



Meeting Packet
August 12, 2013, 5:00 p.m.



**Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area**



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2009 NW 67th Place, Gainesville, FL 32653 • 1 803 • 352.955.2200

August 6, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Randy Wells, Chair

SUBJECT: **Meeting Announcement**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **Monday, August 12, 2013 at 5:00 p.m.** This meeting will be held in the **Jack Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

Attached are copies of the meeting agenda.

If you have any questions concerning this matter, please contact Marlie Sanderson, AICP, Director of Transportation Planning, at 352.955.2200, extension 103.

Attachments

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**AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

**Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida**

**Monday, 5:00 p.m.
August 12, 2013**

STAFF RECOMMENDATION

Page #3

I. Approval of the Meeting Agenda

APPROVE AGENDA

The MTPO needs to approve the meeting agenda.

Page #5

**II. Archer Road at SW 34th Street Intersection
Selection**

**APPROVE STAFF
RECOMMENDATION**

The MTPO needs to forward its recommendations to the Florida Department of
Transportation for consideration as part of the SW 34th Street Resurfacing Project.

**Back
Cover**

III. Next Meeting Date

NO ACTION REQUIRED

The next MTPO meeting is scheduled for September 30, 2013 at 3:00 p.m.

IV. Comments

- A. MTPO Members*
- B. Citizens Comments*

*No backup material included with the attached agenda material.

If you have any questions concerning this matter, please contact Marlie Sanderson, AICP,
Director of Transportation Planning, at 352.955.2200.

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August 6, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Archer Road at SW 34th Street Intersection Modifications

STAFF RECOMMENDATIONS

1. **Request that Florida Department of Transportation consider the inclusion of the modifications to SW 34th Street at the Archer Road and Windmeadows Boulevard intersections as shown in Technical Report- Districtwide Traffic Operations Studies Project Task Work Order Number 2 State Road 24 (SW Archer Road) at State Road 121 (SW 34th Street)- Gainesville, Florida as part of the SW 34th Street Resurfacing Project; and**
2. **Request that the Alachua County Traffic Safety Team:**
 1. **identify modifications that will make the SW 34th Street at Archer Road and SW 34th Street at Windmeadows Boulevard intersections less hostile to pedestrians; and**
 2. **incorporate this project into its List of Priority Projects- Safety recommendations for next year (2014).**

BACKGROUND

Florida Department of Transportation Staff has stated that it needs to know whether to include the modifications to the SW 34th Street intersections at Archer Road and Windmeadows Boulevard as shown in the Florida Department of Transportation's Archer Road-SW 34th Street Intersection Technical Report and Appendix (Exhibit 1) as part of the SW 34th Street Resurfacing Project. Exhibit 2 includes turning movement information that was previously requested.

At its August 5th meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the Archer Road at SW 34th Street Intersection Modifications recommendations. No action was taken on this item.

Prior Joint Recommendations

The Citizens Advisory Committee, Technical Advisory Committee and staff all recommend approval of the Exhibit 2 Conclusions on page 22.

Note- The Bicycle/Pedestrian Advisory Board discussed this topic and had no recommendation.

At its June 3, 2013 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed proposed intersection modifications on SW 34th Street at Archer Road and Windmeadows Boulevard. During this discussion, several members stated their concerns about the impact the proposed modifications would have on pedestrians. At the conclusion of this discussion, the following motion was approved-

“to defer discussion on this agenda item, request additional pedestrian count information and request recommendations concerning modifications that will make the area less hostile to pedestrians.”

EXHIBIT 1

TECHNICAL REPORT

District Wide Traffic Operations Studies Project

Contract Number: C9851

Financial Identification Numbers: 432429-1-12-01, 432429-2-12-01, 432429-3-12-01

Task Work Order Number: 2

SR 24 (SW Archer Road) at SR 121 (SW 34th Street) – Gainesville, Florida



Prepared for:



FDOT, District 2

Prepared by:

Prosser Hallock~

Under Contract to:

ETM
England-Thims & Miller, Inc.
VISION • EXPERIENCE • RESULTS

Submitted by: Fred Kyle, PE, PTOE
Florida PE No. 40360
May 2013

1. Introduction

The purpose of this study is to investigate the effects of the proposed system on the performance of the system. The study is divided into two main parts: a theoretical analysis and an experimental evaluation. The theoretical analysis is based on the principles of the system and the experimental evaluation is based on the results of the experiments.



Figure 1



TECHNICAL REPORT

Task Work Order Number: 2

SR 24 (SW Archer Road) at SR 121 (SW 34th Street) – Gainesville, FL

INTRODUCTION:

Prosser Hallock, Inc. (PH) under contract to England-Thims & Miller, Inc. (ETM) was tasked by the Florida Department of Transportation with analyzing the intersection of SR 24 (SW Archer Road) and SR 121 (SW 34th Street) in Gainesville, Florida, and providing recommendations to improve traffic flow for motorists at this intersection. The intersection of SR 121 and Windmeadows Boulevard was also included in the study area because of its close proximity to the subject intersection. The focus of this task was to examine the request of the Gainesville Metropolitan Transportation Planning Organization (MTPO) to “Enhance the right turn movement accommodation, such as the accommodation at the SW 34th St. at SW 20th St. intersection.” Although the focus of this study was the north approach right turn movement, other capacity/operational improvements at this intersection were also identified and analyzed.

Currently, the intersection of SR 24/SW Archer Road and SR 121/SW 34th Street is a signalized intersection with three through lanes and two left turn lanes on each approach. In addition, right turn channelization islands exist for the right turn movements on SR 24. The signalization at these intersections includes fully protected left turn phases that either lead or lag the through movements by time-of-day.

Currently, speed limits of 45 mph exist on both roadways.



Intersection of SR 24 (SW Archer Road) and SR 121 (SW 34th Street)

The intersection of SR 121 and Windmeadows Boulevard is approximately 550 feet north of the SR 24 intersection. This “tee” intersection is also signalized. SR 121 has three lanes in each direction with a short left turn lane on the south approach for vehicles turning on Windmeadows Boulevard. Windmeadows Boulevard is a basic two lane road that widens to provide three approach lanes at the intersection – two left turn lanes and a single right turn lane. The speed limit on Windmeadows Boulevard is 25 mph.



SR 121 (SW 34th Street) and Windmeadows Boulevard

As can be seen from these aerial pictures, the land uses around these two intersections is primarily retail commercial. A large shopping center with several out parcels is located on the northwest quadrant of the SR 24/SR 121 intersection. Smaller individual retail businesses and small strip retail centers occupy the other three quadrants. In addition, several large multi-family residential developments are in close proximity to these intersections. Windmeadows Boulevard provides a back access to this large shopping center, as well as access to several of the multi-family developments. The University of Florida campus is north and east of these intersections.

The traffic signals at these two intersections are part of large coordinated signal systems on SR 24 and on SR 121. The SR 24/SR 121 intersection is the critical intersection in both of these systems. The traffic signal at Windmeadows Boulevard is cross-coordinated with the SR 24 intersection to provide coordinated operation on SR 121.

Figure 1 provides an overall view of the study area including the large retail commercial center in the northwest quadrant of the SR 24/SR 121 intersection.



ETM was asked by the Department to identify improvements to the intersection that would improve traffic flow in the area. Of particular interest was the MTPO's request to enhance the right turn movement by converting the through/right lane on the north approach of the SR 24/SR 121 intersection to an exclusive right turn lane either full time or by time-of-day. Although the primary focus of this study was the north approach right turn movement, other potential intersection improvements were also studied.



North Approach of the SR 121/SR 24 intersection looking south toward SR 24

DATA COLLECTION:

Turning movement counts were made at both intersections. These counts, copies of which are included in the Appendix, were made from 7:00 A.M. to 9:00 A.M., 12:00 P.M. to 2:00 P.M., and 3:00 P.M. to 7:00 P.M. on January 29, 2013. Copies of the turning movement counts are included in the Appendix.

Traffic signal timing data for both intersections was obtained from the City of Gainesville Traffic Management Center. The timing data not only included phase split times for the various traffic

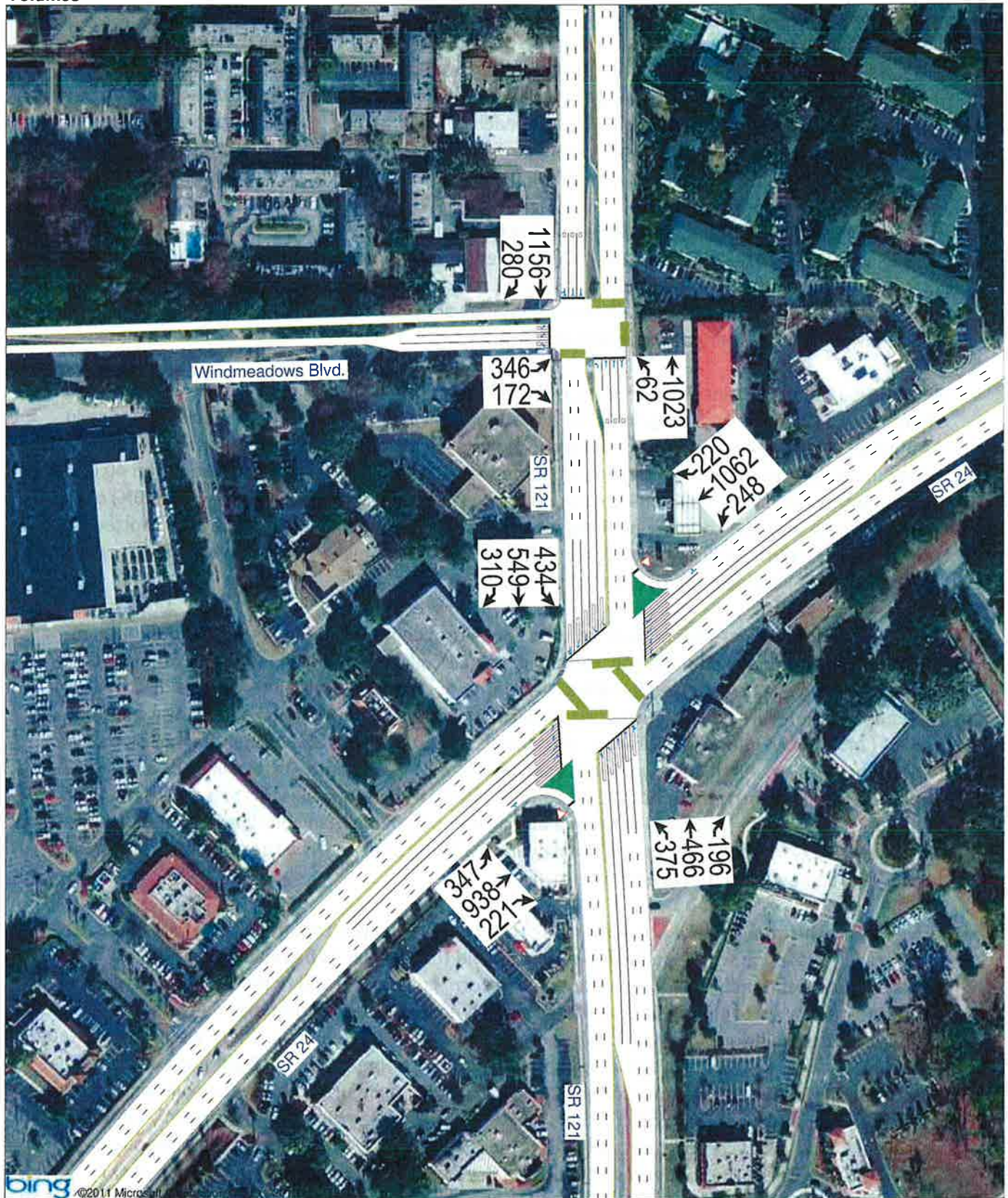
plans in effect at these intersections, but the phase sequencing as well. This is critically important because the left turn movements at both intersections lead or lag the through movements based on the specific timing plan in effect. The traffic volume data and signal timing data were used as inputs into the Synchro/SimTraffic software package. The Synchro/SimTraffic results were then used to compare Measures of Effectiveness (MOEs) for each considered alternative. Copies of the signal timing sheets are also included in the Appendix. Figures 2, 3, and 4 provide a graphical representation of the A.M., Mid-day, and P.M. peak hour volumes used in this analysis.

The FDOT provided all of the Long Form Crashes found in the CAR database for the study area from 1/1/09 through 12/31/11. Most of the collisions centered around the two signalized intersections of SR 24/SR 121 and SR 121/Windmeadows. Figure 5 is a collision diagram showing the various collision types and the locations. Collision summaries are provided in the Appendix. The following is a summary of the reported collisions:

SR 24 / SR 121 Intersection – There were 147 total Long Form collisions found in the CAR database. There were 112 property damage only collisions. Thirty five collisions involved injuries resulting in 47 injuries. There were no reported fatalities. A majority of the collisions were rear-end or sideswipe collisions. Rear end collisions accounted for 101 (69%) of the total collisions and 40 (85%) of the injuries. Sideswipe collisions accounted for 24 (16%) of the total collisions and 3 (10%) of the injuries. There was one collision involving a bicycle and no pedestrian collisions were reported. There were 112 (76%) collisions during the day and 35 (24%) at night. The roadway was reported dry for 127 (86%) and wet for 20 (14%) of the collisions.

SR 121 / Windmeadows – There were 59 total Long Form collisions found in the CAR database, of which 38 were property damage only collisions, and 21 collisions involved injuries resulting in 28 injuries. There were no reported fatalities. A majority of collisions were either rear-end, sideswipe, right angle, or left turn collisions. Rear end collisions accounted for 26 (44%) of the total collisions and 14 (24%) of the injuries. Sideswipe collisions accounted for 10 (18%) of the total collisions and 3 (4%) of the injuries. Right angle collisions accounted for 13 (22%) of the total collisions and 4 (14%) of the injuries. Left turn collisions accounted for 6 (10%) of the total collisions and 6 (21%) of the injuries. There was one collision involving a bicycle and one pedestrian collision was reported. There were 45 (76%) collisions during the day and 12 (24%) at night. The roadway was reported dry for 48 (81%) and wet for 11 (19%) of the collisions.

Driveways in the area – There are numerous driveways within approximately 1,000 feet of the signalized intersection where collisions were reported that appear to be related to delays at the signalized intersections. There were 10 total Long Form collisions found in the CAR database that appear to be related to the signalized intersections. There were seven property damage only collisions. Three collisions involved injuries, resulting in a total of 4 injuries. There were no reported fatalities. The majority of collisions were right angle or sideswipe collisions. Right angle collisions accounted for 5 (50%) of the total collisions and 2 (50%) of the injuries. Sideswipe collisions accounted for 2 (20%) of the total collisions and no injuries. There was one collision involving a pedestrian and no bicycle collisions were reported. There were 7 (70%) collisions during the day and 3 (30%) at night. The roadway was reported dry for all 10 (100%) and wet for none of the collisions.



Existing Mid-day Peak
Prosser Hallock, Inc.

Figure 3

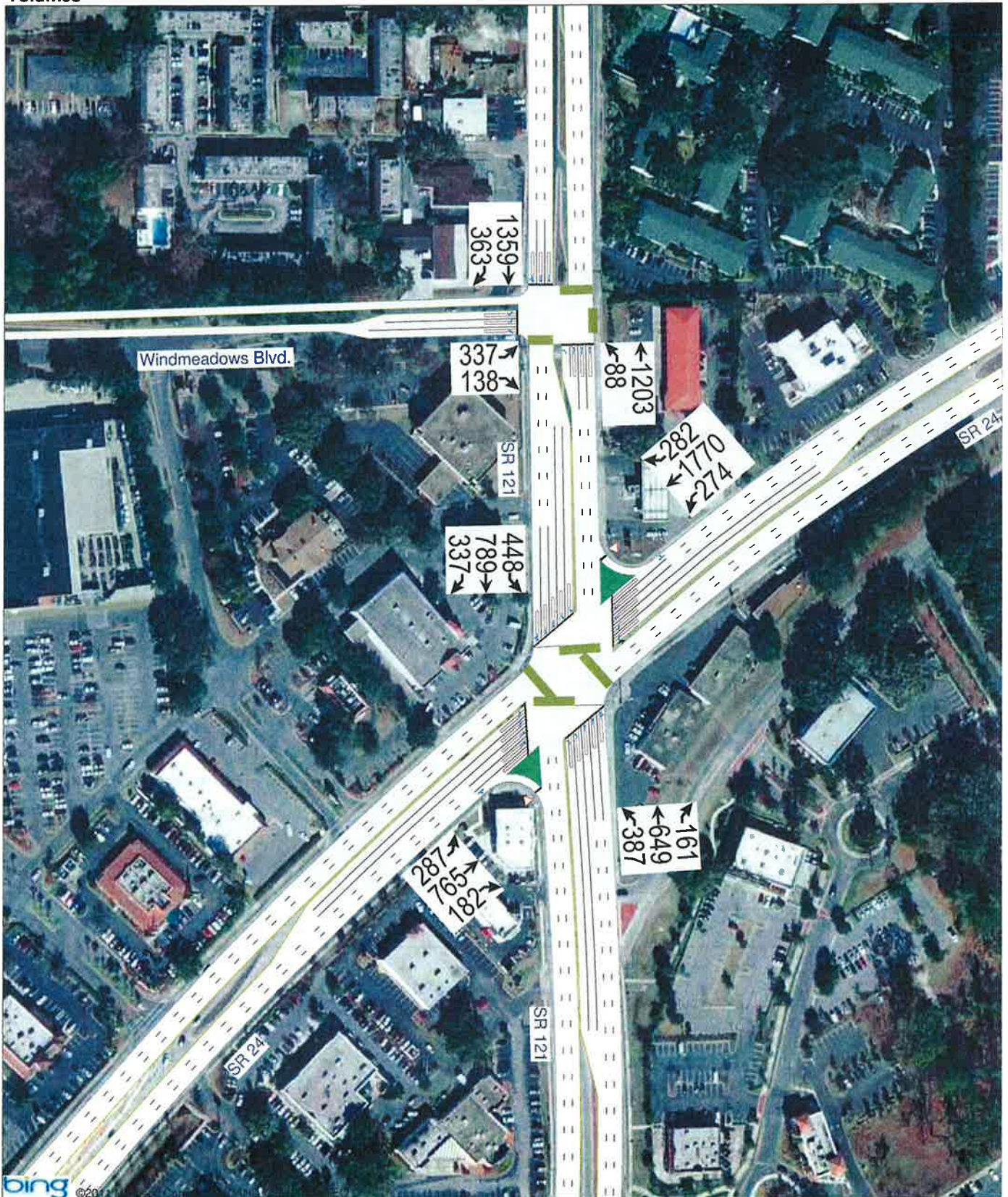
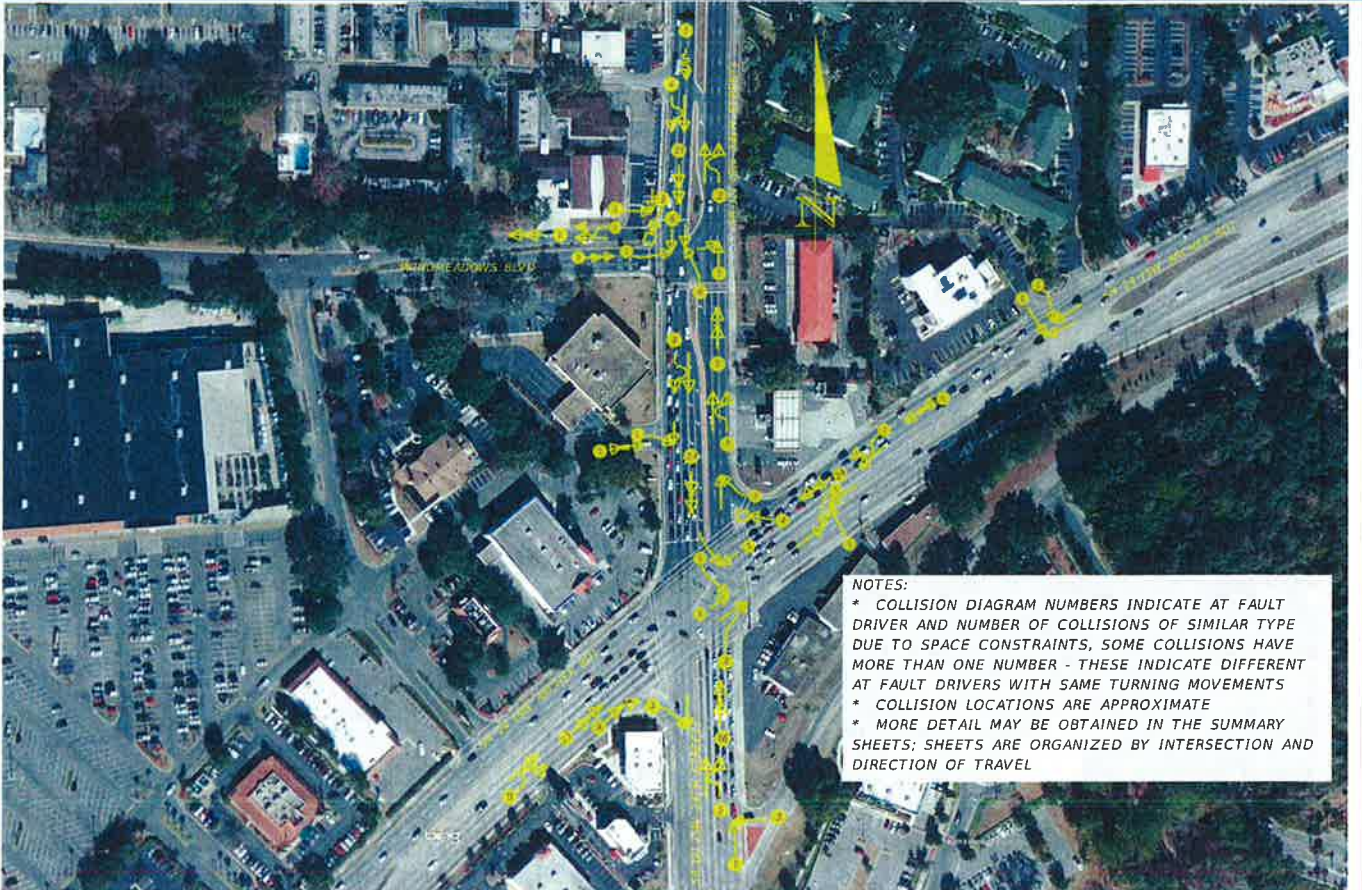


Figure 4

Existing PM Peak
Prosser Hallock, Inc.



NOTES:
 * COLLISION DIAGRAM NUMBERS INDICATE AT FAULT DRIVER AND NUMBER OF COLLISIONS OF SIMILAR TYPE DUE TO SPACE CONSTRAINTS, SOME COLLISIONS HAVE MORE THAN ONE NUMBER - THESE INDICATE DIFFERENT AT FAULT DRIVERS WITH SAME TURNING MOVEMENTS
 * COLLISION LOCATIONS ARE APPROXIMATE
 * MORE DETAIL MAY BE OBTAINED IN THE SUMMARY SHEETS; SHEETS ARE ORGANIZED BY INTERSECTION AND DIRECTION OF TRAVEL

REVISIONS		DATE		DESCRIPTION	
DATE	DESCRIPTION	DATE	DESCRIPTION	DATE	DESCRIPTION

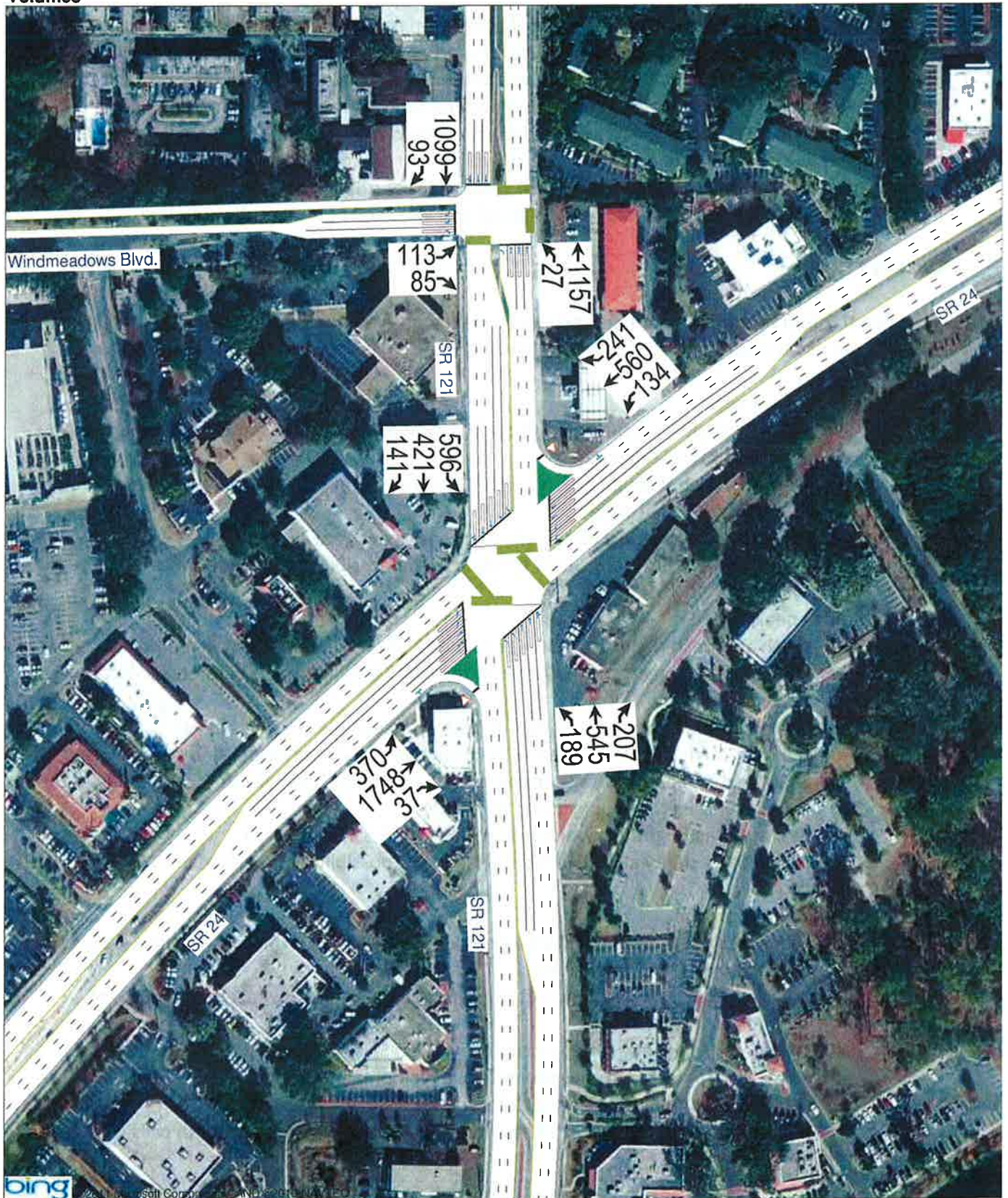
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STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT NO.
SR 121	ALACHUA	

TRAFFIC OPERATIONS STUDY
 COLLISION DIAGRAM
 1/1/09 - 12/31/11

FIGURE NO.
 5



Existing AM Peak
Prosser Hallock, Inc.

Figure 2

Summary of all collisions – There were 216 total Long Form collisions found in the CAR database. One hundred fifty-seven of these collisions were property damage only. Fifty-nine collisions involved injuries, with a total of 79 injuries. There were no reported fatalities. A majority of the collisions were rear end or sideswipe collisions. Rear end collisions accounted for 129 (60%) of the total collisions and 56 (71%) of the injuries. Sideswipe collisions accounted for 34 (16%) of the total collisions and 6 (8%) of the injuries. There were two collisions involving a bicycle and two pedestrian collisions reported. There were 164 (76%) collisions during the day and 52 (24%) at night. The roadway was reported dry for 185 (86%) and wet for 31 (14%) of the collisions.

OBSERVATIONS:

Site visits to observe traffic operations at these intersections were made on February 27 and 28, 2013. Some of the issues observed are as follows:

- Morning peak period
 - north approach left turn queues on SR 121 at SR 24 often extended north of Windmeadows Boulevard
 - west approach through queues on SR 24 extended almost to SW 35th Boulevard, but cleared each signal cycle
 - other movements cleared the intersections each signal cycle
 - pedestrian activity along SR 24 resulted in the possibility of pedestrian calls most cycles
- Mid-day peak period
 - north approach right turn volumes at the SR 24/SR 121 intersection are heavy
 - north approach right turn volumes at the SR 121/Windmeadows intersection are heavy
 - north approach through volumes at both intersections are also heavy
 - the right-in/right-out commercial driveway on SR 121 between Windmeadows and SR 24 that serves the retail commercial development is heavily used with many of the exiting vehicles continuing south on SR 121
 - east approach right turn volumes on SR 24 at SR 121 are heavy
 - pedestrian activity along SR 24 resulted in the possibility of pedestrian calls most cycles
- Afternoon peak period
 - east approach queues on SR 24 extend over 5,000 feet to the east, taking 3-4 cycles to reach the SR 121 intersection
 - north approach through and left turn queues are also heavy, extending north of Windmeadows Boulevard
 - the right-in/right-out commercial driveway on SR 121 between Windmeadows and SR 24 that serves the retail commercial development is heavily used, with most of the vehicles continuing south on SR 121
 - pedestrian activity along SR 24 resulted in the possibility of pedestrian calls most cycles

In the course of traveling to and from the study area, the team also briefly observed the intersection of SW 34th Street and SW 20th Street. These observations were made between 4:30 P.M. and 4:45 P.M.; at a time when the right turn only restriction was in effect. During the brief visit to this intersection we observed a Gainesville Police Department officer parked over the curb near the intersection for the purpose of enforcing the right turn only restriction. Our team was there only a few minutes when a violation occurred and the officer left the scene and was later observed ticketing the offending driver. While the officer was away, a number of violations of the right turn restriction were observed.

ALTERNATIVES:

The focus of this task work order was to investigate the possibility of restriping the outside lane of the north approach of the intersection of SR 24 and SR 121. Currently this lane is striped as a through/right turn lane. As noted in the field observations, and the turning movement counts, the north approach right turn volumes at this intersection are quite heavy from mid-day through the P.M. peak resulting in vehicle queuing in the outside lane. The goal of this study was to determine if converting this lane to a right turn only lane either full time or only during the peak periods will reduce vehicle queues and improve intersection efficiency. Of note, this alternative was analyzed with and without a right turn overlap signal phase.

Constructing a separate right turn lane was also considered. However, in order to construct the right turn lane, additional right-of-way would be needed from the CVS Pharmacy located in the northwest corner of the intersection. It appears that the right-of-way line is located at the back of sidewalk, which is about 8' from the back of curb. In places, the CVS parking lot is only about 11' from the back of curb. Therefore, adding a right turn lane would cause the pharmacy to lose several parking places.

In addition, underground utilities such as water (a fire hydrant is located on the corner), underground electric service for the streetlights, and underground phone ducts (as evidenced by a large switch cabinet) are evident just behind the sidewalk. Also, the traffic signal strain pole on this corner supporting the signal span is located in the back of the sidewalk. If a right turn lane is added, this concrete stain pole would need to be relocated resulting in a complete rebuild of the traffic signal.

Due to limited available right-of-way, the possibility of high business-damage costs (resulting from the loss of private property as well as the loss of existing parking spaces), numerous utility conflicts, and the need to replace the existing traffic signal, adding a separate right turn lane was not analyzed further.

Our site observations also revealed that the north approach left turn queues on SR 121 at SR 24 frequently extended beyond the SR 121/Windmeadows Boulevard intersection during the A.M. and P.M. peak periods. As a result, we analyzed the effects of extending one of the southbound left turn lanes north of the Windmeadows Boulevard intersection.

During our site observations and discussions with City of Gainesville Traffic Management Center staff, it became obvious that improvements to the east approach of SR 24 would also be helpful. As mentioned previously, significant queuing occurs during the P.M. peak with queues measuring over 5,000 feet long. Since this approach currently has three through lanes and two left turn lanes, we also analyzed the benefits of adding a dedicated right turn lane at this intersection. Based on our field reviews, it appears that sufficient right-of-way exists to add this additional turn lane to this approach.

Synchro/SimTraffic software was used to develop Measures of Effectiveness (MOEs) for comparing the alternatives to the existing conditions. Inputs used in the analysis included the existing traffic volumes and the current traffic signal timing. Since these two intersections are a part of larger coordinated signal systems, new signal timing was not developed. The following alternatives were analyzed:

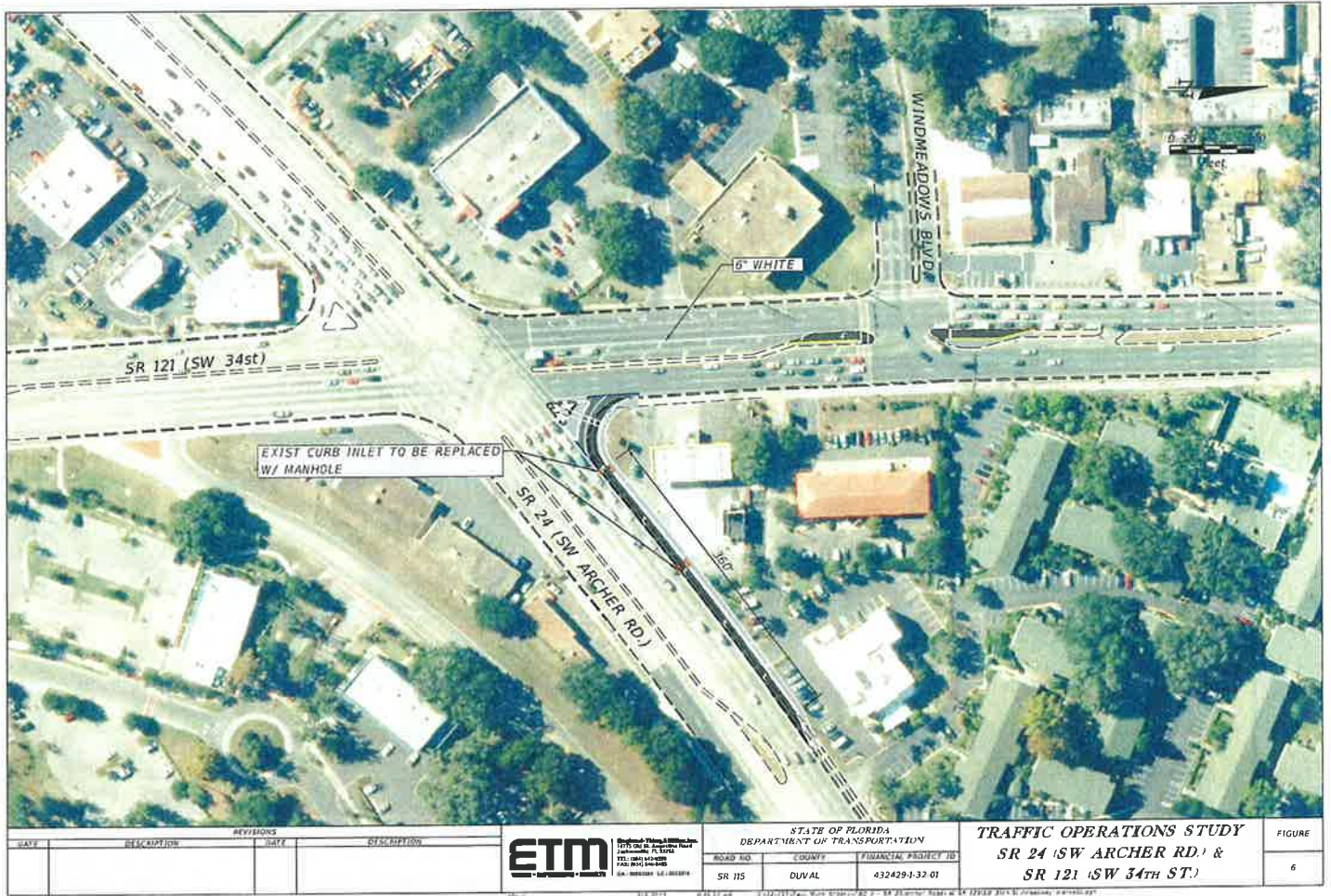
- Existing Conditions
- Alternate 1
 - add a right turn lane to the east approach of SR 24,
 - restripe the outside lane of the north approach of SR 121 creating a right turn only lane, resulting in a right turn only lane, two through lanes, and two left turn lanes on this approach, and
 - lengthen one of the north approach left turn lanes to extend north of the Windmeadows intersection.
- Alternate 2
 - Includes Alternate 1 options plus a right turn overlap signal phase for the north approach of the SR24/SR 121 intersection.

Figures 6 – 8 provide graphical representations of the analyzed improvements to SR 121 and SR 24.

It should be mentioned that Synchro is a macroscopic model that represents traffic in an aggregate measure for the time period analyzed. SimTraffic is a microscopic model that individually tracks every vehicle through the network during each 0.1 second of simulation. These differences are important when dealing with over-saturated conditions or conditions where queues extend upstream to the next signalized intersection. SimTraffic provides MOEs for every vehicle during the simulation and better reflects the impacts of oversaturation and downstream roadway conditions on driver behavior.

Tables 1, 2, and 3, contain a summary of the key Synchro Measures of Effectiveness using the existing traffic volumes and Tables 4, 5, and 6 contain a summary of the key SimTraffic Measures of Effectiveness. The Synchro and SimTraffic reports are included in the Appendix.

The analysis was performed using traffic volume and signal timing data for the morning peak, the noon or mid-day peak and the afternoon peak. The specific hours of analysis were from 7:30 A.M. – 8:30 A.M., 12:15 P.M. – 1:15 P.M., and 4:30 P.M. – 5:30 P.M. These were the hours when the traffic volumes were the highest. The Synchro and SimTraffic results for each time period indicate that while the conversion of the north approach outside lane helps the right turn traffic, the delay and



REVISIONS				 ETM Engineering & Traffic Modeling 11775 SW 4th Street, Suite 100 Fort Lauderdale, FL 33304 TEL: (954) 444-0000 FAX: (954) 444-0000 E-MAIL: info@etm.com	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		TRAFFIC OPERATIONS STUDY		FIGURE
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 115	DUVAL	432429-1-32-01	SR 24 (SW ARCHER RD.) & SR 121 (SW 34TH ST.)	6	



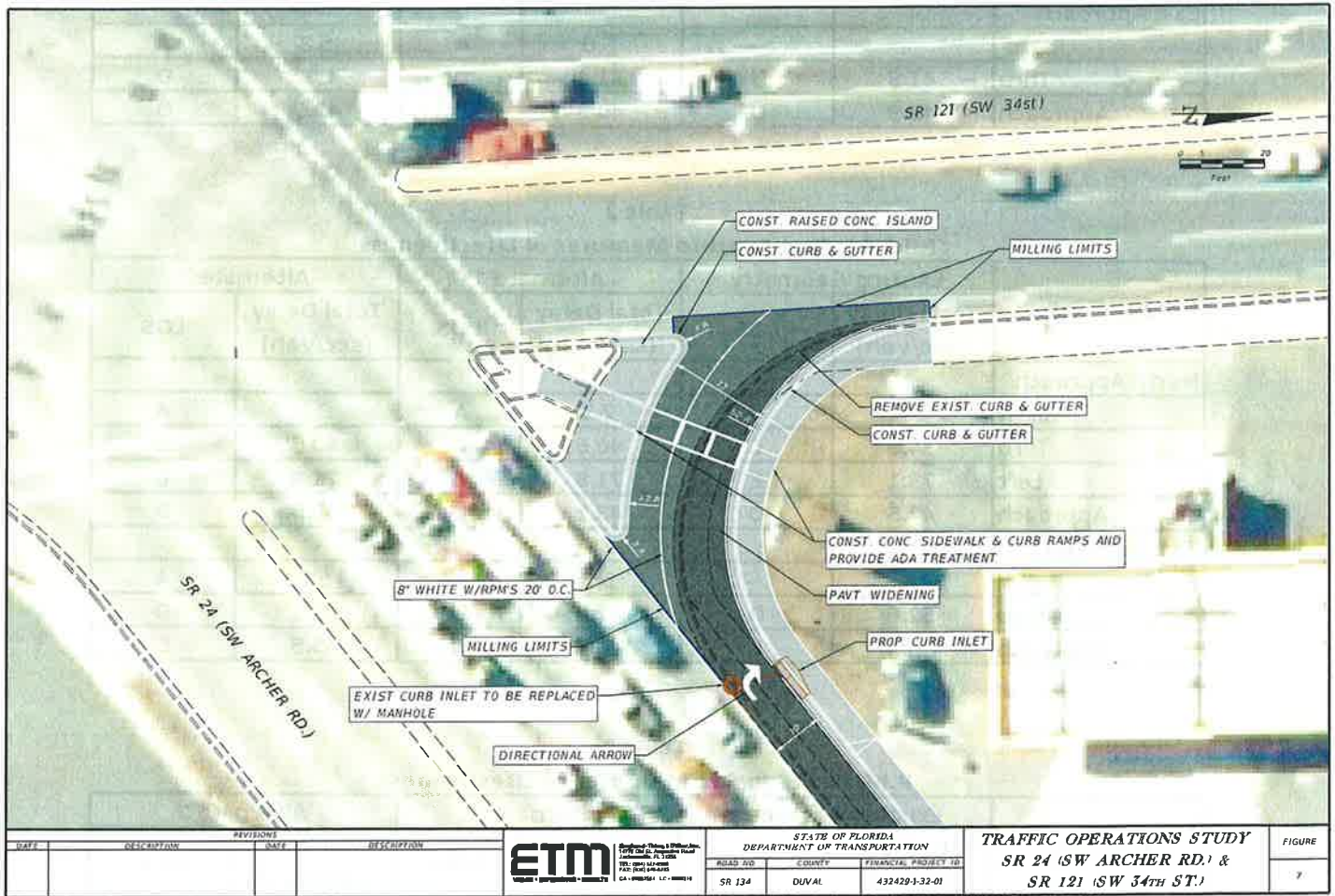


Table 1
A.M. Peak Synchro Measures of Effectiveness

Approach	Existing Geometry		Alternate 1		Alternate 2	
	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS
North Approach						
Right	--	--	9.4	A	10.1	B
Thru	44.8	D	51.1	D	51.1	D
Left	142.0	F	142.4	F	142.4	F
Approach	94.8	F	93.0	F	93.1	F
East Approach						
Right	--	--	5.6	A	5.8	A
Thru	41.3	D	41.4	D	43.7	D
Approach	49.9	D	40.5	D	42.2	D

Table 2
Mid-day Peak Synchro Measures of Effectiveness

Approach	Existing Geometry		Alternate 1		Alternate 2	
	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS
North Approach						
Right	--	--	7.3	A	9.1	A
Thru	34.5	C	40.6	D	40.6	D
Left	73.1	E	71.8	E	71.8	E
Approach	47.5	D	43.1	D	43.5	D
East Approach						
Right	--	--	5.8	A	5.8	A
Thru	52.6	D	47.2	D	48.1	D
Approach	55.4	E	44.9	D	45.5	D

Table 3
P.M. Peak Synchro Measures of Effectiveness

Approach	Existing Geometry		Alternate 1		Alternate 2	
	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS
North Approach						
Right	--	--	34.7	C	34.4	C
Thru	94.3	F	110.3	F	110.3	F
Left	77.0	E	78.9	E	78.9	E
Approach	89.4	F	85.2	F	85.1	F
East Approach						
Right	--	--	9.8	A	9.8	A
Thru	135.2	F	75.0	E	75.0	E
Approach	128.4	F	67.5	E	67.5	E

Table 4

A.M. Peak SimTraffic Measures of Effectiveness

Approach	Existing Geometry					Alternate 1					Alternate 2				
	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)
North															
Right	25.0	1.0	9	76	158	5.4	0.2	18	3	15	4.3	0.2	19	2	14
Thru	42.9	5.8	7	193	472	43.1	5.7	6	110	190	43.4	5.8	6	117	207
Left	89.1	15.4	3	284	388	89.2	15.2	3	295	418	89.6	15.3	3	294	408
East															
Right	11.9	0.9	36	166	306	6.0	0.4	39	8	73	6.4	0.5	39	8	74
Thru	39.3	6.9	26	133	217	37.8	6.5	27	116	180	40.8	7.1	26	128	196
Intersection	77.3	122.5	11	NA	NA	77.8	122.0	11	NA	NA	76.3	120.4	11	NA	NA

Table 5

Mid-day Peak SimTraffic Measures of Effectiveness

Approach	Existing Geometry					Alternate 1					Alternate 2				
	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)
North															
Right	23.8	2.1	9	80	188	9.8	0.9	14	21	66	7.4	0.7	15	18	66
Thru	33.2	5.9	8	66	218	33.2	5.9	8	94	184	31.9	5.7	8	91	180
Left	90.9	12.1	3	183	304	75.2	9.7	4	161	286	72.1	9.2	4	154	267
East															
Right	30.0	2.0	28	306	425	8.4	0.5	38	8	91	8.1	0.5	38	2	40
Thru	51.7	16.7	23	266	381	48.0	15.7	24	237	327	46.3	15.0	25	229	309
Intersection	49.1	79.0	16	NA	NA	46.0	74.6	17	NA	NA	44.4	71.7	17	NA	NA

Table 6

P.M. Peak SimTraffic Measures of Effectiveness

Approach	Existing Geometry					Alternate 1					Alternate 2				
	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)
North															
Right	66.2	7.1	4	342	423	23.7	2.5	9	107	232	19.6	2.0	10	96	224
*Thru	104.9	32.3	4	629	1028	173.6	52.1	3	794	1343	171.1	51	3	762	1278
Left	94.4	13.3	3	246	418	70.5	9.4	4	174	305	69.2	9.3	4	180	301
East															
Right	361.6	31.1	6	2257	3852	33.6	2.8	27	294	593	44.7	3.6	24	320	597
Thru	317.8	183.3	6	2238	3848	76.5	43.4	19.0	574	851	86.7	50.2	17	670	1020
Intersection	171.9	345.4	6	NA	NA	84.2	166.2	12	NA	NA	83.8	166.8	12	NA	NA

* North Approach queues extend north of Windmeadows Blvd. Delays and queues shown include those for Windmeadows.

queues increase for the through traffic. This is to be expected since the number of through lanes is reduced from three lanes to two.

In regards to the implementation of a right turn only restriction by time-of-day, this would typically be done to relieve congestion during the peak periods. Since this study analyzed the effects of a right turn lane during the peak hours, a time-of-day implementation to address peak hour conditions is not recommended for the same reasons as mentioned previously. In addition, time-of-day implementation would require significant enforcement to insure driver compliance.

These results also indicate that there is a benefit to lengthening one of the north approach left turn lanes. These benefits come from providing more queue storage for left turn vehicles so they do not block the through lanes. A benefit also results from the separating the left turn and through vehicles so the vehicle headways are shorter resulting in less delay. These benefits are especially noticeable in the SimTraffic analyses.

FUTURE VOLUMES

A final step in the study included estimating future traffic volumes and comparing the alternatives under future conditions. The FDOT 2011 Florida Transportation Information data disk contains historic data for traffic counts made on SR 24 east and west of SR 121 and on SR 121 north and south of SR 24. Trends analysis software was used to develop traffic volume growth rates to estimate future volumes. The Trends software projected a very minimal or negative growth rate for these volumes; therefore, a 1% growth rate was used to develop future volumes. After discussions with Department staff, a minimum 20-year horizon was chosen for the future analyses. With this guideline, 2035 was chosen as the horizon year. Future volumes were developed and used in the Synchro/SimTraffic analyses. The future analyses also included the development of new traffic signal timing for the two signalized intersections. Copies of the Trends analysis are included in the Appendix.

Since oversaturated conditions currently exist, the future analyses yielded results that are similar to the current volume analysis, just with a difference in magnitude.

Tables 7, 8, and 9 contain the Synchro results with the future volumes and Tables 10, 11, and 12 summarize the results of the SimTraffic future analyses.

Table 7
A.M. Peak Synchro Measures of Effectiveness
Future Volumes

Approach	Existing Geometry		Alternate 1		Alternate 2	
	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS
North Approach						
Right	--	--	4.7	A	8.3	A
Thru	43.6	D	50.1	D	50.1	D
Left	276.6	F	277.1	F	277.1	F
Approach	163.5	F	161.4	F	161.8	F
East Approach						
Right	--	--	6.1	A	6.1	A
Thru	51.3	D	47.2	D	47.3	D
Approach	66.6	E	52.5	D	52.6	D

Table 8
Mid-day Peak Synchro Measures of Effectiveness
Future Volumes

Approach	Existing Geometry		Alternate 1		Alternate 2	
	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS
North Approach						
Right	--	--	17.4	B	14.2	B
Thru	39.1	D	44.7	D	44.7	D
Left	98.6	F	98.4	F	98.4	F
Approach	59.1	E	56.2	E	55.4	E
East Approach						
Right	--	--	5.4	A	5.4	A
Thru	75.6	E	51.6	D	51.6	D
Approach	77.8	E	51.0	D	51.0	D

Table 9
P.M. Peak Synchro Measures of Effectiveness
Future Volumes

Approach	Existing Geometry		Alternate 1		Alternate 2	
	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS
North Approach						
Right	--	--	58.8	E	36.3	D
Thru	150.2	F	154.1	F	154.1	F
Left	315.7	F	315.7	F	315.7	F
Approach	197.3	F	179.7	F	174.8	F
East Approach						
Right	--	--	11.7	B	11.7	B
Thru	190.7	F	109.8	F	109.8	F
Approach	177.9	F	94.6	F	94.6	F

re.

Table 10
A.M. Peak SimTraffic Measures of Effectiveness

Approach	Existing Geometry					Alternate 1					Alternate 2				
	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)
North															
Right	59.3	2.5	5	124	245	8.4	0.4	15	9	40	5.4	0.2	18	3	19
*Thru	212.4	61.5	5	1707	2529	216.9	62.4	6	1470	2359	226.7	65.6	6	1554	2314
Left	152.8	26.5	2	349	352	158.0	27.1	2	421	467	159.1	27.2	2	423	464
East															
Right	18.8	1.6	32	238	363	7.5	0.7	38	20	119	7.6	0.7	38	22	127
Thru	44.4	9.8	25	182	280	41.3	9.1	26	159	227	43.3	9.7	25	163	233
Intersection	154.0	279.7	6	NA	NA	163.1	295.3	6	NA	NA	157.7	286.7	6	NA	NA

*North Approach queues extend north of Windmeadows Blvd. Delays and queues shown include those for Windmeadows.

Table 11
Mid-day Peak SimTraffic Measures of Effectiveness

Approach	Existing Geometry					Alternate 1					Alternate 2				
	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)
North															
Right	46.7	4.8	6	189	342	18.6	2.0	10	72	163	10.8	1.1	13	45	122
*Thru	156.2	55.5	6	1813	2024	141.4	52.1	6	1637	2053	134.3	47.9	6	943	2046
Left	172.4	25.8	2	329	412	178.3	27.0	2	390	473	169.8	25.8	2	376	340
East															
Right	124.3	9.9	14	747	1249	15.1	1.2	34	123	425	15.6	1.3	34	130	437
Thru	131.1	53.2	13	712	1232	66.8	27.5	20	375	596	67.5	27.7	20	376	618
Intersection	114.4	226.8	9	NA	NA	92.2	183.7	10	NA	NA	87.0	171.3	11	NA	NA

*North Approach queues extend north of Windmeadows Blvd. Delays and queues shown include those for Windmeadows.

Table 12
P.M. Peak SimTraffic Measures of Effectiveness

Approach	Existing Geometry					Alternate 1					Alternate 2				
	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)
North															
Right	56.3	5.1	5	189	396	43.5	4.1	6	105	223	35.3	3.3	7	83	186
*Thru	284.9	97.5	5	1878	2412	345.0	113.9	3	1802	2482	352.6	116.3	3	1795	2502
Left	265.6	31.0	1	349	352	264.5	31.2	1	426	476	259.3	31.0	1	427	474
East															
Right	455.6	42.5	4	3335	4688	223.2	22.5	9	355	583	192.2	19.3	10	335	594
Thru	417.9	263.5	5	3331	4704	230.6	165.8	8.0	2163	3781	213.1	151.8	9	1978	3706
Intersection	288.1	571.7	4	NA	NA	216.5	450.6	6	NA	NA	209.7	432.2	6	NA	NA

*North Approach queues extend north of Windmeadows Blvd. Delays and queues shown include those for Windmeadows.

RECOMMENDATIONS:

Based on the Synchro analysis, restriping the outside lane of the north approach of SR 121 to only serve right turn movements does not appear to be justified because of negative impacts to other intersection movements. While restriping the north approach will provide a separate right turn lane, the number of through lanes will be reduced from three lanes to two lanes, resulting in a reduction in operational efficiency on this approach.

As shown in Tables 1 and 3, the delay per through vehicle on this approach in the morning peak increases approximately 14%, from 44.8 seconds per vehicle to 51.1 seconds per vehicle. During the afternoon peak this delay increases 17% (94.3 seconds per vehicle to 110.3 seconds per vehicle).

The impacts of implementing a dedicated right-turn lane are also reflected in the SimTraffic micro-simulation results. During the afternoon peak period, the delay to the through vehicles is increased by 65%, from 104.9 seconds to 173.6 seconds. Not only is the delay increased, but the vehicle queues are also increased, from 1028 feet to 1343 feet (31%).

It should be pointed out that providing a separate right turn lane will indeed reduce the delay to right turn traffic since motorists making this movement would have exclusive use of the right lane. The SimTraffic results for the afternoon peak show a reduction in delay from 66.2 seconds per vehicle to 23.7 seconds per vehicle, a 64% reduction.

In addition to the increased delay and vehicle queues for the through movements, modifying the outside lane has other disadvantages. First, during the field observations, a relatively large number of vehicles were observed exiting the right-in/right-out driveway that is located on SR 121 between SR 24 and Windmeadows Boulevard. Most of these vehicles entered the outside lane and proceeded south through the SR 24/SR 121 intersection. If the outside lane becomes a right turn only lane, these vehicles will need to cross the right turn lane in order to enter a through lane, resulting in increased vehicle conflicts.

Second, restriping the outside lane will require the relocation of the existing bicycle lane that exists along SR 121. While FDOT Standard Index 17347 provides guidance to accomplish this transition, cyclists will be required to cross the right turning traffic in order to stay in the bicycle lane.

Finally, implementing this change would disrupt lane continuity on SR 121. The six-lane section of SR 121 begins just north of W. University Avenue, which is about 1 ¾ miles north of SR 24 and continues to SE Williston Road, a distance of approximately 1.6 miles south of SR 24. Converting the outside lane at SR 24 would eliminate lane continuity in the outside lane resulting in numerous lane changes, increasing the number of vehicle conflict points thus, potentially increasing the crash frequency.

As mentioned previously in this report, implementation of a right turn only restriction by time-of-day would typically be done to relieve congestion during the peak periods. Since this study analyzed the effects of a right turn lane during the peak hours, a time-of-day implementation to address peak

hour conditions is not recommended for the same reasons as mentioned previously. In addition, time-of-day implementation would require significant enforcement to insure driver compliance.

In summary, the analysis shows that restriping the north approach of the SR 24/SR 121 intersection to provide a right turn lane and two through lanes either permanently or by time-of-day will slightly reduce the overall north approach delay and the through movement delay during the A.M. and Mid-day peak periods, but the approach delay and through movement delay is greatly increased during the P.M. peak period. Because the disadvantages of restriping the outside lane outweigh the advantages gained by the right-turn movement, it was determined that this improvement should not be recommended.

In addition to estimating the impacts of restriping the north approach of the SR 24/SR 121 intersection, the Synchro and SimTraffic analyses were used to identify other improvements that might be considered. The greatest improvement to traffic flow is expected to occur with the construction of a right-turn lane on the east approach of SR 24 at the SR 121 intersection. This improvement is expected to substantially reduce the existing queues and delays on the east approach, especially during the P.M. peak period. Lengthening the outside left turn lane on the north approach of SR 121 at the SR 24 intersection will also improve traffic operations at this location by providing additional storage for the left turning vehicles.

CONCEPTUAL PLANS – OPINION OF PROBABLE COSTS:

Conceptual plans highlighting the recommended improvements are provided for the Department's consideration (please see Figures 6-8). Based on these concepts, it appears a reasonable cost for these improvements is approximately \$230,000. This estimate includes \$30,000 for project unknowns and a 30% contingency (because these are relatively-small improvements and historical unit-cost prices may not apply). Also, this opinion does not include any right-of-way costs that may be needed (to reconstruct the proposed right-turn radius on the northeast corner). A detailed cost estimate is included in the report's Appendix.

CONCLUSION:

Based on the Synchro/SimTraffic analyses and our site investigations, restriping the outside lane of the north approach of the SR 24/SR 121 intersection to form a right turn only lane would reduce delay to the right turn movement. However, the delay to the north approach would be increased since the number of through lanes would be reduced from three lanes to two. In addition, the through traffic on this approach is expected to queue beyond the Windmeadows Boulevard intersection.

This study also identified other improvements that could improve traffic operations at the intersection. Constructing a right turn lane on the east approach of SR 24 at the SR 121 intersection will greatly reduce delay and vehicle queues, especially during the afternoon peak when frequently traffic backs up more than a mile in length. In addition, lengthening one of the left turn lanes on the north approach of SR 121 at the same intersection will improve traffic operations by providing additional storage for the vehicles turning left.

APPENDIX

- 1. Turning Movement Counts – January, 2013**
- 2. Traffic Signal Timing Sheets**
- 3. Collision Summaries**
- 4. Synchro/SimTraffic Reports (On CD only)**
- 5. Trends Results**
- 6. Cost Estimate**

Peggy Malone & Associates, Inc.

File Name : SW 34th St. and Windmeadows AM

Site Code :

Start Date : 1/29/2013

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Groups Printed- Car

Start Time	SW 34th St. Southbound					SW 34th St. Northbound					Windmeadows Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total		Right	Left	Peds	App. Total		
07:00 AM	15	237	0	0	252	163	5	0	168		9	17	1	27		447
07:15 AM	15	230	0	0	245	198	3	1	202		9	12	3	24		471
07:30 AM	16	278	0	0	294	264	4	1	269		22	27	2	51		614
07:45 AM	31	285	0	0	316	303	2	2	307		16	33	3	52		675
Total	77	1030	0	0	1107	928	14	4	946		56	89	9	154		2207
08:00 AM	24	264	0	0	288	307	6	2	315		16	18	0	34		637
08:15 AM	18	246	0	0	264	254	8	2	264		23	30	4	57		585
08:30 AM	21	251	1	1	274	235	5	2	242		16	25	2	43		559
08:45 AM	43	229	0	0	272	244	8	2	254		14	26	1	41		567
Total	106	990	1	1	1098	1040	27	8	1075		69	99	7	175		2348
Grand Total	183	2020	1	1	2205	1968	41	12	2021		125	188	16	329		4555
Apprch %	8.3	91.6	0	0		97.4	2	0.6			38	57.1	4.9			
Total %	4	44.3	0	0	48.4	43.2	0.9	0.3	44.4		2.7	4.1	0.4	7.2		

	SW 34th St. Southbound					SW 34th St. Northbound				Windmeadows Blvd. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total		Right	Left	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	16	278	0	294	264	4	268		22	27	49	611	
07:45 AM	31	285	0	316	303	2	305		16	33	49	670	
08:00 AM	24	264	0	288	307	6	313		16	18	34	635	
08:15 AM	18	246	0	264	254	8	262		23	30	53	579	
Total Volume	89	1073	0	1162	1128	20	1148		77	108	185	2495	
% App. Total	7.7	92.3			98.3	1.7			41.6	58.4			
PHF	718	941	000	919	919	625	917		837	818	873	931	

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Groups Printed- Truck															
	SW 34th St. Southbound					SW 34th St. Northbound				Windmeadows Blvd. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total	
07:00 AM	0	3	0	0	3	10	1	0	11	0	2	0	2	16	
07:15 AM	2	4	0	0	6	6	1	0	7	1	1	0	2	15	
07:30 AM	1	4	0	0	5	11	4	0	15	4	4	0	8	28	
07:45 AM	1	5	0	0	6	6	0	0	6	2	0	0	2	14	
Total	4	16	0	0	20	33	6	0	39	7	7	0	14	73	
08:00 AM	1	12	0	0	13	3	1	0	4	1	1	0	2	19	
08:15 AM	1	5	0	0	6	9	2	0	11	1	0	0	1	18	
08:30 AM	1	10	0	0	11	10	0	0	10	3	0	0	3	24	
08:45 AM	0	4	0	0	4	6	1	0	7	4	0	0	4	15	
Total	3	31	0	0	34	28	4	0	32	9	1	0	10	76	
Grand Total	7	47	0	0	54	61	10	0	71	16	8	0	24	149	
Apprch %	13	87	0	0		85.9	14.1	0		66.7	33.3	0			
Total %	4.7	31.5	0	0	36.2	40.9	6.7	0	47.7	10.7	5.4	0	16.1		

Start Time	SW 34th St. Southbound				SW 34th St. Northbound				Windmeadows Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	1	4	0	5	11	4	15	4	4	8	28		
07:45 AM	1	5	0	6	6	0	6	2	0	2	14		
08:00 AM	1	12	0	13	3	1	4	1	1	2	19		
08:15 AM	1	5	0	6	9	2	11	1	0	1	18		
Total Volume	4	26	0	30	29	7	36	8	5	13	79		
% App. Total	13.3	86.7	0		80.6	19.4		61.5	38.5				
PHF	1.00	.542	.000	.577	.659	.438	.600	.500	.313	.406	.705		

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Groups Printed- Combined

Start Time	SW 34th St. Southbound					SW 34th St. Northbound				Windmeadows Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM	15	240	0	0	255	173	6	0	179	9	19	1	29	463
07:15 AM	17	234	0	0	251	204	4	1	209	10	13	3	26	486
07:30 AM	17	282	0	0	299	275	8	1	284	26	31	2	59	642
07:45 AM	32	290	0	0	322	309	2	2	313	18	33	3	54	689
Total	81	1046	0	0	1127	961	20	4	985	63	96	9	168	2280
08:00 AM	25	276	0	0	301	310	7	2	319	17	19	0	36	656
08:15 AM	19	251	0	0	270	263	10	2	275	24	30	4	58	603
08:30 AM	22	261	1	1	285	245	5	2	252	19	25	2	46	583
08:45 AM	43	233	0	0	276	250	9	2	261	18	26	1	45	582
Total	109	1021	1	1	1132	1068	31	8	1107	78	100	7	185	2424
Grand Total	190	2067	1	1	2259	2029	51	12	2092	141	196	16	353	4704
Apprch %	8.4	91.5	0	0		97	2.4	0.6		39.9	55.5	4.5		
Total %	4	43.9	0	0	48	43.1	1.1	0.3	44.5	3	4.2	0.3	7.5	

Start Time	SW 34th St. Southbound				SW 34th St. Northbound			Windmeadows Blvd. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	17	282	0	299	275	8	283	26	31	57	639
07:45 AM	32	290	0	322	309	2	311	18	33	51	684
08:00 AM	25	276	0	301	310	7	317	17	19	36	654
08:15 AM	19	251	0	270	263	10	273	24	30	54	597
Total Volume	93	1099	0	1192	1157	27	1184	85	113	198	2574
% App. Total	7.8	92.2	0		97.7	2.3		42.9	57.1		
PHF	.727	.947	.000	.925	.933	.675	.934	.817	.856	.868	.941

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Groups Printed: Car

Start Time	SW 34th St. Southbound					SW 34th St. Northbound				Windmeadows Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
12:00 PM	106	299	0	0	405	206	13	1	220	27	56	0	83	708
12:15 PM	85	311	0	0	396	246	10	5	261	35	75	1	111	768
12:30 PM	67	289	0	0	356	235	22	3	260	46	70	0	116	732
12:45 PM	65	273	0	0	338	267	14	0	281	39	99	0	138	757
Total	323	1172	0	0	1495	954	59	9	1022	147	300	1	448	2965
01:00 PM	60	266	0	0	326	245	10	3	258	43	99	0	142	726
01:15 PM	62	240	0	0	302	280	11	1	292	35	89	3	127	721
01:30 PM	65	256	0	0	321	264	15	0	279	37	89	2	128	728
01:45 PM	70	288	0	1	359	260	9	5	274	38	66	4	108	741
Total	257	1050	0	1	1308	1049	45	9	1103	153	343	9	505	2916
Grand Total	580	2222	0	1	2803	2003	104	18	2125	300	643	10	953	5881
Apprch %	20.7	79.3	0	0		94.3	4.9	0.8		31.5	67.5	1		
Total %	9.9	37.8	0	0	47.7	34.1	1.8	0.3	36.1	5.1	10.9	0.2	16.2	

	SW 34th St. Southbound				SW 34th St. Northbound			Windmeadows Blvd. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:15 PM											
12:15 PM	85	311	0	396	246	10	256	35	75	110	762
12:30 PM	67	289	0	356	235	22	257	46	70	116	729
12:45 PM	65	273	0	338	267	14	281	39	99	138	757
01:00 PM	60	266	0	326	245	10	255	43	99	142	723
Total Volume	277	1139	0	1416	993	56	1049	163	343	506	2971
% App. Total	19.6	80.4	0		94.7	5.3		32.2	67.8		
PHF	.815	.916	.000	.894	.930	.636	.933	.886	.866	.891	.975

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Groups Printed: Truck

Start Time	SW 34th St. Southbound					SW 34th St. Northbound					Windmeadows Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total		Right	Left	Peds	App. Total		
12:00 PM	1	4	0	0	5	7	0	0	7		2	1	0	3		15
12:15 PM	0	3	0	0	3	10	4	0	14		1	1	0	2		19
12:30 PM	2	3	0	0	5	7	0	0	7		2	0	0	2		14
12:45 PM	1	6	0	0	7	3	2	0	5		3	1	0	4		16
Total	4	16	0	0	20	27	6	0	33		8	3	0	11		64
01:00 PM	0	5	0	0	5	10	0	0	10		3	1	0	4		19
01:15 PM	0	3	0	0	3	5	0	0	5		3	0	0	3		11
01:30 PM	1	4	0	0	5	7	1	0	8		3	0	0	3		16
01:45 PM	2	7	0	0	9	1	1	0	2		1	2	0	3		14
Total	3	19	0	0	22	23	2	0	25		10	3	0	13		60
Grand Total	7	35	0	0	42	50	8	0	58		18	6	0	24		124
Apprch %	16.7	83.3	0	0		86.2	13.8	0			75	25	0			
Total %	5.6	28.2	0	0	33.9	40.3	6.5	0	46.8		14.5	4.8	0	19.4		

	SW 34th St. Southbound				SW 34th St. Northbound				Windmeadows Blvd. Eastbound				Int. Total
	Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total		
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:15 PM													
12:15 PM	0	3	0	3	10	4	14	1	1	2	19		
12:30 PM	2	3	0	5	7	0	7	2	0	2	14		
12:45 PM	1	6	0	7	3	2	5	3	1	4	16		
01:00 PM	0	5	0	5	10	0	10	3	1	4	19		
Total Volume	3	17	0	20	30	6	36	9	3	12	68		
% App. Total	15	85	0		83.3	16.7		75	25				
PHF	.375	.708	.000	.714	.750	.375	.643	.750	.750	.750	.895		

Peggy Malone & Associates, Inc.

File Name : SW 34th St. and Windmeadows MID

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Groups Printed- Combined

Start Time	SW 34th St. Southbound					SW 34th St. Northbound					Windmeadows Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total		Right	Left	Peds	App. Total		
12:00 PM	107	303	0	0	410	213	13	1	227		29	57	0	86		723
12:15 PM	85	314	0	0	399	256	14	5	275		36	76	1	113		787
12:30 PM	69	292	0	0	361	242	22	3	267		48	70	0	118		746
12:45 PM	66	279	0	0	345	270	16	0	286		42	100	0	142		773
Total	327	1188	0	0	1515	981	65	9	1055		155	303	1	459		3029
01:00 PM	60	271	0	0	331	255	10	3	268		46	100	0	146		745
01:15 PM	62	243	0	0	305	285	11	1	297		38	89	3	130		732
01:30 PM	66	260	0	0	326	271	16	0	287		40	89	2	131		744
01:45 PM	72	295	0	1	368	261	10	5	276		39	68	4	111		755
Total	260	1069	0	1	1330	1072	47	9	1128		163	346	9	518		2976
Grand Total	587	2257	0	1	2845	2053	112	18	2183		318	649	10	977		6005
Apprch %	20.6	79.3	0	0		94	5.1	0.8			32.5	66.4	1			
Total %	9.8	37.6	0	0	47.4	34.2	1.9	0.3	36.4		5.3	10.8	0.2	16.3		

Start Time	SW 34th St. Southbound				SW 34th St. Northbound				Windmeadows Blvd. Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total				
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 12:15 PM														
12:15 PM	85	314	0	399	256	14	270	36	76	112	781			
12:30 PM	69	292	0	361	242	22	264	48	70	118	743			
12:45 PM	66	279	0	345	270	16	286	42	100	142	773			
01:00 PM	60	271	0	331	255	10	265	46	100	146	742			
Total Volume	280	1156	0	1436	1023	62	1085	172	346	518	3039			
% App. Total	19.5	80.5	0		94.3	5.7		33.2	66.8					
PHF	824	920	000	900	947	705	948	896	865	887	973			

Peggy Malone & Associates, Inc.

File Name : SW 34th St. and Windmeadows PM

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Groups Printed- Car

	SW 34th St. Southbound					SW 34th St. Northbound					Windmeadows Blvd. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total		Right	Left	Peds	App. Total	Int. Total	
03:00 PM	96	329	0	1	426	246	9	2	257		23	64	2	89	772	
03:15 PM	72	320	0	1	393	261	12	3	276		39	75	3	117	786	
03:30 PM	59	291	1	0	351	270	11	2	283		37	68	10	115	749	
03:45 PM	89	293	0	0	382	264	17	0	281		30	89	3	122	785	
Total	316	1233	1	2	1552	1041	49	7	1097		129	296	18	443	3092	
04:00 PM	78	309	0	0	387	277	16	0	293		27	67	2	96	776	
04:15 PM	96	305	0	0	401	275	16	0	291		36	88	2	126	818	
04:30 PM	75	334	0	0	409	328	18	0	346		33	75	7	115	870	
04:45 PM	96	327	4	0	427	295	15	0	310		36	85	4	125	862	
Total	345	1275	4	0	1624	1175	65	0	1240		132	315	15	462	3326	
05:00 PM	80	329	0	1	410	298	16	1	315		35	62	5	102	827	
05:15 PM	80	370	0	0	450	260	20	3	283		59	68	1	128	861	
05:30 PM	90	350	0	0	440	290	15	2	307		32	70	6	108	855	
05:45 PM	85	350	0	0	435	306	19	5	330		33	74	1	108	873	
Total	335	1399	0	1	1735	1154	70	11	1235		159	274	13	446	3416	
06:00 PM	74	322	0	0	396	272	12	7	291		32	88	3	123	810	
06:15 PM	111	357	0	0	468	295	27	3	325		26	73	3	102	895	
06:30 PM	90	318	0	1	409	320	30	4	354		41	102	3	146	909	
06:45 PM	91	327	0	1	419	272	13	12	297		35	78	5	118	834	
Total	366	1324	0	2	1692	1159	82	26	1267		134	341	14	489	3448	
Grand Total	1362	5231	5	5	6603	4529	266	44	4839		554	1226	60	1840	13282	
Approch %	20.6	79.2	0.1	0.1		93.6	5.5	0.9			30.1	66.6	3.3			
Total %	10.3	39.4	0	0	49.7	34.1	2	0.3	36.4		4.2	9.2	0.5	13.9		

	SW 34th St. Southbound					SW 34th St. Northbound					Windmeadows Blvd. Eastbound					
Start Time	Right	Thru	Left	App. Total		Thru	Left	App. Total			Right	Left	App. Total	Int. Total		
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 05:45 PM																
05:45 PM	85	350	0	435		306	19	325			33	74	107	867		
06:00 PM	74	322	0	396		272	12	284			32	88	120	800		
06:15 PM	111	357	0	468		295	27	322			26	73	99	889		
06:30 PM	90	318	0	408		320	30	350			41	102	143	901		
Total Volume	360	1347	0	1707		1193	88	1281			132	337	469	3457		
% App. Total	21.1	78.9	0			93.1	6.9				28.1	71.9				
PHF	81.1	94.3	0.00	91.2		93.2	73.3	91.5			80.5	82.6	82.0	95.9		

Peggy Malone & Associates, Inc.

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Groups Printed- Truck

Start Time	SW 34th St. Southbound					SW 34th St. Northbound					Windmeadows Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total		Right	Left	Peds	App. Total		
03:00 PM	1	8	0	0	9	3	1	0	4		0	2	0	2		15
03:15 PM	2	5	0	0	7	8	1	0	9		2	2	0	4		20
03:30 PM	0	7	0	0	7	2	1	0	3		1	0	0	1		11
03:45 PM	0	8	0	0	8	5	0	0	5		2	0	0	2		15
Total	3	28	0	0	31	18	3	0	21		5	4	0	9		61
04:00 PM	0	6	0	0	6	5	0	0	5		1	1	0	2		13
04:15 PM	2	3	0	0	5	5	0	0	5		3	0	0	3		13
04:30 PM	1	7	0	0	8	2	1	0	3		1	0	0	1		12
04:45 PM	0	7	0	0	7	3	1	0	4		1	0	0	1		12
Total	3	23	0	0	26	15	2	0	17		6	1	0	7		50
05:00 PM	0	4	0	0	4	1	1	0	2		0	0	0	0		6
05:15 PM	0	4	0	0	4	2	0	0	2		0	0	0	0		6
05:30 PM	0	4	0	0	4	2	0	0	2		0	0	0	0		6
05:45 PM	3	4	0	0	7	2	0	0	2		2	0	0	2		11
Total	3	16	0	0	19	7	1	0	8		2	0	0	2		29
06:00 PM	0	5	0	0	5	2	0	0	2		2	0	0	2		9
06:15 PM	0	1	0	0	1	3	0	0	3		0	0	0	0		4
06:30 PM	0	2	0	0	2	3	0	0	3		2	0	0	2		7
06:45 PM	0	2	0	0	2	2	0	0	2		1	0	0	1		5
Total	0	10	0	0	10	10	0	0	10		5	0	0	5		25
Grand Total	9	77	0	0	86	50	6	0	56		18	5	0	23		165
Approch %	10.5	89.5	0	0		89.3	10.7	0			78.3	21.7	0			
Total %	5.5	46.7	0	0	52.1	30.3	3.6	0	33.9		10.9	3	0	13.9		

	SW 34th St. Southbound					SW 34th St. Northbound				Windmeadows Blvd. Eastbound			
Start Time	Right	Thru	Left	App. Total		Thru	Left	App. Total		Right	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	1	8	0	9		3	1	4		0	2	2	15
03:15 PM	2	5	0	7		8	1	9		2	2	4	20
03:30 PM	0	7	0	7		2	1	3		1	0	1	11
03:45 PM	0	8	0	8		5	0	5		2	0	2	15
Total Volume	3	28	0	31		18	3	21		5	4	9	61
% App. Total	9.7	90.3	0			85.7	14.3			55.6	44.4		
PHF	.375	.875	.000	.861		.563	.750	.583		.625	.500	.563	.763

Peggy Malone & Associates, Inc.

File Name : SW 34th St. and Windmeadows PM

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Groups Printed- Combined

Start Time	SW 34th St. Southbound					SW 34th St. Northbound					Windmeadows Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total		Right	Left	Peds	App. Total		
03:00 PM	97	337	0	1	435	249	10	2	261		23	66	2	91		787
03:15 PM	74	325	0	1	400	269	13	3	285		41	77	3	121		806
03:30 PM	59	298	1	0	358	272	12	2	286		38	68	10	116		760
03:45 PM	89	301	0	0	390	269	17	0	286		32	89	3	124		800
Total	319	1261	1	2	1583	1059	52	7	1118		134	300	18	452		3153
04:00 PM	78	315	0	0	393	282	16	0	298		28	68	2	98		789
04:15 PM	98	308	0	0	406	280	16	0	296		39	88	2	129		831
04:30 PM	76	341	0	0	417	330	19	0	349		34	75	7	116		882
04:45 PM	96	334	4	0	434	298	16	0	314		37	85	4	126		874
Total	348	1298	4	0	1650	1190	67	0	1257		138	316	15	469		3376
05:00 PM	80	333	0	1	414	299	17	1	317		35	62	5	102		833
05:15 PM	80	374	0	0	454	262	20	3	285		59	68	1	128		867
05:30 PM	90	354	0	0	444	292	15	2	309		32	70	6	108		861
05:45 PM	88	354	0	0	442	308	19	5	332		35	74	1	110		884
Total	338	1415	0	1	1754	1161	71	11	1243		161	274	13	448		3445
06:00 PM	74	327	0	0	401	274	12	7	293		34	88	3	125		819
06:15 PM	111	358	0	0	469	298	27	3	328		26	73	3	102		899
06:30 PM	90	320	0	1	411	323	30	4	357		43	102	3	148		916
06:45 PM	91	329	0	1	421	274	13	12	299		36	78	5	119		839
Total	366	1334	0	2	1702	1169	82	26	1277		139	341	14	494		3473
Grand Total	1371	5308	5	5	6689	4579	272	44	4895		572	1231	60	1863		13447
Apprch %	20.5	79.4	0.1	0.1		93.5	5.6	0.9			30.7	66.1	3.2			
Total %	10.2	39.5	0	0	49.7	34.1	2	0.3	36.4		4.3	9.2	0.4	13.9		

	SW 34th St. Southbound				SW 34th St. Northbound			Windmeadows Blvd. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:45 PM											
05:45 PM	88	354	0	442	308	19	327	35	74	109	878
06:00 PM	74	327	0	401	274	12	286	34	88	122	809
06:15 PM	111	358	0	469	298	27	325	26	73	99	893
06:30 PM	90	320	0	410	323	30	353	43	102	145	908
Total Volume	363	1359	0	1722	1203	88	1291	138	337	475	3488
% App. Total	21.1	78.9	0		93.2	6.8		29.1	70.9		
PHF	.818	.949	.000	.918	.931	.733	.914	.802	.826	.819	.960

Peggy Malone & Associates, Inc.

File Name : SW 34th St. and SW Archer AM

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Groups Printed- Car

Start Time	SW 34th St. Southbound					SW Archer Rd. Westbound					SW 34th St. Northbound					SW Archer Rd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	34	75	115	1	225	40	83	15	1	139	46	82	32	0	160	4	368	53	0	425	949
07:15 AM	28	87	146	0	261	39	97	23	2	161	43	86	20	0	149	0	449	58	1	508	1079
07:30 AM	32	95	155	4	286	42	151	23	1	217	53	137	62	0	252	1	422	69	2	494	1249
07:45 AM	35	111	152	2	300	56	113	33	1	203	59	131	41	0	231	3	544	142	2	691	1425
Total	129	368	568	7	1072	177	444	94	5	720	201	436	155	0	792	8	1783	322	5	2118	4702
08:00 AM	29	99	157	2	287	67	169	40	1	277	39	155	38	0	232	18	397	73	0	488	1284
08:15 AM	40	105	117	3	265	61	112	28	2	203	43	110	45	2	200	15	367	78	4	464	1132
08:30 AM	44	107	114	1	266	50	137	25	1	213	43	103	49	1	196	7	336	90	0	433	1108
08:45 AM	58	107	86	0	251	50	95	18	0	163	47	114	52	0	213	14	291	78	0	383	1010
Total	171	418	474	6	1069	228	513	111	4	856	172	482	184	3	841	54	1391	319	4	1768	4534
Grand Total	300	786	1042	13	2141	405	957	205	9	1576	373	918	339	3	1633	62	3174	641	9	3886	9236
Apprch %	14	36.7	48.7	0.6		25.7	60.7	13	0.6		22.8	56.2	20.8	0.2		1.6	81.7	16.5	0.2		
Total %	3.2	8.5	11.3	0.1	23.2	4.4	10.4	2.2	0.1	17.1	4	9.9	3.7	0	17.7	0.7	34.4	6.9	0.1	42.1	

Start Time	SW 34th St. Southbound				SW Archer Rd. Westbound				SW 34th St. Northbound				SW Archer Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	32	95	155	282	42	151	23	216	53	137	62	252	1	422	69	492	1242
07:45 AM	35	111	152	298	56	113	33	202	59	131	41	231	3	544	142	689	1420
08:00 AM	29	99	157	285	67	169	40	276	39	155	38	232	18	397	73	488	1281
08:15 AM	40	105	117	262	61	112	28	201	43	110	45	198	15	367	78	460	1121
Total Volume	136	410	581	1127	226	545	124	895	194	533	186	913	37	1730	362	2129	5064
% App. Total	12.1	36.4	51.6		25.3	60.9	13.9		21.2	58.4	20.4		1.7	81.3	17		
PHF	0.850	0.923	0.925	0.945	0.843	0.806	0.775	0.811	0.822	0.860	0.750	0.906	0.514	0.795	0.637	0.772	0.892

Peggy Malone & Associates, Inc.

File Name : SW 34th St. and SW Archer AM

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Groups Printed- Truck

	SW 34th St. Southbound					SW Archer Rd. Westbound					SW 34th St. Northbound					SW Archer Rd. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	1	0	3	5	4	1	0	10	3	5	1	0	9	0	7	3	0	10	32
07:15 AM	1	2	3	0	6	3	1	2	0	6	3	2	1	0	6	0	7	0	0	7	25
07:30 AM	1	2	3	0	6	8	4	1	0	13	3	6	1	0	10	0	3	3	0	6	35
07:45 AM	1	3	2	0	6	1	3	3	0	7	2	3	1	0	6	0	6	0	0	6	25
Total	5	7	9	0	21	17	12	7	0	36	11	16	4	0	31	0	23	6	0	29	117
08:00 AM	3	2	8	0	13	1	4	1	0	6	4	1	0	0	5	0	7	2	0	9	33
08:15 AM	0	4	2	0	6	5	4	5	0	14	4	2	1	0	7	0	2	3	0	5	32
08:30 AM	2	3	7	0	12	2	7	1	0	10	3	8	2	0	13	0	3	1	0	4	39
08:45 AM	3	5	3	0	11	1	9	3	0	13	6	3	1	0	10	1	8	2	0	11	45
Total	8	14	20	0	42	9	24	10	0	43	17	14	4	0	35	1	20	8	0	29	149
Grand Total	13	21	29	0	63	26	36	17	0	79	28	30	8	0	66	1	43	14	0	58	266
Apprch %	20.6	33.3	46	0		32.9	45.6	21.5	0		42.4	45.5	12.1	0		1.7	74.1	24.1	0		
Total %	4.9	7.9	10.9	0	23.7	9.8	13.5	6.4	0	29.7	10.5	11.3	3	0	24.8	0.4	16.2	5.3	0	21.8	

	SW 34th St. Southbound				SW Archer Rd. Westbound				SW 34th St. Northbound				SW Archer Rd. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	3	2	6	1	3	3	7	2	3	1	6	0	6	0	6	25
08:00 AM	3	2	8	13	1	4	1	6	4	1	0	5	0	7	2	9	33
08:15 AM	0	4	2	6	5	4	5	14	4	2	1	7	0	2	3	5	32
08:30 AM	2	3	7	12	2	7	1	10	3	8	2	13	0	3	1	4	39
Total Volume	6	12	19	37	9	18	10	37	13	14	4	31	0	18	6	24	129
% App. Total	16.2	32.4	51.4		24.3	48.6	27		41.9	45.2	12.9		0	75	25		
PHF	500	750	594	712	450	643	500	661	813	438	500	596	000	643	500	667	827

Peggy Malone & Associates, Inc.

File Name : SW 34th St. and SW Archer AM

Site Code :

Start Date : 1/29/2013

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Groups Printed- Combined

Start Time	SW 34th St. Southbound					SW Archer Rd. Westbound					SW 34th St. Northbound					SW Archer Rd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	36	75	116	1	228	45	87	16	1	149	49	87	33	0	169	4	375	56	0	435	981
07:15 AM	29	89	149	0	267	42	98	25	2	167	46	88	21	0	155	0	456	58	1	515	1104
07:30 AM	33	97	158	4	292	50	155	24	1	230	56	143	63	0	262	1	425	72	2	500	1284
07:45 AM	36	114	154	2	306	57	116	36	1	210	61	134	42	0	237	3	550	142	2	697	1450
Total	134	375	577	7	1093	194	456	101	5	756	212	452	159	0	823	8	1806	328	5	2147	4819
08:00 AM	32	101	165	2	300	68	173	41	1	283	43	156	38	0	237	18	404	75	0	497	1317
08:15 AM	40	109	119	3	271	66	116	33	2	217	47	112	46	2	207	15	369	81	4	469	1164
08:30 AM	46	110	121	1	278	52	144	26	1	223	46	111	51	1	209	7	339	91	0	437	1147
08:45 AM	61	112	89	0	262	51	104	21	0	176	53	117	53	0	223	15	299	80	0	394	1055
Total	179	432	494	6	1111	237	537	121	4	899	189	496	188	3	876	55	1411	327	4	1797	4683
Grand Total	313	807	1071	13	2204	431	993	222	9	1655	401	948	347	3	1699	63	3217	655	9	3944	9502
Apprch %	14.2	36.6	48.6	0.6		26	60	13.4	0.5		23.6	55.8	20.4	0.2		1.6	81.6	16.6	0.2		
Total %	3.3	8.5	11.3	0.1	23.2	4.5	10.5	2.3	0.1	17.4	4.2	10	3.7	0	17.9	0.7	33.9	6.9	0.1	41.5	

Start Time	SW 34th St. Southbound				SW Archer Rd. Westbound				SW 34th St. Northbound				SW Archer Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	33	97	158	288	50	155	24	229	56	143	63	262	1	425	72	498	1277
07:45 AM	36	114	154	304	57	116	36	209	61	134	42	237	3	550	142	695	1445
08:00 AM	32	101	165	298	68	173	41	282	43	156	38	237	18	404	75	497	1314
08:15 AM	40	109	119	268	66	116	33	215	47	112	46	205	15	369	81	465	1153
Total Volume	141	421	596	1158	241	560	134	935	207	545	189	941	37	1748	370	2155	5189
% App. Total	12.2	36.4	51.5		25.8	59.9	14.3		22	57.9	20.1		1.7	81.1	17.2		
PHF	881	923	903	952	886	809	817	829	848	873	750	898	514	795	651	775	898

Peggy Malone & Associates, Inc.

File Name : SW 34th St. and SW Archer MID

Site Code :

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Groups Printed- Car

Start Time	SW 34th St. Southbound					SW Archer Rd. Westbound					SW 34th St. Northbound					SW Archer Rd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00 PM	80	154	82	11	327	46	286	53	7	392	45	101	96	1	243	43	204	63	0	310	1272
12:15 PM	79	144	117	5	345	48	292	64	1	405	46	113	94	2	255	56	234	77	6	373	1378
12:30 PM	87	130	116	3	336	44	247	57	3	351	56	119	109	3	287	56	249	81	2	388	1362
12:45 PM	53	138	100	2	293	66	253	43	1	363	33	106	98	1	238	63	225	95	5	388	1282
Total	299	566	415	21	1301	204	1078	217	12	1511	180	439	397	7	1023	218	912	316	13	1459	5294
01:00 PM	86	130	87	3	306	58	251	72	2	383	49	110	73	1	233	43	212	84	0	339	1261
01:15 PM	69	122	98	2	291	60	240	41	2	343	49	132	83	0	264	51	224	89	3	367	1265
01:30 PM	73	102	97	4	276	48	230	44	0	322	53	130	79	2	264	45	207	82	5	339	1201
01:45 PM	90	127	98	5	320	74	238	56	2	370	38	111	79	1	229	56	215	72	2	345	1264
Total	318	481	380	14	1193	240	959	213	6	1418	189	483	314	4	990	195	858	327	10	1390	4991
Grand Total	617	1047	795	35	2494	444	2037	430	18	2929	369	922	711	11	2013	413	1770	643	23	2849	10285
Approch %	24.7	42	31.9	1.4		15.2	69.5	14.7	0.6		18.3	45.8	35.3	0.5		14.5	62.1	22.6	0.8		
Total %	6	10.2	7.7	0.3	24.2	4.3	19.8	4.2	0.2	28.5	3.6	9	6.9	0.1	19.6	4	17.2	6.3	0.2	27.7	

	SW 34th St. Southbound				SW Archer Rd. Westbound				SW 34th St. Northbound				SW Archer Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	79	144	117	340	48	292	64	404	46	113	94	253	56	234	77	367	1364
12:30 PM	87	130	116	333	44	247	57	348	56	119	109	284	56	249	81	386	1351
12:45 PM	53	138	100	291	66	253	43	362	33	106	98	237	63	225	95	383	1273
01:00 PM	86	130	87	303	58	251	72	381	49	110	73	232	43	212	84	339	1255
Total Volume	305	542	420	1267	216	1043	236	1495	184	448	374	1006	218	920	337	1475	5243
% App. Total	24.1	42.8	33.1		14.4	69.8	15.8		18.3	44.5	37.2		14.8	62.4	22.8		
PHF	876	941	897	932	818	893	819	925	821	941	858	886	865	924	887	955	961

Peggy Malone & Associates, Inc.

File Name : SW 34th St. and SW Archer MID

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Groups Printed- Truck

Start Time	SW 34th St. Southbound					SW Archer Rd. Westbound					SW 34th St. Northbound					SW Archer Rd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00 PM	2	2	2	0	6	3	5	4	0	12	5	2	0	0	7	0	2	1	0	3	28
12:15 PM	3	2	2	0	7	0	3	4	0	7	3	9	0	0	12	0	4	4	0	8	34
12:30 PM	0	1	3	0	4	1	9	1	0	11	3	4	1	0	8	0	3	2	0	5	28
12:45 PM	1	4	5	0	10	0	3	2	0	5	4	3	0	0	7	1	7	1	0	9	31
Total	6	9	12	0	27	4	20	11	0	35	15	18	1	0	34	1	16	8	0	25	121
01:00 PM	1	0	4	0	5	3	4	5	0	12	2	2	0	0	4	2	4	3	0	9	30
01:15 PM	1	1	3	0	5	1	7	2	0	10	2	1	2	0	5	0	4	2	0	6	26
01:30 PM	1	2	6	0	9	2	4	2	0	8	4	3	0	0	7	0	7	3	0	10	34
01:45 PM	1	4	2	0	7	1	2	1	0	4	4	1	1	0	6	0	4	1	0	5	22
Total	4	7	15	0	26	7	17	10	0	34	12	7	3	0	22	2	19	9	0	30	112
Grand Total	10	16	27	0	53	11	37	21	0	69	27	25	4	0	56	3	35	17	0	55	233
Approch %	18.9	30.2	50.9	0		15.9	53.6	30.4	0		48.2	44.6	7.1	0		5.5	63.6	30.9	0		
Total %	4.3	6.9	11.6	0	22.7	4.7	15.9	9	0	29.6	11.6	10.7	1.7	0	24	1.3	15	7.3	0	23.6	

	SW 34th St. Southbound				SW Archer Rd. Westbound				SW 34th St. Northbound				SW Archer Rd. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	3	2	2	7	0	3	4	7	3	9	0	12	0	4	4	8	34
12:30 PM	0	1	3	4	1	9	1	11	3	4	1	8	0	3	2	5	28
12:45 PM	1	4	5	10	0	3	2	5	4	3	0	7	1	7	1	9	31
01:00 PM	1	0	4	5	3	4	5	12	2	2	0	4	2	4	3	9	30
Total Volume	5	7	14	26	4	19	12	35	12	18	1	31	3	18	10	31	123
% App. Total	19.2	26.9	53.8		11.4	54.3	34.3		38.7	58.1	3.2		9.7	58.1	32.3		
PHF	.417	.438	.700	.650	.333	.528	.600	.729	.750	.500	.250	.646	.375	.643	.625	.861	.904

Peggy Malone & Associates, Inc.

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Groups Printed- Combined

Start Time	SW 34th St. Southbound					SW Archer Rd. Westbound					SW 34th St. Northbound					SW Archer Rd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00 PM	82	156	84	11	333	49	291	57	7	404	50	103	96	1	250	43	206	64	0	313	1300
12:15 PM	82	146	119	5	352	48	295	68	1	412	49	122	94	2	267	56	238	81	6	381	1412
12:30 PM	87	131	119	3	340	45	256	58	3	362	59	123	110	3	295	56	252	83	2	393	1390
12:45 PM	54	142	105	2	303	66	256	45	1	368	37	109	98	1	245	64	232	96	5	397	1313
Total	305	575	427	21	1328	208	1098	228	12	1546	195	457	398	7	1057	219	928	324	13	1484	5415
01:00 PM	87	130	91	3	311	61	255	77	2	395	51	112	73	1	237	45	216	87	0	348	1291
01:15 PM	70	123	101	2	296	61	247	43	2	353	51	133	85	0	269	51	228	91	3	373	1291
01:30 PM	74	104	103	4	285	50	234	46	0	330	57	133	79	2	271	45	214	85	5	349	1235
01:45 PM	91	131	100	5	327	75	240	57	2	374	42	112	80	1	235	56	219	73	2	350	1286
Total	322	488	395	14	1219	247	976	223	6	1452	201	490	317	4	1012	197	877	336	10	1420	5103
Grand Total	627	1063	822	35	2547	455	2074	451	18	2998	396	947	715	11	2069	416	1805	660	23	2904	10518
Apprch %	24.6	41.7	32.3	1.4		15.2	69.2	15	0.6		19.1	45.8	34.6	0.5		14.3	62.2	22.7	0.8		
Total %	6	10.1	7.8	0.3	24.2	4.3	19.7	4.3	0.2	28.5	3.8	9	6.8	0.1	19.7	4	17.2	6.3	0.2	27.6	

Start Time	SW 34th St. Southbound					SW Archer Rd. Westbound					SW 34th St. Northbound					SW Archer Rd. Eastbound					Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	82	146	119	347	48	295	68	411	49	122	94	265	56	238	81	375	1398				
12:30 PM	87	131	119	337	45	256	58	359	59	123	110	292	56	252	83	391	1379				
12:45 PM	54	142	105	301	66	256	45	367	37	109	98	244	64	232	96	392	1304				
01:00 PM	87	130	91	308	61	255	77	393	51	112	73	236	45	216	87	348	1285				
Total Volume	310	549	434	1293	220	1062	248	1530	196	466	375	1037	221	938	347	1506	5366				
% App. Total	24	42.5	33.6		14.4	69.4	16.2		18.9	44.9	36.2		14.7	62.3	23						
PHF	.891	.940	.912	.932	.833	.900	.805	.931	.831	.947	.852	.888	.863	.931	.904	.960	.960				

Peggy Malone & Associates, Inc.

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Groups Printed- Car

Start Time	SW 34th St. Southbound					SW Archer Rd. Westbound					SW 34th St. Northbound					SW Archer Rd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	68	167	121	2	358	75	355	52	2	484	36	115	90	4	245	33	176	63	10	282	1369
03:15 PM	80	152	121	2	355	87	355	35	2	479	34	110	75	4	223	44	207	70	3	324	1381
03:30 PM	78	165	98	5	346	66	346	69	6	487	36	139	80	7	262	42	201	75	7	325	1420
03:45 PM	64	173	100	4	341	74	361	60	4	499	35	121	90	3	249	46	203	66	4	319	1408
Total	290	657	440	13	1400	302	1417	216	14	1949	141	485	335	18	979	165	787	274	24	1250	5578
04:00 PM	81	168	99	6	354	87	367	48	3	505	33	150	69	3	255	41	190	63	8	302	1416
04:15 PM	98	171	95	4	368	64	429	62	1	556	51	135	99	6	291	36	189	71	5	301	1516
04:30 PM	72	195	101	3	371	88	423	76	4	591	47	199	92	4	342	45	209	71	3	328	1632
04:45 PM	77	196	109	7	389	68	439	66	6	579	33	139	85	5	262	46	193	75	3	317	1547
Total	328	730	404	20	1482	307	1658	252	14	2231	164	623	345	18	1150	168	781	280	19	1248	6111
05:00 PM	89	172	101	15	377	68	440	52	3	563	42	161	111	2	316	48	185	74	8	315	1571
05:15 PM	95	210	129	12	446	55	458	74	13	600	29	143	98	5	275	42	172	66	0	280	1601
05:30 PM	114	183	88	5	390	68	426	66	0	560	32	147	107	2	288	39	224	69	7	339	1577
05:45 PM	92	201	99	7	399	61	443	66	7	577	49	157	95	4	305	52	190	83	1	326	1607
Total	390	766	417	39	1612	252	1767	258	23	2300	152	608	411	13	1184	181	771	292	16	1260	6356
06:00 PM	88	186	87	4	365	60	349	52	5	466	28	158	83	6	275	47	205	71	0	323	1429
06:15 PM	91	191	120	2	404	64	366	69	5	504	33	157	105	5	300	46	202	81	2	331	1539
06:30 PM	110	191	110	7	418	61	263	42	5	371	49	170	107	0	326	56	221	125	0	402	1517
06:45 PM	74	186	118	5	383	50	221	54	0	325	44	131	106	3	284	44	209	83	1	337	1329
Total	363	754	435	18	1570	235	1199	217	15	1666	154	616	401	14	1185	193	837	360	3	1393	5814
Grand Total	1371	2907	1696	90	6064	1096	6041	943	66	8146	611	2332	1492	63	4498	707	3176	1206	62	5151	23859
Approch %	22.6	47.9	28	1.5		13.5	74.2	11.6	0.8		13.6	51.8	33.2	1.4		13.7	61.7	23.4	1.2		
Total %	5.7	12.2	7.1	0.4	25.4	4.6	25.3	4	0.3	34.1	2.6	9.8	6.3	0.3	18.9	3	13.3	5.1	0.3	21.6	

	SW 34th St. Southbound				SW Archer Rd. Westbound				SW 34th St. Northbound				SW Archer Rd. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	89	172	101	362	68	440	52	560	42	161	111	314	48	185	74	307	1543
05:15 PM	95	210	129	434	55	458	74	587	29	143	98	270	42	172	66	280	1571
05:30 PM	114	183	88	385	68	426	66	560	32	147	107	286	39	224	69	332	1563
05:45 PM	92	201	99	392	61	443	66	570	49	157	95	301	52	190	83	325	1588
Total Volume	390	766	417	1573	252	1767	258	2277	152	608	411	1171	181	771	292	1244	6265
% App. Total	24.8	48.7	26.5		11.1	77.6	11.3		13	51.9	35.1		14.5	62	23.5		
PHF	.855	.912	.808	.906	.926	.965	.872	.970	.776	.944	.926	.932	.870	.860	.880	.937	.986

Peggy Malone & Associates, Inc.

File Name : SW 34th St. and SW Archer PM

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Groups Printed- Truck

	SW 34th St. Southbound					SW Archer Rd. Westbound					SW 34th St. Northbound					SW Archer Rd. Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	2	2	2	0	6	2	4	2	0	8	3	3	0	0	6	0	4	0	0	4	24
03:15 PM	1	5	3	0	9	0	5	1	0	6	5	4	0	0	9	1	3	3	0	7	31
03:30 PM	1	3	4	0	8	0	4	2	0	6	3	3	1	0	7	0	4	0	0	4	25
03:45 PM	0	2	4	0	6	1	5	1	0	7	3	2	0	0	5	1	3	2	0	6	24
Total	4	12	13	0	29	3	18	6	0	27	14	12	1	0	27	2	14	5	0	21	104
04:00 PM	1	4	3	0	8	2	4	3	0	9	3	2	1	0	6	0	5	1	0	6	29
04:15 PM	0	3	3	0	6	1	5	0	0	6	3	3	0	0	6	1	2	1	0	4	22
04:30 PM	1	6	3	0	10	1	5	1	0	7	2	1	1	0	4	1	1	1	0	3	24
04:45 PM	3	5	1	0	9	1	2	3	0	6	2	3	0	0	5	0	4	0	0	4	24
Total	5	18	10	0	33	5	16	7	0	28	10	9	2	0	21	2	12	3	0	17	99
05:00 PM	0	1	1	0	2	0	2	1	0	3	3	2	0	0	5	0	1	0	0	1	11
05:15 PM	0	4	3	0	7	1	1	1	0	3	3	1	0	0	4	0	0	0	0	0	14
05:30 PM	0	3	2	0	5	0	2	0	0	2	1	1	0	0	2	0	2	1	0	3	12
05:45 PM	1	4	1	0	6	0	4	5	0	9	1	2	1	0	4	0	3	0	0	3	22
Total	1	12	7	0	20	1	9	7	0	17	8	6	1	0	15	0	6	1	0	7	59
06:00 PM	1	4	1	0	6	0	3	0	0	3	2	1	1	0	4	0	6	1	0	7	20
06:15 PM	0	3	0	0	3	0	2	2	0	4	2	1	0	0	3	0	2	2	0	4	14
06:30 PM	0	0	3	0	3	1	4	5	0	10	0	2	0	0	2	0	2	0	0	2	17
06:45 PM	0	3	1	0	4	0	3	1	0	4	5	1	0	0	6	0	4	1	0	5	19
Total	1	10	5	0	16	1	12	8	0	21	9	5	1	0	15	0	14	4	0	18	70
Grand Total	11	52	35	0	98	10	55	28	0	93	41	32	5	0	78	4	46	13	0	63	332
Approch %	11.2	53.1	35.7	0		10.8	59.1	30.1	0		52.6	41	6.4	0		6.3	73	20.6	0		
Total %	3.3	15.7	10.5	0	29.5	3	16.6	8.4	0	28	12.3	9.6	1.5	0	23.5	1.2	13.9	3.9	0	19	

	SW 34th St. Southbound				SW Archer Rd. Westbound				SW 34th St. Northbound				SW Archer Rd. Eastbound				Int. Total
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	1	5	3	9	0	5	1	6	5	4	0	9	1	3	3	7	31
03:30 PM	1	3	4	8	0	4	2	6	3	3	1	7	0	4	0	4	25
03:45 PM	0	2	4	6	1	5	1	7	3	2	0	5	1	3	2	6	24
04:00 PM	1	4	3	8	2	4	3	9	3	2	1	6	0	5	1	6	29
Total Volume	3	14	14	31	3	18	7	28	14	11	2	27	2	15	6	23	109
% App. Total	9.7	45.2	45.2		10.7	64.3	25		51.9	40.7	7.4		8.7	65.2	26.1		
PHF	.750	.700	.875	.861	.375	.900	.583	.778	.700	.688	.500	.750	.500	.750	.500	.821	.879

Peggy Malone & Associates, Inc.

File Name : SW 34th St. and SW Archer PM
 Site Code :
 Start Date : 1/29/2013
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St. Southbound					SW Archer Rd. Westbound					SW 34th St. Northbound					SW Archer Rd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	70	169	123	2	364	77	359	54	2	492	39	118	90	4	251	33	180	63	10	286	1393
03:15 PM	81	157	124	2	364	87	360	36	2	485	39	114	75	4	232	45	210	73	3	331	1412
03:30 PM	79	168	102	5	354	66	350	71	6	493	39	142	81	7	269	42	205	75	7	329	1445
03:45 PM	64	175	104	4	347	75	366	61	4	506	38	123	90	3	254	47	206	68	4	325	1432
Total	294	669	453	13	1429	305	1435	222	14	1976	155	497	336	18	1006	167	801	279	24	1271	5682
04:00 PM	82	172	102	6	362	89	371	51	3	514	36	152	70	3	261	41	195	64	8	308	1445
04:15 PM	98	174	98	4	374	65	434	62	1	562	54	138	99	6	297	37	191	72	5	305	1538
04:30 PM	73	201	104	3	381	89	428	77	4	598	49	200	93	4	346	46	210	72	3	331	1656
04:45 PM	80	201	110	7	398	69	441	69	6	585	35	142	85	5	267	46	197	75	3	321	1571
Total	333	748	414	20	1515	312	1674	259	14	2259	174	632	347	18	1171	170	793	283	19	1265	6210
05:00 PM	89	173	102	15	379	68	442	53	3	566	45	163	111	2	321	48	186	74	8	316	1582
05:15 PM	95	214	132	12	453	56	459	75	13	603	32	144	98	5	279	42	172	66	0	280	1615
05:30 PM	114	186	90	5	395	68	428	66	0	562	33	148	107	2	290	39	226	70	7	342	1589
05:45 PM	93	205	100	7	405	61	447	71	7	586	50	159	96	4	309	52	193	83	1	329	1629
Total	391	778	424	39	1632	253	1776	265	23	2317	160	614	412	13	1199	181	777	293	16	1267	6415
06:00 PM	89	190	88	4	371	60	352	52	5	469	30	159	84	6	279	47	211	72	0	330	1449
06:15 PM	91	194	120	2	407	64	368	71	5	508	35	158	105	5	303	46	204	83	2	335	1553
06:30 PM	110	191	113	7	421	62	267	47	5	381	49	172	107	0	328	56	223	125	0	404	1534
06:45 PM	74	189	119	5	387	50	224	55	0	329	49	132	106	3	290	44	213	84	1	342	1348
Total	364	764	440	18	1586	236	1211	225	15	1687	163	621	402	14	1200	193	851	364	3	1411	5884
Grand Total	1382	2959	1731	90	6162	1106	6096	971	66	8239	652	2364	1497	63	4576	711	3222	1219	62	5214	24191
Approch %	22.4	48	28.1	1.5		13.4	74	11.8	0.8		14.2	51.7	32.7	1.4		13.6	61.8	23.4	1.2		
Total %	5.7	12.2	7.2	0.4	25.5	4.6	25.2	4	0.3	34.1	2.7	9.8	6.2	0.3	18.9	2.9	13.3	5	0.3	21.6	

Start Time	SW 34th St. Southbound				SW Archer Rd. Westbound				SW 34th St. Northbound				SW Archer Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:30 PM	73	201	104	378	89	428	77	594	49	200	93	342	46	210	72	328	1642
04:45 PM	80	201	110	391	69	441	69	579	35	142	85	262	46	197	75	318	1550
05:00 PM	89	173	102	364	68	442	53	563	45	163	111	319	48	186	74	308	1554
05:15 PM	95	214	132	441	56	459	75	590	32	144	98	274	42	172	66	280	1585
Total Volume	337	789	448	1574	282	1770	274	2326	161	649	387	1197	182	765	287	1234	6331
% App. Total	21.4	50.1	28.5		12.1	76.1	11.8		13.5	54.2	32.3		14.7	62	23.3		
PHF	.887	.922	.848	.892	.792	.964	.890	.979	.821	.811	.872	.875	.948	.911	.957	.941	.964

Peak Hour Analysis From 03:00 PM to 06:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Station : 7250 - Windmeadows Blvd @ 34th St (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		5						5								
Ped Clearance		22						28								
Min Green	4	20				20		6								
Passage	2	3.5				3.5		2.5								
Max1	15	45				45		20								
Max2																
Yellow	3	4.5			4	4.5		3.5								
Red	1	1				1		2								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 7250 - Windmeadows Blvd @ 34th St (Standard File)

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

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON		ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt			ON	ON	ON	ON
Max2	ON					
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	4		4	4	4	4
Red	1		1	1	1	1
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	NTCIP Yield Sign	Coord Active	Closed Loop
FRC	TIMED	TIMED	P3478 INH	ON	OFF	ON	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	162	180	120	90	60	150			180						
Offset Time	103	65	49	90	74	28	103			70						
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	3	1	3	3	1	3	3	1	1	3	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					162				254							
Offset Time					65				12							
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	3	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

Station : 7250 - Windmeadows Blvd @ 34th St (Standard File)

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	25	85	40			110		40								
Mode	MAX	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	20	102	40			122		40								
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	26	111	43			137		43								
Mode	MAX	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	16	69	35			85		35								
Mode	MAX	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	21	45	24			66		24								
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	12	23	25			35		25								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	85	40			110		40								
Mode	MAX	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	90	42			108		42								
Mode	MAX	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

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

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	120	43			137		43								
Mode	MAX	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	26	75	43			101		43								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

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

TB Coor, Advanced Scheduler [4.3]

TB Coor, Day Plan [4.4][illegible]

Station : 7350 - SW Archer Rd @ 34th St (Standard 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		5		5		5		5								
Ped Clearance		32		39		32		36								
Min Green	4	15	6	15	6	15	4	15	4	4	4	4			4	4
Passage	6	3.5	3	3.5	3	3.5	2.5	3.5	3	3	3	3			3	3
Max1	20	35	20	35	20	35	20	35	25	25	25	25			25	25
Max2																
Yellow	4	4.5	4	4.5	4	4.5	4	4.5	4	4	4	4.5			4	4.5
Red	1	1	1	1	1	1	1	1	1	1	1	1			1	1
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

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										
Min Recall																
Max Recall																
Ped Recall																
Soft Recall		ON				ON										
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										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 7350 - SW Archer Rd @ 34th St (Standard 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	MIN	MIN	MIN	MIN	MIN	MIN
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	4	2	3	4	5	1
Dwell Over 2	8	6	8	7	2	6
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	4	4	4	4	4	4
Red	1	1	1	1	1	1
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	NTCIP Yield Sign	Coord Active	Closed Loop
FRC	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	+	OFF	ON

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	150	162	180	120	90	60	150		180	180			180			
Offset Time	148	104	109	9			148		139	139			109			
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	7	6	5	5	1	1	7	1	5	5	1	1	5	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					162				254	254	254					
Offset Time					126				104	104	104					
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	5	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

Station : 7350 - SW Archer Rd @ 34th St (Standard File)

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	27	45	25	53	28	44	24	54								
Mode	NON	MAX	NON	MAX	NON	MAX	MAX	MAX	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	21	47	36	58	40	28	15	79								
Mode	NON	MAX	NON	MAX	MAX	NON	NON	MAX	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	29	50	21	80	36	43	30	71								
Mode	NON	MAX	NON	MAX	NON	NON	NON	MAX	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	18	37	19	46	21	34	16	49								
Mode	NON	MAX	NON	MAX	NON	MAX	NON	MAX	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	25	20	25	20	25	20	25								
Mode	NON	NON	NON	MIN	NON	NON	NON	MIN	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	15	15	15	15	15	15	15	15								
Mode	NON	NON	NON	MIN	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph				ON												

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	45	25	53	28	44	24	54								
Mode	NON	MAX	NON	MAX	NON	MAX	MAX	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph								ON								

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

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	24	42	21	93	33	33	30	84								
Mode	NON	MAX	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph				ON												

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	29	65	21	65	40	54	30	56								
Mode	NON	MAX	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph				ON												

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	42	26	51	25	42	23	54								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph								ON								

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	21	47	36	58	40	28	15	79								
Mode	NON	MAX	NON	MAX	MAX	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph								ON								

TB Coor, Advanced Scheduler [4.3]

TB Coor, Day Plan [4.4][illegible]

CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 121 - Southbound			
INTERSECTING ROUTE: SR 24							M.P.: 1.608		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
1	5/7/09		13:20	Side Swipe	No	No	Yes	Day	Dry	Improper Lane Change
2	12/16/09	GRU	13:11	Side Swipe	No	No	Yes	Day	Dry	Improper Lane Change
3	2/5/10		10:18	Side Swipe	No	No	Yes	Day	Dry	Improper Lane Change
4	9/3/10		15:58	Side Swipe	No	No	Yes	Day	Dry	Improper Lane Change
5	1/14/11		17:30	Side Swipe	No	No	Yes	Day	Dry	Careless Driving
6	7/1/11	RTS	14:20	Side Swipe	No	No	Yes	Day	Dry	Failed to keep in proper lane
7	8/6/11		11:45	Side Swipe	No	No	Yes	Day	Dry	Careless Driving
8	10/14/11		2:14	Side Swipe	No	No	Yes	Night	Dry	Improper Lane Change
9	2/1/10		15:21	Right Angle	No	No	Yes	Day	Wet	Careless Driving
10	10/22/09		17:00	Side Swipe	No	No	Yes	Day	Dry	Failure to Yield R/W
11	11/16/10		21:25	Right Angle	No	No	Yes	Night	Wet	Yield to Emergency Vehicle + Deaf
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
11	0	0		2	0	0	0	9		
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY R/W	DUI		
0	0	9	2	2	9	0	1	0		
TOTAL VEHICLES ENTERING/ADT:							CRASH RATE: MEV			



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 121 - Southbound Rear End			
INTERSECTING ROUTE: SR 24							M.P.: 1.608		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
1	1/7/09		15:24	Rear End	No	No	Yes	Day	Dry	Careless Driving
2	1/9/09	LTL	23:15	Rear End	No	No	Yes	Night	Dry	Careless Driving
3	2/6/09		22:57	Rear End	No	No	Yes	Night	Dry	Careless Driving
4	4/17/09		12:41	Rear End	No	No	Yes	Day	Dry	Careless Driving
5	5/19/09	FR Ban	10:28	Rear End	No	No	Yes	Day	Wet	Careless Driving
6	7/8/09		16:53	Rear End	No	No	Yes	Day	Wet	Careless Driving
7	7/24/09		11:45	Rear End	No	No	Yes	Day	Dry	Careless Driving
8	8/6/09	DUI	10:20	Rear End	No	No	Yes	Night	Dry	Careless Driving
9	8/29/09		17:45	Rear End	No	No	Yes	Day	Dry	Careless Driving
10	9/19/09		15:36	Rear End	No	No	Yes	Day	Dry	Careless Driving
11	9/18/09		23:35	Rear End	No	No	Yes	Night	Dry	Careless Driving
12	4/2/10		14:52	Rear End	No	No	Yes	Day	Dry	Careless Driving/ Improper Passing
13	2/10/10		17:57	Rear End	No	No	Yes	Day	Dry	Careless Driving
14	2/25/10		17:25	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving/ Distracted Driving
15	3/17/10		11:35	Rear End	No	No	Yes	Day	Dry	Careless Driving
16	4/27/10	LTL	8:08	Rear End	No	No	Yes	Day	Dry	Careless Driving
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
Continued										
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY RW	DUI		
TOTAL VEHICLES ENTERING/ADT:					CRASH RATE: MEV					



CRASH SUMMARY

LOCATION: Gainesville, Florida						S.R. NO.: 121 - Southbound Rear End Continued				
INTERSECTING ROUTE: SR 24						M.P.: 1.608		ENGINEER: Chapman		
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011						COUNTY: Alachua				
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
17	5/14/10	LTL	14:47	Rear End	No	No	Yes	Day	Dry	Careless Driving
18	5/16/10		21:05	Rear End	No	No	Yes	Night	Dry	Careless Driving
19	6/9/10		15:35	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
20	7/16/10		13:45	Rear End	No	No	Yes	Day	Dry	Followed too Closely
21	8/23/10		15:10	Rear End	No	No	Yes	Day	Wet	Careless Driving
22	11/19/10	RTS	7:56	Rear End	No	No	Yes	Day	Dry	Careless Driving
23	11/29/10		11:30	Rear End	No	No	Yes	Day	Dry	Careless Driving
24	12/3/10	Motorcy	10:00	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
25	12/6/10		17:23	Rear End	No	Yes	Yes	Night	Dry	Careless Driving
26	3/3/11		16:50	Rear End	No	No	Yes	Day	Dry	Careless Driving
27	3/27/11		18:30	Rear End	No	No	Yes	Day	Dry	Careless Driving
28	7/29/11		9:59	Rear End	No	No	Yes	Day	Dry	Improper Lane Change
29	10/25/11		15:57	Rear End	No	No	Yes	Day	Dry	Careless Driving
30	11/23/11		11:22	Rear End	No	Yes - 1	Yes	Day	Wey	Careless Driving
31	1/4/11	School B	17:17	Rear End	No	No	Yes	Day	Dry	Careless Driving
32	2/26/11		16:50	Rear End	No	No	Yes	Day	Dry	Followed too Closely
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
Continued										
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY RW	DUI		
TOTAL VEHICLES ENTERING/ADT:						CRASH RATE: MEV				



LOCATION: Gainesville, Florida						S.R. NO.: 121 - Southbound Rear End Continued (2)					
INTERSECTING ROUTE: SR 24						M.P.: 1.608		ENGINEER: Chapman			
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua				
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE	
33	3/14/11	LTL	10:46	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving	
34	9/27/11		11:01	Rear End	No	No	Yes	Day	Dry	Careless Driving/ Followed too Closely	
TOTAL											
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE			
34	0	5/5		0	0	0	34	0			
%											
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY RW	DUI			
0	0	28	6	4	30	0	0	1			
TOTAL VEHICLES ENTERING/ADT:						CRASH RATE: MEV					



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 24 - Westbound			
INTERSECTING ROUTE: SR 121							M.P.: 13.649		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
1	2/6/09		13:18	Backing	No	No	Yes	Day	Dry	Improper Backing
2	4/16/09	RTL	2:00	Fixed Object	No	No	Yes	Night	Dry	Careless Driving/DUI
3	3/6/10	RTL	2:16	Fixed Object	No	No	Yes	Night	Dry	Careless Driving/DUI
4	8/10/10		2:55	Fixed Object	No	No	Yes	Night	Dry	Careless Driving
5	10/25/10		12:25	Right Angle	No	Yes - 1	Yes	Day	Dry	Disregarded Traffic Signal
6	10/9/11	RTL	2:12	Fixed Object	No	No	Yes	Dark	Wet	Careless Driving/DUI
7	1/18/09	RTL	0:22	Right Angle	No	No	Yes	Dark	Dry	Failed to yield Right of Way
8	9/27/10	RTL	23:35	Right Angle	No	No	Yes	Dark	Dry	Failed to yield Right of Way
9	6/3/09		12:48	Sideswipe	No	No	Yes	Day	Dry	Careless Driving
10	4/27/10	LTL	2:05	Right Angle	No	No	Yes	Night	Dry	Careless Driving - Left 100' e. of Int.
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
10	0	1/1		4	0	0	0	1		
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY RW	DUI		
4	0	3	7	1	9	0	2	3		
TOTAL VEHICLES ENTERING/ADT:							CRASH RATE: MEV			



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 24 - Westbound Rear End			
INTERSECTING ROUTE: SR 121							M.P.: 13.649		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
1	7/20/09		13:00	Rear End	No	No	Yes	Day	Dry	Careless Driving
2	1/10/09		20:20	Rear End	No	No	Yes	Night	Dry	Careless Driving
3	1/31/09	LTL	12:13	Rear End	No	Yes - 3	Yes	Day	Dry	Careless Driving
4	9/16/09		12:15	Rear End	No	Yes - 2	Yes	Day	Dry	Careless Driving
5	9/19/09	Motorcy	0:20	Rear End	No	Yes - 1	Yes	Night	Dry	Careless Driving
6	9/21/09	RTL	19:38	Rear End	No	No	Yes	Dark	Dry	Careless Driving
7	9/29/09		18:00	Rear End	No	No	Yes	Day	Dry	Followed Too Closely
8	10/15/09		14:15	Rear End	No	No	Yes	Day	Wet	Careless Driving
9	2/28/10		16:13	Rear End	No	No	Yes	Day	Dry	Careless Driving
10	3/18/10		15:45	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
11	5/1/10	LTL	15:55	Rear End	No	No	Yes	Day	Dry	Improper U Turn
12	4/20/10		18:44	Rear End	No	Yes - 1	Yes	Day	Wet	Careless Driving
13	7/30/10		12:24	Rear End	No	Yes - 4	Yes	Day	Dry	Careless Driving
14	10/28/10		20:47	Rear End	No	Yes - 1	Yes	Dark	Dry	Careless Driving
15	2/1/11		11:20	Rear End	No	No	Yes	Day	Dry	Careless Driving
16	3/24/11		13:43	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
Continued										
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY RW	DUI		
TOTAL VEHICLES ENTERING/ADT:							CRASH RATE: MEV			



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 24 - Westbound Rear End Continued			
INTERSECTING ROUTE: SR 121							M.P.: 13.649		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
17	6/16/11		13:28	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
18	6/23/11		16:15	Rear End	No	No	Yes	Day	Dry	Careless Driving
19	6/26/11		21:35	Rear End	No	Yes - 1	Yes	Night	Dry	Careless Driving
20	8/27/11		16:30	Rear End	No	No	Yes	Day	Dry	Careless Driving
21	10/11/11		16:22	Rear End	No	Yes - 2	Yes	Day	Dry	Careless Driving
22	10/15/11		15:12	Rear End	No	No	Yes	Day	Dry	Followed Too Closely
23	11/1/11		20:14	Rear End	No	No	Yes	Night	Dry	Careless Driving/ Followed Too 
24	11/14/11		19:18	Rear End	No	No	Yes	Day	Dry	Careless Driving
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
24	0	11/18		0	0	0	24	0		
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY RW	DUI		
0	0	18	6	2	22	0	0	0		
TOTAL VEHICLES ENTERING/ADT:						CRASH RATE: MEV				



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 24 - Eastbound			
INTERSECTING ROUTE: SR 121							M.P.: 13.649		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
1	3/27/09		15:45	Sideswipe	No	No	Yes	Day	Wet	Improper Lane Change
2	7/31/09		9:49	Sideswipe	No	No	Yes	Day	Dry	Improper Lane Change
3	2/23/10		12:05	Sideswipe	No	No	Yes	Day	Dry	Yield to Emergency Vehicle
4	11/26/10		16:35	Sideswipe	No	No	Yes	Day	Dry	Improper Lane Change
5	12/9/10		13:54	Sideswipe	No	Yes - 1	Yes	Day	Dry	Improper Lane Change
6	3/14/11		16:12	Sideswipe	No	Yes - 1	Yes	Day	Dry	Improper Lane Change
7	6/2/11		12:56	Sideswipe	No	No	Yes	Day	Dry	Improper Lane Change
8	7/8/11		22:45	Sideswipe	No	No	Yes	Night	Wet	Failed to Keep Proper Lane
9	9/23/11		11:20	Backing	No	No	Yes	Day	Dry	Careless Driving
10	1/7/09		9:22	Sideswipe	No	No	Yes	Day	Wet	Improper U Turn
11	11/28/09		15:55	Sideswipe	No	No	Yes	Day	Dry	Improper U Turn
12	10/9/09		3:35	Right Angle	No	No	Yes	Night	Dry	Disregarded Traffic Signal
13	10/8/09	Motorcycle	15:41	Right Angle	No	Yes - 2	Yes	Day	Dry	Improper Lane Change (After Yield)
14	8/9/11	RTL	8:04	Right Angle	No	No	Yes	Day	Dry	Failed to Yield Right of Way
15	10/18/11	RTL	16:10	Right Angle	No	No	Yes	Day	Wet	Failed to Yield Right of Way
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
15	0	3/4		4	0	0	0	10		
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY RW	DUI		
0	0	13	2	4	11	0	2	0		
TOTAL VEHICLES ENTERING/ADT:										
CRASH RATE: MEV										



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 24 - Eastbound Rear End			
INTERSECTING ROUTE: SR 121							M.P.: 13.649		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
1	5/19/09	RTL	22:33	Rear End	No	No	Yes	Dark	Wet	Careless Driving
2	2/24/09		10:04	Rear End	No	No	Yes	Day	Dry	Careless Driving
3	3/27/09		15:31	Rear End	No	No	Yes	Day	Dry	Careless Driving
4	4/12/09	LTL	11:35	Rear End	No	No	Yes	Day	Dry	Careless Driving
5	5/7/09	RTL	17:15	Rear End	No	No	Yes	Day	Dry	Careless Driving
6	5/18/09		4:55	Rear End	No	Yes - 1	Yes	Dark	Wet	Careless Driving
7	8/1/09		17:00	Rear End	No	No	Yes	Day	Dry	Careless Driving
8	1/6/10		12:42	Rear End	No	No	Yes	Day	Dry	Careless Driving
9	2/5/10		19:30	Rear End	No	No	Yes	Dark	Dry	Careless Driving
10	6/20/10	RTL	23:00	Rear End	No	No	Yes	Dark	Dry	Careless Driving
11	9/1/10	RTL	17:23	Rear End	No	No	Yes	Day	Dry	Careless Driving
12	9/18/10		21:38	Rear End	No	No	Yes	Dark	Dry	Careless Driving
13	12/18/10	LTL	3:22	Rear End	No	No	Yes	Dark	Dry	Followed Too Closely
14	1/5/11		18:20	Rear End	No	No	Yes	Dark	Wet	Careless Driving
15	2/28/11		13:20	Rear End	No	No	Yes	Day	Dry	Careless Driving
16	3/20/11		14:20	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
Continued										
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY RW	DUI		
TOTAL VEHICLES ENTERING/ADT:							CRASH RATE: MEV			



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 24 - Eastbound Rear End Continued			
INTERSECTING ROUTE: SR 121							M.P.: 13.649		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
17	4/8/11		12:39	Rear End	No	No	Yes	Day	Dry	Careless Driving
18	4/12/11		14:20	Rear End	No	No	Yes	Day	Dry	Careless Driving
19	5/26/11		17:06	Rear End	No	No	Yes	Day	Dry	Careless Driving
20	5/28/11		11:43	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
21	6/9/11		17:45	Rear End	No	No	Yes	Day	Dry	Careless Driving
22	6/20/11		15:45	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
23	8/27/11		15:14	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
24	9/8/11		15:31	Rear End	No	No	Yes	Day	Dry	Careless Driving
25	9/30/11		12:58	Rear End	No	No	Yes	Day	Dry	Careless Driving
26	10/18/11		16:36	Rear End	No	No	Yes	Day	Dry	Careless Driving
27	11/17/10		19:29	Rear End	No	Unclear	Yes	Night	Dry	D1 had Stroke - unclear if further +
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
27	0	5/5		0	0	0	27	0		
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY R/W	DUI		
0	0	19	8	3	24	0	0	0		
TOTAL VEHICLES ENTERING/ADT:							CRASH RATE: MEV			



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 121 - Northbound			
INTERSECTING ROUTE: SR 24							M.P.: 1.608		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
1	3/17/10		11:50	Left Turn	No	Yes - 1	No	Day	Dry	Passenger Fell out of Moving Vehicle
2	10/25/09	RTOR	6:55	Right Angle	No	No	Yes	Day	Dry	Failure to Yield Right of Way
3	1/2/11	Bicycle	23:00	Right Turn	No	No	Yes	Night	Wet	Unclear - Vehicle Right Turn into +
4	9/4/11	RTOR	10:45	Right Angle	No	No	Yes	Day	Dry	Failure to Yield Right of Way
5	10/22/11	RTOR	19:20	Right Angle	No	No	Yes	Night	Dry	Failure to Yield Right of Way
6	6/28/09		16:35	Sideswipe	No	No	Yes	Day	Dry	Improper Lane Change
7	8/16/09		20:25	Sideswipe	No	No	Yes	Night	Dry	Careless Driving
8	3/8/10		11:20	Sideswipe	No	No	Yes	Day	Dry	Improper Lane Change
9	4/18/11		11:13	Sideswipe	No	No	Yes	Day	Dry	Improper Turn (U Turn from Inside +)
10	7/31/11		12:42	Sideswipe	No	Yes - 1	Yes	Day	Dry	Attempted U Turn from Inside Lane
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
10	0	2/2		3	1	1	0	5		
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY RW	DUI		
0	1	7	3	1	9	0	3	0		
TOTAL VEHICLES ENTERING/ADT:							CRASH RATE: MEV			



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 121 - Northbound Rear End			
INTERSECTING ROUTE: SR 24							M.P.: 1.608		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
1	5/1/09		11:00	Rear End	No	Yes - 5	Yes	Day	Dry	Careless Driving
2	12/04/09		20:28	Rear End	No	Yes - 1	Yes	Day	Wet	Careless Driving
3	1/4/10		16:00	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
4	1/16/10		15:28	Rear End	No	Yes - 1	Yes	Day	Wet	Careless Driving
5	3/5/10	LTL	15:50	Rear End	No	No	Yes	Day	Dry	Careless Driving
6	6/22/10	RTOR	10:46	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
7	9/21/10		15:56	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving/D1 stopped for
8	12/5/10		5:06	Rear End	No	No	Yes	Night	Wet	Following too closely
9	2/10/11	RTOR	13:39	Rear End	No	No	Yes	Day	Wet	Careless Driving
10	4/27/11		12:08	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
11	7/10/11	RTOR	13:20	Rear End	No	No	Yes	Day	Dry	Careless Driving
12	9/19/11		17:31	Rear End	No	No	Yes	Day	Dry	Careless Driving
13	10/10/11	LTL	16:59	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
14	11/2/11		14:56	Rear End	No	No	Yes	Day	Dry	Careless Driving
15	2/15/11	LTL	16:20	Rear End	No	No	Yes	Day	Dry	Careless Driving
16	10/12/11	Motorcy	15:40	Rear End	No	No	Yes	Day	Dry	Careless Driving
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
16	0	8/12		0	0	0	16	0		
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY RW	DUI		
0	0	15	1	4	12	0	0	0		
TOTAL VEHICLES ENTERING/ADT:					CRASH RATE: MEV					



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 121			
INTERSECTING ROUTE: Windmeadows Eastbound							M.P.: 1.697		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
1	2/14/11		16:20	Rear End	No	No	Yes	Day	Dry	Careless Driving
2	9/23/11		22:07	Rear End	No	No	Yes	Night	Dry	Careless Driving
3	12/30/09		13:40	Right Angle	No	Yes - 1	Yes	Day	Dry	Disregarded Traffic Signal
4	1/9/09	Ped.	12:55	Right Angle	No	Yes - 1	Yes	Day	Dry	Ped. Failed to Yield R/W
5	1/15/09	RTOR	8:14	Right Angle	No	No	Yes	Day	Dry	Careless Driving
6	10/13/09	RTOR	12:02	Right Angle	No	Yes - 1	Yes	Day	Dry	Disregarded Traffic Signal/Fail Yield R/W
7	12/28/10	RTOR	17:00	Right Angle	No	No	Yes	Day	Dry	Failure to Yield R/W
8	10/2/11	RTOR	14:48	Rear End	No	No	Yes	Day	Dry	Careless Driving
	Westbound									
1	5/26/11		15:10	Sideswipe	No	No	Yes	Day	Dry	Failed to keep in proper lane
2	11/7/11		16:28	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
10	0	4/4		5	0	0	4	1		
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY RAW	DUI		
0	1	9	1	0	10	0	3	0		
TOTAL VEHICLES ENTERING/ADT:							CRASH RATE: MEV			



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 121 Northbound			
INTERSECTING ROUTE: Windmeadows							M.P.: 1.697		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
1	2/16/10		21:57	Left Turn	No	Yes - 1	Yes	Night	Dry	Failure to Yield R/W
2	9/29/10		12:46	Left Turn	No	Yes - 1	Yes	Day	Dry	Failure to Yield R/W
3	10/27/10		14:46	Left Turn	No	Yes - 1	Yes	Day	Dry	Failure to Yield R/W
4	11/15/10	Motorcyclist	13:08	Left Turn	No	Yes - 1	Yes	Day	Dry	Failure to Yield R/W
5	10/3/11		17:00	Left Turn	No	Yes - 1	Yes	Day	Dry	Failure to Yield R/W
6	10/30/11		19:42	Left Turn	No	Yes - 1	Yes	Day	Dry	Failure to Yield R/W
7	8/20/11		13:35	Rear End	No	No	Yes	Day	Wet	Careless Driving
8	2/27/09		21:21	Sideswipe	No	No	Yes	Day	Dry	Improper Lane Change
9	8/20/11		13:05	Sideswipe	No	No	Yes	Day	Wet	Failed to keep in proper lane
10	4/13/09		15:16	Sideswipe	No	Yes - 1	Yes	Day	Dry	Improper Lane Change
11	6/8/11		23:20	Right Angle	No	No	Yes	Dark	Dry	Ran Red Light
12	9/14/11	Motorcyclist	12:18	Out of Control	No	Yes - 1	Yes	Day	Dry	Careless Driving/ Exceeded Speed
	Beyond Int									From Windmeadows
1	3/31/11		18:46	Sideswipe	No	No	Yes	Day	Dry	Failed to keep in proper lane
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
13	0	8/8		1	6	0	1	4		
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY R/W	DUI		
1	0	11	2	2	11	1	6	0		
TOTAL VEHICLES ENTERING/ADT:							CRASH RATE: MEV			



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 121 Southbound			
INTERSECTING ROUTE: Windmeadows							M.P.: 1.697		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
1	3/9/09		9:54	Right Angle	No	No	Yes	Day	Dry	Disregarded Traffic Signal
2	7/26/09		3:15	Fixed Object	No	No	Yes	Night	Dry	Avoiding Phantom Vehicle
3	8/12/09		23:09	Right Angle	No	Yes - 1	Yes	Night	Dry	Disregarded Traffic Signal
4	8/18/09		14:10	Right Angle	No	No	Yes	Day	Wet	Disregarded Traffic Signal
5	9/19/09		0:13	Right Angle	No	No	Yes	Night	Dry	Drove Left of Center (Turning Right)
6	11/25/09		16:25	Fixed Object	No	Yes - 1	Yes	Day	Wet	Careless Driving
7	1/27/10		11:32	Sideswipe	No	No	Yes	Day	Dry	Careless Driving (U turn)
8	3/1/10		11:46	Right Angle	No	No	Yes	Day	Dry	Improper Turn
9	9/17/10	Bicycle	10:30	Right Turn	No	Yes - 1	Yes	Day	Dry	Vehicle Right Turn into parallel bicycle
10	11/29/10		10:29	Right Angle	No	No	Yes	Day	Dry	Disregarded Traffic Signal
11	07/21/11		15:45	Right Angle	No	No	Yes	Day	Dry	Ran Red Light
12	11/30/10		18:42	Sideswipe	No	No	Yes	Day	Dry	Failed to Yield Right of Way
13	2/6/11		22:21	Sideswipe	No	No	Yes	Night	Wet	Failed to keep in proper lane
14	4/27/11		12:14	Sideswipe	No	No	Yes	Day	Dry	Careless Driving
15	7/8/11		15:50	Sideswipe	No	No	Yes	Day	Dry	Failed to Yield Right of Way
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
15	0	3/3		7		1	0	5		
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY/RW	DUI		
2	1	11	4	3	12	0	2	0		
TOTAL VEHICLES ENTERING/ADT:										
CRASH RATE: MEV										



CRASH SUMMARY

LOCATION: Gainesville, Florida							S.R. NO.: 121 Southbound Rear End			
INTERSECTING ROUTE: Windmeadows							M.P.: 1.697		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/ DRY	CONTRIBUTING CAUSE
1	2/17/09		10:51	Rear End	No	No	Yes	Day	Dry	Careless Driving
2	3/1/09		3:23	Rear End	No	Yes - 1	Yes	Day	Dry	Careless Driving
3	3/19/09		12:27	Rear End	No	No	Yes	Day	Dry	Careless Driving
4	4/24/09		13:13	Rear End	No	No	Yes	Day	Dry	Careless Driving
5	8/17/09		17:05	Rear End	No	No	Yes	Day	Dry	Careless Driving
6	8/20/09		12:09	Rear End	No	No	Yes	Day	Dry	Careless Driving
7	9/15/09		11:15	Rear End	No	No	Yes	Day	Dry	Careless Driving
8	9/19/09		21:19	Rear End	No	No	Yes	Night	Dry	Careless Driving
9	10/2/09		15:32	Rear End	No	No	Yes	Day	Dry	Careless Driving
10	2/5/10		14:15	Rear End	No	Yes - 1	Yes	Day	Wet	Careless Driving
11	2/22/10		15:30	Rear End	No	No	Yes	Day	Wet	Careless Driving
12	4/27/10		14:12	Rear End	No	No	Yes	Day	Dry	Careless Driving
13	4/9/10		12:45	Rear End	No	Yes - 1	Yes	Day	Wet	Careless Driving
14	7/16/10		18:30	Rear End	No	Yes - 4	Yes	Day	Dry	Careless Driving
15	8/26/10		21:40	Rear End	No	No	Yes	Night	Wet	Careless Driving
16	11/18/10		20:34	Rear End	No	No	No	Night	Dry	Careless Driving
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
Continued										
%										
ONE VEHICLE	PED/ BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY RW	DUI		
TOTAL VEHICLES ENTERING/ADT:							CRASH RATE: MEV			



0718

RECYCLED PAPER



FORM 750-020-08
TRAFFIC ENGINEERING
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FORM 750-020-08
TRAFFIC ENGINEERING
07/99

TRAFFIC ENGINEERING
07/99

RECYCLED PAPER 

FORM 750-020-08
TRAFFIC ENGINEERING
07/99

LOCATION: Gainesville, Florida							S.R. NO.: 121			
INTERSECTING ROUTE: Shell Gas Station							M.P.: 1.7		ENGINEER: Chapman	
STUDY PERIOD FROM: 1/1/2009 TO: 12/31/2011							COUNTY: Alachua			
NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/NIGHT	WET/DRY	CONTRIBUTING CAUSE
1	8/30/09		19:11	Sideswipe	No	No	Yes	Day	Dry	Careless Driving
2	11/7/09		0:35	Sideswipe	No	No	Yes	Night	Dry	Improper Lane Change (yield to 2)
TOTAL										
TOTAL NO.	FATAL	INJURY	P.D.	ANGLE	LEFT TURN	RIGHT TURN	REAR END	SIDE SWIPE		
2	0	0		0	0	0	0	2		
%										
ONE VEHICLE	PED/BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	FTY R/W	DUI		
0	0	1	1	0	2	0	0	0		
TOTAL VEHICLES ENTERING/ADT:						CRASH RATE: MEV				



07/19

RECYCLED PAPER

07/93

RECYCLED PAPER

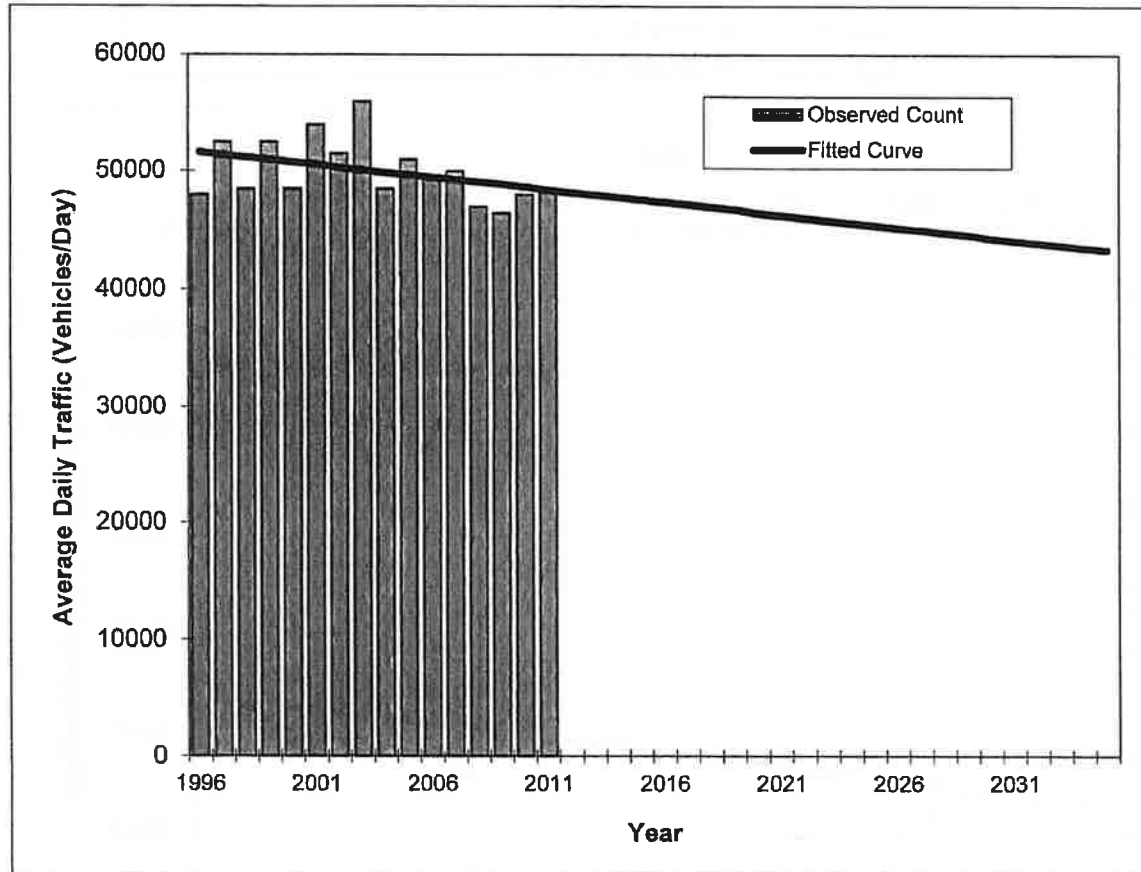


Traffic Trends - V03.a

SR 24 --

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	0490
Highway:	SR 24



Year	Traffic (ADT/AADT)	
	Count*	Trend**
1996	48000	51600
1997	52500	51400
1998	48500	51200
1999	52500	51000
2000	48500	50800
2001	54000	50600
2002	51500	50300
2003	56000	50100
2004	48500	49900
2005	51000	49700
2006	49500	49500
2007	50000	49300
2008	47000	49100
2009	46500	48900
2010	48000	48700
2011	48500	48400
2014 Opening Year Trend		
2014	N/A	47800
2024 Mid-Year Trend		
2024	N/A	45700
2034 Design Year Trend		
2034	N/A	43600
TRANPLAN Forecasts/Trends		

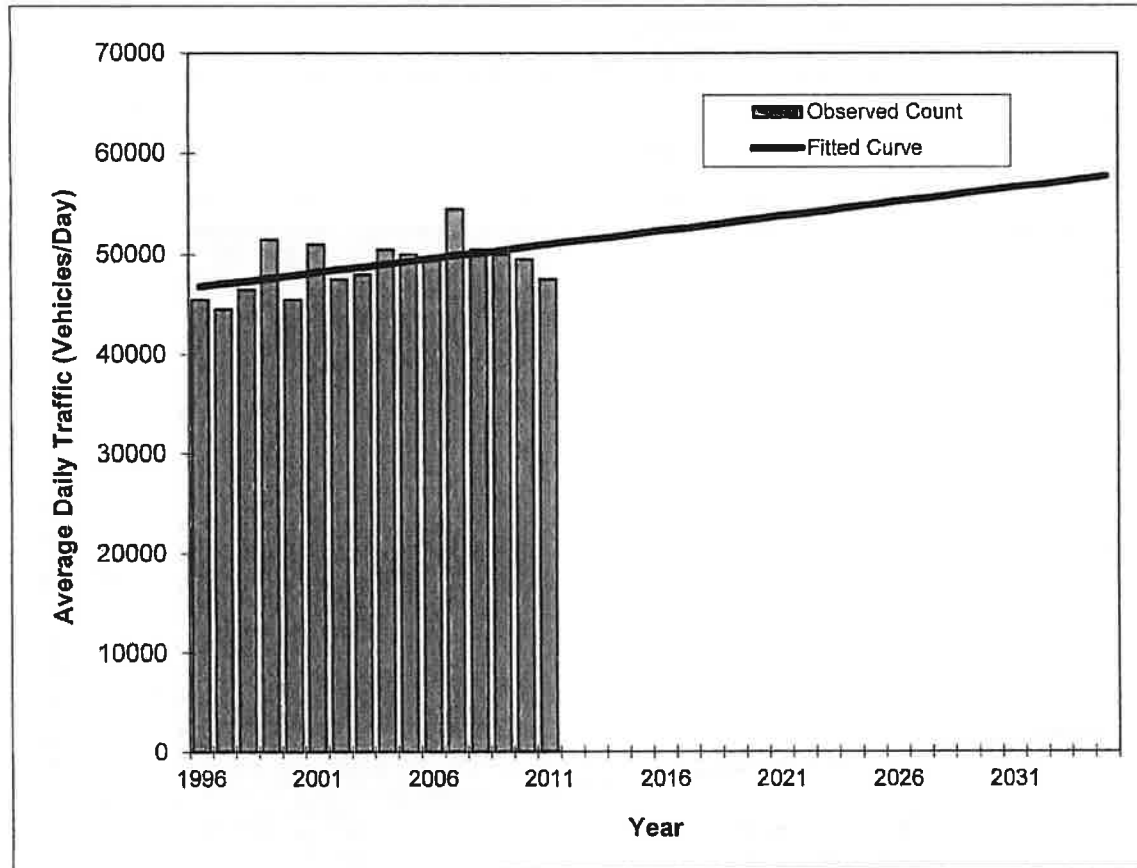
** Annual Trend Increase:	-211
Trend R-squared:	14.25%
Trend Annual Historic Growth Rate:	-0.41%
Trend Growth Rate (2011 to Design Year):	-0.43%
Printed:	28-Mar-13
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a SR 24 --

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	3029
Highway:	SR 24



** Annual Trend Increase:	279
Trend R-squared:	25.58%
Trend Annual Historic Growth Rate:	0.60%
Trend Growth Rate (2011 to Design Year):	0.55%
Printed:	28-Mar-13
Straight Line Growth Option	

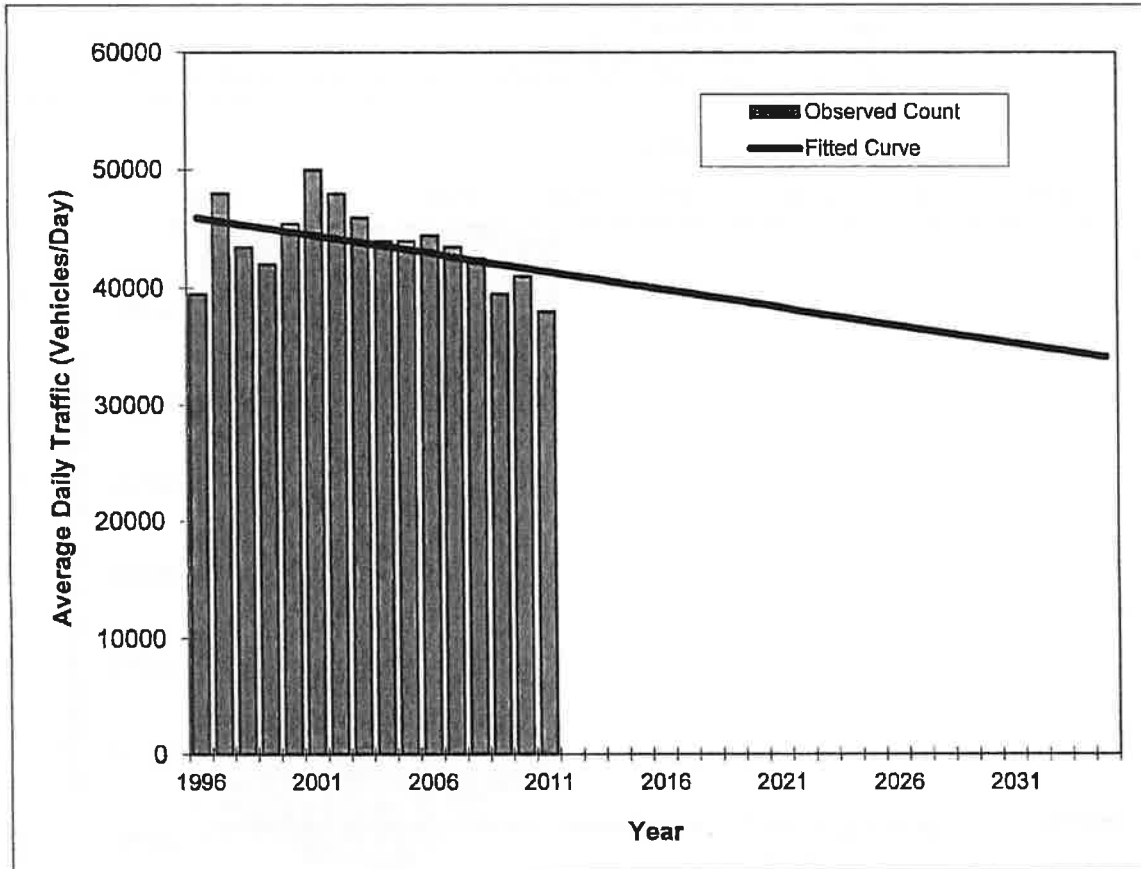
Year	Traffic (ADT/AADT)	
	Count*	Trend**
1996	45500	46800
1997	44500	47100
1998	46500	47300
1999	51500	47600
2000	45500	47900
2001	51000	48200
2002	47500	48500
2003	48000	48700
2004	50500	49000
2005	50000	49300
2006	49500	49600
2007	54500	49900
2008	50500	50100
2009	50000	50400
2010	49500	50700
2011	47500	51000
2014 Opening Year Trend		
2014	N/A	51800
2024 Mid-Year Trend		
2024	N/A	54600
2034 Design Year Trend		
2034	N/A	57400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Traffic Trends - V03.a **SR 121 --**

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	1011
Highway:	SR 121



Year	Traffic (ADT/AADT)	
	Count*	Trend**
1996	39500	46000
1997	48000	45700
1998	43500	45400
1999	42000	45100
2000	45500	44800
2001	50000	44500
2002	48000	44200
2003	46000	43900
2004	44000	43600
2005	44000	43300
2006	44500	43000
2007	43500	42600
2008	42500	42300
2009	39500	42000
2010	41000	41700
2011	38000	41400
2014 Opening Year Trend		
2014	N/A	40500
2024 Mid-Year Trend		
2024	N/A	37400
2034 Design Year Trend		
2034	N/A	34400
TRANPLAN Forecasts/Trends		

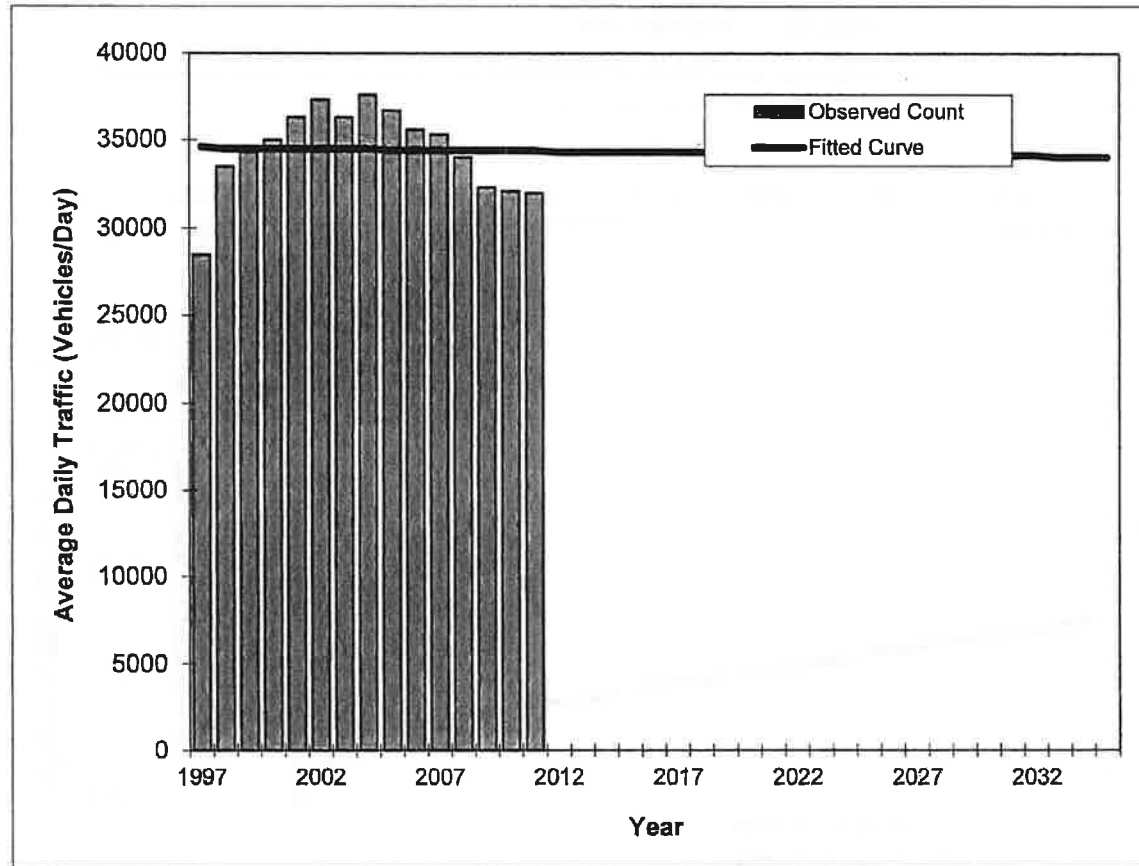
** Annual Trend Increase:	-307
Trend R-squared:	19.32%
Trend Annual Historic Growth Rate:	-0.67%
Trend Growth Rate (2011 to Design Year):	-0.74%
Printed:	28-Mar-13
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a **SR 121 --**

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	0323
Highway:	SR 121



Year	Traffic (ADT/AADT)	
	Count*	Trend**
1997	28500	34600
1998	33500	34500
1999	34300	34500
2000	35000	34500
2001	36300	34500
2002	37300	34500
2003	36300	34500
2004	37600	34500
2005	36700	34400
2006	35600	34400
2007	35300	34400
2008	34000	34400
2009	32300	34400
2010	32100	34400
2011	32000	34400
2014 Opening Year Trend		
2014	N/A	34300
2024 Mid-Year Trend		
2024	N/A	34200
2034 Design Year Trend		
2034	N/A	34000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-14
Trend R-squared:	0.06%
Trend Annual Historic Growth Rate:	-0.04%
Trend Growth Rate (2011 to Design Year):	-0.05%
Printed:	28-Mar-13
Straight Line Growth Option	

*Axle-Adjusted

Preliminary Construction Cost Estimate

SR 24 (SW Archer Rd.) & SR 121 (SW 34th St.)

Description: Right turn lane addition, left turn lane extension, and miscellaneous intersection improvements

Date: March 29, 2013

Pay Item Number	Description	Plan Quantity	Unit	Unit Cost	Item Cost
101-1	Mobilization (25% of construction)	1	LS		\$25,437.55
102-1	Maintenance of Traffic (15% of construction)	1	LS		\$15,262.53
104-18	Inlet Protection System	2	EA	\$72.88	\$145.76
110-1-1	Clearing and Grubbing	0.1	AC	\$7,587.69	\$758.77
110-4	Concrete Removal	1034	SY	\$12.01	\$12,418.34
120-1	Regular Excavation	585	CY	\$4.16	\$2,433.60
160-4	Type B Stabilization	1048	SY	\$2.63	\$2,756.24
285-706	Optional Base, Base Group 6	877	SY	\$12.58	\$11,032.66
327-70-5	Milling Existing Asphalt Pavement (2" Avg. Depth)	132	SY	\$1.43	\$188.76
334-1-13	Superpave Asphaltic Conc. (Traffic C)	217	TN	\$82.50	\$17,902.50
425-13-51	Inlets, Curb, Type P-5, <10'	2	EA	\$3,321.25	\$6,642.50
425-2-71	Manholes, J-7, <10'	2	EA	\$5,345.45	\$10,690.90
430-175-118	Pipe Culv, Opt Matl, Round, 18" S/CD	20	LF	\$41.83	\$836.60
520-1-10	Curb & Gutter (Type F)	615	LF	\$13.12	\$8,068.80
520-2-2	Curb & Gutter (Type B)	50	LF	\$24.40	\$1,220.00
520-70	Conc. Traffic Separator, Special, Variable Width	130	SY	\$46.10	\$5,993.00
522-1	Conc. Sidewalk (4")	587	SY	\$27.06	\$15,884.22
522-2	Conc. Sidewalk (6")	85	SY	\$34.92	\$2,968.20
700-20-11	Single Sign Post(F&I) (Less than 12 sf)	5	AS	\$253.17	\$1,265.85
706-3	Retro-Reflective Pavement Marker	40	EA	\$3.27	\$130.80
710-11-111	Painted Pavt. Markings (Std.) (White) (Solid) (6")	0.15	NM	\$815.49	\$122.32
710-11-112	Painted Pavt. Markings (Std.) (White) (Solid) (8")	140	LF	\$0.29	\$40.60
710-11-113	Painted Pavt. Markings (Std.) (White) (Solid) (12")	80	LF	\$0.53	\$42.40
710-11-115	Painted Pavt. Markings (Std.) (White) (Solid) (24")	25	LF	\$1.07	\$26.75
710-11-170	Painted Pavt. Markings (Std.) (White) (Arrow)	7	EA	\$21.14	\$147.98
710-11-211	Painted Pavt. Markings (Std.) (Yellow) (6")	0.04	NM	\$816.04	\$32.64
	Project Unknowns				\$30,000.00
			Sub-Total		\$172,450.27
	Small Project Contingency (30%)				\$51,735.08
			Project Total		\$224,185.35

Note: The unit costs were established using the FDOT's Statewide "Item Average Unit Cost" document (2012/01/01 to 2012/12/31)

EXHIBIT 2

Marlie Sanderson

From: Taulbee, Karen [Karen.Taulbee@dot.state.fl.us]
Sent: Wednesday, June 26, 2013 3:42 PM
To: Marlie Sanderson
Cc: Scott Koons; Mike Escalante; Falotico, Tony; hawkinswt@cityofgainesville.org
Subject: FW: SR 24 at SR 121 -- Traffic Volumes
Attachments: SR 24 at SR 121 AM Peak.pdf; SR 24 at SR 121 Midday.pdf; SR 24 at SR 121 PM Peak.pdf

Marlie,
Here are the traffic volume peak details and a summary comparing the vehicles to pedestrians. I will have to send the pedestrian count appendices in a separate email.

Karen S. Taulbee, AICP

Transportation Specialist
Jacksonville Urban Office
904-360-5652
karen.taulbee@dot.state.fl.us

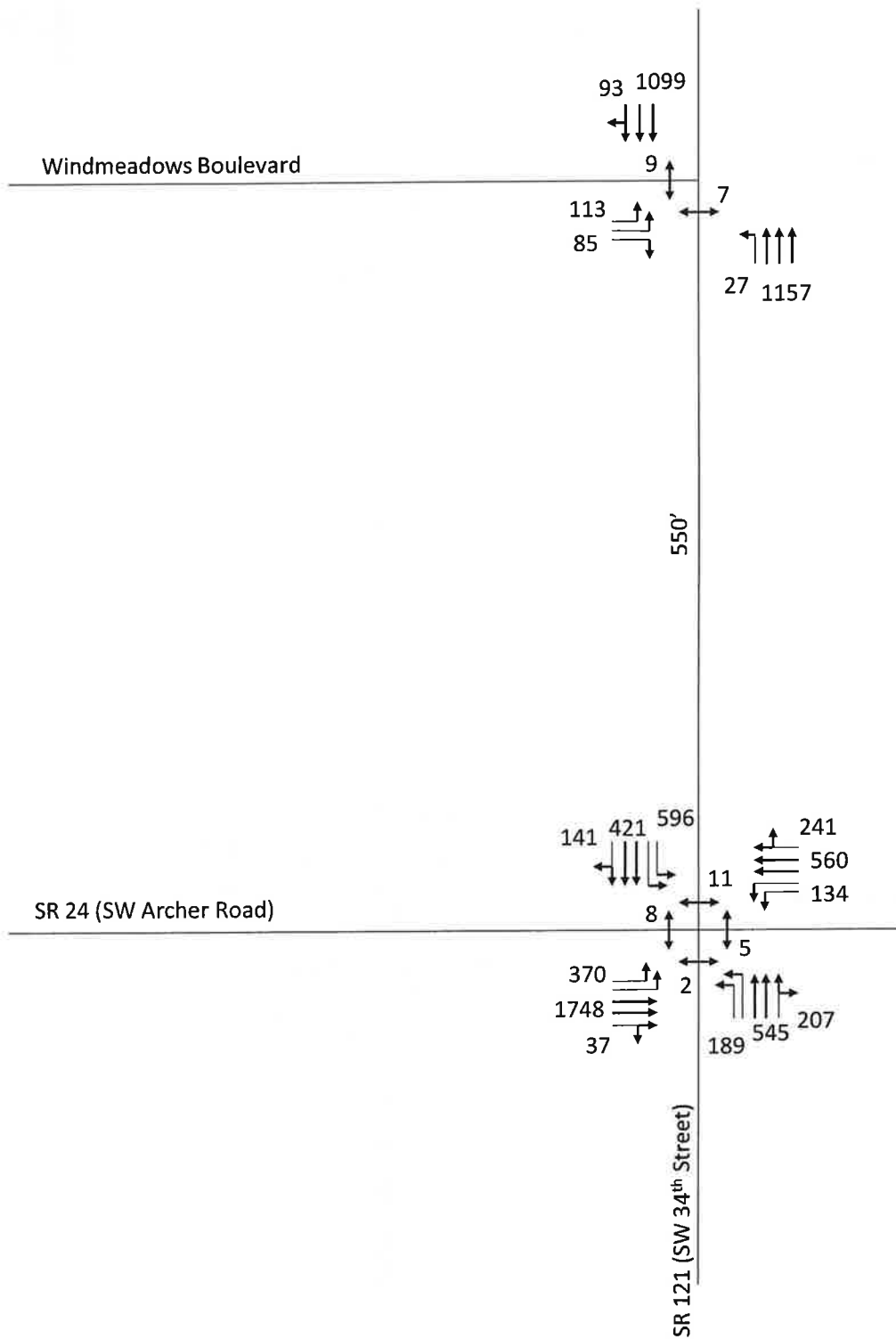
From: Bennett, James
Sent: Monday, June 10, 2013 7:52 PM
To: Taulbee, Karen
Subject: FW: SR 24 at SR 121 -- Traffic Volumes

The following table compares the number of vehicles to the number of pedestrians at each location by time of day:

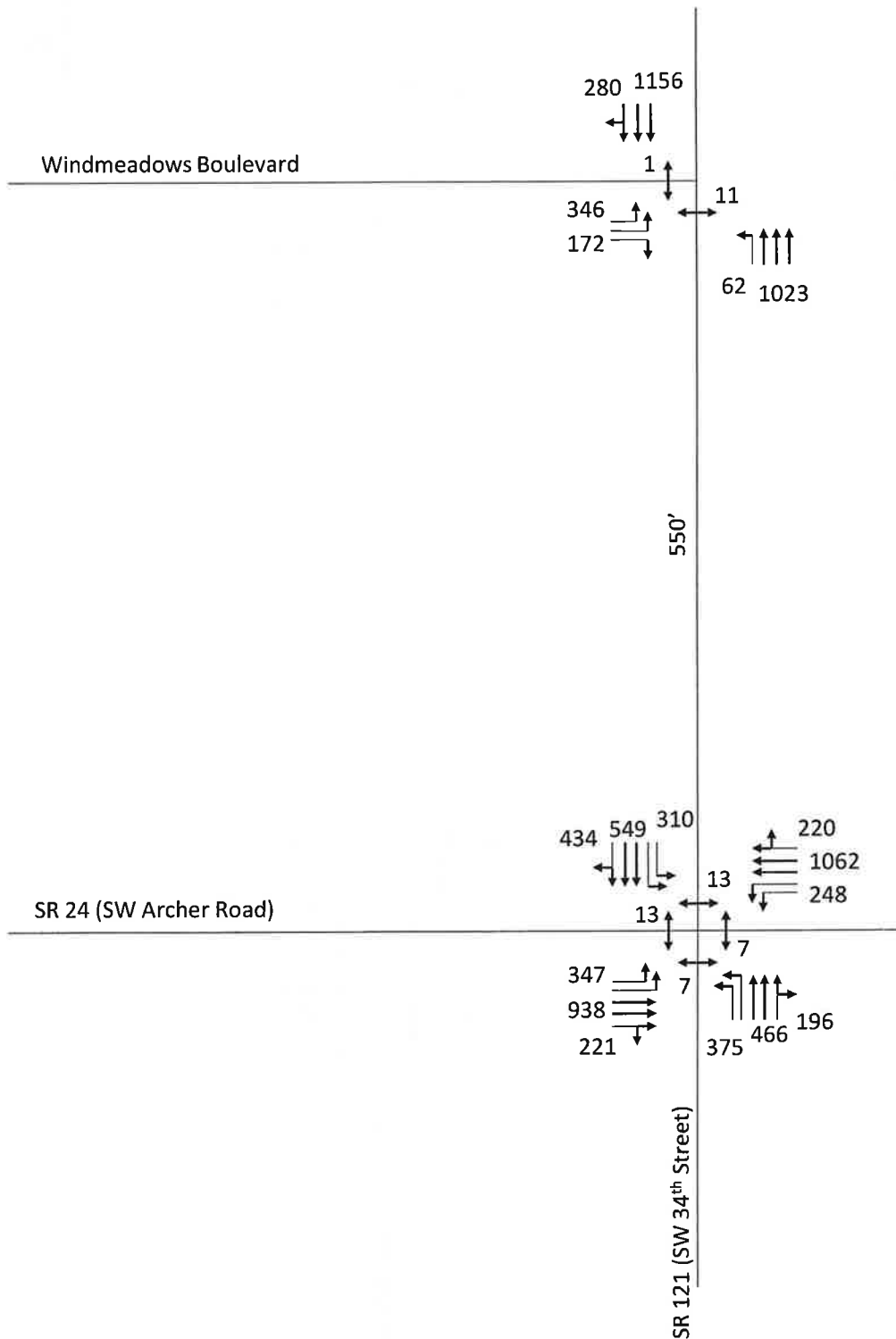
Intersection (Time of Day)	Entering Vehicles (Percent of Total)	Crossing Pedestrians (Percent of Total)
SR 24/SR 121 (AM Peak)	5,189 (99.5%)	26 (0.5%)
SR 24/SR 121 (Midday Peak)	5,366 (99.3%)	40 (0.7%)
SR 24/SR 121 (PM Peak)	6,331 (98.6%)	93 (1.4%)
SR 121/ Windmeadows (AM Peak)	2,574 (99.4%)	16 (0.6%)
SR 121/ Windmeadows (Midday Peak)	3,039 (99.6%)	12 (0.4%)
SR 121/ Windmeadows (PM Peak)	3,488 (99.0%)	37 (1.0%)
Totals	25,987 (99.15%)	224 (0.85%)

As shown (for the three peak hours analyzed), entering vehicles account for more than 99% of the traffic at these intersections, while crossing pedestrians account for less than 1%.

I also compared the entire 8-hour counts for both intersections (which gave very similar results): entering vehicles totaled 67,798 (99.17%), while pedestrians totaled 569 (0.83%).



AM Peak Hour
(7:30 – 8:30 AM)

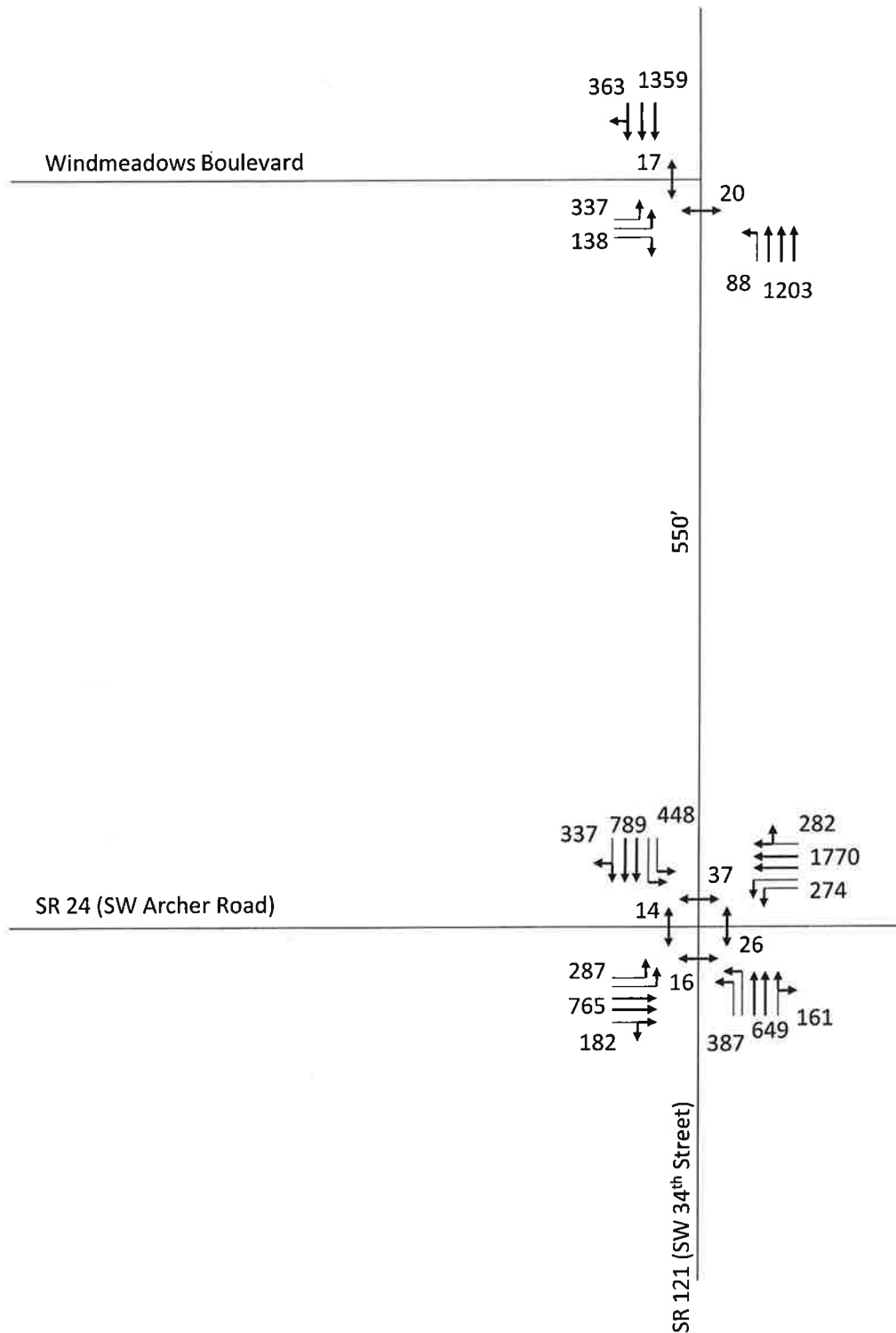


Midday Peak Hour
(12:15 – 1:15 PM)



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SR 121 (SW 34th St) – SR 24 (Archer Rd) to Windmeadows Blvd
Intersection Spacing, Lane Configuration, Traffic Volumes



PM Peak Hour
(4:30 – 5:30 PM)

SCHEDULED 2013 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	January 23	January 24	February 4 at 3:00 p.m.
MARCH	February 20	February 21	March 4 at 3:00 p.m.
JUNE	May 22	May 23	June 3 at 5:00 p.m.
AUGUST	July 24	July 25	August 5 at 3:00 p.m.
SEPTEMBER	September 18	September 19	September 30 at 3:00 p.m.
DECEMBER	November 20	November 21	December 2 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel MTPO meetings if agenda items do not require a meeting and corresponding Advisory Committee meeting may also be cancelled;
2. TAC meetings are conducted at the Gainesville Regional Utilities (GRU) Administration general purpose meeting room;
3. CAC meetings are conducted in the Grace Knight conference room of the County Administration Building; and
4. MTPO meetings are conducted at the Jack Durrance Auditorium of the County Administration Building unless noted.



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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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www.ncfrpc.org/mtpo