9	449	0	0	**458**	0	0	0	0	0	**0**	0	**943**
8:00AM	0	92	6	0	**98**	0	7	0	6	0	**13**	0	6	97	0	0	**103**	0	0	0	1	0	**1**	0	**215**
8:15AM	3	106	5	0	**114**	0	10	0	9	1	**20**	0	1	103	1	0	**105**	0	0	0	0	0	**0**	0	**239**
8:30AM	0	118	7	0	**125**	0	11	0	8	0	**19**	0	6	100	0	0	**106**	0	0	0	1	0	**1**	0	**251**
8:45AM	2	92	7	0	**101**	0	11	0	14	0	**25**	0	10	94	0	0	**104**	0	0	0	0	0	**0**	0	**230**
Hourly Total	5	408	25	0	**438**	0	39	0	37	1	**77**	0	23	394	1	0	**418**	0	0	0	2	0	**2**	0	**935**
11:00AM	2	66	8	0	**76**	0	11	0	11	0	**22**	0	12	73	0	0	**85**	0	0	0	1	0	**1**	0	**184**
11:15AM	2	51	4	2	**59**	0	6	0	10	0	**16**	0	6	74	0	0	**80**	0	0	1	0	0	**1**	0	**156**
11:30AM	0	61	9	1	**71**	1	5	0	8	0	**13**	0	9	76	2	0	**87**	0	1	0	0	0	**1**	0	**172**
11:45AM	0	54	9	0	**63**	0	8	0	12	0	**20**	0	9	85	0	0	**94**	0	1	1	0	0	**2**	0	**179**
Hourly Total	4	232	30	3	**269**	1	30	0	41	0	**71**	0	36	308	2	0	**346**	0	2	2	1	0	**5**	0	**691**
12:00PM	0	64	9	0	**73**	0	16	0	9	0	**25**	0	12	57	0	0	**69**	0	1	0	0	0	**1**	0	**168**
12:15PM	0	70	14	0	**84**	0	11	0	13	0	**24**	0	16	75	0	0	**91**	0	0	0	0	0	**0**	0	**199**
12:30PM	0	71	10	0	**81**	0	9	0	13	0	**22**	0	7	83	0	0	**90**	0	2	0	0	0	**2**	0	**195**
12:45PM	1	65	15	0	**81**	0	12	0	4	0	**16**	0	10	76	0	0	**86**	0	2	0	1	0	**3**	0	**186**
Hourly Total	1	270	48	0	**319**	0	48	0	39	0	**87**	0	45	291	0	0	**336**	0	5	0	1	0	**6**	0	**748**
4:00PM	1	80	5	1	**87**	0	12	0	10	0	**22**	1	13	101	1	0	**115**	0	1	0	1	0	**2**	0	**226**
4:15PM	0	112	7	0	**119**	0	8	0	7	0	**15**	0	11	118	0	0	**129**	0	0	0	0	0	**0**	0	**263**
4:30PM	2	112	13	0	**127**	0	7	0	14	0	**21**	0	20	118	1	0	**139**	0	0	0	2	0	**2**	0	**289**
4:45PM	0	124	8	0	**132**	0	9	0	10	0	**19**	0	12	146	0	0	**158**	0	1	0	1	0	**2**	0	**311**
Hourly Total	3	428	33	1	**465**	0	36	0	41	0	**77**	1	56	483	2	0	**541**	0	2	0	4	0	**6**	0	**1089**
5:00PM	0	106	14	0	**120**	0	5	0	9	0	**14**	1	12	146	0	0	**158**	0	2	0	1	0	**3**	0	**295**
5:15PM	0	112	8	1	**121**	0	9	0	8	0	**17**	0	13	107	0	0	**120**	0	0	0	0	0	**0**	0	**258**
5:30PM	0	81	6	0	**87**	0	4	0	9	0	**13**	0	16	119	0	0	**135**	0	0	0	0	0	**0**	0	**235**
5:45PM	1	92	7	0	**100**	0	3	0	3	0	**6**	0	11	118	0	0	**129**	0	0	0	0	0	**0**	0	**235**
Hourly Total	1	391	35	1	**428**	0	21	0	29	0	**50**	1	52	490	0	0	**542**	0	2	0	1	0	**3**	0	**1023**
Total	17	2121	184	5	**2327**	1	216	0	222	1	**439**	2	221	2415	5	0	**2641**	0	11	2	9	0	**22**	0	**5429**
% Approach	0.7%	91.1%	7.9%	0.2%	-	-	49.2%	0%	50.6%	0.2%	-	-	8.4%	91.4%	0.2%	0%	-	-	50.0%	9.1%	40.9%	0%	-	-	-
% Total	0.3%	39.1%	3.4%	0.1%	**42.9%**	-	4.0%	0%	4.1%	0%	**8.1%**	-	4.1%	44.5%	0.1%	0%	**48.6%**	-	0.2%	0%	0.2%	0%	**0.4%**	-	-
Lights	15	2042	181	5	**2243**	-	211	0	221	1	**433**	-	217	2333	4	0	**2554**	-	10	1	7	0	**18**	-	5248
% Lights	88.2%	96.3%	98.4%	100%	**96.4%**	-	97.7%	0%	99.5%	100%	**98.6%**	-	98.2%	96.6%	80.0%	0%	**96.7%**	-	90.9%	50.0%	77.8%	0%	**81.8%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	2	53	2	0	**57**	-	3	0	1	0	**4**	-	3	52	1	0	**56**	-	1	0	2	0	**3**	-	120
% Articulated Trucks and Single-Unit Trucks	11.8%	2.5%	1.1%	0%	**2.4%**	-	1.4%	0%	0.5%	0%	**0.9%**	-	1.4%	2.2%	20.0%	0%	**2.1%**	-	9.1%	0%	22.2%	0%	**13.6%**	-	2.2%
Buses	0	24	0	0	**24**	-	1	0	0	0	**1**	-	1	30	0	0	**31**	-	0	0	0	0	**0**	-	56
% Buses	0%	1.1%	0%	0%	**1.0%**	-	0.5%	0%	0%	0%	**0.2%**	-	0.5%	1.2%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	1.0%
Bicycles on Road	0	2	1	0	**3**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	5
% Bicycles on Road	0%	0.1%	0.5%	0%	**0.1%**	-	0.5%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	50.0%	0%	0%	**4.5%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Village Green Dr at Spanish Lakes Entrance - TMC
Wed Sep 16, 2020
Full Length (7 AM-9 AM, 11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786095, Location: 27.303519, -80.297333

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



Village Green Dr at Spanish Lakes Entrance - TMC

Wed Sep 16, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786095, Location: 27.303519, -80.297333

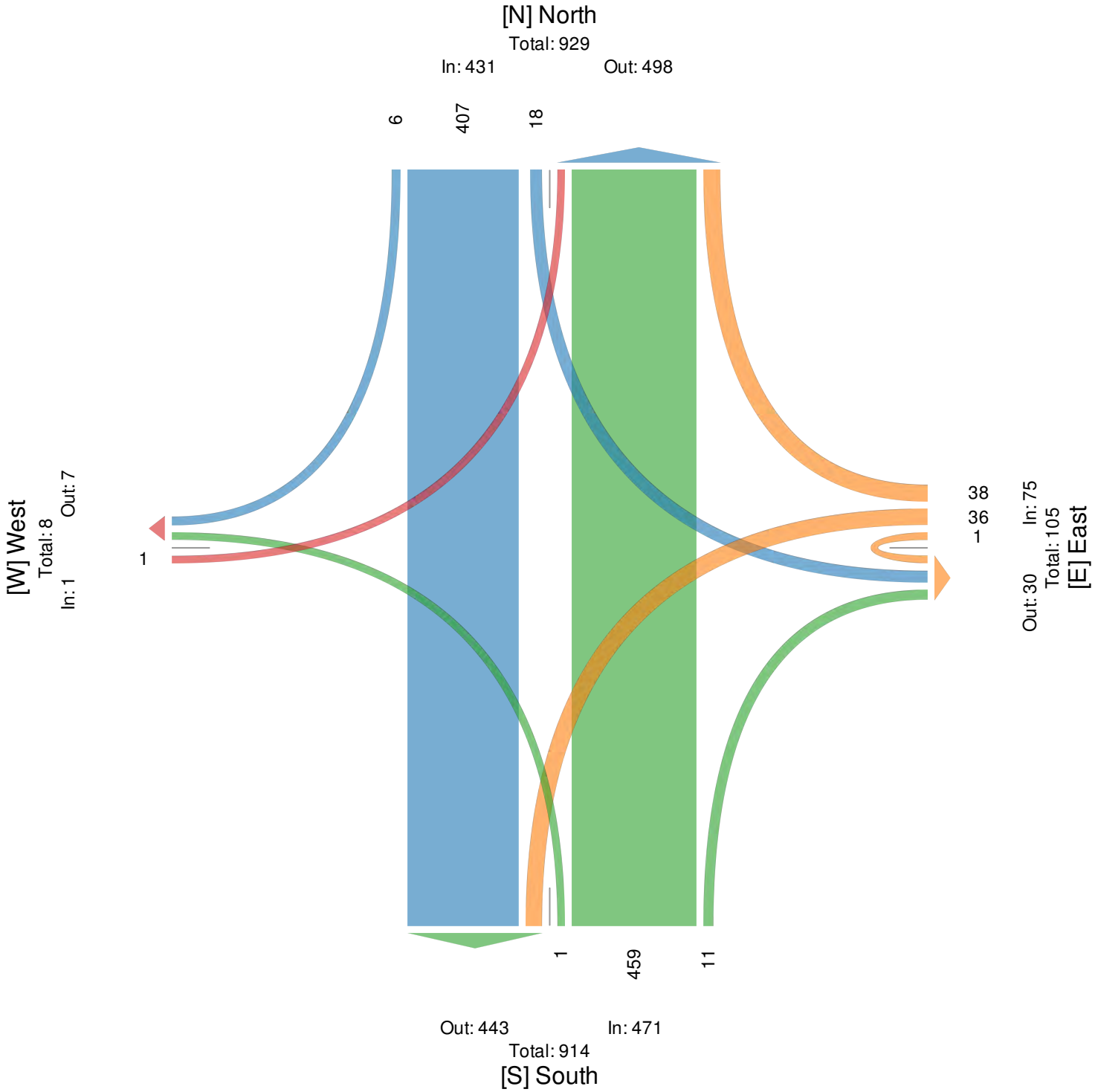
Provided by: Marlin Engineering Inc.
Marlin Engineering / 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 7:30AM	1	101	4	0	**106**	0	14	0	12	0	**26**	0	2	137	0	0	**139**	0	0	0	0	0	**0**	0	**271**
7:45AM	2	108	3	0	**113**	0	7	0	9	0	**16**	0	2	122	0	0	**124**	0	0	0	0	0	**0**	0	**253**
8:00AM	0	92	6	0	**98**	0	7	0	6	0	**13**	0	6	97	0	0	**103**	0	0	0	1	0	**1**	0	**215**
8:15AM	3	106	5	0	**114**	0	10	0	9	1	**20**	0	1	103	1	0	**105**	0	0	0	0	0	**0**	0	**239**
Total	6	407	18	0	**431**	0	38	0	36	1	**75**	0	11	459	1	0	**471**	0	0	0	1	0	**1**	0	**978**
% Approach	1.4%	94.4%	4.2%	0%	-	-	50.7%	0%	48.0%	1.3%	-	-	2.3%	97.5%	0.2%	0%	-	-	0%	0%	100%	0%	-	-	-
% Total	0.6%	41.6%	1.8%	0%	**44.1%**	-	3.9%	0%	3.7%	0.1%	**7.7%**	-	1.1%	46.9%	0.1%	0%	**48.2%**	-	0%	0%	0.1%	0%	**0.1%**	-	-
PHF	0.500	0.938	0.750	-	**0.941**	-	0.679	-	0.750	0.250	**0.721**	-	0.458	0.838	0.250	-	**0.847**	-	-	-	0.250	-	**0.250**	-	0.900
Lights	6	393	18	0	**417**	-	38	0	36	1	**75**	-	11	447	0	0	**458**	-	0	0	1	0	**1**	-	951
% Lights	100%	96.6%	100%	0%	**96.8%**	-	100%	0%	100%	100%	**100%**	-	100%	97.4%	0%	0%	**97.2%**	-	0%	0%	100%	0%	**100%**	-	97.2%
Articulated Trucks and Single-Unit Trucks	0	10	0	0	**10**	-	0	0	0	0	**0**	-	0	8	1	0	**9**	-	0	0	0	0	**0**	-	19
% Articulated Trucks and Single-Unit Trucks	0%	2.5%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0%	1.7%	100%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	1.9%
Buses	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	6
% Buses	0%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Bicycles on Road	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Village Green Dr at Spanish Lakes Entrance - TMC
Wed Sep 16, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786095, Location: 27.303519, -80.297333

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



Village Green Dr at Spanish Lakes Entrance - TMC

Wed Sep 16, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786095, Location: 27.303519, -80.297333

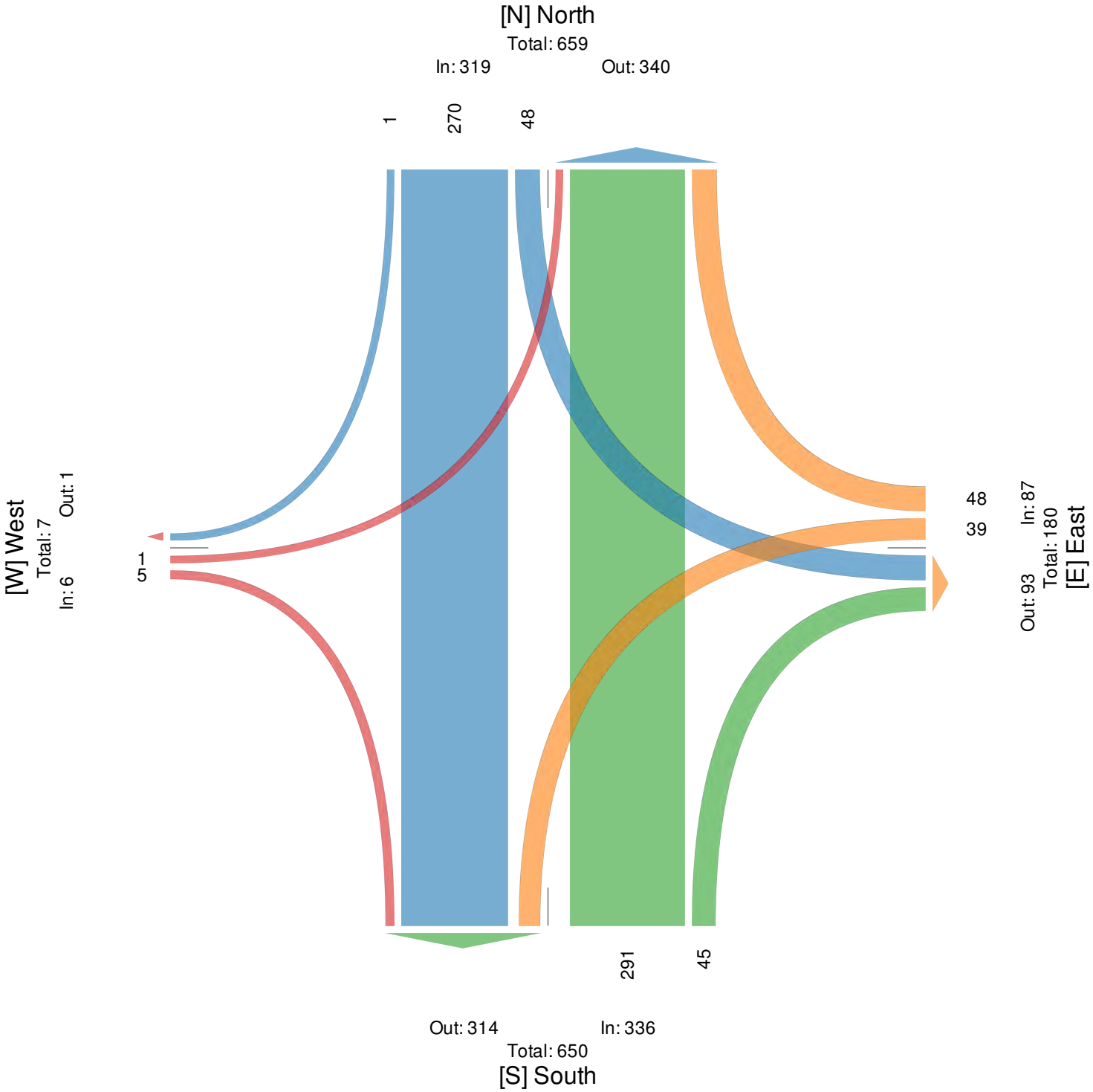
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2020-09-16 12:00PM	0	64	9	0	**73**	0	16	0	9	0	**25**	0	12	57	0	0	**69**	0	1	0	0	0	**1**	0	**168**
12:15PM	0	70	14	0	**84**	0	11	0	13	0	**24**	0	16	75	0	0	**91**	0	0	0	0	0	**0**	0	**199**
12:30PM	0	71	10	0	**81**	0	9	0	13	0	**22**	0	7	83	0	0	**90**	0	2	0	0	0	**2**	0	**195**
12:45PM	1	65	15	0	**81**	0	12	0	4	0	**16**	0	10	76	0	0	**86**	0	2	0	1	0	**3**	0	**186**
Total	1	270	48	0	**319**	0	48	0	39	0	**87**	0	45	291	0	0	**336**	0	5	0	1	0	**6**	0	**748**
% Approach	0.3%	84.6%	15.0%	0%	**-**	-	55.2%	0%	44.8%	0%	**-**	-	13.4%	86.6%	0%	0%	**-**	-	83.3%	0%	16.7%	0%	**-**	-	-
% Total	0.1%	36.1%	6.4%	0%	**42.6%**	-	6.4%	0%	5.2%	0%	**11.6%**	-	6.0%	38.9%	0%	0%	**44.9%**	-	0.7%	0%	0.1%	0%	**0.8%**	-	-
PHF	0.250	0.951	0.800	-	**0.949**	-	0.750	-	0.750	-	**0.870**	-	0.703	0.877	-	-	**0.923**	-	0.625	-	0.250	-	**0.500**	-	0.940
Lights	1	257	47	0	**305**	-	46	0	39	0	**85**	-	45	276	0	0	**321**	-	4	0	1	0	**5**	-	716
% Lights	100%	95.2%	97.9%	0%	**95.6%**	-	95.8%	0%	100%	0%	**97.7%**	-	100%	94.8%	0%	0%	**95.5%**	-	80.0%	0%	100%	0%	**83.3%**	-	95.7%
Articulated Trucks and Single-Unit Trucks	0	11	1	0	**12**	-	1	0	0	0	**1**	-	0	10	0	0	**10**	-	1	0	0	0	**1**	-	24
% Articulated Trucks and Single-Unit Trucks	0%	4.1%	2.1%	0%	**3.8%**	-	2.1%	0%	0%	0%	**1.1%**	-	0%	3.4%	0%	0%	**3.0%**	-	20.0%	0%	0%	0%	**16.7%**	-	3.2%
Buses	0	2	0	0	**2**	-	1	0	0	0	**1**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	8
% Buses	0%	0.7%	0%	0%	**0.6%**	-	2.1%	0%	0%	0%	**1.1%**	-	0%	1.7%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Village Green Dr at Spanish Lakes Entrance - TMC
Wed Sep 16, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786095, Location: 27.303519, -80.297333

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



Village Green Dr at Spanish Lakes Entrance - TMC
Wed Sep 16, 2020
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786095, Location: 27.303519, -80.297333

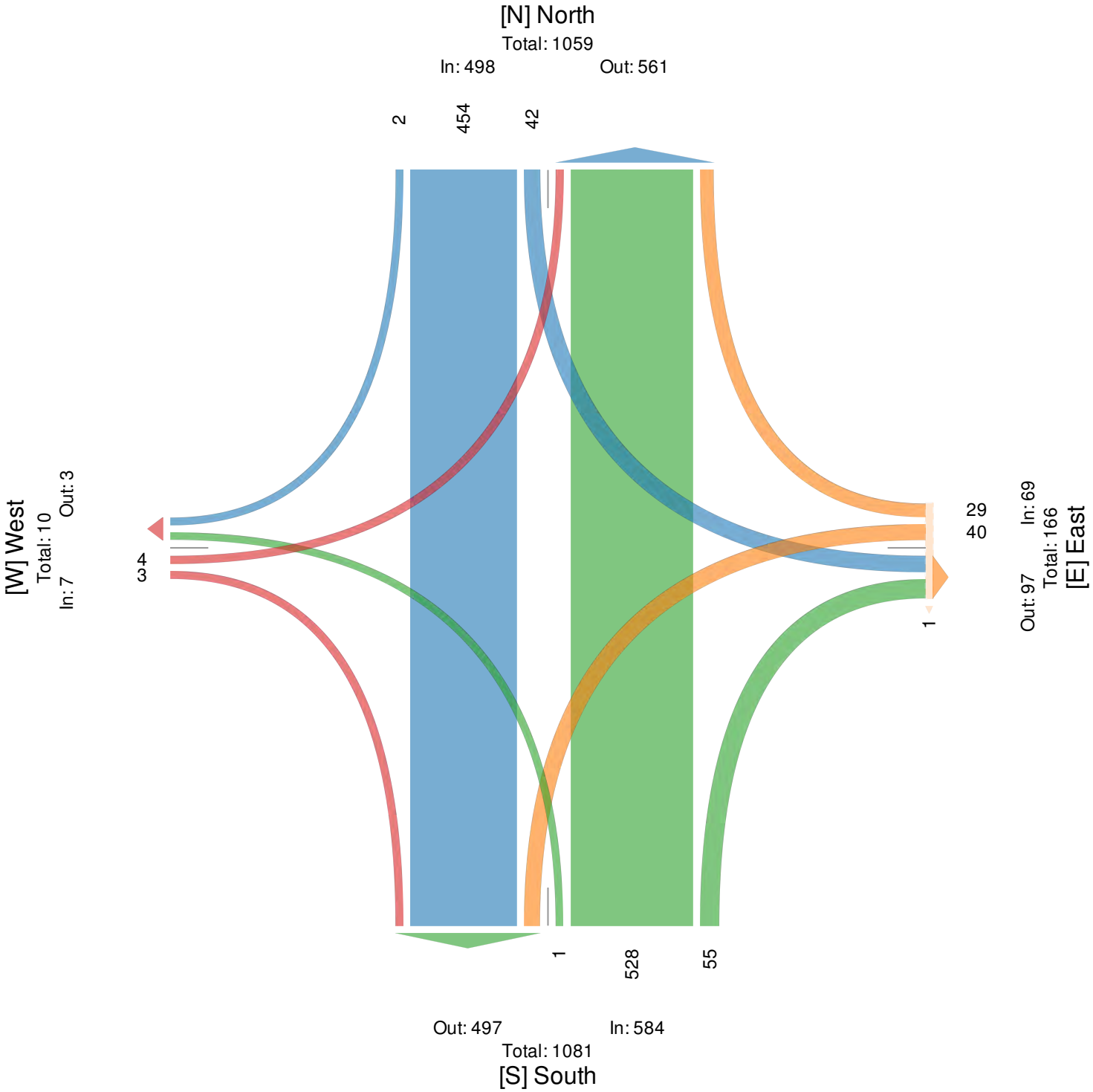
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg / Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 4:15PM	0	112	7	0	**119**	0	8	0	7	0	**15**	0	11	118	0	0	**129**	0	0	0	0	0	**0**	0	**263**
4:30PM	2	112	13	0	**127**	0	7	0	14	0	**21**	0	20	118	1	0	**139**	0	0	0	2	0	**2**	0	**289**
4:45PM	0	124	8	0	**132**	0	9	0	10	0	**19**	0	12	146	0	0	**158**	0	1	0	1	0	**2**	0	**311**
5:00PM	0	106	14	0	**120**	0	5	0	9	0	**14**	1	12	146	0	0	**158**	0	2	0	1	0	**3**	0	**295**
Total	2	454	42	0	**498**	0	29	0	40	0	**69**	1	55	528	1	0	**584**	0	3	0	4	0	**7**	0	**1158**
% Approach	0.4%	91.2%	8.4%	0%	**-**	-	42.0%	0%	58.0%	0%	**-**	-	9.4%	90.4%	0.2%	0%	**-**	-	42.9%	0%	57.1%	0%	**-**	-	**-**
% Total	0.2%	39.2%	3.6%	0%	**43.0%**	-	2.5%	0%	3.5%	0%	**6.0%**	-	4.7%	45.6%	0.1%	0%	**50.4%**	-	0.3%	0%	0.3%	0%	**0.6%**	-	**-**
PHF	0.250	0.915	0.788	-	**0.941**	-	0.806	-	0.714	-	**0.821**	-	0.688	0.904	0.250	-	**0.924**	-	0.375	-	0.500	-	**0.583**	-	0.930
Lights	1	442	41	0	**484**	-	29	0	39	0	**68**	-	54	519	1	0	**574**	-	3	0	2	0	**5**	-	1131
% Lights	50.0%	97.4%	97.6%	0%	**97.2%**	-	100%	0%	97.5%	0%	**98.6%**	-	98.2%	98.3%	100%	0%	**98.3%**	-	100%	0%	50.0%	0%	**71.4%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	1	3	0	0	**4**	-	0	0	1	0	**1**	-	1	4	0	0	**5**	-	0	0	2	0	**2**	-	12
% Articulated Trucks and Single-Unit Trucks	50.0%	0.7%	0%	0%	**0.8%**	-	0%	0%	2.5%	0%	**1.4%**	-	1.8%	0.8%	0%	0%	**0.9%**	-	0%	0%	50.0%	0%	**28.6%**	-	1.0%
Buses	0	9	0	0	**9**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	14
% Buses	0%	2.0%	0%	0%	**1.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Bicycles on Road	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	2.4%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Village Green Dr at Spanish Lakes Entrance - TMC
Wed Sep 16, 2020
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786095, Location: 27.303519, -80.297333

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



Village Green Dr at Spanish Lakes Entrance - TMC
Wed Sep 16, 2020
Full Length (6 AM-7 AM, 3 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794754, Location: 27.303519, -80.297333, Site Code: Village Green Dr at Spanish Lakes Entrance

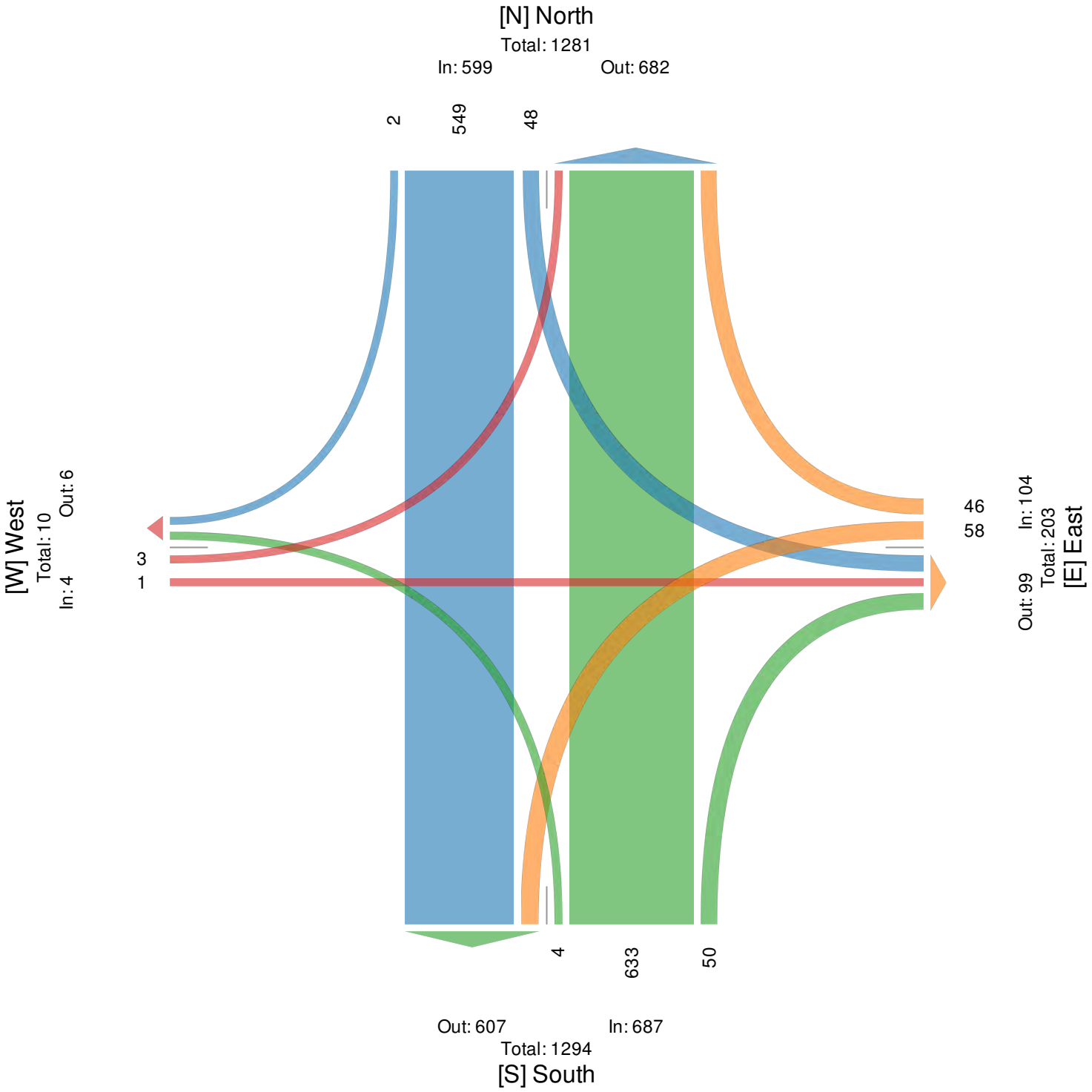
Provided by: Marlin Engineering Inc.
Marlin Engineering / 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 6:00AM	0	23	3	0	**26**	0	2	0	2	0	**4**	0	0	33	0	0	**33**	0	0	0	0	0	**0**	0	**63**
6:15AM	0	45	1	0	**46**	0	5	0	0	0	**5**	0	0	46	1	0	**47**	0	0	0	0	0	**0**	0	**98**
6:30AM	0	54	4	0	**58**	0	5	0	3	0	**8**	0	2	69	1	0	**72**	0	0	0	1	0	**1**	0	**139**
6:45AM	0	74	3	0	**77**	0	8	0	6	0	**14**	0	0	71	1	0	**72**	0	0	0	1	0	**1**	0	**164**
Hourly Total	0	196	11	0	**207**	0	20	0	11	0	**31**	0	2	219	3	0	**224**	0	0	0	2	0	**2**	0	**464**
3:00PM	1	76	4	0	**81**	0	9	0	16	0	**25**	0	13	96	0	0	**109**	0	0	0	0	0	**0**	0	**215**
3:15PM	1	85	10	0	**96**	0	2	0	11	0	**13**	0	12	101	0	0	**113**	0	0	1	1	0	**2**	0	**224**
3:30PM	0	110	13	0	**123**	0	8	0	10	0	**18**	0	7	115	0	0	**122**	0	0	0	0	0	**0**	0	**263**
3:45PM	0	82	10	0	**92**	0	7	0	10	0	**17**	0	16	102	1	0	**119**	0	0	0	0	0	**0**	0	**228**
Hourly Total	2	353	37	0	**392**	0	26	0	47	0	**73**	0	48	414	1	0	**463**	0	0	1	1	0	**2**	0	**930**
Total	2	549	48	0	**599**	0	46	0	58	0	**104**	0	50	633	4	0	**687**	0	0	1	3	0	**4**	0	**1394**
% Approach	0.3%	91.7%	8.0%	0%	-	-	44.2%	0%	55.8%	0%	-	-	7.3%	92.1%	0.6%	0%	-	-	0%	25.0%	75.0%	0%	-	-	-
% Total	0.1%	39.4%	3.4%	0%	**43.0%**	-	3.3%	0%	4.2%	0%	**7.5%**	-	3.6%	45.4%	0.3%	0%	**49.3%**	-	0%	0.1%	0.2%	0%	**0.3%**	-	-
Lights	2	534	47	0	**583**	-	45	0	57	0	**102**	-	50	615	4	0	**669**	-	0	0	3	0	**3**	-	1357
% Lights	100%	97.3%	97.9%	0%	**97.3%**	-	97.8%	0%	98.3%	0%	**98.1%**	-	100%	97.2%	100%	0%	**97.4%**	-	0%	0%	100%	0%	**75.0%**	-	97.3%
Articulated Trucks and Single-Unit Trucks	0	8	1	0	**9**	-	1	0	1	0	**2**	-	0	9	0	0	**9**	-	0	1	0	0	**1**	-	21
% Articulated Trucks and Single-Unit Trucks	0%	1.5%	2.1%	0%	**1.5%**	-	2.2%	0%	1.7%	0%	**1.9%**	-	0%	1.4%	0%	0%	**1.3%**	-	0%	100%	0%	0%	**25.0%**	-	1.5%
Buses	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	9	0	0	**9**	-	0	0	0	0	**0**	-	16
% Buses	0%	1.3%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Village Green Dr at Spanish Lakes Entrance - TMC
Wed Sep 16, 2020
Full Length (6 AM-7 AM, 3 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794754, Location: 27.303519, -80.297333, Site Code: Village Green Dr at Spanish Lakes Entrance

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



Village Green Dr at Spanish Lakes Entrance - TMC
Wed Sep 16, 2020
AM Peak (6 AM - 7 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794754, Location: 27.303519, -80.297333, Site Code: Village Green Dr at Spanish Lakes Entrance

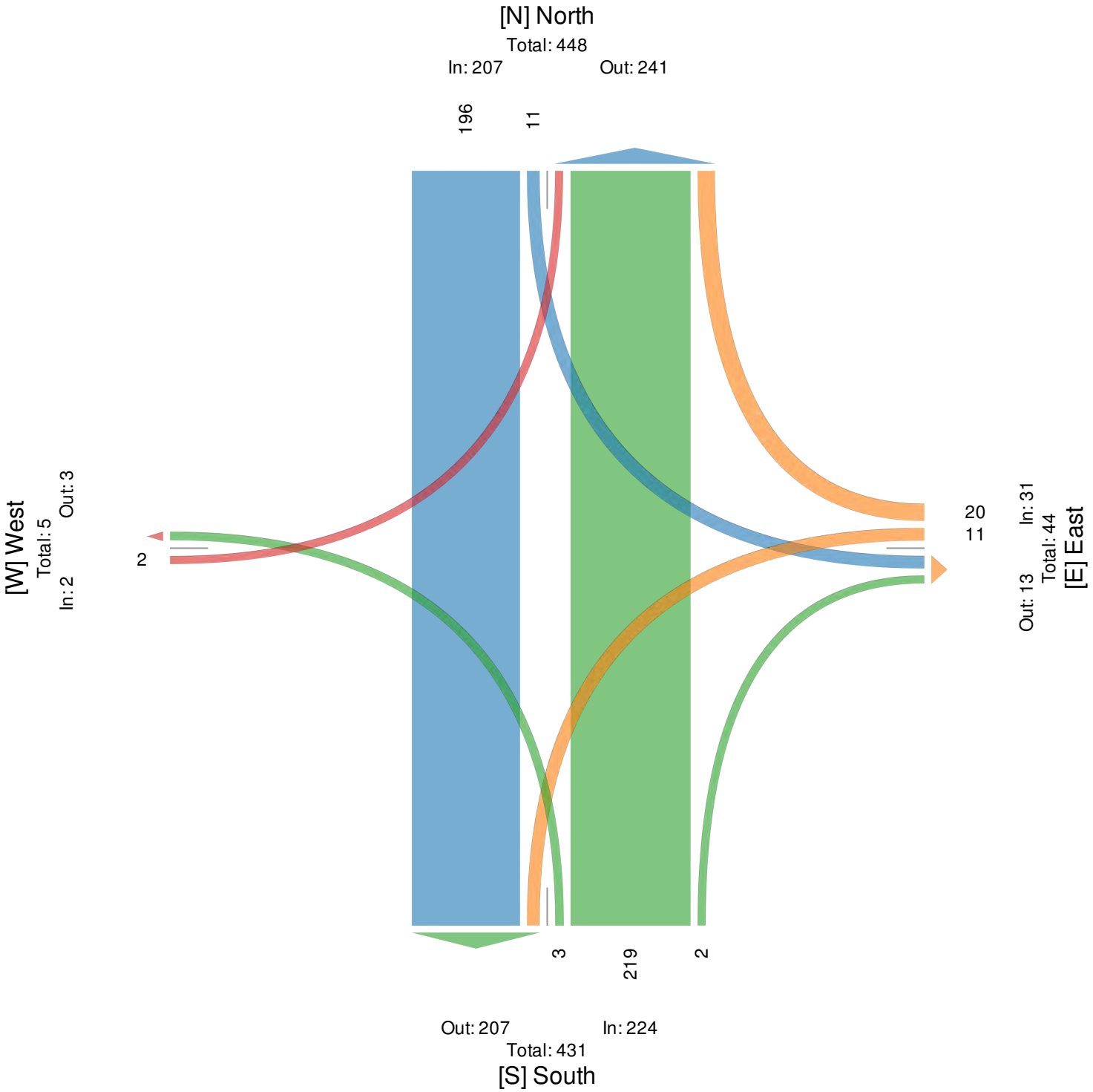
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2020-09-16 6:00AM	0	23	3	0	**26**	0	2	0	2	0	**4**	0	0	33	0	0	**33**	0	0	0	0	0	**0**	0	**63**
6:15AM	0	45	1	0	**46**	0	5	0	0	0	**5**	0	0	46	1	0	**47**	0	0	0	0	0	**0**	0	**98**
6:30AM	0	54	4	0	**58**	0	5	0	3	0	**8**	0	2	69	1	0	**72**	0	0	0	1	0	**1**	0	**139**
6:45AM	0	74	3	0	**77**	0	8	0	6	0	**14**	0	0	71	1	0	**72**	0	0	0	1	0	**1**	0	**164**
Total	0	196	11	0	**207**	0	20	0	11	0	**31**	0	2	219	3	0	**224**	0	0	0	2	0	**2**	0	**464**
% Approach	0%	94.7%	5.3%	0%	-	-	64.5%	0%	35.5%	0%	-	-	0.9%	97.8%	1.3%	0%	-	-	0%	0%	100%	0%	-	-	-
% Total	0%	42.2%	2.4%	0%	**44.6%**	-	4.3%	0%	2.4%	0%	**6.7%**	-	0.4%	47.2%	0.6%	0%	**48.3%**	-	0%	0%	0.4%	0%	**0.4%**	-	-
PHF	-	0.662	0.688	-	**0.672**	-	0.625	-	0.458	-	**0.554**	-	0.250	0.771	0.750	-	**0.778**	-	-	-	0.500	-	**0.500**	-	0.707
Lights	0	194	11	0	**205**	-	20	0	11	0	**31**	-	2	215	3	0	**220**	-	0	0	2	0	**2**	-	458
% Lights	0%	99.0%	100%	0%	**99.0%**	-	100%	0%	100%	0%	**100%**	-	100%	98.2%	100%	0%	**98.2%**	-	0%	0%	100%	0%	**100%**	-	98.7%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	6
% Buses	0%	1.0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.8%	0%	0%	**1.8%**	-	0%	0%	0%	0%	**0%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Village Green Dr at Spanish Lakes Entrance - TMC
Wed Sep 16, 2020
AM Peak (6 AM - 7 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794754, Location: 27.303519, -80.297333, Site Code: Village Green Dr at Spanish Lakes Entrance

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



Village Green Dr at Spanish Lakes Entrance - TMC
Wed Sep 16, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794754, Location: 27.303519, -80.297333, Site Code: Village Green Dr at Spanish Lakes Entrance

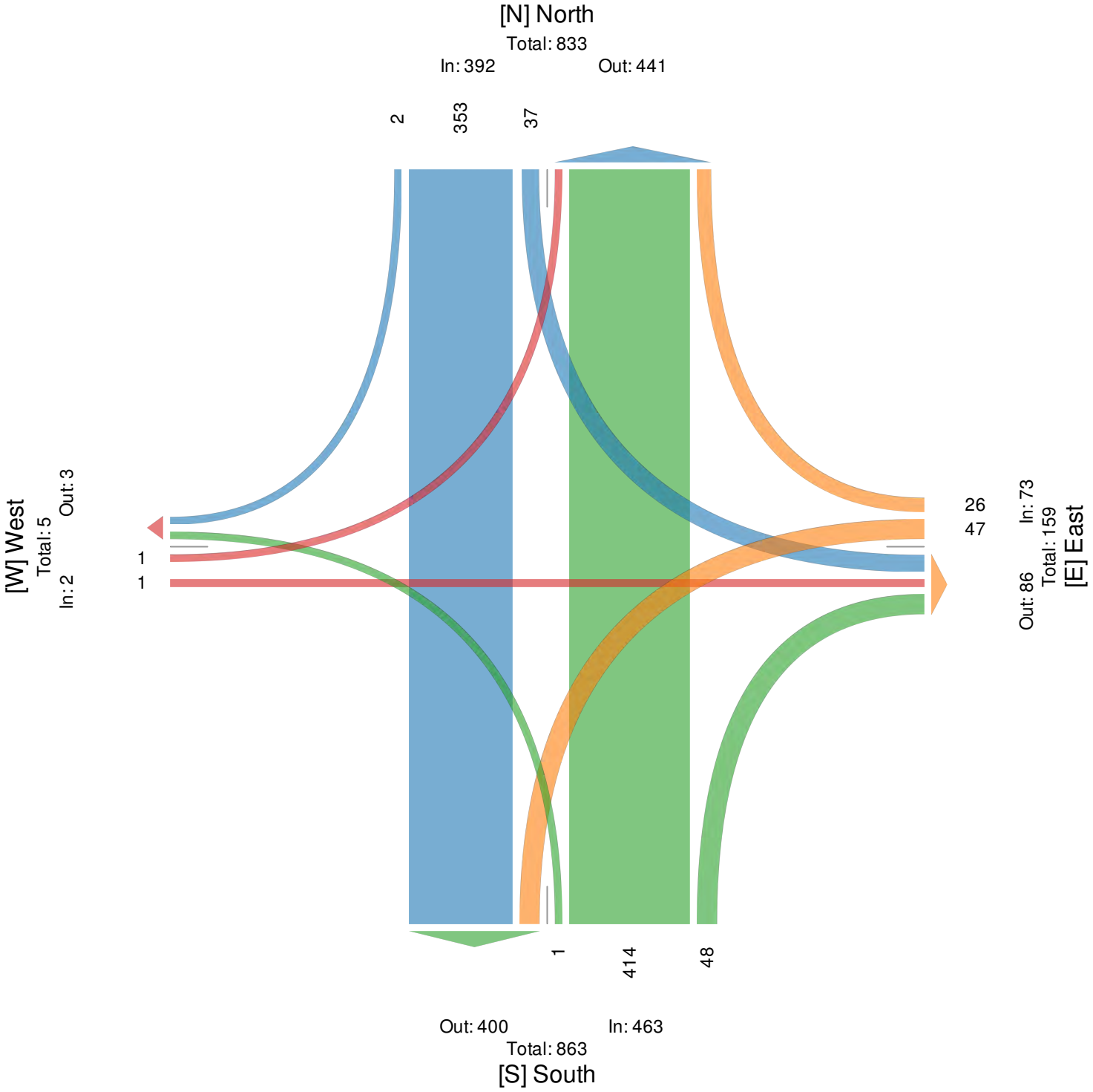
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 3:00PM	1	76	4	0	**81**	0	9	0	16	0	**25**	0	13	96	0	0	**109**	0	0	0	0	0	**0**	0	**215**
3:15PM	1	85	10	0	**96**	0	2	0	11	0	**13**	0	12	101	0	0	**113**	0	0	1	1	0	**2**	0	**224**
3:30PM	0	110	13	0	**123**	0	8	0	10	0	**18**	0	7	115	0	0	**122**	0	0	0	0	0	**0**	0	**263**
3:45PM	0	82	10	0	**92**	0	7	0	10	0	**17**	0	16	102	1	0	**119**	0	0	0	0	0	**0**	0	**228**
Total	2	353	37	0	**392**	0	26	0	47	0	**73**	0	48	414	1	0	**463**	0	0	1	1	0	**2**	0	**930**
% Approach	0.5%	90.1%	9.4%	0%	**-**	-	35.6%	0%	64.4%	0%	**-**	-	10.4%	89.4%	0.2%	0%	**-**	-	0%	50.0%	50.0%	0%	**-**	-	-
% Total	0.2%	38.0%	4.0%	0%	**42.2%**	-	2.8%	0%	5.1%	0%	**7.8%**	-	5.2%	44.5%	0.1%	0%	**49.8%**	-	0%	0.1%	0.1%	0%	**0.2%**	-	-
PHF	0.500	0.802	0.712	-	**0.797**	-	0.722	-	0.734	-	**0.730**	-	0.750	0.900	0.250	-	**0.949**	-	-	0.250	0.250	-	**0.250**	-	0.884
Lights	2	340	36	0	**378**	-	25	0	46	0	**71**	-	48	400	1	0	**449**	-	0	0	1	0	**1**	-	899
% Lights	100%	96.3%	97.3%	0%	**96.4%**	-	96.2%	0%	97.9%	0%	**97.3%**	-	100%	96.6%	100%	0%	**97.0%**	-	0%	0%	100%	0%	**50.0%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	0	8	1	0	**9**	-	1	0	1	0	**2**	-	0	9	0	0	**9**	-	0	1	0	0	**1**	-	21
% Articulated Trucks and Single-Unit Trucks	0%	2.3%	2.7%	0%	**2.3%**	-	3.8%	0%	2.1%	0%	**2.7%**	-	0%	2.2%	0%	0%	**1.9%**	-	0%	100%	0%	0%	**50.0%**	-	2.3%
Buses	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	10
% Buses	0%	1.4%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0%	1.2%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Village Green Dr at Spanish Lakes Entrance - TMC
Wed Sep 16, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794754, Location: 27.303519, -80.297333, Site Code: Village Green Dr at Spanish Lakes Entrance

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



Walton Rd and SE Village Green ... - TMC
Wed Sep 16, 2020
Full Length (7 AM-9 AM, 11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786118, Location: 27.299065, -80.297123

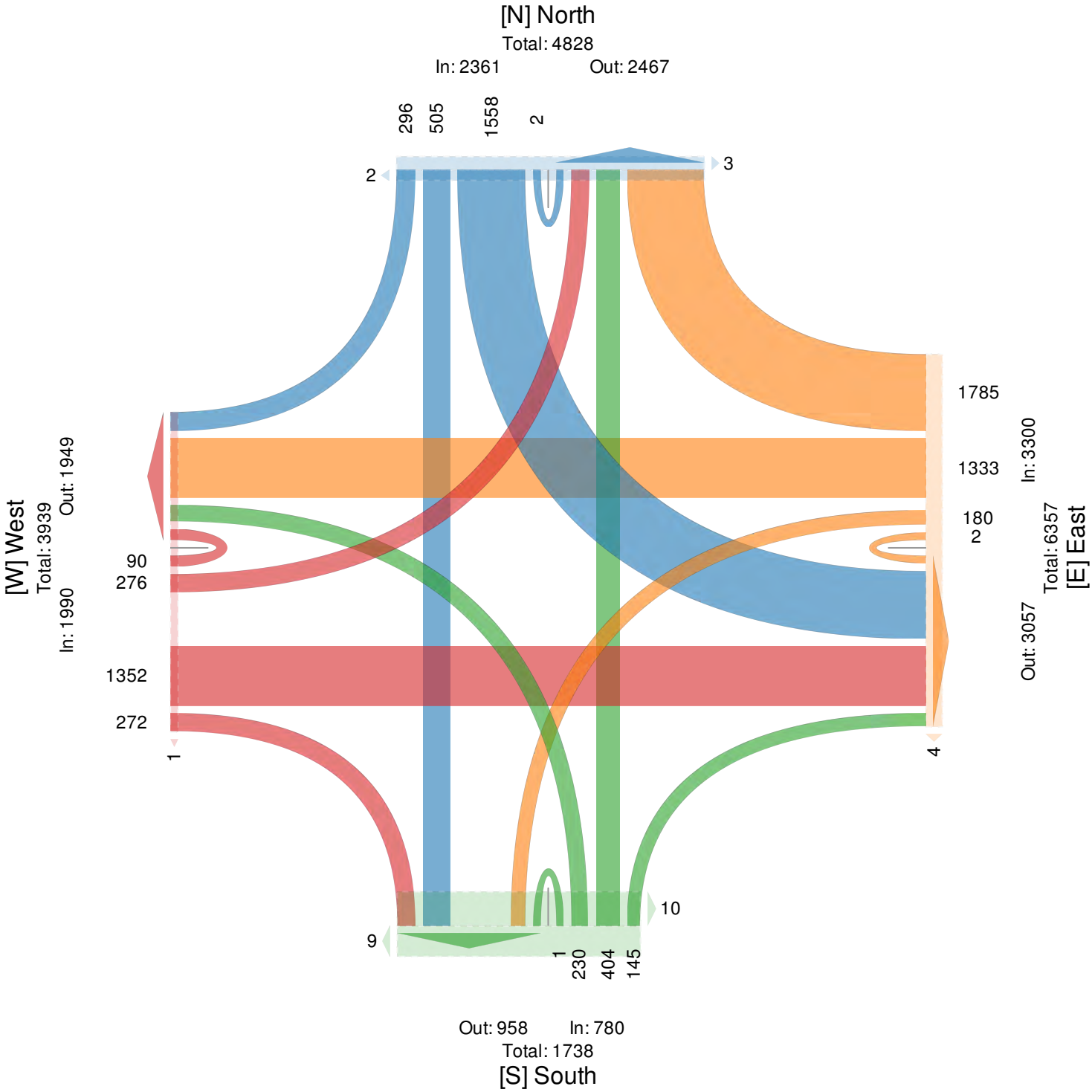
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 7:00AM	6	25	79	0	**110**	0	75	27	8	0	**110**	0	3	19	2	0	**24**	0	14	62	18	1	**95**	0	**339**
7:15AM	8	30	80	0	**118**	1	85	46	11	0	**142**	0	7	19	8	0	**34**	2	8	45	11	2	**66**	0	**360**
7:30AM	8	32	87	0	**127**	0	84	50	9	0	**143**	0	4	16	5	0	**25**	3	10	35	5	0	**50**	0	**345**
7:45AM	12	31	75	0	**118**	1	80	42	11	0	**133**	0	9	25	10	0	**44**	1	5	45	10	0	**60**	0	**355**
Hourly Total	34	118	321	0	**473**	2	324	165	39	0	**528**	0	23	79	25	0	**127**	6	37	187	44	3	**271**	0	**1399**
8:00AM	12	15	67	0	**94**	0	68	32	6	0	**106**	1	2	15	4	0	**21**	2	15	39	7	2	**63**	0	**284**
8:15AM	11	23	45	0	**79**	1	65	43	10	0	**118**	0	3	15	4	0	**22**	2	7	39	10	8	**64**	0	**283**
8:30AM	13	23	69	0	**105**	0	65	39	5	1	**110**	0	4	15	8	0	**27**	1	6	40	11	6	**63**	0	**305**
8:45AM	17	21	55	1	**94**	1	76	44	10	0	**130**	0	3	15	9	0	**27**	1	9	38	14	7	**68**	0	**319**
Hourly Total	53	82	236	1	**372**	2	274	158	31	1	**464**	1	12	60	25	0	**97**	6	37	156	42	23	**258**	0	**1191**
11:00AM	23	23	42	0	**88**	0	52	68	6	0	**126**	0	10	15	10	0	**35**	0	4	63	10	8	**85**	0	**334**
11:15AM	16	11	58	0	**85**	0	62	69	8	1	**140**	1	7	16	20	0	**43**	0	7	48	22	6	**83**	0	**351**
11:30AM	21	16	52	0	**89**	0	69	62	5	0	**136**	0	3	18	12	0	**33**	1	15	56	10	10	**91**	0	**349**
11:45AM	15	23	53	0	**91**	0	59	48	8	0	**115**	0	8	23	7	0	**38**	1	13	60	17	10	**100**	0	**344**
Hourly Total	75	73	205	0	**353**	0	242	247	27	1	**517**	1	28	72	49	0	**149**	2	39	227	59	34	**359**	0	**1378**
12:00PM	10	12	50	0	**72**	0	48	50	6	0	**104**	0	21	13	13	0	**47**	0	11	49	17	2	**79**	0	**302**
12:15PM	7	23	75	0	**105**	1	56	58	3	0	**117**	0	6	10	9	0	**25**	1	13	54	12	3	**82**	0	**329**
12:30PM	16	14	59	0	**89**	0	61	64	6	0	**131**	2	8	12	7	1	**28**	1	13	50	11	4	**78**	0	**326**
12:45PM	19	17	46	1	**83**	0	100	82	18	0	**200**	0	9	11	14	0	**34**	2	20	86	10	6	**122**	0	**439**
Hourly Total	52	66	230	1	**349**	1	265	254	33	0	**552**	2	44	46	43	1	**134**	4	57	239	50	15	**361**	0	**1396**
4:00PM	19	24	93	0	**136**	0	123	82	4	0	**209**	0	6	27	15	0	**48**	1	15	75	11	4	**105**	0	**498**
4:15PM	18	26	90	0	**134**	0	97	86	3	0	**186**	0	6	23	10	0	**39**	0	12	81	13	5	**111**	0	**470**
4:30PM	10	19	72	0	**101**	0	96	64	6	0	**166**	0	8	16	17	0	**41**	0	16	64	14	5	**99**	1	**407**
4:45PM	8	18	70	0	**96**	0	97	73	11	0	**181**	0	6	27	22	0	**55**	0	16	73	8	0	**97**	0	**429**
Hourly Total	55	87	325	0	**467**	0	413	305	24	0	**742**	0	26	93	64	0	**183**	1	59	293	46	14	**412**	1	**1804**
5:00PM	3	23	60	0	**86**	0	89	68	6	0	**163**	0	3	11	6	0	**20**	0	15	74	11	1	**101**	0	**370**
5:15PM	12	20	58	0	**90**	0	72	52	9	0	**133**	0	2	11	7	0	**20**	0	8	55	8	0	**71**	0	**314**
5:30PM	7	18	69	0	**94**	0	58	44	5	0	**107**	0	3	19	3	0	**25**	0	10	61	4	0	**75**	0	**301**
5:45PM	5	18	54	0	**77**	0	48	40	6	0	**94**	0	4	13	8	0	**25**	0	10	60	12	0	**82**	0	**278**
Hourly Total	27	79	241	0	**347**	0	267	204	26	0	**497**	0	12	54	24	0	**90**	0	43	250	35	1	**329**	0	**1263**
Total	296	505	1558	2	**2361**	5	1785	1333	180	2	**3300**	4	145	404	230	1	**780**	19	272	1352	276	90	**1990**	1	**8431**
% Approach	12.5%	21.4%	66.0%	0.1%	-	-	54.1%	40.4%	5.5%	0.1%	-	-	18.6%	51.8%	29.5%	0.1%	-	-	13.7%	67.9%	13.9%	4.5%	-	-	-
% Total	3.5%	6.0%	18.5%	0%	**28.0%**	-	21.2%	15.8%	2.1%	0%	**39.1%**	-	1.7%	4.8%	2.7%	0%	**9.3%**	-	3.2%	16.0%	3.3%	1.1%	**23.6%**	-	-
Lights	286	480	1477	2	**2245**	-	1705	1297	174	2	**3178**	-	139	391	230	1	**761**	-	262	1317	271	87	**1937**	-	8121
% Lights	96.6%	95.0%	94.8%	100%	**95.1%**	-	95.5%	97.3%	96.7%	100%	**96.3%**	-	95.9%	96.8%	100%	100%	**97.6%**	-	96.3%	97.4%	98.2%	96.7%	**97.3%**	-	96.3%
Articulated Trucks and Single-Unit Trucks	10	23	44	0	**77**	-	46	17	4	0	**67**	-	6	12	0	0	**18**	-	3	21	5	3	**32**	-	194
% Articulated Trucks and Single-Unit Trucks	3.4%	4.6%	2.8%	0%	**3.3%**	-	2.6%	1.3%	2.2%	0%	**2.0%**	-	4.1%	3.0%	0%	0%	**2.3%**	-	1.1%	1.6%	1.8%	3.3%	**1.6%**	-	2.3%
Buses	0	2	35	0	**37**	-	34	17	2	0	**53**	-	0	1	0	0	**1**	-	7	13	0	0	**20**	-	111
% Buses	0%	0.4%	2.2%	0%	**1.6%**	-	1.9%	1.3%	1.1%	0%	**1.6%**	-	0%	0.2%	0%	0%	**0.1%**	-	2.6%	1.0%	0%	0%	**1.0%**	-	1.3%
Bicycles on Road	0	0	2	0	**2**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	5
% Bicycles on Road	0%	0%	0.1%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	15	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	80.0%	-	-	-	-	-	25.0%	-	-	-	-	-	78.9%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	20.0%	-	-	-	-	-	75.0%	-	-	-	-	-	21.1%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

NW Corner of Walton Rd and SE Village Green ... - TMC
Wed Sep 16, 2020
Full Length (7 AM-9 AM, 11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786118, Location: 27.299065, -80.297123

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



NW Corner of Walton Rd and SE Village Green ... - TMC
Wed Sep 16, 2020
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786118, Location: 27.299065, -80.297123

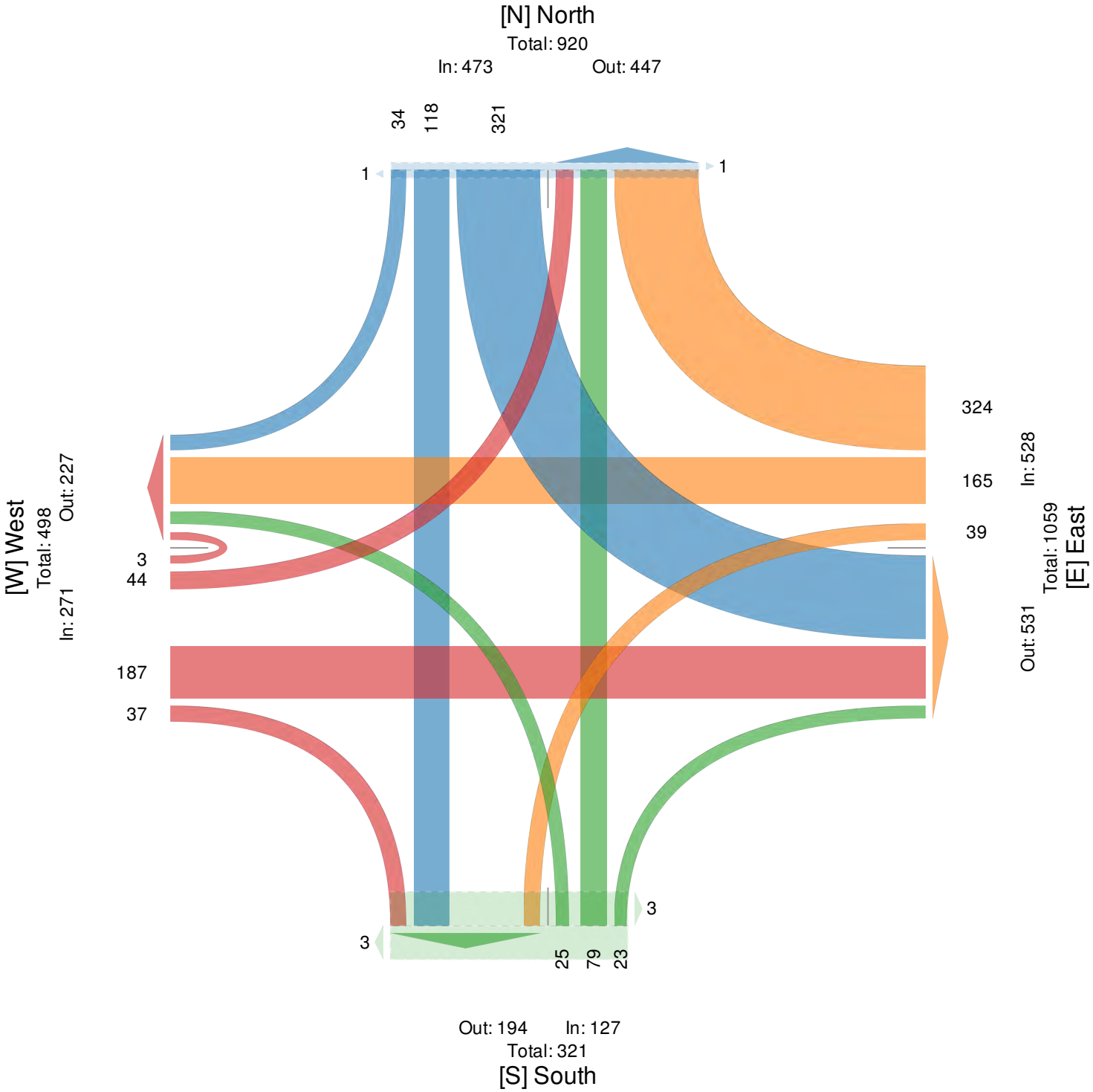
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg / Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 7:00AM	6	25	79	0	**110**	0	75	27	8	0	**110**	0	3	19	2	0	**24**	0	14	62	18	1	**95**	0	**339**
7:15AM	8	30	80	0	**118**	1	85	46	11	0	**142**	0	7	19	8	0	**34**	2	8	45	11	2	**66**	0	**360**
7:30AM	8	32	87	0	**127**	0	84	50	9	0	**143**	0	4	16	5	0	**25**	3	10	35	5	0	**50**	0	**345**
7:45AM	12	31	75	0	**118**	1	80	42	11	0	**133**	0	9	25	10	0	**44**	1	5	45	10	0	**60**	0	**355**
Total	34	118	321	0	**473**	2	324	165	39	0	**528**	0	23	79	25	0	**127**	6	37	187	44	3	**271**	0	**1399**
% Approach	7.2%	24.9%	67.9%	0%	-	-	61.4%	31.3%	7.4%	0%	-	-	18.1%	62.2%	19.7%	0%	-	-	13.7%	69.0%	16.2%	1.1%	-	-	-
% Total	2.4%	8.4%	22.9%	0%	**33.8%**	-	23.2%	11.8%	2.8%	0%	**37.7%**	-	1.6%	5.6%	1.8%	0%	**9.1%**	-	2.6%	13.4%	3.1%	0.2%	**19.4%**	-	-
PHF	0.708	0.922	0.917	-	**0.927**	-	0.953	0.820	0.886	-	**0.921**	-	0.639	0.790	0.625	-	**0.722**	-	0.661	0.754	0.611	0.375	**0.713**	-	0.972
Lights	33	109	302	0	**444**	-	304	159	38	0	**501**	-	22	78	25	0	**125**	-	35	176	42	3	**256**	-	1326
% Lights	97.1%	92.4%	94.1%	0%	**93.9%**	-	93.8%	96.4%	97.4%	0%	**94.9%**	-	95.7%	98.7%	100%	0%	**98.4%**	-	94.6%	94.1%	95.5%	100%	**94.5%**	-	94.8%
Articulated Trucks and Single-Unit Trucks	1	8	14	0	**23**	-	12	1	0	0	**13**	-	1	1	0	0	**2**	-	0	6	2	0	**8**	-	46
% Articulated Trucks and Single-Unit Trucks	2.9%	6.8%	4.4%	0%	**4.9%**	-	3.7%	0.6%	0%	0%	**2.5%**	-	4.3%	1.3%	0%	0%	**1.6%**	-	0%	3.2%	4.5%	0%	**3.0%**	-	3.3%
Buses	0	1	3	0	**4**	-	8	4	1	0	**13**	-	0	0	0	0	**0**	-	2	5	0	0	**7**	-	24
% Buses	0%	0.8%	0.9%	0%	**0.8%**	-	2.5%	2.4%	2.6%	0%	**2.5%**	-	0%	0%	0%	0%	**0%**	-	5.4%	2.7%	0%	0%	**2.6%**	-	1.7%
Bicycles on Road	0	0	2	0	**2**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Bicycles on Road	0%	0%	0.6%	0%	**0.4%**	-	0%	0.6%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

NW Corner of Walton Rd and SE Village Green ... - TMC
Wed Sep 16, 2020
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786118, Location: 27.299065, -80.297123

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



NW Corner of Walton Rd and SE Village Green ... - TMC
Wed Sep 16, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786118, Location: 27.299065, -80.297123

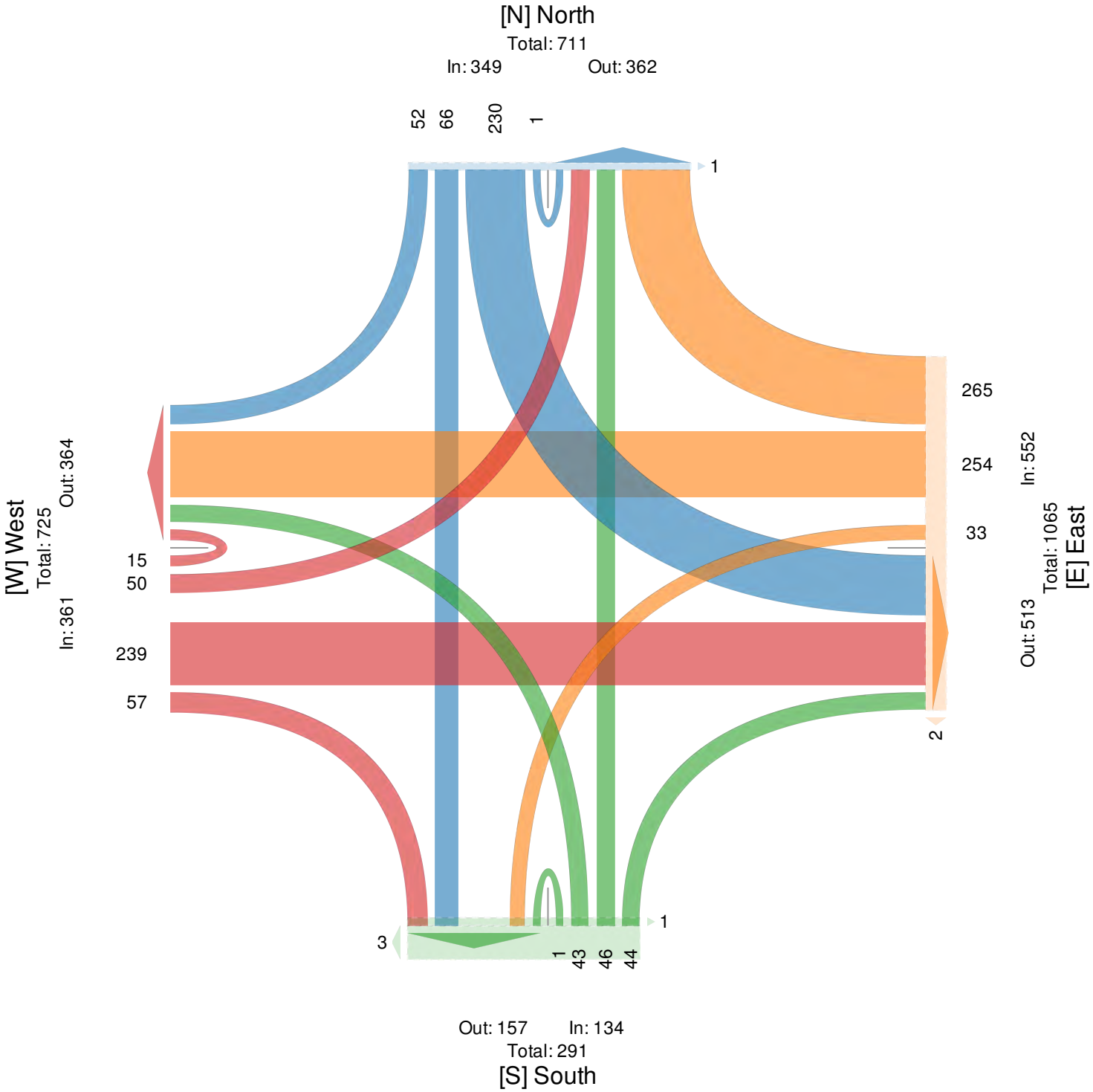
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 12:00PM	10	12	50	0	**72**	0	48	50	6	0	**104**	0	21	13	13	0	**47**	0	11	49	17	2	**79**	0	**302**
12:15PM	7	23	75	0	**105**	1	56	58	3	0	**117**	0	6	10	9	0	**25**	1	13	54	12	3	**82**	0	**329**
12:30PM	16	14	59	0	**89**	0	61	64	6	0	**131**	2	8	12	7	1	**28**	1	13	50	11	4	**78**	0	**326**
12:45PM	19	17	46	1	**83**	0	100	82	18	0	**200**	0	9	11	14	0	**34**	2	20	86	10	6	**122**	0	**439**
Total	52	66	230	1	**349**	1	265	254	33	0	**552**	2	44	46	43	1	**134**	4	57	239	50	15	**361**	0	**1396**
% Approach	14.9%	18.9%	65.9%	0.3%	-	-	48.0%	46.0%	6.0%	0%	-	-	32.8%	34.3%	32.1%	0.7%	-	-	15.8%	66.2%	13.9%	4.2%	-	-	-
% Total	3.7%	4.7%	16.5%	0.1%	**25.0%**	-	19.0%	18.2%	2.4%	0%	**39.5%**	-	3.2%	3.3%	3.1%	0.1%	**9.6%**	-	4.1%	17.1%	3.6%	1.1%	**25.9%**	-	-
PHF	0.684	0.717	0.767	0.250	**0.831**	-	0.663	0.771	0.458	-	**0.689**	-	0.524	0.885	0.768	0.250	**0.713**	-	0.713	0.692	0.735	0.625	**0.738**	-	0.794
Lights	48	61	206	1	**316**	-	247	238	31	0	**516**	-	40	44	43	1	**128**	-	55	229	48	15	**347**	-	1307
% Lights	92.3%	92.4%	89.6%	100%	**90.5%**	-	93.2%	93.7%	93.9%	0%	**93.5%**	-	90.9%	95.7%	100%	100%	**95.5%**	-	96.5%	95.8%	96.0%	100%	**96.1%**	-	93.6%
Articulated Trucks and Single-Unit Trucks	4	4	5	0	**13**	-	6	5	2	0	**13**	-	4	2	0	0	**6**	-	1	8	2	0	**11**	-	43
% Articulated Trucks and Single-Unit Trucks	7.7%	6.1%	2.2%	0%	**3.7%**	-	2.3%	2.0%	6.1%	0%	**2.4%**	-	9.1%	4.3%	0%	0%	**4.5%**	-	1.8%	3.3%	4.0%	0%	**3.0%**	-	3.1%
Buses	0	1	19	0	**20**	-	12	10	0	0	**22**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	44
% Buses	0%	1.5%	8.3%	0%	**5.7%**	-	4.5%	3.9%	0%	0%	**4.0%**	-	0%	0%	0%	0%	**0%**	-	1.8%	0.4%	0%	0%	**0.6%**	-	3.2%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

NW Corner of Walton Rd and SE Village Green ... - TMC
Wed Sep 16, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786118, Location: 27.299065, -80.297123

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



NW Corner of Walton Rd and SE Village Green ... - TMC
Wed Sep 16, 2020
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786118, Location: 27.299065, -80.297123

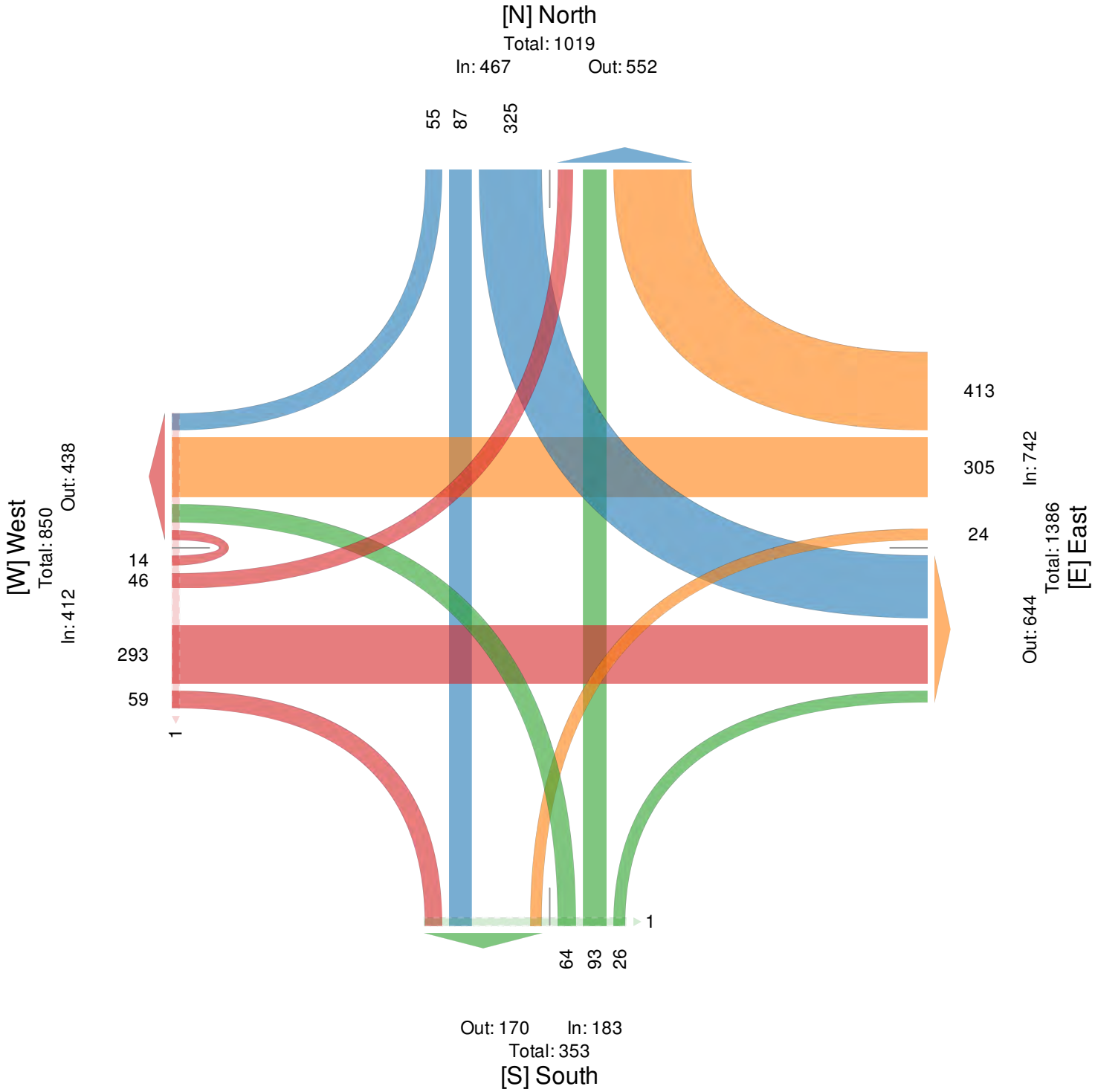
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2020-09-16 4:00PM	19	24	93	0	**136**	0	123	82	4	0	**209**	0	6	27	15	0	**48**	1	15	75	11	4	**105**	0	**498**
4:15PM	18	26	90	0	**134**	0	97	86	3	0	**186**	0	6	23	10	0	**39**	0	12	81	13	5	**111**	0	**470**
4:30PM	10	19	72	0	**101**	0	96	64	6	0	**166**	0	8	16	17	0	**41**	0	16	64	14	5	**99**	1	**407**
4:45PM	8	18	70	0	**96**	0	97	73	11	0	**181**	0	6	27	22	0	**55**	0	16	73	8	0	**97**	0	**429**
Total	55	87	325	0	**467**	0	413	305	24	0	**742**	0	26	93	64	0	**183**	1	59	293	46	14	**412**	1	**1804**
% Approach	11.8%	18.6%	69.6%	0%	-	-	55.7%	41.1%	3.2%	0%	-	-	14.2%	50.8%	35.0%	0%	-	-	14.3%	71.1%	11.2%	3.4%	-	-	-
% Total	3.0%	4.8%	18.0%	0%	**25.9%**	-	22.9%	16.9%	1.3%	0%	**41.1%**	-	1.4%	5.2%	3.5%	0%	**10.1%**	-	3.3%	16.2%	2.5%	0.8%	**22.8%**	-	-
PHF	0.724	0.837	0.874	-	**0.858**	-	0.839	0.887	0.545	-	**0.888**	-	0.813	0.861	0.727	-	**0.832**	-	0.922	0.904	0.821	0.700	**0.928**	-	0.906
Lights	54	83	319	0	**456**	-	403	303	24	0	**730**	-	26	90	64	0	**180**	-	58	288	46	13	**405**	-	1771
% Lights	98.2%	95.4%	98.2%	0%	**97.6%**	-	97.6%	99.3%	100%	0%	**98.4%**	-	100%	96.8%	100%	0%	**98.4%**	-	98.3%	98.3%	100%	92.9%	**98.3%**	-	98.2%
Articulated Trucks and Single-Unit Trucks	1	4	4	0	**9**	-	7	2	0	0	**9**	-	0	3	0	0	**3**	-	0	1	0	1	**2**	-	23
% Articulated Trucks and Single-Unit Trucks	1.8%	4.6%	1.2%	0%	**1.9%**	-	1.7%	0.7%	0%	0%	**1.2%**	-	0%	3.2%	0%	0%	**1.6%**	-	0%	0.3%	0%	7.1%	**0.5%**	-	1.3%
Buses	0	0	2	0	**2**	-	3	0	0	0	**3**	-	0	0	0	0	**0**	-	1	4	0	0	**5**	-	10
% Buses	0%	0%	0.6%	0%	**0.4%**	-	0.7%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	1.7%	1.4%	0%	0%	**1.2%**	-	0.6%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

NW Corner of Walton Rd and SE Village Green ... - TMC
Wed Sep 16, 2020
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 786118, Location: 27.299065, -80.297123

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



Walton Rd and SE Village Green Dr - TMC
Wed Sep 16, 2020
Full Length (6 AM-7 AM, 3 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794748, Location: 27.298972, -80.29701, Site Code: Walton Rd and SE Village Green Dr

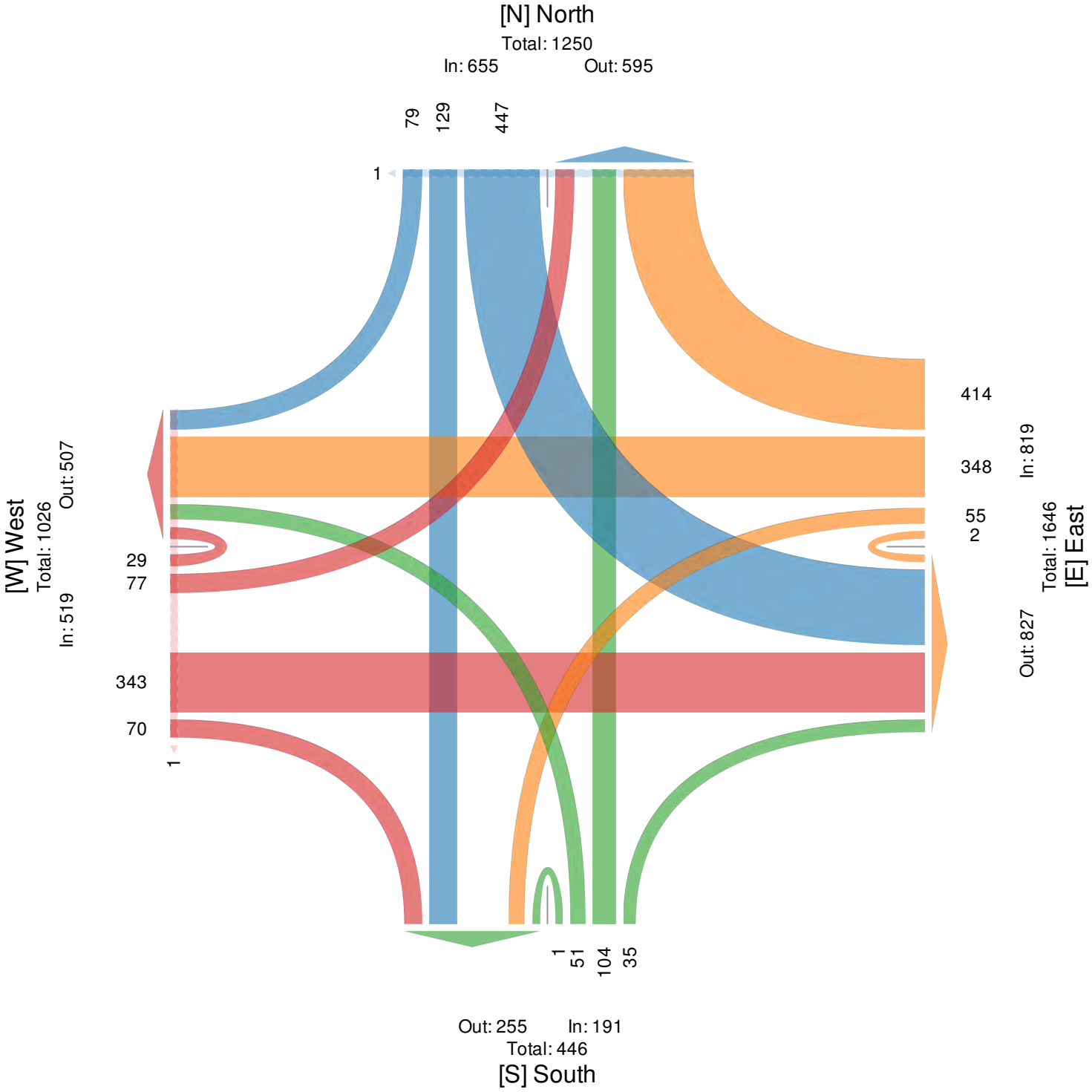
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-16 6:00AM	2	5	20	0	**27**	0	26	11	6	0	**43**	0	2	8	0	0	**10**	0	3	11	0	0	**14**	0	**94**
6:15AM	3	6	35	0	**44**	0	35	10	3	0	**48**	0	6	10	3	0	**19**	0	4	22	8	2	**36**	0	**147**
6:30AM	3	12	50	0	**65**	0	49	22	4	0	**75**	0	1	11	2	0	**14**	0	3	34	7	1	**45**	0	**199**
6:45AM	6	11	55	0	**72**	0	58	28	12	0	**98**	0	4	7	5	0	**16**	0	4	43	12	1	**60**	0	**246**
Hourly Total	14	34	160	0	**208**	0	168	71	25	0	**264**	0	13	36	10	0	**59**	0	14	110	27	4	**155**	0	**686**
3:00PM	14	24	64	0	**102**	0	65	51	8	1	**125**	0	4	9	8	0	**21**	0	12	52	13	8	**85**	0	**333**
3:15PM	18	20	61	0	**99**	0	62	82	7	0	**151**	0	4	11	14	1	**30**	0	15	64	13	3	**95**	1	**375**
3:30PM	20	24	90	0	**134**	0	62	80	9	0	**151**	0	7	25	6	0	**38**	0	15	66	10	9	**100**	0	**423**
3:45PM	13	27	72	0	**112**	1	57	64	6	1	**128**	0	7	23	13	0	**43**	0	14	51	14	5	**84**	0	**367**
Hourly Total	65	95	287	0	**447**	1	246	277	30	2	**555**	0	22	68	41	1	**132**	0	56	233	50	25	**364**	1	**1498**
Total	79	129	447	0	**655**	1	414	348	55	2	**819**	0	35	104	51	1	**191**	0	70	343	77	29	**519**	1	**2184**
% Approach	12.1%	19.7%	68.2%	0%	**-**	-	50.5%	42.5%	6.7%	0.2%	**-**	-	18.3%	54.5%	26.7%	0.5%	**-**	-	13.5%	66.1%	14.8%	5.6%	**-**	-	-
% Total	3.6%	5.9%	20.5%	0%	**30.0%**	-	19.0%	15.9%	2.5%	0.1%	**37.5%**	-	1.6%	4.8%	2.3%	0%	**8.7%**	-	3.2%	15.7%	3.5%	1.3%	**23.8%**	-	-
Lights	77	124	434	0	**635**	-	404	338	45	2	**789**	-	34	102	50	1	**187**	-	67	330	74	29	**500**	-	2111
% Lights	97.5%	96.1%	97.1%	0%	**96.9%**	-	97.6%	97.1%	81.8%	100%	**96.3%**	-	97.1%	98.1%	98.0%	100%	**97.9%**	-	95.7%	96.2%	96.1%	100%	**96.3%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	2	3	6	0	**11**	-	8	5	3	0	**16**	-	1	2	1	0	**4**	-	0	4	0	0	**4**	-	35
% Articulated Trucks and Single-Unit Trucks	2.5%	2.3%	1.3%	0%	**1.7%**	-	1.9%	1.4%	5.5%	0%	**2.0%**	-	2.9%	1.9%	2.0%	0%	**2.1%**	-	0%	1.2%	0%	0%	**0.8%**	-	1.6%
Buses	0	2	7	0	**9**	-	2	5	7	0	**14**	-	0	0	0	0	**0**	-	3	9	3	0	**15**	-	38
% Buses	0%	1.6%	1.6%	0%	**1.4%**	-	0.5%	1.4%	12.7%	0%	**1.7%**	-	0%	0%	0%	0%	**0%**	-	4.3%	2.6%	3.9%	0%	**2.9%**	-	1.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Walton Rd and SE Village Green Dr - TMC
Wed Sep 16, 2020
Full Length (6 AM-7 AM, 3 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794748, Location: 27.298972, -80.29701, Site Code: Walton Rd and SE Village Green Dr

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



Walton Rd and SE Village Green Dr - TMC
Wed Sep 16, 2020
AM Peak (6 AM - 7 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794748, Location: 27.298972, -80.29701, Site Code: Walton Rd and SE Village Green Dr

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2020-09-16 6:00AM	2	5	20	0	**27**	0	26	11	6	0	**43**	0	2	8	0	0	**10**	0	3	11	0	0	**14**	0	**94**
6:15AM	3	6	35	0	**44**	0	35	10	3	0	**48**	0	6	10	3	0	**19**	0	4	22	8	2	**36**	0	**147**
6:30AM	3	12	50	0	**65**	0	49	22	4	0	**75**	0	1	11	2	0	**14**	0	3	34	7	1	**45**	0	**199**
6:45AM	6	11	55	0	**72**	0	58	28	12	0	**98**	0	4	7	5	0	**16**	0	4	43	12	1	**60**	0	**246**
Total	14	34	160	0	**208**	0	168	71	25	0	**264**	0	13	36	10	0	**59**	0	14	110	27	4	**155**	0	**686**
% Approach	6.7%	16.3%	76.9%	0%	**-**	-	63.6%	26.9%	9.5%	0%	**-**	-	22.0%	61.0%	16.9%	0%	**-**	-	9.0%	71.0%	17.4%	2.6%	**-**	-	**-**
% Total	2.0%	5.0%	23.3%	0%	**30.3%**	-	24.5%	10.3%	3.6%	0%	**38.5%**	-	1.9%	5.2%	1.5%	0%	**8.6%**	-	2.0%	16.0%	3.9%	0.6%	**22.6%**	-	**-**
PHF	0.583	0.708	0.727	-	**0.722**	-	0.724	0.634	0.521	-	**0.673**	-	0.542	0.818	0.500	-	**0.776**	-	0.875	0.640	0.563	0.500	**0.646**	-	0.697
Lights	14	32	156	0	**202**	-	166	66	21	0	**253**	-	12	36	9	0	**57**	-	13	101	26	4	**144**	-	656
% Lights	100%	94.1%	97.5%	0%	**97.1%**	-	98.8%	93.0%	84.0%	0%	**95.8%**	-	92.3%	100%	90.0%	0%	**96.6%**	-	92.9%	91.8%	96.3%	100%	**92.9%**	-	95.6%
Articulated Trucks and Single-Unit Trucks	0	1	1	0	**2**	-	1	3	1	0	**5**	-	1	0	1	0	**2**	-	0	2	0	0	**2**	-	11
% Articulated Trucks and Single-Unit Trucks	0%	2.9%	0.6%	0%	**1.0%**	-	0.6%	4.2%	4.0%	0%	**1.9%**	-	7.7%	0%	10.0%	0%	**3.4%**	-	0%	1.8%	0%	0%	**1.3%**	-	1.6%
Buses	0	1	3	0	**4**	-	1	2	3	0	**6**	-	0	0	0	0	**0**	-	1	7	1	0	**9**	-	19
% Buses	0%	2.9%	1.9%	0%	**1.9%**	-	0.6%	2.8%	12.0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	7.1%	6.4%	3.7%	0%	**5.8%**	-	2.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Walton Rd and SE Village Green Dr - TMC
Wed Sep 16, 2020
AM Peak (6 AM - 7 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794748, Location: 27.298972, -80.29701, Site Code: Walton Rd and SE Village Green Dr

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
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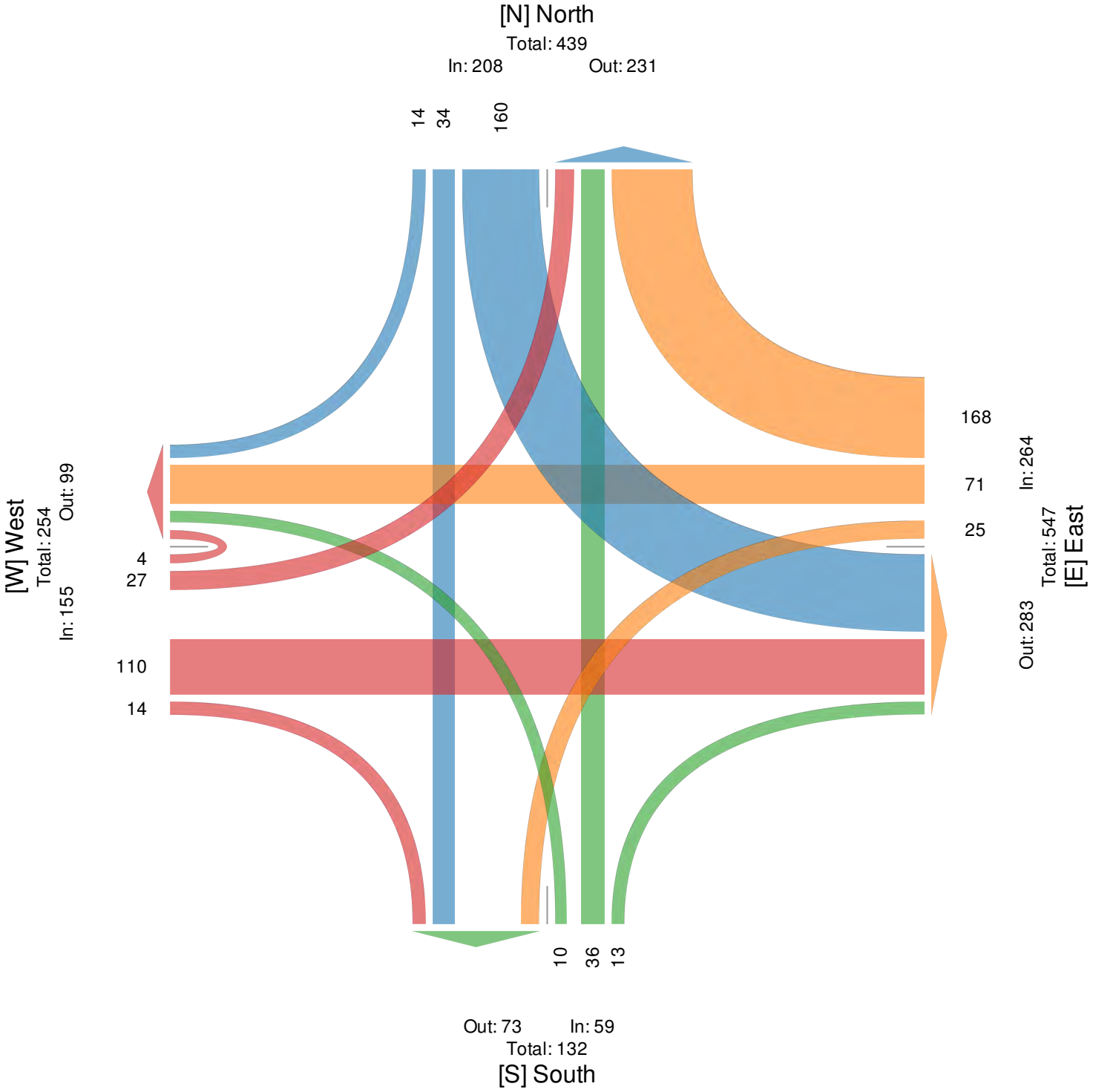


Walton Rd and SE Village Green Dr - TMC
Wed Sep 16, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794748, Location: 27.298972, -80.29701, Site Code: Walton Rd and SE Village Green Dr

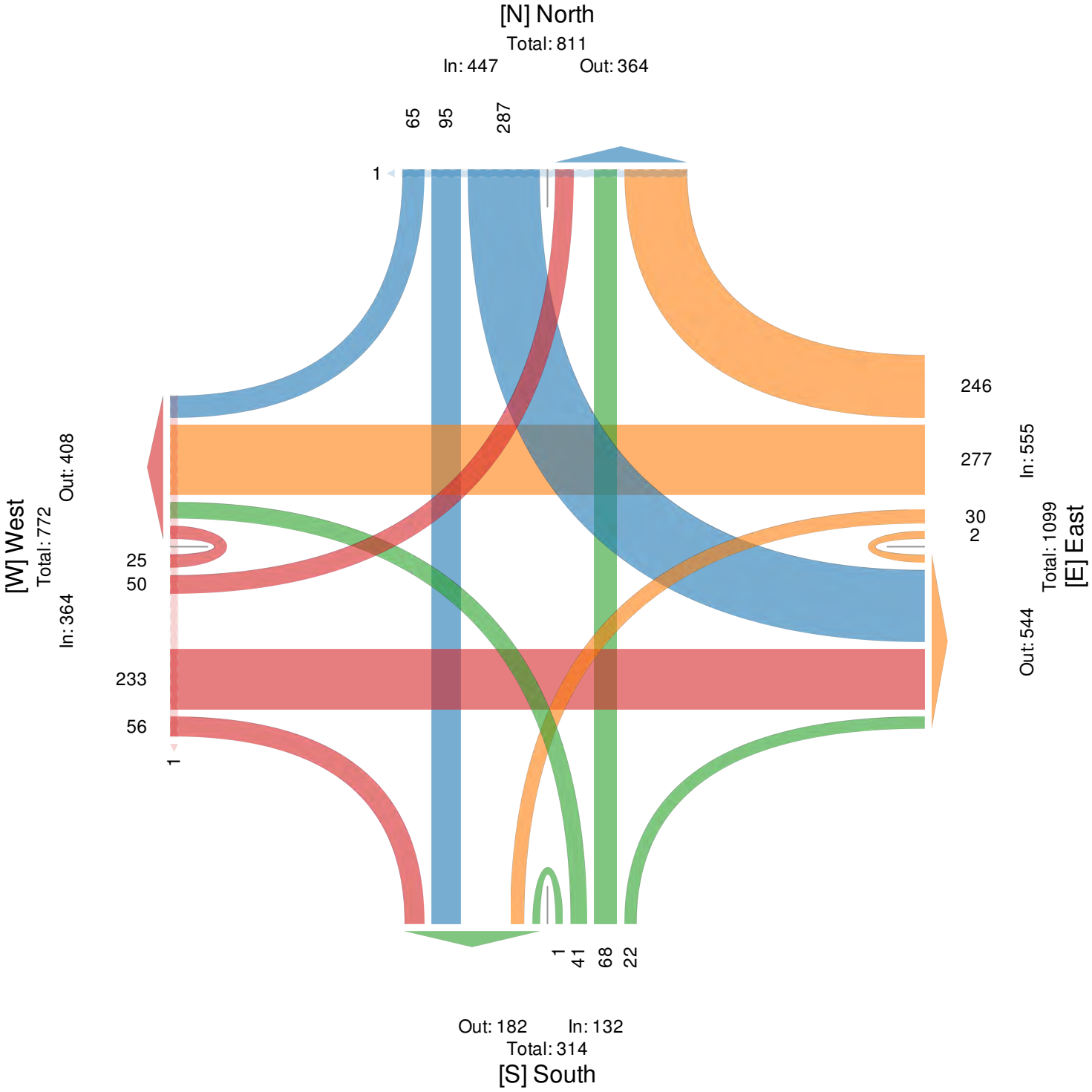
Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2020-09-16 3:00PM	14	24	64	0	**102**	0	65	51	8	1	**125**	0	4	9	8	0	**21**	0	12	52	13	8	**85**	0	**333**
3:15PM	18	20	61	0	**99**	0	62	82	7	0	**151**	0	4	11	14	1	**30**	0	15	64	13	3	**95**	1	**375**
3:30PM	20	24	90	0	**134**	0	62	80	9	0	**151**	0	7	25	6	0	**38**	0	15	66	10	9	**100**	0	**423**
3:45PM	13	27	72	0	**112**	1	57	64	6	1	**128**	0	7	23	13	0	**43**	0	14	51	14	5	**84**	0	**367**
Total	65	95	287	0	**447**	1	246	277	30	2	**555**	0	22	68	41	1	**132**	0	56	233	50	25	**364**	1	**1498**
% Approach	14.5%	21.3%	64.2%	0%	**-**	-	44.3%	49.9%	5.4%	0.4%	**-**	-	16.7%	51.5%	31.1%	0.8%	**-**	-	15.4%	64.0%	13.7%	6.9%	**-**	-	-
% Total	4.3%	6.3%	19.2%	0%	**29.8%**	-	16.4%	18.5%	2.0%	0.1%	**37.0%**	-	1.5%	4.5%	2.7%	0.1%	**8.8%**	-	3.7%	15.6%	3.3%	1.7%	**24.3%**	-	-
PHF	0.813	0.880	0.797	-	**0.834**	-	0.946	0.845	0.833	0.500	**0.919**	-	0.786	0.680	0.732	0.250	**0.767**	-	0.933	0.883	0.893	0.694	**0.910**	-	0.885
Lights	63	92	278	0	**433**	-	238	272	24	2	**536**	-	22	66	41	1	**130**	-	54	229	48	25	**356**	-	1455
% Lights	96.9%	96.8%	96.9%	0%	**96.9%**	-	96.7%	98.2%	80.0%	100%	**96.6%**	-	100%	97.1%	100%	100%	**98.5%**	-	96.4%	98.3%	96.0%	100%	**97.8%**	-	97.1%
Articulated Trucks and Single-Unit Trucks	2	2	5	0	**9**	-	7	2	2	0	**11**	-	0	2	0	0	**2**	-	0	2	0	0	**2**	-	24
% Articulated Trucks and Single-Unit Trucks	3.1%	2.1%	1.7%	0%	**2.0%**	-	2.8%	0.7%	6.7%	0%	**2.0%**	-	0%	2.9%	0%	0%	**1.5%**	-	0%	0.9%	0%	0%	**0.5%**	-	1.6%
Buses	0	1	4	0	**5**	-	1	3	4	0	**8**	-	0	0	0	0	**0**	-	2	2	2	0	**6**	-	19
% Buses	0%	1.1%	1.4%	0%	**1.1%**	-	0.4%	1.1%	13.3%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	3.6%	0.9%	4.0%	0%	**1.6%**	-	1.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

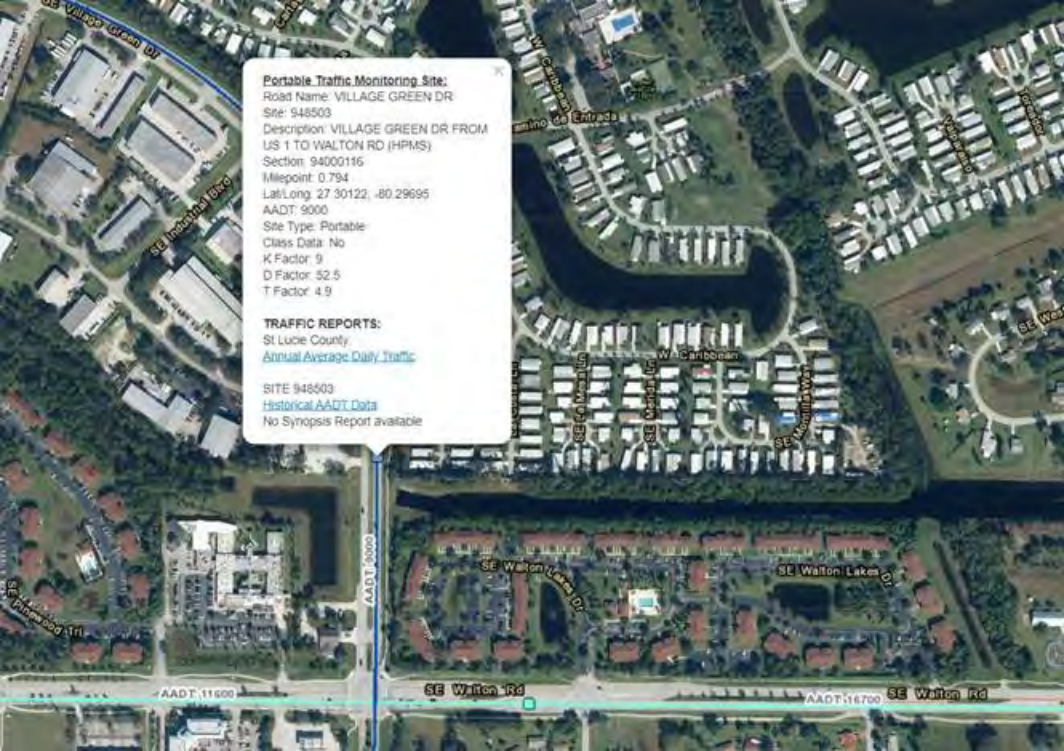
Walton Rd and SE Village Green Dr - TMC
Wed Sep 16, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 794748, Location: 27.298972, -80.29701, Site Code: Walton Rd and SE Village Green Dr

Provided by: Marlin Engineering Inc.
Marlin Engineering/ 1700 NW 66th Ave Suite 106,
Plantation, FL, 33313, US



Appendix D

Data Collection - Summary


Portable Traffic Monitoring Site:
Road Name: VILLAGE GREEN DR
Site: 948503
Description: VILLAGE GREEN DR FROM US 1 TO WALTON RD (HPMS)
Section: 94000116
Milepoint: 0.794
Lat/Long: 27.30122, -80.29695
AADT: 9000
Site Type: Portable
Class Data: No
K Factor: 9
D Factor: 52.5
T Factor: 4.9
TRAFFIC REPORTS:
St Lucie County
Annual Average Daily Traffic
SITE 948503
Historical AADT Data
No Synopsis Report available
SE Village Green Dr
SE Industrial Blvd
W Caribbean
SE Walton Lakes Dr
SE Walton Rd
AADT 9000
AADT 11600
AADT 16700

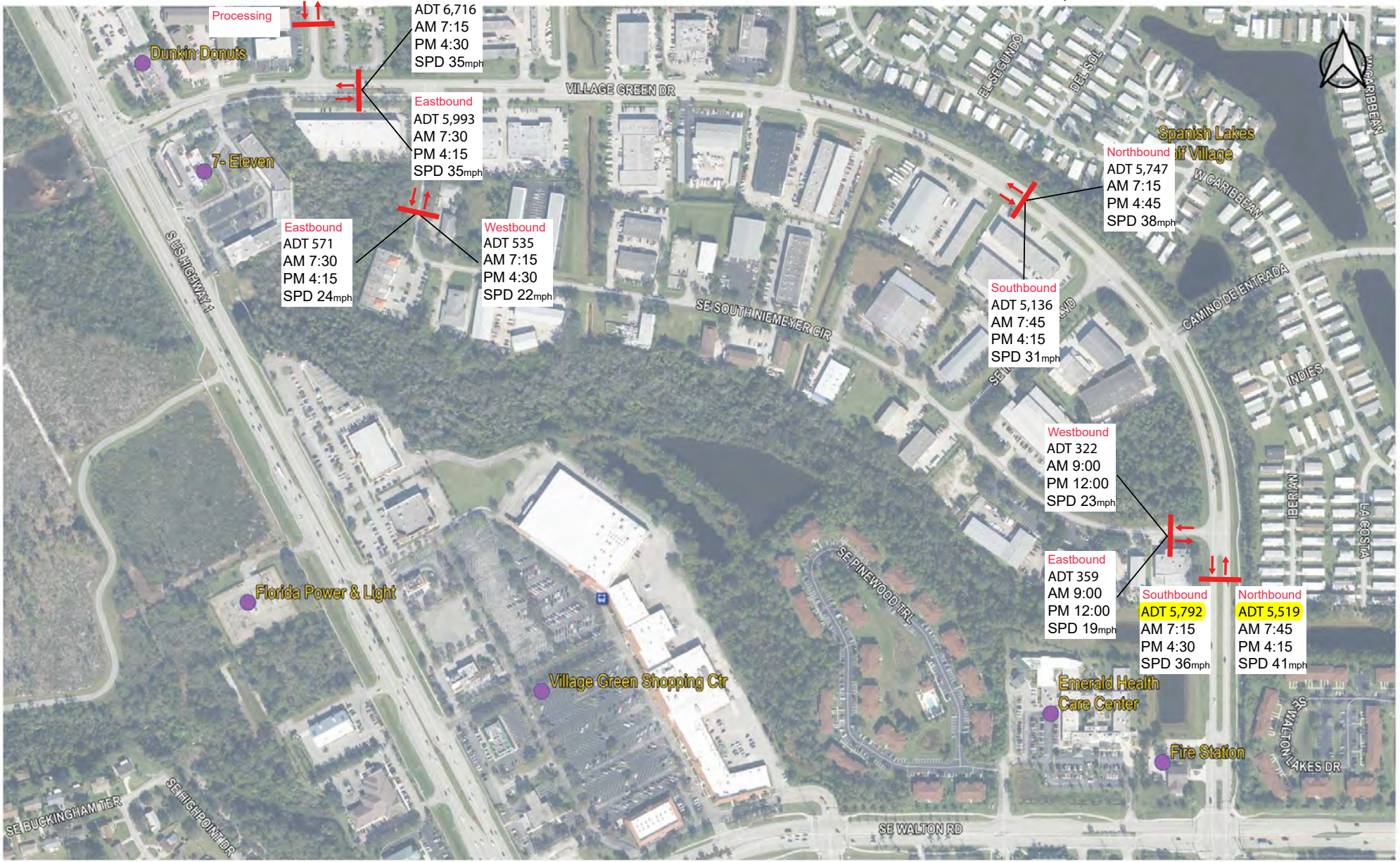
COUNTY: 94 - ST.LUCIE

SITE: 8503 - VILLAGE GREEN DR FROM US 1 TO WALTON RD (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	9000	F	N	5400	S	3600	9.00	52.50	4.90
2018	9000	C	N	5400	S	3600	9.00	52.40	4.90
2017	4500	S	N	2100	S	2400	9.00	52.00	3.90
2016	4500	F	N	2100	S	2400	9.00	52.30	3.90
2015	4400	C	N	2100	S	2300	9.00	51.00	3.90
2014	7200	F	N	3800	S	3400	9.00	50.80	2.70
2013	7200	C	N	3800	S	3400	9.00	50.80	2.70
2012	7500	C	N	4200	S	3300	9.00	56.80	2.70
2011	6700	T		0		0	9.00	57.20	7.60
2010	6700	S	N	3800	S	2900	10.32	55.40	4.90
2009	6700	F	N	3800	S	2900	10.27	57.35	4.90
2008	6700	C	N	3800	S	2900	10.45	58.06	4.90
2007	6200	F					10.31	58.74	9.10
2006	6200	C	N	3500	S	2700	10.73	65.89	25.50

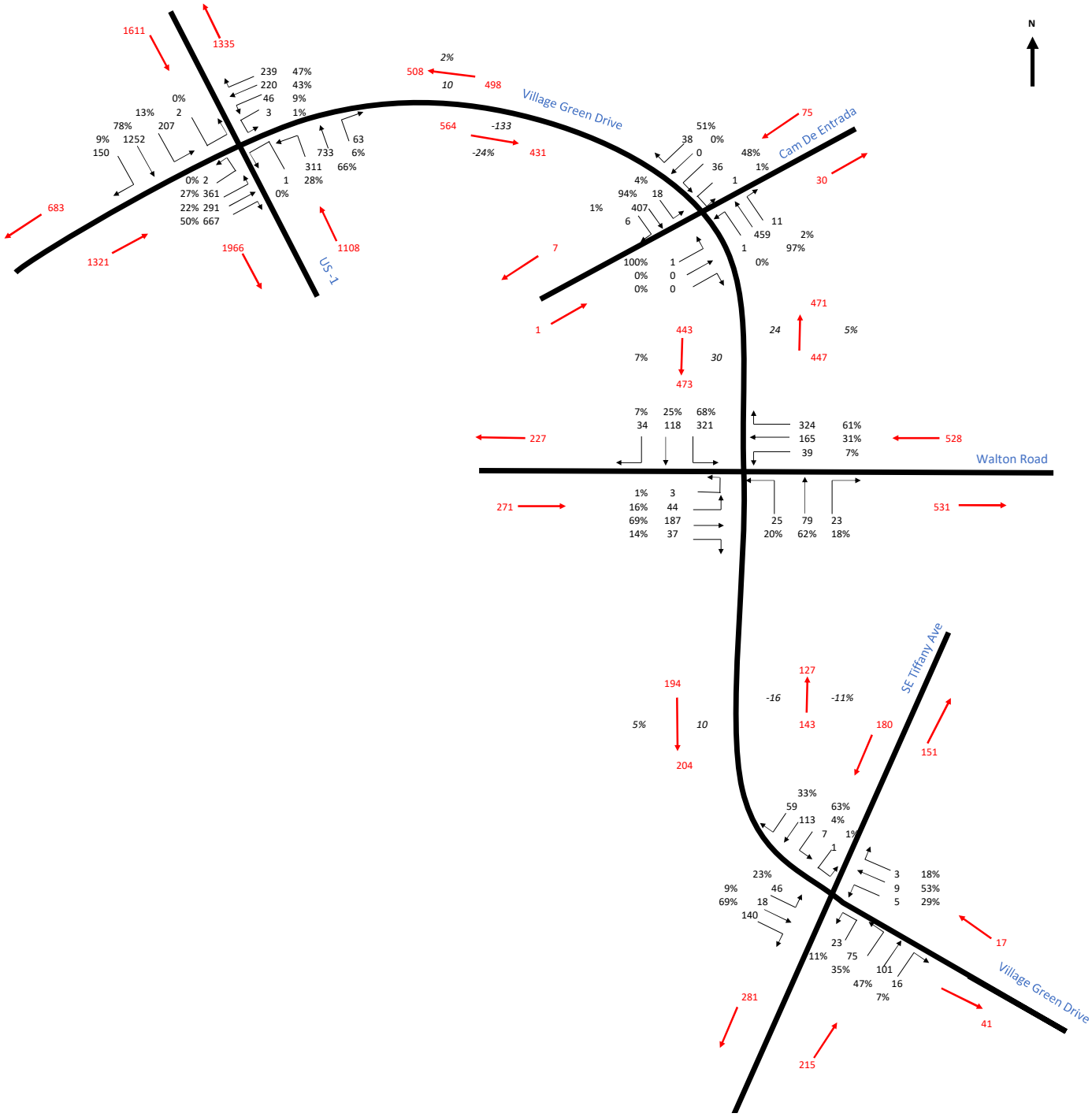
Village Green Drive
US-1 to Walton Road

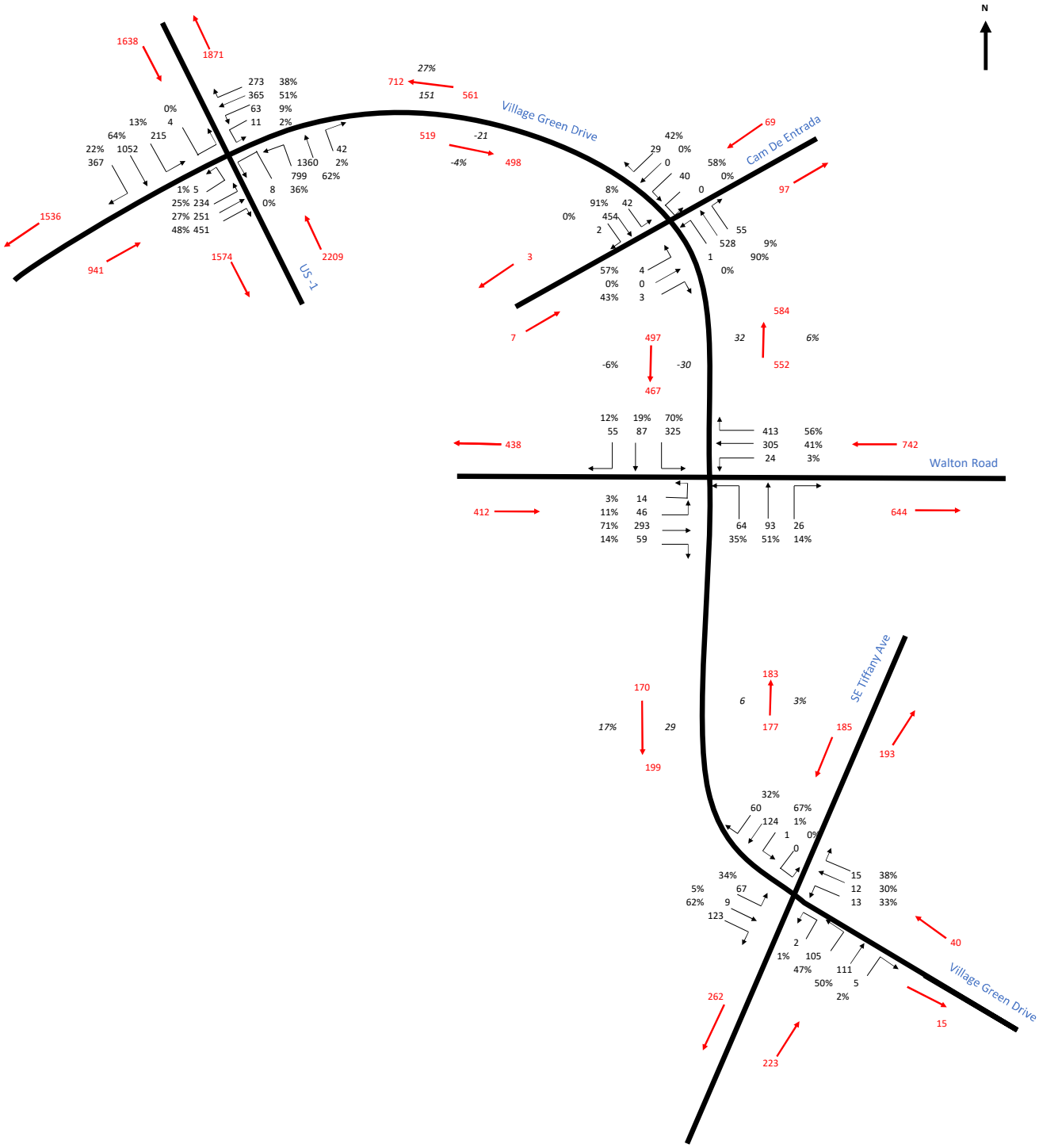
72 Hr - Volume and Speed Traffic Counts

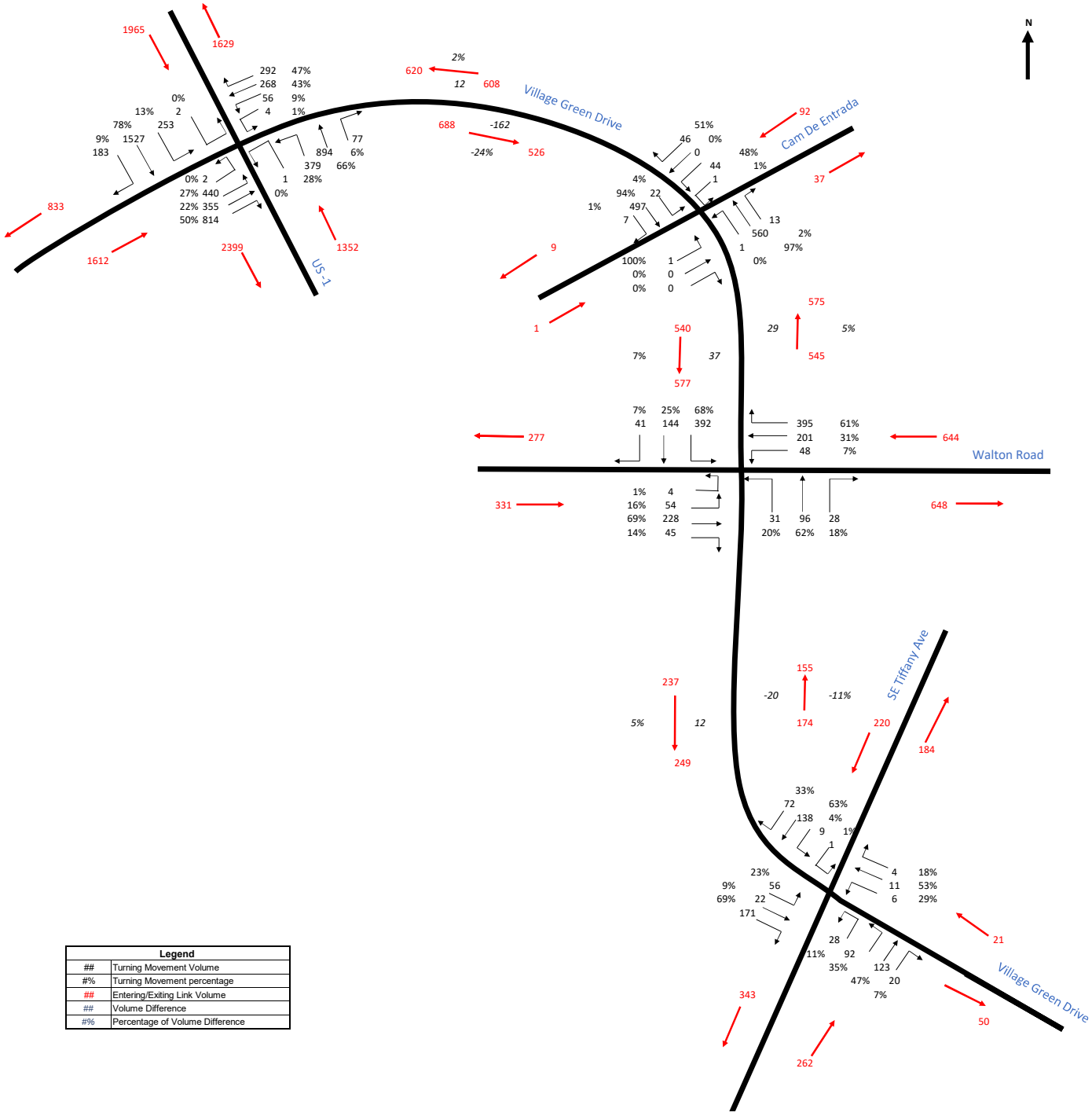


Appendix E

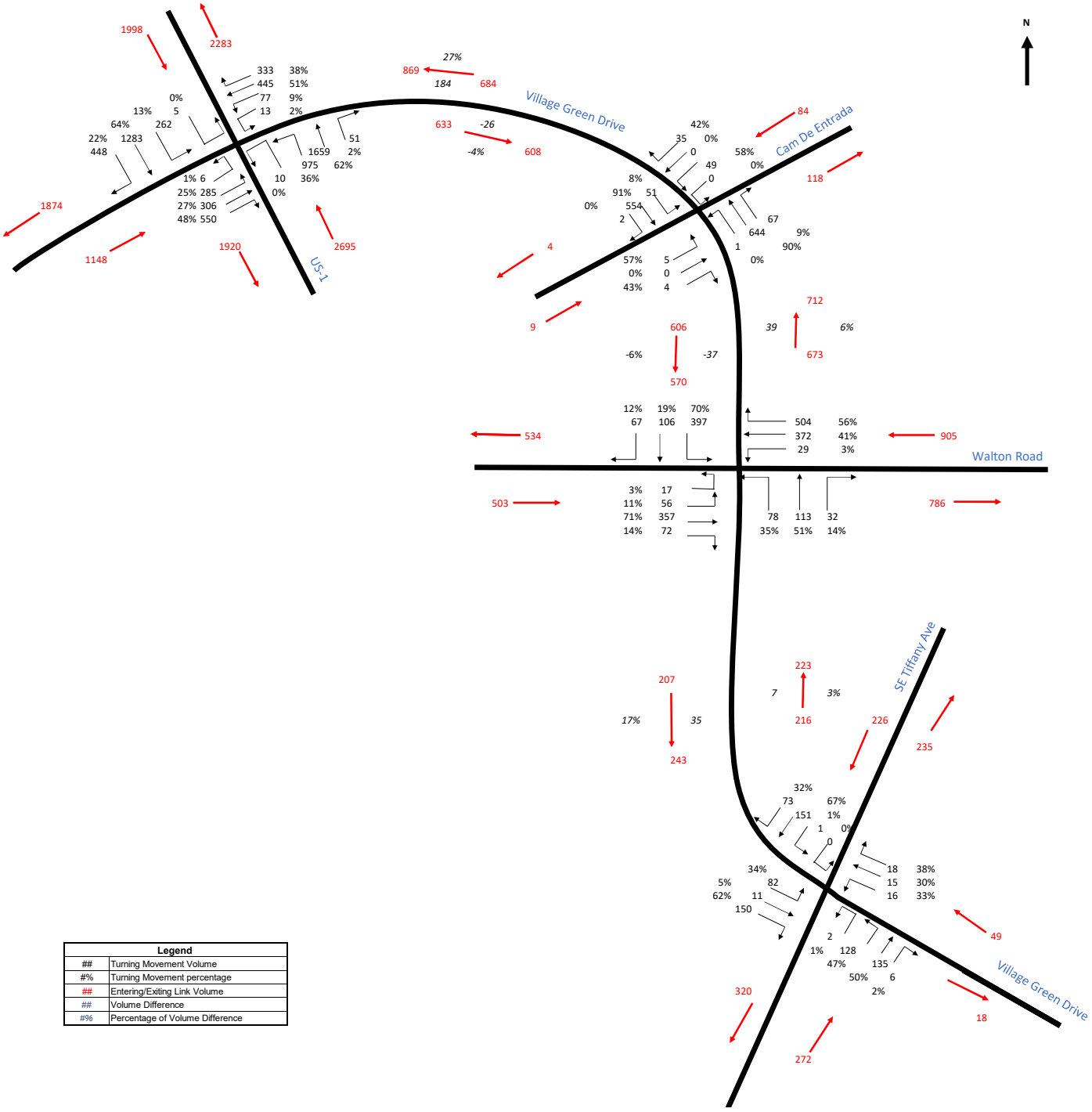
Traffic Volumes


N
Village Green Drive
Cam De Entrada
US -1
Walton Road
SE Tiffany Ave
Village Green Drive
1611
1335
239 47%
220 43%
46 9%
3 1%
0%
13% 2
78% 207
9% 1252
150
683
1321
0% 2
27% 361
22% 291
50% 667
1966
1108
733 63
311 66%
1 28%
0%
508
2%
10
498
564
-133
-24%
431
75
51%
38 0%
0
48% 36
1%
1
30
4%
94% 18
1%
407
6
11
459 2%
1 97%
100% 1
0% 0
0% 0
7
1
471
443
24
5%
7%
30
447
473
7% 25% 68%
34 118 321
227
324 61%
165 31%
39 7%
528
271
1% 3
16% 44
69% 187
14% 37
25 79 23
20% 62% 18%
531
127
194
-16
-11%
5%
10
143
204
180
151
33%
59 63%
113 4%
7 1%
1
23%
9% 46
69% 18
140
3 18%
9 53%
5 29%
23
11% 75
35% 101
47% 16
7%
17
281
215
41

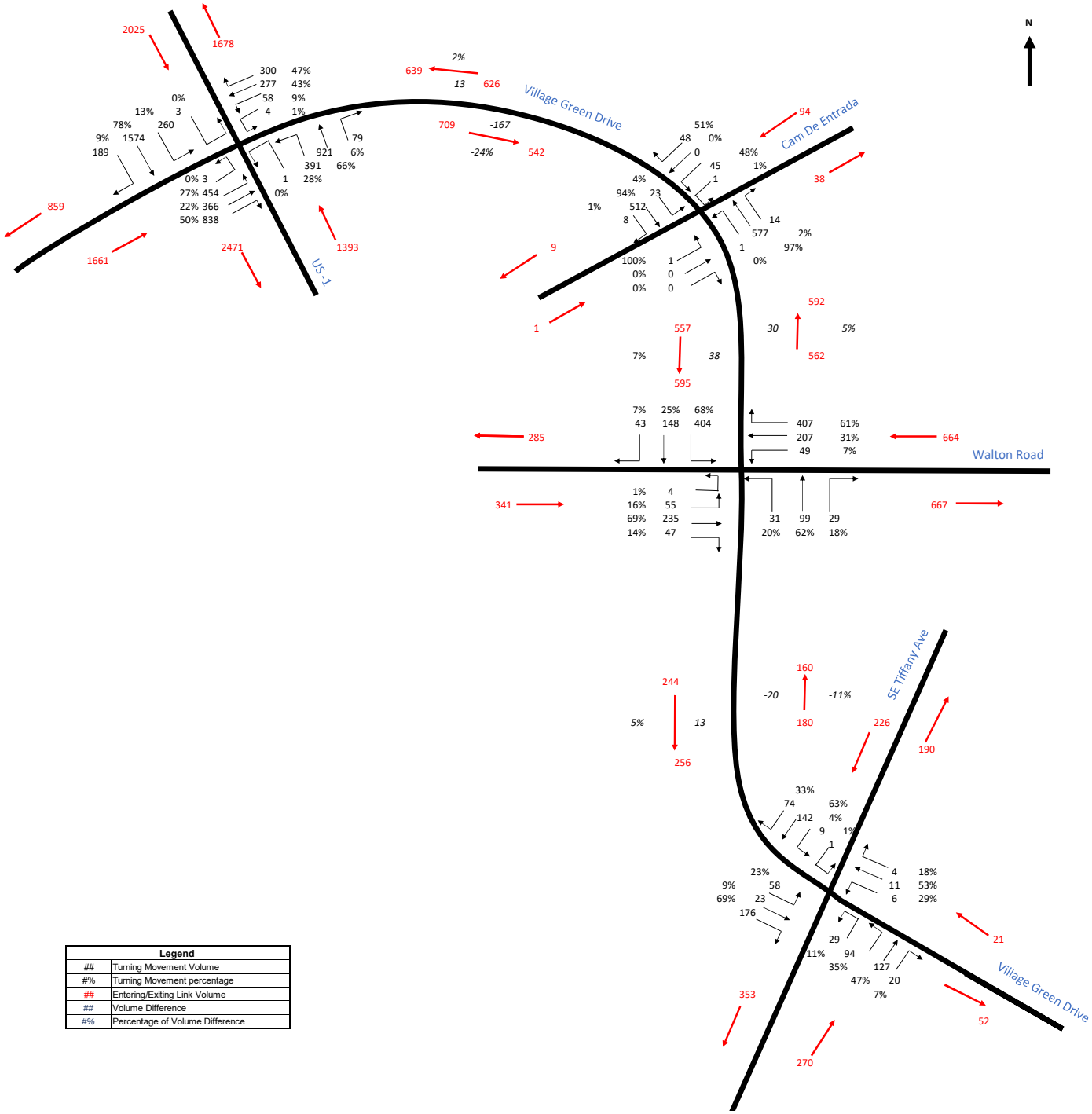

N
Village Green Drive
Cam De Entrada
US-1
Walton Road
SE Tiffany Ave
Village Green Drive
1638
1871
712
27%
151
561
519
-21
-4%
498
69
97
1536
941
1574
2209
3
7
497
-6%
-30
467
584
32
6%
552
438
742
412
644
183
6
3%
177
170
17%
29
199
185
193
262
223
40
15

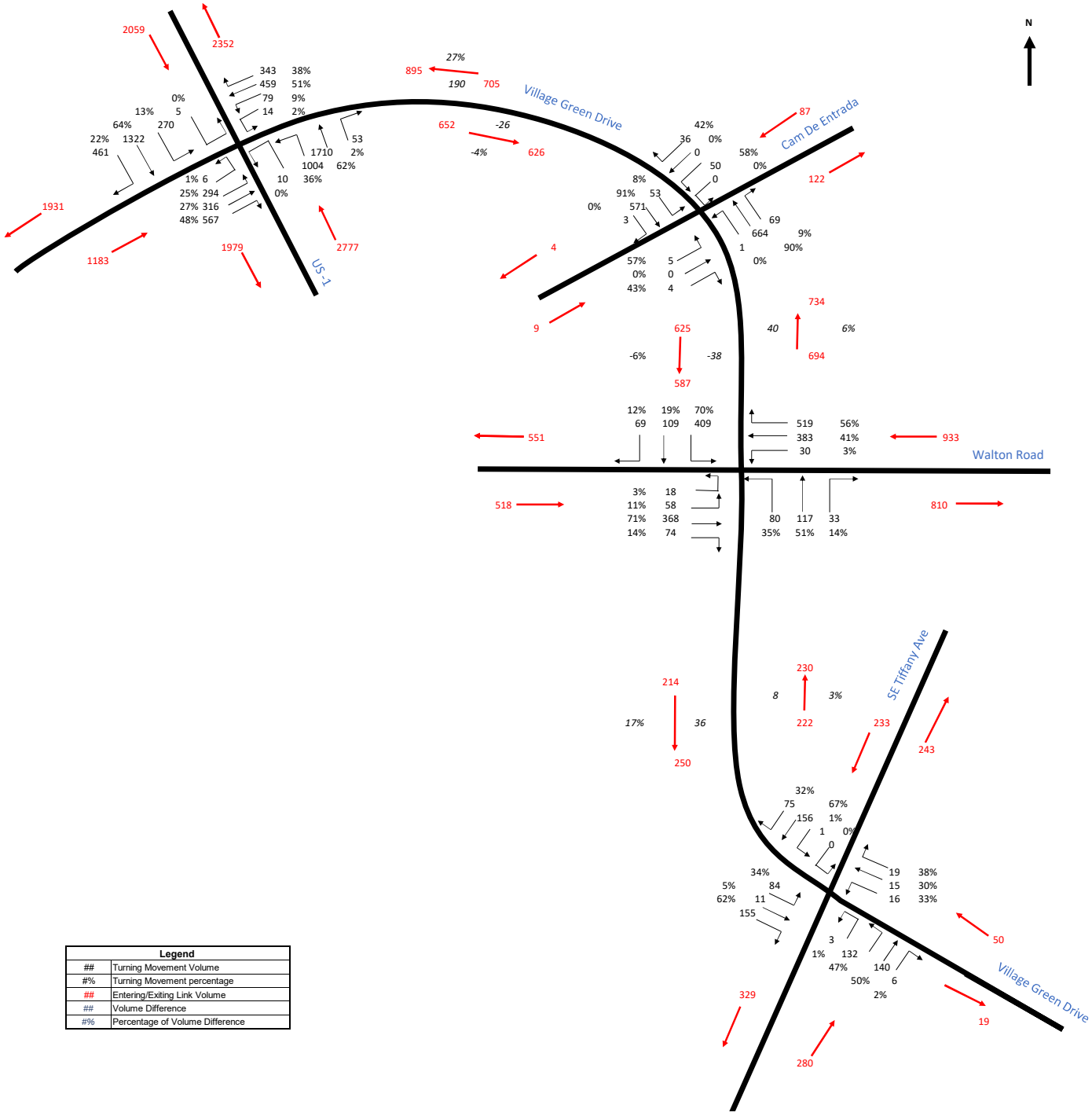


Legend	
##	Turning Movement Volume
#%	Turning Movement percentage
##	Entering/Exiting Link Volume
##	Volume Difference
#%	Percentage of Volume Difference

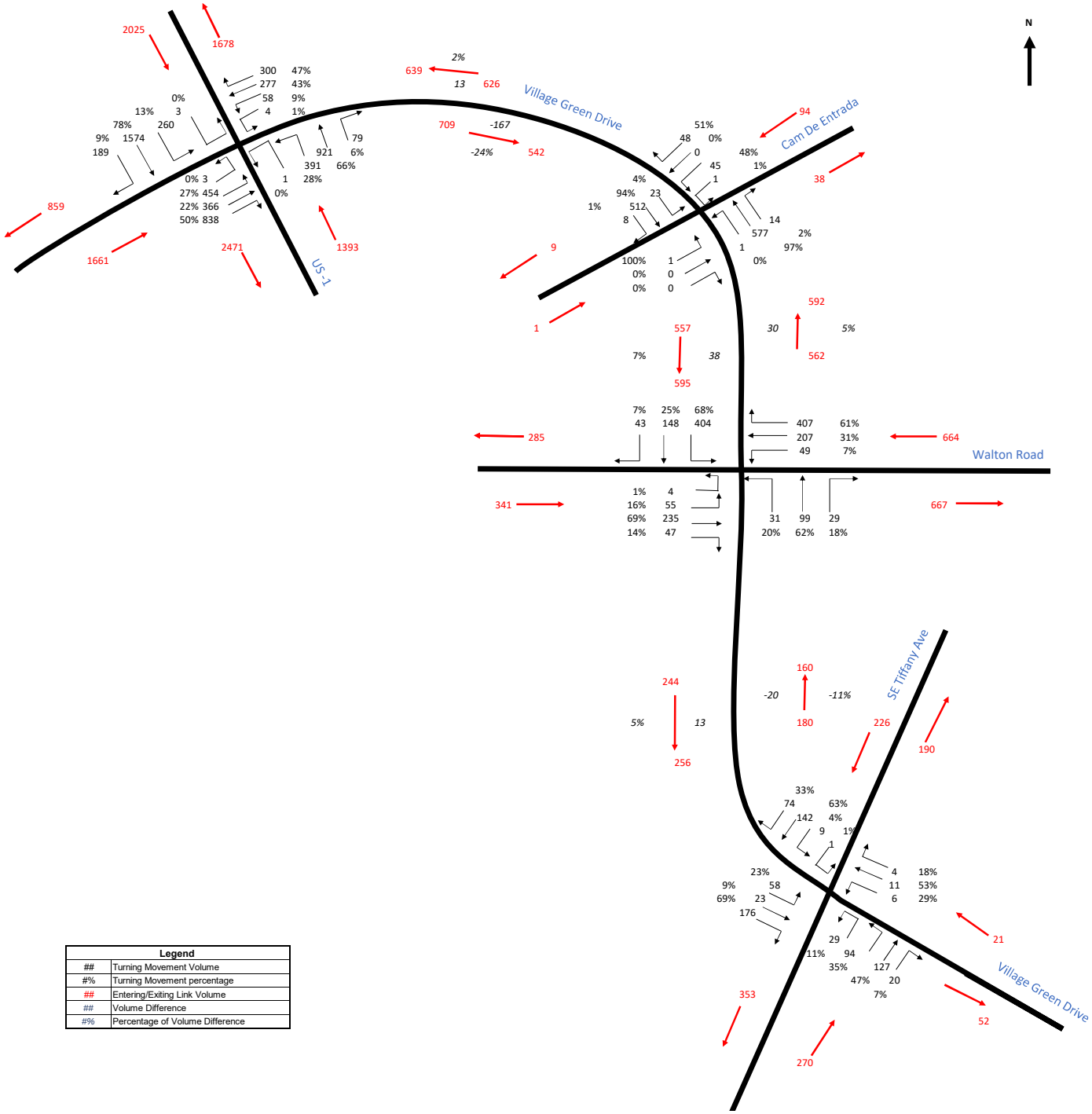


Legend	
##	Turning Movement Volume
#%	Turning Movement percentage
##	Entering/Exiting Link Volume
##	Volume Difference
#%	Percentage of Volume Difference

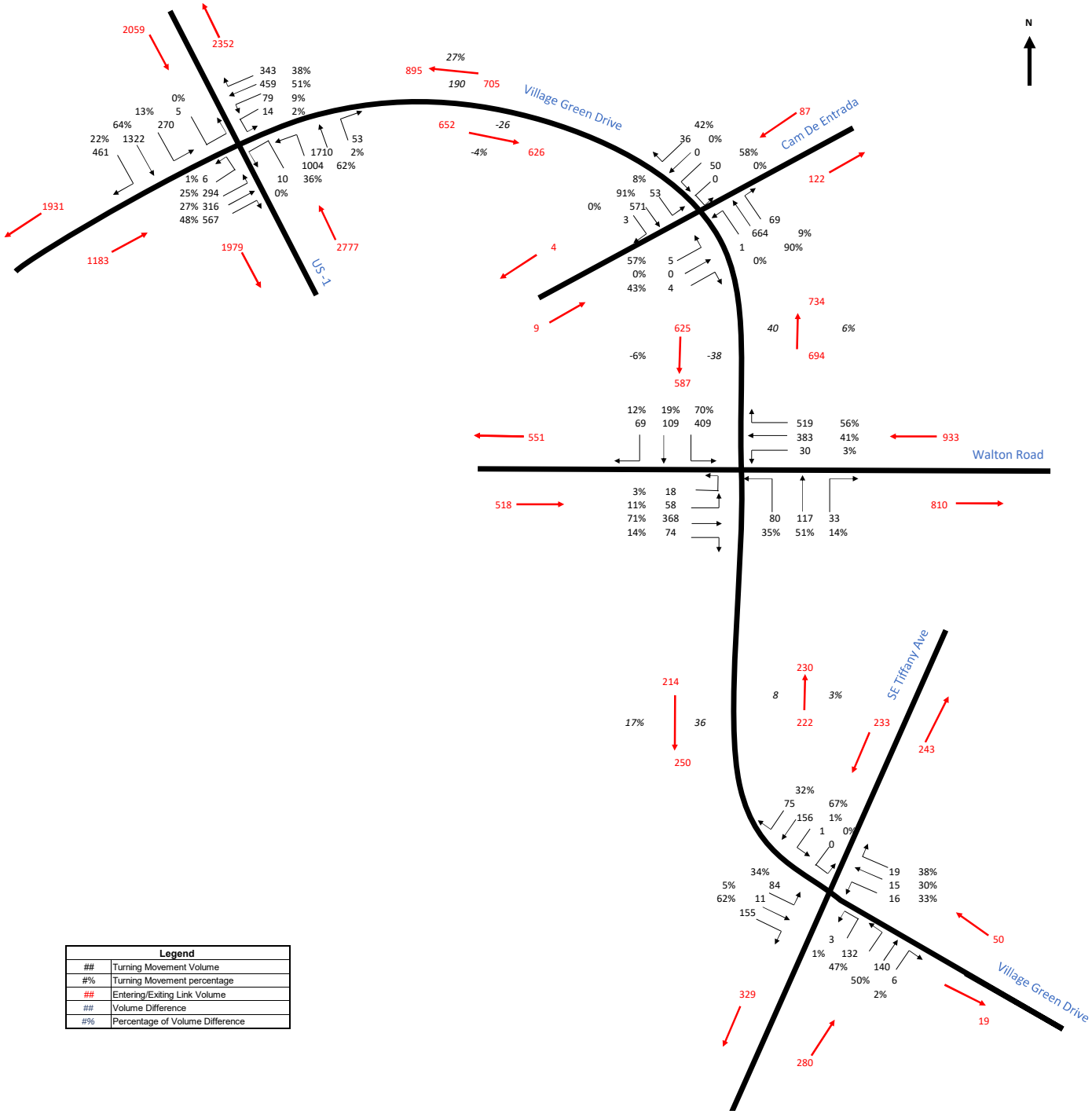

N
Village Green Drive
Cam De Entrada
Walton Road
US -1
SE Tiffany Ave
Village Green Drive
2025
1678
639
2%
13
626
709
-167
-24%
542
94
38
859
1661
2471
1393
9
1
592
30
5%
562
557
7%
38
595
285
664
341
667
244
5%
13
256
160
-20
-11%
180
226
190
21
52
353
270
Legend
Turning Movement Volume
#% Turning Movement percentage
Entering/Exiting Link Volume
Volume Difference
#% Percentage of Volume Difference



Legend	
##	Turning Movement Volume
#%	Turning Movement percentage
##	Entering/Exiting Link Volume
##	Volume Difference
#%	Percentage of Volume Difference



Legend	
##	Turning Movement Volume
#%	Turning Movement percentage
##	Entering/Exiting Link Volume
##	Volume Difference
#%	Percentage of Volume Difference


N
Village Green Drive
Cam De Entrada
US -1
Walton Road
SE Tiffany Ave
Village Green Drive
2059
2352
1931
1183
1979
2777
895
705
652
626
87
122
4
9
734
694
625
587
551
933
518
810
214
250
230
222
233
243
50
19
329
280
Legend
Turning Movement Volume
#% Turning Movement percentage
Entering/Exiting Link Volume
Volume Difference
#% Percentage of Volume Difference

Appendix F

Speed Data

Port St Lucie Village Green Dr

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000202
SE Village Green Dr
btwn SE South Niemeyer Cir and Walton Rd

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
00:15	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	6
00:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	6
	0	0	0	1	3	11	1	0	0	0	0	0	0	0	0	16
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	9
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	6
03:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	1	7	3	0	0	0	0	0	0	0	0	11
04:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:30	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3
04:45	1	0	0	0	1	5	0	0	1	0	0	0	0	0	0	8
	1	1	0	2	3	8	1	0	1	0	0	0	0	0	0	17
05:00	0	0	0	3	1	2	1	1	0	0	0	0	0	0	0	8
05:15	0	0	0	0	3	6	2	0	0	0	0	0	0	0	0	11
05:30	0	0	0	0	3	6	8	0	0	0	0	0	0	0	0	17
05:45	1	0	0	0	5	10	2	1	0	0	0	0	0	0	0	19
	1	0	0	3	12	24	13	2	0	0	0	0	0	0	0	55
06:00	0	0	0	0	3	13	8	0	1	0	0	0	0	0	0	25
06:15	0	1	1	0	10	23	12	5	0	0	0	0	0	0	0	52
06:30	0	1	0	2	16	36	15	0	0	0	0	0	0	0	0	70
06:45	0	0	0	1	11	37	22	5	0	0	0	0	0	0	0	76
	0	2	1	3	40	109	57	10	1	0	0	0	0	0	0	223
07:00	0	3	1	1	19	38	20	4	3	0	0	0	0	0	0	89
07:15	0	3	0	7	22	49	8	5	2	0	0	0	0	0	0	96
07:30	0	7	4	2	21	58	10	3	0	0	0	0	0	0	0	105
07:45	1	4	2	5	32	48	21	5	0	0	0	0	0	0	0	118
	1	17	7	15	94	193	59	17	5	0	0	0	0	0	0	408
08:00	1	4	1	6	37	51	17	3	2	0	0	0	0	0	0	122
08:15	2	2	3	7	32	38	23	3	0	0	0	0	0	0	0	110
08:30	2	5	0	4	38	59	14	3	0	0	0	0	0	0	0	125
08:45	0	9	0	5	21	52	16	2	0	0	0	0	0	0	0	105
	5	20	4	22	128	200	70	11	2	0	0	0	0	0	0	462
09:00	0	6	1	1	27	37	13	2	0	0	0	0	0	0	0	87
09:15	3	0	2	7	10	35	14	2	0	0	0	0	0	0	0	73
09:30	0	2	0	3	11	38	27	1	0	0	0	0	0	0	0	82
09:45	1	5	4	3	23	26	15	1	0	0	0	0	0	0	0	78
	4	13	7	14	71	136	69	6	0	0	0	0	0	0	0	320
10:00	2	5	3	4	23	27	16	2	0	0	0	0	0	0	0	82
10:15	1	3	0	5	16	39	13	2	1	0	0	0	0	0	0	80
10:30	1	4	1	3	34	38	16	1	0	0	0	0	0	0	0	98
10:45	0	5	0	0	24	32	18	1	0	0	0	0	0	0	0	80
	4	17	4	12	97	136	63	6	1	0	0	0	0	0	0	340
11:00	0	4	0	3	14	39	21	3	0	0	0	0	0	0	0	84
11:15	0	3	0	1	24	44	7	1	0	0	0	0	0	0	0	80
11:30	0	3	1	2	21	40	17	4	0	0	0	0	0	0	0	88
11:45	0	12	2	3	27	26	17	2	0	0	0	0	0	0	0	89
	0	22	3	9	86	149	62	10	0	0	0	0	0	0	0	341
Total	16	92	26	82	537	982	401	62	10	0	0	0	0	0	0	2208

Port St Lucie Village Green Dr

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000202
SE Village Green Dr
btwn SE South Niemeyer Cir and Walton Rd

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	1	5	4	4	19	51	9	2	0	0	0	0	0	0	0	95
12:15	0	9	1	7	21	35	9	2	0	0	0	0	0	0	0	84
12:30	0	2	2	2	17	20	23	4	0	0	0	0	0	0	0	70
12:45	1	5	2	5	13	27	18	2	0	0	0	0	0	0	0	73
	2	21	9	18	70	133	59	10	0	0	0	0	0	0	0	322
13:00	1	11	1	3	14	41	13	1	0	0	0	0	0	0	0	85
13:15	0	1	0	8	40	57	14	4	0	0	0	0	0	0	0	124
13:30	0	3	1	1	24	42	11	1	0	0	0	0	0	0	0	83
13:45	1	3	0	4	19	36	19	5	2	0	0	0	0	0	0	89
	2	18	2	16	97	176	57	11	2	0	0	0	0	0	0	381
14:00	0	6	0	3	15	38	11	3	1	0	0	0	0	0	0	77
14:15	1	3	0	3	18	35	13	0	1	0	0	0	0	0	0	74
14:30	1	4	1	0	20	34	26	6	0	0	0	0	0	0	0	92
14:45	2	2	0	1	19	41	18	7	0	0	0	0	0	0	0	90
	4	15	1	7	72	148	68	16	2	0	0	0	0	0	0	333
15:00	1	6	2	0	15	34	18	2	0	1	0	0	0	0	0	79
15:15	1	3	3	3	22	29	26	6	2	0	0	0	0	0	0	95
15:30	1	4	3	0	12	45	36	5	1	0	0	0	0	0	0	107
15:45	0	9	3	2	21	60	30	3	0	0	0	0	0	0	0	128
	3	22	11	5	70	168	110	16	3	1	0	0	0	0	0	409
16:00	1	5	3	4	24	44	26	8	0	0	0	0	0	0	0	115
16:15	0	8	2	2	33	58	22	8	0	0	0	0	0	0	0	133
16:30	1	12	3	4	26	39	21	2	0	0	0	0	0	0	0	108
16:45	0	4	1	5	43	51	17	1	0	0	0	0	0	0	0	122
	2	29	9	15	126	192	86	19	0	0	0	0	0	0	0	478
17:00	1	9	7	1	31	56	13	1	0	0	0	0	0	0	0	119
17:15	0	5	3	10	50	47	10	1	0	0	0	0	0	0	0	126
17:30	0	3	3	2	38	56	22	1	1	0	0	0	0	0	0	126
17:45	0	1	1	4	26	56	28	3	0	1	0	0	0	0	0	120
	1	18	14	17	145	215	73	6	1	1	0	0	0	0	0	491
18:00	0	3	0	3	21	34	23	3	1	0	0	0	0	0	0	88
18:15	1	2	0	5	12	44	21	0	0	0	0	0	0	0	0	85
18:30	0	2	0	4	11	29	22	5	2	0	0	0	0	0	0	75
18:45	0	2	0	1	15	24	19	5	1	0	0	0	0	0	1	68
	1	9	0	13	59	131	85	13	4	0	0	0	0	0	1	316
19:00	0	1	0	3	14	32	15	1	0	0	0	0	0	0	0	66
19:15	0	0	0	2	9	28	13	4	0	0	0	0	0	0	0	56
19:30	0	0	0	0	9	26	13	5	0	0	0	0	0	0	0	53
19:45	0	2	0	1	4	31	9	2	1	0	0	0	0	0	0	50
	0	3	0	6	36	117	50	12	1	0	0	0	0	0	0	225
20:00	0	1	0	3	8	15	9	0	0	0	0	0	0	0	0	36
20:15	0	0	0	1	7	28	18	0	0	0	0	0	0	0	0	54
20:30	0	0	0	1	8	16	12	0	1	0	0	0	0	0	0	38
20:45	0	0	0	1	4	20	10	2	1	0	0	0	0	0	0	38
	0	1	0	6	27	79	49	2	2	0	0	0	0	0	0	166
21:00	0	1	0	0	8	15	9	2	0	0	0	0	0	0	0	35
21:15	0	0	0	1	4	13	2	1	0	0	0	0	0	0	0	21
21:30	0	0	0	0	6	16	6	0	0	0	0	0	0	0	0	28
21:45	0	0	0	1	6	6	14	3	0	0	0	0	0	0	0	30
	0	1	0	2	24	50	31	6	0	0	0	0	0	0	0	114
22:00	0	0	0	2	10	13	8	0	0	0	0	0	0	0	0	33
22:15	0	0	1	0	2	9	4	1	0	0	0	0	0	0	0	17
22:30	0	0	0	0	9	9	3	1	0	0	0	0	0	0	0	22
22:45	0	0	0	1	3	5	2	0	0	0	0	0	0	0	0	11
	0	0	1	3	24	36	17	2	0	0	0	0	0	0	0	83
23:00	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	8
23:15	0	0	0	1	2	4	5	1	0	0	0	0	0	0	0	13
23:30	0	1	0	0	3	3	3	1	0	0	0	0	0	0	0	11
23:45	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
	0	1	0	1	7	10	14	3	0	0	0	0	0	0	0	36
Total	15	138	47	109	757	1455	699	116	15	2	0	0	0	0	1	3354

Port St Lucie Village Green Dr

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000202
SE Village Green Dr
btwn SE South Niemeyer Cir and Walton Rd

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	1	0	0	2	6	1	0	0	0	0	0	0	0	0	10
00:15	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
00:30	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	7
00:45	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
	0	1	0	0	9	10	6	0	0	0	0	0	0	0	0	26
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
01:30	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	6
01:45	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	7
	0	0	0	1	5	6	5	0	0	0	0	0	0	0	0	17
02:00	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
02:15	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
02:45	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
	0	0	1	0	2	8	2	1	0	0	0	0	0	0	0	14
03:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5
03:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	10
04:00	0	0	0	1	1	5	1	0	0	0	0	0	0	0	0	8
04:15	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
04:30	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5
04:45	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	5
	0	1	1	1	2	11	5	0	0	0	0	0	0	0	0	21
05:00	0	1	0	0	2	3	2	0	0	0	0	0	0	0	0	8
05:15	0	0	0	0	4	1	3	0	0	0	0	0	0	0	0	8
05:30	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	10
05:45	0	1	0	0	7	8	4	1	0	0	0	0	0	0	0	21
	0	2	0	0	17	17	10	1	0	0	0	0	0	0	0	47
06:00	0	0	0	1	3	11	9	2	1	0	0	0	0	0	0	27
06:15	1	0	0	0	7	19	16	4	0	0	0	0	0	0	0	47
06:30	0	0	0	0	14	19	24	5	0	0	0	0	0	0	0	62
06:45	0	0	0	2	4	45	20	4	0	0	0	0	0	0	0	75
	1	0	0	3	28	94	69	15	1	0	0	0	0	0	0	211
07:00	1	2	0	1	24	40	19	4	2	0	0	0	0	0	0	93
07:15	2	2	2	4	24	55	14	2	0	0	0	0	0	0	0	105
07:30	0	3	3	8	28	50	15	1	0	1	0	0	0	0	0	109
07:45	1	3	1	1	37	54	17	2	1	0	0	0	0	0	0	117
	4	10	6	14	113	199	65	9	3	1	0	0	0	0	0	424
08:00	2	3	1	1	30	44	22	1	0	0	0	0	0	0	0	104
08:15	2	3	1	2	31	57	15	1	1	0	0	0	0	0	0	113
08:30	0	5	2	5	26	65	24	0	0	0	0	0	0	0	0	127
08:45	0	2	2	6	20	40	25	4	0	0	0	0	0	0	0	99
	4	13	6	14	107	206	86	6	1	0	0	0	0	0	0	443
09:00	1	4	2	0	31	32	12	3	0	0	0	0	0	0	0	85
09:15	1	2	0	3	21	28	23	0	1	0	0	0	0	0	0	79
09:30	0	4	1	4	23	43	23	2	0	0	0	0	0	0	0	100
09:45	0	4	4	3	19	37	18	2	1	0	0	0	0	0	0	88
	2	14	7	10	94	140	76	7	2	0	0	0	0	0	0	352
10:00	1	6	2	4	19	36	7	1	0	0	0	0	0	0	0	76
10:15	1	5	3	6	18	34	13	2	0	0	0	0	0	0	0	82
10:30	0	0	2	0	13	38	11	3	0	0	0	0	0	0	0	67
10:45	0	4	1	6	19	31	16	2	1	0	0	0	0	0	0	80
	2	15	8	16	69	139	47	8	1	0	0	0	0	0	0	305
11:00	1	6	3	0	23	31	13	6	0	0	0	0	0	0	0	83
11:15	0	4	1	0	14	28	15	1	0	0	0	0	0	0	0	63
11:30	0	5	2	0	20	29	18	0	0	0	0	0	0	0	0	74
11:45	0	9	2	4	16	23	11	1	0	0	0	0	0	0	0	66
	1	24	8	4	73	111	57	8	0	0	0	0	0	0	0	286
Total	14	80	37	63	523	946	429	55	8	1	0	0	0	0	0	2156

Port St Lucie Village Green Dr

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000202
SE Village Green Dr
btwn SE South Niemeyer Cir and Walton Rd

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	2	11	3	3	18	41	11	2	0	0	0	0	0	0	0	91
12:15	0	4	3	10	15	37	11	0	0	0	0	0	0	0	0	80
12:30	2	5	2	0	21	50	12	1	0	0	0	0	0	0	0	93
12:45	3	5	0	2	17	36	14	3	0	0	0	0	0	0	0	80
	7	25	8	15	71	164	48	6	0	0	0	0	0	0	0	344
13:00	0	2	1	3	27	41	12	1	0	0	0	0	0	0	0	87
13:15	0	6	0	1	20	58	13	2	0	0	0	0	0	0	0	100
13:30	0	5	1	1	23	31	18	2	0	0	0	0	0	0	0	81
13:45	0	0	0	6	24	34	13	1	0	0	0	0	0	0	0	78
	0	13	2	11	94	164	56	6	0	0	0	0	0	0	0	346
14:00	0	8	1	3	18	36	21	2	1	0	0	0	0	0	0	90
14:15	0	3	3	5	26	39	9	0	0	0	0	0	0	0	0	85
14:30	0	3	1	1	21	41	15	2	1	0	0	0	0	0	0	85
14:45	1	7	0	2	15	29	24	3	0	0	0	0	0	0	0	81
	1	21	5	11	80	145	69	7	2	0	0	0	0	0	0	341
15:00	0	5	2	15	25	27	23	1	0	0	0	0	0	0	0	98
15:15	0	4	1	9	29	43	9	1	0	0	0	0	0	0	0	96
15:30	0	6	5	8	33	45	24	2	0	0	0	0	0	0	0	123
15:45	1	11	1	3	15	42	22	9	1	0	0	0	0	0	0	105
	1	26	9	35	102	157	78	13	1	0	0	0	0	0	0	422
16:00	0	11	2	5	25	43	16	3	0	0	0	0	0	0	0	105
16:15	0	7	2	9	41	40	21	2	0	0	0	0	0	0	0	122
16:30	0	8	6	13	30	55	18	4	0	0	0	0	0	0	0	134
16:45	1	9	2	4	46	46	19	9	0	0	0	0	0	0	0	136
	1	35	12	31	142	184	74	18	0	0	0	0	0	0	0	497
17:00	1	8	3	4	35	53	18	4	0	0	0	0	0	0	0	126
17:15	1	5	2	2	44	49	15	2	0	0	0	0	0	0	0	120
17:30	1	1	2	3	22	38	18	3	2	0	0	0	0	0	0	90
17:45	0	1	0	5	26	42	13	1	0	0	0	0	0	0	0	88
	3	15	7	14	127	182	64	10	2	0	0	0	0	0	0	424
18:00	0	1	1	0	17	35	19	4	0	0	0	0	0	0	0	77
18:15	0	1	1	1	29	40	19	2	0	0	0	0	0	0	0	93
18:30	0	0	1	3	12	50	19	6	0	0	0	0	0	0	0	91
18:45	0	2	0	4	18	31	12	4	0	0	0	0	0	0	0	71
	0	4	3	8	76	156	69	16	0	0	0	0	0	0	0	332
19:00	0	1	0	0	8	30	16	2	1	0	0	0	0	0	0	58
19:15	0	1	0	0	8	34	8	4	1	0	0	0	0	0	0	56
19:30	0	0	1	3	11	31	12	3	0	0	0	0	0	0	0	61
19:45	0	3	1	1	12	22	15	2	1	0	0	0	0	0	0	57
	0	5	2	4	39	117	51	11	3	0	0	0	0	0	0	232
20:00	1	1	0	1	14	23	12	1	0	0	0	0	0	0	0	53
20:15	0	1	1	3	12	25	9	1	0	0	0	0	0	0	0	52
20:30	0	4	0	2	7	29	11	0	0	0	0	0	0	0	0	53
20:45	1	0	1	0	7	23	8	3	0	0	0	0	0	0	0	43
	2	6	2	6	40	100	40	5	0	0	0	0	0	0	0	201
21:00	0	0	1	1	7	12	12	2	0	0	0	0	0	0	0	35
21:15	0	0	0	1	4	14	10	4	0	0	0	0	0	0	0	33
21:30	0	0	1	3	14	9	3	0	0	0	0	0	0	0	0	30
21:45	0	0	0	2	9	7	10	0	0	0	0	0	0	0	0	28
	0	0	2	7	34	42	35	6	0	0	0	0	0	0	0	126
22:00	0	0	0	0	6	7	6	1	1	0	0	0	0	0	0	21
22:15	0	0	0	1	5	13	2	0	1	0	0	0	0	0	0	22
22:30	0	0	0	1	4	12	4	1	0	0	0	0	0	0	0	22
22:45	0	0	0	0	6	9	4	0	0	0	0	0	0	0	0	19
	0	0	0	2	21	41	16	2	2	0	0	0	0	0	0	84
23:00	0	0	0	0	1	10	6	1	0	0	0	0	0	0	0	18
23:15	0	1	0	0	3	4	1	0	1	0	0	0	0	0	0	10
23:30	0	0	0	1	2	4	2	1	0	0	0	0	0	0	0	10
23:45	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
	0	1	0	1	7	20	11	2	1	0	0	0	0	0	0	43
Total	15	151	52	145	833	1472	611	102	11	0	0	0	0	0	0	3392

Port St Lucie Village Green Dr

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Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	9
00:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
00:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	0	3	9	5	0	0	0	0	0	0	0	0	17
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5
01:30	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	0	1	11	1	0	0	0	0	0	0	0	0	13
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	0	3	1	3	0	0	0	0	0	0	0	0	7
04:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	5
04:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6
	0	0	0	1	7	4	3	1	0	0	0	0	0	0	0	16
05:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5
05:15	0	0	0	0	2	4	5	1	0	0	0	0	0	0	0	12
05:30	0	0	0	0	2	9	5	0	0	0	0	0	0	0	0	16
05:45	0	0	0	0	2	8	5	2	0	0	0	0	0	0	0	17
	0	0	0	0	8	24	15	3	0	0	0	0	0	0	0	50
06:00	0	1	0	1	3	15	6	1	0	0	0	0	0	0	0	27
06:15	0	0	0	0	5	26	16	7	0	0	0	0	0	0	0	54
06:30	0	1	0	2	13	18	20	5	0	0	0	0	0	0	0	59
06:45	0	1	0	0	12	28	21	8	1	0	0	0	0	0	0	71
	0	3	0	3	33	87	63	21	1	0	0	0	0	0	0	211
07:00	1	0	1	5	18	31	24	0	0	0	0	0	0	0	0	80
07:15	2	2	0	13	34	40	8	3	0	0	0	0	0	0	0	102
07:30	1	4	3	5	34	32	17	4	0	0	0	0	0	0	0	100
07:45	0	1	3	1	25	56	16	4	1	0	0	0	0	0	0	107
	4	7	7	24	111	159	65	11	1	0	0	0	0	0	0	389
08:00	1	3	2	7	27	64	12	4	0	0	0	0	0	0	0	120
08:15	0	3	2	4	31	45	12	2	0	0	0	0	0	0	0	99
08:30	0	4	0	5	24	43	21	1	0	0	0	0	0	0	0	98
08:45	1	0	4	3	25	56	19	4	1	0	0	0	0	0	0	113
	2	10	8	19	107	208	64	11	1	0	0	0	0	0	0	430
09:00	0	2	0	4	18	45	15	2	0	0	0	0	0	0	0	86
09:15	0	2	0	2	18	36	18	4	0	0	0	0	0	0	0	80
09:30	0	2	2	2	17	41	32	1	0	0	0	0	0	0	0	97
09:45	0	10	4	2	19	36	16	0	0	0	0	0	0	0	0	87
	0	16	6	10	72	158	81	7	0	0	0	0	0	0	0	350
10:00	0	2	2	9	20	31	10	2	0	0	0	0	0	0	0	76
10:15	0	2	2	0	31	38	22	2	0	0	0	0	0	0	0	97
10:30	1	3	1	1	9	40	9	2	0	0	0	0	0	0	0	66
10:45	0	3	0	5	26	35	15	1	0	0	0	0	0	0	0	85
	1	10	5	15	86	144	56	7	0	0	0	0	0	0	0	324
11:00	1	0	0	2	18	27	13	2	0	0	0	0	0	0	0	63
11:15	0	3	1	3	23	27	15	2	0	0	0	0	0	0	0	74
11:30	0	5	0	4	15	34	14	1	0	0	0	0	0	0	0	73
11:45	0	5	4	1	18	31	18	2	0	0	0	0	0	0	0	79
	1	13	5	10	74	119	60	7	0	0	0	0	0	0	0	289
Total	8	59	31	82	506	926	417	68	3	0	0	0	0	0	0	2100

Port St Lucie Village Green Dr

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000202
SE Village Green Dr
btwn SE South Niemeyer Cir and Walton Rd

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	1	9	8	9	23	36	14	1	0	0	0	0	0	0	0	101
12:15	0	8	0	3	27	38	15	2	0	0	0	0	0	0	0	93
12:30	1	1	2	3	19	31	11	1	0	0	0	0	0	0	0	69
12:45	0	7	5	0	19	25	12	3	1	0	0	0	0	0	0	72
	2	25	15	15	88	130	52	7	1	0	0	0	0	0	0	335
13:00	0	5	4	2	21	24	16	2	0	0	0	0	0	0	0	74
13:15	1	4	2	7	28	37	13	2	0	0	0	0	0	0	0	94
13:30	1	8	0	1	25	36	18	1	0	0	0	0	0	0	0	90
13:45	0	5	3	5	17	42	20	2	0	0	0	0	0	0	0	94
	2	22	9	15	91	139	67	7	0	0	0	0	0	0	0	352
14:00	0	3	1	1	25	35	19	2	0	0	0	0	0	0	0	86
14:15	0	5	2	7	22	37	19	2	0	0	0	0	0	0	0	94
14:30	0	2	3	5	17	36	19	4	0	0	0	0	0	0	0	86
14:45	0	2	3	2	19	56	13	5	1	0	0	0	0	0	0	101
	0	12	9	15	83	164	70	13	1	0	0	0	0	0	0	367
15:00	1	4	0	4	18	30	22	1	0	0	0	0	0	0	0	80
15:15	1	8	3	2	30	45	21	2	0	0	0	0	0	0	0	112
15:30	1	10	4	0	28	48	27	5	1	0	0	0	0	0	0	124
15:45	0	3	4	12	49	46	12	1	0	0	0	0	0	0	0	127
	3	25	11	18	125	169	82	9	1	0	0	0	0	0	0	443
16:00	0	8	0	0	18	55	11	2	0	0	0	0	0	0	0	94
16:15	0	8	3	8	42	46	6	0	0	0	0	0	0	0	0	113
16:30	0	11	6	17	36	39	16	4	0	0	0	0	0	0	0	129
16:45	1	7	4	7	51	42	15	2	0	0	0	0	0	0	0	129
	1	34	13	32	147	182	48	8	0	0	0	0	0	0	0	465
17:00	1	9	3	4	36	39	19	1	0	0	0	0	0	0	0	112
17:15	0	5	2	7	28	45	11	2	0	0	0	0	0	0	0	100
17:30	0	5	1	1	29	58	24	0	0	0	0	0	0	0	0	118
17:45	0	4	0	4	17	49	15	4	0	0	0	0	0	0	0	93
	1	23	6	16	110	191	69	7	0	0	0	0	0	0	0	423
18:00	0	4	0	2	22	43	20	8	0	0	0	0	0	0	0	99
18:15	0	1	2	3	17	35	25	6	2	0	0	0	0	0	0	91
18:30	0	0	0	0	17	39	22	3	2	0	0	0	0	0	0	83
18:45	0	1	1	1	8	28	15	4	1	1	0	0	0	0	0	60
	0	6	3	6	64	145	82	21	5	1	0	0	0	0	0	333
19:00	1	1	0	4	17	27	19	5	0	1	0	0	0	0	0	75
19:15	0	0	1	3	12	15	18	6	1	0	0	0	0	0	0	56
19:30	0	1	2	0	8	26	13	4	1	0	0	0	0	0	0	55
19:45	0	0	0	2	5	22	13	5	0	0	0	0	0	0	0	47
	1	2	3	9	42	90	63	20	2	1	0	0	0	0	0	233
20:00	0	1	1	1	11	17	10	0	0	0	0	0	0	0	0	41
20:15	0	1	0	1	15	19	11	3	0	0	0	0	0	0	0	50
20:30	0	0	0	3	5	16	9	4	0	0	0	0	0	0	0	37
20:45	0	0	0	0	7	19	5	0	0	1	0	0	0	0	0	32
	0	2	1	5	38	71	35	7	0	1	0	0	0	0	0	160
21:00	1	0	0	0	4	14	7	2	1	0	0	0	0	0	0	29
21:15	0	1	0	2	9	15	4	0	0	0	0	0	0	0	0	31
21:30	0	2	0	1	9	10	5	3	0	0	0	0	0	0	0	30
21:45	2	1	1	1	6	13	2	3	0	0	0	0	0	0	0	29
	3	4	1	4	28	52	18	8	1	0	0	0	0	0	0	119
22:00	0	0	0	0	4	9	5	3	0	0	0	0	0	0	0	21
22:15	0	0	0	1	3	11	2	0	1	0	0	0	0	0	0	18
22:30	0	0	0	1	2	10	6	0	0	0	0	0	0	0	0	19
22:45	0	0	0	1	6	9	4	0	0	0	0	0	0	0	0	20
	0	0	0	3	15	39	17	3	1	0	0	0	0	0	0	78
23:00	0	0	0	0	7	6	2	0	0	0	0	0	0	0	0	15
23:15	0	1	0	0	3	9	1	0	0	0	0	0	0	0	0	14
23:30	0	0	0	0	1	2	4	2	0	0	0	0	0	0	0	9
23:45	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	8
	0	1	0	1	14	21	7	2	0	0	0	0	0	0	0	46
Total	13	156	71	139	845	1393	610	112	12	3	0	0	0	0	0	3354
Total	81	676	264	620	4001	7174	3167	515	59	6	0	0	0	0	1	16564

Stats

15th Percentile :	30 MPH
50th Percentile :	35 MPH
85th Percentile :	40 MPH
95th Percentile :	43 MPH
Mean Speed(Average) :	36 MPH
10 MPH Pace Speed :	30-39 MPH
Number in Pace :	11179
Percent in Pace :	67.5%
Number of Vehicles > 30 MPH :	14124
Percent of Vehicles > 30 MPH :	85.3%

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
00:30	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
00:45	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	11
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
04:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
04:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	9
05:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:30	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	6
05:45	0	0	0	4	3	2	0	0	0	0	0	0	0	0	0	9
	0	0	3	6	5	5	0	0	0	0	0	0	0	0	0	19
06:00	0	0	2	3	3	2	0	0	0	0	0	0	0	0	0	10
06:15	0	0	1	2	7	0	1	0	0	0	0	0	0	0	0	11
06:30	0	0	2	0	9	0	1	0	0	0	0	0	0	0	0	12
06:45	0	0	3	5	4	4	0	0	0	0	0	0	0	0	0	16
	0	0	8	10	23	6	2	0	0	0	0	0	0	0	0	49
07:00	0	0	3	8	11	3	0	0	0	0	0	0	0	0	0	25
07:15	0	3	2	10	14	0	0	0	0	0	0	0	0	0	0	29
07:30	0	0	6	7	14	2	1	0	1	0	0	0	0	0	0	31
07:45	0	1	4	6	10	5	0	0	0	0	0	0	0	0	0	26
	0	4	15	31	49	10	1	0	1	0	0	0	0	0	0	111
08:00	0	0	2	8	10	4	1	0	0	0	0	0	0	0	0	25
08:15	0	1	3	11	8	3	1	0	0	0	0	0	0	0	0	27
08:30	0	0	2	4	14	7	0	0	0	0	0	0	0	0	0	27
08:45	0	0	1	5	9	2	1	2	0	0	0	0	0	0	0	20
	0	1	8	28	41	16	3	2	0	0	0	0	0	0	0	99
09:00	0	0	5	8	11	3	1	0	0	0	0	0	0	0	0	28
09:15	0	1	0	7	15	6	0	0	0	0	0	0	0	0	0	29
09:30	0	0	1	6	19	3	2	0	0	0	0	0	0	0	0	31
09:45	0	0	0	9	11	8	1	0	0	0	0	0	0	0	0	29
	0	1	6	30	56	20	4	0	0	0	0	0	0	0	0	117
10:00	0	0	0	3	9	2	0	0	0	0	0	0	0	0	0	14
10:15	2	3	1	5	11	7	0	0	0	0	0	0	0	0	0	29
10:30	0	0	2	4	9	7	0	0	0	0	0	0	0	0	0	22
10:45	0	0	2	9	17	6	0	0	0	0	0	0	0	0	0	34
	2	3	5	21	46	22	0	0	0	0	0	0	0	0	0	99
11:00	0	0	2	4	7	2	0	0	0	0	0	0	0	0	0	15
11:15	0	0	3	10	16	3	2	0	0	0	0	0	0	0	0	34
11:30	0	0	3	10	11	8	1	0	0	0	0	0	0	0	0	33
11:45	0	0	3	6	7	5	0	0	0	0	0	0	0	0	0	21
	0	0	11	30	41	18	3	0	0	0	0	0	0	0	0	103
Total	2	9	58	164	273	104	13	2	1	0	0	0	0	0	0	626

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	1	1	0	7	13	4	1	0	0	0	0	0	0	0	0	27
12:15	0	0	3	14	13	6	2	0	0	0	0	0	0	0	0	38
12:30	0	0	2	9	11	4	0	0	0	0	0	0	0	0	1	27
12:45	1	2	5	4	13	0	0	0	0	0	0	0	0	0	0	25
	2	3	10	34	50	14	3	0	0	0	0	0	0	0	1	117
13:00	0	0	6	10	12	7	0	0	0	1	0	0	0	0	0	36
13:15	0	0	1	13	11	3	0	0	0	0	0	0	0	0	0	28
13:30	0	0	1	8	19	6	1	1	0	0	0	0	0	0	0	36
13:45	0	0	1	2	18	7	1	0	0	0	0	0	0	0	0	29
	0	0	9	33	60	23	2	1	0	1	0	0	0	0	0	129
14:00	0	1	2	3	8	9	0	0	0	0	0	0	0	0	0	23
14:15	0	0	2	12	13	1	0	0	0	0	0	0	0	0	0	28
14:30	0	0	1	5	6	11	1	0	0	0	0	0	0	0	0	24
14:45	0	0	0	4	10	8	3	0	0	0	0	0	1	0	0	26
	0	1	5	24	37	29	4	0	0	0	0	0	1	0	0	101
15:00	0	0	1	7	16	4	0	0	0	0	0	0	0	0	0	28
15:15	0	1	0	11	24	4	0	0	0	0	0	0	0	0	0	40
15:30	1	0	2	5	13	9	0	0	0	0	0	0	0	0	0	30
15:45	0	0	0	6	15	3	1	0	1	0	0	0	0	0	0	26
	1	1	3	29	68	20	1	0	1	0	0	0	0	0	0	124
16:00	0	0	4	8	18	12	1	0	0	0	0	0	0	0	0	43
16:15	0	0	1	6	20	9	0	0	0	0	0	0	0	0	0	36
16:30	1	4	5	10	17	9	1	0	0	0	0	0	0	0	0	47
16:45	1	1	1	8	19	10	0	0	0	0	0	1	0	0	1	42
	2	5	11	32	74	40	2	0	0	0	0	1	0	0	1	168
17:00	0	0	1	14	22	4	1	0	0	0	0	0	0	0	0	42
17:15	0	0	1	14	19	5	2	0	0	0	0	1	0	0	0	42
17:30	0	0	3	7	17	5	4	0	0	0	0	0	0	0	0	36
17:45	0	0	3	10	15	9	1	0	0	0	0	0	0	0	0	38
	0	0	8	45	73	23	8	0	0	0	0	1	0	0	0	158
18:00	0	0	3	6	10	4	1	0	0	0	0	0	0	0	0	24
18:15	0	0	3	21	11	3	0	0	0	0	0	0	0	0	0	38
18:30	0	0	1	7	11	4	0	0	0	0	0	0	0	0	0	23
18:45	0	0	2	5	8	5	1	0	0	0	0	0	0	0	0	21
	0	0	9	39	40	16	2	0	0	0	0	0	0	0	0	106
19:00	0	0	6	10	9	5	0	0	0	0	0	0	0	0	0	30
19:15	0	0	2	7	13	2	0	0	0	0	0	0	0	0	0	24
19:30	0	1	1	7	8	4	0	0	0	0	0	0	0	0	0	21
19:45	0	0	1	5	7	5	0	0	0	0	0	0	0	0	0	18
	0	1	10	29	37	16	0	0	0	0	0	0	0	0	0	93
20:00	0	0	1	11	6	2	1	0	0	0	0	0	0	0	0	21
20:15	0	0	2	3	10	3	0	0	0	0	0	0	0	0	0	18
20:30	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	8
20:45	0	2	1	5	4	0	0	0	0	0	0	0	0	0	0	12
	0	2	7	22	21	6	1	0	0	0	0	0	0	0	0	59
21:00	0	0	3	3	2	2	0	0	0	0	0	0	0	0	0	10
21:15	0	0	0	4	7	2	0	0	0	0	0	0	0	0	0	13
21:30	0	0	0	5	3	2	1	0	0	0	0	0	0	0	0	11
21:45	0	1	1	1	8	0	0	0	0	0	0	0	0	0	0	11
	0	1	4	13	20	6	1	0	0	0	0	0	0	0	0	45
22:00	0	0	3	3	4	0	1	0	0	0	0	0	0	0	0	11
22:15	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
22:30	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
22:45	0	1	0	1	6	1	0	0	0	0	0	0	0	0	0	9
	0	1	5	8	14	3	1	0	0	0	0	0	0	0	0	32
23:00	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	6
23:15	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	7
23:30	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
23:45	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
	0	0	2	6	7	5	0	0	0	0	0	0	0	0	0	20
Total	5	15	83	314	501	201	25	1	1	1	0	2	1	0	2	1152

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
00:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	9
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
03:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
05:00	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	6
05:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
05:45	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	5
	0	1	1	4	7	4	0	0	0	0	0	0	0	0	0	17
06:00	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	6
06:15	0	1	0	0	4	3	0	0	0	0	0	0	0	0	0	8
06:30	0	1	1	2	8	2	1	0	0	0	0	0	0	0	0	15
06:45	0	0	1	7	8	1	0	0	0	0	0	0	0	0	0	17
	0	2	3	10	24	6	1	0	0	0	0	0	0	0	0	46
07:00	0	1	2	7	14	1	1	0	0	0	0	0	0	0	0	26
07:15	0	2	5	12	6	2	0	0	0	0	0	0	0	0	0	27
07:30	0	1	3	3	12	3	0	0	0	0	0	0	0	0	0	22
07:45	0	0	1	6	18	6	1	0	0	0	0	0	0	0	0	32
	0	4	11	28	50	12	2	0	0	0	0	0	0	0	0	107
08:00	0	0	0	3	9	12	0	0	0	0	0	0	0	0	0	24
08:15	1	2	3	13	11	3	1	0	0	0	0	0	0	0	0	34
08:30	1	1	3	6	8	7	1	0	0	0	0	0	0	0	0	27
08:45	0	0	3	9	16	7	0	0	0	0	0	0	0	0	0	35
	2	3	9	31	44	29	2	0	0	0	0	0	0	0	0	120
09:00	0	0	1	7	8	5	0	0	0	0	0	0	0	0	0	21
09:15	0	0	0	5	13	2	0	0	0	0	0	0	0	0	0	20
09:30	0	0	1	9	9	6	0	0	0	0	0	0	0	0	0	25
09:45	0	1	3	8	12	4	0	0	0	0	0	0	0	0	0	28
	0	1	5	29	42	17	0	0	0	0	0	0	0	0	0	94
10:00	0	0	0	2	15	6	2	0	0	0	0	0	0	0	0	25
10:15	0	0	2	9	16	5	0	0	0	0	0	0	0	0	0	32
10:30	0	1	3	6	18	4	0	0	0	0	0	0	0	0	0	32
10:45	0	0	1	5	9	1	0	0	0	0	0	0	0	0	0	16
	0	1	6	22	58	16	2	0	0	0	0	0	0	0	0	105
11:00	0	1	2	13	16	4	1	0	0	0	0	0	0	0	0	37
11:15	0	0	4	14	7	3	0	0	0	0	0	0	0	0	0	28
11:30	0	0	3	12	6	5	2	0	0	0	0	0	0	0	0	28
11:45	0	0	2	11	8	3	1	0	0	0	0	0	0	0	0	25
	0	1	11	50	37	15	4	0	0	0	0	0	0	0	0	118
Total	2	13	48	184	270	102	11	1	0	0	0	0	0	0	0	631

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	1	12	20	7	0	0	0	0	0	0	0	0	0	40
12:15	0	0	1	8	15	6	0	0	0	0	0	0	0	0	1	31
12:30	0	0	3	9	10	7	0	0	0	0	0	0	0	0	0	29
12:45	0	1	4	9	12	6	1	0	0	0	0	0	1	0	0	34
	0	1	9	38	57	26	1	0	0	0	0	0	1	0	1	134
13:00	0	0	4	11	10	5	0	0	0	0	0	0	0	0	0	30
13:15	0	0	0	5	15	4	2	0	0	0	0	0	0	0	0	26
13:30	0	1	1	9	9	7	3	0	0	0	0	0	0	0	0	30
13:45	0	1	2	10	9	2	0	0	0	0	0	0	0	0	0	24
	0	2	7	35	43	18	5	0	0	0	0	0	0	0	0	110
14:00	1	0	4	9	17	4	1	0	0	0	0	0	0	0	0	36
14:15	0	0	2	13	18	4	1	0	0	0	0	0	0	0	0	38
14:30	0	0	1	10	9	3	2	0	0	0	0	0	0	0	0	25
14:45	0	0	2	8	15	3	0	0	0	0	0	0	0	0	0	28
	1	0	9	40	59	14	4	0	0	0	0	0	0	0	0	127
15:00	0	1	1	12	9	0	0	0	0	0	0	0	0	0	0	23
15:15	0	0	5	11	9	3	0	0	0	0	0	0	0	0	0	28
15:30	0	0	3	12	22	7	1	0	0	0	0	0	0	0	0	45
15:45	0	2	2	14	15	2	2	0	0	0	0	0	0	0	0	37
	0	3	11	49	55	12	3	0	0	0	0	0	0	0	0	133
16:00	0	0	4	19	11	5	1	0	0	0	0	0	0	0	0	40
16:15	0	0	2	20	15	6	0	0	0	0	0	0	0	0	0	43
16:30	0	1	10	14	19	8	0	0	0	0	0	0	0	0	0	52
16:45	0	0	1	15	24	2	2	0	0	0	0	0	0	0	0	44
	0	1	17	68	69	21	3	0	0	0	0	0	0	0	0	179
17:00	0	0	6	14	23	4	0	0	0	0	0	0	0	1	0	48
17:15	0	0	1	18	13	6	2	0	0	0	0	0	0	0	0	40
17:30	0	0	2	14	19	6	0	0	0	0	0	0	0	0	0	41
17:45	0	0	9	10	19	3	0	0	0	0	0	0	0	0	0	41
	0	0	18	56	74	19	2	0	0	0	0	0	0	1	0	170
18:00	0	0	0	9	9	3	0	1	0	0	0	0	0	0	0	22
18:15	0	1	6	5	10	2	0	0	0	0	0	0	0	0	0	24
18:30	0	0	1	6	11	2	0	1	0	0	0	0	0	0	0	21
18:45	0	0	3	8	10	6	0	0	0	0	0	0	0	0	0	27
	0	1	10	28	40	13	0	2	0	0	0	0	0	0	0	94
19:00	0	0	2	10	8	6	0	0	0	0	0	0	0	0	0	26
19:15	0	0	4	11	9	1	0	0	0	0	0	0	0	0	0	25
19:30	0	0	1	7	9	0	1	0	0	0	0	0	0	0	0	18
19:45	0	0	2	8	6	2	0	0	0	0	0	0	0	0	0	18
	0	0	9	36	32	9	1	0	0	0	0	0	0	0	0	87
20:00	0	0	1	5	4	5	0	0	0	0	0	0	0	0	0	15
20:15	0	0	1	5	6	1	0	0	0	0	0	0	0	0	0	13
20:30	0	0	4	5	3	1	0	0	0	0	0	0	0	0	0	13
20:45	0	0	0	6	6	1	0	0	0	0	0	0	0	0	0	13
	0	0	6	21	19	8	0	0	0	0	0	0	0	0	0	54
21:00	0	0	2	2	5	1	1	0	0	0	0	0	0	0	0	11
21:15	0	1	0	4	4	2	0	0	0	0	0	0	0	0	0	11
21:30	0	1	3	2	3	2	1	0	0	0	0	0	0	0	0	12
21:45	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	9
	0	2	7	13	14	5	2	0	0	0	0	0	0	0	0	43
22:00	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6
22:15	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	8
22:30	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	10
22:45	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	7
	0	0	4	11	11	4	1	0	0	0	0	0	0	0	0	31
23:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
23:15	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
23:30	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
23:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	0	2	4	7	2	1	0	0	0	0	0	0	0	0	16
Total	1	10	109	399	480	151	23	2	0	0	0	0	1	1	1	1178

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
00:15	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	1	0	1	2	0	0	0	0	0	0	0	0	0	5
	0	1	2	3	4	2	0	0	0	0	0	0	0	0	0	12
01:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
	0	1	0	0	4	1	0	0	0	0	0	0	0	0	0	6
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	5
05:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
05:30	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	6
05:45	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	7
	0	0	0	9	4	5	0	0	0	0	0	0	0	0	0	18
06:00	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	7
06:15	0	0	1	2	5	4	1	0	0	0	0	0	0	0	0	13
06:30	0	0	1	8	3	1	0	0	0	0	0	0	0	0	0	13
06:45	0	0	2	9	10	3	1	0	0	0	0	0	0	0	0	25
	0	0	4	23	20	9	2	0	0	0	0	0	0	0	0	58
07:00	0	0	0	7	6	1	3	0	0	0	0	0	0	0	0	17
07:15	1	3	2	10	14	4	0	0	0	0	0	0	0	0	0	34
07:30	1	1	0	5	12	4	0	0	0	0	0	0	0	0	0	23
07:45	0	0	0	9	15	5	0	0	0	0	1	0	0	0	0	30
	2	4	2	31	47	14	3	0	0	0	1	0	0	0	0	104
08:00	0	0	3	6	11	2	0	0	0	0	0	0	0	0	0	22
08:15	0	0	3	8	4	5	0	0	0	0	0	0	0	0	0	20
08:30	0	4	4	8	9	2	1	0	0	0	0	0	0	0	0	28
08:45	0	0	1	4	9	9	1	0	0	0	0	0	0	0	0	24
	0	4	11	26	33	18	2	0	0	0	0	0	0	0	0	94
09:00	0	0	2	9	9	3	0	0	0	0	0	0	0	0	0	23
09:15	0	1	1	8	13	1	1	0	0	0	0	0	0	0	0	25
09:30	0	0	1	9	13	3	0	0	0	0	0	0	0	0	0	26
09:45	0	0	2	9	9	4	0	0	0	0	0	0	0	0	0	24
	0	1	6	35	44	11	1	0	0	0	0	0	0	0	0	98
10:00	0	1	2	7	10	3	0	1	0	0	0	0	0	0	0	24
10:15	0	0	5	7	6	2	2	0	0	0	0	0	0	0	0	22
10:30	0	0	2	9	9	7	0	0	0	0	0	0	0	0	0	27
10:45	0	0	0	6	13	1	0	0	0	0	0	0	0	0	0	20
	0	1	9	29	38	13	2	1	0	0	0	0	0	0	0	93
11:00	0	0	2	7	6	3	0	0	0	0	0	0	0	0	0	18
11:15	0	0	1	11	8	2	1	0	0	0	0	0	0	0	0	23
11:30	0	0	7	5	11	8	0	0	0	0	1	0	0	0	0	32
11:45	0	0	4	6	15	2	1	0	0	0	0	0	0	0	0	28
	0	0	14	29	40	15	2	0	0	0	1	0	0	0	0	101
Total	2	12	51	188	238	91	13	1	0	0	2	0	0	0	0	598

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	1	6	15	13	2	1	0	0	0	0	0	0	0	38
12:15	0	0	2	6	15	9	1	0	0	0	1	0	0	0	0	34
12:30	0	0	0	5	8	3	0	0	0	0	0	0	0	0	0	16
12:45	0	0	1	9	11	8	1	0	0	0	0	0	0	0	0	30
	0	0	4	26	49	33	4	1	0	0	1	0	0	0	0	118
13:00	0	1	4	5	5	5	2	0	0	0	0	0	0	0	0	22
13:15	0	1	2	16	9	1	0	0	0	0	0	0	0	0	0	29
13:30	0	0	1	4	7	0	0	0	0	0	0	0	0	0	0	12
13:45	0	0	2	11	4	2	0	0	0	0	0	0	0	0	0	19
	0	2	9	36	25	8	2	0	0	0	0	0	0	0	0	82
14:00	0	0	1	6	11	11	0	0	0	0	0	0	0	0	0	29
14:15	0	0	3	7	21	6	1	0	0	0	0	0	0	0	0	38
14:30	0	0	2	4	12	3	1	0	0	0	0	0	0	0	0	22
14:45	0	0	0	12	7	4	2	0	0	0	0	0	0	0	0	25
	0	0	6	29	51	24	4	0	0	0	0	0	0	0	0	114
15:00	0	0	2	3	19	14	1	0	0	0	0	0	0	0	0	39
15:15	0	1	2	9	14	0	2	0	0	0	0	0	0	0	0	28
15:30	1	1	6	16	14	10	1	0	0	0	0	0	0	0	0	49
15:45	1	0	2	9	13	10	1	0	0	0	0	0	0	0	0	36
	2	2	12	37	60	34	5	0	0	0	0	0	0	0	0	152
16:00	0	0	2	13	15	10	0	0	0	0	0	0	0	0	0	40
16:15	0	0	3	11	12	7	2	0	0	0	0	0	0	0	0	35
16:30	0	1	3	7	21	6	1	0	0	0	0	0	0	0	0	39
16:45	0	0	1	10	16	4	0	0	0	0	0	0	0	0	0	31
	0	1	9	41	64	27	3	0	0	0	0	0	0	0	0	145
17:00	0	0	4	8	19	10	1	0	0	0	0	0	0	0	0	42
17:15	0	0	2	19	18	6	3	0	0	0	0	0	0	0	0	48
17:30	0	0	3	13	13	6	2	0	0	0	0	0	0	0	0	37
17:45	0	0	2	4	11	5	1	0	0	0	0	0	0	0	0	23
	0	0	11	44	61	27	7	0	0	0	0	0	0	0	0	150
18:00	0	2	5	6	15	15	1	0	0	0	0	0	0	0	0	44
18:15	0	1	1	12	10	8	2	0	0	0	0	0	0	0	0	34
18:30	0	0	2	8	10	3	0	1	0	0	0	0	0	0	0	24
18:45	0	0	1	9	6	3	3	0	0	0	0	0	0	0	0	22
	0	3	9	35	41	29	6	1	0	0	0	0	0	0	0	124
19:00	0	0	4	3	7	3	2	0	0	0	0	0	0	0	0	19
19:15	0	0	3	9	9	6	1	0	0	0	0	0	0	0	0	28
19:30	0	0	2	1	5	6	0	0	0	0	0	0	0	0	0	14
19:45	0	0	0	12	5	7	0	0	0	0	0	0	0	0	0	24
	0	0	9	25	26	22	3	0	0	0	0	0	0	0	0	85
20:00	0	0	1	11	6	4	0	0	0	0	0	0	0	0	0	22
20:15	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	9
20:30	0	0	0	4	6	0	1	0	0	0	0	0	0	0	0	11
20:45	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	6
	0	0	5	21	16	5	1	0	0	0	0	0	0	0	0	48
21:00	0	0	4	9	4	1	0	0	0	0	0	0	0	0	0	18
21:15	0	1	1	6	4	0	2	0	0	0	0	0	0	0	0	14
21:30	0	0	2	4	7	1	0	0	0	0	0	0	0	0	0	14
21:45	0	0	1	7	3	1	1	0	0	0	0	0	0	0	0	13
	0	1	8	26	18	3	3	0	0	0	0	0	0	0	0	59
22:00	0	0	0	6	2	1	0	0	0	0	0	0	0	0	0	9
22:15	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	10
22:30	0	1	0	1	3	3	0	0	0	0	0	0	0	0	0	8
22:45	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
	0	1	2	12	11	6	0	0	0	0	0	0	0	0	0	32
23:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
23:15	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6
23:30	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:45	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
	0	0	2	9	4	4	1	0	0	0	0	0	0	0	0	20
Total	2	10	86	341	426	222	39	2	0	0	1	0	0	0	0	1129
Total	14	69	435	1590	2188	871	124	9	2	1	3	2	2	1	3	5314

Stats	
15th Percentile :	24 MPH
50th Percentile :	30 MPH
85th Percentile :	35 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	31 MPH
10 MPH Pace Speed :	25-34 MPH
Number in Pace :	3779
Percent in Pace :	71.1%
Number of Vehicles > 30 MPH :	2769
Percent of Vehicles > 30 MPH :	52.1%

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
00:15	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
00:30	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	4
00:45	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
	0	0	1	1	5	4	2	1	0	0	0	0	0	0	0	14
01:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	1	4	0	1	0	0	0	0	0	0	0	7
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
	0	0	1	0	3	2	1	0	0	0	0	0	0	0	0	7
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
	0	0	1	1	2	3	2	0	0	0	0	0	0	0	0	9
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
05:30	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	4
05:45	0	0	0	2	1	3	1	0	0	0	0	0	0	0	0	7
	0	0	2	3	1	6	2	0	0	0	0	0	0	0	0	14
06:00	0	0	0	2	1	1	4	0	0	0	0	0	0	0	0	8
06:15	0	0	1	2	5	4	2	1	0	0	0	0	0	0	0	15
06:30	0	0	0	2	3	9	4	1	0	0	0	0	0	0	0	19
06:45	0	0	1	4	6	10	7	0	0	0	0	0	0	0	0	28
	0	0	2	10	15	24	17	2	0	0	0	0	0	0	0	70
07:00	0	0	0	3	9	11	7	1	0	0	0	0	0	0	0	31
07:15	0	0	3	12	12	10	3	1	0	0	0	0	0	0	0	41
07:30	0	0	1	5	19	14	5	1	0	0	0	0	0	0	0	45
07:45	0	0	1	8	16	12	10	1	0	0	0	0	0	0	0	48
	0	0	5	28	56	47	25	4	0	0	0	0	0	0	0	165
08:00	0	0	1	8	5	15	12	5	1	0	0	0	0	0	0	47
08:15	0	0	1	5	13	22	10	2	0	0	0	0	0	0	0	53
08:30	0	0	1	5	13	14	11	1	2	0	0	0	0	0	0	47
08:45	0	0	3	3	4	15	6	3	0	0	0	1	0	0	0	35
	0	0	6	21	35	66	39	11	3	0	0	1	0	0	0	182
09:00	0	1	6	7	14	11	2	2	1	0	0	0	0	0	0	44
09:15	0	0	0	4	16	9	16	0	1	0	0	0	0	0	0	46
09:30	0	0	0	1	12	13	4	1	0	0	0	0	0	0	0	31
09:45	0	0	0	1	6	12	8	2	0	0	0	0	0	0	0	29
	0	1	6	13	48	45	30	5	2	0	0	0	0	0	0	150
10:00	0	0	2	1	11	12	8	0	0	1	0	0	0	0	0	35
10:15	0	0	1	5	9	7	6	2	0	0	0	0	0	0	0	30
10:30	0	0	2	4	15	12	8	1	1	0	0	0	0	0	0	43
10:45	0	0	1	9	11	12	4	2	0	0	0	0	0	0	0	39
	0	0	6	19	46	43	26	5	1	1	0	0	0	0	0	147
11:00	0	0	1	3	7	16	6	2	0	0	0	0	0	0	0	35
11:15	0	0	1	1	10	14	5	1	0	0	0	0	0	0	0	32
11:30	0	0	2	7	11	7	3	2	0	0	0	0	0	0	0	32
11:45	0	0	2	8	12	13	4	2	1	0	0	0	0	0	0	42
	0	0	6	19	40	50	18	7	1	0	0	0	0	0	0	141
Total	0	1	36	116	253	294	163	36	7	1	0	1	0	0	0	908

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	1	5	11	16	6	0	0	0	0	0	0	0	0	39
12:15	0	0	1	8	11	16	7	0	0	0	0	0	0	0	0	43
12:30	0	0	1	5	24	11	8	1	0	0	0	0	0	0	0	50
12:45	0	1	1	6	16	11	8	1	0	0	0	0	0	0	0	44
	0	1	4	24	62	54	29	2	0	0	0	0	0	0	0	176
13:00	0	1	2	5	10	12	9	1	0	0	0	0	0	0	0	40
13:15	0	0	0	2	9	13	7	2	0	0	0	0	0	0	0	33
13:30	0	0	0	2	10	20	6	0	0	0	0	0	0	0	0	38
13:45	0	0	1	3	9	21	9	0	0	0	0	0	0	0	0	43
	0	1	3	12	38	66	31	3	0	0	0	0	0	0	0	154
14:00	0	0	0	3	9	30	7	2	0	0	0	0	0	0	0	51
14:15	0	0	1	7	6	9	8	2	0	0	0	0	0	0	0	33
14:30	0	0	1	4	6	8	6	0	0	0	0	0	0	0	1	26
14:45	0	0	0	2	9	16	7	3	1	0	0	0	0	0	0	38
	0	0	2	16	30	63	28	7	1	0	0	0	0	0	1	148
15:00	0	0	1	4	7	12	5	1	0	0	0	0	0	0	0	30
15:15	0	0	0	2	5	14	9	1	0	0	0	0	0	0	0	31
15:30	0	0	3	5	6	12	8	1	1	1	0	0	0	0	0	37
15:45	0	0	0	9	12	25	7	1	2	0	0	0	0	0	0	56
	0	0	4	20	30	63	29	4	3	1	0	0	0	0	0	154
16:00	0	0	0	3	2	16	8	2	0	0	0	0	0	0	0	31
16:15	0	0	4	10	14	14	5	0	0	0	0	0	0	0	0	47
16:30	0	0	0	5	8	15	12	0	0	0	0	0	0	0	0	40
16:45	0	0	1	3	9	12	10	0	0	0	0	0	0	0	0	35
	0	0	5	21	33	57	35	2	0	0	0	0	0	0	0	153
17:00	0	1	3	1	11	16	9	3	0	0	0	0	0	0	0	44
17:15	0	0	2	5	8	14	11	1	0	0	0	0	0	0	0	41
17:30	0	0	0	2	21	22	3	2	0	0	0	0	0	0	0	50
17:45	0	0	0	3	16	23	3	2	0	0	0	0	0	0	0	47
	0	1	5	11	56	75	26	8	0	0	0	0	0	0	0	182
18:00	0	0	1	2	15	23	7	3	0	0	0	0	0	0	0	51
18:15	0	1	2	7	3	7	11	1	1	0	0	0	0	0	0	33
18:30	0	0	2	1	13	10	6	1	0	0	0	0	0	0	0	33
18:45	0	0	1	3	5	11	12	0	0	0	0	0	0	0	0	32
	0	1	6	13	36	51	36	5	1	0	0	0	0	0	0	149
19:00	0	0	2	2	15	8	4	0	0	0	0	0	0	0	0	31
19:15	0	0	1	2	7	6	5	1	0	0	0	0	0	0	0	22
19:30	0	1	0	5	18	6	4	1	0	0	0	0	0	0	0	35
19:45	0	0	0	3	6	7	0	1	3	0	0	0	0	0	0	20
	0	1	3	12	46	27	13	3	3	0	0	0	0	0	0	108
20:00	0	0	1	6	9	9	0	0	0	0	0	0	0	0	0	25
20:15	0	1	2	5	9	6	1	0	0	0	0	0	0	0	0	24
20:30	0	0	3	2	4	5	1	1	0	1	0	0	0	0	0	17
20:45	0	0	0	4	11	1	6	0	1	0	0	0	0	0	0	23
	0	1	6	17	33	21	8	1	1	1	0	0	0	0	0	89
21:00	0	0	1	3	5	4	2	0	0	0	0	0	0	0	0	15
21:15	0	0	1	2	8	6	3	1	0	0	0	0	0	0	0	21
21:30	0	0	2	3	3	7	0	0	0	0	0	0	0	0	0	15
21:45	0	0	0	2	7	5	1	0	0	0	0	0	0	0	0	15
	0	0	4	10	23	22	6	1	0	0	0	0	0	0	0	66
22:00	0	0	0	2	3	1	2	2	0	0	0	0	0	0	0	10
22:15	0	0	1	1	2	7	4	1	0	1	0	0	0	0	0	17
22:30	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0	6
22:45	0	0	0	2	5	4	2	0	0	0	0	0	0	0	0	13
	0	0	1	7	12	12	10	3	0	1	0	0	0	0	0	46
23:00	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	6
23:15	0	0	1	1	1	2	0	1	0	0	0	0	0	0	0	6
23:30	0	0	0	2	2	2	2	0	0	0	0	1	0	0	0	9
23:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	1	4	6	7	3	1	0	0	0	1	0	0	0	23
Total	0	6	44	167	405	518	254	40	9	3	0	1	0	0	1	1448

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	4	0	1	1	0	0	0	0	0	0	0	0	6
00:30	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
00:45	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
	0	0	1	5	6	3	2	0	0	0	0	0	0	0	0	17
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	1	1	1	2	1	0	1	0	0	0	0	0	7
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
02:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	2	4	2	0	0	0	0	0	0	0	0	9
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:15	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	5
04:00	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	6
04:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
04:45	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
	0	0	1	3	4	2	4	0	0	0	0	0	0	0	0	14
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	4
05:30	0	0	2	1	2	1	1	0	0	0	0	0	0	0	0	7
05:45	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
	0	0	2	2	6	4	2	0	1	0	0	0	0	0	0	17
06:00	0	0	0	2	4	3	5	1	0	0	0	0	0	0	0	15
06:15	0	0	1	2	4	8	2	1	0	0	0	0	0	0	0	18
06:30	0	0	1	0	7	6	3	2	1	0	0	0	0	0	0	20
06:45	0	0	1	5	9	11	3	4	0	0	0	0	0	0	0	33
	0	0	3	9	24	28	13	8	1	0	0	0	0	0	0	86
07:00	0	0	0	5	12	6	2	0	0	0	0	0	0	0	0	25
07:15	0	0	6	16	8	6	3	0	0	0	0	0	0	0	0	39
07:30	0	0	0	5	18	13	5	2	1	0	0	0	0	0	0	44
07:45	0	0	0	6	14	19	10	2	0	0	0	0	0	0	0	51
	0	0	6	32	52	44	20	4	1	0	0	0	0	0	0	159
08:00	0	0	0	6	11	18	8	3	0	0	0	0	0	0	0	46
08:15	0	0	0	3	19	20	7	2	0	0	0	0	0	0	0	51
08:30	0	0	0	4	9	27	11	1	0	0	1	0	0	0	0	53
08:45	0	0	1	3	11	18	14	3	0	0	0	0	0	0	0	50
	0	0	1	16	50	83	40	9	0	0	1	0	0	0	0	200
09:00	0	0	1	3	11	15	6	0	0	0	0	0	0	0	0	36
09:15	0	0	1	3	19	13	4	0	1	0	0	0	0	0	0	41
09:30	0	0	1	2	13	14	1	2	0	0	0	0	0	0	0	33
09:45	0	0	1	4	8	17	5	0	0	0	0	0	0	0	0	35
	0	0	4	12	51	59	16	2	1	0	0	0	0	0	0	145
10:00	0	0	3	5	17	12	2	1	0	0	0	0	0	0	0	40
10:15	0	0	0	4	15	13	10	2	0	0	0	0	0	0	0	44
10:30	0	0	1	4	10	11	2	1	0	0	0	0	0	0	0	29
10:45	0	1	0	5	9	12	2	0	0	0	0	0	0	0	0	29
	0	1	4	18	51	48	16	4	0	0	0	0	0	0	0	142
11:00	0	0	0	7	9	16	4	1	0	0	0	0	0	0	0	37
11:15	0	0	0	7	13	6	3	2	0	0	0	0	0	0	0	31
11:30	0	0	1	5	11	10	3	0	0	0	0	0	0	0	0	30
11:45	0	0	2	2	12	4	5	0	0	0	0	0	0	0	0	25
	0	0	3	21	45	36	15	3	0	0	0	0	0	0	0	123
Total	0	1	26	121	293	313	133	31	4	1	1	0	0	0	0	924

Port St Lucie Village Green Drive

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btwn SE Royal Green Cir and SE Tiffany A

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	1	3	8	12	5	0	0	0	0	0	0	0	0	29
12:15	0	0	0	3	12	14	11	2	0	0	0	0	0	0	0	42
12:30	0	1	4	6	22	12	5	1	0	0	0	0	0	0	0	51
12:45	0	0	0	3	11	20	9	1	0	0	0	0	0	0	0	44
	0	1	5	15	53	58	30	4	0	0	0	0	0	0	0	166
13:00	0	0	0	11	12	10	8	2	0	0	0	0	0	0	0	43
13:15	0	0	0	7	9	13	14	2	0	0	0	0	0	0	0	45
13:30	0	0	1	5	9	15	4	1	2	0	0	0	0	0	0	37
13:45	0	0	0	3	19	23	4	2	0	0	0	0	0	0	0	51
	0	0	1	26	49	61	30	7	2	0	0	0	0	0	0	176
14:00	0	0	0	5	17	18	5	2	0	0	0	0	0	0	0	47
14:15	0	0	0	10	13	16	4	2	0	0	0	0	0	0	0	45
14:30	0	0	0	9	10	9	5	1	0	0	0	0	0	0	0	34
14:45	0	0	0	5	20	16	6	0	0	0	0	0	0	0	0	47
	0	0	0	29	60	59	20	5	0	0	0	0	0	0	0	173
15:00	0	0	0	5	20	11	3	1	0	0	0	0	0	0	0	40
15:15	0	0	1	6	13	13	5	3	0	0	0	0	0	0	0	41
15:30	0	1	1	6	8	15	11	2	0	0	0	0	0	0	0	44
15:45	0	0	3	6	16	17	4	2	0	0	0	0	0	0	0	48
	0	1	5	23	57	56	23	8	0	0	0	0	0	0	0	173
16:00	0	0	1	1	17	6	4	1	0	0	0	0	0	0	0	30
16:15	0	0	5	6	17	15	4	1	0	0	0	0	0	0	0	48
16:30	0	0	2	4	15	17	8	0	0	0	0	0	0	0	0	46
16:45	0	0	1	4	16	14	7	2	0	0	0	0	0	0	0	44
	0	0	9	15	65	52	23	4	0	0	0	0	0	0	0	168
17:00	0	0	0	5	12	16	9	2	0	0	0	0	0	0	0	44
17:15	0	0	2	0	21	13	7	0	0	0	0	0	0	0	0	43
17:30	0	0	1	4	11	10	6	2	0	0	0	0	0	0	0	34
17:45	0	0	1	6	7	15	9	2	0	0	0	0	0	0	0	40
	0	0	4	15	51	54	31	6	0	0	0	0	0	0	0	161
18:00	0	0	1	1	11	13	5	0	1	0	0	0	0	0	0	32
18:15	0	0	2	7	12	11	8	1	0	0	0	0	0	0	0	41
18:30	0	0	0	5	8	12	2	0	1	0	0	0	0	0	0	28
18:45	0	0	1	5	8	17	6	0	0	0	0	0	0	0	0	37
	0	0	4	18	39	53	21	1	2	0	0	0	0	0	0	138
19:00	0	0	1	5	10	11	4	0	0	0	0	0	0	0	0	31
19:15	0	0	0	0	6	9	4	1	0	0	0	0	0	0	0	20
19:30	0	0	0	8	12	3	4	1	0	0	0	0	0	0	0	28
19:45	0	0	0	0	5	11	4	2	0	0	0	0	0	0	0	22
	0	0	1	13	33	34	16	4	0	0	0	0	0	0	0	101
20:00	0	1	0	3	7	3	6	1	0	0	0	0	0	0	0	21
20:15	0	0	1	1	6	5	4	0	0	0	0	0	0	0	0	17
20:30	0	0	1	1	7	8	5	1	0	0	0	0	0	0	0	23
20:45	0	0	0	1	12	6	3	1	0	0	0	0	0	0	0	23
	0	1	2	6	32	22	18	3	0	0	0	0	0	0	0	84
21:00	0	0	2	2	4	2	4	0	0	0	0	0	0	0	0	14
21:15	0	0	0	2	5	8	2	2	0	0	0	0	0	0	0	19
21:30	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	5
21:45	0	0	2	0	5	4	1	0	1	0	0	0	0	0	0	13
	0	0	5	4	17	15	7	2	1	0	0	0	0	0	0	51
22:00	0	0	2	1	2	5	1	0	0	0	0	0	0	0	0	11
22:15	0	0	0	0	5	4	2	0	0	1	0	0	0	0	0	12
22:30	0	0	0	3	7	3	2	0	0	0	0	0	0	0	0	15
22:45	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	8
	0	0	2	4	18	15	6	0	0	1	0	0	0	0	0	46
23:00	0	0	0	0	2	6	2	0	0	0	0	0	0	0	0	10
23:15	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	4
23:30	0	0	1	0	1	3	1	0	0	0	0	0	0	0	0	6
23:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	1	0	4	10	5	1	1	0	0	0	0	0	0	22
Total	0	3	39	168	478	489	230	45	6	1	0	0	0	0	0	1459

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
00:15	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
00:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
	0	0	0	0	1	7	5	0	0	0	0	0	0	0	0	13
01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:30	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	6
01:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	6	3	1	1	0	0	0	0	0	0	0	12
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
02:30	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	1	0	3	3	0	0	0	0	0	0	0	0	0	7
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	4
03:30	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	1	1	1	3	0	0	0	0	0	0	0	0	7
04:00	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4
04:15	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	4
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	0	0	1	1	3	3	2	0	0	0	0	0	0	0	0	10
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
05:30	0	0	1	1	1	2	1	0	1	0	0	0	0	0	0	7
05:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	0	0	1	1	2	5	3	0	1	0	0	0	0	0	0	13
06:00	0	0	0	3	3	5	2	0	0	0	0	0	0	0	0	13
06:15	0	0	0	2	6	5	4	1	0	0	0	0	0	0	0	18
06:30	0	0	1	2	6	6	5	2	0	0	0	0	0	0	0	22
06:45	0	0	2	3	7	12	3	2	1	0	1	0	0	0	0	31
	0	0	3	10	22	28	14	5	1	0	1	0	0	0	0	84
07:00	0	0	2	4	8	10	5	0	0	0	0	0	0	0	0	29
07:15	0	2	2	11	12	13	4	0	1	0	0	0	0	0	0	45
07:30	0	0	3	7	17	7	7	0	0	0	0	0	0	0	0	41
07:45	0	0	0	5	14	12	14	2	0	0	0	0	0	1	0	48
	0	2	7	27	51	42	30	2	1	0	0	0	0	1	0	163
08:00	0	0	1	8	18	17	5	1	1	0	0	0	0	0	0	51
08:15	0	0	1	8	9	19	7	5	0	0	0	0	0	0	0	49
08:30	0	0	1	4	11	12	5	3	1	0	0	0	0	0	0	37
08:45	0	0	0	3	7	21	10	1	0	0	0	0	0	0	0	42
	0	0	3	23	45	69	27	10	2	0	0	0	0	0	0	179
09:00	0	0	0	5	14	12	6	0	0	0	0	0	0	0	0	37
09:15	0	0	0	2	11	13	5	3	0	0	0	0	0	0	0	34
09:30	1	0	1	6	11	13	9	1	0	0	0	0	0	0	0	42
09:45	0	0	0	3	22	15	5	1	0	0	0	0	0	0	0	46
	1	0	1	16	58	53	25	5	0	0	0	0	0	0	0	159
10:00	0	0	1	4	6	17	4	0	0	0	0	0	0	0	0	32
10:15	0	0	0	0	15	10	5	0	0	0	0	0	0	0	0	30
10:30	0	0	0	3	8	14	11	0	0	0	0	0	0	0	0	36
10:45	0	1	0	4	6	10	5	1	0	0	0	0	0	0	0	27
	0	1	1	11	35	51	25	1	0	0	0	0	0	0	0	125
11:00	0	0	0	4	13	7	3	0	0	0	0	0	0	0	0	27
11:15	0	0	1	4	11	11	6	1	0	0	0	0	0	0	0	34
11:30	0	0	1	4	8	13	8	3	0	0	0	0	0	0	0	37
11:45	0	0	1	1	15	10	5	2	0	0	0	0	0	0	0	34
	0	0	3	13	47	41	22	6	0	0	0	0	0	0	0	132
Total	1	3	22	104	274	306	157	30	5	0	1	0	0	1	0	904

Port St Lucie Village Green Drive

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000203
SE Village Green Dr
btwn SE Royal Green Cir and SE Tiffany A

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	1	0	5	13	17	6	0	0	0	0	0	0	0	0	42
12:15	0	0	2	6	11	12	7	1	0	0	0	0	0	0	0	39
12:30	0	0	1	3	16	22	5	2	1	0	0	0	0	0	0	50
12:45	0	0	1	11	14	11	8	0	1	0	0	0	0	0	0	46
	0	1	4	25	54	62	26	3	2	0	0	0	0	0	0	177
13:00	0	0	4	7	12	10	8	1	0	0	0	0	0	0	0	42
13:15	0	0	1	2	15	23	3	1	0	0	0	0	0	0	0	45
13:30	0	0	1	8	17	12	7	4	0	0	0	0	0	0	0	49
13:45	0	0	0	5	15	21	3	1	0	0	0	0	0	0	0	45
	0	0	6	22	59	66	21	7	0	0	0	0	0	0	0	181
14:00	0	0	0	3	12	14	3	1	0	0	0	0	0	0	0	33
14:15	0	0	1	7	14	24	9	2	0	0	0	0	0	0	0	57
14:30	0	0	3	1	6	21	8	0	0	0	0	0	0	0	0	39
14:45	0	0	0	3	9	8	11	1	1	0	0	0	0	0	0	33
	0	0	4	14	41	67	31	4	1	0	0	0	0	0	0	162
15:00	0	0	0	1	9	15	6	1	1	0	0	0	0	0	0	33
15:15	0	0	1	3	7	14	9	4	1	0	0	0	0	0	0	39
15:30	0	0	5	10	11	14	7	0	0	0	0	0	0	0	0	47
15:45	0	0	5	5	14	12	9	0	0	0	0	0	0	0	0	45
	0	0	11	19	41	55	31	5	2	0	0	0	0	0	0	164
16:00	0	0	0	6	6	29	6	1	0	0	0	0	0	0	0	48
16:15	0	0	1	8	10	15	8	1	0	0	0	0	0	0	0	43
16:30	0	0	4	3	13	12	10	1	0	0	0	0	0	0	0	43
16:45	0	0	0	4	15	6	7	0	1	0	0	0	0	0	0	33
	0	0	5	21	44	62	31	3	1	0	0	0	0	0	0	167
17:00	0	0	2	0	14	21	11	3	0	0	0	0	0	0	0	51
17:15	0	0	0	4	7	10	2	1	1	0	0	0	0	0	0	25
17:30	0	0	2	5	12	17	3	0	0	0	0	0	0	0	0	39
17:45	0	0	0	1	18	19	7	0	0	0	0	0	0	0	1	46
	0	0	4	10	51	67	23	4	1	0	0	0	0	0	1	161
18:00	0	0	0	2	8	8	8	2	1	0	0	0	0	0	0	29
18:15	0	0	0	2	6	12	11	4	1	0	0	0	0	0	0	36
18:30	0	0	1	3	11	14	8	0	0	0	0	0	0	0	0	37
18:45	0	0	1	0	2	13	4	1	0	0	0	0	0	0	0	21
	0	0	2	7	27	47	31	7	2	0	0	0	0	0	0	123
19:00	0	0	2	2	9	11	3	2	1	0	0	0	0	0	0	30
19:15	0	0	0	3	7	11	5	0	1	0	0	0	0	0	0	27
19:30	0	0	1	4	8	10	5	3	0	0	0	0	0	0	0	31
19:45	0	0	1	3	5	6	6	2	0	0	0	0	0	0	0	23
	0	0	4	12	29	38	19	7	2	0	0	0	0	0	0	111
20:00	0	0	0	0	5	17	1	1	0	0	0	0	0	0	0	24
20:15	0	0	1	1	2	7	6	1	0	0	0	0	0	0	0	18
20:30	0	0	0	2	7	6	3	2	0	0	0	0	0	0	0	20
20:45	0	0	0	3	5	11	2	0	0	0	0	0	0	0	0	21
	0	0	1	6	19	41	12	4	0	0	0	0	0	0	0	83
21:00	0	0	0	3	4	4	2	0	0	0	0	0	0	0	0	13
21:15	0	0	1	3	7	6	1	0	0	0	0	0	0	0	0	18
21:30	0	0	0	3	6	5	2	0	0	0	0	0	0	0	0	16
21:45	1	0	0	1	1	3	2	0	0	0	0	0	0	0	0	8
	1	0	1	10	18	18	7	0	0	0	0	0	0	0	0	55
22:00	0	0	1	2	5	6	3	2	0	0	0	0	0	0	0	19
22:15	0	0	0	2	4	3	0	1	0	0	0	0	0	0	0	10
22:30	0	0	0	1	2	2	4	0	0	0	0	0	0	0	0	9
22:45	0	0	0	0	4	1	0	2	0	0	0	0	0	0	0	7
	0	0	1	5	15	12	7	5	0	0	0	0	0	0	0	45
23:00	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	7
23:15	0	0	0	2	2	3	3	1	0	0	0	0	0	0	0	11
23:30	0	0	1	0	1	2	1	1	0	0	0	0	0	0	0	6
23:45	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	6
	0	0	1	5	7	8	7	2	0	0	0	0	0	0	0	30
Total	1	1	44	156	405	543	246	51	11	0	0	0	0	0	1	1459
Total	2	15	211	832	2108	2463	1183	233	42	6	2	2	0	1	2	7102

Stats		
	15th Percentile :	29 MPH
	50th Percentile :	34 MPH
	85th Percentile :	40 MPH
	95th Percentile :	43 MPH
	Mean Speed(Average) :	35 MPH
	10 MPH Pace Speed :	30-39 MPH
	Number in Pace :	4571
	Percent in Pace :	64.4%
	Number of Vehicles > 30 MPH :	5620
	Percent of Vehicles > 30 MPH :	79.1%

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000205
Waterview Dr
btwn SE Civic Center Pl and SE Village G

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	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	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
07:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
07:30	1	8	1	1	1	0	0	0	0	0	0	0	0	0	0	12
07:45	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	1	11	9	3	1	0	0	0	0	0	0	0	0	0	0	25
08:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15	1	4	2	2	0	0	0	0	0	0	0	0	0	0	0	9
08:30	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	8
08:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4
	1	12	5	6	0	0	0	0	0	0	0	0	0	0	0	24
09:00	2	3	2	1	1	0	0	0	0	0	0	0	0	0	0	9
09:15	0	2	5	1	1	0	0	0	0	0	0	0	0	0	0	9
09:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
09:45	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
	2	8	12	4	2	0	0	0	0	0	0	0	0	0	0	28
10:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6
10:15	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
10:30	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	7
10:45	2	3	4	1	1	0	0	0	0	0	0	0	0	0	0	11
	4	9	12	4	1	0	0	0	0	0	0	0	0	0	0	30
11:00	0	2	3	3	1	0	0	0	0	0	0	0	0	0	0	9
11:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
11:30	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
11:45	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	5
	2	9	9	4	1	0	0	0	0	0	0	0	0	0	0	25
Total	10	55	52	23	6	0	0	0	0	0	0	0	0	0	0	146

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000205
Waterview Dr
btwn SE Civic Center Pl and SE Village G

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	2	5	4	0	0	0	0	0	0	0	0	0	0	0	11
12:15	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	9
12:30	0	3	6	4	0	0	0	0	0	0	0	0	0	0	0	13
12:45	0	5	3	2	1	0	0	0	0	0	0	0	0	0	0	11
	0	11	19	13	1	0	0	0	0	0	0	0	0	0	0	44
13:00	0	2	5	0	1	0	0	0	0	0	0	0	0	0	0	8
13:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
13:30	1	2	5	2	1	0	0	0	0	0	0	0	0	0	0	11
13:45	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	7
	1	8	16	4	2	0	0	0	0	0	0	0	0	0	0	31
14:00	0	2	8	2	0	0	0	0	0	0	0	0	0	0	0	12
14:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
14:30	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	4
14:45	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	5	11	3	1	0	0	0	0	0	0	0	0	0	0	22
15:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	6
15:15	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
15:30	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
15:45	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
	2	6	11	4	0	0	0	0	0	0	0	0	0	0	0	23
16:00	0	2	1	3	1	0	0	0	0	0	0	0	0	0	0	7
16:15	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
16:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
16:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	8	7	1	0	0	0	0	0	0	0	0	0	0	18
17:00	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	7
17:15	1	3	1	3	0	0	0	0	0	0	0	0	0	0	0	8
17:30	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	6
17:45	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	4	6	10	4	0	0	0	0	0	0	0	0	0	0	0	24
18:00	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	10
18:15	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	6	8	4	0	0	0	0	0	0	0	0	0	0	0	19
19:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
19:15	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
19:30	0	3	1	3	1	0	0	0	0	0	0	0	0	0	0	8
19:45	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
	1	8	5	4	2	0	0	0	0	0	0	0	0	0	0	20
20:00	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	6
20:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	5	4	3	0	0	0	0	0	0	0	0	0	0	0	12
21:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
21:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
21:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	6
Total	15	63	102	49	8	0	0	0	0	0	0	0	0	0	0	237

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000205
Waterview Dr
btwn SE Civic Center Pl and SE Village G

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	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	1
06:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	1	1	4	2	0	0	0	0	0	0	0	0	0	0	8
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
07:45	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	6
	0	6	9	1	0	0	0	0	0	0	0	0	0	0	0	16
08:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
08:15	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	5
08:30	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	9
08:45	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
	2	7	6	5	1	0	0	0	0	0	0	0	0	0	0	21
09:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
09:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
09:30	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4
09:45	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	3	10	6	1	0	0	0	0	0	0	0	0	0	0	0	20
10:00	1	2	2	3	0	0	0	0	0	0	0	0	0	0	0	8
10:15	1	3	2	1	1	0	0	0	0	0	0	0	0	0	0	8
10:30	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
10:45	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	7
	3	9	6	7	1	0	0	0	0	0	0	0	0	0	0	26
11:00	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	6
11:15	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	9
11:30	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
11:45	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0	11
	0	12	14	4	1	0	0	0	0	0	0	0	0	0	0	31
Total	8	46	43	22	5	0	0	0	0	0	0	0	0	0	0	124

Marlin Engineering
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Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
12:15	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8
12:30	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	9
12:45	1	6	7	1	0	0	0	0	0	0	0	0	0	0	0	15
	2	14	17	4	0	0	0	0	0	0	0	0	0	0	0	37
13:00	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	7
13:15	1	4	6	2	1	0	0	0	0	0	0	0	0	0	0	14
13:30	0	5	1	3	0	0	0	0	0	0	0	0	0	0	0	9
13:45	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	11
	2	13	15	10	1	0	0	0	0	0	0	0	0	0	0	41
14:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
14:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
14:30	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	9	1	1	0	0	0	0	0	0	0	0	0	0	0	11
	2	17	6	2	0	0	0	0	0	0	0	0	0	0	0	27
15:00	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	7
15:15	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	6
15:30	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
15:45	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	8
	2	8	9	5	2	0	0	0	0	0	0	0	0	0	0	26
16:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	1	1	7	1	0	0	0	0	0	0	0	0	0	0	0	10
16:30	0	3	6	1	1	0	0	0	0	0	0	0	0	0	0	11
16:45	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	7	17	2	1	0	0	0	0	0	0	0	0	0	0	28
17:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
17:15	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
17:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8
	0	7	7	3	1	0	0	0	0	0	0	0	0	0	0	18
18:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
18:15	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	6
18:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	5	7	2	0	0	0	0	0	0	0	0	0	0	0	15
19:00	1	3	1	1	1	0	0	0	0	0	0	0	0	0	0	7
19:15	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
19:30	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
19:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	1	7	7	3	1	0	0	0	0	0	0	0	0	0	0	19
20:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
20:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
20:30	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
20:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	1	3	7	2	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
21:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
22:15	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	7
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	13	87	97	38	7	0	0	0	0	0	0	0	0	0	0	242

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000205
Waterview Dr
btwn SE Civic Center Pl and SE Village G

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
06:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	8
07:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
07:30	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
07:45	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	2	6	3	3	0	0	0	0	0	0	0	0	0	0	0	14
08:00	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	5
08:15	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	6
08:30	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	6
08:45	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	1	10	3	5	2	0	0	0	0	0	0	0	0	0	0	21
09:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
09:15	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
09:30	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
09:45	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	7
	3	11	13	0	0	0	0	0	0	0	0	0	0	0	0	27
10:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
10:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	10
10:45	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	10
	2	11	10	3	1	0	0	0	0	0	0	0	0	0	0	27
11:00	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	7
11:15	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	4	1	1	0	1	0	0	0	0	0	0	0	0	0	7
11:45	1	1	1	5	1	0	0	0	0	0	0	0	0	0	0	9
	2	9	6	8	1	1	0	0	0	0	0	0	0	0	0	27
Total	11	49	39	21	4	1	0	0	0	0	0	0	0	0	0	125

Marlin Engineering
1700 NW 66th Ave Suite 106
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Site Code: 000000000205
Waterview Dr
btwn SE Civic Center Pl and SE Village G

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	2	5	1	1	0	0	0	0	0	0	0	0	0	0	9
12:15	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
12:30	0	4	8	2	1	0	0	0	0	0	0	0	0	0	0	15
12:45	1	4	5	1	0	0	0	0	0	0	0	0	0	0	0	11
	1	13	21	5	2	0	0	0	0	0	0	0	0	0	0	42
13:00	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	8
13:15	1	4	2	2	0	0	0	0	0	0	0	0	0	0	0	9
13:30	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	6
13:45	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	9
	1	10	14	5	2	0	0	0	0	0	0	0	0	0	0	32
14:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
14:15	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	7
14:30	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	3	7	5	5	0	0	0	0	0	0	0	0	0	0	0	20
15:00	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	9
15:15	1	1	4	5	1	0	0	0	0	0	0	0	0	0	0	12
15:30	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	9
15:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	11	12	9	1	0	0	0	0	0	0	0	0	0	0	34
16:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
16:15	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	10
16:30	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	8
16:45	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	5
	0	12	9	5	1	0	0	0	0	0	0	0	0	0	0	27
17:00	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	7
17:15	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	9
17:30	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
17:45	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
	1	4	22	1	0	0	0	0	0	0	0	0	0	0	0	28
18:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
18:45	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	1	2	7	2	0	0	0	0	0	0	0	0	0	0	0	12
19:00	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4
19:15	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	7
19:30	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	7
19:45	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	5	7	8	1	0	0	0	0	0	0	0	0	0	0	21
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
20:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
20:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	10
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	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	1
Total	9	74	102	46	7	0	0	0	0	0	0	0	0	0	0	238
Total	66	374	435	199	37	1	0	0	0	0	0	0	0	0	0	1112

Stats	
15th Percentile :	15 MPH
50th Percentile :	20 MPH
85th Percentile :	25 MPH
95th Percentile :	28 MPH
Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	812
Percent in Pace :	73.0%
Number of Vehicles > 30 MPH :	31
Percent of Vehicles > 30 MPH :	2.8%

Marlin Engineering
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Site Code: 000000000205
Waterview Dr
btwn SE Civic Center Pl and SE Village G

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	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	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	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	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6
	3	7	0	2	0	0	0	0	0	0	0	0	0	0	0	12
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
07:30	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
07:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	9	8	0	0	0	0	0	0	0	0	0	0	0	0	19
08:00	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	5
08:15	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
08:30	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	11
	3	9	13	1	1	0	0	0	0	0	0	0	0	0	0	27
09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
09:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
09:45	0	3	5	3	0	0	0	0	0	0	0	0	0	0	0	11
	2	9	8	3	0	0	0	0	0	0	0	0	0	0	0	22
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8
10:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
10:45	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	7	8	1	0	0	0	0	0	0	0	0	0	0	0	18
11:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15	3	2	7	1	1	0	0	0	0	0	0	0	0	0	0	14
11:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	4	4	12	1	1	0	0	0	0	0	0	0	0	0	0	22
Total	17	47	50	9	2	0	0	0	0	0	0	0	0	0	0	125

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Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
12:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
12:30	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
12:45	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	6	8	4	0	0	0	0	0	0	0	0	0	0	0	18
13:00	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	8
13:15	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6
13:30	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
13:45	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	6
	1	11	12	3	0	0	0	0	0	0	0	0	0	0	0	27
14:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
14:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
14:30	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	8	3	2	0	0	0	0	0	0	0	0	0	0	0	15
15:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
15:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
15:30	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
15:45	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	7	10	0	0	0	0	0	0	0	0	0	0	0	0	18
16:00	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	7
16:15	1	1	1	4	0	0	0	0	0	0	0	0	0	0	0	7
16:30	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	5
16:45	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	6
	2	6	6	11	0	0	0	0	0	0	0	0	0	0	0	25
17:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	6
17:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	5	5	2	0	0	0	0	0	0	0	0	0	0	0	15
18:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
18:15	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	4	7	0	0	0	0	0	0	0	0	0	0	0	0	13
19:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
19:30	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
19:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	1	5	7	4	0	0	0	0	0	0	0	0	0	0	0	17
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
20:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	6
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	15	58	61	31	0	0	0	0	0	0	0	0	0	0	0	165

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000205
Waterview Dr
btwn SE Civic Center Pl and SE Village G

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:15	1	3	2	0	2	0	0	0	0	0	0	0	0	0	0	8
07:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
07:45	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
	1	9	8	2	2	0	0	0	0	0	0	0	0	0	0	22
08:00	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	6
08:15	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45	1	2	6	0	0	1	0	0	0	0	0	0	0	0	0	10
	5	6	14	0	1	1	0	0	0	0	0	0	0	0	0	27
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
09:30	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
09:45	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	8
	2	11	8	1	0	0	0	0	0	0	0	0	0	0	0	22
10:00	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	9
10:15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30	1	1	4	2	1	0	0	0	0	0	0	0	0	0	0	9
10:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	8	10	3	1	0	0	0	0	0	0	0	0	0	0	24
11:00	1	6	1	3	0	0	0	0	0	0	0	0	0	0	0	11
11:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
11:45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	4	12	3	3	0	0	0	0	0	0	0	0	0	0	0	22
Total	14	50	49	9	4	1	0	0	0	0	0	0	0	0	0	127

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000205
Waterview Dr
btwn SE Civic Center Pl and SE Village G

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	3	2	5	0	0	0	0	1	0	0	0	0	0	0	11
12:15	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
12:30	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
12:45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
	2	11	9	5	0	0	0	0	1	0	0	0	0	0	0	28
13:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
13:15	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	10
13:30	1	2	1	3	0	0	0	0	0	0	0	0	0	0	0	7
13:45	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
	2	8	10	6	1	0	0	0	0	0	0	0	0	0	0	27
14:00	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	11
14:15	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
14:30	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	8
14:45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
	3	13	11	2	0	0	0	0	0	0	0	0	0	0	0	29
15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
15:45	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	12
16:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
16:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
16:30	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	10
16:45	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
	2	14	8	0	2	0	0	0	0	0	0	0	0	0	0	26
17:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
17:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
17:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	12
18:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
18:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	9
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
19:30	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
19:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	11
20:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	5	1	3	0	0	0	0	0	0	0	0	0	0	0	9
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	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	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	14	74	54	20	3	0	0	0	1	0	0	0	0	0	0	166

Marlin Engineering
1700 NW 66th Ave Suite 106
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Site Code: 000000000205
Waterview Dr
btwn SE Civic Center Pl and SE Village G

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	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	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	6
06:45	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	1	6	3	3	0	0	0	0	0	0	0	0	0	0	0	13
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
07:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	1	11	4	0	0	0	0	0	0	0	0	0	0	0	0	16
08:00	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	7
08:15	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	10
08:30	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
08:45	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	4	14	7	3	0	0	0	0	0	0	0	0	0	0	0	28
09:00	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	9
09:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
09:30	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
09:45	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
	2	12	13	0	0	0	0	0	0	0	0	0	0	0	0	27
10:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	6
10:15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
	2	5	6	3	0	0	0	0	0	0	0	0	0	0	0	16
11:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
11:30	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
11:45	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	8	9	1	1	0	0	0	0	0	0	0	0	0	0	19
Total	11	59	42	11	1	0	0	0	0	0	0	0	0	0	0	124

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000205
Waterview Dr
btwn SE Civic Center Pl and SE Village G

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
12:15	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
12:30	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
12:45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	7	10	4	0	0	0	0	0	0	0	0	0	0	0	21
13:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
13:15	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	7
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
	1	3	7	2	2	0	0	0	0	0	0	0	0	0	0	15
14:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
14:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
14:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:45	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	9
	1	12	4	2	0	0	0	0	0	0	0	0	0	0	0	19
15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	6
	1	9	3	1	0	0	0	0	0	0	0	0	0	0	0	14
16:00	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	6
16:15	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
16:30	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
16:45	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	5
	2	2	8	8	0	0	0	0	0	0	0	0	0	0	0	20
17:00	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
17:15	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	7
17:30	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
17:45	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	6	6	1	0	0	0	0	0	0	0	0	0	0	20
18:00	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
18:15	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
18:30	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1	7	10	1	0	0	0	0	0	0	0	0	0	0	0	19
19:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
19:15	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	6
19:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	3	3	4	0	0	0	0	0	0	0	0	0	0	0	12
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	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	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	9	55	52	30	3	0	0	0	0	0	0	0	0	0	0	149
Total	80	343	308	110	13	1	0	0	1	0	0	0	0	0	0	856

Stats		
	15th Percentile :	14 MPH
	50th Percentile :	19 MPH
	85th Percentile :	23 MPH
	95th Percentile :	27 MPH
	Mean Speed(Average) :	20 MPH
	10 MPH Pace Speed :	15-24 MPH
	Number in Pace :	655
	Percent in Pace :	76.5%
	Number of Vehicles > 30 MPH :	12
	Percent of Vehicles > 30 MPH :	1.5%

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000208
SE Village Green Dr
btwn US1 and SE South Niemeyer Cir

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
00:15	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5
00:30	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
00:45	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
	0	0	0	1	7	9	0	0	0	0	0	0	0	0	0	17
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	8
02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
02:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
03:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	1	2	4	2	1	0	0	0	0	0	0	0	10
04:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	7
	0	1	0	3	6	3	3	0	0	0	0	0	0	0	0	16
05:00	0	0	0	1	6	5	2	0	0	0	0	0	0	0	0	14
05:15	0	0	0	3	8	8	0	0	0	1	0	0	0	0	0	20
05:30	0	0	2	4	5	4	7	0	0	0	0	0	0	0	0	22
05:45	0	0	0	1	7	7	8	0	0	0	0	0	0	0	0	23
	0	0	2	9	26	24	17	0	0	1	0	0	0	0	0	79
06:00	0	1	2	1	10	16	8	0	0	0	0	0	0	0	0	38
06:15	0	0	0	1	13	16	19	5	0	0	0	0	0	0	0	54
06:30	0	0	3	4	15	43	8	0	0	0	0	0	0	0	0	73
06:45	0	0	4	6	37	47	18	1	0	0	0	0	0	0	0	113
	0	1	9	12	75	122	53	6	0	0	0	0	0	0	0	278
07:00	0	1	2	8	36	39	20	2	0	0	0	0	0	0	0	108
07:15	0	1	4	14	39	42	14	2	0	0	0	0	0	0	0	116
07:30	0	1	1	16	41	48	13	2	0	0	0	0	0	0	0	122
07:45	0	0	5	26	61	43	17	0	0	0	0	0	0	0	0	152
	0	3	12	64	177	172	64	6	0	0	0	0	0	0	0	498
08:00	0	0	5	21	50	57	22	2	0	0	0	0	0	0	0	157
08:15	0	0	3	14	33	48	13	1	0	0	0	0	0	0	0	112
08:30	0	0	4	14	35	48	21	2	0	0	0	0	0	0	0	124
08:45	0	0	5	22	36	34	17	3	0	0	0	0	0	0	0	117
	0	0	17	71	154	187	73	8	0	0	0	0	0	0	0	510
09:00	0	1	6	9	24	48	7	0	0	0	0	0	0	0	0	95
09:15	0	0	4	8	26	28	15	1	0	0	0	0	0	0	0	82
09:30	0	1	2	6	22	41	20	0	0	0	0	0	0	0	0	92
09:45	0	0	3	10	42	26	10	1	1	0	0	0	0	0	0	93
	0	2	15	33	114	143	52	2	1	0	0	0	0	0	0	362
10:00	0	1	5	20	27	21	8	0	0	0	0	0	0	0	0	82
10:15	0	0	2	8	26	28	11	1	1	0	0	0	0	0	0	77
10:30	1	3	3	18	40	30	5	0	0	0	0	0	0	0	0	100
10:45	0	1	2	16	33	20	17	1	0	0	0	0	0	0	0	90
	1	5	12	62	126	99	41	2	1	0	0	0	0	0	0	349
11:00	0	3	3	7	30	39	6	4	0	0	0	0	0	0	0	92
11:15	0	1	7	8	30	36	9	4	0	0	0	0	0	0	0	95
11:30	0	1	3	4	35	42	5	2	0	0	0	0	0	0	0	92
11:45	0	0	3	14	35	20	13	2	1	0	0	0	0	0	0	88
	0	5	16	33	130	137	33	12	1	0	0	0	0	0	0	367
Total	1	17	83	289	821	908	339	37	3	1	0	0	0	0	0	2499

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000208
SE Village Green Dr
btwn US1 and SE South Niemeyer Cir

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	3	10	28	33	20	1	0	0	0	0	0	0	0	95
12:15	0	1	8	5	22	28	10	1	0	0	0	0	0	0	0	75
12:30	0	0	0	8	25	31	13	1	0	0	0	0	0	0	0	78
12:45	0	1	4	12	23	38	9	2	0	0	0	0	0	0	0	89
	0	2	15	35	98	130	52	5	0	0	0	0	0	0	0	337
13:00	0	0	1	13	26	32	16	0	0	0	0	0	0	0	0	88
13:15	0	0	5	16	23	45	18	6	0	0	0	0	0	0	0	113
13:30	0	0	5	19	22	38	17	0	0	0	0	0	0	0	0	101
13:45	0	0	6	10	29	43	6	1	0	0	0	0	0	0	0	95
	0	0	17	58	100	158	57	7	0	0	0	0	0	0	0	397
14:00	0	1	0	9	38	33	12	1	1	0	0	0	0	0	0	95
14:15	0	1	5	8	15	33	16	2	0	0	0	0	0	0	0	80
14:30	0	0	1	12	35	31	18	0	0	0	0	0	0	0	0	97
14:45	0	0	4	14	19	44	17	3	0	0	0	0	0	0	0	101
	0	2	10	43	107	141	63	6	1	0	0	0	0	0	0	373
15:00	0	1	0	9	26	35	10	2	1	0	0	0	0	0	0	84
15:15	0	0	1	10	35	39	15	2	0	0	0	0	0	0	0	102
15:30	0	0	2	14	27	41	35	7	0	0	0	0	0	0	0	126
15:45	0	1	5	15	40	40	26	1	0	0	0	0	0	0	0	128
	0	2	8	48	128	155	86	12	1	0	0	0	0	0	0	440
16:00	0	0	5	12	27	38	20	5	0	0	0	0	0	0	0	107
16:15	0	1	0	14	35	53	22	1	0	0	0	0	0	0	0	126
16:30	0	0	2	13	40	38	20	6	0	0	0	0	0	0	0	119
16:45	0	0	3	9	52	49	14	5	0	0	0	0	0	0	0	132
	0	1	10	48	154	178	76	17	0	0	0	0	0	0	0	484
17:00	0	0	1	7	32	47	16	1	0	0	0	0	0	0	0	104
17:15	0	0	6	11	40	47	22	1	0	0	0	0	0	0	0	127
17:30	0	0	5	6	41	47	22	3	0	0	0	0	0	0	0	124
17:45	0	0	1	11	30	52	26	3	0	0	0	0	0	0	0	123
	0	0	13	35	143	193	86	8	0	0	0	0	0	0	0	478
18:00	0	1	1	6	30	35	15	2	1	0	0	0	0	0	0	91
18:15	0	0	0	3	22	41	29	2	0	0	0	0	0	0	0	97
18:30	0	0	1	6	20	36	14	2	0	0	0	0	0	0	0	79
18:45	1	0	1	7	15	28	17	3	0	0	0	0	0	0	0	72
	1	1	3	22	87	140	75	9	1	0	0	0	0	0	0	339
19:00	0	0	0	3	22	46	9	0	2	0	0	0	0	0	0	82
19:15	0	0	0	9	19	30	7	1	0	0	0	0	0	0	0	66
19:30	0	0	0	4	10	29	9	2	0	0	0	0	0	0	0	54
19:45	0	1	1	0	10	28	17	2	0	0	0	0	0	0	0	59
	0	1	1	16	61	133	42	5	2	0	0	0	0	0	0	261
20:00	0	0	0	2	17	14	3	0	0	0	0	0	0	0	0	36
20:15	0	0	1	3	19	31	7	0	0	0	0	0	0	0	0	61
20:30	0	0	2	1	13	16	10	0	0	0	0	0	0	0	0	42
20:45	0	0	0	3	6	17	11	2	0	0	0	0	0	0	0	39
	0	0	3	9	55	78	31	2	0	0	0	0	0	0	0	178
21:00	0	0	0	3	11	12	5	1	0	0	0	0	0	0	0	32
21:15	0	0	0	0	8	12	7	1	0	0	0	0	0	0	0	28
21:30	0	0	0	2	7	15	6	0	0	0	0	0	0	0	0	30
21:45	0	0	1	0	3	17	9	1	0	1	0	0	0	0	0	32
	0	0	1	5	29	56	27	3	0	1	0	0	0	0	0	122
22:00	0	0	0	2	12	13	6	1	0	0	0	0	0	0	0	34
22:15	0	0	0	0	4	10	1	0	0	0	0	0	0	0	0	15
22:30	0	0	2	1	8	12	3	1	0	0	0	0	0	0	0	27
22:45	0	0	0	1	5	3	2	0	0	0	0	0	0	0	0	11
	0	0	2	4	29	38	12	2	0	0	0	0	0	0	0	87
23:00	0	0	0	0	3	4	4	2	0	0	0	0	0	0	0	13
23:15	0	0	0	0	4	6	3	0	0	0	0	0	0	0	0	13
23:30	0	0	0	1	0	5	3	0	0	0	0	0	0	0	0	9
23:45	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6
	0	0	0	1	8	18	12	2	0	0	0	0	0	0	0	41
Total	1	9	83	324	999	1418	619	78	5	1	0	0	0	0	0	3537

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000208
SE Village Green Dr
btwn US1 and SE South Niemeyer Cir

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	0	6	3	1	0	0	0	0	0	0	0	0	10
00:15	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	7
00:30	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	6
00:45	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	5
	0	0	0	2	13	8	4	1	0	0	0	0	0	0	0	28
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
01:30	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	7
01:45	0	0	0	0	4	4	0	1	0	0	0	0	0	0	0	9
	0	0	0	1	7	10	1	1	0	0	0	0	0	0	0	20
02:00	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5
02:15	0	0	0	4	3	2	0	0	0	0	0	0	0	0	0	9
02:30	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
02:45	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6
	0	0	0	6	8	7	2	0	0	0	0	0	0	0	0	23
03:00	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4
03:15	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	5
03:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	4
	0	0	1	4	3	6	1	0	0	0	0	0	0	0	0	15
04:00	0	1	0	2	3	1	0	0	0	0	0	0	0	0	0	7
04:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
04:30	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
	0	1	0	2	6	4	4	0	0	0	0	0	0	0	0	17
05:00	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	8
05:15	0	0	1	0	2	5	4	0	0	0	0	0	0	0	0	12
05:30	0	0	2	0	8	3	1	0	0	0	0	0	0	0	0	14
05:45	0	1	1	7	5	7	6	1	0	0	0	0	0	0	0	28
	0	1	4	7	20	17	12	1	0	0	0	0	0	0	0	62
06:00	0	0	1	1	10	15	7	3	0	0	0	0	0	0	0	37
06:15	0	1	1	2	8	11	24	5	0	0	0	0	0	0	0	52
06:30	0	0	1	2	21	27	12	4	0	0	0	0	0	0	0	67
06:45	0	0	1	12	26	57	21	4	0	0	0	0	0	0	0	121
	0	1	4	17	65	110	64	16	0	0	0	0	0	0	0	277
07:00	0	0	3	8	49	33	14	4	1	0	0	0	0	0	0	112
07:15	0	0	3	22	42	46	14	0	0	0	0	0	0	0	0	127
07:30	0	0	5	13	40	46	12	3	1	0	0	0	0	0	0	120
07:45	0	1	7	21	58	49	10	0	0	0	0	0	0	0	0	146
	0	1	18	64	189	174	50	7	2	0	0	0	0	0	0	505
08:00	1	1	5	11	33	52	20	2	0	0	0	0	0	0	0	125
08:15	0	0	3	23	39	62	10	0	0	0	0	0	0	0	0	137
08:30	0	0	3	10	49	40	21	1	0	0	0	0	0	0	0	124
08:45	0	2	4	12	31	47	13	3	0	0	0	0	0	0	0	112
	1	3	15	56	152	201	64	6	0	0	0	0	0	0	0	498
09:00	0	4	4	15	23	28	22	0	0	0	0	0	0	0	0	96
09:15	0	0	5	9	25	34	12	1	0	0	0	0	0	0	0	86
09:30	0	1	4	9	29	46	18	2	0	0	0	0	0	0	0	109
09:45	0	1	6	9	27	45	13	1	0	0	0	0	0	0	0	102
	0	6	19	42	104	153	65	4	0	0	0	0	0	0	0	393
10:00	0	0	2	8	40	28	13	2	0	0	0	0	0	0	0	93
10:15	0	0	4	12	19	31	13	2	0	0	0	0	0	0	0	81
10:30	1	2	3	14	24	33	7	1	0	0	0	0	0	0	0	85
10:45	0	1	2	15	26	24	14	1	0	0	0	0	0	0	0	83
	1	3	11	49	109	116	47	6	0	0	0	0	0	0	0	342
11:00	0	0	3	5	26	43	9	1	0	0	0	0	0	0	0	87
11:15	0	2	1	8	21	31	10	1	0	0	0	0	0	0	0	74
11:30	1	1	1	17	21	33	12	0	0	0	0	0	0	0	0	86
11:45	0	0	2	12	33	28	8	0	0	0	0	0	0	0	0	83
	1	3	7	42	101	135	39	2	0	0	0	0	0	0	0	330
Total	3	19	79	292	777	941	353	44	2	0	0	0	0	0	0	2510

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000208
SE Village Green Dr
btwn US1 and SE South Niemeyer Cir

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	4	17	31	26	7	0	0	0	0	0	0	0	0	85
12:15	0	2	3	16	28	31	7	0	0	0	0	0	0	0	0	87
12:30	0	1	3	10	33	38	17	0	0	0	0	0	0	0	0	102
12:45	0	0	2	9	37	38	8	0	0	0	0	0	0	0	0	94
	0	3	12	52	129	133	39	0	0	0	0	0	0	0	0	368
13:00	0	0	1	13	37	31	13	1	1	0	0	0	0	0	0	97
13:15	0	1	1	9	31	36	20	3	0	0	0	0	0	0	0	101
13:30	0	0	3	15	32	38	11	3	0	0	0	0	0	0	0	102
13:45	0	0	0	16	25	30	12	1	0	0	0	0	0	0	0	84
	0	1	5	53	125	135	56	8	1	0	0	0	0	0	0	384
14:00	0	0	2	5	34	40	9	1	0	0	0	0	0	0	0	91
14:15	0	1	4	9	21	30	14	1	0	0	0	0	0	0	0	80
14:30	0	1	2	12	34	43	10	0	0	0	0	0	0	0	0	102
14:45	0	0	2	14	31	31	12	3	0	0	0	0	0	0	0	93
	0	2	10	40	120	144	45	5	0	0	0	0	0	0	0	366
15:00	0	0	1	10	32	35	11	1	0	0	0	0	0	0	0	90
15:15	0	0	4	21	29	28	11	2	0	0	0	0	0	0	0	95
15:30	0	0	4	14	46	51	13	5	0	0	0	0	0	0	0	133
15:45	0	0	1	12	30	42	13	2	1	0	0	0	0	0	0	101
	0	0	10	57	137	156	48	10	1	0	0	0	0	0	0	419
16:00	0	0	2	9	22	41	15	1	0	0	0	0	0	0	0	90
16:15	0	0	2	15	32	52	17	0	0	0	0	0	0	0	0	118
16:30	0	0	2	8	53	54	16	0	1	0	0	0	0	0	0	134
16:45	0	1	3	16	43	64	20	3	0	0	0	0	0	0	0	150
	0	1	9	48	150	211	68	4	1	0	0	0	0	0	0	492
17:00	0	1	2	11	39	53	15	1	0	0	0	0	0	0	0	122
17:15	0	1	2	3	40	61	11	2	0	0	0	0	0	0	0	120
17:30	0	0	1	6	30	43	10	1	1	0	0	0	0	0	0	92
17:45	0	0	4	11	38	40	17	2	0	0	0	0	0	0	0	112
	0	2	9	31	147	197	53	6	1	0	0	0	0	0	0	446
18:00	0	0	2	8	25	31	13	1	0	0	0	0	0	0	0	80
18:15	0	0	1	6	14	45	13	1	0	0	0	0	0	0	0	80
18:30	0	0	1	4	29	38	17	2	0	0	0	0	0	0	0	91
18:45	0	0	1	5	30	27	10	1	0	0	0	0	0	0	0	74
	0	0	5	23	98	141	53	5	0	0	0	0	0	0	0	325
19:00	0	0	4	5	20	24	8	0	0	0	0	0	0	0	0	61
19:15	0	0	0	4	14	33	5	3	0	0	0	0	0	0	0	59
19:30	0	0	0	4	22	23	10	0	0	0	0	0	0	0	0	59
19:45	0	0	0	3	12	25	12	2	0	0	0	0	0	0	0	54
	0	0	4	16	68	105	35	5	0	0	0	0	0	0	0	233
20:00	0	0	0	3	14	26	9	1	0	0	0	0	0	0	0	53
20:15	0	0	1	1	18	29	14	0	0	0	0	0	0	0	0	63
20:30	0	0	0	2	27	29	6	2	0	0	0	0	0	0	0	66
20:45	0	0	0	3	14	11	10	1	0	0	0	0	0	0	0	39
	0	0	1	9	73	95	39	4	0	0	0	0	0	0	0	221
21:00	0	0	0	1	13	18	6	1	0	0	0	0	0	0	0	39
21:15	0	0	0	0	2	13	9	4	0	0	0	0	0	0	0	28
21:30	0	0	0	4	5	18	3	1	0	0	0	0	0	0	0	31
21:45	0	0	0	0	9	6	8	1	0	0	0	0	0	0	0	24
	0	0	0	5	29	55	26	7	0	0	0	0	0	0	0	122
22:00	0	0	0	1	6	9	6	2	1	0	0	0	0	0	0	25
22:15	0	0	0	1	11	7	3	0	1	0	0	0	0	0	0	23
22:30	0	0	0	1	8	7	7	0	0	0	0	0	0	0	0	23
22:45	0	0	0	1	3	13	5	0	0	0	0	0	0	0	0	22
	0	0	0	4	28	36	21	2	2	0	0	0	0	0	0	93
23:00	0	0	1	0	4	9	4	1	0	0	0	0	0	0	0	19
23:15	0	0	0	2	3	4	3	0	0	0	0	0	0	0	0	12
23:30	0	0	0	0	4	5	3	0	0	0	0	0	0	0	0	12
23:45	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
	0	0	1	2	11	21	11	1	0	0	0	0	0	0	0	47
Total	0	9	66	340	1115	1429	494	57	6	0	0	0	0	0	0	3516

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000208
SE Village Green Dr
btwn US1 and SE South Niemeyer Cir

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	0	4	3	3	0	0	0	0	0	0	0	0	10
00:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
	0	0	0	0	6	8	4	0	0	0	0	0	0	0	0	18
01:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6
01:30	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	1	3	6	5	0	0	0	0	0	0	0	0	15
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	7
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	6
04:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
04:15	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
04:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	3	1	0	1	1	0	0	0	0	0	0	6
	0	0	0	1	5	3	3	1	1	0	0	0	0	0	0	14
05:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
05:15	0	0	0	1	3	9	5	2	0	0	0	0	0	0	0	20
05:30	0	0	1	3	5	9	3	0	0	0	0	0	0	0	0	21
05:45	0	0	0	1	8	10	5	3	0	0	0	0	0	0	0	27
	0	0	1	5	18	30	14	5	0	0	0	0	0	0	0	73
06:00	0	0	0	4	10	13	5	0	0	0	0	0	0	0	0	32
06:15	0	0	2	3	13	24	17	2	0	0	0	0	0	0	0	61
06:30	0	0	1	2	16	30	10	3	1	0	0	0	0	0	0	63
06:45	0	0	5	10	28	36	20	4	1	0	0	0	0	0	0	104
	0	0	8	19	67	103	52	9	2	0	0	0	0	0	0	260
07:00	0	1	2	12	41	33	17	0	0	0	0	0	0	0	0	106
07:15	0	0	3	18	40	39	6	0	0	0	0	0	0	0	0	106
07:30	0	0	1	8	47	45	21	1	0	0	0	0	0	0	0	123
07:45	0	1	2	15	49	53	18	3	0	0	0	0	0	0	0	141
	0	2	8	53	177	170	62	4	0	0	0	0	0	0	0	476
08:00	0	0	4	14	39	48	17	2	0	0	0	0	0	0	0	124
08:15	0	1	3	9	44	53	4	1	0	0	0	0	0	0	0	115
08:30	0	0	5	12	39	42	15	4	0	0	0	0	0	0	0	117
08:45	0	0	7	16	26	48	21	0	0	0	0	0	0	0	0	118
	0	1	19	51	148	191	57	7	0	0	0	0	0	0	0	474
09:00	0	0	3	14	31	36	14	0	0	0	0	0	0	0	0	98
09:15	0	1	5	11	18	33	24	0	0	0	0	0	0	0	0	92
09:30	0	1	3	6	36	39	16	0	0	0	0	0	0	0	0	101
09:45	0	1	4	9	33	32	9	2	0	0	0	0	0	0	0	90
	0	3	15	40	118	140	63	2	0	0	0	0	0	0	0	381
10:00	0	1	10	14	32	26	7	4	1	0	0	0	0	0	0	95
10:15	1	0	3	6	24	37	11	1	0	0	0	0	0	0	0	83
10:30	0	1	8	14	10	38	11	3	0	0	0	0	0	0	0	85
10:45	0	1	2	9	29	31	18	1	0	0	0	0	0	0	0	91
	1	3	23	43	95	132	47	9	1	0	0	0	0	0	0	354
11:00	1	1	5	10	29	35	7	0	0	0	0	0	0	0	0	88
11:15	0	1	4	12	36	23	9	1	0	0	0	0	0	0	0	86
11:30	0	0	3	10	28	36	8	1	0	0	0	0	0	0	0	86
11:45	0	0	3	8	23	41	8	0	0	0	0	0	0	0	0	83
	1	2	15	40	116	135	32	2	0	0	0	0	0	0	0	343
Total	2	11	89	255	756	924	341	39	4	0	0	0	0	0	0	2421

Marlin Engineering
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Site Code: 000000000208
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Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	2	4	6	26	38	9	0	0	0	0	0	0	0	0	85
12:15	0	0	3	13	20	45	14	0	0	0	0	0	0	0	0	95
12:30	0	0	3	5	29	28	11	0	0	0	0	0	0	0	0	76
12:45	0	0	3	11	27	24	8	2	0	1	0	0	0	0	0	76
	0	2	13	35	102	135	42	2	0	1	0	0	0	0	0	332
13:00	0	0	0	7	31	18	12	2	0	0	0	0	0	0	0	70
13:15	0	1	2	4	38	35	15	1	0	0	0	0	0	0	0	96
13:30	0	0	3	5	33	28	22	3	0	0	0	0	0	0	0	94
13:45	0	0	1	13	28	31	14	2	0	0	0	0	0	0	0	89
	0	1	6	29	130	112	63	8	0	0	0	0	0	0	0	349
14:00	0	0	4	15	27	29	23	3	0	1	0	0	0	0	0	102
14:15	0	1	2	11	30	37	15	2	0	0	0	0	0	0	0	98
14:30	0	0	0	14	27	37	18	2	0	0	0	0	0	0	0	98
14:45	0	1	5	3	33	41	18	3	0	0	0	0	0	0	0	104
	0	2	11	43	117	144	74	10	0	1	0	0	0	0	0	402
15:00	0	0	4	9	31	28	12	4	0	0	0	0	0	0	0	88
15:15	0	2	1	4	32	53	23	5	0	0	0	0	0	0	0	120
15:30	0	0	5	14	33	50	27	2	2	0	0	0	0	0	0	133
15:45	0	0	4	15	51	46	18	2	0	0	0	0	0	0	0	136
	0	2	14	42	147	177	80	13	2	0	0	0	0	0	0	477
16:00	0	1	3	8	30	50	14	0	0	0	0	0	0	0	0	106
16:15	0	1	5	19	31	53	16	1	0	0	0	0	0	0	0	126
16:30	0	0	5	16	32	44	20	0	0	0	0	0	0	0	0	117
16:45	0	0	3	19	30	48	15	3	1	0	0	0	0	0	0	119
	0	2	16	62	123	195	65	4	1	0	0	0	0	0	0	468
17:00	0	0	7	18	44	39	16	4	0	0	0	0	0	0	0	128
17:15	0	0	5	15	31	42	16	2	0	0	0	0	0	0	0	111
17:30	0	0	1	5	34	54	15	4	0	0	0	0	0	0	0	113
17:45	0	0	0	7	34	40	14	1	1	0	0	0	0	0	0	97
	0	0	13	45	143	175	61	11	1	0	0	0	0	0	0	449
18:00	0	0	1	5	29	37	22	3	0	0	0	0	0	0	0	97
18:15	0	0	1	1	32	37	15	5	0	1	0	0	0	0	0	92
18:30	0	0	1	1	16	37	18	6	1	0	0	0	0	0	0	80
18:45	0	0	1	4	14	25	19	3	0	0	0	0	0	0	0	66
	0	0	4	11	91	136	74	17	1	1	0	0	0	0	0	335
19:00	0	0	1	1	20	19	15	4	0	0	0	0	0	0	0	60
19:15	0	0	0	4	15	29	14	2	1	0	0	0	0	0	0	65
19:30	0	0	0	2	16	25	14	4	0	0	0	0	0	0	0	61
19:45	1	0	1	2	12	21	9	2	0	0	0	0	0	0	0	48
	1	0	2	9	63	94	52	12	1	0	0	0	0	0	0	234
20:00	0	0	0	2	14	16	13	2	0	0	0	0	0	0	0	47
20:15	0	0	1	4	17	25	10	2	0	0	0	0	0	0	0	59
20:30	0	0	1	2	5	16	16	1	0	0	0	0	0	0	0	41
20:45	0	0	0	4	12	13	9	1	0	0	0	0	0	0	0	39
	0	0	2	12	48	70	48	6	0	0	0	0	0	0	0	186
21:00	0	0	0	0	7	11	6	2	1	0	0	0	0	0	0	27
21:15	0	1	0	3	9	14	10	1	0	0	0	0	0	0	0	38
21:30	0	1	0	1	8	10	7	2	0	0	0	0	0	0	0	29
21:45	0	0	0	4	7	13	7	1	0	0	0	0	0	0	0	32
	0	2	0	8	31	48	30	6	1	0	0	0	0	0	0	126
22:00	0	0	1	0	4	5	9	3	0	0	0	0	0	0	0	22
22:15	0	0	0	1	9	9	2	2	0	0	0	0	0	0	0	23
22:30	0	0	0	1	6	9	2	0	0	0	0	0	0	0	0	18
22:45	0	0	1	2	6	10	5	0	0	0	0	0	0	0	0	24
	0	0	2	4	25	33	18	5	0	0	0	0	0	0	0	87
23:00	0	0	0	0	9	6	3	1	0	0	0	0	0	0	0	19
23:15	0	0	0	0	5	7	2	0	0	0	0	0	0	0	0	14
23:30	0	0	0	0	1	5	4	0	0	0	0	0	0	0	0	10
23:45	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	8
	0	0	0	0	18	22	10	1	0	0	0	0	0	0	0	51
Total	1	11	83	300	1038	1341	617	95	7	3	0	0	0	0	0	3496
Total	8	76	483	1800	5506	6961	2763	350	27	5	0	0	0	0	0	17979

Stats	
15th Percentile :	29 MPH
50th Percentile :	34 MPH
85th Percentile :	39 MPH
95th Percentile :	43 MPH
Mean Speed(Average) :	35 MPH
10 MPH Pace Speed :	30-39 MPH
Number in Pace :	12467
Percent in Pace :	69.3%
Number of Vehicles > 30 MPH :	14511
Percent of Vehicles > 30 MPH :	80.7%

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
06:30	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
06:45	1	1	6	1	2	0	0	0	0	0	0	0	0	0	0	11
	1	1	12	5	3	0	0	0	0	0	0	0	0	0	0	22
07:00	0	1	6	0	0	1	0	0	0	0	0	0	0	0	0	8
07:15	1	1	3	3	1	0	0	0	0	0	0	0	0	0	0	9
07:30	0	2	7	6	0	0	0	0	0	0	0	0	0	0	0	15
07:45	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	10
	2	7	19	11	2	1	0	0	0	0	0	0	0	0	0	42
08:00	0	0	10	3	3	0	0	0	0	0	0	0	0	0	0	16
08:15	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
08:30	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	5
08:45	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	8
	1	1	13	15	4	0	0	0	0	0	0	0	0	0	0	34
09:00	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	6
09:15	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	8
09:30	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	9
09:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	7	6	11	0	0	0	0	0	0	0	0	0	0	0	26
10:00	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	9
10:15	1	1	6	3	0	0	0	0	0	0	0	0	0	0	0	11
10:30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
10:45	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	8
	2	5	11	12	1	0	0	0	0	0	0	0	0	0	0	31
11:00	1	1	2	3	1	0	0	0	0	0	0	0	0	0	0	8
11:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
11:45	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	3	3	10	6	1	0	0	0	0	0	0	0	0	0	0	23
Total	11	24	74	62	11	1	0	0	0	0	0	0	0	0	0	183

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
12:15	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	10
12:30	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	6
12:45	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
	0	3	12	9	3	0	0	0	0	0	0	0	0	0	0	27
13:00	1	1	5	0	1	0	0	0	0	0	0	0	0	0	0	8
13:15	1	2	4	2	0	1	0	0	0	0	0	0	0	0	0	10
13:30	0	1	6	2	1	0	0	0	0	0	0	0	0	0	0	10
13:45	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	9
	2	8	18	6	2	1	0	0	0	0	0	0	0	0	0	37
14:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
14:15	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
14:30	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
14:45	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
	0	1	14	8	0	0	0	0	0	0	0	0	0	0	0	23
15:00	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	10
15:15	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
15:30	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
15:45	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	4	8	9	0	1	0	0	0	0	0	0	0	0	0	22
16:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
16:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	1	2	3	6	0	0	0	0	0	0	0	0	0	0	0	12
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
18:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	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	1
Total	3	18	60	41	5	2	0	0	0	0	0	0	0	0	0	129

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	6
06:30	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	1	3	3	2	1	0	0	0	0	0	0	0	0	0	10
	0	3	7	6	3	1	0	0	0	0	0	0	0	0	0	20
07:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	8
07:30	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	8
07:45	1	4	7	6	1	0	0	0	0	0	0	0	0	0	0	19
	1	7	17	12	3	0	0	0	0	0	0	0	0	0	0	40
08:00	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	9
08:15	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4
08:30	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
08:45	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	9
	1	1	7	16	1	0	0	0	0	0	0	0	0	0	0	26
09:00	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
09:15	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
09:30	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
09:45	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	9
	1	5	14	10	0	0	0	0	0	0	0	0	0	0	0	30
10:00	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	6
10:15	1	0	5	3	0	0	0	0	0	0	0	0	0	0	0	9
10:30	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	10
10:45	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	8
	3	6	14	10	0	0	0	0	0	0	0	0	0	0	0	33
11:00	0	3	5	3	0	0	0	0	0	0	0	0	0	0	0	11
11:15	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	8	8	6	0	0	0	0	0	0	0	0	0	0	0	22
Total	6	30	71	61	7	1	0	0	0	0	0	0	0	0	0	176

Marlin Engineering
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Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	3	3	3	1	0	0	0	0	0	0	0	0	0	0	10
12:15	0	1	6	3	3	0	0	0	0	0	0	0	0	0	0	13
12:30	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
12:45	0	1	3	6	1	0	0	0	0	0	0	0	0	0	0	11
	0	5	17	13	5	0	0	0	0	0	0	0	0	0	0	40
13:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
13:15	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
13:30	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
13:45	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	5
	0	3	9	9	2	0	0	0	0	0	0	0	0	0	0	23
14:00	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	6
14:15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
14:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
14:45	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	7
	2	3	10	2	2	0	0	0	0	0	0	0	0	0	0	19
15:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
15:15	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
15:30	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10
15:45	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	7
	0	6	12	6	1	0	0	0	0	0	0	0	0	0	0	25
16:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
16:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
16:30	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
16:45	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
	1	2	10	3	1	0	0	0	0	0	0	0	0	0	0	17
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	10
18:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
18:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	9
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
19:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	9
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	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	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	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	1
Total	4	25	73	43	11	0	0	0	0	0	0	0	0	0	0	156

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
06:30	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
06:45	0	2	3	2	1	1	0	0	0	0	0	0	0	0	0	9
	0	4	6	9	1	1	0	0	0	0	0	0	0	0	0	21
07:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
07:15	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
07:30	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4
07:45	0	3	3	5	2	0	0	0	0	0	0	0	0	0	0	13
	0	5	14	11	3	0	0	0	0	0	0	0	0	0	0	33
08:00	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	5
08:15	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	8
08:30	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
08:45	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	4	15	5	1	0	0	0	0	0	0	0	0	0	0	25
09:00	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6
09:15	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
09:30	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
09:45	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	8
	1	5	13	6	1	0	0	0	0	0	0	0	0	0	0	26
10:00	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	8
10:15	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
10:30	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	7
10:45	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	5
	3	4	7	8	1	0	0	0	0	0	0	0	0	0	0	23
11:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
11:15	0	4	1	3	0	0	0	0	0	0	0	0	0	0	0	8
11:30	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
11:45	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	7	6	11	0	0	0	0	0	0	0	0	0	0	0	24
Total	6	29	64	51	7	1	0	0	0	0	0	0	0	0	0	158

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Eastbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	6	1	2	0	0	0	0	0	0	0	0	0	0	9
12:15	2	1	4	3	1	0	0	0	0	0	0	0	0	0	0	11
12:30	0	1	1	5	0	0	0	0	0	0	0	0	0	0	0	7
12:45	0	5	6	2	0	0	0	0	0	0	0	0	0	0	0	13
	2	7	17	11	3	0	0	0	0	0	0	0	0	0	0	40
13:00	0	2	1	4	1	0	0	0	0	0	0	0	0	0	0	8
13:15	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	9
13:30	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	8
13:45	1	0	9	3	0	0	0	0	0	0	0	0	0	0	0	13
	1	5	16	15	1	0	0	0	0	0	0	0	0	0	0	38
14:00	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	8
14:15	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6
14:30	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
14:45	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
	0	2	12	7	2	0	0	0	0	0	0	0	0	0	0	23
15:00	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
15:15	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
15:30	2	1	3	3	0	0	0	0	0	0	0	0	0	0	0	9
15:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	2	2	14	7	0	0	0	0	0	0	0	0	0	0	0	25
16:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
16:30	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	6
16:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	4	5	5	2	0	0	0	0	0	0	0	0	0	0	16
17:00	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
17:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	2	3	1	1	0	0	0	0	0	0	0	0	0	8
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
19:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	5
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
20:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	21	72	53	11	1	0	0	0	0	0	0	0	0	0	164
Total	36	147	414	311	52	6	0	0	0	0	0	0	0	0	0	966

Stats	
15th Percentile :	17 MPH
50th Percentile :	22 MPH
85th Percentile :	27 MPH
95th Percentile :	29 MPH
Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	20-29 MPH
Number in Pace :	727
Percent in Pace :	75.3%
Number of Vehicles > 30 MPH :	48
Percent of Vehicles > 30 MPH :	4.9%

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	8
07:45	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
	1	7	7	2	0	0	0	0	0	0	0	0	0	0	0	17
08:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
08:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	11
	4	13	11	0	0	0	0	0	0	0	0	0	0	0	0	28
09:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
09:15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
09:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	10
	1	10	11	0	0	0	0	0	0	0	0	0	0	0	0	22
10:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
10:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
10:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	14	9	0	0	0	0	0	0	0	0	0	0	0	0	23
11:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	5	8	1	0	0	0	0	0	0	0	0	0	0	0	14
	0	13	12	1	0	0	0	0	0	0	0	0	0	0	0	26
Total	6	61	51	3	0	0	0	0	0	0	0	0	0	0	0	121

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	3	4	3	0	0	0	0	0	0	0	0	0	0	0	10
12:15	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
12:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45	2	6	2	1	0	0	0	0	0	0	0	0	0	0	0	11
	2	13	12	4	0	0	0	0	0	0	0	0	0	0	0	31
13:00	1	8	7	1	0	0	0	0	0	0	0	0	0	0	0	17
13:15	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
13:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
13:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	16	12	1	0	0	0	0	0	0	0	0	0	0	0	31
14:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
14:15	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
14:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
	1	11	11	0	0	0	0	0	0	0	0	0	0	0	0	23
15:00	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	9
15:15	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	10
15:30	0	2	3	4	0	0	0	0	0	0	0	0	0	0	0	9
15:45	3	1	6	2	0	0	0	0	0	0	0	0	0	0	0	12
	6	9	19	6	0	0	0	0	0	0	0	0	0	0	0	40
16:00	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	10
16:15	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	9
16:30	0	5	12	0	0	0	0	0	0	0	0	0	0	0	0	17
16:45	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	2	11	26	2	0	0	0	0	0	0	0	0	0	0	0	41
17:00	0	5	10	1	0	0	0	0	0	0	0	0	0	0	0	16
17:15	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	7
17:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	15	13	2	0	0	0	0	0	0	0	0	0	0	0	30
18:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
18:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	10
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	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	1
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	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	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	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	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	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	1
Total	13	80	105	15	0	0	0	0	0	0	0	0	0	0	0	213

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	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	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
07:30	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	4	7	3	0	0	0	0	0	0	0	0	0	0	0	0	14
08:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	5
08:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	8
08:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	9	9	1	0	0	0	0	0	0	0	0	0	0	0	21
09:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
09:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	8
09:45	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	8	14	0	0	0	0	0	0	0	0	0	0	0	0	24
10:00	3	1	6	0	0	0	0	0	0	0	0	0	0	0	0	10
10:15	1	7	3	0	0	0	0	0	0	0	0	0	0	0	0	11
10:30	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	5	12	13	0	0	0	0	0	0	0	0	0	0	0	0	30
11:00	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	10
11:15	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
11:30	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8
11:45	0	3	6	2	0	0	0	0	0	0	0	0	0	0	0	11
	0	13	18	4	0	0	0	0	0	0	0	0	0	0	0	35
Total	14	49	62	6	0	0	0	0	0	0	0	0	0	0	0	131

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	1	3	13	0	0	0	0	0	0	0	0	0	0	0	0	17
12:15	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9
12:30	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	10
12:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
	1	12	26	2	0	0	0	0	0	0	0	0	0	0	0	41
13:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
13:15	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	9
13:30	1	3	6	1	0	0	0	0	0	0	0	0	0	0	0	11
13:45	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	8	16	1	0	0	0	0	0	0	0	0	0	0	0	27
14:00	0	1	8	1	0	0	0	0	0	0	0	0	0	0	0	10
14:15	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6
14:30	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
	1	10	18	2	0	0	0	0	0	0	0	0	0	0	0	31
15:00	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	9
15:15	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	6
15:30	2	2	7	1	0	0	0	0	0	0	0	0	0	0	0	12
15:45	2	6	9	1	0	0	0	0	0	0	0	0	0	0	0	18
	6	13	23	3	0	0	0	0	0	0	0	0	0	0	0	45
16:00	0	5	7	1	0	0	0	0	0	0	0	0	0	0	0	13
16:15	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
16:30	3	10	4	0	0	0	0	0	0	0	0	0	0	0	0	17
16:45	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	10
	3	25	21	2	0	0	0	0	0	0	0	0	0	0	0	51
17:00	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	14
17:15	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
17:30	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	9
17:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	15	15	1	0	0	0	0	0	0	0	0	0	0	0	33
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
20:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	0	0	0	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	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	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	1
Total	15	99	130	11	0	0	0	0	0	0	0	0	0	0	0	255

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
07:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	14
08:00	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	7
08:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	5	7	6	1	0	0	0	0	0	0	0	0	0	0	0	19
09:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
09:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
09:45	1	6	10	0	0	0	0	0	0	0	0	0	0	0	0	17
	2	13	13	1	0	0	0	0	0	0	0	0	0	0	0	29
10:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
10:15	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
10:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	6	5	0	0	0	0	0	0	0	0	0	0	0	0	14
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6
11:30	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	6
11:45	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0	10
	2	5	17	0	0	0	0	0	0	0	0	0	0	0	0	24
Total	12	40	50	2	0	0	0	0	0	0	0	0	0	0	0	104

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000211
SE South Niemeyer Cir
West of SE Village Green Dr

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	4	9	3	0	0	0	0	0	0	0	0	0	0	0	16
12:15	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
12:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
12:45	0	2	9	1	0	0	0	0	0	0	0	0	0	0	0	12
	0	12	24	4	0	0	0	0	0	0	0	0	0	0	0	40
13:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
13:15	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	9
13:30	2	2	7	0	0	0	0	0	0	0	0	0	0	0	0	11
13:45	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	15	19	1	0	0	0	0	0	0	0	0	0	0	0	37
14:00	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	6
14:15	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8
14:30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
14:45	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	8	8	5	0	0	0	0	0	0	0	0	0	0	0	21
15:00	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	6
15:15	1	2	12	1	0	0	0	0	0	0	0	0	0	0	0	16
15:30	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0	13
15:45	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8
	3	12	26	2	0	0	0	0	0	0	0	0	0	0	0	43
16:00	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9
16:15	0	4	5	2	0	0	0	0	0	0	0	0	0	0	0	11
16:30	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	22
16:45	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	9
	0	20	29	2	0	0	0	0	0	0	0	0	0	0	0	51
17:00	0	5	10	1	0	0	0	0	0	0	0	0	0	0	0	16
17:15	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	8
17:30	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	8
17:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	13	19	3	0	0	0	0	0	0	0	0	0	0	0	36
18:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
18:15	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	10
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
20:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	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	1
Total	6	91	139	19	0	0	0	0	0	0	0	0	0	0	0	255
Total	66	420	537	56	0	0	0	0	0	0	0	0	0	0	0	1079

Stats	
15th Percentile :	15 MPH
50th Percentile :	19 MPH
85th Percentile :	23 MPH
95th Percentile :	24 MPH
Mean Speed(Average) :	19 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	961
Percent in Pace :	89.1%
Number of Vehicles > 30 MPH :	0
Percent of Vehicles > 30 MPH :	0.0%

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Site Code: 000000000212
SE Village Green Dr
btwn US1 and SE South Niemeyer Cir

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	7
00:15	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	6
00:30	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
00:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	3	12	4	0	0	0	0	0	0	0	0	20
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
02:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	3	4	3	0	0	0	0	0	0	0	0	10
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6
03:45	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4
	0	0	1	1	4	6	1	0	0	0	0	0	0	0	0	13
04:00	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	7
04:15	0	0	0	0	1	4	0	1	0	0	0	0	0	0	0	6
04:30	0	0	1	2	2	5	1	1	0	0	0	0	0	0	0	12
04:45	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
	0	0	1	3	4	16	2	2	0	0	0	0	0	0	0	28
05:00	0	0	0	1	3	9	1	0	0	0	0	0	0	0	0	14
05:15	0	0	0	0	4	6	1	2	0	0	0	0	0	0	0	13
05:30	0	0	1	1	5	8	5	3	0	1	0	0	0	0	0	24
05:45	0	0	0	0	7	19	7	0	0	0	0	0	0	0	0	33
	0	0	1	2	19	42	14	5	0	1	0	0	0	0	0	84
06:00	0	0	0	2	16	15	9	0	0	0	0	0	0	0	0	42
06:15	0	0	1	0	9	23	10	1	0	0	0	0	0	0	0	44
06:30	0	0	1	1	34	35	19	5	0	0	0	0	0	0	0	95
06:45	0	0	0	3	30	37	14	2	1	0	0	0	0	0	0	87
	0	0	2	6	89	110	52	8	1	0	0	0	0	0	0	268
07:00	0	0	2	8	39	39	8	3	1	0	0	0	0	0	0	100
07:15	0	0	1	11	50	51	18	4	0	0	0	0	0	0	0	135
07:30	0	0	4	18	49	66	17	2	0	0	0	0	0	0	0	156
07:45	0	2	1	11	27	45	16	2	0	0	0	0	0	0	0	104
	0	2	8	48	165	201	59	11	1	0	0	0	0	0	0	495
08:00	0	1	6	7	30	34	21	4	0	0	0	0	0	0	0	103
08:15	0	1	6	12	35	44	26	1	0	0	0	0	0	0	0	125
08:30	0	0	4	7	30	41	24	7	1	0	0	0	0	0	0	114
08:45	0	0	3	10	45	39	16	3	0	0	0	0	0	0	0	116
	0	2	19	36	140	158	87	15	1	0	0	0	0	0	0	458
09:00	0	0	7	18	30	27	10	5	0	0	0	0	0	0	0	97
09:15	0	0	8	9	36	28	13	2	0	0	0	0	0	0	0	96
09:30	0	0	3	17	23	41	11	3	0	0	0	0	0	0	0	98
09:45	0	0	5	16	34	25	9	2	0	0	0	0	0	0	0	91
	0	0	23	60	123	121	43	12	0	0	0	0	0	0	0	382
10:00	0	0	0	7	41	38	13	1	1	0	0	0	0	0	0	101
10:15	0	0	1	13	38	29	11	1	1	0	0	0	0	0	0	94
10:30	0	2	3	21	40	23	13	0	0	0	0	0	0	0	0	102
10:45	0	1	1	10	33	35	8	1	0	0	0	0	0	0	0	89
	0	3	5	51	152	125	45	3	2	0	0	0	0	0	0	386
11:00	0	0	5	17	25	41	12	2	0	0	0	0	0	0	0	102
11:15	0	0	3	11	33	33	12	0	1	0	0	0	0	0	0	93
11:30	0	0	4	12	35	29	16	4	0	0	0	0	0	0	0	100
11:45	0	0	0	1	28	33	17	4	0	0	0	0	0	0	0	83
	0	0	12	41	121	136	57	10	1	0	0	0	0	0	0	378
Total	0	7	72	249	824	932	370	66	6	1	0	0	0	0	0	2527

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btwn US1 and SE South Niemeyer Cir

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	0	11	43	39	17	3	0	0	0	0	0	0	0	113
12:15	0	0	5	16	26	27	15	2	1	0	0	0	0	0	0	92
12:30	0	1	3	8	35	36	12	3	0	0	0	0	0	0	0	98
12:45	1	0	2	5	30	42	14	2	0	0	0	0	0	0	0	96
	1	1	10	40	134	144	58	10	1	0	0	0	0	0	0	399
13:00	1	0	3	11	38	46	18	2	0	0	0	1	0	0	0	120
13:15	0	0	3	6	20	36	15	0	0	0	0	0	0	0	0	80
13:30	0	1	6	8	40	37	12	3	0	0	0	0	0	0	0	107
13:45	0	2	1	15	46	50	14	3	0	0	0	0	0	0	0	131
	1	3	13	40	144	169	59	8	0	0	0	1	0	0	0	438
14:00	0	0	3	13	47	38	14	3	1	0	0	0	0	0	0	119
14:15	0	0	5	11	32	37	12	3	0	0	0	0	0	0	0	100
14:30	0	1	2	10	32	53	12	3	0	0	0	0	0	0	0	113
14:45	0	0	0	14	39	47	17	4	0	0	0	0	0	0	0	121
	0	1	10	48	150	175	55	13	1	0	0	0	0	0	0	453
15:00	0	0	5	18	25	52	23	8	0	0	0	0	0	0	0	131
15:15	0	0	2	9	38	46	21	4	0	0	0	0	0	0	0	120
15:30	0	0	1	12	55	66	13	2	0	0	0	0	0	0	0	149
15:45	0	0	2	11	46	53	25	2	1	0	0	0	0	0	0	140
	0	0	10	50	164	217	82	16	1	0	0	0	0	0	0	540
16:00	0	1	4	31	63	40	7	0	0	0	0	0	0	0	0	146
16:15	0	0	4	33	68	30	6	0	0	1	0	0	0	0	0	142
16:30	0	0	5	31	72	54	5	1	0	0	0	0	0	0	0	168
16:45	0	0	1	31	81	27	3	0	0	0	0	0	0	0	0	143
	0	1	14	126	284	151	21	1	0	1	0	0	0	0	0	599
17:00	0	1	1	40	95	39	4	3	1	0	0	0	0	0	0	184
17:15	0	1	4	38	76	43	6	1	0	0	0	0	0	0	0	169
17:30	0	0	0	15	94	43	7	0	0	0	0	0	0	0	0	159
17:45	0	0	1	21	55	43	19	2	0	0	0	0	0	0	0	141
	0	2	6	114	320	168	36	6	1	0	0	0	0	0	0	653
18:00	0	0	0	8	31	58	15	2	0	0	0	0	0	0	0	114
18:15	0	0	1	3	32	46	14	6	1	0	0	0	0	0	0	103
18:30	0	0	0	5	23	28	19	3	0	1	0	0	0	0	0	79
18:45	0	0	0	5	29	31	21	4	0	0	0	0	0	0	0	90
	0	0	1	21	115	163	69	15	1	1	0	0	0	0	0	386
19:00	0	0	1	1	15	35	18	4	1	0	0	0	0	0	0	75
19:15	0	0	0	2	26	38	19	1	0	0	0	0	0	0	0	86
19:30	0	0	0	3	42	29	14	0	0	0	0	0	0	0	0	88
19:45	0	0	0	5	25	29	13	2	0	0	0	0	0	0	0	74
	0	0	1	11	108	131	64	7	1	0	0	0	0	0	0	323
20:00	0	0	0	2	22	25	2	1	0	0	0	0	0	0	0	52
20:15	0	0	0	3	20	19	17	1	0	0	0	0	0	0	0	60
20:30	0	0	0	0	15	21	11	1	0	0	0	0	0	0	0	48
20:45	0	0	0	1	10	14	4	0	0	0	0	0	0	0	0	29
	0	0	0	6	67	79	34	3	0	0	0	0	0	0	0	189
21:00	0	0	1	3	9	17	6	2	0	0	0	0	0	0	0	38
21:15	0	0	0	5	14	12	8	0	0	0	0	0	0	0	0	39
21:30	0	0	0	0	12	16	5	1	0	0	0	0	0	0	0	34
21:45	0	0	0	4	5	13	6	2	0	0	0	0	0	0	0	30
	0	0	1	12	40	58	25	5	0	0	0	0	0	0	0	141
22:00	0	0	0	1	7	10	3	1	0	0	0	0	0	0	0	22
22:15	0	0	0	2	6	5	2	1	0	0	0	0	0	0	0	16
22:30	0	0	0	0	5	9	4	1	0	0	0	0	0	0	0	19
22:45	0	0	0	0	2	9	2	1	0	0	0	0	0	0	0	14
	0	0	0	3	20	33	11	4	0	0	0	0	0	0	0	71
23:00	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	6
23:15	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	10
23:30	0	0	1	0	2	5	2	0	0	0	0	0	0	0	0	10
23:45	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	8
	0	0	1	0	8	22	3	0	0	0	0	0	0	0	0	34
Total	2	8	67	471	1554	1510	517	88	6	2	0	1	0	0	0	4226

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000212
SE Village Green Dr
btwn US1 and SE South Niemeyer Cir

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	10
00:15	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	7
00:30	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4
00:45	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	9
	0	0	0	3	10	14	1	2	0	0	0	0	0	0	0	30
01:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
01:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4
01:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	3	5	2	0	2	0	0	0	0	0	0	12
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
02:45	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
	0	0	0	0	3	7	0	1	0	0	0	0	0	0	0	11
03:00	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
03:15	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
03:30	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6
03:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	0	0	0	1	4	8	3	1	0	0	0	0	0	0	0	17
04:00	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	8
04:15	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
04:30	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	9
04:45	0	0	0	2	4	3	2	0	0	0	0	0	0	0	0	11
	0	0	0	6	8	16	4	0	0	0	0	0	0	0	0	34
05:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
05:15	0	0	0	2	7	5	4	0	0	0	0	0	0	0	0	18
05:30	0	0	0	1	7	14	2	2	0	0	0	0	0	0	0	26
05:45	0	0	0	2	2	9	6	0	0	0	0	0	0	0	0	19
	0	0	0	6	19	28	12	2	0	0	0	0	0	0	0	67
06:00	0	0	0	1	10	14	8	1	0	0	0	0	0	0	0	34
06:15	0	0	0	2	9	28	10	0	1	0	0	0	0	0	0	50
06:30	0	0	0	3	21	38	14	2	0	0	0	0	0	0	0	78
06:45	0	0	2	8	18	31	15	2	1	0	0	0	0	0	0	77
	0	0	2	14	58	111	47	5	2	0	0	0	0	0	0	239
07:00	0	0	0	6	35	39	11	2	0	1	0	0	0	0	0	94
07:15	0	0	2	9	56	51	8	0	0	0	0	0	0	0	0	126
07:30	0	0	1	11	46	66	18	3	1	0	0	0	0	0	0	146
07:45	0	0	4	9	46	46	17	1	0	0	0	0	0	0	0	123
	0	0	7	35	183	202	54	6	1	1	0	0	0	0	0	489
08:00	0	0	1	8	37	49	21	2	1	0	0	0	0	0	0	119
08:15	0	1	1	15	32	64	15	3	0	0	0	0	0	0	0	131
08:30	0	0	7	12	37	45	7	5	0	0	0	0	0	0	0	113
08:45	0	0	4	11	45	53	12	1	0	0	0	0	0	0	0	126
	0	1	13	46	151	211	55	11	1	0	0	0	0	0	0	489
09:00	0	0	6	11	41	29	15	5	0	0	0	0	0	0	0	107
09:15	0	3	4	9	29	32	11	0	0	0	0	0	0	0	0	88
09:30	0	0	3	14	39	29	16	8	1	0	0	0	0	0	0	110
09:45	0	0	10	11	31	31	13	1	0	0	0	0	0	0	0	97
	0	3	23	45	140	121	55	14	1	0	0	0	0	0	0	402
10:00	0	0	4	12	32	27	12	4	1	0	0	0	0	0	0	92
10:15	0	0	4	17	38	27	11	2	0	0	0	0	0	0	0	99
10:30	0	1	5	16	30	35	18	2	1	0	0	0	0	0	0	108
10:45	0	0	2	16	31	32	11	0	0	0	0	0	0	0	0	92
	0	1	15	61	131	121	52	8	2	0	0	0	0	0	0	391
11:00	0	0	2	15	44	41	11	0	0	0	0	0	0	0	0	113
11:15	0	0	1	14	34	29	10	1	0	0	0	0	0	0	0	89
11:30	0	1	3	6	40	38	11	1	0	0	0	0	0	0	0	100
11:45	0	0	2	14	43	38	12	2	0	0	0	0	0	0	0	111
	0	1	8	49	161	146	44	4	0	0	0	0	0	0	0	413
Total	0	6	68	266	871	990	329	54	9	1	0	0	0	0	0	2594

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000212
SE Village Green Dr
btwn US1 and SE South Niemeyer Cir

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	1	11	45	40	11	0	0	0	0	0	0	0	0	108
12:15	0	0	2	12	43	31	9	6	0	0	0	0	0	0	0	103
12:30	0	0	1	19	26	37	16	1	0	0	0	0	0	0	0	100
12:45	0	0	4	9	31	44	14	0	1	0	0	0	0	0	0	103
	0	0	8	51	145	152	50	7	1	0	0	0	0	0	0	414
13:00	0	0	5	8	41	24	16	0	0	0	0	0	0	0	0	94
13:15	0	0	5	11	20	29	16	2	0	0	0	0	0	0	0	83
13:30	0	0	1	17	32	29	22	6	2	0	0	0	0	0	0	109
13:45	0	0	1	12	45	54	14	1	0	0	0	0	0	0	0	127
	0	0	12	48	138	136	68	9	2	0	0	0	0	0	0	413
14:00	0	0	2	8	49	43	15	4	1	0	0	0	0	0	0	122
14:15	0	0	1	18	44	49	13	1	0	0	0	0	0	0	0	126
14:30	0	0	3	21	49	46	10	0	0	0	0	0	0	0	0	129
14:45	0	0	5	5	45	30	7	3	0	0	0	0	0	0	0	95
	0	0	11	52	187	168	45	8	1	0	0	0	0	0	0	472
15:00	0	0	2	16	48	45	13	2	1	0	0	0	0	0	0	127
15:15	0	1	1	14	55	35	9	1	0	0	0	0	0	0	0	116
15:30	0	0	3	22	46	52	23	3	0	0	0	0	0	0	0	149
15:45	0	0	3	3	37	56	22	4	0	0	0	0	0	0	0	125
	0	1	9	55	186	188	67	10	1	0	0	0	0	0	0	517
16:00	0	1	2	16	53	61	13	2	1	0	0	0	0	0	0	149
16:15	0	0	3	13	62	59	26	0	0	0	0	0	0	0	0	163
16:30	0	0	1	15	45	61	23	1	1	0	0	0	0	0	0	147
16:45	0	0	3	26	87	62	13	4	0	0	0	0	0	0	0	195
	0	1	9	70	247	243	75	7	2	0	0	0	0	0	0	654
17:00	0	0	2	33	85	49	13	2	0	0	0	0	0	0	0	184
17:15	0	0	2	17	56	45	16	3	0	0	0	0	0	0	0	139
17:30	0	1	1	21	61	41	14	2	0	0	0	0	0	0	0	141
17:45	0	0	5	13	56	39	15	0	0	0	0	0	0	0	0	128
	0	1	10	84	258	174	58	7	0	0	0	0	0	0	0	592
18:00	0	1	1	12	37	56	16	0	1	0	0	0	0	0	0	124
18:15	0	0	0	6	27	45	13	1	0	0	0	0	0	0	0	92
18:30	0	0	0	4	13	35	20	0	1	1	0	0	0	0	0	74
18:45	0	0	0	2	28	36	17	0	0	0	0	0	0	0	0	83
	0	1	1	24	105	172	66	1	2	1	0	0	0	0	0	373
19:00	0	1	0	1	18	23	11	0	0	0	0	0	0	0	0	54
19:15	0	0	1	8	16	28	5	0	1	0	0	0	0	0	0	59
19:30	0	1	0	4	19	33	11	4	0	0	0	0	0	0	0	72
19:45	0	0	0	5	15	19	11	1	0	0	0	0	0	0	0	51
	0	2	1	18	68	103	38	5	1	0	0	0	0	0	0	236
20:00	0	0	1	0	13	18	15	3	0	0	0	0	0	0	0	50
20:15	0	0	0	1	9	26	6	3	0	0	0	0	0	0	0	45
20:30	0	0	0	1	16	21	6	0	1	0	0	0	0	0	0	45
20:45	0	0	2	4	11	27	7	0	0	1	0	0	0	0	0	52
	0	0	3	6	49	92	34	6	1	1	0	0	0	0	0	192
21:00	0	0	1	3	15	9	8	1	0	0	0	0	0	0	0	37
21:15	0	0	2	2	9	15	4	0	0	0	0	0	0	0	0	32
21:30	0	0	0	3	12	13	0	1	0	0	0	0	0	0	0	29
21:45	0	0	0	5	9	12	10	0	0	0	0	0	0	0	0	36
	0	0	3	13	45	49	22	2	0	0	0	0	0	0	0	134
22:00	0	0	0	3	8	9	7	1	0	0	0	0	0	0	0	28
22:15	0	0	1	2	11	9	6	2	0	0	0	0	0	0	0	31
22:30	0	0	0	0	5	6	2	1	0	0	0	0	0	0	0	14
22:45	0	0	0	0	4	6	2	1	0	0	0	0	0	0	0	13
	0	0	1	5	28	30	17	5	0	0	0	0	0	0	0	86
23:00	0	0	0	0	3	5	3	1	1	0	0	0	0	0	0	13
23:15	0	0	0	0	4	6	1	0	0	0	0	0	0	0	0	11
23:30	0	0	1	1	4	3	7	0	0	0	0	0	0	0	0	16
23:45	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
	0	0	1	1	11	20	11	1	1	0	0	0	0	0	0	46
Total	0	6	69	427	1467	1527	551	68	12	2	0	0	0	0	0	4129

Marlin Engineering
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Site Code: 000000000212
SE Village Green Dr
btwn US1 and SE South Niemeyer Cir

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
00:15	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
00:30	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6
00:45	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	5
	0	0	0	1	6	6	5	0	0	0	0	0	0	0	0	18
01:00	0	0	0	0	2	1	1	0	0	1	0	0	0	0	0	5
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
	0	0	0	0	5	3	2	0	0	1	0	0	0	0	0	11
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
02:30	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
02:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	2	5	1	1	0	0	0	0	0	0	0	9
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
03:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	1	1	1	3	1	0	0	0	0	0	0	0	7
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
04:30	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	6
04:45	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	7
	0	0	0	1	7	7	5	0	0	0	0	0	0	0	0	20
05:00	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	7
05:15	0	0	0	1	4	10	3	2	1	0	0	0	0	0	0	21
05:30	0	0	0	2	8	5	1	3	0	0	0	0	0	0	0	19
05:45	0	0	0	3	8	14	6	2	0	0	0	0	0	0	0	33
	0	0	0	7	22	32	11	7	1	0	0	0	0	0	0	80
06:00	0	0	0	5	4	20	1	3	0	0	0	0	0	0	0	33
06:15	0	0	0	2	9	32	10	2	0	0	0	0	0	0	0	55
06:30	0	0	0	2	19	38	17	3	0	0	0	0	0	0	0	79
06:45	0	0	3	3	20	31	10	0	0	0	0	0	0	0	0	67
	0	0	3	12	52	121	38	8	0	0	0	0	0	0	0	234
07:00	0	1	3	3	42	30	20	8	1	1	0	0	0	0	0	109
07:15	0	0	0	8	53	54	16	0	0	0	0	0	0	0	0	131
07:30	0	0	3	15	34	55	28	4	1	0	0	0	0	0	0	140
07:45	0	0	1	2	30	60	17	7	0	1	0	0	0	0	0	118
	0	1	7	28	159	199	81	19	2	2	0	0	0	0	0	498
08:00	0	0	4	9	58	35	16	1	0	0	0	0	0	0	0	123
08:15	0	0	5	11	26	55	13	3	0	0	0	0	0	0	0	113
08:30	0	0	2	11	41	38	23	0	0	0	0	0	0	0	0	115
08:45	0	0	7	13	35	41	7	2	0	0	0	0	0	0	0	105
	0	0	18	44	160	169	59	6	0	0	0	0	0	0	0	456
09:00	0	0	3	10	32	32	10	3	0	0	0	0	0	0	0	90
09:15	0	0	2	13	25	44	12	1	0	0	0	0	0	0	0	97
09:30	0	0	5	16	36	38	11	1	0	0	0	0	0	0	0	107
09:45	0	0	2	16	46	35	7	1	0	0	0	0	0	0	0	107
	0	0	12	55	139	149	40	6	0	0	0	0	0	0	0	401
10:00	0	0	2	16	28	35	8	0	0	0	0	0	0	0	0	89
10:15	0	1	3	11	36	30	15	4	0	0	0	0	0	0	0	100
10:30	0	0	3	18	42	27	5	1	0	0	0	0	0	0	0	96
10:45	0	0	1	12	28	30	12	2	0	0	0	0	0	0	0	85
	0	1	9	57	134	122	40	7	0	0	0	0	0	0	0	370
11:00	0	0	3	9	36	28	8	4	1	0	0	0	0	0	0	89
11:15	0	0	3	12	31	35	8	4	0	0	0	0	0	0	0	93
11:30	0	0	5	10	45	40	10	3	0	0	0	0	0	0	0	113
11:45	0	0	4	11	37	46	13	5	0	0	0	0	0	0	0	116
	0	0	15	42	149	149	39	16	1	0	0	0	0	0	0	411
Total	0	2	64	248	836	963	324	71	4	3	0	0	0	0	0	2515

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000212
SE Village Green Dr
btwn US1 and SE South Niemeyer Cir

Westbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	2	7	48	37	10	3	0	0	0	0	0	0	0	107
12:15	0	0	3	5	49	38	7	0	0	0	0	0	0	0	0	102
12:30	0	0	4	10	36	32	20	0	0	0	0	0	0	0	0	102
12:45	0	0	2	8	29	29	3	2	0	0	0	0	0	0	0	73
	0	0	11	30	162	136	40	5	0	0	0	0	0	0	0	384
13:00	0	0	1	11	26	24	9	1	1	0	0	0	0	0	0	73
13:15	0	0	0	6	31	54	14	4	0	0	0	0	0	0	0	109
13:30	0	0	0	20	30	33	12	0	0	0	0	0	0	0	0	95
13:45	0	0	1	11	41	46	16	5	0	0	0	0	0	0	0	120
	0	0	2	48	128	157	51	10	1	0	0	0	0	0	0	397
14:00	0	0	1	14	37	43	22	2	0	0	0	0	0	0	0	119
14:15	0	0	3	9	36	36	18	1	0	0	0	0	0	0	0	103
14:30	0	0	3	13	41	58	16	6	0	0	0	0	0	0	0	137
14:45	0	0	2	16	42	49	13	3	0	0	0	0	0	0	0	125
	0	0	9	52	156	186	69	12	0	0	0	0	0	0	0	484
15:00	0	1	5	14	38	39	12	2	1	0	0	0	0	0	0	112
15:15	0	0	1	11	43	43	15	2	0	0	0	0	0	0	0	115
15:30	0	0	1	16	60	48	20	4	0	0	0	0	0	0	0	149
15:45	0	0	3	18	61	32	18	4	0	0	0	0	0	0	0	136
	0	1	10	59	202	162	65	12	1	0	0	0	0	0	0	512
16:00	1	0	2	25	58	44	16	1	0	0	0	0	0	0	0	147
16:15	0	0	5	28	71	32	4	0	0	0	0	0	0	0	0	140
16:30	0	1	2	29	88	36	5	0	0	0	0	0	0	0	0	161
16:45	0	0	12	49	78	23	2	0	0	0	0	0	0	0	0	164
	1	1	21	131	295	135	27	1	0	0	0	0	0	0	0	612
17:00	0	0	5	41	95	29	2	1	0	0	0	0	0	0	0	173
17:15	0	0	6	50	66	27	6	0	0	0	0	0	0	0	0	155
17:30	0	4	7	29	61	39	19	3	0	0	0	0	0	0	0	162
17:45	0	0	1	7	46	47	26	2	0	0	0	0	0	0	0	129
	0	4	19	127	268	142	53	6	0	0	0	0	0	0	0	619
18:00	0	0	0	7	24	56	20	2	0	0	0	0	0	0	0	109
18:15	0	0	0	5	30	35	23	0	1	0	0	0	0	0	0	94
18:30	0	0	0	7	32	31	17	8	0	0	0	0	0	0	0	95
18:45	0	0	0	4	20	44	12	3	0	0	0	0	0	0	0	83
	0	0	0	23	106	166	72	13	1	0	0	0	0	0	0	381
19:00	0	0	0	3	24	28	14	2	1	0	0	0	0	0	0	72
19:15	0	0	0	4	16	42	12	1	0	0	0	0	0	0	0	75
19:30	0	0	0	2	25	24	17	0	0	0	0	0	0	0	0	68
19:45	0	0	0	4	21	22	10	3	0	0	0	0	0	0	0	60
	0	0	0	13	86	116	53	6	1	0	0	0	0	0	0	275
20:00	0	0	1	6	17	31	8	2	0	0	0	0	0	0	0	65
20:15	0	0	1	6	21	21	4	0	0	0	0	0	0	0	0	53
20:30	0	0	0	4	22	17	12	1	0	0	0	0	0	0	0	56
20:45	0	0	0	2	13	16	6	0	0	0	0	0	0	0	0	37
	0	0	2	18	73	85	30	3	0	0	0	0	0	0	0	211
21:00	0	0	1	4	10	13	3	1	0	0	0	0	0	0	0	32
21:15	0	0	0	4	5	16	7	2	0	0	0	0	0	0	0	34
21:30	0	0	0	3	10	21	10	0	0	0	0	0	0	0	0	44
21:45	0	0	2	0	7	14	6	1	0	0	0	0	0	0	0	30
	0	0	3	11	32	64	26	4	0	0	0	0	0	0	0	140
22:00	0	0	0	2	4	8	8	2	1	0	0	0	0	0	0	25
22:15	0	0	0	0	7	13	2	1	0	0	0	0	0	0	0	23
22:30	0	0	0	1	8	9	7	0	0	0	0	0	0	0	0	25
22:45	0	0	0	6	7	3	1	1	0	0	0	0	0	0	0	18
	0	0	0	9	26	33	18	4	1	0	0	0	0	0	0	91
23:00	0	0	0	1	3	4	4	1	0	0	0	0	0	0	0	13
23:15	0	0	0	2	4	12	1	1	0	0	0	0	0	0	0	20
23:30	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	9
23:45	0	0	0	0	4	7	1	0	0	0	0	0	0	0	0	12
	0	0	0	3	13	29	7	2	0	0	0	0	0	0	0	54
Total	1	6	77	524	1547	1411	511	78	5	0	0	0	0	0	0	4160
Total	3	35	417	2185	7099	7333	2602	425	42	9	0	1	0	0	0	20151

Stats	
15th Percentile :	29 MPH
50th Percentile :	34 MPH
85th Percentile :	39 MPH
95th Percentile :	42 MPH
Mean Speed(Average) :	35 MPH
10 MPH Pace Speed :	30-39 MPH
Number in Pace :	14432
Percent in Pace :	71.6%
Number of Vehicles > 30 MPH :	16091
Percent of Vehicles > 30 MPH :	79.9%

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	9
07:45	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	6
	0	9	6	2	0	0	0	0	0	0	0	0	0	0	0	17
08:00	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	11
08:15	0	2	8	2	1	0	0	0	0	0	0	0	0	0	0	13
08:30	1	1	6	3	0	0	0	0	0	0	0	0	0	0	0	11
08:45	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
	5	7	22	7	1	0	0	0	0	0	0	0	0	0	0	42
09:00	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
09:15	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0	13
09:30	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
09:45	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	10
	0	13	20	2	0	0	0	0	0	0	0	0	0	0	0	35
10:00	0	5	3	2	0	0	0	0	0	0	0	0	0	0	0	10
10:15	0	2	8	1	0	0	0	0	0	0	0	0	0	0	0	11
10:30	0	2	13	1	0	0	0	0	0	0	0	0	0	0	0	16
10:45	0	4	7	1	0	0	0	0	0	0	0	0	0	0	0	12
	0	13	31	5	0	0	0	0	0	0	0	0	0	0	0	49
11:00	0	3	6	3	0	0	0	0	0	0	0	0	0	0	0	12
11:15	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10
11:30	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
11:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	6	17	7	0	0	0	0	0	0	0	0	0	0	0	30
Total	5	54	100	24	1	0	0	0	0	0	0	0	0	0	0	184

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	2	3	11	4	1	0	0	0	0	0	0	0	0	0	0	21
12:15	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
12:30	1	1	4	3	0	0	0	0	0	0	0	0	0	0	0	9
12:45	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	10
	5	7	25	10	1	0	0	0	0	0	0	0	0	0	0	48
13:00	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	9
13:15	0	3	4	5	0	0	0	0	0	0	0	0	0	0	0	12
13:30	0	3	8	3	0	0	0	0	0	0	0	0	0	0	0	14
13:45	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10
	1	10	22	12	0	0	0	0	0	0	0	0	0	0	0	45
14:00	1	4	5	3	0	0	0	0	0	0	0	0	0	0	0	13
14:15	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10
14:30	0	2	2	5	0	0	0	0	0	0	0	0	0	0	0	9
14:45	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8
	1	11	16	12	0	0	0	0	0	0	0	0	0	0	0	40
15:00	0	3	9	3	0	0	0	0	0	0	0	0	0	0	0	15
15:15	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	7
15:30	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	8
15:45	1	2	1	5	0	0	0	0	0	0	0	0	0	0	0	9
	1	7	18	12	1	0	0	0	0	0	0	0	0	0	0	39
16:00	3	2	10	3	0	0	0	0	0	0	0	0	0	0	0	18
16:15	0	1	14	6	0	0	0	0	0	0	0	0	0	0	0	21
16:30	1	2	13	2	1	0	0	0	0	0	0	0	0	0	0	19
16:45	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	7
	4	5	41	13	2	0	0	0	0	0	0	0	0	0	0	65
17:00	0	1	11	4	0	0	0	0	0	0	0	0	0	0	0	16
17:15	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	7
17:30	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
17:45	0	0	8	3	1	0	0	0	0	0	0	0	0	0	0	12
	0	3	26	11	1	0	0	0	0	0	0	0	0	0	0	41
18:00	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
18:15	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	10
18:30	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
18:45	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	6	13	6	0	0	0	0	0	0	0	0	0	0	0	25
19:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
19:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
19:45	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	52	172	80	5	1	0	0	0	0	0	0	0	0	0	322

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	10
07:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	11	6	1	0	0	0	0	0	0	0	0	0	0	0	18
08:00	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	9
08:15	1	4	3	2	0	0	0	0	0	0	0	0	0	0	0	10
08:30	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	9
08:45	0	4	11	1	1	0	0	0	0	0	0	0	0	0	0	17
	2	12	23	6	2	0	0	0	0	0	0	0	0	0	0	45
09:00	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	10
09:15	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	8
09:30	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8
09:45	1	2	2	3	1	0	0	0	0	0	0	0	0	0	0	9
	1	10	16	7	1	0	0	0	0	0	0	0	0	0	0	35
10:00	0	2	7	1	0	0	0	0	0	0	0	0	0	0	0	10
10:15	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
10:30	1	5	7	1	0	0	0	0	0	0	0	0	0	0	0	14
10:45	0	2	5	5	1	0	0	0	0	0	0	0	0	0	0	13
	1	9	24	9	1	0	0	0	0	0	0	0	0	0	0	44
11:00	1	5	7	0	0	0	0	0	0	0	0	0	0	0	0	13
11:15	0	3	4	3	1	0	0	0	0	0	0	0	0	0	0	11
11:30	1	2	2	3	0	0	0	0	0	0	0	0	0	0	0	8
11:45	1	4	1	2	1	0	0	0	0	0	0	0	0	0	0	9
	3	14	14	8	2	0	0	0	0	0	0	0	0	0	0	41
Total	7	63	90	31	6	0	0	0	0	0	0	0	0	0	0	197

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	3	8	4	0	0	0	0	0	0	0	0	0	0	0	15
12:15	1	2	9	0	0	0	0	0	0	0	0	0	0	0	0	12
12:30	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
12:45	1	2	6	4	0	0	0	0	0	0	0	0	0	0	0	13
	2	10	26	9	0	0	0	0	0	0	0	0	0	0	0	47
13:00	1	2	7	2	0	0	0	0	0	0	0	0	0	0	0	12
13:15	1	2	7	1	0	0	0	0	0	0	0	0	0	0	0	11
13:30	0	1	8	3	0	0	0	0	0	0	0	0	0	0	0	12
13:45	1	1	8	2	0	0	0	0	0	0	0	0	0	0	0	12
	3	6	30	8	0	0	0	0	0	0	0	0	0	0	0	47
14:00	0	4	6	3	0	0	0	0	0	0	0	0	0	0	0	13
14:15	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	9
14:30	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	10
14:45	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9
	0	10	26	5	0	0	0	0	0	0	0	0	0	0	0	41
15:00	2	2	5	2	0	0	0	0	0	0	0	0	0	0	0	11
15:15	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	9
15:30	0	0	10	5	0	0	0	0	0	0	0	0	0	0	0	15
15:45	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10
	2	6	24	13	0	0	0	0	0	0	0	0	0	0	0	45
16:00	0	4	5	4	0	0	0	0	0	0	0	0	0	0	0	13
16:15	0	4	15	1	0	0	0	0	0	0	0	0	0	0	0	20
16:30	0	3	12	5	0	0	0	0	0	0	0	0	0	0	0	20
16:45	0	3	12	3	0	0	0	0	0	0	0	0	0	0	0	18
	0	14	44	13	0	0	0	0	0	0	0	0	0	0	0	71
17:00	0	1	7	3	0	0	0	0	0	0	0	0	0	0	0	11
17:15	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	11
17:30	0	2	8	3	0	0	0	0	0	0	0	0	0	0	0	13
17:45	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	7
	0	10	23	9	0	0	0	0	0	0	0	0	0	0	0	42
18:00	1	2	5	3	0	0	0	0	0	0	0	0	0	0	0	11
18:15	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
18:30	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	6
18:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	5	12	5	0	0	0	0	0	0	0	0	0	0	0	23
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
19:45	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	10
20:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
20:45	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4
	1	1	7	2	0	0	0	0	0	0	0	0	0	0	0	11
21:00	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
21:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	0	3	3	4	0	0	0	0	0	0	0	0	0	0	10
22:15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	1	4	3	4	0	0	0	0	0	0	0	0	0	0	13
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	11	67	206	73	4	0	0	0	0	0	0	0	0	0	0	361

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4
07:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
07:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
	1	10	7	0	0	0	0	0	0	0	0	0	0	0	0	18
08:00	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	10
08:15	0	3	3	2	1	0	0	0	0	0	0	0	0	0	0	9
08:30	0	4	7	1	0	0	0	0	0	0	0	0	0	0	0	12
08:45	0	5	5	3	1	0	0	0	0	0	0	0	0	0	0	14
	0	17	19	7	2	0	0	0	0	0	0	0	0	0	0	45
09:00	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	7
09:15	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	7
09:30	2	4	5	2	0	0	0	0	0	0	0	0	0	0	0	13
09:45	0	5	7	1	0	0	0	0	0	0	0	0	0	0	0	13
	3	11	21	5	0	0	0	0	0	0	0	0	0	0	0	40
10:00	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	8
10:15	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
10:30	0	6	4	2	0	0	0	0	0	0	0	0	0	0	0	12
10:45	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
	0	12	13	8	0	0	0	0	0	0	0	0	0	0	0	33
11:00	1	5	5	3	0	0	0	0	0	0	0	0	0	0	0	14
11:15	1	2	10	4	0	0	0	0	0	0	0	0	0	0	0	17
11:30	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	9
11:45	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	12	24	9	0	0	0	0	0	0	0	0	0	0	0	47
Total	7	65	87	31	2	0	0	0	0	0	0	0	0	0	0	192

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	4	5	5	0	0	0	0	0	0	0	0	0	0	0	14
12:15	0	2	7	4	0	0	0	0	0	0	0	0	0	0	0	13
12:30	1	1	2	5	0	0	0	0	0	0	0	0	0	0	0	9
12:45	1	2	8	1	0	0	0	0	0	0	0	0	0	0	0	12
	2	9	22	15	0	0	0	0	0	0	0	0	0	0	0	48
13:00	0	2	8	2	0	0	0	0	0	0	0	0	0	0	0	12
13:15	0	1	6	5	0	0	0	0	0	0	0	0	0	0	0	12
13:30	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	9
13:45	0	6	4	4	0	0	0	0	0	0	0	0	0	0	0	14
	0	12	23	12	0	0	0	0	0	0	0	0	0	0	0	47
14:00	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	10
14:15	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	10
14:30	0	2	6	3	0	0	0	0	0	0	0	0	0	0	0	11
14:45	0	2	9	4	0	0	0	0	0	0	0	0	0	0	0	15
	2	8	26	10	0	0	0	0	0	0	0	0	0	0	0	46
15:00	0	1	8	1	0	0	0	0	0	0	0	0	0	0	0	10
15:15	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	8
15:30	0	4	11	4	0	0	0	0	0	0	0	0	0	0	0	19
15:45	0	2	9	3	0	0	0	0	0	0	0	0	0	0	0	14
	0	9	33	9	0	0	0	0	0	0	0	0	0	0	0	51
16:00	0	1	12	1	0	0	0	0	0	0	0	0	0	0	0	14
16:15	0	3	6	6	0	0	0	0	0	0	0	0	0	0	0	15
16:30	0	3	14	3	0	0	0	0	0	0	0	0	0	0	0	20
16:45	0	1	4	6	0	0	0	0	0	0	0	0	0	0	0	11
	0	8	36	16	0	0	0	0	0	0	0	0	0	0	0	60
17:00	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	10
17:15	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
17:30	2	4	6	3	0	0	0	0	0	0	0	0	0	0	0	15
17:45	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	8
	2	8	21	9	0	0	0	0	0	0	0	0	0	0	0	40
18:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
18:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
18:45	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	8
	0	6	8	3	0	0	0	0	0	0	0	0	0	0	0	17
19:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
19:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	2	4	2	1	0	0	0	0	0	0	0	0	0	0	11
20:00	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	8
20:15	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
20:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	3	7	5	1	0	0	0	0	0	0	0	0	0	0	17
21:00	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	6
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	0	1	3	1	4	0	0	0	0	0	0	0	0	0	0	9
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	66	187	82	6	0	0	0	0	0	0	0	0	0	0	350
Total	51	367	842	321	24	1	0	0	0	0	0	0	0	0	0	1606

Stats	
15th Percentile :	16 MPH
50th Percentile :	21 MPH
85th Percentile :	25 MPH
95th Percentile :	28 MPH
Mean Speed(Average) :	22 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	1212
Percent in Pace :	75.5%
Number of Vehicles > 30 MPH :	20
Percent of Vehicles > 30 MPH :	1.3%

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	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	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
05:45	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
	0	0	5	4	2	0	0	0	0	0	0	0	0	0	0	11
06:00	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
06:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	11
	0	0	7	12	0	1	0	0	0	0	0	0	0	0	0	20
07:00	0	0	5	2	2	0	0	0	0	0	0	0	0	0	0	9
07:15	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
07:30	0	2	5	8	1	0	0	0	0	0	0	0	0	0	0	16
07:45	0	3	11	9	3	1	0	0	0	0	0	0	0	0	0	27
	0	5	28	23	6	1	0	0	0	0	0	0	0	0	0	63
08:00	1	1	5	5	3	1	0	0	0	0	0	0	0	0	0	16
08:15	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	9
08:30	0	1	4	9	2	0	0	0	0	0	0	0	0	0	0	16
08:45	1	1	7	2	1	0	0	0	0	0	0	0	0	0	0	12
	2	3	19	22	6	1	0	0	0	0	0	0	0	0	0	53
09:00	0	4	6	5	1	0	0	0	0	0	0	0	0	0	0	16
09:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
09:30	0	1	3	7	0	0	0	0	0	0	0	0	0	0	0	11
09:45	2	1	6	4	1	1	0	0	0	0	0	0	0	0	0	15
	2	7	16	18	2	1	0	0	0	0	0	0	0	0	0	46
10:00	0	1	9	4	0	0	0	0	0	0	0	0	0	0	0	14
10:15	0	1	6	2	1	0	0	0	0	0	0	0	0	0	0	10
10:30	2	3	3	7	0	0	0	0	0	0	0	0	0	0	0	15
10:45	1	1	8	4	1	0	0	0	0	0	0	0	0	0	0	15
	3	6	26	17	2	0	0	0	0	0	0	0	0	0	0	54
11:00	2	1	3	3	2	0	0	0	0	0	0	0	0	0	0	11
11:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	0	7	3	1	0	0	0	0	0	0	0	0	0	0	11
11:45	0	6	1	2	0	0	0	0	0	0	0	0	0	0	0	9
	2	7	13	10	3	0	0	0	0	0	0	0	0	0	0	35
Total	9	28	115	110	22	4	0	0	0	0	0	0	0	0	0	288

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	1	2	2	5	0	0	0	0	0	0	0	0	0	0	0	10
12:15	0	0	5	3	3	1	0	0	0	0	0	0	0	0	0	12
12:30	0	3	2	6	1	0	0	0	0	0	0	0	0	0	0	12
12:45	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	9
	1	6	12	19	4	1	0	0	0	0	0	0	0	0	0	43
13:00	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	8
13:15	0	3	2	3	1	0	0	0	0	0	0	0	0	0	0	9
13:30	0	1	8	5	1	0	0	0	0	0	0	0	0	0	0	15
13:45	0	2	5	8	1	0	0	0	0	0	0	0	0	0	0	16
	0	8	18	19	3	0	0	0	0	0	0	0	0	0	0	48
14:00	0	1	6	6	2	0	0	0	0	0	0	0	0	0	0	15
14:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
14:30	0	0	2	7	1	1	0	0	0	0	0	0	0	0	0	11
14:45	0	3	5	5	0	0	0	0	0	0	0	0	0	0	0	13
	0	4	15	20	3	1	0	0	0	0	0	0	0	0	0	43
15:00	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
15:15	0	1	3	4	0	1	0	0	0	0	0	0	0	0	0	9
15:30	1	0	3	2	2	0	0	0	0	0	0	0	0	0	0	8
15:45	2	1	4	8	1	0	0	0	0	0	0	0	0	0	0	16
	3	2	14	17	3	1	0	0	0	0	0	0	0	0	0	40
16:00	0	1	5	5	0	0	0	0	0	0	0	0	0	0	0	11
16:15	0	1	6	5	2	0	0	0	0	0	0	0	0	0	0	14
16:30	0	2	2	3	1	1	0	0	0	0	0	0	0	0	0	9
16:45	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	8
	1	5	16	16	3	1	0	0	0	0	0	0	0	0	0	42
17:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
17:15	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
17:30	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
17:45	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	0	9	9	1	1	0	0	0	0	0	0	0	0	0	20
18:00	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	6
18:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	3	3	2	0	0	0	0	0	0	0	0	0	0	11
19:00	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	1	3	0	1	0	0	0	0	0	0	0	0	6
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	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	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	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	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	28	89	109	22	5	1	0	0	0	0	0	0	0	0	259

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	8
	0	0	7	3	2	0	0	0	0	0	0	0	0	0	0	12
06:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	1	4	4	2	0	0	0	0	0	0	0	0	0	0	11
	0	1	5	6	4	0	0	0	0	0	0	0	0	0	0	16
07:00	0	0	5	7	2	0	0	0	0	0	0	0	0	0	0	14
07:15	0	1	5	7	2	0	0	0	0	0	0	0	0	0	0	15
07:30	0	1	8	12	0	0	0	0	0	0	0	0	0	0	0	21
07:45	0	2	9	12	1	0	0	0	0	0	0	0	0	0	0	24
	0	4	27	38	5	0	0	0	0	0	0	0	0	0	0	74
08:00	0	5	5	7	1	0	0	0	0	0	0	0	0	0	0	18
08:15	0	1	2	8	2	0	0	0	0	0	0	0	0	0	0	13
08:30	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	10
08:45	0	1	3	10	0	0	0	0	0	0	0	0	0	0	0	14
	0	9	13	30	3	0	0	0	0	0	0	0	0	0	0	55
09:00	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	7
09:15	0	1	1	5	1	0	0	0	0	0	0	0	0	0	0	8
09:30	0	1	6	7	1	0	0	0	0	0	0	0	0	0	0	15
09:45	0	3	4	3	0	0	0	0	0	0	0	0	0	0	0	10
	0	6	13	18	3	0	0	0	0	0	0	0	0	0	0	40
10:00	1	0	3	6	1	0	0	0	0	0	0	0	0	0	0	11
10:15	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	10
10:30	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	9
10:45	0	3	3	3	2	0	0	0	0	0	0	0	0	0	0	11
	1	6	19	12	3	0	0	0	0	0	0	0	0	0	0	41
11:00	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	7
11:15	0	2	7	4	3	0	0	0	0	0	0	0	0	0	0	16
11:30	1	0	5	2	1	0	0	0	0	0	0	0	0	0	0	9
11:45	1	1	5	4	3	0	0	0	0	0	0	0	0	0	0	14
	2	5	21	11	7	0	0	0	0	0	0	0	0	0	0	46
Total	3	32	112	121	28	0	0	0	0	0	0	0	0	0	0	296

Marlin Engineering
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Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	10
12:15	0	5	7	6	1	1	0	0	0	0	0	0	0	0	0	20
12:30	0	0	4	2	3	0	0	0	0	0	0	0	0	0	0	9
12:45	2	0	9	4	1	0	0	0	0	0	0	0	0	0	0	16
	2	8	22	17	5	1	0	0	0	0	0	0	0	0	0	55
13:00	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	10
13:15	1	2	4	1	1	0	0	0	0	0	0	0	0	0	0	9
13:30	1	0	4	3	0	0	0	0	0	0	0	0	0	0	0	8
13:45	1	2	2	5	3	0	0	0	0	0	0	0	0	0	0	13
	3	4	13	15	5	0	0	0	0	0	0	0	0	0	0	40
14:00	2	4	6	1	1	0	0	0	0	0	0	0	0	0	0	14
14:15	1	5	2	2	0	0	0	0	0	0	0	0	0	0	0	10
14:30	0	2	2	5	0	0	0	0	0	0	0	0	0	0	0	9
14:45	0	1	11	4	0	0	0	0	0	0	0	0	0	0	0	16
	3	12	21	12	1	0	0	0	0	0	0	0	0	0	0	49
15:00	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	14
15:15	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	8
15:30	0	0	4	6	3	0	0	0	0	0	0	0	0	0	0	13
15:45	0	3	6	7	0	0	0	0	0	0	0	0	0	0	0	16
	0	5	22	21	3	0	0	0	0	0	0	0	0	0	0	51
16:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
16:15	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
16:30	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	8
16:45	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	4	13	8	2	0	0	0	0	0	0	0	0	0	0	27
17:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	8
17:30	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	5
17:45	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	9
	1	3	10	8	2	0	0	0	0	0	0	0	0	0	0	24
18:00	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
18:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	6
18:45	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	1	11	4	2	0	0	0	0	0	0	0	0	0	0	18
19:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20:15	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
20:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	9
21:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
21:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	2	3	1	0	0	0	0	0	0	0	0	0	0	8
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	9	39	120	97	23	1	0	0	0	0	0	0	0	0	0	289

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	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	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
05:45	0	0	3	1	3	0	0	0	0	0	0	0	0	0	0	7
	0	0	5	4	4	0	0	0	0	0	0	0	0	0	0	13
06:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	1	7	3	0	0	0	0	0	0	0	0	0	0	0	11
	0	2	10	4	2	0	0	0	0	0	0	0	0	0	0	18
07:00	1	1	4	5	1	0	0	0	0	0	0	0	0	0	0	12
07:15	0	2	3	9	1	0	0	0	0	0	0	0	0	0	0	15
07:30	0	4	3	8	0	0	0	0	0	0	0	0	0	0	0	15
07:45	0	1	8	12	4	1	0	0	0	0	0	0	0	0	0	26
	1	8	18	34	6	1	0	0	0	0	0	0	0	0	0	68
08:00	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	12
08:15	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	9
08:30	0	6	5	7	1	0	0	0	0	0	0	0	0	0	0	19
08:45	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7
	0	6	16	23	2	0	0	0	0	0	0	0	0	0	0	47
09:00	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	8
09:15	1	1	5	4	2	0	0	0	0	0	0	0	0	0	0	13
09:30	0	1	1	4	3	0	0	0	0	0	0	0	0	0	0	9
09:45	0	0	4	9	2	0	0	0	0	0	0	0	0	0	0	15
	1	3	16	18	7	0	0	0	0	0	0	0	0	0	0	45
10:00	0	2	10	6	1	0	0	0	0	0	0	0	0	0	0	19
10:15	0	0	6	2	1	0	0	0	0	0	0	0	0	0	0	9
10:30	1	3	3	1	2	0	0	0	0	0	0	0	0	0	0	10
10:45	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	10
	1	6	22	14	5	0	0	0	0	0	0	0	0	0	0	48
11:00	0	0	5	5	1	0	0	0	0	0	0	0	0	0	0	11
11:15	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	9
11:30	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	7
11:45	0	4	3	4	0	0	0	0	0	0	0	0	0	0	0	11
	0	6	14	15	3	0	0	0	0	0	0	0	0	0	0	38
Total	3	31	101	115	29	1	0	0	0	0	0	0	0	0	0	280

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000214
SE South Niemeyer Cir
South of SE Village Green Dr

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	2	6	3	1	0	0	0	0	0	0	0	0	0	0	12
12:15	1	2	4	3	5	0	0	0	0	0	0	0	0	0	0	15
12:30	0	1	3	2	2	0	0	0	0	0	0	0	0	0	0	8
12:45	0	4	1	5	1	1	0	0	0	0	0	0	0	0	0	12
	1	9	14	13	9	1	0	0	0	0	0	0	0	0	0	47
13:00	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	9
13:15	0	1	6	3	1	0	0	0	0	0	0	0	0	0	0	11
13:30	1	0	7	5	0	0	0	0	0	0	0	0	0	0	0	13
13:45	0	2	5	6	0	0	0	0	0	0	0	0	0	0	0	13
	1	5	20	18	2	0	0	0	0	0	0	0	0	0	0	46
14:00	1	3	9	2	0	0	0	0	0	0	0	0	0	0	0	15
14:15	0	2	5	5	0	0	0	0	0	0	0	0	0	0	0	12
14:30	0	1	8	3	0	0	0	0	0	0	0	0	0	0	0	12
14:45	0	2	3	6	2	0	0	0	0	0	0	0	0	1	0	14
	1	8	25	16	2	0	0	0	0	0	0	0	0	1	0	53
15:00	0	1	2	6	0	0	0	0	0	0	0	0	0	0	0	9
15:15	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	12
15:30	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	10
15:45	1	0	4	3	1	0	0	0	0	0	0	0	0	0	0	9
	1	4	13	21	1	0	0	0	0	0	0	0	0	0	0	40
16:00	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
16:15	0	3	7	2	0	0	0	0	0	0	0	0	0	0	0	12
16:30	0	2	2	4	2	0	0	0	0	1	0	0	0	0	0	11
16:45	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	8
	0	6	16	13	3	0	0	0	0	1	0	0	0	0	0	39
17:00	0	1	3	7	0	0	0	0	0	0	0	0	0	0	0	11
17:15	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
17:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:45	2	5	3	0	0	1	0	0	0	0	0	0	0	0	0	11
	2	7	7	9	0	2	0	0	0	0	0	0	0	0	0	27
18:00	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
18:15	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	8
18:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
18:45	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	8
	0	1	7	13	0	1	0	0	0	0	0	0	0	0	0	22
19:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
19:30	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	9
20:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
20:15	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
	0	2	5	1	2	0	0	0	0	0	0	0	0	0	0	10
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	43	115	110	21	4	0	0	0	1	0	0	0	1	0	301
Total	35	201	652	662	145	15	1	0	0	1	0	0	0	1	0	1713

Stats	
15th Percentile :	19 MPH
50th Percentile :	23 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	20-29 MPH
Number in Pace :	1316
Percent in Pace :	76.8%
Number of Vehicles > 30 MPH :	134
Percent of Vehicles > 30 MPH :	7.8%

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000215
SE Village Green Dr
btwn SE South Niemeyer Cir and Walton Rd

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	5
00:15	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
00:30	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0	6
00:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
	0	0	0	1	2	1	7	3	3	0	0	0	0	0	0	17
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
	0	0	0	0	0	2	3	4	1	0	0	0	0	0	0	10
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:15	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
03:30	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0	6
03:45	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
	0	0	0	1	3	2	2	1	3	0	0	0	0	0	0	12
04:00	0	0	0	1	2	0	2	3	1	0	0	0	0	0	0	9
04:15	0	0	0	1	0	3	1	1	0	1	0	0	0	0	0	7
04:30	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	6
04:45	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	3
	0	0	1	2	2	3	7	6	3	1	0	0	0	0	0	25
05:00	0	0	0	0	0	0	6	5	1	0	0	0	0	0	0	12
05:15	0	0	0	0	0	5	4	7	1	0	0	0	0	0	0	17
05:30	0	0	1	0	0	3	5	5	3	1	1	1	0	0	0	20
05:45	0	1	1	0	1	3	9	6	1	0	0	0	0	0	0	22
	0	1	2	0	1	11	24	23	6	1	1	1	0	0	0	71
06:00	0	1	1	0	2	7	10	10	4	0	0	0	0	0	0	35
06:15	0	0	2	0	2	5	16	5	7	0	0	0	0	0	0	37
06:30	0	0	1	3	1	10	26	31	9	3	1	0	0	0	0	85
06:45	1	6	3	1	4	14	24	12	3	1	1	0	0	0	0	70
	1	7	7	4	9	36	76	58	23	4	2	0	0	0	0	227
07:00	0	1	2	0	5	23	25	16	3	0	0	0	0	0	0	75
07:15	4	2	4	2	11	28	31	19	7	2	0	0	0	0	0	110
07:30	0	4	7	2	7	31	43	26	7	0	0	0	0	0	0	127
07:45	0	4	3	3	10	18	22	13	7	1	0	0	0	0	0	81
	4	11	16	7	33	100	121	74	24	3	0	0	0	0	0	393
08:00	1	3	5	0	1	23	28	17	4	2	0	0	0	0	0	84
08:15	0	2	2	1	4	21	33	17	7	0	0	0	0	0	0	87
08:30	0	0	4	1	2	22	38	18	5	3	0	0	0	0	0	93
08:45	0	2	4	0	10	23	22	17	7	0	0	0	0	0	0	85
	1	7	15	2	17	89	121	69	23	5	0	0	0	0	0	349
09:00	0	0	3	2	7	17	29	9	7	1	0	0	0	0	0	75
09:15	0	3	1	0	9	21	18	8	4	2	0	0	0	0	0	66
09:30	1	3	6	1	9	14	23	14	6	1	0	0	0	0	0	78
09:45	0	1	1	0	9	22	36	7	3	3	0	0	0	0	0	82
	1	7	11	3	34	74	106	38	20	7	0	0	0	0	0	301
10:00	0	0	6	2	6	21	26	19	5	1	0	0	0	0	0	86
10:15	0	5	4	0	8	19	31	9	4	0	0	0	0	0	0	80
10:30	0	2	2	0	13	17	19	22	4	0	0	0	0	0	0	79
10:45	0	0	3	1	4	20	19	25	0	1	0	0	0	0	0	73
	0	7	15	3	31	77	95	75	13	2	0	0	0	0	0	318
11:00	0	1	4	1	7	24	23	10	5	0	0	0	0	0	0	75
11:15	0	0	1	1	9	10	25	6	8	1	0	0	0	0	0	61
11:30	0	1	2	0	4	32	26	11	1	1	0	0	0	0	0	78
11:45	0	1	1	1	3	20	27	14	4	2	0	0	0	0	0	73
	0	3	8	3	23	86	101	41	18	4	0	0	0	0	0	287
Total	7	43	75	26	155	482	663	393	137	28	3	1	0	0	0	2013

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000215
SE Village Green Dr
btwn SE South Niemeyer Cir and Walton Rd

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	1	3	2	6	27	24	13	2	0	0	0	0	0	0	78
12:15	2	3	6	0	7	23	28	10	3	0	0	0	0	0	0	82
12:30	0	0	2	2	8	19	26	13	3	2	0	0	0	0	0	75
12:45	0	2	1	1	6	22	29	18	4	0	0	0	0	0	0	83
	2	6	12	5	27	91	107	54	12	2	0	0	0	0	0	318
13:00	1	0	6	0	13	24	30	26	1	0	0	0	1	0	0	102
13:15	1	2	2	2	10	9	23	14	2	0	0	0	0	0	0	65
13:30	0	5	3	1	4	29	38	14	2	1	0	0	0	0	0	97
13:45	0	2	5	2	14	32	48	23	6	0	1	0	0	0	0	133
	2	9	16	5	41	94	139	77	11	1	1	0	1	0	0	397
14:00	0	0	5	1	3	20	33	22	3	1	0	0	0	0	0	88
14:15	0	2	2	1	5	19	36	21	8	0	0	0	0	0	1	95
14:30	0	0	2	1	10	32	41	25	6	0	0	0	0	0	0	117
14:45	0	1	6	1	11	30	34	22	2	0	0	0	0	0	0	107
	0	3	15	4	29	101	144	90	19	1	0	0	0	0	1	407
15:00	0	3	3	1	7	17	38	26	8	3	1	0	0	0	0	107
15:15	0	4	0	1	4	17	42	31	6	4	0	0	0	0	0	109
15:30	0	1	2	2	10	32	41	28	9	1	2	0	0	0	0	128
15:45	1	0	1	1	6	23	51	37	10	1	0	0	0	0	0	131
	1	8	6	5	27	89	172	122	33	9	3	0	0	0	0	475
16:00	0	2	3	0	7	17	37	32	9	4	1	0	0	0	0	112
16:15	0	0	1	0	5	28	46	43	12	2	1	1	0	0	0	139
16:30	0	0	2	0	1	19	46	40	14	3	0	0	0	0	0	125
16:45	0	1	2	0	5	32	40	28	11	4	0	0	0	0	0	123
	0	3	8	0	18	96	169	143	46	13	2	1	0	0	0	499
17:00	0	0	2	0	8	37	37	44	12	2	1	0	0	0	0	143
17:15	0	0	2	2	4	29	42	53	16	2	0	0	0	1	0	151
17:30	0	0	1	0	3	26	46	32	15	4	1	0	0	0	0	128
17:45	0	0	0	1	11	28	38	35	12	0	1	0	0	0	0	126
	0	0	5	3	26	120	163	164	55	8	3	0	0	1	0	548
18:00	0	0	2	0	2	22	39	30	4	0	1	0	0	0	0	100
18:15	0	0	0	0	3	24	33	19	10	2	0	1	0	0	0	92
18:30	0	1	1	1	3	9	25	17	8	0	0	0	0	0	0	65
18:45	0	0	0	0	4	13	21	16	9	2	0	0	0	0	0	65
	0	1	3	1	12	68	118	82	31	4	1	1	0	0	0	322
19:00	0	0	0	0	1	15	33	22	4	1	0	0	0	0	0	76
19:15	0	0	0	0	4	16	28	20	9	2	0	0	0	0	0	79
19:30	0	1	1	1	8	16	27	14	2	2	0	0	0	0	0	72
19:45	0	0	0	0	3	9	28	12	11	0	0	0	0	0	0	63
	0	1	1	1	16	56	116	68	26	5	0	0	0	0	0	290
20:00	0	0	0	0	0	11	17	16	6	0	0	0	0	0	0	50
20:15	0	0	0	0	2	6	17	11	3	0	1	0	0	0	0	40
20:30	0	0	0	1	2	7	11	11	2	0	0	0	0	0	0	34
20:45	0	0	0	1	1	8	6	5	2	2	0	0	0	0	0	25
	0	0	0	2	5	32	51	43	13	2	1	0	0	0	0	149
21:00	0	0	0	0	4	6	6	10	3	0	0	0	0	0	0	29
21:15	0	0	0	0	0	5	20	7	1	0	0	0	0	0	0	33
21:30	0	0	0	0	2	15	8	13	1	0	0	0	0	0	0	39
21:45	0	0	0	0	0	3	9	6	3	1	0	0	0	0	0	22
	0	0	0	0	6	29	43	36	8	1	0	0	0	0	0	123
22:00	0	0	0	0	0	3	6	5	2	0	0	0	0	0	0	16
22:15	0	0	0	0	1	2	6	4	3	1	0	0	0	0	0	17
22:30	0	0	0	0	0	4	6	5	1	1	0	0	0	0	0	17
22:45	0	0	0	0	1	5	3	2	0	1	0	0	0	0	0	12
	0	0	0	0	2	14	21	16	6	3	0	0	0	0	0	62
23:00	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	6
23:15	0	0	1	0	1	1	4	2	1	0	0	0	0	0	0	10
23:30	0	0	0	0	2	2	6	1	0	0	0	0	0	0	0	11
23:45	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	7
	0	0	1	0	4	4	17	7	1	0	0	0	0	0	0	34
Total	5	31	67	26	213	794	1260	902	261	49	11	2	1	1	1	3624

Marlin Engineering
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Site Code: 000000000215
SE Village Green Dr
btwn SE South Niemeyer Cir and Walton Rd

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
00:15	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5
00:30	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	5
00:45	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	10
	0	0	0	0	1	9	9	4	1	1	0	0	0	0	0	25
01:00	0	0	0	1	1	1	1	0	0	1	0	0	0	0	0	5
01:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	6
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	1	4	4	1	1	1	0	0	0	0	0	13
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
	0	0	0	0	0	1	5	1	0	0	1	0	0	0	0	8
03:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
03:30	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	0	0	0	0	0	1	5	5	3	0	0	0	0	0	0	14
04:00	0	0	0	2	1	1	1	2	0	0	0	0	0	0	0	7
04:15	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	6
04:30	0	0	0	0	1	2	3	1	2	0	0	0	0	0	0	9
04:45	0	0	1	0	0	3	1	2	0	0	0	0	0	0	0	7
	0	0	1	2	2	8	8	5	3	0	0	0	0	0	0	29
05:00	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	6
05:15	0	0	0	0	0	5	4	3	0	1	0	0	0	0	0	13
05:30	0	0	1	0	2	3	9	3	3	1	0	0	0	0	0	22
05:45	0	0	2	0	0	1	4	6	3	0	0	0	0	0	0	16
	0	0	3	0	2	14	18	12	6	2	0	0	0	0	0	57
06:00	0	0	1	0	2	4	11	15	4	0	0	0	0	0	0	37
06:15	0	1	3	2	2	2	25	12	6	2	0	0	0	0	0	55
06:30	0	2	0	1	2	13	20	20	7	4	0	0	0	0	0	69
06:45	0	2	3	2	9	7	31	15	4	1	2	1	0	0	0	77
	0	5	7	5	15	26	87	62	21	7	2	1	0	0	0	238
07:00	1	1	2	0	6	30	28	9	4	0	0	0	0	0	0	81
07:15	0	4	3	1	15	37	32	23	6	0	0	0	0	0	0	121
07:30	1	1	4	5	6	26	49	26	14	2	0	1	0	0	0	135
07:45	2	4	5	1	11	36	37	21	5	0	0	0	0	0	0	122
	4	10	14	7	38	129	146	79	29	2	0	1	0	0	0	459
08:00	0	1	2	1	7	32	33	24	2	1	0	0	0	0	0	103
08:15	0	1	2	2	4	26	44	16	5	1	0	0	0	0	0	101
08:30	1	1	1	2	7	25	34	21	6	1	0	0	0	0	0	99
08:45	0	2	3	1	9	29	42	18	3	0	0	0	0	0	0	107
	1	5	8	6	27	112	153	79	16	3	0	0	0	0	0	410
09:00	1	3	5	0	1	28	18	16	2	2	0	0	0	0	0	76
09:15	0	2	3	0	9	25	28	18	6	0	0	0	0	0	0	91
09:30	0	2	4	1	11	29	29	14	5	0	0	0	0	0	0	95
09:45	0	4	2	0	12	32	26	10	0	0	0	0	0	0	0	86
	1	11	14	1	33	114	101	58	13	2	0	0	0	0	0	348
10:00	0	1	2	2	9	26	29	9	1	1	0	0	0	0	0	80
10:15	1	2	2	2	5	30	24	10	4	2	0	0	0	0	0	82
10:30	0	3	1	0	14	23	31	16	4	3	1	0	0	0	0	96
10:45	0	1	3	1	4	24	29	14	1	0	0	0	0	0	0	77
	1	7	8	5	32	103	113	49	10	6	1	0	0	0	0	335
11:00	0	5	3	2	7	22	30	16	1	0	0	0	0	0	0	86
11:15	0	0	4	1	10	15	37	10	2	2	0	0	0	0	0	81
11:30	0	0	1	0	8	26	37	12	3	0	0	0	0	0	0	87
11:45	0	2	0	0	14	21	34	19	5	0	0	0	0	0	0	95
	0	7	8	3	39	84	138	57	11	2	0	0	0	0	0	349
Total	7	45	63	30	190	605	787	412	114	26	4	2	0	0	0	2285

Marlin Engineering
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Plantation, FL 33313

Site Code: 000000000215
SE Village Green Dr
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Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	4	3	3	8	16	27	10	2	2	0	0	0	0	0	75
12:15	2	4	3	2	8	22	32	14	7	3	0	0	0	0	0	97
12:30	0	1	2	1	4	23	38	18	3	1	0	0	0	0	0	91
12:45	3	4	5	0	11	26	22	12	3	0	1	0	0	0	0	87
	5	13	13	6	31	87	119	54	15	6	1	0	0	0	0	350
13:00	1	0	3	1	2	21	27	15	4	0	0	0	0	0	0	74
13:15	0	1	1	2	4	24	27	20	8	0	1	0	0	0	0	88
13:30	0	2	1	2	6	22	21	16	2	3	0	0	0	0	0	75
13:45	0	0	2	1	6	39	44	23	4	0	1	0	0	0	0	120
	1	3	7	6	18	106	119	74	18	3	2	0	0	0	0	357
14:00	0	0	3	3	12	22	38	26	6	1	0	0	0	0	0	111
14:15	0	0	1	2	13	34	45	17	4	0	2	0	0	0	0	118
14:30	0	1	1	2	5	44	31	15	6	1	0	0	0	0	0	106
14:45	0	6	2	0	7	33	34	10	2	0	0	0	0	0	0	94
	0	7	7	7	37	133	148	68	18	2	2	0	0	0	0	429
15:00	0	1	2	1	16	31	31	18	4	0	0	0	0	0	0	104
15:15	0	1	1	3	12	34	45	12	6	0	0	0	0	0	0	114
15:30	0	3	5	1	10	26	47	22	10	3	0	0	0	0	0	127
15:45	0	3	3	0	5	23	43	23	6	3	0	1	0	0	0	110
	0	8	11	5	43	114	166	75	26	6	0	1	0	0	0	455
16:00	0	1	2	1	5	30	52	21	6	0	1	0	0	0	0	119
16:15	0	0	2	2	6	25	41	38	7	2	1	0	0	0	0	124
16:30	0	0	2	2	5	32	51	26	9	2	0	0	0	0	0	129
16:45	0	0	3	1	7	38	56	35	10	3	0	0	0	0	0	153
	0	1	9	6	23	125	200	120	32	7	2	0	0	0	0	525
17:00	0	0	1	1	6	38	60	30	13	4	1	0	0	0	0	154
17:15	0	0	2	0	3	34	44	26	8	1	0	0	0	0	0	118
17:30	0	0	3	0	11	34	40	30	11	3	0	0	0	0	0	132
17:45	0	3	1	1	3	27	54	26	5	0	1	0	0	0	0	121
	0	3	7	2	23	133	198	112	37	8	2	0	0	0	0	525
18:00	0	1	1	2	1	14	47	30	9	2	2	0	0	0	0	109
18:15	0	0	1	0	2	17	35	22	6	1	0	1	0	0	0	85
18:30	0	1	0	0	2	13	24	26	10	3	0	1	0	0	0	80
18:45	1	1	0	0	5	11	30	15	4	0	0	0	0	0	0	67
	1	3	2	2	10	55	136	93	29	6	2	2	0	0	0	341
19:00	0	0	0	0	1	15	15	10	5	0	0	0	0	0	0	46
19:15	0	0	3	0	1	18	20	10	4	0	0	0	0	0	0	56
19:30	0	0	0	0	1	13	31	18	5	1	0	0	0	1	0	70
19:45	0	1	1	0	2	12	13	11	3	0	0	0	0	0	0	43
	0	1	4	0	5	58	79	49	17	1	0	0	0	1	0	215
20:00	0	1	0	0	2	8	16	23	7	0	0	0	0	0	0	57
20:15	0	0	1	0	2	6	15	15	4	1	0	0	0	0	0	44
20:30	0	0	0	0	2	7	10	4	4	1	1	0	0	0	0	29
20:45	0	0	0	1	1	9	15	16	4	2	1	0	0	0	0	49
	0	1	1	1	7	30	56	58	19	4	2	0	0	0	0	179
21:00	0	0	0	1	1	4	10	6	4	0	0	0	0	0	0	26
21:15	0	0	0	0	0	8	14	6	2	0	0	0	0	0	0	30
21:30	0	1	0	0	3	6	7	7	2	0	0	0	0	0	0	26
21:45	0	0	0	0	0	10	13	5	3	0	0	0	0	0	0	31
	0	1	0	1	4	28	44	24	11	0	0	0	0	0	0	113
22:00	0	0	1	0	1	4	4	7	4	0	0	0	0	0	0	21
22:15	0	0	0	0	2	8	8	4	5	1	0	0	0	0	0	28
22:30	0	0	0	0	0	2	4	1	1	0	0	0	0	0	0	8
22:45	0	0	0	0	2	3	6	2	0	2	0	0	0	0	0	15
	0	0	1	0	5	17	22	14	10	3	0	0	0	0	0	72
23:00	0	0	0	0	1	1	6	2	2	2	0	0	0	0	0	14
23:15	0	0	0	0	0	3	2	2	1	0	0	0	0	0	0	8
23:30	0	0	1	0	2	2	3	5	0	0	0	0	0	0	0	13
23:45	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6
	0	0	1	0	3	9	14	9	3	2	0	0	0	0	0	41
Total	7	41	63	36	209	895	1301	750	235	48	13	3	0	1	0	3602

Marlin Engineering
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Site Code: 000000000215
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Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
00:15	0	0	1	0	0	2	1	1	0	0	0	0	0	0	0	5
00:30	0	0	0	1	1	0	5	0	0	0	0	0	0	0	0	7
00:45	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
	0	0	1	1	1	4	10	2	0	0	0	0	0	0	0	19
01:00	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	3
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	0	0	2	3	1	0	0	0	1	0	0	0	7
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	8
03:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	1	1	1	4	0	0	0	0	0	0	0	7
04:00	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	4
04:15	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
04:30	0	1	0	0	0	0	3	4	0	0	0	0	0	0	0	8
04:45	0	0	1	0	0	2	1	1	0	0	0	0	0	0	0	5
	0	1	1	1	1	3	6	6	1	1	0	0	0	0	0	21
05:00	0	0	0	1	0	1	3	1	0	0	0	0	0	0	0	6
05:15	0	0	0	0	0	6	6	7	2	0	1	0	0	0	0	22
05:30	0	0	1	0	0	4	7	3	3	0	0	0	0	0	0	18
05:45	0	0	1	0	2	4	6	9	1	0	0	0	0	0	0	23
	0	0	2	1	2	15	22	20	6	0	1	0	0	0	0	69
06:00	0	0	1	0	4	9	8	11	5	0	0	0	0	0	0	38
06:15	0	1	2	1	2	11	21	9	6	1	0	0	0	0	0	54
06:30	1	1	4	0	1	9	24	32	5	1	1	0	0	0	0	79
06:45	1	1	6	0	9	14	17	12	6	1	2	0	0	0	0	69
	2	3	13	1	16	43	70	64	22	3	3	0	0	0	0	240
07:00	0	1	0	1	4	29	37	16	10	0	0	1	0	0	0	99
07:15	0	1	5	4	8	37	45	17	3	1	0	0	0	0	0	121
07:30	0	0	2	2	6	29	42	31	3	4	0	0	0	0	0	119
07:45	2	3	5	2	10	37	41	18	6	0	0	0	0	0	0	124
	2	5	12	9	28	132	165	82	22	5	0	1	0	0	0	463
08:00	0	1	3	1	6	28	36	16	3	2	0	0	0	0	0	96
08:15	2	2	2	1	5	31	34	18	4	1	0	0	0	0	0	100
08:30	0	3	4	3	5	21	40	13	4	1	0	0	0	0	0	94
08:45	0	5	0	0	11	24	22	12	6	0	0	0	0	0	0	80
	2	11	9	5	27	104	132	59	17	4	0	0	0	0	0	370
09:00	0	1	3	2	6	17	31	10	7	2	0	0	0	0	0	79
09:15	0	1	2	1	1	26	34	17	4	0	1	0	0	0	0	87
09:30	0	4	3	0	7	30	35	15	3	0	0	0	0	0	0	97
09:45	0	2	4	1	6	29	32	13	2	0	0	0	0	0	0	89
	0	8	12	4	20	102	132	55	16	2	1	0	0	0	0	352
10:00	0	1	2	1	12	23	16	18	4	1	0	0	0	0	0	78
10:15	0	0	0	3	13	31	19	14	1	2	0	0	0	0	0	83
10:30	0	1	5	2	15	29	22	8	4	0	0	0	0	0	0	86
10:45	0	3	1	1	12	22	27	14	3	0	0	0	0	0	0	83
	0	5	8	7	52	105	84	54	12	3	0	0	0	0	0	330
11:00	0	1	3	0	6	19	31	8	3	1	0	0	0	0	0	72
11:15	2	3	0	1	8	23	32	12	4	1	0	0	1	0	0	87
11:30	0	0	3	2	6	29	34	20	3	0	0	0	0	0	0	97
11:45	0	3	2	1	7	22	28	21	6	2	0	1	0	0	0	93
	2	7	8	4	27	93	125	61	16	4	0	1	1	0	0	349
Total	8	40	66	33	175	606	753	410	113	22	5	3	1	0	0	2235

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000215
SE Village Green Dr
btwn SE South Niemeyer Cir and Walton Rd

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	1	1	7	2	3	23	29	18	7	0	1	0	0	0	0	92
12:15	0	2	7	3	8	26	32	13	3	0	0	0	0	0	0	94
12:30	0	1	4	2	7	14	35	16	5	0	0	0	0	0	0	84
12:45	1	2	6	2	5	14	26	10	5	0	1	0	0	0	0	72
	2	6	24	9	23	77	122	57	20	0	2	0	0	0	0	342
13:00	1	1	6	1	7	15	19	20	3	1	0	0	0	0	0	74
13:15	0	2	2	1	7	29	31	10	4	0	1	0	0	0	0	87
13:30	0	1	4	1	6	19	27	20	5	1	0	0	0	0	0	84
13:45	1	3	5	3	6	21	35	26	7	0	1	0	0	0	0	108
	2	7	17	6	26	84	112	76	19	2	2	0	0	0	0	353
14:00	0	1	5	2	11	24	38	9	11	0	0	0	0	0	0	101
14:15	0	0	6	0	9	29	30	18	4	1	0	0	0	0	0	97
14:30	0	0	1	1	7	22	40	34	3	1	2	0	0	0	0	111
14:45	0	1	1	1	5	30	34	20	5	1	0	0	0	0	0	98
	0	2	13	4	32	105	142	81	23	3	2	0	0	0	0	407
15:00	0	1	4	0	7	31	41	20	4	0	0	1	0	0	0	109
15:15	0	2	2	1	9	21	42	11	8	0	0	0	0	0	1	97
15:30	1	1	5	1	8	39	42	23	11	2	0	0	1	0	0	134
15:45	0	1	1	0	7	35	42	23	8	1	2	0	0	0	0	120
	1	5	12	2	31	126	167	77	31	3	2	1	1	0	1	460
16:00	0	1	2	1	9	24	45	22	11	4	0	0	0	0	0	119
16:15	0	1	2	2	4	19	56	25	8	0	1	0	0	0	0	118
16:30	0	3	4	1	5	27	44	40	12	3	2	0	0	0	0	141
16:45	1	0	0	1	13	38	45	25	10	1	0	0	0	0	0	134
	1	5	8	5	31	108	190	112	41	8	3	0	0	0	0	512
17:00	0	0	3	0	9	32	44	27	11	5	0	0	0	0	0	131
17:15	0	0	1	2	20	31	51	27	6	1	0	0	0	0	0	139
17:30	0	0	1	0	5	35	45	29	8	2	1	0	0	0	0	126
17:45	0	0	0	0	6	15	50	36	6	2	1	0	0	0	0	116
	0	0	5	2	40	113	190	119	31	10	2	0	0	0	0	512
18:00	0	0	1	0	0	18	34	30	13	1	0	0	0	0	0	97
18:15	1	1	1	0	1	24	28	31	8	3	0	0	0	0	0	98
18:30	0	0	0	2	4	22	32	21	8	0	0	0	0	0	0	89
18:45	0	1	0	2	5	8	19	19	7	0	0	0	0	0	0	61
	1	2	2	4	10	72	113	101	36	4	0	0	0	0	0	345
19:00	0	0	1	1	5	13	27	17	3	2	0	0	0	0	0	69
19:15	0	0	1	0	5	18	19	24	8	0	0	0	0	0	0	75
19:30	0	2	0	0	2	6	21	19	6	2	0	0	0	0	0	58
19:45	0	0	0	0	1	14	20	10	8	1	1	0	0	0	0	55
	0	2	2	1	13	51	87	70	25	5	1	0	0	0	0	257
20:00	0	0	0	0	4	15	21	7	6	0	0	0	0	0	0	53
20:15	0	0	0	0	4	8	14	8	3	1	0	0	0	0	0	38
20:30	0	1	1	1	3	5	15	9	3	1	0	0	0	0	0	39
20:45	0	1	0	0	1	13	10	6	1	1	0	0	0	0	0	33
	0	2	1	1	12	41	60	30	13	3	0	0	0	0	0	163
21:00	0	0	1	0	0	9	7	6	3	0	0	0	0	0	0	26
21:15	0	0	0	0	2	8	11	15	2	0	0	0	0	0	0	38
21:30	0	0	0	0	2	7	10	14	3	0	0	0	0	0	0	36
21:45	0	0	1	0	1	4	10	9	4	1	0	0	0	0	0	30
	0	0	2	0	5	28	38	44	12	1	0	0	0	0	0	130
22:00	0	0	0	0	1	2	7	8	3	1	0	1	0	0	0	23
22:15	0	0	0	0	2	0	10	4	4	0	0	0	0	0	0	20
22:30	0	0	0	0	0	5	9	7	0	2	1	0	0	0	0	24
22:45	0	0	1	0	1	5	1	3	2	1	0	0	0	0	0	14
	0	0	1	0	4	12	27	22	9	4	1	1	0	0	0	81
23:00	0	0	0	0	1	3	1	4	2	0	0	0	0	0	0	11
23:15	0	0	0	0	0	3	5	9	3	0	0	0	0	0	0	20
23:30	0	0	0	1	1	2	3	4	0	0	0	0	0	0	0	11
23:45	0	0	0	0	0	4	1	0	2	0	0	0	0	0	0	7
	0	0	0	1	2	12	10	17	7	0	0	0	0	0	0	49
Total	7	31	87	35	229	829	1258	806	267	43	15	2	1	0	1	3611
Total	41	231	421	186	1171	4211	6022	3673	1127	216	51	13	3	2	2	17370

Stats	
15th Percentile :	34 MPH
50th Percentile :	41 MPH
85th Percentile :	47 MPH
95th Percentile :	51 MPH
Mean Speed(Average) :	41 MPH
10 MPH Pace Speed :	35-44 MPH
Number in Pace :	10235
Percent in Pace :	58.9%
Number of Vehicles > 30 MPH :	16257
Percent of Vehicles > 30 MPH :	93.6%

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000220
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
00:15	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
00:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
	0	0	1	4	11	0	0	0	0	0	0	0	0	0	0	16
01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	8
02:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:15	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	9
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	1	4	1	0	1	0	0	0	0	0	0	0	7
	0	0	0	3	5	1	0	1	0	0	0	0	0	0	0	10
05:00	0	0	2	0	4	2	0	0	0	0	0	0	0	0	0	8
05:15	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	11
05:30	0	0	2	1	8	6	0	0	0	0	0	0	0	0	0	17
05:45	0	0	0	3	8	6	0	0	0	0	0	0	0	0	0	17
	0	0	4	8	27	14	0	0	0	0	0	0	0	0	0	53
06:00	0	0	0	5	15	5	1	0	0	0	0	0	0	0	0	26
06:15	0	0	0	17	17	17	1	0	0	0	0	0	0	0	0	52
06:30	0	0	0	14	44	10	1	0	0	0	0	0	0	0	0	69
06:45	0	0	1	8	46	17	4	0	0	0	0	0	0	0	0	76
	0	0	1	44	122	49	7	0	0	0	0	0	0	0	0	223
07:00	0	0	1	13	42	19	4	0	0	0	0	0	0	0	0	79
07:15	0	0	3	21	56	12	0	0	0	0	0	0	0	1	0	93
07:30	0	0	1	22	56	15	1	0	0	0	0	0	0	0	0	95
07:45	0	2	3	24	49	22	2	1	0	0	0	0	0	0	0	103
	0	2	8	80	203	68	7	1	0	0	0	0	0	1	0	370
08:00	0	0	7	21	71	16	3	1	0	0	0	0	0	0	0	119
08:15	0	0	3	30	50	20	2	0	0	0	0	0	0	0	0	105
08:30	0	0	2	22	57	25	2	0	0	0	0	0	0	0	0	108
08:45	0	0	5	29	54	10	2	0	0	0	0	0	0	0	0	100
	0	0	17	102	232	71	9	1	0	0	0	0	0	0	0	432
09:00	0	0	2	24	28	14	0	0	0	0	0	1	0	0	0	69
09:15	0	0	2	21	44	9	0	0	0	0	0	0	0	0	0	76
09:30	0	0	2	10	43	22	0	0	0	0	0	0	0	0	0	77
09:45	0	0	3	17	33	9	2	0	0	0	0	0	0	0	0	64
	0	0	9	72	148	54	2	0	0	0	0	1	0	0	0	286
10:00	0	1	12	18	27	11	0	0	0	0	0	0	0	0	0	69
10:15	1	1	1	21	23	18	1	0	0	0	0	0	0	0	0	66
10:30	0	0	2	21	41	14	0	0	0	0	0	0	0	0	0	78
10:45	0	0	2	38	33	13	0	0	0	0	0	0	0	0	0	86
	1	2	17	98	124	56	1	0	0	0	0	0	0	0	0	299
11:00	0	1	1	17	36	20	0	0	0	0	0	0	0	0	0	75
11:15	0	0	4	27	40	8	0	0	0	0	0	0	0	0	0	79
11:30	0	2	4	23	41	15	1	0	0	0	0	0	0	0	0	86
11:45	0	0	1	19	32	11	1	0	0	0	0	0	0	0	0	64
	0	3	10	86	149	54	2	0	0	0	0	0	0	0	0	304
Total	1	7	67	502	1034	370	29	3	0	0	0	1	0	1	0	2015

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000220
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	7	18	45	13	1	0	0	0	0	0	0	0	0	84
12:15	0	0	4	11	30	14	0	1	0	0	0	0	0	0	0	60
12:30	0	0	0	13	22	17	1	0	0	0	0	0	0	0	0	53
12:45	0	0	1	16	31	15	0	0	0	0	0	0	0	0	0	63
	0	0	12	58	128	59	2	1	0	0	0	0	0	0	0	260
13:00	0	1	4	17	41	12	0	0	0	0	0	0	0	0	0	75
13:15	0	1	6	23	61	17	2	1	0	0	0	0	0	0	0	111
13:30	0	1	2	24	43	10	1	0	0	0	0	0	0	0	0	81
13:45	0	0	0	12	52	17	3	0	0	0	0	0	0	0	0	84
	0	3	12	76	197	56	6	1	0	0	0	0	0	0	0	351
14:00	0	2	2	18	45	7	4	0	0	0	0	0	0	0	0	78
14:15	0	2	3	14	34	14	2	0	0	0	0	0	0	0	0	69
14:30	0	0	1	18	49	16	0	0	0	0	0	0	0	0	0	84
14:45	0	0	3	24	32	15	5	0	0	0	0	0	0	0	0	79
	0	4	9	74	160	52	11	0	0	0	0	0	0	0	0	310
15:00	0	0	5	16	42	12	2	0	0	0	0	0	0	0	0	77
15:15	0	0	1	21	42	19	2	0	0	0	0	0	0	0	0	85
15:30	0	0	2	7	46	42	5	0	0	0	0	0	0	0	0	102
15:45	0	0	4	19	64	24	3	0	0	0	0	0	0	0	0	114
	0	0	12	63	194	97	12	0	0	0	0	0	0	0	0	378
16:00	0	0	0	34	47	14	10	0	0	0	1	0	0	0	0	106
16:15	0	0	3	39	59	15	1	0	0	1	0	0	0	0	0	118
16:30	0	0	1	45	30	12	3	1	0	0	0	0	0	0	0	92
16:45	0	0	8	52	36	11	1	0	0	0	0	1	0	0	0	109
	0	0	12	170	172	52	15	1	0	1	1	1	0	0	0	425
17:00	0	0	3	44	50	8	1	0	0	0	0	0	0	0	0	106
17:15	0	0	10	41	51	9	0	1	0	0	0	0	0	0	0	112
17:30	0	0	5	45	57	18	0	0	0	0	0	0	0	0	0	125
17:45	0	0	1	20	48	32	5	0	0	0	0	1	0	0	0	107
	0	0	19	150	206	67	6	1	0	0	0	1	0	0	0	450
18:00	0	0	3	22	35	18	2	0	0	0	0	0	0	0	0	80
18:15	0	0	0	14	45	25	1	0	0	0	0	0	0	0	0	85
18:30	0	0	0	16	40	23	0	0	0	0	0	0	0	0	0	79
18:45	0	0	8	17	22	18	5	0	0	0	0	0	0	0	0	70
	0	0	11	69	142	84	8	0	0	0	0	0	0	0	0	314
19:00	0	0	4	14	38	16	0	0	0	0	0	0	0	0	0	72
19:15	0	0	2	15	33	12	0	0	0	0	0	0	0	0	0	62
19:30	0	0	0	8	24	17	1	0	0	0	0	0	0	0	0	50
19:45	0	0	0	9	33	11	3	0	0	0	0	0	0	0	0	56
	0	0	6	46	128	56	4	0	0	0	0	0	0	0	0	240
20:00	0	0	1	13	23	5	0	0	0	0	0	0	0	0	0	42
20:15	0	0	1	4	38	8	0	0	0	0	1	0	0	0	0	52
20:30	0	0	0	10	20	9	0	1	0	0	0	0	0	0	0	40
20:45	0	0	0	11	17	7	1	0	0	0	0	0	0	0	0	36
	0	0	2	38	98	29	1	1	0	0	1	0	0	0	0	170
21:00	0	0	1	9	18	4	1	1	0	0	0	0	0	0	0	34
21:15	0	0	0	9	15	2	1	0	0	0	0	0	0	0	0	27
21:30	0	0	1	7	18	3	0	0	0	0	0	0	0	0	0	29
21:45	0	0	1	3	18	10	1	0	0	0	0	0	0	0	0	33
	0	0	3	28	69	19	3	1	0	0	0	0	0	0	0	123
22:00	0	0	1	12	15	6	1	0	0	0	0	0	0	0	0	35
22:15	0	0	0	3	10	3	0	0	0	0	0	0	0	0	0	16
22:30	0	0	1	7	11	2	0	0	0	0	0	0	0	0	0	21
22:45	0	0	0	5	3	3	0	1	0	0	0	0	0	0	0	12
	0	0	2	27	39	14	1	1	0	0	0	0	0	0	0	84
23:00	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	10
23:15	0	0	1	1	8	2	1	0	0	0	0	0	0	0	0	13
23:30	0	0	1	1	5	2	1	0	0	0	0	0	0	0	0	10
23:45	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6
	0	0	2	4	21	10	2	0	0	0	0	0	0	0	0	39
Total	0	7	102	803	1554	595	71	7	0	1	2	2	0	0	0	3144

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000220
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	9
00:15	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6
00:30	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	6
00:45	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	4
	0	0	0	8	11	4	1	1	0	0	0	0	0	0	0	25
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6
01:45	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	8
	0	0	0	6	8	4	0	0	0	0	0	0	0	0	0	18
02:00	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4
02:15	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
02:45	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	0	0	0	6	4	5	0	0	0	0	0	0	0	0	0	15
03:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	0	0	1	5	4	1	0	0	0	0	0	0	0	0	0	11
04:00	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
04:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
04:45	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
	0	0	1	2	7	4	0	0	0	0	0	0	0	0	0	14
05:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
05:15	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	8
05:30	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0	10
05:45	0	0	1	3	9	2	0	0	0	0	0	0	0	0	0	15
	0	1	1	11	20	5	0	0	0	0	0	0	0	0	0	38
06:00	0	0	1	4	18	5	2	1	0	0	0	0	0	0	0	31
06:15	0	0	1	5	19	20	1	0	0	0	0	0	0	0	0	46
06:30	0	0	0	11	27	19	6	0	0	0	0	0	0	0	0	63
06:45	0	0	1	10	43	20	2	1	0	0	0	0	0	0	0	77
	0	0	3	30	107	64	11	2	0	0	0	0	0	0	0	217
07:00	0	1	1	25	36	16	3	0	0	0	0	0	0	0	0	82
07:15	1	2	3	17	61	13	2	1	0	0	0	0	0	0	0	100
07:30	0	0	2	22	58	13	3	1	0	0	0	0	0	0	0	99
07:45	0	2	1	33	51	14	1	0	0	0	0	0	0	0	0	102
	1	5	7	97	206	56	9	2	0	0	0	0	0	0	0	383
08:00	0	0	5	28	46	15	1	0	0	0	0	0	0	0	0	95
08:15	0	0	3	31	51	18	0	0	0	0	0	0	0	0	0	103
08:30	0	0	5	33	68	23	1	0	0	0	0	0	0	0	0	130
08:45	0	0	4	17	53	19	2	0	0	0	0	0	0	0	0	95
	0	0	17	109	218	75	4	0	0	0	0	0	0	0	0	423
09:00	0	0	5	24	41	7	1	0	0	0	0	0	0	0	0	78
09:15	0	0	3	23	25	27	0	0	0	0	0	0	0	0	0	78
09:30	0	0	3	19	51	11	0	1	0	0	0	0	0	0	0	85
09:45	0	0	3	22	39	12	1	0	0	0	0	0	0	0	0	77
	0	0	14	88	156	57	2	1	0	0	0	0	0	0	0	318
10:00	0	1	2	28	30	8	1	0	0	0	0	0	0	0	0	70
10:15	0	2	4	17	37	4	1	2	0	0	0	0	0	0	0	67
10:30	0	1	2	17	37	12	1	0	0	0	0	0	0	0	0	70
10:45	0	0	2	22	22	16	2	0	0	0	0	0	0	0	0	64
	0	4	10	84	126	40	5	2	0	0	0	0	0	0	0	271
11:00	0	4	2	16	37	12	0	0	0	0	0	0	0	0	0	71
11:15	0	1	2	15	36	10	1	0	0	0	0	0	0	0	0	65
11:30	0	0	3	20	43	8	1	0	0	0	0	0	0	0	0	75
11:45	0	0	3	21	27	8	2	0	0	0	0	0	0	0	0	61
	0	5	10	72	143	38	4	0	0	0	0	0	0	0	0	272
Total	1	15	64	518	1010	353	36	8	0	0	0	0	0	0	0	2005

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000220
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	4	26	35	10	1	0	0	0	0	0	0	0	0	76
12:15	0	1	4	28	41	4	0	0	0	0	0	0	0	0	0	78
12:30	0	0	4	15	45	18	0	0	0	0	0	1	0	0	0	83
12:45	0	1	3	22	36	5	4	0	0	0	0	0	0	0	0	71
	0	2	15	91	157	37	5	0	0	0	0	1	0	0	0	308
13:00	0	0	0	35	32	11	0	0	1	0	0	0	0	0	0	79
13:15	0	1	2	30	59	8	2	0	0	0	0	0	0	0	0	102
13:30	0	0	0	25	36	17	1	0	0	0	0	0	0	0	0	79
13:45	0	0	4	28	35	13	0	0	0	0	0	0	0	0	0	80
	0	1	6	118	162	49	3	0	1	0	0	0	0	0	0	340
14:00	0	0	3	22	34	17	1	0	0	0	0	0	0	0	0	77
14:15	0	1	2	21	42	9	0	0	0	0	0	0	0	0	0	75
14:30	0	0	2	16	48	11	2	0	0	0	0	0	0	0	0	79
14:45	0	0	1	18	37	18	2	0	0	0	0	0	0	0	0	76
	0	1	8	77	161	55	5	0	0	0	0	0	0	0	0	307
15:00	0	3	4	23	36	15	1	0	0	0	0	0	0	0	0	82
15:15	0	1	3	33	45	9	1	0	0	0	0	0	0	0	0	92
15:30	0	0	1	38	49	20	0	0	0	0	0	0	0	0	0	108
15:45	0	0	1	18	38	24	3	0	0	0	0	1	0	0	0	85
	0	4	9	112	168	68	5	0	0	0	0	1	0	0	0	367
16:00	1	0	3	32	36	20	1	0	0	0	0	0	0	0	0	93
16:15	0	0	1	20	58	22	3	0	0	0	0	0	0	0	0	104
16:30	0	1	5	32	54	18	4	0	0	0	0	0	0	0	0	114
16:45	1	0	4	42	43	17	5	0	0	0	0	0	0	0	0	112
	2	1	13	126	191	77	13	0	0	0	0	0	0	0	0	423
17:00	0	0	4	33	69	15	2	0	0	0	0	0	0	0	0	123
17:15	0	0	2	41	54	17	2	0	0	0	0	0	0	0	0	116
17:30	0	0	2	15	57	8	3	0	0	0	0	0	0	0	0	85
17:45	0	0	5	23	42	14	3	0	0	0	0	0	0	0	0	87
	0	0	13	112	222	54	10	0	0	0	0	0	0	0	0	411
18:00	0	0	0	18	41	24	0	0	0	0	0	0	0	0	0	83
18:15	0	1	2	12	52	19	0	0	0	0	0	0	0	0	0	86
18:30	0	0	1	9	56	20	1	0	0	0	0	0	0	0	0	87
18:45	0	0	2	22	35	11	2	0	0	0	0	0	0	0	0	72
	0	1	5	61	184	74	3	0	0	0	0	0	0	0	0	328
19:00	0	0	0	10	36	11	2	0	0	0	0	0	0	0	0	59
19:15	0	0	0	12	32	12	3	0	0	0	0	0	0	0	0	59
19:30	0	0	2	15	29	15	2	0	0	0	0	0	0	0	0	63
19:45	0	1	0	8	26	11	1	0	0	0	0	0	0	0	0	47
	0	1	2	45	123	49	8	0	0	0	0	0	0	0	0	228
20:00	0	0	0	13	35	7	0	0	0	0	0	0	0	0	0	55
20:15	0	0	0	9	35	7	0	0	0	0	0	0	0	0	0	51
20:30	0	0	3	15	32	8	0	0	0	0	0	0	0	0	0	58
20:45	0	0	1	12	19	7	1	0	0	0	0	0	0	0	0	40
	0	0	4	49	121	29	1	0	0	0	0	0	0	0	0	204
21:00	0	0	1	8	18	9	1	0	0	0	0	0	0	0	0	37
21:15	0	0	2	4	15	6	2	0	0	0	0	0	0	0	0	29
21:30	0	0	0	11	9	6	0	0	0	0	0	0	0	0	0	26
21:45	0	0	0	6	12	5	1	0	0	0	0	0	0	0	0	24
	0	0	3	29	54	26	4	0	0	0	0	0	0	0	0	116
22:00	0	0	0	7	11	5	0	0	1	0	0	0	0	0	0	24
22:15	0	0	7	5	8	2	1	0	0	0	0	0	0	0	0	23
22:30	0	0	2	1	14	2	3	0	0	0	0	0	0	0	0	22
22:45	0	1	0	5	10	3	1	0	0	0	0	0	0	0	0	20
	0	1	9	18	43	12	5	0	1	0	0	0	0	0	0	89
23:00	0	0	0	4	7	7	0	0	0	0	0	0	0	0	0	18
23:15	0	0	2	3	4	3	0	0	0	0	0	0	0	0	0	12
23:30	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	11
23:45	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
	0	0	2	11	18	15	0	0	0	0	0	0	0	0	0	46
Total	2	12	89	849	1604	545	62	0	2	0	0	2	0	0	0	3167

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000220
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	2	6	2	0	0	0	0	0	0	0	0	0	10
00:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
	0	0	0	3	11	4	0	0	0	0	0	0	0	0	0	18
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
01:30	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	3	10	1	0	0	0	0	0	0	0	0	0	14
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	5
04:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
04:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	5
	0	0	0	5	4	3	0	0	0	0	0	0	0	0	0	12
05:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
05:15	0	0	0	2	6	3	2	0	0	0	0	0	0	0	0	13
05:30	0	0	0	2	10	3	0	0	0	0	0	0	0	0	0	15
05:45	0	0	3	2	7	5	1	0	0	0	0	0	0	0	0	18
	0	0	3	7	26	11	3	0	0	0	0	0	0	0	0	50
06:00	0	0	1	7	14	2	1	0	0	0	0	0	0	0	0	25
06:15	0	0	0	5	25	18	3	0	0	0	0	0	0	0	0	51
06:30	0	0	2	14	24	16	1	0	0	0	0	0	0	0	0	57
06:45	0	0	1	8	29	22	3	1	0	0	0	0	0	0	0	64
	0	0	4	34	92	58	8	1	0	0	0	0	0	0	0	197
07:00	0	0	2	25	38	26	1	0	0	0	0	0	0	0	0	92
07:15	0	0	0	26	47	12	2	0	0	0	0	0	0	0	0	87
07:30	0	1	3	13	58	22	3	0	0	0	0	0	0	0	0	100
07:45	0	0	4	24	51	21	3	1	0	0	0	0	0	0	0	104
	0	1	9	88	194	81	9	1	0	0	0	0	0	0	0	383
08:00	1	0	4	26	50	23	2	1	0	0	0	0	0	0	0	107
08:15	0	0	1	33	55	9	0	0	0	0	0	0	0	0	0	98
08:30	0	0	1	26	49	26	1	0	0	0	0	0	0	0	0	103
08:45	0	0	2	17	58	19	1	0	0	0	0	0	0	0	0	97
	1	0	8	102	212	77	4	1	0	0	0	0	0	0	0	405
09:00	0	1	0	17	52	7	1	0	0	0	0	0	0	0	0	78
09:15	0	0	1	10	39	13	2	0	0	0	0	0	0	0	0	65
09:30	0	2	0	18	44	18	1	0	0	0	0	0	0	0	0	83
09:45	0	0	2	15	41	11	0	0	0	0	0	0	0	0	0	69
	0	3	3	60	176	49	4	0	0	0	0	0	0	0	0	295
10:00	0	0	5	30	30	6	2	0	0	0	0	0	0	0	0	73
10:15	0	3	1	17	45	13	0	0	0	0	0	0	0	0	0	79
10:30	0	0	0	7	45	13	1	0	0	0	0	0	0	0	0	66
10:45	0	2	3	21	41	13	0	0	0	0	0	0	0	0	0	80
	0	5	9	75	161	45	3	0	0	0	0	0	0	0	0	298
11:00	0	0	3	21	31	7	2	0	0	0	0	0	0	0	0	64
11:15	0	0	4	32	31	10	1	0	0	0	0	0	0	0	0	78
11:30	0	1	1	18	35	17	0	0	0	0	0	0	0	0	0	72
11:45	0	1	7	13	31	14	1	0	0	0	0	0	0	0	0	67
	0	2	15	84	128	48	4	0	0	0	0	0	0	0	0	281
Total	1	12	52	462	1018	379	36	3	0	0	0	0	0	0	0	1963

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000220
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	1	4	28	35	6	0	0	0	0	0	0	0	0	0	74
12:15	0	1	2	23	40	15	1	0	0	0	0	0	0	0	0	82
12:30	0	2	3	23	38	4	1	0	0	0	0	0	0	0	0	71
12:45	0	0	0	23	30	10	0	0	0	0	0	0	0	0	0	63
	0	4	9	97	143	35	2	0	0	0	0	0	0	0	0	290
13:00	0	1	2	26	34	4	3	1	0	0	0	0	0	0	0	71
13:15	0	0	6	24	40	14	2	0	0	0	0	0	0	0	0	86
13:30	0	0	4	22	42	19	1	0	0	0	0	0	0	0	0	88
13:45	0	1	2	10	40	24	4	0	0	0	0	0	0	0	0	81
	0	2	14	82	156	61	10	1	0	0	0	0	0	0	0	326
14:00	0	1	1	14	35	23	1	0	0	0	0	0	0	0	0	75
14:15	0	1	1	22	40	18	2	0	0	0	0	0	0	0	0	84
14:30	0	0	2	17	38	18	3	0	0	0	0	0	0	0	0	78
14:45	0	1	2	21	37	27	4	1	0	0	0	0	0	0	0	93
	0	3	6	74	150	86	10	1	0	0	0	0	0	0	0	330
15:00	0	0	2	18	38	16	1	0	0	0	0	0	0	0	0	75
15:15	0	2	2	28	41	14	3	0	0	0	0	0	0	0	0	90
15:30	0	1	2	24	49	29	2	2	0	0	0	0	0	0	0	109
15:45	0	1	9	43	51	13	1	0	0	0	0	0	0	0	0	118
	0	4	15	113	179	72	7	2	0	0	0	0	0	0	0	392
16:00	0	0	5	29	46	12	0	0	0	0	0	0	0	0	0	92
16:15	0	1	9	61	33	7	0	0	0	0	0	0	0	0	0	111
16:30	0	0	3	47	36	15	1	0	0	0	0	0	0	0	0	102
16:45	0	0	5	43	36	18	1	0	1	0	0	0	0	0	0	104
	0	1	22	180	151	52	2	0	1	0	0	0	0	0	0	409
17:00	0	0	5	53	44	6	0	0	0	0	0	0	0	0	0	108
17:15	0	0	0	49	39	6	1	0	0	0	0	0	0	0	0	95
17:30	0	0	0	31	60	16	0	0	0	0	0	0	0	0	0	107
17:45	0	1	0	13	48	22	4	1	0	0	0	0	0	0	0	89
	0	1	5	146	191	50	5	1	0	0	0	0	0	0	0	399
18:00	0	0	0	13	45	20	4	0	0	0	0	0	0	0	0	82
18:15	0	0	6	7	45	22	8	1	0	0	0	0	0	0	0	89
18:30	0	0	1	13	40	17	5	0	0	0	0	0	0	0	0	76
18:45	0	0	1	6	23	17	3	0	0	0	0	0	0	0	0	50
	0	0	8	39	153	76	20	1	0	0	0	0	0	0	0	297
19:00	0	0	0	15	26	24	7	0	0	0	0	0	0	0	0	72
19:15	0	0	1	13	19	20	3	0	0	0	0	0	0	0	0	56
19:30	0	0	0	9	32	16	3	1	0	0	0	0	0	0	0	61
19:45	0	0	1	7	23	11	2	0	0	0	0	0	0	0	0	44
	0	0	2	44	100	71	15	1	0	0	0	0	0	0	0	233
20:00	0	0	0	11	22	5	2	0	0	0	0	0	0	0	0	40
20:15	0	0	2	24	18	13	1	0	0	0	0	0	0	0	0	58
20:30	0	0	4	5	20	9	3	0	0	0	0	0	0	0	0	41
20:45	0	0	0	9	13	9	0	1	0	0	0	0	0	0	0	32
	0	0	6	49	73	36	6	1	0	0	0	0	0	0	0	171
21:00	0	0	1	4	22	5	2	0	0	0	0	0	0	0	0	34
21:15	0	1	0	9	16	6	1	0	0	0	0	0	0	0	0	33
21:30	0	0	0	9	9	6	2	0	0	0	0	0	0	0	0	26
21:45	0	0	2	8	12	6	0	0	0	0	0	0	0	0	0	28
	0	1	3	30	59	23	5	0	0	0	0	0	0	0	0	121
22:00	0	0	0	4	12	7	1	0	0	0	0	0	0	0	0	24
22:15	0	0	1	4	10	5	0	0	0	0	0	0	0	0	0	20
22:30	0	0	0	4	10	4	0	0	0	0	0	0	0	0	0	18
22:45	0	0	1	6	11	3	0	0	0	0	0	0	0	0	0	21
	0	0	2	18	43	19	1	0	0	0	0	0	0	0	0	83
23:00	0	0	1	7	9	1	0	0	0	0	0	0	0	0	0	18
23:15	0	0	1	2	11	0	0	0	0	0	0	0	0	0	0	14
23:30	0	0	0	0	3	3	4	0	0	0	0	0	0	0	0	10
23:45	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	8
	0	0	2	12	28	4	4	0	0	0	0	0	0	0	0	50
Total	0	16	94	884	1426	585	87	8	1	0	0	0	0	0	0	3101
Total	5	69	468	4018	7646	2827	321	29	3	1	2	5	0	1	0	15395

Stats	
15th Percentile :	26 MPH
50th Percentile :	31 MPH
85th Percentile :	35 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	31 MPH
10 MPH Pace Speed :	25-34 MPH
Number in Pace :	11664
Percent in Pace :	75.8%
Number of Vehicles > 30 MPH :	9306
Percent of Vehicles > 30 MPH :	60.4%

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000414
SE Village Green Dr
btwn Walton Rd and Waterview Rd

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
00:30	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
00:45	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	11
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	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	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6
04:45	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
	0	0	0	0	6	5	1	0	0	0	0	0	0	0	0	12
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
05:30	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	9
05:45	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	10
	0	0	0	6	13	6	1	0	0	0	0	0	0	0	0	26
06:00	0	0	0	3	8	1	0	0	0	0	0	0	0	0	0	12
06:15	0	0	0	3	7	3	1	0	0	0	0	0	0	0	0	14
06:30	0	0	0	3	6	3	1	0	0	0	0	0	0	0	0	13
06:45	0	0	0	5	8	6	0	0	0	0	0	0	0	0	0	19
	0	0	0	14	29	13	2	0	0	0	0	0	0	0	0	58
07:00	0	0	1	11	13	4	0	0	0	0	0	0	0	0	0	29
07:15	0	0	1	8	22	5	0	0	0	0	0	0	0	0	0	36
07:30	0	0	0	5	17	3	0	0	0	0	0	0	0	0	0	25
07:45	0	0	0	8	15	4	2	0	0	0	0	0	0	0	0	29
	0	0	2	32	67	16	2	0	0	0	0	0	0	0	0	119
08:00	0	0	0	4	15	3	1	0	0	0	0	0	0	0	0	23
08:15	0	0	0	4	10	5	3	0	0	0	0	0	0	0	0	22
08:30	0	0	0	5	22	3	1	0	0	0	0	0	0	0	0	31
08:45	0	0	0	2	16	2	0	1	0	0	0	0	0	0	0	21
	0	0	0	15	63	13	5	1	0	0	0	0	0	0	0	97
09:00	0	0	3	8	14	4	0	0	0	0	0	0	0	0	0	29
09:15	0	0	0	6	14	10	0	0	0	0	0	0	0	0	0	30
09:30	0	0	0	4	21	9	1	0	0	0	0	0	0	0	0	35
09:45	0	0	0	3	15	2	3	0	0	0	0	0	0	0	0	23
	0	0	3	21	64	25	4	0	0	0	0	0	0	0	0	117
10:00	0	0	0	6	7	3	1	0	0	0	0	0	0	0	0	17
10:15	0	0	2	6	10	4	1	1	0	0	0	0	0	0	0	24
10:30	0	0	0	4	8	10	1	1	0	0	0	0	0	0	0	24
10:45	0	0	0	3	19	9	0	0	0	0	0	0	0	0	0	31
	0	0	2	19	44	26	3	2	0	0	0	0	0	0	0	96
11:00	0	0	0	2	9	2	1	0	0	0	0	0	0	0	0	14
11:15	0	1	0	9	12	4	3	0	0	0	0	0	0	0	0	29
11:30	0	0	2	3	17	12	0	0	0	0	0	0	0	0	0	34
11:45	0	0	0	1	11	7	0	0	0	0	0	0	0	0	0	19
	0	1	2	15	49	25	4	0	0	0	0	0	0	0	0	96
Total	0	1	10	129	341	135	22	3	0	0	0	0	0	0	0	641

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000414
SE Village Green Dr
btwn Walton Rd and Waterview Rd

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	1	9	16	4	0	0	0	0	0	0	0	0	0	30
12:15	0	0	0	14	20	11	0	0	0	0	0	0	0	0	0	45
12:30	0	0	0	4	17	6	0	0	0	0	0	0	0	0	0	27
12:45	0	0	1	6	18	4	0	0	0	0	0	0	0	0	0	29
	0	0	2	33	71	25	0	0	0	0	0	0	0	0	0	131
13:00	0	0	0	5	18	11	1	0	0	0	0	0	0	0	0	35
13:15	0	1	0	8	13	6	0	0	0	0	0	0	0	0	0	28
13:30	0	0	1	9	17	2	1	1	0	0	0	0	0	0	0	31
13:45	0	0	0	2	18	5	1	0	0	0	0	0	0	0	0	26
	0	1	1	24	66	24	3	1	0	0	0	0	0	0	0	120
14:00	0	0	0	7	10	8	0	0	0	0	0	0	0	0	0	25
14:15	0	0	3	6	10	1	1	0	0	0	0	0	0	0	0	21
14:30	0	0	0	2	18	9	0	1	0	0	0	0	0	0	0	30
14:45	0	0	0	2	12	12	2	0	0	0	0	0	0	0	0	28
	0	0	3	17	50	30	3	1	0	0	0	0	0	0	0	104
15:00	0	0	0	6	9	8	0	0	0	0	0	0	0	0	0	23
15:15	0	0	0	9	19	5	1	0	0	0	0	0	0	0	0	34
15:30	0	0	0	4	17	8	1	0	0	0	0	0	0	0	0	30
15:45	0	0	0	0	21	7	0	0	0	0	0	0	0	0	0	28
	0	0	0	19	66	28	2	0	0	0	0	0	0	0	0	115
16:00	0	0	0	6	20	9	1	0	0	0	0	0	0	0	0	36
16:15	0	0	0	8	18	5	0	0	0	0	0	0	0	0	0	31
16:30	0	0	0	8	25	11	1	0	0	0	0	0	0	0	0	45
16:45	0	0	0	7	17	11	1	1	0	0	0	0	0	0	0	37
	0	0	0	29	80	36	3	1	0	0	0	0	0	0	0	149
17:00	0	0	0	7	20	9	0	0	0	0	0	0	1	0	0	37
17:15	0	0	0	7	30	2	1	0	0	0	0	0	0	0	0	40
17:30	0	0	0	3	15	11	4	0	0	0	0	0	0	0	0	33
17:45	0	0	0	4	19	10	1	1	0	0	0	0	0	0	0	35
	0	0	0	21	84	32	6	1	0	0	0	0	1	0	0	145
18:00	0	0	0	2	11	8	0	0	0	0	0	0	0	0	0	21
18:15	0	0	0	8	18	3	1	0	0	0	0	0	0	0	0	30
18:30	0	0	0	5	7	4	0	0	0	0	0	0	0	0	0	16
18:45	0	0	0	4	9	6	0	0	0	0	0	0	0	0	0	19
	0	0	0	19	45	21	1	0	0	0	0	0	0	0	0	86
19:00	0	0	0	10	13	9	1	0	0	0	0	0	0	0	0	33
19:15	0	0	1	5	13	8	0	0	0	0	0	0	0	0	0	27
19:30	0	1	1	5	10	1	1	0	0	0	0	0	0	0	0	19
19:45	0	0	0	2	3	7	1	0	0	0	0	0	0	0	0	13
	0	1	2	22	39	25	3	0	0	0	0	0	0	0	0	92
20:00	0	0	0	1	9	7	1	0	0	0	0	0	0	0	0	18
20:15	0	0	0	4	10	3	0	0	0	0	0	0	0	0	0	17
20:30	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	7
20:45	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	9
	0	0	0	10	29	11	1	0	0	0	0	0	0	0	0	51
21:00	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	7
21:15	0	0	1	0	12	2	0	0	0	0	0	0	0	0	0	15
21:30	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	9
21:45	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	7
	0	0	1	6	21	8	2	0	0	0	0	0	0	0	0	38
22:00	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	6
22:15	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
22:30	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	7
22:45	0	0	0	0	7	1	1	0	0	0	0	0	0	0	0	9
	0	0	0	4	21	3	1	0	0	0	0	0	0	0	0	29
23:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
23:15	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
23:30	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	5
23:45	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
	0	0	1	5	5	5	2	0	0	0	0	0	0	0	0	18
Total	0	2	10	209	577	248	27	4	0	0	0	0	1	0	0	1078

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000414
SE Village Green Dr
btwn Walton Rd and Waterview Rd

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
00:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	9
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:30	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	7
05:00	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	7
05:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	4	2	0	1	0	0	0	0	0	0	0	0	7
05:45	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
	0	0	0	8	9	3	1	0	0	0	0	0	0	0	0	21
06:00	0	0	0	2	6	2	1	0	0	0	0	0	0	0	0	11
06:15	0	0	0	1	7	5	1	0	0	0	0	0	0	0	0	14
06:30	0	0	0	4	3	5	1	1	0	0	0	0	0	0	0	14
06:45	0	0	0	5	11	1	0	1	0	0	0	0	0	0	0	18
	0	0	0	12	27	13	3	2	0	0	0	0	0	0	0	57
07:00	0	0	0	8	16	3	0	0	0	0	0	0	0	0	0	27
07:15	0	0	0	13	10	2	0	0	0	0	0	0	0	0	0	25
07:30	0	0	1	9	16	2	0	0	0	0	0	0	0	0	0	28
07:45	0	0	0	11	15	6	1	0	0	0	0	0	0	0	0	33
	0	0	1	41	57	13	1	0	0	0	0	0	0	0	0	113
08:00	0	0	0	2	16	5	0	0	0	0	0	0	0	0	0	23
08:15	0	0	1	5	15	8	2	0	0	0	0	0	0	0	0	31
08:30	0	0	0	8	14	8	0	0	0	0	0	0	0	0	0	30
08:45	0	0	0	3	19	9	1	0	0	0	0	0	0	0	0	32
	0	0	1	18	64	30	3	0	0	0	0	0	0	0	0	116
09:00	0	0	0	5	11	4	0	0	0	0	0	0	0	0	0	20
09:15	0	0	0	4	10	2	0	0	0	0	0	0	0	0	0	16
09:30	0	0	0	4	7	7	0	1	0	0	0	1	0	0	0	20
09:45	0	0	0	3	18	9	0	0	0	0	0	0	0	0	0	30
	0	0	0	16	46	22	0	1	0	0	0	1	0	0	0	86
10:00	0	0	1	3	15	5	1	0	0	0	0	0	0	0	0	25
10:15	0	0	0	8	14	6	2	1	0	0	0	0	0	0	0	31
10:30	0	0	0	2	19	4	0	0	0	0	0	0	0	0	0	25
10:45	0	0	0	4	10	4	0	0	0	0	0	0	0	0	0	18
	0	0	1	17	58	19	3	1	0	0	0	0	0	0	0	99
11:00	0	0	2	12	10	3	1	0	0	0	0	0	0	0	0	28
11:15	0	0	2	9	12	2	1	0	0	0	0	0	0	0	0	26
11:30	0	0	0	10	12	2	0	0	0	0	0	0	0	0	0	24
11:45	0	0	5	16	8	3	0	0	0	0	0	0	0	0	0	32
	0	0	9	47	42	10	2	0	0	0	0	0	0	0	0	110
Total	0	0	12	166	320	115	14	4	0	0	0	1	0	0	0	632

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000414
SE Village Green Dr
btwn Walton Rd and Waterview Rd

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	0	14	13	2	0	0	0	0	0	0	0	0	0	29
12:15	0	0	0	11	19	1	0	0	0	0	0	0	0	0	0	31
12:30	0	0	0	11	11	3	0	0	0	0	0	0	0	0	0	25
12:45	0	1	5	11	14	2	1	0	0	0	0	0	0	0	0	34
	0	1	5	47	57	8	1	0	0	0	0	0	0	0	0	119
13:00	0	0	0	12	13	7	1	0	0	0	0	0	0	0	0	33
13:15	0	0	0	4	10	3	1	0	0	0	0	0	0	0	0	18
13:30	0	0	0	12	9	10	0	0	0	0	0	0	0	0	0	31
13:45	0	0	0	6	8	4	2	0	0	0	0	0	0	0	0	20
	0	0	0	34	40	24	4	0	0	0	0	0	0	0	0	102
14:00	0	0	0	6	18	2	1	0	0	0	0	0	0	0	0	27
14:15	0	0	0	6	22	9	0	0	0	0	0	0	0	0	0	37
14:30	0	0	4	10	9	3	1	0	0	0	0	0	0	0	0	27
14:45	0	0	0	7	17	3	0	0	0	0	0	0	0	0	0	27
	0	0	4	29	66	17	2	0	0	0	0	0	0	0	0	118
15:00	0	0	0	7	9	2	0	0	0	0	0	0	0	0	0	18
15:15	0	0	2	10	7	8	0	0	0	0	0	0	0	0	0	27
15:30	0	0	1	8	22	6	1	0	0	0	0	0	0	0	0	38
15:45	0	0	1	5	16	4	1	0	0	0	0	0	0	0	0	27
	0	0	4	30	54	20	2	0	0	0	0	0	0	0	0	110
16:00	0	0	0	9	21	5	1	0	0	0	0	0	0	0	0	36
16:15	0	0	0	9	23	6	0	0	0	0	0	0	0	0	0	38
16:30	0	0	0	10	29	7	3	0	0	0	0	0	0	0	0	49
16:45	0	0	0	12	22	2	0	1	0	0	0	0	0	0	0	37
	0	0	0	40	95	20	4	1	0	0	0	0	0	0	0	160
17:00	0	0	2	15	26	10	0	1	0	0	0	0	0	0	0	54
17:15	0	0	0	7	24	3	1	0	0	0	0	0	0	0	0	35
17:30	0	0	1	7	23	6	0	0	0	0	0	0	0	0	0	37
17:45	0	0	1	12	23	5	1	0	0	0	0	0	0	0	0	42
	0	0	4	41	96	24	2	1	0	0	0	0	0	0	0	168
18:00	0	0	0	6	12	3	0	0	0	0	0	0	1	0	0	22
18:15	0	0	2	7	10	3	0	0	0	0	0	0	0	0	0	22
18:30	0	0	0	3	10	7	1	0	0	0	0	0	0	0	0	21
18:45	0	0	3	4	12	10	0	0	0	0	0	0	0	0	0	29
	0	0	5	20	44	23	1	0	0	0	0	0	1	0	0	94
19:00	0	0	0	5	14	5	0	0	0	0	0	0	0	0	0	24
19:15	0	0	1	7	10	2	0	0	0	0	0	0	0	0	0	20
19:30	0	0	0	6	8	3	0	0	0	0	0	0	0	0	0	17
19:45	0	0	0	7	4	4	0	0	0	0	0	0	0	0	0	15
	0	0	1	25	36	14	0	0	0	0	0	0	0	0	0	76
20:00	0	0	1	9	10	2	1	0	0	0	0	0	0	0	0	23
20:15	0	0	1	3	5	3	1	0	0	0	0	0	0	0	0	13
20:30	0	0	0	3	5	0	2	0	0	0	0	0	0	0	0	10
20:45	0	0	1	2	4	2	1	0	0	0	0	0	0	0	0	10
	0	0	3	17	24	7	5	0	0	0	0	0	0	0	0	56
21:00	0	0	1	1	7	4	0	0	0	0	0	0	0	0	0	13
21:15	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	10
21:30	0	0	1	3	6	2	1	0	0	0	0	0	0	0	0	13
21:45	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	8
	0	0	2	9	22	10	1	0	0	0	0	0	0	0	0	44
22:00	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	6
22:15	0	0	1	3	4	5	1	0	0	0	0	0	0	0	0	14
22:30	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	9
22:45	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	0	0	1	9	16	6	1	0	0	0	0	0	0	0	0	33
23:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
23:15	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
23:30	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
23:45	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	0	0	0	4	9	3	0	0	0	0	0	0	0	0	0	16
Total	0	1	29	305	559	176	23	2	0	0	0	0	1	0	0	1096

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000414
SE Village Green Dr
btwn Walton Rd and Waterview Rd

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
00:15	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
	0	0	1	1	5	3	0	0	0	0	0	0	0	0	0	10
01:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:45	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	6
05:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:15	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
05:30	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	9
05:45	0	0	0	3	6	4	0	0	0	0	0	0	0	0	0	13
	0	0	0	11	12	7	0	0	0	0	0	0	0	0	0	30
06:00	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	8
06:15	0	0	0	0	7	2	2	1	0	0	0	0	0	0	0	12
06:30	0	0	0	4	3	2	1	0	0	0	0	0	0	0	0	10
06:45	0	0	0	5	15	4	2	0	0	0	0	0	0	0	0	26
	0	0	0	9	31	10	5	1	0	0	0	0	0	0	0	56
07:00	0	0	2	8	9	4	1	0	0	0	0	0	0	0	0	24
07:15	0	0	0	9	24	1	0	0	0	0	0	0	0	0	0	34
07:30	0	0	1	14	8	1	1	0	0	0	0	0	0	0	0	25
07:45	0	0	0	13	20	3	0	0	0	0	0	0	0	0	0	36
	0	0	3	44	61	9	2	0	0	0	0	0	0	0	0	119
08:00	0	0	0	4	14	5	0	0	0	0	0	0	0	0	0	23
08:15	0	0	0	7	6	7	0	0	0	0	0	0	0	0	0	20
08:30	0	0	0	5	11	6	1	0	0	0	0	0	0	0	0	23
08:45	0	0	0	3	9	9	2	0	0	0	0	0	0	0	0	23
	0	0	0	19	40	27	3	0	0	0	0	0	0	0	0	89
09:00	0	0	0	6	14	2	1	0	0	0	0	0	0	0	0	23
09:15	0	0	0	2	12	6	0	0	0	0	0	0	0	0	0	20
09:30	0	0	0	5	18	8	0	0	0	0	0	0	0	0	0	31
09:45	0	0	1	4	12	4	0	0	0	0	0	0	0	0	0	21
	0	0	1	17	56	20	1	0	0	0	0	0	0	0	0	95
10:00	0	0	0	9	11	5	1	0	0	0	0	0	0	0	0	26
10:15	0	0	0	7	14	2	0	0	0	0	0	0	0	0	0	23
10:30	0	0	0	5	14	8	0	0	0	0	0	0	0	0	0	27
10:45	0	0	0	8	11	5	0	0	0	0	0	0	0	0	0	24
	0	0	0	29	50	20	1	0	0	0	0	0	0	0	0	100
11:00	0	0	1	8	9	5	0	0	0	0	0	0	0	0	0	23
11:15	0	0	0	5	12	2	3	0	0	0	0	0	0	0	0	22
11:30	0	0	0	2	10	8	1	0	0	0	0	0	0	0	0	21
11:45	0	0	0	7	16	6	3	0	0	0	0	0	0	0	0	32
	0	0	1	22	47	21	7	0	0	0	0	0	0	0	0	98
Total	0	0	8	159	309	122	19	1	0	0	0	0	0	0	0	618

Marlin Engineering
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Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	0	2	16	14	2	1	0	0	0	0	0	0	0	35
12:15	0	0	0	2	17	11	2	0	0	0	0	0	0	0	0	32
12:30	0	0	0	6	6	4	1	0	0	0	0	0	0	0	0	17
12:45	0	0	2	6	12	8	0	0	0	0	0	0	0	0	0	28
	0	0	2	16	51	37	5	1	0	0	0	0	0	0	0	112
13:00	0	0	2	3	13	9	1	0	0	0	0	0	0	0	0	28
13:15	0	0	1	7	8	6	0	0	0	0	0	0	0	0	0	22
13:30	0	0	0	3	7	2	1	0	0	0	0	0	0	0	0	13
13:45	0	0	0	3	4	6	1	0	0	0	0	0	0	0	0	14
	0	0	3	16	32	23	3	0	0	0	0	0	0	0	0	77
14:00	0	0	1	2	16	5	0	0	0	0	0	0	0	0	0	24
14:15	0	0	0	4	24	8	1	0	0	0	0	0	0	0	0	37
14:30	0	0	1	2	13	7	2	0	0	0	0	0	0	0	0	25
14:45	0	0	0	7	7	4	1	0	0	0	0	0	0	0	0	19
	0	0	2	15	60	24	4	0	0	0	0	0	0	0	0	105
15:00	0	0	0	5	22	10	1	0	0	0	0	0	0	0	0	38
15:15	0	0	1	3	14	6	0	0	0	0	0	0	0	0	0	24
15:30	0	0	1	6	26	13	1	0	0	0	0	0	0	0	0	47
15:45	0	0	0	8	15	11	0	0	0	0	0	0	0	0	0	34
	0	0	2	22	77	40	2	0	0	0	0	0	0	0	0	143
16:00	0	0	1	7	19	10	1	0	0	0	0	0	0	0	0	38
16:15	0	0	0	4	15	11	2	0	0	0	0	0	0	0	0	32
16:30	0	0	0	2	27	6	1	0	0	0	0	0	0	0	0	36
16:45	0	0	0	3	16	6	0	0	0	0	0	0	0	0	0	25
	0	0	1	16	77	33	4	0	0	0	0	0	0	0	0	131
17:00	0	0	1	11	15	11	2	0	0	0	0	0	0	0	0	40
17:15	0	0	0	12	19	6	1	1	0	0	0	0	0	0	0	39
17:30	0	0	0	8	16	7	1	0	0	0	0	0	0	0	0	32
17:45	0	0	0	1	9	5	2	0	0	0	0	0	0	0	0	17
	0	0	1	32	59	29	6	1	0	0	0	0	0	0	0	128
18:00	0	0	0	7	16	15	1	0	0	0	0	0	0	0	0	39
18:15	0	0	0	7	14	7	2	0	0	0	0	0	0	0	0	30
18:30	0	0	0	4	12	7	1	1	0	0	0	0	0	0	0	25
18:45	0	0	0	5	7	6	2	0	0	0	0	0	0	0	0	20
	0	0	0	23	49	35	6	1	0	0	0	0	0	0	0	114
19:00	0	0	0	3	11	6	0	0	0	0	0	0	0	0	0	20
19:15	0	0	0	5	11	7	1	0	0	0	0	0	0	0	0	24
19:30	0	0	1	1	8	4	0	1	0	0	0	0	0	0	0	15
19:45	0	0	0	1	15	4	0	0	0	0	0	0	0	0	0	20
	0	0	1	10	45	21	1	1	0	0	0	0	0	0	0	79
20:00	0	0	0	3	10	3	1	0	0	0	0	0	0	0	0	17
20:15	0	0	2	2	6	0	0	0	0	0	0	0	0	0	0	10
20:30	0	0	0	0	10	3	0	0	0	0	0	0	0	0	0	13
20:45	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	8
	0	0	2	8	29	8	1	0	0	0	0	0	0	0	0	48
21:00	0	0	0	10	4	1	0	0	0	0	0	0	0	0	0	15
21:15	0	0	0	2	5	5	1	0	0	0	0	0	0	0	0	13
21:30	0	0	0	4	6	5	1	0	0	0	0	0	0	0	0	16
21:45	0	0	2	3	4	2	1	0	0	0	0	0	0	0	0	12
	0	0	2	19	19	13	3	0	0	0	0	0	0	0	0	56
22:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:15	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	8
22:30	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	9
22:45	0	0	0	0	4	4	0	1	0	0	0	0	0	0	0	9
	0	0	0	3	16	8	1	1	0	0	0	0	0	0	0	29
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
23:15	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	8
23:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6
	0	0	0	3	10	5	0	0	0	0	0	0	0	0	0	18
Total	0	0	16	183	524	276	36	5	0	0	0	0	0	0	0	1040
Total	0	4	85	1151	2630	1072	141	19	0	0	0	1	2	0	0	5105

Stats	
15th Percentile :	26 MPH
50th Percentile :	31 MPH
85th Percentile :	36 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	32 MPH
10 MPH Pace Speed :	25-34 MPH
Number in Pace :	3781
Percent in Pace :	74.1%
Number of Vehicles > 30 MPH :	3339
Percent of Vehicles > 30 MPH :	65.4%

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000414
SE Village Green Dr
btwn Walton Rd and Waterview Rd

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
00:15	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
00:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
	0	0	0	0	0	6	2	1	3	0	0	0	0	0	0	12
01:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
04:45	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
	0	0	0	1	0	0	3	2	1	1	0	0	0	0	0	8
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:30	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	4
05:45	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	5
	0	0	1	0	0	3	4	4	0	0	0	0	0	0	0	12
06:00	0	0	0	0	0	2	1	4	1	0	0	0	0	0	0	8
06:15	0	1	0	1	2	1	2	3	1	0	0	0	0	0	0	11
06:30	0	0	0	0	1	5	6	5	1	0	0	0	0	0	0	18
06:45	0	0	0	0	1	4	4	10	2	2	0	0	0	0	0	23
	0	1	0	1	4	12	13	22	5	2	0	0	0	0	0	60
07:00	0	1	0	0	5	12	5	3	2	0	0	0	0	0	0	28
07:15	0	0	1	1	4	4	9	7	0	0	1	0	0	0	0	27
07:30	0	0	0	0	2	12	15	10	2	1	0	0	0	0	0	42
07:45	0	0	1	0	1	7	15	8	6	1	1	0	0	0	0	40
	0	1	2	1	12	35	44	28	10	2	2	0	0	0	0	137
08:00	0	0	0	0	1	9	12	12	5	3	1	1	0	0	0	44
08:15	0	0	0	1	5	6	17	10	6	1	0	0	0	0	0	46
08:30	0	0	0	1	3	10	14	9	4	2	0	0	0	0	0	43
08:45	0	0	0	1	1	7	9	6	11	2	2	0	0	0	0	39
	0	0	0	3	10	32	52	37	26	8	3	1	0	0	0	172
09:00	0	0	2	0	0	11	10	9	2	1	0	0	0	0	0	35
09:15	0	0	3	2	2	11	11	10	5	3	1	0	0	0	0	48
09:30	0	0	0	0	0	3	8	12	2	2	0	0	0	0	0	27
09:45	0	0	0	0	2	5	11	7	2	2	0	0	0	0	0	29
	0	0	5	2	4	30	40	38	11	8	1	0	0	0	0	139
10:00	0	0	0	0	0	6	7	13	1	0	0	1	0	0	0	28
10:15	0	0	0	0	3	9	10	2	4	1	0	0	0	0	0	29
10:30	0	0	0	1	3	9	8	11	4	3	0	0	0	0	0	39
10:45	0	0	0	0	2	9	11	3	4	1	0	0	0	0	0	30
	0	0	0	1	8	33	36	29	13	5	0	1	0	0	0	126
11:00	0	0	0	0	1	3	7	8	3	1	0	1	0	0	0	24
11:15	0	0	0	0	7	5	10	12	2	1	0	0	0	0	0	37
11:30	0	0	0	2	3	4	7	7	2	0	0	0	0	0	0	25
11:45	0	0	0	1	4	10	10	12	5	0	0	0	0	0	0	42
	0	0	0	3	15	22	34	39	12	2	0	1	0	0	0	128
Total	0	2	8	12	55	178	233	200	82	28	6	3	0	0	0	807

Marlin Engineering
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btwn Walton Rd and Waterview Rd

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	0	0	2	14	7	6	3	0	0	2	0	0	0	34
12:15	0	0	0	1	3	7	18	6	3	0	1	0	0	0	0	39
12:30	0	0	0	1	4	10	14	13	3	1	0	0	0	0	0	46
12:45	0	0	0	0	4	9	6	8	7	0	1	0	0	0	0	35
	0	0	0	2	13	40	45	33	16	1	2	2	0	0	0	154
13:00	0	0	0	0	6	4	11	10	1	0	1	0	0	0	0	33
13:15	0	0	0	0	1	7	11	14	4	1	0	0	0	0	0	38
13:30	0	0	0	0	2	3	10	10	3	0	0	0	0	0	0	28
13:45	0	0	0	0	4	8	14	8	1	2	0	0	0	0	0	37
	0	0	0	0	13	22	46	42	9	3	1	0	0	0	0	136
14:00	0	0	0	1	2	9	18	6	4	0	0	0	0	0	0	40
14:15	0	0	0	1	1	4	7	10	3	3	0	0	0	0	0	29
14:30	0	0	0	1	2	4	9	4	1	0	0	0	0	0	0	21
14:45	0	0	0	0	2	12	11	8	5	1	0	1	0	0	0	40
	0	0	0	3	7	29	45	28	13	4	0	1	0	0	0	130
15:00	0	0	0	1	5	6	6	4	3	0	0	0	0	0	0	25
15:15	0	0	0	0	2	5	9	8	6	2	0	0	0	0	0	32
15:30	0	0	0	0	3	6	9	14	0	5	0	1	0	0	0	38
15:45	0	0	0	0	2	9	13	10	4	3	0	0	0	0	0	41
	0	0	0	1	12	26	37	36	13	10	0	1	0	0	0	136
16:00	0	0	0	0	4	5	8	3	4	1	0	0	0	0	0	25
16:15	0	0	0	1	0	8	20	10	2	0	0	0	1	0	0	42
16:30	0	0	0	0	1	8	16	11	2	1	0	0	0	0	0	39
16:45	0	0	0	0	3	6	9	9	8	2	0	0	0	0	0	37
	0	0	0	1	8	27	53	33	16	4	0	0	1	0	0	143
17:00	0	0	0	0	4	6	10	8	8	1	0	0	0	0	0	37
17:15	0	0	0	0	7	9	7	13	5	1	0	0	0	0	0	42
17:30	0	0	0	1	5	9	13	18	6	1	0	0	0	0	0	53
17:45	0	0	0	0	3	10	25	6	7	3	1	0	0	0	0	55
	0	0	0	1	19	34	55	45	26	6	1	0	0	0	0	187
18:00	0	0	0	0	3	9	14	18	6	1	1	0	1	0	0	53
18:15	0	0	0	0	2	4	7	7	6	1	0	0	0	0	0	27
18:30	0	0	0	1	3	10	9	7	3	2	0	0	0	0	0	35
18:45	0	0	0	0	5	3	12	6	7	2	2	0	0	0	0	37
	0	0	0	1	13	26	42	38	22	6	3	0	1	0	0	152
19:00	0	0	0	0	3	5	6	6	2	0	0	0	0	0	0	22
19:15	0	0	0	2	1	11	9	2	4	0	0	0	0	0	0	29
19:30	0	0	1	0	0	7	7	7	0	0	0	0	0	0	0	22
19:45	0	0	0	0	0	3	6	3	2	0	2	1	0	0	0	17
	0	0	1	2	4	26	28	18	8	0	2	1	0	0	0	90
20:00	0	0	0	1	5	5	5	10	2	0	0	0	0	0	0	28
20:15	0	0	0	1	0	7	6	5	0	1	0	0	1	0	0	21
20:30	0	0	0	1	2	10	4	5	4	1	0	0	0	0	0	27
20:45	0	0	0	2	1	3	5	3	2	1	0	0	0	0	0	17
	0	0	0	5	8	25	20	23	8	3	0	0	1	0	0	93
21:00	0	0	0	0	1	2	3	5	2	0	1	0	0	0	0	14
21:15	0	0	1	0	1	6	4	4	2	0	0	0	0	0	0	18
21:30	0	0	0	1	0	5	4	5	1	0	0	0	0	0	0	16
21:45	0	0	0	1	3	2	5	2	2	1	0	0	0	0	0	16
	0	0	1	2	5	15	16	16	7	1	1	0	0	0	0	64
22:00	0	0	0	1	2	2	5	3	2	0	0	0	0	0	0	15
22:15	0	0	0	0	1	2	2	4	0	1	1	0	0	0	0	11
22:30	0	0	0	1	1	4	2	1	1	0	0	0	0	0	0	10
22:45	0	0	0	0	0	1	1	5	0	0	0	0	0	0	0	7
	0	0	0	2	4	9	10	13	3	1	1	0	0	0	0	43
23:00	0	0	0	1	0	1	1	3	0	0	0	0	0	0	0	6
23:15	0	0	0	1	1	0	2	1	0	1	0	0	0	0	0	6
23:30	0	0	0	0	1	1	1	1	2	0	0	0	0	0	0	6
23:45	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
	0	0	0	2	2	3	6	5	2	1	0	0	0	0	0	21
Total	0	0	2	22	108	282	403	330	143	40	11	5	3	0	0	1349

Marlin Engineering
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Plantation, FL 33313

Site Code: 000000000414
SE Village Green Dr
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Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	5
00:15	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
00:30	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	5
00:45	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
	0	0	0	0	2	10	5	1	1	0	0	0	0	0	0	19
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
	0	0	0	0	0	3	2	4	0	0	0	0	0	0	0	9
02:00	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
02:15	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
02:30	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	1	1	3	2	0	1	0	0	0	0	0	9
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	5
04:15	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
04:30	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	0	0	0	1	3	2	5	0	1	0	0	0	0	0	12
05:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	4
05:30	0	0	1	0	1	1	3	0	0	0	0	0	0	0	0	6
05:45	0	0	0	0	0	3	1	2	0	1	0	0	0	0	0	7
	0	0	1	0	2	6	5	2	1	1	1	0	0	0	0	19
06:00	0	0	0	1	0	3	2	3	0	1	0	0	0	0	0	10
06:15	0	0	0	0	2	3	4	4	4	0	0	0	0	0	0	17
06:30	0	0	0	0	1	5	4	3	2	0	0	0	0	0	0	15
06:45	0	0	0	1	5	3	5	7	5	0	2	0	0	0	0	28
	0	0	0	2	8	14	15	17	11	1	2	0	0	0	0	70
07:00	0	1	0	0	8	5	5	3	1	1	0	0	0	0	0	24
07:15	0	0	0	3	4	10	11	4	7	0	0	0	0	0	0	39
07:30	0	0	0	0	5	8	11	8	2	0	0	0	0	0	0	34
07:45	0	0	0	1	2	17	11	10	3	1	0	0	0	0	0	45
	0	1	0	4	19	40	38	25	13	2	0	0	0	0	0	142
08:00	0	0	0	2	2	10	12	6	4	3	0	0	0	0	0	39
08:15	0	0	0	1	9	7	11	15	6	0	0	1	0	0	0	50
08:30	0	0	0	1	1	9	12	13	8	4	1	0	0	0	0	49
08:45	0	0	0	0	2	10	12	16	9	1	0	0	0	0	0	50
	0	0	0	4	14	36	47	50	27	8	1	1	0	0	0	188
09:00	0	0	0	0	1	5	7	10	2	1	2	0	0	0	0	28
09:15	0	0	0	1	7	8	13	5	1	5	0	0	0	0	0	40
09:30	0	0	0	0	5	8	11	2	3	0	1	0	0	0	0	30
09:45	0	0	0	0	0	2	13	14	5	2	0	1	0	0	0	37
	0	0	0	1	13	23	44	31	11	8	3	1	0	0	0	135
10:00	0	0	0	0	0	3	11	10	2	3	0	0	0	0	0	29
10:15	0	0	0	0	1	9	15	11	5	1	0	0	0	0	0	42
10:30	0	0	1	0	0	17	8	4	4	0	0	0	0	0	0	34
10:45	0	0	1	0	4	5	7	5	1	2	0	0	0	0	0	25
	0	0	2	0	5	34	41	30	12	6	0	0	0	0	0	130
11:00	0	0	0	2	6	16	11	5	0	0	0	0	0	0	0	40
11:15	0	0	0	0	1	9	4	1	4	1	0	0	0	0	0	20
11:30	0	0	0	0	4	11	4	3	0	1	0	0	0	0	0	23
11:45	1	0	0	5	3	7	1	2	0	0	0	0	0	0	0	19
	1	0	0	7	14	43	20	11	4	2	0	0	0	0	0	102
Total	1	1	4	18	79	214	223	179	80	30	7	2	0	0	0	838

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Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	1	1	2	12	11	3	0	0	0	0	0	0	0	30
12:15	0	0	0	0	5	14	7	7	1	2	0	0	0	0	0	36
12:30	0	0	0	4	17	16	7	1	1	0	0	0	0	0	0	46
12:45	0	0	0	1	5	14	7	2	1	2	1	0	0	0	0	33
	0	0	1	6	29	56	32	13	3	4	1	0	0	0	0	145
13:00	0	0	0	1	7	10	9	7	3	0	0	0	0	0	0	37
13:15	0	0	0	0	5	9	14	7	2	1	0	0	0	0	0	38
13:30	0	0	0	1	3	6	8	7	3	1	0	1	0	0	0	30
13:45	0	0	0	2	8	8	11	10	1	2	0	1	0	0	0	43
	0	0	0	4	23	33	42	31	9	4	0	2	0	0	0	148
14:00	0	0	0	1	6	9	12	9	2	1	0	0	0	0	0	40
14:15	0	0	0	0	3	9	10	14	2	1	0	0	0	0	0	39
14:30	0	0	0	6	6	12	7	3	0	0	0	0	0	0	0	34
14:45	0	0	0	1	2	8	9	13	3	2	0	1	0	0	0	39
	0	0	0	8	17	38	38	39	7	4	0	1	0	0	0	152
15:00	0	0	0	1	4	9	13	10	1	0	0	0	0	0	0	38
15:15	0	0	1	1	4	9	11	10	1	0	0	0	0	0	0	37
15:30	0	0	0	1	5	8	12	8	7	1	1	0	0	0	0	43
15:45	0	0	0	2	6	9	9	5	1	1	0	0	0	0	0	33
	0	0	1	5	19	35	45	33	10	2	1	0	0	0	0	151
16:00	0	0	0	0	4	13	5	4	1	1	1	0	0	0	0	29
16:15	0	0	0	0	4	10	10	8	2	1	0	0	0	0	0	35
16:30	0	0	0	0	5	9	13	10	1	1	0	0	0	0	0	39
16:45	0	0	0	1	5	13	12	11	4	1	0	0	0	0	0	47
	0	0	0	1	18	45	40	33	8	4	1	0	0	0	0	150
17:00	0	0	0	0	4	9	13	8	4	2	0	0	0	0	0	40
17:15	0	0	0	0	4	16	12	8	1	0	0	0	0	0	0	41
17:30	0	0	0	0	2	11	13	9	5	1	0	0	0	0	0	41
17:45	0	0	2	1	9	13	13	9	6	0	0	0	0	0	0	53
	0	0	2	1	19	49	51	34	16	3	0	0	0	0	0	175
18:00	0	0	1	0	4	9	10	12	2	0	2	0	0	0	0	40
18:15	0	0	0	4	8	8	6	8	2	0	0	0	0	0	0	36
18:30	0	0	0	3	1	4	7	6	2	0	0	0	0	0	0	23
18:45	0	0	0	1	2	12	9	4	1	3	0	0	0	0	0	32
	0	0	1	8	15	33	32	30	7	3	2	0	0	0	0	131
19:00	0	0	1	0	3	5	16	5	4	0	0	0	0	0	0	34
19:15	0	0	0	0	0	5	7	5	2	1	0	0	0	0	0	20
19:30	0	0	0	2	2	5	1	6	3	1	0	0	0	0	0	20
19:45	0	0	0	0	4	5	7	11	2	0	0	0	0	0	0	29
	0	0	1	2	9	20	31	27	11	2	0	0	0	0	0	103
20:00	0	0	0	2	2	7	3	3	2	1	0	0	0	0	0	20
20:15	0	0	0	0	0	8	6	5	2	0	0	0	0	0	0	21
20:30	0	0	0	0	1	4	7	10	3	0	0	0	0	0	0	25
20:45	0	0	0	0	2	7	5	4	2	0	0	0	0	0	0	20
	0	0	0	2	5	26	21	22	9	1	0	0	0	0	0	86
21:00	0	0	0	2	1	2	3	3	4	1	0	0	0	0	0	16
21:15	0	0	0	0	0	2	3	6	2	1	0	0	0	0	0	14
21:30	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
21:45	0	0	0	1	0	5	0	2	1	0	1	0	0	0	0	10
	0	0	0	4	2	10	8	11	7	2	1	0	0	0	0	45
22:00	0	0	0	0	3	2	3	1	0	0	0	0	0	0	0	9
22:15	0	0	0	1	1	3	3	1	0	0	0	1	0	0	0	10
22:30	0	0	0	0	2	2	5	2	2	0	0	0	0	0	0	13
22:45	0	0	0	0	2	1	6	0	0	0	0	0	0	0	0	9
	0	0	0	1	8	8	17	4	2	0	0	1	0	0	0	41
23:00	0	0	0	0	0	3	4	4	0	0	0	0	0	0	0	11
23:15	0	0	0	0	2	0	1	0	3	0	1	0	0	0	0	7
23:30	0	0	0	1	0	3	0	1	0	0	0	0	0	0	0	5
23:45	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
	0	0	0	1	4	6	7	5	3	0	1	0	0	0	0	27
Total	0	0	6	43	168	359	364	282	92	29	7	4	0	0	0	1354

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000414
SE Village Green Dr
btwn Walton Rd and Waterview Rd

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	5
00:15	0	0	0	1	0	0	3	0	1	1	0	0	0	0	0	6
00:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	1	0	3	5	3	2	1	0	0	0	0	0	15
01:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
01:15	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
01:30	0	0	0	0	2	1	1	2	0	0	0	0	0	0	0	6
01:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	1	5	1	1	5	0	0	0	0	0	0	0	13
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	8
03:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	1	1	1	0	1	0	0	0	0	0	5
04:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
04:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	1	3	1	1	0	1	0	0	0	0	0	7
05:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	1	0	1	1	0	2	1	0	0	0	0	0	6
05:30	0	0	0	1	1	1	0	2	0	0	0	0	0	0	0	5
05:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
	0	0	0	2	2	3	2	2	2	2	0	0	0	0	0	15
06:00	0	0	0	0	1	4	3	4	0	1	0	0	0	0	0	13
06:15	0	0	0	0	2	1	4	2	3	0	0	0	0	0	0	12
06:30	0	0	0	1	1	2	5	4	2	1	0	0	0	0	0	16
06:45	0	0	0	0	2	5	8	3	5	3	1	0	1	0	0	28
	0	0	0	1	6	12	20	13	10	5	1	0	1	0	0	69
07:00	0	0	0	0	3	6	6	6	1	1	0	0	0	0	0	23
07:15	0	0	0	1	4	14	8	8	2	3	0	0	0	0	0	40
07:30	0	0	2	0	5	8	14	8	3	0	0	0	0	0	0	40
07:45	0	0	0	2	4	4	14	10	7	2	0	0	0	0	1	44
	0	0	2	3	16	32	42	32	13	6	0	0	0	0	1	147
08:00	0	0	1	2	5	8	12	8	5	2	0	1	0	0	0	44
08:15	0	0	0	0	1	13	11	11	4	2	0	0	0	0	0	42
08:30	0	0	0	0	2	5	8	11	1	3	0	1	0	0	0	31
08:45	0	0	0	0	7	8	9	14	7	4	0	0	0	0	0	49
	0	0	1	2	15	34	40	44	17	11	0	2	0	0	0	166
09:00	0	0	0	2	0	3	13	12	3	0	0	0	0	0	0	33
09:15	0	0	0	0	1	10	9	6	5	1	0	0	0	0	0	32
09:30	0	0	0	0	2	7	9	8	3	4	1	0	0	0	0	34
09:45	0	0	0	0	5	7	16	8	2	1	0	0	0	0	0	39
	0	0	0	2	8	27	47	34	13	6	1	0	0	0	0	138
10:00	0	0	0	0	1	3	10	9	5	0	0	0	0	0	0	28
10:15	0	0	0	2	2	6	9	12	9	0	0	0	0	0	0	40
10:30	0	0	0	0	1	7	4	9	6	0	0	0	0	0	0	27
10:45	0	0	0	0	1	1	5	10	1	0	0	0	0	0	0	18
	0	0	0	2	5	17	28	40	21	0	0	0	0	0	0	113
11:00	0	0	0	0	0	7	8	8	1	0	0	1	0	0	0	25
11:15	0	0	0	0	4	7	8	3	5	0	1	0	0	0	0	28
11:30	0	0	0	0	2	7	13	8	4	1	0	0	0	0	0	35
11:45	0	0	0	0	3	5	13	6	1	1	0	1	0	0	0	30
	0	0	0	0	9	26	42	25	11	2	1	2	0	0	0	118
Total	0	0	3	14	68	162	234	200	89	35	3	4	1	0	1	814

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000414
SE Village Green Dr
btwn Walton Rd and Waterview Rd

Southbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	1	1	2	5	8	10	6	0	0	0	0	0	0	33
12:15	0	0	0	1	3	10	12	9	4	1	1	0	0	0	0	41
12:30	0	1	0	0	3	16	7	7	3	2	0	0	0	0	0	39
12:45	0	0	0	0	4	10	13	5	3	0	2	0	0	0	0	37
	0	1	1	2	12	41	40	31	16	3	3	0	0	0	0	150
13:00	0	0	0	1	5	12	12	9	3	1	0	0	0	0	0	43
13:15	0	0	0	1	1	11	5	12	6	0	1	0	0	0	0	37
13:30	0	0	0	2	2	6	11	9	2	3	0	0	0	0	0	35
13:45	0	0	1	3	5	10	11	2	4	3	0	0	0	0	0	39
	0	0	1	7	13	39	39	32	15	7	1	0	0	0	0	154
14:00	0	0	0	0	4	9	15	5	3	0	1	0	0	0	0	37
14:15	0	1	0	0	2	12	19	7	6	0	0	0	0	0	0	47
14:30	0	0	0	0	1	3	19	8	2	3	0	0	0	0	0	36
14:45	0	0	0	0	6	6	5	12	4	3	1	0	0	0	0	37
	0	1	0	0	13	30	58	32	15	6	2	0	0	0	0	157
15:00	0	0	0	1	1	13	7	10	3	1	2	0	0	0	0	38
15:15	0	0	0	0	6	3	10	10	2	1	0	0	0	0	0	32
15:30	0	0	0	0	4	10	16	9	4	0	0	1	0	0	0	44
15:45	0	0	0	0	0	9	11	11	4	2	0	0	0	0	0	37
	0	0	0	1	11	35	44	40	13	4	2	1	0	0	0	151
16:00	0	0	0	1	1	15	10	10	0	4	2	0	0	0	0	43
16:15	0	0	0	0	2	7	8	12	2	1	0	1	0	0	0	33
16:30	0	0	0	1	3	18	10	8	3	3	0	0	0	0	0	46
16:45	0	0	0	0	3	7	11	5	4	0	0	0	0	0	0	30
	0	0	0	2	9	47	39	35	9	8	2	1	0	0	0	152
17:00	0	0	0	0	4	12	15	8	5	2	0	0	0	0	0	46
17:15	0	0	0	2	1	8	7	5	4	1	0	1	0	0	0	29
17:30	0	0	0	3	5	10	10	7	2	0	0	0	0	0	0	37
17:45	0	0	0	0	1	14	20	7	4	1	1	0	0	0	0	48
	0	0	0	5	11	44	52	27	15	4	1	1	0	0	0	160
18:00	0	0	0	0	1	9	11	7	2	3	1	0	0	0	0	34
18:15	0	0	0	1	1	7	11	7	8	1	1	0	0	0	0	37
18:30	0	0	0	0	2	8	12	11	1	1	1	0	0	0	0	36
18:45	0	0	0	0	1	3	7	8	2	1	0	0	0	0	0	22
	0	0	0	1	5	27	41	33	13	6	3	0	0	0	0	129
19:00	0	0	0	0	4	7	9	7	3	2	1	0	0	0	0	33
19:15	0	0	0	0	2	4	9	5	1	0	3	0	0	0	0	24
19:30	0	0	0	4	1	2	6	9	0	3	0	0	0	0	0	25
19:45	0	0	0	0	3	4	4	6	4	0	0	0	0	0	0	21
	0	0	0	4	10	17	28	27	8	5	4	0	0	0	0	103
20:00	0	0	0	1	4	3	8	7	0	0	0	0	0	0	0	23
20:15	0	0	0	0	1	6	5	3	2	0	0	0	0	0	0	17
20:30	0	0	0	0	0	8	7	5	3	1	0	0	0	0	0	24
20:45	0	0	0	0	1	6	4	3	2	0	0	0	0	0	0	16
	0	0	0	1	6	23	24	18	7	1	0	0	0	0	0	80
21:00	0	0	0	0	1	1	4	3	4	0	0	0	1	0	0	14
21:15	0	0	0	1	1	2	7	3	2	0	0	0	0	0	0	16
21:30	0	0	0	0	1	4	8	1	1	1	1	0	0	0	0	17
21:45	0	0	0	0	2	4	5	1	0	0	0	0	0	0	0	12
	0	0	0	1	5	11	24	8	7	1	1	0	1	0	0	59
22:00	0	0	0	0	3	2	3	2	0	1	0	0	0	0	0	11
22:15	0	0	0	1	3	2	3	2	0	0	0	0	0	0	0	11
22:30	0	0	0	0	0	2	5	4	0	0	0	0	0	0	0	11
22:45	0	0	0	0	1	0	5	0	1	1	0	0	0	0	1	9
	0	0	0	1	7	6	16	8	1	2	0	0	0	0	1	42
23:00	0	0	0	1	0	2	5	0	0	0	0	1	0	0	0	9
23:15	0	0	0	0	2	4	3	3	0	0	0	0	0	0	0	12
23:30	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	4
23:45	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	5
	0	0	0	1	3	7	10	5	2	1	0	1	0	0	0	30
Total	0	2	2	26	105	327	415	296	121	48	19	4	1	0	1	1367
Total	1	5	25	135	583	1522	1872	1487	607	210	53	22	5	0	2	6529

Stats	
15th Percentile :	34 MPH
50th Percentile :	41 MPH
85th Percentile :	48 MPH
95th Percentile :	53 MPH
Mean Speed(Average) :	42 MPH
10 MPH Pace Speed :	35-44 MPH
Number in Pace :	3394
Percent in Pace :	52.0%
Number of Vehicles > 30 MPH :	6246
Percent of Vehicles > 30 MPH :	95.7%

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000415
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/15/2																
0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	6
00:15	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
00:30	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	5
00:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	0	2	7	6	3	0	0	0	0	0	0	0	18
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
02:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
02:15	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
02:30	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	3	2	3	2	0	0	0	0	0	0	0	10
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	7
03:45	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
	0	0	0	1	5	2	4	1	0	0	0	0	0	0	0	13
04:00	0	0	0	1	1	3	3	1	0	0	0	0	0	0	0	9
04:15	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	7
04:30	0	0	0	1	1	6	1	0	0	0	0	0	0	0	0	9
04:45	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
	0	0	0	2	3	12	7	3	1	0	0	0	0	0	0	28
05:00	0	0	0	1	0	7	5	0	0	0	0	0	0	0	0	13
05:15	0	0	0	0	2	9	3	2	0	0	0	0	0	0	0	16
05:30	0	0	0	0	1	8	3	6	1	0	1	0	0	0	0	20
05:45	0	0	0	0	5	11	12	2	0	0	0	0	0	0	0	30
	0	0	0	1	8	35	23	10	1	0	1	0	0	0	0	79
06:00	0	0	1	1	12	10	14	6	0	0	0	0	0	0	0	44
06:15	0	0	1	1	7	14	16	6	0	0	0	0	0	0	0	45
06:30	0	0	0	0	5	32	34	18	2	1	0	0	0	0	0	92
06:45	0	0	0	0	14	28	28	4	4	1	0	0	0	0	0	79
	0	0	2	2	38	84	92	34	6	2	0	0	0	0	0	260
07:00	0	0	0	5	14	51	20	6	1	1	0	0	0	0	0	98
07:15	1	0	0	5	29	47	29	8	2	0	0	0	0	0	0	121
07:30	0	1	1	2	30	52	48	12	2	0	0	0	0	0	0	148
07:45	0	1	0	2	27	40	18	6	0	0	0	0	0	0	0	94
	1	2	1	14	100	190	115	32	5	1	0	0	0	0	0	461
08:00	0	0	0	1	18	46	24	7	1	0	0	0	0	0	0	97
08:15	0	0	0	5	22	42	33	9	1	0	0	0	0	0	0	112
08:30	0	1	1	0	16	36	37	8	2	1	0	0	0	0	1	103
08:45	0	0	1	3	16	49	27	4	2	0	0	0	0	0	0	102
	0	1	2	9	72	173	121	28	6	1	0	0	0	0	1	414
09:00	0	1	0	5	25	31	16	7	1	0	0	0	0	0	0	86
09:15	0	0	4	2	16	32	20	9	3	0	0	0	0	0	0	86
09:30	0	0	1	3	12	32	20	12	0	0	0	0	0	0	0	80
09:45	0	0	0	4	18	30	21	2	1	0	0	0	0	0	0	76
	0	1	5	14	71	125	77	30	5	0	0	0	0	0	0	328
10:00	1	0	1	1	12	34	25	10	0	1	0	0	0	0	0	85
10:15	0	2	1	5	13	37	17	3	2	0	0	0	0	0	0	80
10:30	0	0	0	3	13	34	20	5	0	0	0	0	0	0	0	75
10:45	0	0	0	3	15	28	18	7	1	0	0	0	0	0	0	72
	1	2	2	12	53	133	80	25	3	1	0	0	0	0	0	312
11:00	0	0	0	2	20	26	21	4	3	0	0	0	0	0	0	76
11:15	0	0	0	2	16	30	15	9	0	0	0	0	0	0	0	72
11:30	0	0	0	2	18	38	21	5	2	1	0	0	0	0	0	87
11:45	0	0	1	2	7	34	28	4	1	0	0	0	0	0	0	77
	0	0	1	8	61	128	85	22	6	1	0	0	0	0	0	312
Total	2	6	13	63	416	892	614	190	34	6	1	0	0	0	1	2238

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000415
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	0	0	14	35	21	6	0	0	0	0	0	0	0	76
12:15	0	0	0	1	11	31	23	6	1	1	0	0	0	0	0	74
12:30	0	0	0	2	10	37	25	7	1	0	0	0	0	0	0	82
12:45	0	0	0	3	11	29	29	7	1	0	0	0	0	0	0	80
	0	0	0	6	46	132	98	26	3	1	0	0	0	0	0	312
13:00	0	1	1	3	15	34	37	9	0	0	0	0	0	0	0	100
13:15	0	1	0	1	15	24	18	6	1	0	0	0	0	0	0	66
13:30	1	0	0	2	19	38	22	8	2	0	0	0	0	0	0	92
13:45	0	0	0	2	16	62	35	6	1	0	0	1	0	0	0	123
	1	2	1	8	65	158	112	29	4	0	0	1	0	0	0	381
14:00	0	0	1	2	16	38	29	10	2	0	0	0	0	0	0	98
14:15	0	0	0	1	12	31	29	12	1	0	0	0	0	0	0	86
14:30	0	1	0	1	20	46	33	9	0	0	0	0	0	0	0	110
14:45	0	1	0	1	17	46	32	4	4	0	0	0	0	0	0	105
	0	2	1	5	65	161	123	35	7	0	0	0	0	0	0	399
15:00	0	0	0	1	14	45	35	16	3	0	0	0	0	0	0	114
15:15	0	0	0	3	14	33	40	11	2	0	0	0	0	0	0	103
15:30	0	0	0	3	20	40	46	11	6	3	0	0	0	0	0	129
15:45	0	0	1	2	17	40	43	17	3	0	0	0	0	0	0	123
	0	0	1	9	65	158	164	55	14	3	0	0	0	0	0	469
16:00	0	0	0	1	14	46	35	10	3	0	0	0	0	0	0	109
16:15	0	0	1	1	17	49	46	12	0	0	1	0	0	0	0	127
16:30	0	0	0	2	10	36	52	25	1	1	0	0	0	0	0	127
16:45	0	0	1	6	35	35	30	11	0	0	0	0	0	0	0	118
	0	0	2	10	76	166	163	58	4	1	1	0	0	0	0	481
17:00	0	0	0	0	24	43	41	17	1	1	0	0	0	0	0	127
17:15	0	1	0	1	16	37	68	20	1	0	0	0	0	0	0	144
17:30	0	0	0	5	26	54	40	14	4	1	0	0	0	0	0	144
17:45	0	0	1	4	22	29	49	12	2	0	0	0	0	0	0	119
	0	1	1	10	88	163	198	63	8	2	0	0	0	0	0	534
18:00	0	0	0	3	11	38	33	11	0	0	0	0	0	0	0	96
18:15	0	0	0	2	8	29	33	7	2	1	0	0	0	0	0	82
18:30	0	0	0	0	5	18	26	16	0	0	0	1	0	0	0	66
18:45	0	0	0	0	9	22	24	8	1	2	0	0	0	0	0	66
	0	0	0	5	33	107	116	42	3	3	0	1	0	0	0	310
19:00	0	0	0	2	7	22	30	6	2	1	0	0	0	0	0	70
19:15	0	0	0	0	8	28	30	7	3	0	0	0	0	0	0	76
19:30	0	0	0	1	14	28	20	6	1	0	0	0	0	0	0	70
19:45	0	0	0	0	10	27	20	6	1	0	0	0	0	0	0	64
	0	0	0	3	39	105	100	25	7	1	0	0	0	0	0	280
20:00	0	0	0	0	7	24	18	1	1	1	0	0	0	0	0	52
20:15	0	0	0	0	9	19	13	5	1	0	0	0	0	0	0	47
20:30	0	0	0	0	7	9	16	1	0	0	0	0	0	0	0	33
20:45	0	0	0	1	4	7	9	3	0	0	0	0	0	0	0	24
	0	0	0	1	27	59	56	10	2	1	0	0	0	0	0	156
21:00	0	0	0	2	4	13	7	1	1	0	0	0	0	0	0	28
21:15	0	0	0	2	6	16	9	3	0	0	0	0	0	0	0	36
21:30	0	0	0	1	9	15	11	2	0	0	0	0	0	0	0	38
21:45	0	0	0	1	2	4	8	5	0	0	0	0	0	0	0	20
	0	0	0	6	21	48	35	11	1	0	0	0	0	0	0	122
22:00	0	0	0	0	4	11	2	1	1	0	0	0	0	0	1	20
22:15	0	0	0	1	1	9	4	2	1	0	0	0	0	0	0	18
22:30	0	0	0	0	1	5	7	4	1	0	0	0	0	0	0	18
22:45	0	0	0	0	2	7	4	0	0	0	0	0	0	0	0	13
	0	0	0	1	8	32	17	7	3	0	0	0	0	0	1	69
23:00	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6
23:15	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	8
23:30	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	11
23:45	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	8
	0	0	0	0	4	14	13	2	0	0	0	0	0	0	0	33
Total	1	5	6	64	537	1303	1195	363	56	12	1	2	0	0	1	3546

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000415
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/16/2																
0	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	9
00:15	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	6
00:30	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
00:45	0	0	0	0	2	3	4	0	0	0	0	0	0	0	0	9
	0	0	0	2	7	6	13	0	0	0	0	0	0	0	0	28
01:00	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
01:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4
01:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	2	5	1	3	1	0	0	0	0	0	0	12
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
	0	0	0	0	2	3	2	0	1	0	0	0	0	0	0	8
03:00	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
03:30	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	6
03:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
	0	0	0	1	0	6	5	3	0	0	0	0	0	0	0	15
04:00	0	0	0	2	1	2	2	0	0	0	0	0	0	0	0	7
04:15	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6
04:30	0	0	0	0	3	2	4	1	0	0	0	0	0	0	0	10
04:45	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0	7
	0	0	0	3	6	10	8	3	0	0	0	0	0	0	0	30
05:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
05:15	0	0	0	0	1	7	4	2	0	0	0	0	0	0	0	14
05:30	0	0	0	1	6	10	6	1	1	0	0	0	0	0	0	25
05:45	0	0	0	0	2	6	8	1	0	0	0	0	0	0	0	17
	0	0	0	2	11	25	18	4	1	0	0	0	0	0	0	61
06:00	0	0	0	0	5	12	17	3	1	0	0	0	0	0	0	38
06:15	0	0	0	0	4	21	22	4	2	0	0	0	0	0	0	53
06:30	0	0	0	0	10	27	28	3	3	0	0	0	0	0	0	71
06:45	0	0	1	3	21	21	22	8	0	1	1	0	0	0	0	78
	0	0	1	3	40	81	89	18	6	1	1	0	0	0	0	240
07:00	0	0	2	1	13	44	20	5	2	0	0	0	0	0	0	87
07:15	0	1	0	5	34	60	19	6	1	0	0	0	0	0	0	126
07:30	0	0	3	3	21	50	43	11	1	0	1	0	0	0	0	133
07:45	0	0	1	3	24	54	33	6	1	0	0	0	0	0	1	123
	0	1	6	12	92	208	115	28	5	0	1	0	0	0	1	469
08:00	0	1	0	3	25	43	23	10	0	0	0	0	0	0	0	105
08:15	0	0	1	6	15	54	26	7	1	0	0	0	0	0	0	110
08:30	0	1	1	3	22	51	22	8	0	0	0	0	0	0	0	108
08:45	0	0	1	2	25	53	24	3	0	0	0	0	0	0	0	108
	0	2	3	14	87	201	95	28	1	0	0	0	0	0	0	431
09:00	0	0	2	1	18	42	19	5	2	0	0	0	0	0	0	89
09:15	0	0	0	3	22	29	15	7	0	0	0	0	0	0	0	76
09:30	0	1	1	0	27	35	22	5	4	0	0	0	0	0	0	95
09:45	0	0	2	2	22	32	17	3	2	0	0	0	0	0	0	80
	0	1	5	6	89	138	73	20	8	0	0	0	0	0	0	340
10:00	0	0	1	1	12	38	21	4	1	0	0	0	0	0	0	78
10:15	0	0	0	4	20	32	19	3	3	0	0	0	0	0	0	81
10:30	0	0	1	4	26	32	23	9	2	0	0	0	0	0	0	97
10:45	0	0	0	0	22	23	25	4	0	0	0	0	0	0	0	74
	0	0	2	9	80	125	88	20	6	0	0	0	0	0	0	330
11:00	0	0	1	5	15	35	23	5	0	0	0	0	0	0	0	84
11:15	0	1	0	2	19	29	22	5	0	1	0	0	0	0	0	79
11:30	0	0	0	1	18	35	21	7	0	0	0	0	0	0	0	82
11:45	0	0	0	2	18	41	22	9	1	0	0	0	0	0	0	93
	0	1	1	10	70	140	88	26	1	1	0	0	0	0	0	338
Total	0	5	18	62	486	948	595	153	30	2	2	0	0	0	1	2302

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000415
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	0	3	17	34	15	1	1	0	0	0	0	0	0	71
12:15	0	0	0	1	11	32	27	13	1	0	0	0	0	0	0	85
12:30	0	0	0	2	20	35	23	5	1	0	0	0	0	0	0	86
12:45	0	0	1	3	20	31	20	10	0	0	0	0	0	0	0	85
	0	0	1	9	68	132	85	29	3	0	0	0	0	0	0	327
13:00	0	0	0	2	15	35	15	5	1	0	0	0	0	0	0	73
13:15	1	0	1	4	11	33	21	5	3	0	0	0	0	0	0	79
13:30	0	0	0	5	12	25	26	8	2	2	0	0	0	0	0	80
13:45	0	0	0	2	14	52	35	8	0	0	0	0	0	0	0	111
	1	0	1	13	52	145	97	26	6	2	0	0	0	0	0	343
14:00	0	0	1	1	23	40	29	6	2	0	0	0	0	0	0	102
14:15	0	0	0	3	34	41	22	7	0	1	0	0	0	0	0	108
14:30	0	0	0	3	10	55	28	11	1	0	0	0	0	0	0	108
14:45	1	0	0	1	28	33	18	3	0	0	0	0	0	0	0	84
	1	0	1	8	95	169	97	27	3	1	0	0	0	0	0	402
15:00	0	0	0	2	23	33	30	8	0	0	0	0	0	0	0	96
15:15	0	0	0	3	25	52	27	2	0	0	0	0	0	0	0	109
15:30	0	0	0	5	12	53	44	12	1	0	0	0	0	0	0	127
15:45	0	0	0	0	15	41	38	12	1	1	0	0	0	0	0	108
	0	0	0	10	75	179	139	34	2	1	0	0	0	0	0	440
16:00	0	1	1	1	21	54	30	6	2	0	0	0	0	0	0	116
16:15	0	0	2	1	32	36	35	11	4	0	0	0	0	0	0	121
16:30	0	1	0	2	15	54	40	12	3	0	0	0	0	0	0	127
16:45	0	0	1	0	27	60	50	11	1	0	0	0	0	0	0	150
	0	2	4	4	95	204	155	40	10	0	0	0	0	0	0	514
17:00	0	1	2	1	24	60	45	12	4	0	0	0	0	0	0	149
17:15	0	0	0	3	22	42	47	2	2	0	0	0	0	0	0	118
17:30	0	2	0	5	24	35	36	11	1	0	0	0	0	0	0	114
17:45	0	0	0	0	13	49	41	11	0	1	0	0	0	0	0	115
	0	3	2	9	83	186	169	36	7	1	0	0	0	0	0	496
18:00	0	0	1	2	11	37	36	13	0	1	0	0	0	0	0	101
18:15	0	0	0	2	11	25	43	3	1	0	0	0	0	0	0	85
18:30	0	0	0	0	5	16	30	11	2	2	0	0	0	0	0	66
18:45	0	0	0	1	4	24	31	5	1	0	0	0	0	0	0	66
	0	0	1	5	31	102	140	32	4	3	0	0	0	0	0	318
19:00	0	0	0	0	5	15	12	8	0	0	0	0	0	0	0	40
19:15	0	0	0	0	6	25	17	5	0	0	0	0	0	0	0	53
19:30	0	0	0	0	10	23	23	8	1	1	0	0	0	0	0	66
19:45	0	0	1	3	3	15	15	6	0	0	0	0	0	0	0	43
	0	0	1	3	24	78	67	27	1	1	0	0	0	0	0	202
20:00	0	0	0	0	6	12	24	8	0	0	0	0	0	0	0	50
20:15	0	0	0	1	5	19	10	5	1	0	0	0	0	0	0	41
20:30	0	0	0	0	7	12	4	2	0	0	0	0	0	0	0	25
20:45	0	0	0	0	3	17	19	5	2	0	0	0	0	0	0	46
	0	0	0	1	21	60	57	20	3	0	0	0	0	0	0	162
21:00	0	0	0	0	4	13	6	5	0	0	0	0	0	0	0	28
21:15	0	0	0	2	2	16	10	0	0	0	0	0	0	0	0	30
21:30	0	0	0	0	4	9	6	3	0	0	0	0	0	0	0	22
21:45	0	0	1	0	2	16	10	3	0	0	0	0	0	0	0	32
	0	0	1	2	12	54	32	11	0	0	0	0	0	0	0	112
22:00	0	0	0	1	3	6	8	4	0	0	0	0	0	0	0	22
22:15	0	0	0	0	4	9	8	4	0	0	0	0	0	0	0	25
22:30	0	0	0	0	1	8	0	1	1	0	0	0	0	0	0	11
22:45	0	0	0	1	2	6	2	2	0	0	0	0	0	0	0	13
	0	0	0	2	10	29	18	11	1	0	0	0	0	0	0	71
23:00	0	0	0	0	1	5	4	1	0	1	0	0	0	0	0	12
23:15	0	0	0	0	2	4	3	0	1	0	0	0	0	0	0	10
23:30	0	0	0	0	3	5	5	0	0	0	0	0	0	0	0	13
23:45	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	6
	0	0	0	0	8	16	14	1	1	1	0	0	0	0	0	41
Total	2	5	12	66	574	1354	1070	294	41	10	0	0	0	0	0	3428

Marlin Engineering
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Site Code: 000000000415
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Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
09/17/2																
0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
00:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6
00:45	0	1	0	0	3	1	1	0	0	0	0	0	0	0	0	6
	0	1	0	1	5	5	5	0	0	0	0	0	0	0	0	17
01:00	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	3
01:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
	0	0	0	0	2	1	3	0	0	0	0	1	0	0	0	7
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
02:30	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	1	3	2	1	0	0	0	0	0	0	0	8
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
03:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	0	0	0	1	0	2	2	2	0	0	0	0	0	0	0	7
04:00	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
04:30	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6
04:45	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	6
	0	0	0	2	4	11	3	1	0	0	0	0	0	0	0	21
05:00	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	7
05:15	0	0	0	0	1	8	9	2	1	0	0	0	0	0	0	21
05:30	0	0	0	0	3	7	2	4	0	0	0	0	0	0	0	16
05:45	0	0	0	0	5	10	8	4	1	0	0	0	0	0	0	28
	0	0	0	0	13	27	20	10	2	0	0	0	0	0	0	72
06:00	0	0	0	1	6	13	14	4	1	0	0	0	0	0	0	39
06:15	0	0	0	0	2	26	18	4	0	0	0	0	0	0	0	50
06:30	0	0	0	1	10	27	35	6	1	1	0	0	0	0	0	81
06:45	0	0	0	0	14	24	20	4	1	0	0	1	0	0	0	64
	0	0	0	2	32	90	87	18	3	1	0	1	0	0	0	234
07:00	0	0	0	2	19	47	26	15	1	0	0	0	0	0	0	110
07:15	0	0	0	3	31	56	19	16	0	0	0	0	0	0	0	125
07:30	0	1	1	3	16	41	56	8	1	1	0	0	0	0	0	128
07:45	0	0	1	1	31	53	27	10	2	0	0	0	0	0	0	125
	0	1	2	9	97	197	128	49	4	1	0	0	0	0	0	488
08:00	0	0	0	1	15	44	30	5	1	0	0	0	0	0	0	96
08:15	0	0	1	6	16	38	30	8	1	0	0	0	0	0	0	100
08:30	0	0	2	5	20	47	17	4	1	0	0	0	0	0	0	96
08:45	0	0	2	4	27	26	20	3	0	0	0	0	0	0	0	82
	0	0	5	16	78	155	97	20	3	0	0	0	0	0	0	374
09:00	0	0	1	5	21	27	19	5	0	0	0	0	0	0	0	78
09:15	0	0	0	1	15	41	18	6	0	0	0	0	0	0	0	81
09:30	1	1	2	3	14	48	22	4	0	0	0	0	0	0	0	95
09:45	0	0	1	1	14	48	25	3	1	0	0	0	0	0	0	93
	1	1	4	10	64	164	84	18	1	0	0	0	0	0	0	347
10:00	0	0	0	1	12	24	29	5	1	0	0	0	0	0	0	72
10:15	0	1	0	4	29	28	15	6	3	0	0	0	0	0	0	86
10:30	0	0	0	6	21	32	14	2	1	0	0	0	0	0	0	76
10:45	0	0	2	4	13	36	22	2	0	0	0	0	0	0	0	79
	0	1	2	15	75	120	80	15	5	0	0	0	0	0	0	313
11:00	0	1	0	1	10	38	14	7	1	0	0	0	0	0	0	72
11:15	0	1	1	3	16	41	20	5	0	1	0	0	0	0	0	88
11:30	0	0	0	4	16	38	31	8	0	0	0	0	0	0	0	97
11:45	0	0	0	4	12	33	27	7	3	0	1	0	0	0	0	87
	0	2	1	12	54	150	92	27	4	1	1	0	0	0	0	344
Total	1	6	14	69	425	925	603	161	22	3	1	2	0	0	0	2232

Marlin Engineering
1700 NW 66th Ave Suite 106
Plantation, FL 33313

Site Code: 000000000415
SE Village Green Dr
btwn SE Brandon Cir and SE Industrial Bl

Northbound

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	1	1	3	14	28	32	4	1	0	0	0	0	0	0	84
12:15	0	0	0	1	18	38	21	1	2	0	0	0	0	0	0	81
12:30	0	0	0	0	12	28	17	10	0	0	0	0	0	0	0	67
12:45	0	0	1	1	16	24	17	4	1	0	0	0	0	0	0	64
	0	1	2	5	60	118	87	19	4	0	0	0	0	0	0	296
13:00	0	1	1	5	18	15	20	5	0	0	0	0	0	0	0	65
13:15	0	2	1	4	21	36	22	9	1	0	0	0	0	0	0	96
13:30	0	0	0	4	17	28	35	4	1	0	0	0	0	0	0	89
13:45	0	1	0	0	14	39	35	11	1	1	0	0	0	0	0	102
	0	4	2	13	70	118	112	29	3	1	0	0	0	0	0	352
14:00	0	0	0	6	15	35	26	9	6	1	0	0	0	0	0	98
14:15	0	1	0	1	19	32	28	10	0	0	0	0	0	0	0	91
14:30	0	0	2	1	17	43	37	11	3	0	1	0	0	0	0	115
14:45	0	0	0	3	14	44	32	8	0	0	0	0	0	0	0	101
	0	1	2	11	65	154	123	38	9	1	1	0	0	0	0	405
15:00	0	0	0	3	14	44	26	8	2	0	0	0	0	0	0	97
15:15	0	0	0	4	17	48	19	5	2	0	0	0	0	0	0	95
15:30	0	0	1	2	21	41	43	8	3	0	0	0	0	0	0	119
15:45	0	0	1	1	15	39	39	18	1	0	1	0	0	0	0	115
	0	0	2	10	67	172	127	39	8	0	1	0	0	0	0	426
16:00	0	0	0	0	27	32	41	13	3	0	0	0	0	0	0	116
16:15	0	0	0	8	32	37	25	7	1	0	0	0	0	0	0	110
16:30	0	0	0	5	23	49	40	14	1	0	0	0	0	0	0	132
16:45	0	0	1	6	40	52	20	12	1	0	0	0	0	0	0	132
	0	0	1	19	122	170	126	46	6	0	0	0	0	0	0	490
17:00	0	0	0	5	19	57	36	11	0	0	0	0	0	0	0	128
17:15	0	0	0	6	27	56	36	7	3	0	0	0	0	0	0	135
17:30	0	0	0	3	31	48	40	7	1	0	0	1	0	0	0	131
17:45	0	0	0	1	13	42	40	17	1	1	0	0	0	0	0	115
	0	0	0	15	90	203	152	42	5	1	0	1	0	0	0	509
18:00	0	0	0	1	10	33	41	13	3	0	0	1	0	0	0	102
18:15	0	0	0	0	10	28	35	13	2	3	0	0	0	0	0	91
18:30	0	0	0	2	12	47	23	8	1	1	0	0	0	0	0	94
18:45	0	0	2	1	7	20	19	10	1	0	0	0	0	0	0	60
	0	0	2	4	39	128	118	44	7	4	0	1	0	0	0	347
19:00	0	0	0	0	7	23	23	9	1	0	0	0	0	0	0	63
19:15	0	0	0	0	5	28	23	10	0	0	0	0	0	0	0	66
19:30	0	0	0	0	5	23	17	11	1	1	0	0	0	0	0	58
19:45	0	0	0	1	7	21	12	6	0	0	0	0	0	0	0	47
	0	0	0	1	24	95	75	36	2	1	0	0	0	0	0	234
20:00	0	0	1	3	6	22	16	9	0	0	0	0	0	0	0	57
20:15	0	0	0	1	3	20	14	3	0	0	0	0	0	0	0	41
20:30	0	0	1	2	6	15	14	3	1	0	0	0	0	0	0	42
20:45	0	0	0	0	7	18	8	1	0	1	0	0	0	0	0	35
	0	0	2	6	22	75	52	16	1	1	0	0	0	0	0	175
21:00	0	0	0	0	2	11	10	1	0	0	0	0	0	0	0	24
21:15	0	0	0	0	4	7	21	4	0	0	0	0	0	0	0	36
21:30	0	0	0	1	3	16	11	4	0	0	0	0	0	0	0	35
21:45	0	0	0	0	3	13	10	4	0	0	0	0	0	0	0	30
	0	0	0	1	12	47	52	13	0	0	0	0	0	0	0	125
22:00	0	0	0	0	5	3	7	6	0	1	1	0	0	0	0	23
22:15	0	0	0	0	4	9	6	3	0	0	0	0	0	0	0	22
22:30	0	0	0	0	3	12	5	2	0	0	0	0	0	0	0	22
22:45	0	0	0	1	3	4	6	0	1	1	0	0	0	0	0	16
	0	0	0	1	15	28	24	11	1	2	1	0	0	0	0	83
23:00	0	0	0	0	2	3	4	2	0	0	0	0	0	0	0	11
23:15	0	0	0	1	1	7	6	3	1	0	0	0	0	0	0	19
23:30	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	10
23:45	0	0	0	0	0	7	0	2	0	0	0	0	0	0	0	9
	0	0	0	1	5	21	14	7	1	0	0	0	0	0	0	49
Total	0	6	13	87	591	1329	1062	340	47	11	3	2	0	0	0	3491
Total	6	33	76	411	3029	6751	5139	1501	230	44	8	6	0	0	3	17237

Stats	
15th Percentile :	32 MPH
50th Percentile :	37 MPH
85th Percentile :	43 MPH
95th Percentile :	47 MPH
Mean Speed(Average) :	38 MPH
10 MPH Pace Speed :	35-44 MPH
Number in Pace :	11890
Percent in Pace :	69.0%
Number of Vehicles > 30 MPH :	16105
Percent of Vehicles > 30 MPH :	93.4%

Appendix G

Signal Timing

Station : 143 - US-1 @ Village Green/Crosstown (Upload File)

Phase [1.1.1]

	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	9	10	11	12	13	14	15	16
Walk	0	7	0	0	0	7	7	7	0	0	0	0	0	0	0	0
Ped Clearance	0	43	0	0	0	23	51	36	0	0	0	0	0	0	0	0
Min Green	7	7	7	7	7	7	7	7	5	5	5	5	5	5	5	5
Passage	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1
Max1	35	60	30	40	35	60	30	40	25	25	25	25	25	25	25	25
Max2	35	60	30	40	35	60	30	40	50	50	50	50	50	50	50	50
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	9	10	11	12	13	14	15	16
Enable	ON	ON			ON	ON	ON	ON								
Auto Entry				ON				ON								
Non Act1																
Non Act2																
Lock Call		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	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
3	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
5	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
7	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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	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
3	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
5	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
7	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

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0

US-1@Crosstown_Village Green

3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

City of Port St Lucie — Timing Sheet — 11/3/2020 9:47:47 AM

Station : 143 - US-1 @ Village Green/Crosstown (Upload File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	OFF		3	99	OFF		STD8	4PH		OFF	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
143			OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	2																NORMAL		3.5	1.5
Overlap 2	4																NORMAL		3.5	1.5
Overlap 3	6																NORMAL		3.5	1.5
Overlap 4	8																NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (NL1)	2 (ST1)	3 (EL1)	4 (WT1)	5 (SL1)	6 (NT1)	7 (WL1)	8 (ET1)	9	10	11	12	13	14	15	16
Call Phase	1	2	8	7	5	6	7	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 143 - US-1 @ Village Green/Crosstown (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (NL1)	2 (ST1)	3 (EL1)	4 (WT1)	5 (SL1)	6 (NT1)	7 (WL1)	8 (ET1)	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	2	7	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2_V14	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	ON
8	ON
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	
17	ON
18	ON
19	ON
20	ON
21	
22	ON
23	
24	
25	ON
26	ON
27	ON
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	ON
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	ON
8	ON
9	
10	
11	
12	
13	
14	
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	ON
23	
24	
25	ON
26	ON
27	ON
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	ON
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	

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

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

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
40	20	VOT_MON	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

62		62	
63		63	
64		64	

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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

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

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	P3478_INH	ON	OFF	OFF	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	150	140	180	110	140											
Offset Time	82	73	4	9	112											
Split Number	1	2	3	4	5											
Seq Number	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	55	30	35	38	47	30	35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	31	59	25	25	25	65	22	28								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	45	66	34	35	40	71	34	35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	45	20	20	25	45	20	20								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	76	15	34	25	66	15	34								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

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

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

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

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

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

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

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

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

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

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

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

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																

Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 28	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

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TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																	1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
9																																																		1
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26																																																		1
27																																																		1
28																																																		1
29																																																		1
30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	10	15	19	21										
Minute		30			30											
Action	100	1	2	3	2	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	18													
Minute																
Action	100	2	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	16													
Minute																
Action	100	2	100													

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																

Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											

9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25	255											
26	1											
27	2											
28	3											
29	4											
30	5											
31	6											
32	7											
33	8											
34	9											
35	10											
36	11											
37	12											
38	13											
39	14											
40	15											
41	16											
42	17											
43	18											
44	19											
45	20											
46	21											
47	22											
48	23											
49	24											
50	100											
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99												
100	254											

US-1@Vetmem_Walton Signal Timing

Station : 142 - US-1 @ Vet Mem / Walton (Upload File)

Phase [1.1.1]

	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	33	0	34	0	34	0	35	0	0	0	0	0	0	0	0
Min Green	7	7	7	7	7	7	7	7	5	5	5	5	5	5	5	5
Passage	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1
Max1	18	50	18	25	18	50	18	25	25	25	25	25	25	25	25	25
Max2	18	50	18	25	18	50	18	25	50	50	50	50	50	50	50	50
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry				ON				ON								
Non Act1																
Non Act2																
Lock Call		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable																
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	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
3	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
5	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
7	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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	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
3	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
5	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
7	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

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0

3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

City of Port St Lucie Timing Sheet 11/3/2020 9:49:53 AM

Station : 142 - US-1 @ Vet Mem / Walton (Upload File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	OFF		3	10	OFF		STD8	4PH		OFF	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
142			OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	OFF	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	2																NORMAL		3.5	1.5
Overlap 2	4																NORMAL		3.5	1.5
Overlap 3	6																NORMAL		3.5	1.5
Overlap 4	8																NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (NL1)	2 (ST1)	3 (EL1)	4 (WT1)	5 (SL1)	6 (NT1)	7 (WL1)	8 (ET1)	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 142 - US-1 @ Vet Mem / Walton (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (NL1)	2 (ST1)	3 (EL1)	4 (WT1)	5 (SL1)	6 (NT1)	7 (WL1)	8 (ET1)	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2_V14	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 142 - US-1 @ Vet Mem / Walton (Upload File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
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34	
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49	
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51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
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48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	

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

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

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
40	20	VOT_MON	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

62		62	
63		63	
64		64	

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 142 - US-1 @ Vet Mem / Walton (Upload File)

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

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

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	P3478_INH	ON	OFF	OFF	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	150	140	160	110	140											
Offset Time	91	118	94	52	102											
Split Number	1	2	3	4	5											
Seq Number	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	56	24	52	19	55	18	58								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	76	23	23	21	73	23	23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	82	26	34	27	73	19	41								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	56	17	22	17	54	17	22								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	73	23	24	23	70	21	26								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

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

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

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

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

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

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

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

Station : 142 - US-1 @ Vet Mem / Walton (Upload File)

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

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

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

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

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																

Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 28	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

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TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																	1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
9																																																		1
10																																																		1
11																																																		1
12																																																		1
13																																																		1
14																																																		1
15																																																		1
16																																																		1
17																																																		1
18																																																		1
19																																																		1
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22																																																		1
23																																																		1
24																																																		1
25																																																		1
26																																																		1
27																																																		1
28																																																		1
29																																																		1
30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	10	16	19	21										
Minute		30			30											
Action	100	1	2	3	2	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	18													
Minute																
Action	100	2	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	16													
Minute																
Action	100	2	100													

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																

Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											

9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25	255											
26	1											
27	2											
28	3											
29	4											
30	5											
31	6											
32	7											
33	8											
34	9											
35	10											
36	11											
37	12											
38	13											
39	14											
40	15											
41	16											
42	17											
43	18											
44	19											
45	20											
46	21											
47	22											
48	23											
49	24											
50	100											
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99												
100	254											

Walton@Village Green Signal Timing

Station : 144 - Walton @ Village Green (Upload File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	24	0	28	0	23	0	28	0	0	0	0	0	0	0	0
Min Green	7	10	7	7	7	10	7	7	5	5	5	5	5	5	5	5
Passage	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1
Max1	25	45	30	30	25	45	30	30	25	25	25	25	25	25	25	25
Max2	25	45	30	30	25	45	30	30	50	50	50	50	50	50	50	50
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry				ON				ON								
Non Act1																
Non Act2																
Lock Call		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	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
3	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
5	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
7	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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	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
3	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
5	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
7	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

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0

3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

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Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	OFF		3	10	OFF		STD8	4PH		OFF	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
144			OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	OFF	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (SL1)	2 (ST1)	3 (EL1)	4 (ET1)	5 (NL1)	6 (NT1)	7 (WL1)	8 (WT1)	9	10	11	12	13	14	15	16
Call Phase	3	8	1	6	7	4	5	2	0	0	0	0	0	0	0	0
Switch Phase	8	0	6	0	4	0	2	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SL1)	2 (ST1)	3 (EL1)	4 (ET1)	5 (NL1)	6 (NT1)	7 (WL1)	8 (WT1)	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2_V14	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	ON
8	ON
9	ON
10	ON
11	ON
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	
22	ON
23	
24	
25	ON
26	ON
27	ON
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	ON
45	
46	
47	
48	
49	ON
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	ON
8	ON
9	
10	
11	
12	
13	
14	
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	ON
23	
24	
25	ON
26	ON
27	ON
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	ON
45	
46	
47	
48	
49	ON
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	

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

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash		ON	ON	ON	ON	ON
Override Higher		ON	ON	ON	ON	ON
Flash Dwell		ON	ON	ON	ON	ON
Link						
Delay	21					
Min Duration	3					
Min Green	5					
Min Walk						
Ped Clear	7					
Track Green						
Min Dwell	45					
Max Presence						
Track R1	8					
Track R2						
Track R3						
Track R4						
Dwell P1	8					
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1	2					
Exit R2	6					
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
40	20	VOT_MON	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	OFF

62		62	
63		63	
64		64	

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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

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

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	P3478_INH	ON	OFF	OFF	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.1]

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

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																

Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 28	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

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TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																	1
5																																																	1
6																																																	1
7																																																	1
8																																																	1
9																																																	1
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28																																																	1
29																																																	1
30																																																	1
31																																																	1
32																																																	1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	10	15	19	21										
Minute		30														
Action																

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	20													
Minute																
Action																

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	19													
Minute																
Action																

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																

Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											

9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25	255											
26	1											
27	2											
28	3											
29	4											
30	5											
31	6											
32	7											
33	8											
34	9											
35	10											
36	11											
37	12											
38	13											
39	14											
40	15											
41	16											
42	17											
43	18											
44	19											
45	20											
46	21											
47	22											
48	23											
49	24											
50	48											
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99												
100	254											

Appendix H

Data Analysis – Synchro

Existing Conditions AM

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	56	22	171	6	11	4	28	92	123	20	1	9	138	72
Future Vol, veh/h	56	22	171	6	11	4	28	92	123	20	1	9	138	72
Conflicting Peds, #/hr	0	0	0	0	0	2	0	0	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	90	-	-	-	-	-	-	280	-	150	-	150	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	89	75	95	62	56	38	72	72	65	67	25	58	81	78
Heavy Vehicles, %	4	6	4	0	22	0	0	0	8	0	0	0	5	2
Mvmt Flow	63	29	180	10	20	11	39	128	189	30	4	16	170	92

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	651	766	85	666	828	100	170	262	0	0	189	222	0	0
Stage 1	210	210	-	526	526	-	-	-	-	-	-	-	-	-
Stage 2	441	556	-	140	302	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.62	6.98	7.5	6.94	6.9	6.4	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.58	5.62	-	6.5	5.94	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.62	-	6.5	5.94	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.06	3.34	3.5	4.22	3.3	2.5	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	350	324	951	349	270	943	1128	1314	-	-	1098	1359	-	-
Stage 1	767	717	-	508	480	-	-	-	-	-	-	-	-	-
Stage 2	560	501	-	854	615	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	285	274	951	229	228	939	1197	1197	-	-	1292	1292	-	-
Mov Cap-2 Maneuver	285	274	-	229	228	-	-	-	-	-	-	-	-	-
Stage 1	660	706	-	436	411	-	-	-	-	-	-	-	-	-
Stage 2	453	429	-	653	606	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	19.7	3.7	0.5
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1197	-	-	285	706	285	1292	-	-
HCM Lane V/C Ratio	0.139	-	-	0.221	0.297	0.14	0.015	-	-
HCM Control Delay (s)	8.5	-	-	21.2	12.2	19.7	7.8	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.8	1.2	0.5	0	-	-

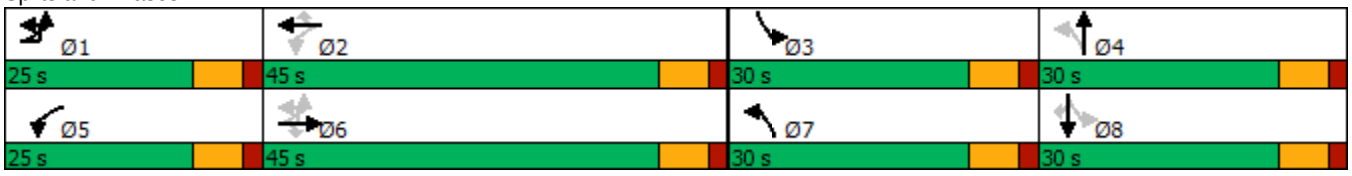
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	54	228	45	48	201	395	31	96	28	392	144
Future Volume (vph)	4	54	228	45	48	201	395	31	96	28	392	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160		110	240		300	150		0	0	
Storage Lanes		1		1	1		1	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97			0.99					
Frt				0.850			0.850		0.960			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1728	3406	1538	1752	3505	1524	1805	1792	0	1719	1759
Flt Permitted		0.558			0.567			0.657			0.370	
Satd. Flow (perm)	0	1015	3406	1490	1046	3505	1502	1248	1792	0	670	1759
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				146			416		12			
Link Speed (mph)			30			30			35			35
Link Distance (ft)			1287			1751			3325			915
Travel Time (s)			29.3			39.8			64.8			17.8
Confl. Peds. (#/hr)				4			2					
Confl. Bikes (#/hr)				2								
Peak Hour Factor	0.38	0.61	0.75	0.66	0.89	0.82	0.95	0.62	0.79	0.64	0.92	0.92
Heavy Vehicles (%)	0%	5%	6%	5%	3%	3%	6%	0%	1%	4%	5%	8%
Adj. Flow (vph)	11	89	304	68	54	245	416	50	122	44	426	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	304	68	54	245	416	50	166	0	426	157
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			20			20
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	41
Future Volume (vph)	41
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Right Turn on Red	Yes
Satd. Flow (RTOR)	146
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.71
Heavy Vehicles (%)	3%
Adj. Flow (vph)	58
Shared Lane Traffic (%)	
Lane Group Flow (vph)	58
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4			8	
Detector Phase	1	1	6	6	5	2	2	7	4		3	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.8	13.8	36.8	36.8	13.8	37.8	37.8	13.8	30.0		13.8	30.0
Total Split (s)	25.0	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0		30.0	30.0
Total Split (%)	19.2%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%	23.1%	23.1%		23.1%	23.1%
Maximum Green (s)	18.2	18.2	38.2	38.2	18.2	38.2	38.2	23.2	23.2		23.2	23.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max	Max	None	Max	Max	None	None		None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)			23.0	23.0		24.0	24.0		28.0			28.0
Pedestrian Calls (#/hr)			6	6		2	2		0			0
Act Effct Green (s)		50.6	42.8	42.8	46.2	38.3	38.3	22.8	15.0		44.7	33.1
Actuated g/C Ratio		0.45	0.38	0.38	0.41	0.34	0.34	0.20	0.13		0.40	0.29
v/c Ratio		0.19	0.24	0.10	0.11	0.21	0.53	0.17	0.67		0.89	0.30
Control Delay		18.1	26.5	0.3	17.8	28.2	5.7	24.7	56.8		50.6	34.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		18.1	26.5	0.3	17.8	28.2	5.7	24.7	56.8		50.6	34.6
LOS		B	C	A	B	C	A	C	E		D	C
Approach Delay			20.9			14.3			49.4			42.1
Approach LOS			C			B			D			D

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 112.8			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 28.3		Intersection LOS: C	
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4:



Lane Group	SBR
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	23.1%
Maximum Green (s)	23.2
Yellow Time (s)	4.8
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	28.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	33.1
Actuated g/C Ratio	0.29
v/c Ratio	0.10
Control Delay	0.4
Queue Delay	0.0
Total Delay	0.4
LOS	A
Approach Delay	
Approach LOS	

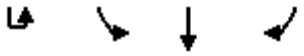
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	100	304	68	54	245	416	50	166	426	157	58
v/c Ratio	0.19	0.24	0.10	0.11	0.21	0.53	0.17	0.67	0.89	0.30	0.10
Control Delay	18.1	26.5	0.3	17.8	28.2	5.7	24.7	56.8	50.6	34.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	26.5	0.3	17.8	28.2	5.7	24.7	56.8	50.6	34.6	0.4
Queue Length 50th (ft)	39	81	0	20	65	0	22	108	243	91	0
Queue Length 95th (ft)	51	105	0	46	99	77	33	158	#378	159	0
Internal Link Dist (ft)		1207			1671			3245		835	
Turn Bay Length (ft)	160		110	240		300	150				250
Base Capacity (vph)	605	1293	656	617	1191	785	538	379	482	515	562
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.24	0.10	0.09	0.21	0.53	0.09	0.44	0.88	0.30	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	2	440	355	814	4	56	268	292	1	379	894	77
Future Volume (vph)	2	440	355	814	4	56	268	292	1	379	894	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		400		400		430		430		640		500
Storage Lanes		1		2		2		1		3		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	0.86	0.86	0.88	0.95	0.97	0.95	1.00	0.91	0.94	0.91	1.00
Ped Bike Factor								0.98				0.99
Frt				0.850				0.850				0.850
Flt Protected		0.950	0.992			0.950				0.950		
Satd. Flow (prot)	0	3045	3152	2787	0	3438	3343	1524	0	4896	5036	1583
Flt Permitted		0.950	0.992			0.950				0.950		
Satd. Flow (perm)	0	3045	3152	2787	0	3438	3343	1501	0	4896	5036	1563
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)								344				135
Link Speed (mph)			35				35				45	
Link Distance (ft)			896				1268				833	
Travel Time (s)			17.5				24.7				12.6	
Confl. Peds. (#/hr)								4				
Confl. Bikes (#/hr)				2								1
Peak Hour Factor	0.25	0.84	0.88	0.96	0.75	0.89	0.93	0.85	0.25	0.93	0.94	0.83
Heavy Vehicles (%)	0%	2%	3%	2%	0%	2%	8%	6%	0%	4%	3%	2%
Adj. Flow (vph)	8	524	403	848	5	63	288	344	4	408	951	93
Shared Lane Traffic (%)		14%										
Lane Group Flow (vph)	0	459	476	848	0	68	288	344	0	412	951	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			24				24				36	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	2	1	1	1	2	1	1	1	2	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94				94	
Detector 2 Size(ft)			6				6				6	
Detector 2 Type			Cl+Ex				Cl+Ex				Cl+Ex	
Detector 2 Channel												

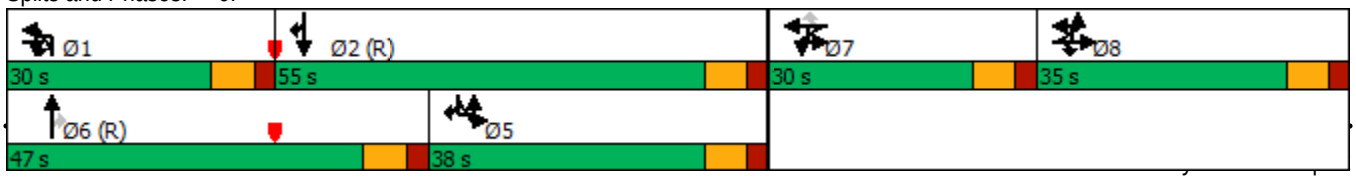


Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	2	253	1527	183
Future Volume (vph)	2	253	1527	183
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		480		680
Storage Lanes		2		2
Taper Length (ft)		25		
Lane Util. Factor	0.91	0.97	0.91	0.88
Ped Bike Factor				
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3339	5036	2682
Flt Permitted		0.950		
Satd. Flow (perm)	0	3339	5036	2682
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)			45	
Link Distance (ft)			703	
Travel Time (s)			10.7	
Confl. Peds. (#/hr)				2
Confl. Bikes (#/hr)				3
Peak Hour Factor	0.25	0.77	0.94	0.71
Heavy Vehicles (%)	0%	5%	3%	6%
Adj. Flow (vph)	8	329	1624	258
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	337	1624	258
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			36	
Link Offset(ft)			0	
Crosswalk Width(ft)			16	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	2	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94	
Detector 2 Size(ft)			6	
Detector 2 Type			Cl+Ex	
Detector 2 Channel				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Detector 2 Extend (s)			0.0				0.0				0.0	
Turn Type	Split	Split	NA	pt+ov	Split	Split	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	8	8	8	8 1!	7	7	7		1!	1!	6	
Permitted Phases								7				6
Detector Phase	8	8	8	8 1	7	7	7	7	1	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	35.0	35.0	35.0		30.0	30.0	30.0	30.0	14.2	14.2	37.2	37.2
Total Split (s)	35.0	35.0	35.0		30.0	30.0	30.0	30.0	30.0	30.0	47.0	47.0
Total Split (%)	23.3%	23.3%	23.3%		20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	31.3%	31.3%
Maximum Green (s)	27.8	27.8	27.8		22.8	22.8	22.8	22.8	22.8	22.8	39.8	39.8
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.4	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2			7.2	7.2	7.2		7.2	7.2	7.2
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None	None	None	None	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	36.0	36.0	36.0		51.0	51.0	51.0	51.0			23.0	23.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)		31.6	31.6	58.7		19.0	19.0	19.0		20.0	39.8	39.8
Actuated g/C Ratio		0.21	0.21	0.39		0.13	0.13	0.13		0.13	0.27	0.27
v/c Ratio		0.72	0.72	0.78		0.16	0.68	0.70		0.63	0.71	0.18
Control Delay		62.8	62.6	46.0		57.9	70.6	13.8		65.8	53.4	2.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		62.8	62.6	46.0		57.9	70.6	13.8		65.8	53.4	2.5
LOS		E	E	D		E	E	B		E	D	A
Approach Delay			54.8				41.4				53.7	
Approach LOS			D				D				D	

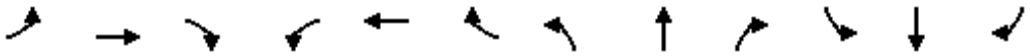
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 82 (55%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 54.3		Intersection LOS: D	
Intersection Capacity Utilization 113.9%		ICU Level of Service H	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 6:



Lane Group	SBU	SBL	SBT	SBR
Detector 2 Extend (s)			0.0	
Turn Type	Prot	Prot	NA	custom
Protected Phases	5	5	2	2 5!
Permitted Phases				
Detector Phase	5	5	2	2 5
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	
Minimum Split (s)	14.2	14.2	55.0	
Total Split (s)	38.0	38.0	55.0	
Total Split (%)	25.3%	25.3%	36.7%	
Maximum Green (s)	30.8	30.8	47.8	
Yellow Time (s)	4.8	4.8	4.8	
All-Red Time (s)	2.4	2.4	2.4	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		7.2	7.2	
Lead/Lag	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	
Walk Time (s)			7.0	
Flash Dont Walk (s)			43.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		30.8	50.6	50.6
Actuated g/C Ratio		0.21	0.34	0.34
v/c Ratio		0.49	0.96	0.29
Control Delay		55.5	62.1	38.1
Queue Delay		0.0	0.0	0.0
Total Delay		55.5	62.1	38.1
LOS		E	E	D
Approach Delay			58.3	
Approach LOS			E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	459	476	848	68	288	344	412	951	93	337	1624	258
v/c Ratio	0.72	0.72	0.78	0.16	0.68	0.70	0.63	0.71	0.18	0.49	0.96	0.29
Control Delay	62.8	62.6	46.0	57.9	70.6	13.8	65.8	53.4	2.5	55.5	62.1	38.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	62.6	46.0	57.9	70.6	13.8	65.8	53.4	2.5	55.5	62.1	38.1
Queue Length 50th (ft)	247	256	408	30	142	0	136	310	0	152	576	106
Queue Length 95th (ft)	301	329	510	53	191	68	173	364	5	170	#706	116
Internal Link Dist (ft)		816			1188			753			623	
Turn Bay Length (ft)	400		400	430		430	640		500	480		680
Base Capacity (vph)	640	663	1143	522	508	519	744	1336	513	685	1699	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.72	0.74	0.13	0.57	0.66	0.55	0.71	0.18	0.49	0.96	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations													
Traffic Vol, veh/h	1	0	0	1	44	0	46	22	497	7	1	560	13
Future Vol, veh/h	1	0	0	1	44	0	46	22	497	7	1	560	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	170	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	92	92	25	75	92	50	75	94	50	25	84	46
Heavy Vehicles, %	0	0	0	0	0	0	0	0	3	0	0	3	0
Mvmt Flow	4	0	0	4	59	0	92	29	529	14	4	667	28

Major/Minor	Minor1			Minor2				Major1			Major2		
Conflicting Flow All	936	1297	272	0	1012	1290	348	695	0	0	543	0	0
Stage 1	594	594	-	0	689	689	-	-	-	-	-	-	-
Stage 2	342	703	-	0	323	601	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	-	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	223	163	732	0	196	165	654	910	-	-	1036	-	-
Stage 1	463	496	-	0	407	450	-	-	-	-	-	-	-
Stage 2	652	443	-	0	669	493	-	-	-	-	-	-	-
Platoon blocked, %				-					-	-		-	-
Mov Cap-1 Maneuver	186	157	732	0	190	159	654	910	-	-	1036	-	-
Mov Cap-2 Maneuver	186	157	-	0	190	159	-	-	-	-	-	-	-
Stage 1	448	480	-	0	394	447	-	-	-	-	-	-	-
Stage 2	557	440	-	0	648	477	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	24.8	24.2	0.5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1036	-	-	186	335	910	-	-
HCM Lane V/C Ratio	0.004	-	-	0.022	0.45	0.032	-	-
HCM Control Delay (s)	8.5	0	-	24.8	24.2	9.1	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.2	0.1	-	-

Existing Conditions PM

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	82	11	150	16	15	18	2	128	135	6	1	151	73
Future Vol, veh/h	82	11	150	16	15	18	2	128	135	6	1	151	73
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	7	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	90	-	-	-	-	-	-	280	-	150	150	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	73	56	83	65	60	94	50	88	82	62	25	91	79
Heavy Vehicles, %	3	0	6	0	0	0	0	1	3	0	0	0	2
Mvmt Flow	112	20	181	25	25	19	4	145	165	10	4	166	92

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	567	654	85	573	736	90	166	258	0	0	182	0	0
Stage 1	174	174	-	470	470	-	-	-	-	-	-	-	-
Stage 2	393	480	-	103	266	-	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.5	7.02	7.5	6.5	6.9	6.4	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.56	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4	3.36	3.5	4	3.3	2.5	2.21	-	-	2.2	-	-
Pot Cap-1 Maneuver	404	389	944	407	349	956	1135	1311	-	-	1405	-	-
Stage 1	808	759	-	548	563	-	-	-	-	-	-	-	-
Stage 2	600	558	-	897	692	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	338	341	942	284	306	950	1298	1298	-	-	1396	-	-
Mov Cap-2 Maneuver	338	341	-	284	306	-	-	-	-	-	-	-	-
Stage 1	715	757	-	482	495	-	-	-	-	-	-	-	-
Stage 2	494	490	-	703	690	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.6	17.1	3.8	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1298	-	-	338	803	365	1396	-	-
HCM Lane V/C Ratio	0.115	-	-	0.332	0.25	0.188	0.003	-	-
HCM Control Delay (s)	8.1	-	-	20.9	11	17.1	7.6	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	1.4	1	0.7	0	-	-

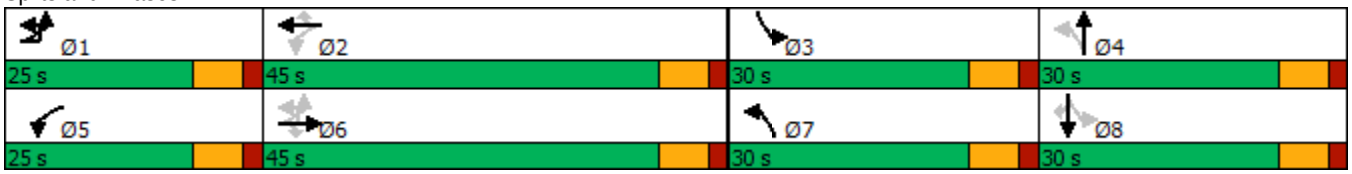
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	17	56	357	72	29	372	504	78	113	32	397	106
Future Volume (vph)	17	56	357	72	29	372	504	78	113	32	397	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160		110	240		300	150		0	0	
Storage Lanes		1		1	1		1	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.98								
Frt				0.850			0.850		0.965			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1773	3539	1583	1805	3574	1583	1805	1792	0	1770	1810
Flt Permitted		0.430			0.518			0.676			0.352	
Satd. Flow (perm)	0	802	3539	1548	984	3574	1583	1284	1792	0	656	1810
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				146			600		10			
Link Speed (mph)			30			30			35			35
Link Distance (ft)			1287			1751			3325			921
Travel Time (s)			29.3			39.8			64.8			17.9
Confl. Peds. (#/hr)				1								
Peak Hour Factor	0.70	0.82	0.90	0.92	0.55	0.89	0.84	0.73	0.86	0.81	0.87	0.84
Heavy Vehicles (%)	7%	0%	2%	2%	0%	1%	2%	0%	3%	0%	2%	5%
Adj. Flow (vph)	24	68	397	78	53	418	600	107	131	40	456	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	397	78	53	418	600	107	171	0	456	126
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			20			20
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	67
Future Volume (vph)	67
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1563
Right Turn on Red	Yes
Satd. Flow (RTOR)	146
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.72
Heavy Vehicles (%)	2%
Adj. Flow (vph)	93
Shared Lane Traffic (%)	
Lane Group Flow (vph)	93
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4			8	
Detector Phase	1	1	6	6	5	2	2	7	4		3	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.8	13.8	36.8	36.8	13.8	37.8	37.8	13.8	30.0		13.8	30.0
Total Split (s)	25.0	25.0	45.0	45.0	25.0	45.0	45.0	30.0	30.0		30.0	30.0
Total Split (%)	19.2%	19.2%	34.6%	34.6%	19.2%	34.6%	34.6%	23.1%	23.1%		23.1%	23.1%
Maximum Green (s)	18.2	18.2	38.2	38.2	18.2	38.2	38.2	23.2	23.2		23.2	23.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max	Max	None	Max	Max	None	None		None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)			23.0	23.0		24.0	24.0		28.0			28.0
Pedestrian Calls (#/hr)			1	1		0	0		0			1
Act Effct Green (s)		50.1	42.6	42.6	46.1	38.3	38.3	25.8	16.0		46.1	29.4
Actuated g/C Ratio		0.44	0.37	0.37	0.40	0.34	0.34	0.23	0.14		0.40	0.26
v/c Ratio		0.21	0.30	0.12	0.12	0.35	0.65	0.32	0.66		0.92	0.27
Control Delay		19.1	27.9	0.3	18.6	30.5	6.2	25.8	56.1		54.9	36.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		19.1	27.9	0.3	18.6	30.5	6.2	25.8	56.1		54.9	36.1
LOS		B	C	A	B	C	A	C	E		D	D
Approach Delay			22.7			16.3			44.4			44.1
Approach LOS			C			B			D			D

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 113.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 27.9		Intersection LOS: C	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4:



Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	23.1%
Maximum Green (s)	23.2
Yellow Time (s)	4.8
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	28.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	29.4
Actuated g/C Ratio	0.26
v/c Ratio	0.18
Control Delay	1.7
Queue Delay	0.0
Total Delay	1.7
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	92	397	78	53	418	600	107	171	456	126	93
v/c Ratio	0.21	0.30	0.12	0.12	0.35	0.65	0.32	0.66	0.92	0.27	0.18
Control Delay	19.1	27.9	0.3	18.6	30.5	6.2	25.8	56.1	54.9	36.1	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	27.9	0.3	18.6	30.5	6.2	25.8	56.1	54.9	36.1	1.7
Queue Length 50th (ft)	36	110	0	20	118	0	48	112	262	73	0
Queue Length 95th (ft)	68	174	0	29	186	51	71	180	#386	124	0
Internal Link Dist (ft)		1207			1671			3245		841	
Turn Bay Length (ft)	160		110	240		300	150				250
Base Capacity (vph)	537	1323	670	598	1203	930	549	379	493	466	511
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.30	0.12	0.09	0.35	0.65	0.19	0.45	0.92	0.27	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	6	285	306	550	13	77	445	333	10	975	1659	51
Future Volume (vph)	6	285	306	550	13	77	445	333	10	975	1659	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		400		400		430		430		640		500
Storage Lanes		1		2		2		1		3		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	0.86	0.86	0.88	0.95	0.97	0.95	1.00	0.91	0.94	0.91	1.00
Ped Bike Factor												0.98
Frt				0.850				0.850				0.850
Flt Protected		0.950	0.996			0.950				0.950		
Satd. Flow (prot)	0	3105	3196	2787	0	3446	3574	1568	0	5040	5136	1538
Flt Permitted		0.950	0.996			0.950				0.950		
Satd. Flow (perm)	0	3105	3196	2787	0	3446	3574	1568	0	5040	5136	1515
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)								300				113
Link Speed (mph)			35				35				45	
Link Distance (ft)			936				1267				751	
Travel Time (s)			18.2				24.7				11.4	
Confl. Bikes (#/hr)												5
Peak Hour Factor	0.25	0.97	0.95	0.91	0.55	0.79	0.71	0.82	0.67	0.81	0.89	0.81
Heavy Vehicles (%)	0%	0%	2%	2%	0%	2%	1%	3%	0%	1%	1%	5%
Adj. Flow (vph)	24	294	322	604	24	97	627	406	15	1204	1864	63
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	289	351	604	0	121	627	406	0	1219	1864	63
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			24				24				36	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	2	1	1	1	2	1	1	1	2	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94				94	
Detector 2 Size(ft)			6				6				6	
Detector 2 Type			Cl+Ex				Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0				0.0	

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	5	262	1283	448
Future Volume (vph)	5	262	1283	448
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		480		680
Storage Lanes		2		2
Taper Length (ft)		25		
Lane Util. Factor	0.91	0.97	0.91	0.88
Ped Bike Factor				
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3468	5136	2814
Flt Permitted		0.950		
Satd. Flow (perm)	0	3468	5136	2814
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)			45	
Link Distance (ft)			703	
Travel Time (s)			10.7	
Confl. Bikes (#/hr)				
Peak Hour Factor	0.50	0.90	0.91	0.78
Heavy Vehicles (%)	0%	1%	1%	1%
Adj. Flow (vph)	10	291	1410	574
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	301	1410	574
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			36	
Link Offset(ft)			0	
Crosswalk Width(ft)			16	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	2	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94	
Detector 2 Size(ft)			6	
Detector 2 Type			Cl+Ex	
Detector 2 Channel				
Detector 2 Extend (s)			0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Turn Type	Split	Split	NA	pt+ov	Split	Split	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	8	8	8	8 1!	7	7	7		1!	1!	6	
Permitted Phases								7				6
Detector Phase	8	8	8	8 1	7	7	7	7	1	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	35.0	35.0	35.0		34.0	34.0	34.0	34.0	14.2	14.2	37.2	37.2
Total Split (s)	35.0	35.0	35.0		34.0	34.0	34.0	34.0	45.0	45.0	71.0	71.0
Total Split (%)	19.4%	19.4%	19.4%		18.9%	18.9%	18.9%	18.9%	25.0%	25.0%	39.4%	39.4%
Maximum Green (s)	27.8	27.8	27.8		26.8	26.8	26.8	26.8	37.8	37.8	63.8	63.8
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.4	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2			7.2	7.2	7.2		7.2	7.2	7.2
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None	None	None	None	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	36.0	36.0	36.0		51.0	51.0	51.0	51.0			23.0	23.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)		27.8	27.8	72.8		26.8	26.8	26.8		37.8	70.5	70.5
Actuated g/C Ratio		0.15	0.15	0.40		0.15	0.15	0.15		0.21	0.39	0.39
v/c Ratio		0.60	0.71	0.54		0.24	1.18	0.83		1.15	0.93	0.10
Control Delay		76.9	81.2	42.9		69.0	161.0	34.6		139.8	60.9	0.3
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		76.9	81.2	42.9		69.0	161.0	34.6		139.8	60.9	0.3
LOS		E	F	D		E	F	C		F	E	A
Approach Delay			61.6				106.9				90.3	
Approach LOS			E				F				F	

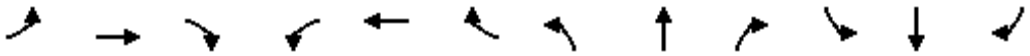
Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 4 (2%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 77.6		Intersection LOS: E	
Intersection Capacity Utilization 99.1%		ICU Level of Service F	
Analysis Period (min) 15			

! Phase conflict between lane groups.

Splits and Phases: 6:

Lane Group	SBU	SBL	SBT	SBR
Turn Type	Prot	Prot	NA	custom
Protected Phases	5	5	2	2 5!
Permitted Phases				
Detector Phase	5	5	2	2 5
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	
Minimum Split (s)	14.2	14.2	57.2	
Total Split (s)	40.0	40.0	66.0	
Total Split (%)	22.2%	22.2%	36.7%	
Maximum Green (s)	32.8	32.8	58.8	
Yellow Time (s)	4.8	4.8	4.8	
All-Red Time (s)	2.4	2.4	2.4	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		7.2	7.2	
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	
Walk Time (s)			7.0	
Flash Dont Walk (s)			43.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		26.1	58.8	84.9
Actuated g/C Ratio		0.14	0.33	0.47
v/c Ratio		0.60	0.84	0.43
Control Delay		76.7	61.8	22.7
Queue Delay		0.0	0.0	0.0
Total Delay		76.7	61.8	22.7
LOS		E	E	C
Approach Delay			54.0	
Approach LOS			D	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	289	351	604	121	627	406	1219	1864	63	301	1410	574
v/c Ratio	0.60	0.71	0.54	0.24	1.18	0.83	1.15	0.93	0.10	0.60	0.84	0.43
Control Delay	76.9	81.2	42.9	69.0	161.0	34.6	139.8	60.9	0.3	76.7	61.8	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.9	81.2	42.9	69.0	161.0	34.6	139.8	60.9	0.3	76.7	61.8	22.7
Queue Length 50th (ft)	188	232	307	65	~464	129	~598	769	0	174	569	200
Queue Length 95th (ft)	250	301	378	88	#398	204	#578	#924	0	219	631	204
Internal Link Dist (ft)		856			1187			671			623	
Turn Bay Length (ft)	400		400	430		430	640		500	480		680
Base Capacity (vph)	479	493	1127	513	532	488	1058	2012	662	631	1677	1432
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.71	0.54	0.24	1.18	0.83	1.15	0.93	0.10	0.48	0.84	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	5	0	4	49	0	35	51	554	2	1	644	67
Future Vol, veh/h	5	0	4	49	0	35	51	554	2	1	644	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	170	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	38	71	71	81	79	92	25	25	90	69
Heavy Vehicles, %	50	0	0	3	0	0	0	3	50	0	2	2
Mvmt Flow	10	0	11	69	0	43	65	602	8	4	716	97

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1102	1557	305	1204	1513	407	813	0	0	610	0	0
Stage 1	736	736	-	773	773	-	-	-	-	-	-	-
Stage 2	366	821	-	431	740	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.5	6.9	7.56	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.5	5.5	-	6.56	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.5	-	6.56	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4	3.3	3.53	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	114	697	139	121	599	823	-	-	979	-	-
Stage 1	284	428	-	356	412	-	-	-	-	-	-	-
Stage 2	511	391	-	570	426	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	101	104	697	128	111	599	823	-	-	979	-	-
Mov Cap-2 Maneuver	101	104	-	128	111	-	-	-	-	-	-	-
Stage 1	262	394	-	328	409	-	-	-	-	-	-	-
Stage 2	470	388	-	517	392	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	27.6	51.1	0.9	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	979	-	-	180	184	823	-	-
HCM Lane V/C Ratio	0.004	-	-	0.114	0.61	0.078	-	-
HCM Control Delay (s)	8.7	-	-	27.6	51.1	9.7	-	-
HCM Lane LOS	A	-	-	D	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	3.4	0.3	-	-

No-Build Conditions AM

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	58	23	176	6	11	4	29	94	127	20	1	9	142	74
Future Vol, veh/h	58	23	176	6	11	4	29	94	127	20	1	9	142	74
Conflicting Peds, #/hr	0	0	0	0	0	2	0	0	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	90	-	-	-	-	-	-	280	-	150	-	150	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	89	75	95	62	56	38	72	72	65	67	25	58	81	78
Heavy Vehicles, %	4	6	4	0	22	0	0	0	8	0	0	0	5	2
Mvmt Flow	65	31	185	10	20	11	40	131	195	30	4	16	175	95

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	667	785	88	683	850	103	175	270	0	0	195	228	0	0
Stage 1	215	215	-	540	540	-	-	-	-	-	-	-	-	-
Stage 2	452	570	-	143	310	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.62	6.98	7.5	6.94	6.9	6.4	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.58	5.62	-	6.5	5.94	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.62	-	6.5	5.94	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.06	3.34	3.5	4.22	3.3	2.5	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	340	316	946	339	262	938	1120	1305	-	-	1089	1352	-	-
Stage 1	762	714	-	499	472	-	-	-	-	-	-	-	-	-
Stage 2	551	494	-	851	610	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	275	265	946	218	220	934	1185	1185	-	-	1284	1284	-	-
Mov Cap-2 Maneuver	275	265	-	218	220	-	-	-	-	-	-	-	-	-
Stage 1	652	703	-	426	403	-	-	-	-	-	-	-	-	-
Stage 2	443	421	-	644	600	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	20.3	3.7	0.5
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1185	-	-	275	693	275	1284	-	-
HCM Lane V/C Ratio	0.144	-	-	0.237	0.312	0.145	0.015	-	-
HCM Control Delay (s)	8.6	-	-	22.1	12.5	20.3	7.8	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.9	1.3	0.5	0	-	-

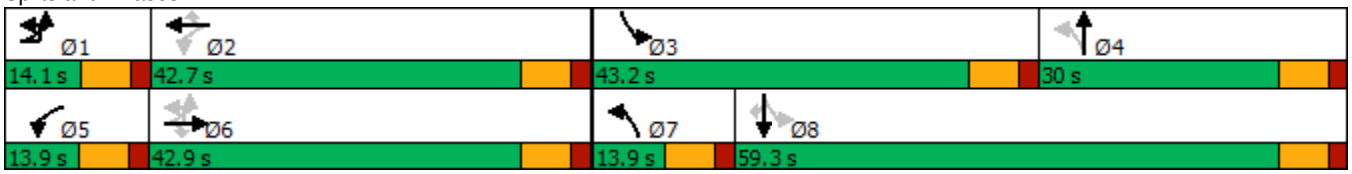
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	55	235	47	49	207	407	31	99	29	404	148
Future Volume (vph)	4	55	235	47	49	207	407	31	99	29	404	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160		110	240		300	150		0	0	
Storage Lanes		1		1	1		1	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97			0.99					
Frt				0.850			0.850		0.960			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1728	3406	1538	1752	3505	1524	1805	1792	0	1719	1759
Flt Permitted		0.569			0.562			0.655			0.366	
Satd. Flow (perm)	0	1035	3406	1490	1037	3505	1502	1244	1792	0	662	1759
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				203			428		12			
Link Speed (mph)			30			30			35			35
Link Distance (ft)			1287			1751			3325			915
Travel Time (s)			29.3			39.8			64.8			17.8
Confl. Peds. (#/hr)				4			2					
Confl. Bikes (#/hr)				2								
Peak Hour Factor	0.38	0.61	0.75	0.66	0.89	0.82	0.95	0.62	0.79	0.64	0.92	0.92
Heavy Vehicles (%)	0%	5%	6%	5%	3%	3%	6%	0%	1%	4%	5%	8%
Adj. Flow (vph)	11	90	313	71	55	252	428	50	125	45	439	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	101	313	71	55	252	428	50	170	0	439	161
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			20			20
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	43
Future Volume (vph)	43
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Right Turn on Red	Yes
Satd. Flow (RTOR)	146
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.71
Heavy Vehicles (%)	3%
Adj. Flow (vph)	61
Shared Lane Traffic (%)	
Lane Group Flow (vph)	61
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4			8	
Detector Phase	1	1	6	6	5	2	2	7	4		3	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.8	13.8	36.8	36.8	13.8	37.8	37.8	13.8	30.0		13.8	30.0
Total Split (s)	14.1	14.1	42.9	42.9	13.9	42.7	42.7	13.9	30.0		43.2	59.3
Total Split (%)	10.8%	10.8%	33.0%	33.0%	10.7%	32.8%	32.8%	10.7%	23.1%		33.2%	45.6%
Maximum Green (s)	7.3	7.3	36.1	36.1	7.1	35.9	35.9	7.1	23.2		36.4	52.5
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max	Max	None	Max	Max	None	None		None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)			23.0	23.0		24.0	24.0		28.0			28.0
Pedestrian Calls (#/hr)			6	6		2	2		0			0
Act Effct Green (s)		45.3	39.6	39.6	43.3	36.2	36.2	22.4	15.3		49.3	38.5
Actuated g/C Ratio		0.40	0.35	0.35	0.38	0.32	0.32	0.20	0.13		0.43	0.34
v/c Ratio		0.22	0.26	0.11	0.12	0.23	0.56	0.18	0.67		0.81	0.27
Control Delay		23.3	30.6	0.3	22.6	31.1	6.3	23.2	57.8		36.5	28.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		23.3	30.6	0.3	22.6	31.1	6.3	23.2	57.8		36.5	28.9
LOS		C	C	A	C	C	A	C	E		D	C
Approach Delay			24.6			16.0			49.9			31.3
Approach LOS			C			B			D			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 113.4			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 26.4		Intersection LOS: C	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4:



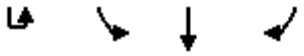
Lane Group	SBR
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	30.0
Total Split (s)	59.3
Total Split (%)	45.6%
Maximum Green (s)	52.5
Yellow Time (s)	4.8
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	28.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	38.5
Actuated g/C Ratio	0.34
v/c Ratio	0.10
Control Delay	0.3
Queue Delay	0.0
Total Delay	0.3
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	101	313	71	55	252	428	50	170	439	161	61
v/c Ratio	0.22	0.26	0.11	0.12	0.23	0.56	0.18	0.67	0.81	0.27	0.10
Control Delay	23.3	30.6	0.3	22.6	31.1	6.3	23.2	57.8	36.5	28.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	30.6	0.3	22.6	31.1	6.3	23.2	57.8	36.5	28.9	0.3
Queue Length 50th (ft)	42	88	0	22	70	0	21	111	236	88	0
Queue Length 95th (ft)	63	125	0	58	113	85	29	169	332	141	0
Internal Link Dist (ft)		1207			1671			3245		835	
Turn Bay Length (ft)	160		110	240		300	150				250
Base Capacity (vph)	458	1189	652	441	1119	771	282	379	632	821	810
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.26	0.11	0.12	0.23	0.56	0.18	0.45	0.69	0.20	0.08

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	3	454	366	838	4	58	277	300	1	391	921	79
Future Volume (vph)	3	454	366	838	4	58	277	300	1	391	921	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		400		400		430		430		640		500
Storage Lanes		1		2		2		1		3		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	0.86	0.86	0.88	0.95	0.97	0.95	1.00	0.91	0.94	0.91	1.00
Ped Bike Factor								0.98				0.99
Frt				0.850				0.850				0.850
Flt Protected		0.950	0.992			0.950				0.950		
Satd. Flow (prot)	0	3045	3152	2787	0	3438	3343	1524	0	4896	5036	1583
Flt Permitted		0.950	0.992			0.950				0.950		
Satd. Flow (perm)	0	3045	3152	2787	0	3438	3343	1501	0	4896	5036	1563
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)								268				135
Link Speed (mph)			35				35				45	
Link Distance (ft)			896				1268				833	
Travel Time (s)			17.5				24.7				12.6	
Confl. Peds. (#/hr)								4				
Confl. Bikes (#/hr)				2								1
Peak Hour Factor	0.25	0.84	0.88	0.96	0.75	0.89	0.93	0.85	0.25	0.93	0.94	0.83
Heavy Vehicles (%)	0%	2%	3%	2%	0%	2%	8%	6%	0%	4%	3%	2%
Adj. Flow (vph)	12	540	416	873	5	65	298	353	4	420	980	95
Shared Lane Traffic (%)		14%										
Lane Group Flow (vph)	0	476	492	873	0	70	298	353	0	424	980	95
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			24				24				36	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	2	1	1	1	2	1	1	1	2	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94				94	
Detector 2 Size(ft)			6				6				6	
Detector 2 Type			Cl+Ex				Cl+Ex				Cl+Ex	
Detector 2 Channel												

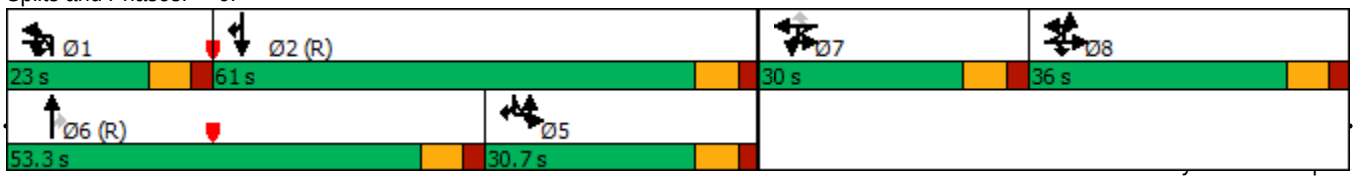


Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	260	1574	189
Future Volume (vph)	3	260	1574	189
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		480		680
Storage Lanes		2		2
Taper Length (ft)		25		
Lane Util. Factor	0.91	0.97	0.91	0.88
Ped Bike Factor				
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3340	5036	2682
Flt Permitted		0.950		
Satd. Flow (perm)	0	3340	5036	2682
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)			45	
Link Distance (ft)			703	
Travel Time (s)			10.7	
Confl. Peds. (#/hr)				2
Confl. Bikes (#/hr)				3
Peak Hour Factor	0.25	0.77	0.94	0.71
Heavy Vehicles (%)	0%	5%	3%	6%
Adj. Flow (vph)	12	338	1674	266
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	350	1674	266
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			36	
Link Offset(ft)			0	
Crosswalk Width(ft)			16	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	2	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94	
Detector 2 Size(ft)			6	
Detector 2 Type			Cl+Ex	
Detector 2 Channel				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Detector 2 Extend (s)			0.0				0.0				0.0	
Turn Type	Split	Split	NA	pt+ov	Split	Split	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	8	8	8	8 1!	7	7	7		1!	1!	6	
Permitted Phases								7				6
Detector Phase	8	8	8	8 1	7	7	7	7	1	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	35.0	35.0	35.0		30.0	30.0	30.0	30.0	14.2	14.2	37.2	37.2
Total Split (s)	36.0	36.0	36.0		30.0	30.0	30.0	30.0	23.0	23.0	53.3	53.3
Total Split (%)	24.0%	24.0%	24.0%		20.0%	20.0%	20.0%	20.0%	15.3%	15.3%	35.5%	35.5%
Maximum Green (s)	28.8	28.8	28.8		22.8	22.8	22.8	22.8	15.8	15.8	46.1	46.1
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.4	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2			7.2	7.2	7.2		7.2	7.2	7.2
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None	None	None	None	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	36.0	36.0	36.0		51.0	51.0	51.0	51.0			23.0	23.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)		32.1	32.1	55.1		19.5	19.5	19.5		15.7	46.1	46.1
Actuated g/C Ratio		0.21	0.21	0.37		0.13	0.13	0.13		0.10	0.31	0.31
v/c Ratio		0.73	0.73	0.85		0.16	0.69	0.82		0.83	0.63	0.17
Control Delay		63.0	62.7	53.6		57.5	70.5	32.5		79.9	46.9	2.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		63.0	62.7	53.6		57.5	70.5	32.5		79.9	46.9	2.2
LOS		E	E	D		E	E	C		E	D	A
Approach Delay			58.5				50.6				53.4	
Approach LOS			E				D				D	

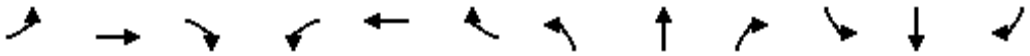
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 82 (55%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 55.2		Intersection LOS: E	
Intersection Capacity Utilization 115.2%		ICU Level of Service H	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 6:



Lane Group	SBU	SBL	SBT	SBR
Detector 2 Extend (s)			0.0	
Turn Type	Prot	Prot	NA	custom
Protected Phases	5	5	2	2 5!
Permitted Phases				
Detector Phase	5	5	2	2 5
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	
Minimum Split (s)	14.2	14.2	55.0	
Total Split (s)	30.7	30.7	61.0	
Total Split (%)	20.5%	20.5%	40.7%	
Maximum Green (s)	23.5	23.5	53.8	
Yellow Time (s)	4.8	4.8	4.8	
All-Red Time (s)	2.4	2.4	2.4	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		7.2	7.2	
Lead/Lag	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	
Walk Time (s)			7.0	
Flash Dont Walk (s)			43.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		23.5	53.9	53.9
Actuated g/C Ratio		0.16	0.36	0.36
v/c Ratio		0.67	0.93	0.28
Control Delay		66.6	55.9	35.2
Queue Delay		0.0	0.0	0.0
Total Delay		66.6	55.9	35.2
LOS		E	E	D
Approach Delay			55.1	
Approach LOS			E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	476	492	873	70	298	353	424	980	95	350	1674	266
v/c Ratio	0.73	0.73	0.85	0.16	0.69	0.82	0.83	0.63	0.17	0.67	0.93	0.28
Control Delay	63.0	62.7	53.6	57.5	70.5	32.5	79.9	46.9	2.2	66.6	55.9	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	62.7	53.6	57.5	70.5	32.5	79.9	46.9	2.2	66.6	55.9	35.2
Queue Length 50th (ft)	256	265	450	31	147	81	146	303	0	168	575	105
Queue Length 95th (ft)	311	337	#597	54	197	173	#196	354	6	188	645	112
Internal Link Dist (ft)		816			1188			753			623	
Turn Bay Length (ft)	400		400	430		430	640		500	480		680
Base Capacity (vph)	652	675	1024	522	508	455	515	1547	573	523	1808	962
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.73	0.85	0.13	0.59	0.78	0.82	0.63	0.17	0.67	0.93	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations													
Traffic Vol, veh/h	1	0	0	1	45	0	48	23	512	8	1	577	14
Future Vol, veh/h	1	0	0	1	45	0	48	23	512	8	1	577	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	170	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	92	92	25	75	92	50	75	94	50	25	84	46
Heavy Vehicles, %	0	0	0	0	0	0	0	0	3	0	0	3	0
Mvmt Flow	4	0	0	4	60	0	96	31	545	16	4	687	30

Major/Minor	Minor1			Minor2				Major1			Major2		
Conflicting Flow All	967	1340	281	0	1045	1333	359	717	0	0	561	0	0
Stage 1	615	615	-	0	710	710	-	-	-	-	-	-	-
Stage 2	352	725	-	0	335	623	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	-	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	212	154	722	0	186	155	643	893	-	-	1020	-	-
Stage 1	450	485	-	0	395	440	-	-	-	-	-	-	-
Stage 2	643	433	-	0	658	481	-	-	-	-	-	-	-
Platoon blocked, %				-					-	-		-	-
Mov Cap-1 Maneuver	175	148	722	0	180	148	643	893	-	-	1020	-	-
Mov Cap-2 Maneuver	175	148	-	0	180	148	-	-	-	-	-	-	-
Stage 1	434	468	-	0	381	437	-	-	-	-	-	-	-
Stage 2	543	430	-	0	635	464	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	26.1	26.1	0.5	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1020	-	-	175	323	893	-	-
HCM Lane V/C Ratio	0.004	-	-	0.023	0.483	0.034	-	-
HCM Control Delay (s)	8.5	0	-	26.1	26.1	9.2	-	-
HCM Lane LOS	A	A	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.5	0.1	-	-

No-Build Conditions PM

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	84	11	155	16	15	19	3	132	140	6	1	156	75
Future Vol, veh/h	84	11	155	16	15	19	3	132	140	6	1	156	75
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	7	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	90	-	-	-	-	-	-	280	-	150	150	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	73	56	83	65	60	94	50	88	82	62	25	91	79
Heavy Vehicles, %	3	0	6	0	0	0	0	1	3	0	0	0	2
Mvmt Flow	115	20	187	25	25	20	6	150	171	10	4	171	95

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	589	679	88	596	764	93	171	266	0	0	188	0	0
Stage 1	179	179	-	490	490	-	-	-	-	-	-	-	-
Stage 2	410	500	-	106	274	-	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.5	7.02	7.5	6.5	6.9	6.4	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.56	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4	3.36	3.5	4	3.3	2.5	2.21	-	-	2.2	-	-
Pot Cap-1 Maneuver	390	376	940	392	336	952	1127	1302	-	-	1398	-	-
Stage 1	802	755	-	534	552	-	-	-	-	-	-	-	-
Stage 2	587	546	-	894	687	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	323	327	938	269	292	946	1283	1283	-	-	1389	-	-
Mov Cap-2 Maneuver	323	327	-	269	292	-	-	-	-	-	-	-	-
Stage 1	704	753	-	466	481	-	-	-	-	-	-	-	-
Stage 2	478	476	-	694	685	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	17.7	3.8	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1283	-	-	323	796	352	1389	-	-
HCM Lane V/C Ratio	0.122	-	-	0.356	0.259	0.198	0.003	-	-
HCM Control Delay (s)	8.2	-	-	22.2	11.1	17.7	7.6	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	1.6	1	0.7	0	-	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	18	58	368	74	30	383	519	80	117	33	409	109
Future Volume (vph)	18	58	368	74	30	383	519	80	117	33	409	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160		110	240		300	150		0	0	
Storage Lanes		1		1	1		1	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.98								
Frt				0.850			0.850		0.965			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1772	3539	1583	1805	3574	1583	1805	1792	0	1770	1810
Flt Permitted		0.427			0.489			0.674			0.328	
Satd. Flow (perm)	0	796	3539	1548	929	3574	1583	1281	1792	0	611	1810
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				203			618		10			
Link Speed (mph)			30			30			35			35
Link Distance (ft)			1287			1751			3325			921
Travel Time (s)			29.3			39.8			64.8			17.9
Confl. Peds. (#/hr)				1								
Peak Hour Factor	0.70	0.82	0.90	0.92	0.55	0.89	0.84	0.73	0.86	0.81	0.87	0.84
Heavy Vehicles (%)	7%	0%	2%	2%	0%	1%	2%	0%	3%	0%	2%	5%
Adj. Flow (vph)	26	71	409	80	55	430	618	110	136	41	470	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	409	80	55	430	618	110	177	0	470	130
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			20			20
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

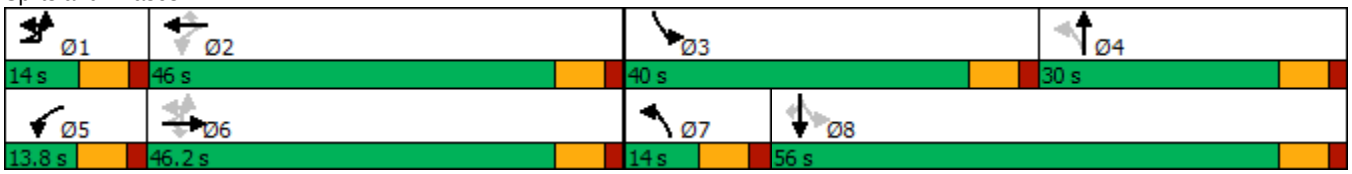
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	69
Future Volume (vph)	69
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1563
Right Turn on Red	Yes
Satd. Flow (RTOR)	146
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.72
Heavy Vehicles (%)	2%
Adj. Flow (vph)	96
Shared Lane Traffic (%)	
Lane Group Flow (vph)	96
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4			8	
Detector Phase	1	1	6	6	5	2	2	7	4		3	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.8	13.8	36.8	36.8	13.8	37.8	37.8	13.8	30.0		13.8	30.0
Total Split (s)	14.0	14.0	46.2	46.2	13.8	46.0	46.0	14.0	30.0		40.0	56.0
Total Split (%)	10.8%	10.8%	35.5%	35.5%	10.6%	35.4%	35.4%	10.8%	23.1%		30.8%	43.1%
Maximum Green (s)	7.2	7.2	39.4	39.4	7.0	39.2	39.2	7.2	23.2		33.2	49.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max	Max	None	Max	Max	None	None		None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)			23.0	23.0		24.0	24.0		28.0			28.0
Pedestrian Calls (#/hr)			1	1		0	0		0			1
Act Effct Green (s)		48.4	42.8	42.8	46.5	39.5	39.5	23.4	16.2		51.3	37.2
Actuated g/C Ratio		0.41	0.36	0.36	0.39	0.33	0.33	0.20	0.14		0.43	0.31
v/c Ratio		0.25	0.32	0.12	0.13	0.36	0.66	0.39	0.70		0.87	0.23
Control Delay		23.4	31.0	0.3	22.4	32.5	6.4	27.9	61.4		43.2	30.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		23.4	31.0	0.3	22.4	32.5	6.4	27.9	61.4		43.2	30.1
LOS		C	C	A	C	C	A	C	E		D	C
Approach Delay			25.5			17.4			48.6			35.0
Approach LOS			C			B			D			D

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 118.5
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 27.1 Intersection LOS: C
Intersection Capacity Utilization 84.3% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4:



Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	30.0
Total Split (s)	56.0
Total Split (%)	43.1%
Maximum Green (s)	49.2
Yellow Time (s)	4.8
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	28.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	37.2
Actuated g/C Ratio	0.31
v/c Ratio	0.16
Control Delay	1.4
Queue Delay	0.0
Total Delay	1.4
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	97	409	80	55	430	618	110	177	470	130	96
v/c Ratio	0.25	0.32	0.12	0.13	0.36	0.66	0.39	0.70	0.87	0.23	0.16
Control Delay	23.4	31.0	0.3	22.4	32.5	6.4	27.9	61.4	43.2	30.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	31.0	0.3	22.4	32.5	6.4	27.9	61.4	43.2	30.1	1.4
Queue Length 50th (ft)	43	125	0	24	132	0	50	125	270	73	0
Queue Length 95th (ft)	80	191	0	33	198	51	68	196	357	112	0
Internal Link Dist (ft)		1207			1671			3245		841	
Turn Bay Length (ft)	160		110	240		300	150				250
Base Capacity (vph)	384	1277	688	417	1190	939	285	361	591	756	738
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.32	0.12	0.13	0.36	0.66	0.39	0.49	0.80	0.17	0.13

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	6	294	316	567	14	79	459	343	10	1004	1710	53
Future Volume (vph)	6	294	316	567	14	79	459	343	10	1004	1710	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		400		400		430		430		640		500
Storage Lanes		1		2		2		1		3		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	0.86	0.86	0.88	0.95	0.97	0.95	1.00	0.91	0.94	0.91	1.00
Ped Bike Factor												0.99
Frt				0.850				0.850				0.850
Flt Protected		0.950	0.996			0.950				0.950		
Satd. Flow (prot)	0	3105	3196	2787	0	3447	3574	1568	0	5040	5136	1538
Flt Permitted		0.950	0.996			0.950				0.950		
Satd. Flow (perm)	0	3105	3196	2787	0	3447	3574	1568	0	5040	5136	1515
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)								187				113
Link Speed (mph)			35				35				45	
Link Distance (ft)			936				1267				751	
Travel Time (s)			18.2				24.7				11.4	
Confl. Bikes (#/hr)												5
Peak Hour Factor	0.25	0.97	0.95	0.91	0.55	0.79	0.71	0.82	0.67	0.81	0.89	0.81
Heavy Vehicles (%)	0%	0%	2%	2%	0%	2%	1%	3%	0%	1%	1%	5%
Adj. Flow (vph)	24	303	333	623	25	100	646	418	15	1240	1921	65
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	297	363	623	0	125	646	418	0	1255	1921	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			24				24				36	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	2	1	1	1	2	1	1	1	2	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94				94	
Detector 2 Size(ft)			6				6				6	
Detector 2 Type			Cl+Ex				Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0				0.0	

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	5	270	1322	461
Future Volume (vph)	5	270	1322	461
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		480		680
Storage Lanes		2		2
Taper Length (ft)		25		
Lane Util. Factor	0.91	0.97	0.91	0.88
Ped Bike Factor				
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3468	5136	2814
Flt Permitted		0.950		
Satd. Flow (perm)	0	3468	5136	2814
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)			45	
Link Distance (ft)			703	
Travel Time (s)			10.7	
Confl. Bikes (#/hr)				
Peak Hour Factor	0.50	0.90	0.91	0.78
Heavy Vehicles (%)	0%	1%	1%	1%
Adj. Flow (vph)	10	300	1453	591
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	310	1453	591
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			36	
Link Offset(ft)			0	
Crosswalk Width(ft)			16	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	2	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94	
Detector 2 Size(ft)			6	
Detector 2 Type			Cl+Ex	
Detector 2 Channel				
Detector 2 Extend (s)			0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Turn Type	Split	Split	NA	pt+ov	Split	Split	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	8	8	8	8 1!	7	7	7		1!	1!	6	
Permitted Phases								7				6
Detector Phase	8	8	8	8 1	7	7	7	7	1	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	35.0	35.0	35.0		34.0	34.0	34.0	34.0	14.2	14.2	37.2	37.2
Total Split (s)	35.0	35.0	35.0		37.0	37.0	37.0	37.0	50.8	50.8	81.2	81.2
Total Split (%)	19.4%	19.4%	19.4%		20.6%	20.6%	20.6%	20.6%	28.2%	28.2%	45.1%	45.1%
Maximum Green (s)	27.8	27.8	27.8		29.8	29.8	29.8	29.8	43.6	43.6	74.0	74.0
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.4	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2			7.2	7.2	7.2		7.2	7.2	7.2
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None	None	None	None	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	36.0	36.0	36.0		51.0	51.0	51.0	51.0			23.0	23.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)		27.8	27.8	78.6		29.8	29.8	29.8		43.6	74.0	74.0
Actuated g/C Ratio		0.15	0.15	0.44		0.17	0.17	0.17		0.24	0.41	0.41
v/c Ratio		0.62	0.74	0.51		0.22	1.09	1.01		1.03	0.91	0.09
Control Delay		77.5	82.5	38.6		66.2	131.7	85.3		98.5	57.3	0.3
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		77.5	82.5	38.6		66.2	131.7	85.3		98.5	57.3	0.3
LOS		E	F	D		E	F	F		F	E	A
Approach Delay			60.0				108.5				72.1	
Approach LOS			E				F				E	

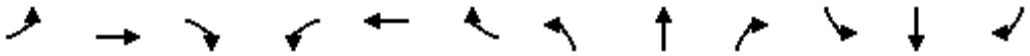
Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 4 (2%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 76.9 Intersection LOS: E
Intersection Capacity Utilization 101.4% ICU Level of Service G
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 6:

Lane Group	SBU	SBL	SBT	SBR
Turn Type	Prot	Prot	NA	custom
Protected Phases	5	5	2	2 5!
Permitted Phases				
Detector Phase	5	5	2	2 5
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	
Minimum Split (s)	14.2	14.2	57.2	
Total Split (s)	26.8	26.8	57.2	
Total Split (%)	14.9%	14.9%	31.8%	
Maximum Green (s)	19.6	19.6	50.0	
Yellow Time (s)	4.8	4.8	4.8	
All-Red Time (s)	2.4	2.4	2.4	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		7.2	7.2	
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	
Walk Time (s)			7.0	
Flash Dont Walk (s)			43.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		19.6	50.0	69.6
Actuated g/C Ratio		0.11	0.28	0.39
v/c Ratio		0.82	1.02	0.54
Control Delay		96.2	91.5	29.9
Queue Delay		0.0	0.0	0.0
Total Delay		96.2	91.5	29.9
LOS		F	F	C
Approach Delay			76.6	
Approach LOS			E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	297	363	623	125	646	418	1255	1921	65	310	1453	591
v/c Ratio	0.62	0.74	0.51	0.22	1.09	1.01	1.03	0.91	0.09	0.82	1.02	0.54
Control Delay	77.5	82.5	38.6	66.2	131.7	85.3	98.5	57.3	0.3	96.2	91.5	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.5	82.5	38.6	66.2	131.7	85.3	98.5	57.3	0.3	96.2	91.5	29.9
Queue Length 50th (ft)	193	241	302	67	~450	~309	~558	780	0	188	~662	216
Queue Length 95th (ft)	256	311	369	89	373	#438	#525	830	0	#261	#758	221
Internal Link Dist (ft)		856			1187			671			623	
Turn Bay Length (ft)	400		400	430		430	640		500	480		680
Base Capacity (vph)	479	493	1216	570	591	415	1220	2111	689	377	1426	1088
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.74	0.51	0.22	1.09	1.01	1.03	0.91	0.09	0.82	1.02	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	5	0	4	50	0	36	53	571	3	1	664	69
Future Vol, veh/h	5	0	4	50	0	36	53	571	3	1	664	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	170	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	38	71	71	81	79	92	25	25	90	69
Heavy Vehicles, %	50	0	0	3	0	0	0	3	50	0	2	2
Mvmt Flow	10	0	11	70	0	44	67	621	12	4	738	100

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1138	1607	317	1241	1563	419	838	0	0	633	0	0
Stage 1	761	761	-	796	796	-	-	-	-	-	-	-
Stage 2	377	846	-	445	767	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.5	6.9	7.56	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.5	5.5	-	6.56	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.5	-	6.56	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4	3.3	3.53	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	108	106	685	130	113	589	805	-	-	960	-	-
Stage 1	273	417	-	344	402	-	-	-	-	-	-	-
Stage 2	502	381	-	559	414	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	93	96	685	119	103	589	805	-	-	960	-	-
Mov Cap-2 Maneuver	93	96	-	119	103	-	-	-	-	-	-	-
Stage 1	250	382	-	315	399	-	-	-	-	-	-	-
Stage 2	460	378	-	505	380	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	29.6	60.2	0.9	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	960	-	-	167	172	805	-	-
HCM Lane V/C Ratio	0.004	-	-	0.123	0.668	0.083	-	-
HCM Control Delay (s)	8.8	-	-	29.6	60.2	9.9	-	-
HCM Lane LOS	A	-	-	D	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	3.9	0.3	-	-

Build Conditions Alternative 1 AM

Intersection	
Intersection Delay, s/veh	4.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	281	41	396	290
Demand Flow Rate, veh/h	293	45	412	301
Vehicles Circulating, veh/h	254	454	121	205
Vehicles Exiting, veh/h	252	79	426	294
Ped Vol Crossing Leg, #/h	0	3	0	2
Ped Cap Adj	1.000	1.000	1.000	0.998
Approach Delay, s/veh	4.6	4.6	4.4	4.4
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Left	Right	Left	Right
Designated Moves	LT	R	LTR	LT	TR	LT	TR
Assumed Moves	LT	R	LTR	LT	TR	LT	TR
RT Channelized							
Lane Util	0.345	0.655	1.000	0.471	0.529	0.468	0.532
Follow-Up Headway, s	2.667	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	101	192	45	194	218	141	160
Cap Entry Lane, veh/h	1069	1144	965	1208	1281	1118	1193
Entry HV Adj Factor	0.952	0.964	0.904	0.960	0.964	0.967	0.961
Flow Entry, veh/h	96	185	41	186	210	136	154
Cap Entry, veh/h	1017	1103	872	1160	1235	1079	1145
V/C Ratio	0.095	0.168	0.047	0.161	0.170	0.126	0.134
Control Delay, s/veh	4.4	4.8	4.6	4.5	4.4	4.4	4.3
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	0	1	0	1	1	0	0

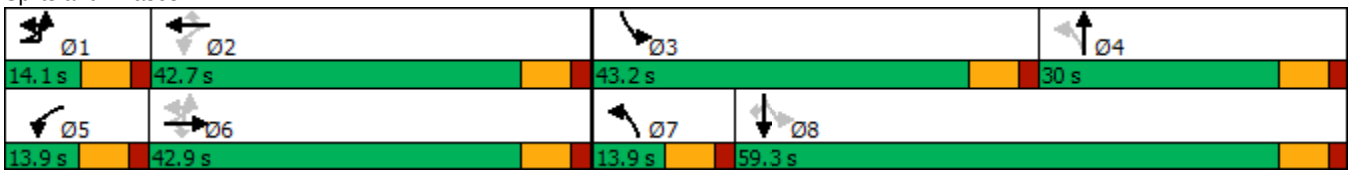
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	55	235	47	49	207	407	31	99	29	404	148
Future Volume (vph)	4	55	235	47	49	207	407	31	99	29	404	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160		110	240		300	150		0	0	
Storage Lanes		1		1	1		1	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.98			0.99					
Frt				0.850			0.850		0.960			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1728	3406	1538	1752	3505	1524	1805	1792	0	1719	1759
Flt Permitted		0.569			0.562			0.655			0.366	
Satd. Flow (perm)	0	1035	3406	1509	1037	3505	1502	1244	1792	0	662	1759
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				203			428		12			
Link Speed (mph)			30			30			35			35
Link Distance (ft)			1287			1751			3325			915
Travel Time (s)			29.3			39.8			64.8			17.8
Confl. Peds. (#/hr)				4			2					
Confl. Bikes (#/hr)				2								
Peak Hour Factor	0.38	0.61	0.75	0.66	0.89	0.82	0.95	0.62	0.79	0.64	0.92	0.92
Heavy Vehicles (%)	0%	5%	6%	5%	3%	3%	6%	0%	1%	4%	5%	8%
Adj. Flow (vph)	11	90	313	71	55	252	428	50	125	45	439	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	101	313	71	55	252	428	50	170	0	439	161
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			20			20
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	43
Future Volume (vph)	43
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Right Turn on Red	Yes
Satd. Flow (RTOR)	146
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.71
Heavy Vehicles (%)	3%
Adj. Flow (vph)	61
Shared Lane Traffic (%)	
Lane Group Flow (vph)	61
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4			8	
Detector Phase	1	1	6	6	5	2	2	7	4		3	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.8	13.8	36.8	36.8	13.8	37.8	37.8	13.8	30.0		13.8	30.0
Total Split (s)	14.1	14.1	42.9	42.9	13.9	42.7	42.7	13.9	30.0		43.2	59.3
Total Split (%)	10.8%	10.8%	33.0%	33.0%	10.7%	32.8%	32.8%	10.7%	23.1%		33.2%	45.6%
Maximum Green (s)	7.3	7.3	36.1	36.1	7.1	35.9	35.9	7.1	23.2		36.4	52.5
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max	Max	None	Max	Max	None	None		None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)			23.0	23.0		24.0	24.0		28.0			28.0
Pedestrian Calls (#/hr)			6	6		2	2		0			0
Act Effct Green (s)		45.3	39.6	39.6	43.3	36.2	36.2	22.4	15.3		49.3	38.5
Actuated g/C Ratio		0.40	0.35	0.35	0.38	0.32	0.32	0.20	0.13		0.43	0.34
v/c Ratio		0.22	0.26	0.11	0.12	0.23	0.56	0.18	0.67		0.81	0.27
Control Delay		23.3	30.6	0.3	22.6	31.1	6.3	23.2	57.8		36.5	28.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		23.3	30.6	0.3	22.6	31.1	6.3	23.2	57.8		36.5	28.9
LOS		C	C	A	C	C	A	C	E		D	C
Approach Delay			24.6			16.0			49.9			31.3
Approach LOS			C			B			D			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 113.4			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 26.4		Intersection LOS: C	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4:



Lane Group	SBR
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	30.0
Total Split (s)	59.3
Total Split (%)	45.6%
Maximum Green (s)	52.5
Yellow Time (s)	4.8
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	28.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	38.5
Actuated g/C Ratio	0.34
v/c Ratio	0.10
Control Delay	0.3
Queue Delay	0.0
Total Delay	0.3
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	101	313	71	55	252	428	50	170	439	161	61
v/c Ratio	0.22	0.26	0.11	0.12	0.23	0.56	0.18	0.67	0.81	0.27	0.10
Control Delay	23.3	30.6	0.3	22.6	31.1	6.3	23.2	57.8	36.5	28.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	30.6	0.3	22.6	31.1	6.3	23.2	57.8	36.5	28.9	0.3
Queue Length 50th (ft)	42	88	0	22	70	0	21	111	236	88	0
Queue Length 95th (ft)	63	125	0	58	113	85	29	169	332	141	0
Internal Link Dist (ft)		1207			1671			3245		835	
Turn Bay Length (ft)	160		110	240		300	150				250
Base Capacity (vph)	458	1189	659	441	1119	771	282	379	632	821	810
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.26	0.11	0.12	0.23	0.56	0.18	0.45	0.69	0.20	0.08

Intersection Summary

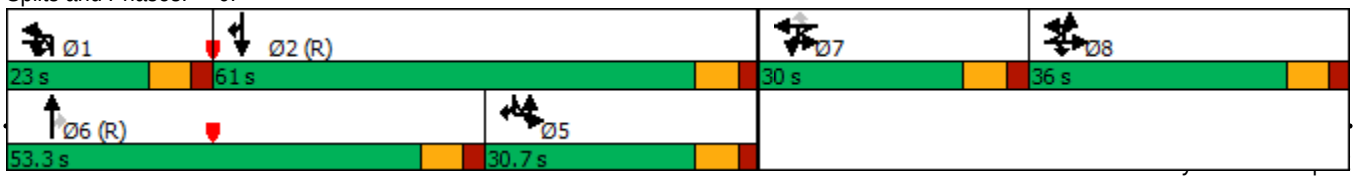
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	3	454	366	838	4	58	277	300	1	391	921	79
Future Volume (vph)	3	454	366	838	4	58	277	300	1	391	921	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		400		400		430		430		640		500
Storage Lanes		1		2		2		1		3		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	0.86	0.86	0.88	0.95	0.97	0.95	1.00	0.91	0.94	0.91	1.00
Ped Bike Factor								0.98				0.99
Frt				0.850				0.850				0.850
Flt Protected		0.950	0.992			0.950				0.950		
Satd. Flow (prot)	0	3045	3152	2787	0	3438	3343	1524	0	4896	5036	1583
Flt Permitted		0.950	0.992			0.950				0.950		
Satd. Flow (perm)	0	3045	3152	2787	0	3438	3343	1501	0	4896	5036	1563
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)								268				135
Link Speed (mph)			35				35				45	
Link Distance (ft)			896				1268				833	
Travel Time (s)			17.5				24.7				12.6	
Confl. Peds. (#/hr)								4				
Confl. Bikes (#/hr)				2								1
Peak Hour Factor	0.25	0.84	0.88	0.96	0.75	0.89	0.93	0.85	0.25	0.93	0.94	0.83
Heavy Vehicles (%)	0%	2%	3%	2%	0%	2%	8%	6%	0%	4%	3%	2%
Adj. Flow (vph)	12	540	416	873	5	65	298	353	4	420	980	95
Shared Lane Traffic (%)		14%										
Lane Group Flow (vph)	0	476	492	873	0	70	298	353	0	424	980	95
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			24				24				36	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	2	1	1	1	2	1	1	1	2	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94				94	
Detector 2 Size(ft)			6				6				6	
Detector 2 Type			Cl+Ex				Cl+Ex				Cl+Ex	
Detector 2 Channel												

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	260	1574	189
Future Volume (vph)	3	260	1574	189
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		480		680
Storage Lanes		2		2
Taper Length (ft)		25		
Lane Util. Factor	0.91	0.97	0.91	0.88
Ped Bike Factor				
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3340	5036	2682
Flt Permitted		0.950		
Satd. Flow (perm)	0	3340	5036	2682
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)			45	
Link Distance (ft)			703	
Travel Time (s)			10.7	
Confl. Peds. (#/hr)				2
Confl. Bikes (#/hr)				3
Peak Hour Factor	0.25	0.77	0.94	0.71
Heavy Vehicles (%)	0%	5%	3%	6%
Adj. Flow (vph)	12	338	1674	266
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	350	1674	266
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			36	
Link Offset(ft)			0	
Crosswalk Width(ft)			16	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	2	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94	
Detector 2 Size(ft)			6	
Detector 2 Type			Cl+Ex	
Detector 2 Channel				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Detector 2 Extend (s)			0.0				0.0				0.0	
Turn Type	Split	Split	NA	pt+ov	Split	Split	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	8	8	8	8 1!	7	7	7		1!	1!	6	
Permitted Phases								7				6
Detector Phase	8	8	8	8 1	7	7	7	7	1	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	35.0	35.0	35.0		30.0	30.0	30.0	30.0	14.2	14.2	37.2	37.2
Total Split (s)	36.0	36.0	36.0		30.0	30.0	30.0	30.0	23.0	23.0	53.3	53.3
Total Split (%)	24.0%	24.0%	24.0%		20.0%	20.0%	20.0%	20.0%	15.3%	15.3%	35.5%	35.5%
Maximum Green (s)	28.8	28.8	28.8		22.8	22.8	22.8	22.8	15.8	15.8	46.1	46.1
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.4	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2			7.2	7.2	7.2		7.2	7.2	7.2
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None	None	None	None	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	36.0	36.0	36.0		51.0	51.0	51.0	51.0			23.0	23.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)		32.1	32.1	55.1		19.5	19.5	19.5		15.7	46.1	46.1
Actuated g/C Ratio		0.21	0.21	0.37		0.13	0.13	0.13		0.10	0.31	0.31
v/c Ratio		0.73	0.73	0.85		0.16	0.69	0.82		0.83	0.63	0.17
Control Delay		63.0	62.7	53.6		57.5	70.5	32.5		79.9	46.9	2.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		63.0	62.7	53.6		57.5	70.5	32.5		79.9	46.9	2.2
LOS		E	E	D		E	E	C		E	D	A
Approach Delay			58.5				50.6				53.4	
Approach LOS			E				D				D	

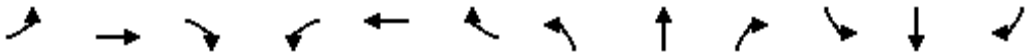
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 82 (55%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 55.2		Intersection LOS: E	
Intersection Capacity Utilization 115.2%		ICU Level of Service H	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 6:



Lane Group	SBU	SBL	SBT	SBR
Detector 2 Extend (s)			0.0	
Turn Type	Prot	Prot	NA	custom
Protected Phases	5	5	2	2 5!
Permitted Phases				
Detector Phase	5	5	2	2 5
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	
Minimum Split (s)	14.2	14.2	55.0	
Total Split (s)	30.7	30.7	61.0	
Total Split (%)	20.5%	20.5%	40.7%	
Maximum Green (s)	23.5	23.5	53.8	
Yellow Time (s)	4.8	4.8	4.8	
All-Red Time (s)	2.4	2.4	2.4	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		7.2	7.2	
Lead/Lag	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	
Walk Time (s)			7.0	
Flash Dont Walk (s)			43.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		23.5	53.9	53.9
Actuated g/C Ratio		0.16	0.36	0.36
v/c Ratio		0.67	0.93	0.28
Control Delay		66.6	55.9	35.2
Queue Delay		0.0	0.0	0.0
Total Delay		66.6	55.9	35.2
LOS		E	E	D
Approach Delay			55.1	
Approach LOS			E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	476	492	873	70	298	353	424	980	95	350	1674	266
v/c Ratio	0.73	0.73	0.85	0.16	0.69	0.82	0.83	0.63	0.17	0.67	0.93	0.28
Control Delay	63.0	62.7	53.6	57.5	70.5	32.5	79.9	46.9	2.2	66.6	55.9	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	62.7	53.6	57.5	70.5	32.5	79.9	46.9	2.2	66.6	55.9	35.2
Queue Length 50th (ft)	256	265	450	31	147	81	146	303	0	168	575	105
Queue Length 95th (ft)	311	337	#597	54	197	173	#196	354	6	188	645	112
Internal Link Dist (ft)		816			1188			753			623	
Turn Bay Length (ft)	400		400	430		430	640		500	480		680
Base Capacity (vph)	652	675	1024	522	508	455	515	1547	573	523	1808	962
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.73	0.85	0.13	0.59	0.78	0.82	0.63	0.17	0.67	0.93	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	5.2
Intersection LOS	A

Approach	EB	WB	SE	NW
Entry Lanes	1	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	4	160	592	721
Demand Flow Rate, veh/h	4	160	608	742
Vehicles Circulating, veh/h	656	716	68	39
Vehicles Exiting, veh/h	20	65	808	621
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.5	6.0	4.9	5.2
Approach LOS	A	A	A	A

Lane	Left	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	LT	R	LT	TR	LT	TR
Assumed Moves	LTR	LT	R	LT	TR	LT	TR
RT Channelized							
Lane Util	1.000	0.400	0.600	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	4	64	96	286	322	349	393
Cap Entry Lane, veh/h	813	699	773	1268	1340	1302	1374
Entry HV Adj Factor	1.000	1.000	1.000	0.972	0.974	0.971	0.973
Flow Entry, veh/h	4	64	96	278	314	339	382
Cap Entry, veh/h	813	699	773	1233	1305	1265	1337
V/C Ratio	0.005	0.092	0.124	0.226	0.240	0.268	0.286
Control Delay, s/veh	4.5	6.1	5.9	4.9	4.8	5.2	5.2
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	1	1	1	1

Build Conditions Alternative 1 PM

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	322	70	337	270
Demand Flow Rate, veh/h	336	70	344	272
Vehicles Circulating, veh/h	206	451	142	207
Vehicles Exiting, veh/h	273	34	400	314
Ped Vol Crossing Leg, #/h	0	7	2	0
Ped Cap Adj	1.000	0.999	0.998	1.000
Approach Delay, s/veh	4.5	4.4	4.2	4.2
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Left	Right	Left	Right
Designated Moves	LT	R	LTR	LT	TR	LT	TR
Assumed Moves	LT	R	LTR	LT	TR	LT	TR
RT Channelized							
Lane Util	0.411	0.589	1.000	0.471	0.529	0.471	0.529
Follow-Up Headway, s	2.667	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	138	198	70	162	182	128	144
Cap Entry Lane, veh/h	1117	1192	968	1185	1259	1116	1191
Entry HV Adj Factor	0.978	0.944	1.000	0.977	0.981	0.991	0.994
Flow Entry, veh/h	135	187	70	158	179	127	143
Cap Entry, veh/h	1093	1126	967	1155	1232	1106	1184
V/C Ratio	0.124	0.166	0.072	0.137	0.145	0.115	0.121
Control Delay, s/veh	4.4	4.7	4.4	4.3	4.1	4.2	4.1
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	0	1	0	0	1	0	0

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	18	58	368	74	30	383	519	80	117	33	409	109
Future Volume (vph)	18	58	368	74	30	383	519	80	117	33	409	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160		110	240		300	150		0	0	
Storage Lanes		1		1	1		1	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.98								
Frt				0.850			0.850		0.965			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1772	3539	1583	1805	3574	1583	1805	1792	0	1770	1810
Flt Permitted		0.427			0.489			0.674			0.328	
Satd. Flow (perm)	0	796	3539	1548	929	3574	1583	1281	1792	0	611	1810
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				203			618		10			
Link Speed (mph)			30			30			35			35
Link Distance (ft)			1287			1751			3325			921
Travel Time (s)			29.3			39.8			64.8			17.9
Confl. Peds. (#/hr)				1								
Peak Hour Factor	0.70	0.82	0.90	0.92	0.55	0.89	0.84	0.73	0.86	0.81	0.87	0.84
Heavy Vehicles (%)	7%	0%	2%	2%	0%	1%	2%	0%	3%	0%	2%	5%
Adj. Flow (vph)	26	71	409	80	55	430	618	110	136	41	470	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	409	80	55	430	618	110	177	0	470	130
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			20			20
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

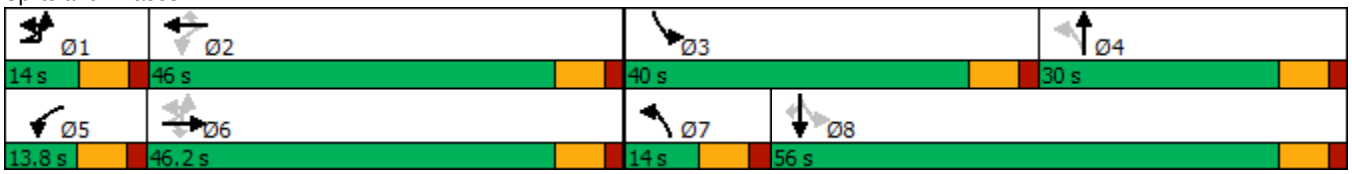
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	69
Future Volume (vph)	69
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1563
Right Turn on Red	Yes
Satd. Flow (RTOR)	146
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.72
Heavy Vehicles (%)	2%
Adj. Flow (vph)	96
Shared Lane Traffic (%)	
Lane Group Flow (vph)	96
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4			8	
Detector Phase	1	1	6	6	5	2	2	7	4		3	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.8	13.8	36.8	36.8	13.8	37.8	37.8	13.8	30.0		13.8	30.0
Total Split (s)	14.0	14.0	46.2	46.2	13.8	46.0	46.0	14.0	30.0		40.0	56.0
Total Split (%)	10.8%	10.8%	35.5%	35.5%	10.6%	35.4%	35.4%	10.8%	23.1%		30.8%	43.1%
Maximum Green (s)	7.2	7.2	39.4	39.4	7.0	39.2	39.2	7.2	23.2		33.2	49.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max	Max	None	Max	Max	None	None		None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)			23.0	23.0		24.0	24.0		28.0			28.0
Pedestrian Calls (#/hr)			1	1		0	0		0			1
Act Effct Green (s)		48.4	42.8	42.8	46.5	39.5	39.5	23.4	16.2		51.3	37.2
Actuated g/C Ratio		0.41	0.36	0.36	0.39	0.33	0.33	0.20	0.14		0.43	0.31
v/c Ratio		0.25	0.32	0.12	0.13	0.36	0.66	0.39	0.70		0.87	0.23
Control Delay		23.4	31.0	0.3	22.4	32.5	6.4	27.9	61.4		43.2	30.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		23.4	31.0	0.3	22.4	32.5	6.4	27.9	61.4		43.2	30.1
LOS		C	C	A	C	C	A	C	E		D	C
Approach Delay			25.5			17.4			48.6			35.0
Approach LOS			C			B			D			D

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 118.5
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 27.1 Intersection LOS: C
Intersection Capacity Utilization 84.3% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4:



Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	30.0
Total Split (s)	56.0
Total Split (%)	43.1%
Maximum Green (s)	49.2
Yellow Time (s)	4.8
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	28.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	37.2
Actuated g/C Ratio	0.31
v/c Ratio	0.16
Control Delay	1.4
Queue Delay	0.0
Total Delay	1.4
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	97	409	80	55	430	618	110	177	470	130	96
v/c Ratio	0.25	0.32	0.12	0.13	0.36	0.66	0.39	0.70	0.87	0.23	0.16
Control Delay	23.4	31.0	0.3	22.4	32.5	6.4	27.9	61.4	43.2	30.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	31.0	0.3	22.4	32.5	6.4	27.9	61.4	43.2	30.1	1.4
Queue Length 50th (ft)	43	125	0	24	132	0	50	125	270	73	0
Queue Length 95th (ft)	80	191	0	33	198	51	68	196	357	112	0
Internal Link Dist (ft)		1207			1671			3245		841	
Turn Bay Length (ft)	160		110	240		300	150				250
Base Capacity (vph)	384	1277	688	417	1190	939	285	361	591	756	738
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.32	0.12	0.13	0.36	0.66	0.39	0.49	0.80	0.17	0.13

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	6	294	316	567	14	79	459	343	10	1004	1710	53
Future Volume (vph)	6	294	316	567	14	79	459	343	10	1004	1710	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		400		400		430		430		640		500
Storage Lanes		1		2		2		1		3		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	0.86	0.86	0.88	0.95	0.97	0.95	1.00	0.91	0.94	0.91	1.00
Ped Bike Factor												0.99
Frt				0.850				0.850				0.850
Flt Protected		0.950	0.996			0.950				0.950		
Satd. Flow (prot)	0	3105	3196	2787	0	3447	3574	1568	0	5040	5136	1538
Flt Permitted		0.950	0.996			0.950				0.950		
Satd. Flow (perm)	0	3105	3196	2787	0	3447	3574	1568	0	5040	5136	1515
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)								187				113
Link Speed (mph)			35				35				45	
Link Distance (ft)			936				1267				751	
Travel Time (s)			18.2				24.7				11.4	
Confl. Bikes (#/hr)												5
Peak Hour Factor	0.25	0.97	0.95	0.91	0.55	0.79	0.71	0.82	0.67	0.81	0.89	0.81
Heavy Vehicles (%)	0%	0%	2%	2%	0%	2%	1%	3%	0%	1%	1%	5%
Adj. Flow (vph)	24	303	333	623	25	100	646	418	15	1240	1921	65
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	297	363	623	0	125	646	418	0	1255	1921	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			24				24				36	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	2	1	1	1	2	1	1	1	2	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94				94	
Detector 2 Size(ft)			6				6				6	
Detector 2 Type			Cl+Ex				Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0				0.0	

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	5	270	1322	461
Future Volume (vph)	5	270	1322	461
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		480		680
Storage Lanes		2		2
Taper Length (ft)		25		
Lane Util. Factor	0.91	0.97	0.91	0.88
Ped Bike Factor				
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3468	5136	2814
Flt Permitted		0.950		
Satd. Flow (perm)	0	3468	5136	2814
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)			45	
Link Distance (ft)			703	
Travel Time (s)			10.7	
Confl. Bikes (#/hr)				
Peak Hour Factor	0.50	0.90	0.91	0.78
Heavy Vehicles (%)	0%	1%	1%	1%
Adj. Flow (vph)	10	300	1453	591
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	310	1453	591
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			36	
Link Offset(ft)			0	
Crosswalk Width(ft)			16	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	2	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94	
Detector 2 Size(ft)			6	
Detector 2 Type			Cl+Ex	
Detector 2 Channel				
Detector 2 Extend (s)			0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Turn Type	Split	Split	NA	pt+ov	Split	Split	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	8	8	8	8 1!	7	7	7		1!	1!	6	
Permitted Phases								7				6
Detector Phase	8	8	8	8 1	7	7	7	7	1	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	35.0	35.0	35.0		34.0	34.0	34.0	34.0	14.2	14.2	37.2	37.2
Total Split (s)	35.0	35.0	35.0		37.0	37.0	37.0	37.0	50.8	50.8	81.2	81.2
Total Split (%)	19.4%	19.4%	19.4%		20.6%	20.6%	20.6%	20.6%	28.2%	28.2%	45.1%	45.1%
Maximum Green (s)	27.8	27.8	27.8		29.8	29.8	29.8	29.8	43.6	43.6	74.0	74.0
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.4	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2			7.2	7.2	7.2		7.2	7.2	7.2
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None	None	None	None	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	36.0	36.0	36.0		51.0	51.0	51.0	51.0			23.0	23.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)		27.8	27.8	78.6		29.8	29.8	29.8		43.6	74.0	74.0
Actuated g/C Ratio		0.15	0.15	0.44		0.17	0.17	0.17		0.24	0.41	0.41
v/c Ratio		0.62	0.74	0.51		0.22	1.09	1.01		1.03	0.91	0.09
Control Delay		77.5	82.5	38.6		66.2	131.7	85.3		98.5	57.3	0.3
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		77.5	82.5	38.6		66.2	131.7	85.3		98.5	57.3	0.3
LOS		E	F	D		E	F	F		F	E	A
Approach Delay			60.0				108.5				72.1	
Approach LOS			E				F				E	

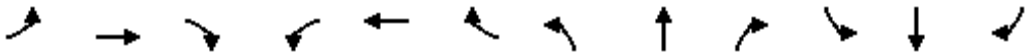
Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 4 (2%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 76.9 Intersection LOS: E
Intersection Capacity Utilization 101.4% ICU Level of Service G
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 6:

Lane Group	SBU	SBL	SBT	SBR
Turn Type	Prot	Prot	NA	custom
Protected Phases	5	5	2	2 5!
Permitted Phases				
Detector Phase	5	5	2	2 5
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	
Minimum Split (s)	14.2	14.2	57.2	
Total Split (s)	26.8	26.8	57.2	
Total Split (%)	14.9%	14.9%	31.8%	
Maximum Green (s)	19.6	19.6	50.0	
Yellow Time (s)	4.8	4.8	4.8	
All-Red Time (s)	2.4	2.4	2.4	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		7.2	7.2	
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	
Walk Time (s)			7.0	
Flash Dont Walk (s)			43.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		19.6	50.0	69.6
Actuated g/C Ratio		0.11	0.28	0.39
v/c Ratio		0.82	1.02	0.54
Control Delay		96.2	91.5	29.9
Queue Delay		0.0	0.0	0.0
Total Delay		96.2	91.5	29.9
LOS		F	F	C
Approach Delay			76.6	
Approach LOS			E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	297	363	623	125	646	418	1255	1921	65	310	1453	591
v/c Ratio	0.62	0.74	0.51	0.22	1.09	1.01	1.03	0.91	0.09	0.82	1.02	0.54
Control Delay	77.5	82.5	38.6	66.2	131.7	85.3	98.5	57.3	0.3	96.2	91.5	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.5	82.5	38.6	66.2	131.7	85.3	98.5	57.3	0.3	96.2	91.5	29.9
Queue Length 50th (ft)	193	241	302	67	~450	~309	~558	780	0	188	~662	216
Queue Length 95th (ft)	256	311	369	89	373	#438	#525	830	0	#261	#758	221
Internal Link Dist (ft)		856			1187			671			623	
Turn Bay Length (ft)	400		400	430		430	640		500	480		680
Base Capacity (vph)	479	493	1216	570	591	415	1220	2111	689	377	1426	1088
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.74	0.51	0.22	1.09	1.01	1.03	0.91	0.09	0.82	1.02	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	EB	WB	SE	NW
Entry Lanes	1	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	21	114	700	842
Demand Flow Rate, veh/h	26	116	725	859
Vehicles Circulating, veh/h	779	772	76	82
Vehicles Exiting, veh/h	22	169	812	723
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.5	6.3	5.4	5.9
Approach LOS	A	A	A	A

Lane	Left	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	LT	R	LT	TR	LT	TR
Assumed Moves	LTR	LT	R	LT	TR	LT	TR
RT Channelized							
Lane Util	1.000	0.621	0.379	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	26	72	44	341	384	404	455
Cap Entry Lane, veh/h	732	664	737	1259	1331	1252	1324
Entry HV Adj Factor	0.808	0.972	1.000	0.965	0.967	0.980	0.981
Flow Entry, veh/h	21	70	44	329	371	396	446
Cap Entry, veh/h	592	645	737	1215	1287	1227	1299
V/C Ratio	0.036	0.109	0.060	0.271	0.288	0.323	0.344
Control Delay, s/veh	6.5	6.8	5.5	5.4	5.4	5.9	5.9
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	1	1	1	2

Build Conditions Alternative 2 AM

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Vol, veh/h	58	23	176	6	11	4	29	94	127	20	1	9
Future Vol, veh/h	58	23	176	6	11	4	29	94	127	20	1	9
Peak Hour Factor	0.89	0.75	0.95	0.62	0.56	0.38	0.72	0.72	0.65	0.67	0.25	0.58
Heavy Vehicles, %	4	6	4	0	22	0	0	0	8	0	0	0
Mvmt Flow	65	31	185	10	20	11	40	131	195	30	4	16
Number of Lanes	0	1	1	0	1	0	0	0	2	0	0	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	11	10.4	12.7	10.5
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	60%	0%	72%	0%	29%	11%	0%
Vol Thru, %	40%	76%	28%	0%	52%	89%	49%
Vol Right, %	0%	24%	0%	100%	19%	0%	51%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	187	84	81	176	21	81	145
LT Vol	112	0	58	0	6	9	0
Through Vol	75	64	23	0	11	72	71
RT Vol	0	20	0	176	4	0	74
Lane Flow Rate	269	128	96	185	40	107	183
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.46	0.202	0.181	0.297	0.075	0.181	0.287
Departure Headway (Hd)	6.17	5.698	6.808	5.771	6.777	6.087	5.668
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	585	630	527	622	528	589	633
Service Time	3.906	3.434	4.549	3.512	4.834	3.828	3.408
HCM Lane V/C Ratio	0.46	0.203	0.182	0.297	0.076	0.182	0.289
HCM Control Delay	14.1	9.9	11.1	10.9	10.4	10.2	10.7
HCM Lane LOS	B	A	B	B	B	B	B
HCM 95th-tile Q	2.4	0.8	0.7	1.2	0.2	0.7	1.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBT	SBR
Lane Configurations		
Traffic Vol, veh/h	142	74
Future Vol, veh/h	142	74
Peak Hour Factor	0.81	0.78
Heavy Vehicles, %	5	2
Mvmt Flow	175	95
Number of Lanes	2	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	

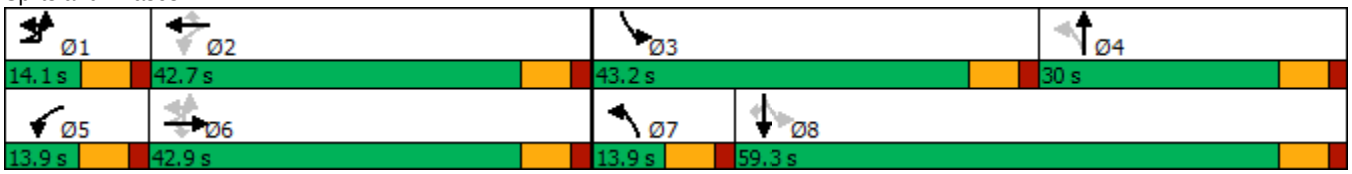
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	55	235	47	49	207	407	31	99	29	404	148
Future Volume (vph)	4	55	235	47	49	207	407	31	99	29	404	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160		110	240		300	150		0	0	
Storage Lanes		1		1	1		1	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.98			0.99					
Frt				0.850			0.850		0.960			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1728	3406	1538	1752	3505	1524	1805	1792	0	1719	1759
Flt Permitted		0.569			0.562			0.655			0.366	
Satd. Flow (perm)	0	1035	3406	1509	1037	3505	1502	1244	1792	0	662	1759
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				203			428		12			
Link Speed (mph)			30			30			35			35
Link Distance (ft)			1287			1751			3325			915
Travel Time (s)			29.3			39.8			64.8			17.8
Confl. Peds. (#/hr)				4			2					
Confl. Bikes (#/hr)				2								
Peak Hour Factor	0.38	0.61	0.75	0.66	0.89	0.82	0.95	0.62	0.79	0.64	0.92	0.92
Heavy Vehicles (%)	0%	5%	6%	5%	3%	3%	6%	0%	1%	4%	5%	8%
Adj. Flow (vph)	11	90	313	71	55	252	428	50	125	45	439	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	101	313	71	55	252	428	50	170	0	439	161
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			20			20
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	43
Future Volume (vph)	43
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Right Turn on Red	Yes
Satd. Flow (RTOR)	146
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.71
Heavy Vehicles (%)	3%
Adj. Flow (vph)	61
Shared Lane Traffic (%)	
Lane Group Flow (vph)	61
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4			8	
Detector Phase	1	1	6	6	5	2	2	7	4		3	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.8	13.8	36.8	36.8	13.8	37.8	37.8	13.8	30.0		13.8	30.0
Total Split (s)	14.1	14.1	42.9	42.9	13.9	42.7	42.7	13.9	30.0		43.2	59.3
Total Split (%)	10.8%	10.8%	33.0%	33.0%	10.7%	32.8%	32.8%	10.7%	23.1%		33.2%	45.6%
Maximum Green (s)	7.3	7.3	36.1	36.1	7.1	35.9	35.9	7.1	23.2		36.4	52.5
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max	Max	None	Max	Max	None	None		None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)			23.0	23.0		24.0	24.0		28.0			28.0
Pedestrian Calls (#/hr)			6	6		2	2		0			0
Act Effct Green (s)		45.3	39.6	39.6	43.3	36.2	36.2	22.4	15.3		49.3	38.5
Actuated g/C Ratio		0.40	0.35	0.35	0.38	0.32	0.32	0.20	0.13		0.43	0.34
v/c Ratio		0.22	0.26	0.11	0.12	0.23	0.56	0.18	0.67		0.81	0.27
Control Delay		23.3	30.6	0.3	22.6	31.1	6.3	23.2	57.8		36.5	28.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		23.3	30.6	0.3	22.6	31.1	6.3	23.2	57.8		36.5	28.9
LOS		C	C	A	C	C	A	C	E		D	C
Approach Delay			24.6			16.0			49.9			31.3
Approach LOS			C			B			D			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 113.4			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 26.4		Intersection LOS: C	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4:



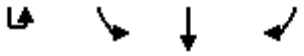
Lane Group	SBR
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	30.0
Total Split (s)	59.3
Total Split (%)	45.6%
Maximum Green (s)	52.5
Yellow Time (s)	4.8
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	28.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	38.5
Actuated g/C Ratio	0.34
v/c Ratio	0.10
Control Delay	0.3
Queue Delay	0.0
Total Delay	0.3
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	101	313	71	55	252	428	50	170	439	161	61
v/c Ratio	0.22	0.26	0.11	0.12	0.23	0.56	0.18	0.67	0.81	0.27	0.10
Control Delay	23.3	30.6	0.3	22.6	31.1	6.3	23.2	57.8	36.5	28.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	30.6	0.3	22.6	31.1	6.3	23.2	57.8	36.5	28.9	0.3
Queue Length 50th (ft)	42	88	0	22	70	0	21	111	236	88	0
Queue Length 95th (ft)	63	125	0	58	113	85	29	169	332	141	0
Internal Link Dist (ft)		1207			1671			3245		835	
Turn Bay Length (ft)	160		110	240		300	150				250
Base Capacity (vph)	458	1189	659	441	1119	771	282	379	632	821	810
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.26	0.11	0.12	0.23	0.56	0.18	0.45	0.69	0.20	0.08

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	3	454	366	838	4	58	277	300	1	391	921	79
Future Volume (vph)	3	454	366	838	4	58	277	300	1	391	921	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		400		400		430		430		640		500
Storage Lanes		1		2		2		1		3		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	0.86	0.86	0.88	0.95	0.97	0.95	1.00	0.91	0.94	0.91	1.00
Ped Bike Factor								0.98				0.99
Frt				0.850				0.850				0.850
Flt Protected		0.950	0.992			0.950				0.950		
Satd. Flow (prot)	0	3045	3152	2787	0	3438	3343	1524	0	4896	5036	1583
Flt Permitted		0.950	0.992			0.950				0.950		
Satd. Flow (perm)	0	3045	3152	2787	0	3438	3343	1501	0	4896	5036	1563
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)								268				135
Link Speed (mph)			35				35				45	
Link Distance (ft)			896				1268				833	
Travel Time (s)			17.5				24.7				12.6	
Confl. Peds. (#/hr)								4				
Confl. Bikes (#/hr)				2								1
Peak Hour Factor	0.25	0.84	0.88	0.96	0.75	0.89	0.93	0.85	0.25	0.93	0.94	0.83
Heavy Vehicles (%)	0%	2%	3%	2%	0%	2%	8%	6%	0%	4%	3%	2%
Adj. Flow (vph)	12	540	416	873	5	65	298	353	4	420	980	95
Shared Lane Traffic (%)		14%										
Lane Group Flow (vph)	0	476	492	873	0	70	298	353	0	424	980	95
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			24				24				36	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	2	1	1	1	2	1	1	1	2	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94				94	
Detector 2 Size(ft)			6				6				6	
Detector 2 Type			Cl+Ex				Cl+Ex				Cl+Ex	
Detector 2 Channel												

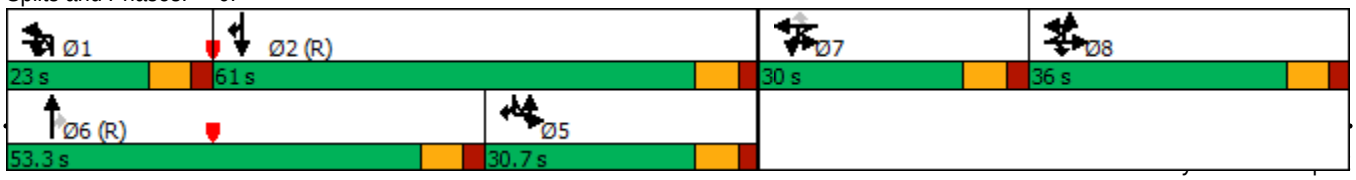


Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	260	1574	189
Future Volume (vph)	3	260	1574	189
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		480		680
Storage Lanes		2		2
Taper Length (ft)		25		
Lane Util. Factor	0.91	0.97	0.91	0.88
Ped Bike Factor				
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3340	5036	2682
Flt Permitted		0.950		
Satd. Flow (perm)	0	3340	5036	2682
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)			45	
Link Distance (ft)			703	
Travel Time (s)			10.7	
Confl. Peds. (#/hr)				2
Confl. Bikes (#/hr)				3
Peak Hour Factor	0.25	0.77	0.94	0.71
Heavy Vehicles (%)	0%	5%	3%	6%
Adj. Flow (vph)	12	338	1674	266
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	350	1674	266
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			36	
Link Offset(ft)			0	
Crosswalk Width(ft)			16	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	2	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94	
Detector 2 Size(ft)			6	
Detector 2 Type			Cl+Ex	
Detector 2 Channel				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Detector 2 Extend (s)			0.0				0.0				0.0	
Turn Type	Split	Split	NA	pt+ov	Split	Split	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	8	8	8	8 1!	7	7	7		1!	1!	6	
Permitted Phases								7				6
Detector Phase	8	8	8	8 1	7	7	7	7	1	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	35.0	35.0	35.0		30.0	30.0	30.0	30.0	14.2	14.2	37.2	37.2
Total Split (s)	36.0	36.0	36.0		30.0	30.0	30.0	30.0	23.0	23.0	53.3	53.3
Total Split (%)	24.0%	24.0%	24.0%		20.0%	20.0%	20.0%	20.0%	15.3%	15.3%	35.5%	35.5%
Maximum Green (s)	28.8	28.8	28.8		22.8	22.8	22.8	22.8	15.8	15.8	46.1	46.1
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.4	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2			7.2	7.2	7.2		7.2	7.2	7.2
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None	None	None	None	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	36.0	36.0	36.0		51.0	51.0	51.0	51.0			23.0	23.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)		32.1	32.1	55.1		19.5	19.5	19.5		15.7	46.1	46.1
Actuated g/C Ratio		0.21	0.21	0.37		0.13	0.13	0.13		0.10	0.31	0.31
v/c Ratio		0.73	0.73	0.85		0.16	0.69	0.82		0.83	0.63	0.17
Control Delay		63.0	62.7	53.6		57.5	70.5	32.5		79.9	46.9	2.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		63.0	62.7	53.6		57.5	70.5	32.5		79.9	46.9	2.2
LOS		E	E	D		E	E	C		E	D	A
Approach Delay			58.5				50.6				53.4	
Approach LOS			E				D				D	

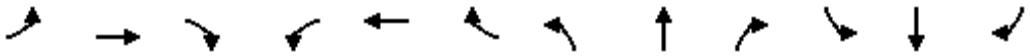
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 82 (55%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 55.2		Intersection LOS: E	
Intersection Capacity Utilization 115.2%		ICU Level of Service H	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 6:



Lane Group	SBU	SBL	SBT	SBR
Detector 2 Extend (s)			0.0	
Turn Type	Prot	Prot	NA	custom
Protected Phases	5	5	2	2 5!
Permitted Phases				
Detector Phase	5	5	2	2 5
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	
Minimum Split (s)	14.2	14.2	55.0	
Total Split (s)	30.7	30.7	61.0	
Total Split (%)	20.5%	20.5%	40.7%	
Maximum Green (s)	23.5	23.5	53.8	
Yellow Time (s)	4.8	4.8	4.8	
All-Red Time (s)	2.4	2.4	2.4	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		7.2	7.2	
Lead/Lag	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	
Walk Time (s)			7.0	
Flash Dont Walk (s)			43.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		23.5	53.9	53.9
Actuated g/C Ratio		0.16	0.36	0.36
v/c Ratio		0.67	0.93	0.28
Control Delay		66.6	55.9	35.2
Queue Delay		0.0	0.0	0.0
Total Delay		66.6	55.9	35.2
LOS		E	E	D
Approach Delay			55.1	
Approach LOS			E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	476	492	873	70	298	353	424	980	95	350	1674	266
v/c Ratio	0.73	0.73	0.85	0.16	0.69	0.82	0.83	0.63	0.17	0.67	0.93	0.28
Control Delay	63.0	62.7	53.6	57.5	70.5	32.5	79.9	46.9	2.2	66.6	55.9	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	62.7	53.6	57.5	70.5	32.5	79.9	46.9	2.2	66.6	55.9	35.2
Queue Length 50th (ft)	256	265	450	31	147	81	146	303	0	168	575	105
Queue Length 95th (ft)	311	337	#597	54	197	173	#196	354	6	188	645	112
Internal Link Dist (ft)		816			1188			753			623	
Turn Bay Length (ft)	400		400	430		430	640		500	480		680
Base Capacity (vph)	652	675	1024	522	508	455	515	1547	573	523	1808	962
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.73	0.85	0.13	0.59	0.78	0.82	0.63	0.17	0.67	0.93	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Traffic Vol, veh/h	1	0	0	1	45	0	48	23	512	8	1	577
Future Vol, veh/h	1	0	0	1	45	0	48	23	512	8	1	577
Peak Hour Factor	0.25	0.92	0.92	0.25	0.75	0.92	0.50	0.75	0.94	0.50	0.25	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	3	0	0	3
Mvmt Flow	4	0	0	4	60	0	96	31	545	16	4	687
Number of Lanes	0	1	0	0	0	1	1	0	2	0	0	2

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	11.1	11.3	14.6	16.7
HCM LOS	B	B	B	C

Lane	NWLn1	NWLn2	EBLn1	WBLn1	WBLn2	SELn1	SELn2
Vol Left, %	0%	0%	100%	100%	0%	8%	0%
Vol Thru, %	100%	95%	0%	0%	0%	92%	97%
Vol Right, %	0%	5%	0%	0%	100%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	290	303	1	46	48	279	264
LT Vol	1	0	1	46	0	23	0
Through Vol	289	289	0	0	0	256	256
RT Vol	0	14	0	0	48	0	8
Lane Flow Rate	347	374	4	64	96	303	288
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.565	0.609	0.009	0.14	0.178	0.508	0.483
Departure Headway (Hd)	5.849	5.866	7.918	7.895	6.669	6.039	6.027
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	615	613	451	454	537	597	597
Service Time	3.59	3.608	5.984	5.65	4.424	3.784	3.773
HCM Lane V/C Ratio	0.564	0.61	0.009	0.141	0.179	0.508	0.482
HCM Control Delay	16	17.4	11.1	11.9	10.9	14.9	14.3
HCM Lane LOS	C	C	B	B	B	B	B
HCM 95th-tile Q	3.5	4.1	0	0.5	0.6	2.9	2.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	NWR
Lane Configurations	
Traffic Vol, veh/h	14
Future Vol, veh/h	14
Peak Hour Factor	0.46
Heavy Vehicles, %	0
Mvmt Flow	30
Number of Lanes	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	

Build Conditions Alternative 2 PM

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	84	11	155	16	15	19	3	132	140	6	1	156
Future Vol, veh/h	84	11	155	16	15	19	3	132	140	6	1	156
Peak Hour Factor	0.73	0.56	0.83	0.65	0.60	0.94	0.50	0.88	0.82	0.62	0.25	0.91
Heavy Vehicles, %	3	0	6	0	0	0	0	1	3	0	0	0
Mvmt Flow	115	20	187	25	25	20	6	150	171	10	4	171
Number of Lanes	0	1	1	0	1	0	0	0	2	0	0	2

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	11.1	10.6	12.8	10.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	65%	0%	88%	0%	32%	1%	0%
Vol Thru, %	35%	92%	12%	0%	30%	99%	51%
Vol Right, %	0%	8%	0%	100%	38%	0%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	76	95	155	50	79	153
LT Vol	134	0	84	0	16	1	0
Through Vol	71	70	11	0	15	78	78
RT Vol	0	6	0	155	19	0	75
Lane Flow Rate	241	95	135	187	70	90	181
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.428	0.159	0.255	0.291	0.128	0.154	0.293
Departure Headway (Hd)	6.389	6.019	6.809	5.601	6.601	6.189	5.834
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	562	595	527	641	541	579	614
Service Time	4.135	3.764	4.557	3.348	4.663	3.938	3.582
HCM Lane V/C Ratio	0.429	0.16	0.256	0.292	0.129	0.155	0.295
HCM Control Delay	13.9	9.9	11.9	10.6	10.6	10.1	11
HCM Lane LOS	B	A	B	B	B	B	B
HCM 95th-tile Q	2.1	0.6	1	1.2	0.4	0.5	1.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lanes Configurations	
Traffic Vol, veh/h	75
Future Vol, veh/h	75
Peak Hour Factor	0.79
Heavy Vehicles, %	2
Mvmt Flow	95
Number of Lanes	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	18	58	368	74	30	383	519	80	117	33	409	109
Future Volume (vph)	18	58	368	74	30	383	519	80	117	33	409	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160		110	240		300	150		0	0	
Storage Lanes		1		1	1		1	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.99								
Frt				0.850			0.850		0.965			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1772	3539	1583	1805	3574	1583	1805	1792	0	1770	1810
Flt Permitted		0.427			0.489			0.674			0.328	
Satd. Flow (perm)	0	796	3539	1562	929	3574	1583	1281	1792	0	611	1810
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				203			618		10			
Link Speed (mph)			30			30			35			35
Link Distance (ft)			1287			1751			3325			921
Travel Time (s)			29.3			39.8			64.8			17.9
Confl. Peds. (#/hr)				1								
Peak Hour Factor	0.70	0.82	0.90	0.92	0.55	0.89	0.84	0.73	0.86	0.81	0.87	0.84
Heavy Vehicles (%)	7%	0%	2%	2%	0%	1%	2%	0%	3%	0%	2%	5%
Adj. Flow (vph)	26	71	409	80	55	430	618	110	136	41	470	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	409	80	55	430	618	110	177	0	470	130
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			20			20
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

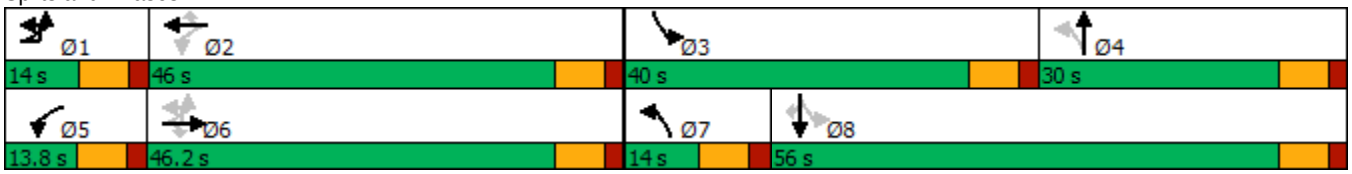
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	69
Future Volume (vph)	69
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1563
Right Turn on Red	Yes
Satd. Flow (RTOR)	146
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.72
Heavy Vehicles (%)	2%
Adj. Flow (vph)	96
Shared Lane Traffic (%)	
Lane Group Flow (vph)	96
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4			8	
Detector Phase	1	1	6	6	5	2	2	7	4		3	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	7.0		7.0	7.0
Minimum Split (s)	13.8	13.8	36.8	36.8	13.8	37.8	37.8	13.8	30.0		13.8	30.0
Total Split (s)	14.0	14.0	46.2	46.2	13.8	46.0	46.0	14.0	30.0		40.0	56.0
Total Split (%)	10.8%	10.8%	35.5%	35.5%	10.6%	35.4%	35.4%	10.8%	23.1%		30.8%	43.1%
Maximum Green (s)	7.2	7.2	39.4	39.4	7.0	39.2	39.2	7.2	23.2		33.2	49.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max	Max	None	Max	Max	None	None		None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)			23.0	23.0		24.0	24.0		28.0			28.0
Pedestrian Calls (#/hr)			1	1		0	0		0			1
Act Effct Green (s)		48.4	42.8	42.8	46.5	39.5	39.5	23.4	16.2		51.3	37.2
Actuated g/C Ratio		0.41	0.36	0.36	0.39	0.33	0.33	0.20	0.14		0.43	0.31
v/c Ratio		0.25	0.32	0.12	0.13	0.36	0.66	0.39	0.70		0.87	0.23
Control Delay		23.4	31.0	0.3	22.4	32.5	6.4	27.9	61.4		43.2	30.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		23.4	31.0	0.3	22.4	32.5	6.4	27.9	61.4		43.2	30.1
LOS		C	C	A	C	C	A	C	E		D	C
Approach Delay			25.5			17.4			48.6			35.0
Approach LOS			C			B			D			D

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 118.5
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 27.1 Intersection LOS: C
Intersection Capacity Utilization 84.3% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4:



Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	30.0
Total Split (s)	56.0
Total Split (%)	43.1%
Maximum Green (s)	49.2
Yellow Time (s)	4.8
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	28.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	37.2
Actuated g/C Ratio	0.31
v/c Ratio	0.16
Control Delay	1.4
Queue Delay	0.0
Total Delay	1.4
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	97	409	80	55	430	618	110	177	470	130	96
v/c Ratio	0.25	0.32	0.12	0.13	0.36	0.66	0.39	0.70	0.87	0.23	0.16
Control Delay	23.4	31.0	0.3	22.4	32.5	6.4	27.9	61.4	43.2	30.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	31.0	0.3	22.4	32.5	6.4	27.9	61.4	43.2	30.1	1.4
Queue Length 50th (ft)	43	125	0	24	132	0	50	125	270	73	0
Queue Length 95th (ft)	80	191	0	33	198	51	68	196	357	112	0
Internal Link Dist (ft)		1207			1671			3245		841	
Turn Bay Length (ft)	160		110	240		300	150				250
Base Capacity (vph)	384	1277	693	417	1190	939	285	361	591	756	738
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.32	0.12	0.13	0.36	0.66	0.39	0.49	0.80	0.17	0.13

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	6	294	316	567	14	79	459	343	10	1004	1710	53
Future Volume (vph)	6	294	316	567	14	79	459	343	10	1004	1710	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		400		400		430		430		640		500
Storage Lanes		1		2		2		1		3		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	0.86	0.86	0.88	0.95	0.97	0.95	1.00	0.91	0.94	0.91	1.00
Ped Bike Factor												0.99
Frt				0.850				0.850				0.850
Flt Protected		0.950	0.996			0.950				0.950		
Satd. Flow (prot)	0	3105	3196	2787	0	3447	3574	1568	0	5040	5136	1538
Flt Permitted		0.950	0.996			0.950				0.950		
Satd. Flow (perm)	0	3105	3196	2787	0	3447	3574	1568	0	5040	5136	1515
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)								187				113
Link Speed (mph)			35				35				45	
Link Distance (ft)			936				1267				751	
Travel Time (s)			18.2				24.7				11.4	
Confl. Bikes (#/hr)												5
Peak Hour Factor	0.25	0.97	0.95	0.91	0.55	0.79	0.71	0.82	0.67	0.81	0.89	0.81
Heavy Vehicles (%)	0%	0%	2%	2%	0%	2%	1%	3%	0%	1%	1%	5%
Adj. Flow (vph)	24	303	333	623	25	100	646	418	15	1240	1921	65
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	297	363	623	0	125	646	418	0	1255	1921	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			24				24				36	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	2	1	1	1	2	1	1	1	2	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94				94	
Detector 2 Size(ft)			6				6				6	
Detector 2 Type			Cl+Ex				Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0				0.0	

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	5	270	1322	461
Future Volume (vph)	5	270	1322	461
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		480		680
Storage Lanes		2		2
Taper Length (ft)		25		
Lane Util. Factor	0.91	0.97	0.91	0.88
Ped Bike Factor				
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3468	5136	2814
Flt Permitted		0.950		
Satd. Flow (perm)	0	3468	5136	2814
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)			45	
Link Distance (ft)			703	
Travel Time (s)			10.7	
Confl. Bikes (#/hr)				
Peak Hour Factor	0.50	0.90	0.91	0.78
Heavy Vehicles (%)	0%	1%	1%	1%
Adj. Flow (vph)	10	300	1453	591
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	310	1453	591
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			36	
Link Offset(ft)			0	
Crosswalk Width(ft)			16	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	2	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94	
Detector 2 Size(ft)			6	
Detector 2 Type			Cl+Ex	
Detector 2 Channel				
Detector 2 Extend (s)			0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Turn Type	Split	Split	NA	pt+ov	Split	Split	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	8	8	8	8 1!	7	7	7		1!	1!	6	
Permitted Phases								7				6
Detector Phase	8	8	8	8 1	7	7	7	7	1	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	35.0	35.0	35.0		34.0	34.0	34.0	34.0	14.2	14.2	37.2	37.2
Total Split (s)	35.0	35.0	35.0		37.0	37.0	37.0	37.0	50.8	50.8	81.2	81.2
Total Split (%)	19.4%	19.4%	19.4%		20.6%	20.6%	20.6%	20.6%	28.2%	28.2%	45.1%	45.1%
Maximum Green (s)	27.8	27.8	27.8		29.8	29.8	29.8	29.8	43.6	43.6	74.0	74.0
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.4	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2			7.2	7.2	7.2		7.2	7.2	7.2
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None	None	None	None	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	36.0	36.0	36.0		51.0	51.0	51.0	51.0			23.0	23.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)		27.8	27.8	78.6		29.8	29.8	29.8		43.6	74.0	74.0
Actuated g/C Ratio		0.15	0.15	0.44		0.17	0.17	0.17		0.24	0.41	0.41
v/c Ratio		0.62	0.74	0.51		0.22	1.09	1.01		1.03	0.91	0.09
Control Delay		77.5	82.5	38.6		66.2	131.7	85.3		98.5	57.3	0.3
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		77.5	82.5	38.6		66.2	131.7	85.3		98.5	57.3	0.3
LOS		E	F	D		E	F	F		F	E	A
Approach Delay			60.0				108.5				72.1	
Approach LOS			E				F				E	

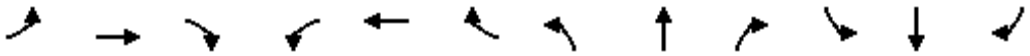
Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 4 (2%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 76.9 Intersection LOS: E
Intersection Capacity Utilization 101.4% ICU Level of Service G
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 6:

Lane Group	SBU	SBL	SBT	SBR
Turn Type	Prot	Prot	NA	custom
Protected Phases	5	5	2	2 5!
Permitted Phases				
Detector Phase	5	5	2	2 5
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	
Minimum Split (s)	14.2	14.2	57.2	
Total Split (s)	26.8	26.8	57.2	
Total Split (%)	14.9%	14.9%	31.8%	
Maximum Green (s)	19.6	19.6	50.0	
Yellow Time (s)	4.8	4.8	4.8	
All-Red Time (s)	2.4	2.4	2.4	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		7.2	7.2	
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	
Walk Time (s)			7.0	
Flash Dont Walk (s)			43.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		19.6	50.0	69.6
Actuated g/C Ratio		0.11	0.28	0.39
v/c Ratio		0.82	1.02	0.54
Control Delay		96.2	91.5	29.9
Queue Delay		0.0	0.0	0.0
Total Delay		96.2	91.5	29.9
LOS		F	F	C
Approach Delay			76.6	
Approach LOS			E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	297	363	623	125	646	418	1255	1921	65	310	1453	591
v/c Ratio	0.62	0.74	0.51	0.22	1.09	1.01	1.03	0.91	0.09	0.82	1.02	0.54
Control Delay	77.5	82.5	38.6	66.2	131.7	85.3	98.5	57.3	0.3	96.2	91.5	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.5	82.5	38.6	66.2	131.7	85.3	98.5	57.3	0.3	96.2	91.5	29.9
Queue Length 50th (ft)	193	241	302	67	~450	~309	~558	780	0	188	~662	216
Queue Length 95th (ft)	256	311	369	89	373	#438	#525	830	0	#261	#758	221
Internal Link Dist (ft)		856			1187			671			623	
Turn Bay Length (ft)	400		400	430		430	640		500	480		680
Base Capacity (vph)	479	493	1216	570	591	415	1220	2111	689	377	1426	1088
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.74	0.51	0.22	1.09	1.01	1.03	0.91	0.09	0.82	1.02	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	19.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	5	0	4	50	0	36	53	571	3	1	664	69
Future Vol, veh/h	5	0	4	50	0	36	53	571	3	1	664	69
Peak Hour Factor	0.50	0.25	0.38	0.71	0.71	0.81	0.79	0.92	0.25	0.25	0.90	0.69
Heavy Vehicles, %	50	0	0	3	0	0	0	3	50	0	2	2
Mvmt Flow	10	0	11	70	0	44	67	621	12	4	738	100
Number of Lanes	0	1	0	0	1	1	0	2	0	0	2	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	12.1	11.9	18.2	22.1
HCM LOS	B	B	C	C

Lane	NWLn1	NWLn2	EBLn1	WBLn1	WBLn2	SELn1	SELn2
Vol Left, %	0%	0%	56%	100%	0%	16%	0%
Vol Thru, %	100%	83%	0%	0%	0%	84%	99%
Vol Right, %	0%	17%	44%	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	333	401	9	50	36	339	289
LT Vol	1	0	5	50	0	53	0
Through Vol	332	332	0	0	0	286	286
RT Vol	0	69	4	0	36	0	3
Lane Flow Rate	373	469	21	70	44	377	322
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.618	0.766	0.049	0.164	0.088	0.65	0.552
Departure Headway (Hd)	5.969	5.88	8.608	8.373	7.089	6.2	6.165
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	604	614	415	427	504	581	583
Service Time	3.723	3.634	6.678	6.145	4.86	3.958	3.923
HCM Lane V/C Ratio	0.618	0.764	0.051	0.164	0.087	0.649	0.552
HCM Control Delay	18	25.4	12.1	12.8	10.5	19.8	16.3
HCM Lane LOS	C	D	B	B	B	C	C
HCM 95th-tile Q	4.2	7	0.2	0.6	0.3	4.7	3.4

Appendix I

Data Analysis - Qualitative Analysis

QUALITATIVE ASSESSMENT

Operations: The primary purpose of the qualitative assessment was to observe traffic flow, pedestrian and bicycle activity along Village Green Drive between US Highway 1 and SE Tiffany Avenue. Village Green Drive was observed during the morning and afternoon peak hours by a registered professional engineer. The goal of these observations was to assist in the determination of need for any improvements to enhance the safety and efficiency of Village Green Drive.

Corridor Description: The Village Green Drive corridor is approximately 1.65 miles in length. Village Green Drive connects to the Crosstown Parkway at US Highway 1. The Crosstown Parkway was completed and connected to Village Green Drive and US Highway 1 in 2019. This connection provided a new 6 lane roadway for east – west travel from US Highway 1 in Port St. Lucie. North of SE Walton Road the four-lane divided corridor is one mile in length with traffic signals at both US Highway 1 and at SE Walton Road. South of SE Walton Road, the corridor is a 2-lane roadway extending approximately 0.65 miles to SE Tiffany Avenue. A pedestrian crossing with signage and pavement markings is located south of SE Westview Drive connecting sidewalks on both sides of Village Green Drive. Corridor intersection characteristics are described below.

Village Green Drive/US Highway 1 /Crosstown Parkway Intersection

The Crosstown Parkway connection required the intersection configuration to be upgraded to meet future traffic loadings. As such, the signalized intersection is a “High Design” layout with the west leg incorporating channelized double rights, 2 eastbound through lanes and 2 eastbound double lefts. The north leg has 2 channelized southbound rights, 3 through lanes and 2 southbound lefts. The south leg has 2 northbound lefts, 3 through lanes and a northbound channelized right turn lane. The east leg has 2 westbound lefts, 2 through lanes and 1 channelized right turn lane. Pedestrian controls and crosswalks are provided on each leg.

Village Green Drive/Huffman Road Intersection

This non-signalized “T” intersection is the first median opening east of US Highway 1. The west leg includes a left turn lane and 2 through lanes. The east leg includes 2 through lanes. The north leg is a single lane that is stop controlled. A sidewalk is located west of the intersection on the north side of Village Green Drive to US Highway 1. No pedestrian crosswalk markings were noted.

Village Green Drive/SE South Niemeyer Circle

This non-signalized “T” intersection provides access to the industrial uses one block south of Village Green Drive. The west leg is 2 through lanes. The east leg includes 2 through lanes. The south leg is a single lane that is stop controlled. While there are no left turn lanes on Village Green Drive, there is a wide median opening at this location. There are no sidewalks along Village Green Drive at this location.

Village Green Drive/Camino de Entrada

This non-signalized "T" intersection provides access to Spanish Lakes Golf Village (residential community). The north leg of this intersection includes 1 southbound left turn lane and 2 through lanes. The south leg is 2 through lanes. The east leg is one westbound lane that is stop controlled. An eastside sidewalk begins at this location extending south.

Village Green Drive/SE Walton Road

This signalized intersection has a Port St. Lucie Fire Station on the northwest corner. The north leg of the intersection has a southbound right turn lane, one through lane and one left turn lane. The east leg of the intersection has one westbound left turn lane, 2 through lanes and one right turn lane. The west leg of the intersection includes a right turn lane, 2 through lanes and one left turn lane. The south leg includes one left turn lane and one through lane. Sidewalks are located on both sides of SE Walton road and on both sides of Village Green Drive south of SE Walton Road. North of SE Walton Road a sidewalk is located on the east side of Village Green Drive. Pedestrian crosswalks are located on all quadrants of the intersection with pedestrian signals. Bike lanes are provided on SE Walton Road on both the east and west sides of Village Green Drive.

Village Green Drive/Waterview Drive

This non-signalized "T" intersection provides access to Port St. Lucie's City Center. The intersection has a single approach lane in each lane on Village Green Drive and eastbound left and right turn lanes on Waterview Drive. Sidewalks are located on both Waterview Drive and Village Green Drive. Except for the west leg, there are no pedestrian crosswalks.

Village Green Drive/SE Tiffany Avenue

This non-signalized intersection is the termination of Village Green Drive. The north leg is a left turn lane and an un-marked lane that is stop controlled. The west leg includes a left turn lane, 2 through lanes and a right turn lane. The east leg includes a right turn lane, 2 through lanes and a left turn lane. A median exists on SE Tiffany Avenue west of Village Green Drive without any openings. An off-set one lane south leg provides access to St. Lucie Medical Center which is also stop controlled. The hospital access is off-set approximately 15 feet from the southbound left turn lane and 27 feet from the un-marked lane. Sidewalks are located on SE Tiffany Drive east of Village Green Drive and on the south side of Tiffany west of Village Green Drive. A sidewalk connection is provided to the hospital. A sidewalk is also located on the east side of Village Green Drive. A pedestrian crosswalk is provided on the south leg.

AM peak hour (7 AM – 9 AM) – Tuesday, September 15, 2020

The Village Green Drive/US Highway 1/Crosstown Parkway intersection was observed between 7:20-7:35 and 8:40-8:50 AM. Emphasis was on vehicle movements leaving from Village Green Drive and entering on Village Green Drive. Weather was clear and no pedestrians or bicycles were noted. Major westbound through movements varied from 12-15 vehicles per cycle with all vehicles clearing in the cycle. Westbound left turns were low with 2 movements per cycle. Westbound right turns were difficult to observe due to the other westbound vehicles although a constant flow of vehicles was noted making this movement. During the northbound US Highway 1 cycle, westbound right turns are restricted to the amount of vehicle gaps. Approximate vehicle queues were 7. Southbound left turns onto Village Green Drive were 8-9 vehicles per cycle, Eastbound through movements from Crosstown Parkway varied between 12 to 18 vehicles per cycle. Northbound left turns onto Village Green were low, being 1-2 vehicles per cycle.

The later observations at this location provided similar results. Because the Village Green Drive median extends to Huffman Road, 3 westbound U-turns were observed in the 8:40 AM observation. Other volumes were slightly less than the earlier observed conditions.

The Village Green Drive/SE Tiffany Avenue intersection was observed between 7:56-8:07 AM and overall traffic volumes were low. No bicyclist or pedestrians were observed at the intersection. The north leg of the intersection had 15 southbound right turns, 7 southbound left turns and 7 southbound vehicles crossing the intersection to enter the hospital's off-set access connection. Eastbound through traffic was 14 vehicles and 11 eastbound left turns were observed. Three eastbound U-turns were noted as well as 2 eastbound right turns into the hospital. Westbound traffic included 12 through vehicles and one school bus and 4 right turns. One vehicle made a westbound left turn into the hospital access connection. One northbound vehicle left the hospital traveling north on Village Green Drive. Except for the large off-set for southbound movements into the hospital access, no queuing or operational problems were identified. Note, a 9:00 AM check of the intersection found one pedestrian walking in the outside southbound lane towards SE Tiffany Avenue and one bicyclist moving south in the same lane.

The Village Green/SE Walton Road intersection was observed between 8:10 – 8:27 AM. During this time period, major movements were westbound right turns (22 vehicles) and southbound left turns (55 vehicles). The westbound right turns are via an exclusive right turn lane and may actually be higher than the manual count. The southbound left turns are made from the inside southbound through lane which has pavement markings for left turns. Left turn totals per cycle varied between 8-15 vehicles. Other southbound movements were low. The northbound through lane is also used for right turns where 12 through vehicles and 3 right turning vehicles were observed. Four northbound left turns were noted.

Eastbound through movements varied between 3-8 vehicles with 2 eastbound left turns and 1 U-turn. Three pedestrians utilized the SE Walton Road southside sidewalk to cross the intersection

to the west. No operational problems were noted, although the length of the southbound left turns was not visible from the observation location.

A brief observation was also made at Village Green Drive and Camino de Entrada (Spanish Lakes Golf Village). Traffic volumes during the morning peak hour were very low and no operational problems were noted.

PM peak hour (4 PM – 6 PM) Wednesday, September 16, 2020

The Village Green Drive/US Highway 1/Crosstown Parkway intersection was observed between 4:10 – 4:25 and 5:36-5:50 PM. Again, emphasis was on movements leaving and entering Village Green Drive. Weather was threatening and no pedestrians were noted. One bicyclist utilized the US Highway 1 eastside sidewalk to move northbound and then return southbound. Major westbound through movements varied from 19-20 vehicles per cycle with all vehicles clearing in the cycle. Westbound left turns were low with 3 movements and 1 U-turn. Westbound right turns were difficult to observe due to westbound vehicles although a constant flow of vehicles performed this movement. During the northbound US Highway 1 cycle, westbound right turns were stopped more frequently due to lack of vehicle gaps. Southbound left turns onto Village Green Drive were 11-14 vehicles per cycle, Eastbound through movements from Crosstown Parkway varied between 9 to 23 vehicles per cycle. Southbound left turns onto Village Green were higher than the morning review, totaling 9 vehicles.

The later observations at this location at 5:36 PM provided similar results. Light rain was falling, stopping and then falling again. Westbound movements included 15-19 throughs, 2-4 lefts and 1 or 2 U-turns per cycle. Other volumes were slightly less than the earlier observed conditions. Southbound lefts onto Village Green Drive averaged 11 vehicles and eastbound throughs from Crosstown Parkway varied between 8-13 vehicles. Except for the westbound rights waiting for gaps in the northbound traffic, no operational problems were noted.

The Village Green/SE Tiffany Avenue intersection was observed between 5:14-5:29 PM and overall traffic volumes were higher than the morning volumes. A woman with a baby carriage entered the sidewalk to the hospital from the east. No bicyclist were observed during this time. The north leg of the intersection had 18 southbound right turns, 21 southbound left turns, and 10 southbound vehicles crossing the intersection to enter the hospital's off-set access connection. Eastbound through traffic was 24 vehicles and 29 eastbound left turns were observed. Two eastbound U-turns were noted as well as 7 eastbound right turns into the hospital. Westbound traffic included 20 through vehicles and 11 right turns. No vehicles made westbound left turns into the hospital access connection. Five northbound vehicles left the hospital traveling north on Village Green Drive, 6 vehicles made northbound lefts and one vehicle turned right. Except for the large off-set for southbound movements into the hospital access, no queuing or operational problems were identified.

The Village Green/SE Walton Road intersection was observed between 4:56 – 5:09 PM from a different observation location. Similar to the AM observations, major movements were

westbound right turns (31 vehicles) and southbound left turns (44 vehicles). Left turn totals per cycle varied between 9-24 vehicles with the queue extending several hundred feet north. Other southbound movements were low. The northbound through lane is also used for right turns where 8 through vehicles were observed. Four northbound left turns were noted.

Eastbound through movements were not visible from the observation location with 1-2 eastbound left turns per cycle. No pedestrians were observed but 2 bicyclists were on the east side sidewalk. One fire station call occurred during the observation. A rescue vehicle and fire truck exited the station and traveled north on Village Green Drive without difficulty. The long queue for southbound lefts were generally accommodated by either the left turn signal or after the northbound traffic cleared.

Brief observations were also made at Village Green Drive and Huffman Road and at Village Green Drive and Camino de Entrada. The Huffman Road intersection was monitored from 4:29-4:40 PM. The eastbound left turn lane is the first median opening east of US Highway 1. Ten U-turns and 1 left turn were observed. Four southbound rights and 4 southbound lefts were observed from Huffman Road.

The Camino de Entrada intersection was observed from 4:43-4:53 PM. This intersection was more active than in the morning. Five eastbound lefts and 10 westbound rights entered into the Spanish Lakes Golf Village from Village Green Drive. Six southbound rights and 8 southbound lefts were observed exiting Spanish Lakes onto Village Green Drive. School buses were also observed traveling on Village Green Drive.

Synopsis of Qualitative Analysis: Village Green Drive north of SE Walton Road has significantly higher daily traffic volumes than Village Green Drive south of SE Walton Road (13,700 versus 6,900). For the most part, the traffic volumes during the Qualitative Analysis were accommodated by the existing roadway network. The northern section does not have left turning lanes at many intersections but rather wide median openings. The addition of left turn lanes would improve traffic conditions. A southbound left turn lane at SE Walton Road would significantly benefit traffic operations. The offset access to St. Lucie Medical Center at Village Green Drive and SE Tiffany Avenue should be reduced and improved.

Appendix J

Walk Audit Survey & Comments

VILLAGE GREEN DRIVE WALK AUDIT SURVEY

No.	Question	Response	Total	Percentage
1	The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).	Yes	18	90%
		No	0	0%
		Does Not Apply or Other	2	10%
2	The sidewalk is in good condition. (If not, what's wrong?	Yes	4	20%
		No	15	75%
		Does Not Apply or Other	2	10%
3	The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).	Yes	19	95%
		No	1	5%
		Does Not Apply or Other	0	0%
4	The sidewalk is continuous (i.e. no segments are missing).	Yes	9	45%
		No	10	50%
		Does Not Apply or Other	1	5%
5	The sidewalk is complete (i.e. it doesn't just randomly end).	Yes	4	20%
		No	12	60%
		Does Not Apply or Other	3	15%
6	The sidewalk is wide enough for two people to walk side by side.	Yes	14	70%
		No	5	25%
		Does Not Apply or Other	1	5%
7	The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).	Yes	1	5%
		No	19	95%
		Does Not Apply or Other	0	0%
8	The sidewalk has indicators so users with vision impairments will know when the path is ending.	Yes	7	35%
		No	14	70%
		Does Not Apply or Other	0	0%
9	The street has a designated bicycle lane. (If not, does it need one?	Yes	1	5%
		No	15	75%
		Does Not Apply or Other	2	10%
10	The street has stop signs at intersections and crossings.	Yes	14	70%
		No	5	25%
		Does Not Apply or Other	1	5%
11	The street has traffic lights at intersections and crossings.	Yes	12	60%
		No	6	30%
		Does Not Apply or Other	1	5%
12	The street has signage alerting drivers to the presence of pedestrians.	Yes	4	20%
		No	12	60%
		Does Not Apply or Other	3	15%
13	The street has crosswalks that are clearly visible to drivers.	Yes	10	50%
		No	7	35%
		Does Not Apply or Other	2	10%
14	The street has "push-to-walk" pedestrian crossing signals (also called beacons).	Yes	9	45%
		No	11	55%
		Does Not Apply or Other	1	5%
15	The pedestrian crossing signals are working.	Yes	9	45%
		No	5	25%
		Does Not Apply or Other	7	35%
16	The pedestrian crossing signals have audio prompts for people with vision impairments.	Yes	0	0%
		No	17	85%
		Does Not Apply or Other	2	10%
17	The pedestrian crossing signals and crosswalks are placed in appropriate locations.	Yes	9	45%
		No	7	35%
		Does Not Apply or Other	3	15%
18	If the street has four or more vehicle lanes, it features a median or pedestrian island.	Yes	7	35%
		No	4	20%
		Does Not Apply or Other	5	25%
19	Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)	Yes	10	50%
		No	8	40%
		Does Not Apply or Other	1	5%
20	The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).	Yes	8	40%
		No	1	5%
		Does Not Apply or Other	6	30%
21	The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).	Yes	3	15%
		No	4	20%
		Does Not Apply or Other	8	40%
22	Motorists are following the speed limit.	Yes	12	60%
		No	6	30%
		Does Not Apply or Other	1	5%
23	The location can be improved by (check all that apply):	New Landscaping	18	90%
		Landscaping Maintenance	10	50%
		Shade trees	17	85%
		Pedestrian-friendly Lighting	15	75%
		Seating	17	85%
		Trash Bins	14	70%
		Sidewalk repairs	19	95%
		Removing Graffiti	1	5%
		Removing Litters	4	20%
		Repairing or removing vacant or rundown buildings	1	5%
		Management of off-leash dogs	0	0%
		Fitness Stations	1	5%
		Roundabouts	1	5%
		Raised intersection	1	5%
		Bike Lanes	1	5%
		Use of Lakes for recreation	1	5%
		Adding parks/other green amenities along the corridor	1	5%
		Public Art/Art Features	1	5%
		Signage	1	5%
		Others	0	0%
24	Safe walkability of the area based on the findings above:	Great	2	10%
		Good	7	35%
		Fair	10	50%
		Poor	0	0%
25	Overall appeal of the area as a place to walk:	Great	4	20%
		Good	8	40%
		Fair	8	40%
		Poor	0	0%

Comments from October 1st Walking Audit Maps:

Health Trail with ? signage, fitness stations

Benches/Shade

Wider Sidewalks

More Crossings

Trash cans

Transit

Multimodal

Doggie Station

Duck Feeding

Need Safe Crossings

No Connection

More street lighting on both sides of Walton Rd

More trees for shade

Benches and trash/recycling bins

Crosswalks

Wider Sidewalks

East/West Trail Access needs lighting or something

Existing Trail already cracking due to roots (Trip Hazard)

Bus Stops not ADA, no shade, no pedestrian crossing

No pedestrian cross across Tiffany Ave

Wider sidewalks

Improvement of lakeside

Lighting

Pedestrian bump outs/traffic calming

Bike lanes/shared use path

Street furniture

Crossing island

No ADA access

Village Green Drive - Bad crosswalks

? Roundabout at Waterview & Village Green, Can't cross street - no crosswalk

Add curbside, seating and beaches

No shade trees

No playground for kids

Wood Stork sidewalk expand 8-12 ft to convert to trail

No dog bags provided

Benches need ADA accessibility

30 mph zone and add speed table

Match intersection signage (intersection of Waterview Dr and Village Green Drive) to all of the area

Lift duck feeding ban

Cracks in sidewalk

Asphalt cracking – smooth it out for roller blading

Lots of sod area

3 trash receptacles, no recycling

No crossing on Village Green midway

No pets trash bags

No street lights

New trees planted – let people pay for love one/sayings and also for new benches added

Midblock crosswalk south of Waterview Dr. needs push button & flashing lights for pedestrians

Root barriers needed for trees on east side of Village Green Drive

Missing sidewalk link at Midport Place condominiums entrance

Bus stops need shelter

Sidewalk on east side converts from concrete to asphalt. Needs to all be consistent. Roots are tearing apart sidewalk

Project team shared recommendation to explore transportation alternatives program funding for missing sidewalk connection

Widen sidewalks

Street higher than sidewalk ADA

Meandering sidewalks with landscape

Sidewalk stops at Midport Place

Bus stop bench is not ADA

Wayfinding and branding

Need sidewalk near fire station at corner of Village Green Drive & Walton

Audible signal for walkers. ADA compliance

More trees for shade on west side of Village Green Drive

Widen sidewalks

Redo sidewalk on east side

Landscaping near pond – add buffer

More benches, trash and recycling receptacles

Consider connecting sidewalks on Village Green Drive near Waterview Drive intersection and Royal Green Circle Intersection

Consider adding recreational activities to lakes (see Lake Eola in Orlando)

Landscaping

Bike lane

Large Sidewalk

Street trees where they are none

Amenitize - ? Lake in front of City Center

Intersection treatment

Transit? Enhance bus stop

Median treatment

Convert sidewalks to trails

Lift ban on feeding the ducks

Park benches

Root trip hazards in sidewalk

Staggered trees are nice

Bus stops are not ADA accessible

Wayfinding and brand the corridor

Overall Comments:

School board

- Sidewalk
- Support pedestrian facilities

Parks

- Meandering sidewalks
- Covers
- Benches
- Shade trees
- Dog waste station

Citizen

- Fines for feeding ducks
- Citizen mentioned Village Green Drive is beautiful
- Staggered side trees for morning and evening shade
- Root barrier
- Entrance for Civic center important as entrance features to funnel people and crowds – opportunity for safety features and public art

AARP Real Possibilities — Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Village Green Drive / City of PSL

Audit Date (MM/DD/YYYY): 10/01/2020 **Start:** 9 AM | PM **End:** 12 AM | PM

Posted Speed Limit: _____ **Total Number of Vehicle Lanes:** 2 ☐ One-Way ☑ Two-Way

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☑ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: _____)

✔ **YES | NO | Does Not Apply or Other**

1.	☑	☐	☐	The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2.	☐	☑	☐	The sidewalk is in good condition. (If not, what's wrong? CRACKS / ROOT INTRUSION)
3.	☑	☐	☐	The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4.	☐	☑	☐	The sidewalk is continuous (i.e. no segments are missing).
5.	☐	☑	☐	The sidewalk is complete (i.e. it doesn't just randomly end).
6.	☑	☐	☐	The sidewalk is wide enough for two people to walk side by side.
7.	☐	☑	☐	The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8.	☐	☐	☐	The sidewalk has indicators so users with vision impairments will know when the path is ending.
9.	☐	☐	☐	The street has a designated bicycle lane. (If not, does it need one? _____)
10.	☐	☐	☑	The street has stop signs at intersections and crossings. NOT AT ALL CROSSINGS
11.	☐	☐	☑	The street has traffic lights at intersections and crossings. NOT AT ALL CROSSINGS
12.	☐	☑	☐	The street has signage alerting drivers to the presence of pedestrians.
13.	☑	☐	☐	The street has crosswalks that are clearly visible to drivers. LIMITED CROSSINGS
14.	☐	☑	☐	The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15.	☐	☐	☐	The pedestrian crossing signals are working.
16.	☐	☐	☐	The pedestrian crossing signals have audio prompts for people with vision impairments.
17.	☐	☑	☐	The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18.	☐	☐	☐	If the street has four or more vehicle lanes, it features a median or pedestrian island.
19.	☑	☐	☐	Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20.	☐	☐	☐	The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21.	☐	☐	☐	The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22.	☐	☑	☐	Motorists are following the speed limit.

23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☑ landscape maintenance | ☑ shade trees ☑ pedestrian-friendly lighting | ☑ seating | ☑ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☑ other: FITNESS STATIONS

24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**

25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**

AARP LIVABLE COMMUNITIES

AARP.org/WalkAudit

070620

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: _____

Audit Date (MM/DD/YYYY): 10/21/20 **Start:** _____ AM | PM **End:** _____ AM | PM

Posted Speed Limit: _____ **Total Number of Vehicle Lanes:** _____ ☐ **One-Way** ☐ **Two-Way**

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☑ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: _____)

✔ **YES | NO | Does Not Apply or Other**

1. ☑ ☐ ☐ The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2. ☐ ☑ ☐ The sidewalk is in good condition. (If not, what's wrong? Cracks, general maintenance needed)
3. ☑ ☐ ☐ The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4. ☑ ☐ ☐ The sidewalk is continuous (i.e. no segments are missing).
5. ☐ ☑ ☐ The sidewalk is complete (i.e. it doesn't just randomly end).
6. ☑ ☐ ☐ The sidewalk is wide enough for two people to walk side by side.
7. ☐ ☑ ☐ The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8. ☐ ☑ ☐ The sidewalk has indicators so users with vision impairments will know when the path is ending.
9. ☐ ☑ ☐ The street has a designated bicycle lane. (If not, does it need one? Yes)
10. ☑ ☐ ☐ The street has stop signs at intersections and crossings.
11. ☑ ☐ ☐ The street has traffic lights at intersections and crossings.
12. ☐ ☑ ☐ The street has signage alerting drivers to the presence of pedestrians.
13. ☐ ☑ ☐ The street has crosswalks that are clearly visible to drivers.
14. ☑ ☐ ☐ The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15. ☑ ☐ ☑ The pedestrian crossing signals are working. - one wal not properly working
16. ☐ ☑ ☐ The pedestrian crossing signals have audio prompts for people with vision impairments.
17. ☑ ☐ ☐ The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18. ☐ ☑ ☐ If the street has four or more vehicle lanes, it features a median or pedestrian island.
19. ☑ ☐ ☐ Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20. ☑ ☐ ☐ The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21. ☐ ☑ ☐ The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22. ☐ ☑ ☐ Motorists are following the speed limit.
23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☑ landscape maintenance | ☑ shade trees ☑ pedestrian-friendly lighting | ☑ seating | ☑ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☑ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____
24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☑ **Good** ☐ **Fair** ☐ **Poor**
25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**

AARP.org/WalkAudit

070620

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Village Green Dr.

Audit Date (MM/DD/YYYY): 10/1/20 **Start:** 8:30 (AM) PM **End:** ____ AM (PM)

Posted Speed Limit: 30 **Total Number of Vehicle Lanes:** ____ ☐ **One-Way** ☒ **Two-Way**

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☒ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: ____ sidewalk only went part way

✔ **YES | NO | Does Not Apply or Other**

1. ☐ ☐ ☐ The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2. ☐ ☐ ☒ The sidewalk is in good condition. (If not, what's wrong? mostly in good condition, some areas need to be improved)
3. ☒ ☐ ☐ The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4. ☐ ☒ ☐ The sidewalk is continuous (i.e. no segments are missing). missing sections to cross road specified missing on west side
5. ☐ ☒ ☐ The sidewalk is complete (i.e. it doesn't just randomly end). same
6. ☒ ☐ ☐ The sidewalk is wide enough for two people to walk side by side. would like to make wider
7. ☐ ☒ ☐ The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8. ☒ ☐ ☐ The sidewalk has indicators so users with vision impairments will know when the path is ending. needs updated
9. ☐ ☒ ☐ The street has a designated bicycle lane. (If not, does it need one? ____)
10. ☐ ☒ ☐ The street has stop signs at intersections and crossings. not at crossings
11. ☐ ☒ ☐ The street has traffic lights at intersections and crossings. not on side side
12. ☐ ☒ ☐ The street has signage alerting drivers to the presence of pedestrians.
13. ☐ ☐ ☐ The street has crosswalks that are clearly visible to drivers.
14. ☐ ☒ ☐ The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15. ☐ ☐ ☒ The pedestrian crossing signals are working.
16. ☐ ☒ ☐ The pedestrian crossing signals have audio prompts for people with vision impairments.
17. ☐ ☒ ☐ The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18. ☐ ☐ ☒ If the street has four or more vehicle lanes, it features a median or pedestrian island.
19. ☐ ☒ ☐ Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20. ☐ ☐ ☒ The crossing signals provide too little time to cross ____ (minutes) ____ (seconds). not avail.
21. ☐ ☐ ☒ The crossing signals make pedestrians wait too long ____ (minutes) ____ (seconds).
22. ☐ ☒ ☐ Motorists are following the speed limit.
23. **The location can be improved by** *(check all that apply):* ☒ new landscaping | ☐ landscape maintenance | ☒ shade trees ☒ pedestrian-friendly lighting | ☒ seating | ☒ trash bins | ☒ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: ____
24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☒ **Good** ☐ **Fair** ☐ **Poor**
25. **Overall appeal of the area as a place to walk:** ☒ **Great** ☐ **Good** ☐ **Fair** ☐ **Poor**

AARP LIVABLE COMMUNITIES

AARP.org/WalkAudit

070620

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: VILLAGE GREEN DRIVE

Audit Date (MM/DD/YYYY): 10-1-20 **Start:** 9:00 (AM) | PM **End:** _____ AM | PM

Posted Speed Limit: 30 **Total Number of Vehicle Lanes:** 2 ☐ **One-Way** ☐ **Two-Way**

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☑ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: _____)

✔ **YES | NO | Does Not Apply or Other**

1.	☑	☐	☐	The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2.	☑	☐	☐	The sidewalk is in good condition. (If not, what's wrong? _____)
3.	☑	☐	☐	The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4.	☑	☐	☐	The sidewalk is continuous (i.e. no segments are missing).
5.	☐	☑	☐	The sidewalk is complete (i.e. it doesn't just randomly end).
6.	☐	☑	☐	The sidewalk is wide enough for two people to walk side by side.
7.	☐	☑	☐	The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8.	☐	☑	☐	The sidewalk has indicators so users with vision impairments will know when the path is ending.
9.	☐	☑	☐	The street has a designated bicycle lane. (If not, does it need one? _____)
10.	☑	☐	☐	The street has stop signs at intersections and crossings.
11.	☑	☐	☐	The street has traffic lights at intersections and crossings.
12.	☐	☑	☐	The street has signage alerting drivers to the presence of pedestrians.
13.	☐	☑	☐	The street has crosswalks that are clearly visible to drivers.
14.	☐	☑	☐	The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15.	☐	☑	☐	The pedestrian crossing signals are working.
16.	☐	☑	☐	The pedestrian crossing signals have audio prompts for people with vision impairments.
17.	☐	☑	☐	The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18.	☐	☐	☑	If the street has four or more vehicle lanes, it features a median or pedestrian island.
19.	☐	☑	☐	Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20.	☑	☐	☑	The crossing signals provide too little time to cross WEREN'T ANY _____ (minutes) _____ (seconds).
21.	☐	☐	☑	The crossing signals make pedestrians wait too long DIDN'T SEE ANY _____ (minutes) _____ (seconds).
22.	☑	☐	☐	Motorists are following the speed limit.

23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☑ landscape maintenance | ☐ shade trees ☐ pedestrian-friendly lighting | ☑ seating | ☑ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____

24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☑ **Good** ☑ **Fair** ☐ **Poor** EXCEPT AT INTERSECTIONS

25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☑ **Good** ☐ **Fair** ☐ **Poor**

AARP.org/WalkAudit

070620

AARP Real Possibilities — Community Walk Audit WORKSHEET

Street Name(s)/Community Name: SE Village Green (Group B)

Audit Date (MM/DD/YYYY): 10/1/20 **Start:** 9:00 (AM) | PM **End:** 9:50 (AM) | PM

Posted Speed Limit: 30mph **Total Number of Vehicle Lanes:** 2 ☐ One-Way ☑ Two-Way

The street has ☐ **no sidewalk** | ☑ **a sidewalk on one side of the street** | ☐ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: west side of street didn't have full sidewalk extending to ~~the~~ Tiffany)

✔ **YES | NO | Does Not Apply or Other**

1. ☑ ☐ ☐ The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2. ☐ ☑ ☐ The sidewalk is in good condition. (If not, what's wrong? Portions need to redone/(in) cracks concrete)
3. ☑ ☐ ☐ The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4. ☐ ☑ ☐ The sidewalk is continuous (i.e. no segments are missing).
5. ☐ ☑ ☐ The sidewalk is complete (i.e. it doesn't just randomly end).
6. ☑ ☐ ☐ The sidewalk is wide enough for two people to walk side by side.
7. ☐ ☑ ☐ The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8. ☐ ☑ ☐ The sidewalk has indicators so users with vision impairments will know when the path is ending.
9. ☐ ☑ ☐ The street has a designated bicycle lane. (If not, does it need one? _____)
10. ☑ ☐ ☐ The street has stop signs at intersections and crossings.
11. ☑ ☐ ☐ The street has traffic lights at intersections and crossings.
12. ☐ ☑ ☐ The street has signage alerting drivers to the presence of pedestrians.
13. ☐ ☑ ☐ The street has crosswalks that are clearly visible to drivers.
14. ☐ ☑ ☐ The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15. ☐ ☐ ☑ The pedestrian crossing signals are working.
16. ☐ ☑ ☐ The pedestrian crossing signals have audio prompts for people with vision impairments.
17. ☐ ☐ ☑ The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18. ☐ ☐ ☑ If the street has four or more vehicle lanes, it features a median or pedestrian island.
19. ☐ ☑ ☐ Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20. ☐ ☐ ☑ The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21. ☐ ☐ ☑ The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22. ☑ ☐ ☐ Motorists are following the speed limit.
23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☐ landscape maintenance | ☑ shade trees ☑ pedestrian-friendly lighting | ☑ seating | ☐ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____
24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**
25. **Overall appeal of the area as a place to walk:** ☑ **Great** ☐ **Good** ☐ **Fair** ☐ **Poor**

AARP Livable Communities

AARP.org/WalkAudit

070620

AARP Real Possibilities — Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Village Green North Corridor

Audit Date (MM/DD/YYYY): 10/01/2020 **Start:** 9 (AM) PM **End:** 9:45 (AM) PM

Posted Speed Limit: _____ **Total Number of Vehicle Lanes:** 2 ☐ One-Way ☑ Two-Way (asphalt being one)

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☑ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☑ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: wider, with less cracks.

✔ **YES | NO | Does Not Apply or Other**

1.	☑	☐	☐	The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2.	☐	☑	☐	The sidewalk is in good condition. (If not, what's wrong? cracks, raises, tree roots lifting as pmdt.)
3.	☑	☐	☐	The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4.	☐	☐	☐	The sidewalk is continuous (i.e. no segments are missing).
5.	☐	☐	☐	The sidewalk is complete (i.e. it doesn't just randomly end).
6.	☑	☐	☐	The sidewalk is wide enough for two people to walk side by side.
7.	☐	☑	☐	The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8.	☐	☑	☐	The sidewalk has indicators so users with vision impairments will know when the path is ending.
9.	☐	☑	☐	The street has a designated bicycle lane. (If not, does it need one? It does need one)
10.	☑	☐	☐	The street has stop signs at intersections and crossings. but it was faded.
11.	☐	☐	☐	The street has traffic lights at intersections and crossings.
12.	☐	☐	☐	The street has signage alerting drivers to the presence of pedestrians.
13.	☐	☐	☐	The street has crosswalks that are clearly visible to drivers.
14.	☑	☐	☐	The street has "push-to-walk" pedestrian crossing signals (also called beacons): didn't seem to work & far from road.
15.	☐	☑	☐	The pedestrian crossing signals are working.
16.	☐	☑	☐	The pedestrian crossing signals have audio prompts for people with vision impairments.
17.	☐	☑	☐	The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18.	☐	☐	☐	If the street has four or more vehicle lanes, it features a median or pedestrian island.
19.	☐	☑	☐	Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20.	☑	☐	☐	The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21.	☑	☐	☐	The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22.	☑	☐	☐	Motorists are following the speed limit.

23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☐ landscape maintenance | ☑ shade trees ☑ pedestrian-friendly lighting | ☑ seating | ☑ trash bins & recycle. | ☑ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____

24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**

25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☑ **Good** ☐ **Fair** ☐ **Poor** nice views of water.

AARP LIVABLE COMMUNITIES

AARP.org/WalkAudit

070620

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Village Green Drive - South

Audit Date (MM/DD/YYYY): 10/1/2020 **Start:** 8:30 (AM) PM **End:** 10 (AM) PM

Posted Speed Limit: _____ **Total Number of Vehicle Lanes:** _____ ☐ **One-Way** ☐ **Two-Way**

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☐ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: _____)

✔ **YES | NO | Does Not Apply or Other**

1. ☑ ☐ ☐ The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2. ☐ ☑ ☐ The sidewalk is in good condition. (If not, what's wrong? Areas where tree roots were ripping sidewalk on east side of Village Drive)
3. ☑ ☐ ☐ The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4. ☑ ☑ ☐ The sidewalk is continuous (i.e. no segments are missing). not on west side
5. ☑ ☐ ☐ The sidewalk is complete (i.e. it doesn't just randomly end).
6. ☑ ☐ ☐ The sidewalk is wide enough for two people to walk side by side.
7. ☑ ☐ ☐ The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8. ☑ ☐ ☐ The sidewalk has indicators so users with vision impairments will know when the path is ending.
9. ☐ ☑ ☐ The street has a designated bicycle lane. (If not, does it need one? _____)
10. ☑ ☐ ☐ The street has stop signs at intersections and crossings.
11. ☑ ☐ ☐ The street has traffic lights at intersections and crossings.
12. ☐ ☑ ☐ The street has signage alerting drivers to the presence of pedestrians.
13. ☑ ☐ ☐ The street has crosswalks that are clearly visible to drivers. could be better
14. ☐ ☑ ☐ The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15. ☐ ☐ ☑ The pedestrian crossing signals are working.
16. ☐ ☐ ☑ The pedestrian crossing signals have audio prompts for people with vision impairments.
17. ☑ ☐ ☐ The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18. ☐ ☐ ☐ If the street has four or more vehicle lanes, it features a median or pedestrian island.
19. ☑ ☐ ☐ Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20. ☐ ☐ ☐ The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21. ☐ ☐ ☐ The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22. ☑ ☐ ☐ Motorists are following the speed limit.
23. **The location can be improved by** *(check all that apply):* ☐ new landscaping | ☑ landscape maintenance | ☑ shade trees ☐ pedestrian-friendly lighting | ☐ seating | ☐ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____
24. **Safe walkability of the area based on the findings above:** ☑ **Great** ☐ **Good** ☐ **Fair** ☐ **Poor**
25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☑ **Good** ☐ **Fair** ☐ **Poor**

AARP LIVABLE COMMUNITIES

AARP.org/WalkAudit

070620

AARP Real Possibilities — Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Jeff Weidner

Audit Date (MM/DD/YYYY): 10/01/20 **Start:** 9:00 AM | PM **End:** 10:00 AM | PM

Posted Speed Limit: 30 **Total Number of Vehicle Lanes:** 2 ☐ One-Way ☒ Two-Way

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☐ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☒ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: sidewalk one side - trail the other side missing section)

✔ **YES | NO | Does Not Apply or Other**

	YES	NO	Does Not Apply or Other	
1.	☒	☐	☐	The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2.	☐	☐	☒	The sidewalk is in good condition. (If not, what's wrong? Sidewalk gaps like trail) Should be 8-12' wide
3.	☒	☐	☐	The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4.	☐	☐	☒	The sidewalk is continuous (i.e. no segments are missing). For the most part yes
5.	☐	☒	☐	The sidewalk is complete (i.e. it doesn't just randomly end). West side - sidewalk ends
6.	☐	☒	☐	The sidewalk is wide enough for two people to walk side by side. Barely
7.	☐	☒	☐	The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8.	☐	☒	☐	The sidewalk has indicators so users with vision impairments will know when the path is ending.
9.	☐	☒	☐	The street has a designated bicycle lane. (If not, does it need one? Yes)
10.	☐	☒	☐	The street has stop signs at intersections and crossings. None N/S
11.	☐	☒	☐	The street has traffic lights at intersections and crossings.
12.	☐	☒	☐	The street has signage alerting drivers to the presence of pedestrians. one location
13.	☒	☐	☐	The street has crosswalks that are clearly visible to drivers. one
14.	☐	☐	☒	The street has "push-to-walk" pedestrian crossing signals (also called beacons). N/A
15.	☐	☐	☒	The pedestrian crossing signals are working. N/A
16.	☐	☐	☒	The pedestrian crossing signals have audio prompts for people with vision impairments. N/A
17.	☐	☐	☒	The pedestrian crossing signals and crosswalks are placed in appropriate locations. N/A
18.	☐	☐	☒	If the street has four or more vehicle lanes, it features a median or pedestrian island.. N/A
19.	☐	☒	☐	Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20.	☐	☐	☒	The crossing signals provide too little time to cross _____ (minutes) _____ (seconds). N/A
21.	☐	☐	☒	The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds). N/A
22.	☐	☐	☐	Motorists are following the speed limit. For the most part

23. **The location can be improved by** *(check all that apply):* ☒ new landscaping | ☐ landscape maintenance | ☒ shade trees ☒ pedestrian-friendly lighting | ☒ seating | ☒ trash bins | ☒ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: Round abouts, raised intersection, Bike lanes

24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☒ **Good** ☐ **Fair** ☐ **Poor**

25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☐ **Good** ☒ **Fair** ☐ **Poor**

AARP Livable Communities

AARP.org/WalkAudit

070620

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Village Green

Audit Date (MM/DD/YYYY): 10/1/2020 **Start:** 9 (AM) | PM **End:** 10 (AM) | PM

Posted Speed Limit: _____ **Total Number of Vehicle Lanes:** 4 ☐ **One-Way** ☑ **Two-Way**

The street has ☐ **no sidewalk** | ☑ **a sidewalk on one side of the street** | ☐ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: _____)

✔ **YES | NO | Does Not Apply or Other**

1.	☑	☐	☐	The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2.	☑	☐	☐	The sidewalk is in good condition. (If not, what's wrong? _____)
3.	☑	☐	☐	The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4.	☑	☐	☐	The sidewalk is continuous (i.e. no segments are missing).
5.	☑	☐	☐	The sidewalk is complete (i.e. it doesn't just randomly end).
6.	☑	☐	☐	The sidewalk is wide enough for two people to walk side by side.
7.	☐	☑	☐	The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8.	☐	☑	☐	The sidewalk has indicators so users with vision impairments will know when the path is ending.
9.	☐	☑	☐	The street has a designated bicycle lane. (If not, does it need one? _____)
10.	☐	☑	☐	The street has stop signs at intersections and crossings.
11.	☐	☑	☐	The street has traffic lights at intersections and crossings.
12.	☐	☑	☐	The street has signage alerting drivers to the presence of pedestrians.
13.	☐	☑	☐	The street has crosswalks that are clearly visible to drivers.
14.	☐	☑	☐	The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15.	☐	☐	☑	The pedestrian crossing signals are working.
16.	☐	☑	☐	The pedestrian crossing signals have audio prompts for people with vision impairments.
17.	☑	☐	☐	The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18.	☑	☐	☐	If the street has four or more vehicle lanes, it features a median or pedestrian island.
19.	☑	☐	☐	Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20.	☐	☐	☑	The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21.	☐	☐	☑	The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22.	☐	☑	☐	Motorists are following the speed limit.

23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☑ landscape maintenance | ☑ shade trees ☑ pedestrian-friendly lighting | ☑ seating | ☐ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____

24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**

25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**

AARP LIVABLE COMMUNITIES

AARP.org/WalkAudit

070620

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Village Green (S of Walton)

Audit Date (MM/DD/YYYY): 10/1/2020 **Start:** 9 AM / PM **End:** 9:45 AM / PM

Posted Speed Limit: 30-35 **Total Number of Vehicle Lanes:** 2 & 4 divided ☐ One-Way ☑ Two-Way

The street has ☐ **no sidewalk** | ☑ **a sidewalk on one side of the street** | ☐ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☑ **Yes** | ☐ **No** | ☑ **Maybe** (Explain: Some sections are missing...)

✔ **YES | NO | Does Not Apply or Other**

1. ☑ ☐ ☐ The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2. ☐ ☑ ☐ The sidewalk is in good condition. (If not, what's wrong? Roots are coming thru the asphalt)
3. ☑ ☐ ☐ The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4. ☐ ☑ ☐ The sidewalk is continuous (i.e. no segments are missing).
5. ☐ ☐ ☑ The sidewalk is complete (i.e. it doesn't just randomly end).
6. ☑ ☐ ☐ The sidewalk is wide enough for two people to walk side by side. – somewhat –
7. ☐ ☑ ☐ The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8. ☐ ☑ ☐ The sidewalk has indicators so users with vision impairments will know when the path is ending.
9. ☐ ☑ ☐ The street has a designated bicycle lane. (If not, does it need one? yes)
10. ☑ ☐ ☐ The street has stop signs at intersections and crossings.
11. ☑ ☐ ☐ The street has traffic lights at intersections and crossings.
12. ☐ ☐ ☑ The street has signage alerting drivers to the presence of pedestrians. – not sure –
13. ☐ ☐ ☑ The street has crosswalks that are clearly visible to drivers. – somewhat –
14. ☑ ☐ ☐ The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15. ☑ ☐ ☐ The pedestrian crossing signals are working.
16. ☐ ☑ ☐ The pedestrian crossing signals have audio prompts for people with vision impairments.
17. ☑ ☐ ☐ The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18. ☑ ☐ ☐ If the street has four or more vehicle lanes, it features a median or pedestrian island.
19. ☑ ☐ ☐ Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20. ☑ ☐ ☐ The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21. ☑ ☐ ☐ The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22. ☐ ☐ ☑ Motorists are following the speed limit. – Sometimes –
23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☐ landscape maintenance | ☐ shade trees ☐ pedestrian-friendly lighting | ☑ seating | ☑ trash bins | ☐ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____
24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☑ **Good** ☐ **Fair** ☐ **Poor**
25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☑ **Good** ☐ **Fair** ☐ **Poor**

070620

AARP.org/WalkAudit

AARP Real Possibilities Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Village Walk Drive

Audit Date (MM/DD/YYYY): 10/11/20 **Start:** _____ AM | PM **End:** _____ AM | PM

Posted Speed Limit: _____ **Total Number of Vehicle Lanes:** _____ ☐ **One-Way** ☐ **Two-Way**

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☐ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: _____)

✔ **YES | NO | Does Not Apply or Other**

1.	☑	☐	☐	The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2.	☐	☑	☐	The sidewalk is in good condition. (If not, what's wrong? _____)
3.	☑	☐	☐	The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4.	☐	☑	☐	The sidewalk is continuous (i.e. no segments are missing).
5.	☐	☑	☐	The sidewalk is complete (i.e. it doesn't just randomly end).
6.	☑	☐	☐	The sidewalk is wide enough for two people to walk side by side.
7.	☐	☑	☐	The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8.	☐	☑	☐	The sidewalk has indicators so users with vision impairments will know when the path is ending.
9.	☐	☑	☐	The street has a designated bicycle lane. (If not, does it need one? yes)
10.	☑	☐	☐	The street has stop signs at intersections and crossings.
11.	☑	☐	☐	The street has traffic lights at intersections and crossings.
12.	☑	☐	☐	The street has signage alerting drivers to the presence of pedestrians.
13.	☑	☐	☐	The street has crosswalks that are clearly visible to drivers.
14.	☐	☐	☑	The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15.	☐	☑	☐	The pedestrian crossing signals are working.
16.	☐	☑	☐	The pedestrian crossing signals have audio prompts for people with vision impairments.
17.	☑	☐	☐	The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18.	☐	☐	☐	If the street has four or more vehicle lanes, it features a median or pedestrian island.
19.	☐	☐	☐	Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20.	☐	☐	☐	The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21.	☐	☑	☐	The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22.	☑	☐	☐	Motorists are following the speed limit.

23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☑ landscape maintenance | ☑ shade trees ☐ pedestrian-friendly lighting | ☑ seating | ☑ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☑ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____

24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☐ **Good** ☐ **Fair** ☐ **Poor**

25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☐ **Good** ☐ **Fair** ☐ **Poor**

070620

AARP.org/WalkAudit

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Village Green Dr.

Audit Date (MM/DD/YYYY): 10/01/2020 **Start:** 8:30 (AM) | PM **End:** 10 (AM) | PM

Posted Speed Limit: _____ **Total Number of Vehicle Lanes:** _____ ☐ **One-Way** ☐ **Two-Way**

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☑ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: _____)

✔ **YES | NO | Does Not Apply or Other**

1. ☐ ☐ ☑ The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2. ☐ ☑ ☐ The sidewalk is in good condition. (If not, what's wrong? Asphalt is cracked.)
3. ☑ ☐ ☐ The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4. ☐ ☑ ☐ The sidewalk is continuous (i.e. no segments are missing).
5. ☐ ☑ ☐ The sidewalk is complete (i.e. it doesn't just randomly end).
6. ☑ ☐ ☐ The sidewalk is wide enough for two people to walk side by side.
7. ☐ ☑ ☐ The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8. ☐ ☑ ☐ The sidewalk has indicators so users with vision impairments will know when the path is ending.
9. ☐ ☑ ☐ The street has a designated bicycle lane. (If not, does it need one? Yes it does.)
10. ☑ ☐ ☐ The street has stop signs at intersections and crossings.
11. ☑ ☐ ☐ The street has traffic lights at intersections and crossings.
12. ☐ ☐ ☑ The street has signage alerting drivers to the presence of pedestrians.
13. ☐ ☐ ☑ The street has crosswalks that are clearly visible to drivers.
14. ☐ ☑ ☐ The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15. ☐ ☑ ☐ The pedestrian crossing signals are working.
16. ☐ ☑ ☐ The pedestrian crossing signals have audio prompts for people with vision impairments.
17. ☑ ☐ ☐ The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18. ☑ ☐ ☐ If the street has four or more vehicle lanes, it features a median or pedestrian island.
19. ☐ ☑ ☐ Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20. ☐ ☑ ☐ The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21. ☐ ☑ ☐ The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22. ☑ ☐ ☐ Motorists are following the speed limit.
23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☑ landscape maintenance | ☑ shade trees ☐ pedestrian-friendly lighting | ☑ seating | ☐ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☑ other: Use of lakes for recreation.
24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**
25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**

AARP LIVABLE COMMUNITIES

AARP.org/WalkAudit

070620

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Teresa Lamar - Sarno

Audit Date (MM/DD/YYYY): 10-1-20 **Start:** 9:00 AM | PM **End:** 9:40 AM | PM

Posted Speed Limit: _____ **Total Number of Vehicle Lanes:** 2 ☐ **One-Way** ☑ **Two-Way**

The street has ☐ **no sidewalk** | ☑ **a sidewalk on one side of the street** | ☐ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: _____)

✔ **YES | NO | Does Not Apply or Other**

1. ☑ ☐ ☐ The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2. ☐ ☑ ☐ The sidewalk is in good condition. (If not, what's wrong? parts not cement but Broken asphalt.)
3. ☑ ☐ ☐ The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4. ☐ ☑ ☐ The sidewalk is continuous (i.e. no segments are missing).
5. ☐ ☑ ☐ The sidewalk is complete (i.e. it doesn't just randomly end).
6. ☐ ☑ ☐ The sidewalk is wide enough for two people to walk side by side.
7. ☐ ☑ ☐ The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8. ☐ ☑ ☐ The sidewalk has indicators so users with vision impairments will know when the path is ending.
9. ☐ ☑ ☐ The street has a designated bicycle lane. (If not, does it need one? _____)
10. ☑ ☐ ☐ The street has stop signs at intersections and crossings.
11. ☐ ☑ ☐ The street has traffic lights at intersections and crossings.
12. ☐ ☑ ☐ The street has signage alerting drivers to the presence of pedestrians.
13. ☐ ☑ ☐ The street has crosswalks that are clearly visible to drivers.
14. ☐ ☑ ☐ The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15. ☑ ☑ ☐ The pedestrian crossing signals are working.
16. ☐ ☑ ☐ The pedestrian crossing signals have audio prompts for people with vision impairments.
17. ☐ ☑ ☐ The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18. ☑ ☐ ☐ If the street has four or more vehicle lanes, it features a median or pedestrian island.
19. ☐ ☑ ☐ Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20. ☑ ☐ ☐ The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21. ☐ ☐ ☑ The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22. ☐ ☑ ☐ Motorists are following the speed limit.
23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☐ landscape maintenance | ☑ shade trees ☑ pedestrian-friendly lighting | ☐ seating | ☐ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____
24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☒ **Good** ☐ **Fair** ☐ **Poor**
25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☒ **Good** ☐ **Fair** ☐ **Poor**

AARP LIVABLE COMMUNITIES

070620

AARP.org/WalkAudit

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Village green drive (Group A)

Audit Date (MM/DD/YYYY): 10/01/2020 **Start:** 9:00 AM | ~~PM~~ **End:** 9:40 AM | ~~PM~~

Posted Speed Limit: _____ **Total Number of Vehicle Lanes:** 2 - 3 ☐ **One-Way** ☑ **Two-Way**

The street has ☐ **no sidewalk** | ☑ **a sidewalk on one side of the street** | ☐ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☑ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: sidewalk needs connectivity along the corridor)

✔ **YES | NO | Does Not Apply or Other**

1.	☑	☐	☐	The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2.	☐	☑	☐	The sidewalk is in good condition. (If not, what's wrong? _____)
3.	☐	☑	☐	The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4.	☐	☑	☐	The sidewalk is continuous (i.e. no segments are missing).
5.	☐	☑	☐	The sidewalk is complete (i.e. it doesn't just randomly end).
6.	☐	☑	☐	The sidewalk is wide enough for two people to walk side by side.
7.	☐	☑	☐	The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8.	☐	☑	☐	The sidewalk has indicators so users with vision impairments will know when the path is ending.
9.	☐	☐	☑	The street has a designated bicycle lane. (If not, does it need one? Yes)
10.	☑	☐	☐	The street has stop signs at intersections and crossings.
11.	☐	☑	☐	The street has traffic lights at intersections and crossings.
12.	☐	☑	☐	The street has signage alerting drivers to the presence of pedestrians.
13.	☐	☑	☐	The street has crosswalks that are clearly visible to drivers.
14.	☑	☐	☐	The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15.	☑	☐	☐	The pedestrian crossing signals are working.
16.	☐	☑	☐	The pedestrian crossing signals have audio prompts for people with vision impairments.
17.	☐	☑	☐	The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18.	☐	☑	☐	If the street has four or more vehicle lanes, it features a median or pedestrian island.
19.	☐	☐	☑	Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20.	☐	☐	☐	The crossing signals provide too little time to cross _____ (minutes) 30-40 (seconds).
21.	☐	☐	☑	The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22.	☑	☐	☐	Motorists are following the speed limit.

23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☑ landscape maintenance | ☑ shade trees ☐ pedestrian-friendly lighting | ☑ seating | ☑ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☑ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____

24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**

25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☑ **Good** ☐ **Fair** ☐ **Poor**

AARP LIVABLE COMMUNITIES

AARP.org/WalkAudit

070620

AARP Real Possibilities — Community Walk Audit WORKSHEET

Street Name(s)/Community Name: SE VILLAGE GREEN DRIVE

Audit Date (MM/DD/YYYY): 10-01-20 **Start:** 9 (AM) | PM **End:** 10 (AM) | PM

Posted Speed Limit: _____ **Total Number of Vehicle Lanes:** _____ ☐ One-Way ☐ Two-Way

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☑ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: _____)

✔ **YES | NO | Does Not Apply or Other**

1.	☑	☐	☐	The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2.	☐	☑	☐	The sidewalk is in good condition. (If not, what's wrong? one side was too small/ CRACKED)
3.	☑	☐	☐	The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4.	☑	☐	☐	The sidewalk is continuous (i.e. no segments are missing).
5.	☐	☑	☐	The sidewalk is complete (i.e. it doesn't just randomly end). → ends on the one side
6.	☐	☑	☐	The sidewalk is wide enough for two people to walk side by side.
7.	☐	☑	☐	The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8.	☑	☐	☐	The sidewalk has indicators so users with vision impairments will know when the path is ending. some places
9.	☑	☐	☐	The street has a designated bicycle lane. (If not, does it need one? WALTON DOES)
10.	☑	☐	☐	The street has stop signs at intersections and crossings.
11.	☑	☐	☐	The street has traffic lights at intersections and crossings.
12.	☐	☑	☐	The street has signage alerting drivers to the presence of pedestrians. → could be better
13.	☑	☑	☐	The street has crosswalks that are clearly visible to drivers. → could be better
14.	☑	☐	☐	The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15.	☑	☐	☐	The pedestrian crossing signals are working.
16.	☐	☑	☐	The pedestrian crossing signals have audio prompts for people with vision impairments.
17.	☐	☑	☐	The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18.	☑	☐	☐	If the street has four or more vehicle lanes, it features a median or pedestrian island.
19.	☑	☐	☐	Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20.	☑	☐	☐	The crossing signals provide too little time to cross _____ (minutes) 25 (seconds).
21.	☐	☑	☐	The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22.	☑	☐	☐	Motorists are following the speed limit.

23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☑ landscape maintenance | ☑ shade trees ☑ pedestrian-friendly lighting | ☑ seating | ☑ trash bins | ☑ sidewalk repairs | ☑ removing graffiti ☑ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☑ other: adding parks / other green amenities along the corridor

24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**

25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**

AARP Livable Communities

070620

AARP.org/WalkAudit

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Walton @ Village Green

Audit Date (MM/DD/YYYY): 09-30-2020 **Start:** _____ AM | PM **End:** _____ AM | PM

Posted Speed Limit: _____ **Total Number of Vehicle Lanes:** _____ ☐ **One-Way** ☐ **Two-Way**

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☑ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: _____)

✔ **YES | NO | Does Not Apply or Other**

1.	☐	☐	☑	The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping). both
2.	☐	☑	☐	The sidewalk is in good condition. (If not, what's wrong? cracks)
3.	☑	☐	☐	The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4.	☑	☑	☐	The sidewalk is continuous (i.e. no segments are missing).
5.	☐	☐	☑	The sidewalk is complete (i.e. it doesn't just randomly end).
6.	☐	☐	☑	The sidewalk is wide enough for two people to walk side by side. most
7.	☐	☑	☐	The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8.	☐	☑	☐	The sidewalk has indicators so users with vision impairments will know when the path is ending.
9.	☐	☐	☑	The street has a designated bicycle lane. (If not, does it need one? some)
10.	☐	☑	☐	The street has stop signs at intersections and crossings.
11.	☑	☐	☐	The street has traffic lights at intersections and crossings.
12.	☐	☐	☑	The street has signage alerting drivers to the presence of pedestrians. don't remember
13.	☑	☐	☐	The street has crosswalks that are clearly visible to drivers.
14.	☐	☑	☐	The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15.	☐	☐	☑	The pedestrian crossing signals are working.
16.	☐	☑	☐	The pedestrian crossing signals have audio prompts for people with vision impairments.
17.	☐	☐	☑	The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18.	☑	☐	☐	If the street has four or more vehicle lanes, it features a median or pedestrian island.
19.	☑	☐	☐	Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20.	☐	☐	☑	The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21.	☐	☐	☑	The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22.	☑	☐	☐	Motorists are following the speed limit.

23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☑ landscape maintenance | ☑ shade trees ☑ pedestrian-friendly lighting | ☑ seating | ☑ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☑ other: art features, signage

24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**

25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☐ **Good** ☑ **Fair** ☐ **Poor**

AARP LIVABLE COMMUNITIES

070620

AARP.org/WalkAudit

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Village Green

Audit Date (MM/DD/YYYY): 10-1-2020 **Start:** 9 (AM) | PM **End:** 940 (AM) | PM

Posted Speed Limit: 35? **Total Number of Vehicle Lanes:** 2 ☐ **One-Way** ☒ **Two-Way**

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** ☒ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: W. Sidalk only 5' E " asphalt in road at Mail)

✔ **YES | NO | Does Not Apply or Other**

1.	☑	☐	☐	The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2.	☑	☑	☐	The sidewalk is in good condition. (If not, what's wrong? W. S/W in road @ Mail.)
3.	☑	☐	☐	The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4.	☑	☐	☐	The sidewalk is continuous (i.e. no segments are missing).
5.	☑	☐	☐	The sidewalk is complete (i.e. it doesn't just randomly end).
6.	☑	☐	☐	The sidewalk is wide enough for two people to walk side by side.
7.	☐	☒	☐	The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8.	☒	☒	☐	The sidewalk has indicators so users with vision impairments will know when the path is ending. Some -
9.	☐	☒	☐	The street has a designated bicycle lane. (If not, does it need one? YES)
10.	☑	☐	☐	The street has stop signs at intersections and crossings.
11.	☑	☐	☐	The street has traffic lights at intersections and crossings.
12.	☑	☐	☐	The street has signage alerting drivers to the presence of pedestrians.
13.	☑	☑	☐	The street has crosswalks that are clearly visible to drivers.
14.	☑	☑	☐	The street has "push-to-walk" pedestrian crossing signals (also called beacons).
15.	☑	☐	☐	The pedestrian crossing signals are working.
16.	☐	☒	☐	The pedestrian crossing signals have audio prompts for people with vision impairments.
17.	☑	☐	☐	The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18.	☐	☒	☐	If the street has four or more vehicle lanes, it features a median or pedestrian island.
19.	☐	☒	☐	Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20.	☒	☐	☐	The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21.	☐	☒	☐	The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22.	☒	☐	☐	Motorists are following the speed limit.

23. **The location can be improved by** *(check all that apply):* ☑ new landscaping | ☐ landscape maintenance | ☑ shade trees ☑ pedestrian-friendly lighting | ☑ seating | ☐ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____

24. **Safe walkability of the area based on the findings above:** ☑ **Great** ☐ **Good** ☐ **Fair** ☐ **Poor**

25. **Overall appeal of the area as a place to walk:** ☑ **Great** ☐ **Good** ☐ **Fair** ☐ **Poor**

East ↑ ↑ West R/W

AARP LIVABLE COMMUNITIES

AARP.org/WalkAudit

070620

Mark

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: VILLAGE GREEN DR

Audit Date (MM/DD/YYYY): 10/1/2020 **Start:** 9:00 (AM) PM **End:** 9:45 (AM) PM

Posted Speed Limit: _____ **Total Number of Vehicle Lanes:** 2 ☐ **One-Way** ☑ **Two-Way**

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☑ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: _____)

✔ **YES | NO | Does Not Apply or Other**

1. ☑ ☐ ☐ The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2. ☑ ☐ ☐ The sidewalk is in good condition. (If not, what's wrong? SOME AREAS NEED MAINTENANCE)
3. ☑ ☐ ☐ The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4. ☑ ☐ ☐ The sidewalk is continuous (i.e. no segments are missing).
5. ☑ ☐ ☐ The sidewalk is complete (i.e. it doesn't just randomly end).
6. ☑ ☐ ☐ The sidewalk is wide enough for two people to walk side by side.
7. ☐ ☑ ☐ The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8. ☑ ☑ ☐ The sidewalk has indicators so users with vision impairments will know when the path is ending. SOME CROSSINGS DO, SOME DO NOT.
9. ☐ ☐ ☐ The street has a designated bicycle lane. (If not, does it need one? _____)
10. ☑ ☐ ☐ The street has stop signs at intersections and crossings.
11. ☑ ☐ ☐ The street has traffic lights at intersections and crossings.
12. ☑ ☐ ☐ The street has signage alerting drivers to the presence of pedestrians.
13. ☑ ☐ ☐ The street has crosswalks that are clearly visible to drivers.
14. ☑ ☑ ☐ The street has "push-to-walk" pedestrian crossing signals (also called beacons). INTERSECTION DID, MIDBLOCK DID NOT
15. ☑ ☐ ☐ The pedestrian crossing signals are working.
16. ☐ ☑ ☐ The pedestrian crossing signals have audio prompts for people with vision impairments.
17. ☑ ☐ ☐ The pedestrian crossing signals and crosswalks are placed in appropriate locations.
18. ☐ ☑ ☐ If the street has four or more vehicle lanes, it features a median or pedestrian island.
19. ☑ ☐ ☐ Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20. ☑ ☐ ☐ The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21. ☑ ☐ ☐ The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22. ☑ ☐ ☐ Motorists are following the speed limit.
23. **The location can be improved by** *(check all that apply)*: ☑ new landscaping | ☐ landscape maintenance | ☑ shade trees ☑ pedestrian-friendly lighting | ☑ seating | ☑ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____
24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☑ **Good** ☐ **Fair** ☐ **Poor**
25. **Overall appeal of the area as a place to walk:** ☑ **Great** ☐ **Good** ☐ **Fair** ☐ **Poor**

AARP LIVABLE COMMUNITIES

AARP.org/WalkAudit

070620

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Village Green Drive

Audit Date (MM/DD/YYYY): 10/01/20 **Start:** 9:00 AM | PM **End:** _____ AM | PM

Posted Speed Limit: 30 **Total Number of Vehicle Lanes:** 4 / 2 ☐ One-Way ☒ Two-Way

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☒ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: _____)

VARIES

✔ **YES | NO | Does Not Apply or Other**

1. ☒ ☐ ☐ The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2. ☐ ☒ ☐ The sidewalk is in good condition. (If not, what's wrong? Asphalt sidewalk has many ADA issues)
3. ☒ ☐ ☐ The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4. ☐ ☒ ☐ The sidewalk is continuous (i.e. no segments are missing).
5. ☐ ☒ ☐ The sidewalk is complete (i.e. it doesn't just randomly end).
6. ☒ ☐ ☐ The sidewalk is wide enough for two people to walk side by side.
7. ☐ ☒ ☐ The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8. ☒ ☐ ☐ The sidewalk has indicators so users with vision impairments will know when the path is ending.
9. ☐ ☒ ☐ The street has a designated bicycle lane. (If not, does it need one? Yes)
10. ☐ ☒ ☐ The street has stop signs at intersections and crossings. Not at Tiffany E/W Bound
11. ☐ ☒ ☐ The street has traffic lights at intersections and crossings. Not at Tiffany E/W Bound / N/S Bound
12. ☒ ☐ ☐ The street has signage alerting drivers to the presence of pedestrians.
13. ☒ ☒ ☐ The street has crosswalks that are clearly visible to drivers.
14. ☐ ☒ ☐ The street has "push-to-walk" pedestrian crossing signals (also called beacons). Not at Tiffany or Mid-Block Crossing
15. ☒ ☐ ☐ The pedestrian crossing signals are working.
16. ☐ ☒ ☐ The pedestrian crossing signals have audio prompts for people with vision impairments.
17. ☐ ☐ ☐ The pedestrian crossing signals and crosswalks are placed in appropriate locations. Not the mid-blck
18. ☒ ☐ ☐ If the street has four or more vehicle lanes, it features a median or pedestrian island.
19. ☒ ☐ ☐ Safe crossing locations are 300 feet or more apart. (That's the length of a city block or a football field.)
20. ☒ ☐ ☐ The crossing signals provide too little time to cross _____ (minutes) _____ (seconds).
21. ☐ ☒ ☐ The crossing signals make pedestrians wait too long _____ (minutes) _____ (seconds).
22. ☐ ☒ ☐ Motorists are following the speed limit.

23. **The location can be improved by** *(check all that apply)*: ☐ new landscaping | ☐ landscape maintenance | ☐ shade trees ☒ pedestrian-friendly lighting | ☐ seating | ☐ trash bins | ☒ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☒ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____

24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☐ **Good** ☒ **Fair** ☐ **Poor**

25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☐ **Good** ☒ **Fair** ☐ **Poor**

AARP.org/WalkAudit

070620

OVER

① Remove Asphalt sidewalk - Non ADA Compliant (Trees, Roots, Settlement)

② Roundabout w/ crossings @ Tiffany Ave

③ Fewer median cuts from US-1 to Walton to allow the lowering of median height and installation of landscaping

④ Industrial Portion US-1 to Walton needs a facelift.

⑤ FPL has a major yard on the North side - possible stakeholder collaboration? (Brandon C.)

⑥ Sidewalk should be installed on North side of Tiffany from Village Green to US-1 (mobility)

⑦ Pedestrian Lighting Needed

⑧ Possible Hawk signal at mid blocks, However isn't legislation leaning towards not allowing them in the future??

⑨ Mill and resurface entire route

AARP Real Possibilities

Community Walk Audit WORKSHEET

Street Name(s)/Community Name: Village Green / Walton Rd

Audit Date (MM/DD/YYYY): 10/01/2020 **Start:** 9:05 (AM) | PM **End:** 9:45 (AM) | PM

Posted Speed Limit: 30mph **Total Number of Vehicle Lanes:** 2 ☐ **One-Way** ☑ **Two-Way**

The street has ☐ **no sidewalk** | ☐ **a sidewalk on one side of the street** | ☑ **a sidewalk on both sides of the street**

If the street has no sidewalk, does it need one? ☐ **Yes** | ☐ **No** | ☐ **Maybe** (Explain: Need asphalt sidewalks replaced.

✔ **YES | NO | Does Not Apply or Other**

1.	☑	☐	☐	The sidewalk is separated from the street by a barrier or buffer (i.e. a curb, grass, landscaping).
2.	☐	☑	☐	The sidewalk is in good condition. (If not, what's wrong? East side bad. Asphalt/roots)
3.	☑	☐	☐	The sidewalk is free of obstacles (i.e. hydrants, utility poles, trash).
4.	☑	☐	☐	The sidewalk is continuous (i.e. no segments are missing). (The portions we walked)
5.	☐	☐	☑	The sidewalk is complete (i.e. it doesn't just randomly end). Other
6.	☑	☐	☐	The sidewalk is wide enough for two people to walk side by side.
7.	☐	☑	☐	The sidewalk is wide enough for two people to walk while social distancing (6 feet apart).
8.	☑	☑	☐	The sidewalk has indicators so users with vision impairments will know when the path is ending.
9.	☐	☑	☐	The street has a designated bicycle lane. (If not, does it need one? _____)
10.	☑	☐	☐	The street has stop signs at intersections and crossings.
11.	☑	☐	☐	The street has traffic lights at intersections and crossings. * Not all of the crossing
12.	☐	☑	☐	The street has signage alerting drivers to the presence of pedestrians.
13.	☑	☐	☐	The street has crosswalks that are clearly visible to drivers.
14.	☑	☐	☐	The street has "push-to-walk" pedestrian crossing signals (also called beacons).
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22.	☐	☑	☐	Motorists are following the speed limit.

23. **The location can be improved by** *(check all that apply)*: ☑ new landscaping | ☐ landscape maintenance | ☑ shade trees ☑ pedestrian-friendly lighting | ☑ seating | ☑ trash bins | ☑ sidewalk repairs | ☐ removing graffiti ☐ removing litter | ☐ repairing or removing vacant or rundown buildings | ☐ management of off-leash dogs ☐ other: _____

24. **Safe walkability of the area based on the findings above:** ☐ **Great** ☑ **Good** ☐ **Fair** ☐ **Poor**

25. **Overall appeal of the area as a place to walk:** ☐ **Great** ☑ **Good** ☐ **Fair** ☐ **Poor**

AARP LIVABLE COMMUNITIES

AARP.org/WalkAudit

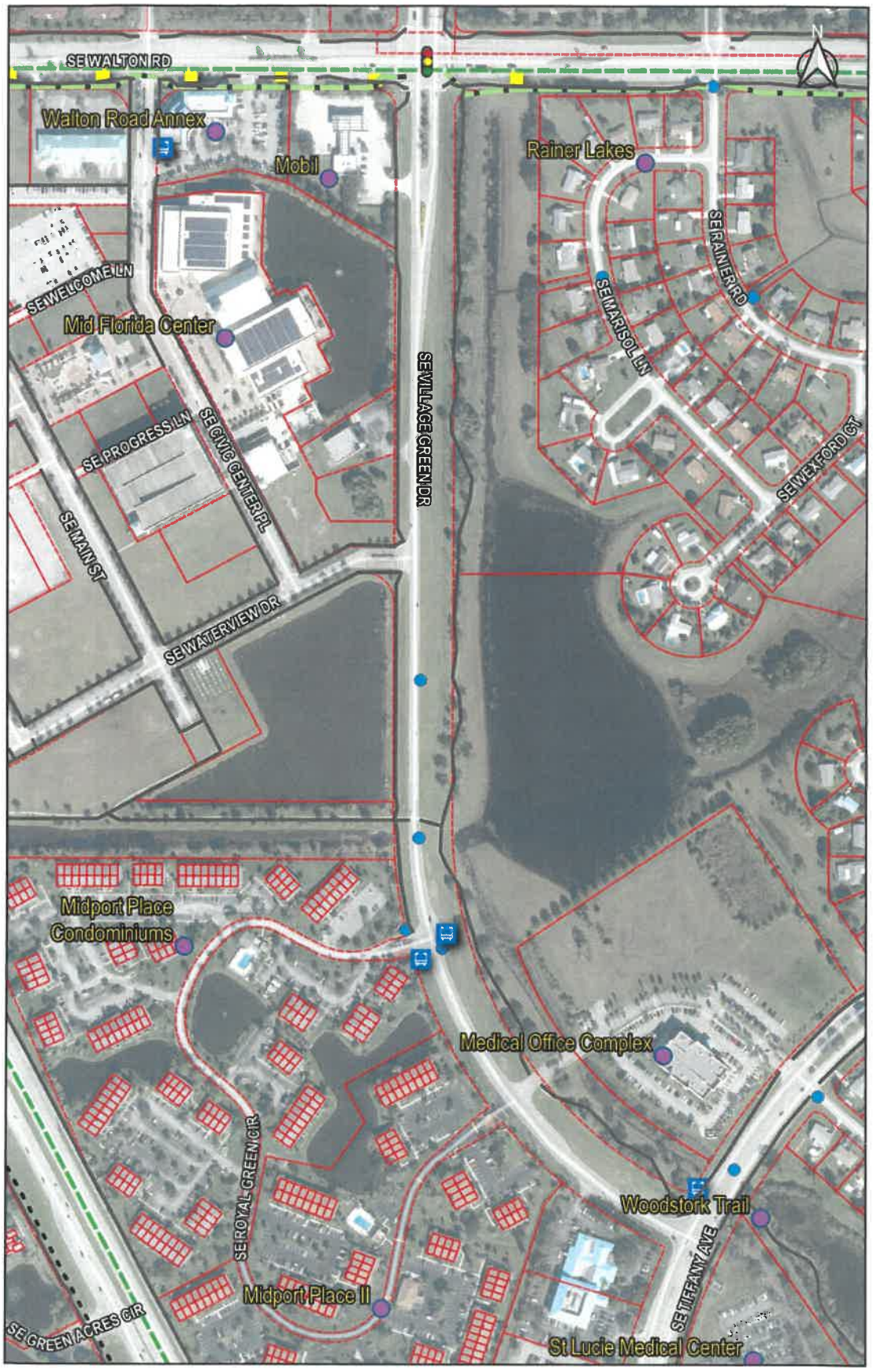
070620

① Replace asphalt sidewalk on east side.

② Recycling bins and pet stations.

③ Work out station?

Village Green Drive
Walton Road to Tiffany Avenue



village GREEN DR
PORT ST. LUCIE

Comments:

more Street lighting on both sides of Walton Rd.

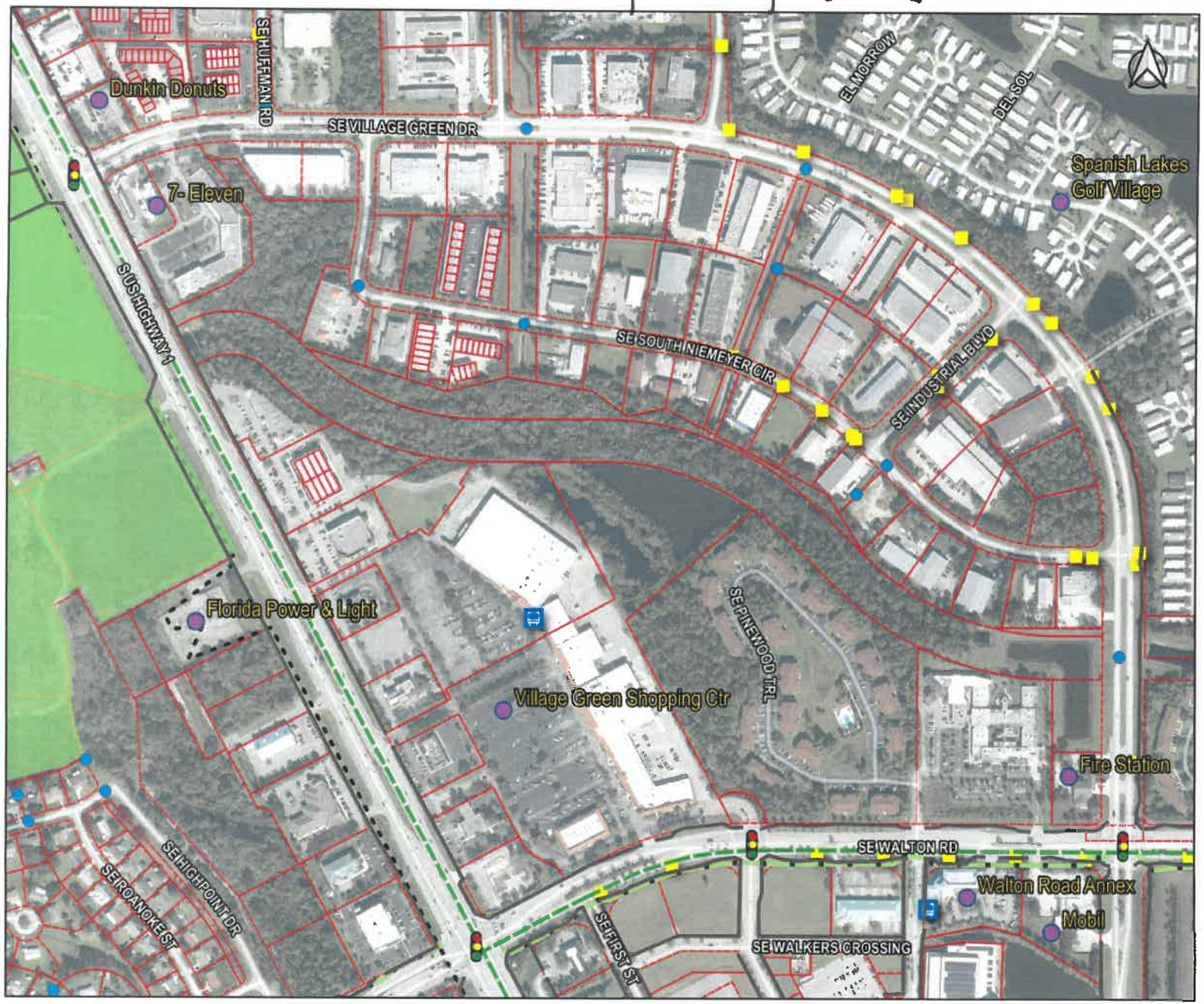
More trees for Shade.

Benches and trash/ recycling bins.

Parcel Boundaries
Parks & Preserves
Sidewalk
Bike Lane
Shared Use Path
Streets
Powerlines
Traffic Signals
FPL Pole
Bus Stop
Points of Interest
Culverts

MARLIN

Village Green Drive
US1 to Walton Rd



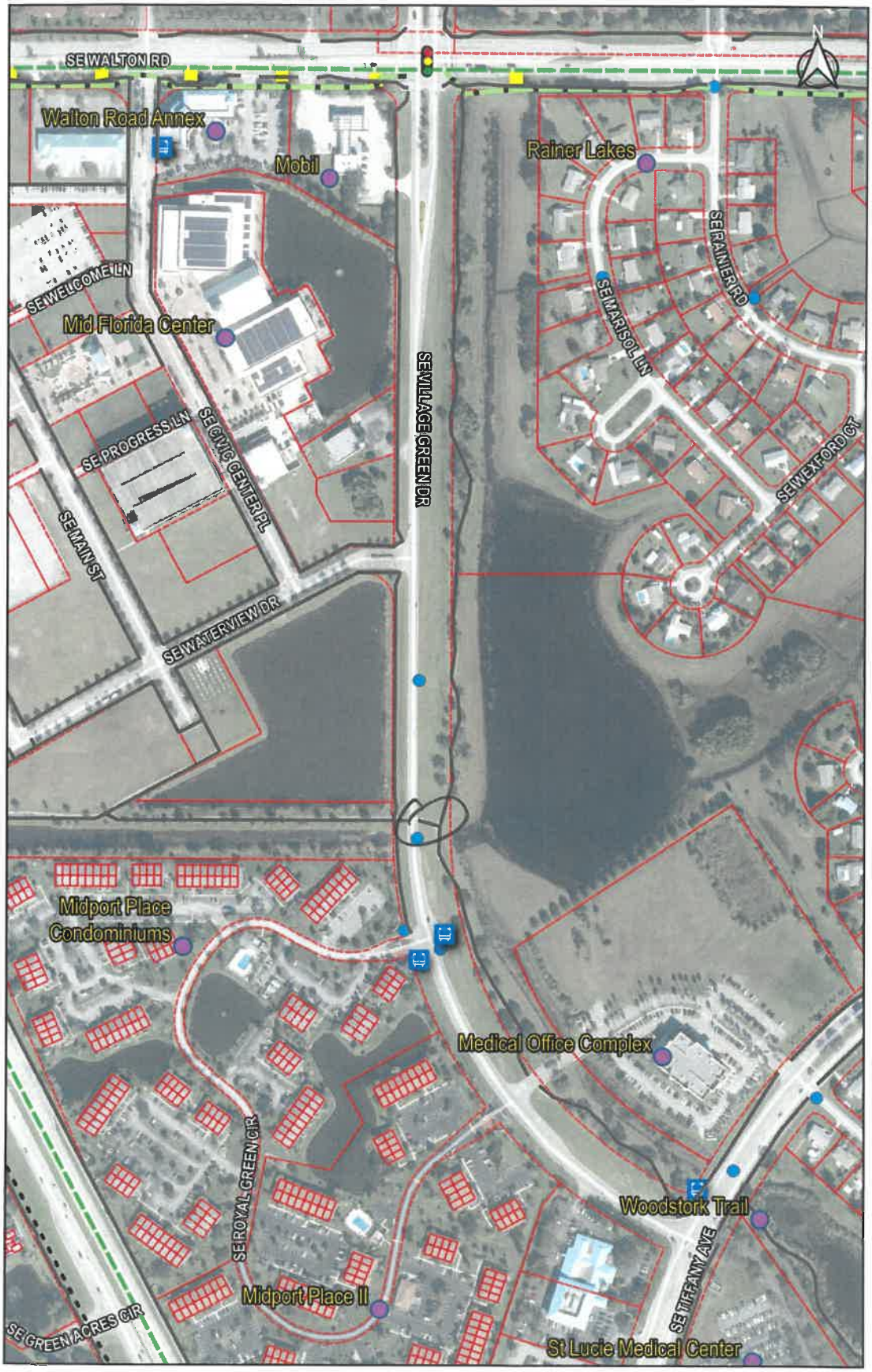
Parcel Boundaries
Parks & Preserves
Sidewalk
Bike Lane
Shared Use Path
Streets
Powerlines
Traffic Signals
FPL Pole
Bus Stop
Points of Interest
Culverts

village GREEN DR
PORT ST. LUCIE

Comments:

MARLIN

Village Green Drive
Walton Road to Tiffany Avenue



village GREEN DR
PORT ST. LUCIE

Comments:

- Crosswalks
- Wider sidewalks
- Add shade trees
- east/west trail access needs ~~Add~~ lighting or something
- existing trail already cracky do to roots (trip hazard)
- bus stops not ADA. no shade. NO pedestrian crossing
- no pedestrian access across Tiffany.

Parcel Boundaries
Parks & Preserves
Sidewalk
Bike Lane
Shared Use Path
Streets
Powerlines
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FPL Pole
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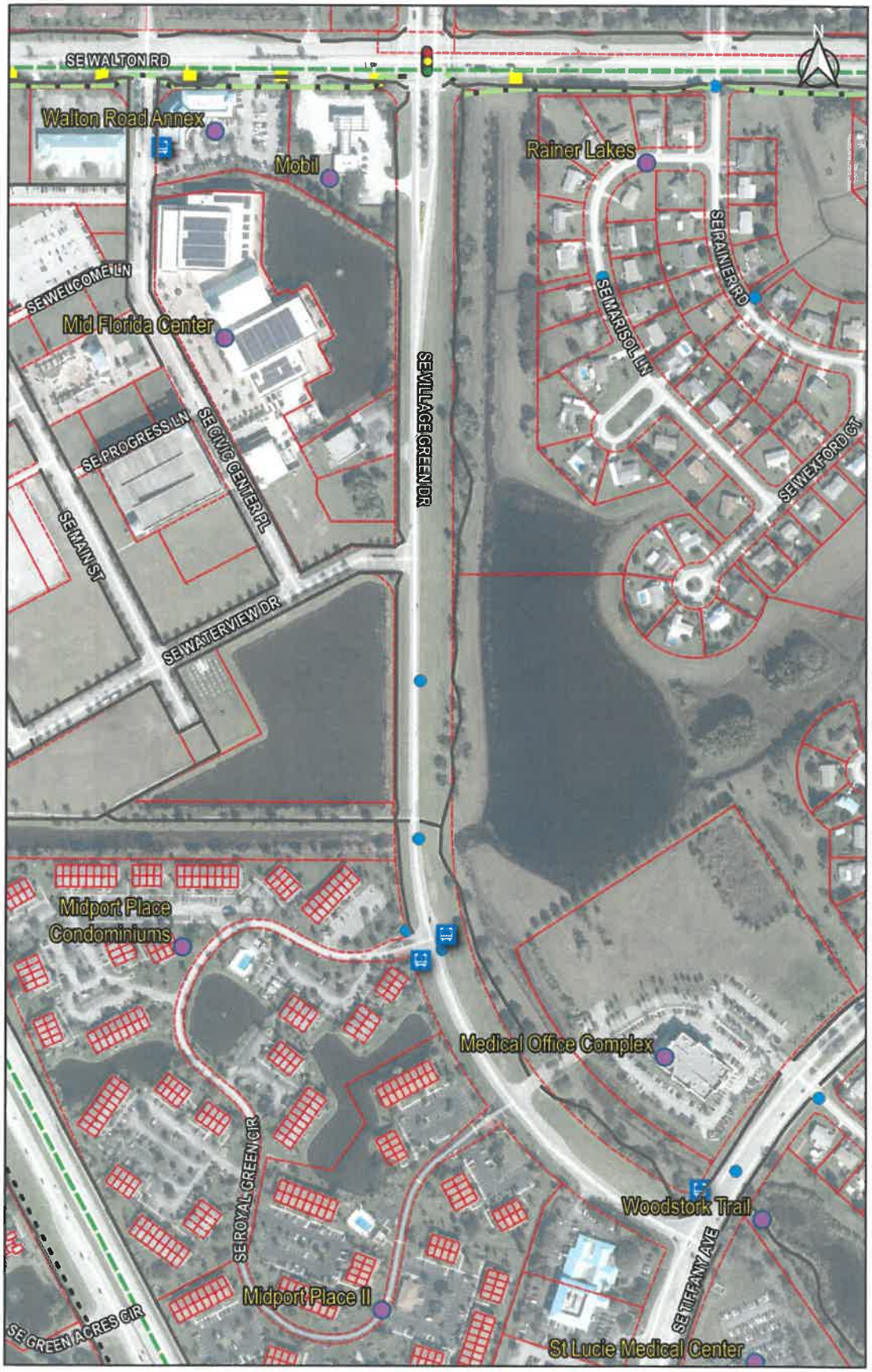
Culverts

MARLIN

Village Green Drive
Walton Road to Tiffany Avenue

village GREEN DR
PORT ST. LUCIE



Comments:

- Wider sidewalks
- improvement of lakeside
- Lighting
- ped bumpouts / traffic calming
- Crossing island
- bike lanes / shared use path
- street furniture

Parcel Boundaries
Parks & Preserves
Sidewalk
Bike Lane
Shared Use Path
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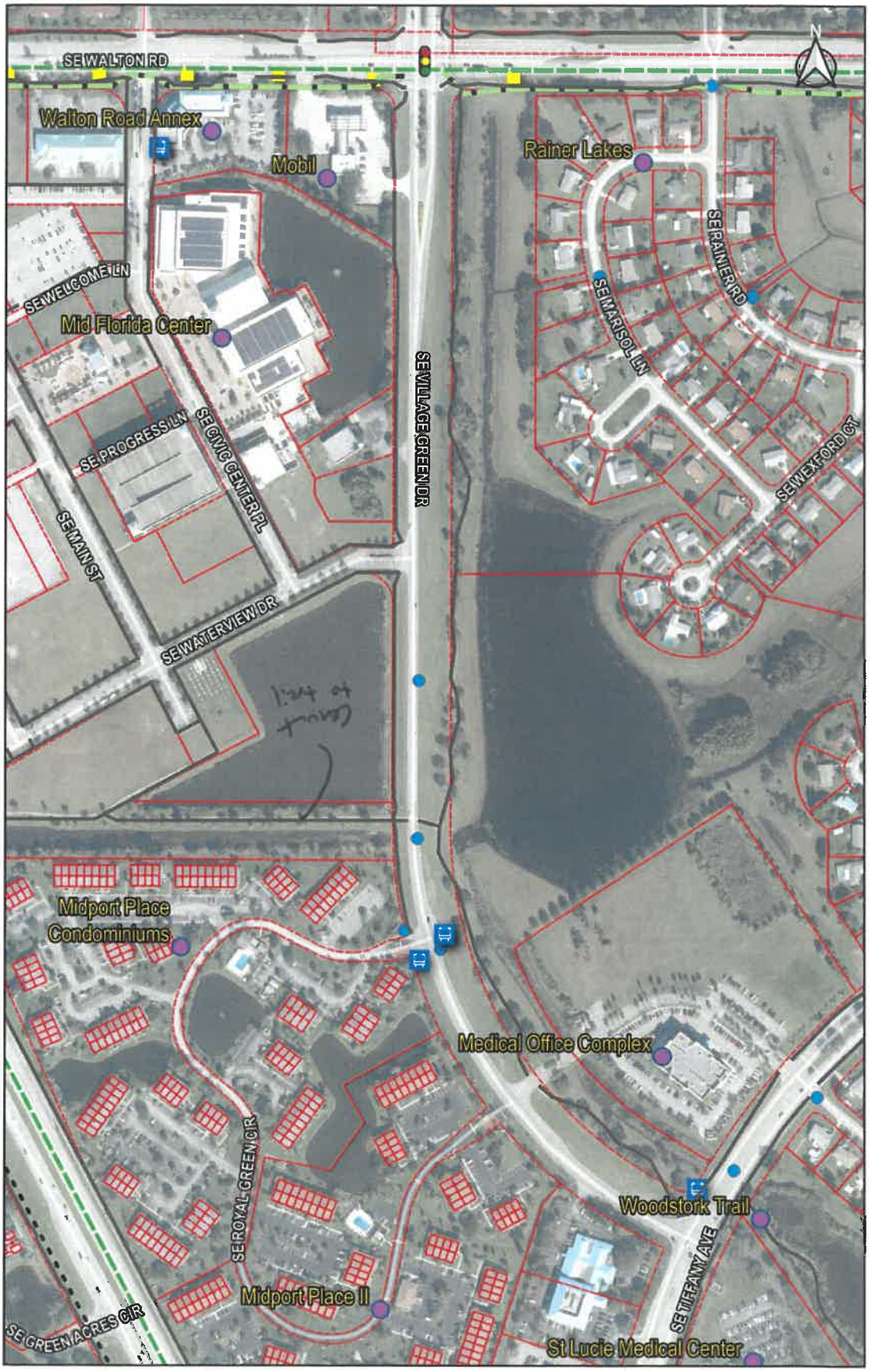
MARLIN

Village Green Drive
Walton Road to Tiffany Avenue

village GREEN DR
PORT ST. LUCIE



Comments:

No ADA Access
Tiffany &
VGD – BAD
Crosswalk

Parcel Boundaries
Parks & Preserves
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Bus Stop
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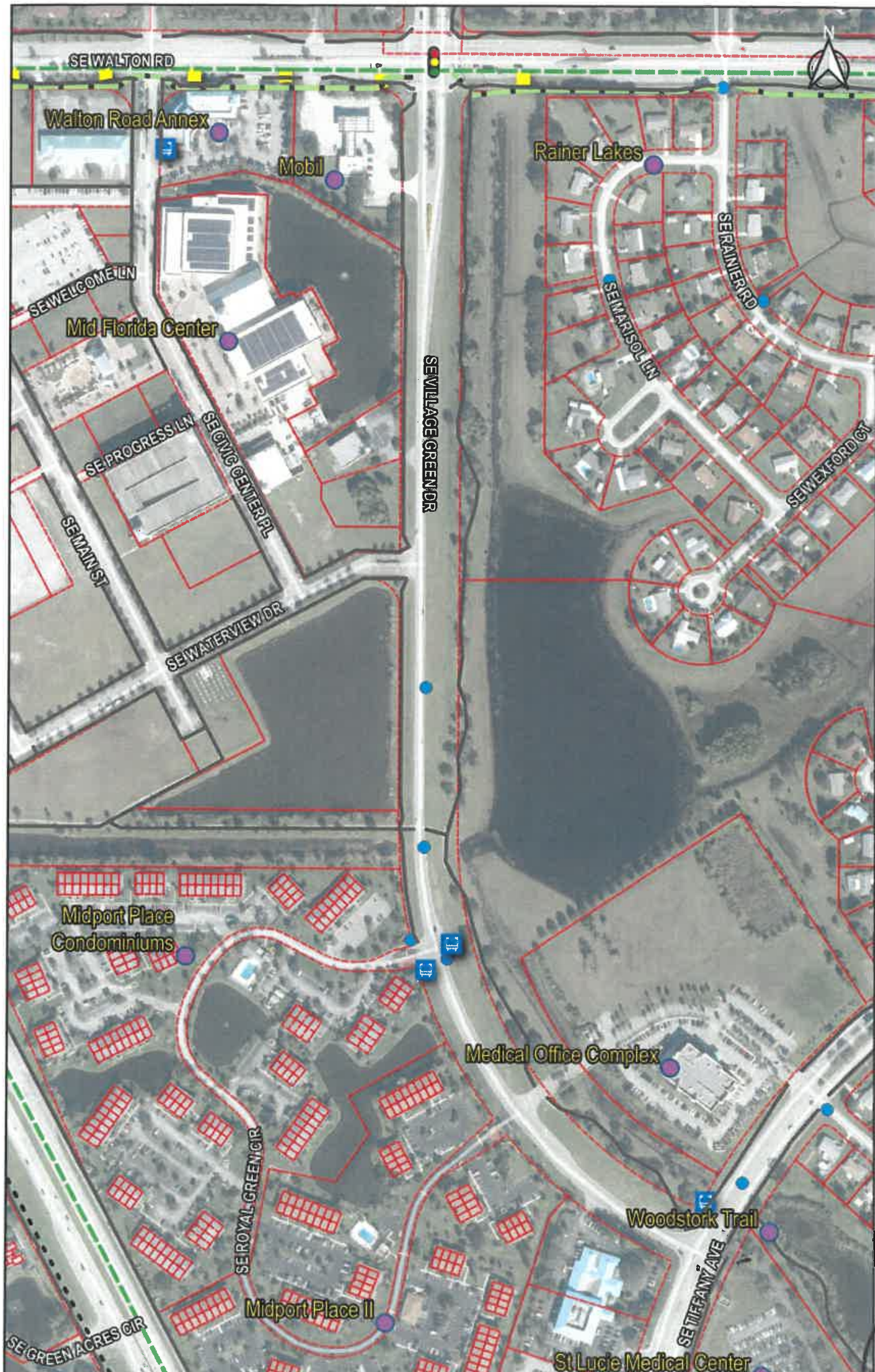
Culverts

MARLIN

Village Green Drive
Walton Road to Tiffany Avenue



Village GREEN DR PORT ST. LUCIE

Comments: South to Tiffany

- Install RRFB @ waterview and Vs
  * Can't cross street - no crosswalk
- add curbage
- add seating / benches
- no shade trees
- No playground for kids
- Woodstork sidewalk expand 8-12 ft to convert to trail
- No dog bags provided for
- add (south/narrow) East sidewalk side
- Benches need to ADA accessible
- 30 mph zone add speed table
- Match intersection signage to all of area
  * Lift duck feeding ban

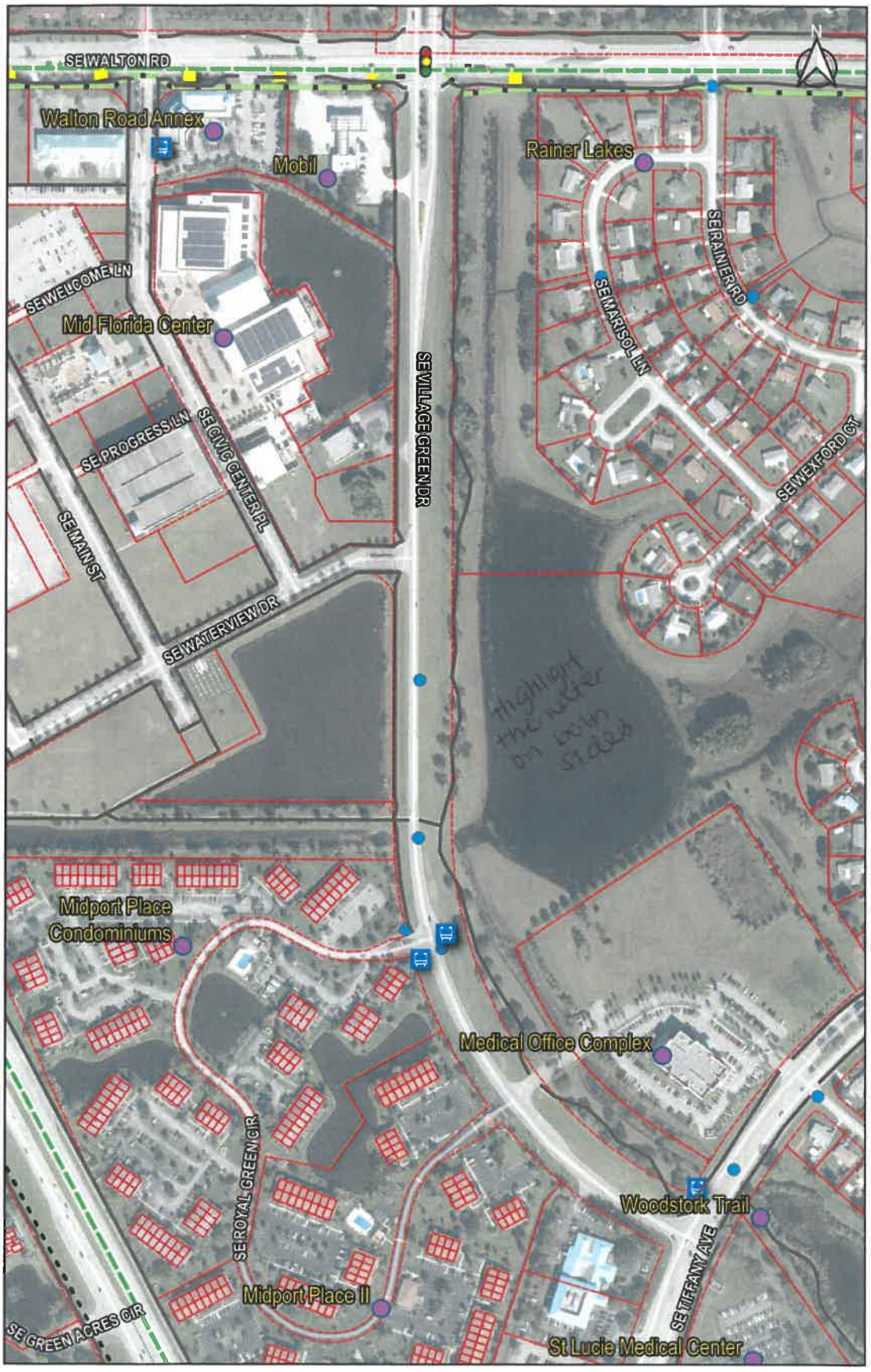
Intersection of Waterview Rd / Village Green

Parcel Boundaries	Bike Lane	Powerlines	FPL Pole	Culverts
Parks & Preserves	Shared Use Path	Traffic Signals	Bus Stop	
Sidewalk	Streets		Points of Interest	

MARLIN

Village Green Drive
Walton Road to Tiffany Avenue

village GREEN DR
PORT ST. LUCIE



Comments:

- cracks in sidewalk
- asphalt cracking - smooth it out for rollerblading.
- lots of sod dead
- $ trash receptical, no recycling
- no crossing on village green mid way.
- no pets trash bags.
- no street lights.
- new trees planted let people pay for more ones / savings. y also for new benches added.

Parcel Boundaries
Parks & Preserves
Sidewalk
Bike Lane
Shared Use Path
Streets
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FPL Pole
Bus Stop
Points of Interest
Culverts

MARLIN

Village Green Drive
Walton Road to Tiffany Avenue

village GREEN DR
PORT ST. LUCIE

Comments:

- Midblock crosswalk South of Waterview Dr. needs push button & flashing lights for pedestrians
- root barriers needed for trees on east side of Village Green Dr
- missing sidewalk link at Midport place condominiums entrance
- bus stops need shelter
- sidewalk on east side converts from concrete to asphalt. Needs to all be consistent. Roots are tearing apart sidewalk.
- Project team should recommend exploring Transportation Alternatives Program funding for missing sidewalk connection

Parcel Boundaries
Parks & Preserves
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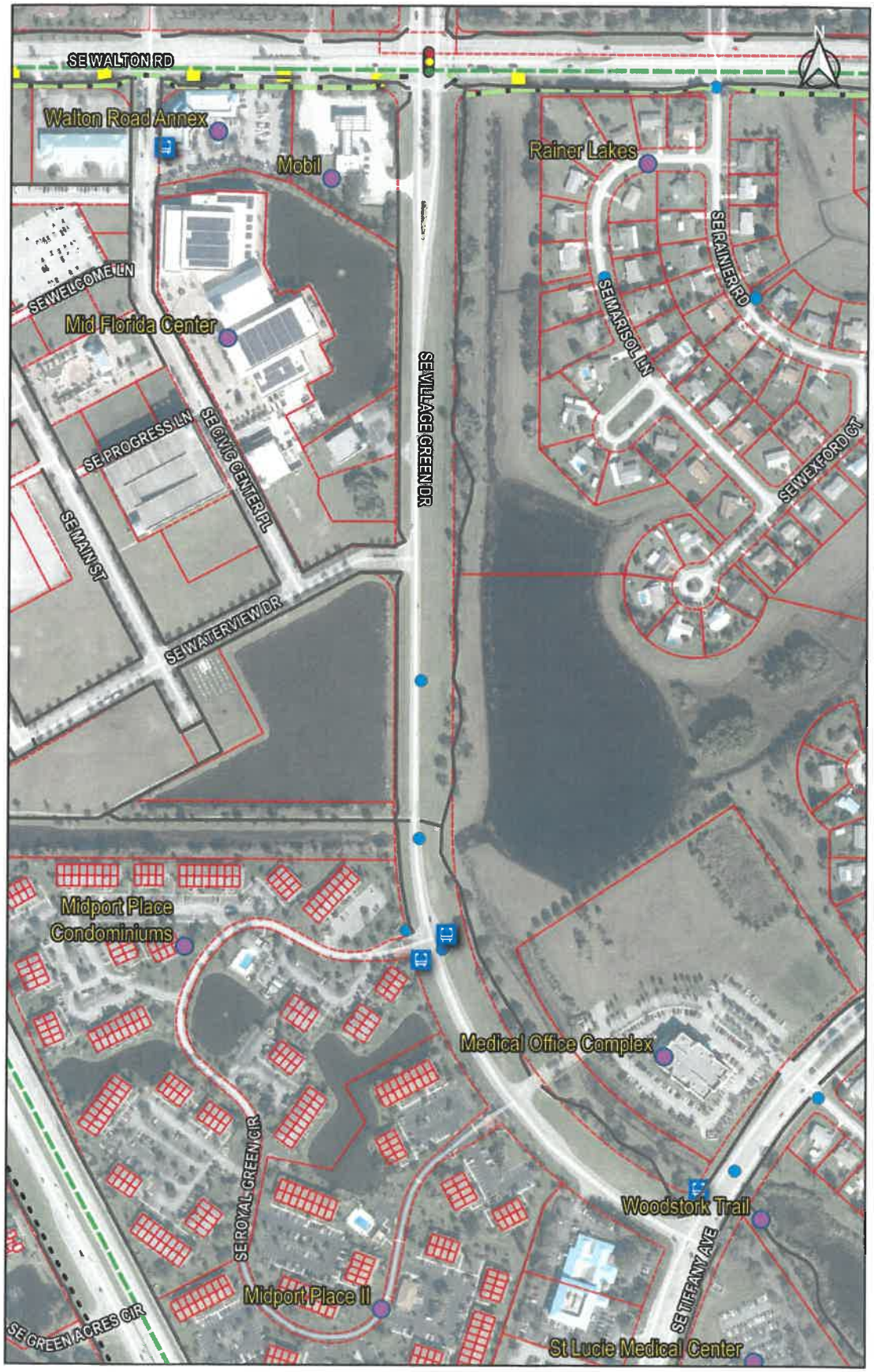
MARLIN

Village Green Drive
Walton Road to Tiffany Avenue

village GREEN DR
PORT ST. LUCIE



Comments:

- Widen sidewalks
- Street higher than sidewalk ADA
- Meandering sidewalks w/ landscape
- Sidewalk stops at Midport Place
- Bench is not ADA
- Way finding and branding

Parcel Boundaries
Parks & Preserves
Sidewalk
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MARLIN

Village Green Drive
Walton Road to Tiffany Avenue

village GREEN DR
PORT ST. LUCIE

Comments:

- need sidewalk near fire station at corner of VGD & walton
- audible signal for walkers. ADA compliance
- more trees for shade on West side of VGD
- widen sidewalks
- re do sidewalk on East side
- landscaping near pond add buffer
- more benches, trash and recycling receptacals

Parcel Boundaries
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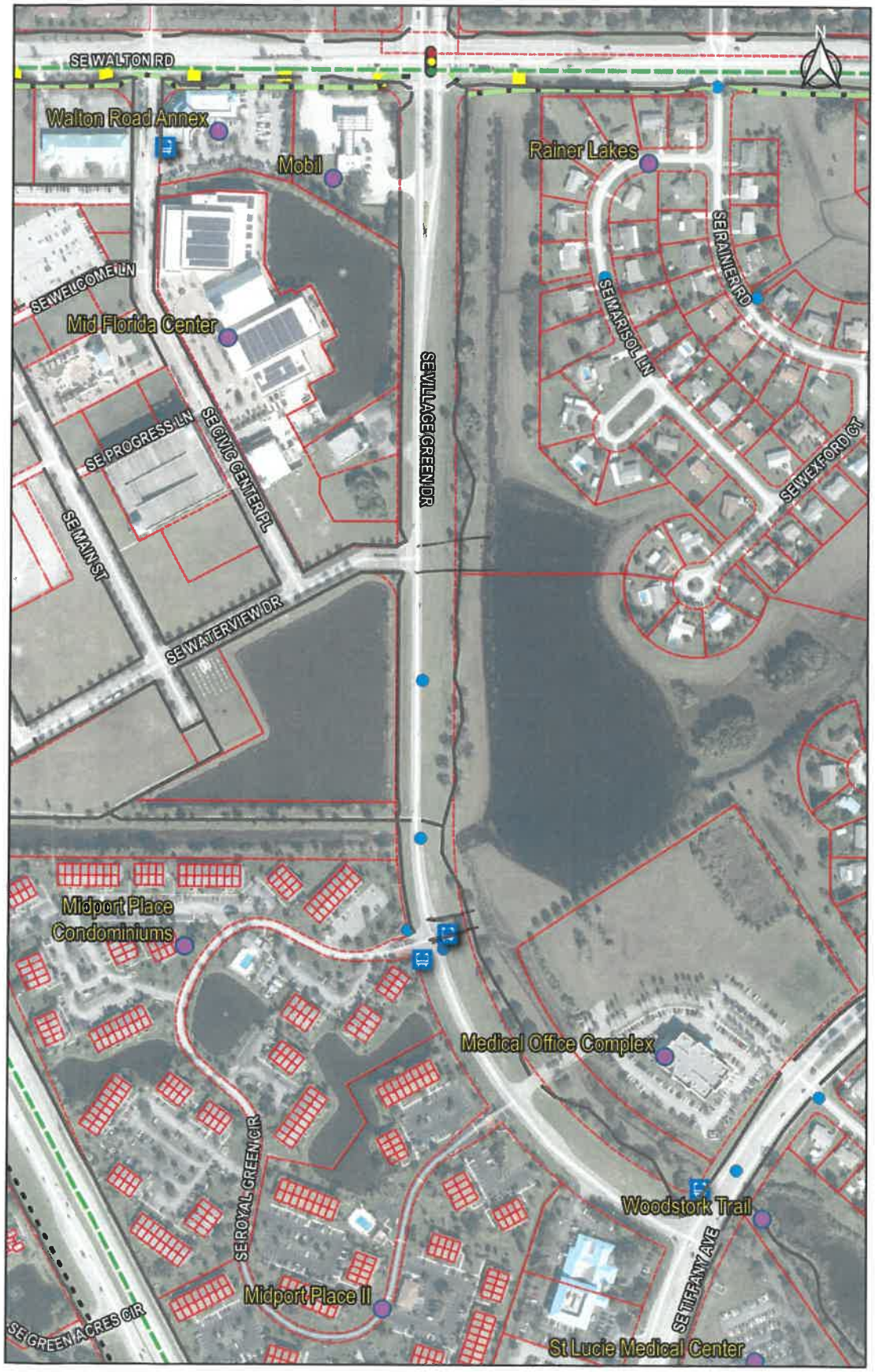
Village Green Drive
Walton Road to Tiffany Avenue



village GREEN DR
PORT ST. LUCIE

Comments:

- Consider connecting sidewalks on Village Green Drive near Waterview Drive intersection & Royal Green Circle intersection.

- Consider adding recreational activities to lakes. (Ex: Lake Eola in Orlando).

Parcel Boundaries
Parks & Preserves
Sidewalk
Bike Lane
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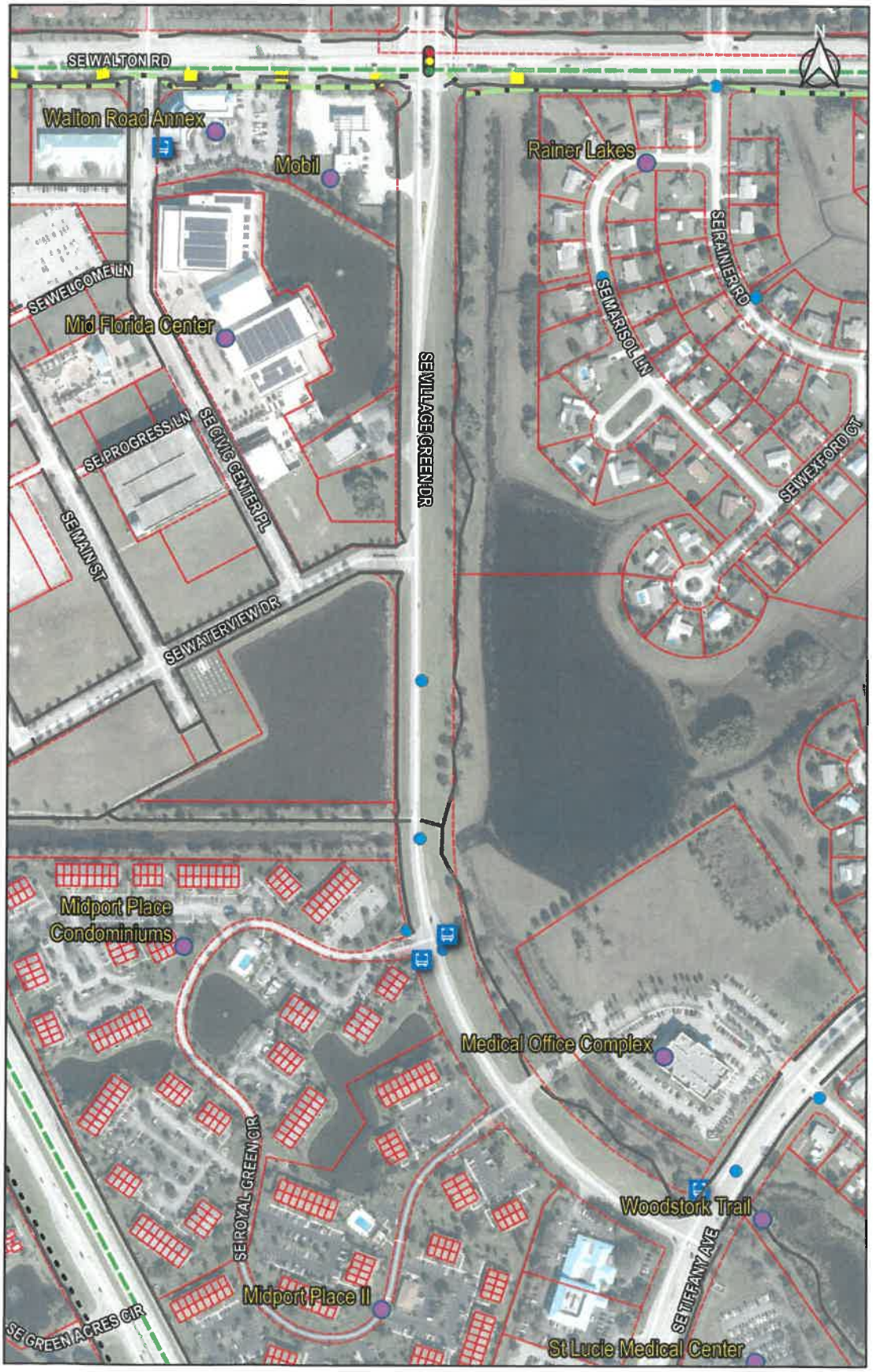
MARLIN

Village Green Drive
Walton Road to Tiffany Avenue

village GREEN DR
PORT ST. LUCIE



Comments:

landscaping
Bike lane
larger sidewalk
Shade trees where they are not.
Amenitize - gazebo, pavilion lake in front of City Center.
Intersection treatment.
Transit? Enhance Bus Stop
Median treatment

Parcel Boundaries
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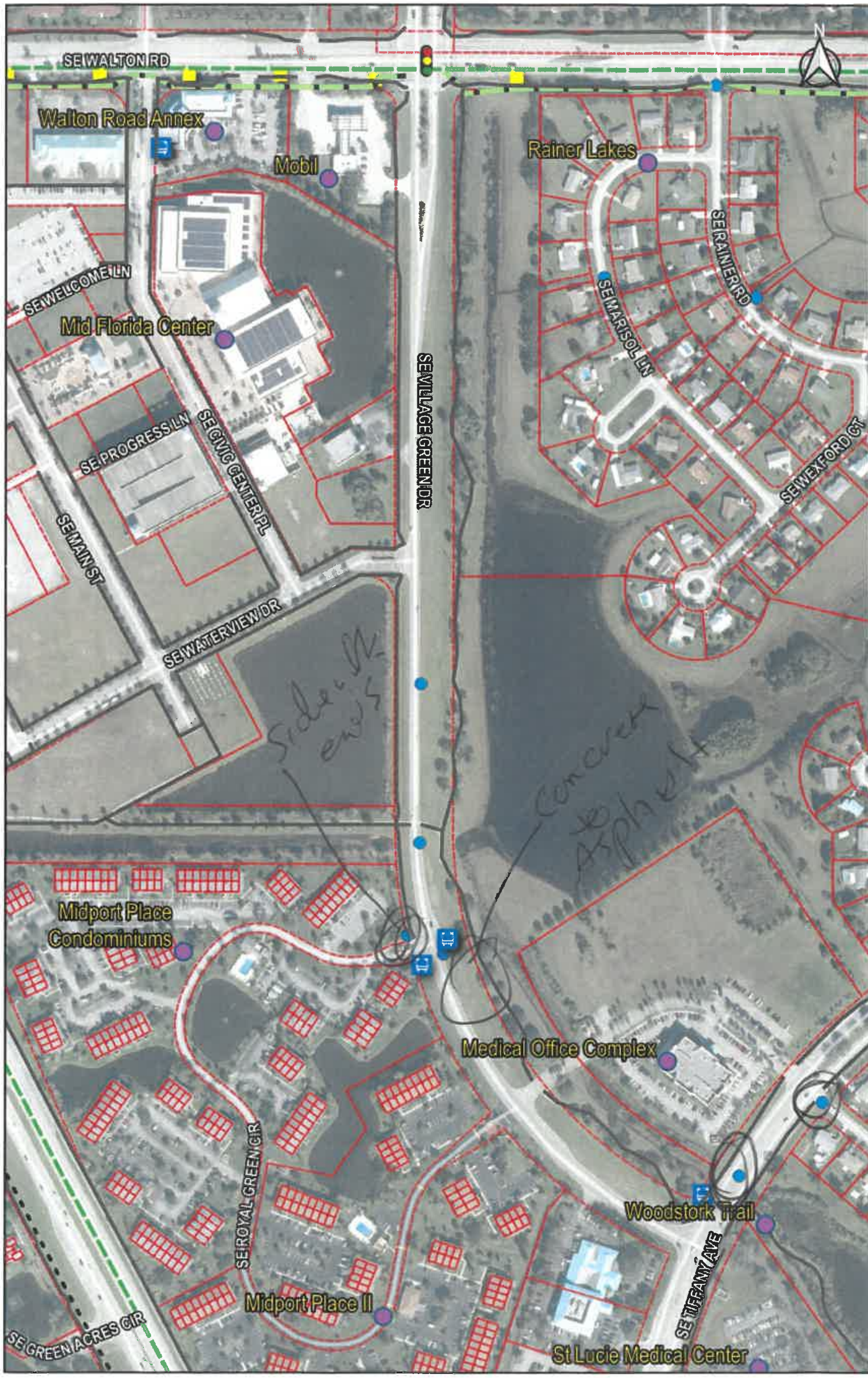
MARLIN

Village Green Drive
Walton Road to Tiffany Avenue

village GREEN DR
PORT ST. LUCIE



Comments:
Convert Sidewalks
~~Convert~~ to TRAILS
~~sidewalks~~
to ~~Trail~~
~~CITIZEN~~
Lift Ban on
feeding the
ducks.
~~CITIZEN~~ as
Like it ~~is~~
is people are
very friendly-
~~CITIZEN~~
park Benches
Root trip
Hazards
in sidewalks
Staggered trees
are nice
~~Bus Stop~~
Not ADA
accessible
[signature]

Parcel Boundaries
Parks & Preserves
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MARLIN

Village Green Drive
US1 to Walton Rd

Parcel Boundaries
Parks & Preserves
Sidewalk
Bike Lane
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village GREEN DR
PORT ST. LUCIE

Comments:

Way finding
~~WAYFINDING~~

Brady

BRAND the corridor

MARLIN

overall comments

→ School Board - commend PW
sidewalk
support palest facilities

→ Parks -
- meandering sidewalks
- curves
- benches
- shade trees
- doggie waste stations

→ Citizen - funds for feeding ducks
- beautiful

— staggered side trees for morning evening shade

— root barrier

— Entrance for Civic Center important as entrance features to funnel people and crowds - opportunity for safety features and ~~for~~ public art

Lisa M.

Appendix K

Public Meeting Presentations, Attendance & Polling

village GREEN DR
PORT ST. LUCIE

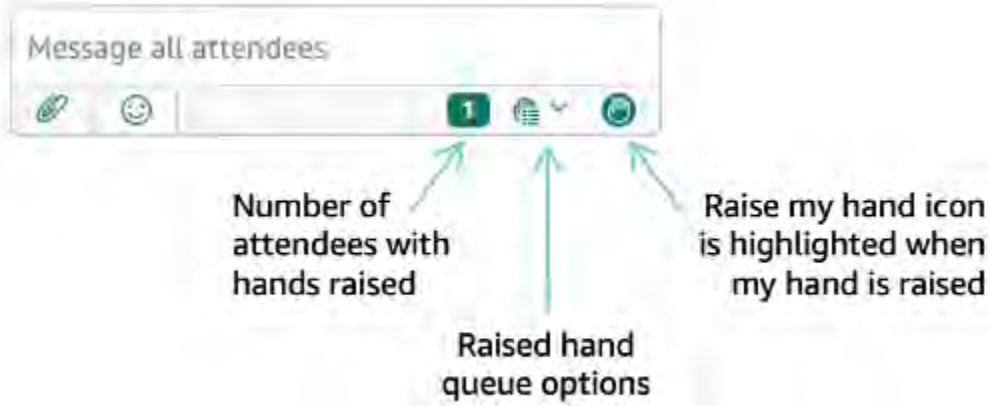
Stakeholder Meetings

DECEMBER 2020

PREPARED BY
MARLIN

Presentation Format

- Virtual Meeting Today via amazon Chime
- ***Mute*** Microphones When You're Not Speaking
- Discussion Session ***After*** Presentation
  - Utilize the "Raise Hand" feature to ask questions and make comments (Located at Bottom Right of Your Screen).



Welcome & Introductions

Purpose

- Identify and asses **existing conditions** of Village Green Drive.
- Provide up to 3 **conceptual designs** and cost estimates for multimodal and streetscape improvements.
- **Stakeholders** to provide feedback, comments and insights along the corridor.

Project Tasks

Task 1: Meetings, Coordination, & Public Involvement

- *Business Canvassing Day - September 10, 2020*
- *Walking Audit – October 1, 2020*
- *1st Public Meeting - October 8, 2020*
- *City Council Update – November 16, 2020*
- Stakeholder Meetings – December 8, 10, 15, 2020
- 2nd Public Meeting - February 18, 2021
- Citizens' Summit – March 2021

Task 2: Data Collection & Analysis

- Review of Plans, Documents, and Codes
- Field Inventory & Review
- Traffic, Pedestrian, & Bicycle Data Collection
- Analysis

Task 3: Design Concepts

Task 4: Final Master Plan

Village Green Drive

- **Connects to Crosstown Parkway**
- **From US 1 to SE Tiffany Avenue**
- **US 1 to Walton Rd**
  - Industrial & Residential Uses
  - Hog Pen Slough
- **Walton Rd to SE Tiffany Ave**
  - Residential, Medical, and Commercial Uses
  - City Center
  - Recreation

village GREEN DR
PORT ST. LUCIE

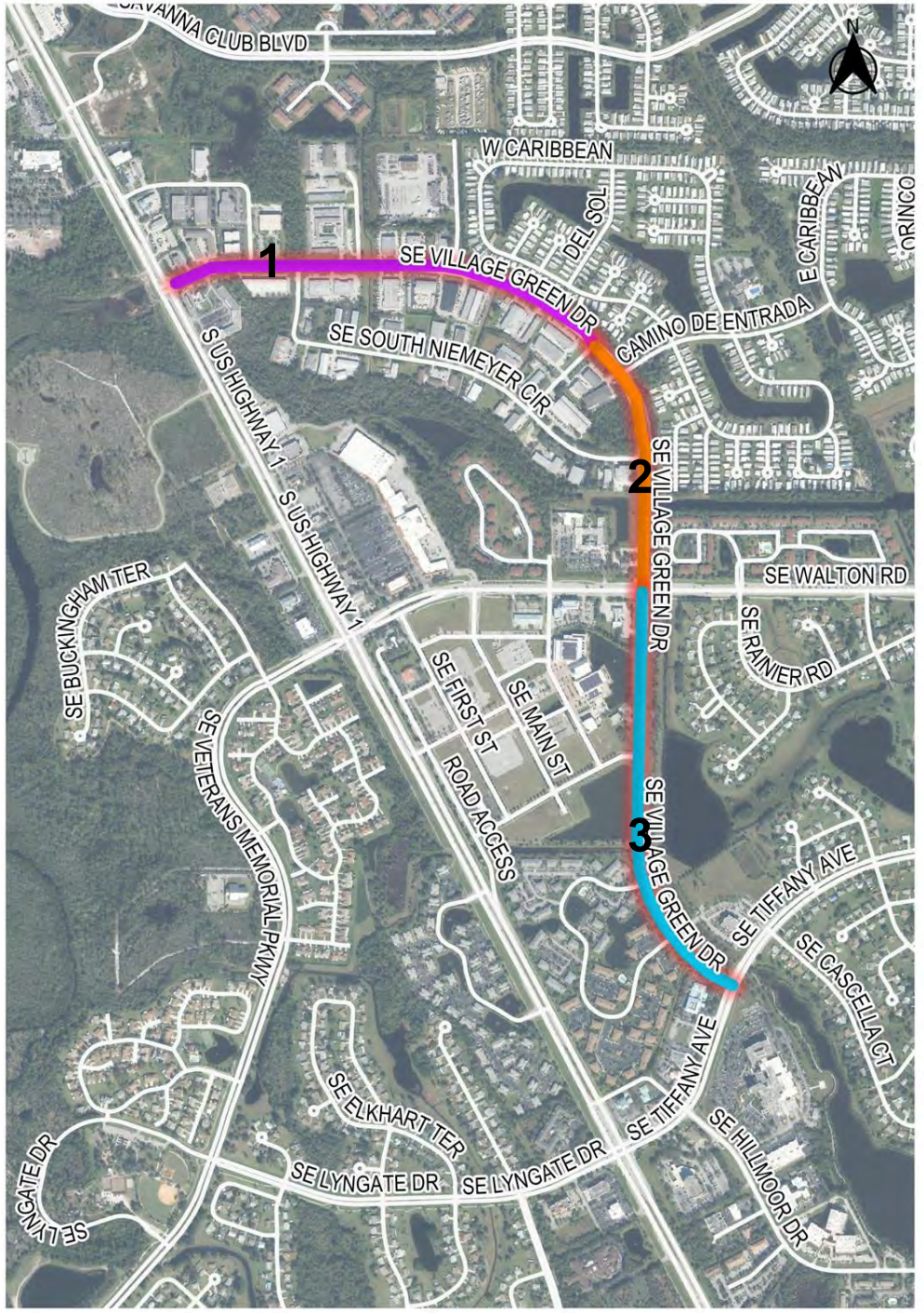
Distinct Corridor Segments

Three (3) Distinct Segments:

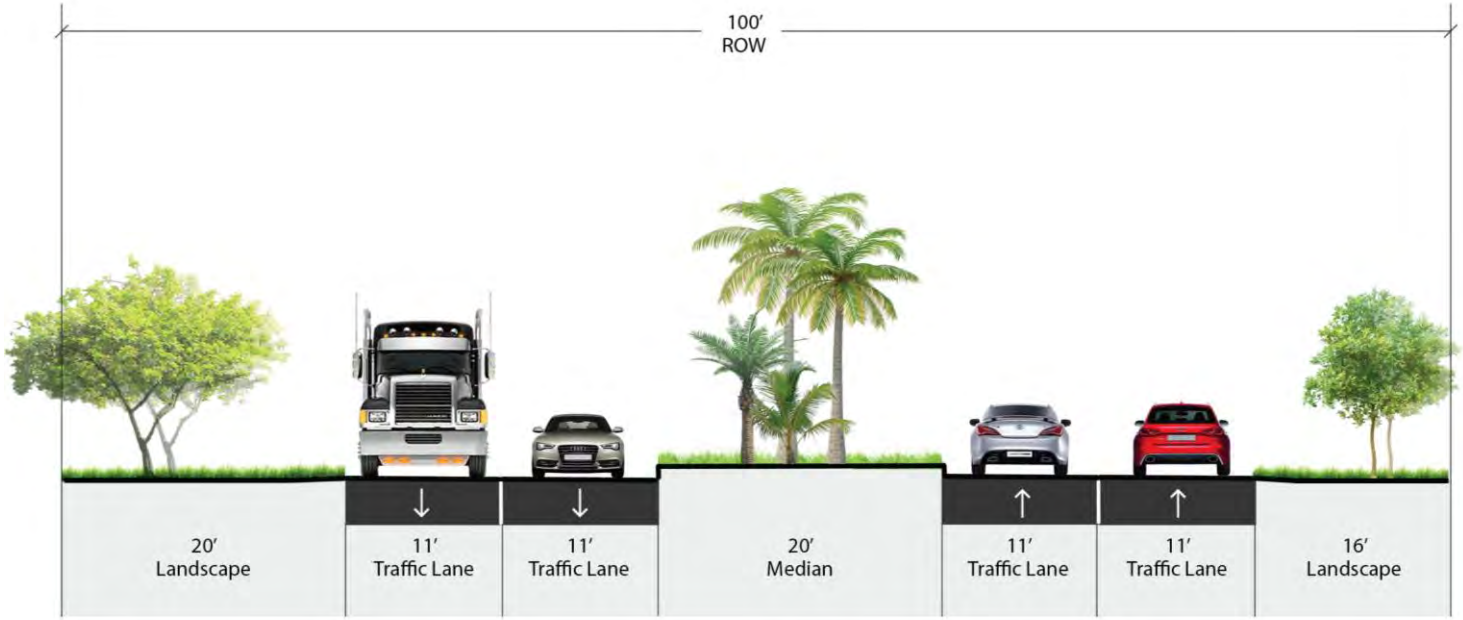
Segment 1 (Northern Gateway):
Between US 1 and Industrial Boulevard.

Segment 2 (Trail Connection):
Between Industrial Boulevard and Walton Road.

Segment 3 (Recreational Way):
Between Walton Road & Tiffany Avenue.



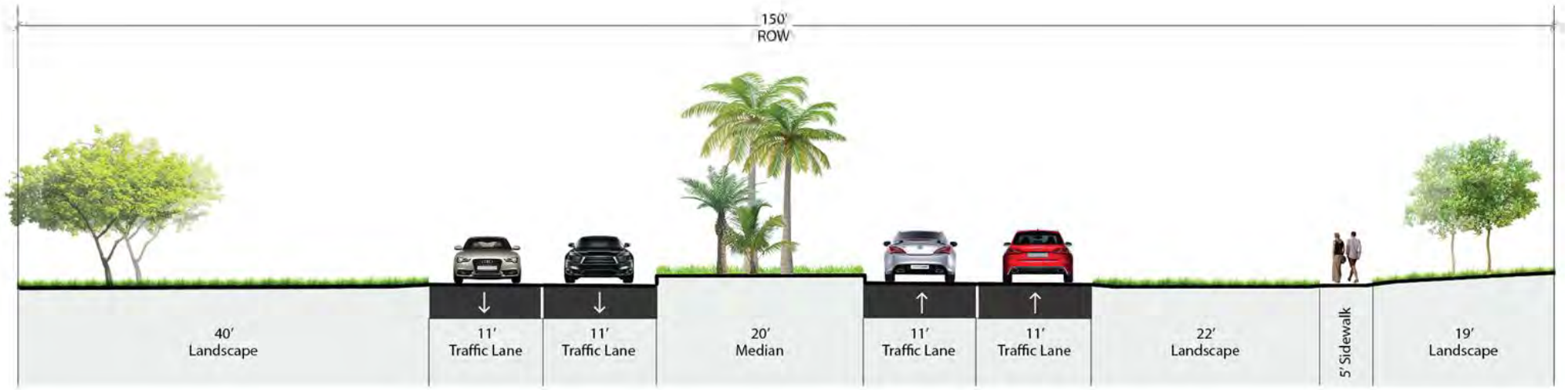
SEGMENT 1



EXISTING CONDITIONS
VILLAGE GREEN DRIVE FROM US1 TO INDUSTRIAL BLVD

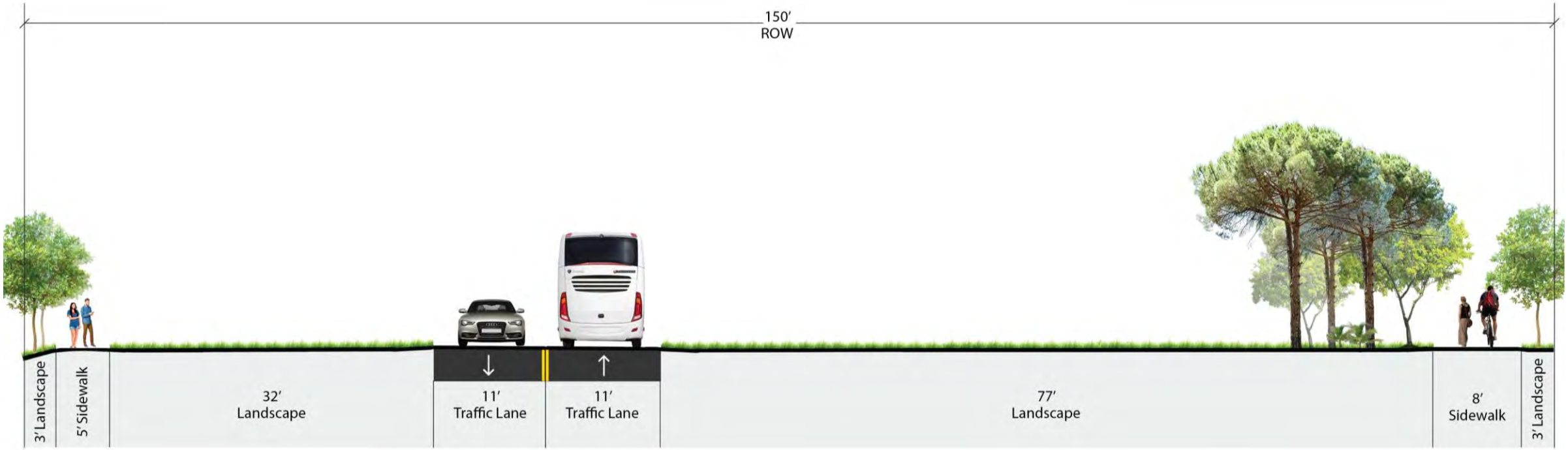
village GREEN DR
PORT ST. LUCIE

SEGMENT 2



EXISTING CONDITIONS
VILLAGE GREEN DRIVE FROM WALTON RD TO INDUSTRIAL BLVD

SEGMENT 3



EXISTING CONDITIONS
VILLAGE GREEN DRIVE FROM TIFFANY AVE TO WALTON RD

Save the Date

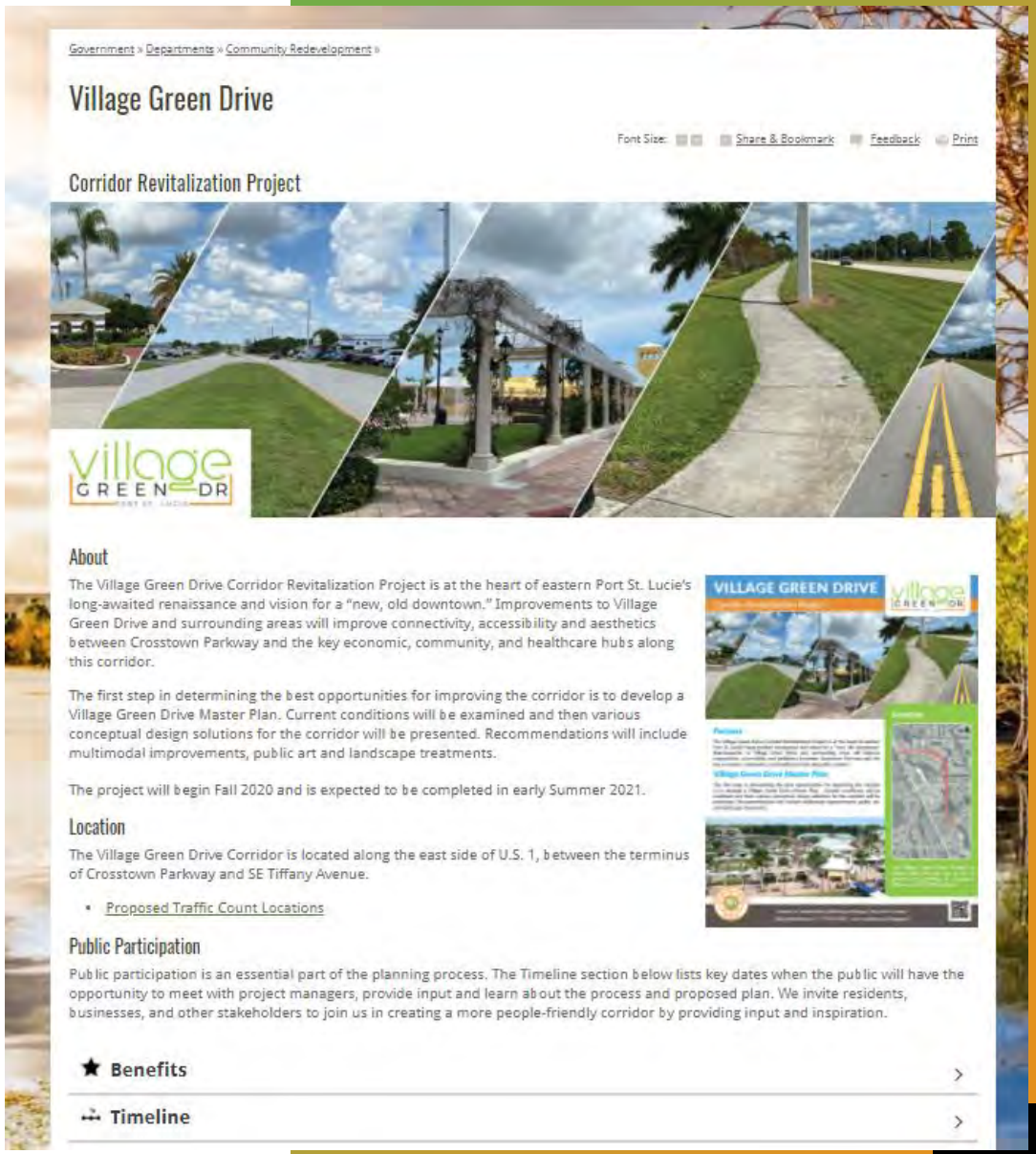
Survey

- Closes Tuesday, December 15, 2020

Public Meetings

- Public Meeting 2 - Thursday, February 18, 2021
- Citizens Summit – Late March 2021

www.cityofpsl.com/villagegreen



village GREEN DR
PORT ST. LUCIE

Open Discussion

Comments, Concerns, Criticisms, Quips, Queries & Questions Welcomed!

City Contact:
Jennifer Davis
CRA Project Manager
JDavis@cityofpsl.com
(772) 344-4342

Project Contact:
Christina Fermin
Project Manager
CFermin@marlinengineering.com
(954) 870-5064

MARLIN

Stakeholder Meeting Notes

Tuesday, December 8, 2020

10:00 AM – 10:45 AM

Attendees:

Jennifer Davis – CRA & City Project Manager

Health Stocton – Public Works Assistant Director

Christina Fermin – MARLIN Project Manager

Lisa Maack – MARLIN Planner

Dan Sorrow – Cotleur & Hearing Landscape Architect

Hemashree Dunake – Cotleur & Hearing Planner

Melissa Zolla – Firefly Public Involvement

Dwayne Buchholz – Owner of Sidedoor Brewing Co.

Jim Albery – FPL Corporate Liasion

John Paterson – VP of Ross Mixing, Inc.

Laney Southerly – City Engineering Manager

Lisa Campbell - ?

Marty Sanders – St. Lucie School Board

Rob Barton – Traffic Unit Supervisor, St. Lucie County Sheriff

Terissa Aronson – Director, St. Lucie County Chamber of Commerce

Thomas Salvador – City Manager

Summary Notes:

Dwayne: Zoning changes? Reduced traffic flow? Slow down of traffic is good. Concerned about increased traffic flow from the Crosstown Parkway. Did not have an issue with pedestrian improvements. Wants to know purpose and goal of the project. Discuss the area not being a generator for people, but a destination that people drive to. Thought the City wanted an industrial arts district.

Heath: Envision changes to Downtown Stuart – community was upset when reduced 4 lanes of traffic to 2 lanes, businesses weren't doing well, pedestrians were getting struck. Now business is thriving and it has been a successful redesign of downtown, it has become a people-friendly place.

Brad: Segment 3 (Walton to Tiffany) is good – how do you improve it? Segment 1 and 2 (US 1 to Walton) slow down traffic is good.

Terissa: VGD is one of the few industrial areas in the community. Slowing does traffic seems counter productive except near the event center. The different sections have different opportunities.

John: Disagrees with Stuart comparison. Segment 1 does not have many shops you walk to, industrial businesses mostly. No to narrowing or reducing lanes. These are not businesses you walk or ride a bike to. Truck traffic is important component of this segment. There are also some service based businesses here.

Jim: FPL trucks require access 24/7 to service road.

Dwayne: Crosstown lanes underutilized, segment 1 has lots of truck traffic. Caters to people, but also manufactures.

Laney: Near US 1 it is tight, waterline on south side of VGD near US 1.

Tom: Segment 3 (Walton to Tiffany)– improve connectivity to hospital for cars and pedestrians, the alignment to hospital and VGD is challenging.

Lisa: County would require additional information on improvements to provide input for Walton Rd. Is the Walton Rd and VGD intersection part of Segment 2? Yes

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Tuesday, December

11:00 AM – 11:40 AM

Attendees:

Jennifer Davis – CRA & City Project Manager

Health Stocton – Public Works Assistant Director

Christina Fermin – MARLIN Project Manager

Lisa Maack – MARLIN Planner

Dan Sorrow – Cotleur & Hearing Landscape Architect

Hemashree Dunake – Cotleur & Hearing Planner

Melissa Zolla – Firefly Public Involvement

Alex Masmela – COO of St. Lucie Medical Center

Elijah Wooten – City Business Navigator

Gretchen Raziela – City PD Crime Prevention Specilist

Jay Finnegan – CEO of St. Lucie Medical Center

Katie Kehres – Construction Engineer, FDOT Treasure Coast Ops

Ken Marsten – Property Owner, Industrial Park

Pete Tesch – EDC President

Russ Blackburn – City Manager

Wes McCurry – CRA Director

Summary Notes:

Jay: Hospital owns parcel at corner of VGD and Tiffany Ave, will be investing in area and plans for physician medical office (75,000 SF) in the next 2 to 3 years. Hospital supports whatever improvements the City does, will be investing in hospital site for expansion, future expansion has water and parking challenges to solve. Some staff uses transit and bicycle to work, majority use car. Hospital has 1,100 employees. Supports to transit, pedestrian and bicycle improvements.

Pete: Crosstown Pkwy important and changed US 1. Keep character of industrial area is important, need light industrial. Important to enhance infrastructure and facilities along the corridor. Synergy between different uses can be capitalized.

Gretchen: Will you be utilizing CPTED standards into the design concepts for transit, lighting, pavement treatments improvements?

Christina: No designs have been created, waiting for input will incorporate CPTED into design.

Katie: Advocate for multimodal improvements. Opportunities to connect to SUNTrail?

Lisa: Familiar with SUNTrail – funding for the local segment pushed back 2 years.

Russ: Complete street improvements are important, as well as preserving the light industrial character of segment 1. Great opportunity for different modes and connectivity.

Elijah: Will you be branding the corridor/area?

Christina: Branding will be a recommendation to this area.

Wes: Opportunity along ROW – ROW is currently underutilized – enhance existing assets, connect Crosstown to Medical Center. Gateway features for Crosstown, City Center and Medical Center. Enhance Wood Stork Trail – create Arts Trail (Arizona) or Health and Wellness Trail. This would be a great attraction and better utilize the resources we have.

Thursday, December 10, 2020

10:00 AM – 10:50 AM

Attendees:

Jennifer Davis – CRA & City Project Manager

Health Stocton – Public Works Assistant Director

Christina Fermin – MARLIN Project Manager

Lisa Maack – MARLIN Planner

Dan Sorrow – Cotleur & Hearing Landscape Architect

Hemashree Dunake – Cotleur & Hearing Planner

Melissa Zolla – Firefly Public Involvement

David Pickett – City Councilman

Bolivar Gomez – City Planner II

Isai Chavez – City Planner I

Jim Smith – Assistant Director, MidFlorida Event Center

Joshua Gutierrez – FDOT Project Administrator

Linda McCarthy – Director, MidFlorida Event Center

Mark Freeman – FDOT Project Administrator

Naresh Machavarapu – FDOT Traffic Consultant

Paul Johnson – City Traffic Operations Administrator

Teresa Larmar-Sarno – Assistant to City Manager

ChloAnn Lawrence – FDOT Construction Manager

Summary Notes:

Mark: Impact to FDOT is minimal.

Josh: Trucks on northern segment and speeding throughout VGD, ensure safety of all users.

Paul: Spanish Lakes community has expressed concerns over traffic. Wanted to know if a warrant study can be executed for a traffic light at the entrance of Spanish Lakes. Discussed need for pedestrian lighting, especially if sidewalks will be installed throughout corridor. FPL recently added roadway lighting to the backside of poles in Segment 3, Walton Rd to Tiffany Ave.

Christina: Warrant study is not part of the scope of this project, but we can look at collected data and include a recommendation to improve traffic.

Linda: Entrance to City Center off Segment 3, Walton Rd to Tiffany Ave, is crucial for future development and use, this will become a main entry into City Center. The event center will have a larger footprint for concerns. Traffic will increase as future development occurs. Event center plans to open up the backside of the facility in the future for beautification and tree relocation. Would like to divert traffic off the Crosstown Parkway to VGD instead of US 1. Not many people are aware of the connection to City Center off Crosstown Parkway. Segment 3 will be an important access point to City Center in the future.

Bolivar: Pedestrian lighting is recommended, trail priority network, wanted to know if there are FDEP funding or other funding opportunities for trails. Any funding available to the City is important.

Christina: We will be providing a table of funding opportunities as part of this project.

ChloAnn: FDOT has a milling and resurfacing project planned along US 1 from Port St. Lucie Boulevard to? Would like to see proposed improvements at or near US 1 and VGD. The intersection is an exception area because Crosstown Parkway was recently completed. US 1 beautification project is also underway – the City has expressed beautification desired along the US 1 corridor, Jennifer to share with project team.

Teresa – Would like to see the future development pattern of the corridor taken into consideration in the design and consider traffic impacts to area. VGD also has opportunity for public art – City Center today is a gathering place for events, it is considered the central hub to the City. Would like to see some type of signature arrival monument/public art/architectural feature. Need for additional signage at VGD to access City Center.

Dan: Would like to know what P&Z thoughts are on future development pattern. Is City considering an overlay district with density bonuses? Would like to hear how the event center handles traffic today.

Teresa: Redevelopment hasn't occurred, but believes that reaching a higher aesthetic is very important to the corridor. Are there opportunities to provide parking along the corridor? This is a future destination. Current development pattern for PSL is suburban and people still like their cars. What about utilizing micro transit in the area.

Linda: Agreed with everything Teresa said, believe parallel parking along VGD is important, especially as City Center developments, there will be a need for parking. They're trying to build an event and entertainment district with a hotel. May grow in convention use, which may provide possibility for future expansion of the event center. Currently the center utilizes the PD for traffic control for major events. Traffic today is concentrated on US 1.

Teresa: It would be nice to create a sense of arrival, some type of gateway feature is needed. Parallel parking is an opportunity for future growth and development. Will there be a queuing plan to assist with traffic control for the 4-5 major annual events held at City Center?

David: I agree with Linda that the traffic flow in and out of City Center is a priority. Additional lighting along all the sidewalks in that area is important.

Tuesday, December 15, 2020

6:00 PM – 6:45 PM

Attendees:

Jennifer Davis – CRA & City Project Manager

Health Stocton – Public Works Assistant Director

Christina Fermin – MARLIN Project Manager

Lisa Maack – MARLIN Planner

Dan Sorrow – Cotleur & Hearing Landscape Architect

Hemashree Dunake – Cotleur & Hearing Planner

Melissa Zolla – Firefly Public Involvement

Kate Parmalee – City Strategic Initiatives Director

Carmen Capezzuto – City Neighborhood Services Director

Kevin Matyjaszek – City Deputy Director

Larry Gorman – President of Custom Colors Paint & Body, Inc.

Marceia Lathou – TPO Project Manager

Thomas Lanhan – Executive Director, Treasure Coast Planning Council

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Summary Notes:

Tom: Why this road, why now?

Heath: Completion of the Crosstown Parkway, bridging the gap between the Parkway and City Center with the goal of creating a walkable space for the downtown.

Tom: Any widening of Segment 3, Walton Rd. to Tiffany, planned and is there access to City Center from VGD? What's the posted speed limit? Landscaping and tree canopy can help slow down traffic.

Heath: Widening is not currently planned in Segment 3. Yes, there is access to City Center from VGD. Posted speed limit is 35 mph, but is rarely adhered to, we need to change the feel of the road.

Kevin: Segment 1, US 1 to Industrial Blvd., are businesses wanting on-street parking? Is there harm to adding more parking?

Christina: Businesses' seem to not want change, but open to pedestrian improvements.

Marceia: Speeding is an issue along the corridor. Have you reached out to the County Administrative Bldg, Fire District and Communities along the corridor?

Yes, we invited HOA representatives, County representatives, PD, FD and various other groups. Flyers were also sent to all homes in the area.

Tom: We support bicycle/pedestrian improvements. The wide ROW provides an opportunity to utilize shared use pathways. Have you gotten feedback from industrial businesses? Industrial is important and we want them to feel included.

Christina: Our Team has canvassed the area, visiting businesses, providing them with a flyer of the project and information, invited them to public meetings. We understand how important it is to build consensus.

Kate: this project is a catalyst for east side, preserve existing industrial area as we do not have anything else like this in the area, mix, integrate everything. Public art, event center, Walton Rd. Corridor has potential, it was viewed as most dangerous corridor in the City and TPO identified it in the most need of a complete street. Looking for enhancements to corridor.

Jennifer: The east side of PSL has seen a lull in development, we have had boots on the ground and received great feedback from people along the corridor. We have received over 300 responses to-date on the survey, which is great since we cannot do the traditional in-person meeting. The feedback will translate to what is needed.

Health: City has $300 - $500k for design, but none for construction, looking for grants for the construction phase.

Tom: Is TPO a potential source for funding?

Marcia: Can be, look into the Transportation Alternatives Program (TAP).

Tom: Blend of TPO/Local funding. Also, lighting is darker along the corridor than the Crosstown Parkway, which has very good lighting, lighting is important and improves safety.

Carmen: This area is considered our low to moderate income, we want to provide transportation choices for the residents.

Larry: Are we intending to change drainage? We have 2 businesses along the corridor, one of them floods all the time (Seg. 1 @ 1607). Also have you considered curb cuts for businesses, it can be very difficult to go west, we have large trucks and getting in and out can be a challenge. Will Segment 3, Walton Rd to Tiffany Ave, become dual lane?

Christina: At this time, we are not looking at drainage, this will be included in the next phase. Traffic at this time does not support dual lane in Segment 3. We still need to review the traffic analysis, but I do not believe so. Where is the flooding occurring? How long is it lasting?

Larry: At 1607, in the vicinity of the truck shop and custom area building. Flooding is frequent and has always been an issue for 27 years I've been here. Flooding can last a few days and is typically 8" – 12" inches depending on how hard it rains. Near Industrial Blvd drainage is better, do now know if you can add sidewalks and curbing as it is now without addressing the drainage.

Heath: Drainage will be addressed later during the design phase of the project. Did not realize that drainage is that bad. It is something that will be considered in the next phase of the project.

Thursday, December 16, 2020

2:00 PM – 2:50 PM

Attendees:

Jennifer Davis – CRA & City Project Manager	Lisa Maack – MARLIN Planner
Health Stocton – Public Works Assistant Director	Melissa Zolla – Firefly Public Involvement
Christina Fermin – MARLIN Project Manager	Jolien Caraballo – City Councilwoman

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Summary Notes:

Councilwoman Caraballo:

- VGD District Council member.

- VGD is similar to Tradition, Segment 3, Walton Rd to Tiffany Ave, has a lot of opportunity for improvements and programming.
- Would like to see the urban-industrial revitalization, similar to what West Palm Beach has done near City Place.
- City has received requests for microbreweries. Would like to see lush landscaping, but understand concern from businesses about site views, with an urban flair. Would like the improvements and streetscaping techniques to be unique and community driven.
- PSL history began in the east.
- Future incorporation of trails, VGD to Walton Rd to New River Dr. Greenway. Would like to see programming for businesses.
- West side of City has seen a lot of investment from developers, while the east side is already developed and want to know opportunities for developer funding for east side. Currently east side gets a larger share of City budget than the west because its older.
- People want access to the water, restaurants, things to do. Martin County, 10 miles south, has a lot of retail. We have opportunity for restaurants and small businesses. How to refresh what is existing, what are the 10 things to do in this area – maybe people forgot and have taken for granted what is here – how do we refresh it?
- Key to this project is getting the businesses to invest in their properties and businesses.
- Branding the area may be the answer, what about "The Village," it is unique and only of its kind in the Sandhill Crossing Neighborhood. What about the City assisting with a branding plan for businesses, City is looking into piloting a façade improvement program, more to come.
- VGD is also part of an Opportunity Zone, has met with Secretary Carson from HUD to discuss and get the boundary moved over as it is currently partially in an OZ.
- You may want to talk to Jack Kelly, former Councilman at 772-284-1970, very knowledgeable of the area.
- TPO has a Greenway and Trails Plan, City is working on a Master Plan for Greenways and Trails.

Thursday, December 17, 2020

One on one w/ Bill Fitzgerald, Owner of Village Green Tires

Summary Notes:

- Owner of Village Green Tire (38 years)
- Construction for Crosstown Parkway Extension negatively affected business, was down 40% for 2 years.
- Now reaping the benefits, and has seen an increase in pedestrian traffic.
- Looking forward to development of City Center and surrounding redevelopment, this will weed out some businesses.
- Since the construction of the sidewalk near US 1 has had a lot of walking traffic and customers who have dropped of their vehicle and walked back to their home or business.
- No flooding issues since improvements, previously had some flood issues, but not since the construction of the Crosstown Parkway.

Friday, December 18, 2020

One on one with Jack Kelly, former Councilmember

- CRA Plan had a concept, included landscaping.
- Advised to talk to the Mayor, who used to be the CRA Manager, Greg Oravec.
- Wood Stork Trail, 1 to 1.25 miles is an important component of the area.
- Is a Historic Society Member and School Board official.
- Cannot remember specifics, will reach out to Jennifer.

Friday, January 8, 2021

11:00 – 11:30 AM

Attendees:

Jennifer Davis – CRA & City Project Manager

Health Stocton – Public Works Assistant Director

Christina Fermin – MARLIN Project Manager

Lisa Maack – MARLIN Planner

Dan Sorrow – Cotleur & Hearing Landscape Architect

Hemashree Dunake – Cotleur & Hearing Planner

Christian – Cotleur & Hearing Landscape Architect

Melissa Zolla – Firefly Public Involvement

Greg Oravec – City Mayor

Summary Notes:

Mayor Greg Oravec

- If you're going to make a hybrid art and business district, should it be that or would it be better if the City assembled old warehouses for manufacturing and distribution.
- Rather than forcing arts, we should market the corridor for more jobs.

Christina: We have done a preliminary review of zoning/land use, but that type of analysis is not part of the scope. We are looking at a redesign of the roadway.

Mayor:

- Need to have turning radius for trucks.
- Separate multimodal facilities.
- Aesthetics.
- Segment 3, Walton Rd to Tiffany Ave, has a lot of potholes – stop fixing potholes and repave the roadway.
- What can we do that is special in Segment 3, what about wildflowers that will create a showcase that isn't seen anywhere else. Would like something special in ROW.

Christina: Feedback for Segment 3 has included a linear parking, parallel parking and other types of recreational uses, such as a Health path.

Mayor:

- Would like to see stabilized parking rather than parallel parking. Would need screening of parking for homes across the lake.
- We need connectivity – no 5’ sidewalk – wants sidewalks on both sides of the road with a shared use pathway on one side.
- No preference for 2 or 4 lane roadways. Whatever stakeholders want.
- If you can include the Slough that would be great and appreciated.

Appendix L

Stakeholder Presentation, Attendance & Notes

village GREEN DR
PORT ST. LUCIE

Public Meeting #1

OCTOBER 8, 2020

PREPARED BY
MARLIN

Welcome & Team Introductions

CITY of PORT ST. LUCIE
INCORPORATED 1961
FLORIDA

MARLIN

Cotleur & Hearing

Firefly
public relations & marketing

village GREEN DR
PORT ST. LUCIE

Presentation Format

- Virtual Meeting Today via 
- Microphones Will Be Muted for Duration of Presentation
- Polling Questions Throughout Presentation
- Q & A Session ***After*** Presentation
  - Utilize the Q&A button to ask questions and make comments (Located at Bottom Center of Your Screen)
  - Staff will moderate questions and comments, questions and comments will be addressed at the end of the presentation, as applicable
- A copy of this presentation will be made available on the City's website

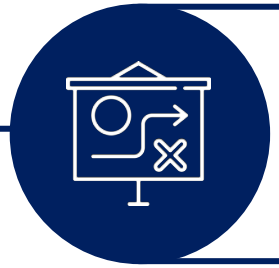
Agenda

1. Project Overview
2. Community Assets
3. Physical Conditions
4. Corridor Opportunities
5. Next Steps

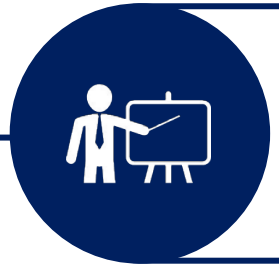
Questions/Comments

LIFE OF A PROJECT

WE ARE HERE



PLANNING (1 – 2 YEARS)
Citizen Input
Existing Conditions
Proposed Solutions



PD&E (2 – 3 YEARS)
Project Development
Environmental Impact
Identify Alternatives
Select Preferred Solution

DESIGN (1 – 2 YEARS)
Engineering Drawings
Identify Right-of-Way

RIGHT-OF-WAY (1 – 5 YEARS)
Purchase Property

CONSTRUCTION (1 – 3 YEARS)
Obtain Permits
Build Improvements

TOTAL 6 – 14 YEARS
From Planning through Construction

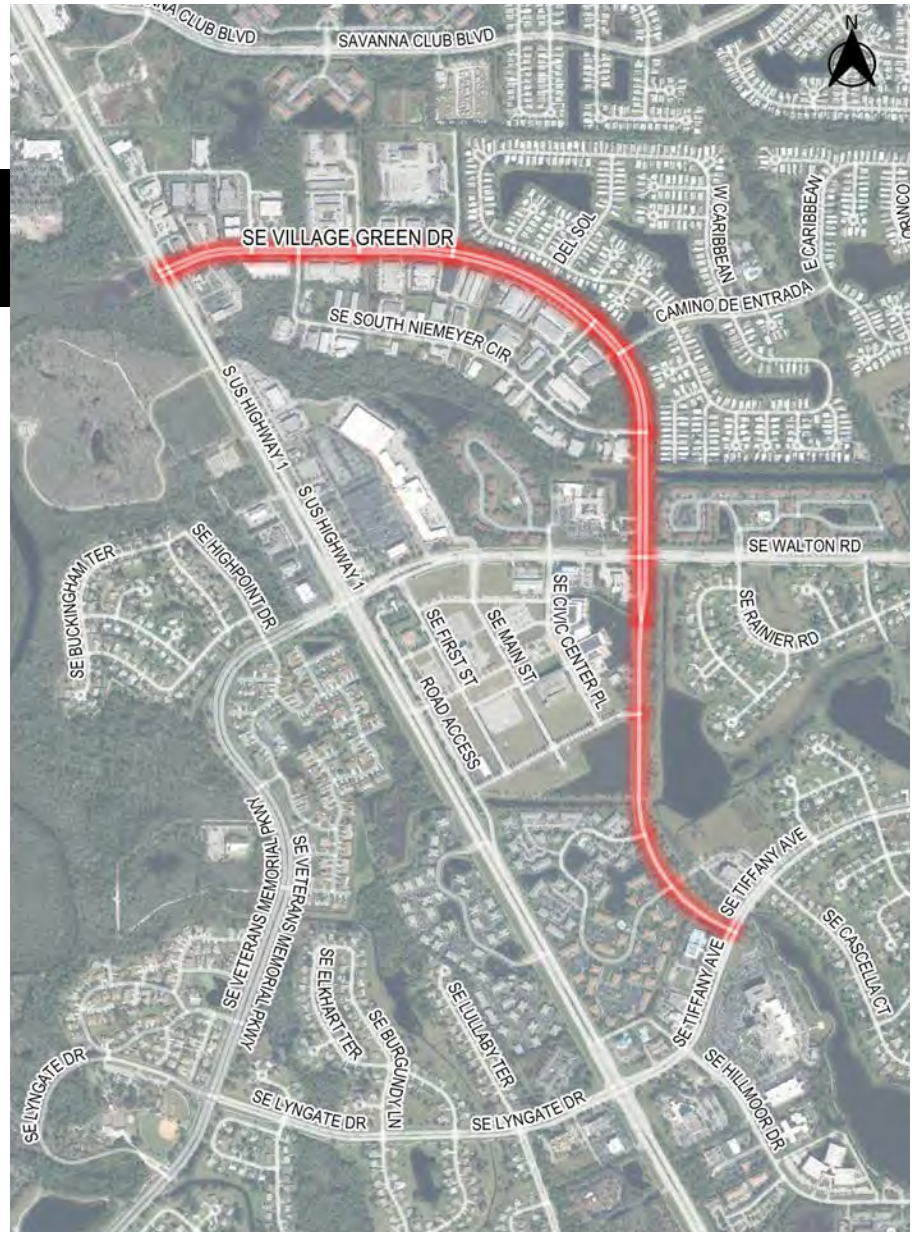
village GREEN DR PORT ST. LUCIE

1

Project Overview

Village Green Drive

- **Connects to Crosstown Parkway**
- **From US 1 to SE Tiffany Avenue**
- **US 1 to Walton Rd**
  - Industrial & Residential Uses
  - Hog Pen Slough
- **Walton Rd to SE Tiffany Ave**
  - Residential, Medical, and Commercial Uses
  - City Center
  - Recreation



village GREEN DR PORT ST. LUCIE

Poll 1

How do you use Village Green Drive ? (select all that apply)

Vehicle

1

Walk

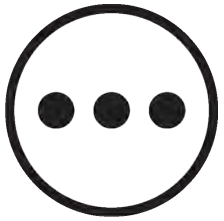
2

Bicycle

3

Transit

4



Other

5

Project Tasks

Task 1: Meetings, Coordination, & Public Involvement

- Business Canvassing Day - September 10, 2020
- 1st Public Meeting - October 8, 2020 **TODAY**
- 2nd Public Meeting - February 18, 2021

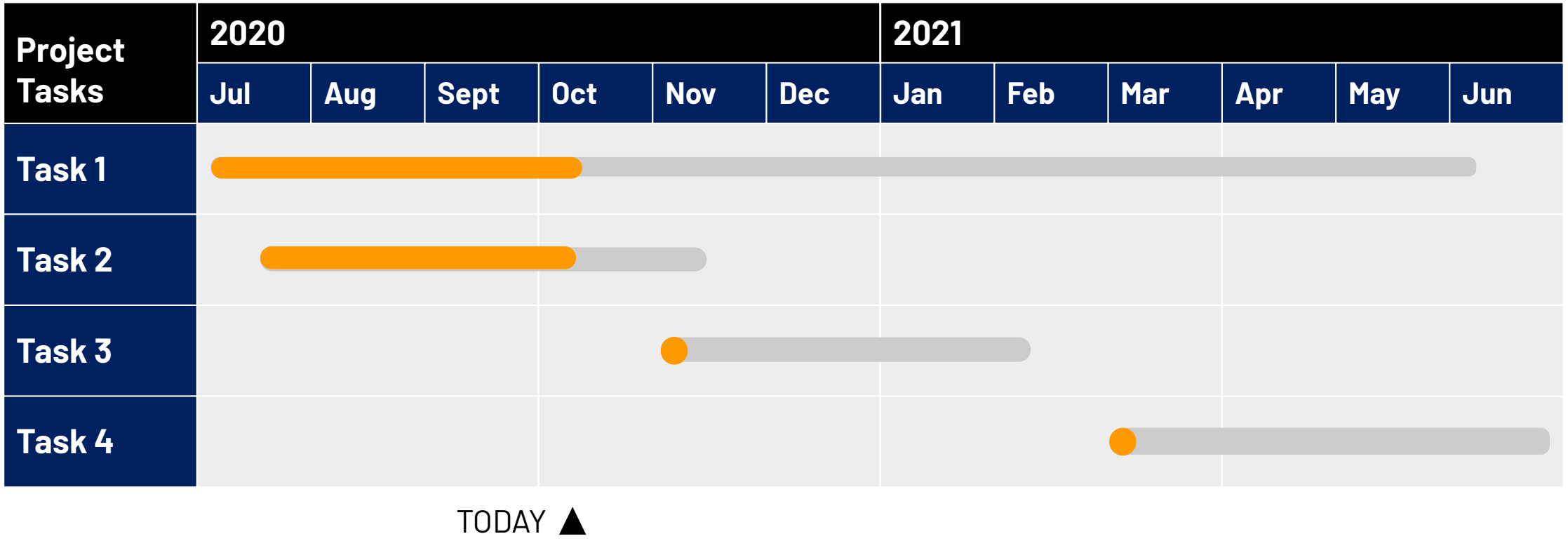
Task 2: Data Collection & Analysis

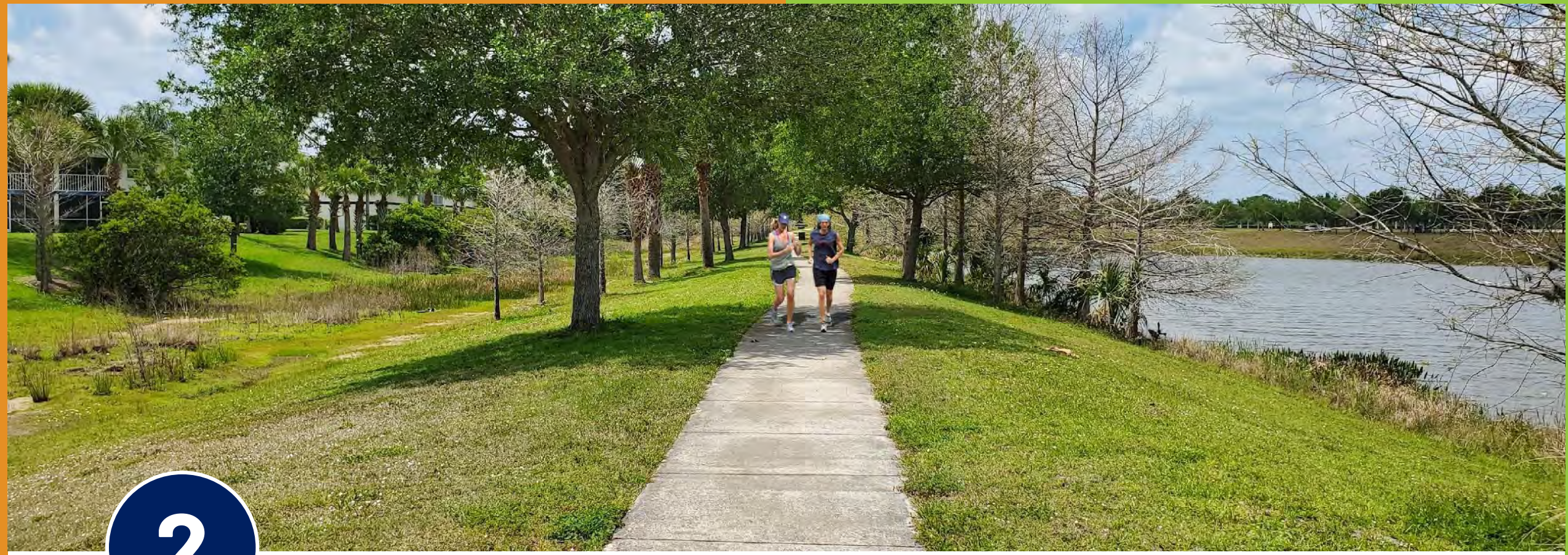
- Review of Plans, Documents, and Codes
- Field Inventory & Review
- Traffic, Pedestrian, & Bicycle Data Collection
- Walking Audit - October 1, 2020
- Analysis

Task 3: Design Concepts

Task 4: Final Master Plan

Project Schedule





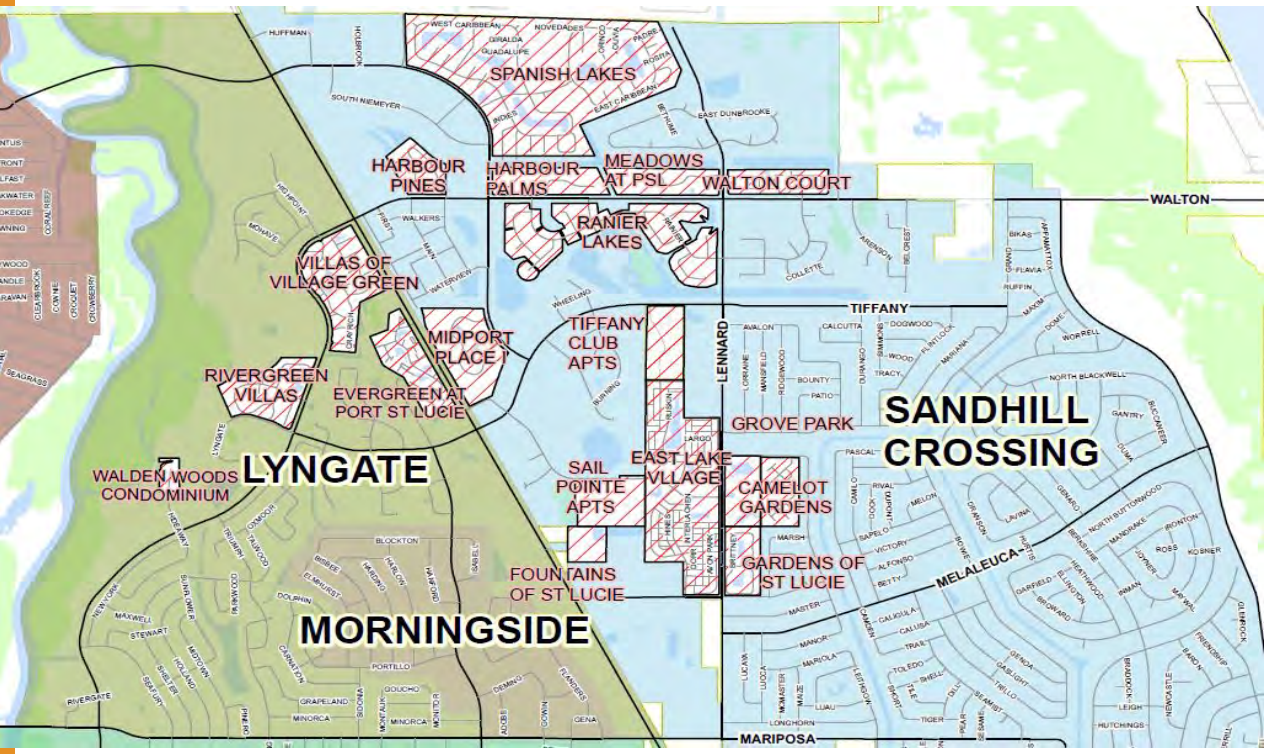
2 Community Assets

Poll 2

What is your greatest community asset? (select one)

1. The Neighborhoods
2. The Businesses
3. The Medical Complex
4. City Center
5. Parks, Trails, Natural Areas
6. Water
7. Other

Neighborhoods



- Spanish Lakes
- Harbour Pines
- Harbour Palms
- Rainier Lakes
- Midport Place

Local & Regional Destinations

- MidFlorida Event Center
- St. Lucie Medical Center
- Annex Center
- Industrial Park
- Savannas Preserve State Park
- Woodstork Trail

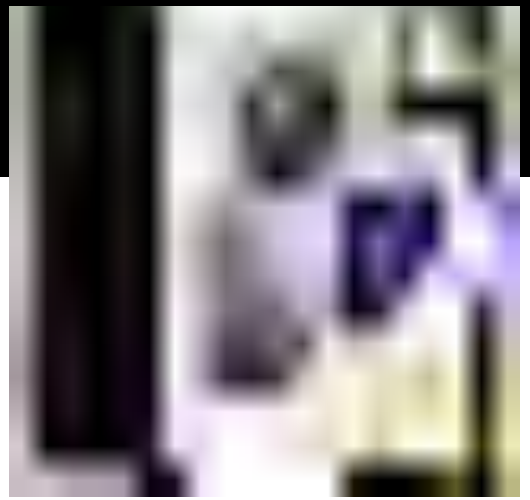
Multimodal Access

- Pedestrian
- Bicycle
- Transit
- Vehicular

village GREEN DR PORT ST. LUCIE

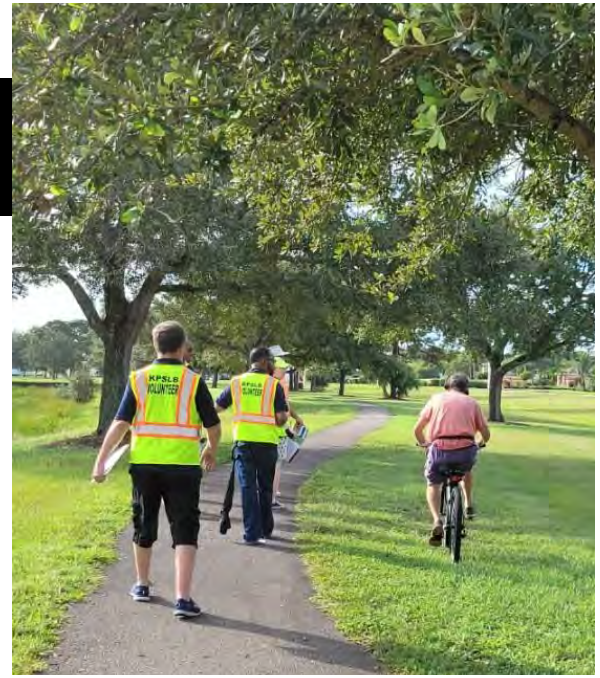
Community Engagement

- Planning Studies
- Roadway Projects
- Community Redevelopment
- Crosstown Parkway

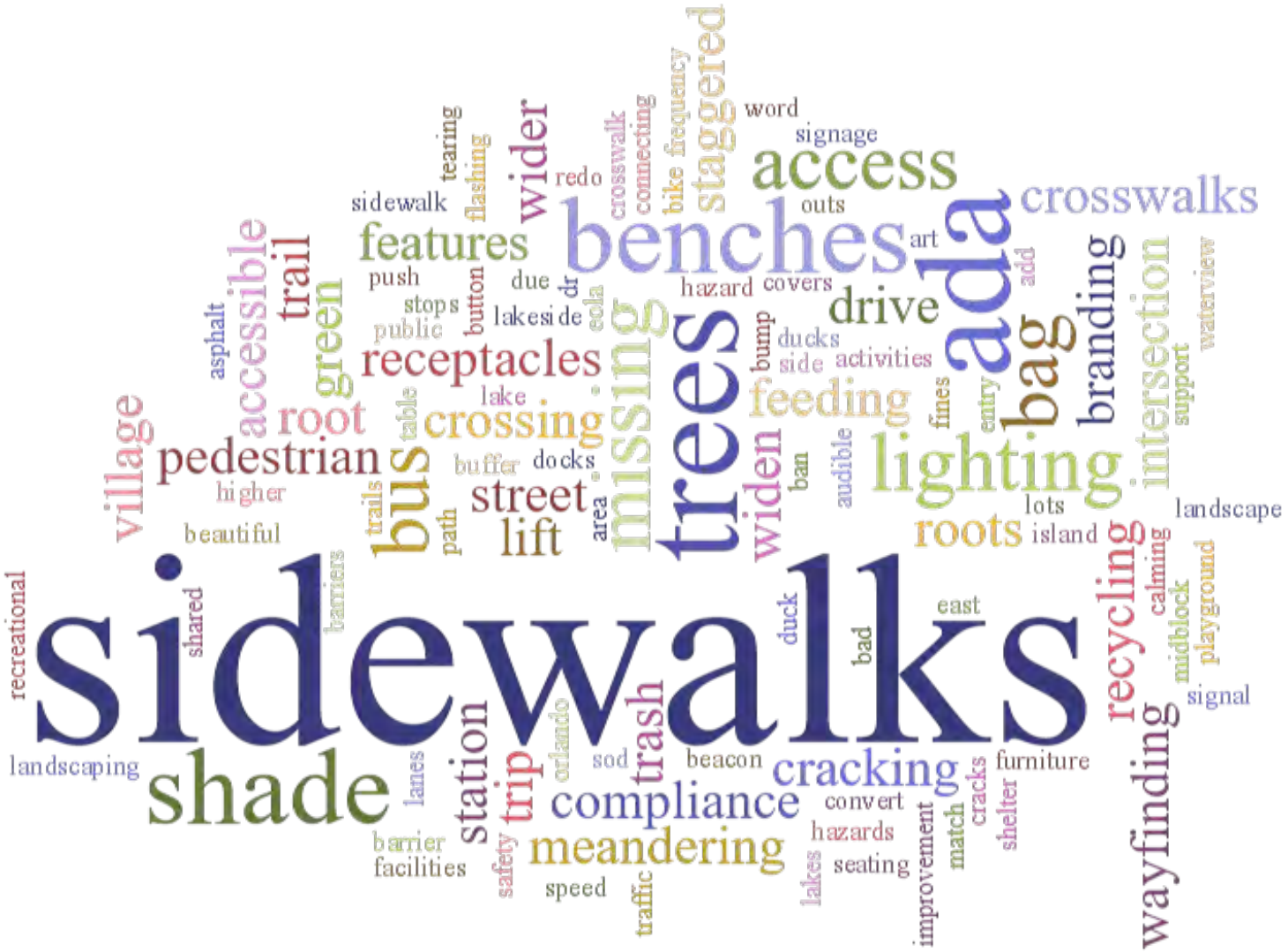


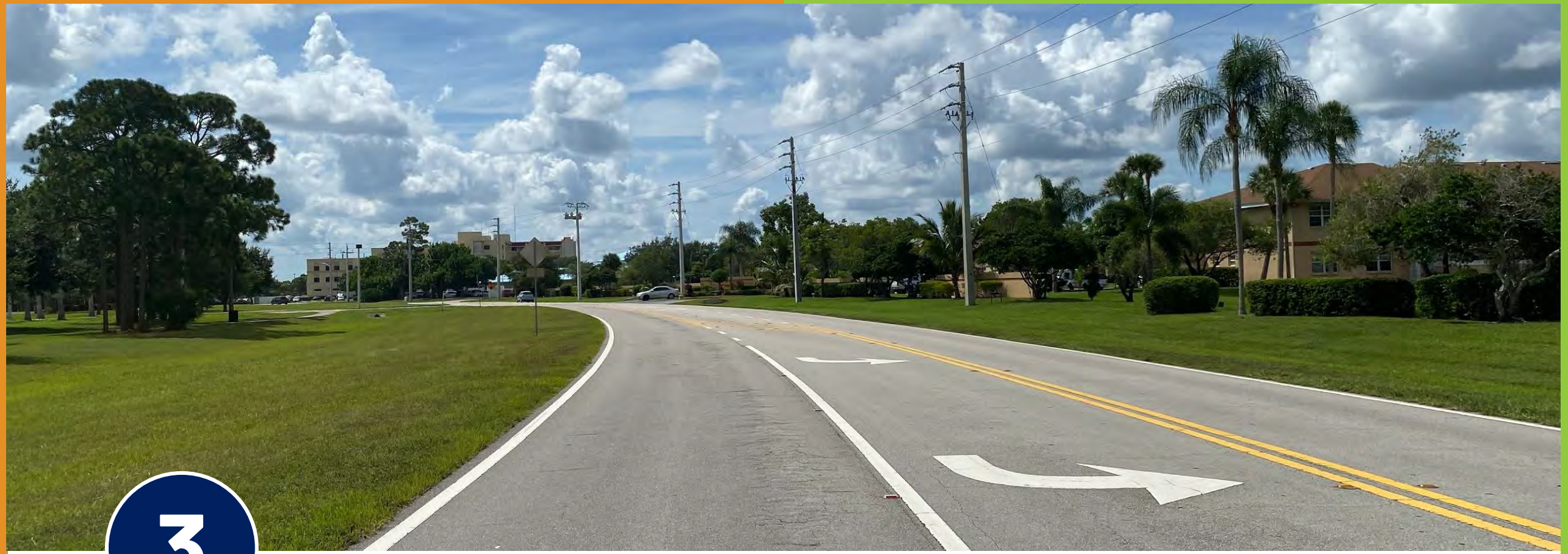
Walking Audit

October 1, 2020



Walking Audit Feedback & Comments

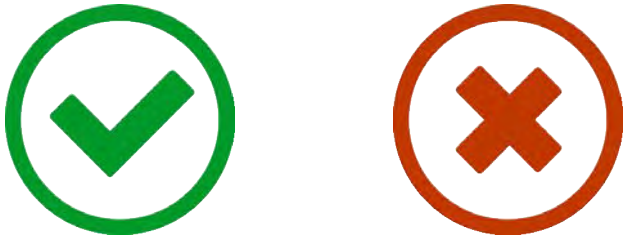




3 Physical Conditions

Poll 3

Do you live or work within ½-mile radius of Village Green Drive?



Yes

1

No

2

Traffic Conditions

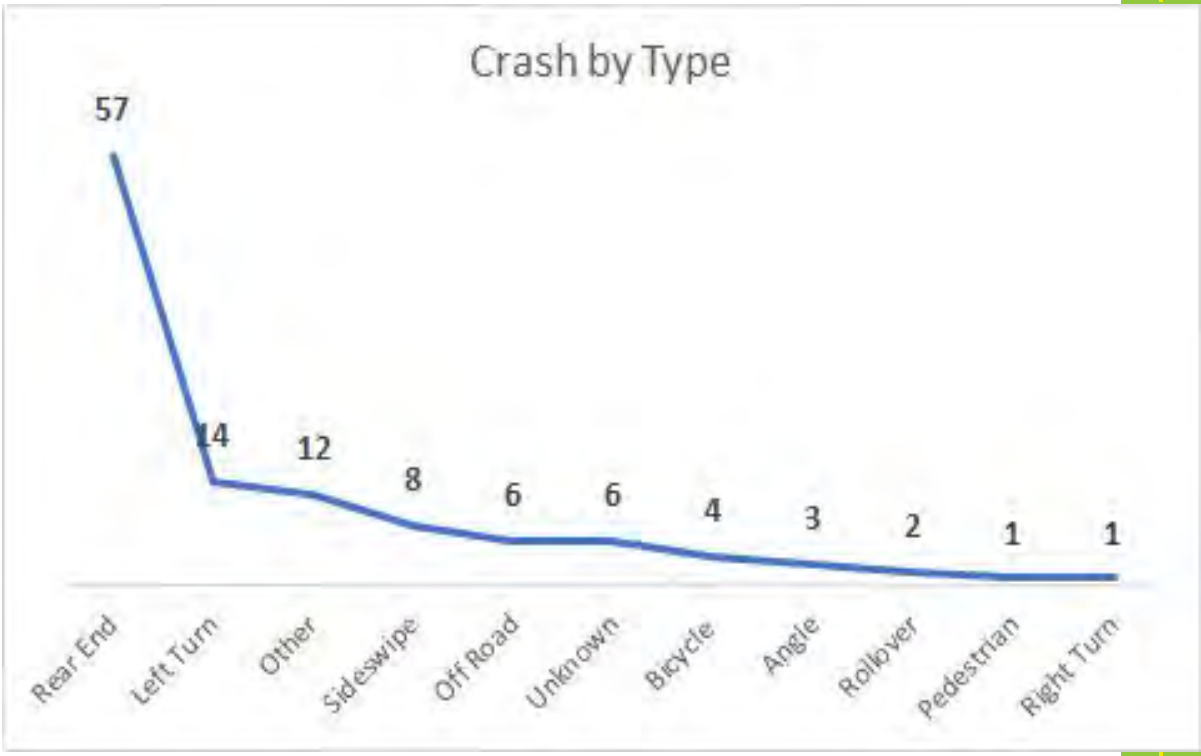
Segment	Lanes*	Average Daily Traffic (ADT)	Maximum ADT
W. of South Niemeyer Cir	4 LD	12,709	13,700
W of Industrial Blvd	4 LD	10,883	13,100
S of Niemeyer Cir	4 LD	11,311	11,600
S of Walton Rd	2 L	3,877	6,900
N of SE Tiffany Ave	2 L	4,138	6,900

*L - Lane, LD - Lane Divided

village GREEN DR PORT ST. LUCIE

Corridor Collisions (2015-2019)

- 114 Crashes between 2015 - 2019
- Peak Hour for Crashes is between 4 - 5 PM
- 25% of Crashes have resulted in Injury
- Rear End Crashes are Most Common
- No fatalities



Intersections

Signalized Intersections

US 1

- Dedicated Turning Lanes
- Pedestrian Refuge Islands

Walton Rd

- Wide Curb Radii
- Dedicated Turning Lanes
- High Visibility Crosswalks
- Collison Hotspot

Unsignalized Intersections

SE Tiffany Ave

- Dedicated Turning Lanes
- No Pedestrian Crossings
- Wide Curb Radii

Pedestrian Conditions

Findings:

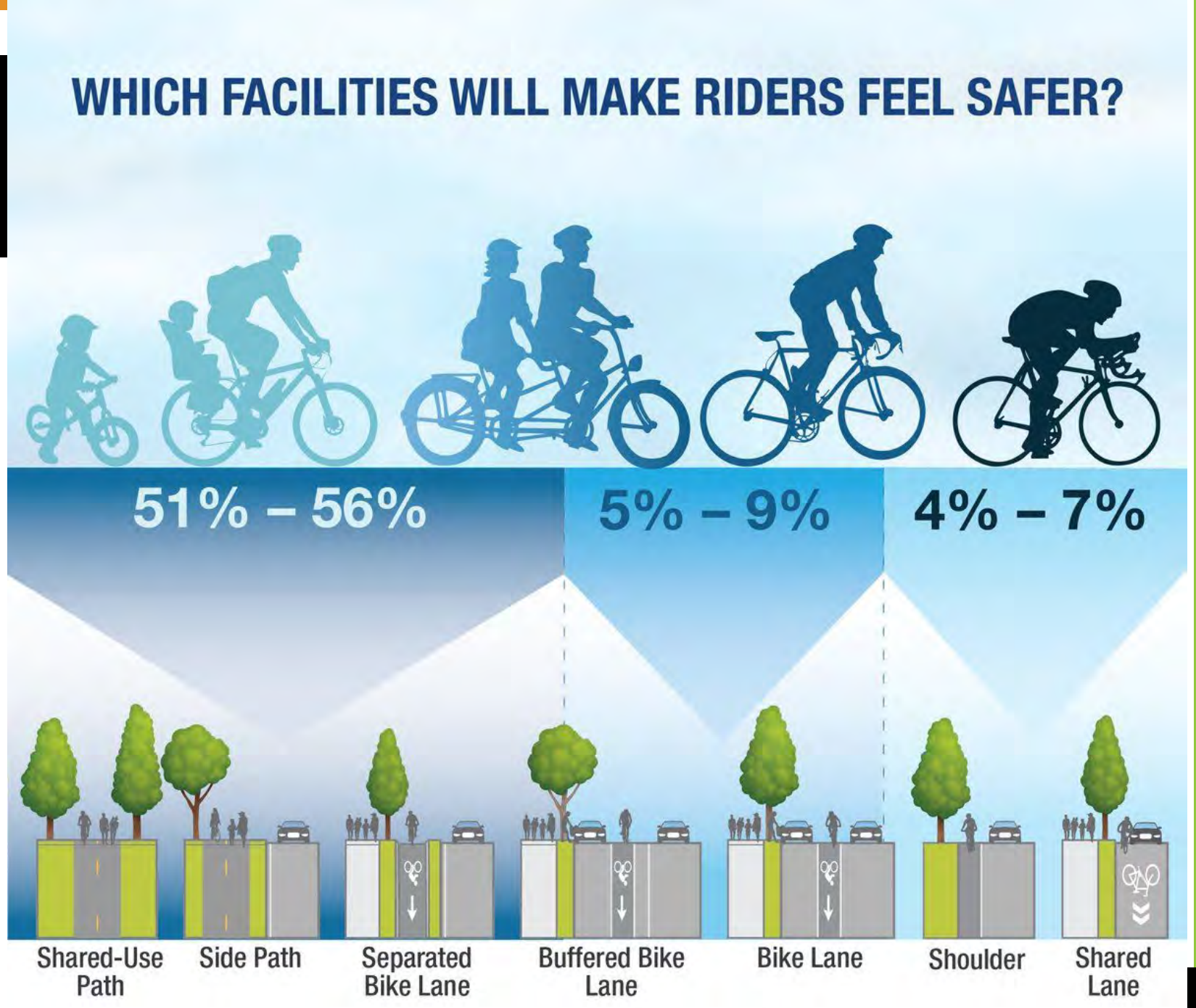
- Missing Sidewalks
- Long Distances between Crosswalks
- Lack of Streets Trees & Landscaping
- Lack of Pedestrian Lighting
- Missing Crosswalks at SE Tiffany Ave
- Lack of Curb Extensions or Pedestrian Refuge at Walton Rd

village GREEN DR PORT ST. LUCIE

Bicycle Conditions

Findings:

- Lack of bicycle facilities
- Bike share station at MidFlorida Event Center
- 12-foot shared use path on Walton Rd



Transit Conditions

Findings:

- Serviced by Route 4 (Port St. Lucie Trolly)
- One Hour Service
- Seating is Provided / No Shade
- Signage Missing for SB Stop
- Limited Access to Stop
- Connections to Route 1 Nearby

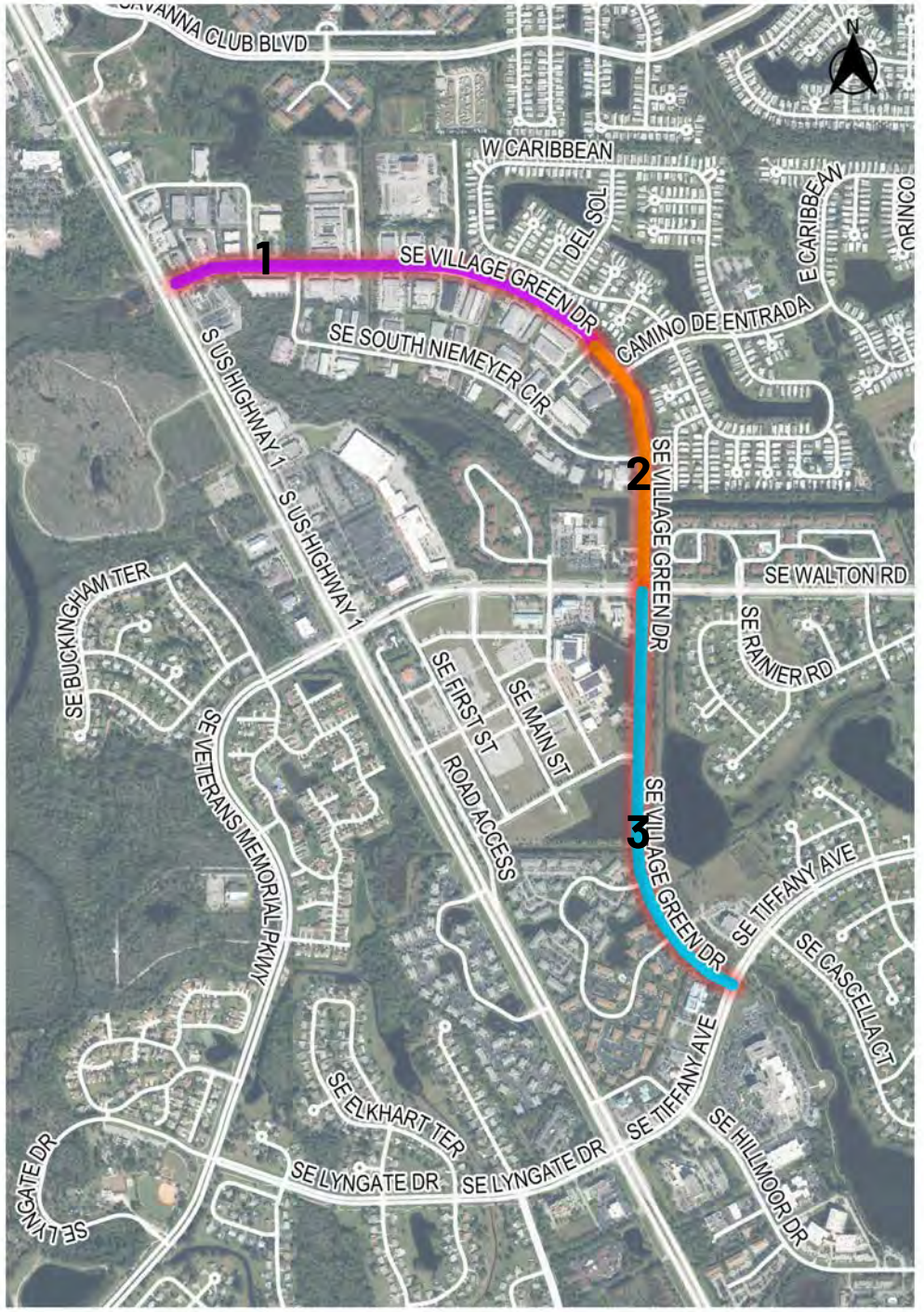
Distinct Corridor Segments

Three (3) Distinct Segments:

Segment 1 (Northern Gateway):
Between US 1 and Industrial Boulevard.

Segment 2 (Trail Connection):
Between Industrial Boulevard and Walton Road.

Segment 3 (Recreational Way):
Between Walton Road & Tiffany Avenue.



Northern Gateway

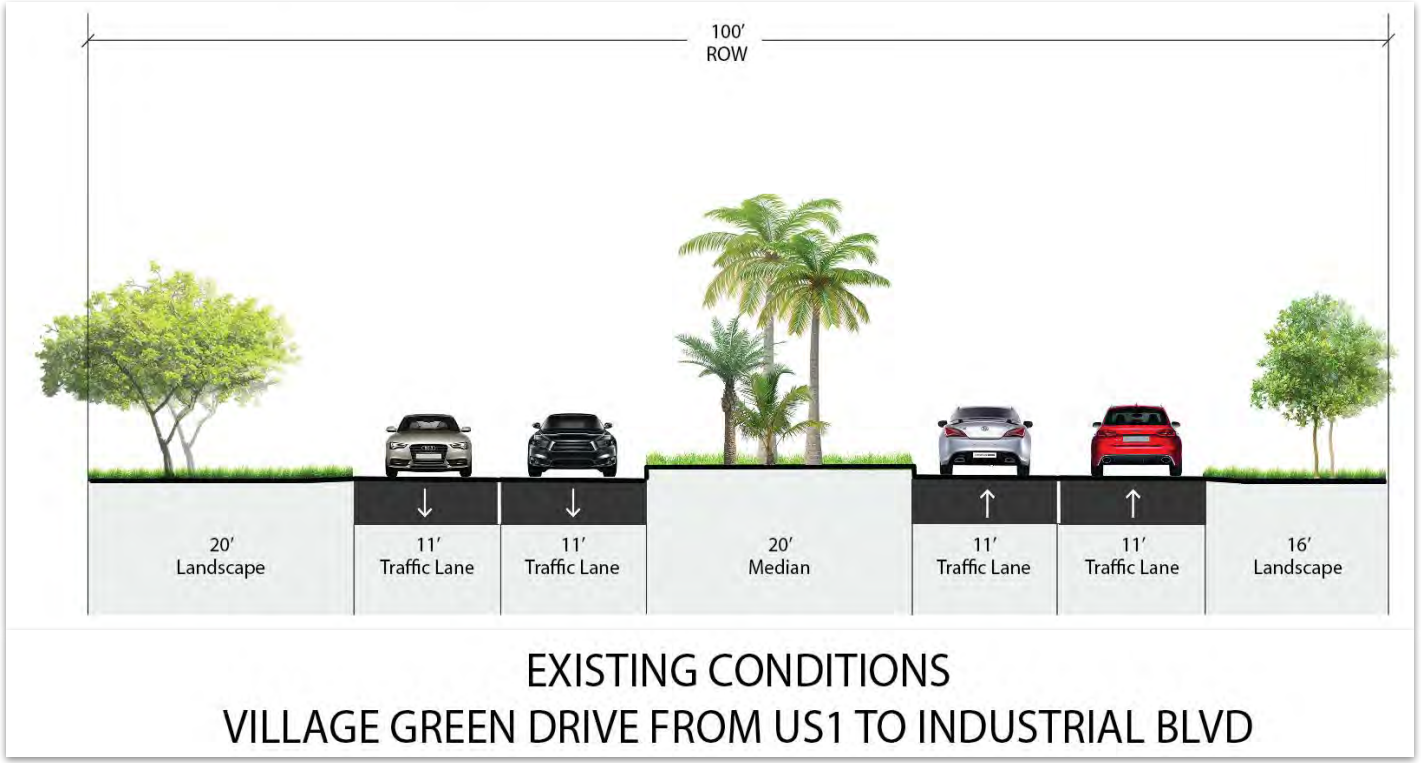
Industrial, Commercial, and Residential Land Uses

Street Character
Few trees in the median and fronting buildings. Buildings are setback with parking in front.

Street Size & Lanes
Right-of-way is approximately 100 feet. There are 4 travel lanes, 2 in each direction separated by a median.

Multimodal Access
Sidewalks: 6-Feet, Concrete (Limited)
Bicycle: None
Transit: None

Traffic Volumes
Average Daily Traffic - 11,796



EXISTING CONDITIONS
VILLAGE GREEN DRIVE FROM US1 TO INDUSTRIAL BLVD

Trails Connection

Industrial, Residential, and Institutional Uses.

Street Character

Few trees in the median and fronting buildings. Buildings are setback with parking in front. Sidewalk missing on west side. Canal and Hog Pen Slough.

Street Size & Lanes

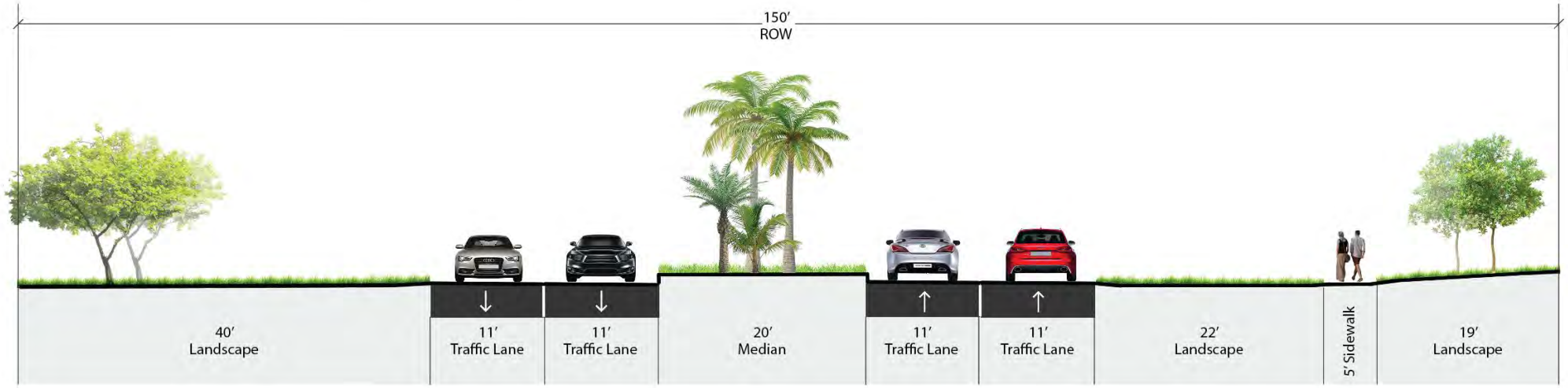
Right-of-way is approximately 150 feet. There are 4 travel lanes, 2 in each direction separated by a median.

Multimodal Access

Sidewalk: 5 feet concrete, east side only
Bicycle & Transit: None

Traffic Volumes

Average Daily Traffic - 11,311



EXISTING CONDITIONS
VILLAGE GREEN DRIVE FROM WALTON RD TO INDUSTRIAL BLVD

village GREEN DR PORT ST. LUCIE

Recreational Way

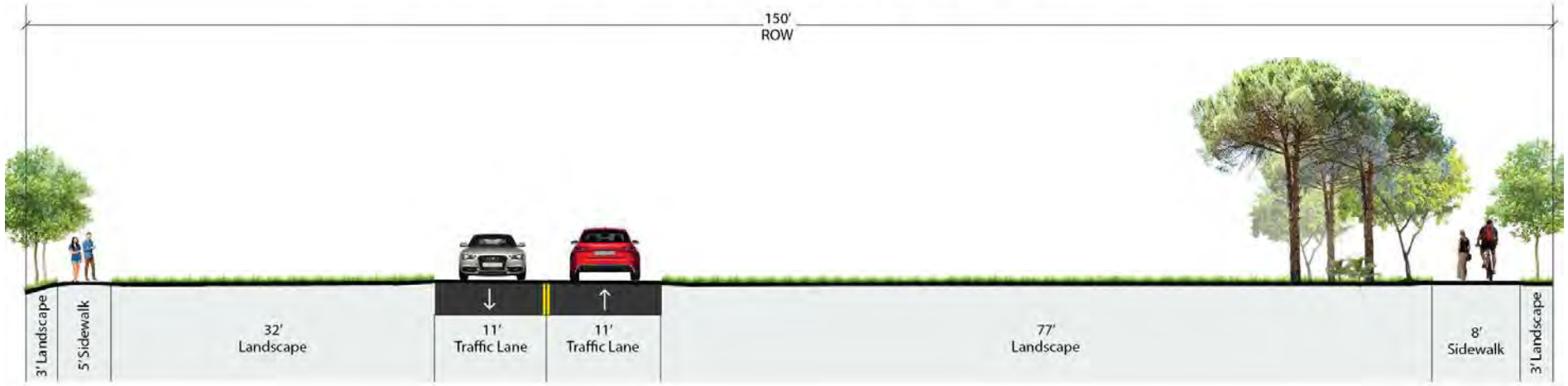
City Center, Commercial, Institutional, Residential, Medical, and Recreational Uses

Street Character
Landscaping, Retention Ponds, Trails, Residential Entry's

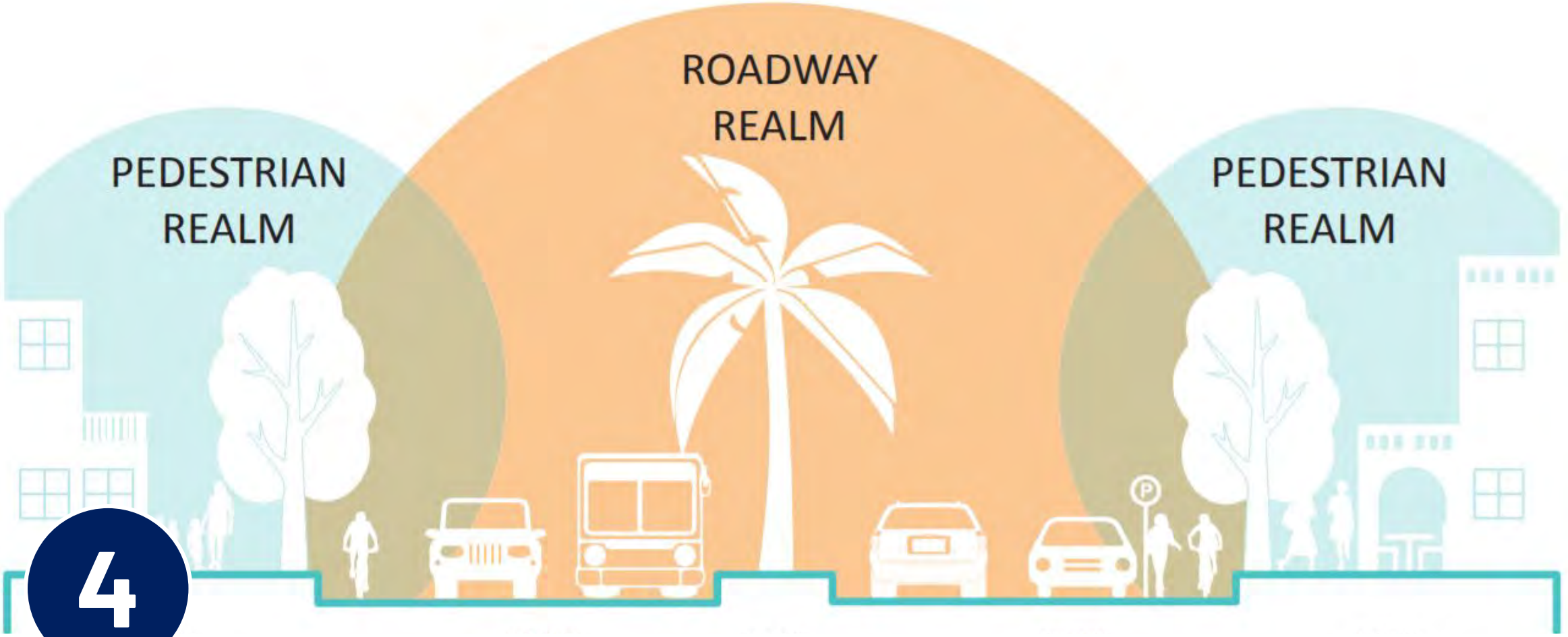
Street Size & Lanes
Right-of-way is approximately 150 feet. There are 2 travel lanes, one in each direction.

Multimodal Access
Sidewalks: 5-feet, concrete & 6-feet, asphalt
Bicycle: None
Transit: 2 Stops

Traffic Volumes
Average Daily Traffic - 4,007



EXISTING CONDITIONS
VILLAGE GREEN DRIVE FROM TIFFANY AVE TO WALTON RD



4

Corridor Opportunities

Pedestrian Improvements

Cotleur & Hearing

Raised Pedestrian Bridge / Path

Meandering Sidewalk (Suburban)

Enhanced Midblock Crosswalk

ADA Accessible Pathways

Shared Use Path / Multi Use Trail w/ Two Way Bicycle Pathway

Buffered Pedestrian Sidewalk

CORRIDOR PEDESTRIAN IMPROVEMENT EXAMPLES

Poll 4

What Types of Pedestrian Improvements Would You Like to See? (select all that apply)

Pedestrian Improvements

Raised Walking Path / Bridge

Wide Buffered Sidewalk

Enhanced Midblock Crossing

Wide Sidewalk w/ Shade Trees & Seating

Pedestrian Amenities: Signage, Trash Bin, Retail Front, etc.

Pedestrian Lighting

Bicycle Improvements

Cotleur & Hearing

Protected Bicycle Lane (One-way)

Bicycle Lane

Shared Use Path / Multiuse Trail

Buffered Bicycle Lane

Separated Bicycle Lanes / Sidepath (Suburban)

Separated Bicycle Lanes (Urban)

CORRIDOR BICYCLE IMPROVEMENT EXAMPLES

Poll 5

What Type of Bicycle Facility Would You Prefer? (select one)

Protected Bicycle Lane
(One-Way)

Bicycle Lane

Shared Use Path / Multiuse Trail

Buffered Bicycle Lane

Separated Bicycle Lanes / Side
Path (Suburban)

Separated Bicycle Lanes
(Urban)

CORRIDOR BICYCLE IMPROVEMENT EXAMPLES

Community Improvements

Public Art w/ Textured Design

Architectural Feature w/ Green Roof

Wayfinding Signage

Public Art w/ Native Vegetation

Pedestrian Wayfinding Signage

Public Art

CORRIDOR MONUMENT EXAMPLES

Community Improvements

Cotleur & Hearing

Midblock Crossing w/ Median Pedestrian & Bicycle Pathways

Pedestrian Median w/ Bollards & Street Furniture

Monument/Entry Sign in Median

Pedestrian Refuge Island / Midblock Crossing

Pedestrian Refuge Island / Enhanced Crosswalk w/ Bollards

Median Buffering Cyclists w/ Landscape & Street Furniture

CORRIDOR MEDIAN EXAMPLES

Poll 6

What type of community improvements would you like to see? (select all that apply)

Gateway / Monument Feature

Wayfinding Signage

Street Furniture: Seating, Trees, Bins, Bike Racks

Enhanced Vegetated Median

Linear Park: Klyde Warren Park (Dallas, TX)

Pubic Art

Landscape Improvements

Cotleur & Hearing

Native Sabal Palms & Live Oaks

Combined Native & Tropical Vegetation Buffering Sidewalk

Landscaped Entry Feature

Tropical Landscaped Median

Formal Residential Landscaped Buffer

Combined Native & Tropical Landscaping

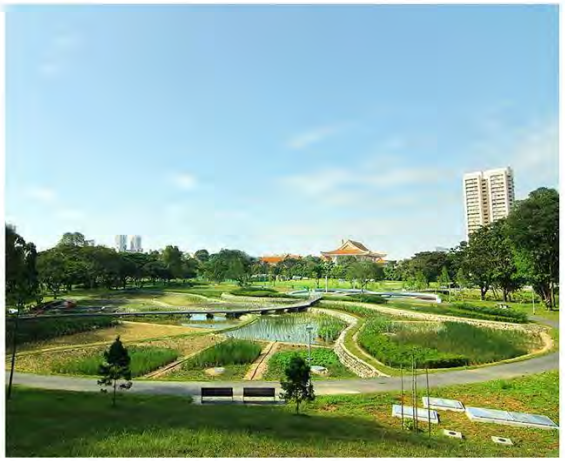
CORRIDOR LANDSCAPING EXAMPLES

Landscape Improvements

Cotleur & Hearing

Native Grasses & Vegetated Swale

Vegetated Swale w/ Rock



Water Detention Area

Hidden Swale / Detention Area

Vegetated Stormwater Median

Vegetated Median w/ Mulch

CORRIDOR BIOSWALE PLANTING EXAMPLES

Poll 7

What type of landscape improvements would you like to see? (select all that apply)

Bioswales

Median Enhancements

Shade Trees

Ornamental Landscaping

Wildflowers

Xeriscape

CORRIDOR LANDSCAPING EXAMPLES

Traffic Calming

Intersection Curb Extensions

Center Median Island / Chicane

Chicane

Roundabout w/ Public Art

Enhanced Crosswalk w/ Textured Pavement & Street Furniture

Raised Pedestrian Crossing

CORRIDOR TRAFFIC CALMING IMPROVEMENT EXAMPLES

Poll 8

What type of traffic calming techniques would you like to see? (select all that apply)

Curb Extensions w/ Textured Pavement

Median Island w/ Textured Crossing

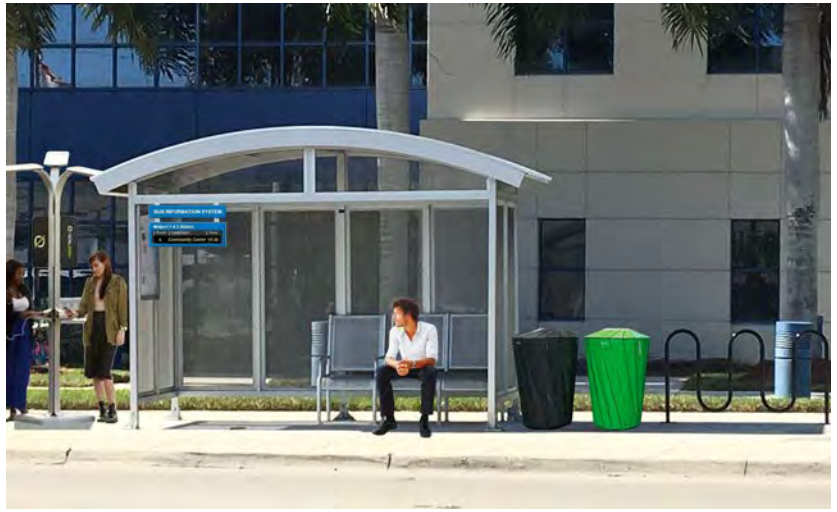
Chicane

Roundabout

Raised Textured Ped Crossing / Speed Hump

Textured Crossing & Parallel Parking

Transit Improvements



Shelter, Seating, Signage, Trash & Recycling Bins, Bike Rack, Signage

Public Art

Charging Station

Mobility Share - i.e. Bikeshare Station

Real-Time Signage

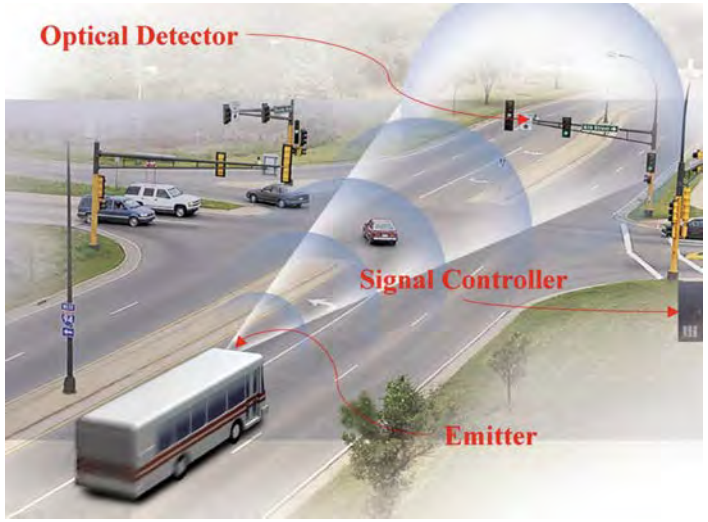
Poll 9

What type of Transit Amenities would you prefer? (select all that apply)

Intersection Improvements

Signal Timing for Vehicles

Pedestrian & Bicycle Signal



Bus Signal Priority

Audible Push Buttons

Pedestrian & Bicycle Crossing

Poll 10

What type of intersection improvements would you like to see? (select all that apply)

Signal Timing for Vehicles

Pedestrian & Bicycle Signal

Bus Signal Priority

Audible Push Buttons

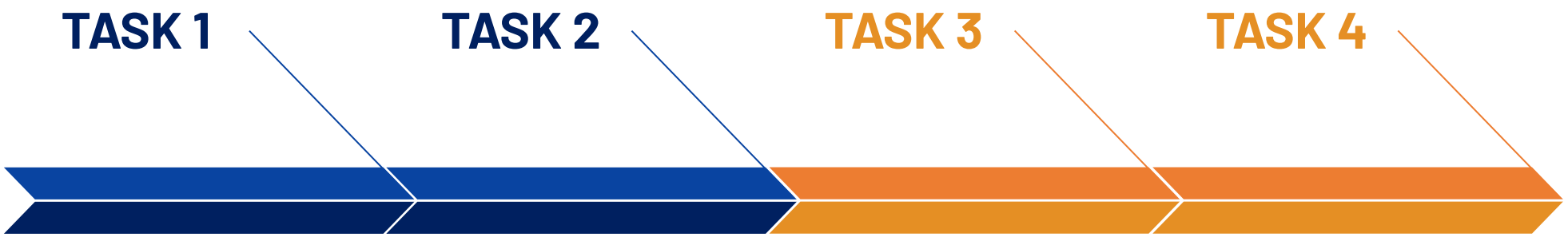
Pedestrian & Bicycle Crossing

47

5

Next Steps

Conceptual Design



Community Input

Community Outreach, Information, and Input

Data Analysis

Collection & Analysis of Traffic, Bicycle, Pedestrian, Transit, and Landscape Data

Design Concepts

Develop 3 Alternative Design Concepts to Present to the Public & Stakeholders

Final Master Plan

15% Design Plan Presented to City Council

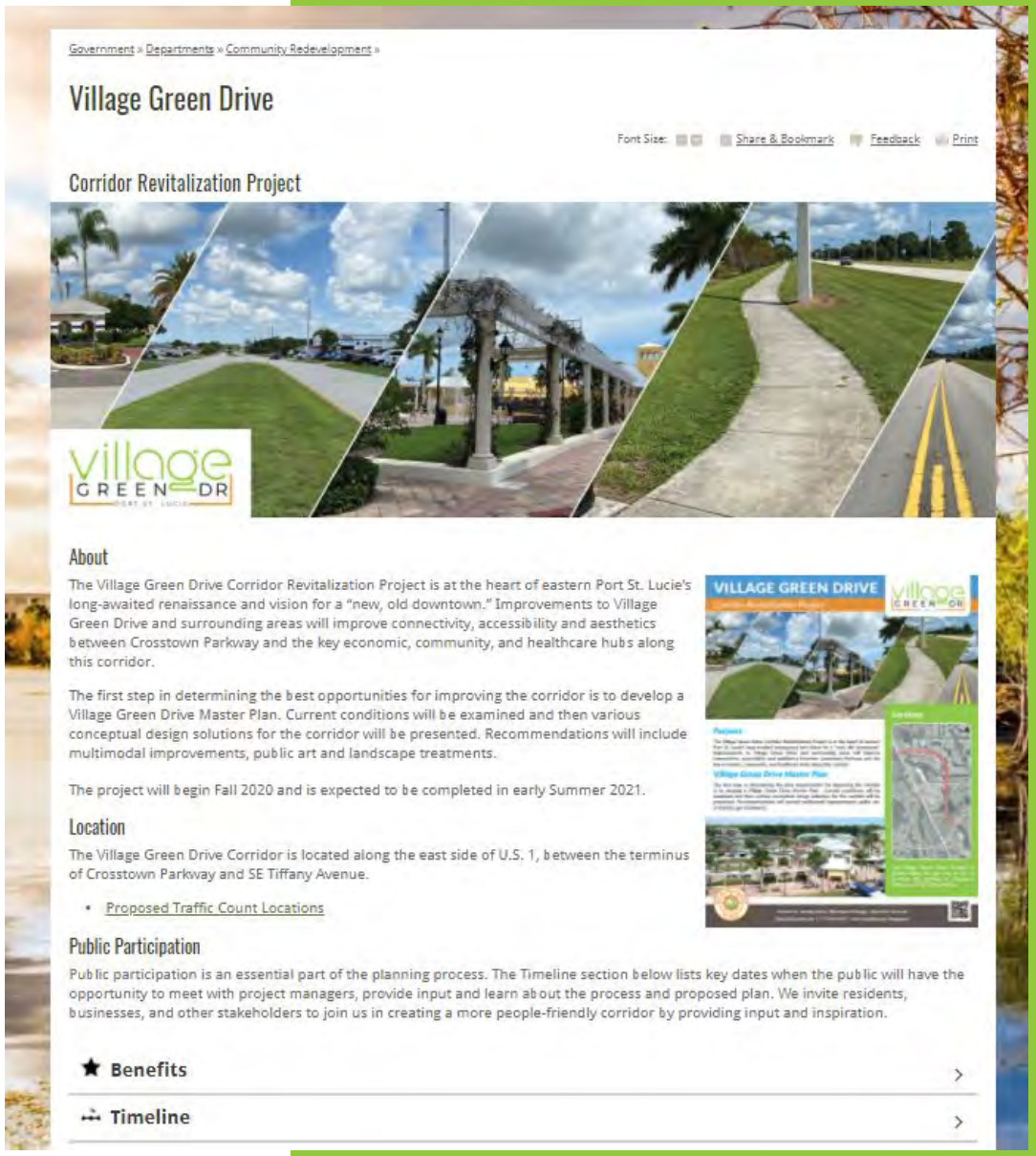
Save the Date

Public Meeting 2

- Thursday, February 18, 2021
- www.cityofpsl.com/villagegreen

City Center Area Plan

- Thursday, October 29, 2020
- www.cityofpsl.com/citycenter



village GREEN DR
PORT ST. LUCIE

Questions & Comments

Thank you!

City Contact:
Jennifer Davis
CRA Project Manager
JDavis@cityofpsl.com
(772) 344-4342

Project Contact:
Christina Fermin
Project Manager
CFermin@marlinengineering.com
(954) 870-5064

MARLIN

village GREEN DR

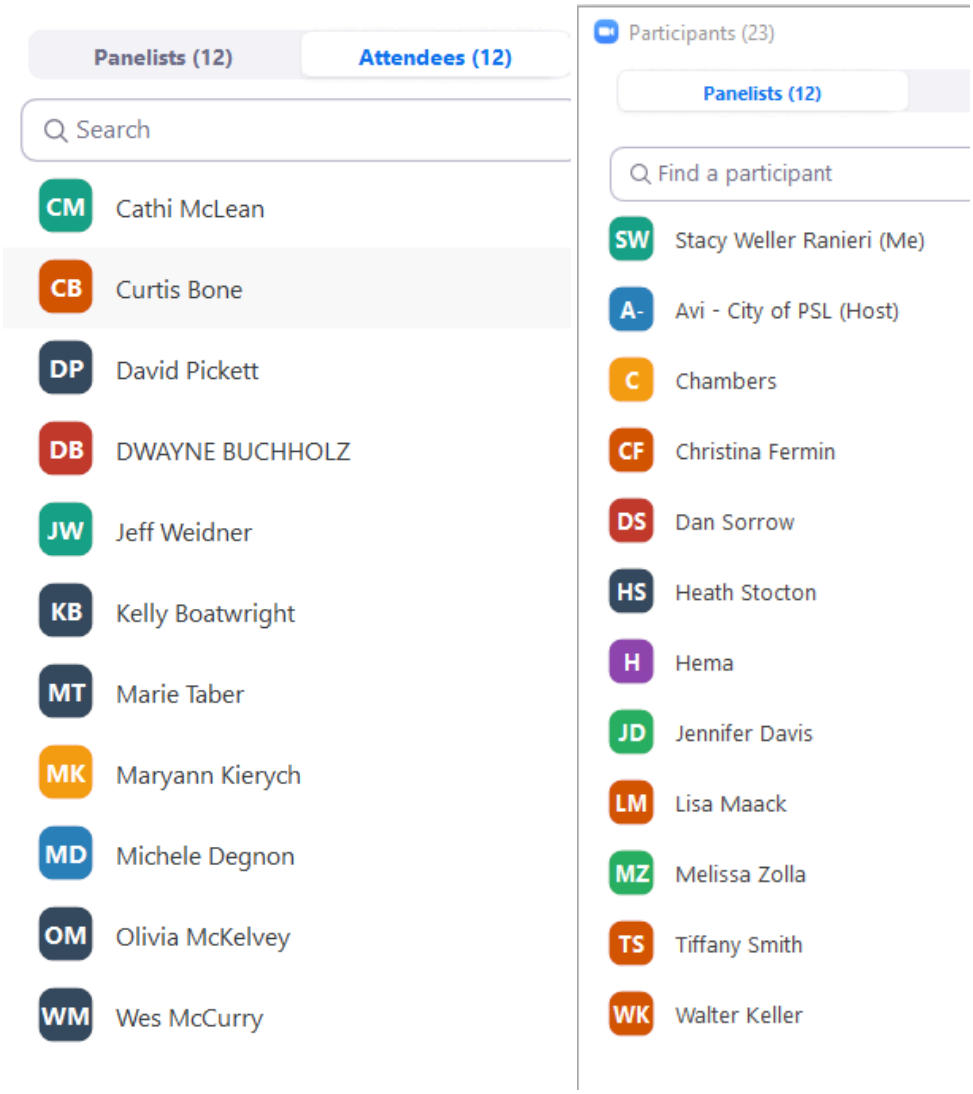
PORT ST. LUCIE

Public Meeting #1

OCTOBER 8, 2020

PREPARED BY

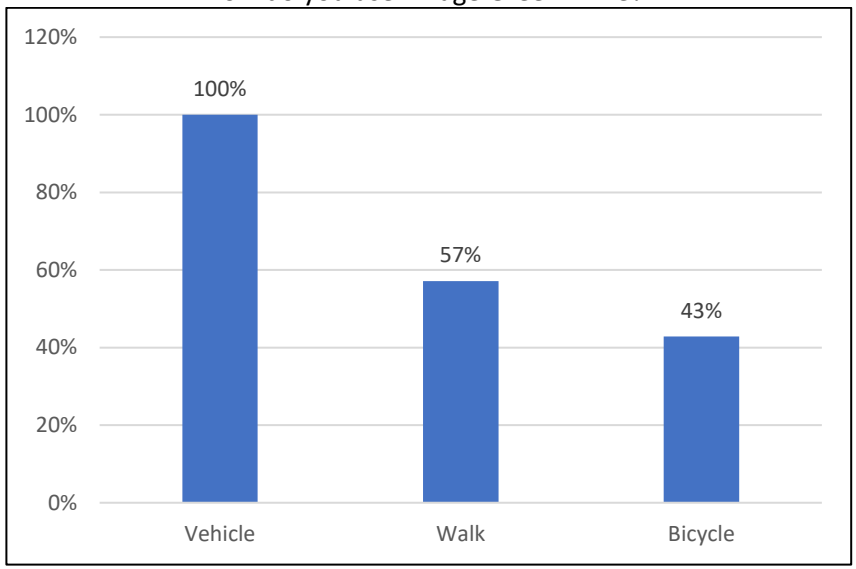
MARLIN


Panelists (12)
Attendees (12)
Search
CM Cathi McLean
CB Curtis Bone
DP David Pickett
DB DWAYNE BUCHHOLZ
JW Jeff Weidner
KB Kelly Boatwright
MT Marie Taber
MK Maryann Kierych
MD Michele Degnon
OM Olivia McKelvey
WM Wes McCurry
Participants (23)
Panelists (12)
Find a participant
SW Stacy Weller Ranieri (Me)
A- Avi - City of PSL (Host)
C Chambers
CF Christina Fermin
DS Dan Sorrow
HS Heath Stocton
H Hema
JD Jennifer Davis
LM Lisa Maack
MZ Melissa Zolla
TS Tiffany Smith
WK Walter Keller

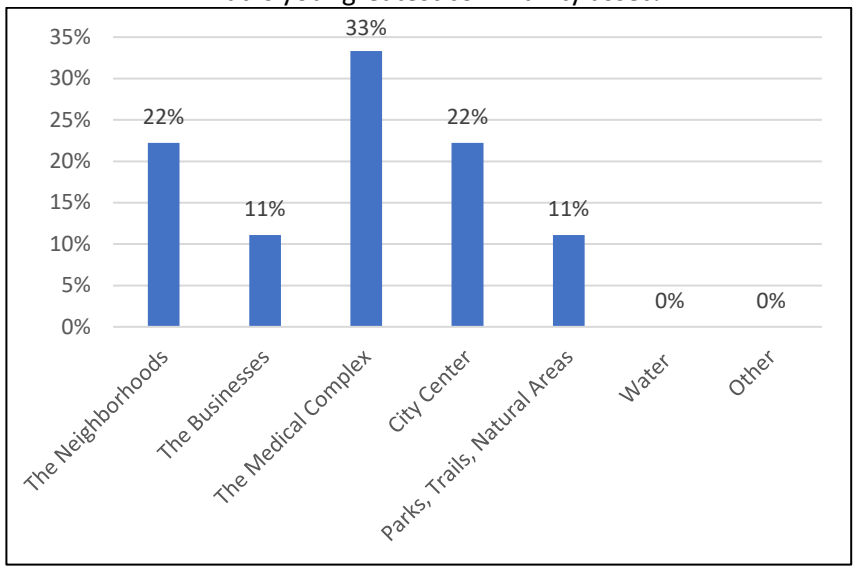
Public meeting # 1 was held virtually via Zoom on Thursday, October 8, 2020. The presentation included an overview of the project, a review of existing conditions and data collection efforts. Attendees were also introduced to various types of improvements that can be applied to Village Green Drive. Polling questions were displayed throughout the presentation for input in the types of improvements they would like to see applied, the team reviewed this feedback. Below is a summary of attendees' responses:

- 100% of participants who attended the public meeting drive Village Green Drive. 57% of respondents walk and 43% bike Village Green Drive. Not a single participant utilize transit on Village Green Drive.
- When asked what their greatest community asset was, 33% of the participants selected the medical complex, followed by Neighborhoods (22%) and City Center (22%); Businesses (11%) and the Parks, Trails, Natural Areas (11%) came in third.
- 75% of participants live or work within ½ mile radius of the Village Green Drive.
- For the types of pedestrian improvements attendees would like to see, 75% selected wider sidewalks, pedestrian amenities, and lighting. 63% of participants want shade trees, 50% selected protected or buffered sidewalks, 38% selected additional midblock crosswalks and enhanced crosswalks, and 25% selected a raised pedestrian bridge or walkway.
- When asked the type of bicycle facility attendees prefer, 71% selected shared-use path/multi-use trail and 29% of participants want a separated bicycle lane.
- For the type of community improvements, 57% of the participants want to see street furniture and enhanced vegetated median followed by wayfinding signage and public art (43%). Linear park ranked third at 29% and 14% of attendees would like to see a gateway feature or monument sign.
- When asked about landscaping improvements along Village Green Drive, 67% of the participants selected ornamental landscaping, median enhancements and shade trees. 56% of the participants want wildflowers, followed by xeriscaping (33%) and bioswales (22%).
- Traffic calming techniques included roundabouts at 63% followed by a center island median (50%), and textured pavement (25%). Chicane, parallel parking, speed humps and curb extensions all ranked at 13%.
- When asked about transit amenities 88% of participants want trash and recycling bins, followed by shelter (75%). Improved access, improved frequency, signage, public art and real-time information ranked third at 25%. Charging stations and shared mobility services came in last at 13%.
- When asked about intersection improvements 100% of participants want improved signal timing for vehicles. 50% of participants want improved signal timing for pedestrians and bicyclists, signal priority for pedestrians and bicyclists, and improved or enhanced pedestrian and bicyclists crossing. Bicycle signals came in last at 13%.

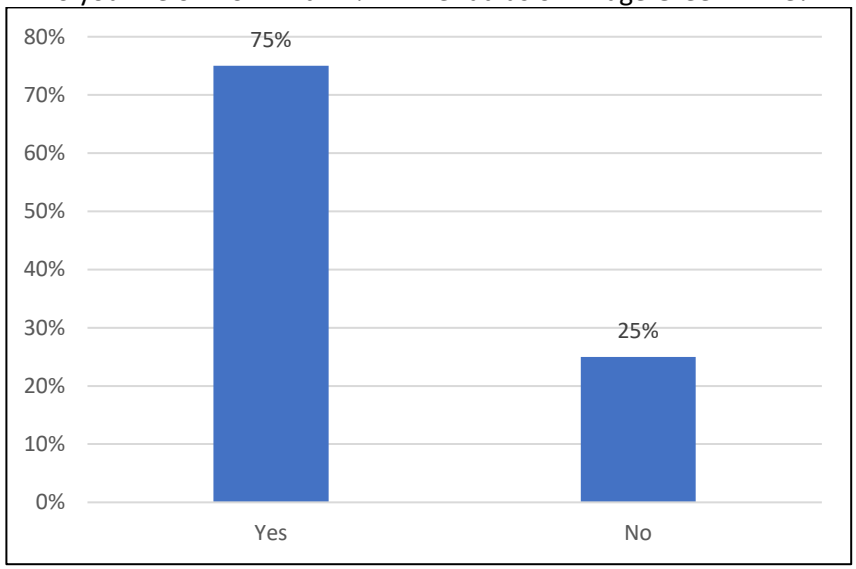
How do you use Village Green Drive?



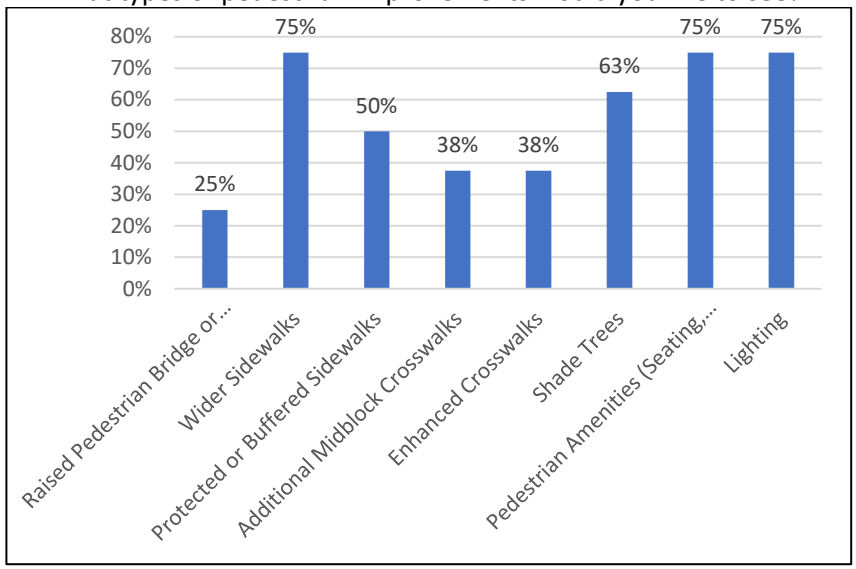
What is your greatest community asset?



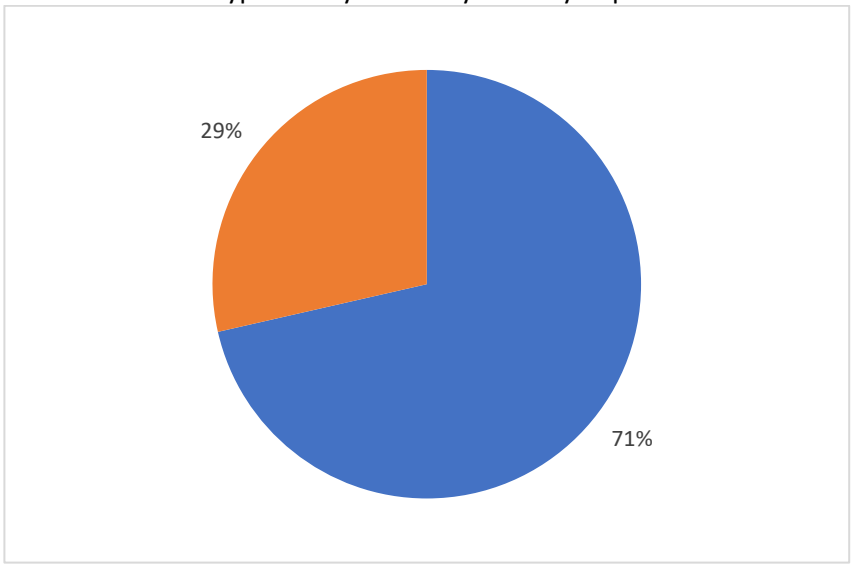
Do you live or work within ½ - mile radius of Village Green Drive?



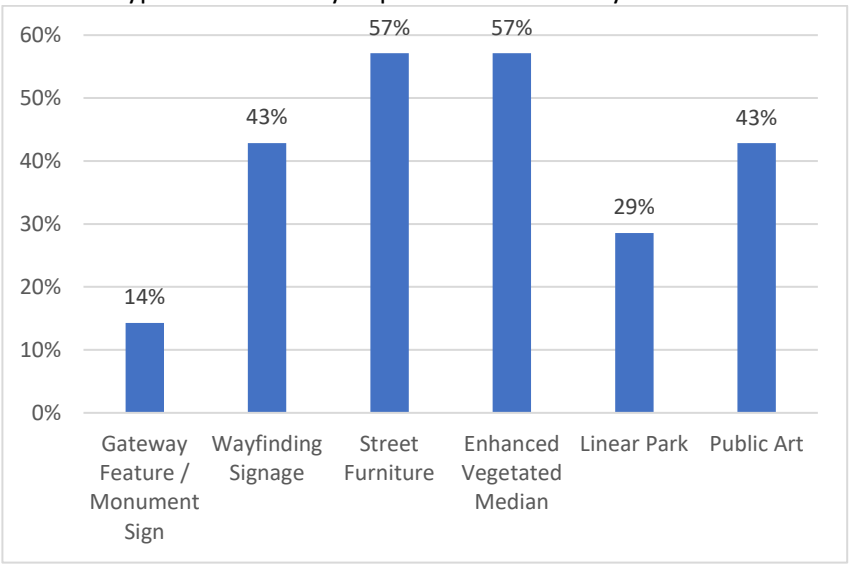
What types of pedestrian improvements would you like to see?



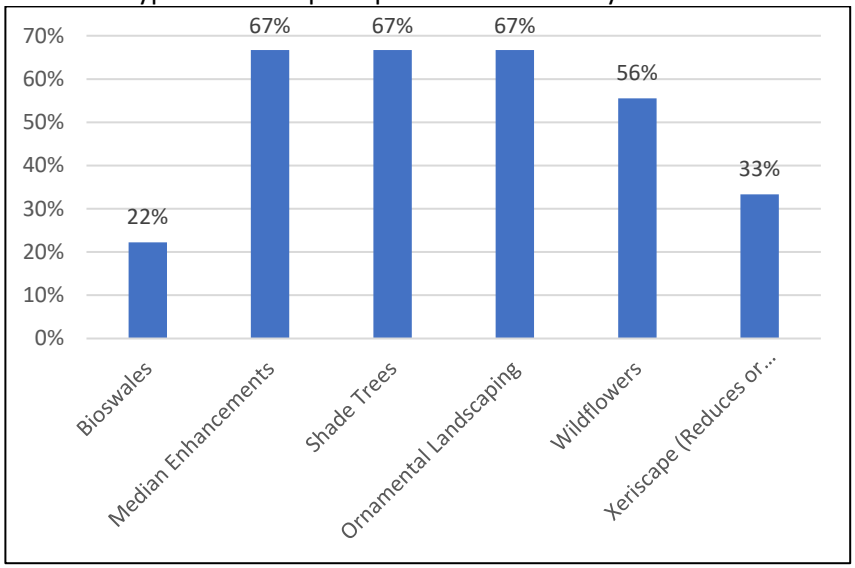
What type of bicycle facility would you prefer?



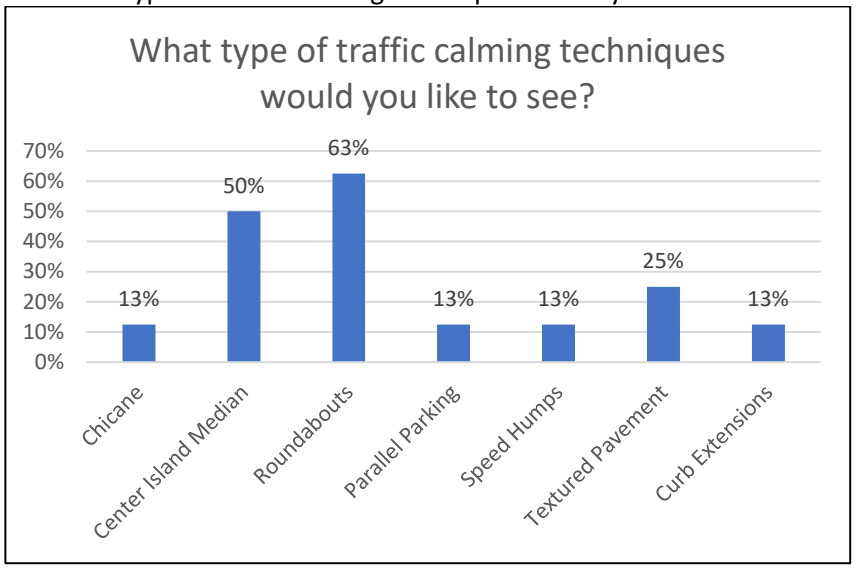
What type of community improvements would you like to see?



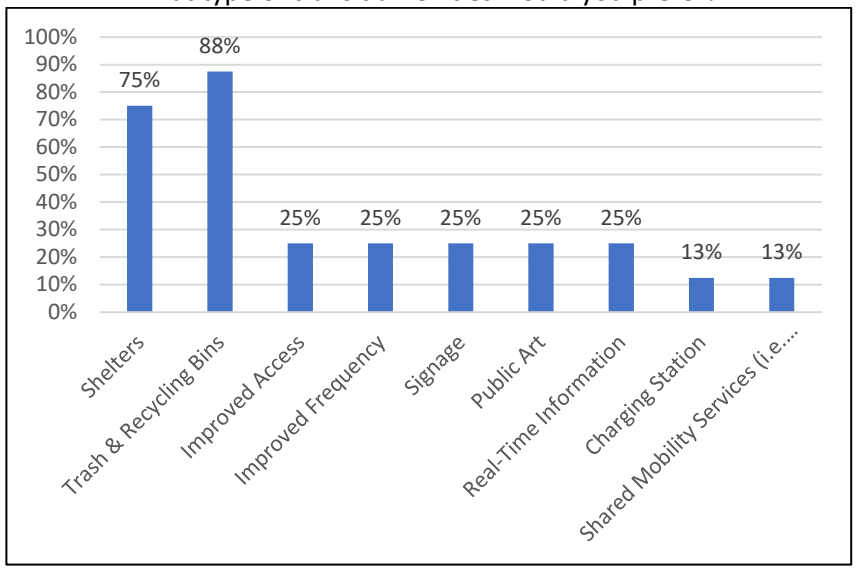
What type of landscape improvements would you like to see?



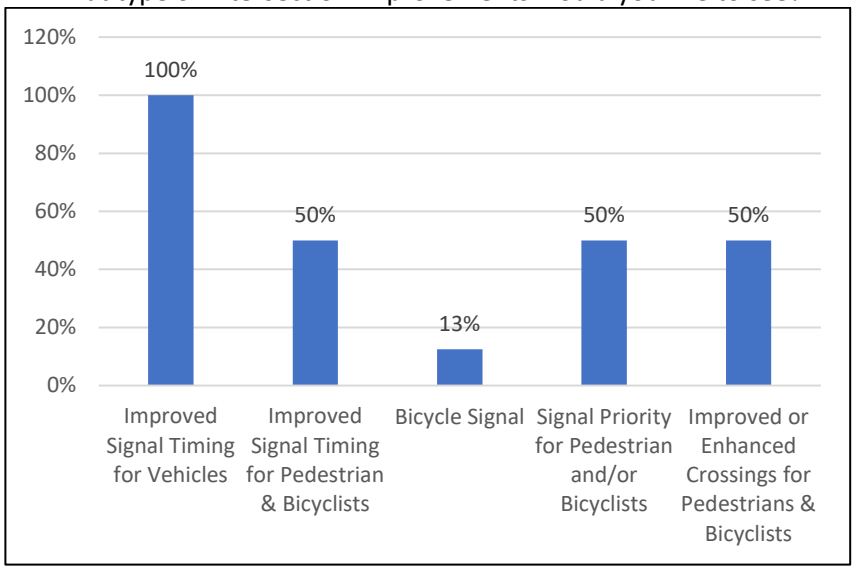
What type of traffic calming techniques would you like to see?



What type of transit amenities would you prefer?



What type of intersection improvements would you like to see?



Welcome!

Village Green Drive Corridor Revitalization
Public Information Meeting #2

February 18, 2021

AGENDA

Welcome and Introductions

Jennifer Davis, CRA Project Manager

Current Planning Initiative

MARLIN Engineering Team

Question & Answer Session

Q&A

City's Team Members

Heath Stocton, P.E.

Assistant Public Works Director

Jennifer Davis

CRA Project Manager

Avi Monina

ZOOM *Extraordinaire*

Building, Business Navigator, Neighborhood Services, Parks & Recreation, Planning & Zoning, Police, Public Works, Utilities

Microphones will be muted

Utilize the CHAT feature to ask questions; Q&A will be at the end of the presentation

There will be several polling questions

A recording of the meeting and copy of the presentation will be made available on the website after the meeting

Strategic Plan

FY 2020/21

Goal 1: Safe, Clean & Beautiful

One of the City's key initiatives is to beautify two gateways into the City: US Highway 1/**Village Green Drive Beautification** and Design of St. James Boulevard Corridor Improvements.

- **US Highway 1 Beautification**
  FDOT construction complete in Summer 2022
- **St. James Boulevard Corridor Improvements**
  Plans are scheduled to be complete June 2021
- **Reimagine City Center**
  Goal 4: Diverse Economy & Employment Opportunities

Polling Test

Please use these two Polling Tests to familiarize yourself with utilizing the ZOOM polling feature. We will be sharing results after each poll and will provide a summary of results on the website after the meeting.

Polling Test

Are you a full time or part time resident of Florida?

1. Full Time Resident
2. Part Time Resident
3. Not a resident…just visiting

Polling Test

If you live within the city limits of Port St. Lucie, do you live east or west of the St. Lucie River?

1. East of the river
2. West of the river
3. Neither…I do not live within the city limits of Port St. Lucie

AGENDA

Welcome and Introductions

Jennifer Davis, CRA Project Manager

Current Planning Initiative

MARLIN Engineering Team

Question & Answer Session

Q&A

village GREEN DR
PORT ST. LUCIE

Public Meeting #2

February 18, 2021

PREPARED BY
MARLIN

Welcome & Team Introductions

MARLIN

Cotleur & Hearing

Firefly
public relations & marketing

Agenda

1. Project Overview
2. Issues & Opportunities
3. Existing Conditions
4. Concepts
5. Next Steps
6. Questions/Comments

1

Project Overview

Village Green Drive

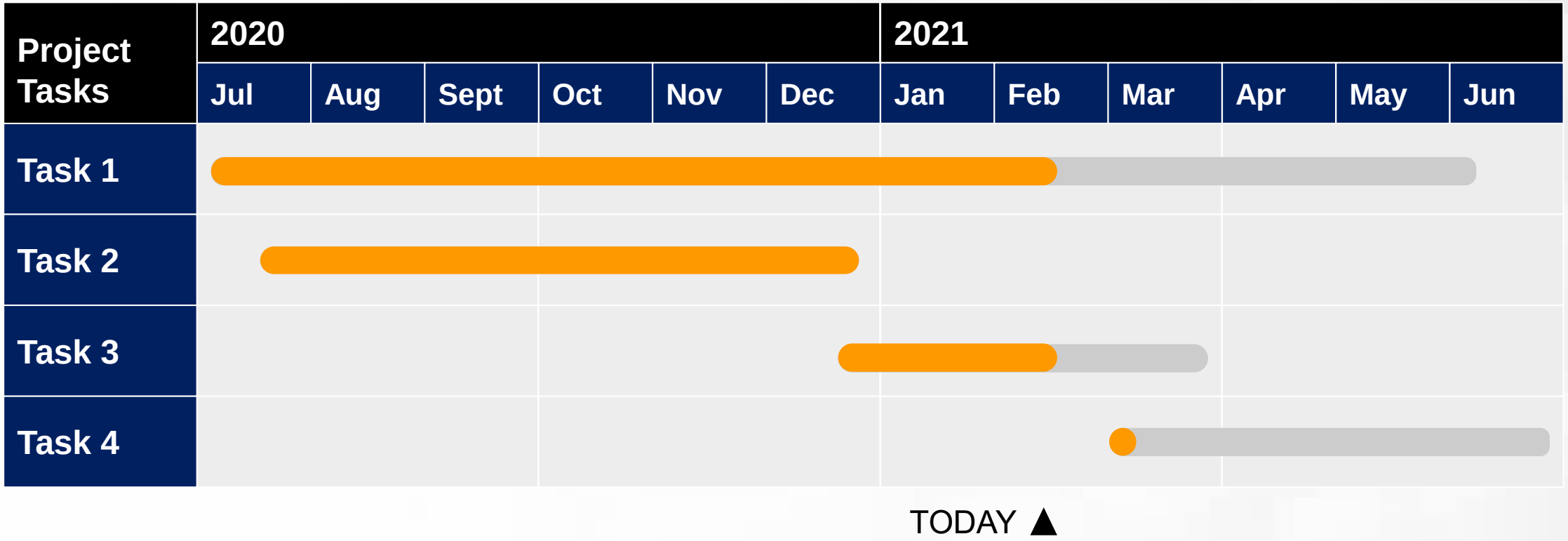
- **Connects to Crosstown Parkway from US 1 to SE Tiffany Avenue**
- **US 1 to Industrial Boulevard**
  - Industrial Uses
- **Industrial Boulevard to Walton Road**
  - Fire Station 12, Industrial, Residential
- **Walton Road to SE Tiffany Avenue**
  - Medical, Mixed Use, Residential, Government, Recreational

Project Tasks

Poll #3

TASK 1: Meetings, Coordination, & Public Involvement	TASK 2: Data Collection & Analysis	TASK 3: Design Concepts	TASK 4: Final Master Plan
Business Canvassing Day - September 10, 2020	Review of Plans, Documents, and Codes	Summary of Issues & Opportunities	Preferred Design Concept at 15% Plans
1st Public Meeting – October 8, 2020	Field Inventory & Review	Concepts	
City Council Meeting – November 16, 2020	Traffic, Pedestrian, & Bicycle Data Collection	Cost Estimates	
Stakeholder Meetings – December 2020	Walking Audit – October 1, 2020		
2nd Public Meeting – February 18, 2021 TODAY	Survey		
Citizen's Summit – March 23, 2021	Analysis		

Project Schedule



2 Issues & Opportunities

Strengths

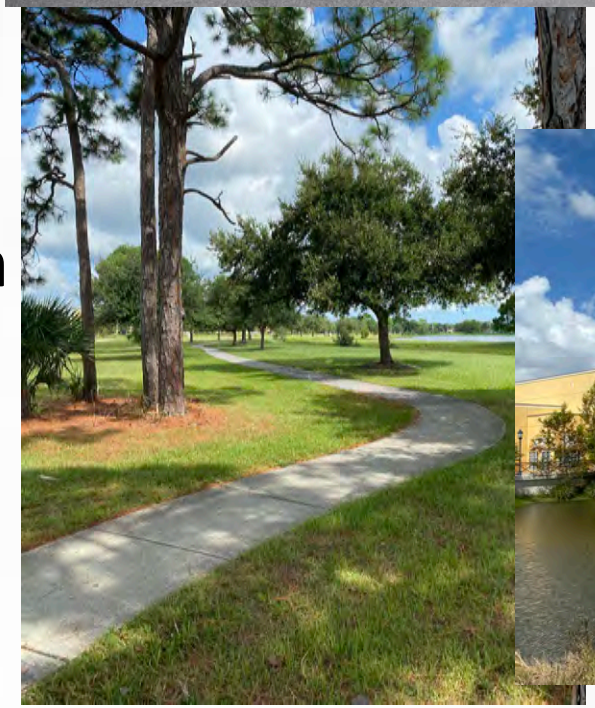
- MidFlorida Event Center
- St. Lucie Medical Center
- Businesses
- Community
- Parks, Recreation & Open Space
- Connectivity
- Native Trees & Landscaping
- Multi-Modal Options

Weaknesses

- Pedestrian & Bicycle Network
- Lack of Amenities
- Lack of Drainage Infrastructure
- Lack of Recognition
- Building Facades/Setbacks
- Development Pattern
- Transit

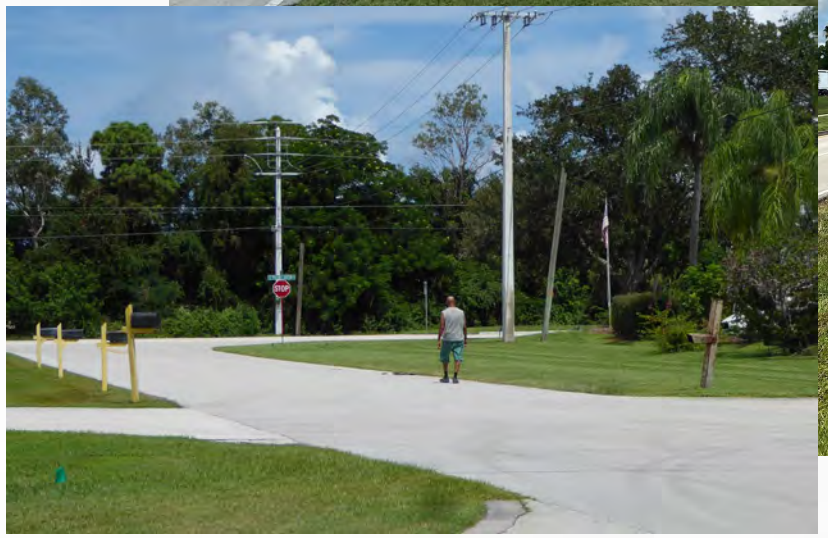
Opportunities

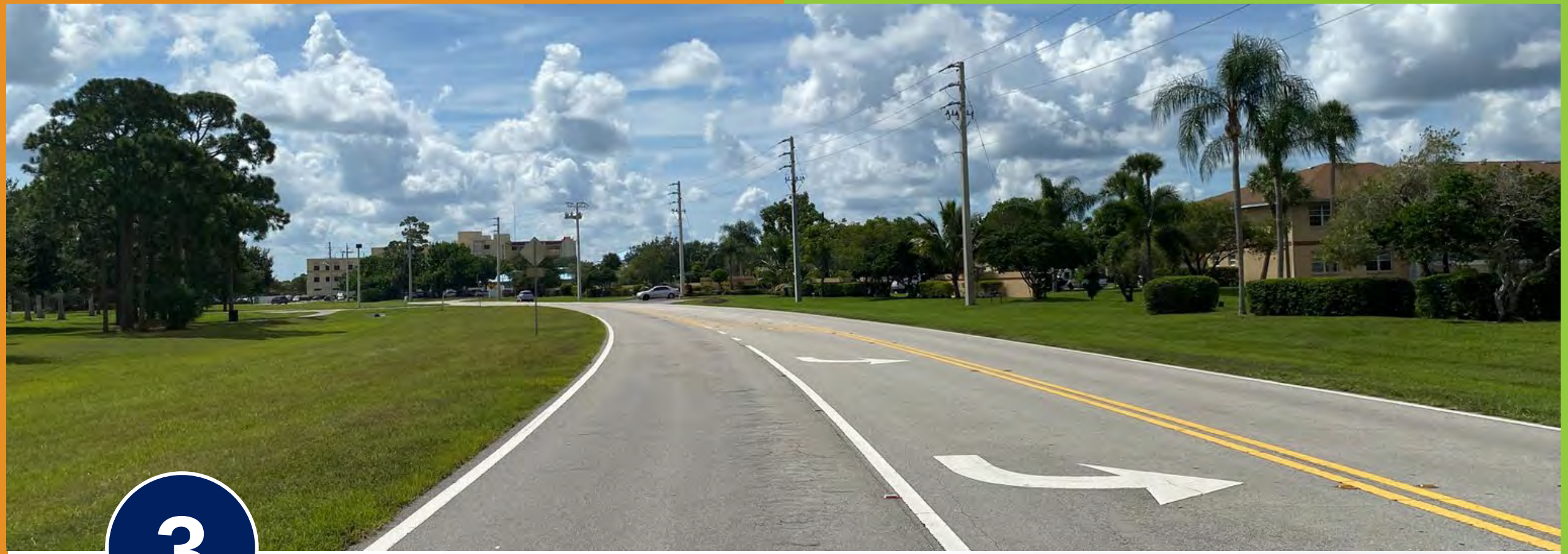
- Available Right-of-Way
- Landscape Enhancements
- Trails & Open Space
- Event Center / Medical Center
- Hogpen Slough Trail
- Green Infrastructure (Bioswales, Rain Gardens, Street Trees)
- Placemaking – Branding, Public Art, Aesthetics, Amenities, Programming



Threats

- Speeding
- Bicycle/Pedestrian Facilities
  - Intersection Crossings
- ADA Accessibility
- Flooding
- Increased Traffic & Congestion
- Funding
- Opposition
- Lighting





3 Existing Conditions

Traffic Conditions

Segment	Lanes*	Average Daily Traffic (ADT)	Maximum ADT	Average Speed Posted Speed = 30 mph
W of South Niemeyer Cir	4 LD	12,709	13,700	35 mph
W of Industrial Blvd	4 LD	10,883	13,100	35 mph
S of Niemeyer Cir	4 LD	11,311	11,600	39 mph
S of Walton Rd	2 L	3,877	6,900	42 mph
N of SE Tiffany Ave	2 L	4,138	6,900	35 mph

***L - Lane, LD - Lane Divided**

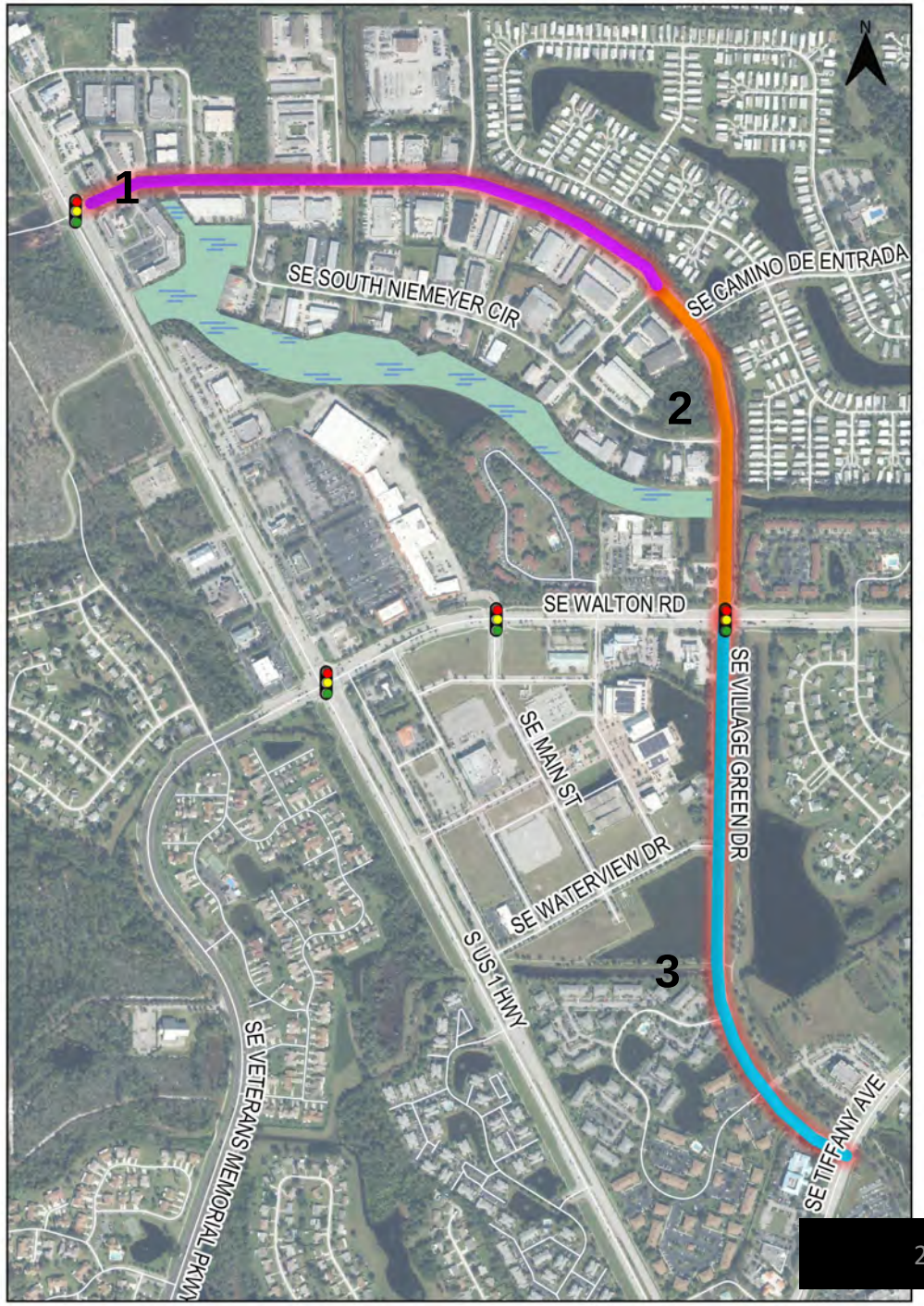
Village Green Drive

Three (3) Distinct Segments:

Segment 1 (Northern Gateway):
Between US 1 and Industrial Boulevard

Segment 2 (Trail Connection):
Between Industrial Boulevard and Walton Road

Segment 3 (Recreational Way):
Between Walton Road and Tiffany Avenue



Segment 1 – Northern Gateway

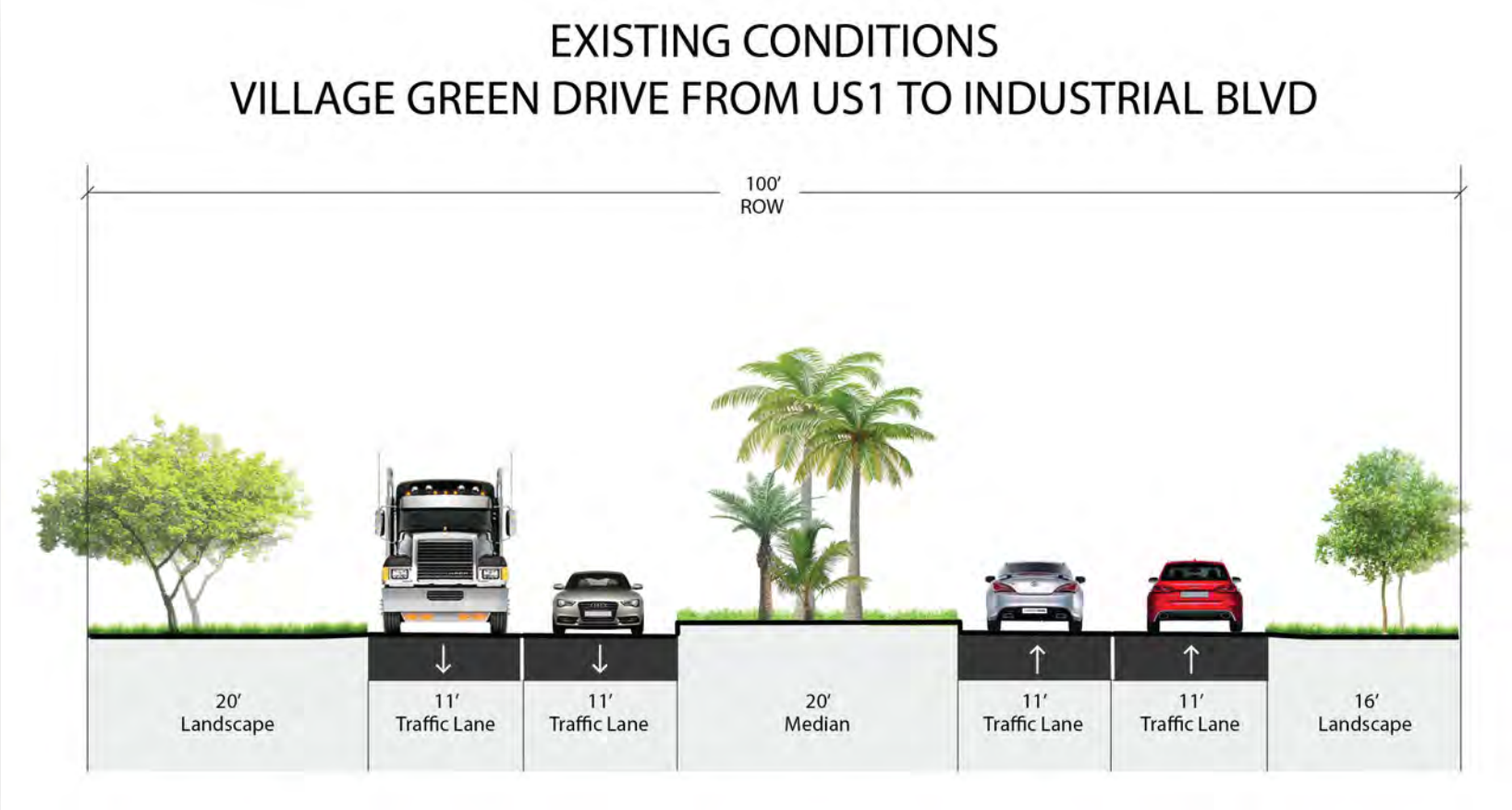
Industrial, Commercial, and Residential Land Uses

Street Character
Few trees in the median and fronting buildings. Buildings are setback with parking in front.

Street Size & Lanes
Right-of-way is approximately 100 feet. There are 4 travel lanes, 2 in each direction separated by a median.

Multimodal Access
Sidewalks: 6-Feet, Concrete (Limited)
Bicycle: None
Transit: None

Traffic Volumes
Average Daily Traffic - 11,796



Segment 2 – Trail Connection

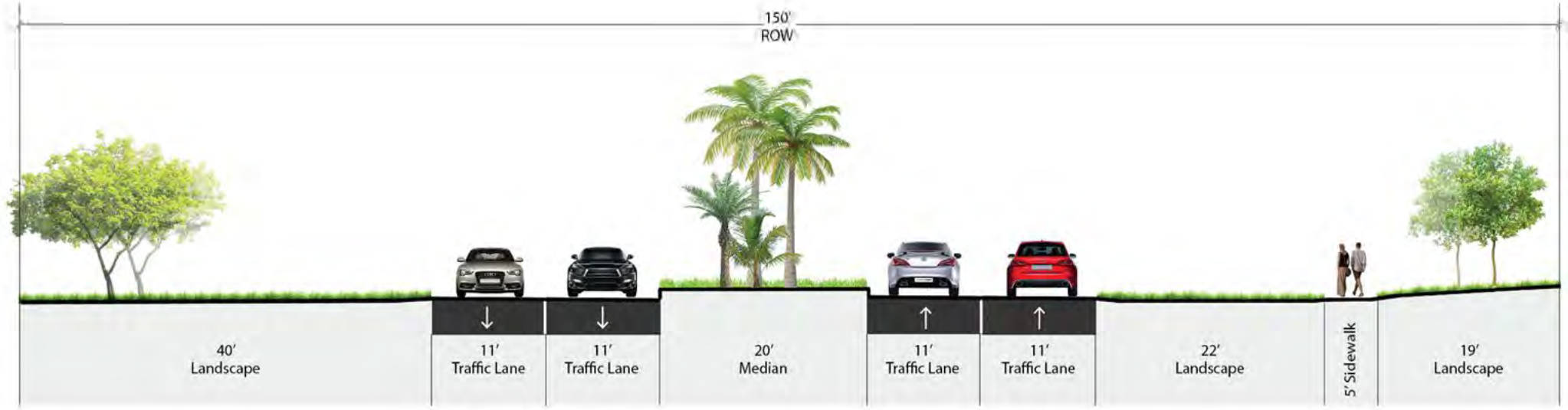
Industrial, Residential, and Institutional Uses

Street Character
Few trees in the median and fronting buildings. Buildings are setback with parking in front. Sidewalk missing on west side. Canal and Hog Pen Slough.

Traffic Volumes
Average Daily Traffic - 11,311

Street Size & Lanes
Right-of-way is approximately 150 feet. There are 4 travel lanes, 2 in each direction separated by a median.

Multimodal Access
Sidewalk: 5 feet concrete, east side only
Bicycle & Transit: None



EXISTING CONDITIONS
VILLAGE GREEN DRIVE FROM WALTON RD TO INDUSTRIAL BLVD

Segment 3 – Recreational Way

City Center, Commercial, Institutional, Residential, Medical, and Recreational Uses

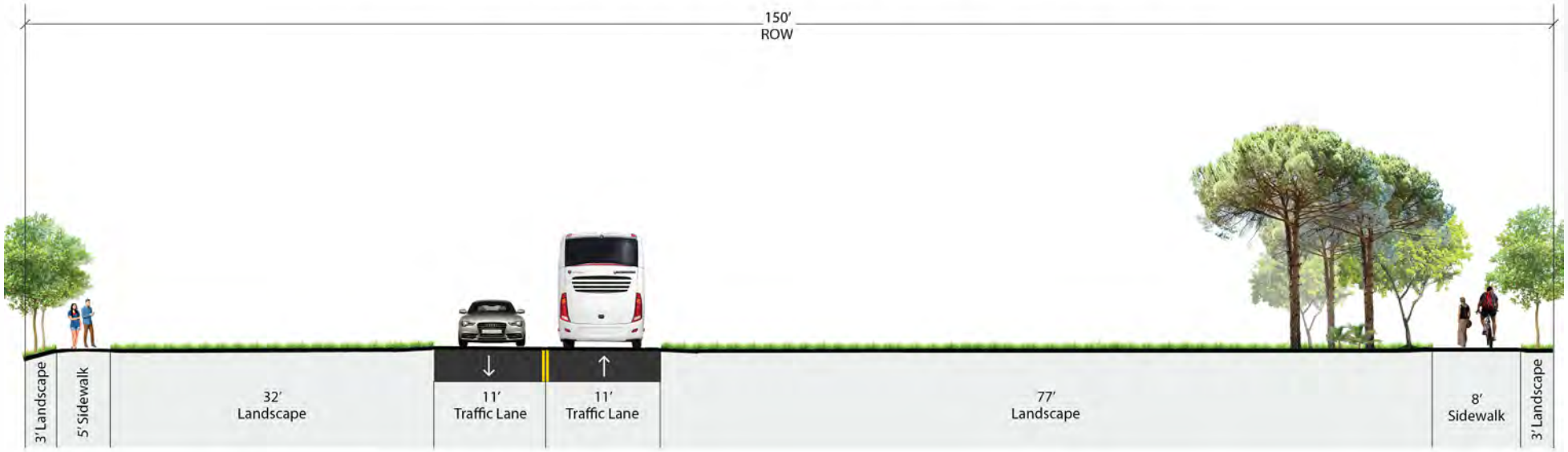
Street Character
Landscaping, Retention Ponds, Trails, Residential Entries

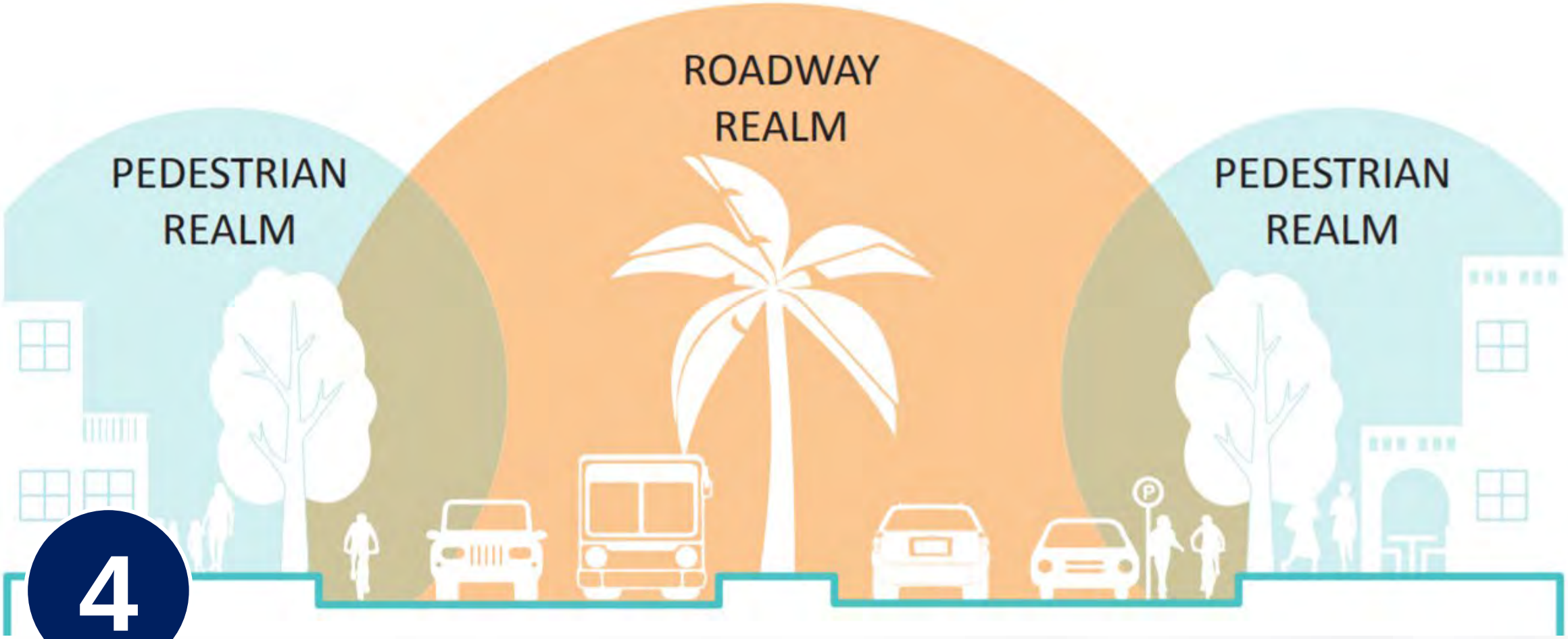
Multimodal Access
Sidewalks: 5-feet, concrete & 6-feet, asphalt
Bicycle: None
Transit: 2 Stops

Street Size & Lanes
Right-of-way is approximately 150 feet. There are 2 travel lanes, one in each direction.

Traffic Volumes
Average Daily Traffic - 4,007

EXISTING CONDITIONS
VILLAGE GREEN DRIVE FROM TIFFANY AVE TO WALTON RD



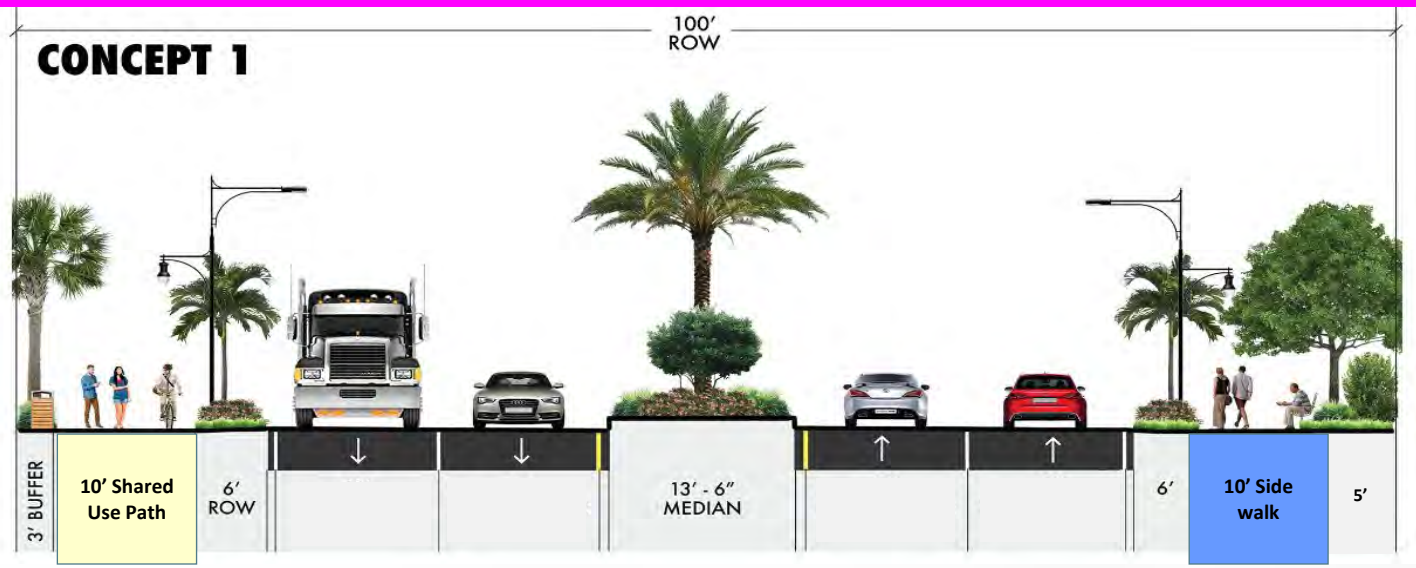


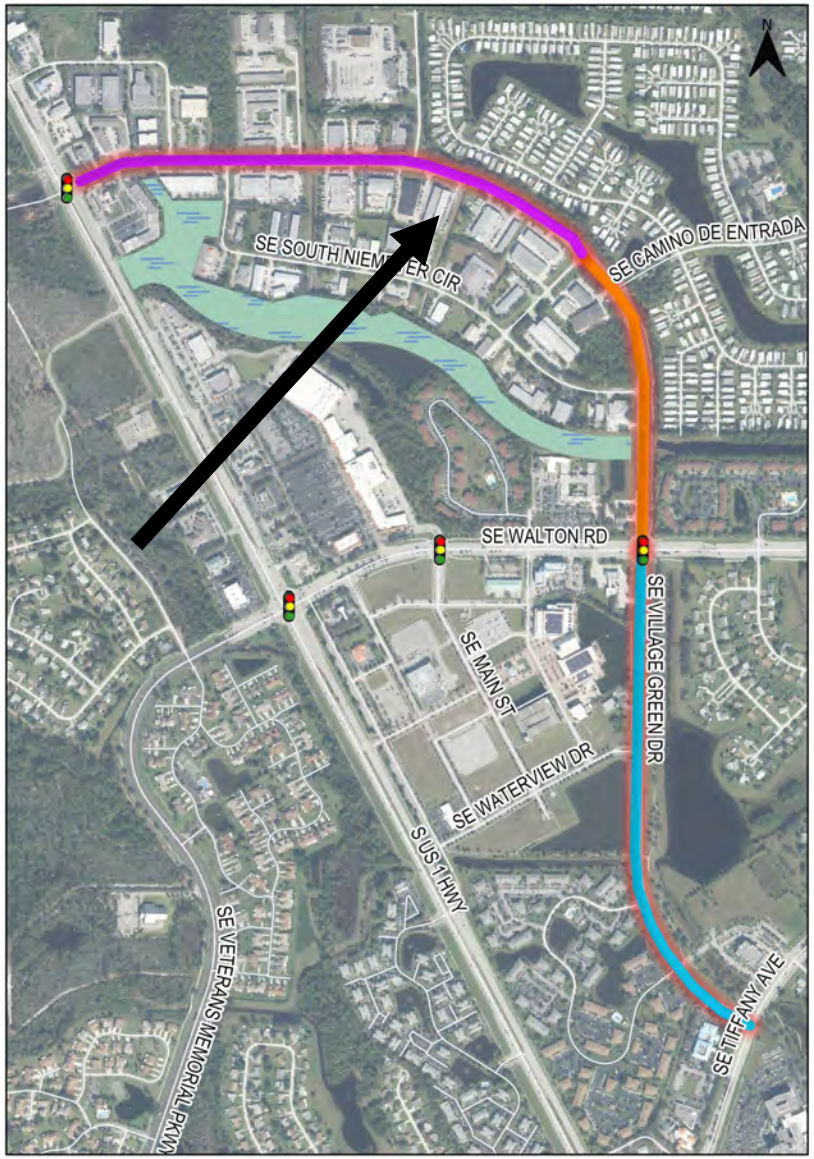
4

Conceptual Design Alternatives

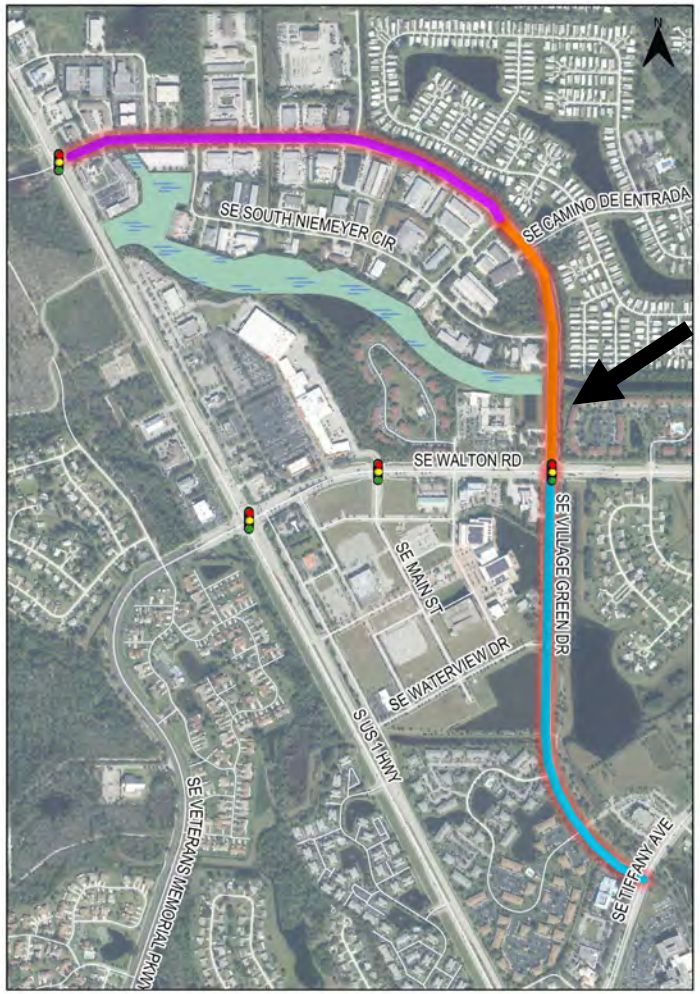
Poll #4

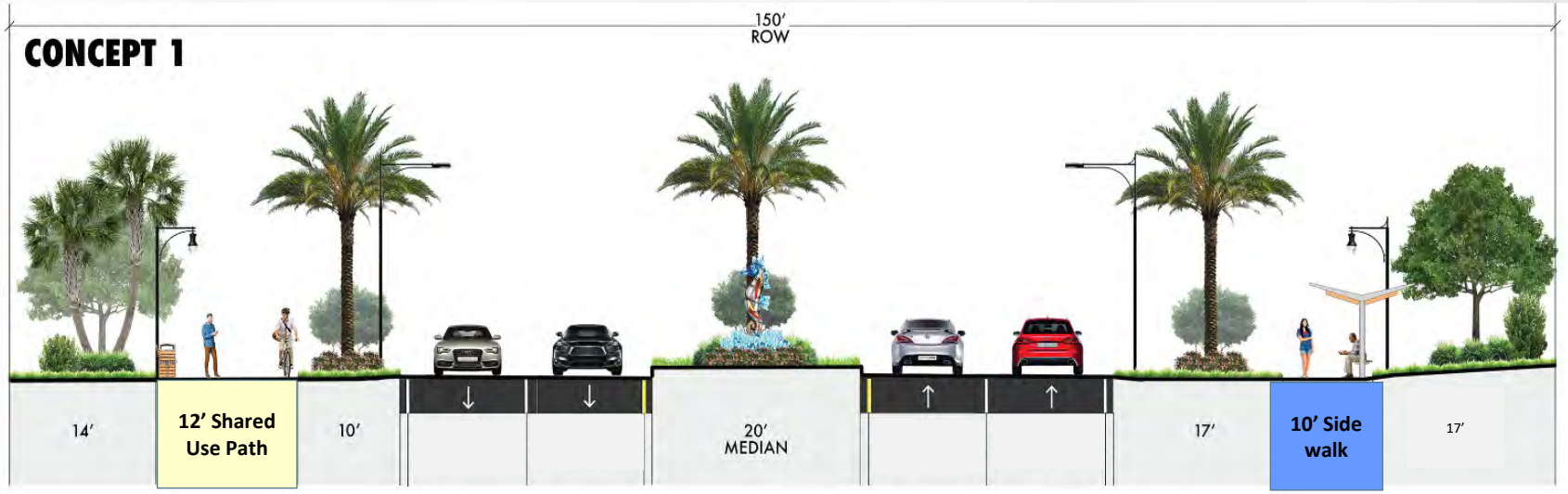
Concepts for Segment 1 – US 1 to Industrial Blvd.

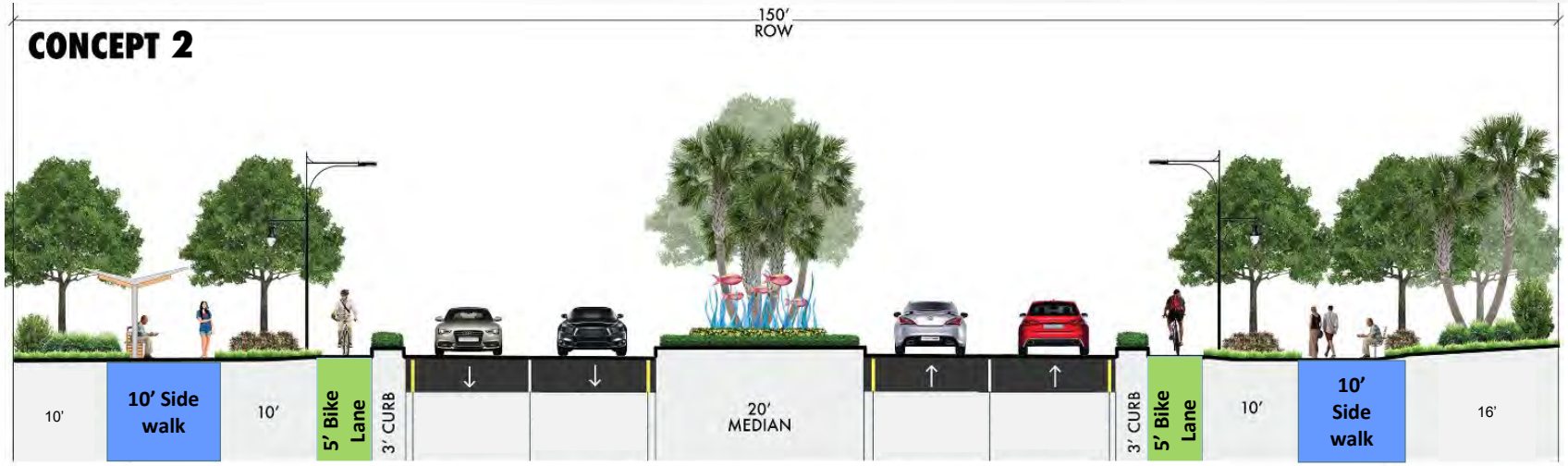




Concepts for Segment 2 – Industrial Blvd. to Walton Rd.



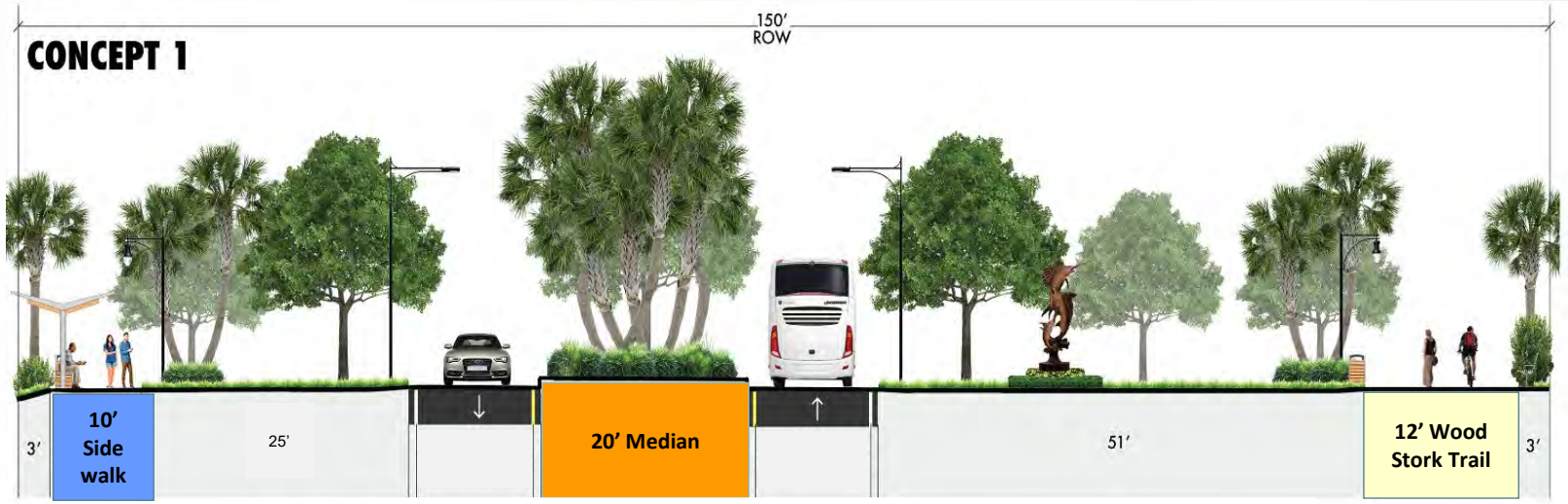


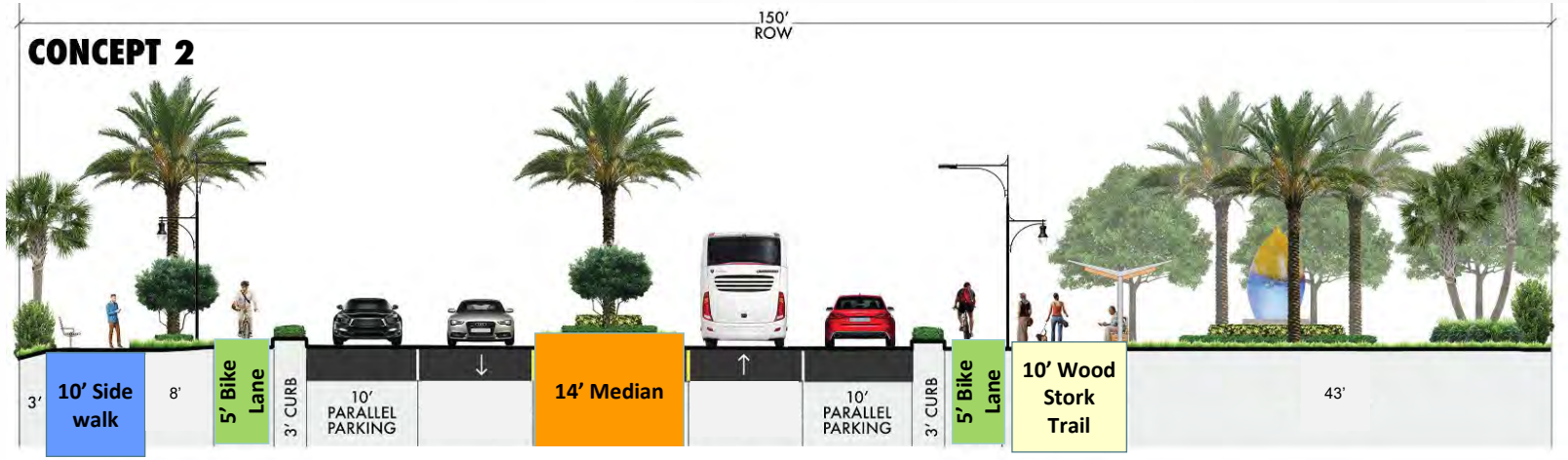


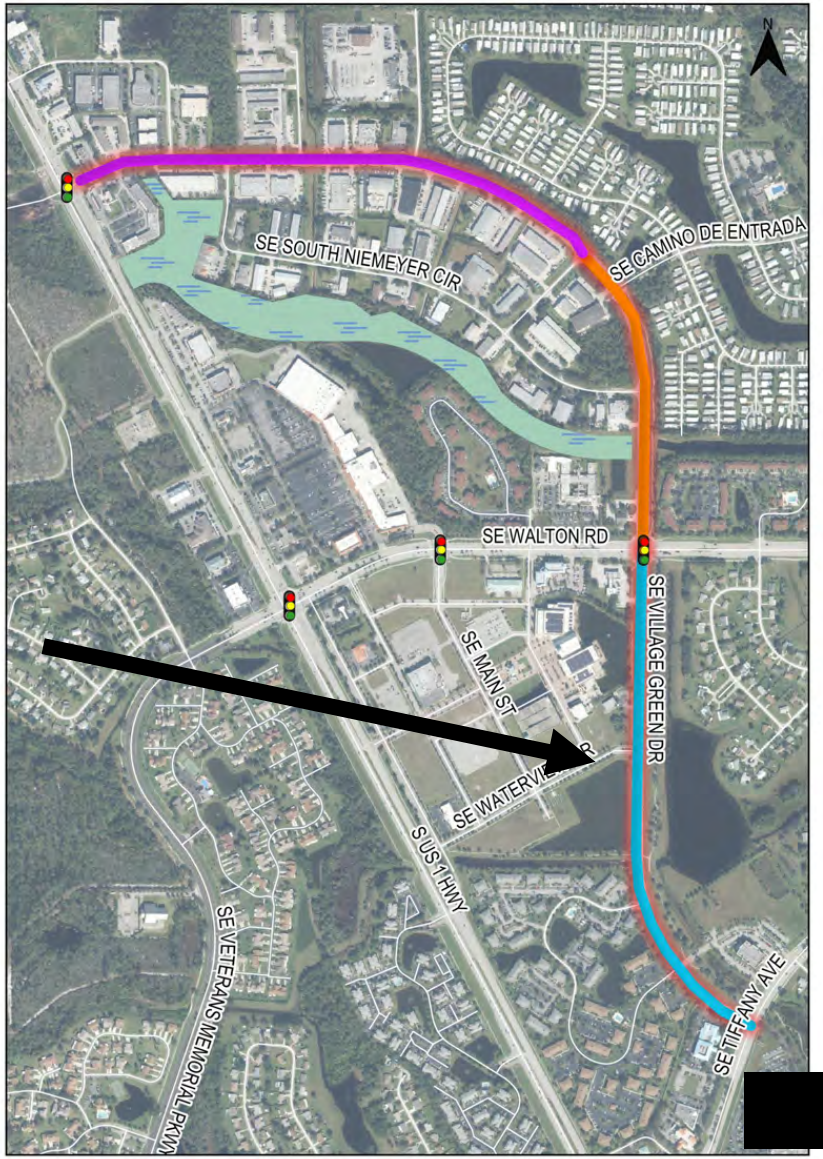
Poll # 3

Poll # 6

Concepts for Segment 3 – Walton Rd. to Tiffany Ave.

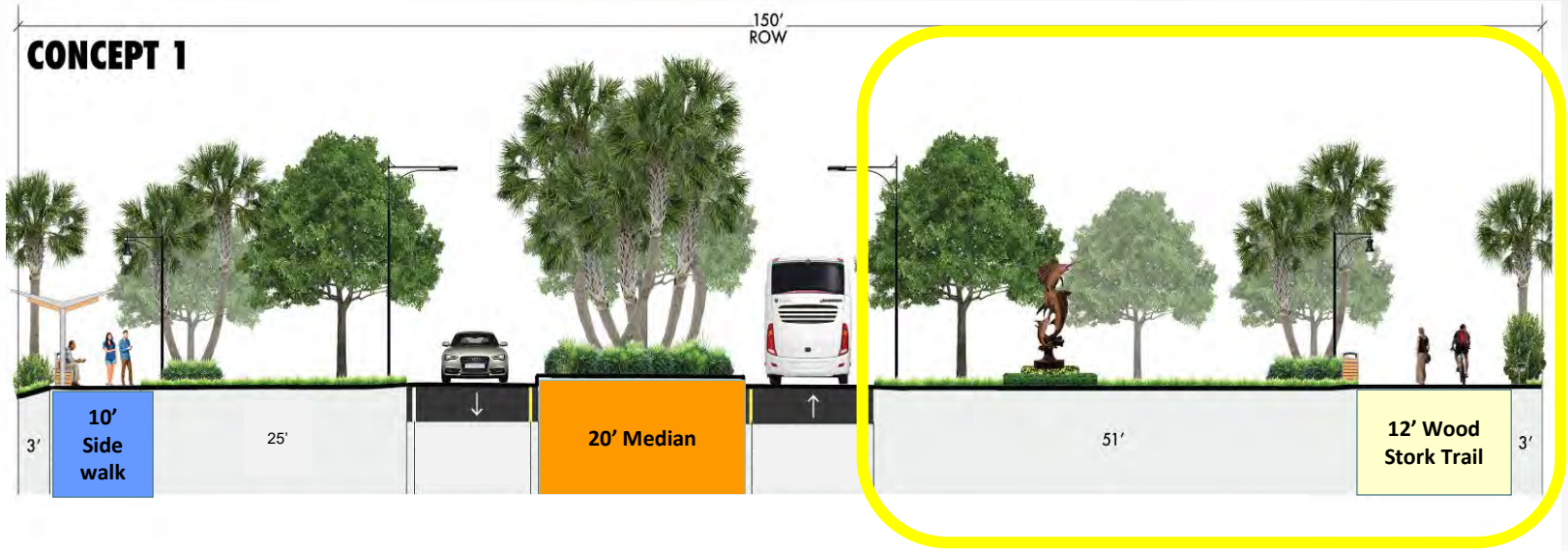


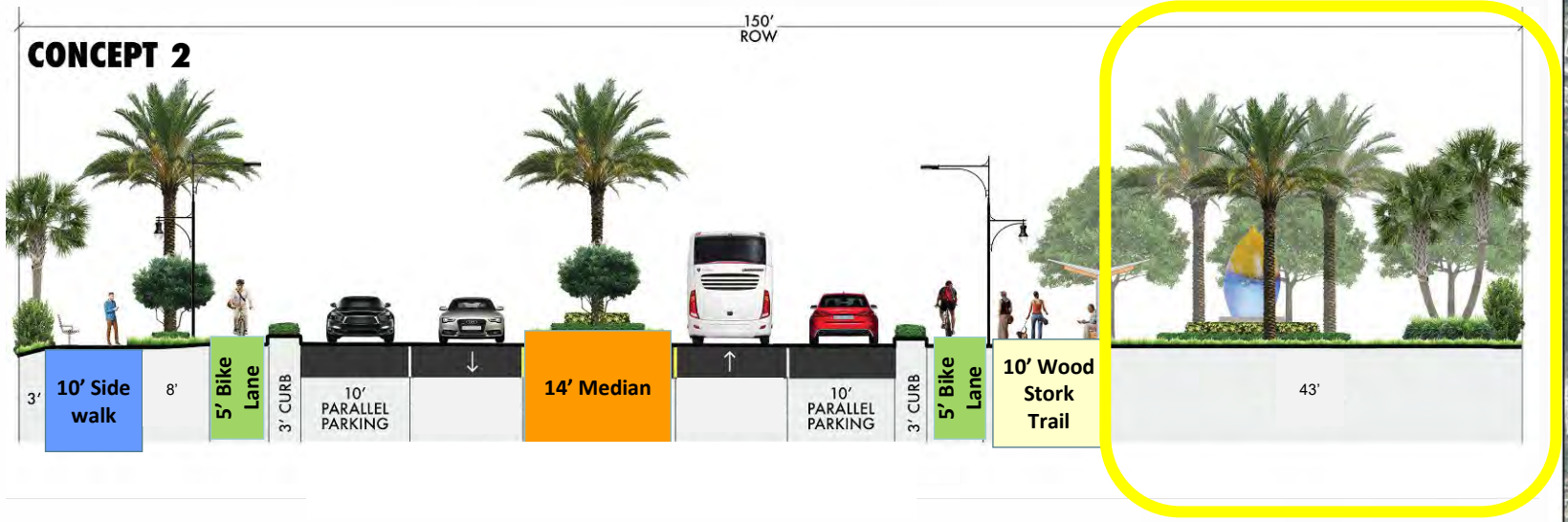


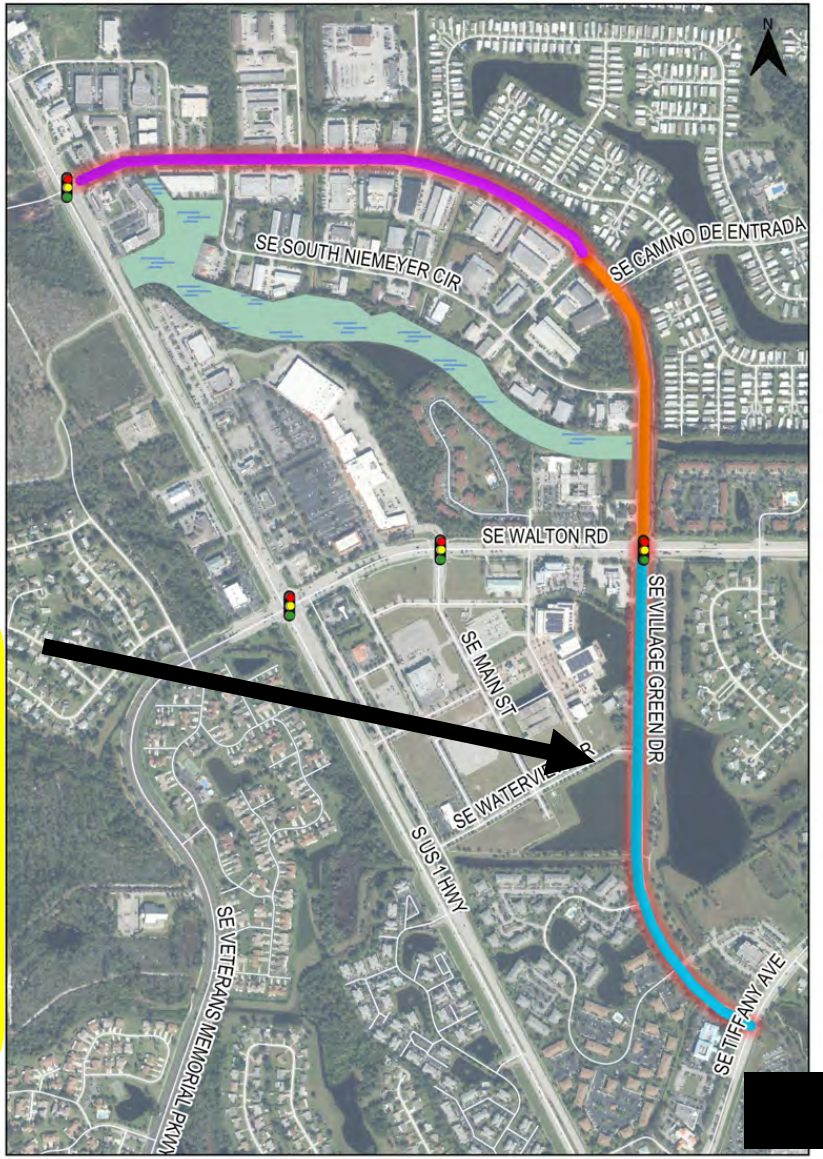


Poll # 7

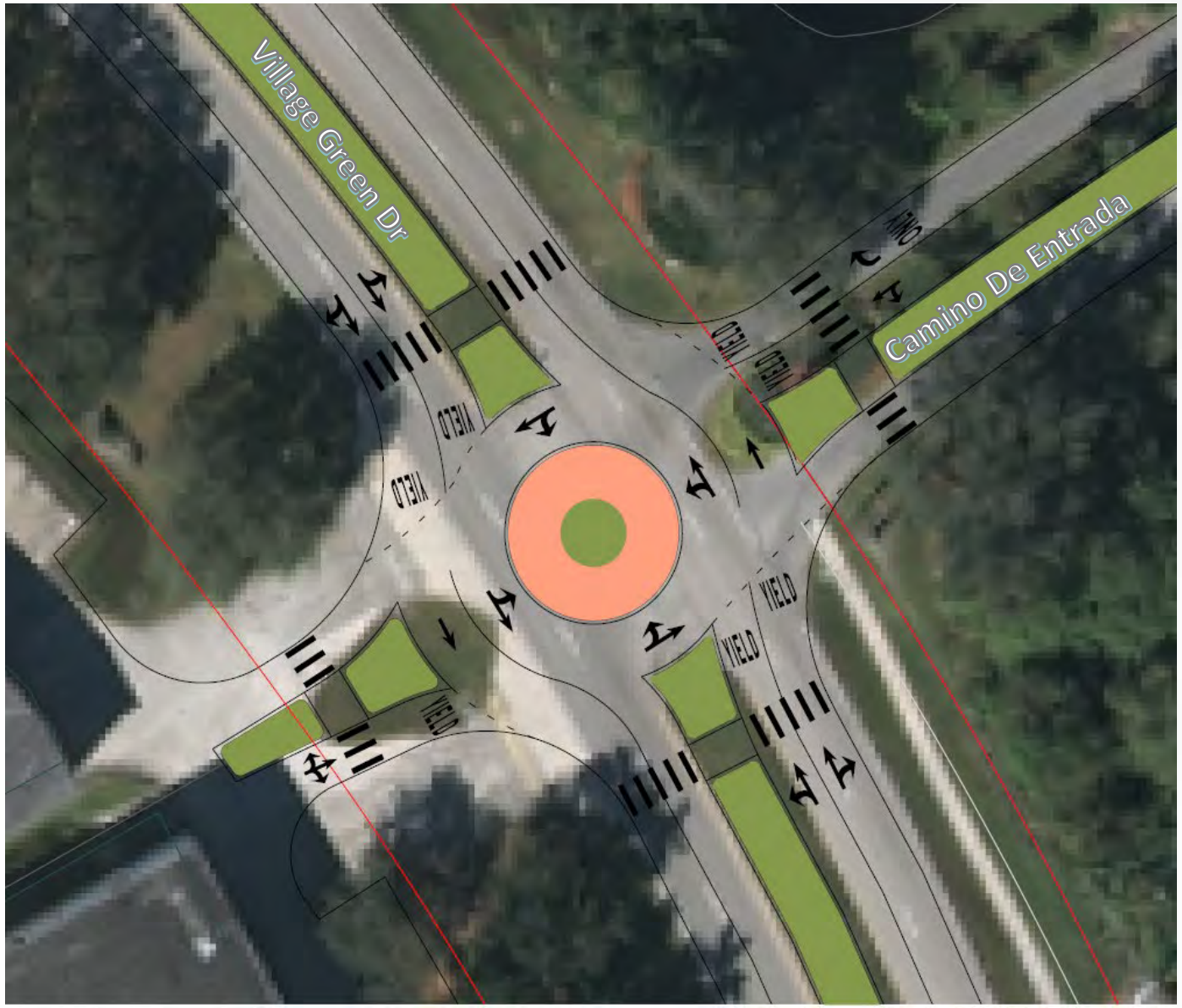
Concepts for Segment 3 – Walton Rd. to Tiffany Ave.

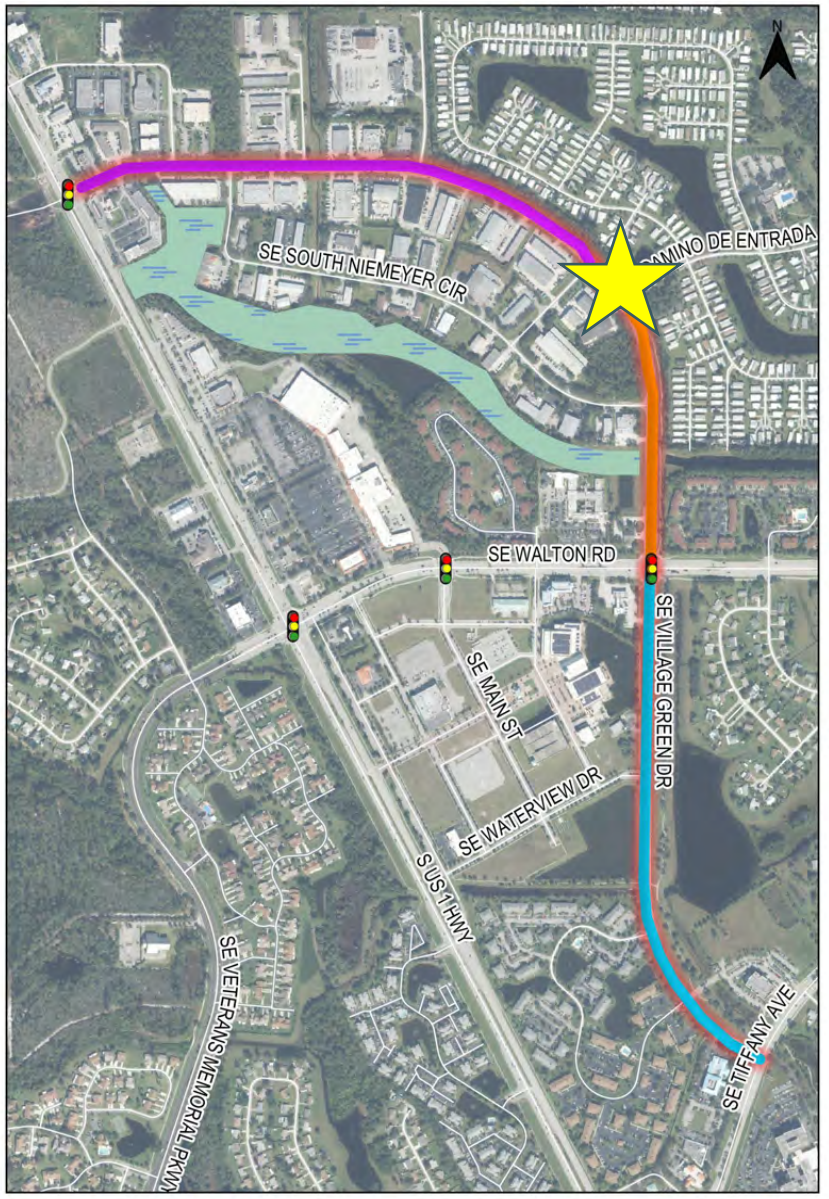




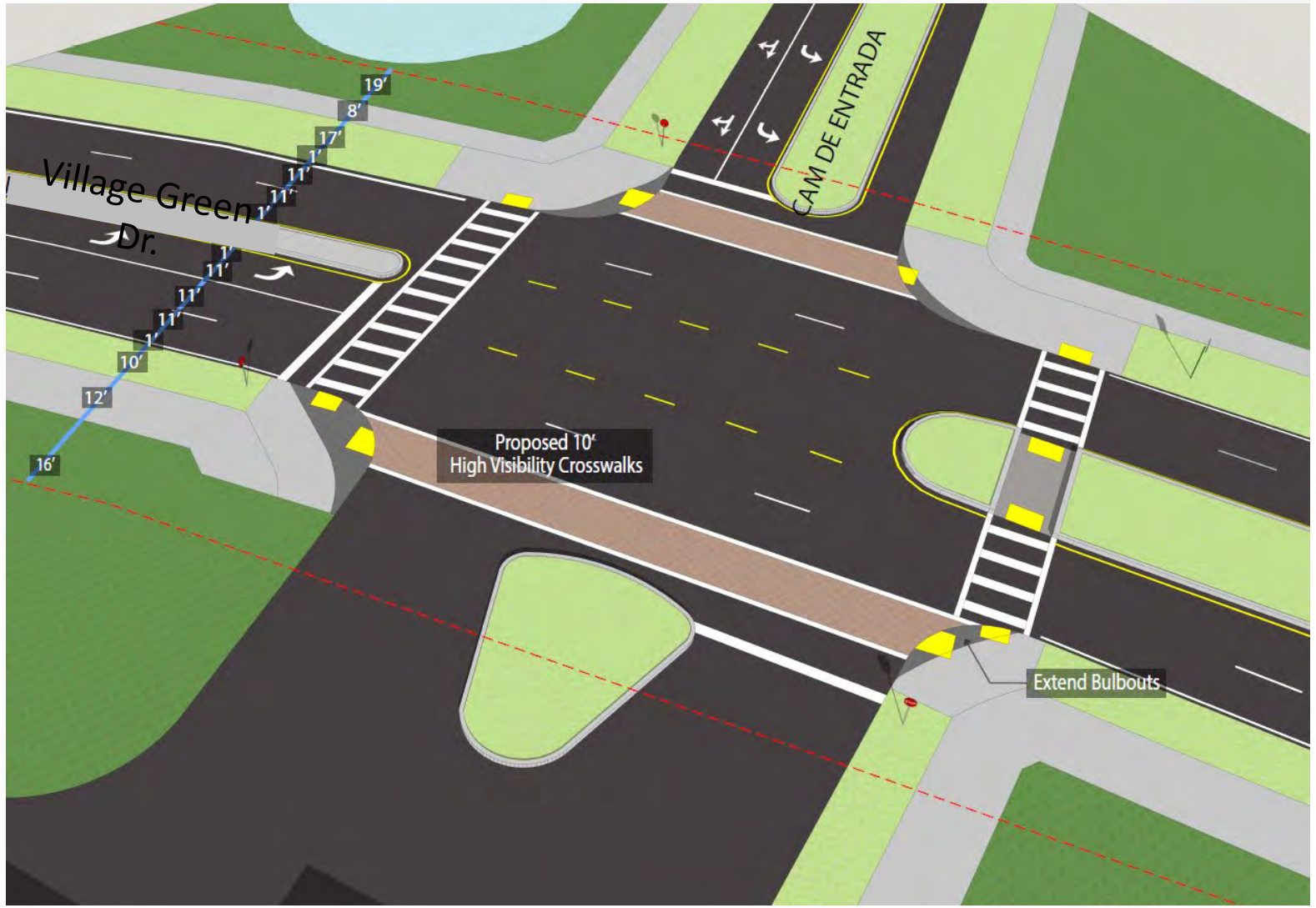


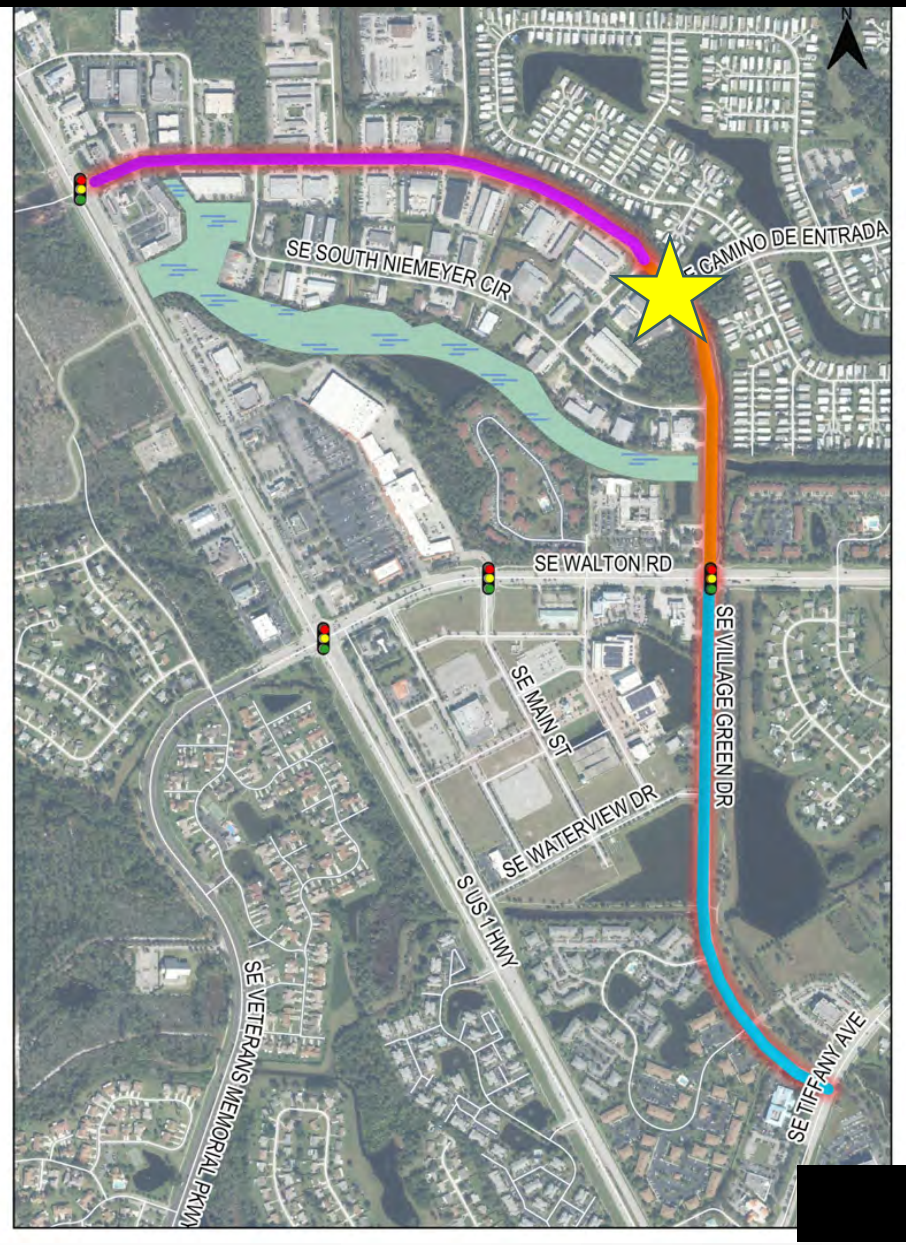
Roundabout Option at Village Green Drive and Camino De Entrada





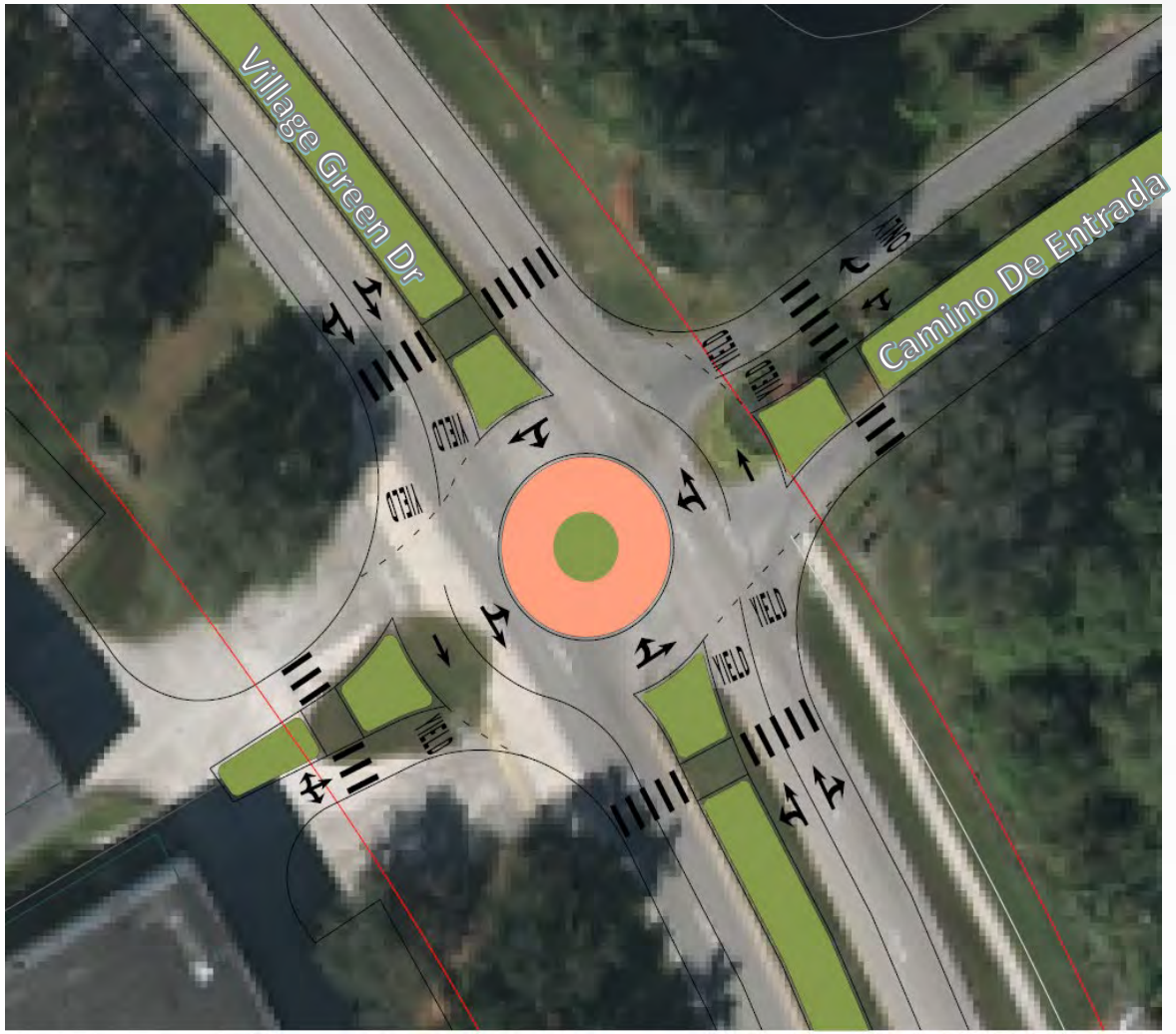
Intersection Option at Village Green Drive and Camino De Entrada

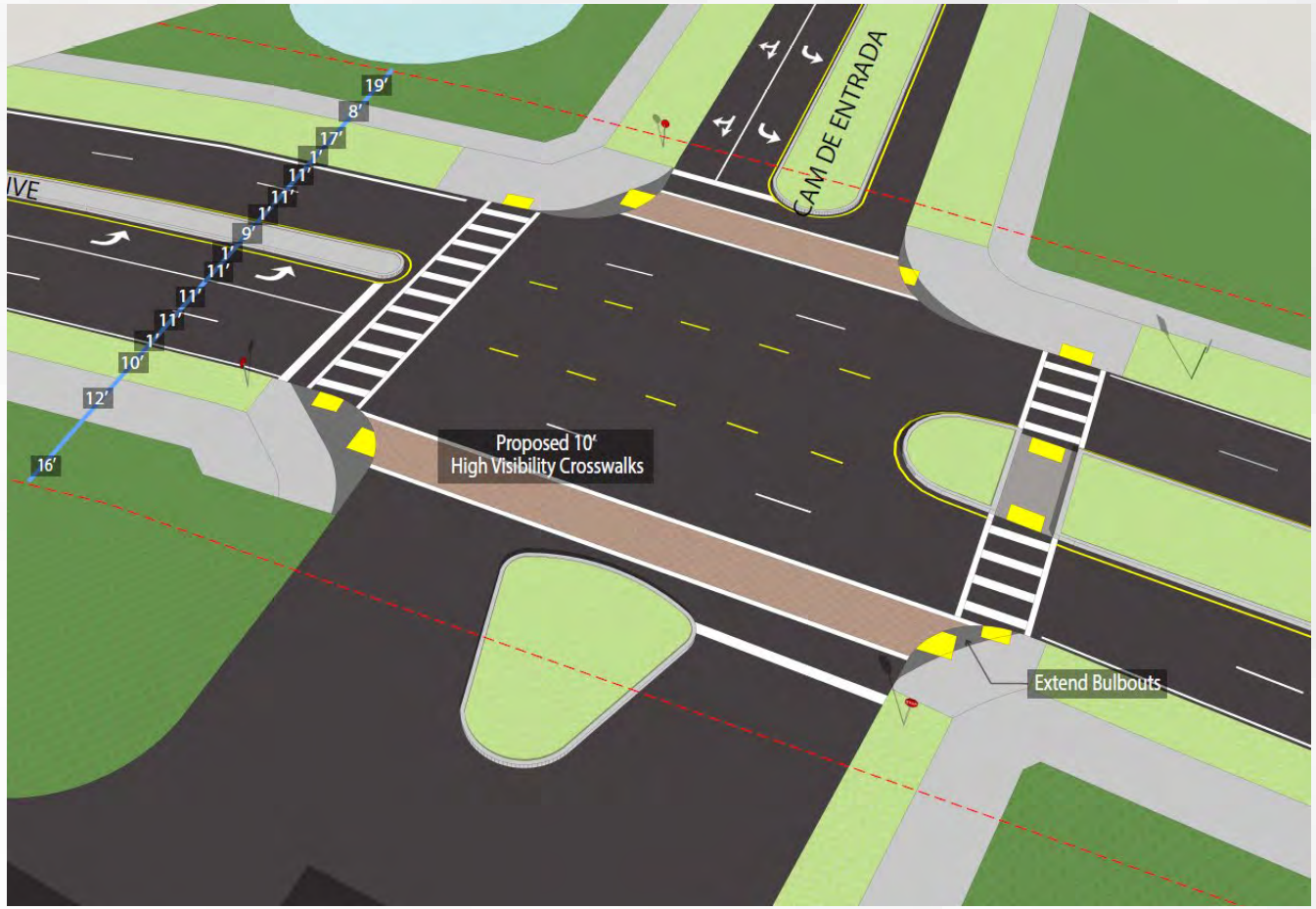




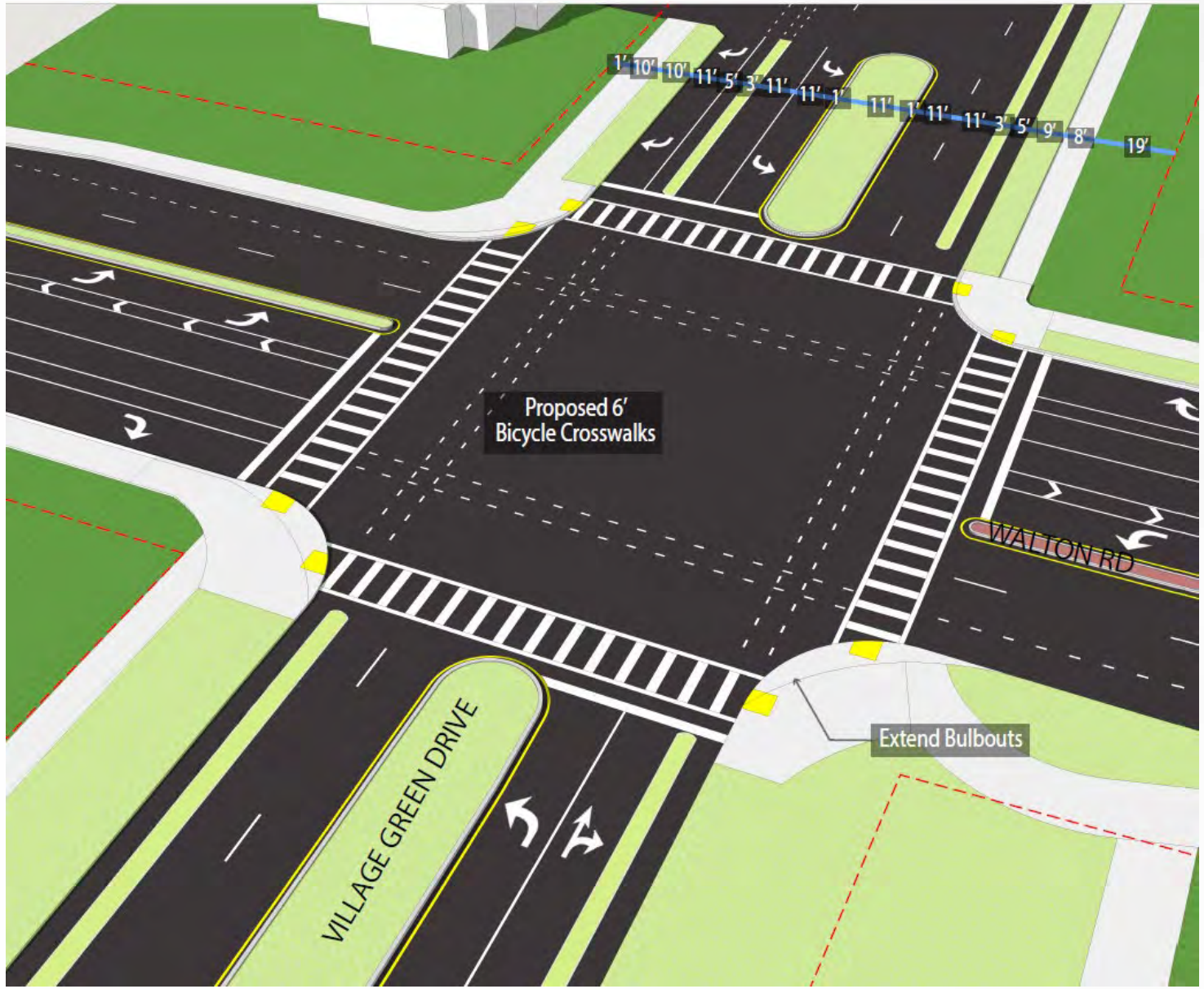
Village Green Drive and Camino De Entrada Options

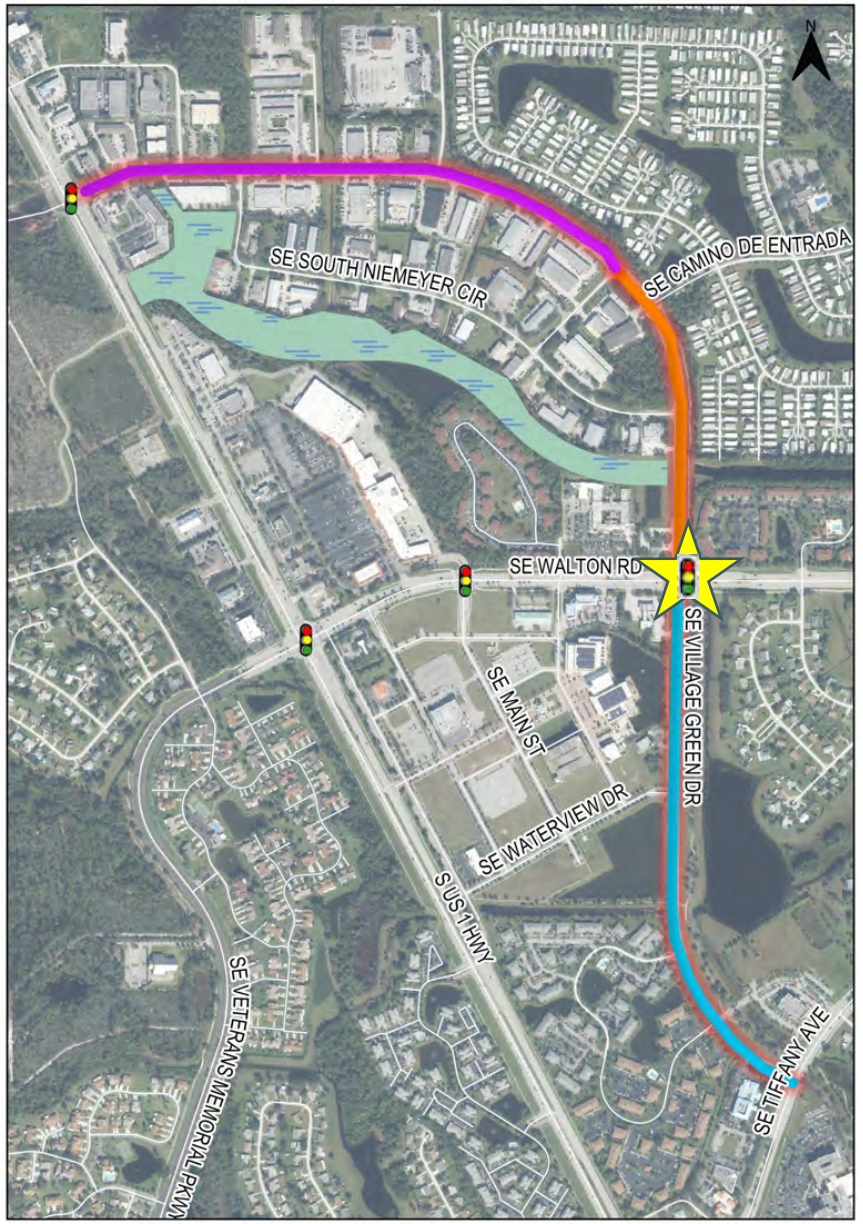
Poll # 8



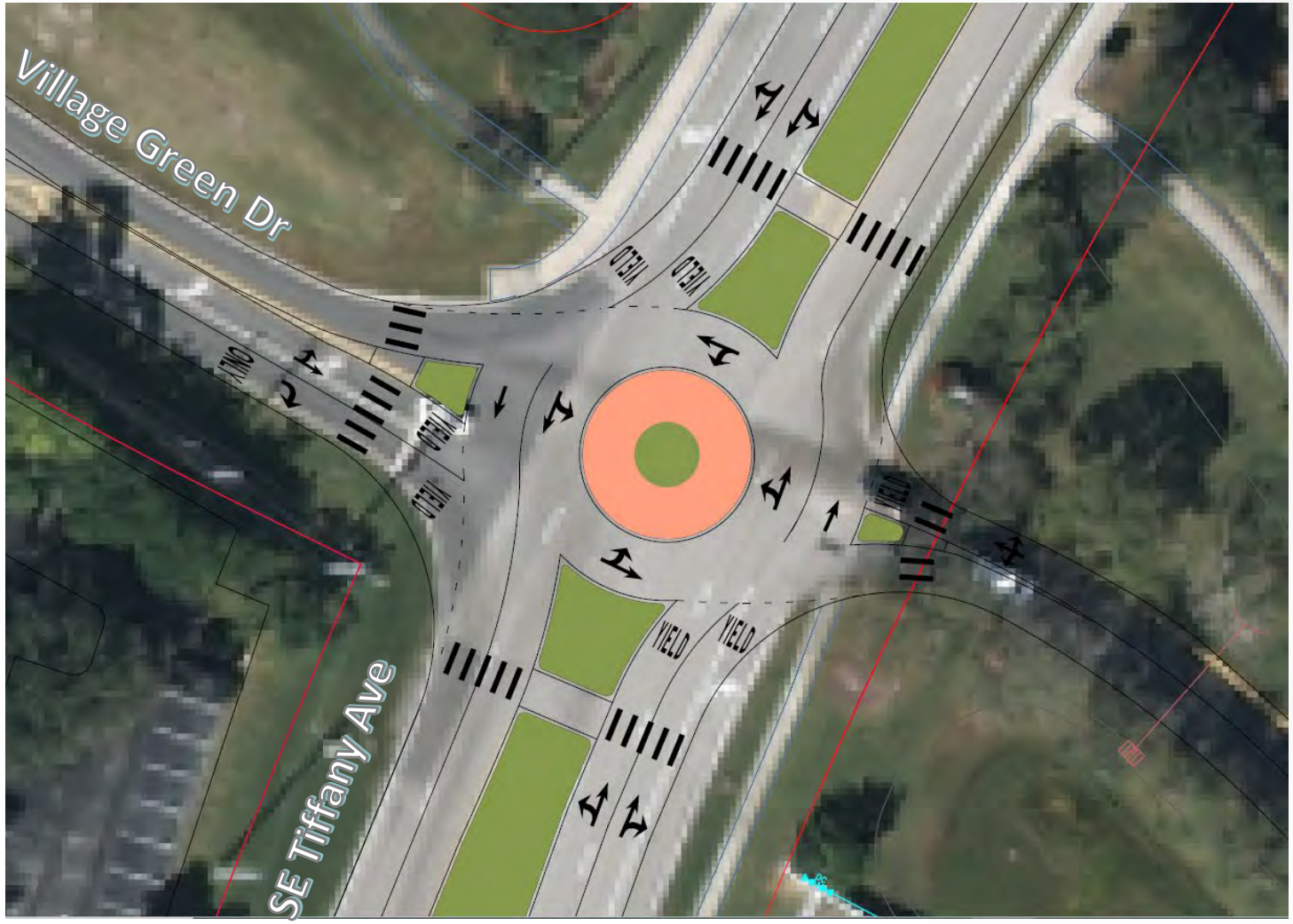


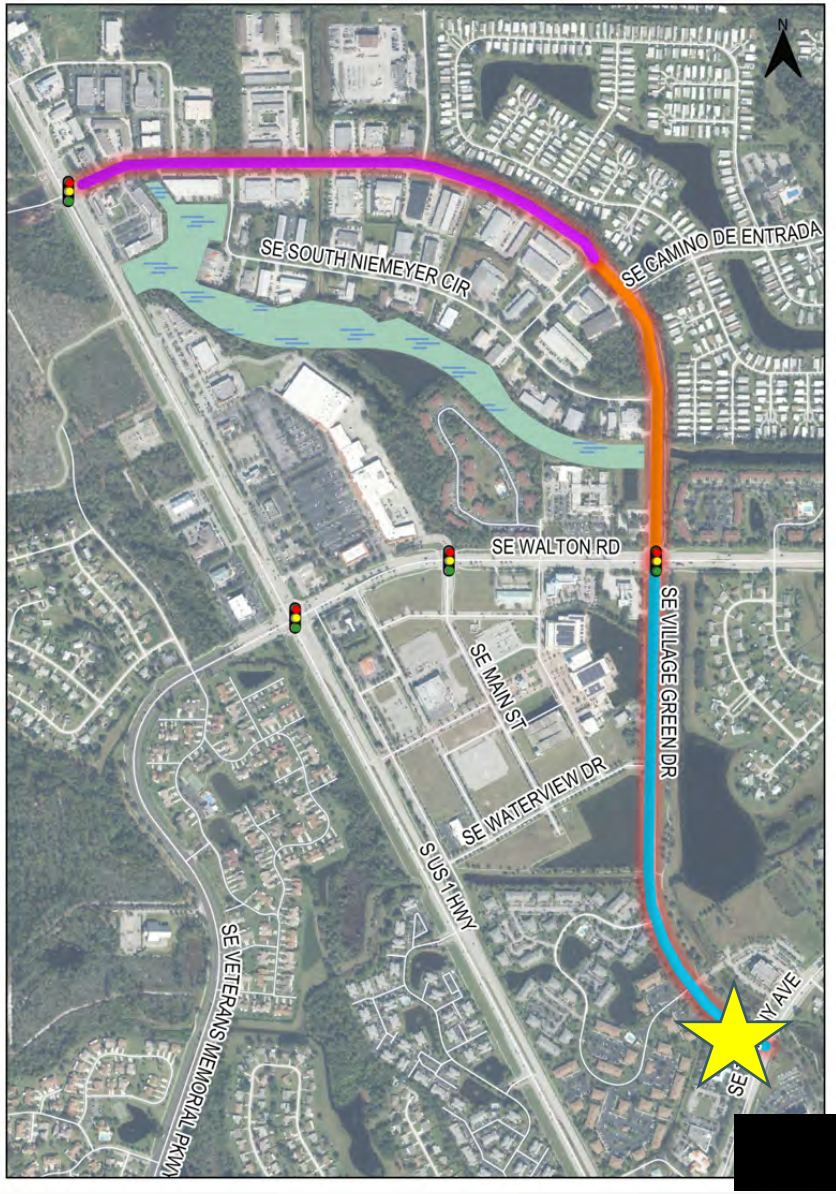
Intersection Concept – Walton Road





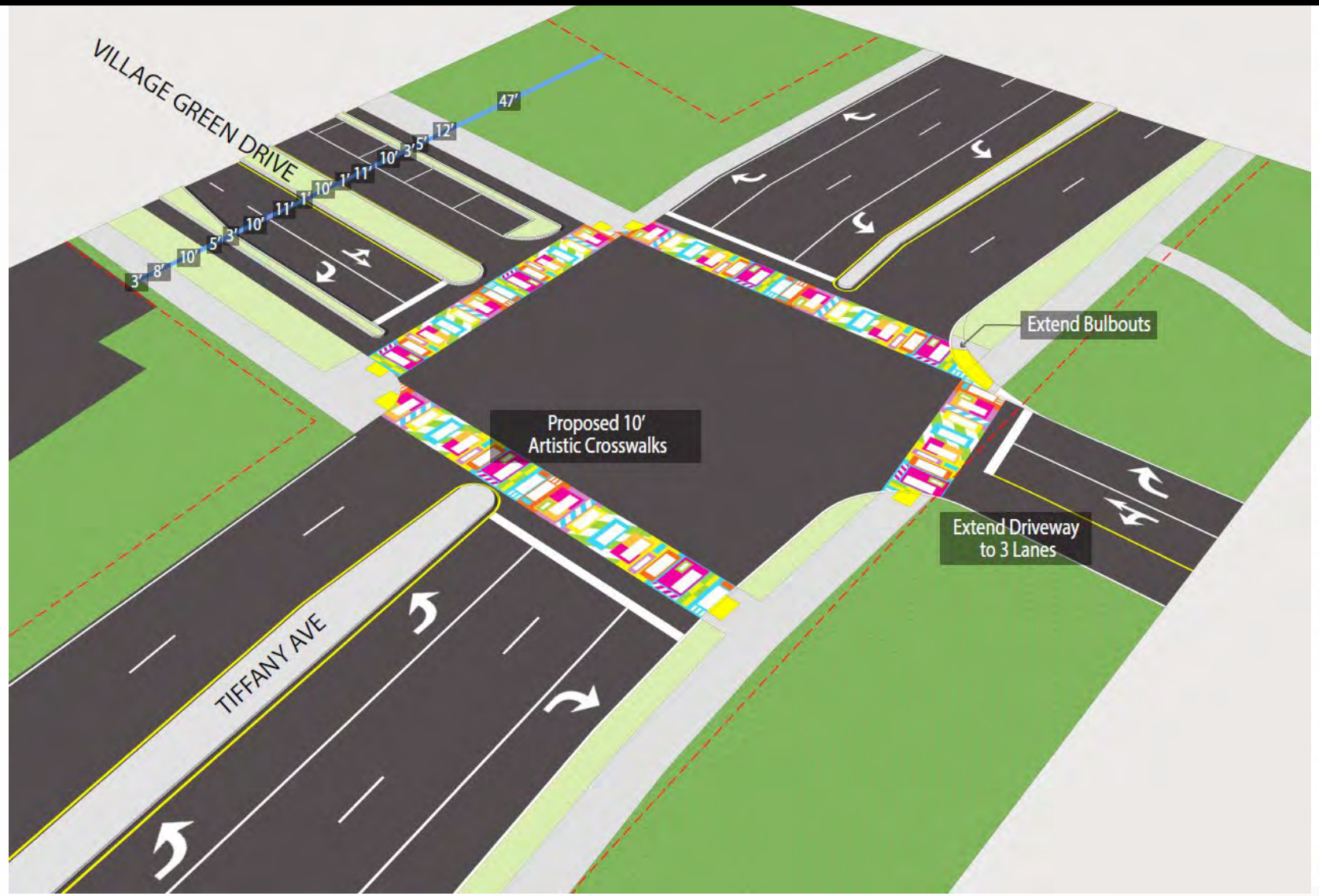
Roundabout Option at Village Green Drive and SE Tiffany Ave

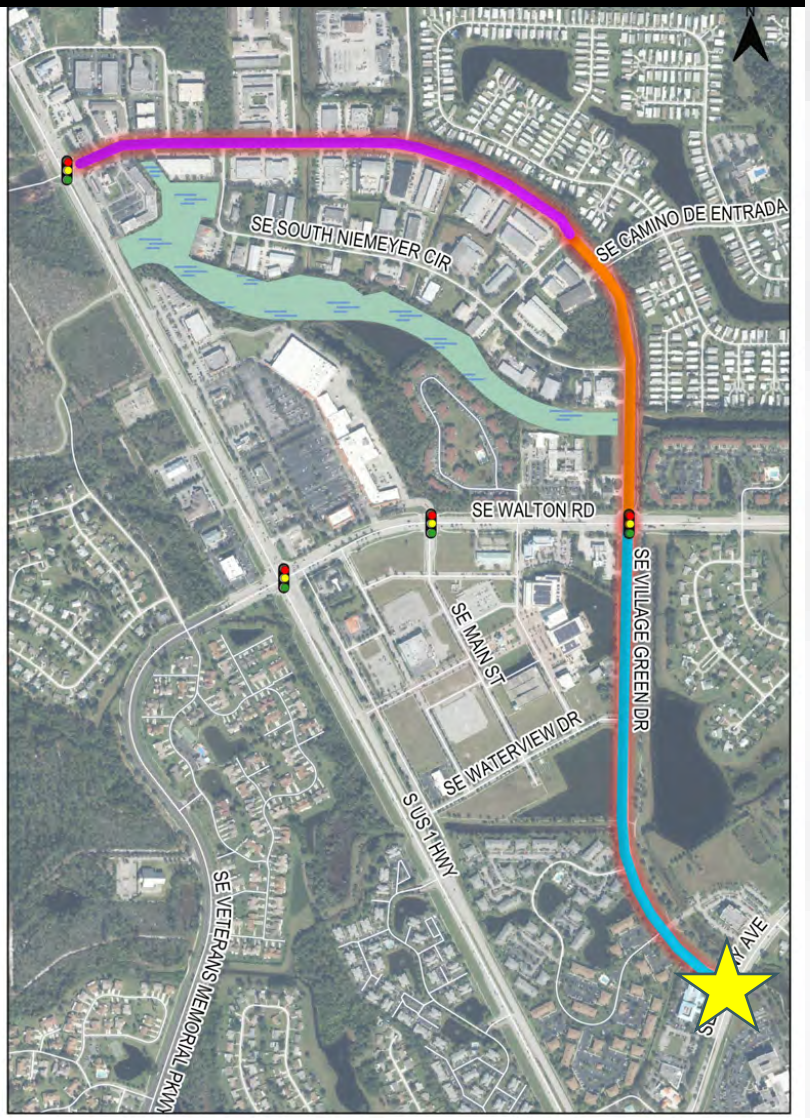




Poll # 6

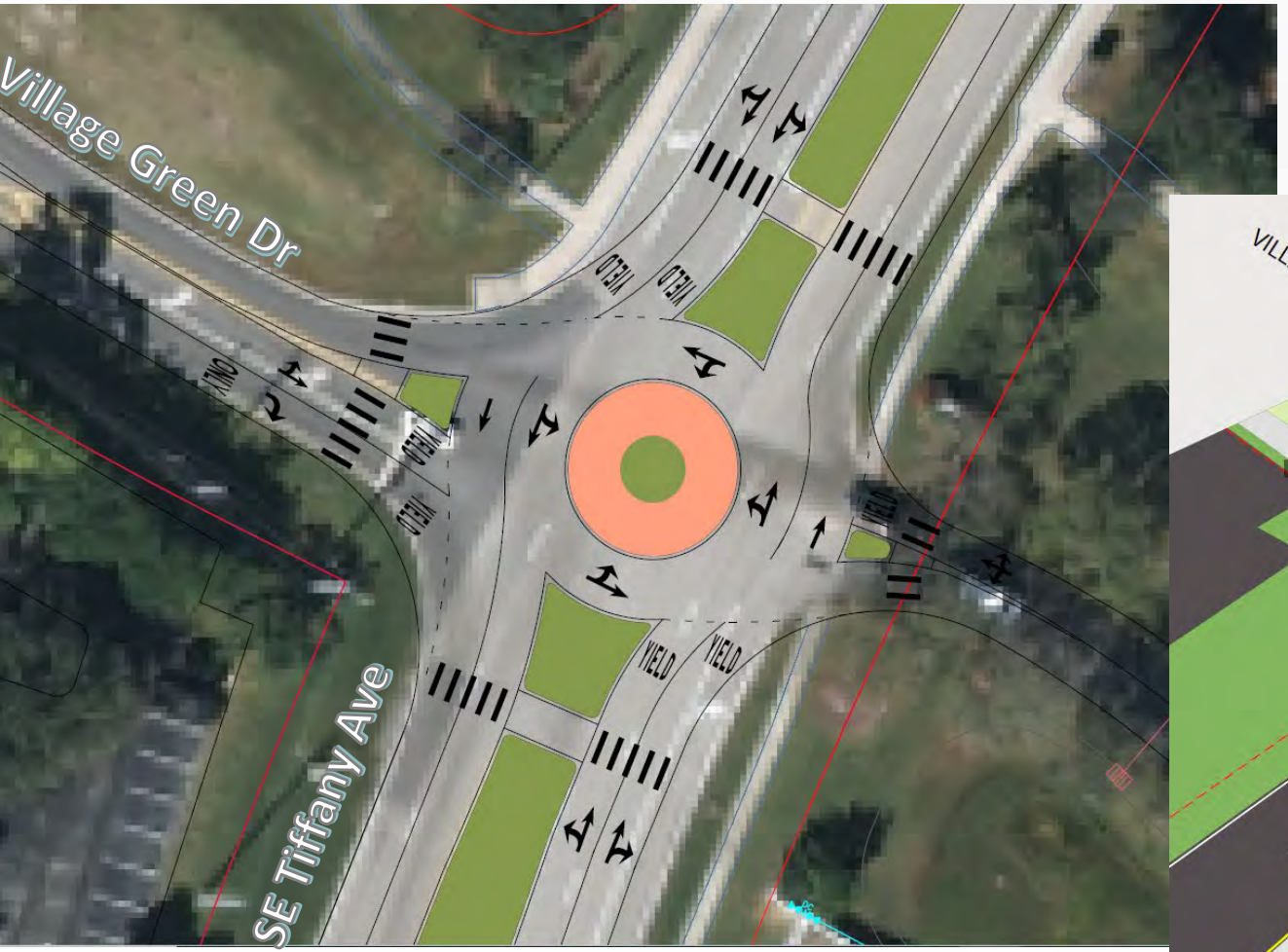
Intersection Option at Village Green Drive and SE Tiffany Ave

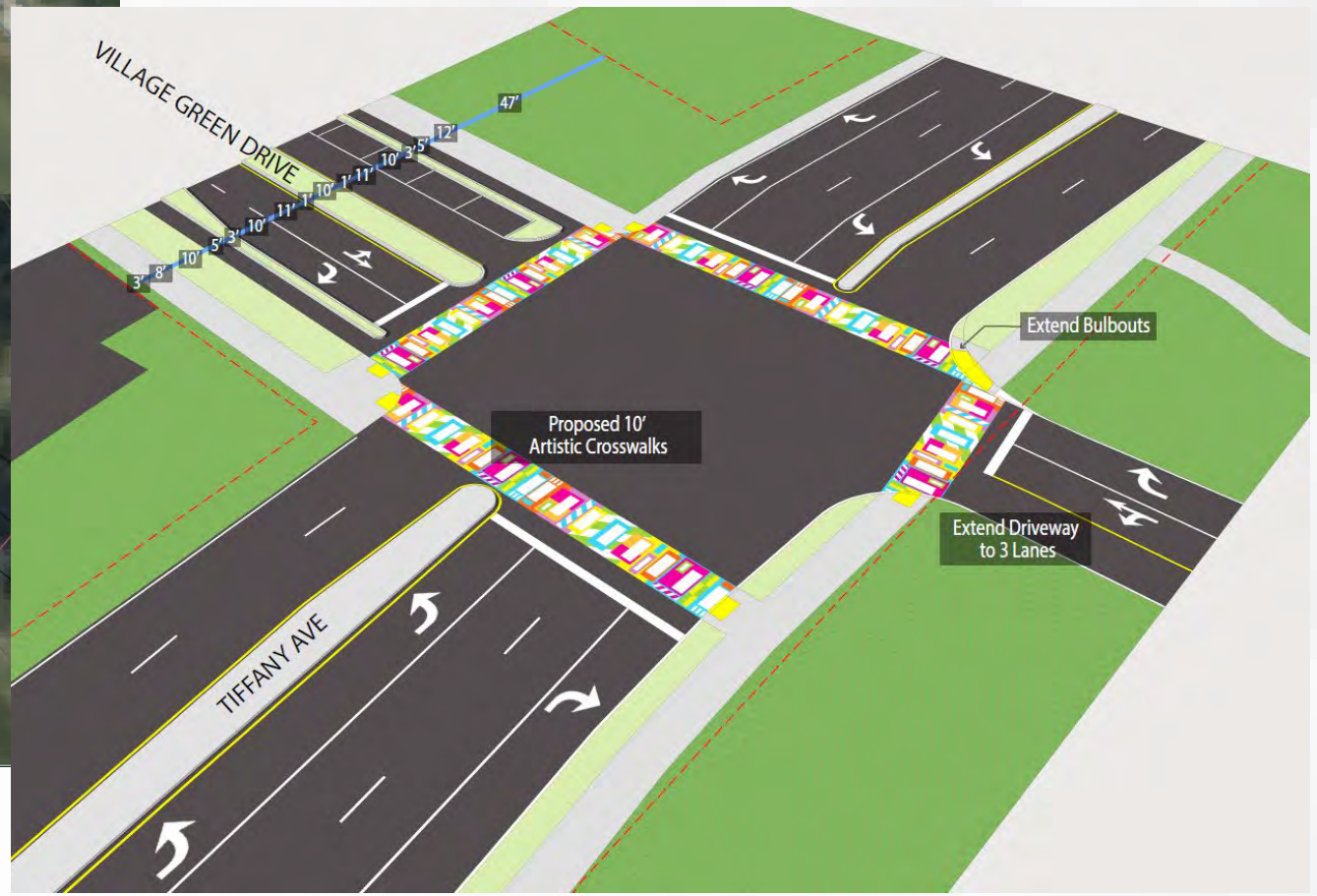




Village Green Drive and SE Tiffany Ave Options

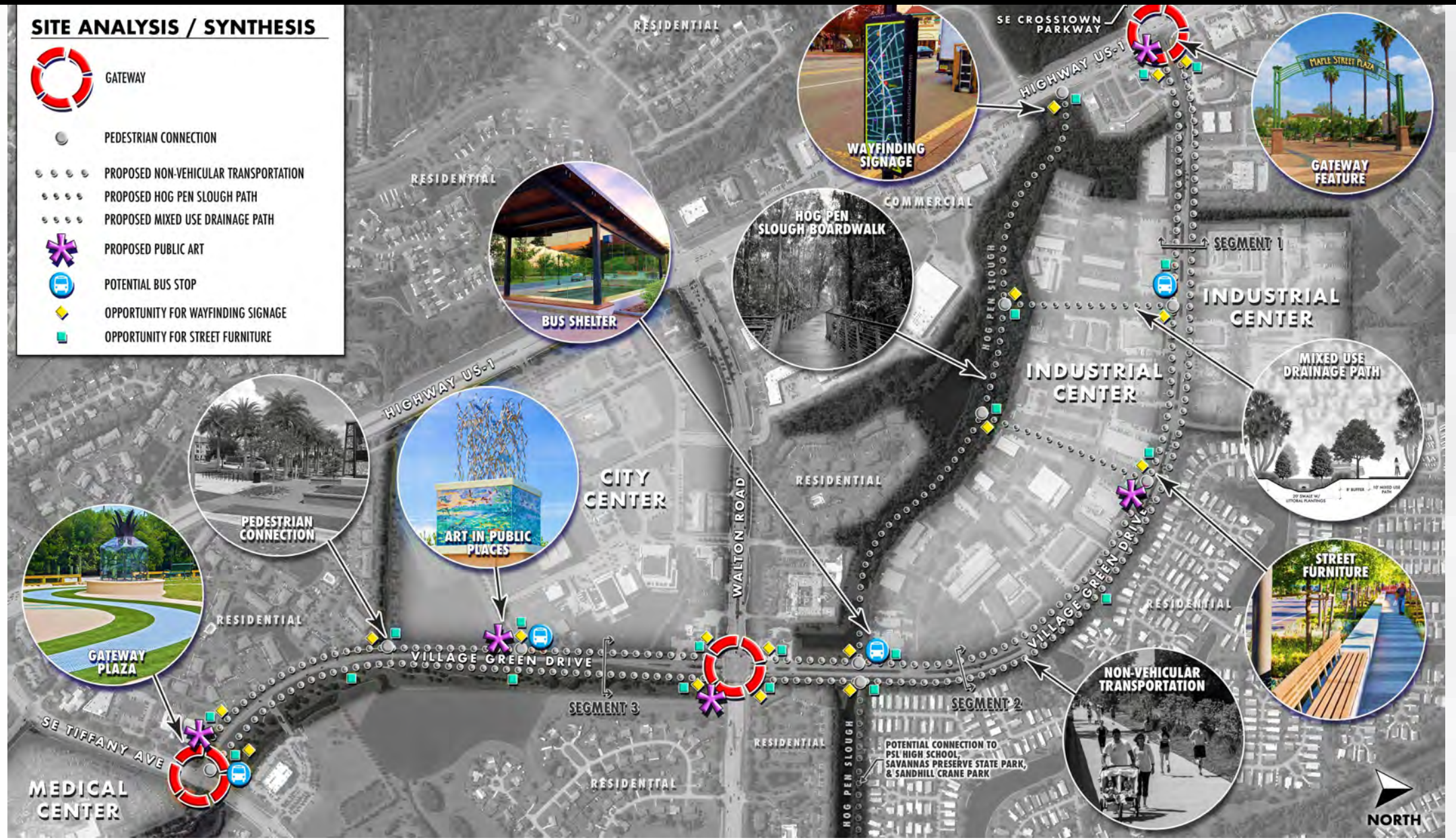
Poll # 9



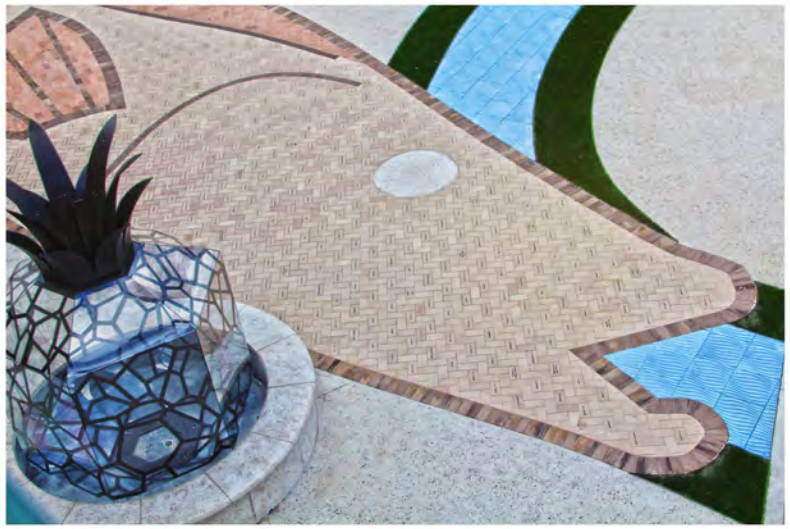


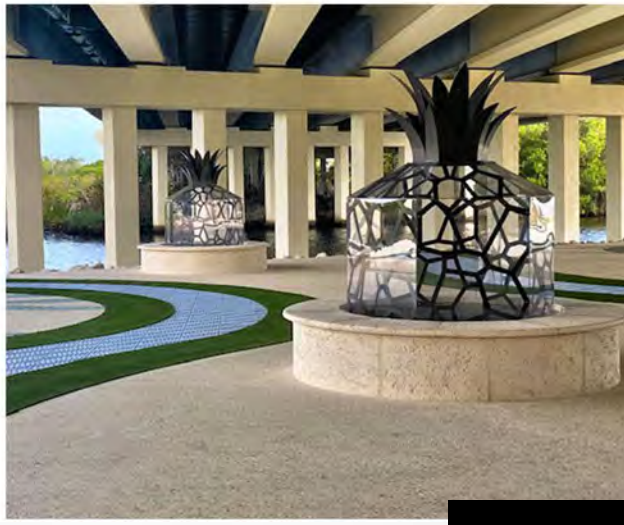

N
SE SOUTH NIEMEYER CIR
SE DEL SOL
SE WEST CARIBBEAN
SE EAST CARIBBEAN
SE HIGHPOINT DR
SE WALTON RD
SE VILLAGE GREEN DR
SE RAINIER RD
SE ROAD ACCESS
SE MAIN ST
SE WATERVIEW DR
S US 1 HWY
SE TIFFANY AVE
SE CASCELLA CT
SE ELKHART TER
SE LULLABY TER
SE MORNINGSIDE BLVD
SE BURGUNDY LN
SE HILLMOOR DR
Legend
Traffic Signals
Streets
Village Green Drive
Parks & Preserves

Site Analysis



Gateway Monument & Plaza Examples





Transit Improvements

Street Furniture Examples

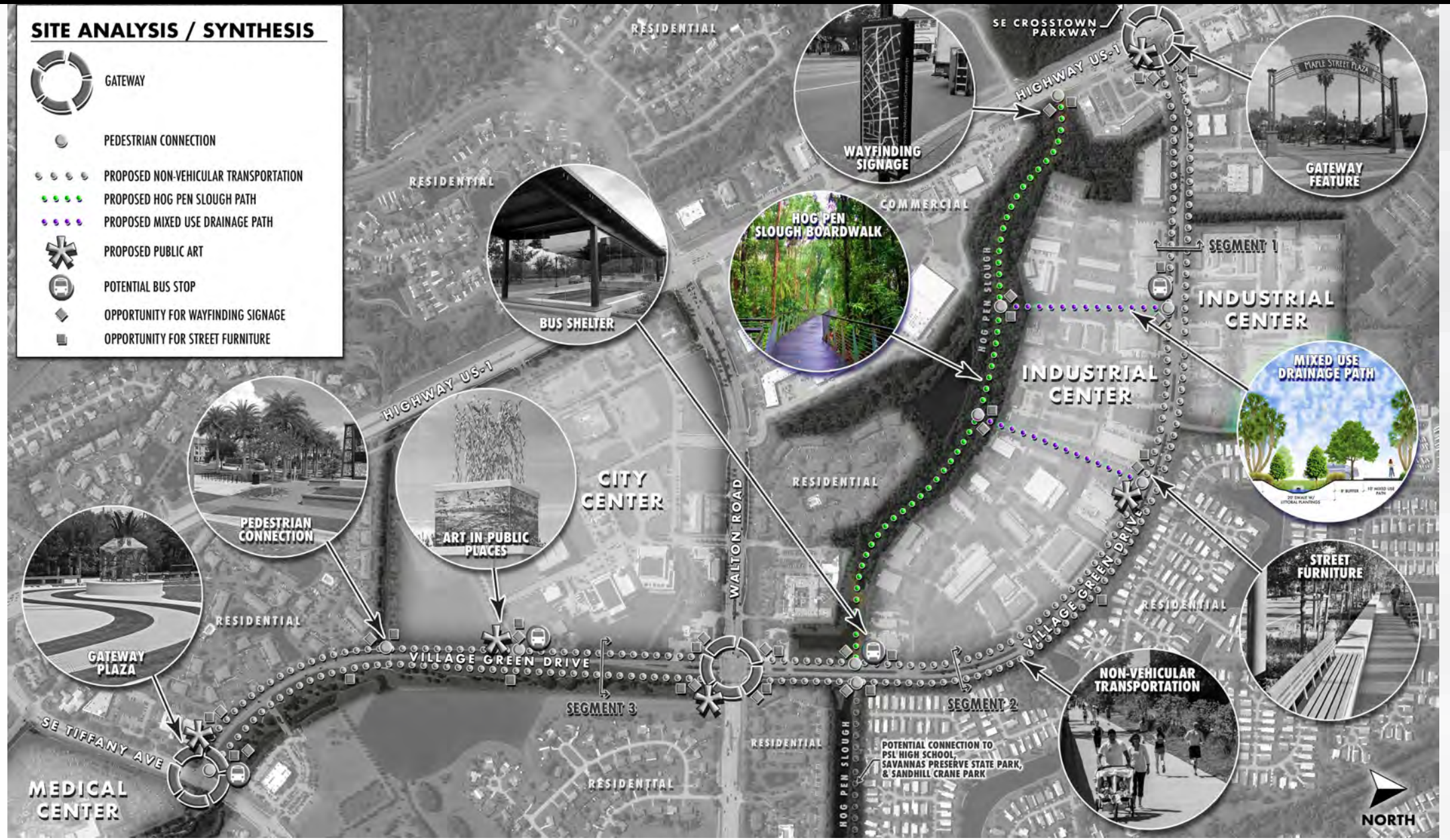







Wayfinding Examples

Site Analysis



Hog Pen Slough Pathway

Elevated Pathway Examples

Poll # 10

IMAGE 1: NATIVE PASSIVE BOARDWALK- WOODEN

IMAGE 2: ENCLOSED BOARDWALK- METAL

IMAGE 3: LARGE MULTI-USE BOARDWALK- WOODEN

IMAGE 4: PASSIVE BOARDWALK - WOODEN

IMAGE 5: MULTI-USE BOARDWALK- COLORED METAL

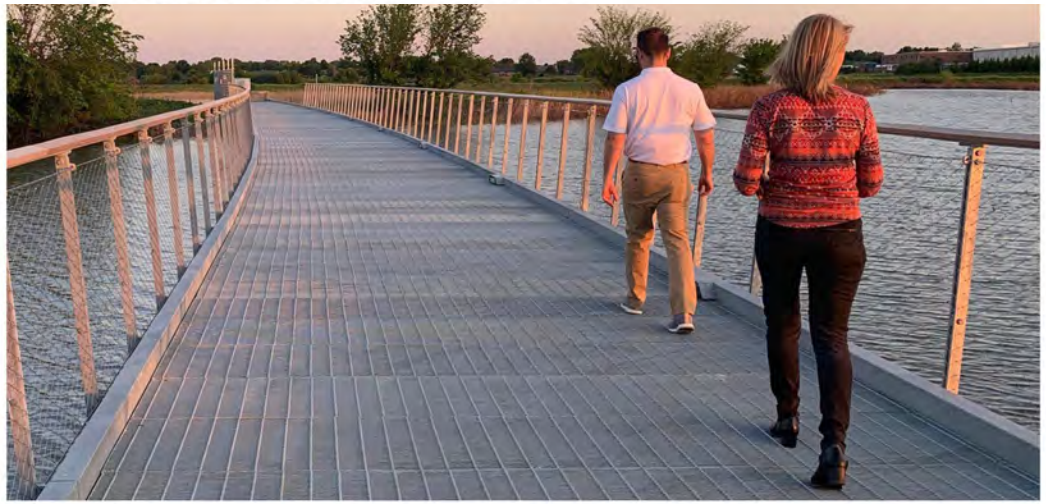
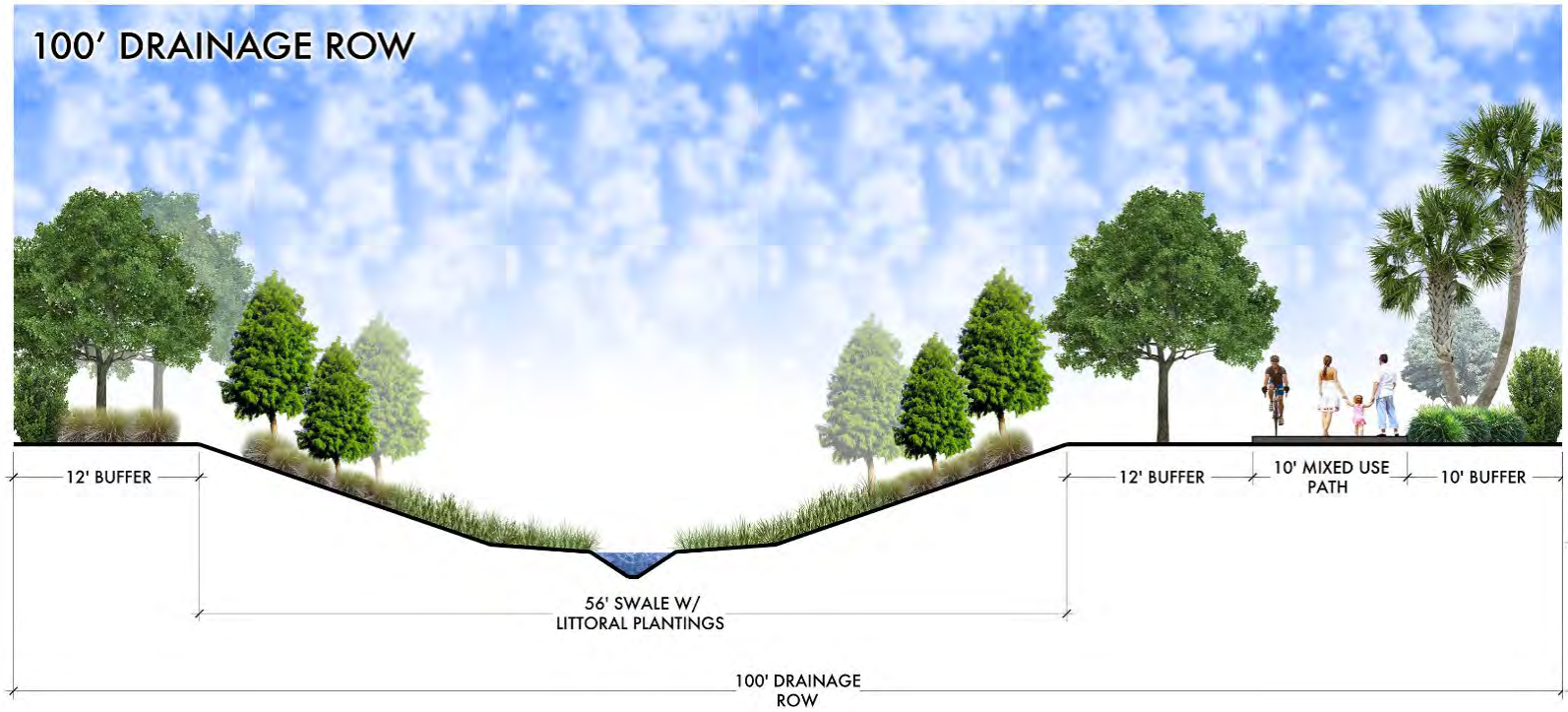
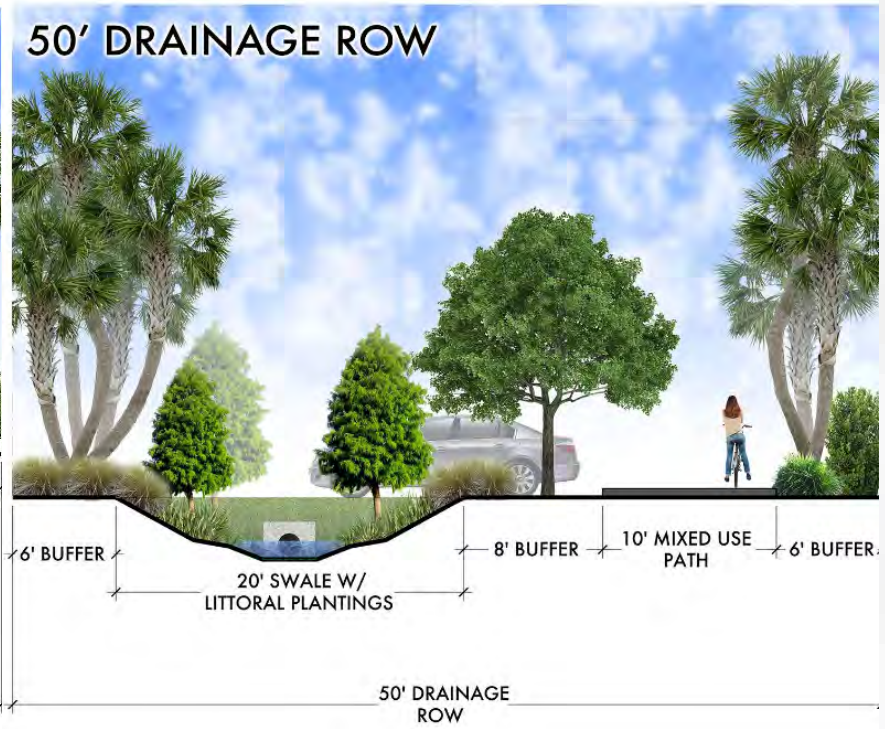


IMAGE 6: PASSIVE BOARDWALK- METAL

Pedestrian Connections & Drainage Enhancements

Poll # 11





5

Next Steps

Conceptual Design

Community Input

Community Outreach, Information, & Input

Data Analysis

Collection & Analysis of Traffic, Bicycle, Pedestrian, Transit, & Landscape Data

Design Concepts

Develop Alternative Design Concepts to Present to the Public & Stakeholders

Final Master Plan

15% Design Plan Presented to City Council

PORT ST. LUCIE

2021 CITIZEN SUMMIT

A CITY FOR ALL PEOPLE BY THE PEOPLE

Tuesday, March 23, 2021
5:30 pm to 6:30 pm

MidFlorida Credit Union Event Center

9221 SE Event Center Place

AGENDA

Welcome and Introductions

Jennifer Davis, CRA Project Manager

Current Planning Initiative

MARLIN Engineering Team

Q&A

Question & Answer Session

village GREEN DR
PORT ST. LUCIE

Questions & Comments

Thank you!

City Contact:
Jennifer Davis
CRA Project Manager
JDavis@cityofpsl.com
(772) 344-4342

Project Contact:
Christina Fermin
Project Manager
CFermin@marlinengineering.com
(954) 870-5064

MARLIN

Attendee Report

Report Generated:	2/19/2021 10:39
Topic	Webinar ID
Village Green Corridor Revitalization Project Master Plan	853 6686 8869
Actual Start Time	Actual Duration (minutes)
2/18/2021 17:24	99
# Registered	# Cancelled
61	0
Unique Viewers	Total Users
35	55

Host Details

Attended	User Name (Original Name)
Yes	Avi - City of PSL

Panelist Details

Attended	User Name (Original Name)
Yes	Dan Sorrow
Yes	Hema (Cotleur & Hearing) (Dan Sorrow)
Yes	Dan Sorrow
Yes	Myra Patino
Yes	Lisa Maack
Yes	HeathStocton
Yes	Stacy
Yes	Jennifer Davis
Yes	RafaelLagos
Yes	Melissa Zolla
Yes	Chambers
Yes	Christina Fermin

Attendee Details

Attended	User Name (Original Name)
Yes	Phillip Corsi
Yes	Harry Keough
Yes	Mark Barnes
Yes	Linda McCarthy
Yes	Linda McCarthy
Yes	JoAnn Valenti
No	Mary Lou
Yes	Dwayne Buchholz
Yes	Joseph Mandeville
Yes	joe
Yes	Heath Stocton
No	Roxann
Yes	Kelly Boatwright
Yes	RUBENS Severe
Yes	Yang Yang
No	Bob
Yes	Duette Hart
Yes	Glen Kunkle
Yes	Jessica Baynon
Yes	Jessica Baynon
Yes	Mary Ann Kierych
Yes	Curtis Bone
No	Lisa
No	HEMA (Cotleur & Hearing)
No	Susan
No	Lisa
No	Aycel
No	Eric
No	Marilyn
No	Patricia
Yes	Wes McCurry
Yes	Joseph DeFronzo
Yes	A Huskin
No	Christopher
No	Christina
Yes	steven cook
Yes	steven cook
No	Brad &Andi
Yes	TRACY LEBEL
Yes	Mary Salvestrini
No	Miriam
No	Gerald
No	Stephanie
Yes	Francis Ferry
No	LINDA
No	Joan
Yes	Susan Burgess
Yes	Susan Burgess
No	Sonia
Yes	Adam Schildmeier
Yes	David Lassalle
No	Erica
Yes	Cathi McLean
Yes	Rafael Lagos
No	John
No	Donald
Yes	Chambers
Yes	Kevin Zimmerman
Yes	Kathleen Perez
Yes	Kathleen Perez
No	James
Yes	Bolivar Gomez
No	Daniel
Yes	Brian Bacon
Yes	Nehemie Noel
No	Marc
Yes	Stuart Donahue

Question Report

Report Generated:	2/19/2021 10:39
Topic	Webinar ID
Village Green Corridor Revitalization Project Master Plan	853 6686 8869

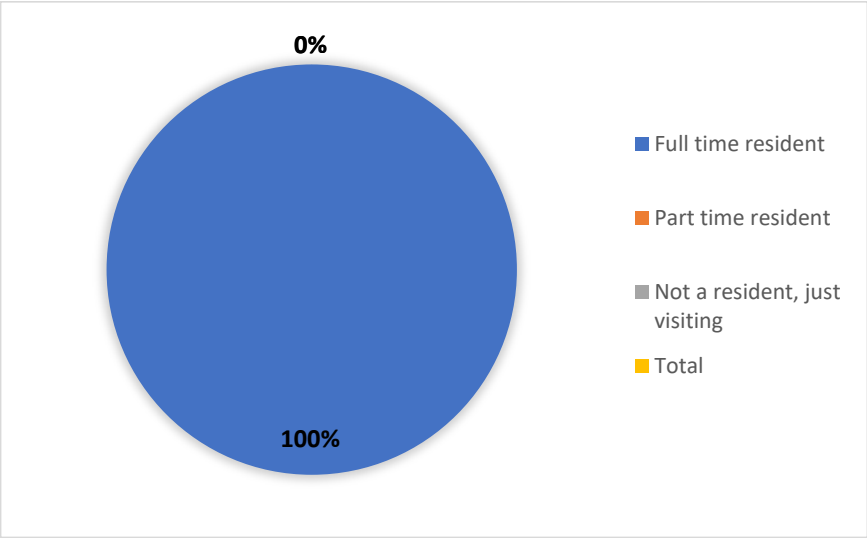
Question Details

#	Question
1	What is the cost differential between the choices?
2	Not sure why we have to have two different sidewalk configurations on the segment from Hwy1 to Walton?
3	Roundabouts make sense where cross traffic from both directions is more equal. That is not the case for the neighborhood entrance.
4	If there will a bus route will the stops be utilizing a loading zone off the road
5	This really isn't a question. The slides are so small you really can't see the features on them very well and can't read the writing. I wish they were a lot larger; the peoples' pictures could be a lot smaller to make room.
6	Is there any way to disable the Brady bunch tiles and in Psl large the graphics slide
7	I live at spanish lakes. I would like to see a traffic light eventually. The traffic has already increased a lot. Getting into a bust roundabout is sometimes difficult. Is this a possibility?
8	As a healthcare worker, I do prefer roundabouts as their statistically safer.
9	DITTO SUSAN Thank you all for your work. The slides look great.
10	Would love to see this beautification and improved neighborhood integrity
11	What are the impacts to the businesses on village green.? Are they going to lose space for parking etc.
12	If part of the goal is to move or slow the flow through traffic away from the "industrial part" of VG Dr wouldn't a round about at walton defeat that somewhat?
13	I believe this project will increase visibility and accessibility to businesses.
14	thanks Will this help pave the way for Walton dr to go over Indian River lagoon to Hutchinson island?
15	☺
16	how long would the traffic circle take to install at spanish lakes?
17	Yes, Do It ! :) Thank you engineers, public works, planners and staff.
18	Great data and thank you for giving residents a voice.
19	so our entrance would be a mess for a year?
20	thank you.
21	👍👍Thank you from a Slgv resident
22	Thanks!
23	Thank you ALL so much !

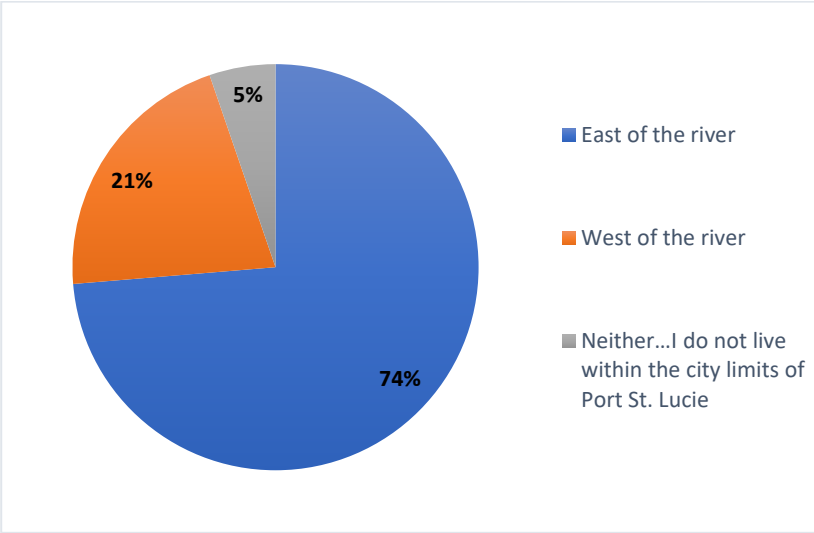
Public meeting # 2 was held virtually via Zoom on Thursday, February 18, 2021. The presentation included a quick overview of the project, issues and opportunities, existing conditions, conceptual designs, and next steps. Attendees were presented two conceptual design alternatives for Village Green Drive, in addition to conceptual designs for intersection improvements, a site analysis, and streetscape techniques which can be applied to the corridor. Polling questions were displayed throughout the presentation for input and voted on a preferred alternative for Village Green Drive. Below is a summary of attendees' responses:

- 100% of participants who attended the public meeting are full-time Florida residents.
- 74% of participants live east of the St. Lucie River, while 21% live west of the river.
- For 53% of attendees, this was their first time participating in the process.
- 53% of participants preferred Concept 1 for Segment 1.
- 53% of participants preferred Concept 2 for Segment 2.
- 65% of participants preferred Concept 2 for Segment 3.
- 57% of participants preferred a linear park with recreational activities for the east side right-of-way in Segment 3.
- The proposed roundabout and improved intersection concept tied 50/50 for Camino de Entrada.
- A roundabout was selected as the preferred intersection concept at SE Tiffany Avenue, at 54%.
- 87% of participants support an elevated multi-use boardwalk through Hog Pen Slough.
- 100% of participants support pedestrian access and drainage enhancements to the existing drainage rights-of-way within the industrial area.

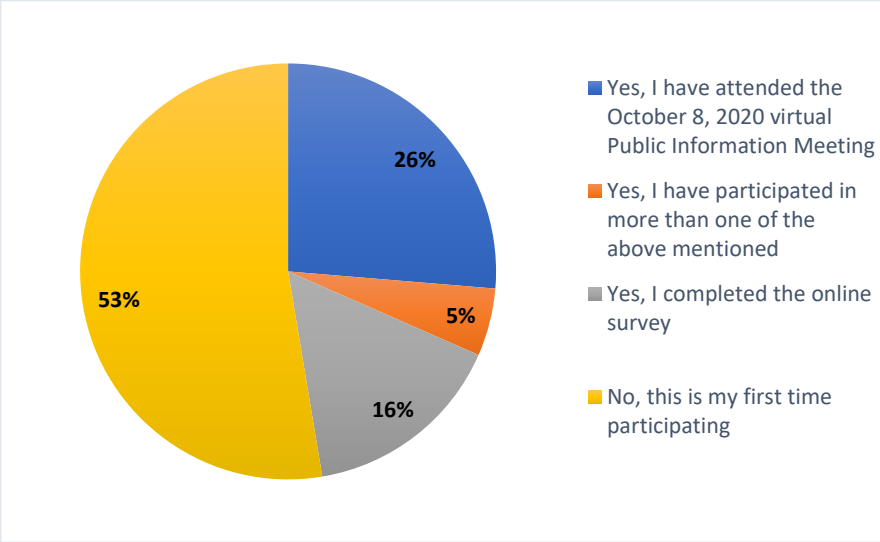
Are you a full-time or part-time resident of Florida?



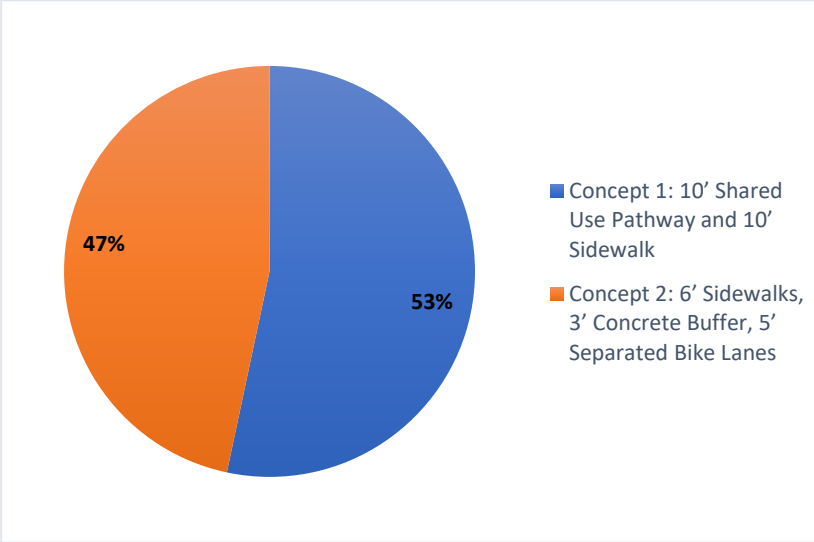
If you live within the city limits of Port St. Lucie, do you live east or west of the St. Lucie River?



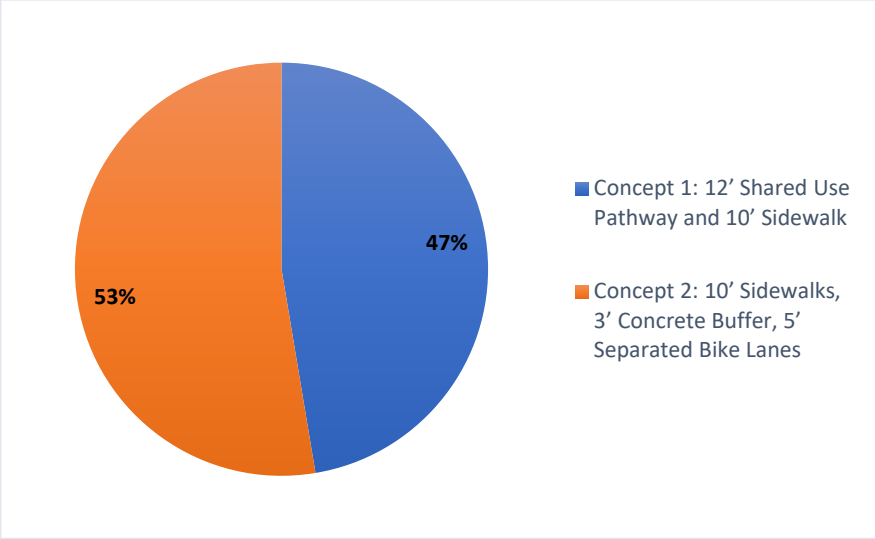
Have you participated previously prior to today's meeting?



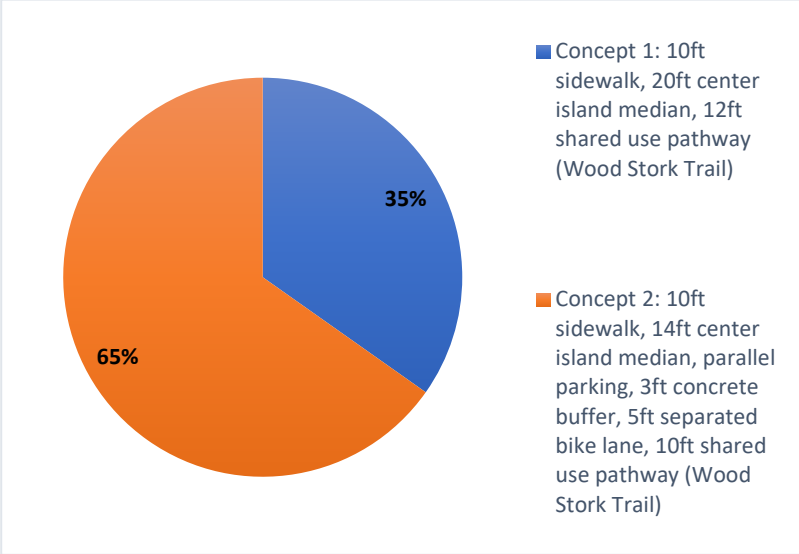
Select the design concept you prefer for Segment 1: US 1 to Industrial Blvd.



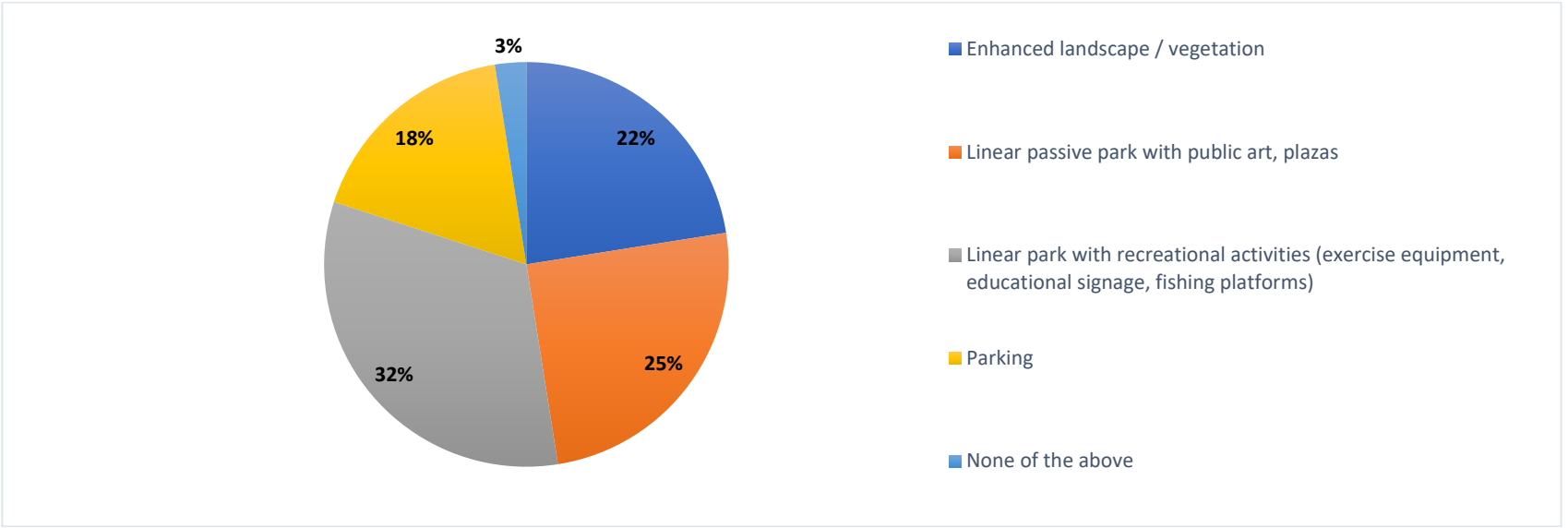
Select the design concept you prefer for Segment 2: Industrial Blvd. to Walton Rd.



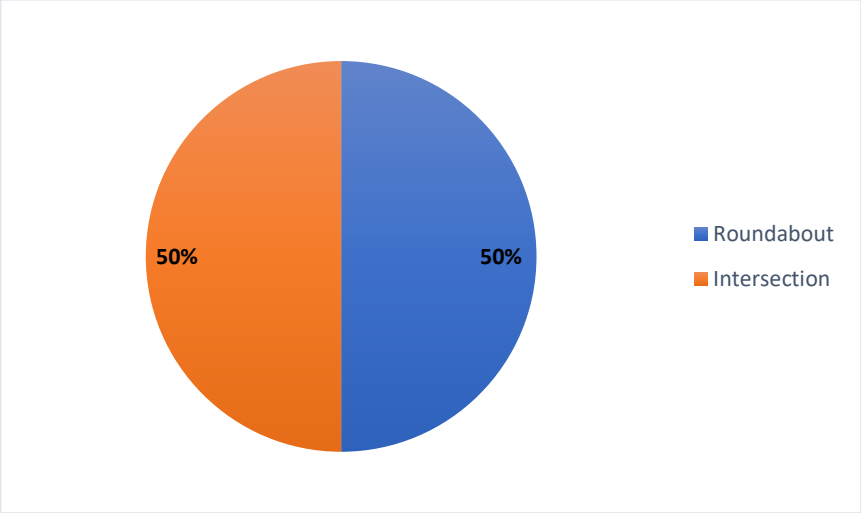
Select the design concept you prefer for Segment 3: Walton Rd. to Tiffany Ave.



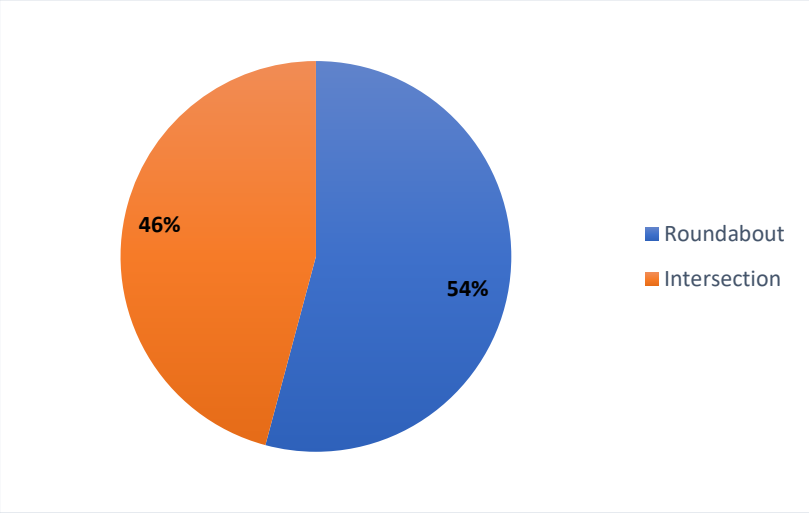
Select your preferred use(s) of the east side right-of-way in Segment 3: Walton Rd. to Tiffany Ave. You may choose more than one.



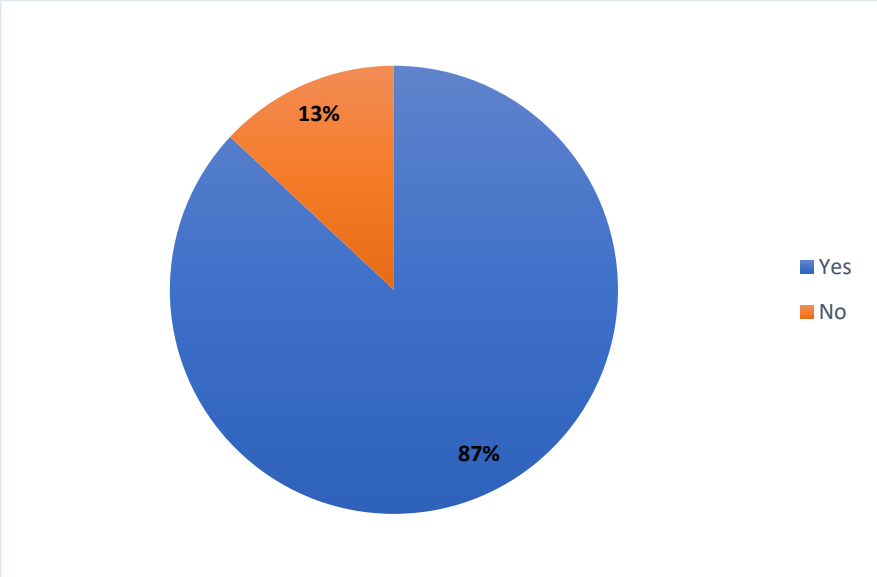
Select your preferred intersection improvement at Village Green Drive and Camino de Entrada.



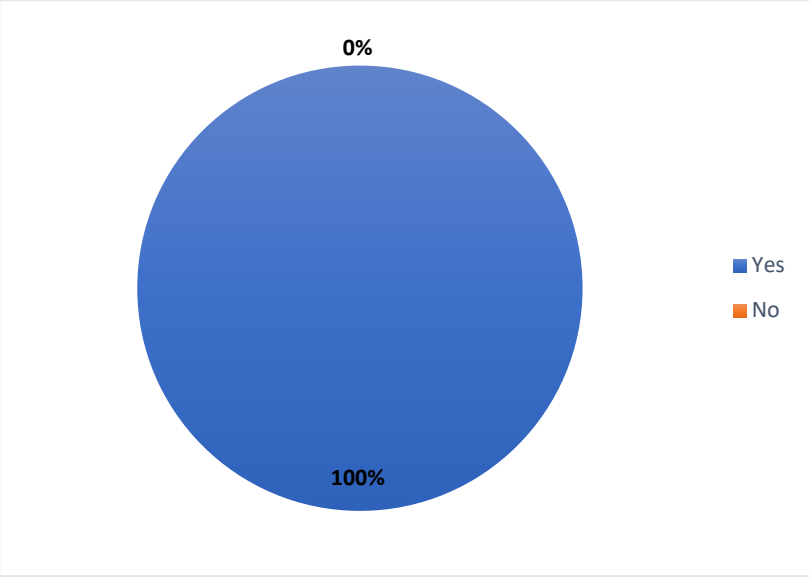
Select your preferred intersection improvement at Village Green Drive and Tiffany Avenue.



Do you support an elevated multi-use board through Hog Pen Slough?



Do you support pedestrian access and drainage enhancements to the existing drainage rights-of-way within the industrial area?

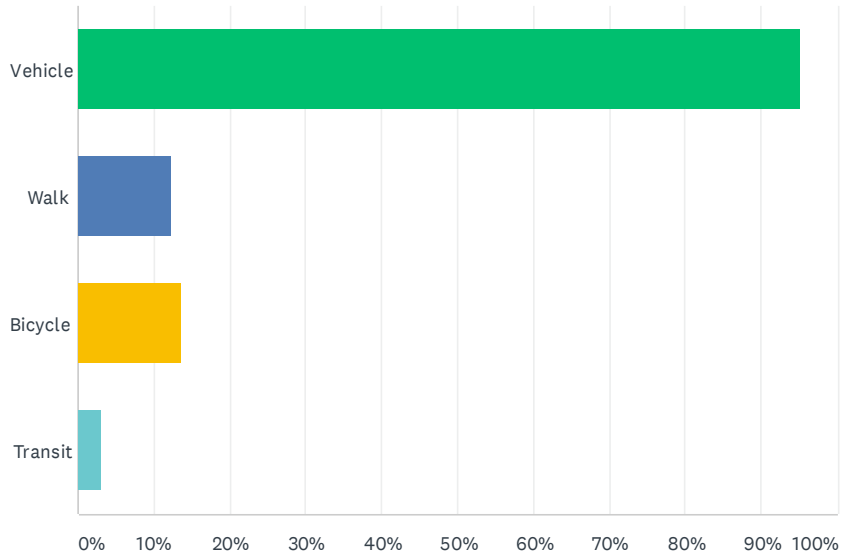


Appendix M

Survey Results

Q1 How do you use Village Green Drive? (Select All That Apply)

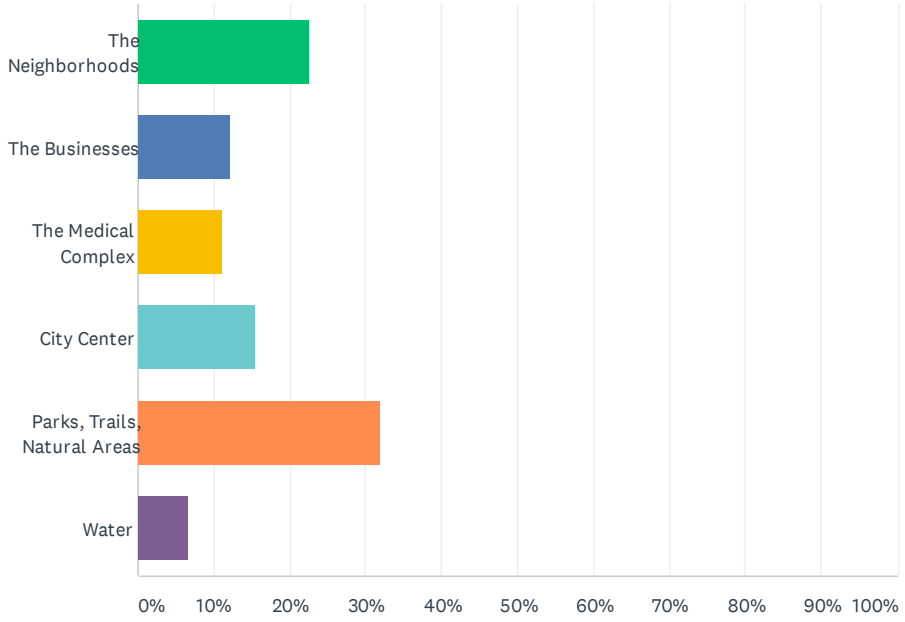
Answered: 318 Skipped: 8



ANSWER CHOICES	RESPONSES	
Vehicle	95.28%	303
Walk	12.26%	39
Bicycle	13.52%	43
Transit	3.14%	10
Total Respondents: 318		

Q2 What do you feel is your greatest community asset? (Pick One)

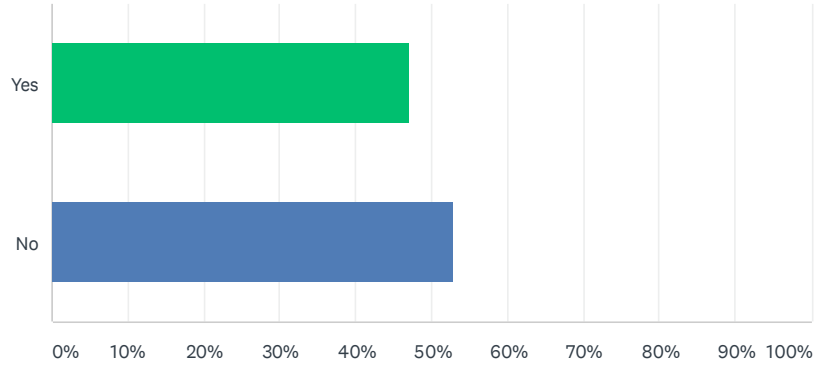
Answered: 315 Skipped: 11



ANSWER CHOICES	RESPONSES	
The Neighborhoods	22.54%	71
The Businesses	12.06%	38
The Medical Complex	11.11%	35
City Center	15.56%	49
Parks, Trails, Natural Areas	32.06%	101
Water	6.67%	21
TOTAL		315

Q3 Do you live or work within a 2-mile radius of Village Green Drive?

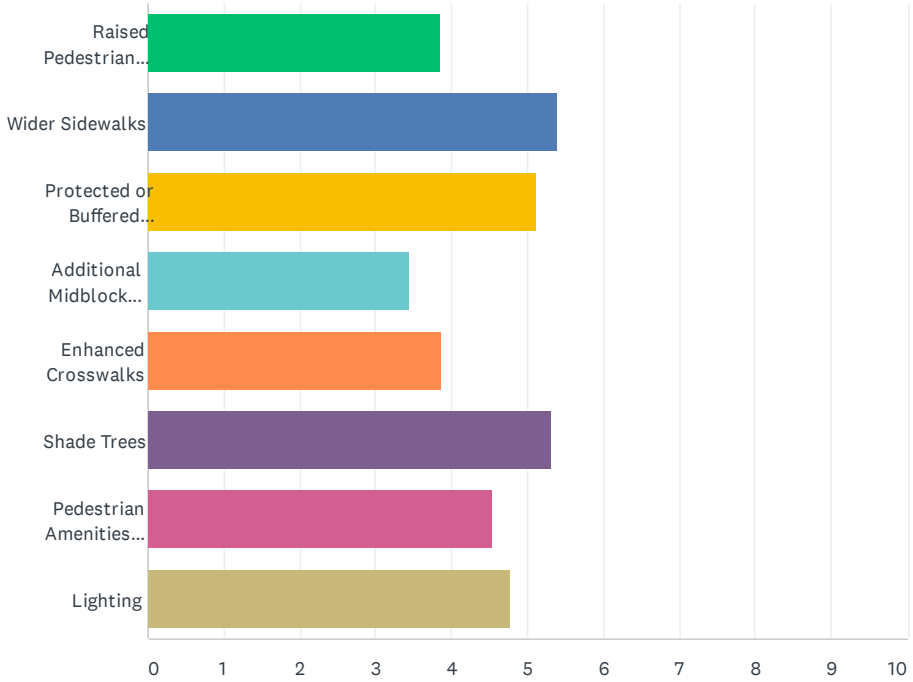
Answered: 323 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	47.06%	152
No	52.94%	171
TOTAL		323

Q4 What Types of Pedestrian Improvements Would You Like to See? Rank from 1 to 8 - 1 being the most interested and 8 being the least

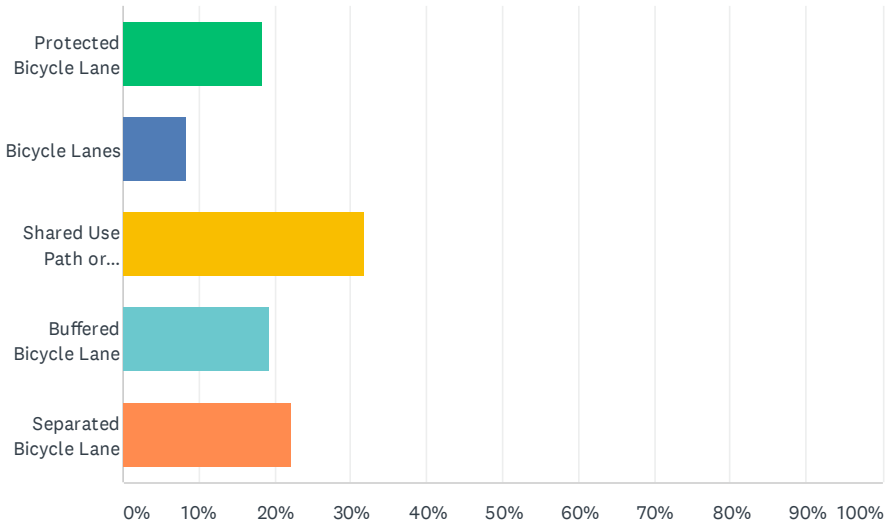
Answered: 320 Skipped: 6



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Raised Pedestrian Bridge or Walkway	22.07% 64	8.97% 26	4.83% 14	5.52% 16	3.10% 9	4.14% 12	11.72% 34	39.66% 115	290	3.84
Wider Sidewalks	18.75% 54	20.49% 59	15.28% 44	13.19% 38	10.07% 29	8.68% 25	9.38% 27	4.17% 12	288	5.40
Protected or Buffered Sidewalks	12.80% 37	16.26% 47	19.38% 56	13.49% 39	13.15% 38	15.57% 45	4.84% 14	4.50% 13	289	5.13
Additional Midblock Crossings	2.40% 7	4.79% 14	7.53% 22	14.73% 43	15.07% 44	16.10% 47	26.37% 77	13.01% 38	292	3.46
Enhanced Crosswalks	3.10% 9	7.24% 21	8.97% 26	12.76% 37	24.14% 70	19.31% 56	15.86% 46	8.62% 25	290	3.88
Shade Trees	20.07% 60	18.73% 56	13.04% 39	12.04% 36	9.03% 27	16.05% 48	6.35% 19	4.68% 14	299	5.32
Pedestrian Amenities (Seating, Trash Bins, Signage, Workout Stations)	11.19% 33	9.15% 27	17.63% 52	14.92% 44	12.88% 38	9.49% 28	14.92% 44	9.83% 29	295	4.54
Lighting	14.52% 45	14.84% 46	14.52% 45	13.55% 42	10.97% 34	9.68% 30	7.74% 24	14.19% 44	310	4.77

Q5 What Type of Bicycle Improvements Would You Prefer? (Choose One)

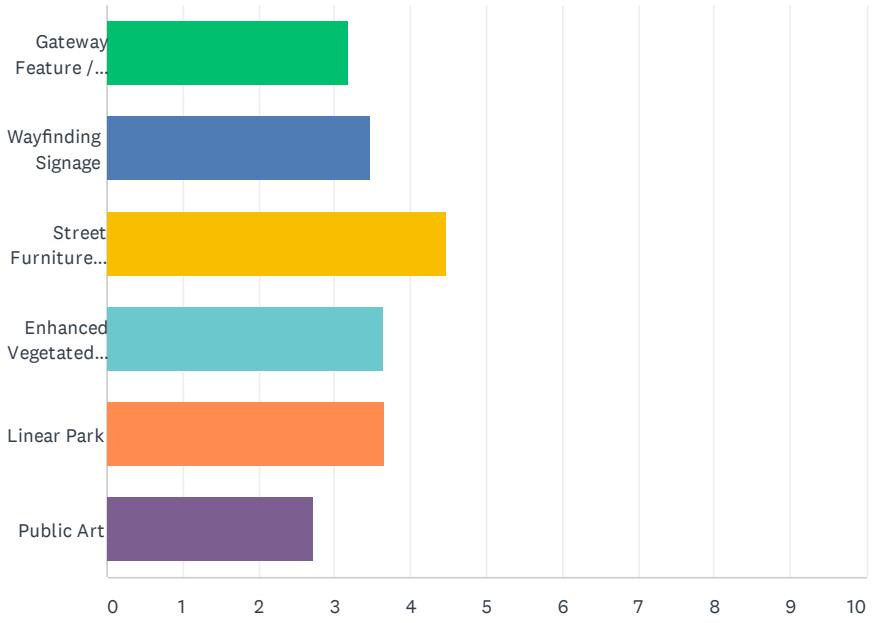
Answered: 321 Skipped: 5



ANSWER CHOICES	RESPONSES	
Protected Bicycle Lane	18.38%	59
Bicycle Lanes	8.41%	27
Shared Use Path or Multiuse Trail	31.78%	102
Buffered Bicycle Lane	19.31%	62
Separated Bicycle Lane	22.12%	71
TOTAL		321

Q6 What type of community improvements would you like to see? Rank from 1 to 6 - 1 being the most interested and 6 being the least

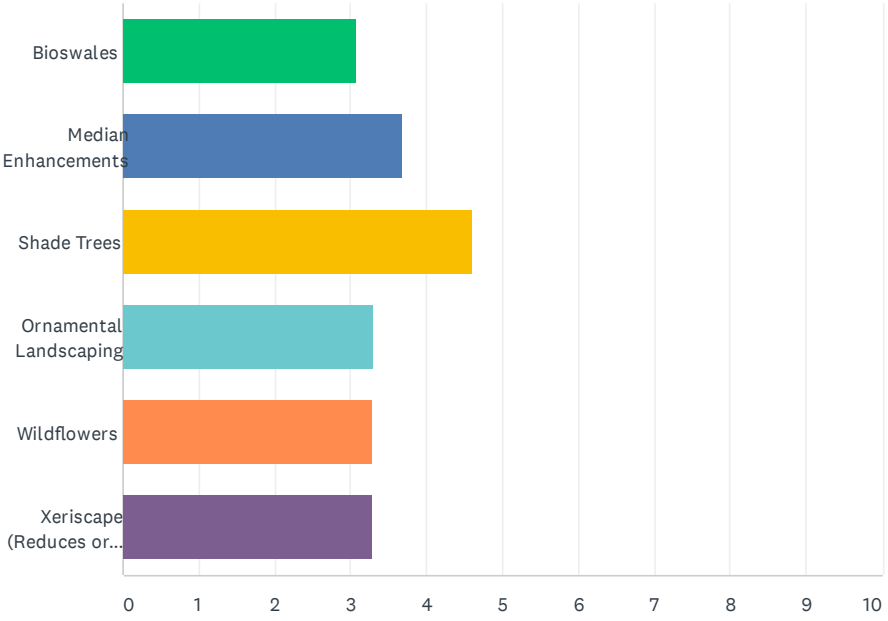
Answered: 321 Skipped: 5



	1	2	3	4	5	6	TOTAL	SCORE
Gateway Feature / Monument Sign	11.72% 34	14.48% 42	17.24% 50	16.21% 47	17.59% 51	22.76% 66	290	3.18
Wayfinding Signage	12.50% 37	22.30% 66	11.82% 35	18.92% 56	22.30% 66	12.16% 36	296	3.47
Street Furniture (Seating, Trees, Bins, Bike Racks)	33.44% 100	19.40% 58	23.75% 71	13.71% 41	4.68% 14	5.02% 15	299	4.48
Enhanced Vegetated Median	17.63% 52	15.59% 46	19.32% 57	21.02% 62	13.90% 41	12.54% 37	295	3.64
Linear Park	20.00% 59	15.59% 46	18.31% 54	13.90% 41	20.68% 61	11.53% 34	295	3.66
Public Art	9.27% 28	11.59% 35	9.93% 30	15.56% 47	19.54% 59	34.11% 103	302	2.73

Q7 What type of landscape improvements would you like to see? Rank from 1 to 6 - 1 being the most interested and 6 being the least

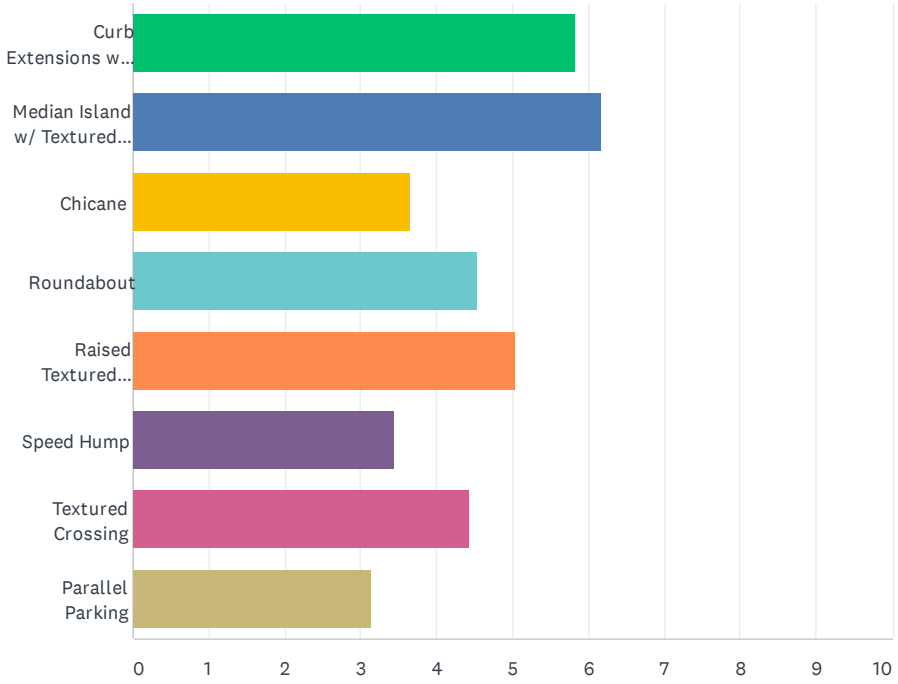
Answered: 321 Skipped: 5



	1	2	3	4	5	6	TOTAL	SCORE
Bioswales	10.80% 31	12.89% 37	15.33% 44	16.72% 48	21.60% 62	22.65% 65	287	3.07
Median Enhancements	17.99% 52	17.30% 50	19.03% 55	18.34% 53	16.26% 47	11.07% 32	289	3.69
Shade Trees	35.23% 105	24.83% 74	17.11% 51	12.42% 37	8.05% 24	2.35% 7	298	4.60
Ornamental Landscaping	13.42% 40	12.75% 38	19.13% 57	17.79% 53	18.46% 55	18.46% 55	298	3.30
Wildflowers	11.11% 33	15.82% 47	16.16% 48	21.89% 65	17.85% 53	17.17% 51	297	3.29
Xeriscape (Reduces or Eliminates the need for Irrigation)	15.82% 47	16.50% 49	14.14% 42	12.12% 36	16.16% 48	25.25% 75	297	3.28

Q8 What type of traffic calming techniques would you like to see? Rank from 1 to 8 - 1 being the most interested and 8 being the least

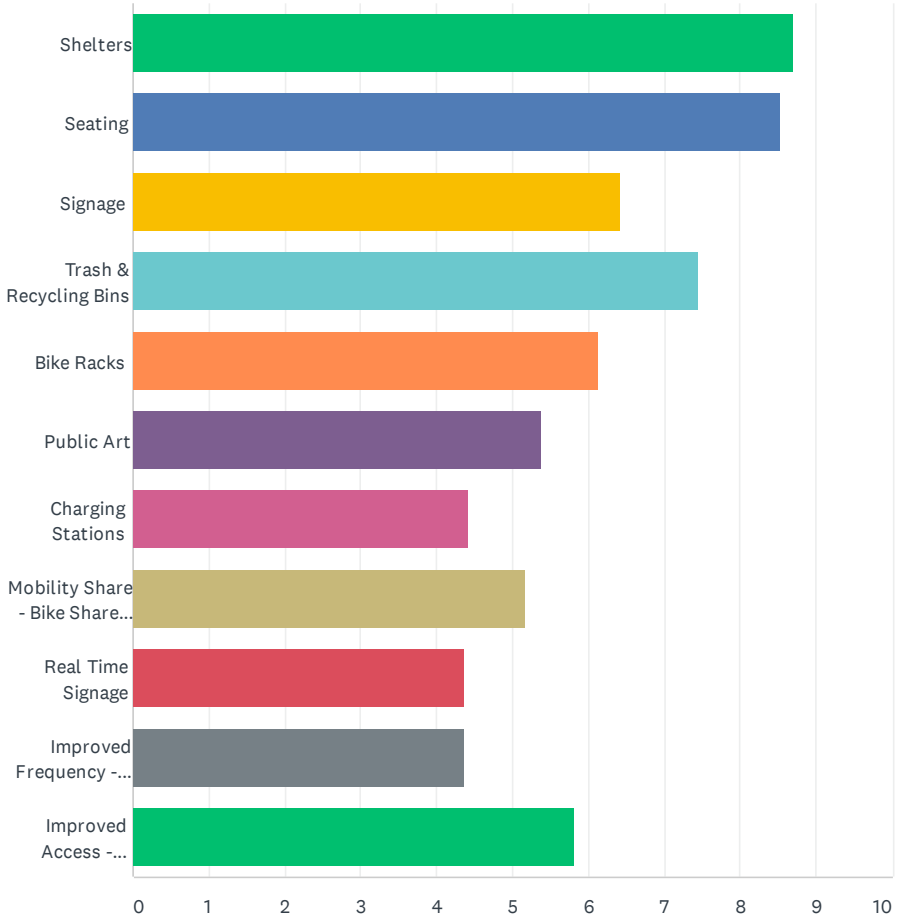
Answered: 318 Skipped: 8



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Curb Extensions w/ Textured Pavement	27.21% 77	18.73% 53	15.90% 45	12.37% 35	10.25% 29	8.83% 25	3.53% 10	3.18% 9	283	5.84
Median Island w/ Textured Crossing	20.76% 60	33.22% 96	19.03% 55	11.07% 32	6.92% 20	5.54% 16	2.08% 6	1.38% 4	289	6.18
Chicane	4.63% 13	4.98% 14	11.74% 33	12.81% 36	14.59% 41	14.23% 40	22.06% 62	14.95% 42	281	3.67
Roundabout	24.66% 73	6.76% 20	7.77% 23	11.15% 33	9.12% 27	10.14% 30	10.14% 30	20.27% 60	296	4.54
Raised Textured Pedestrian Crossing	6.97% 20	14.63% 42	20.56% 59	18.47% 53	19.86% 57	14.29% 41	3.48% 10	1.74% 5	287	5.05
Speed Hump	6.48% 19	8.19% 24	6.14% 18	8.87% 26	9.90% 29	16.72% 49	22.53% 66	21.16% 62	293	3.46
Textured Crossing	6.83% 20	10.58% 31	12.97% 38	17.06% 50	17.06% 50	16.04% 47	15.36% 45	4.10% 12	293	4.43
Parallel Parking	6.42% 19	5.07% 15	6.08% 18	7.77% 23	11.49% 34	11.49% 34	18.58% 55	33.11% 98	296	3.13

Q9 What type of Transit Amenities would you prefer? Rank from 1 to 11 - 1 being the most interested and 9 being the least

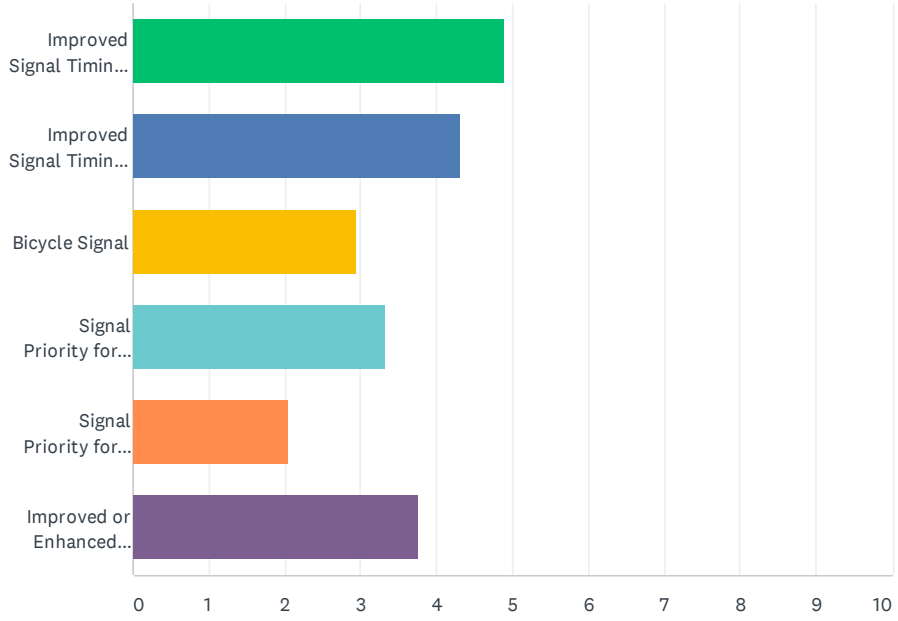
Answered: 319 Skipped: 7



	1	2	3	4	5	6	7	8	9	10	11	TOTAL
Shelters	33.22% 98	21.69% 64	12.54% 37	7.46% 22	4.41% 13	6.44% 19	4.75% 14	2.37% 7	1.69% 5	2.03% 6	3.39% 10	295
Seating	13.80% 41	29.29% 87	20.20% 60	12.12% 36	7.07% 21	6.40% 19	4.71% 14	2.69% 8	1.68% 5	1.35% 4	0.67% 2	297
Signage	2.05% 6	4.78% 14	18.09% 53	18.09% 53	12.63% 37	8.53% 25	8.53% 25	10.92% 32	7.85% 23	6.14% 18	2.39% 7	293
Trash & Recycling Bins	5.78% 17	13.27% 39	14.29% 42	18.71% 55	17.01% 50	13.27% 39	7.82% 23	5.10% 15	3.40% 10	0.34% 1	1.02% 3	294
Bike Racks	4.71% 14	4.71% 14	6.73% 20	10.44% 31	17.51% 52	15.82% 47	17.51% 52	7.07% 21	7.07% 21	6.40% 19	2.02% 6	297
Public Art	9.03% 27	5.69% 17	5.02% 15	5.69% 17	7.36% 22	13.38% 40	12.04% 36	10.03% 30	10.03% 30	7.69% 23	14.05% 42	299
Charging Stations	3.05% 9	1.36% 4	6.10% 18	5.08% 15	8.47% 25	7.80% 23	12.20% 36	13.56% 40	10.51% 31	13.56% 40	18.31% 54	295
Mobility Share - Bike Share Stations	6.76% 20	6.08% 18	5.07% 15	4.73% 14	7.09% 21	8.78% 26	9.46% 28	18.24% 54	16.22% 48	9.80% 29	7.77% 23	296
Real Time Signage	4.44% 13	6.14% 18	2.73% 8	4.10% 12	5.12% 15	6.83% 20	6.83% 20	11.26% 33	23.55% 69	13.65% 40	15.36% 45	293
Improved Frequency - More Frequent Bus Service	6.08% 18	4.73% 14	2.03% 6	7.09% 21	5.41% 16	4.39% 13	8.11% 24	9.80% 29	11.15% 33	29.05% 86	12.16% 36	296
Improved Access - Pedestrian and ADA Access to Bus Stops (Completed Sidewalk Network, Concrete Pad, Safe Crossings)	15.56% 47	5.30% 16	9.27% 28	6.62% 20	8.94% 27	7.95% 24	6.95% 21	6.95% 21	4.30% 13	7.95% 24	20.20% 61	302

Q10 What type of intersection improvements would you like to see? Rank from 1 to 6 - 1 being the most interested and 6 being the least

Answered: 312 Skipped: 14



	1	2	3	4	5	6	TOTAL	SCORE
Improved Signal Timing for Vehicles	58.97% 171	14.14% 41	5.52% 16	6.90% 20	7.59% 22	6.90% 20	290	4.89
Improved Signal Timing for Pedestrian & Bicyclists	10.68% 30	38.08% 107	30.25% 85	13.52% 38	6.05% 17	1.42% 4	281	4.30
Bicycle Signal	4.40% 12	8.79% 24	22.34% 61	24.54% 67	20.51% 56	19.41% 53	273	2.94
Signal Priority for Pedestrian and/or Bicyclists	6.36% 18	15.90% 45	16.96% 48	30.74% 87	25.09% 71	4.95% 14	283	3.33
Signal Priority for Transit	2.92% 8	7.66% 21	4.74% 13	10.58% 29	24.82% 68	49.27% 135	274	2.05
Improved or Enhanced Crossings for Pedestrians & Bicyclists	22.37% 66	16.95% 50	20.00% 59	12.20% 36	13.22% 39	15.25% 45	295	3.77

Q11 If you have any other comments you'd like to share, please add them in the space below.

Answered: 77 Skipped: 249

Appendix N

Cost Estimates

VILLAGE GREEN DRIVE COST ESTIMATE

ITEM	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	COST
	SEGMENT 1 - US 1 TO INDUSTRIAL BLVD.				
	CONCEPT 1 (LRE ESTIMATE)	LS	1.00	$3,990,809.97	$3,990,809.97
	MOBILIZATION (8%)	LS	1.00	$319,264.80	$319,264.80
	MOT (10%)	LS	1.00	$399,081.00	$399,081.00
	CONTINGENCY (20%)	LS	1.00	$941,831.15	$941,831.15
				CONCEPT 1 TOTAL	**$5,650,986.92**
	CONCEPT 2 (LRE ESTIMATE)	LS	1.00	$4,456,264.60	$4,456,264.60
	MOBILIZATION (8%)	LS	1.00	$356,501.17	$356,501.17
	MOT (10%)	LS	1.00	$445,626.46	$445,626.46
	CONTINGENCY (20%)	LS	1.00	$1,051,678.45	$1,051,678.45
				CONCEPT 2 TOTAL	**$6,310,070.67**
	SEGMENT 2 - INDUSTRIAL BLVD. TO WALTON ROAD				
	CONCEPT 1 (LRE ESTIMATE)	LS	1.00	$3,062,048.47	$3,062,048.47
	MOBILIZATION (8%)	LS	1.00	$244,963.88	$244,963.88
	MOT (10%)	LS	1.00	$306,204.85	$306,204.85
	CONTINGENCY (20%)	LS	1.00	$722,643.44	$722,643.44
				CONCEPT 1 TOTAL	**$4,335,860.63**
	CONCEPT 2 (LRE ESTIMATE)	LS	1.00	$3,326,428.90	$3,326,428.90
	MOBILIZATION (8%)	LS	1.00	$266,114.31	$266,114.31
	MOT (10%)	LS	1.00	$332,642.89	$332,642.89
	CONTINGENCY (20%)	LS	1.00	$785,037.22	$785,037.22
				CONCEPT 2 TOTAL	**$4,710,223.32**
	SEGMENT 3 - WALTON ROAD TO TIFFANY AVENUE				
	CONCEPT 1 (LRE ESTIMATE)	LS	1.00	$4,451,055.99	$4,451,055.99
	MOBILIZATION (8%)	LS	1.00	$356,084.48	$356,084.48
	MOT (10%)	LS	1.00	$445,105.60	$445,105.60
	CONTINGENCY (20%)	LS	1.00	$1,050,449.21	$1,050,449.21
				CONCEPT 1 TOTAL	**$6,302,695.28**
	CONCEPT 2 (LRE ESTIMATE)	LS	1.00	$4,680,121.96	$4,680,121.96
	MOBILIZATION (8%)	LS	1.00	$374,409.76	$374,409.76
	MOT (10%)	LS	1.00	$468,012.20	$468,012.20
	CONTINGENCY (20%)	LS	1.00	$1,104,508.78	$1,104,508.78
				CONCEPT 2 TOTAL	**$6,627,052.70**
	OTHER TOTAL (ROUNDABOUT)				
	ROUNDABOUT	LS	1	$580,000.00	$580,000.00
				TOTAL	**$580,000.00**
	TOTAL COST				
	CONCEPT 1			**TOTAL**	**$16,289,542.83**
	CONCEPT 2			**TOTAL**	**$17,647,346.69**

VILLAGE GREEN DRIVE LANDSAPE ENHANCEMENT COST ESTIMATE				
ITEM DESCRIPTION	**UNITS**	**QUANTITY**	**COST PER UNIT**	**COST**
SEGMENT 1 - US 1 TO INDUSTRIAL BLVD. (100' ROW)				
ENHANCED LANDSCAPE	LF	3,511	$78.68	$276,245.48
IRRIGATION	LF	3,511	$23.60	$82,873.64
SITE FURNITURE PACKAGE 1(*)	EA	5	$2,000.00	$10,000.00
STREET LIGHT (INCLUDED IN LRE)	NA			$0.00
PUBLIC ART	EA	1	$20,000.00	$20,000.00
			SEGMENT 1 TOTAL	$389,119.12
SEGMETN 2 - INDUSTRIAL BLVD. TO WALTON ROAD (150' ROW)				
ENHANCED LANDSCAPE	LF	1,985	$118.00	$234,230.00
IRRIGATION	LF	1,985	$35.40	$70,269.00
ROUNDABOUT LANDSCAPE	LS	1	$15,000.00	$15,000.00
ROUNDABOUT IRRIGATION	LS	1	$4,500.00	$4,500.00
SITE FURNITURE PACKAGE 1(*)	EA	4	$2,000.00	$8,000.00
STREET LIGHT (INCLUDED IN LRE)	NA			$0.00
PUBLIC ART	EA	1	$20,000.00	$20,000.00
			SEGMENT 2 TOTAL	$351,999.00
SEGMENT 3 - WALTON ROAD TO TIFFANY AVENUE (150' ROW)				
ENHANCED LANDSCAPE	LF	3,221	$118.00	$380,078.00
IRRIGATION	LF	3,221	$35.40	$114,023.40
ROUNDABOUT LANDSCAPE	LS	1	$15,000.00	$15,000.00
ROUNDABOUT IRRIGATION	LS	1	$4,500.00	$4,500.00
SITE FURNITURE PACKAGE 1(*)	EA	8	$2,000.00	$16,000.00
STREET LIGHT (INCLUDED IN LRE)	NA			$0.00
PUBLIC ART	EA	3	$20,000.00	$60,000.00
			SEGMENT 3 TOTAL	$589,601.40
HOG PEN SLOUGH BOARDWALK				
12' SHARED USE BOARDWALK	LF	3,000	$90.00	$270,000.00
RESTORATION LANDSCAPE	EA	100	$200.00	$20,000.00
SITE FURNITURE PACKAGE 2(**)	EA	3	$1,000.00	$3,000.00
			HOG PEN SLOUGH TOTAL	$293,000.00
DRAINAGE PATHWAY (60' ROW/1,000 LF)				
ENHANCED LANDSCAPE	LF	830	$78.68	$65,304.40
IRRIGATION	LF	830	$23.60	$19,591.32
SITE FURNITURE PACKAGE 2(**)	EA	0	$1,000.00	$0.00
			60' DRAINAGE PATHWAY TOTAL	$84,895.72
DRAINAGE PATHWAY (100' ROW/900 LF)				
ENHANCED LANDSCAPE	LF	750	$118.00	$88,500.00
IRRIGATION	LF	750	$35.40	$26,550.00
SITE FURNITURE PACKAGE 2(**)	EA	0	$1,000.00	$0.00
			100' DRAINAGE PATHWAY TOTAL	$115,050.00
PROJECT TOTAL COST				
			PROJECT TOTAL	$1,823,665.24

NOTES

(*) BENCH, TRASH RECEPTACLE, AND BIKE RACK

(**) BENCH AND TRASH RECEPTACLE

Appendix O

Potential Funding Sources

Sponsor	Program Name	Funding Type	Description of Funding Program	Further Information
FEDERAL FUNDING SOURCES				
USDOT	RAISE (Rebuilding American Infrastructure with Sustainability and Equity)	Capital / Planning	The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly $8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows RAISE and our traditional partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.	https://www.transportation.gov/RAISEgrants
FHWA	Transportation Alternatives	Capital	Eligible activities include construction, planning, and design of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. For example, new sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, ADA compliance projects, and other safety-related infrastructure.	https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm
FHWA	Surface Transportation Block Grant Program (STBG)	Capital / Operations & Maintenance / Planning & Research (SU Flexed to FTA)	The STBG program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	https://cms7.fta.dot.gov/funding/grants/flexible-funding-programs-surface-transportation-block-grant-program-23-usc-133
FHWA	Recreational Trails Program (23 USC 206)	Capital / Operations & Maintenance / Programming	Develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. States are encouraged to enter into contracts and cooperative agreements with qualified youth conservation or service corps. Eligible projects include: Maintenance and restoration of existing trails; Development and rehabilitation of trailside and trailhead facilities and trail linkages; Purchase and lease of trail construction and maintenance equipment; Construction of new trails (with restrictions for new trails on Federal lands); Acquisition of easements or property for trails; Assessment of trail conditions for accessibility and maintenance; Development and dissemination of publications and operation of educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training) (limited to 5 percent of a State's funds); State administrative costs related to this program (limited to 7 percent of a State's funds).	https://floridadep.gov/lands/land-and-recreation-grants/content/rtp-assistance
FHWA	Highway Safety Improvement Program (HSIP)	Capital	The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.	http://safety.fhwa.dot.gov/hsip/
FTA	5305d	Planning	The program provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities. Funds shall only be used on approved work tasks within an adopted Unified Planning Work Program (UPWP).	https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304

Sponsor	Program Name	Funding Type	Description of Funding Program	Further Information
National Endowment for the Arts (NEA)	Access to Artistic Excellence, "Our Town" Program	Programming	Based on the availability of funding, the National Endowment for the Arts will provide a limited number of grants, ranging from $25,000 to $150,000, for creative placemaking projects that contribute toward the livability of communities and help transform them into lively, beautiful, and sustainable places with the arts at their core. Creative placemaking is when artists, arts organizations, and community development practitioners deliberately integrate arts and culture into community revitalization work - placing arts at the table with land-use, transportation, economic development, education, housing, infrastructure, and public safety strategies. The Arts Endowment plans to support a variety of diverse projects, across the country in urban and rural communities of all sizes. Projects may include planning, design, and arts engagement activities.	https://www.arts.gov/grants-organizations/our-town/introduction
HUD	CBDG Section 108	Capital / Programming	Section 108 is the loan guarantee provision of the Community Development Block Grant (CDBG) program. Section 108 provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects. This makes it one of the most potent and important public investment tools that HUD offers to local governments. It allows them to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects.	https://www.hudexchange.info/programs/section-108/
National Endowment for the Arts (NEA)	Access to Artistic Excellence, "Our Town" Program	Programming	Based on the availability of funding, the National Endowment for the Arts will provide a limited number of grants, ranging from $25,000 to $150,000, for creative placemaking projects that contribute toward the livability of communities and help transform them into lively, beautiful, and sustainable places with the arts at their core. Creative placemaking is when artists, arts organizations, and community development practitioners deliberately integrate arts and culture into community revitalization work - placing arts at the table with land-use, transportation, economic development, education, housing, infrastructure, and public safety strategies. The Arts Endowment plans to support a variety of diverse projects, across the country in urban and rural communities of all sizes. Projects may include planning, design, and arts engagement activities.	https://www.arts.gov/grants-organizations/our-town/introduction
STATE / FLORIDA FUNDING SOURCES				
DEP	Florida Recreation Development Assistance Program (FRDAP)	Acquisition / Development	The Land and Recreation Grants staff administers grants to local governments through the Florida Recreation Development Assistance Program (FRDAP). This competitive, reimbursement grant program provides financial assistance for the acquisition or development of land for public outdoor recreation. Eligible participants include all county governments, municipalities in Florida, and other legally constituted local governmental entities with the responsibility for providing outdoor recreational sites and facilities for the general public.	https://floridadep.gov/lands/land-and-recreation-grants/content/frdap-assistance
FDOT	Intermodal Development Program	Capital	The Intermodal Program provided for under Florida Statute 341.053 supports projects which provide improved access to intermodal or multimodal transportation facilities and terminals. Projects funded under this program include rail access to airports and seaports, interchanges, and highways which provide access to airports, seaports, and other multimodal facilities. Potential opportunities to apply for this type of funding consist of projects to provide linkages between modes.	https://apps.fldfs.com/fsaa/searchCatalogResultsDetail.aspx?id=64126
FDOT	Park & Ride Lot Program	Capital / Programming	The Park & Ride Program provides funds for the planning, design, ROW acquisition, engineering, construction, inspection, and marketing of Park-and-Ride lots that are part of an approved Park-and-Ride project list or other locally adopted plan and is outlined in FDOT Procedure Topic 725-030-002-f.	https://www.fdot.gov/docs/default-source/transit/pages/finalparkandrideguide20120601.pdf
FDOT	Transit Corridor Program	Capital / Operations	The Transit Corridor Program provides funding to support new services within specific corridors when the services are designed and expected to help reduce or alleviate congestion or other mobility issues within the corridor and is outlined in FDOT Procedure Topic 725-030-003.	https://apps.fldfs.com/fsaa/searchCatalogResultsDetail.aspx?id=64167
PRIVATE FUNDING SOURCES				

Sponsor	Program Name	Funding Type	Description of Funding Program	Further Information
	Doppelt Family Trail Development Fund	Capital	RTC launched a new grant program in 2015 to support organizations and local governments that are implementing projects to build and improve multi-use trails. Under the Doppelt Family Trail Development Fund, RTC will award approximately $85,000 per year, distributed among several qualifying projects, through a competitive process.	https://www.railstotrails.org/our-work/grants/doppelt/