

# Appendices

# Appendix A

# Scope of Work

## SCOPE OF WORK

The City would like to conduct a City-wide comprehensive traffic and transportation study to review existing and future peak and off-peak hour traffic patterns, cut-through traffic, speeding traffic, existing traffic control devices, signage and traffic signals and to propose alternatives to decrease travel times, traffic calming in neighborhood areas and enhancements for vehicular, pedestrian and bicycle mobility. In addition, a review of the Pembroke Pines Community Bus Services shall be conducted to analyze operational opportunities to further enhance transportation within the City. The project boundaries shall be the City of Pembroke Pines municipal boundary. The project shall also include analysis, review and coordination with the adjacent communities, the region and with future planned projects along the Broward County Transit (BCT) fixed bus routes, express and community shuttles and paratransit routes. The Plan shall consider all other City plans, particularly those associated with land use, parks and recreation, and capital improvement projects as they relate to the potential impacts on the transportation system. In addition, the Plan shall consider existing and potential schools, private sector project developments, as well as projects under the jurisdiction of Broward County, the Florida Department of Transportation, Florida's Turnpike Enterprise, within and adjacent to the City. As projects are recommended, the Plan shall include cost estimates to possibly be included in the City's 5-year Capital Improvement Plan. As circumstances and opportunities arise in funding and construction costs, the City may wish to reprioritize based on its evolving understanding of local needs.

The Plan shall review and analyze the existing conditions of roadways, pedestrian, bicycle, and transit level of service as well as intersection analyses. Consultant must take the following

into consideration when collecting data:

- Traffic generated by Public, Public Charter and Private Schools
- Bike Routes
- Pedestrian Crosswalk Signalization and Pedestrian Safety Islands
- Priority Signalization for Emergency Vehicles and Transit
- American Disabilities Act Compliance
- Streetlight Patterns
- Streetscape
- Broward MPO Long Range Comprehensive Plan
- Metropolitan Planning Organization (MPO) Complete Streets Master Plan
- Broward County's Mobility Advancement Program (Penny for Transportation Program)

The selected firm shall provide, at a minimum, the following services:

- Public Engagement at a minimum of four (4) public community meetings
- Stakeholder meetings with:
  - City Mayor and Commission
  - City Manager's Office
  - Public Works Department
  - Police Department
  - Planning Department
  - Recreation and Cultural Arts Department
  - Community Services Department
  - City of Pembroke Pines Charter Schools

- Commission Presentation of Master Plan
- Address 5-year (short-range), 10-year (mid-range), and 20-year (long-range) transportation plans.
- Review and analyze existing conditions of City infrastructure to account for recent improvements, development plans, and changes in socioeconomic data.
- Perform a minimum of 25 traffic counts where appropriate. Data is to be collected during the typical weekday (Tuesday, Wednesday or Thursday) A.M. peak period and P.M. peak period or during certain school hours or on weekends, if appropriate.
- Collect and analyze new volume data including an operational analysis, accident information, and geometric conditions in order to document existing deficiencies.
- Evaluate the performance of the system and include a level of service (LOS) for each of the horizon years and document the future deficiencies.
- Develop a set of alternative actions to address the existing and future deficiencies as well as any special topics identified by the project stakeholders. This should include a separate section addressing schools.
- Provide implementation recommendations.
- Explore creative financing opportunities to fund recommended improvements.
- Document the results of the study and the recommendations in a "reader-friendly" report and Executive Summary.

# Appendix B Public Survey

# Transportation Master Plan Comment Form

Are you a City of Pembroke Pines resident?

What is your Zip Code?

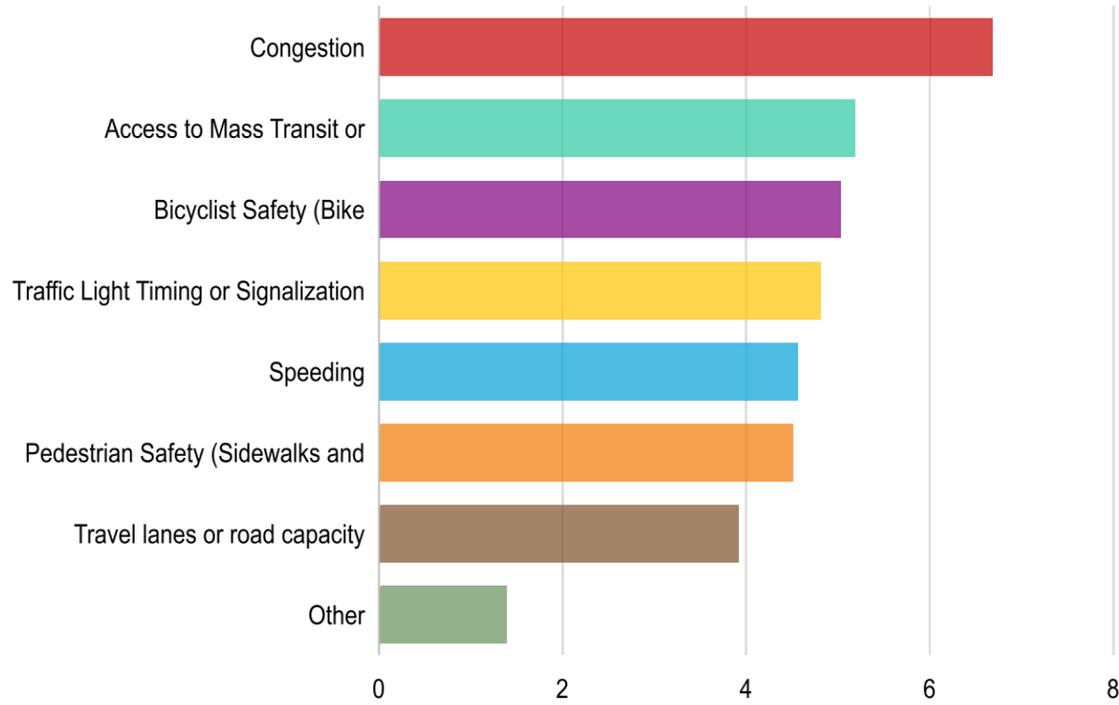


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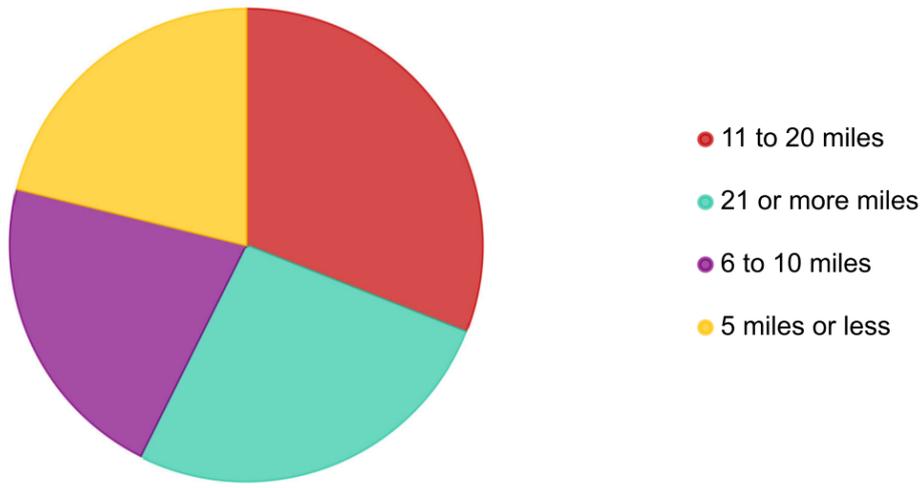
**When thinking about transportation issues, which topic below impacts the City of Pembrok...**



Rank	Answers	1	2	3	4	5	6	Average score
1	Congestion	42.95% 137	15.67% 50	21% 67	12.23% 39	3.45% 11	3.13% 10	1.57% 6.67 5
2	Access to Mass Transit or Busing	17.55% 56	23.2% 74	8.15% 26	12.23% 39	10.97% 35	10.03% 32	1 5.17
3	Bicyclist Safety (Bike Lanes)	7.84% 25	17.24% 55	21.63% 69	11.91% 38	17.87% 57	12.54% 40	9.09% 5.02 29
4	Traffic Light Timing or Signalization	14.42% 46	15.05% 48	13.79% 44	5.96% 19	6.58% 21	33.23% 106	1 4.80
5	Speeding	8.78% 28	8.78% 28	10.34% 33	14.73% 47	29.78% 95	14.42% 46	11.91% 4.55 38
6	Pedestrian Safety (Sidewalks and Crosswalks)	2.19% 7	7.21% 23	8.46% 27	33.86% 108	23.82% 76	18.18% 58	4.50

Answered: 319 Skipped: 9

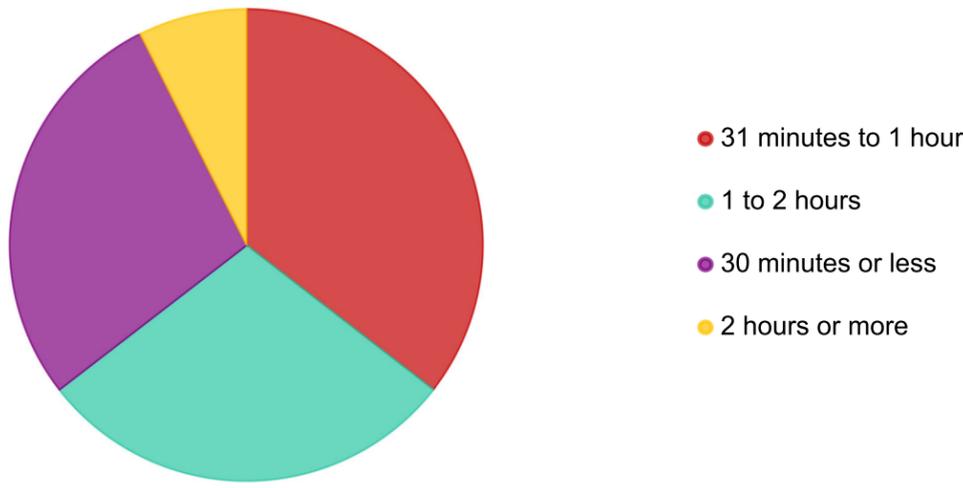
**On average, how many miles do you travel or commute per day?**



Answers	Count	Percentage
11 to 20 miles	101	30.79%
21 or more miles	86	26.22%
6 to 10 miles	70	21.34%
5 miles or less	69	21.04%

Answered: 326 Skipped: 2

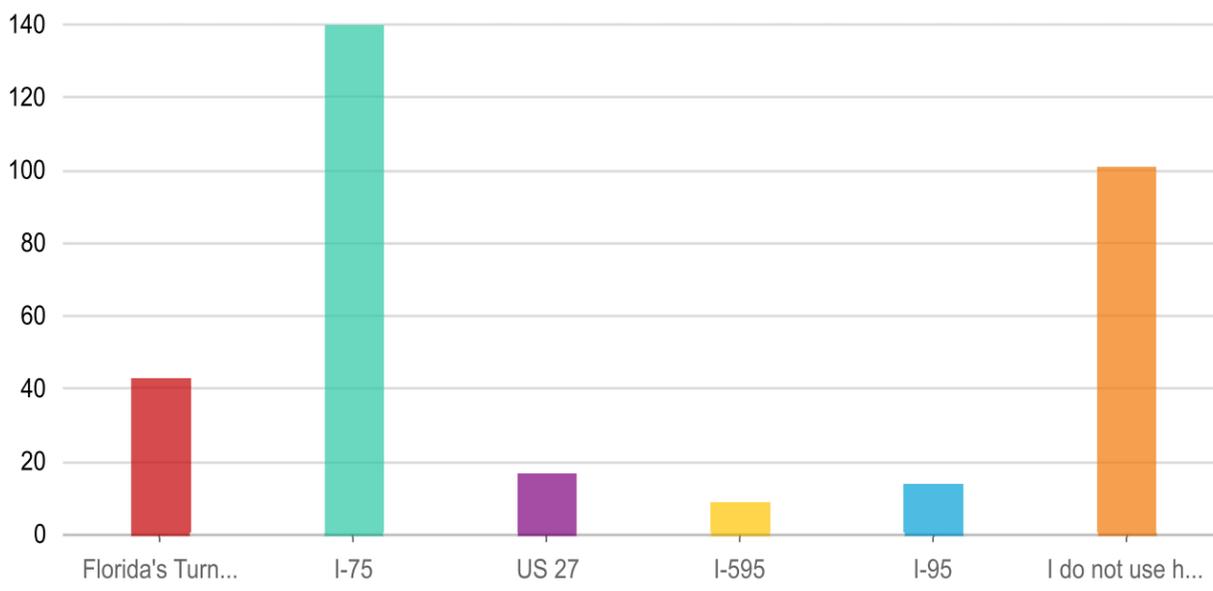
**How much of your day is spent commuting?**



Answers	Count	Percentage
31 minutes to 1 hour	115	35.06%
1 to 2 hours	94	28.66%
30 minutes or less	91	27.74%
2 hours or more	24	7.32%

Answered: 324 Skipped: 4

**Which highway do you use most often as part of your daily travel or commute?**



**Answers**

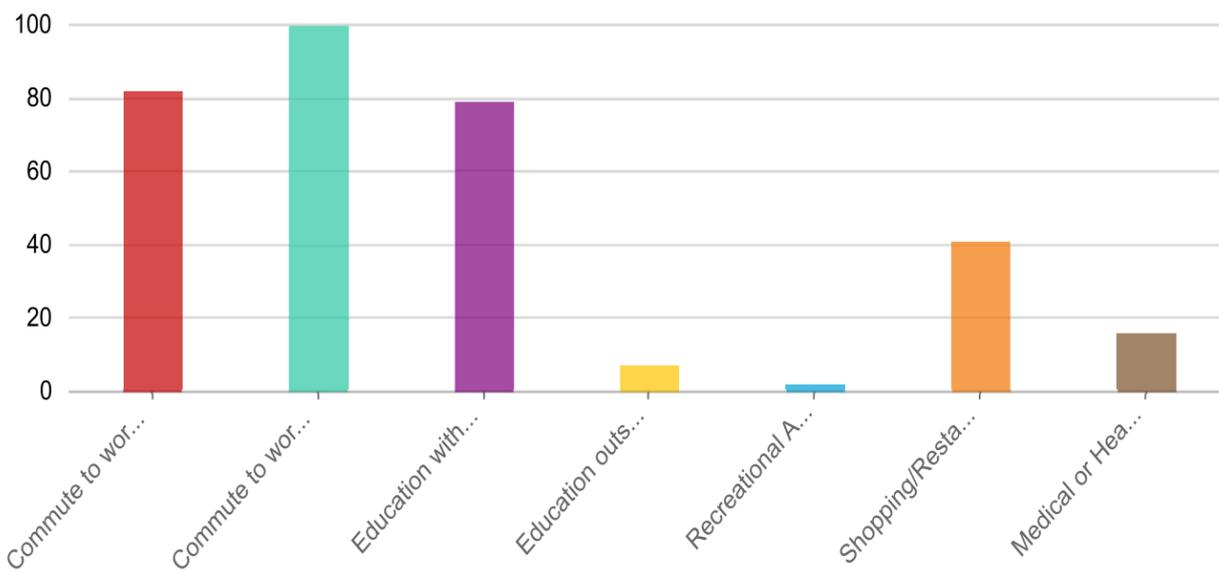
**Count**

**Percentage**

Florida's Turnpike	43	13.11%
I-75	140	42.68%
US 27	17	5.18%
I-595	9	2.74%
I-95	14	4.27%
I do not use highways	101	30.79%

Answered: 324 Skipped: 4

**What is your PRIMARY reason for travel?**



**Answers**

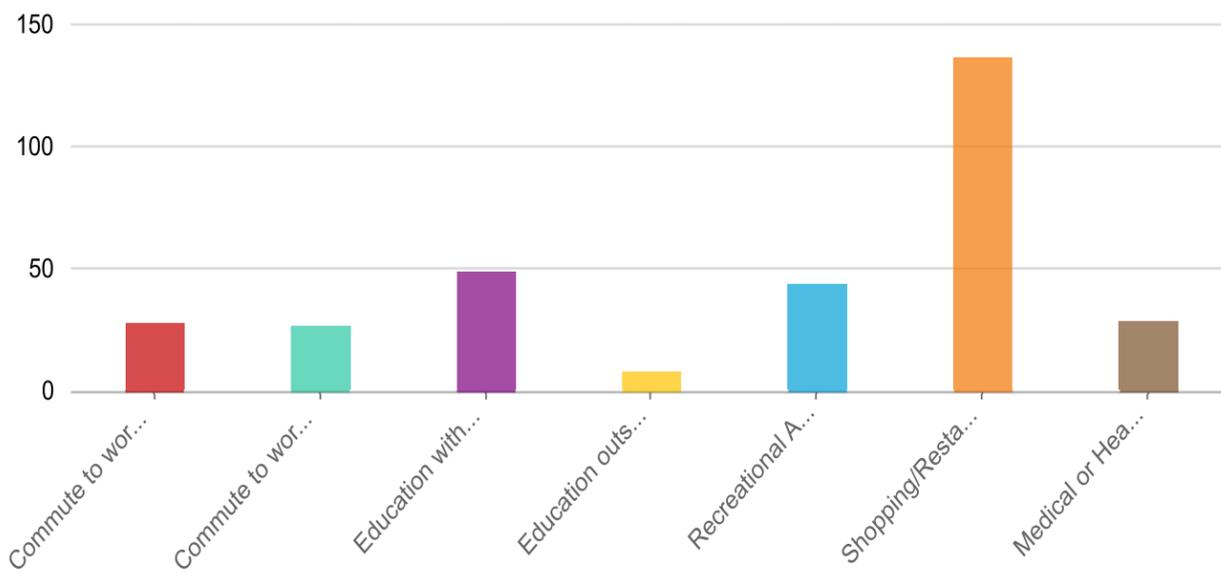
**Count**

**Percentage**

Commute to work within the City	82	25%
Commute to work outside the City	100	30.49%
Education within the City (includes student pick-up/drop-off)	79	24.09%
Education outside the City (includes student pick-up/drop-off)	7	2.13%
Recreational Activities (e.g. parks & trails)	2	0.61%
Shopping/Restaurants and other leisure	41	12.5%
Medical or Healthcare	16	4.88%

Answered: 327 Skipped: 1

**What is your SECONDARY reason for travel**



**Answers**

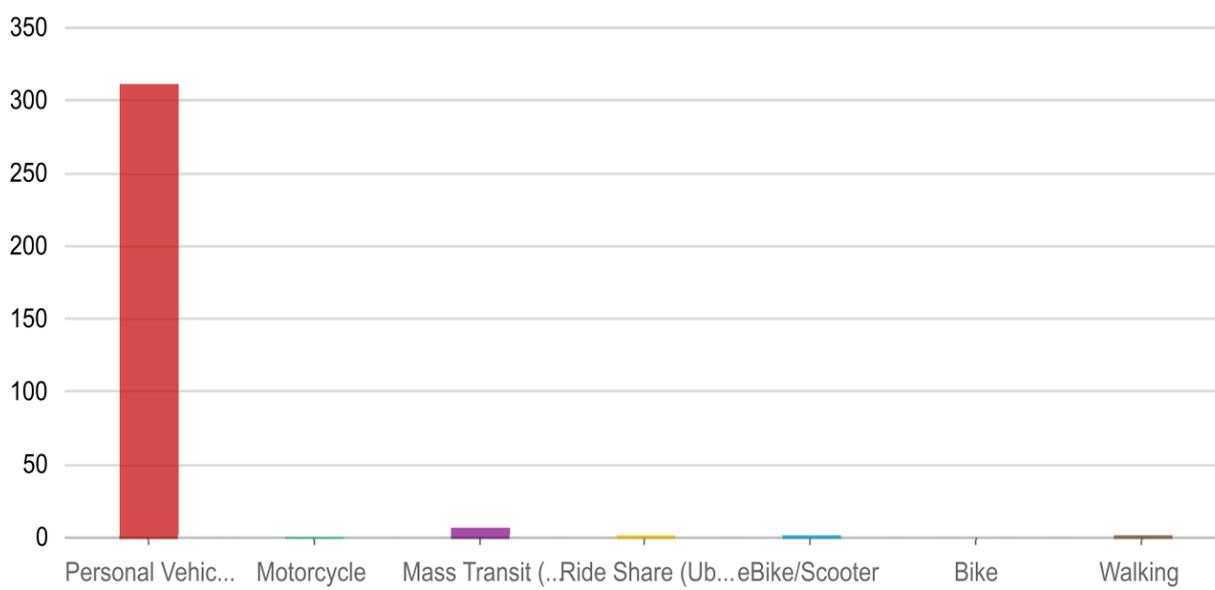
**Count**

**Percentage**

Commute to work within the City	28	8.54%
Commute to work outside the City	27	8.23%
Education within the City (includes student pick-up/drop-off)	49	14.94%
Education outside the City (includes student pick-up/drop-off)	8	2.44%
Recreational Activities (e.g. parks & trails)	44	13.41%
Shopping/Restaurants and other leisure	137	41.77%
Medical or Healthcare	29	8.84%

Answered: 322 Skipped: 6

**What is your PRIMARY mode of travel?**



**Answers**

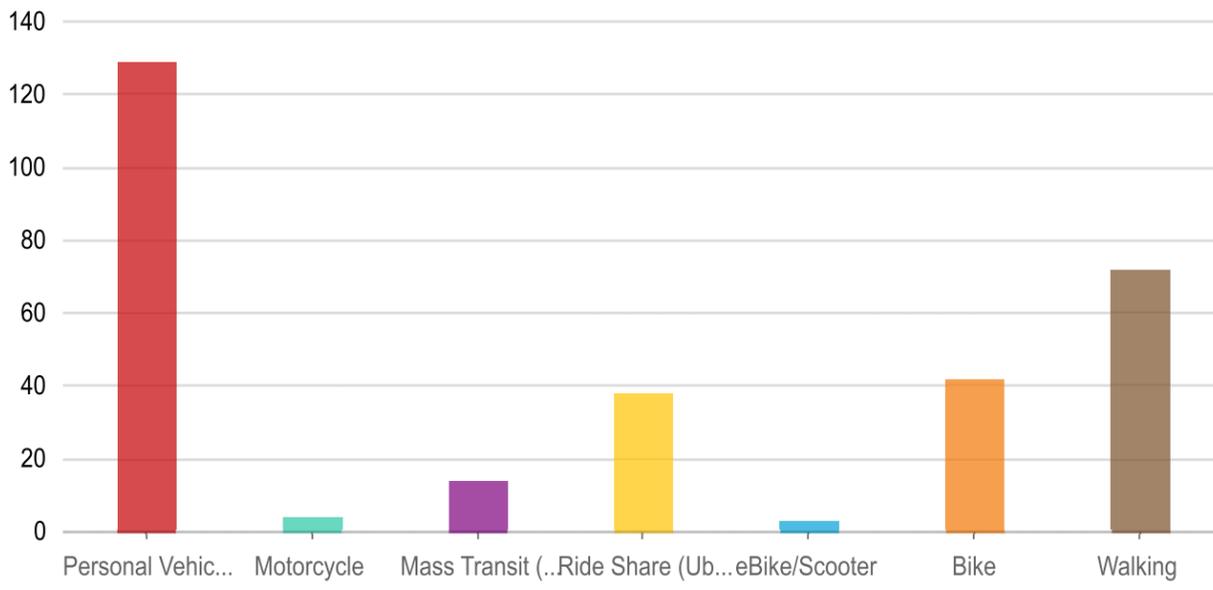
**Count**

**Percentage**

Personal Vehicle	312	95.12%
Motorcycle	1	0.3%
Mass Transit (Bus)	7	2.13%
Ride Share (Uber or Lyft)	2	0.61%
eBike/Scooter	2	0.61%
Bike	0	0%
Walking	2	0.61%

Answered: 326 Skipped: 2

**What is your SECONDARY mode of travel?**



**Answers**

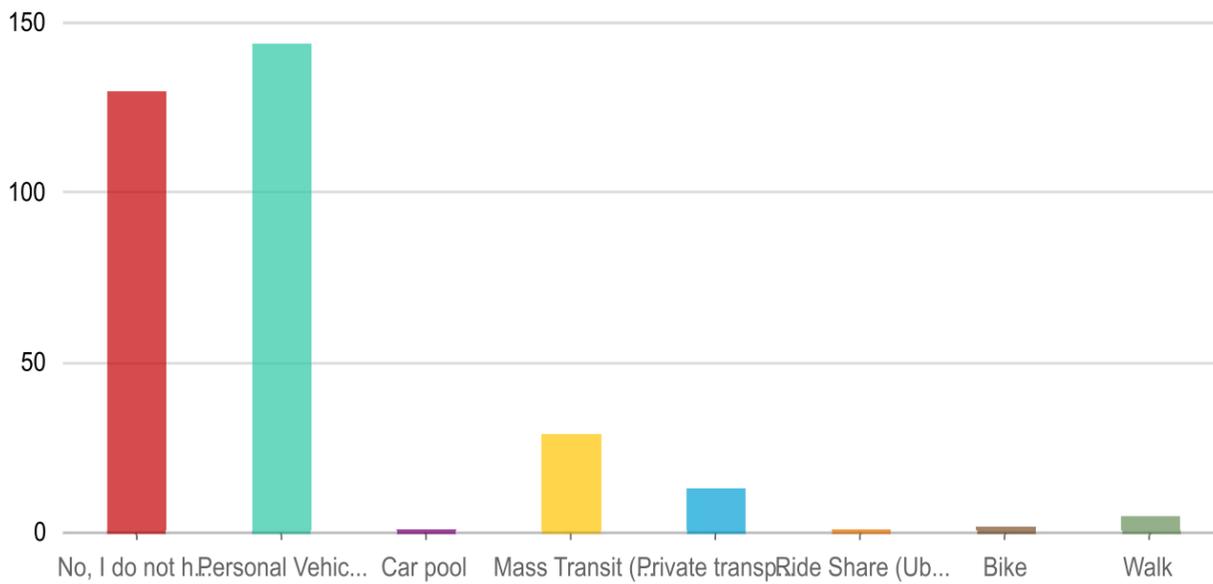
**Count**

**Percentage**

Answers	Count	Percentage
Personal Vehicle	129	39.33%
Motorcycle	4	1.22%
Mass Transit (Bus)	14	4.27%
Ride Share (Uber or Lyft)	38	11.59%
eBike/Scooter	3	0.91%
Bike	42	12.8%
Walking	72	21.95%

Answered: 302 Skipped: 26

**Do you have school aged children? If so, how do they commute to school?**



**Answers**

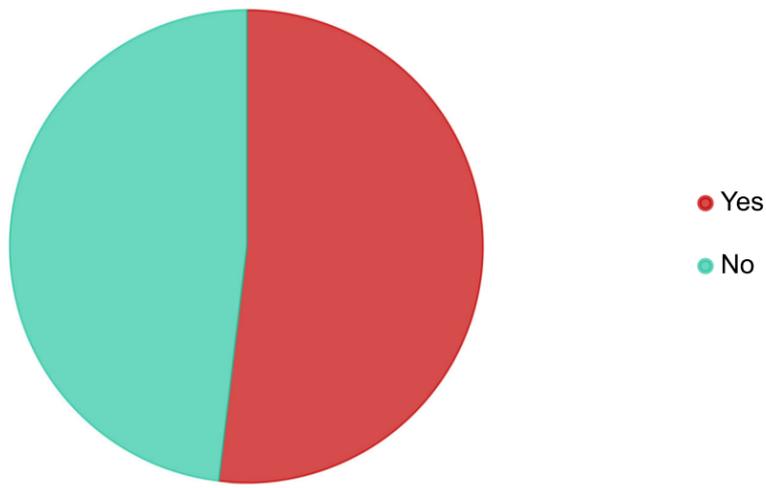
**Count**

**Percentage**

Answers	Count	Percentage
No, I do not have school aged children	130	39.63%
Personal Vehicle	144	43.9%
Car pool	1	0.3%
Mass Transit (School Bus)	29	8.84%
Private transportation or mini bus	13	3.96%
Ride Share (Uber or Lyft)	1	0.3%
Bike	2	0.61%
Walk	5	1.52%

Answered: 325 Skipped: 3

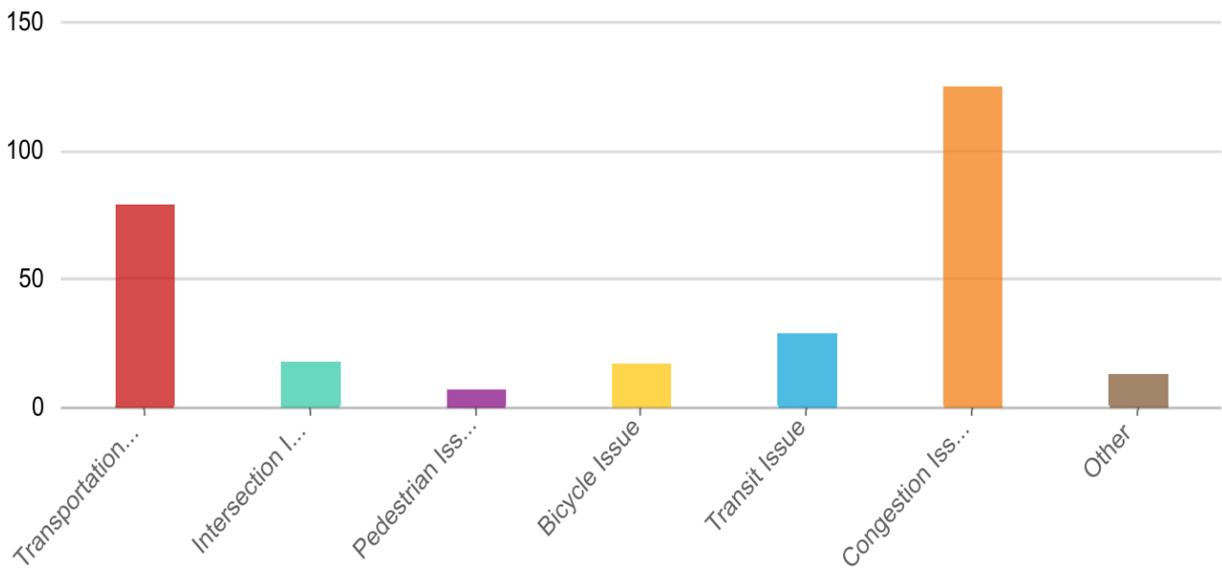
**Would you like to join our Mailing List?**



Answers	Count	Percentage
Yes	165	50.3%
No	153	46.65%

Answered: 318 Skipped: 10

**Please choose a category that best fits your Comment.**



Answers	Count	Percentage
Transportation Vision Idea	79	24.09%
Intersection Issue	18	5.49%
Pedestrian Issue	7	2.13%
Bicycle Issue	17	5.18%
Transit Issue	29	8.84%
Congestion Issue	125	38.11%
Other	13	3.96%

Answered: 288 Skipped: 40

**Comments**



Transportation management in Pembroke Pines is disjointed. Even though Mayor Ortis is MPO Chair, there is no joint cooperation between residents, FDOT, County, City and Schools to address problems. Money is not the main solution, planned approach is.	1
Traffic light timing is one of the biggest problem to handle traffic flow.. it is awful!	1
Traffic around west broward high school is insane. My kids can't ride the bus because the school only allows 1 bus pass per child and my kids, like many these days, have two homes due to divorce.	1
traffic	1
Too much traffic on pines boulevard and more townhomes construction coming up.	1
Too many schools starting at the same time in a small location.	1
Timing of traffic lights and bicycle safety lanes.	1
Timing intersection lights, using sensors at intersections to optimize traffic flow and reduce congestion, banning police speed traps, raising speed limits, using blinking yellow lights during off-peak times, ticketing slow vehicles	1
This light change so fast for vertical transit and so long for horizontal transit.	1
this is a large need for public between Pembroke Pines and downtown Miami also there is a need for public transport between Pembroke Pines and Fort Lauderdale	1
There needs to a realistic solution that Somerset Academy can be held accountable for to resolve the huge number of vehicles they generate on a daily basis.	1
There is so much traffic. It's pure hell to get stuck at every traffic light from 178th to I 75. That area also has lots of aggressive driving - probably because they keep getting stuck at multiple traffic light!	1
There is often congestion at the intersection of Pines Blvd and I-75. There is a proposal to add a park and ride at this intersection which will worsen the issue. There is no need for a park and ride as very few use the current mass transit in Pines.	1
There is no safe way to travel by bicycle	1
There is a serious lack of safe cycling routes/lanes in the city. In particular there are no east/roads with bike lanes. Would be a terrific addition to Sheridan, Taft and Johnson streets.	1
The turn signal getting on pines from 184th is too short that leads to cars cutting through red light and speeding risking hitting the cars in front of them and risk getting hit from cars behind them if going to slow.	1
The traffic lights at the intersection of Flamingo Road and Pines Boulevard are out of sequence in the mornings. The light changes too quickly (within 10 seconds) when moving North/South and creates a situation where drivers speed.	1
The traffic lights at Pines Blvd are not synchronized at all. Not only there is congestion, but the fact that you go from one light to stop in the next one is just making drivers mad.	1
The traffic congestion on west pembroke pines when school starts is ridiculous! Massive traffic around all the schools specially in the morning There has to be a way to make this better and a safer way for children to be dropped off at school safe/on time	1
The traffic along Pines Boulevard from the FL Turnpike to University Drive is so bad due to the local community traffic having to make U-Turns in order to go east / west when leaving the community especially at 70th Avenue and 72nd Avenue.	1
The timing of the traffic lights should be programmed to expedite traffic and reduce the consumption of fossil fuels; the poor coordination and incorrect timing to not facilitate traffic flow is unsettling.	1
The situation is that a lot of time is wasted taking the children to school, for example, they have to get up at 5 in the morning to have breakfast and arrive on time. er.	1
The school pickup and drop off takes more than 3 hours. We live in miramar and there is no school bus facility available this far so we have to use personal. Need bus facility for long distances.	1

The new shopping center that will include Publix, a gym, etc. does not connect to the Total Wine shopping center where there is traffic signal to safely cross and turn left to go westbound. This area is going to be a complete safety cluster &#%! 1	1
The maps for the community transportation are not useful, we need a tool like google maps to know which one suit better. 1	1
The left turn signal, north bound needs to be adjusted. Speeding along Hiatus road and Pembroke road are at dangerous levels for pedestrians and vehicles. The City Center roads are also being used to bypass local traffic at dangerous speeds. 1	1
The intersection of Sheridan Street and Embassy drive needs improvement. There are often high rates of speeding and accidents. I suggest making the traffic light turn red more often and make the red period longer to combat this. 1	1
The intersection exiting Century Village onto Pines Blvd. is always a problem. The congestion on all turning lanes is a prime reason for accidents in this area. And changing the time for lane turns is terrible. I've had left turns lights for 6-seconds. 1	1
The heat is horrendous for pedestrians, bikers or mobile transit users and I don't see much coverage support at the bus stops or within the walks. Even some of the parks in the community are limited to shady areas. Education on how to use public transit!! 1	1
The existing transportation network is fine EXCEPT for dealing with school car lines. Especially west of I-75, something must be done: A) So traffic does not block roadways (ie: Pines Blvd); B) That traffic does not block access to business driveways. 1	1
The east & west bound lights take too long to change this applies to all east & west bound lanes across taft street 1	1
The city urgently needs to protect cyclists. 1	1
The city of Pembroke Pines must seriously consider putting covered waiting sheds on all bus stops. 1	1
The city continues to approve townhomes and apartment type dwellings. You will never solve the traffic issue with this approach. You are wasting your time and our money on this traffic study. More strip malls also don't help. 1	1
Synchronizing traffic lights would be a huge improvement, probably more meaningful and less expensive than anything else you can do. Educate people to stay out of the left lane except when turning or passing (SLOWER TRAFFIC KEEP RIGHT). 1	1
Survey is confusing! Create one only about the FDOT-Golden Glades-Interchange-type project (I-75 & Pines). Pines will pay for a bus depot with lower home values, more policing, trash, congestion, pollution, and less jobs. Helps Dade County & Mega Mall! 1	1
Speeding is common on Pines. Plus people riding their bikes on the sidewalks not adhering to right of way laws. 1	1
Speeding is always an issue on Palm Avenue. 1	1
Sheridan Street is the major artery that my family and I use most often due to the location of our home. I believe widening would help relieve congestion along Sheridan, especially near Flamingo Rd. 1	1
School bus routes, stops, pick up and drop off locations should be expanded for charter schools in the city, currently we are going out of our way to drop off and pick up our daughter to the school bus stop, prior to Covid they were able to pick her up 1	1
reduce speeding 1	1
Public transportation is scares and buses take long to arrive. Waiting time is very long. 1	1
Pretty decent for now. Prefer bike paths that are more protected. Would like easier access to mass transportation. I've a bit of a walk to get a bus on Sheridan Street or on Pines Blvd. I like the city buses, even though at this time I do not use them. 1	1
Please refrain from installing a bus station. This will only create more traffic, and people are not really interested in using the bus. 1	1

Pines Rd. Is highly congested with in the late afternoon 4-6pm. Not sure if its the traffic lights but there is alot of lag time on this road during this time.	1
Pines Blvd is getting worst by the day. Also The crossing by Flamingo rd and pines blvd.	1
Pines Blvd is becoming too congested! Stop building up!! Don't turn Pembroke Pines into another Kendall!	1
Pines Blvd and the Turnpike has traffic lights are programmed in a manner that makes crossing that section take longer than needed.	1
Pembroke Pines is very congested with traffic. We need real solutions to all the new apartment buildings and townhouses that are being built without a traffic solution. It should not take me 30+ minutes to get from Chapel Trail to City Hall.	1
Not pleased with commissioners work to alleviate traffic in west Pines. Area is overbuilt and traffic is quite congested. I have been a resident since 2009 and the changes have been for the worse. I am concerned about the next ten years.	1
No one that I know of wants the Park and Ride project to move forward. We do not need another useless parking lot, that no one will utilize. This seems to be against the wishes of the majority of the Pembroke Pines community. Citizens are not happy.	1
Need more reliable buses	1
Need a crosswalk light on Taft between flamingo & hiatus for the kids to cross at between north & south Pembroke Lakes so kids have middle Taft to access school(PL elementary & central)&the field. need speed humps in P. Lakes like the one on 122 Ave	1
My household is urging the city officials to stop the SR 93/I-75 and SR 820/Pines Boulevard Capacity and Interchange Improvement Project. This is an absolute waste of tax payer dollars. No one wants it, as evident by the public meeting held on 07/21/22.	1
Morning Access on Florida turnpike from pines boulevard is a design mess . Both east and west roads are backed up especially west bound entrance to go north or south. Crisscross slows down access one lane from west pines is ridiculous.	1
More homes on pines blvd causing massive congestion problems. More store fronts also causing massive congestion. Soon schools will become overcrowded. Not enough families use school bus transportation causing more traffic problems during the school year.	1
More enforcement needed.	1
More clearly defined bicycle lanes with Green Markings. Motorist education via social media, sign posts, advertising on the benefits of cycling and reducing congestion on the roads with more people cycling. in turn educating cyclists on their responsibilities	1
Mass Transit up to the end of Miramar Parkway. Fix congestion during school entry-exit of West Broward and Somerset Academy. Develop bike protected areas on 184th Ave & 196th Ave. Adjust timing Traffic Lights. Police speeding on PP and Miramar.	1
Many people use navigation to circumvent traffic thus causing neighborhoods to become dangerous with careless drivers who speed. This issue has been brought to the attention of both city leaders and the police. People & animals are not safe.	1
la parada del bus para mi hija esta en la 157 y pines y debo usar mi propio transporte, para dejarla y recogerla. su escuela. somerset academy chapel trial. muy congestionada y complicada la pines blvd para la llevada y recogida. se gasta mucho tiempo.	1
keep it up. get lots of feedback	1
It would be nice if the community buses were more frequent and if bus number 7 especially come more than just once every hour.	1
In general, Pembroke Pines is doing really well with traffic. However, I've seen many many times reckless driving, for example running red lights. Perhaps more supervision that would be great.	1
If I can't get a ride I call TOPS. But I feel sorry for those sitting at bus stops. They have no rain protection and the buses do not come by often. I am talking about the Pembroke Lakes area	1
I would like to see road repairs and new road striping. Lines in the roads are barely visible at night	1

I will like to have easy access to the bus information, as well as have the frequency and interconnection to other main cities in the South of Florida.	1
I take the 95 exp bus to work. What should be a 1 hr or less ride is usually 1-1/2 -2 hrs. The issue is that there are no Bus only lanes like in many major cities. The bottleneck we experience by the Glades everyday is what makes up most of our delay.	1
I realize Covid messed with the school traffic in West PPines, but it really seems no plan is made for likely traffic patterns when these schools are being approved for building. From MY point of view, school traffic is about the worst problem we have.	1
I live on SW 5th Court Pembroke Pines 33023. There's a road detour problem onto this street from SW 72 Avenue and possibly SW 6 Street. Traffic is moving in both directions at the same time and we are unable to get in and out of our driveway.	1
I live in Holly Lakes. If I need to use the city bus, the closest bus stop is far and dangerous to get to by walking. There is no sidewalk along US 27 from Johnson Street to Pines BLVD.	1
I live in a very congested area of Pines, Flamingo and Pines. The congestion has gotten worse over the 23 years we have lived here, but the roads stay the same. They cannot handle this. Need a bypass to highways from this area. Need overpass.	1
How to put a stop to this proposed project	1
Have we considered having free trolleys as they do in Hollywood, Hallandale and in some areas in Miami?	1
Great area for conveniences but busy roads challenge walking or biking to cross them.	1
Going to Franklin Academy in Pembroke Pines, there should be a school Zone on Pines Blvd, to slow traffic, during school pick up and drop off, to stop the accidents due to speeding. Also no "U-Turn" on the light before going west to enter the school.	1
From Dykes Road to Flamingo RD the traffic is a nightmare. And now Pembroke Rd from 145th Ave to Flamingo is congested too on working days.	1
For the past 2 years since 2020 there's no school bus to and from school, for that reason is more congested traffic and crashes. We need more school buses	1
Dykes Road has seen an increase of development that increases traffic and accidents. Additionally, Pines road with new housing developments will see an increase of traffic. More cars -more people -same roads.	1
Crossing big streets like Pines or Sheridan is hard because cars drive so fast and the time to cross is short. It would be good "active living" to be able to cycle to the movie theater or groceries without worrying about getting hit by a car. Thanks!	1
Could be better	1
Congestión during school hours	1
Congestion due to morning and afternoon due to Charter School	1
Congestion around schools at beginning/end of school day is out of control. Lets encourage families to allow children to WALK to school. Make the sidewalks safer for the kids with adult "monitors". Enforce existing laws to keeps cars away.	1
Congestion around charter school out west of Pembroke Pines on 184 and pines Blvd	1
Commute to school drop off and pick up is too long. During off hours, it takes 7 minutes to drive to West Boulevard HS. When school is back in session in August, it takes 40 minutes. I also find that in general, at anytime of day, traffic is heavy.	1
Bike lanes are not maintained clean from debris. Can you add bike lane to unite Pembroke road between Flamingo and 175 overpass? There's plenty of space to add one on both sides of the road.	1
Better school busing system. Also speeders	1
Attending charter schools some kids live outside of the city but should still be facilitated Bus transportation more east of I75 than last years limit.	1

At Pines Blvd entrance and exit to and from I-75 doesn't need a traffic lights, can be done with the more and efficient trébol used in other cities and States.	1
As we grow, we need mass transport throughout the state. It appears this is an after thought.	1
As Pembroke Pines grows we must have a plan that will handle the increased in cars and trucks traveling on our roads. If not managed effectively more people will ignore traffic lights, stop signs and also speed. More policemen can help as well.	1
As communities continue to be built in the area the traffic is getting heavy. Saver bike lanes (painted and maybe with a division to separate them from other lines) would be beneficial. Plus improving mass transportation.	1
A traffic light may be necessary at this intersection since it is very common to see drivers go the wrong way into the turn lanes in order to turn left from the community to the north or from the City Center into Pines Blvd.	1
.	1
the daily congestion in Pines blvd East and west, amount of vehicles lack of the planning of the city in regards of growth, sync the lights properly and alleviate traffic, speeding on the streets and lack of police. Address people selling in the lights	1

Answered: 112 Skipped: 216

# Transportation Master Plan Comment Form 2

1. Are you a City of Pembroke Pines resident?

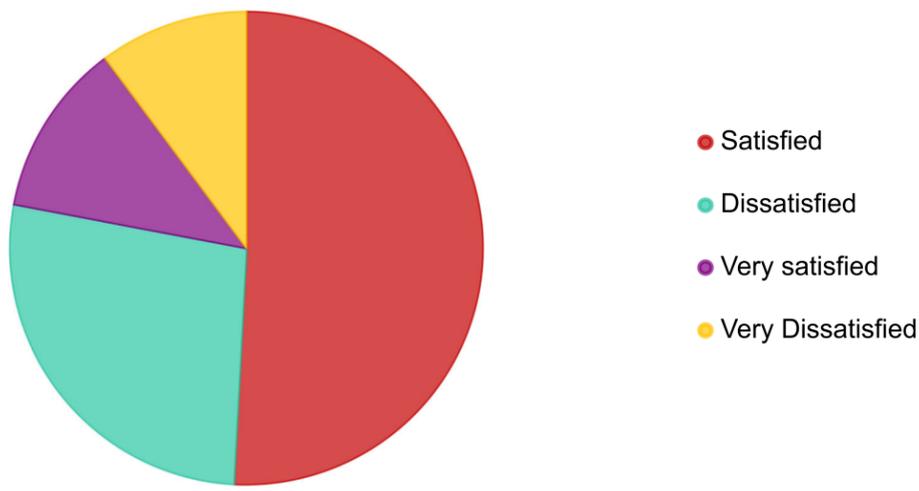
2. What is your Zip Code?



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Answered: 186 Skipped: 1

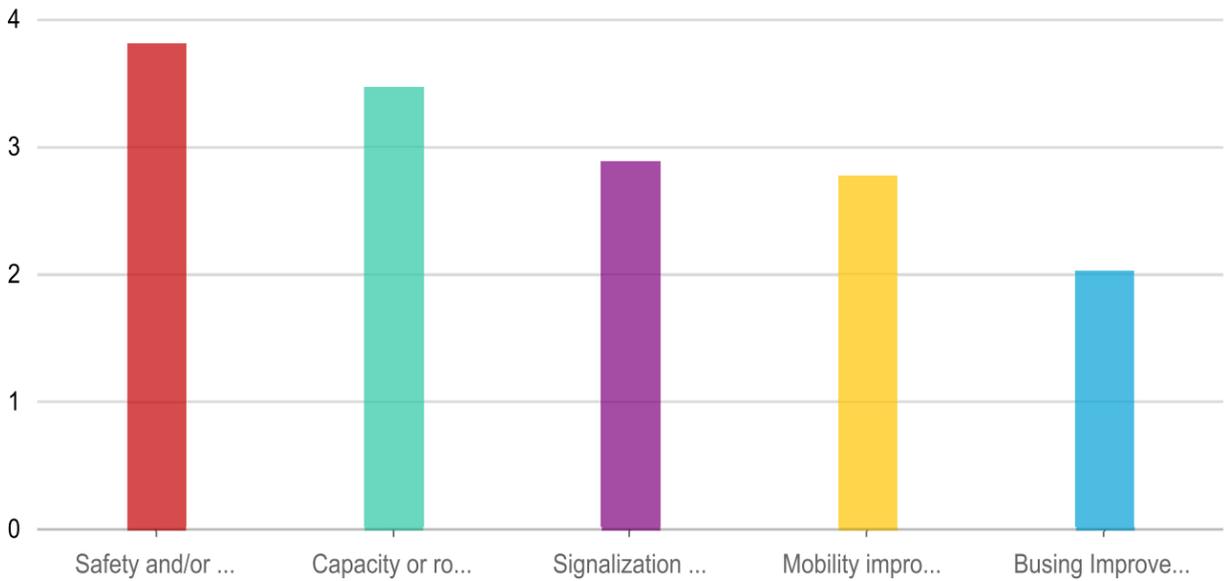
3. How satisfied would you say you are with the Draft Transportation Master Plan...



Answers	Count	Percentage
Satisfied	90	48.13%
Dissatisfied	48	25.67%
Very satisfied	21	11.23%
Very Dissatisfied	18	9.63%

Answered: 177 Skipped: 10

4. Based on the concepts in the draft Master Transportation Plan, what types of projects...



Rank	Answers	1	2	3	4	Average score
1	Safety and/or Traffic Calming improvements	36.76% 68	22.7% 42	28.65% 53	9.73% 18	2.16% 3.82 4
2	Capacity or road widening improvements	27.57% 51	31.35% 58	16.22% 30	10.81% 20	3.48
3	Signalization improvements	11.89% 22	26.49% 49	14.05% 26	34.05% 63	13.51% 2.89 25
4	Mobility improvements including bike lanes and sidewalks	10.27% 19	14.05% 26	30.81% 57	32.97% 61	2.78
5	Busing Improvements	13.51% 25	5.41% 10	10.27% 19	12.43% 23	58.38% 2.03 108

Answered: 185 Skipped: 2

5. What project identified in the Master Plan do you believe is the most important and why?



Response	Count
Traffic on pines blvd	2
sidewalks	2
Widening the roadways will enable less traffic. I feel it will calm the traffic down a bit by doing this.	1
widening the major streets.	1
Widening streets	1
Widening roads...getting across I-75 from west to east on Pines Blvd has been a nightmare. It is so congested on the way to and from work.	1
Why not consider other measures like free tram service and encourage personal mobility like scooters etc. that Miami Beach and other urban areas do to cut road traffic?	1
We need to see renderings of what these walkways will look like to better understand project!	1
We need better signal timing on Pines Blvd.	1
unsure	1
Traffic lights not winked on Pines between 172nd and 145th.	1
Traffic flow, and signal synchronization	1
Traffic control and light signal coordination.	1
Traffic calming. SW 64 Ave/SW 8 St thoroughfare from Pines Blvd & Pembroke Road which curves. Victim of property damage; DUI driver crashed ft away from front door & most recent 12/20/2022 a major accident crashed into tree on the swale not my house.	1
Traffic calming in pines village. People use it as a throughput endangering our children. Ignoring speed limits through streets. A child just got hit by a hit and run driver riding his bike to school. He got a Broken wrist.	1
Traffic calming improvements because it can sometimes take 20 minutes to go one mile along Pines Blvd. non-residents prefer to avoid pembroke pines completely	1
Traffic calming as it directly affects safety	1
Traffic calming around schools because this may help citizens tolerate the rest of the traffic and drive more safely around our city.	1
To be honest, haven't even looked at it.	1
The worst idea in the plan is the bus depot by I75.	1
The placing of a sidewalk on the East side (page 56) to the Hidden Lake community is on private property.	1
The adding of bus shuttle west of I 75. For communities whose entrances are not on your main roads like Pines blvd, Sheridan or Pembroke seating arrangements like cement or friendly weather bank seating. It will encourage residents to walk more .	1

Students' safety to and from schools, while reducing single cars, needs multifaceted, innovative thinking WI TH school district collaboration. Recommend no more building. As an educator, parent, grandparent, I resent suggestion to skip later questions.	1
Speed bumps in the neighborhood for children safe and disabled and elderly	1
Signals have not been coordinates this century. A mixture of old and new technology often conflict with one another, none properly adjusting based on traffic conditions.	1
Signal sync	1
Signal Snyc	1
Sidewalks safer for kids walking and riding bikes	1
Sidewalks for everyone to have a safe way to enjoy biking and walking. School zones, important to have the speed limit flashing.	1
Sidewalks and safety improvements because they will encourage the use of alternative modes (walking/biking/bus). The City may want to consider some no turn on reds to protect pedestrian and bicycle when they are on crosswalks with major roads.	1
Shared use, sidewalks and bike lanes.	1
Several new developments being added to an already congested West Pines Blvd, capacity and road widening. This cannot be a priority over the safety/human lives. Preferred to have widened the roads when the new developments were in the design stage!	1
School transportation,because private transportation is very expensive and we as parents seek the best education and school for our children, but we also need the support of school transportation that is not so expensive and can leave our children at home	1
School traffic issues impacting surrounding neighbors and traffic	1
School safety initiatives, for obvious reasons.	1
School Bus transportation needs to be improved or distance eligibility need to be extended to 3 -5 mile radius from students home. By utilizing the school bus there would not be lines of cars blocking intersections around the schools in Pembroke Pines.	1
School bus transportation needs to be improved especially for charter school transport.	1
safety should always be a priority due to the young family community dynamics.	1
Safety in and around school zones ands public transportation for the more mature resident that wants to be independent.	1
Safety improvements - due to minimal police traffic control presence and erratic drivers. Safety, constant increased police presence will give the confidence to parents to allow children to walk to and from school. This will deter crime when on sidewalk	1
Safety improvements	1
Safety first. Next, school traffic issues.	1
Safety because it is important to keep students safe	1
Safety and/or traffic calming improvements. The I-75 area and pembroke lakes mall needs improvement managing traffic	1
Safety and/or Traffic calming improvements Safety works for all residents. Traffic calming is needed for safety in our residential areas. Working in these areas is not as costly as some of the others helps all tax payers.	1
Safety and traffic calming. Why? What good is anything else if there are constant accidents, accidents waiting to happen and general anarchy on the streets.	1
Safety and traffic calming. Allocate more financial resources to the PPPD so they can enforce speed limits. We need to have the reputation that you WILL get caught speeding in Pembroke Pines.	1
Safety and traffic calming.	1

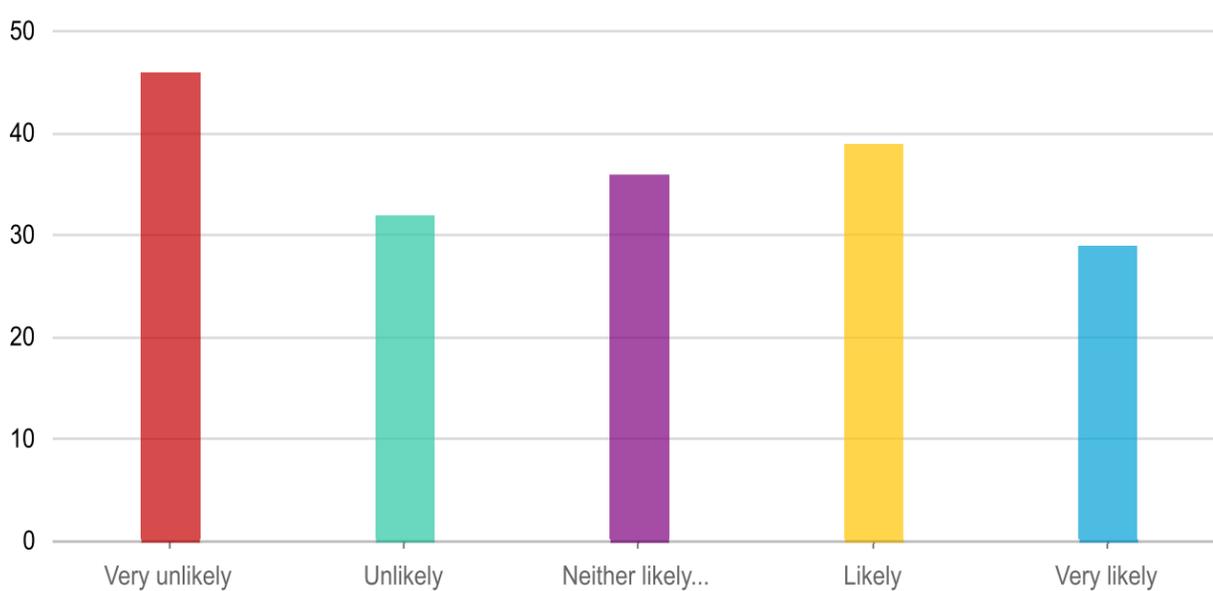
Safety and traffic calming, there are so many speeders that use our neighborhood as thru streets!	1
Safety and traffic calming improvements. We live in SW 9th Street right across from the school and every morning and afternoon there are cars going around 50-60mph down the road. This is even when kids are present. Sometimes parents walking with their kid	1
Safety and traffic calming improvements.	1
Safety	1
Safer for traffic calming	1
Safer and more shaded bike paths.	1
road widening in conjunction with signal synchronization. don't do 1 without the other	1
road widening	1
Repaving Johnson St. west of 196th	1
Reducing automobile accidents	1
Real bike lanes, not after thought painted on street.. Sidewalk are large out west fir bikes but we should be able to ride east to west and north to south in pembroke pines.	1
Public Transportation network and real-time transit network.	1
Public transportation	1
PP has a lot of traffic bc neighboring cities don't have the same stores and businesses, causing congestion. We need better signal controls.Hardly anyone uses public transportation. I've been in Pp for 25 yrs and only seen no more than two people on a bus.	1
People do stupid things because they don't want to get stuck at the red lights. I think that makes the traffic calming improvements most important.	1
Pembroke Road widening and bicycle lanes	1
Pembroke Road Expansion Dykes to US 27 will add an alternative route for residents of the City in lieu of Pines Boulevard. Since there are few businesses in that corridor, traffic should flow more effectively. Signalization also needs to be improved.	1
None, whole plan sounds like bs	1
None for the price quoted. In 10 years what you forecast for amount will double if not triple. Hell if the Democrats stay in office it might do that next year	1
None	1
No more constructions please which translate in long term traffic issues	1
My son and others team mates goes in the floor. This is a critical violation. Contact the school regarding this but nothing happens. Kids still going on the floor.	1
More lanes needed	1
more buses less single child drop offs	1
More Bike lanes	1
Mobility improvements to bike lanes, sidewalks, and roads. As a cyclist, a first-time mother, and a new resident in Broward County, I find these improvements important for betterment of the City of Pembroke Pines.	1
Mire public transportation with more frequent buses that will connect neighborhoods main roads to Pines Blvd	1
Microbuses for schools within 2 miles	1
Making Pembroke Road 4 lanes to alleviate congestion	1
Instead of adding bike lanes to roads; move the bike lanes off the roads and create lanes strictly to bicycling - this may give parents peace of mind and promote safe commute for out little ones.	1

increasing bus routes. I think an efficient bus system can reduced the amount of vehicles on the roadway, lessen traffic incidents, positively affect the economy and improve safety.	1
Increased focus on multi-modal transportation, because more people using non-car transportation means less traffic, safer roads, more interpersonal connections, increased use of local businesses, and a more active/healthier lifestyle.	1
Improving the sidewalks. Creating bicycle lanes. More buses. Electric Trams for quick movement around the city. All great suggestions for cutting down the traffic of motor vehicles. Good for the environment as well as our improved health as residents	1
Improving pedestrian paths and bicycling. This should be a priority especially near schools.	1
Improvement to cycling infrastructure, because we need to encourage a shift from driving to cycling. Walking is great too, but Pines is far from walkability. Bike ability is a more doable short/medium-term goal.	1
Improve synchronization of lights, would have an immediate impact with low cost. I do not support adding sidewalks/bike paths; especially in Silver Lakes. It is a TREMENDOUS waste of valuable resources! STOP approving housing, PP housing is maxed out!	1
Improve public transportation, increase use of school buses and expand pedestrian sidewalks. I believe that a future-proof transportation master plan should include a distinct focus on sustainable transportation.	1
I-75 Sheridan to Pines Blvd improvements. Please review specific plans for reducing traffic. Extending Pembroke Road to 27 is also a great plan. Giving more options to travel East/West is always the best way to reduce congestion in South FL.	1
I think the widening of roads is needed to facilitate the bike lane improvements I think we so desperately need.	1
I do believe the light signals are out of whack. Also, the traffic is bad on Pines near 75.	1
Having enough available roads for the volume to move efficiently	1
Give charter schools the option to use BCPS busses to lessen the amount of people driving their kids to school. I don't see where the average #of public/ charter schools were considered. The amount of people who drive into P. Pines was also not noted.	1
Expansion of the community bus program, because it greater access to local businesses without a car and it is an important "last mile" component of the county bus service.	1
Expansion of bus routes in the west	1
Control of traffic	1
Capacity or road widening improvements, because the traffic is going to fluid better	1
Capacity or road widening improvements It will contribute to a better traffic mobility	1
Capacity or road widening improvements	1
Capacity improvements	1
Capacity and Road Widening improvements. its becoming impossible to move around in west pines blvd.	1
Capacity and road widening	1
Busing more kids to school reduces volume and may make much of this plan unnecessary saving millions.	1
Busing improvements. There is not an adequate bus service for children to get to school on the west side resulting in most parents driving personal vehicles.	1
Bus Lanes, Bike Lanes & Sidewalks to encourage mass transportation and less impact on environment	1
Bus availability. This year I requested it and wasn't granted.	1
Bike Lanes	1
Bicycles lanes. Many kids could go to school via bike lanes if they are safe and in place	1

Bicycle infrastructure is most important to improve safety to cyclists and to make cycling a more appealing alternative. More cycling will alleviate traffic and encourage greater interaction between residents, which will strengthen our sense of community.	1
Better traffic flow	1
Better signal utilization (and installation): Additional road signs, coordination of traffic signals, stanchion utilization to prevent current through lanes (think I-95 Express), perhaps even removable during non-peak hours (use for carline then remove)	1
As a parent, it is a safety issue for when when outsider are using our street as a main road. They are also speeding and drag racing. We would love for you guys to install some speed bump and add some traffic signs.	1
Appropriate bike lanes and traffic calming improvements	1
Any improvements to school traffic and alternative transportation. I would like to the City to incorporate Golf Cart Ordinance for residential areas.	1
All projects near schools are priority. Projects School-069 through School-084 should be consolidated into a single complete streets project providing for additional safety to Flanagan High, Walter C. Young Junior High and Lakeside Elem.	1
All are important.	1
Adjusting light alleviates most issues, then safety and realigning lanes and medians to allow a congested free zone specially thru school zones. The widening of lanes not as necessary as most busy big streets already have them. Speeding is an issue.	1
A wide network of sidewalks and cycle paths is needed, plus major traffic calming. Having more complete streets will increase safety, make travel safer for children and the elderly, promote interaction with neighbors, and increase traffic to local shops.	1
1.	1
PROVIDE MORE SCHOOL TRANSPORTATION AND YOU WILL HAVE LESS PARENTS ON THE ROAD!! IM NOT PUTTING MY 6- OR 10-YEAR-OLD ON PUBLIC TRANSPORTATION EITHER!!	1

Answered: 119 Skipped: 68

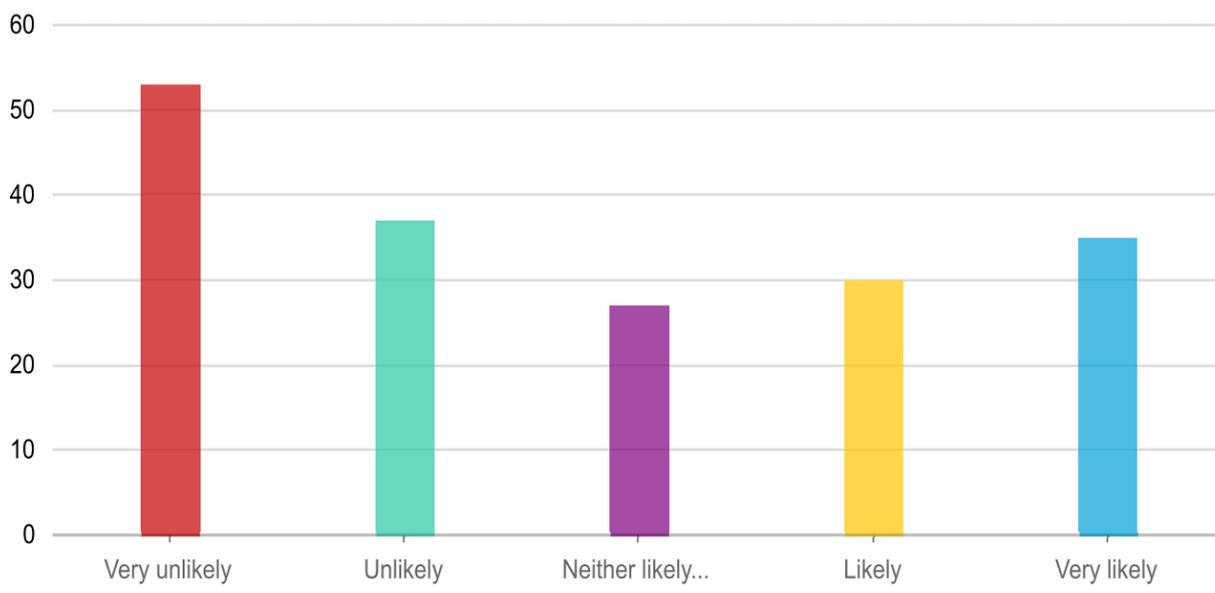
**6. If sidewalk improvements were implemented in your community, how likely would you ...**



Answers	Count	Percentage
Very unlikely	46	24.6%
Unlikely	32	17.11%
Neither likely or unlikely	36	19.25%
Likely	39	20.86%
Very likely	29	15.51%

Answered: 182 Skipped: 5

7. If dedicated bicycle improvements were implemented in your community, how likely...

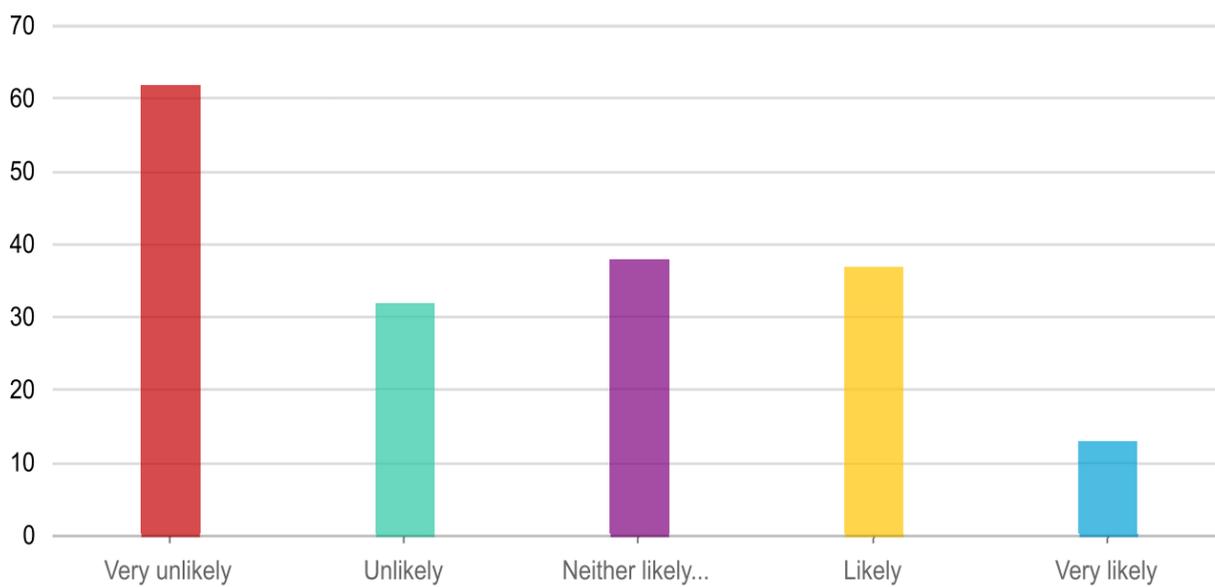


**Answers** **Count** **Percentage**

Very unlikely	53	28.34%
Unlikely	37	19.79%
Neither likely or unlikely	27	14.44%
Likely	30	16.04%
Very likely	35	18.72%

Answered: 182 Skipped: 5

8. The City currently offers complimentary community bus services for its residents,...



**Answers** **Count** **Percentage**

Very unlikely	62	33.16%
Unlikely	32	17.11%
Neither likely or unlikely	38	20.32%
Likely	37	19.79%
Very likely	13	6.95%

Answered: 182 Skipped: 5

9. Are there specific intersections or locations that need bicycle or pedestrian facilities, connection...



Pines and 184 during school hours.	1
Pedestrian/bike access to Chapel Trail Nature Preserve from inside Chapel Trail. Facilities to cross 184th Ave at Johnson St or 9th St and also at 17th St. Ability to use 209th Ave unobstructed at all times. Bike-friendly trails inside green spaces.	1
Palm Ave between Pembroke Road and Pines Blvd. Too much speeding, too dangerous to use a bike on, scary to use the sidewalks.	1
Not sure.	1
None I can think of.	1
non, my area of concern is already accessible	1
Nobody walks in Florida.	1
No.	1
My immediate area has apple sidewalks, however my development is fairly remote from commercial businesses.	1
Johnson Street and 196th. The school traffic there is so bad, I'm afraid to make a left turning onto 196th. It also gets backed up to the point I can't even get out of my community sometimes. Because people can't make a left.	1
Johnson St and NW 9th St, unattended school zone heavily congested during drop-off with bicycles, pedestrians and vehicles stacking at intersection. There should be stop signs.	1
Johnson and Taft street starting on university going west	1
Intersection level traffic analysis was not performed and it is not clear how recommendation were made.	1
In front of hidden lake on 208 and johnson the summerset kids walk in front of the gate instead of walking to the cross walk. I've had several kids walk out in front of my car at 3pm.	1
Improve to access road in Chapel Trail Nature Preserve to function as multi-use path; create entrances to path from NW 196 Ave and Rose Price Park. That will provide quicker/safer cyclist/pedestrian access to the recreational facilities of the preserve.	1
I would like access the Chapel Trail Nature Preserve from Chapel Trail somehow. Right now, the route is very circuitous, requiring me to leave the neighborhood and go down Sheridan, which seems unnecessary.	1
Haven't looked at plan and honestly don't think it matters what I think anyway. The City despite the CRAZY taxes we pay, does what they want.	1
Given current conditions, these should not be a priority.	1
Flamingo Rd with Johnson	1
Everywhere	1
Even with dedicated bicycle lanes and expanded pedestrian sidewalks, I feel that driver behavior is still creating dangerous situations for both pedestrians and bicyclists. I would like to see more effort placed on driver education.	1
East Pines and roads parallel to Pines blvd	1
Dykes and pines. With new shopping center and numerous townhomes traffic willBe horrendous. The parking lot in the new shopping center is too small for existing major chains. Now include the traffic from townhomes.	1
Dykes and Pines - most dangerous to cross on foot or on a bike due to unregulated right turn on red.	1
Dog park area to the east of palm avenue on Johnson street that is used as a school bus drop off/pick up area needs at the very least a crosswalk, possibly a push button light to facilitate easier crossing for everyone to use dog park and walking area	1
Didn't notice on plan	1
Corner of Dykes and Sheridan need cross walk safety evaluation	1



What is most important is traffic from nearby K-12 schools. Specifically the fact that most parents drop off and pick up kids using personal vehicles. The parents clog roadways, community entrances, entire blocks of lanes. They create massive congestion	1
West bound on pines - huge traffic congestion for car line for charter school next to st Edward Catholic Church. It blocks the entrance to Estancia on Sw 186.	1
We need more police presence to deal with the speed racers of our communities!!	1
Unsure.	1
unsure	1
Unfortunately Pembroke Pines has over built townhomes, apartments, etc. Adding to this problem. It would have been great having a building moratorium, and built more greenspaces. Too late now.	1
Trolley rides on Taft and Johnson going west. And drop off at Pembroke gardens	1
Tram along Pines Blvd.	1
Traffic signal improvements	1
Traffic remedy on taft bet hiatus and palm. Major speeding is occurring not to mention the very little lighting consider changing bulbs to LED white or installing light fixtures around the area. Install 4 way stops or speed bumps along taft st.	1
Traffic on Pines Blvd from NW 178 to I 75 improvement.	1
traffic lights 208th street	1
Traffic from franklin academy, somerset academy and somerset academy on 208th and johnson eliminated	1
Traffic calming, speed bumps and other measures that would prevent speeding and the running of stop signs (at speeds of 40-50mph, at times) on 64th ave. It is a thoroughfare connecting the only Pembroke pines exit from the turnpike with Pembroke road.	1
Traffic calming Sidewalks Better lighting	1
There should be a designated city re-entry on Pines Blvd just before US-27. I would recommend a protected meridian u-turn West Bound on Pines Blvd just pass NW 209th Ave. This would alleviate the vehicle stacking on Pines Blvd and also at NW 208th Ave.	1
There are no bike racks at the new stores (Dykes/Pines). Partner with a e-bike sharing company like Lime. Buses to schools need to be high priority. 3 mothers on my street taking their kids to same school.	1
The schools on the west side of town need to do a better job with traffic control. The schools not having the capacity or infrastructure to handle the cars dropping off kids and clogging up city streets needs to be fixed.	1
The plan does not say how it prioritizes the needs of specific individuals, such as students, single mothers, veterans, and senior citizens.	1
The plan is good. Realistically, there are other variables that limits the use of public transportation or biking. Example:The increase in the population of homeless persons. Not saying that these persons commit crimes but desperation can cause crime.	1
Synchronization of traffic lights in congested areas to allow traffic to flow, thus reducing stops at red lights. A lot of time and energy could be saved.	1
Support and lanes for e-scooters	1
Street narrowing, chicanes, and trees along shoulders to calm traffic. Traffic signaling with pedestrian/cycling phases. Plans to make intersections safer for cyclists/pedestrians. Protected intersections and bike lanes.	1
Stop building if you don't have plans to absorb traffic impact	1
Speeding devices. Too many people speed on all Pp streets. Aggressive driving is an issue too.	1
Speed bumps, lane narrowing, and shoulder trees on collectors. More shade on sidewalks. Protected bike lanes. Bike boxes at intersections. More multiuse paths. Fifteen-minute bus frequency. Crosswalks between intersections (with median refuges).	1

SPEED BUMPS WILL SLOW DRIVERS DOWN IN THIS SPECIFIC AREA.	1
Speed bumps in the neighborhood to slow drivers down . Kids need to be safe while playing . More lights around the neighborhood as well.	1
speed bumps and traffic calming measures to improve safety within neighbors	1
Speed bumps and sidewalks in Pines village.	1
Speed bumps and sidewalks	1
Signal street and velocity control for speed	1
Signal at Palm Ave/SW 7 St. All north and south connections between SR820 & Pembroke Rd have a traffic control device EXCEPT Palm Ave. There is nothing slowing speeders down, that intersection has many accidents and the County is our obstacle.	1
sidewalks	1
Shuttle service via train or bus to and from airport and seaport.	1
Shuttle buses that go up and down long roads like 184th, dykes, 172 etc.	1
Sheridan St made 4 lanes thru yo US27. Pembroke Rd extended with 4 lanes thru to US27. Coordinate with city of Miramar to extend Miramar Pky thru to US27. We need improved east/west access to reduce traffic on Sheridan and Pines	1
See above. Dykes & Pines	1
Recommendations promoting alternatives modes such as first-mile/last-mile connectivity to promote transit, micro-mobility modes such as shared bicycle systems, free shuttles such as freebie ( <a href="https://ridefreebee.com/">https://ridefreebee.com/</a> ),	1
Rapidly move to widen Pembroke Rd. West of 160th and extend it to US 27, including bike lanes. Should be a high priority to relieve other routes. Rapidly add bike lanes on SW 19th Ave.	1
Rail system East/Westbound	1
Protected bike lanes with an actual concrete barrier from cars, transitions between bike lanes and multiuse paths, median refuges for walkers and bikers, and provisions to allow bikers to safely turn left.	1
Please consolidate School-069 through School-084 into a single Complete Streets project near Schools, obtain county funding for it and instead of 12 separate projects create a single project that can be implemented comprehensively and efficiently.	1
Pines Village neighborhood, all streets along Pembroke pines elementary need speed bumps, speed photo sensors, etc. Every day there is thru traffic and speeding. There are a lot of kids and pets on these small streets and nothing to keep them safe!	1
Perhaps entrance ramps onto I-75 from Pembroke Road, without exits.	1
People need to be more considerate driving - but that's not going to happen. Pembroke Pines is a melting pot of people from all over the state and other states. Enforce the driving laws: speeding, not using turn signals, etc. Driving is a privilege.	1
People are unlikely to get out of their personal vehicles, so as the City develops, they should look at mixed use developments to reduce traffic. One of the biggest problems in the City are the gated communities that are impossible to walk out of.	1
Pembroke Pines needs to have an ordinance to regulate the drop off and pickup of school children. Especially pickups, I have seen parents (or pickup persons) arrive at or near schools as much as two hours before dismissal.	1
Parks....green spaces....should be on a master plan....before any more traffic is allowed or accomodated.	1
Number of lanes increased in school zones . Road widening etc	1
Nothing I can think of. Less development would help with traffic (less people on the road) and would improve the education of our children (less children per teacher).	1
Nothing	1

Not a part of Pembroke Pines but includes your survey area: intersection of Pines Blvd and 64th Ave between WHE and MAHS there should be 2 left turn lanes to turn E on PB and 1 lane to turn W: there is plenty of room to do so and it would alleviate issues	1
Northbound on 172nd Ave, outside of Lido Isles has a drainage problem when it rains a lot	1
None	1
Noise barrier wall on Pembroke Road from 172 Ave to 178 Ave.	1
No U Turn on Sheridan Street and SW 184th. Also, no left turn on Sheridan West on 184th.	1
Na	1
N/A, I believe you covered the important ones - safety & capacity.	1
More school buses for Charter Schools	1
More public transportation is a must and at a decent price so public is motivated to ride buses. Frequency is also a MUST. It does not help if buses run every 30 min. They should be every 4 or 10 during rush hours	1
More control over where the parents drive and enter the school. Again 208 and Johnson they should either use Johnson or 208 not both that way those of us who are just trying to get pass have access to leave the area.	1
Middle & high schools need additional crossing guard and police support. Especially Somerset and West Boulevard - Johnson, US27. Drivers are reckless during the morning drop-off hours and it's only a matter of time before a serious accident takes place.	1
Master plan consolidation. Get it out of draft and into final.	1
Make the radius of school transportation wider so more kids can use the bus! All schools should provide buses to all kids within the district that need it. The 2 mile radius is ridiculous. If kids within the district need buses, provide them!	1
make Sheridan Street wider especially East of I75 until Flamingo lengthen right turn lane into library on Sheridan widen sheridan west of I75 Improve traffic into the Charter High School	1
Make bus dropoff and pickup areas in big parking lots for wait. Stagger times. Penalize people that don't confirm. Separate buses for special needs students or house to school pick up and delivery. Minibus within 2 miles.	1
Linking the plan to general development to fulfill principles of sustainable transportation. Reconcile planning actions with the tri-county climate compact actions and national aspirations to future proof our current transportation options.	1
left turning lane at intersection of SW172 and Sheridan St obstructed by a median that causes delays with AV School drop off. Line is backed up as cars are unable to get in left turning lane and sit in line for straight across. Students are late=detention	1
Include more concrete plans to create SEPARATED bike lanes. Make community bus service more frequent (ideally 15-20 min bus frequency), and extend its hours of operation (ideally running till 11pm to accommodate store/restaurant closing hours).	1
improving the intersection of 196 and pines blvd, the turn light sometimes doesn't come on the late hours.	1
Improved and set bus plans improving pick up points along main artery roads for all schools including charter schools.	1
Improve signal light timing up /down Pines and Sheridan. It is HORRIBLE. Takes me 12 minutes to get onto I75 from Pines/184. That is ridiculous.	1
improve bus transportation for schools. My charter school uses a hub to pick up and drop off the kids and that's unlikely for us to use since the parents have to work and there will be no one to bring them home.	1
I'd appreciate a common sense approach rather than "let's add sidewalks & bike paths" foolishness. We ALL know people are not going to part ways with their personal vehicles. Why would the Commission AGAIN entertain wasting taxpayer money. Be smart.	1

I would love to see public transportation pick the elderly and disabled at home and bring them to markets, or doctors offices near by and pick them up.	1
I would like to see more plans for crossing guards at all the school locations. Why does the city pick and choose where to offer assistance. A school is a school and a student is a student. Charter, private or public school all kids should be taken care of	1
I would like to see 10-foot sidewalks for multi-use and for the City to establish and designate a golf cart ordinance for residential areas, examples of ordinance please refer to City of Palmetto Bay.	1
I insist, School transportation, because private transportation is very expensive	1
I don't mind the city giving out permits for new home developments but should demand that any new housing construction be self sufficient - stores, restaurants, amenities, etc within walking distance. Many cities are doing this to alleviate congestion	1
Express mass transportation to Miami Dade. Extend Metrorail to serve Miramar, Pembroke Pines. Connect west to east to use Tri-Rail and Brightline. Big ideas, big projects. Nothing in this project will have a significant impact on commuting time.	1
Expansion of bus service along 196 ave to Stirling to US 27.	1
Enforce No Cell Phone Laws	1
Enforce cell phone laws	1
Eliminate the Park and Ride at I-75. It is unnecessary and will create more traffic in an already congested area. Additionally, this will turn Pembroke Pines into an urban city versus the bedroom community that it is today.	1
Earlier morning schedule for the complimentary community bus services.	1
Dedicated bus route loop for school children pickup/drop off. This could be a loop that runs through all of the schools instead of dedicated busses to each school.	1
Consider free tram service that connects all developments with nearby retail establishments and schools. Work with Broward County Schools to improve bus service like pick up closer to home. Keep parents from driving their kids to school.	1
Certain intersections should be designated to prevent U-Turns, especially on Pines Blvd.	1
Calming traffic	1
Busing for students no matter how close they live to their schools to avoid the great congestion into schools!!	1
Buses and bus stops along 145th to help individuals access businesses and the colleges along the roadway.	1
Bottlenecks and stacking along Pines Boulevard affected by schools currently are being managed by police or security officers which is a good workaround. But I didn't really see in the report what measures were going to be used to fix that long term.	1
Biking accidents are a big concern. Bike routes should be different than car routes.	1
Bike boxes at intersections, protected bike lanes, universal use of green asphalt for bike lanes, narrowing collector roads to discourage speeding, speed bumps on collector roads, shade trees by sidewalks, at-grade pedestrian crossings, public bike racks.	1
Better school bus services	1
Better police conduct around schools	1
As a parent, it is a safety issue for when outsiders are using our street as a main road. They are also speeding and drag racing. We would love for you guys to install some speed bump and add some traffic signs.	1
Along Pines Boulevard and Sheridan, numerous westbound/eastbound turns not and at lighted intersections are often used for u-turns during school hours. These could easily be restricted. Permanent signage could be installed directing thru traffic vs lines.	1
Alleviating the traffic into Franklin Academy Pembroke Pines K-8.	1



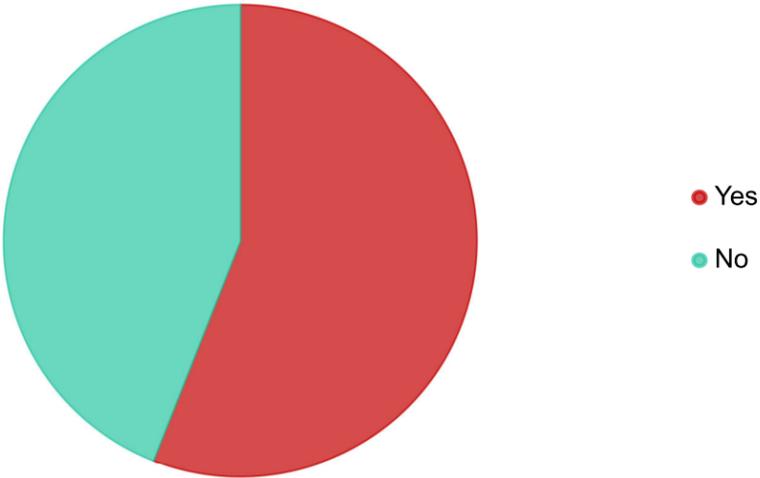
The DTMP is a good initiative, but I hope it is not swallowed by bureaucracy and nepotism. There are some measures that can be prioritize (bike lanes off roads x example) and can give an immediate relief to city's congestion.	1
The complete streets concept near Flanagan, Walter C. Young, Lakeside and the Library in Central may apply to West schools. Development of complete streets and suggested routes to school in coordination with Broward Public and charter schools are a must.	1
The community bus program is too infrequent and unpredictable. Make it more frequent. A bus should visit a stop maybe four times per hour to make it attractive to use. Also run busses in evenings. Most people will not use busses unless convenient.	1
The City should create a bus service for elementary school kids that live within 2 miles of the school. Yes, the State won't fund this but we are a well off City, we can afford it.	1
The above mentioned intersection is very dangerous. Cars don't respect the stop sign and drive through at very high speeds constantly. Recently there was an accident where a car was going so fast they lost control and crashed against a tree.	1
Synchronization of lights on weekdays as well as weekends could prevent traffic congestion with great savings as people get to their destinations more rapidly. It could also prevent road accidents...	1
Sync the traffic signals	1
Suggestion: To establish a median u-turn lane for City re-entry just past NW 210 Av and before Pines Blvd and US-27. During pick-up and drop-off hours West Broward High School, Pines Blvd is congested, the only option to return East Bound is on NW 209th.	1
Suggest performing a thorough review of existing conditions and propose future recommendations. What is the existing mode split and where do we see ourselves in the future? Fails to define goals to achieve and promote a multimodal vision for the City.	1
street maintenance	1
Stop letting kids outside the schools' districts allowed in any district. That will also alleviate parents on the road!! Parents drive kids to school because school buses are not available to use. UNSAT!	1
Stop approving more housing! Y'all crammed 2many houses, including 0-lot line homes, THAT is WHY we have a traffic problem. Rather invest in school bussing 4 ALL students regardless of location w/ EFFECTIVE bus monitors on each bus, drop off near homes.	1
sidewalks	1
see 10	1
School zones within the city are not consistently monitored/enforced. In particular, the school zone along Flamingo just North of C.B. Smith almost completely lacks any police enforcement. As such, speeding and careless driving are major concerns.	1
Put in speed bumps on our small roads, or photo cameras to ticket speeding constantly!!	1
Please stop building more residential townhome developments out West!!!	1
Please make sure that you are not building sidewalks on any HOA property. That is private property. I doubt if all these people that you envision leaving their cars at home and start walking everywhere will happen.	1
Please consider that people outside of Pembroke Pines are bringing their children through to the charter schools everyday. I live in Plantation and my children are enrolled in Somerset; I wish there was a more expansive school bus program for them!	1
Please address 64th ave! It is a major thoroughfare between Pembroke road and pines Blvd. People speed and frequently disobey the single stop sign that it has in over 1000ft of roadway. It also curves. Extremely dangerous. Major accident a few weeks ago!!	1
Not sure this fits here, but better training for school crossing guards and perhaps signs with QR codes for public to give feedback on how they are doing their jobs for both positive and negative comments.	1
No one takes a bus anymore. Cost vs benefit is not there. I get the statement that was mentioned that it get people actively circulating the economy but the cost to operate vs the benefit is not worth it. For the few population that take a bus.	1

Move school traffic off main roads - you have 15 MPH limits but no kids walk !	1
Motorcycles and bicycles cut into drivers lane; as they are entitled. Cars required to follow traffic rules. Why are motorcycles and bicycles allowed to drive as they wish and endanger the drivers and pedestrians?	1
Most people commute outside of Pembroke Pines. we need solutions that address the Miami metro area in general. Nothing in this project will alleviate the traffic on I-75	1
Kids are important. Priority 1. But overrunning communities isn't good.	1
Just that it is unsafe especially for elementary kids who are walking home to have to deal with speeding cars all hours of the day.	1
It won't matter what you do or how much money you spend if people continue to disrespect the laws and each other.	1
It needs to be remembered the issues present are impacting not only residential communities and schools, but business sites as well. Any item before Planning & Zoning for future permitting must include *realistic* impacts on the Master Plan.	1
Include school buses for charter schools to light up the traffic	1
Improving school bus routes and increasing miles radius will help improve the morning school traffic conditions. Let more kids ride school busses so parents don't have to line up around schools blocking intersections.	1
improve bus transportation for schools. My charter school uses a hub to pick up and drop off the kids and that's unlikely for us to use since the parents have to work and there will be no one to bring them home.	1
if you want detailed feedback don't limit the field responses to 255 characters. The light timing on Pines is horrible. Please stop zoning more businesses we don't need and housing we can handle traffic for. Asking people to walk is not going to work	1
I would like you to run a test. Send a firetruck during school dismissal and see the response time. I guarantee you'll find the problem spots that way real quickly.	1
I would like to see residential areas to have a city ordinance for (LSV) golf-cart utilization to alleviate traffic. Refer to the successful City of Palmetto Bay Golf Cart Program. Also would like to see the expansion of side walks to a 10ft width.	1
I do not see a need for the Park and Ride facility at I-75. This is only going to bring more congestion to an area that is already extremely congested. Additionally, this is going to bring additional unwanted people to Pembroke Pines.	1
I am very impressed with the draft master plan comprehensive coverage and draft summary.	1
I believe the master plan is well done. We should focus on early implementation to alleviate the increase traffic that new housing developments will bring. Well done. Always consider variable that will impact the effectiveness of the plan.	1
Get schools off major streets so safety becomes the principle issue: not building more housing when infrastructure can't support the traffic.	1
Encourage biking/walking with shade trees along paths, bike racks at all plazas, protected intersections for bikes (otherwise left turns are dangerous), and promote development with stores/offices nearer roads and parking lots behind buildings.	1
Do not waste money on more Busses. Not economical	1
Create no drive / car free zones near shopping malls or city centers/squares which will improve the environment (lower fuel emissions - cleaner air), create a more sociable, healthy city where people can interact more (instead of on the metaverse)	1
Coordinate with Weston to improve Griffin Road thru to US27	1
Coordinate traffic lights to allow a better flow of traffic instead of the stop and go that occurs !!	1
Considering the expansion of Brightline. Provide shuttle service to and from. Also provide shuttle service to and from the airport and seaport from certain location. One location would be Century Village.	1

Collector roads are too fast and wide. Fast car traffic should be relegated to arterials, while collectors should be more conducive to multimodal traffic. Small shops, like corner stores, on collectors and walkable from homes will help reduce car trips.	1
Change is needed but how will the City manage construction and traffic? The work being done on US27 is taking forever and traffic is delayed at least 20 minutes every morning and afternoon during rush hours. The traffic jam on Pines will be a disaster.	1
Cannot vote or understand something without seeing the renderings of what walkways will look like...	1
Bring it to final for. Draft is useless.	1
Better planning on School Hours flows	1
AS AN ACTIVE LAW ENFORCEMENT OFFICER IN A NEARBY CITY I SHOULD NOT HAVE TO PARK A MARKED UNIT ON THE SWALE TO HELP DRIVERS STOP.	1
Adjust Street Lights based on timeline during days / nights.	1
Add trees between path and road on the collector roads in Chapel Trail. Create sidewalks in Chapel Trail by narrowing collector roads and using freed up space for sidewalks. Please do not reduce the green spaces in Chapel Trail when building sidewalks.	1
...	1

Answered: 80 Skipped: 107

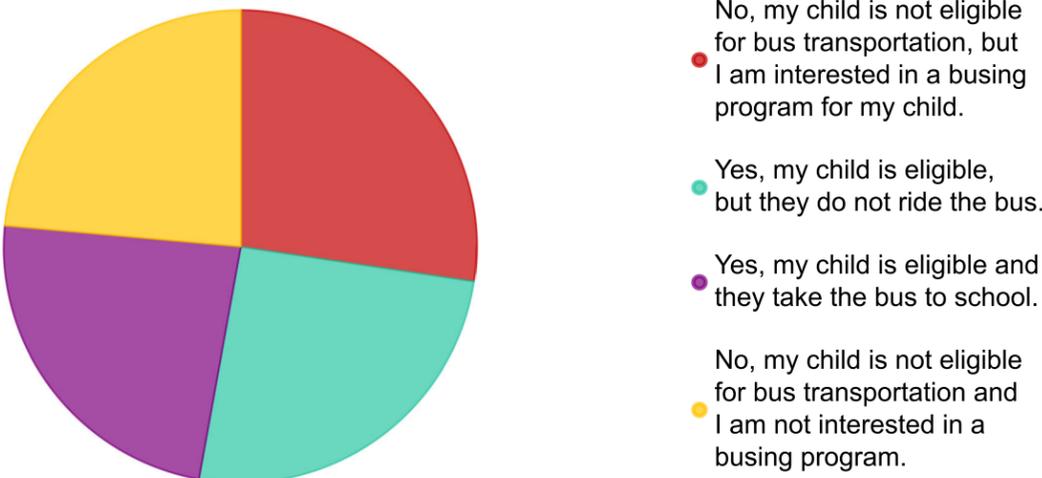
**12. Do you have school aged children? (If you answer no, please click submit on the...**



Answers	Count	Percentage
Yes	103	55.08%
No	81	43.32%

Answered: 184 Skipped: 3

**13. If yes to question 12, are you eligible for bus transportation and does your child ride a...**





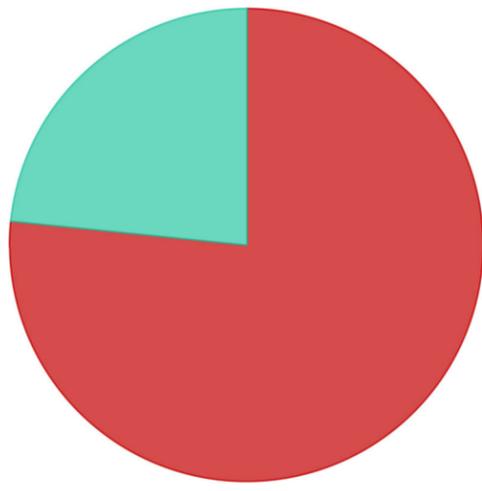
Too many kids on the bus	1
To not have the child get up so early and wait for the bus.	1
To much traffic and not enough safety	1
Time of operation and the route availability.	1
Time consuming	1
their child sits to long on the bus or pick-up time is too early 30-40 minutes on bus is too long	1
The roads are too dangerous and the bus stops are typically in the busiest road sections.	1
The hub bus stops that currently exist are inconvenient.	1
The duration and time on the bus adding two hours to a child's long day.	1
The bus transportation is inexistent today. Extremely inefficient.	1
Takes too long, and busses do not work for kids that have extra curricular activities.	1
Takes too long not close enough to home. Bus driver credentials have been lessened so now ANYONE can drive one.	1
stupidity and selfishness. more tickets need to given out, no warnings.	1
speeding bus drivers	1
Smaller busses better drivers more available stops starting at university going west	1
Security and timeliness.	1
Security	1
School starts too early for younger kids to be waiting for bus at 6am in the dark	1
Schedule conflict	1
Scared to leave children unattended	1
Scared	1
Safety.	1
Safety, allow GPS tracking for parents	1
Safety on the bus	1
Safety of children	1
Safety issues	1
Safety concerns. Dedicated bus routes with police officers present and monitoring cameras onboard.	1
safety concerns in today's world	1
Safety and security	1
Safety and length of time a child is on the bus. Although we use bus it is a minimum twice the time to get to school compared to driving.	1
Safety	1
Reliabilty and remove the two mile rule.	1
Prohibit drop offs to school and stop bringing in outside the zip code students.	1
Plantation	1
Place a hard cap on how many cars are allowed to drop students off, which should be reduced each year.	1
pickup times and discomfort during inclement weather	1

Parents trust their own driving skills versus those of others. Also, to many inconsistencies with pickups leave parents concerned for the welfare of their child/ren.	1
Parents today are terrified of putting their kids on mass transit for safety reasons. The City should encourage parents to carpool.	1
Parents are neurotic and afraid.	1
Overloaded buses, no seatbelts	1
Overcrowded	1
Obnoxious, undisciplined middle school students on the bus. No adult supervision!	1
Not sure. Child safety comes to mind as a primary reason that parents avoid bus transportation.	1
Not going to have my child wake up 90 minutes earlier to travel 3 miles.	1
not available	1
My son started the school year taking the bus. A few weeks later we soon realized that the bus was getting him into school later than if I had taken him. The traffic unfortunately defeats the purpose of the school bus. There should be a school bus lane	1
my kids are not eligible for bus	1
Most students do not meet the eligibility criteria of living within 2 miles from school and it is unsafe to walk or bike to school.	1
Most parents are helicopter moms . What can I say.	1
More pickup points.	1
Miramar	1
Making stop locations more convenient and increasing number of stops closer to community	1
Kids live less than a mile from the school	1
It's not safe for the kids or picks the kids up too early or drops them off too late. In my case my daughter has autism and refuses to get onto a huge bus. And since I drive her to school I might as well drive my son.	1
issues on buses and with bus schedules	1
Insecurity.	1
Increase miles radius for school bus eligibility.	1
In my case, I do need the service	1
In my case I work at the school so my kids come with me and I do carpool with my neighbors	1
Improve the safety and delivery of children closer to their homes	1
If I decide to put my kids in a better school let's say 10 miles away I would like to have some assistance in a certain way in bus transportation that will reduce my driving time	1
I want to see my child off safely to school	1
I think parents avoid using bus transportation because they don't want to look poor. Most people are financially equipped to have flexible work schedules and can be there to pick up their own kids. 2. if more afterschool programs were avail.	1
I don't know why they don't. I can't and would if my son's school provided it for us. But I'm not going to hire a n outside buss business that hires drivers that can't drive.	1
I believe that outreach, education and communications should explain to parents what the benefits of a school bus are.	1
I believe bus drivers are not the best drivers out there and I think it is because they are not properly vetted and underpaid	1

Hollywood	1
Have all bus systems travel along main artery roads and stop outside all main community entrances.	1
get away from the hub program that is a disaster; i used the bus from many years, it is great	1
fear of getting sick/cleanliness of the buses.	1
Fear of erratic drivers, lack of confidence in safety	1
Fear of bullying and kids acting a fool with no one monitoring students. Add bussing for all students w/ effective bus monitors.	1
Either not eligible or the bud takes too long to transport children.	1
Dependability, while at STMS on several occasions there were late for pick-up and would return very late back home.	1
Crossing guards who do their jobs well for school buses, didn't know there were complimentary buses through PP, so more advertisement about that.	1
Coral Springs	1
Convenience - sometimes bus riders are on the bus for long periods (more than 1 hour)	1
Convenience	1
Children are always late to school so, they cannot wake up in time for bus.	1
Charge a fee to parents who drop off kids in a private car	1
By providing safety officers riding along with students on the bus rides	1
Buses do not seem safe. Put a security guard on the buses.	1
Buses aren't available because of the silly 2 mile radius. i literally live 3 miles from the school and can't use the bus!	1
Bus transportation can take 1.5 hours for a student (from pickup to drop-off) for a location 2 miles away.	1
bus rides take way too long (need a lot of buffer to drop/pick-up; still need use of cars to get kids to the hubs	1
Bus pick ups are too early	1
Better Bus Schedules	1
Because they usually leave kids far from their homes. And with many crazy people and kidnapping, parents avoid this option. Some dangerous to leave kids in main street or places not secure.	1
Because the bus drivers drive too aggressively and the pick up times in the morning are super early	1
Because it doesn't exist	1
Because bus transportation is so limited and unreliable	1
Afraid of other kids bullying. And appearances	1
Adding more buses for over crowded streets is missing the whole Point of fixing a broken system. Stop building.	1
1. Work with school district:develop a comprehensive plan that assures quality/reliable drivers trained to address behavioral problems. 2. Offer innovative smaller busses, carpools, walk teams. 3. Develop tiered grade level start/end schedule..	1
1. Safety of child standing at bus stop alone. 2. No clue	1
1. Parents are too overprotective. 2. Stop enforcing traffic rules near schools, "tough love"	1

Answered: 111 Skipped: 76

**17. Would you be interested in learning more about the "Walking School Bus" program?**

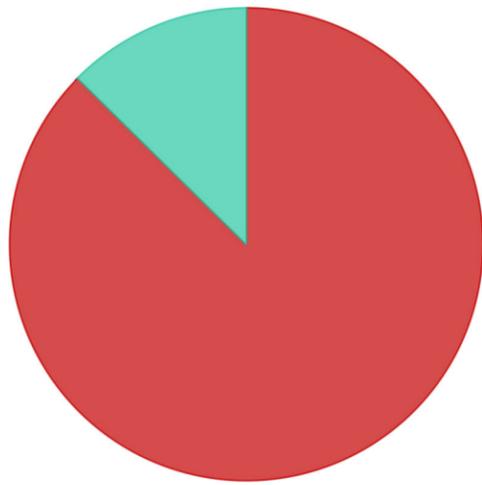


- No, I live far from school to walk.
- Yes, I live within walking distance from the school.

Answers	Count	Percentage
No, I live far from school to walk.	95	50.8%
Yes, I live within walking distance from the school.	29	15.51%

Answered: 124 Skipped: 63

**18. If the "Walking School Bus" program is implemented in your community, would you b...**



- No
- Yes

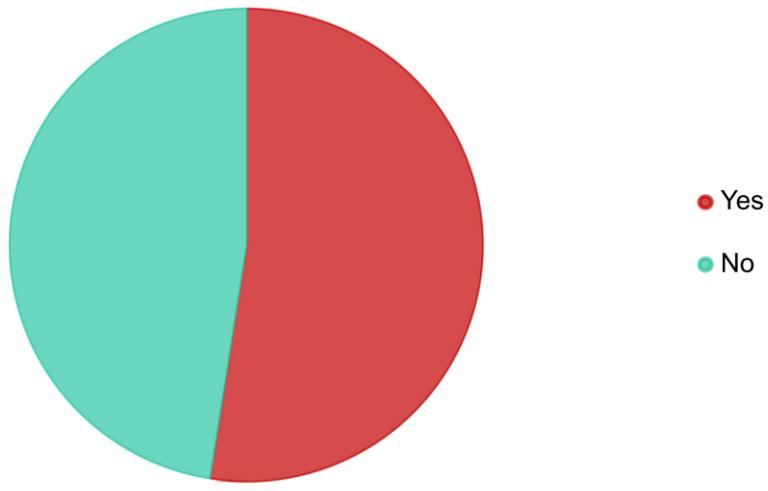
Answers	Count	Percentage
No	111	59.36%
Yes	16	8.56%

Answered: 127 Skipped: 60

**Getting Engaged!**

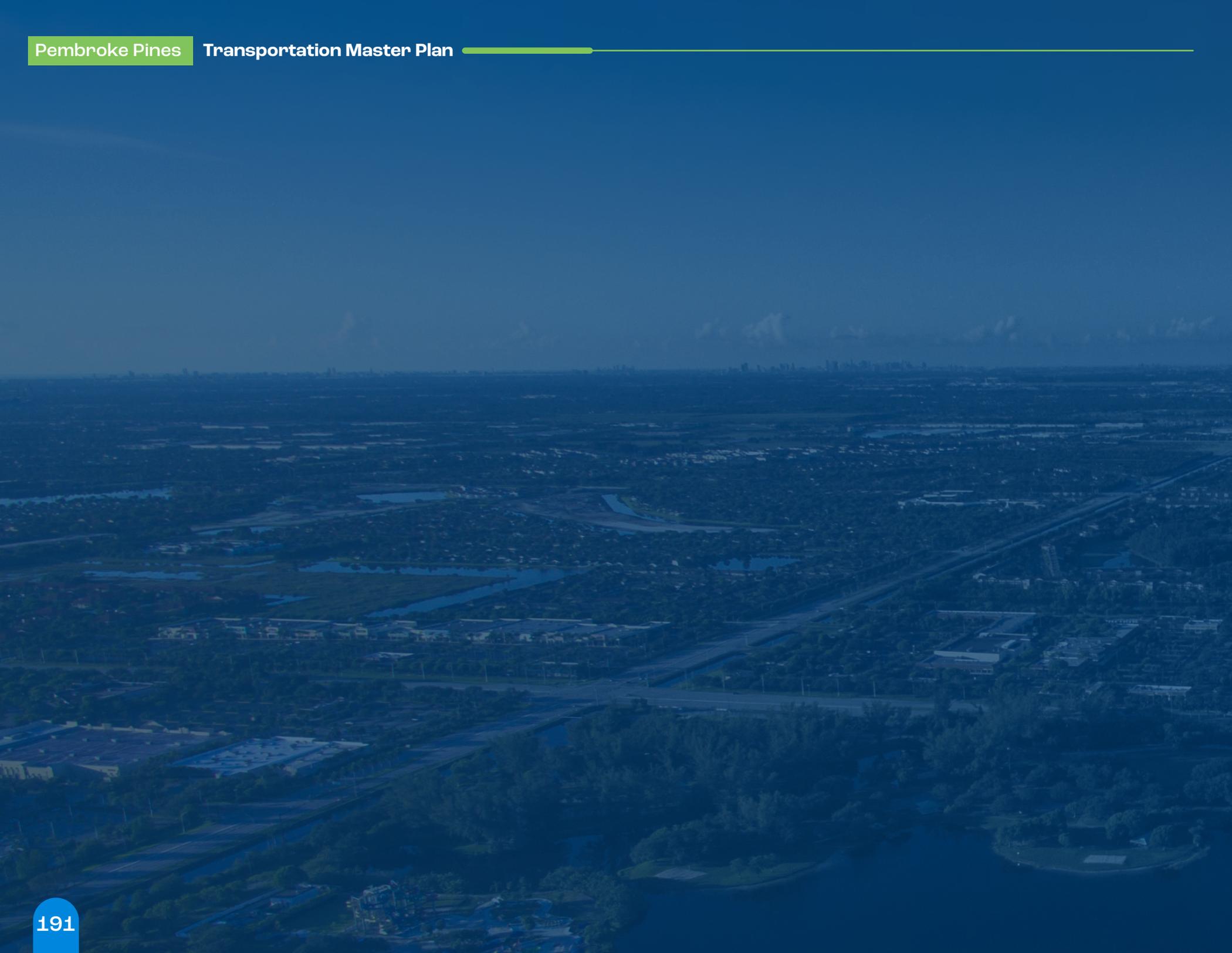
There are no answers to this question yet.

**Would you like to join our Mailing List?**



Answers	Count	Percentage
Yes	85	45.45%
No	77	41.18%

Answered: 162 Skipped: 25



# Appendix C

# Traffic Data

Hiatus Rd and Johnson Street - TMC

Wed Nov 16, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016092, Location: 26.014804, -80.296414

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-16 6:00AM	3	10	6	0	19	0	10	25	9	0	44	0	3	15	4	0	22	0	8	44	4	0	56	0	141
6:15AM	7	10	4	0	21	0	13	24	9	0	46	0	2	20	0	0	22	0	2	69	10	0	81	0	170
6:30AM	9	12	16	1	38	1	18	44	12	0	74	1	8	46	6	0	60	0	5	92	8	0	105	0	277
6:45AM	15	25	7	0	47	1	21	51	21	0	93	0	5	60	10	0	75	1	11	84	19	0	114	1	329
Hourly Total	34	57	33	1	125	2	62	144	51	0	257	1	18	141	20	0	179	1	26	289	41	0	356	1	917
7:00AM	6	30	11	1	48	1	30	50	29	0	109	0	4	52	10	0	66	0	23	94	15	0	132	4	355
7:15AM	28	49	28	0	105	0	38	84	31	0	153	2	14	90	21	0	125	1	17	102	25	0	144	1	527
7:30AM	46	45	25	1	117	0	51	71	19	0	141	1	11	89	22	1	123	0	27	140	31	0	198	0	579
7:45AM	31	64	30	0	125	1	55	89	29	0	173	0	22	104	32	0	158	0	27	133	29	0	189	2	645
Hourly Total	111	188	94	2	395	2	174	294	108	0	576	3	51	335	85	1	472	1	94	469	100	0	663	7	2106
8:00AM	23	46	25	0	94	4	62	91	33	0	186	1	17	89	25	0	131	4	19	190	33	1	243	0	654
8:15AM	15	36	18	0	69	1	42	73	28	0	143	1	26	125	29	0	180	1	27	159	40	0	226	0	618
8:30AM	27	36	19	0	82	0	52	77	27	0	156	0	23	142	33	1	199	1	31	157	26	0	214	0	651
8:45AM	17	45	22	0	84	1	50	45	24	0	119	0	18	141	29	1	189	2	24	153	23	0	200	1	592
Hourly Total	82	163	84	0	329	6	206	286	112	0	604	2	84	497	116	2	699	8	101	659	122	1	883	1	2515
4:00PM	20	73	29	1	123	0	38	53	24	0	115	0	20	151	55	0	226	0	24	152	25	0	201	0	665
4:15PM	12	53	18	0	83	2	33	48	32	0	113	0	22	170	53	0	245	1	21	149	17	0	187	0	628
4:30PM	25	64	26	0	115	0	32	34	24	0	90	0	37	170	55	0	262	0	23	148	16	0	187	2	654
4:45PM	26	55	26	0	107	2	33	58	25	0	116	0	28	177	66	2	273	1	22	165	25	0	212	1	708
Hourly Total	83	245	99	1	428	4	136	193	105	0	434	0	107	668	229	2	1006	2	90	614	83	0	787	3	2655
5:00PM	20	73	41	0	134	2	43	53	19	0	115	1	25	232	64	0	321	0	41	163	36	0	240	0	810
5:15PM	22	69	20	0	111	0	44	56	33	0	133	1	28	208	66	0	302	2	19	198	20	0	237	0	783
5:30PM	33	62	25	0	120	0	49	67	37	0	153	2	24	179	66	0	269	1	37	196	28	0	261	1	803
5:45PM	23	68	40	1	132	0	58	65	28	0	151	0	29	175	68	1	273	0	32	188	31	0	251	0	807
Hourly Total	98	272	126	1	497	2	194	241	117	0	552	4	106	794	264	1	1165	3	129	745	115	0	989	1	3203
6:00PM	31	84	42	0	157	0	54	63	20	0	137	1	41	189	62	1	293	0	32	193	36	0	261	1	848
6:15PM	24	61	15	0	100	0	53	54	31	0	138	1	35	210	61	0	306	0	17	151	17	0	185	1	729
6:30PM	20	46	33	0	99	0	41	51	39	0	131	0	13	143	44	0	200	1	31	154	15	0	200	0	630
6:45PM	12	55	33	0	100	1	26	38	30	0	94	0	22	143	66	0	231	1	22	131	22	0	175	1	600
Hourly Total	87	246	123	0	456	1	174	206	120	0	500	2	111	685	233	1	1030	2	102	629	90	0	821	3	2807
<b>Total</b>	<b>495</b>	<b>1171</b>	<b>559</b>	<b>5</b>	<b>2230</b>	<b>17</b>	<b>946</b>	<b>1364</b>	<b>613</b>	<b>0</b>	<b>2923</b>	<b>12</b>	<b>477</b>	<b>3120</b>	<b>947</b>	<b>7</b>	<b>4551</b>	<b>17</b>	<b>542</b>	<b>3405</b>	<b>551</b>	<b>1</b>	<b>4499</b>	<b>16</b>	<b>14203</b>
<b>% Approach</b>	<b>22.2%</b>	<b>52.5%</b>	<b>25.1%</b>	<b>0.2%</b>	<b>-</b>	<b>-</b>	<b>32.4%</b>	<b>46.7%</b>	<b>21.0%</b>	<b>0%</b>	<b>-</b>	<b>-</b>	<b>10.5%</b>	<b>68.6%</b>	<b>20.8%</b>	<b>0.2%</b>	<b>-</b>	<b>-</b>	<b>12.0%</b>	<b>75.7%</b>	<b>12.2%</b>	<b>0%</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>% Total</b>	<b>3.5%</b>	<b>8.2%</b>	<b>3.9%</b>	<b>0%</b>	<b>15.7%</b>	<b>-</b>	<b>6.7%</b>	<b>9.6%</b>	<b>4.3%</b>	<b>0%</b>	<b>20.6%</b>	<b>-</b>	<b>3.4%</b>	<b>22.0%</b>	<b>6.7%</b>	<b>0%</b>	<b>32.0%</b>	<b>-</b>	<b>3.8%</b>	<b>24.0%</b>	<b>3.9%</b>	<b>0%</b>	<b>31.7%</b>	<b>-</b>	<b>-</b>
<b>Motorcycles</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>-</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>-</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>-</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>-</b>	<b>26</b>
<b>% Motorcycles</b>	<b>0%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0%</b>	<b>0.2%</b>	<b>-</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0%</b>	<b>0.2%</b>	<b>-</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>	<b>-</b>	<b>0.2%</b>
<b>Lights</b>	<b>487</b>	<b>1153</b>	<b>552</b>	<b>5</b>	<b>2197</b>	<b>-</b>	<b>940</b>	<b>1335</b>	<b>594</b>	<b>0</b>	<b>2869</b>	<b>-</b>	<b>470</b>	<b>3086</b>	<b>932</b>	<b>7</b>	<b>4495</b>	<b>-</b>	<b>529</b>	<b>3380</b>	<b>530</b>	<b>1</b>	<b>4440</b>	<b>-</b>	<b>14001</b>
<b>% Lights</b>	<b>98.4%</b>	<b>98.5%</b>	<b>98.7%</b>	<b>100%</b>	<b>98.5%</b>	<b>-</b>	<b>99.4%</b>	<b>97.9%</b>	<b>96.9%</b>	<b>0%</b>	<b>98.2%</b>	<b>-</b>	<b>98.5%</b>	<b>98.9%</b>	<b>98.4%</b>	<b>100%</b>	<b>98.8%</b>	<b>-</b>	<b>97.6%</b>	<b>99.3%</b>	<b>96.2%</b>	<b>100%</b>	<b>98.7%</b>	<b>-</b>	<b>98.6%</b>
<b>Single-Unit Trucks</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>-</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>-</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>-</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>-</b>	<b>34</b>
<b>% Single-Unit Trucks</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.5%</b>	<b>0%</b>	<b>0.4%</b>	<b>-</b>	<b>0%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0%</b>	<b>0.2%</b>	<b>-</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0%</b>	<b>0.2%</b>	<b>-</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0.2%</b>
<b>Articulated Trucks</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>-</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>10</b>
<b>% Articulated Trucks</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>	<b>0.3%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>	<b>-</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0.1%</b>
<b>Buses</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>-</b>	<b>2</b>	<b>15</b>	<b>16</b>	<b>0</b>	<b>33</b>	<b>-</b>	<b>4</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>33</b>	<b>-</b>	<b>11</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>42</b>	<b>-</b>	<b>127</b>
<b>% Buses</b>	<b>1.4%</b>	<b>0.8%</b>	<b>0.5%</b>	<b>0%</b>	<b>0.9%</b>	<b>-</b>	<b>0.2%</b>	<b>1.1%</b>	<b>2.6%</b>	<b>0%</b>	<b>1.1%</b>	<b>-</b>	<b>0.8%</b>	<b>0.5%</b>	<b>1.4%</b>	<b>0%</b>	<b>0.7%</b>	<b>-</b>	<b>2.0%</b>	<b>0.4%</b>	<b>3.4%</b>	<b>0%</b>	<b>0.9%</b>	<b>-</b>	<b>0.9%</b>
<b>Bicycles on Road</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>5</b>
<b>% Bicycles on Road</b>	<b>0%</b>	<b>0.1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0%</b>	<b>0.1%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0.2%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>
<b>Pedestrians</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12</b>	<b>-</b>
<b>% Pedestrians</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>82.4%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>66.7%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>76.5%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>75.0%</b>	<b>-</b>
<b>Bicycles on Crosswalk</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>-</b>
<b>% Bicycles on Crosswalk</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>17.6%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33.3%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23.5%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.0%</b>	<b>-</b>

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

**Hiatus Rd and Johnson Street - TMC**

Wed Nov 16, 2022

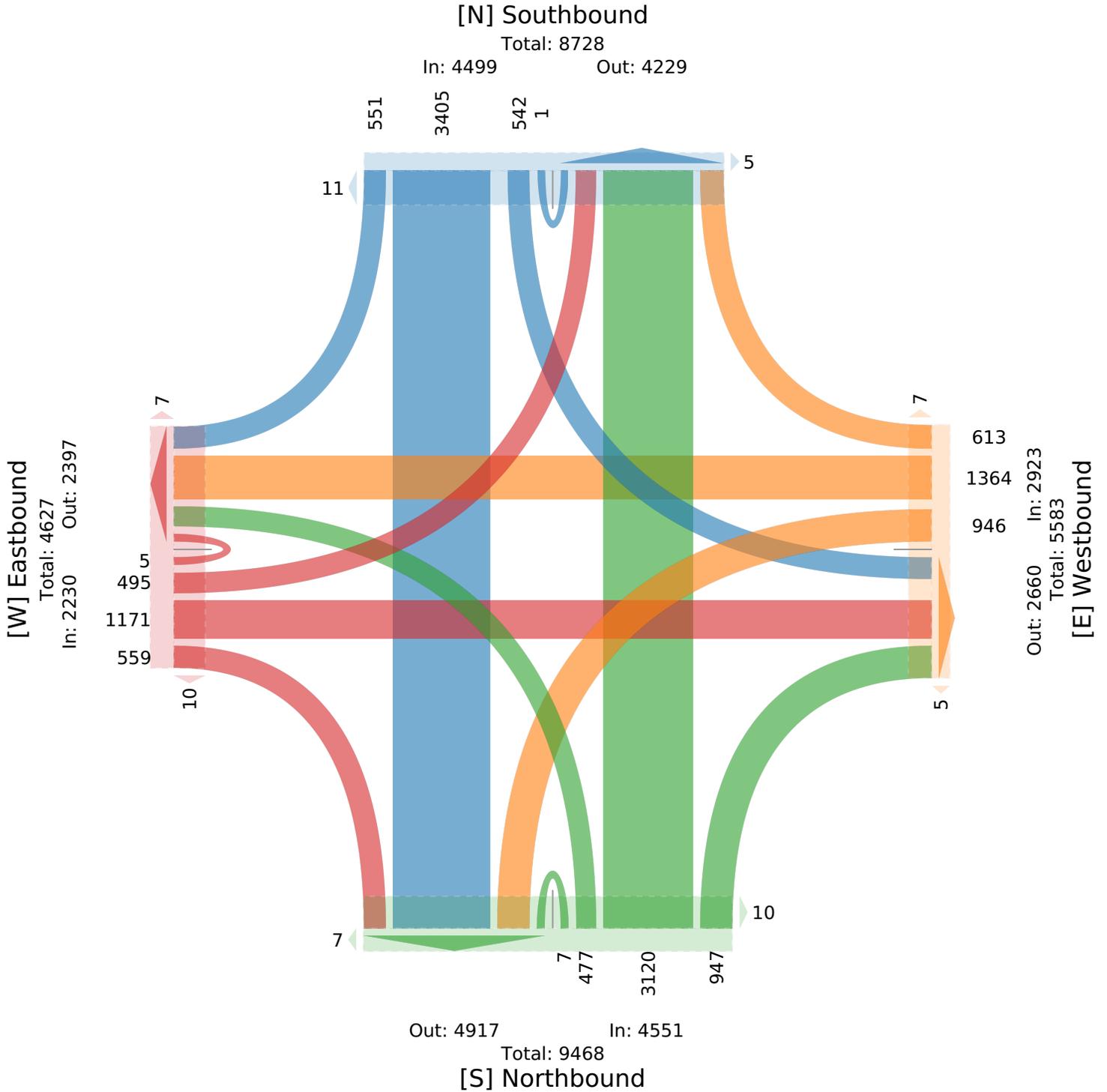
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016092, Location: 26.014804, -80.296414

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Hiatus Rd and Johnson Street - TMC

Wed Nov 16, 2022

AM Peak (7:45 AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016092, Location: 26.014804, -80.296414

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int						
	Eastbound						Westbound						Northbound						Southbound												
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-16 7:45AM	31	64	30	0	125	1	55	89	29	0	173	0	22	104	32	0	158	0	27	133	29	0	189	2	19	190	33	1	243	0	645
8:00AM	23	46	25	0	94	4	62	91	33	0	186	1	17	89	25	0	131	4	19	190	33	1	243	0	19	190	33	1	243	0	654
8:15AM	15	36	18	0	69	1	42	73	28	0	143	1	26	125	29	0	180	1	27	159	40	0	226	0	27	159	40	0	226	0	618
8:30AM	27	36	19	0	82	0	52	77	27	0	156	0	23	142	33	1	199	1	31	157	26	0	214	0	31	157	26	0	214	0	651
<b>Total</b>	96	182	92	0	370	6	211	330	117	0	658	2	88	460	119	1	668	6	104	639	128	1	872	2	104	639	128	1	872	2	2568
<b>% Approach</b>	25.9%	49.2%	24.9%	0%	-	-	32.1%	50.2%	17.8%	0%	-	-	13.2%	68.9%	17.8%	0.1%	-	-	11.9%	73.3%	14.7%	0.1%	-	-	11.9%	73.3%	14.7%	0.1%	-	-	-
<b>% Total</b>	3.7%	7.1%	3.6%	0%	14.4%	-	8.2%	12.9%	4.6%	0%	25.6%	-	3.4%	17.9%	4.6%	0%	26.0%	-	4.0%	24.9%	5.0%	0%	34.0%	-	4.0%	24.9%	5.0%	0%	34.0%	-	-
<b>PHF</b>	0.774	0.711	0.767	-	0.740	-	0.851	0.907	0.886	-	0.884	-	0.846	0.810	0.902	0.250	0.839	-	0.839	0.841	0.800	0.250	0.897	-	0.839	0.841	0.800	0.250	0.897	-	0.982
<b>Motorcycles</b>	0	1	0	0	1	-	2	1	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	4
<b>% Motorcycles</b>	0%	0.5%	0%	0%	0.3%	-	0.9%	0.3%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
<b>Lights</b>	94	180	91	0	365	-	208	322	109	0	639	-	85	452	115	1	653	-	101	635	122	1	859	-	101	635	122	1	859	-	2516
<b>% Lights</b>	97.9%	98.9%	98.9%	0%	98.6%	-	98.6%	97.6%	93.2%	0%	97.1%	-	96.6%	98.3%	96.6%	100%	97.8%	-	97.1%	99.4%	95.3%	100%	98.5%	-	97.1%	99.4%	95.3%	100%	98.5%	-	98.0%
<b>Single-Unit Trucks</b>	0	0	1	0	1	-	0	1	1	0	2	-	0	5	0	0	5	-	0	2	1	0	3	-	0	2	1	0	3	-	11
<b>% Single-Unit Trucks</b>	0%	0%	1.1%	0%	0.3%	-	0%	0.3%	0.9%	0%	0.3%	-	0%	1.1%	0%	0%	0.7%	-	0%	0.3%	0.8%	0%	0.3%	-	0%	0.3%	0.8%	0%	0.3%	-	0.4%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	1	0	0	1	-	1	1	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	3
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	1.1%	0.2%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
<b>Buses</b>	2	1	0	0	3	-	1	5	7	0	13	-	2	2	4	0	8	-	3	2	5	0	10	-	3	2	5	0	10	-	34
<b>% Buses</b>	2.1%	0.5%	0%	0%	0.8%	-	0.5%	1.5%	6.0%	0%	2.0%	-	2.3%	0.4%	3.4%	0%	1.2%	-	2.9%	0.3%	3.9%	0%	1.1%	-	2.9%	0.3%	3.9%	0%	1.1%	-	1.3%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	2	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-	-	-	-	-	83.3%	-	-	-	-	-	100%	-	-	-	-	-	100%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-	-	-	-	-	16.7%	-	-	-	-	-	0%	-	-	-	-	-	0%	

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

**Hiatus Rd and Johnson Street - TMC**

Wed Nov 16, 2022

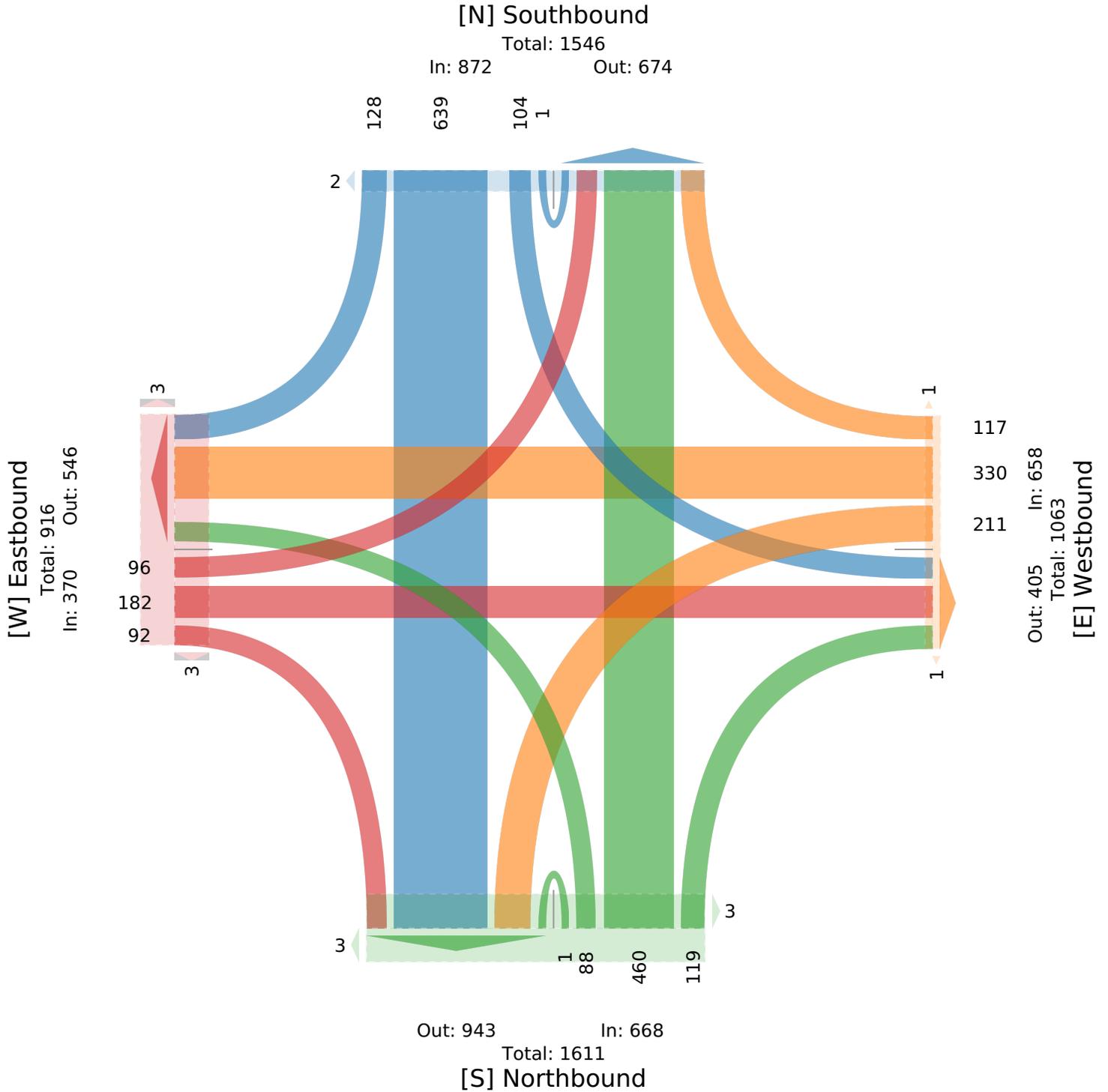
AM Peak (7:45 AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016092, Location: 26.014804, -80.296414

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
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Hiatus Rd and Johnson Street - TMC

Wed Nov 16, 2022

PM Peak (5:15 PM - 6:15 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016092, Location: 26.014804, -80.296414

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-16 5:15PM	22	69	20	0	111	0	44	56	33	0	133	1	28	208	66	0	302	2	19	198	20	0	237	0	783
5:30PM	33	62	25	0	120	0	49	67	37	0	153	2	24	179	66	0	269	1	37	196	28	0	261	1	803
5:45PM	23	68	40	1	132	0	58	65	28	0	151	0	29	175	68	1	273	0	32	188	31	0	251	0	807
6:00PM	31	84	42	0	157	0	54	63	20	0	137	1	41	189	62	1	293	0	32	193	36	0	261	1	848
<b>Total</b>	109	283	127	1	520	0	205	251	118	0	574	4	122	751	262	2	1137	3	120	775	115	0	1010	2	3241
<b>% Approach</b>	21.0%	54.4%	24.4%	0.2%	-	-	35.7%	43.7%	20.6%	0%	-	-	10.7%	66.1%	23.0%	0.2%	-	-	11.9%	76.7%	11.4%	0%	-	-	-
<b>% Total</b>	3.4%	8.7%	3.9%	0%	16.0%	-	6.3%	7.7%	3.6%	0%	17.7%	-	3.8%	23.2%	8.1%	0.1%	35.1%	-	3.7%	23.9%	3.5%	0%	31.2%	-	-
<b>PHF</b>	0.826	0.842	0.756	0.250	0.828	-	0.884	0.933	0.797	-	0.936	-	0.744	0.903	0.963	0.500	0.941	-	0.811	0.979	0.792	-	0.966	-	0.955
<b>Motorcycles</b>	0	3	1	0	4	-	0	3	0	0	3	-	1	3	0	0	4	-	0	0	0	0	0	-	11
<b>% Motorcycles</b>	0%	1.1%	0.8%	0%	0.8%	-	0%	1.2%	0%	0%	0.5%	-	0.8%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.3%
<b>Lights</b>	107	280	125	1	513	-	204	240	117	0	561	-	120	744	258	2	1124	-	118	770	113	0	1001	-	3199
<b>% Lights</b>	98.2%	98.9%	98.4%	100%	98.7%	-	99.5%	95.6%	99.2%	0%	97.7%	-	98.4%	99.1%	98.5%	100%	98.9%	-	98.3%	99.4%	98.3%	0%	99.1%	-	98.7%
<b>Single-Unit Trucks</b>	1	0	0	0	1	-	0	1	0	0	1	-	0	0	1	0	1	-	1	1	0	0	2	-	5
<b>% Single-Unit Trucks</b>	0.9%	0%	0%	0%	0.2%	-	0%	0.4%	0%	0%	0.2%	-	0%	0%	0.4%	0%	0.1%	-	0.8%	0.1%	0%	0%	0.2%	-	0.2%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	3	0	0	3	-	0	1	0	0	1	-	0	0	0	0	0	-	4
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	1.2%	0%	0%	0.5%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
<b>Buses</b>	1	0	1	0	2	-	1	3	1	0	5	-	1	3	3	0	7	-	1	4	1	0	6	-	20
<b>% Buses</b>	0.9%	0%	0.8%	0%	0.4%	-	0.5%	1.2%	0.8%	0%	0.9%	-	0.8%	0.4%	1.1%	0%	0.6%	-	0.8%	0.5%	0.9%	0%	0.6%	-	0.6%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	1	0	1	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0.9%	0%	0.1%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	1	
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	66.7%	-	-	-	-	-	50.0%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	33.3%	-	-	-	-	-	50.0%	-

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

**Hiatus Rd and Johnson Street - TMC**

Wed Nov 16, 2022

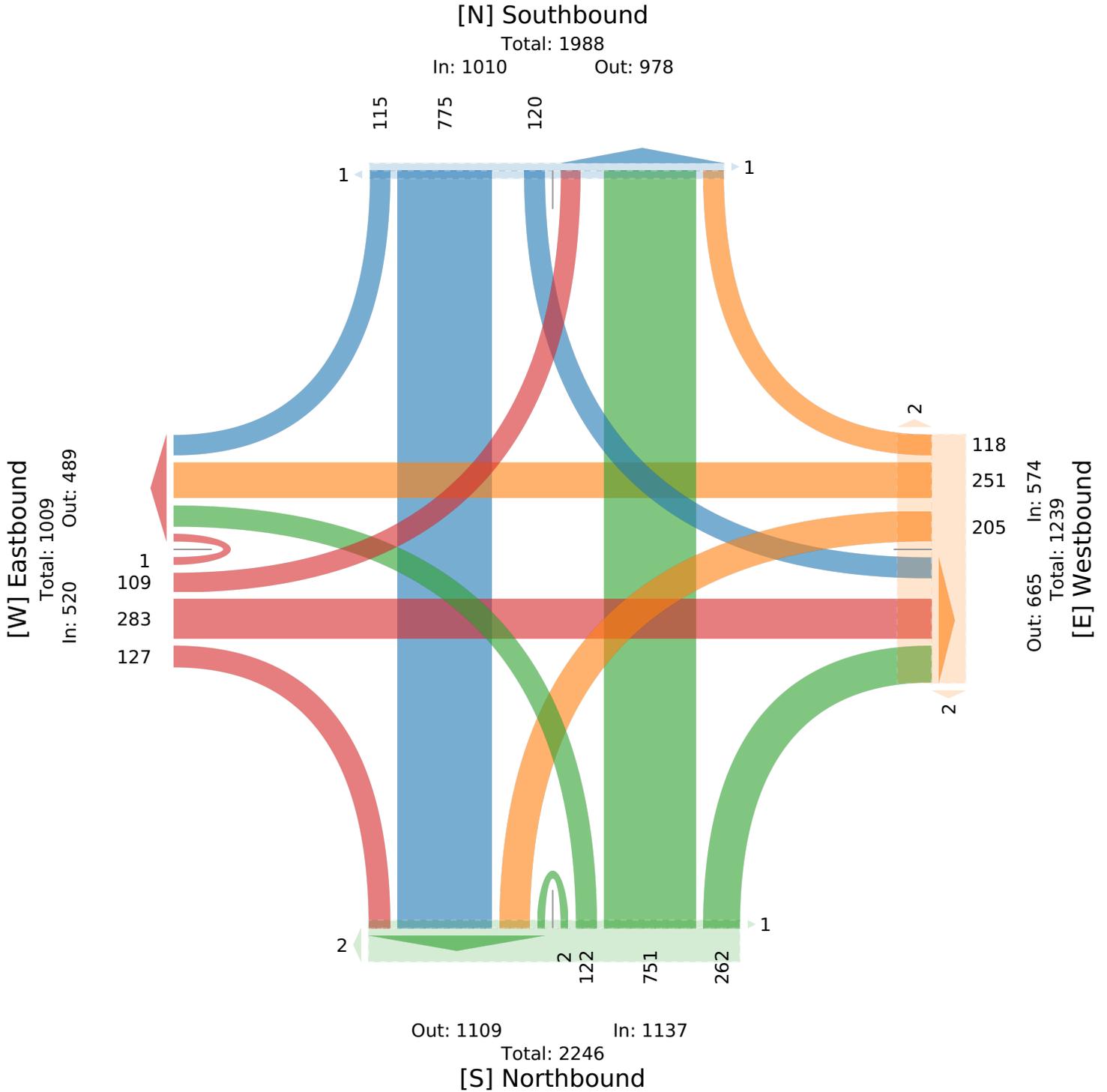
PM Peak (5:15 PM - 6:15 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016092, Location: 26.014804, -80.296414

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Hiatus Rd and NW 19th Street - TMC

Wed Nov 16, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016093, Location: 26.025756, -80.297707

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound					Westbound					Northbound					Southbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2022-11-16 6:00AM	0	0	1	0	1	0	1	0	7	0	8	1	0	22	0	0	22	0	0	28	0	0	28	0	59
6:15AM	1	0	2	0	3	0	3	1	5	0	9	2	0	36	0	0	36	0	0	46	0	0	46	0	94
6:30AM	1	0	3	0	4	0	1	0	4	0	5	0	0	60	0	1	61	0	0	47	0	0	47	0	117
6:45AM	1	0	2	0	3	0	2	1	11	0	14	0	0	77	0	0	77	0	3	69	2	0	74	0	168
Hourly Total	3	0	8	0	11	0	7	2	27	0	36	3	0	195	0	1	196	0	3	190	2	0	195	0	438
7:00AM	7	0	0	0	7	0	1	0	15	0	16	0	0	68	1	0	69	0	2	87	6	0	95	1	187
7:15AM	5	0	4	0	9	0	3	5	9	0	17	0	0	103	1	1	105	0	2	90	6	0	98	0	229
7:30AM	19	2	33	0	54	0	6	7	19	0	32	0	3	84	0	4	91	0	4	111	8	0	123	0	300
7:45AM	20	15	23	0	58	0	2	10	11	0	23	1	2	118	1	2	123	0	6	135	6	0	147	0	351
Hourly Total	51	17	60	0	128	0	12	22	54	0	88	1	5	373	3	7	388	0	14	423	26	0	463	1	1067
8:00AM	7	3	9	0	19	0	4	1	5	0	10	1	1	92	4	0	97	0	1	150	6	1	158	0	284
8:15AM	1	1	3	0	5	0	1	4	3	0	8	0	1	117	3	1	122	0	2	163	5	0	170	0	305
8:30AM	4	1	1	0	6	0	3	1	6	1	11	0	0	116	3	0	119	0	3	177	4	0	184	0	320
8:45AM	1	0	1	0	2	0	2	0	2	0	4	3	1	141	1	0	143	0	5	141	5	0	151	0	300
Hourly Total	13	5	14	0	32	0	10	6	16	1	33	4	3	466	11	1	481	0	11	631	20	1	663	0	1209
4:00PM	4	0	1	0	5	0	2	0	6	0	8	0	1	130	2	0	133	0	7	160	2	0	169	0	315
4:15PM	3	0	1	0	4	0	0	0	4	0	4	1	2	133	2	0	137	0	2	160	4	0	166	1	311
4:30PM	0	1	3	0	4	0	2	1	2	0	5	0	2	142	4	1	149	0	5	166	4	0	175	0	333
4:45PM	4	2	2	0	8	0	1	0	3	0	4	0	1	142	1	0	144	0	10	165	3	0	178	1	334
Hourly Total	11	3	7	0	21	0	5	1	15	0	21	1	6	547	9	1	563	0	24	651	13	0	688	2	1293
5:00PM	3	0	1	0	4	0	3	2	3	0	8	0	1	151	5	0	157	0	4	159	4	0	167	0	336
5:15PM	1	1	0	0	2	0	3	0	4	0	7	0	1	168	5	1	175	0	7	200	2	0	209	0	393
5:30PM	3	0	3	0	6	0	0	1	1	0	2	0	2	145	5	0	152	0	9	197	1	0	207	0	367
5:45PM	1	2	2	0	5	0	3	2	0	0	5	0	2	144	8	1	155	0	8	199	7	0	214	0	379
Hourly Total	8	3	6	0	17	0	9	5	8	0	22	0	6	608	23	2	639	0	28	755	14	0	797	0	1475
6:00PM	4	1	2	0	7	0	3	0	3	0	6	0	2	141	5	0	148	0	1	168	5	0	174	0	335
6:15PM	1	0	4	0	5	0	2	0	1	0	3	1	1	152	9	0	162	0	5	171	2	0	178	1	348
6:30PM	3	0	1	0	4	0	4	1	3	0	8	0	0	122	7	0	129	0	4	157	1	0	162	0	303
6:45PM	1	0	0	0	1	0	6	0	2	0	8	0	0	122	3	0	125	0	2	123	0	0	125	0	259
Hourly Total	9	1	7	0	17	0	15	1	9	0	25	1	3	537	24	0	564	0	12	619	8	0	639	1	1245
<b>Total</b>	95	29	102	0	226	0	58	37	129	1	225	10	23	2726	70	12	2831	0	92	3269	83	1	3445	4	6727
<b>% Approach</b>	42.0%	12.8%	45.1%	0%	-	-	25.8%	16.4%	57.3%	0.4%	-	-	0.8%	96.3%	2.5%	0.4%	-	-	2.7%	94.9%	2.4%	0%	-	-	-
<b>% Total</b>	1.4%	0.4%	1.5%	0%	3.4%	-	0.9%	0.6%	1.9%	0%	3.3%	-	0.3%	40.5%	1.0%	0.2%	42.1%	-	1.4%	48.6%	1.2%	0%	51.2%	-	-
<b>Motorcycles</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	4	0	0	4	-	6
<b>% Motorcycles</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0.1%	0%	0%	0.1%	-	0.1%
<b>Lights</b>	94	29	98	0	221	-	55	35	127	1	218	-	23	2698	69	12	2802	-	91	3227	82	1	3401	-	6642
<b>% Lights</b>	98.9%	100%	96.1%	0%	97.8%	-	94.8%	94.6%	98.4%	100%	96.9%	-	100%	99.0%	98.6%	100%	99.0%	-	98.9%	98.7%	98.8%	100%	98.7%	-	98.7%
<b>Single-Unit Trucks</b>	0	0	2	0	2	-	1	1	0	0	2	-	0	7	0	0	7	-	0	16	0	0	16	-	27
<b>% Single-Unit Trucks</b>	0%	0%	2.0%	0%	0.9%	-	1.7%	2.7%	0%	0%	0.9%	-	0%	0.3%	0%	0%	0.2%	-	0%	0.5%	0%	0%	0.5%	-	0.4%
<b>Articulated Trucks</b>	0	0	0	0	0	-	1	0	0	0	1	-	0	4	0	0	4	-	0	2	1	0	3	-	8
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	1.7%	0%	0%	0%	0.4%	-	0%	0.1%	0%	0%	0.1%	-	0%	0.1%	1.2%	0%	0.1%	-	0.1%
<b>Buses</b>	1	0	2	0	3	-	1	0	1	0	2	-	0	15	1	0	16	-	1	20	0	0	21	-	42
<b>% Buses</b>	1.1%	0%	2.0%	0%	1.3%	-	1.7%	0%	0.8%	0%	0.9%	-	0%	0.6%	1.4%	0%	0.6%	-	1.1%	0.6%	0%	0%	0.6%	-	0.6%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	1	1	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	2.7%	0.8%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	3	-	3
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	70.0%	-	-	-	-	-	-	-	-	-	-	-	75.0%	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	1
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	30.0%	-	-	-	-	-	-	-	-	-	-	-	25.0%	-	-

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

**Hiatus Rd and NW 19th Street - TMC**

Wed Nov 16, 2022

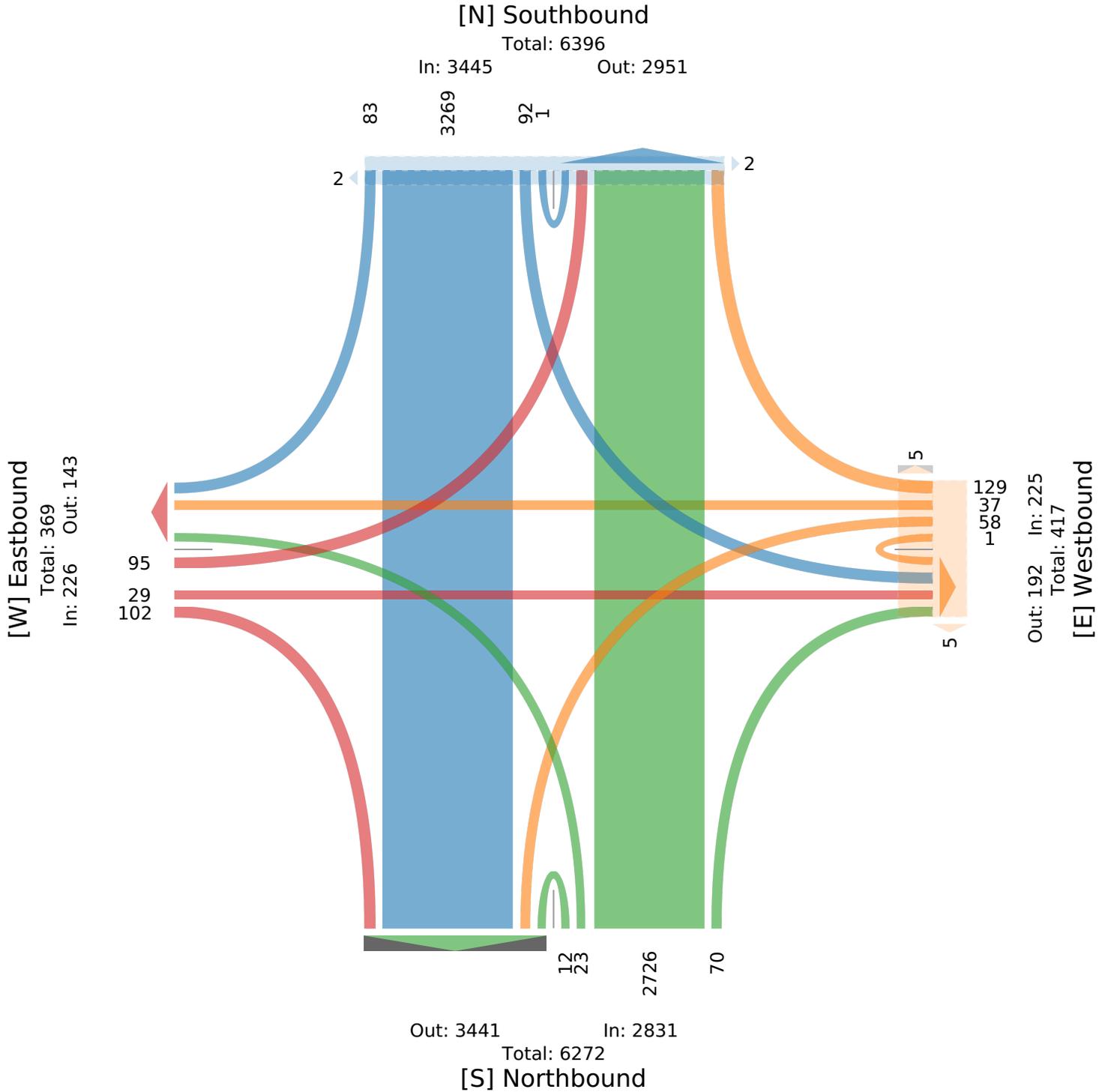
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016093, Location: 26.025756, -80.297707

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Hiatus Rd and NW 19th Street - TMC

Wed Nov 16, 2022

AM Peak (7:45 AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016093, Location: 26.025756, -80.297707

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound					Westbound					Northbound					Southbound									
Time	Eastbound					Westbound					Northbound					Southbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	Int				
2022-11-16 7:45AM	20	15	23	0	58	0	2	10	11	0	23	1	2	118	1	2	123	0	6	135	6	0	147	0	351
8:00AM	7	3	9	0	19	0	4	1	5	0	10	1	1	92	4	0	97	0	1	150	6	1	158	0	284
8:15AM	1	1	3	0	5	0	1	4	3	0	8	0	1	117	3	1	122	0	2	163	5	0	170	0	305
8:30AM	4	1	1	0	6	0	3	1	6	1	11	0	0	116	3	0	119	0	3	177	4	0	184	0	320
<b>Total</b>	32	20	36	0	88	0	10	16	25	1	52	2	4	443	11	3	461	0	12	625	21	1	659	0	1260
<b>% Approach</b>	36.4%	22.7%	40.9%	0%	-	-	19.2%	30.8%	48.1%	1.9%	-	-	0.9%	96.1%	2.4%	0.7%	-	-	1.8%	94.8%	3.2%	0.2%	-	-	-
<b>% Total</b>	2.5%	1.6%	2.9%	0%	7.0%	-	0.8%	1.3%	2.0%	0.1%	4.1%	-	0.3%	35.2%	0.9%	0.2%	36.6%	-	1.0%	49.6%	1.7%	0.1%	52.3%	-	-
<b>PHF</b>	0.400	0.333	0.391	-	0.379	-	0.625	0.400	0.568	0.250	0.565	-	0.500	0.939	0.688	0.375	0.937	-	0.500	0.883	0.875	0.250	0.895	-	0.897
<b>Motorcycles</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Motorcycles</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Lights</b>	31	20	35	0	86	-	9	16	24	1	50	-	4	434	10	3	451	-	12	611	20	1	644	-	1231
<b>% Lights</b>	96.9%	100%	97.2%	0%	97.7%	-	90.0%	100%	96.0%	100%	96.2%	-	100%	98.0%	90.9%	100%	97.8%	-	100%	97.8%	95.2%	100%	97.7%	-	97.7%
<b>Single-Unit Trucks</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	4	0	0	4	-	0	4	0	0	4	-	8
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.9%	0%	0%	0.9%	-	0%	0.6%	0%	0%	0.6%	-	0.6%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	2	1	0	3	-	5
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.4%	-	0%	0.3%	4.8%	0%	0.5%	-	0.4%
<b>Buses</b>	1	0	1	0	2	-	1	0	1	0	2	-	0	3	1	0	4	-	0	8	0	0	8	-	16
<b>% Buses</b>	3.1%	0%	2.8%	0%	2.3%	-	10.0%	0%	4.0%	0%	3.8%	-	0%	0.7%	9.1%	0%	0.9%	-	0%	1.3%	0%	0%	1.2%	-	1.3%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**Hiatus Rd and NW 19th Street - TMC**

Wed Nov 16, 2022

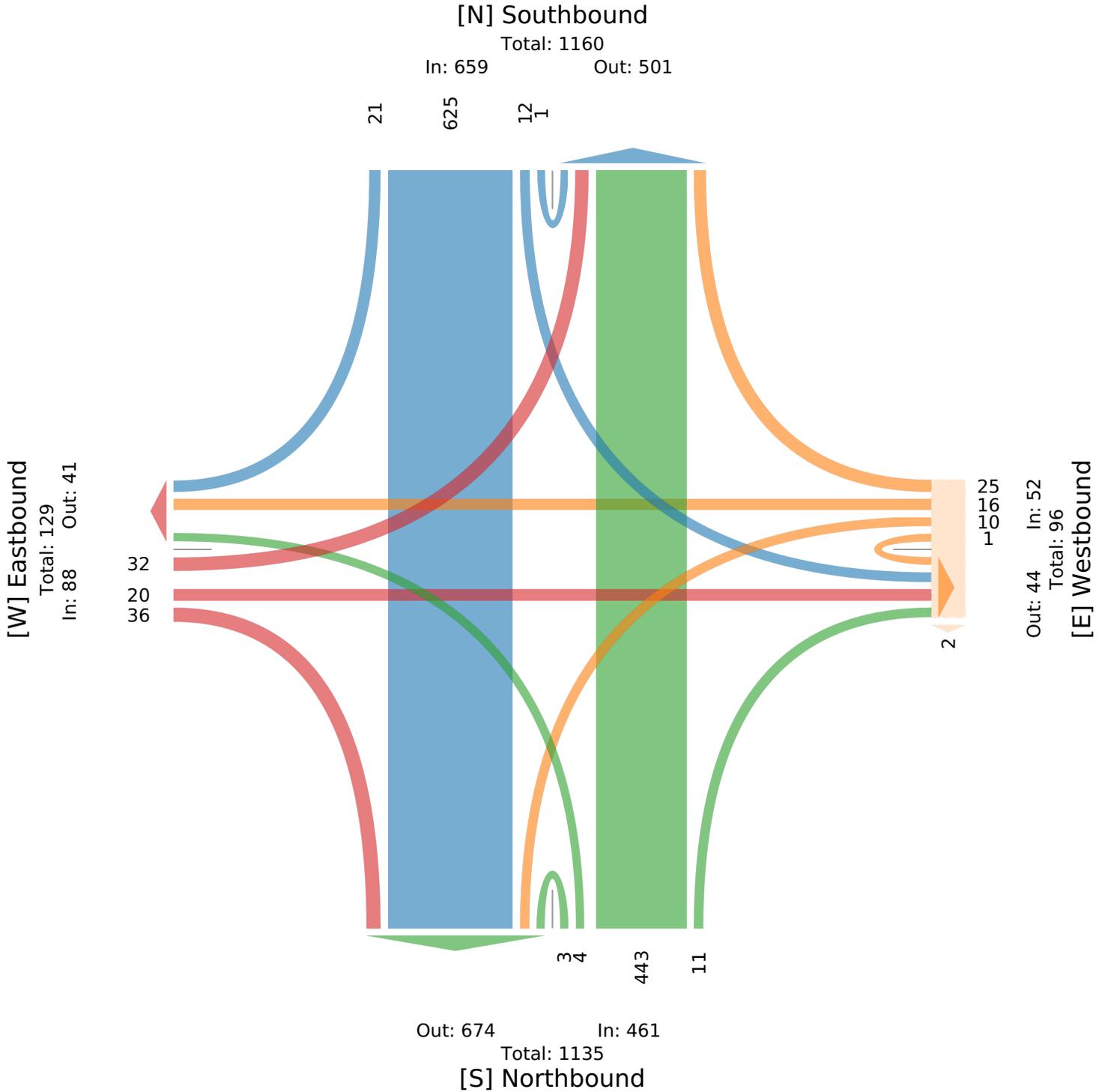
AM Peak (7:45 AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016093, Location: 26.025756, -80.297707

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Hiatus Rd and NW 19th Street - TMC

Wed Nov 16, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016093, Location: 26.025756, -80.297707

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int						
	Eastbound						Westbound						Northbound						Southbound												
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-16 5:00PM	3	0	1	0	4	0	3	2	3	0	8	0	1	151	5	0	157	0	4	159	4	0	167	0	4	159	4	0	167	0	336
5:15PM	1	1	0	0	2	0	3	0	4	0	7	0	1	168	5	1	175	0	7	200	2	0	209	0	7	200	2	0	209	0	393
5:30PM	3	0	3	0	6	0	0	1	1	0	2	0	2	145	5	0	152	0	9	197	1	0	207	0	9	197	1	0	207	0	367
5:45PM	1	2	2	0	5	0	3	2	0	0	5	0	2	144	8	1	155	0	8	199	7	0	214	0	8	199	7	0	214	0	379
<b>Total</b>	8	3	6	0	17	0	9	5	8	0	22	0	6	608	23	2	639	0	28	755	14	0	797	0	28	755	14	0	797	0	1475
<b>% Approach</b>	47.1%	17.6%	35.3%	0%	-	-	40.9%	22.7%	36.4%	0%	-	-	0.9%	95.1%	3.6%	0.3%	-	-	3.5%	94.7%	1.8%	0%	-	-	3.5%	94.7%	1.8%	0%	-	-	-
<b>% Total</b>	0.5%	0.2%	0.4%	0%	1.2%	-	0.6%	0.3%	0.5%	0%	1.5%	-	0.4%	41.2%	1.6%	0.1%	43.3%	-	1.9%	51.2%	0.9%	0%	54.0%	-	1.9%	51.2%	0.9%	0%	54.0%	-	-
<b>PHF</b>	0.667	0.375	0.500	-	0.708	-	0.750	0.625	0.500	-	0.688	-	0.750	0.905	0.719	0.500	0.913	-	0.778	0.944	0.500	-	0.931	-	0.778	0.944	0.500	-	0.931	-	0.938
<b>Motorcycles</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	2	0	0	2	-	0	2	0	0	2	-	3
<b>% Motorcycles</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0.3%	0%	0%	0.3%	-	0%	0.3%	0%	0%	0.3%	-	0.2%
<b>Lights</b>	8	3	5	0	16	-	8	5	8	0	21	-	6	605	23	2	636	-	28	750	14	0	792	-	28	750	14	0	792	-	1465
<b>% Lights</b>	100%	100%	83.3%	0%	94.1%	-	88.9%	100%	100%	0%	95.5%	-	100%	99.5%	100%	100%	99.5%	-	100%	99.3%	100%	0%	99.4%	-	100%	99.3%	100%	0%	99.4%	-	99.3%
<b>Single-Unit Trucks</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	2	0	0	2	-	2
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0.3%	0%	0%	0.3%	-	0.1%
<b>Articulated Trucks</b>	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	11.1%	0%	0%	0%	4.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
<b>Buses</b>	0	0	1	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	0	1	0	0	1	-	0	1	0	0	1	-	4
<b>% Buses</b>	0%	0%	16.7%	0%	5.9%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0.1%	0%	0%	0.1%	-	0%	0.1%	0%	0%	0.1%	-	0.3%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

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

**Hiatus Rd and NW 19th Street - TMC**

Wed Nov 16, 2022

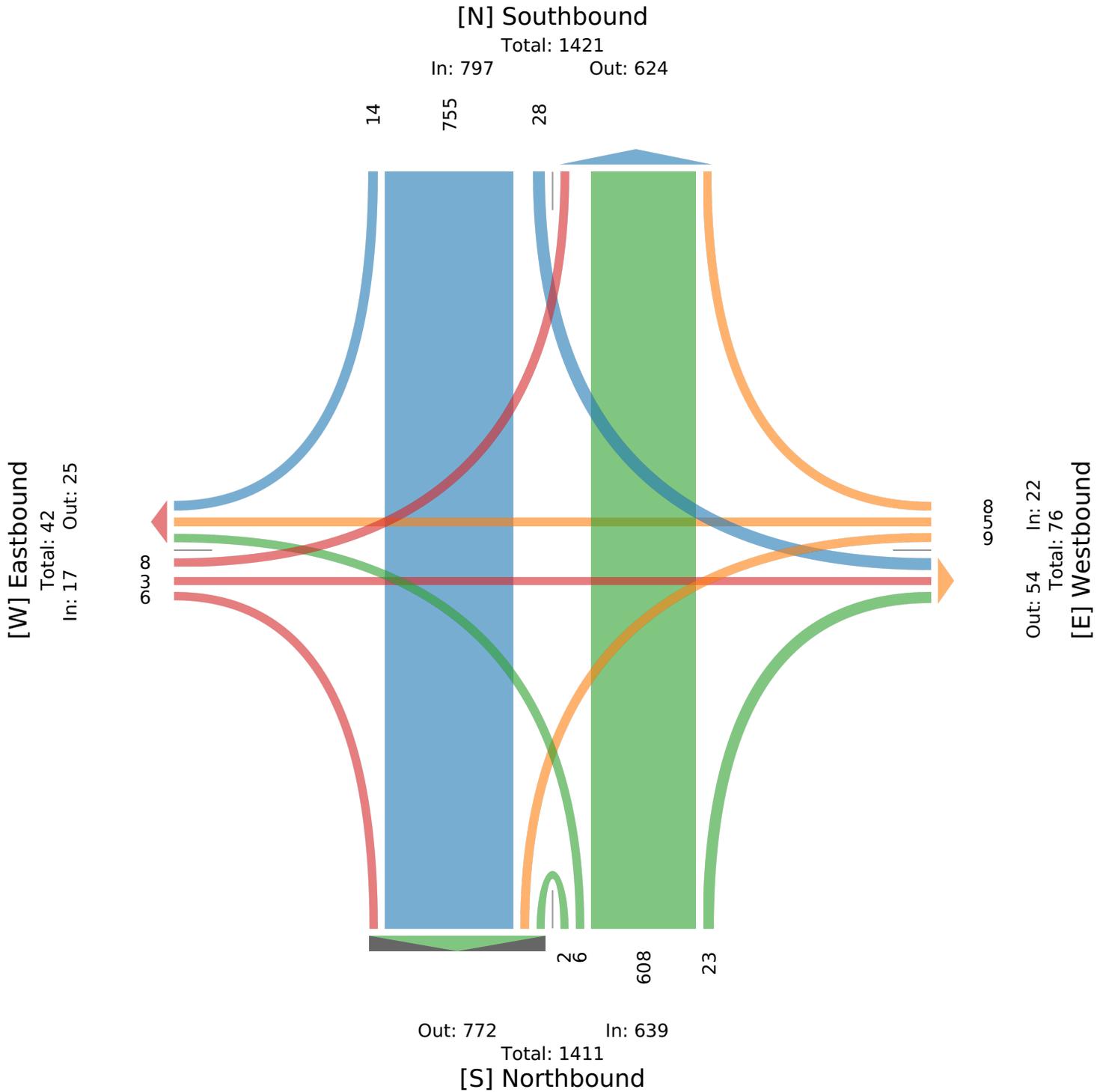
PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016093, Location: 26.025756, -80.297707

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Hiatus Rd and Taft Street - TMC

Wed Nov 16, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016094, Location: 26.022967, -80.298978

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound							Westbound							Northbound							Southbound							Int
	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		
2022-11-16 6:00AM	3	16	7	0	26	0		9	29	4	0	42	0		5	15	4	0	24	2		5	22	4	0	31	0		123
6:15AM	4	8	12	0	24	0		20	56	8	0	84	0		11	28	0	0	39	1		11	29	6	0	46	1		193
6:30AM	6	26	5	0	37	1		23	64	14	0	101	0		13	51	7	2	73	0		6	46	3	0	55	0		266
6:45AM	8	33	10	0	51	1		20	81	16	0	117	0		27	55	15	0	97	1		12	46	7	0	65	0		330
Hourly Total	21	83	34	0	138	2		72	230	42	0	344	0		56	149	26	2	233	4		34	143	20	0	197	1		912
7:00AM	5	55	24	0	84	3		22	127	12	0	161	0		48	54	16	0	118	3		11	51	12	0	74	2		437
7:15AM	20	90	28	0	138	13		15	141	13	0	169	3		52	75	15	0	142	5		11	65	15	0	91	3		540
7:30AM	8	125	43	0	176	20		24	201	8	0	233	5		53	74	9	0	136	12		25	73	37	0	135	27		680
7:45AM	10	111	28	0	149	68		20	157	12	0	189	29		42	101	20	0	163	38		21	105	27	0	153	57		654
Hourly Total	43	381	123	0	547	104		81	626	45	0	752	37		195	304	60	0	559	58		68	294	91	0	453	89		2311
8:00AM	12	93	36	0	141	2		40	163	7	0	210	8		39	87	18	1	145	4		30	129	21	1	181	8		677
8:15AM	14	72	18	0	104	1		38	154	13	0	205	2		42	85	28	1	156	1		27	114	35	0	176	0		641
8:30AM	14	90	34	0	138	2		49	166	6	0	221	0		59	105	32	1	197	0		23	128	26	1	178	1		734
8:45AM	21	97	24	0	142	0		27	83	13	0	123	0		35	106	20	1	162	0		24	100	22	0	146	1		573
Hourly Total	61	352	112	0	525	5		154	566	39	0	759	10		175	383	98	4	660	5		104	471	104	2	681	10		2625
4:00PM	15	124	47	0	186	2		44	100	15	0	159	1		42	104	37	2	185	0		31	103	20	0	154	0		684
4:15PM	15	116	34	0	165	3		33	86	15	0	134	0		46	104	50	2	202	3		33	127	18	1	179	0		680
4:30PM	17	120	42	0	179	0		42	100	18	0	160	0		45	108	40	2	195	1		30	104	24	0	158	0		692
4:45PM	19	122	27	0	168	0		41	85	17	0	143	1		52	111	39	0	202	0		26	141	18	0	185	2		698
Hourly Total	66	482	150	0	698	5		160	371	65	0	596	2		185	427	166	6	784	4		120	475	80	1	676	2		2754
5:00PM	16	155	45	1	217	0		42	98	31	0	171	0		41	108	43	0	192	1		26	106	15	0	147	0		727
5:15PM	16	135	44	0	195	0		43	110	13	0	166	0		30	151	43	1	225	2		26	166	24	0	216	0		802
5:30PM	18	141	56	1	216	0		47	109	15	0	171	1		51	117	38	1	207	2		29	148	21	0	198	0		792
5:45PM	20	118	37	0	175	3		46	108	19	0	173	1		41	114	34	2	191	0		29	152	24	0	205	7		744
Hourly Total	70	549	182	2	803	3		178	425	78	0	681	2		163	490	158	4	815	5		110	572	84	0	766	7		3065
6:00PM	17	139	45	1	202	0		45	103	19	0	167	1		49	110	36	3	198	2		23	126	16	0	165	1		732
6:15PM	18	112	21	0	151	4		31	76	22	0	129	1		43	140	52	2	237	4		30	135	15	0	180	0		697
6:30PM	14	108	37	0	159	0		44	81	20	0	145	0		36	98	29	2	165	0		34	105	14	0	153	1		622
6:45PM	18	80	32	0	130	0		30	65	15	0	110	0		31	96	43	2	172	0		14	109	17	1	141	0		553
Hourly Total	67	439	135	1	642	4		150	325	76	0	551	2		159	444	160	9	772	6		101	475	62	1	639	2		2604
<b>Total</b>	328	2286	736	3	3353	123		795	2543	345	0	3683	53		933	2197	668	25	3823	82		537	2430	441	4	3412	111		14271
<b>% Approach</b>	9.8%	68.2%	22.0%	0.1%	-	-		21.6%	69.0%	9.4%	0%	-	-		24.4%	57.5%	17.5%	0.7%	-	-		15.7%	71.2%	12.9%	0.1%	-	-		-
<b>% Total</b>	2.3%	16.0%	5.2%	0%	23.5%	-		5.6%	17.8%	2.4%	0%	25.8%	-		6.5%	15.4%	4.7%	0.2%	26.8%	-		3.8%	17.0%	3.1%	0%	23.9%	-		-
<b>Motorcycles</b>	0	3	2	0	5	-		0	2	0	0	2	-		0	2	0	0	2	-		1	4	0	0	5	-		14
<b>% Motorcycles</b>	0%	0.1%	0.3%	0%	0.1%	-		0%	0.1%	0%	0%	0.1%	-		0%	0.1%	0%	0%	0.1%	-		0.2%	0.2%	0%	0%	0.1%	-		0.1%
<b>Lights</b>	325	2250	725	3	3303	-		771	2503	336	0	3610	-		919	2177	652	25	3773	-		526	2403	428	4	3361	-		14047
<b>% Lights</b>	99.1%	98.4%	98.5%	100%	98.5%	-		97.0%	98.4%	97.4%	0%	98.0%	-		98.5%	99.1%	97.6%	100%	98.7%	-		98.0%	98.9%	97.1%	100%	98.5%	-		98.4%
<b>Single-Unit Trucks</b>	2	12	2	0	16	-		3	16	2	0	21	-		3	6	1	0	10	-		2	10	6	0	18	-		65
<b>% Single-Unit Trucks</b>	0.6%	0.5%	0.3%	0%	0.5%	-		0.4%	0.6%	0.6%	0%	0.6%	-		0.3%	0.3%	0.1%	0%	0.3%	-		0.4%	0.4%	1.4%	0%	0.5%	-		0.5%
<b>Articulated Trucks</b>	0	3	0	0	3	-		0	1	0	0	1	-		0	3	1	0	4	-		0	1	1	0	2	-		10
<b>% Articulated Trucks</b>	0%	0.1%	0%	0%	0.1%	-		0%	0%	0%	0%	0%	-		0%	0.1%	0.1%	0%	0.1%	-		0%	0%	0.2%	0%	0.1%	-		0.1%
<b>Buses</b>	1	18	7	0	26	-		21	18	7	0	46	-		11	9	14	0	34	-		8	12	6	0	26	-		132
<b>% Buses</b>	0.3%	0.8%	1.0%	0%	0.8%	-		2.6%	0.7%	2.0%	0%	1.2%	-		1.2%	0.4%	2.1%	0%	0.9%	-		1.5%	0.5%	1.4%	0%	0.8%	-		0.9%
<b>Bicycles on Road</b>	0	0	0	0	0	-		0	3	0	0	3	-		0	0	0	0	0	-		0	0	0	0	0	-		3
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0.1%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
<b>Pedestrians</b>	-	-	-	-	-	109		-	-	-	-	46		-	-	-	-	75		-	-	-	-	-	109		-		
<b>% Pedestrians</b>	-	-	-	-	-	88.6%		-	-	-	-	88.8%		-	-	-	-	91.5%		-	-	-	-	-	98.2%		-		
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	14		-	-	-	-	7		-	-	-	-	7		-	-	-	-	-	2		-		
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	11.4%		-	-	-	-	13.2%		-	-	-	-	8.5%		-	-	-	-	-	1.8%		-		

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

**Hiatus Rd and Taft Street - TMC**

Wed Nov 16, 2022

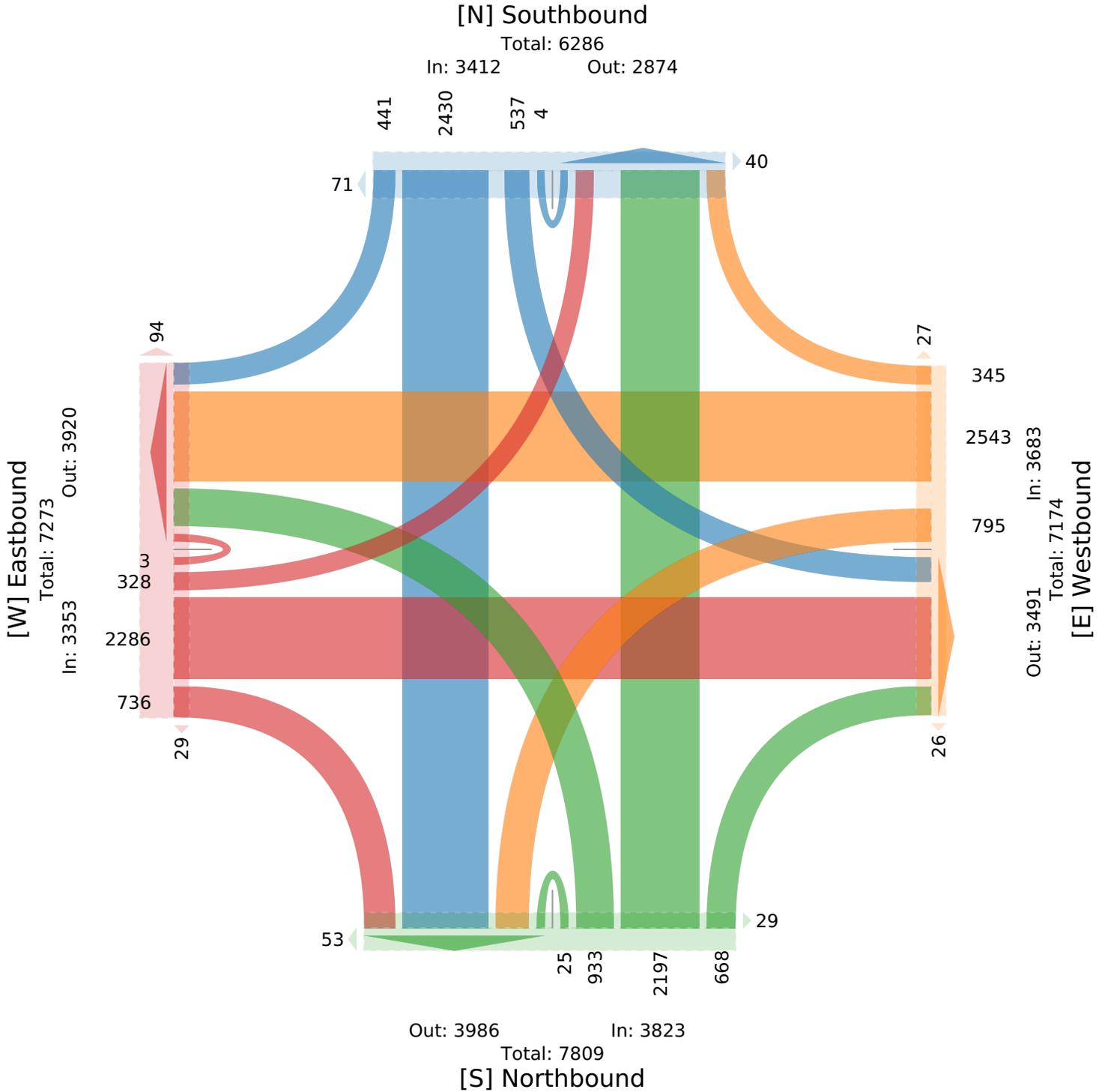
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016094, Location: 26.022967, -80.298978

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Hiatus Rd and Taft Street - TMC

Wed Nov 16, 2022

AM Peak (7:45 AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016094, Location: 26.022967, -80.298978

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-16 7:45AM	10	111	28	0	149	68	20	157	12	0	189	29	42	101	20	0	163	38	21	105	27	0	153	57	654
8:00AM	12	93	36	0	141	2	40	163	7	0	210	8	39	87	18	1	145	4	30	129	21	1	181	8	677
8:15AM	14	72	18	0	104	1	38	154	13	0	205	2	42	85	28	1	156	1	27	114	35	0	176	0	641
8:30AM	14	90	34	0	138	2	49	166	6	0	221	0	59	105	32	1	197	0	23	128	26	1	178	1	734
<b>Total</b>	50	366	116	0	532	73	147	640	38	0	825	39	182	378	98	3	661	43	101	476	109	2	688	66	2706
<b>% Approach</b>	9.4%	68.8%	21.8%	0%	-	-	17.8%	77.6%	4.6%	0%	-	-	27.5%	57.2%	14.8%	0.5%	-	-	14.7%	69.2%	15.8%	0.3%	-	-	-
<b>% Total</b>	1.8%	13.5%	4.3%	0%	19.7%	-	5.4%	23.7%	1.4%	0%	30.5%	-	6.7%	14.0%	3.6%	0.1%	24.4%	-	3.7%	17.6%	4.0%	0.1%	25.4%	-	-
<b>PHF</b>	0.893	0.824	0.806	-	0.893	-	0.750	0.964	0.731	-	0.933	-	0.771	0.900	0.766	0.750	0.839	-	0.842	0.922	0.779	0.500	0.950	-	0.922
<b>Motorcycles</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Motorcycles</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Lights</b>	48	351	114	0	513	-	139	623	35	0	797	-	181	372	94	3	650	-	97	470	103	2	672	-	2632
<b>% Lights</b>	96.0%	95.9%	98.3%	0%	96.4%	-	94.6%	97.3%	92.1%	0%	96.6%	-	99.5%	98.4%	95.9%	100%	98.3%	-	96.0%	98.7%	94.5%	100%	97.7%	-	97.3%
<b>Single-Unit Trucks</b>	1	3	1	0	5	-	2	8	1	0	11	-	0	3	0	0	3	-	1	2	1	0	4	-	23
<b>% Single-Unit Trucks</b>	2.0%	0.8%	0.9%	0%	0.9%	-	1.4%	1.3%	2.6%	0%	1.3%	-	0%	0.8%	0%	0%	0.5%	-	1.0%	0.4%	0.9%	0%	0.6%	-	0.8%
<b>Articulated Trucks</b>	0	3	0	0	3	-	0	0	0	0	0	-	0	1	0	0	1	-	0	1	1	0	2	-	6
<b>% Articulated Trucks</b>	0%	0.8%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	0%	0.2%	0.9%	0%	0.3%	-	0.2%
<b>Buses</b>	1	9	1	0	11	-	6	9	2	0	17	-	1	2	4	0	7	-	3	3	4	0	10	-	45
<b>% Buses</b>	2.0%	2.5%	0.9%	0%	2.1%	-	4.1%	1.4%	5.3%	0%	2.1%	-	0.5%	0.5%	4.1%	0%	1.1%	-	3.0%	0.6%	3.7%	0%	1.5%	-	1.7%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	69	-	-	-	-	-	36	-	-	-	-	-	42	-	-	-	-	-	66	
<b>% Pedestrians</b>	-	-	-	-	-	94.5%	-	-	-	-	-	92.3%	-	-	-	-	-	97.7%	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	5.5%	-	-	-	-	-	7.7%	-	-	-	-	-	2.3%	-	-	-	-	-	0%	

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

**Hiatus Rd and Taft Street - TMC**

Wed Nov 16, 2022

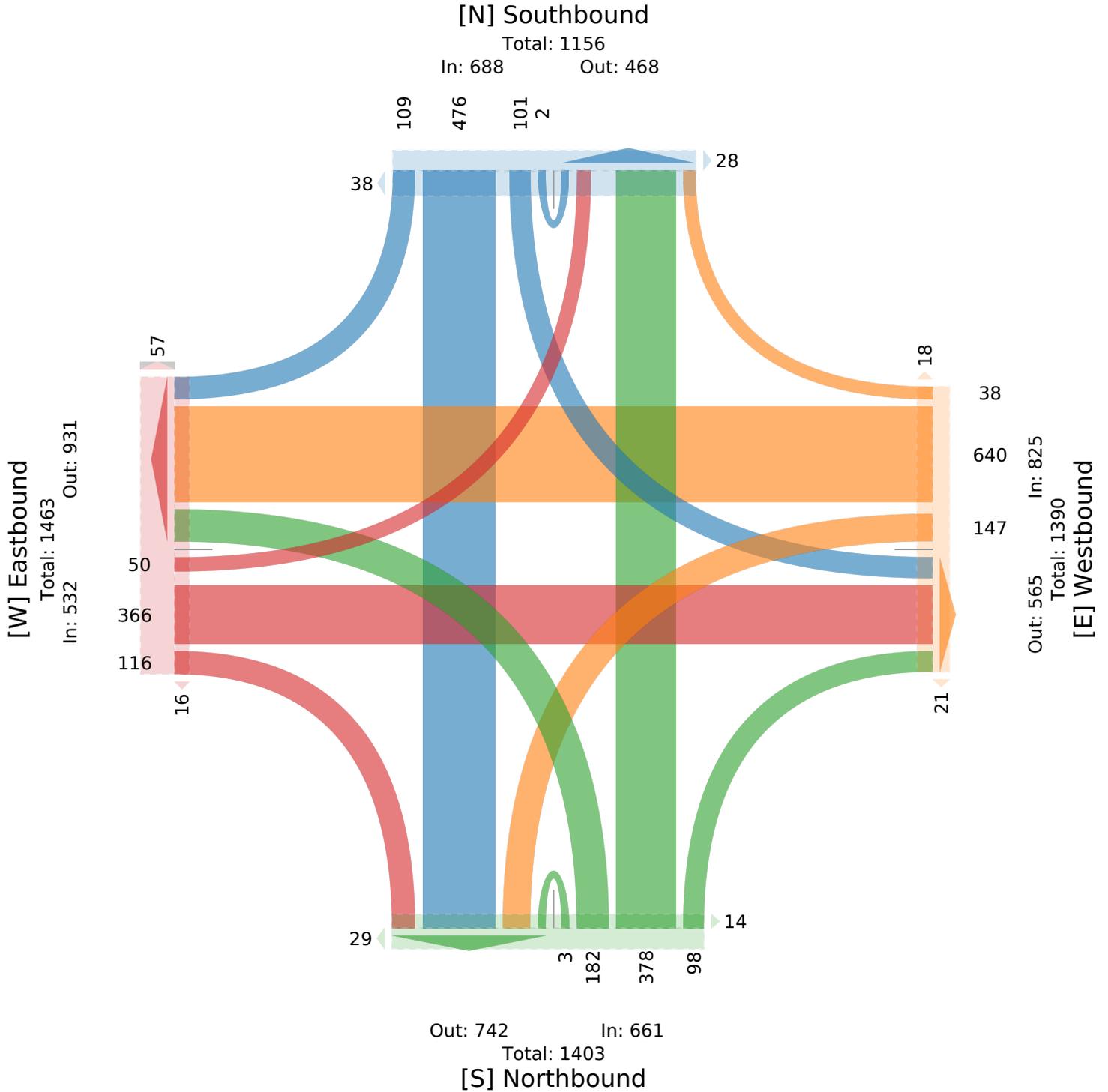
AM Peak (7:45 AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016094, Location: 26.022967, -80.298978

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Hiatus Rd and Taft Street - TMC

Wed Nov 16, 2022

PM Peak (5:15 PM - 6:15 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016094, Location: 26.022967, -80.298978

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-16 5:15PM	16	135	44	0	195	0	43	110	13	0	166	0	30	151	43	1	225	2	26	166	24	0	216	0	802
5:30PM	18	141	56	1	216	0	47	109	15	0	171	1	51	117	38	1	207	2	29	148	21	0	198	0	792
5:45PM	20	118	37	0	175	3	46	108	19	0	173	1	41	114	34	2	191	0	29	152	24	0	205	7	744
6:00PM	17	139	45	1	202	0	45	103	19	0	167	1	49	110	36	3	198	2	23	126	16	0	165	1	732
<b>Total</b>	71	533	182	2	788	3	181	430	66	0	677	3	171	492	151	7	821	6	107	592	85	0	784	8	3070
<b>% Approach</b>	9.0%	67.6%	23.1%	0.3%	-	-	26.7%	63.5%	9.7%	0%	-	-	20.8%	59.9%	18.4%	0.9%	-	-	13.6%	75.5%	10.8%	0%	-	-	-
<b>% Total</b>	2.3%	17.4%	5.9%	0.1%	25.7%	-	5.9%	14.0%	2.1%	0%	22.1%	-	5.6%	16.0%	4.9%	0.2%	26.7%	-	3.5%	19.3%	2.8%	0%	25.5%	-	-
<b>PHF</b>	0.888	0.945	0.813	0.500	0.912	-	0.963	0.977	0.868	-	0.978	-	0.838	0.815	0.878	0.583	0.912	-	0.922	0.892	0.885	-	0.907	-	0.957
<b>Motorcycles</b>	0	1	1	0	2	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	4
<b>% Motorcycles</b>	0%	0.2%	0.5%	0%	0.3%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0.1%
<b>Lights</b>	71	527	180	2	780	-	177	427	65	0	669	-	169	489	149	7	814	-	107	587	85	0	779	-	3042
<b>% Lights</b>	100%	98.9%	98.9%	100%	99.0%	-	97.8%	99.3%	98.5%	0%	98.8%	-	98.8%	99.4%	98.7%	100%	99.1%	-	100%	99.2%	100%	0%	99.4%	-	99.1%
<b>Single-Unit Trucks</b>	0	2	0	0	2	-	1	1	1	0	3	-	0	0	1	0	1	-	0	2	0	0	2	-	8
<b>% Single-Unit Trucks</b>	0%	0.4%	0%	0%	0.3%	-	0.6%	0.2%	1.5%	0%	0.4%	-	0%	0%	0.7%	0%	0.1%	-	0%	0.3%	0%	0%	0.3%	-	0.3%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	2
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
<b>Buses</b>	0	3	1	0	4	-	3	0	0	0	3	-	2	2	1	0	5	-	0	2	0	0	2	-	14
<b>% Buses</b>	0%	0.6%	0.5%	0%	0.5%	-	1.7%	0%	0%	0%	0.4%	-	1.2%	0.4%	0.7%	0%	0.6%	-	0%	0.3%	0%	0%	0.3%	-	0.5%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	7	
<b>% Pedestrians</b>	-	-	-	-	-	66.7%	-	-	-	-	-	33.3%	-	-	-	-	-	50.0%	-	-	-	-	-	87.5%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	1	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	33.3%	-	-	-	-	-	66.7%	-	-	-	-	-	50.0%	-	-	-	-	-	12.5%	-

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

**Hiatus Rd and Taft Street - TMC**

Wed Nov 16, 2022

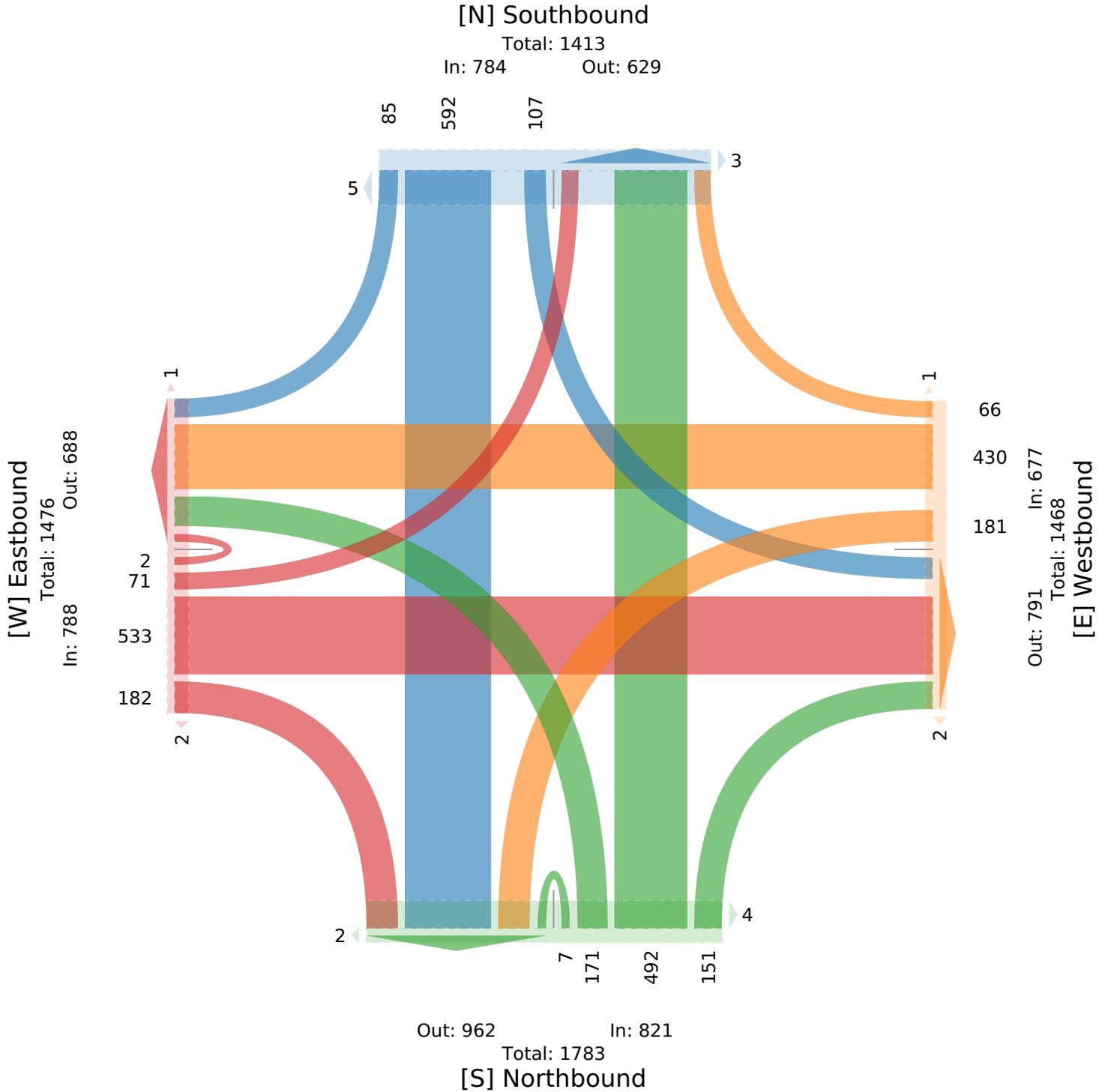
PM Peak (5:15 PM - 6:15 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016094, Location: 26.022967, -80.298978

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID: MM-20

Location: Hiatus Rd North of Johnson Street ( NB)

	Northbound(A) Volume	Northbound(B) Volume	Total Volume
00:00 - 00:14	11	18	29
00:15 - 00:29	20	14	34
00:30 - 00:44	10	9	19
00:45 - 00:59	10	10	20
01:00 - 01:14	3	5	8
01:15 - 01:29	6	10	16
01:30 - 01:44	9	3	12
01:45 - 01:59	4	3	7
02:00 - 02:14	9	4	13
02:15 - 02:29	3	5	8
02:30 - 02:44	4	1	5
02:45 - 02:59	2	2	4
03:00 - 03:14	1	3	4
03:15 - 03:29	1	4	5
03:30 - 03:44	0	4	4
03:45 - 03:59	2	4	6
04:00 - 04:14	1	4	5
04:15 - 04:29	2	2	4
04:30 - 04:44	4	2	6
04:45 - 04:59	0	1	1
05:00 - 05:14	2	1	3
05:15 - 05:29	1	2	3
05:30 - 05:44	1	5	6
05:45 - 05:59	8	6	14
06:00 - 06:14	6	11	17
06:15 - 06:29	9	3	12
06:30 - 06:44	12	11	23
06:45 - 06:59	11	9	20
07:00 - 07:14	12	11	23
07:15 - 07:29	20	20	40
07:30 - 07:44	34	29	63
07:45 - 07:59	34	48	82
08:00 - 08:14	57	69	126
08:15 - 08:29	67	65	132
08:30 - 08:44	85	85	170
08:45 - 08:59	101	62	163
09:00 - 09:14	86	65	151
09:15 - 09:29	84	75	159
09:30 - 09:44	81	90	171
09:45 - 09:59	98	72	170
10:00 - 10:14	78	56	134
10:15 - 10:29	83	54	137
10:30 - 10:44	71	56	127
10:45 - 10:59	82	54	136
11:00 - 11:14	68	43	111
11:15 - 11:29	74	49	123
11:30 - 11:44	81	55	136
11:45 - 11:59	67	46	113
12:00 - 12:14	98	55	153
12:15 - 12:29	83	63	146
12:30 - 12:44	93	90	183
12:45 - 12:59	117	61	178

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID: MM-20

Location: Hiatus Rd North of Johnson Street ( NB)

	Northbound(A) Volume	Northbound(B) Volume	Total Volume
13:00 - 13:14	100	57	157
13:15 - 13:29	103	81	184
13:30 - 13:44	106	84	190
13:45 - 13:59	96	78	174
14:00 - 14:14	108	71	179
14:15 - 14:29	110	56	166
14:30 - 14:44	99	86	185
14:45 - 14:59	116	95	211
15:00 - 15:14	117	101	218
15:15 - 15:29	109	86	195
15:30 - 15:44	102	77	179
15:45 - 15:59	124	113	237
16:00 - 16:14	128	102	230
16:15 - 16:29	117	89	206
16:30 - 16:44	104	101	205
16:45 - 16:59	128	91	219
17:00 - 17:14	123	91	214
17:15 - 17:29	126	98	224
17:30 - 17:44	127	105	232
17:45 - 17:59	111	92	203
18:00 - 18:14	131	97	228
18:15 - 18:29	120	114	234
18:30 - 18:44	129	108	237
18:45 - 18:59	113	106	219
19:00 - 19:14	143	111	254
19:15 - 19:29	121	95	216
19:30 - 19:44	114	94	208
19:45 - 19:59	109	86	195
20:00 - 20:14	97	81	178
20:15 - 20:29	91	74	165
20:30 - 20:44	83	53	136
20:45 - 20:59	77	66	143
21:00 - 21:14	91	76	167
21:15 - 21:29	68	64	132
21:30 - 21:44	67	36	103
21:45 - 21:59	68	57	125
22:00 - 22:14	54	44	98
22:15 - 22:29	51	31	82
22:30 - 22:44	38	37	75
22:45 - 22:59	30	27	57
23:00 - 23:14	25	24	49
23:15 - 23:29	27	25	52
23:30 - 23:44	26	17	43
23:45 - 23:59	15	11	26
<b>Totals</b>	<b>6048</b>	<b>4817</b>	<b>10865</b>
<b>AM Peak Time</b>	<b>08:41 - 09:40</b>	<b>09:04 - 10:03</b>	<b>09:05 - 10:04</b>
<b>AM Peak Volume</b>	<b>363</b>	<b>307</b>	<b>662</b>
<b>PM Peak Time</b>	<b>18:28 - 19:27</b>	<b>18:15 - 19:14</b>	<b>18:21 - 19:20</b>
<b>PM Peak Volume</b>	<b>511</b>	<b>439</b>	<b>945</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID: MM-20

Location: Hiatus Rd North of Johnson Street ( NB)

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID: MM-20

Location: Hiatus Rd North of Johnson Street ( NB)

	Northbound(A) Volume	Northbound(B) Volume	Total Volume
00:00 - 00:14	15	18	33
00:15 - 00:29	10	7	17
00:30 - 00:44	7	11	18
00:45 - 00:59	10	11	21
01:00 - 01:14	5	7	12
01:15 - 01:29	3	9	12
01:30 - 01:44	5	5	10
01:45 - 01:59	6	7	13
02:00 - 02:14	5	0	5
02:15 - 02:29	3	3	6
02:30 - 02:44	3	4	7
02:45 - 02:59	6	2	8
03:00 - 03:14	3	2	5
03:15 - 03:29	2	5	7
03:30 - 03:44	0	2	2
03:45 - 03:59	1	5	6
04:00 - 04:14	2	2	4
04:15 - 04:29	1	2	3
04:30 - 04:44	4	3	7
04:45 - 04:59	1	6	7
05:00 - 05:14	3	2	5
05:15 - 05:29	2	4	6
05:30 - 05:44	1	2	3
05:45 - 05:59	5	8	13
06:00 - 06:14	3	5	8
06:15 - 06:29	6	10	16
06:30 - 06:44	13	12	25
06:45 - 06:59	14	13	27
07:00 - 07:14	12	12	24
07:15 - 07:29	22	20	42
07:30 - 07:44	40	32	72
07:45 - 07:59	48	44	92
08:00 - 08:14	41	57	98
08:15 - 08:29	64	76	140
08:30 - 08:44	77	87	164
08:45 - 08:59	93	74	167
09:00 - 09:14	69	65	134
09:15 - 09:29	87	70	157
09:30 - 09:44	102	90	192
09:45 - 09:59	85	84	169
10:00 - 10:14	76	65	141
10:15 - 10:29	73	54	127
10:30 - 10:44	76	54	130
10:45 - 10:59	79	45	124
11:00 - 11:14	94	53	147
11:15 - 11:29	72	50	122
11:30 - 11:44	84	48	132
11:45 - 11:59	71	55	126
12:00 - 12:14	85	56	141
12:15 - 12:29	75	60	135
12:30 - 12:44	98	67	165
12:45 - 12:59	104	69	173

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID: MM-20

Location: Hiatus Rd North of Johnson Street ( NB)

	Northbound(A) Volume	Northbound(B) Volume	Total Volume
13:00 - 13:14	94	71	165
13:15 - 13:29	94	68	162
13:30 - 13:44	96	76	172
13:45 - 13:59	110	76	186
14:00 - 14:14	94	84	178
14:15 - 14:29	102	79	181
14:30 - 14:44	116	90	206
14:45 - 14:59	100	84	184
15:00 - 15:14	102	86	188
15:15 - 15:29	115	88	203
15:30 - 15:44	103	100	203
15:45 - 15:59	121	95	216
16:00 - 16:14	100	99	199
16:15 - 16:29	113	90	203
16:30 - 16:44	107	77	184
16:45 - 16:59	127	93	220
17:00 - 17:14	110	84	194
17:15 - 17:29	122	84	206
17:30 - 17:44	121	90	211
17:45 - 17:59	108	102	210
18:00 - 18:14	130	106	236
18:15 - 18:29	137	110	247
18:30 - 18:44	115	116	231
18:45 - 18:59	109	98	207
19:00 - 19:14	121	101	222
19:15 - 19:29	121	116	237
19:30 - 19:44	107	79	186
19:45 - 19:59	94	87	181
20:00 - 20:14	109	86	195
20:15 - 20:29	100	83	183
20:30 - 20:44	95	71	166
20:45 - 20:59	84	77	161
21:00 - 21:14	75	62	137
21:15 - 21:29	88	52	140
21:30 - 21:44	78	62	140
21:45 - 21:59	66	54	120
22:00 - 22:14	55	44	99
22:15 - 22:29	51	40	91
22:30 - 22:44	46	35	81
22:45 - 22:59	38	30	68
23:00 - 23:14	31	23	54
23:15 - 23:29	19	26	45
23:30 - 23:44	26	14	40
23:45 - 23:59	25	16	41
<b>Totals</b>	<b>5941</b>	<b>4858</b>	<b>10799</b>
<b>AM Peak Time</b>	<b>09:12 - 10:11</b>	<b>08:51 - 09:50</b>	<b>09:12 - 10:11</b>
<b>AM Peak Volume</b>	<b>358</b>	<b>315</b>	<b>671</b>
<b>PM Peak Time</b>	<b>17:51 - 18:50</b>	<b>17:51 - 18:50</b>	<b>17:51 - 18:50</b>
<b>PM Peak Volume</b>	<b>505</b>	<b>445</b>	<b>950</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID: MM-20

Location: Hiatus Rd North of Johnson Street ( NB)

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID: MM-20

Location: Hiatus Rd North of Johnson Street ( NB)

	Northbound(A) Volume	Northbound(B) Volume	Total Volume
00:00 - 00:14	15	12	27
00:15 - 00:29	11	7	18
00:30 - 00:44	10	9	19
00:45 - 00:59	12	8	20
01:00 - 01:14	8	13	21
01:15 - 01:29	13	7	20
01:30 - 01:44	8	10	18
01:45 - 01:59	8	5	13
02:00 - 02:14	8	4	12
02:15 - 02:29	5	3	8
02:30 - 02:44	3	4	7
02:45 - 02:59	3	2	5
03:00 - 03:14	2	3	5
03:15 - 03:29	1	4	5
03:30 - 03:44	2	2	4
03:45 - 03:59	3	1	4
04:00 - 04:14	1	4	5
04:15 - 04:29	1	1	2
04:30 - 04:44	0	3	3
04:45 - 04:59	6	3	9
05:00 - 05:14	2	1	3
05:15 - 05:29	1	3	4
05:30 - 05:44	7	2	9
05:45 - 05:59	7	9	16
06:00 - 06:14	9	5	14
06:15 - 06:29	5	5	10
06:30 - 06:44	13	10	23
06:45 - 06:59	13	6	19
07:00 - 07:14	21	14	35
07:15 - 07:29	20	13	33
07:30 - 07:44	36	34	70
07:45 - 07:59	48	54	102
08:00 - 08:14	58	53	111
08:15 - 08:29	71	65	136
08:30 - 08:44	74	99	173
08:45 - 08:59	81	82	163
09:00 - 09:14	74	54	128
09:15 - 09:29	82	63	145
09:30 - 09:44	84	80	164
09:45 - 09:59	75	74	149
10:00 - 10:14	74	68	142
10:15 - 10:29	68	53	121
10:30 - 10:44	67	54	121
10:45 - 10:59	70	46	116
11:00 - 11:14	77	43	120
11:15 - 11:29	64	52	116
11:30 - 11:44	91	53	144
11:45 - 11:59	97	73	170
12:00 - 12:14	85	57	142
12:15 - 12:29	92	72	164
12:30 - 12:44	97	74	171
12:45 - 12:59	115	74	189

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID: MM-20

Location: Hiatus Rd North of Johnson Street ( NB)

	Northbound(A) Volume	Northbound(B) Volume	Total Volume
13:00 - 13:14	87	53	140
13:15 - 13:29	99	75	174
13:30 - 13:44	111	79	190
13:45 - 13:59	100	71	171
14:00 - 14:14	121	86	207
14:15 - 14:29	96	85	181
14:30 - 14:44	122	84	206
14:45 - 14:59	115	86	201
15:00 - 15:14	108	83	191
15:15 - 15:29	105	85	190
15:30 - 15:44	115	85	200
15:45 - 15:59	102	96	198
16:00 - 16:14	121	110	231
16:15 - 16:29	110	93	203
16:30 - 16:44	127	102	229
16:45 - 16:59	130	95	225
17:00 - 17:14	120	97	217
17:15 - 17:29	110	102	212
17:30 - 17:44	116	96	212
17:45 - 17:59	109	92	201
18:00 - 18:14	142	133	275
18:15 - 18:29	122	121	243
18:30 - 18:44	125	105	230
18:45 - 18:59	136	108	244
19:00 - 19:14	115	98	213
19:15 - 19:29	115	99	214
19:30 - 19:44	125	99	224
19:45 - 19:59	111	78	189
20:00 - 20:14	91	83	174
20:15 - 20:29	102	69	171
20:30 - 20:44	118	72	190
20:45 - 20:59	96	74	170
21:00 - 21:14	94	63	157
21:15 - 21:29	71	54	125
21:30 - 21:44	65	59	124
21:45 - 21:59	70	54	124
22:00 - 22:14	52	56	108
22:15 - 22:29	50	35	85
22:30 - 22:44	44	40	84
22:45 - 22:59	43	27	70
23:00 - 23:14	39	37	76
23:15 - 23:29	23	21	44
23:30 - 23:44	27	18	45
23:45 - 23:59	18	22	40
<b>Totals</b>	<b>6116</b>	<b>4930</b>	<b>11046</b>
<b>AM Peak Time</b>	<b>11:00 - 11:59</b>	<b>08:06 - 09:05</b>	<b>08:40 - 09:39</b>
<b>AM Peak Volume</b>	<b>329</b>	<b>304</b>	<b>621</b>
<b>PM Peak Time</b>	<b>18:01 - 19:00</b>	<b>18:01 - 19:00</b>	<b>18:01 - 19:00</b>
<b>PM Peak Volume</b>	<b>530</b>	<b>468</b>	<b>998</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID: MM-20

Location: Hiatus Rd North of Johnson Street ( NB)

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: Hiatus Rd North of Johnson Street ( SB)

	Southbound(A) Volume	Southbound(B) Volume	Total Volume
00:00 - 00:14	7	11	18
00:15 - 00:29	7	8	15
00:30 - 00:44	5	6	11
00:45 - 00:59	4	11	15
01:00 - 01:14	2	15	17
01:15 - 01:29	6	8	14
01:30 - 01:44	4	6	10
01:45 - 01:59	0	3	3
02:00 - 02:14	1	2	3
02:15 - 02:29	4	5	9
02:30 - 02:44	2	3	5
02:45 - 02:59	3	1	4
03:00 - 03:14	1	2	3
03:15 - 03:29	2	3	5
03:30 - 03:44	0	3	3
03:45 - 03:59	1	2	3
04:00 - 04:14	1	3	4
04:15 - 04:29	3	5	8
04:30 - 04:44	2	2	4
04:45 - 04:59	1	1	2
05:00 - 05:14	5	2	7
05:15 - 05:29	5	7	12
05:30 - 05:44	5	5	10
05:45 - 05:59	3	9	12
06:00 - 06:14	8	19	27
06:15 - 06:29	5	10	15
06:30 - 06:44	10	22	32
06:45 - 06:59	13	38	51
07:00 - 07:14	20	34	54
07:15 - 07:29	28	46	74
07:30 - 07:44	37	56	93
07:45 - 07:59	49	58	107
08:00 - 08:14	63	66	129
08:15 - 08:29	62	87	149
08:30 - 08:44	68	100	168
08:45 - 08:59	103	115	218
09:00 - 09:14	106	126	232
09:15 - 09:29	93	100	193
09:30 - 09:44	98	106	204
09:45 - 09:59	91	103	194
10:00 - 10:14	80	76	156
10:15 - 10:29	78	73	151
10:30 - 10:44	69	76	145
10:45 - 10:59	78	60	138
11:00 - 11:14	75	71	146
11:15 - 11:29	89	69	158
11:30 - 11:44	81	80	161
11:45 - 11:59	86	90	176
12:00 - 12:14	79	74	153
12:15 - 12:29	68	75	143
12:30 - 12:44	79	71	150
12:45 - 12:59	96	74	170

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: Hiatus Rd North of Johnson Street ( SB)

	Southbound(A) Volume	Southbound(B) Volume	Total Volume
13:00 - 13:14	77	81	158
13:15 - 13:29	82	91	173
13:30 - 13:44	86	106	192
13:45 - 13:59	80	94	174
14:00 - 14:14	92	82	174
14:15 - 14:29	94	70	164
14:30 - 14:44	64	68	132
14:45 - 14:59	85	81	166
15:00 - 15:14	87	77	164
15:15 - 15:29	108	95	203
15:30 - 15:44	77	112	189
15:45 - 15:59	92	91	183
16:00 - 16:14	97	100	197
16:15 - 16:29	119	116	235
16:30 - 16:44	113	126	239
16:45 - 16:59	102	115	217
17:00 - 17:14	114	106	220
17:15 - 17:29	76	92	168
17:30 - 17:44	91	92	183
17:45 - 17:59	102	105	207
18:00 - 18:14	103	125	228
18:15 - 18:29	107	119	226
18:30 - 18:44	98	129	227
18:45 - 18:59	112	124	236
19:00 - 19:14	108	127	235
19:15 - 19:29	95	128	223
19:30 - 19:44	104	106	210
19:45 - 19:59	72	101	173
20:00 - 20:14	67	79	146
20:15 - 20:29	45	84	129
20:30 - 20:44	65	79	144
20:45 - 20:59	52	74	126
21:00 - 21:14	41	68	109
21:15 - 21:29	40	58	98
21:30 - 21:44	40	44	84
21:45 - 21:59	36	42	78
22:00 - 22:14	37	44	81
22:15 - 22:29	24	31	55
22:30 - 22:44	18	28	46
22:45 - 22:59	24	39	63
23:00 - 23:14	19	25	44
23:15 - 23:29	24	19	43
23:30 - 23:44	25	20	45
23:45 - 23:59	11	14	25
<b>Totals</b>	<b>5091</b>	<b>5705</b>	<b>10796</b>
<b>AM Peak Time</b>	<b>08:48 - 09:47</b>	<b>08:50 - 09:49</b>	<b>08:50 - 09:49</b>
<b>AM Peak Volume</b>	<b>404</b>	<b>460</b>	<b>863</b>
<b>PM Peak Time</b>	<b>16:09 - 17:08</b>	<b>18:31 - 19:30</b>	<b>18:41 - 19:40</b>
<b>PM Peak Volume</b>	<b>450</b>	<b>510</b>	<b>931</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: Hiatus Rd North of Johnson Street ( SB)

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: Hiatus Rd North of Johnson Street ( SB)

	Southbound(A) Volume	Southbound(B) Volume	Total Volume
00:00 - 00:14	7	15	22
00:15 - 00:29	6	12	18
00:30 - 00:44	9	14	23
00:45 - 00:59	5	15	20
01:00 - 01:14	6	9	15
01:15 - 01:29	7	6	13
01:30 - 01:44	3	7	10
01:45 - 01:59	3	5	8
02:00 - 02:14	1	4	5
02:15 - 02:29	3	5	8
02:30 - 02:44	4	1	5
02:45 - 02:59	4	7	11
03:00 - 03:14	1	3	4
03:15 - 03:29	0	0	0
03:30 - 03:44	4	3	7
03:45 - 03:59	3	2	5
04:00 - 04:14	3	1	4
04:15 - 04:29	2	4	6
04:30 - 04:44	6	4	10
04:45 - 04:59	4	2	6
05:00 - 05:14	2	5	7
05:15 - 05:29	3	6	9
05:30 - 05:44	3	5	8
05:45 - 05:59	2	9	11
06:00 - 06:14	7	13	20
06:15 - 06:29	12	15	27
06:30 - 06:44	8	18	26
06:45 - 06:59	17	40	57
07:00 - 07:14	19	39	58
07:15 - 07:29	31	34	65
07:30 - 07:44	43	56	99
07:45 - 07:59	55	48	103
08:00 - 08:14	71	64	135
08:15 - 08:29	56	91	147
08:30 - 08:44	79	108	187
08:45 - 08:59	71	121	192
09:00 - 09:14	113	113	226
09:15 - 09:29	98	98	196
09:30 - 09:44	110	118	228
09:45 - 09:59	90	90	180
10:00 - 10:14	71	87	158
10:15 - 10:29	75	90	165
10:30 - 10:44	59	74	133
10:45 - 10:59	78	93	171
11:00 - 11:14	76	76	152
11:15 - 11:29	78	76	154
11:30 - 11:44	70	90	160
11:45 - 11:59	92	87	179
12:00 - 12:14	79	70	149
12:15 - 12:29	70	68	138
12:30 - 12:44	77	78	155
12:45 - 12:59	90	100	190

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: Hiatus Rd North of Johnson Street ( SB)

	Southbound(A) Volume	Southbound(B) Volume	Total Volume
13:00 - 13:14	73	85	158
13:15 - 13:29	78	99	177
13:30 - 13:44	68	90	158
13:45 - 13:59	80	76	156
14:00 - 14:14	93	77	170
14:15 - 14:29	70	91	161
14:30 - 14:44	81	73	154
14:45 - 14:59	79	93	172
15:00 - 15:14	78	97	175
15:15 - 15:29	101	96	197
15:30 - 15:44	84	101	185
15:45 - 15:59	66	84	150
16:00 - 16:14	113	122	235
16:15 - 16:29	108	108	216
16:30 - 16:44	93	91	184
16:45 - 16:59	79	104	183
17:00 - 17:14	105	96	201
17:15 - 17:29	96	90	186
17:30 - 17:44	97	94	191
17:45 - 17:59	106	108	214
18:00 - 18:14	95	124	219
18:15 - 18:29	124	129	253
18:30 - 18:44	121	138	259
18:45 - 18:59	115	142	257
19:00 - 19:14	104	143	247
19:15 - 19:29	99	91	190
19:30 - 19:44	97	109	206
19:45 - 19:59	77	104	181
20:00 - 20:14	74	104	178
20:15 - 20:29	62	89	151
20:30 - 20:44	77	76	153
20:45 - 20:59	57	80	137
21:00 - 21:14	35	71	106
21:15 - 21:29	51	75	126
21:30 - 21:44	51	53	104
21:45 - 21:59	36	58	94
22:00 - 22:14	34	42	76
22:15 - 22:29	19	44	63
22:30 - 22:44	28	41	69
22:45 - 22:59	29	20	49
23:00 - 23:14	18	23	41
23:15 - 23:29	19	22	41
23:30 - 23:44	10	20	30
23:45 - 23:59	19	15	34
<b>Totals</b>	<b>5085</b>	<b>5887</b>	<b>10972</b>
<b>AM Peak Time</b>	<b>08:56 - 09:55</b>	<b>08:50 - 09:49</b>	<b>08:50 - 09:49</b>
<b>AM Peak Volume</b>	<b>411</b>	<b>460</b>	<b>858</b>
<b>PM Peak Time</b>	<b>18:16 - 19:15</b>	<b>18:14 - 19:13</b>	<b>18:14 - 19:13</b>
<b>PM Peak Volume</b>	<b>466</b>	<b>555</b>	<b>1018</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: Hiatus Rd North of Johnson Street ( SB)

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: Hiatus Rd North of Johnson Street ( SB)

	Southbound(A) Volume	Southbound(B) Volume	Total Volume
00:00 - 00:14	11	14	25
00:15 - 00:29	10	15	25
00:30 - 00:44	6	6	12
00:45 - 00:59	4	8	12
01:00 - 01:14	2	10	12
01:15 - 01:29	10	12	22
01:30 - 01:44	1	9	10
01:45 - 01:59	4	3	7
02:00 - 02:14	4	5	9
02:15 - 02:29	3	7	10
02:30 - 02:44	1	4	5
02:45 - 02:59	0	6	6
03:00 - 03:14	4	4	8
03:15 - 03:29	2	2	4
03:30 - 03:44	3	4	7
03:45 - 03:59	1	3	4
04:00 - 04:14	2	0	2
04:15 - 04:29	1	3	4
04:30 - 04:44	2	6	8
04:45 - 04:59	0	5	5
05:00 - 05:14	0	3	3
05:15 - 05:29	2	4	6
05:30 - 05:44	6	6	12
05:45 - 05:59	4	9	13
06:00 - 06:14	6	14	20
06:15 - 06:29	5	15	20
06:30 - 06:44	12	15	27
06:45 - 06:59	16	34	50
07:00 - 07:14	17	30	47
07:15 - 07:29	31	41	72
07:30 - 07:44	36	55	91
07:45 - 07:59	29	64	93
08:00 - 08:14	41	85	126
08:15 - 08:29	61	99	160
08:30 - 08:44	65	114	179
08:45 - 08:59	48	125	173
09:00 - 09:14	62	158	220
09:15 - 09:29	67	112	179
09:30 - 09:44	67	102	169
09:45 - 09:59	90	127	217
10:00 - 10:14	59	98	157
10:15 - 10:29	60	75	135
10:30 - 10:44	72	82	154
10:45 - 10:59	48	101	149
11:00 - 11:14	63	78	141
11:15 - 11:29	81	85	166
11:30 - 11:44	68	72	140
11:45 - 11:59	79	80	159
12:00 - 12:14	78	84	162
12:15 - 12:29	84	61	145
12:30 - 12:44	84	75	159
12:45 - 12:59	82	89	171

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: Hiatus Rd North of Johnson Street ( SB)

	Southbound(A) Volume	Southbound(B) Volume	Total Volume
13:00 - 13:14	94	85	179
13:15 - 13:29	78	86	164
13:30 - 13:44	87	80	167
13:45 - 13:59	91	97	188
14:00 - 14:14	87	92	179
14:15 - 14:29	77	93	170
14:30 - 14:44	87	96	183
14:45 - 14:59	67	63	130
15:00 - 15:14	69	90	159
15:15 - 15:29	91	102	193
15:30 - 15:44	86	116	202
15:45 - 15:59	86	90	176
16:00 - 16:14	109	104	213
16:15 - 16:29	93	101	194
16:30 - 16:44	65	155	220
16:45 - 16:59	88	98	186
17:00 - 17:14	102	98	200
17:15 - 17:29	106	119	225
17:30 - 17:44	95	112	207
17:45 - 17:59	100	116	216
18:00 - 18:14	101	103	204
18:15 - 18:29	113	132	245
18:30 - 18:44	119	141	260
18:45 - 18:59	106	129	235
19:00 - 19:14	104	139	243
19:15 - 19:29	86	135	221
19:30 - 19:44	88	115	203
19:45 - 19:59	78	125	203
20:00 - 20:14	80	119	199
20:15 - 20:29	74	78	152
20:30 - 20:44	70	70	140
20:45 - 20:59	69	74	143
21:00 - 21:14	53	70	123
21:15 - 21:29	53	66	119
21:30 - 21:44	39	54	93
21:45 - 21:59	32	38	70
22:00 - 22:14	28	49	77
22:15 - 22:29	23	42	65
22:30 - 22:44	28	42	70
22:45 - 22:59	25	37	62
23:00 - 23:14	34	24	58
23:15 - 23:29	15	21	36
23:30 - 23:44	19	23	42
23:45 - 23:59	12	13	25
<b>Totals</b>	<b>4801</b>	<b>6150</b>	<b>10951</b>
<b>AM Peak Time</b>	<b>09:37 - 10:36</b>	<b>08:34 - 09:33</b>	<b>08:52 - 09:51</b>
<b>AM Peak Volume</b>	<b>292</b>	<b>515</b>	<b>788</b>
<b>PM Peak Time</b>	<b>18:07 - 19:06</b>	<b>18:24 - 19:23</b>	<b>18:14 - 19:13</b>
<b>PM Peak Volume</b>	<b>450</b>	<b>549</b>	<b>986</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: Hiatus Rd North of Johnson Street ( SB)

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 Johnson Street West of NW 208 Avenue

Latitude: 40' 12.9500 North

Start Time	15-Nov-07 Thu	EB	WB	Total						
12:00 AM		3	5	8						
12:15		3	4	7						
12:30		2	1	3						
12:45		3	1	4						
01:00		4	0	4						
01:15		3	3	6						
01:30		0	3	3						
01:45		2	1	3						
02:00		0	1	1						
02:15		3	1	4						
02:30		0	2	2						
02:45		0	1	1						
03:00		2	1	3						
03:15		1	1	2						
03:30		1	3	4						
03:45		3	2	5						
04:00		2	3	5						
04:15		0	4	4						
04:30		0	3	3						
04:45		0	2	2						
05:00		3	10	13						
05:15		1	7	8						
05:30		0	8	8						
05:45		2	6	8						
06:00		4	19	23						
06:15		3	29	32						
06:30		3	23	26						
06:45		8	18	26						
07:00		3	50	53						
07:15		10	102	112						
07:30		17	139	156						
07:45		83	138	221						
08:00		98	177	275						
08:15		50	107	157						
08:30		95	161	256						
08:45		63	153	216						
09:00		99	49	148						
09:15		97	38	135						
09:30		22	44	66						
09:45		15	44	59						
10:00		19	32	51						
10:15		23	38	61						
10:30		6	28	34						
10:45		13	29	42						
11:00		13	16	29						
11:15		17	22	39						
11:30		25	19	44						
11:45		10	14	24						
Total		834	1562	2396						
Percent		34.8%	65.2%							
Peak	-	08:30	08:00	-	-	-	-	-	-	07:45
Vol.	-	354	598	-	-	-	-	-	-	909
P.H.F.		0.894	0.845							0.826

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 Johnson Street West of NW 208 Avenue

Latitude: 40' 12.9500 North

Start Time	15-Nov-07 Thu	EB	WB	Total						
12:00 PM		22	16	38						
12:15		13	19	32						
12:30		21	14	35						
12:45		23	20	43						
01:00		28	19	47						
01:15		26	35	61						
01:30		14	24	38						
01:45		24	20	44						
02:00		28	25	53						
02:15		44	32	76						
02:30		23	26	49						
02:45		28	112	140						
03:00		50	50	100						
03:15		96	39	135						
03:30		48	107	155						
03:45		83	120	203						
04:00		77	66	143						
04:15		98	52	150						
04:30		56	55	111						
04:45		31	41	72						
05:00		65	48	113						
05:15		75	51	126						
05:30		59	54	113						
05:45		46	46	92						
06:00		62	43	105						
06:15		72	52	124						
06:30		66	43	109						
06:45		64	58	122						
07:00		44	39	83						
07:15		64	20	84						
07:30		72	25	97						
07:45		25	32	57						
08:00		40	18	58						
08:15		29	20	49						
08:30		38	23	61						
08:45		25	26	51						
09:00		25	9	34						
09:15		28	12	40						
09:30		27	7	34						
09:45		16	6	22						
10:00		8	7	15						
10:15		22	5	27						
10:30		25	4	29						
10:45		14	7	21						
11:00		20	3	23						
11:15		4	7	11						
11:30		4	4	8						
11:45		10	3	13						
Total		1882	1564	3446						
Percent		54.6%	45.4%							
Peak	-	15:45	15:30	-	-	-	-	-	-	15:30
Vol.	-	314	345	-	-	-	-	-	-	651
P.H.F.		0.801	0.719							0.802

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 Johnson Street West of NW 208 Avenue

Latitude: 40' 12.9500 North

Start Time	16-Nov-07 Fri	EB	WB	Total						
12:00 AM		3	2	5						
12:15		2	2	4						
12:30		0	1	1						
12:45		3	4	7						
01:00		6	3	9						
01:15		2	1	3						
01:30		2	2	4						
01:45		2	3	5						
02:00		6	2	8						
02:15		2	1	3						
02:30		2	2	4						
02:45		1	1	2						
03:00		1	1	2						
03:15		0	0	0						
03:30		0	1	1						
03:45		1	1	2						
04:00		1	3	4						
04:15		0	1	1						
04:30		0	0	0						
04:45		2	1	3						
05:00		3	0	3						
05:15		0	1	1						
05:30		2	6	8						
05:45		1	9	10						
06:00		1	12	13						
06:15		1	9	10						
06:30		7	14	21						
06:45		5	28	33						
07:00		7	24	31						
07:15		5	27	32						
07:30		23	35	58						
07:45		91	113	204						
08:00		108	131	239						
08:15		46	130	176						
08:30		95	180	275						
08:45		68	126	194						
09:00		98	149	247						
09:15		92	139	231						
09:30		31	67	98						
09:45		23	42	65						
10:00		20	56	76						
10:15		16	40	56						
10:30		10	35	45						
10:45		14	32	46						
11:00		18	15	33						
11:15		19	14	33						
11:30		24	22	46						
11:45		17	24	41						
Total		881	1512	2393						
Percent		36.8%	63.2%							
Peak	-	08:30	08:30	-	-	-	-	-	-	08:30
Vol.	-	353	594	-	-	-	-	-	-	947
P.H.F.		0.817	0.825							0.861

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 Johnson Street West of NW 208 Avenue

Latitude: 40' 12.9500 North

Start Time	16-Nov-07 Fri	EB	WB	Total						
12:00 PM		17	12	29						
12:15		32	16	48						
12:30		28	18	46						
12:45		18	22	40						
01:00		28	21	49						
01:15		19	23	42						
01:30		33	29	62						
01:45		22	19	41						
02:00		23	27	50						
02:15		25	19	44						
02:30		18	25	43						
02:45		34	38	72						
03:00		50	38	88						
03:15		81	92	173						
03:30		73	62	135						
03:45		75	48	123						
04:00		76	83	159						
04:15		76	119	195						
04:30		59	47	106						
04:45		33	40	73						
05:00		59	47	106						
05:15		57	43	100						
05:30		54	43	97						
05:45		49	46	95						
06:00		63	57	120						
06:15		74	61	135						
06:30		79	51	130						
06:45		47	38	85						
07:00		36	45	81						
07:15		54	55	109						
07:30		54	41	95						
07:45		34	32	66						
08:00		29	31	60						
08:15		45	53	98						
08:30		27	22	49						
08:45		17	17	34						
09:00		29	32	61						
09:15		28	23	51						
09:30		26	6	32						
09:45		26	10	36						
10:00		19	8	27						
10:15		25	7	32						
10:30		34	6	40						
10:45		18	6	24						
11:00		6	3	9						
11:15		11	4	15						
11:30		14	4	18						
11:45		11	5	16						
Total		1845	1594	3439						
Percent		53.6%	46.4%							
Peak	-	15:15	15:30	-	-	-	-	-	-	15:30
Vol.	-	305	312	-	-	-	-	-	-	612
P.H.F.		0.941	0.655							0.785

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 Johnson Street West of NW 208 Avenue

Latitude: 40' 12.9500 North

Start Time	17-Nov-07 Sat	EB	WB	Total
12:00 AM		5	6	11
12:15		5	3	8
12:30		1	6	7
12:45		7	0	7
01:00		9	4	13
01:15		1	4	5
01:30		6	4	10
01:45		1	1	2
02:00		3	1	4
02:15		1	3	4
02:30		1	0	1
02:45		1	0	1
03:00		1	2	3
03:15		0	0	0
03:30		0	1	1
03:45		1	2	3
04:00		3	1	4
04:15		1	2	3
04:30		0	4	4
04:45		0	2	2
05:00		1	1	2
05:15		0	4	4
05:30		0	8	8
05:45		1	7	8
06:00		2	7	9
06:15		4	11	15
06:30		1	13	14
06:45		6	17	23
07:00		5	17	22
07:15		6	34	40
07:30		16	31	47
07:45		61	100	161
08:00		101	121	222
08:15		32	143	175
08:30		95	171	266
08:45		69	115	184
09:00		86	153	239
09:15		101	162	263
09:30		26	43	69
09:45		11	52	63
10:00		14	43	57
10:15		8	33	41
10:30		10	27	37
10:45		16	30	46
11:00		15	17	32
11:15		16	18	34
11:30		16	22	38
11:45		23	16	39
Total		789	1462	2251
Percent		35.1%	64.9%	
Peak	-	08:30	08:30	08:30
Vol.	-	351	601	952
P.H.F.		0.869	0.879	0.895

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 Johnson Street West of NW 208 Avenue

Latitude: 40' 12.9500 North

Start Time	17-Nov-07 Sat	EB	WB							Total
12:00 PM		25	13							38
12:15		14	20							34
12:30		17	19							36
12:45		14	19							33
01:00		31	23							54
01:15		18	20							38
01:30		24	33							57
01:45		26	25							51
02:00		25	31							56
02:15		35	29							64
02:30		25	22							47
02:45		36	18							54
03:00		43	28							71
03:15		82	104							186
03:30		44	67							111
03:45		78	34							112
04:00		79	86							165
04:15		82	130							212
04:30		66	91							157
04:45		38	46							84
05:00		44	53							97
05:15		67	47							114
05:30		51	44							95
05:45		39	37							76
06:00		66	54							120
06:15		90	60							150
06:30		61	39							100
06:45		57	38							95
07:00		68	57							125
07:15		56	38							94
07:30		42	41							83
07:45		33	43							76
08:00		34	54							88
08:15		55	38							93
08:30		25	28							53
08:45		22	20							42
09:00		21	15							36
09:15		15	16							31
09:30		18	17							35
09:45		19	22							41
10:00		36	9							45
10:15		19	5							24
10:30		26	4							30
10:45		13	3							16
11:00		9	5							14
11:15		7	6							13
11:30		8	1							9
11:45		6	2							8
Total		1809	1654							3463
Percent		52.2%	47.8%							
Peak	-	15:45	16:00	-	-	-	-	-	-	15:45
Vol.	-	305	353	-	-	-	-	-	-	646
P.H.F.		0.930	0.679							0.762
Grand Total		8040	9348							17388
Percent		46.2%	53.8%							
ADT		ADT 6,655	AADT 6,655							

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: Johnson Street/NW 202 Avenue North of NW 4 Street

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	2	3	5
00:15 - 00:29	1	1	2
00:30 - 00:44	2	0	2
00:45 - 00:59	1	0	1
01:00 - 01:14	0	1	1
01:15 - 01:29	0	2	2
01:30 - 01:44	0	1	1
01:45 - 01:59	1	1	2
02:00 - 02:14	0	0	0
02:15 - 02:29	1	1	2
02:30 - 02:44	0	0	0
02:45 - 02:59	0	0	0
03:00 - 03:14	0	1	1
03:15 - 03:29	0	0	0
03:30 - 03:44	0	2	2
03:45 - 03:59	0	1	1
04:00 - 04:14	0	0	0
04:15 - 04:29	0	0	0
04:30 - 04:44	0	0	0
04:45 - 04:59	0	1	1
05:00 - 05:14	1	0	1
05:15 - 05:29	0	1	1
05:30 - 05:44	0	1	1
05:45 - 05:59	1	2	3
06:00 - 06:14	0	3	3
06:15 - 06:29	1	1	2
06:30 - 06:44	2	0	2
06:45 - 06:59	2	3	5
07:00 - 07:14	5	5	10
07:15 - 07:29	3	11	14
07:30 - 07:44	20	9	29
07:45 - 07:59	71	27	98
08:00 - 08:14	113	51	164
08:15 - 08:29	42	60	102
08:30 - 08:44	41	30	71
08:45 - 08:59	35	20	55
09:00 - 09:14	46	24	70
09:15 - 09:29	26	22	48
09:30 - 09:44	18	3	21
09:45 - 09:59	11	13	24
10:00 - 10:14	10	5	15
10:15 - 10:29	8	9	17
10:30 - 10:44	11	7	18
10:45 - 10:59	11	8	19
11:00 - 11:14	10	7	17
11:15 - 11:29	10	9	19
11:30 - 11:44	6	10	16
11:45 - 11:59	6	12	18
12:00 - 12:14	8	9	17
12:15 - 12:29	9	4	13
12:30 - 12:44	18	12	30
12:45 - 12:59	11	9	20

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: Johnson Street/NW 202 Avenue North of NW 4 Street

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	9	11	20
13:15 - 13:29	17	13	30
13:30 - 13:44	11	11	22
13:45 - 13:59	12	7	19
14:00 - 14:14	15	9	24
14:15 - 14:29	11	5	16
14:30 - 14:44	12	11	23
14:45 - 14:59	27	10	37
15:00 - 15:14	30	12	42
15:15 - 15:29	50	54	104
15:30 - 15:44	42	36	78
15:45 - 15:59	50	19	69
16:00 - 16:14	55	26	81
16:15 - 16:29	38	46	84
16:30 - 16:44	46	26	72
16:45 - 16:59	33	26	59
17:00 - 17:14	28	28	56
17:15 - 17:29	15	21	36
17:30 - 17:44	26	15	41
17:45 - 17:59	16	16	32
18:00 - 18:14	24	18	42
18:15 - 18:29	28	18	46
18:30 - 18:44	28	22	50
18:45 - 18:59	32	23	55
19:00 - 19:14	14	17	31
19:15 - 19:29	22	11	33
19:30 - 19:44	15	9	24
19:45 - 19:59	19	17	36
20:00 - 20:14	11	20	31
20:15 - 20:29	9	13	22
20:30 - 20:44	15	13	28
20:45 - 20:59	11	7	18
21:00 - 21:14	5	9	14
21:15 - 21:29	6	7	13
21:30 - 21:44	6	7	13
21:45 - 21:59	3	5	8
22:00 - 22:14	5	9	14
22:15 - 22:29	1	5	6
22:30 - 22:44	5	3	8
22:45 - 22:59	5	3	8
23:00 - 23:14	7	5	12
23:15 - 23:29	1	4	5
23:30 - 23:44	3	0	3
23:45 - 23:59	1	1	2
<b>Totals</b>	<b>1383</b>	<b>1050</b>	<b>2433</b>
<b>AM Peak Time</b>	<b>07:45 - 08:44</b>	<b>07:51 - 08:50</b>	<b>07:46 - 08:45</b>
<b>AM Peak Volume</b>	<b>267</b>	<b>177</b>	<b>436</b>
<b>PM Peak Time</b>	<b>15:18 - 16:17</b>	<b>15:18 - 16:17</b>	<b>15:18 - 16:17</b>
<b>PM Peak Volume</b>	<b>202</b>	<b>144</b>	<b>346</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: Johnson Street/NW 202 Avenue North of NW 4 Street

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: Johnson Street/NW 202 Avenue North of NW 4 Street

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	1	0	1
00:15 - 00:29	2	2	4
00:30 - 00:44	1	3	4
00:45 - 00:59	3	0	3
01:00 - 01:14	1	1	2
01:15 - 01:29	0	0	0
01:30 - 01:44	3	0	3
01:45 - 01:59	0	0	0
02:00 - 02:14	0	3	3
02:15 - 02:29	0	0	0
02:30 - 02:44	1	1	2
02:45 - 02:59	1	0	1
03:00 - 03:14	0	0	0
03:15 - 03:29	0	0	0
03:30 - 03:44	1	0	1
03:45 - 03:59	0	1	1
04:00 - 04:14	0	0	0
04:15 - 04:29	0	0	0
04:30 - 04:44	0	0	0
04:45 - 04:59	0	0	0
05:00 - 05:14	0	0	0
05:15 - 05:29	0	0	0
05:30 - 05:44	1	2	3
05:45 - 05:59	3	0	3
06:00 - 06:14	1	1	2
06:15 - 06:29	0	1	1
06:30 - 06:44	1	3	4
06:45 - 06:59	3	4	7
07:00 - 07:14	4	5	9
07:15 - 07:29	4	6	10
07:30 - 07:44	17	11	28
07:45 - 07:59	83	28	111
08:00 - 08:14	87	39	126
08:15 - 08:29	45	66	111
08:30 - 08:44	33	27	60
08:45 - 08:59	27	16	43
09:00 - 09:14	54	21	75
09:15 - 09:29	26	19	45
09:30 - 09:44	16	9	25
09:45 - 09:59	18	7	25
10:00 - 10:14	5	11	16
10:15 - 10:29	9	3	12
10:30 - 10:44	4	10	14
10:45 - 10:59	7	10	17
11:00 - 11:14	11	8	19
11:15 - 11:29	5	13	18
11:30 - 11:44	7	5	12
11:45 - 11:59	12	3	15
12:00 - 12:14	4	1	5
12:15 - 12:29	10	8	18
12:30 - 12:44	7	2	9
12:45 - 12:59	11	7	18

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: Johnson Street/NW 202 Avenue North of NW 4 Street

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	6	13	19
13:15 - 13:29	11	16	27
13:30 - 13:44	8	6	14
13:45 - 13:59	18	10	28
14:00 - 14:14	9	8	17
14:15 - 14:29	9	7	16
14:30 - 14:44	18	7	25
14:45 - 14:59	31	8	39
15:00 - 15:14	34	15	49
15:15 - 15:29	46	48	94
15:30 - 15:44	50	42	92
15:45 - 15:59	57	31	88
16:00 - 16:14	38	37	75
16:15 - 16:29	34	40	74
16:30 - 16:44	27	26	53
16:45 - 16:59	25	24	49
17:00 - 17:14	17	10	27
17:15 - 17:29	24	19	43
17:30 - 17:44	21	12	33
17:45 - 17:59	31	18	49
18:00 - 18:14	23	22	45
18:15 - 18:29	19	22	41
18:30 - 18:44	27	15	42
18:45 - 18:59	21	11	32
19:00 - 19:14	15	19	34
19:15 - 19:29	17	9	26
19:30 - 19:44	8	17	25
19:45 - 19:59	22	9	31
20:00 - 20:14	15	18	33
20:15 - 20:29	18	20	38
20:30 - 20:44	9	7	16
20:45 - 20:59	5	3	8
21:00 - 21:14	14	16	30
21:15 - 21:29	8	6	14
21:30 - 21:44	11	9	20
21:45 - 21:59	4	7	11
22:00 - 22:14	5	16	21
22:15 - 22:29	5	7	12
22:30 - 22:44	4	2	6
22:45 - 22:59	4	5	9
23:00 - 23:14	3	3	6
23:15 - 23:29	0	2	2
23:30 - 23:44	2	7	9
23:45 - 23:59	0	2	2
<b>Totals</b>	<b>1302</b>	<b>1008</b>	<b>2310</b>
<b>AM Peak Time</b>	<b>07:40 - 08:39</b>	<b>07:47 - 08:46</b>	<b>07:41 - 08:40</b>
<b>AM Peak Volume</b>	<b>250</b>	<b>161</b>	<b>410</b>
<b>PM Peak Time</b>	<b>15:12 - 16:11</b>	<b>15:20 - 16:19</b>	<b>15:19 - 16:18</b>
<b>PM Peak Volume</b>	<b>194</b>	<b>165</b>	<b>356</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: Johnson Street/NW 202 Avenue North of NW 4 Street

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: Johnson Street/NW 202 Avenue North of NW 4 Street

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	0	1	1
00:15 - 00:29	1	0	1
00:30 - 00:44	0	0	0
00:45 - 00:59	1	1	2
01:00 - 01:14	2	1	3
01:15 - 01:29	1	2	3
01:30 - 01:44	2	2	4
01:45 - 01:59	1	0	1
02:00 - 02:14	1	1	2
02:15 - 02:29	0	0	0
02:30 - 02:44	0	0	0
02:45 - 02:59	0	0	0
03:00 - 03:14	0	1	1
03:15 - 03:29	0	0	0
03:30 - 03:44	0	0	0
03:45 - 03:59	0	0	0
04:00 - 04:14	0	0	0
04:15 - 04:29	2	2	4
04:30 - 04:44	0	1	1
04:45 - 04:59	0	2	2
05:00 - 05:14	0	0	0
05:15 - 05:29	1	0	1
05:30 - 05:44	0	0	0
05:45 - 05:59	0	1	1
06:00 - 06:14	0	3	3
06:15 - 06:29	1	0	1
06:30 - 06:44	2	3	5
06:45 - 06:59	2	7	9
07:00 - 07:14	6	4	10
07:15 - 07:29	4	10	14
07:30 - 07:44	12	7	19
07:45 - 07:59	72	27	99
08:00 - 08:14	107	51	158
08:15 - 08:29	47	71	118
08:30 - 08:44	33	27	60
08:45 - 08:59	43	14	57
09:00 - 09:14	40	21	61
09:15 - 09:29	22	19	41
09:30 - 09:44	18	11	29
09:45 - 09:59	18	6	24
10:00 - 10:14	7	12	19
10:15 - 10:29	15	17	32
10:30 - 10:44	7	8	15
10:45 - 10:59	13	10	23
11:00 - 11:14	10	8	18
11:15 - 11:29	5	11	16
11:30 - 11:44	7	14	21
11:45 - 11:59	12	8	20
12:00 - 12:14	4	10	14
12:15 - 12:29	8	12	20
12:30 - 12:44	8	8	16
12:45 - 12:59	10	4	14

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: Johnson Street/NW 202 Avenue North of NW 4 Street

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	10	13	23
13:15 - 13:29	8	8	16
13:30 - 13:44	13	5	18
13:45 - 13:59	22	13	35
14:00 - 14:14	16	10	26
14:15 - 14:29	12	8	20
14:30 - 14:44	24	3	27
14:45 - 14:59	18	13	31
15:00 - 15:14	22	15	37
15:15 - 15:29	35	52	87
15:30 - 15:44	48	34	82
15:45 - 15:59	48	33	81
16:00 - 16:14	49	36	85
16:15 - 16:29	51	36	87
16:30 - 16:44	41	36	77
16:45 - 16:59	34	27	61
17:00 - 17:14	22	19	41
17:15 - 17:29	20	17	37
17:30 - 17:44	22	17	39
17:45 - 17:59	28	12	40
18:00 - 18:14	34	21	55
18:15 - 18:29	27	14	41
18:30 - 18:44	23	18	41
18:45 - 18:59	36	15	51
19:00 - 19:14	20	12	32
19:15 - 19:29	16	9	25
19:30 - 19:44	12	14	26
19:45 - 19:59	15	16	31
20:00 - 20:14	11	20	31
20:15 - 20:29	11	18	29
20:30 - 20:44	7	8	15
20:45 - 20:59	7	3	10
21:00 - 21:14	8	13	21
21:15 - 21:29	4	5	9
21:30 - 21:44	5	3	8
21:45 - 21:59	9	4	13
22:00 - 22:14	6	10	16
22:15 - 22:29	7	6	13
22:30 - 22:44	2	8	10
22:45 - 22:59	2	5	7
23:00 - 23:14	2	3	5
23:15 - 23:29	3	2	5
23:30 - 23:44	2	9	11
23:45 - 23:59	1	4	5
<b>Totals</b>	<b>1358</b>	<b>1065</b>	<b>2423</b>
<b>AM Peak Time</b>	<b>07:45 - 08:44</b>	<b>07:50 - 08:49</b>	<b>07:49 - 08:48</b>
<b>AM Peak Volume</b>	<b>259</b>	<b>181</b>	<b>439</b>
<b>PM Peak Time</b>	<b>15:24 - 16:23</b>	<b>15:18 - 16:17</b>	<b>15:24 - 16:23</b>
<b>PM Peak Volume</b>	<b>202</b>	<b>156</b>	<b>351</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: Johnson Street/NW 202 Avenue North of NW 4 Street

N Palm Avenue/NW 101st Avenue and Johnson St... - TMC

Thu Nov 17, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016095, Location: 26.015325, -80.279977

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-17 6:00AM	19	15	19	0	53	0	9	9	6	0	24	0	2	52	9	2	65	0	5	75	7	0	87	0	229
6:15AM	12	9	18	0	39	0	16	17	6	0	39	0	4	101	6	1	112	0	8	114	12	0	134	0	324
6:30AM	32	11	29	0	72	0	22	29	12	0	63	0	8	108	10	0	126	0	9	161	22	0	192	0	453
6:45AM	30	16	15	0	61	0	29	33	15	0	77	0	16	119	9	3	147	2	9	155	17	0	181	0	466
Hourly Total	93	51	81	0	225	0	76	88	39	0	203	0	30	380	34	6	450	2	31	505	58	0	594	0	1472
7:00AM	35	25	23	1	84	0	16	50	23	0	89	3	18	218	5	1	242	1	8	198	24	0	230	0	645
7:15AM	50	59	49	2	160	0	31	77	40	0	148	5	32	178	9	2	221	6	17	171	31	0	219	0	748
7:30AM	76	54	69	2	201	0	35	93	20	0	148	2	35	264	19	1	319	2	18	228	54	0	300	0	968
7:45AM	46	91	69	5	211	0	41	102	18	0	161	2	38	238	17	4	297	2	32	226	42	0	300	1	969
Hourly Total	207	229	210	10	656	0	123	322	101	0	546	12	123	898	50	8	1079	11	75	823	151	0	1049	1	3330
8:00AM	58	58	36	2	154	0	34	65	21	0	120	0	36	206	8	4	254	2	19	218	39	1	277	0	805
8:15AM	47	37	24	1	109	0	32	68	10	0	110	0	37	259	11	4	311	2	19	290	53	0	362	0	892
8:30AM	39	42	32	1	114	0	29	79	15	0	123	0	26	232	22	4	284	0	21	227	35	0	283	0	804
8:45AM	46	50	48	3	147	0	36	62	16	0	114	1	26	203	19	2	250	0	28	246	35	0	309	0	820
Hourly Total	190	187	140	7	524	0	131	274	62	0	467	1	125	900	60	14	1099	4	87	981	162	1	1231	0	3321
4:00PM	48	70	32	0	150	0	27	46	27	0	100	0	31	210	25	7	273	0	27	264	35	0	326	0	849
4:15PM	42	65	41	0	148	0	27	47	18	1	93	0	21	203	29	6	259	0	27	239	26	0	292	0	792
4:30PM	29	72	24	0	125	1	23	57	21	0	101	0	30	268	30	5	333	1	27	244	31	0	302	0	861
4:45PM	42	87	28	0	157	0	42	67	27	0	136	0	27	223	25	4	279	0	34	212	41	1	288	0	860
Hourly Total	161	294	125	0	580	1	119	217	93	1	430	0	109	904	109	22	1144	1	115	959	133	1	1208	0	3362
5:00PM	42	73	35	0	150	0	30	44	26	0	100	1	36	279	32	4	351	0	31	278	57	0	366	0	967
5:15PM	46	83	39	2	170	0	33	80	25	0	138	1	24	254	18	1	297	2	28	271	37	1	337	0	942
5:30PM	41	80	43	2	166	0	40	81	26	0	147	0	28	259	31	4	322	2	43	262	54	0	359	1	994
5:45PM	46	64	30	1	141	0	31	59	24	0	114	2	25	269	36	5	335	5	29	281	72	2	384	0	974
Hourly Total	175	300	147	5	627	0	134	264	101	0	499	4	113	1061	117	14	1305	9	131	1092	220	3	1446	1	3877
6:00PM	42	68	33	0	143	0	44	55	16	2	117	3	37	207	20	2	266	1	35	216	54	0	305	0	831
6:15PM	45	50	22	1	118	0	20	34	16	0	70	1	36	266	32	10	344	1	26	241	59	0	326	0	858
6:30PM	27	59	23	0	109	0	26	48	8	0	82	2	28	235	18	5	286	0	22	204	46	0	272	0	749
6:45PM	43	56	25	0	124	0	19	47	15	0	81	0	17	201	24	10	252	5	13	190	42	0	245	0	702
Hourly Total	157	233	103	1	494	0	109	184	55	2	350	6	118	909	94	27	1148	7	96	851	201	0	1148	0	3140
<b>Total</b>	983	1294	806	23	3106	1	692	1349	451	3	2495	23	618	5052	464	91	6225	34	535	5211	925	5	6676	2	18502
<b>% Approach</b>	31.6%	41.7%	25.9%	0.7%	-	-	27.7%	54.1%	18.1%	0.1%	-	-	9.9%	81.2%	7.5%	1.5%	-	-	8.0%	78.1%	13.9%	0.1%	-	-	-
<b>% Total</b>	5.3%	7.0%	4.4%	0.1%	16.8%	-	3.7%	7.3%	2.4%	0%	13.5%	-	3.3%	27.3%	2.5%	0.5%	33.6%	-	2.9%	28.2%	5.0%	0%	36.1%	-	-
<b>Motorcycles</b>	1	5	1	0	7	-	2	3	1	0	6	-	1	18	1	0	20	-	1	14	0	0	15	-	48
<b>% Motorcycles</b>	0.1%	0.4%	0.1%	0%	0.2%	-	0.3%	0.2%	0.2%	0%	0.2%	-	0.2%	0.4%	0.2%	0%	0.3%	-	0.2%	0.3%	0%	0%	0.2%	-	0.3%
<b>Lights</b>	973	1271	787	23	3054	-	682	1328	440	3	2453	-	603	4968	458	91	6120	-	526	5127	906	5	6564	-	18191
<b>% Lights</b>	99.0%	98.2%	97.6%	100%	98.3%	-	98.6%	98.4%	97.6%	100%	98.3%	-	97.6%	98.3%	98.7%	100%	98.3%	-	98.3%	98.4%	97.9%	100%	98.3%	-	98.3%
<b>Single-Unit Trucks</b>	2	6	8	0	16	-	3	1	2	0	6	-	4	34	2	0	40	-	2	44	4	0	50	-	112
<b>% Single-Unit Trucks</b>	0.2%	0.5%	1.0%	0%	0.5%	-	0.4%	0.1%	0.4%	0%	0.2%	-	0.6%	0.7%	0.4%	0%	0.6%	-	0.4%	0.8%	0.4%	0%	0.7%	-	0.6%
<b>Articulated Trucks</b>	0	0	1	0	1	-	0	2	0	0	2	-	2	6	0	0	8	-	2	4	0	0	6	-	17
<b>% Articulated Trucks</b>	0%	0%	0.1%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.3%	0.1%	0%	0%	0.1%	-	0.4%	0.1%	0%	0%	0.1%	-	0.1%
<b>Buses</b>	7	12	9	0	28	-	5	15	8	0	28	-	8	24	3	0	35	-	3	22	11	0	36	-	127
<b>% Buses</b>	0.7%	0.9%	1.1%	0%	0.9%	-	0.7%	1.1%	1.8%	0%	1.1%	-	1.3%	0.5%	0.6%	0%	0.6%	-	0.6%	0.4%	1.2%	0%	0.5%	-	0.7%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	1	0	4	0	5	-	7
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%	0%	0.4%	0%	0.1%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	23	-	-	-	-	-	1	-
<b>% Pedestrians</b>	-	-	-	-	-	0%	-	-	-	-	-	47.8%	-	-	-	-	-	67.6%	-	-	-	-	-	50.0%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	1	-	-	-	-	-	12	-	-	-	-	-	11	-	-	-	-	-	1	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	100%	-	-	-	-	-	52.2%	-	-	-	-	-	32.4%	-	-	-	-	-	50.0%	-

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

**N Palm Avenue/NW 101st Avenue and Johnson St... - TMC**

Thu Nov 17, 2022

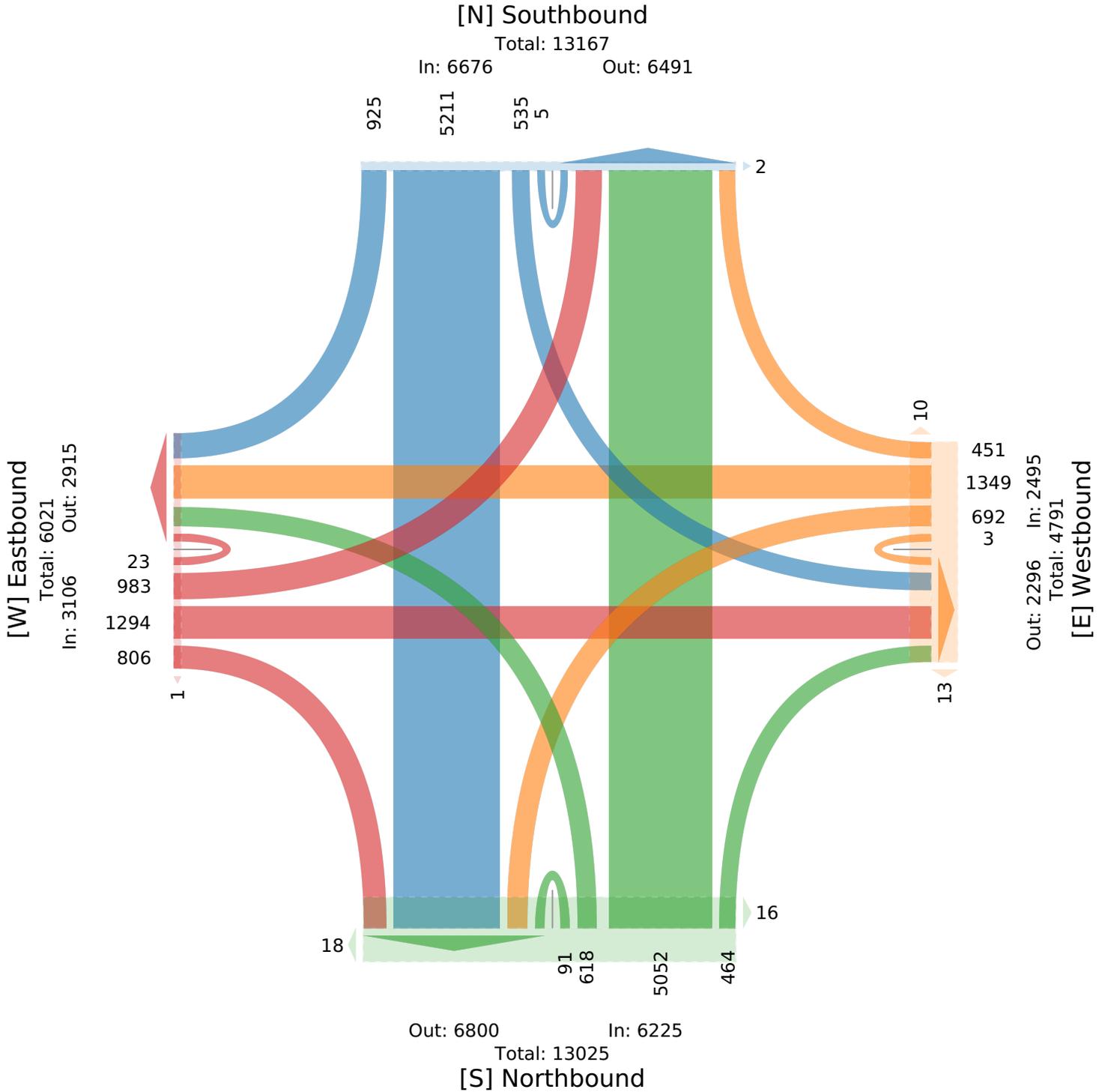
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016095, Location: 26.015325, -80.279977

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US



N Palm Avenue/NW 101st Avenue and Johnson St... - TMC

Thu Nov 17, 2022  
AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016095, Location: 26.015325, -80.279977

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound					Westbound					Northbound					Southbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2022-11-17 7:30AM	76	54	69	2	201	0	35	93	20	0	148	2	35	264	19	1	319	2	18	228	54	0	300	0	968
7:45AM	46	91	69	5	211	0	41	102	18	0	161	2	38	238	17	4	297	2	32	226	42	0	300	1	969
8:00AM	58	58	36	2	154	0	34	65	21	0	120	0	36	206	8	4	254	2	19	218	39	1	277	0	805
8:15AM	47	37	24	1	109	0	32	68	10	0	110	0	37	259	11	4	311	2	19	290	53	0	362	0	892
<b>Total</b>	227	240	198	10	675	0	142	328	69	0	539	4	146	967	55	13	1181	8	88	962	188	1	1239	1	3634
<b>% Approach</b>	33.6%	35.6%	29.3%	1.5%	-	-	26.3%	60.9%	12.8%	0%	-	-	12.4%	81.9%	4.7%	1.1%	-	-	7.1%	77.6%	15.2%	0.1%	-	-	-
<b>% Total</b>	6.2%	6.6%	5.4%	0.3%	18.6%	-	3.9%	9.0%	1.9%	0%	14.8%	-	4.0%	26.6%	1.5%	0.4%	32.5%	-	2.4%	26.5%	5.2%	0%	34.1%	-	-
<b>PHF</b>	0.747	0.659	0.717	0.500	0.800	-	0.866	0.804	0.821	-	0.837	-	0.961	0.916	0.724	0.813	0.926	-	0.688	0.829	0.870	0.250	0.856	-	0.938
<b>Motorcycles</b>	0	1	1	0	2	-	1	1	0	0	2	-	1	4	0	0	5	-	0	2	0	0	2	-	11
<b>% Motorcycles</b>	0%	0.4%	0.5%	0%	0.3%	-	0.7%	0.3%	0%	0%	0.4%	-	0.7%	0.4%	0%	0%	0.4%	-	0%	0.2%	0%	0%	0.2%	-	0.3%
<b>Lights</b>	226	233	190	10	659	-	139	322	66	0	527	-	140	948	55	13	1156	-	86	951	184	1	1222	-	3564
<b>% Lights</b>	99.6%	97.1%	96.0%	100%	97.6%	-	97.9%	98.2%	95.7%	0%	97.8%	-	95.9%	98.0%	100%	100%	97.9%	-	97.7%	98.9%	97.9%	100%	98.6%	-	98.1%
<b>Single-Unit Trucks</b>	0	1	3	0	4	-	1	0	2	0	3	-	1	7	0	0	8	-	0	5	1	0	6	-	21
<b>% Single-Unit Trucks</b>	0%	0.4%	1.5%	0%	0.6%	-	0.7%	0%	2.9%	0%	0.6%	-	0.7%	0.7%	0%	0%	0.7%	-	0%	0.5%	0.5%	0%	0.5%	-	0.6%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	2	0	0	2	-	1	0	0	0	1	-	1	2	0	0	3	-	6
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.4%	-	0.7%	0%	0%	0%	0.1%	-	1.1%	0.2%	0%	0%	0.2%	-	0.2%
<b>Buses</b>	1	5	4	0	10	-	1	3	1	0	5	-	3	8	0	0	11	-	1	2	3	0	6	-	32
<b>% Buses</b>	0.4%	2.1%	2.0%	0%	1.5%	-	0.7%	0.9%	1.4%	0%	0.9%	-	2.1%	0.8%	0%	0%	0.9%	-	1.1%	0.2%	1.6%	0%	0.5%	-	0.9%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	-	-	1
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-75.0%	-	-	-	-	-	-87.5%	-	-	-	-	-	-	-	100%
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-25.0%	-	-	-	-	-	-12.5%	-	-	-	-	-	-	-	0%

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

**N Palm Avenue/NW 101st Avenue and Johnson St... - TMC**

Thu Nov 17, 2022

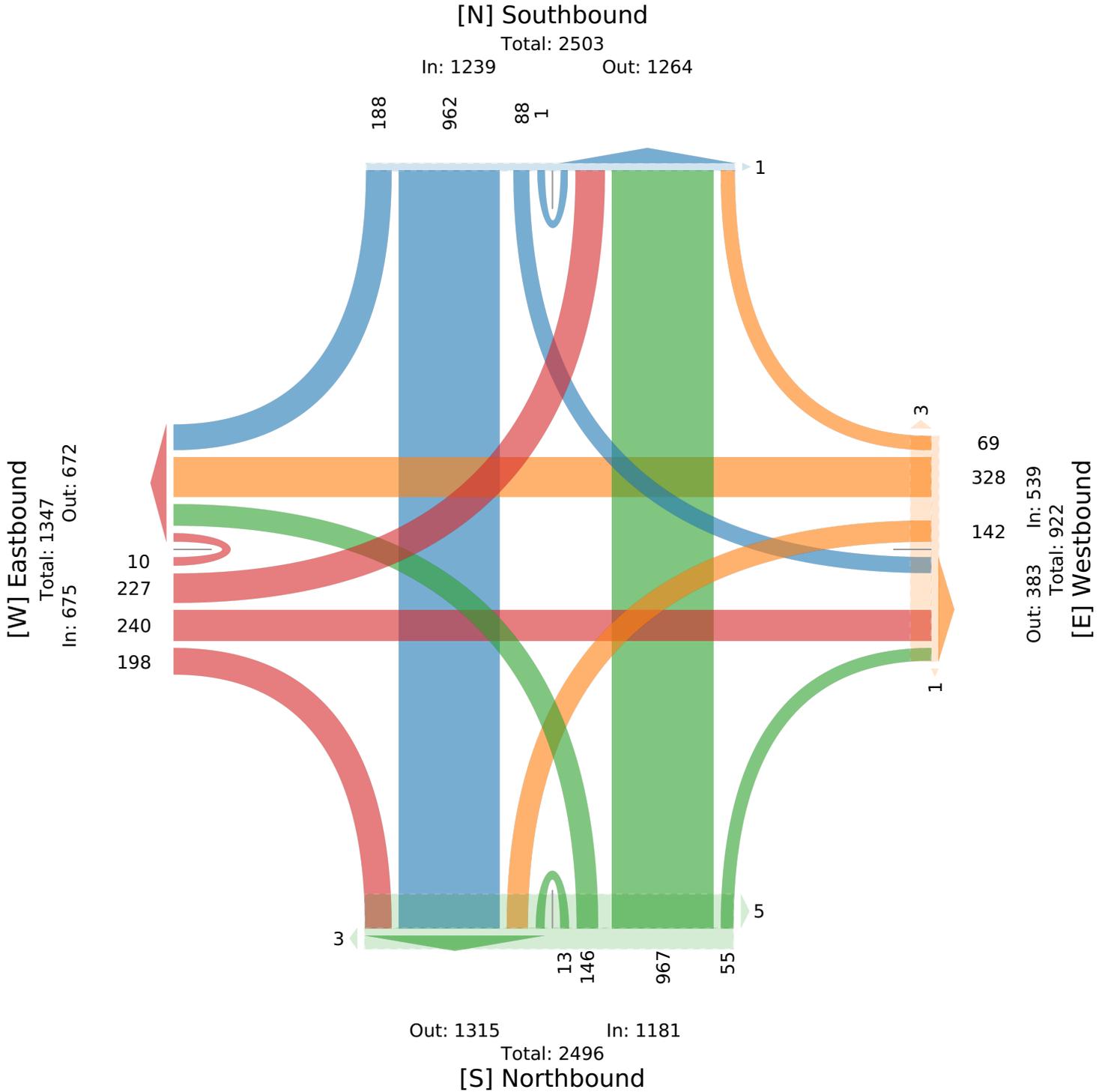
AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016095, Location: 26.015325, -80.279977

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US



N Palm Avenue/NW 101st Avenue and Johnson St... - TMC

Thu Nov 17, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016095, Location: 26.015325, -80.279977

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-17 5:00PM	42	73	35	0	150	0	30	44	26	0	100	1	36	279	32	4	351	0	31	278	57	0	366	0	967
5:15PM	46	83	39	2	170	0	33	80	25	0	138	1	24	254	18	1	297	2	28	271	37	1	337	0	942
5:30PM	41	80	43	2	166	0	40	81	26	0	147	0	28	259	31	4	322	2	43	262	54	0	359	1	994
5:45PM	46	64	30	1	141	0	31	59	24	0	114	2	25	269	36	5	335	5	29	281	72	2	384	0	974
<b>Total</b>	175	300	147	5	627	0	134	264	101	0	499	4	113	1061	117	14	1305	9	131	1092	220	3	1446	1	3877
<b>% Approach</b>	27.9%	47.8%	23.4%	0.8%	-	-	26.9%	52.9%	20.2%	0%	-	-	8.7%	81.3%	9.0%	1.1%	-	-	9.1%	75.5%	15.2%	0.2%	-	-	-
<b>% Total</b>	4.5%	7.7%	3.8%	0.1%	16.2%	-	3.5%	6.8%	2.6%	0%	12.9%	-	2.9%	27.4%	3.0%	0.4%	33.7%	-	3.4%	28.2%	5.7%	0.1%	37.3%	-	-
<b>PHF</b>	0.951	0.904	0.855	0.625	0.922	-	0.838	0.815	0.971	-	0.849	-	0.785	0.951	0.813	0.700	0.929	-	0.762	0.972	0.764	0.375	0.941	-	0.975
<b>Motorcycles</b>	0	1	0	0	1	-	0	1	0	0	1	-	0	1	0	0	1	-	0	3	0	0	3	-	6
<b>% Motorcycles</b>	0%	0.3%	0%	0%	0.2%	-	0%	0.4%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0%	0.3%	0%	0%	0.2%	-	0.2%
<b>Lights</b>	172	297	145	5	619	-	133	260	101	0	494	-	110	1054	116	14	1294	-	130	1076	216	3	1425	-	3832
<b>% Lights</b>	98.3%	99.0%	98.6%	100%	98.7%	-	99.3%	98.5%	100%	0%	99.0%	-	97.3%	99.3%	99.1%	100%	99.2%	-	99.2%	98.5%	98.2%	100%	98.5%	-	98.8%
<b>Single-Unit Trucks</b>	2	1	0	0	3	-	1	0	0	0	1	-	3	4	1	0	8	-	0	8	2	0	10	-	22
<b>% Single-Unit Trucks</b>	1.1%	0.3%	0%	0%	0.5%	-	0.7%	0%	0%	0%	0.2%	-	2.7%	0.4%	0.9%	0%	0.6%	-	0%	0.7%	0.9%	0%	0.7%	-	0.6%
<b>Articulated Trucks</b>	0	0	1	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	0	2	0	0	2	-	4
<b>% Articulated Trucks</b>	0%	0%	0.7%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0.1%
<b>Buses</b>	1	1	1	0	3	-	0	3	0	0	3	-	0	1	0	0	1	-	1	3	2	0	6	-	13
<b>% Buses</b>	0.6%	0.3%	0.7%	0%	0.5%	-	0%	1.1%	0%	0%	0.6%	-	0%	0.1%	0%	0%	0.1%	-	0.8%	0.3%	0.9%	0%	0.4%	-	0.3%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	0	
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	25.0%	-	-	-	-	-	77.8%	-	-	-	-	-	0%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	1	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	75.0%	-	-	-	-	-	22.2%	-	-	-	-	-	100%	

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

**N Palm Avenue/NW 101st Avenue and Johnson St... - TMC**

Thu Nov 17, 2022

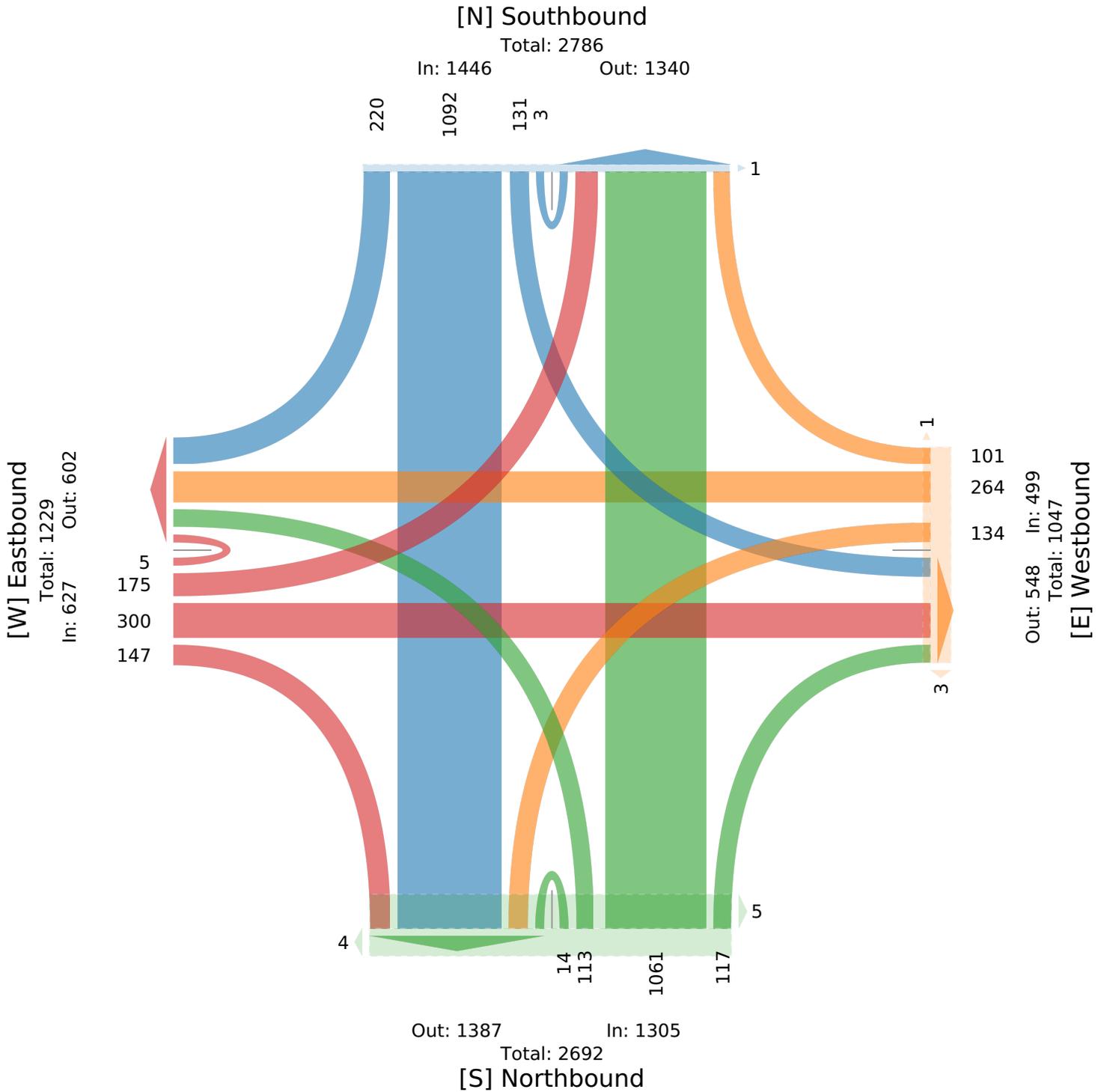
PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016095, Location: 26.015325, -80.279977

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US



N Palm Avenue/NW 101st Avenue and Taft Street - TMC

Thu Nov 17, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016096, Location: 26.022531, -80.280258

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-17 6:00AM	20	8	15	0	43	0	16	10	15	0	41	1	3	67	11	0	81	0	0	57	5	0	62	0	227
6:15AM	16	14	32	0	62	0	18	21	20	0	59	1	14	102	6	0	122	1	3	76	10	0	89	0	332
6:30AM	25	21	23	0	69	0	28	39	26	0	93	5	8	126	8	0	142	1	2	124	10	0	136	0	440
6:45AM	26	28	32	0	86	0	24	39	26	0	89	1	17	169	13	0	199	1	6	146	18	0	170	0	544
Hourly Total	87	71	102	0	260	0	86	109	87	0	282	8	42	464	38	0	544	3	11	403	43	0	457	0	1543
7:00AM	33	61	34	0	128	0	37	75	40	0	152	1	29	205	21	0	255	0	7	123	19	0	149	0	684
7:15AM	47	68	42	0	157	0	25	86	62	0	173	1	38	199	27	0	264	2	15	194	31	0	240	0	834
7:30AM	31	126	53	0	210	0	29	111	62	0	202	1	34	240	64	0	338	1	30	207	32	1	270	0	1020
7:45AM	43	129	57	0	229	0	38	105	53	0	196	1	44	192	53	0	289	1	32	199	32	0	263	0	977
Hourly Total	154	384	186	0	724	0	129	377	217	0	723	4	145	836	165	0	1146	4	84	723	114	1	922	0	3515
8:00AM	45	89	43	0	177	0	43	103	32	0	178	1	35	202	62	0	299	0	33	240	32	0	305	0	959
8:15AM	49	73	49	0	171	0	44	148	39	0	231	1	34	218	43	1	296	0	29	216	27	0	272	0	970
8:30AM	29	102	44	1	176	0	42	99	42	0	183	1	36	216	38	0	290	0	15	197	21	0	233	1	882
8:45AM	28	84	47	0	159	0	21	41	29	0	91	0	32	203	42	0	277	2	23	268	39	0	330	0	857
Hourly Total	151	348	183	1	683	0	150	391	142	0	683	3	137	839	185	1	1162	2	100	921	119	0	1140	1	3668
4:00PM	32	87	52	0	171	0	25	75	25	1	126	0	38	200	62	2	302	0	16	260	46	0	322	0	921
4:15PM	22	87	43	0	152	0	28	82	28	0	138	1	39	182	50	3	274	3	20	211	45	0	276	0	840
4:30PM	37	100	52	0	189	0	41	95	27	1	164	0	39	199	40	0	278	0	24	210	44	0	278	0	909
4:45PM	33	52	50	0	135	0	35	85	23	0	143	3	39	235	52	0	326	2	21	225	48	0	294	0	898
Hourly Total	124	326	197	0	647	0	129	337	103	2	571	4	155	816	204	5	1180	5	81	906	183	0	1170	0	3568
5:00PM	37	119	50	0	206	0	47	97	35	0	179	0	53	214	54	1	322	1	23	222	41	0	286	0	993
5:15PM	36	103	46	0	185	0	43	81	30	0	154	0	39	240	52	1	332	0	21	282	58	0	361	0	1032
5:30PM	26	112	47	2	187	3	36	103	32	0	171	0	53	224	55	0	332	2	31	300	49	1	381	1	1071
5:45PM	47	90	60	0	197	2	32	112	23	0	167	0	49	209	48	1	307	3	28	246	60	0	334	0	1005
Hourly Total	146	424	203	2	775	5	158	393	120	0	671	0	194	887	209	3	1293	6	103	1050	208	1	1362	1	4101
6:00PM	38	96	55	1	190	0	32	65	20	0	117	0	40	217	47	1	305	0	24	250	61	0	335	0	947
6:15PM	38	79	42	0	159	0	29	62	33	0	124	1	44	238	36	1	319	0	23	231	55	0	309	1	911
6:30PM	27	83	37	0	147	0	35	57	19	0	111	0	39	173	40	1	253	4	18	201	46	0	265	0	776
6:45PM	28	60	45	0	133	0	27	62	14	0	103	0	31	175	52	0	258	1	21	190	36	0	247	0	741
Hourly Total	131	318	179	1	629	0	123	246	86	0	455	1	154	803	175	3	1135	5	86	872	198	0	1156	1	3375
<b>Total</b>	793	1871	1050	4	3718	5	775	1853	755	2	3385	20	827	4645	976	12	6460	25	465	4875	865	2	6207	3	19770
<b>% Approach</b>	21.3%	50.3%	28.2%	0.1%	-	-	22.9%	54.7%	22.3%	0.1%	-	-	12.8%	71.9%	15.1%	0.2%	-	-	7.5%	78.5%	13.9%	0%	-	-	-
<b>% Total</b>	4.0%	9.5%	5.3%	0%	18.8%	-	3.9%	9.4%	3.8%	0%	17.1%	-	4.2%	23.5%	4.9%	0.1%	32.7%	-	2.4%	24.7%	4.4%	0%	31.4%	-	-
<b>Motorcycles</b>	2	3	0	0	5	-	4	0	0	0	4	-	2	17	1	0	20	-	1	12	1	0	14	-	43
<b>% Motorcycles</b>	0.3%	0.2%	0%	0%	0.1%	-	0.5%	0%	0%	0%	0.1%	-	0.2%	0.4%	0.1%	0%	0.3%	-	0.2%	0.2%	0.1%	0%	0.2%	-	0.2%
<b>Lights</b>	774	1832	1033	4	3643	-	766	1819	732	2	3319	-	812	4574	963	12	6361	-	458	4790	845	2	6095	-	19418
<b>% Lights</b>	97.6%	97.9%	98.4%	100%	98.0%	-	98.8%	98.2%	97.0%	100%	98.1%	-	98.2%	98.5%	98.7%	100%	98.5%	-	98.5%	98.3%	97.7%	100%	98.2%	-	98.2%
<b>Single-Unit Trucks</b>	2	2	6	0	10	-	1	9	6	0	16	-	3	28	3	0	34	-	1	40	8	0	49	-	109
<b>% Single-Unit Trucks</b>	0.3%	0.1%	0.6%	0%	0.3%	-	0.1%	0.5%	0.8%	0%	0.5%	-	0.4%	0.6%	0.3%	0%	0.5%	-	0.2%	0.8%	0.9%	0%	0.8%	-	0.6%
<b>Articulated Trucks</b>	0	1	1	0	2	-	1	0	0	0	1	-	1	3	2	0	6	-	1	2	2	0	5	-	14
<b>% Articulated Trucks</b>	0%	0.1%	0.1%	0%	0.1%	-	0.1%	0%	0%	0%	0%	-	0.1%	0.1%	0.2%	0%	0.1%	-	0.2%	0%	0.2%	0%	0.1%	-	0.1%
<b>Buses</b>	13	30	9	0	52	-	3	24	17	0	44	-	9	23	7	0	39	-	3	24	9	0	36	-	171
<b>% Buses</b>	1.6%	1.6%	0.9%	0%	1.4%	-	0.4%	1.3%	2.3%	0%	1.3%	-	1.1%	0.5%	0.7%	0%	0.6%	-	0.6%	0.5%	1.0%	0%	0.6%	-	0.9%
<b>Bicycles on Road</b>	2	3	1	0	6	-	0	1	0	0	1	-	0	0	0	0	0	-	1	7	0	0	8	-	15
<b>% Bicycles on Road</b>	0.3%	0.2%	0.1%	0%	0.2%	-	0%	0.1%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%	0.1%	0%	0%	0.1%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	-	-	13	-	-	-	-	-	3	-
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	65.0%	-	-	-	-	-	52.0%	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	12	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	35.0%	-	-	-	-	-	48.0%	-	-	-	-	-	0%	-

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

**N Palm Avenue/NW 101st Avenue and Taft Street - TMC**

Thu Nov 17, 2022

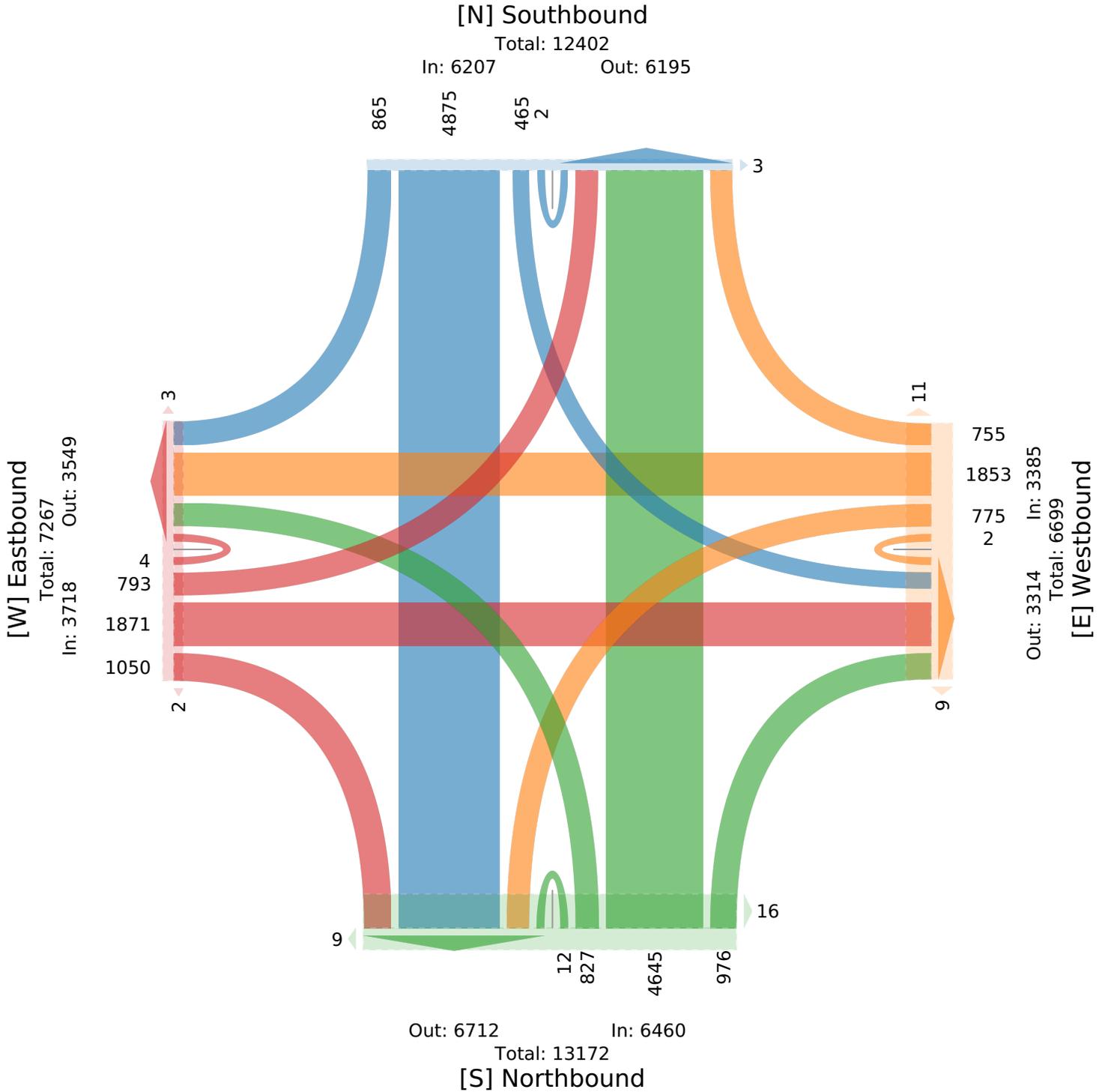
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016096, Location: 26.022531, -80.280258

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US



N Palm Avenue/NW 101st Avenue and Taft Street - TMC

Thu Nov 17, 2022

AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016096, Location: 26.022531, -80.280258

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound					Westbound					Northbound					Southbound									
Time	Eastbound					Westbound					Northbound					Southbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2022-11-17 7:30AM	31	126	53	0	<b>210</b>	0	29	111	62	0	<b>202</b>	1	34	240	64	0	<b>338</b>	1	30	207	32	1	<b>270</b>	0	<b>1020</b>
7:45AM	43	129	57	0	<b>229</b>	0	38	105	53	0	<b>196</b>	1	44	192	53	0	<b>289</b>	1	32	199	32	0	<b>263</b>	0	<b>977</b>
8:00AM	45	89	43	0	<b>177</b>	0	43	103	32	0	<b>178</b>	1	35	202	62	0	<b>299</b>	0	33	240	32	0	<b>305</b>	0	<b>959</b>
8:15AM	49	73	49	0	<b>171</b>	0	44	148	39	0	<b>231</b>	1	34	218	43	1	<b>296</b>	0	29	216	27	0	<b>272</b>	0	<b>970</b>
<b>Total</b>	<b>168</b>	<b>417</b>	<b>202</b>	<b>0</b>	<b>787</b>	<b>0</b>	<b>154</b>	<b>467</b>	<b>186</b>	<b>0</b>	<b>807</b>	<b>4</b>	<b>147</b>	<b>852</b>	<b>222</b>	<b>1</b>	<b>1222</b>	<b>2</b>	<b>124</b>	<b>862</b>	<b>123</b>	<b>1</b>	<b>1110</b>	<b>0</b>	<b>3926</b>
<b>% Approach</b>	21.3%	53.0%	25.7%	0%	-	-	19.1%	57.9%	23.0%	0%	-	-	12.0%	69.7%	18.2%	0.1%	-	-	11.2%	77.7%	11.1%	0.1%	-	-	-
<b>% Total</b>	4.3%	10.6%	5.1%	0%	<b>20.0%</b>	-	3.9%	11.9%	4.7%	0%	<b>20.6%</b>	-	3.7%	21.7%	5.7%	0%	<b>31.1%</b>	-	3.2%	22.0%	3.1%	0%	<b>28.3%</b>	-	-
<b>PHF</b>	0.847	0.808	0.886	-	<b>0.857</b>	-	0.875	0.789	0.750	-	<b>0.873</b>	-	0.835	0.888	0.867	0.250	<b>0.904</b>	-	0.939	0.898	0.961	0.250	<b>0.910</b>	-	0.964
<b>Motorcycles</b>	0	0	0	0	<b>0</b>	-	1	0	0	0	<b>1</b>	-	1	2	0	0	<b>3</b>	-	0	1	0	0	<b>1</b>	-	5
<b>% Motorcycles</b>	0%	0%	0%	0%	<b>0%</b>	-	0.6%	0%	0%	0%	<b>0.1%</b>	-	0.7%	0.2%	0%	0%	<b>0.2%</b>	-	0%	0.1%	0%	0%	<b>0.1%</b>	-	0.1%
<b>Lights</b>	161	405	201	0	<b>767</b>	-	149	457	180	0	<b>786</b>	-	144	840	217	1	<b>1202</b>	-	122	851	114	1	<b>1088</b>	-	3843
<b>% Lights</b>	95.8%	97.1%	99.5%	0%	<b>97.5%</b>	-	96.8%	97.9%	96.8%	0%	<b>97.4%</b>	-	98.0%	98.6%	97.7%	100%	<b>98.4%</b>	-	98.4%	98.7%	92.7%	100%	<b>98.0%</b>	-	97.9%
<b>Single-Unit Trucks</b>	1	0	0	0	<b>1</b>	-	1	4	1	0	<b>6</b>	-	1	3	3	0	<b>7</b>	-	0	4	4	0	<b>8</b>	-	22
<b>% Single-Unit Trucks</b>	0.6%	0%	0%	0%	<b>0.1%</b>	-	0.6%	0.9%	0.5%	0%	<b>0.7%</b>	-	0.7%	0.4%	1.4%	0%	<b>0.6%</b>	-	0%	0.5%	3.3%	0%	<b>0.7%</b>	-	0.6%
<b>Articulated Trucks</b>	0	1	0	0	<b>1</b>	-	1	0	0	0	<b>1</b>	-	0	0	0	0	<b>0</b>	-	1	2	1	0	<b>4</b>	-	6
<b>% Articulated Trucks</b>	0%	0.2%	0%	0%	<b>0.1%</b>	-	0.6%	0%	0%	0%	<b>0.1%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0.8%	0.2%	0.8%	0%	<b>0.4%</b>	-	0.2%
<b>Buses</b>	4	11	1	0	<b>16</b>	-	2	6	5	0	<b>13</b>	-	1	7	2	0	<b>10</b>	-	1	4	4	0	<b>9</b>	-	48
<b>% Buses</b>	2.4%	2.6%	0.5%	0%	<b>2.0%</b>	-	1.3%	1.3%	2.7%	0%	<b>1.6%</b>	-	0.7%	0.8%	0.9%	0%	<b>0.8%</b>	-	0.8%	0.5%	3.3%	0%	<b>0.8%</b>	-	1.2%
<b>Bicycles on Road</b>	2	0	0	0	<b>2</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	2
<b>% Bicycles on Road</b>	1.2%	0%	0%	0%	<b>0.3%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0.1%
<b>Pedestrians</b>	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>3</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	<b>- 75.0%</b>	-	-	-	-	-	<b>0%</b>	-	-	-	-	-	<b>-</b>	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>1</b>	-	-	-	-	-	<b>2</b>	-	-	-	-	-	<b>0</b>	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	<b>- 25.0%</b>	-	-	-	-	-	<b>- 100%</b>	-	-	-	-	-	<b>-</b>	-	-

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

**N Palm Avenue/NW 101st Avenue and Taft Street - TMC**

Thu Nov 17, 2022

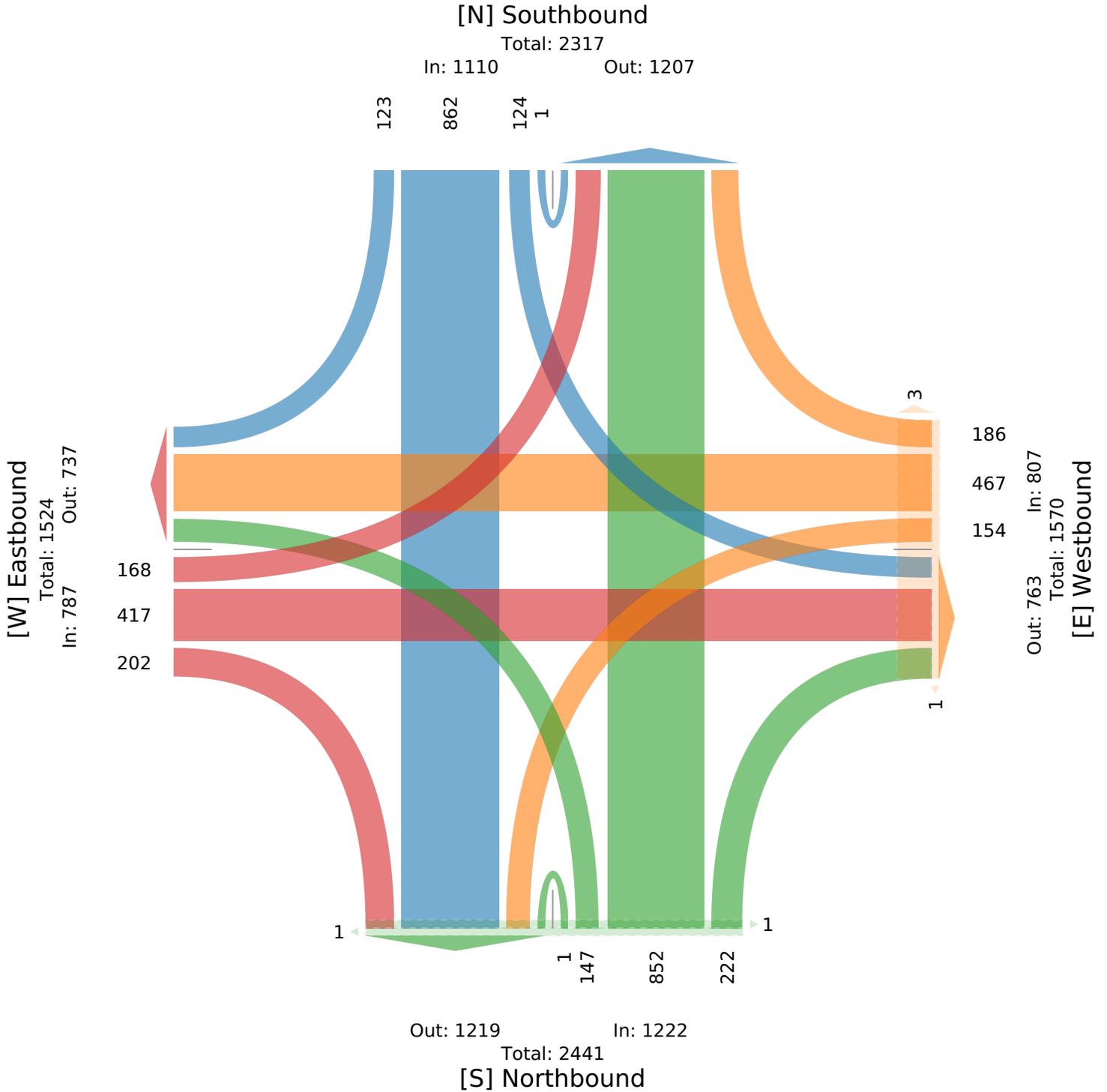
AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016096, Location: 26.022531, -80.280258

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US



N Palm Avenue/NW 101st Avenue and Taft Street - TMC

Thu Nov 17, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016096, Location: 26.022531, -80.280258

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-11-17 5:00PM	37	119	50	0	<b>206</b>	0	47	97	35	0	<b>179</b>	0	53	214	54	1	<b>322</b>	1	23	222	41	0	<b>286</b>	0	<b>993</b>
5:15PM	36	103	46	0	<b>185</b>	0	43	81	30	0	<b>154</b>	0	39	240	52	1	<b>332</b>	0	21	282	58	0	<b>361</b>	0	<b>1032</b>
5:30PM	26	112	47	2	<b>187</b>	3	36	103	32	0	<b>171</b>	0	53	224	55	0	<b>332</b>	2	31	300	49	1	<b>381</b>	1	<b>1071</b>
5:45PM	47	90	60	0	<b>197</b>	2	32	112	23	0	<b>167</b>	0	49	209	48	1	<b>307</b>	3	28	246	60	0	<b>334</b>	0	<b>1005</b>
<b>Total</b>	<b>146</b>	<b>424</b>	<b>203</b>	<b>2</b>	<b>775</b>	<b>5</b>	<b>158</b>	<b>393</b>	<b>120</b>	<b>0</b>	<b>671</b>	<b>0</b>	<b>194</b>	<b>887</b>	<b>209</b>	<b>3</b>	<b>1293</b>	<b>6</b>	<b>103</b>	<b>1050</b>	<b>208</b>	<b>1</b>	<b>1362</b>	<b>1</b>	<b>4101</b>
<b>% Approach</b>	18.8%	54.7%	26.2%	0.3%	-	-	23.5%	58.6%	17.9%	0%	-	-	15.0%	68.6%	16.2%	0.2%	-	-	7.6%	77.1%	15.3%	0.1%	-	-	-
<b>% Total</b>	3.6%	10.3%	5.0%	0%	<b>18.9%</b>	-	3.9%	9.6%	2.9%	0%	<b>16.4%</b>	-	4.7%	21.6%	5.1%	0.1%	<b>31.5%</b>	-	2.5%	25.6%	5.1%	0%	<b>33.2%</b>	-	-
<b>PHF</b>	0.777	0.889	0.846	0.250	<b>0.939</b>	-	0.840	0.877	0.857	-	<b>0.937</b>	-	0.915	0.924	0.950	0.750	<b>0.974</b>	-	0.831	0.875	0.867	0.250	<b>0.894</b>	-	0.957
<b>Motorcycles</b>	1	0	0	0	<b>1</b>	-	1	0	0	0	<b>1</b>	-	0	1	0	0	<b>1</b>	-	1	2	0	0	<b>3</b>	-	6
<b>% Motorcycles</b>	0.7%	0%	0%	0%	<b>0.1%</b>	-	0.6%	0%	0%	0%	<b>0.1%</b>	-	0%	0.1%	0%	0%	<b>0.1%</b>	-	1.0%	0.2%	0%	0%	<b>0.2%</b>	-	0.1%
<b>Lights</b>	145	421	199	2	<b>767</b>	-	157	391	117	0	<b>665</b>	-	193	882	208	3	<b>1286</b>	-	100	1038	205	1	<b>1344</b>	-	4062
<b>% Lights</b>	99.3%	99.3%	98.0%	100%	<b>99.0%</b>	-	99.4%	99.5%	97.5%	0%	<b>99.1%</b>	-	99.5%	99.4%	99.5%	100%	<b>99.5%</b>	-	97.1%	98.9%	98.6%	100%	<b>98.7%</b>	-	99.0%
<b>Single-Unit Trucks</b>	0	0	2	0	<b>2</b>	-	0	0	1	0	<b>1</b>	-	1	3	0	0	<b>4</b>	-	1	6	1	0	<b>8</b>	-	15
<b>% Single-Unit Trucks</b>	0%	0%	1.0%	0%	<b>0.3%</b>	-	0%	0%	0.8%	0%	<b>0.1%</b>	-	0.5%	0.3%	0%	0%	<b>0.3%</b>	-	1.0%	0.6%	0.5%	0%	<b>0.6%</b>	-	0.4%
<b>Articulated Trucks</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
<b>Buses</b>	0	2	2	0	<b>4</b>	-	0	2	2	0	<b>4</b>	-	0	1	1	0	<b>2</b>	-	1	4	2	0	<b>7</b>	-	17
<b>% Buses</b>	0%	0.5%	1.0%	0%	<b>0.5%</b>	-	0%	0.5%	1.7%	0%	<b>0.6%</b>	-	0%	0.1%	0.5%	0%	<b>0.2%</b>	-	1.0%	0.4%	1.0%	0%	<b>0.5%</b>	-	0.4%
<b>Bicycles on Road</b>	0	1	0	0	<b>1</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	1
<b>% Bicycles on Road</b>	0%	0.2%	0%	0%	<b>0.1%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
<b>Pedestrians</b>	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	-
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	83.3%	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	16.7%	-	-	-	-	-	0%	-

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

**N Palm Avenue/NW 101st Avenue and Taft Street - TMC**

Thu Nov 17, 2022

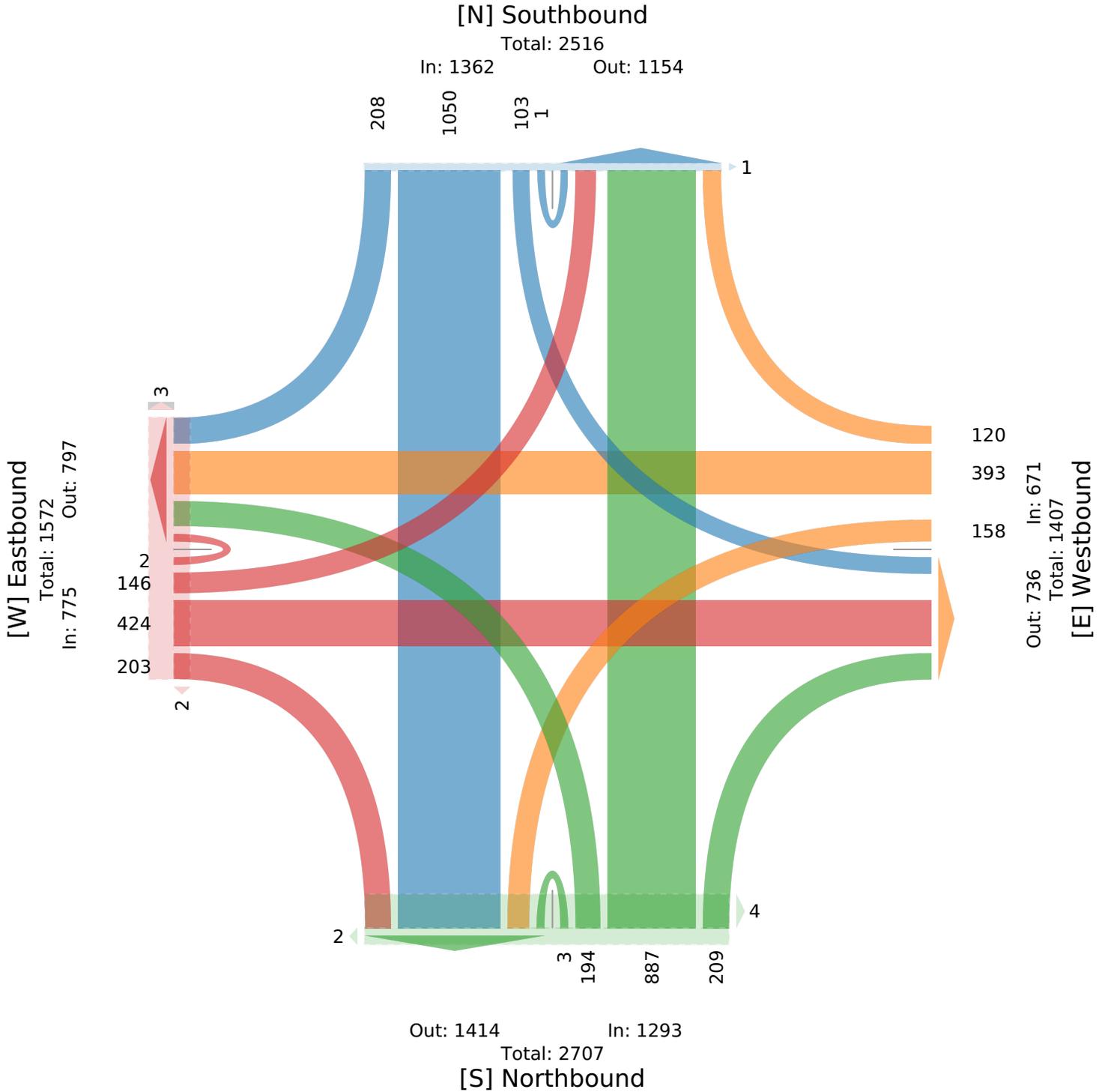
PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016096, Location: 26.022531, -80.280258

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US



N University Drive and Johnson Street - TMC

Thu Nov 17, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016097, Location: 26.016378, -80.248371

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-17 6:00AM	10	10	18	0	38	1	18	14	21	0	53	0	6	167	8	0	181	0	6	142	3	1	152	1	424
6:15AM	15	28	27	0	70	0	26	19	18	0	63	0	5	184	16	0	205	1	8	153	4	0	165	1	503
6:30AM	21	16	26	0	63	2	30	24	30	0	84	0	6	301	18	0	325	1	8	189	2	2	201	2	673
6:45AM	17	24	24	0	65	1	28	25	25	0	78	0	9	320	19	0	348	0	15	283	4	2	304	0	795
Hourly Total	63	78	95	0	236	4	102	82	94	0	278	0	26	972	61	0	1059	2	37	767	13	5	822	4	2395
7:00AM	36	22	31	0	89	1	40	34	33	0	107	1	16	355	29	0	400	1	15	222	5	0	242	0	838
7:15AM	30	27	38	0	95	0	37	35	32	0	104	1	15	433	39	0	487	0	14	280	13	2	309	0	995
7:30AM	28	59	41	0	128	0	42	62	37	0	141	3	18	396	23	0	437	1	15	299	11	2	327	1	1033
7:45AM	37	53	33	0	123	0	53	58	38	0	149	1	22	376	45	1	444	2	18	329	7	3	357	0	1073
Hourly Total	131	161	143	0	435	1	172	189	140	0	501	6	71	1560	136	1	1768	4	62	1130	36	7	1235	1	3939
8:00AM	36	37	23	2	98	0	43	42	36	0	121	2	13	371	28	1	413	0	20	361	17	4	402	0	1034
8:15AM	28	40	32	0	100	0	39	43	29	0	111	0	11	353	31	1	396	0	20	324	12	2	358	1	965
8:30AM	29	38	25	0	92	0	40	41	40	0	121	2	18	384	32	1	435	1	15	305	14	3	337	0	985
8:45AM	32	43	30	0	105	0	42	34	22	0	98	0	11	354	25	1	391	1	11	377	12	5	405	0	999
Hourly Total	125	158	110	2	395	0	164	160	127	0	451	4	53	1462	116	4	1635	2	66	1367	55	14	1502	1	3983
4:00PM	35	66	14	0	115	1	47	53	18	0	118	1	28	316	37	3	384	0	39	336	23	3	401	1	1018
4:15PM	60	54	20	1	135	1	53	43	22	0	118	0	30	320	48	7	405	1	23	441	17	4	485	0	1143
4:30PM	45	53	19	2	119	4	44	56	31	0	131	0	29	364	40	0	433	2	30	472	16	8	526	2	1209
4:45PM	52	70	27	0	149	0	47	57	27	0	131	2	29	311	46	1	387	4	23	383	25	10	441	1	1108
Hourly Total	192	243	80	3	518	6	191	209	98	0	498	3	116	1311	171	11	1609	7	115	1632	81	25	1853	4	4478
5:00PM	38	50	19	0	107	0	53	65	19	0	137	0	19	377	51	1	448	0	24	417	19	3	463	0	1155
5:15PM	35	82	29	1	147	4	36	69	17	0	122	2	33	364	41	5	443	1	32	417	21	4	474	3	1186
5:30PM	58	60	18	0	136	1	55	56	19	0	130	0	31	314	59	8	412	1	26	429	17	7	479	1	1157
5:45PM	44	58	25	1	128	0	50	65	15	1	131	0	33	370	50	3	456	2	32	447	21	5	505	1	1220
Hourly Total	175	250	91	2	518	5	194	255	70	1	520	2	116	1425	201	17	1759	4	114	1710	78	19	1921	5	4718
6:00PM	43	69	15	0	127	0	42	67	26	0	135	0	30	354	58	6	448	0	32	401	22	4	459	0	1169
6:15PM	34	63	22	0	119	3	54	46	26	0	126	1	19	405	52	2	478	0	33	410	24	4	471	3	1194
6:30PM	25	49	14	1	89	1	47	44	18	0	109	1	21	362	39	5	427	2	19	386	19	3	427	0	1052
6:45PM	52	53	14	1	120	0	52	37	17	0	106	1	48	330	52	3	433	0	21	289	21	5	336	2	995
Hourly Total	154	234	65	2	455	4	195	194	87	0	476	3	118	1451	201	16	1786	2	105	1486	86	16	1693	5	4410
<b>Total</b>	<b>840</b>	<b>1124</b>	<b>584</b>	<b>9</b>	<b>2557</b>	<b>20</b>	<b>1018</b>	<b>1089</b>	<b>616</b>	<b>1</b>	<b>2724</b>	<b>18</b>	<b>500</b>	<b>8181</b>	<b>886</b>	<b>49</b>	<b>9616</b>	<b>21</b>	<b>499</b>	<b>8092</b>	<b>349</b>	<b>86</b>	<b>9026</b>	<b>20</b>	<b>23923</b>
<b>% Approach</b>	<b>32.9%</b>	<b>44.0%</b>	<b>22.8%</b>	<b>0.4%</b>	<b>-</b>	<b>-</b>	<b>37.4%</b>	<b>40.0%</b>	<b>22.6%</b>	<b>0%</b>	<b>-</b>	<b>-</b>	<b>5.2%</b>	<b>85.1%</b>	<b>9.2%</b>	<b>0.5%</b>	<b>-</b>	<b>-</b>	<b>5.5%</b>	<b>89.7%</b>	<b>3.9%</b>	<b>1.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>% Total</b>	<b>3.5%</b>	<b>4.7%</b>	<b>2.4%</b>	<b>0%</b>	<b>10.7%</b>	<b>-</b>	<b>4.3%</b>	<b>4.6%</b>	<b>2.6%</b>	<b>0%</b>	<b>11.4%</b>	<b>-</b>	<b>2.1%</b>	<b>34.2%</b>	<b>3.7%</b>	<b>0.2%</b>	<b>40.2%</b>	<b>-</b>	<b>2.1%</b>	<b>33.8%</b>	<b>1.5%</b>	<b>0.4%</b>	<b>37.7%</b>	<b>-</b>	<b>-</b>
<b>Motorcycles</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>-</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>-</b>	<b>1</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>-</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>-</b>	<b>69</b>
<b>% Motorcycles</b>	<b>0.2%</b>	<b>0.7%</b>	<b>0%</b>	<b>0%</b>	<b>0.4%</b>	<b>-</b>	<b>0.5%</b>	<b>0.8%</b>	<b>0.3%</b>	<b>0%</b>	<b>0.6%</b>	<b>-</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.6%</b>	<b>0%</b>	<b>0.2%</b>	<b>-</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0.3%</b>
<b>Lights</b>	<b>826</b>	<b>1111</b>	<b>571</b>	<b>9</b>	<b>2517</b>	<b>-</b>	<b>989</b>	<b>1068</b>	<b>560</b>	<b>1</b>	<b>2618</b>	<b>-</b>	<b>489</b>	<b>8000</b>	<b>831</b>	<b>48</b>	<b>9368</b>	<b>-</b>	<b>482</b>	<b>7892</b>	<b>342</b>	<b>85</b>	<b>8801</b>	<b>-</b>	<b>23304</b>
<b>% Lights</b>	<b>98.3%</b>	<b>98.8%</b>	<b>97.8%</b>	<b>100%</b>	<b>98.4%</b>	<b>-</b>	<b>97.2%</b>	<b>98.1%</b>	<b>90.9%</b>	<b>100%</b>	<b>96.1%</b>	<b>-</b>	<b>97.8%</b>	<b>97.8%</b>	<b>93.8%</b>	<b>98.0%</b>	<b>97.4%</b>	<b>-</b>	<b>96.6%</b>	<b>97.5%</b>	<b>98.0%</b>	<b>98.8%</b>	<b>97.5%</b>	<b>-</b>	<b>97.4%</b>
<b>Single-Unit Trucks</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>-</b>	<b>10</b>	<b>2</b>	<b>50</b>	<b>0</b>	<b>62</b>	<b>-</b>	<b>5</b>	<b>60</b>	<b>39</b>	<b>1</b>	<b>105</b>	<b>-</b>	<b>12</b>	<b>60</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>-</b>	<b>251</b>
<b>% Single-Unit Trucks</b>	<b>1.1%</b>	<b>0.1%</b>	<b>0%</b>	<b>0%</b>	<b>0.4%</b>	<b>-</b>	<b>1.0%</b>	<b>0.2%</b>	<b>8.1%</b>	<b>0%</b>	<b>2.3%</b>	<b>-</b>	<b>1.0%</b>	<b>0.7%</b>	<b>4.4%</b>	<b>2.0%</b>	<b>1.1%</b>	<b>-</b>	<b>2.4%</b>	<b>0.7%</b>	<b>0.6%</b>	<b>0%</b>	<b>0.8%</b>	<b>-</b>	<b>1.0%</b>
<b>Articulated Trucks</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>-</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>-</b>	<b>2</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>-</b>	<b>64</b>
<b>% Articulated Trucks</b>	<b>0%</b>	<b>0%</b>	<b>0.2%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0%</b>	<b>0.1%</b>	<b>-</b>	<b>0%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0.4%</b>	<b>0.3%</b>	<b>0%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0.3%</b>
<b>Buses</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>-</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>-</b>	<b>5</b>	<b>78</b>	<b>10</b>	<b>0</b>	<b>93</b>	<b>-</b>	<b>2</b>	<b>89</b>	<b>4</b>	<b>1</b>	<b>96</b>	<b>-</b>	<b>227</b>
<b>% Buses</b>	<b>0.4%</b>	<b>0.3%</b>	<b>1.9%</b>	<b>0%</b>	<b>0.7%</b>	<b>-</b>	<b>1.2%</b>	<b>0.6%</b>	<b>0.5%</b>	<b>0%</b>	<b>0.8%</b>	<b>-</b>	<b>1.0%</b>	<b>1.0%</b>	<b>1.1%</b>	<b>0%</b>	<b>1.0%</b>	<b>-</b>	<b>0.4%</b>	<b>1.1%</b>	<b>1.1%</b>	<b>1.2%</b>	<b>1.1%</b>	<b>-</b>	<b>0.9%</b>
<b>Bicycles on Road</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>-</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>-</b>	<b>8</b>
<b>% Bicycles on Road</b>	<b>0%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0%</b>	<b>0.1%</b>	<b>-</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0.3%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>
<b>Pedestrians</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>18</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14</b>	<b>-</b>
<b>% Pedestrians</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>65.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>72.2%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>85.7%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>70.0%</b>	<b>-</b>
<b>Bicycles on Crosswalk</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>-</b>
<b>% Bicycles on Crosswalk</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>35.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>27.8%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14.3%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0%</b>	<b>-</b>

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

**N University Drive and Johnson Street - TMC**

Thu Nov 17, 2022

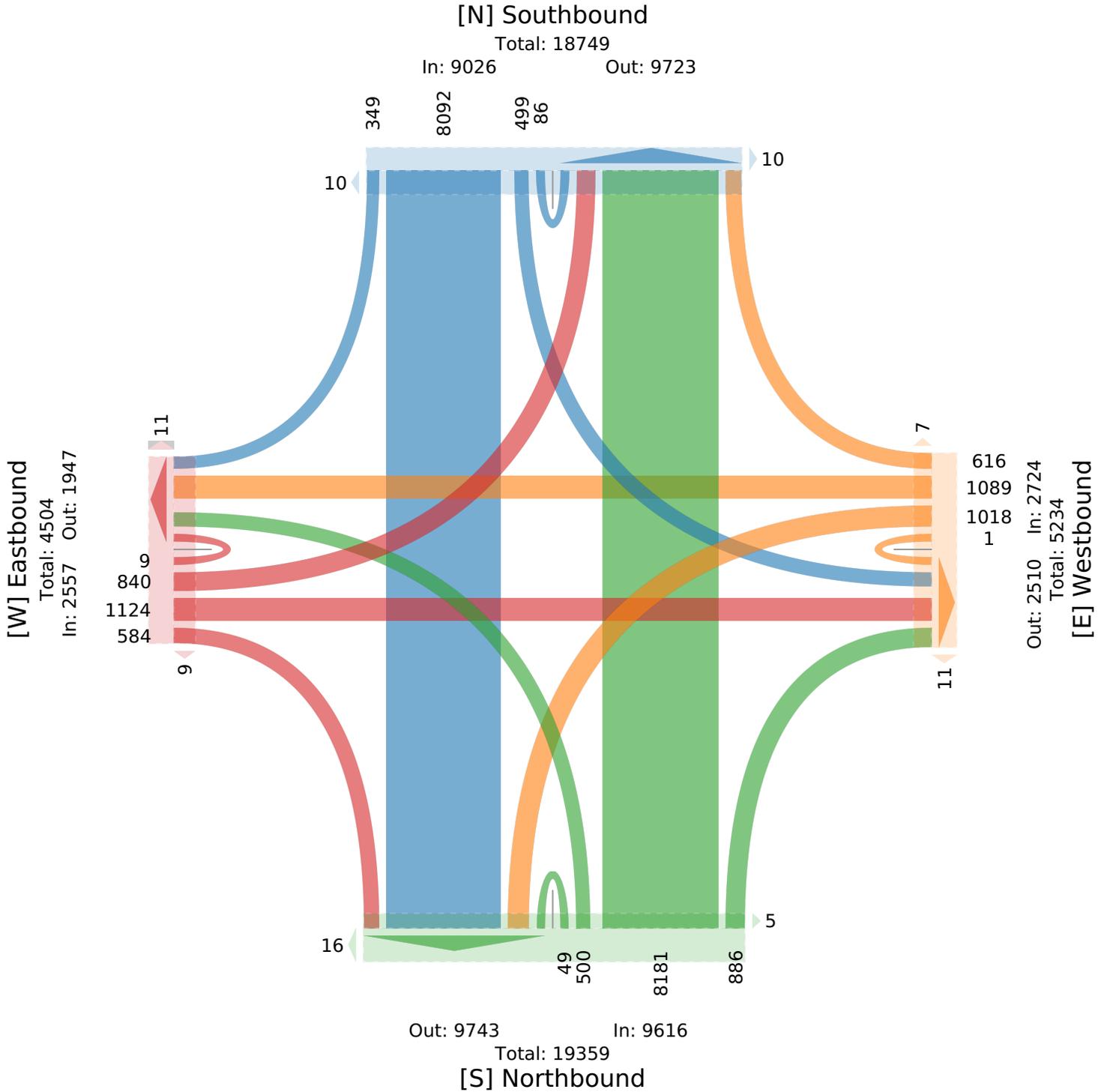
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016097, Location: 26.016378, -80.248371

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



N University Drive and Johnson Street - TMC

Thu Nov 17, 2022

AM Peak (7:15 AM - 8:15 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016097, Location: 26.016378, -80.248371

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-17 7:15AM	30	27	38	0	95	0	37	35	32	0	104	1	15	433	39	0	487	0	14	280	13	2	309	0	995
7:30AM	28	59	41	0	128	0	42	62	37	0	141	3	18	396	23	0	437	1	15	299	11	2	327	1	1033
7:45AM	37	53	33	0	123	0	53	58	38	0	149	1	22	376	45	1	444	2	18	329	7	3	357	0	1073
8:00AM	36	37	23	2	98	0	43	42	36	0	121	2	13	371	28	1	413	0	20	361	17	4	402	0	1034
<b>Total</b>	131	176	135	2	444	0	175	197	143	0	515	7	68	1576	135	2	1781	3	67	1269	48	11	1395	1	4135
<b>% Approach</b>	29.5%	39.6%	30.4%	0.5%	-	-	34.0%	38.3%	27.8%	0%	-	-	3.8%	88.5%	7.6%	0.1%	-	-	4.8%	91.0%	3.4%	0.8%	-	-	-
<b>% Total</b>	3.2%	4.3%	3.3%	0%	10.7%	-	4.2%	4.8%	3.5%	0%	12.5%	-	1.6%	38.1%	3.3%	0%	43.1%	-	1.6%	30.7%	1.2%	0.3%	33.7%	-	-
<b>PHF</b>	0.885	0.742	0.823	0.250	0.865	-	0.825	0.794	0.941	-	0.864	-	0.773	0.910	0.750	0.500	0.914	-	0.838	0.879	0.706	0.688	0.868	-	0.963
<b>Motorcycles</b>	0	1	0	0	1	-	0	1	0	0	1	-	0	4	0	0	4	-	0	3	0	0	3	-	9
<b>% Motorcycles</b>	0%	0.6%	0%	0%	0.2%	-	0%	0.5%	0%	0%	0.2%	-	0%	0.3%	0%	0%	0.2%	-	0%	0.2%	0%	0%	0.2%	-	0.2%
<b>Lights</b>	128	171	130	2	431	-	172	195	120	0	487	-	66	1548	119	2	1735	-	56	1234	48	11	1349	-	4002
<b>% Lights</b>	97.7%	97.2%	96.3%	100%	97.1%	-	98.3%	99.0%	83.9%	0%	94.6%	-	97.1%	98.2%	88.1%	100%	97.4%	-	83.6%	97.2%	100%	100%	96.7%	-	96.8%
<b>Single-Unit Trucks</b>	2	0	0	0	2	-	2	0	22	0	24	-	1	11	16	0	28	-	8	11	0	0	19	-	73
<b>% Single-Unit Trucks</b>	1.5%	0%	0%	0%	0.5%	-	1.1%	0%	15.4%	0%	4.7%	-	1.5%	0.7%	11.9%	0%	1.6%	-	11.9%	0.9%	0%	0%	1.4%	-	1.8%
<b>Articulated Trucks</b>	0	0	1	0	1	-	0	1	1	0	2	-	0	4	0	0	4	-	1	6	0	0	7	-	14
<b>% Articulated Trucks</b>	0%	0%	0.7%	0%	0.2%	-	0%	0.5%	0.7%	0%	0.4%	-	0%	0.3%	0%	0%	0.2%	-	1.5%	0.5%	0%	0%	0.5%	-	0.3%
<b>Buses</b>	1	3	4	0	8	-	1	0	0	0	1	-	1	9	0	0	10	-	2	15	0	0	17	-	36
<b>% Buses</b>	0.8%	1.7%	3.0%	0%	1.8%	-	0.6%	0%	0%	0%	0.2%	-	1.5%	0.6%	0%	0%	0.6%	-	3.0%	1.2%	0%	0%	1.2%	-	0.9%
<b>Bicycles on Road</b>	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Bicycles on Road</b>	0%	0.6%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	1	-	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-85.7%	-	-	-	-	-	-66.7%	-	-	-	-	-	-100%	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-14.3%	-	-	-	-	-	-33.3%	-	-	-	-	-	0%	-	-

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

**N University Drive and Johnson Street - TMC**

Thu Nov 17, 2022

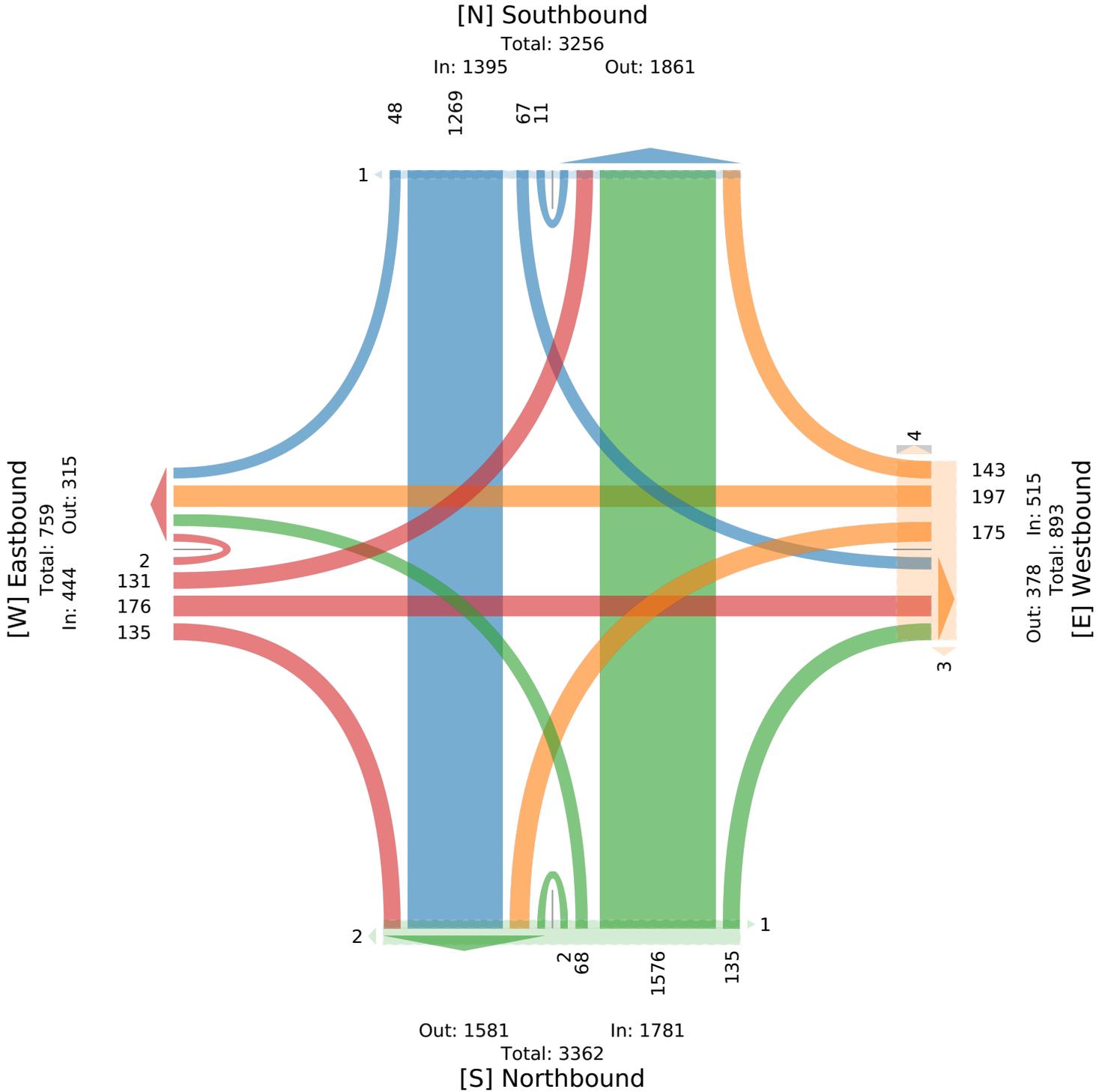
AM Peak (7:15 AM - 8:15 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016097, Location: 26.016378, -80.248371

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US



N University Drive and Johnson Street - TMC

Thu Nov 17, 2022

PM Peak (5:30 PM - 6:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016097, Location: 26.016378, -80.248371

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-17 5:30PM	58	60	18	0	136	1	55	56	19	0	130	0	31	314	59	8	412	1	26	429	17	7	479	1	1157
5:45PM	44	58	25	1	128	0	50	65	15	1	131	0	33	370	50	3	456	2	32	447	21	5	505	1	1220
6:00PM	43	69	15	0	127	0	42	67	26	0	135	0	30	354	58	6	448	0	32	401	22	4	459	0	1169
6:15PM	34	63	22	0	119	3	54	46	26	0	126	1	19	405	52	2	478	0	33	410	24	4	471	3	1194
<b>Total</b>	179	250	80	1	510	4	201	234	86	1	522	1	113	1443	219	19	1794	3	123	1687	84	20	1914	5	4740
<b>% Approach</b>	35.1%	49.0%	15.7%	0.2%	-	-	38.5%	44.8%	16.5%	0.2%	-	-	6.3%	80.4%	12.2%	1.1%	-	-	6.4%	88.1%	4.4%	1.0%	-	-	-
<b>% Total</b>	3.8%	5.3%	1.7%	0%	10.8%	-	4.2%	4.9%	1.8%	0%	11.0%	-	2.4%	30.4%	4.6%	0.4%	37.8%	-	2.6%	35.6%	1.8%	0.4%	40.4%	-	-
<b>PHF</b>	0.772	0.906	0.800	0.250	0.938	-	0.914	0.883	0.827	0.250	0.972	-	0.856	0.891	0.928	0.594	0.938	-	0.932	0.944	0.875	0.714	0.948	-	0.971
<b>Motorcycles</b>	0	1	0	0	1	-	0	1	0	0	1	-	0	3	0	0	3	-	0	8	0	0	8	-	13
<b>% Motorcycles</b>	0%	0.4%	0%	0%	0.2%	-	0%	0.4%	0%	0%	0.2%	-	0%	0.2%	0%	0%	0.2%	-	0%	0.5%	0%	0%	0.4%	-	0.3%
<b>Lights</b>	179	249	79	1	508	-	200	232	84	1	517	-	113	1428	217	18	1776	-	122	1655	84	20	1881	-	4682
<b>% Lights</b>	100%	99.6%	98.8%	100%	99.6%	-	99.5%	99.1%	97.7%	100%	99.0%	-	100%	99.0%	99.1%	94.7%	99.0%	-	99.2%	98.1%	100%	100%	98.3%	-	98.8%
<b>Single-Unit Trucks</b>	0	0	0	0	0	-	0	0	1	0	1	-	0	7	2	1	10	-	0	9	0	0	9	-	20
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	0%	-	0%	0%	1.2%	0%	0.2%	-	0%	0.5%	0.9%	5.3%	0.6%	-	0%	0.5%	0%	0%	0.5%	-	0.4%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	1	3	0	0	4	-	6
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.8%	0.2%	0%	0%	0.2%	-	0.1%
<b>Buses</b>	0	0	1	0	1	-	1	0	1	0	2	-	0	3	0	0	3	-	0	12	0	0	12	-	18
<b>% Buses</b>	0%	0%	1.3%	0%	0.2%	-	0.5%	0%	1.2%	0%	0.4%	-	0%	0.2%	0%	0%	0.2%	-	0%	0.7%	0%	0%	0.6%	-	0.4%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	3	
<b>% Pedestrians</b>	-	-	-	-	-	75.0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	60.0%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	25.0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	40.0%	-

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

**N University Drive and Johnson Street - TMC**

Thu Nov 17, 2022

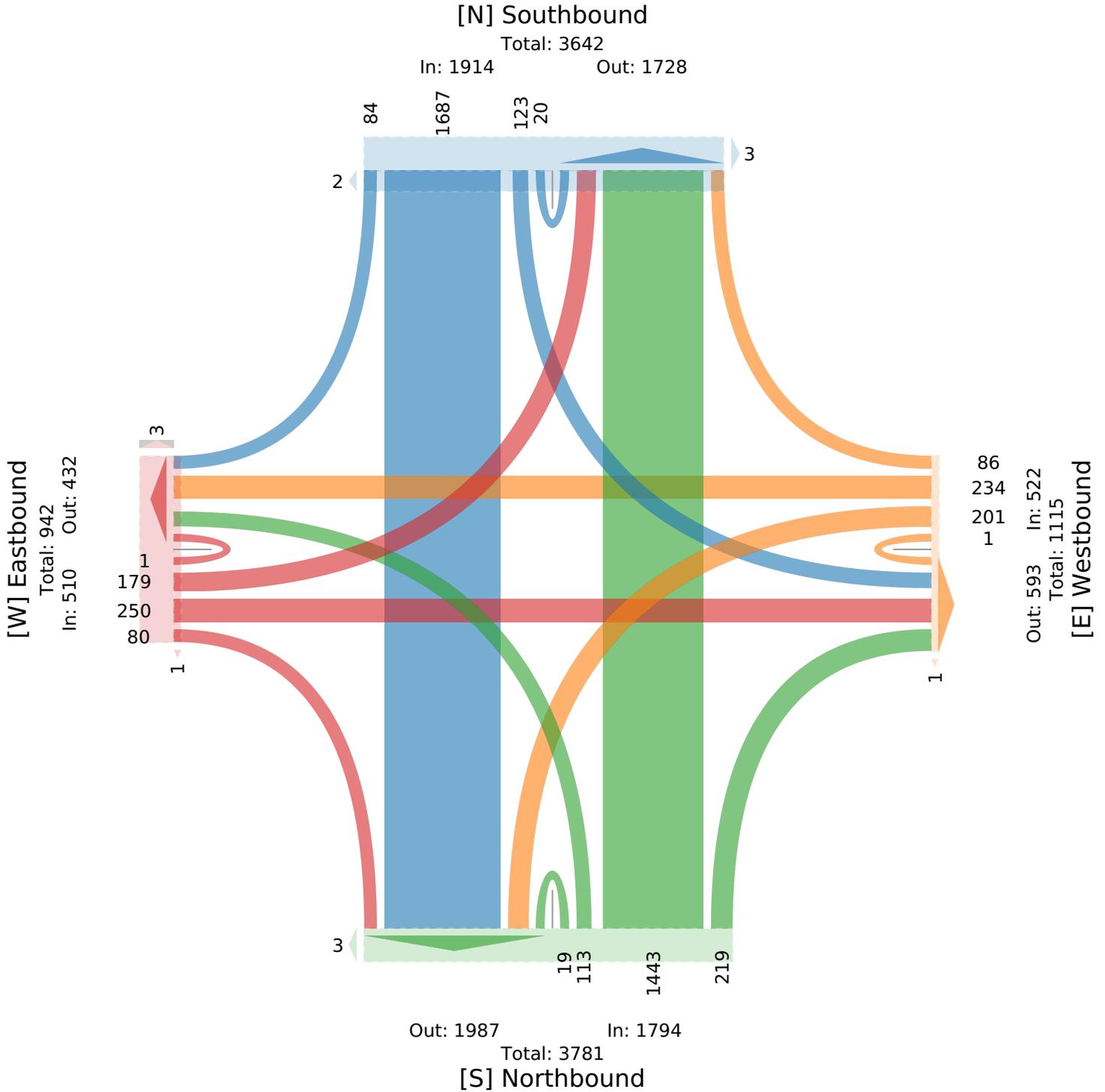
PM Peak (5:30 PM - 6:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016097, Location: 26.016378, -80.248371

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US



**NW 125th Avenue & Taft Street - TMC**

Tue Nov 15, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016087, Location: 26.022346, -80.316555

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	West Eastbound					East Westbound					North Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2022-11-15 6:00AM	4	9	0	13	0	4	0	0	4	0	3	5	0	8	0	25
6:15AM	6	11	0	17	0	20	5	0	25	0	6	8	0	14	1	56
6:30AM	2	29	1	32	0	36	5	0	41	0	13	8	0	21	0	94
6:45AM	6	50	2	58	0	87	6	0	93	0	7	29	0	36	3	187
Hourly Total	18	99	3	120	0	147	16	0	163	0	29	50	0	79	4	362
7:00AM	17	151	6	174	0	172	11	0	183	0	3	41	0	44	4	401
7:15AM	35	221	1	257	0	260	17	1	278	0	4	38	3	45	34	580
7:30AM	38	285	2	325	0	173	17	0	190	0	11	28	0	39	4	554
7:45AM	18	111	1	130	0	66	13	0	79	0	18	15	1	34	3	243
Hourly Total	108	768	10	886	0	671	58	1	730	0	36	122	4	162	45	1778
8:00AM	12	94	1	107	0	63	23	0	86	0	14	34	0	48	3	241
8:15AM	17	94	0	111	0	64	14	0	78	0	24	23	0	47	0	236
8:30AM	19	103	0	122	0	70	13	0	83	0	28	27	0	55	2	260
8:45AM	15	109	1	125	0	59	14	0	73	1	18	31	0	49	0	247
Hourly Total	63	400	2	465	0	256	64	0	320	1	84	115	0	199	5	984
4:00PM	20	78	0	98	0	83	10	0	93	0	40	35	0	75	0	266
4:15PM	15	80	0	95	0	77	10	0	87	0	25	27	0	52	2	234
4:30PM	17	92	0	109	0	85	11	0	96	0	23	33	0	56	3	261
4:45PM	11	72	0	83	0	93	8	0	101	0	37	28	0	65	2	249
Hourly Total	63	322	0	385	0	338	39	0	377	0	125	123	0	248	7	1010
5:00PM	17	75	0	92	0	105	10	0	115	0	41	42	0	83	0	290
5:15PM	24	112	1	137	0	95	16	0	111	0	32	38	0	70	1	318
5:30PM	19	98	1	118	0	98	14	0	112	0	34	36	0	70	2	300
5:45PM	21	99	2	122	0	96	15	0	111	0	36	32	0	68	1	301
Hourly Total	81	384	4	469	0	394	55	0	449	0	143	148	0	291	4	1209
6:00PM	14	76	0	90	0	97	9	0	106	0	48	35	0	83	2	279
6:15PM	11	69	0	80	1	74	6	0	80	0	35	30	0	65	1	225
6:30PM	28	65	1	94	0	92	6	0	98	0	27	36	0	63	0	255
6:45PM	19	55	1	75	0	62	2	0	64	0	21	30	0	51	0	190
Hourly Total	72	265	2	339	1	325	23	0	348	0	131	131	0	262	3	949
<b>Total</b>	405	2238	21	2664	1	2131	255	1	2387	1	548	689	4	1241	68	6292
<b>% Approach</b>	15.2%	84.0%	0.8%	-	-	89.3%	10.7%	0%	-	-	44.2%	55.5%	0.3%	-	-	-
<b>% Total</b>	6.4%	35.6%	0.3%	42.3%	-	33.9%	4.1%	0%	37.9%	-	8.7%	11.0%	0.1%	19.7%	-	-
<b>Motorcycles</b>	1	2	0	3	-	5	0	0	5	-	3	0	0	3	-	11
<b>% Motorcycles</b>	0.2%	0.1%	0%	0.1%	-	0.2%	0%	0%	0.2%	-	0.5%	0%	0%	0.2%	-	0.2%
<b>Lights</b>	400	2187	19	2606	-	2078	245	1	2324	-	543	672	4	1219	-	6149
<b>% Lights</b>	98.8%	97.7%	90.5%	97.8%	-	97.5%	96.1%	100%	97.4%	-	99.1%	97.5%	100%	98.2%	-	97.7%
<b>Single-Unit Trucks</b>	2	11	2	15	-	10	1	0	11	-	2	7	0	9	-	35
<b>% Single-Unit Trucks</b>	0.5%	0.5%	9.5%	0.6%	-	0.5%	0.4%	0%	0.5%	-	0.4%	1.0%	0%	0.7%	-	0.6%
<b>Articulated Trucks</b>	0	1	0	1	-	2	1	0	3	-	0	4	0	4	-	8
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	0.1%	0.4%	0%	0.1%	-	0%	0.6%	0%	0.3%	-	0.1%
<b>Buses</b>	2	34	0	36	-	33	8	0	41	-	0	5	0	5	-	82
<b>% Buses</b>	0.5%	1.5%	0%	1.4%	-	1.5%	3.1%	0%	1.7%	-	0%	0.7%	0%	0.4%	-	1.3%
<b>Bicycles on Road</b>	0	3	0	3	-	3	0	0	3	-	0	1	0	1	-	7
<b>% Bicycles on Road</b>	0%	0.1%	0%	0.1%	-	0.1%	0%	0%	0.1%	-	0%	0.1%	0%	0.1%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	1	-	-	-	-	1	-	-	-	-	60	-
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	88.2%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	8	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	11.8%	-

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

**NW 125th Avenue & Taft Street - TMC**

Tue Nov 15, 2022

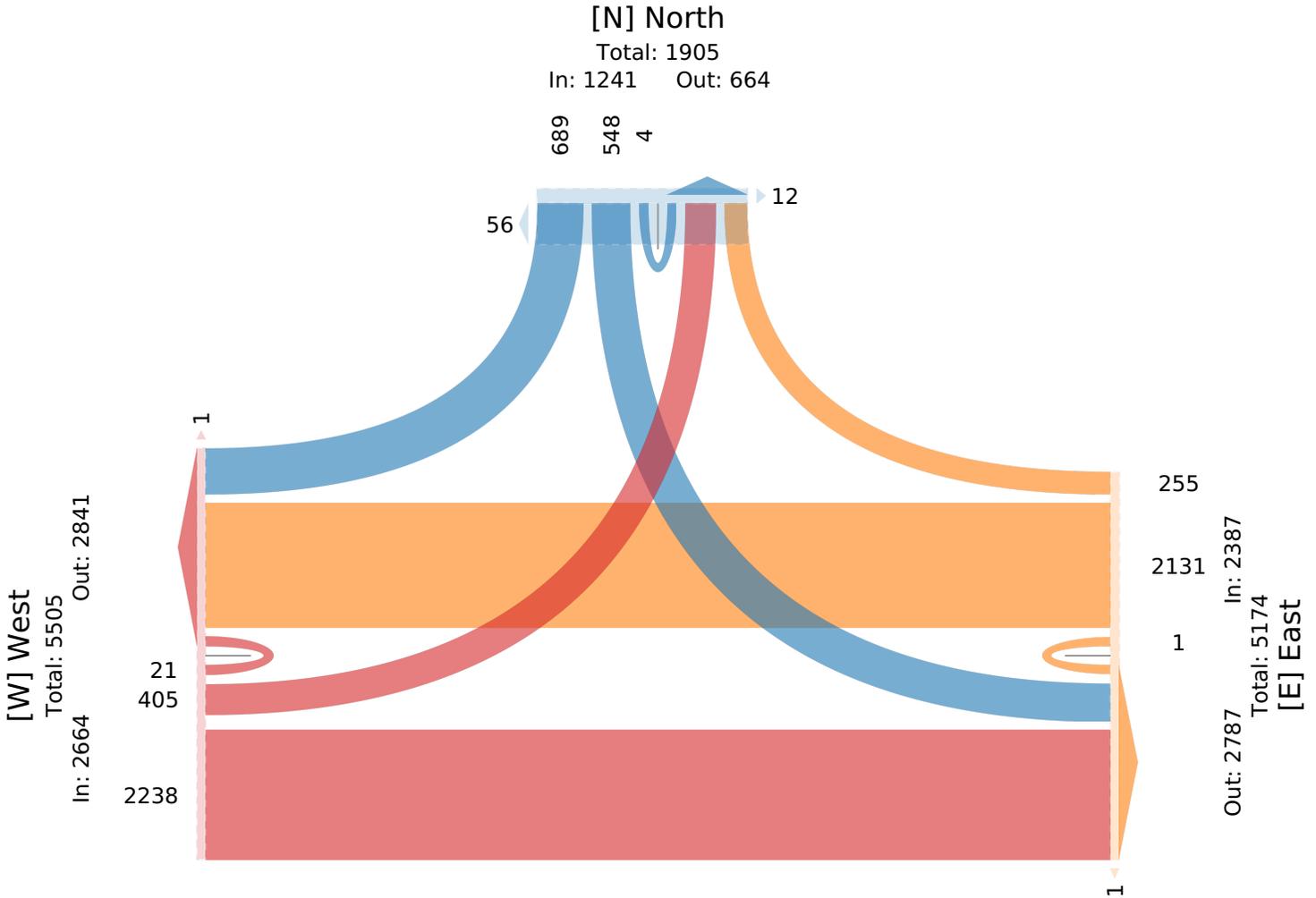
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016087, Location: 26.022346, -80.316555

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



**NW 125th Avenue & Taft Street - TMC**

Tue Nov 15, 2022

AM Peak (7 AM - 8 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016087, Location: 26.022346, -80.316555

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	West Eastbound					East Westbound					North Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2022-11-15 7:00AM	17	151	6	174	0	172	11	0	183	0	3	41	0	44	4	401
7:15AM	35	221	1	257	0	260	17	1	278	0	4	38	3	45	34	580
7:30AM	38	285	2	325	0	173	17	0	190	0	11	28	0	39	4	554
7:45AM	18	111	1	130	0	66	13	0	79	0	18	15	1	34	3	243
<b>Total</b>	108	768	10	886	0	671	58	1	730	0	36	122	4	162	45	1778
<b>% Approach</b>	12.2%	86.7%	1.1%	-	-	91.9%	7.9%	0.1%	-	-	22.2%	75.3%	2.5%	-	-	-
<b>% Total</b>	6.1%	43.2%	0.6%	49.8%	-	37.7%	3.3%	0.1%	41.1%	-	2.0%	6.9%	0.2%	9.1%	-	-
<b>PHF</b>	0.711	0.674	0.417	0.682	-	0.645	0.853	0.250	0.656	-	0.500	0.744	0.333	0.900	-	0.766
<b>Motorcycles</b>	0	1	0	1	-	1	0	0	1	-	0	0	0	0	-	2
<b>% Motorcycles</b>	0%	0.1%	0%	0.1%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0.1%
<b>Lights</b>	106	746	10	862	-	666	56	1	723	-	36	121	4	161	-	1746
<b>% Lights</b>	98.1%	97.1%	100%	97.3%	-	99.3%	96.6%	100%	99.0%	-	100%	99.2%	100%	99.4%	-	98.2%
<b>Single-Unit Trucks</b>	1	3	0	4	-	1	0	0	1	-	0	0	0	0	-	5
<b>% Single-Unit Trucks</b>	0.9%	0.4%	0%	0.5%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0.3%
<b>Articulated Trucks</b>	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0.1%
<b>Buses</b>	1	18	0	19	-	2	2	0	4	-	0	1	0	1	-	24
<b>% Buses</b>	0.9%	2.3%	0%	2.1%	-	0.3%	3.4%	0%	0.5%	-	0%	0.8%	0%	0.6%	-	1.3%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	43	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95.6%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.4%	-

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

**NW 125th Avenue & Taft Street - TMC**

Tue Nov 15, 2022

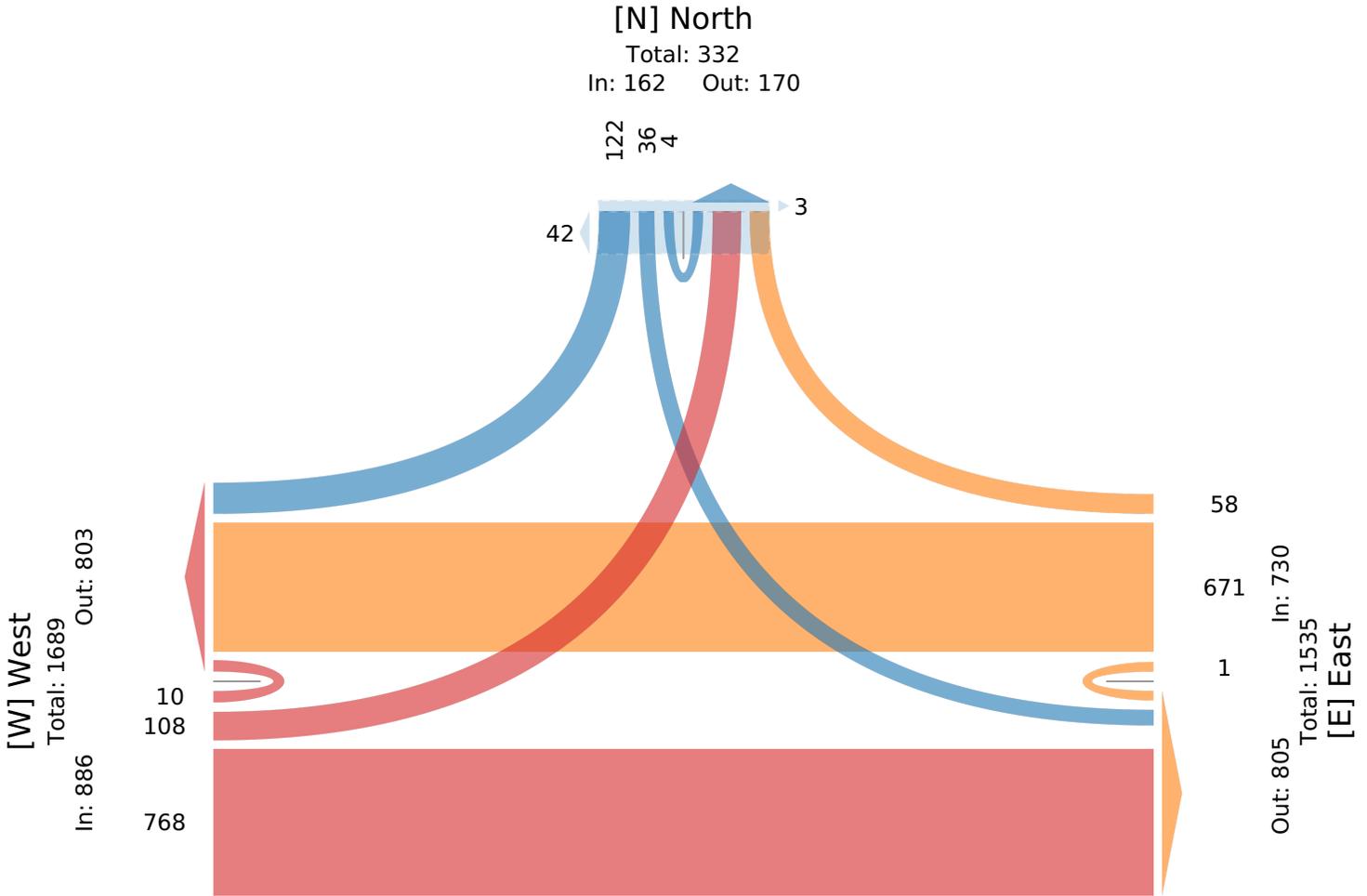
AM Peak (7 AM - 8 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016087, Location: 26.022346, -80.316555

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



**NW 125th Avenue & Taft Street - TMC**

Tue Nov 15, 2022

PM Peak (5 PM - 6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016087, Location: 26.022346, -80.316555

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	West Eastbound					East Westbound					North Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
Time																
2022-11-15 5:00PM	17	75	0	92	0	105	10	0	115	0	41	42	0	83	0	290
5:15PM	24	112	1	137	0	95	16	0	111	0	32	38	0	70	1	318
5:30PM	19	98	1	118	0	98	14	0	112	0	34	36	0	70	2	300
5:45PM	21	99	2	122	0	96	15	0	111	0	36	32	0	68	1	301
<b>Total</b>	81	384	4	469	0	394	55	0	449	0	143	148	0	291	4	1209
<b>% Approach</b>	17.3%	81.9%	0.9%	-	-	87.8%	12.2%	0%	-	-	49.1%	50.9%	0%	-	-	-
<b>% Total</b>	6.7%	31.8%	0.3%	38.8%	-	32.6%	4.5%	0%	37.1%	-	11.8%	12.2%	0%	24.1%	-	-
<b>PHF</b>	0.844	0.860	0.500	0.858	-	0.938	0.859	-	0.976	-	0.872	0.896	-	0.884	-	0.951
<b>Motorcycles</b>	1	0	0	1	-	1	0	0	1	-	0	0	0	0	-	2
<b>% Motorcycles</b>	1.2%	0%	0%	0.2%	-	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0.2%
<b>Lights</b>	80	381	4	465	-	389	51	0	440	-	143	145	0	288	-	1193
<b>% Lights</b>	98.8%	99.2%	100%	99.1%	-	98.7%	92.7%	0%	98.0%	-	100%	98.0%	0%	99.0%	-	98.7%
<b>Single-Unit Trucks</b>	0	0	0	0	-	0	1	0	1	-	0	1	0	1	-	2
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	-	0%	1.8%	0%	0.2%	-	0%	0.7%	0%	0.3%	-	0.2%
<b>Articulated Trucks</b>	0	0	0	0	-	0	1	0	1	-	0	0	0	0	-	1
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	0%	1.8%	0%	0.2%	-	0%	0%	0%	0%	-	0.1%
<b>Buses</b>	0	1	0	1	-	4	2	0	6	-	0	1	0	1	-	8
<b>% Buses</b>	0%	0.3%	0%	0.2%	-	1.0%	3.6%	0%	1.3%	-	0%	0.7%	0%	0.3%	-	0.7%
<b>Bicycles on Road</b>	0	2	0	2	-	0	0	0	0	-	0	1	0	1	-	3
<b>% Bicycles on Road</b>	0%	0.5%	0%	0.4%	-	0%	0%	0%	0%	-	0%	0.7%	0%	0.3%	-	0.2%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-

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

**NW 125th Avenue & Taft Street - TMC**

Tue Nov 15, 2022

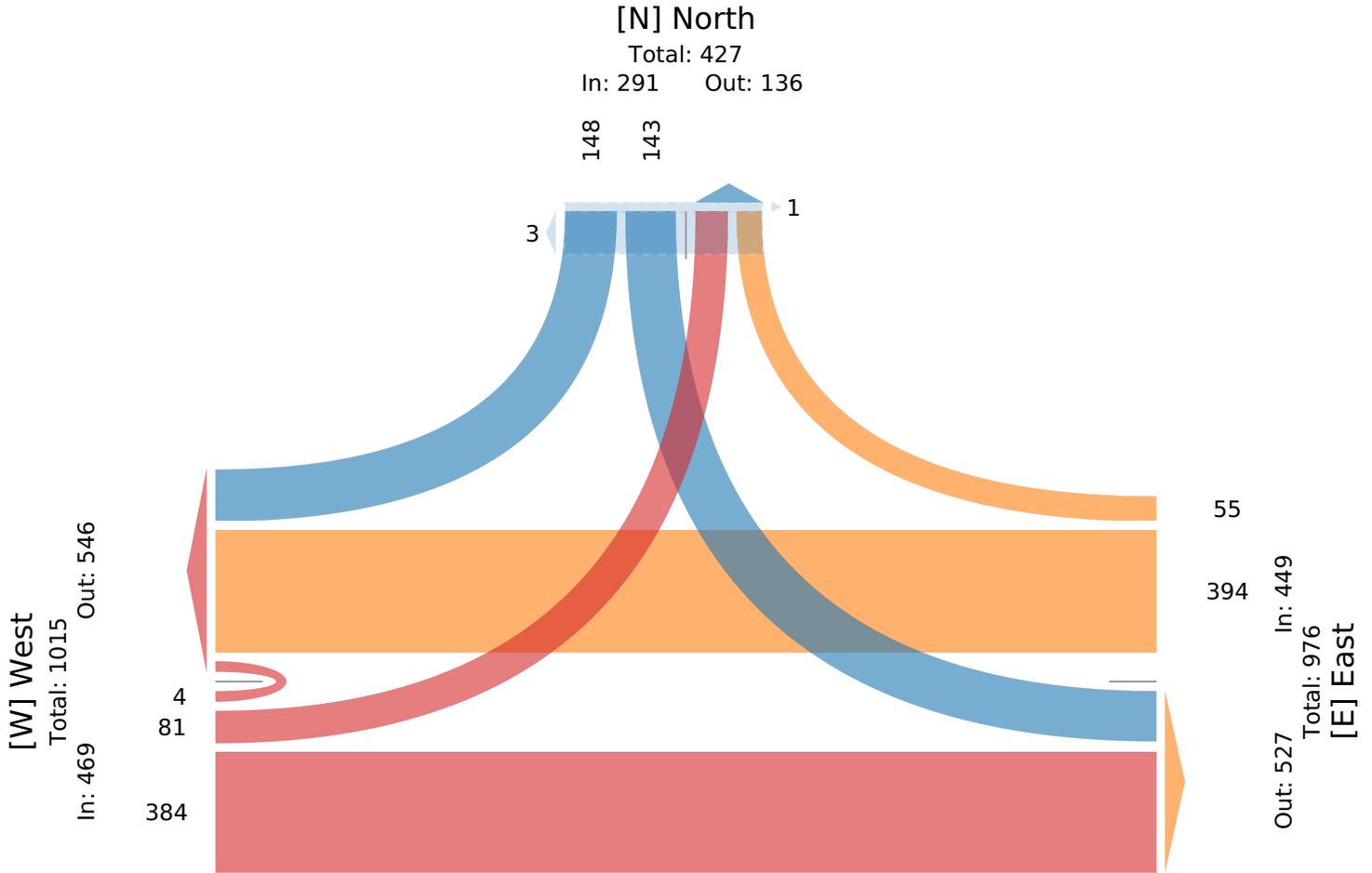
PM Peak (5 PM - 6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016087, Location: 26.022346, -80.316555

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID: MM-03

Location: NW 129 Avenue North of NW 3 Street (NB)

	Northbound(A) Volume	Northbound(B) Volume	Total Volume
00:00 - 00:14	3	19	22
00:15 - 00:29	0	10	10
00:30 - 00:44	2	19	21
00:45 - 00:59	0	4	4
01:00 - 01:14	2	7	9
01:15 - 01:29	1	8	9
01:30 - 01:44	0	3	3
01:45 - 01:59	0	4	4
02:00 - 02:14	1	3	4
02:15 - 02:29	0	2	2
02:30 - 02:44	2	3	5
02:45 - 02:59	0	2	2
03:00 - 03:14	0	2	2
03:15 - 03:29	0	3	3
03:30 - 03:44	0	1	1
03:45 - 03:59	0	1	1
04:00 - 04:14	0	1	1
04:15 - 04:29	0	2	2
04:30 - 04:44	0	1	1
04:45 - 04:59	0	1	1
05:00 - 05:14	2	1	3
05:15 - 05:29	1	3	4
05:30 - 05:44	0	2	2
05:45 - 05:59	1	2	3
06:00 - 06:14	0	0	0
06:15 - 06:29	0	1	1
06:30 - 06:44	2	2	4
06:45 - 06:59	4	3	7
07:00 - 07:14	4	3	7
07:15 - 07:29	9	2	11
07:30 - 07:44	9	8	17
07:45 - 07:59	32	11	43
08:00 - 08:14	61	23	84
08:15 - 08:29	115	55	170
08:30 - 08:44	79	51	130
08:45 - 08:59	53	27	80
09:00 - 09:14	53	28	81
09:15 - 09:29	71	22	93
09:30 - 09:44	101	34	135
09:45 - 09:59	86	29	115
10:00 - 10:14	23	13	36
10:15 - 10:29	18	14	32
10:30 - 10:44	13	9	22
10:45 - 10:59	12	19	31
11:00 - 11:14	12	20	32
11:15 - 11:29	12	22	34
11:30 - 11:44	11	16	27
11:45 - 11:59	10	19	29
12:00 - 12:14	12	16	28
12:15 - 12:29	10	26	36
12:30 - 12:44	16	17	33
12:45 - 12:59	15	22	37

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID: MM-03

Location: NW 129 Avenue North of NW 3 Street (NB)

	Northbound(A) Volume	Northbound(B) Volume	Total Volume
13:00 - 13:14	16	34	50
13:15 - 13:29	19	22	41
13:30 - 13:44	16	30	46
13:45 - 13:59	17	35	52
14:00 - 14:14	16	28	44
14:15 - 14:29	17	36	53
14:30 - 14:44	24	25	49
14:45 - 14:59	27	46	73
15:00 - 15:14	20	39	59
15:15 - 15:29	40	33	73
15:30 - 15:44	65	42	107
15:45 - 15:59	61	40	101
16:00 - 16:14	57	43	100
16:15 - 16:29	69	67	136
16:30 - 16:44	57	80	137
16:45 - 16:59	50	34	84
17:00 - 17:14	32	35	67
17:15 - 17:29	35	52	87
17:30 - 17:44	31	37	68
17:45 - 17:59	28	47	75
18:00 - 18:14	47	53	100
18:15 - 18:29	41	39	80
18:30 - 18:44	36	48	84
18:45 - 18:59	24	49	73
19:00 - 19:14	22	48	70
19:15 - 19:29	27	47	74
19:30 - 19:44	40	52	92
19:45 - 19:59	37	36	73
20:00 - 20:14	23	54	77
20:15 - 20:29	29	53	82
20:30 - 20:44	29	48	77
20:45 - 20:59	28	27	55
21:00 - 21:14	16	25	41
21:15 - 21:29	19	34	53
21:30 - 21:44	16	30	46
21:45 - 21:59	24	31	55
22:00 - 22:14	24	34	58
22:15 - 22:29	14	28	42
22:30 - 22:44	10	20	30
22:45 - 22:59	17	32	49
23:00 - 23:14	7	28	35
23:15 - 23:29	7	19	26
23:30 - 23:44	4	17	21
23:45 - 23:59	6	10	16
<b>Totals</b>	<b>2102</b>	<b>2283</b>	<b>4385</b>
<b>AM Peak Time</b>	<b>08:07 - 09:06</b>	<b>08:10 - 09:09</b>	<b>08:07 - 09:06</b>
<b>AM Peak Volume</b>	<b>318</b>	<b>167</b>	<b>481</b>
<b>PM Peak Time</b>	<b>15:28 - 16:27</b>	<b>15:47 - 16:46</b>	<b>15:47 - 16:46</b>
<b>PM Peak Volume</b>	<b>253</b>	<b>232</b>	<b>479</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID: MM-03

Location: NW 129 Avenue North of NW 3 Street (NB)

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID: MM-03

Location: NW 129 Avenue North of NW 3 Street (NB)

	Northbound(A) Volume	Northbound(B) Volume	Total Volume
00:00 - 00:14	4	14	18
00:15 - 00:29	0	15	15
00:30 - 00:44	2	11	13
00:45 - 00:59	1	8	9
01:00 - 01:14	0	7	7
01:15 - 01:29	4	12	16
01:30 - 01:44	1	10	11
01:45 - 01:59	0	4	4
02:00 - 02:14	0	1	1
02:15 - 02:29	0	3	3
02:30 - 02:44	0	4	4
02:45 - 02:59	2	3	5
03:00 - 03:14	0	2	2
03:15 - 03:29	0	3	3
03:30 - 03:44	0	2	2
03:45 - 03:59	0	1	1
04:00 - 04:14	1	0	1
04:15 - 04:29	0	0	0
04:30 - 04:44	0	0	0
04:45 - 04:59	1	1	2
05:00 - 05:14	0	2	2
05:15 - 05:29	1	3	4
05:30 - 05:44	0	1	1
05:45 - 05:59	0	5	5
06:00 - 06:14	0	2	2
06:15 - 06:29	1	0	1
06:30 - 06:44	2	5	7
06:45 - 06:59	3	2	5
07:00 - 07:14	6	5	11
07:15 - 07:29	4	8	12
07:30 - 07:44	11	11	22
07:45 - 07:59	27	13	40
08:00 - 08:14	64	25	89
08:15 - 08:29	122	55	177
08:30 - 08:44	92	57	149
08:45 - 08:59	55	26	81
09:00 - 09:14	59	30	89
09:15 - 09:29	75	24	99
09:30 - 09:44	100	34	134
09:45 - 09:59	96	31	127
10:00 - 10:14	20	24	44
10:15 - 10:29	12	21	33
10:30 - 10:44	15	18	33
10:45 - 10:59	16	12	28
11:00 - 11:14	12	19	31
11:15 - 11:29	22	22	44
11:30 - 11:44	13	23	36
11:45 - 11:59	17	18	35
12:00 - 12:14	11	24	35
12:15 - 12:29	14	28	42
12:30 - 12:44	28	27	55
12:45 - 12:59	17	20	37

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID: MM-03

Location: NW 129 Avenue North of NW 3 Street (NB)

	Northbound(A) Volume	Northbound(B) Volume	Total Volume
13:00 - 13:14	11	25	36
13:15 - 13:29	15	15	30
13:30 - 13:44	18	33	51
13:45 - 13:59	13	30	43
14:00 - 14:14	17	28	45
14:15 - 14:29	13	35	48
14:30 - 14:44	16	32	48
14:45 - 14:59	17	20	37
15:00 - 15:14	23	27	50
15:15 - 15:29	39	45	84
15:30 - 15:44	48	49	97
15:45 - 15:59	59	37	96
16:00 - 16:14	48	33	81
16:15 - 16:29	65	64	129
16:30 - 16:44	42	93	135
16:45 - 16:59	46	37	83
17:00 - 17:14	33	48	81
17:15 - 17:29	28	36	64
17:30 - 17:44	48	42	90
17:45 - 17:59	32	46	78
18:00 - 18:14	61	41	102
18:15 - 18:29	51	44	95
18:30 - 18:44	49	46	95
18:45 - 18:59	43	41	84
19:00 - 19:14	37	49	86
19:15 - 19:29	30	54	84
19:30 - 19:44	33	45	78
19:45 - 19:59	30	47	77
20:00 - 20:14	17	41	58
20:15 - 20:29	25	39	64
20:30 - 20:44	14	52	66
20:45 - 20:59	22	39	61
21:00 - 21:14	16	34	50
21:15 - 21:29	21	40	61
21:30 - 21:44	16	25	41
21:45 - 21:59	24	40	64
22:00 - 22:14	19	34	53
22:15 - 22:29	13	28	41
22:30 - 22:44	13	21	34
22:45 - 22:59	8	27	35
23:00 - 23:14	8	24	32
23:15 - 23:29	5	21	26
23:30 - 23:44	3	18	21
23:45 - 23:59	2	21	23
<b>Totals</b>	<b>2122</b>	<b>2342</b>	<b>4464</b>
<b>AM Peak Time</b>	<b>08:07 - 09:06</b>	<b>08:15 - 09:14</b>	<b>08:07 - 09:06</b>
<b>AM Peak Volume</b>	<b>350</b>	<b>168</b>	<b>516</b>
<b>PM Peak Time</b>	<b>15:31 - 16:30</b>	<b>16:10 - 17:09</b>	<b>15:41 - 16:40</b>
<b>PM Peak Volume</b>	<b>224</b>	<b>244</b>	<b>448</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID: MM-03

Location: NW 129 Avenue North of NW 3 Street (NB)

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID: MM-03

Location: NW 129 Avenue North of NW 3 Street (NB)

	Northbound(A) Volume	Northbound(B) Volume	Total Volume
00:00 - 00:14	1	12	13
00:15 - 00:29	5	6	11
00:30 - 00:44	3	9	12
00:45 - 00:59	0	16	16
01:00 - 01:14	4	3	7
01:15 - 01:29	2	3	5
01:30 - 01:44	0	8	8
01:45 - 01:59	0	5	5
02:00 - 02:14	0	10	10
02:15 - 02:29	1	3	4
02:30 - 02:44	1	0	1
02:45 - 02:59	1	4	5
03:00 - 03:14	1	1	2
03:15 - 03:29	0	2	2
03:30 - 03:44	0	2	2
03:45 - 03:59	0	4	4
04:00 - 04:14	0	1	1
04:15 - 04:29	1	2	3
04:30 - 04:44	1	1	2
04:45 - 04:59	2	1	3
05:00 - 05:14	0	1	1
05:15 - 05:29	4	5	9
05:30 - 05:44	0	1	1
05:45 - 05:59	0	1	1
06:00 - 06:14	0	2	2
06:15 - 06:29	1	2	3
06:30 - 06:44	1	3	4
06:45 - 06:59	3	4	7
07:00 - 07:14	3	2	5
07:15 - 07:29	7	4	11
07:30 - 07:44	10	4	14
07:45 - 07:59	26	12	38
08:00 - 08:14	60	28	88
08:15 - 08:29	115	55	170
08:30 - 08:44	83	53	136
08:45 - 08:59	50	27	77
09:00 - 09:14	59	27	86
09:15 - 09:29	67	18	85
09:30 - 09:44	114	26	140
09:45 - 09:59	91	30	121
10:00 - 10:14	17	16	33
10:15 - 10:29	18	16	34
10:30 - 10:44	14	14	28
10:45 - 10:59	12	18	30
11:00 - 11:14	11	13	24
11:15 - 11:29	8	25	33
11:30 - 11:44	13	14	27
11:45 - 11:59	7	21	28
12:00 - 12:14	14	15	29
12:15 - 12:29	17	19	36
12:30 - 12:44	18	28	46
12:45 - 12:59	15	23	38

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID: MM-03

Location: NW 129 Avenue North of NW 3 Street (NB)

	Northbound(A) Volume	Northbound(B) Volume	Total Volume
13:00 - 13:14	10	22	32
13:15 - 13:29	26	28	54
13:30 - 13:44	17	34	51
13:45 - 13:59	12	26	38
14:00 - 14:14	16	36	52
14:15 - 14:29	24	30	54
14:30 - 14:44	13	22	35
14:45 - 14:59	27	22	49
15:00 - 15:14	19	36	55
15:15 - 15:29	41	35	76
15:30 - 15:44	51	46	97
15:45 - 15:59	53	38	91
16:00 - 16:14	52	40	92
16:15 - 16:29	73	53	126
16:30 - 16:44	60	75	135
16:45 - 16:59	33	45	78
17:00 - 17:14	35	48	83
17:15 - 17:29	36	44	80
17:30 - 17:44	37	45	82
17:45 - 17:59	39	38	77
18:00 - 18:14	31	42	73
18:15 - 18:29	57	54	111
18:30 - 18:44	56	49	105
18:45 - 18:59	43	43	86
19:00 - 19:14	31	52	83
19:15 - 19:29	31	45	76
19:30 - 19:44	47	43	90
19:45 - 19:59	44	53	97
20:00 - 20:14	29	38	67
20:15 - 20:29	23	43	66
20:30 - 20:44	28	53	81
20:45 - 20:59	25	48	73
21:00 - 21:14	19	35	54
21:15 - 21:29	12	27	39
21:30 - 21:44	16	24	40
21:45 - 21:59	20	36	56
22:00 - 22:14	11	27	38
22:15 - 22:29	16	27	43
22:30 - 22:44	8	24	32
22:45 - 22:59	14	29	43
23:00 - 23:14	8	30	38
23:15 - 23:29	5	20	25
23:30 - 23:44	8	19	27
23:45 - 23:59	6	18	24
<b>Totals</b>	<b>2143</b>	<b>2262</b>	<b>4405</b>
<b>AM Peak Time</b>	<b>08:56 - 09:55</b>	<b>08:04 - 09:03</b>	<b>08:04 - 09:03</b>
<b>AM Peak Volume</b>	<b>331</b>	<b>172</b>	<b>486</b>
<b>PM Peak Time</b>	<b>15:36 - 16:35</b>	<b>16:11 - 17:10</b>	<b>15:46 - 16:45</b>
<b>PM Peak Volume</b>	<b>243</b>	<b>227</b>	<b>448</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID: MM-03

Location: NW 129 Avenue North of NW 3 Street (NB)

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: NW 129 Avenue North of NW 3 Street (SB)

	Southbound(A) Volume	Southbound(B) Volume	Total Volume
00:00 - 00:14	2	4	6
00:15 - 00:29	2	2	4
00:30 - 00:44	0	1	1
00:45 - 00:59	2	5	7
01:00 - 01:14	1	0	1
01:15 - 01:29	0	0	0
01:30 - 01:44	0	1	1
01:45 - 01:59	0	1	1
02:00 - 02:14	0	1	1
02:15 - 02:29	0	0	0
02:30 - 02:44	0	0	0
02:45 - 02:59	3	1	4
03:00 - 03:14	1	1	2
03:15 - 03:29	4	0	4
03:30 - 03:44	0	1	1
03:45 - 03:59	3	1	4
04:00 - 04:14	0	0	0
04:15 - 04:29	3	2	5
04:30 - 04:44	1	3	4
04:45 - 04:59	3	3	6
05:00 - 05:14	3	5	8
05:15 - 05:29	6	5	11
05:30 - 05:44	11	5	16
05:45 - 05:59	9	5	14
06:00 - 06:14	15	8	23
06:15 - 06:29	25	12	37
06:30 - 06:44	21	14	35
06:45 - 06:59	25	14	39
07:00 - 07:14	27	22	49
07:15 - 07:29	52	61	113
07:30 - 07:44	77	82	159
07:45 - 07:59	47	39	86
08:00 - 08:14	36	44	80
08:15 - 08:29	44	59	103
08:30 - 08:44	67	70	137
08:45 - 08:59	51	76	127
09:00 - 09:14	22	36	58
09:15 - 09:29	24	29	53
09:30 - 09:44	11	23	34
09:45 - 09:59	18	14	32
10:00 - 10:14	23	18	41
10:15 - 10:29	24	14	38
10:30 - 10:44	26	15	41
10:45 - 10:59	16	15	31
11:00 - 11:14	21	19	40
11:15 - 11:29	21	11	32
11:30 - 11:44	18	21	39
11:45 - 11:59	23	22	45
12:00 - 12:14	18	28	46
12:15 - 12:29	13	18	31
12:30 - 12:44	17	23	40
12:45 - 12:59	22	24	46

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: NW 129 Avenue North of NW 3 Street (SB)

	Southbound(A) Volume	Southbound(B) Volume	Total Volume
13:00 - 13:14	15	37	52
13:15 - 13:29	13	22	35
13:30 - 13:44	19	26	45
13:45 - 13:59	27	21	48
14:00 - 14:14	30	26	56
14:15 - 14:29	25	23	48
14:30 - 14:44	30	36	66
14:45 - 14:59	56	100	156
15:00 - 15:14	32	38	70
15:15 - 15:29	40	26	66
15:30 - 15:44	111	109	220
15:45 - 15:59	63	61	124
16:00 - 16:14	32	26	58
16:15 - 16:29	30	26	56
16:30 - 16:44	30	37	67
16:45 - 16:59	18	24	42
17:00 - 17:14	30	30	60
17:15 - 17:29	23	50	73
17:30 - 17:44	20	40	60
17:45 - 17:59	25	33	58
18:00 - 18:14	26	39	65
18:15 - 18:29	18	28	46
18:30 - 18:44	34	29	63
18:45 - 18:59	13	32	45
19:00 - 19:14	32	24	56
19:15 - 19:29	24	31	55
19:30 - 19:44	25	32	57
19:45 - 19:59	14	31	45
20:00 - 20:14	19	17	36
20:15 - 20:29	12	18	30
20:30 - 20:44	25	34	59
20:45 - 20:59	14	13	27
21:00 - 21:14	13	6	19
21:15 - 21:29	9	10	19
21:30 - 21:44	13	15	28
21:45 - 21:59	10	6	16
22:00 - 22:14	12	9	21
22:15 - 22:29	9	6	15
22:30 - 22:44	12	13	25
22:45 - 22:59	13	7	20
23:00 - 23:14	3	15	18
23:15 - 23:29	3	14	17
23:30 - 23:44	9	14	23
23:45 - 23:59	3	6	9
<b>Totals</b>	<b>1892</b>	<b>2118</b>	<b>4010</b>
<b>AM Peak Time</b>	<b>07:21 - 08:20</b>	<b>07:59 - 08:58</b>	<b>07:58 - 08:57</b>
<b>AM Peak Volume</b>	<b>217</b>	<b>252</b>	<b>450</b>
<b>PM Peak Time</b>	<b>14:51 - 15:50</b>	<b>14:47 - 15:46</b>	<b>14:51 - 15:50</b>
<b>PM Peak Volume</b>	<b>252</b>	<b>280</b>	<b>524</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: NW 129 Avenue North of NW 3 Street (SB)

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: NW 129 Avenue North of NW 3 Street (SB)

	Southbound(A) Volume	Southbound(B) Volume	Total Volume
00:00 - 00:14	5	4	9
00:15 - 00:29	7	12	19
00:30 - 00:44	1	7	8
00:45 - 00:59	2	2	4
01:00 - 01:14	1	0	1
01:15 - 01:29	0	2	2
01:30 - 01:44	1	3	4
01:45 - 01:59	0	0	0
02:00 - 02:14	1	1	2
02:15 - 02:29	0	1	1
02:30 - 02:44	1	1	2
02:45 - 02:59	0	0	0
03:00 - 03:14	2	2	4
03:15 - 03:29	3	0	3
03:30 - 03:44	0	1	1
03:45 - 03:59	2	0	2
04:00 - 04:14	1	1	2
04:15 - 04:29	3	3	6
04:30 - 04:44	3	2	5
04:45 - 04:59	6	5	11
05:00 - 05:14	4	2	6
05:15 - 05:29	2	3	5
05:30 - 05:44	6	6	12
05:45 - 05:59	10	8	18
06:00 - 06:14	14	11	25
06:15 - 06:29	30	9	39
06:30 - 06:44	20	11	31
06:45 - 06:59	30	25	55
07:00 - 07:14	35	27	62
07:15 - 07:29	58	56	114
07:30 - 07:44	74	82	156
07:45 - 07:59	42	32	74
08:00 - 08:14	29	41	70
08:15 - 08:29	39	57	96
08:30 - 08:44	71	76	147
08:45 - 08:59	64	86	150
09:00 - 09:14	20	27	47
09:15 - 09:29	22	24	46
09:30 - 09:44	21	19	40
09:45 - 09:59	15	19	34
10:00 - 10:14	24	24	48
10:15 - 10:29	22	25	47
10:30 - 10:44	23	24	47
10:45 - 10:59	15	22	37
11:00 - 11:14	15	25	40
11:15 - 11:29	21	19	40
11:30 - 11:44	30	20	50
11:45 - 11:59	32	21	53
12:00 - 12:14	15	27	42
12:15 - 12:29	13	18	31
12:30 - 12:44	17	23	40
12:45 - 12:59	24	17	41

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: NW 129 Avenue North of NW 3 Street (SB)

	Southbound(A) Volume	Southbound(B) Volume	Total Volume
13:00 - 13:14	24	26	50
13:15 - 13:29	25	20	45
13:30 - 13:44	31	21	52
13:45 - 13:59	19	24	43
14:00 - 14:14	25	25	50
14:15 - 14:29	24	25	49
14:30 - 14:44	27	39	66
14:45 - 14:59	48	94	142
15:00 - 15:14	37	37	74
15:15 - 15:29	31	24	55
15:30 - 15:44	88	129	217
15:45 - 15:59	66	52	118
16:00 - 16:14	28	34	62
16:15 - 16:29	19	36	55
16:30 - 16:44	41	34	75
16:45 - 16:59	19	19	38
17:00 - 17:14	27	34	61
17:15 - 17:29	29	34	63
17:30 - 17:44	25	51	76
17:45 - 17:59	34	37	71
18:00 - 18:14	29	38	67
18:15 - 18:29	30	38	68
18:30 - 18:44	16	24	40
18:45 - 18:59	19	34	53
19:00 - 19:14	23	30	53
19:15 - 19:29	32	29	61
19:30 - 19:44	12	25	37
19:45 - 19:59	18	29	47
20:00 - 20:14	19	27	46
20:15 - 20:29	26	18	44
20:30 - 20:44	22	22	44
20:45 - 20:59	16	16	32
21:00 - 21:14	17	9	26
21:15 - 21:29	8	12	20
21:30 - 21:44	4	11	15
21:45 - 21:59	10	16	26
22:00 - 22:14	4	11	15
22:15 - 22:29	8	7	15
22:30 - 22:44	7	17	24
22:45 - 22:59	7	5	12
23:00 - 23:14	8	16	24
23:15 - 23:29	8	13	21
23:30 - 23:44	11	11	22
23:45 - 23:59	9	4	13
<b>Totals</b>	<b>1926</b>	<b>2190</b>	<b>4116</b>
<b>AM Peak Time</b>	<b>07:02 - 08:01</b>	<b>08:08 - 09:07</b>	<b>07:57 - 08:56</b>
<b>AM Peak Volume</b>	<b>216</b>	<b>264</b>	<b>468</b>
<b>PM Peak Time</b>	<b>14:50 - 15:49</b>	<b>14:48 - 15:47</b>	<b>14:48 - 15:47</b>
<b>PM Peak Volume</b>	<b>226</b>	<b>286</b>	<b>511</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: NW 129 Avenue North of NW 3 Street (SB)

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: NW 129 Avenue North of NW 3 Street (SB)

	Southbound(A) Volume	Southbound(B) Volume	Total Volume
00:00 - 00:14	3	1	4
00:15 - 00:29	3	2	5
00:30 - 00:44	0	4	4
00:45 - 00:59	3	7	10
01:00 - 01:14	4	2	6
01:15 - 01:29	1	1	2
01:30 - 01:44	0	2	2
01:45 - 01:59	1	1	2
02:00 - 02:14	2	0	2
02:15 - 02:29	1	3	4
02:30 - 02:44	2	1	3
02:45 - 02:59	0	0	0
03:00 - 03:14	0	2	2
03:15 - 03:29	2	0	2
03:30 - 03:44	1	2	3
03:45 - 03:59	4	1	5
04:00 - 04:14	1	2	3
04:15 - 04:29	5	1	6
04:30 - 04:44	3	3	6
04:45 - 04:59	1	5	6
05:00 - 05:14	2	2	4
05:15 - 05:29	2	6	8
05:30 - 05:44	10	4	14
05:45 - 05:59	11	5	16
06:00 - 06:14	17	6	23
06:15 - 06:29	16	14	30
06:30 - 06:44	17	17	34
06:45 - 06:59	19	13	32
07:00 - 07:14	39	21	60
07:15 - 07:29	36	50	86
07:30 - 07:44	70	86	156
07:45 - 07:59	37	43	80
08:00 - 08:14	32	42	74
08:15 - 08:29	40	47	87
08:30 - 08:44	52	88	140
08:45 - 08:59	52	85	137
09:00 - 09:14	28	29	57
09:15 - 09:29	26	18	44
09:30 - 09:44	22	23	45
09:45 - 09:59	27	30	57
10:00 - 10:14	18	16	34
10:15 - 10:29	15	15	30
10:30 - 10:44	18	15	33
10:45 - 10:59	17	17	34
11:00 - 11:14	18	20	38
11:15 - 11:29	13	17	30
11:30 - 11:44	17	19	36
11:45 - 11:59	20	18	38
12:00 - 12:14	12	24	36
12:15 - 12:29	24	19	43
12:30 - 12:44	16	26	42
12:45 - 12:59	13	21	34

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: NW 129 Avenue North of NW 3 Street (SB)

	Southbound(A) Volume	Southbound(B) Volume	Total Volume
13:00 - 13:14	23	23	46
13:15 - 13:29	16	21	37
13:30 - 13:44	19	19	38
13:45 - 13:59	13	23	36
14:00 - 14:14	28	26	54
14:15 - 14:29	19	32	51
14:30 - 14:44	36	46	82
14:45 - 14:59	45	84	129
15:00 - 15:14	35	35	70
15:15 - 15:29	31	39	70
15:30 - 15:44	90	113	203
15:45 - 15:59	45	53	98
16:00 - 16:14	36	17	53
16:15 - 16:29	33	26	59
16:30 - 16:44	33	40	73
16:45 - 16:59	21	26	47
17:00 - 17:14	21	30	51
17:15 - 17:29	24	50	74
17:30 - 17:44	32	59	91
17:45 - 17:59	30	45	75
18:00 - 18:14	28	25	53
18:15 - 18:29	35	30	65
18:30 - 18:44	24	36	60
18:45 - 18:59	26	26	52
19:00 - 19:14	42	54	96
19:15 - 19:29	20	37	57
19:30 - 19:44	26	26	52
19:45 - 19:59	28	34	62
20:00 - 20:14	11	23	34
20:15 - 20:29	10	25	35
20:30 - 20:44	16	9	25
20:45 - 20:59	13	19	32
21:00 - 21:14	10	15	25
21:15 - 21:29	4	20	24
21:30 - 21:44	12	17	29
21:45 - 21:59	8	14	22
22:00 - 22:14	10	12	22
22:15 - 22:29	5	15	20
22:30 - 22:44	7	11	18
22:45 - 22:59	5	13	18
23:00 - 23:14	5	18	23
23:15 - 23:29	11	14	25
23:30 - 23:44	4	6	10
23:45 - 23:59	2	6	8
<b>Totals</b>	<b>1785</b>	<b>2208</b>	<b>3993</b>
<b>AM Peak Time</b>	<b>07:01 - 08:00</b>	<b>08:02 - 09:01</b>	<b>08:00 - 08:59</b>
<b>AM Peak Volume</b>	<b>183</b>	<b>264</b>	<b>438</b>
<b>PM Peak Time</b>	<b>15:22 - 16:21</b>	<b>14:41 - 15:40</b>	<b>14:44 - 15:43</b>
<b>PM Peak Volume</b>	<b>210</b>	<b>282</b>	<b>473</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: NW 129 Avenue North of NW 3 Street (SB)

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 NW 129 Avenue South of Taft Street

Latitude: 40' 12.9500 North

Start Time	15-Nov-07 Thu	NB	SB	Total						
12:00 AM		7	5	12						
12:15		13	1	14						
12:30		11	3	14						
12:45		7	1	8						
01:00		8	3	11						
01:15		2	0	2						
01:30		1	1	2						
01:45		0	0	0						
02:00		2	0	2						
02:15		1	0	1						
02:30		1	0	1						
02:45		0	1	1						
03:00		1	0	1						
03:15		0	0	0						
03:30		1	0	1						
03:45		1	1	2						
04:00		0	0	0						
04:15		1	0	1						
04:30		0	1	1						
04:45		0	0	0						
05:00		1	0	1						
05:15		3	1	4						
05:30		0	3	3						
05:45		0	3	3						
06:00		2	4	6						
06:15		5	3	8						
06:30		4	4	8						
06:45		10	8	18						
07:00		5	8	13						
07:15		12	6	18						
07:30		21	23	44						
07:45		23	35	58						
08:00		37	95	132						
08:15		96	195	291						
08:30		163	164	327						
08:45		52	60	112						
09:00		33	48	81						
09:15		37	44	81						
09:30		51	64	115						
09:45		38	82	120						
10:00		33	29	62						
10:15		36	33	69						
10:30		30	34	64						
10:45		33	36	69						
11:00		24	24	48						
11:15		31	17	48						
11:30		23	36	59						
11:45		30	32	62						
Total		890	1108	1998						
Percent		44.5%	55.5%							
Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	348	514	-	-	-	-	-	-	862
P.H.F.		0.534	0.659							0.659

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 NW 129 Avenue South of Taft Street

Latitude: 40' 12.9500 North

Start Time	15-Nov-07 Thu	NB	SB	Total						
12:00 PM		35	22	57						
12:15		31	24	55						
12:30		31	23	54						
12:45		30	27	57						
01:00		30	23	53						
01:15		32	27	59						
01:30		50	32	82						
01:45		35	36	71						
02:00		50	31	81						
02:15		29	35	64						
02:30		49	32	81						
02:45		32	36	68						
03:00		41	58	99						
03:15		33	50	83						
03:30		45	100	145						
03:45		130	59	189						
04:00		72	54	126						
04:15		68	44	112						
04:30		63	88	151						
04:45		56	81	137						
05:00		55	57	112						
05:15		44	57	101						
05:30		48	59	107						
05:45		61	55	116						
06:00		93	69	162						
06:15		93	82	175						
06:30		77	63	140						
06:45		83	53	136						
07:00		78	56	134						
07:15		46	43	89						
07:30		104	48	152						
07:45		68	44	112						
08:00		58	49	107						
08:15		74	36	110						
08:30		35	53	88						
08:45		46	44	90						
09:00		36	26	62						
09:15		45	15	60						
09:30		31	23	54						
09:45		34	28	62						
10:00		42	29	71						
10:15		23	15	38						
10:30		37	17	54						
10:45		18	22	40						
11:00		21	13	34						
11:15		17	3	20						
11:30		19	3	22						
11:45		10	5	15						
Total		2338	1949	4287						
Percent		54.5%	45.5%							
Peak	-	18:00	16:30	-	-	-	-	-	-	18:00
Vol.	-	346	283	-	-	-	-	-	-	613
P.H.F.		0.930	0.804							0.876

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 NW 129 Avenue South of Taft Street

Latitude: 40' 12.9500 North

Start Time	16-Nov-07 Fri	NB	SB	Total						
12:00 AM		17	6	23						
12:15		23	4	27						
12:30		23	2	25						
12:45		10	2	12						
01:00		13	3	16						
01:15		4	3	7						
01:30		22	3	25						
01:45		2	0	2						
02:00		0	0	0						
02:15		3	1	4						
02:30		0	0	0						
02:45		1	0	1						
03:00		1	0	1						
03:15		0	0	0						
03:30		3	0	3						
03:45		1	0	1						
04:00		1	0	1						
04:15		1	0	1						
04:30		3	1	4						
04:45		0	0	0						
05:00		2	1	3						
05:15		1	0	1						
05:30		0	4	4						
05:45		2	6	8						
06:00		1	4	5						
06:15		4	2	6						
06:30		2	3	5						
06:45		6	3	9						
07:00		4	10	14						
07:15		13	10	23						
07:30		12	12	24						
07:45		17	34	51						
08:00		38	101	139						
08:15		87	193	280						
08:30		160	163	323						
08:45		55	62	117						
09:00		33	39	72						
09:15		39	40	79						
09:30		48	71	119						
09:45		61	72	133						
10:00		35	39	74						
10:15		36	22	58						
10:30		31	22	53						
10:45		29	25	54						
11:00		26	17	43						
11:15		29	27	56						
11:30		31	29	60						
11:45		33	37	70						
Total		963	1073	2036						
Percent		47.3%	52.7%							
Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	340	519	-	-	-	-	-	-	859
P.H.F.		0.531	0.672							0.665

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 NW 129 Avenue South of Taft Street

Latitude: 40' 12.9500 North

Start Time	16-Nov-07 Fri	NB	SB							Total
12:00 PM		30	24							54
12:15		31	21							52
12:30		23	28							51
12:45		34	34							68
01:00		23	30							53
01:15		28	23							51
01:30		37	28							65
01:45		36	32							68
02:00		42	25							67
02:15		36	25							61
02:30		38	45							83
02:45		32	29							61
03:00		34	52							86
03:15		35	55							90
03:30		36	76							112
03:45		159	64							223
04:00		71	45							116
04:15		66	37							103
04:30		49	94							143
04:45		65	70							135
05:00		72	67							139
05:15		58	54							112
05:30		50	64							114
05:45		71	76							147
06:00		80	69							149
06:15		89	82							171
06:30		108	77							185
06:45		104	64							168
07:00		89	60							149
07:15		66	58							124
07:30		80	48							128
07:45		60	38							98
08:00		62	40							102
08:15		49	29							78
08:30		32	22							54
08:45		47	24							71
09:00		60	25							85
09:15		48	23							71
09:30		29	16							45
09:45		27	30							57
10:00		34	21							55
10:15		30	10							40
10:30		19	21							40
10:45		30	17							47
11:00		15	12							27
11:15		12	8							20
11:30		19	5							24
11:45		8	9							17
Total		2353	1906							4259
Percent		55.2%	44.8%							
Peak	-	18:15	17:45	-	-	-	-	-	-	18:00
Vol.	-	390	304	-	-	-	-	-	-	673
P.H.F.		0.903	0.927							0.909

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 NW 129 Avenue South of Taft Street

Latitude: 40' 12.9500 North

Start Time	17-Nov-07 Sat	NB	SB							Total
12:00 AM		28	11							39
12:15		28	5							33
12:30		18	4							22
12:45		14	3							17
01:00		6	3							9
01:15		6	0							6
01:30		3	0							3
01:45		4	1							5
02:00		8	1							9
02:15		1	2							3
02:30		1	0							1
02:45		0	1							1
03:00		0	0							0
03:15		2	0							2
03:30		1	0							1
03:45		1	0							1
04:00		1	2							3
04:15		2	0							2
04:30		0	0							0
04:45		0	1							1
05:00		3	1							4
05:15		5	1							6
05:30		1	3							4
05:45		0	4							4
06:00		2	2							4
06:15		4	5							9
06:30		6	4							10
06:45		5	6							11
07:00		4	9							13
07:15		9	10							19
07:30		15	15							30
07:45		19	37							56
08:00		31	91							122
08:15		94	196							290
08:30		145	162							307
08:45		55	49							104
09:00		41	55							96
09:15		38	51							89
09:30		60	65							125
09:45		51	82							133
10:00		30	36							66
10:15		33	26							59
10:30		34	24							58
10:45		25	29							54
11:00		25	25							50
11:15		31	28							59
11:30		22	27							49
11:45		28	33							61
Total		940	1110							2050
Percent		45.9%	54.1%							
Peak	-	08:15	08:00	-	-	-	-	-	-	08:00
Vol.	-	335	498	-	-	-	-	-	-	823
P.H.F.		0.578	0.635							0.670

Start Time	17-Nov-07 Sat	NB	SB							Total
12:00 PM		42	24							66
12:15		28	27							55
12:30		19	37							56
12:45		40	27							67
01:00		28	28							56
01:15		42	43							85
01:30		38	32							70
01:45		37	32							69
02:00		66	30							96
02:15		44	35							79
02:30		43	28							71
02:45		35	41							76
03:00		34	62							96
03:15		32	58							90
03:30		50	81							131
03:45		139	76							215
04:00		68	44							112
04:15		72	54							126
04:30		63	111							174
04:45		58	74							132
05:00		51	61							112
05:15		55	59							114
05:30		70	57							127
05:45		68	52							120
06:00		83	65							148
06:15		107	73							180
06:30		104	84							188
06:45		89	78							167
07:00		91	55							146
07:15		72	58							130
07:30		66	64							130
07:45		67	43							110
08:00		39	68							107
08:15		50	40							90
08:30		47	54							101
08:45		71	24							95
09:00		56	27							83
09:15		48	28							76
09:30		29	27							56
09:45		37	21							58
10:00		36	19							55
10:15		30	16							46
10:30		33	20							53
10:45		24	14							38
11:00		23	13							36
11:15		22	19							41
11:30		22	15							37
11:45		15	5							20
Total		2483	2103							4586
Percent		54.1%	45.9%							
Peak	-	18:15	16:30	-	-	-	-	-	-	18:00
Vol.	-	391	305	-	-	-	-	-	-	683
P.H.F.		0.914	0.687							0.908
Grand Total		9967	9249							19216
Percent		51.9%	48.1%							
ADT		ADT 6,853	AADT 6,853							

**NW 129th Avenue and Taft Street - TMC**

Tue Nov 15, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016088, Location: 26.023566, -80.324321

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound					Southbound					Westbound					Int
	Eastbound					Westbound					Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
2022-11-15 6:00AM	7	0	0	7	1	5	3	1	9	0	0	5	0	5	0	21
6:15AM	9	1	0	10	0	13	5	0	18	0	0	4	0	4	1	32
6:30AM	15	0	0	15	0	22	7	0	29	0	0	21	0	21	0	65
6:45AM	12	1	0	13	0	24	9	0	33	0	2	30	0	32	4	78
Hourly Total	43	2	0	45	1	64	24	1	89	0	2	60	0	62	5	196
7:00AM	28	3	0	31	0	44	19	7	70	1	2	78	6	86	5	187
7:15AM	53	8	4	65	0	82	25	11	118	1	2	111	53	166	11	349
7:30AM	46	4	4	54	0	105	38	12	155	0	7	102	85	194	8	403
7:45AM	41	2	0	43	0	48	19	2	69	0	1	60	0	61	2	173
Hourly Total	168	17	8	193	0	279	101	32	412	2	12	351	144	507	26	1112
8:00AM	43	2	0	45	0	31	40	0	71	1	0	52	0	52	0	168
8:15AM	65	1	2	68	0	46	27	1	74	2	1	39	0	40	4	182
8:30AM	54	2	0	56	0	56	35	0	91	1	3	62	0	65	0	212
8:45AM	29	2	2	33	0	33	46	2	81	0	2	88	0	90	0	204
Hourly Total	191	7	4	202	0	166	148	3	317	4	6	241	0	247	4	766
4:00PM	31	0	1	32	0	61	45	0	106	0	2	57	0	59	2	197
4:15PM	32	3	0	35	0	51	45	0	96	0	0	62	0	62	0	193
4:30PM	44	4	0	48	0	63	49	0	112	0	1	57	0	58	1	218
4:45PM	32	5	0	37	0	73	51	0	124	0	3	44	0	47	0	208
Hourly Total	139	12	1	152	0	248	190	0	438	0	6	220	0	226	3	816
5:00PM	34	0	0	34	0	94	46	0	140	1	6	66	0	72	0	246
5:15PM	49	3	0	52	0	100	41	0	141	0	5	83	0	88	0	281
5:30PM	53	7	0	60	0	74	56	0	130	1	2	66	0	68	1	258
5:45PM	51	3	1	55	0	82	50	0	132	0	5	61	0	66	2	253
Hourly Total	187	13	1	201	0	350	193	0	543	2	18	276	0	294	3	1038
6:00PM	40	2	0	42	0	74	59	0	133	0	3	54	1	58	0	233
6:15PM	34	1	0	35	0	63	42	0	105	0	1	43	1	45	0	185
6:30PM	31	7	0	38	0	88	46	0	134	0	2	63	0	65	0	237
6:45PM	22	3	0	25	0	60	42	0	102	0	3	50	4	57	0	184
Hourly Total	127	13	0	140	0	285	189	0	474	0	9	210	6	225	0	839
<b>Total</b>	855	64	14	933	1	1392	845	36	2273	8	53	1358	150	1561	41	4767
<b>% Approach</b>	91.6%	6.9%	1.5%	-	-	61.2%	37.2%	1.6%	-	-	3.4%	87.0%	9.6%	-	-	-
<b>% Total</b>	17.9%	1.3%	0.3%	19.6%	-	29.2%	17.7%	0.8%	47.7%	-	1.1%	28.5%	3.1%	32.7%	-	-
<b>Motorcycles</b>	1	0	0	1	-	4	1	0	5	-	0	2	4	6	-	12
<b>% Motorcycles</b>	0.1%	0%	0%	0.1%	-	0.3%	0.1%	0%	0.2%	-	0%	0.1%	2.7%	0.4%	-	0.3%
<b>Lights</b>	835	63	12	910	-	1368	812	36	2216	-	51	1331	146	1528	-	4654
<b>% Lights</b>	97.7%	98.4%	85.7%	97.5%	-	98.3%	96.1%	100%	97.5%	-	96.2%	98.0%	97.3%	97.9%	-	97.6%
<b>Single-Unit Trucks</b>	9	1	0	10	-	5	12	0	17	-	1	8	0	9	-	36
<b>% Single-Unit Trucks</b>	1.1%	1.6%	0%	1.1%	-	0.4%	1.4%	0%	0.7%	-	1.9%	0.6%	0%	0.6%	-	0.8%
<b>Articulated Trucks</b>	1	0	0	1	-	1	5	0	6	-	0	1	0	1	-	8
<b>% Articulated Trucks</b>	0.1%	0%	0%	0.1%	-	0.1%	0.6%	0%	0.3%	-	0%	0.1%	0%	0.1%	-	0.2%
<b>Buses</b>	7	0	0	7	-	11	14	0	25	-	1	14	0	15	-	47
<b>% Buses</b>	0.8%	0%	0%	0.8%	-	0.8%	1.7%	0%	1.1%	-	1.9%	1.0%	0%	1.0%	-	1.0%
<b>Bicycles on Road</b>	2	0	2	4	-	3	1	0	4	-	0	2	0	2	-	10
<b>% Bicycles on Road</b>	0.2%	0%	14.3%	0.4%	-	0.2%	0.1%	0%	0.2%	-	0%	0.1%	0%	0.1%	-	0.2%
<b>Pedestrians</b>	-	-	-	-	1	-	-	-	-	6	-	-	-	-	33	-
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	75.0%	-	-	-	-	80.5%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	2	-	-	-	-	8	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	25.0%	-	-	-	-	19.5%	-

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

**NW 129th Avenue and Taft Street - TMC**

Tue Nov 15, 2022

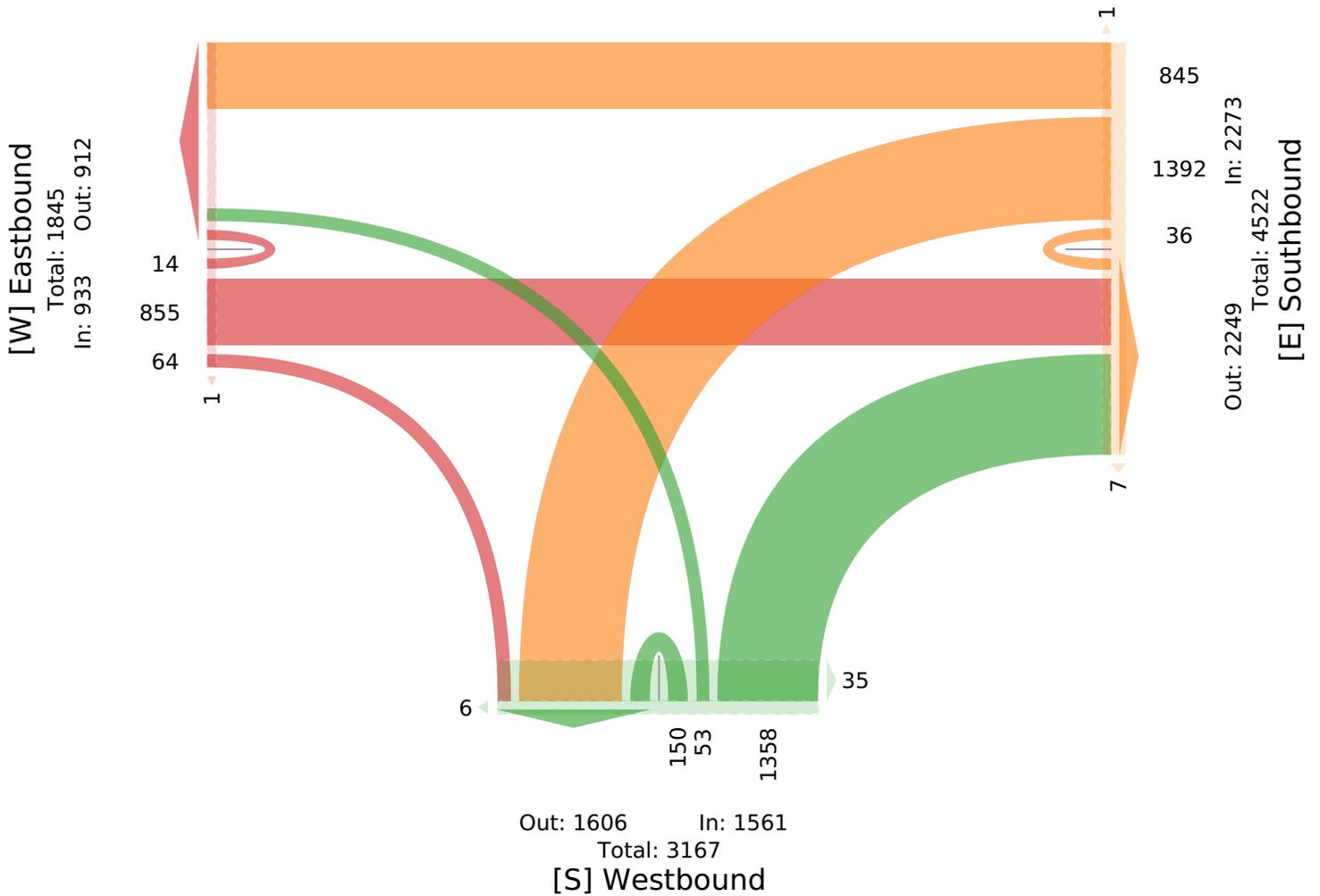
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016088, Location: 26.023566, -80.324321

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



**NW 129th Avenue and Taft Street - TMC**

Tue Nov 15, 2022

AM Peak (7 AM - 8 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016088, Location: 26.023566, -80.324321

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	Eastbound					Southbound					Westbound					Int
	Eastbound					Westbound					Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2022-11-15 7:00AM	28	3	0	31	0	44	19	7	70	1	2	78	6	86	5	187
7:15AM	53	8	4	65	0	82	25	11	118	1	2	111	53	166	11	349
7:30AM	46	4	4	54	0	105	38	12	155	0	7	102	85	194	8	403
7:45AM	41	2	0	43	0	48	19	2	69	0	1	60	0	61	2	173
<b>Total</b>	168	17	8	193	0	279	101	32	412	2	12	351	144	507	26	1112
<b>% Approach</b>	87.0%	8.8%	4.1%	-	-	67.7%	24.5%	7.8%	-	-	2.4%	69.2%	28.4%	-	-	-
<b>% Total</b>	15.1%	1.5%	0.7%	17.4%	-	25.1%	9.1%	2.9%	37.1%	-	1.1%	31.6%	12.9%	45.6%	-	-
<b>PHF</b>	0.788	0.531	0.500	0.738	-	0.664	0.664	0.667	0.665	-	0.429	0.791	0.424	0.653	-	0.691
<b>Motorcycles</b>	1	0	0	1	-	0	1	0	1	-	0	0	1	1	-	3
<b>% Motorcycles</b>	0.6%	0%	0%	0.5%	-	0%	1.0%	0%	0.2%	-	0%	0%	0.7%	0.2%	-	0.3%
<b>Lights</b>	164	16	8	188	-	277	94	32	403	-	12	346	143	501	-	1092
<b>% Lights</b>	97.6%	94.1%	100%	97.4%	-	99.3%	93.1%	100%	97.8%	-	100%	98.6%	99.3%	98.8%	-	98.2%
<b>Single-Unit Trucks</b>	1	1	0	2	-	2	1	0	3	-	0	3	0	3	-	8
<b>% Single-Unit Trucks</b>	0.6%	5.9%	0%	1.0%	-	0.7%	1.0%	0%	0.7%	-	0%	0.9%	0%	0.6%	-	0.7%
<b>Articulated Trucks</b>	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.3%	0%	0.2%	-	0.1%
<b>Buses</b>	1	0	0	1	-	0	5	0	5	-	0	1	0	1	-	7
<b>% Buses</b>	0.6%	0%	0%	0.5%	-	0%	5.0%	0%	1.2%	-	0%	0.3%	0%	0.2%	-	0.6%
<b>Bicycles on Road</b>	1	0	0	1	-	0	0	0	0	-	0	0	0	0	-	1
<b>% Bicycles on Road</b>	0.6%	0%	0%	0.5%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	2	-	-	-	-	22	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	84.6%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	4	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	15.4%	-

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

**NW 129th Avenue and Taft Street - TMC**

Tue Nov 15, 2022

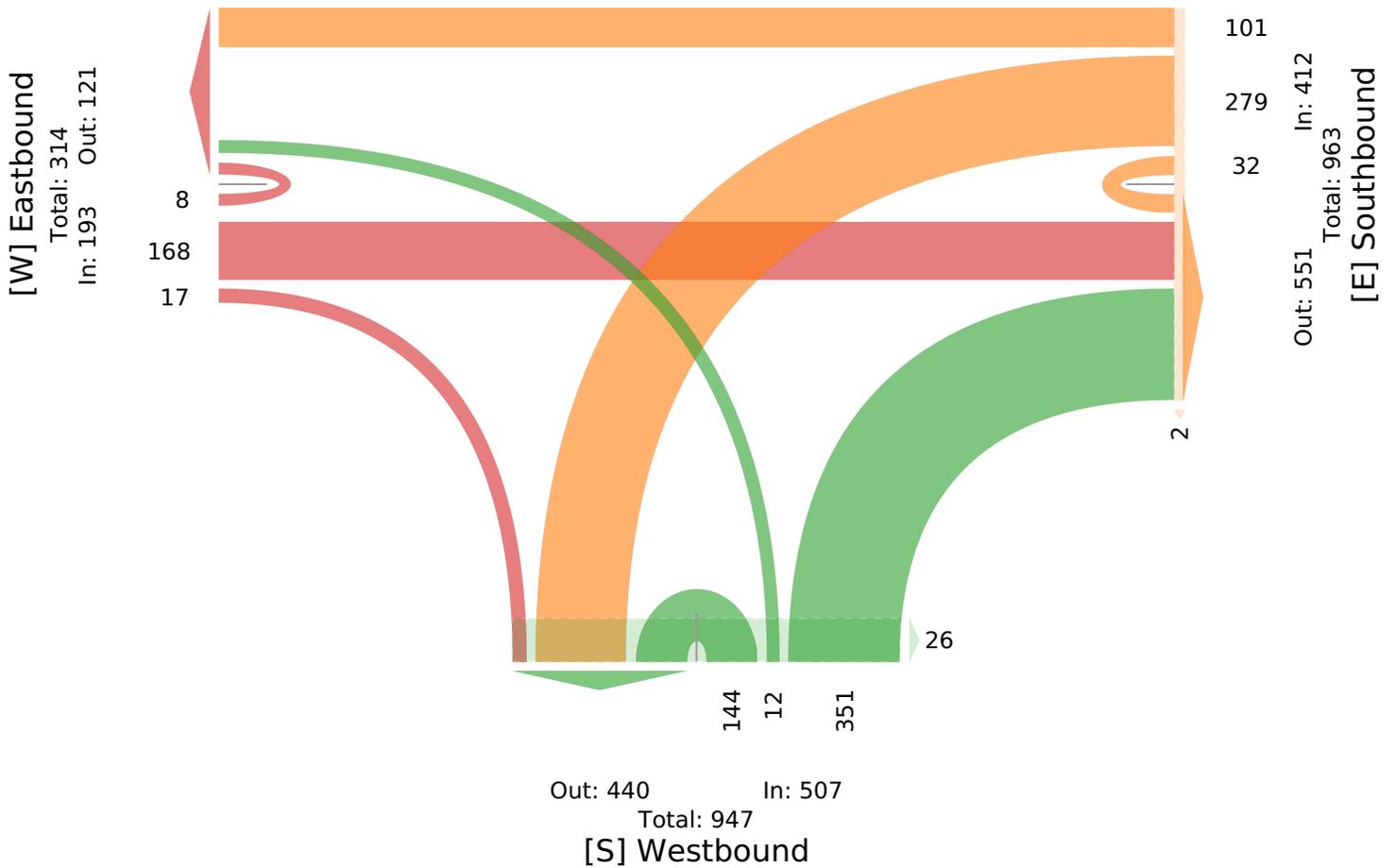
AM Peak (7 AM - 8 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016088, Location: 26.023566, -80.324321

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



**NW 129th Avenue and Taft Street - TMC**

Tue Nov 15, 2022

PM Peak (5 PM - 6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016088, Location: 26.023566, -80.324321

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	Eastbound					Southbound					Westbound					
	Eastbound					Westbound					Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2022-11-15 5:00PM	34	0	0	34	0	94	46	0	140	1	6	66	0	72	0	246
5:15PM	49	3	0	52	0	100	41	0	141	0	5	83	0	88	0	281
5:30PM	53	7	0	60	0	74	56	0	130	1	2	66	0	68	1	258
5:45PM	51	3	1	55	0	82	50	0	132	0	5	61	0	66	2	253
<b>Total</b>	187	13	1	201	0	350	193	0	543	2	18	276	0	294	3	1038
<b>% Approach</b>	93.0%	6.5%	0.5%	-	-	64.5%	35.5%	0%	-	-	6.1%	93.9%	0%	-	-	-
<b>% Total</b>	18.0%	1.3%	0.1%	19.4%	-	33.7%	18.6%	0%	52.3%	-	1.7%	26.6%	0%	28.3%	-	-
<b>PHF</b>	0.882	0.464	0.250	0.838	-	0.881	0.862	-	0.968	-	0.750	0.835	-	0.839	-	0.927
<b>Motorcycles</b>	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
<b>% Motorcycles</b>	0%	0%	0%	0%	-	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0.1%
<b>Lights</b>	187	13	1	201	-	345	191	0	536	-	18	274	0	292	-	1029
<b>% Lights</b>	100%	100%	100%	100%	-	98.6%	99.0%	0%	98.7%	-	100%	99.3%	0%	99.3%	-	99.1%
<b>Single-Unit Trucks</b>	0	0	0	0	-	0	1	0	1	-	0	0	0	0	-	1
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	-	0%	0.5%	0%	0.2%	-	0%	0%	0%	0%	-	0.1%
<b>Articulated Trucks</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Buses</b>	0	0	0	0	-	3	1	0	4	-	0	0	0	0	-	4
<b>% Buses</b>	0%	0%	0%	0%	-	0.9%	0.5%	0%	0.7%	-	0%	0%	0%	0%	-	0.4%
<b>Bicycles on Road</b>	0	0	0	0	-	1	0	0	1	-	0	2	0	2	-	3
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0.3%	0%	0%	0.2%	-	0%	0.7%	0%	0.7%	-	0.3%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	2	-	-	-	-	3	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	0%	-

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

**NW 129th Avenue and Taft Street - TMC**

Tue Nov 15, 2022

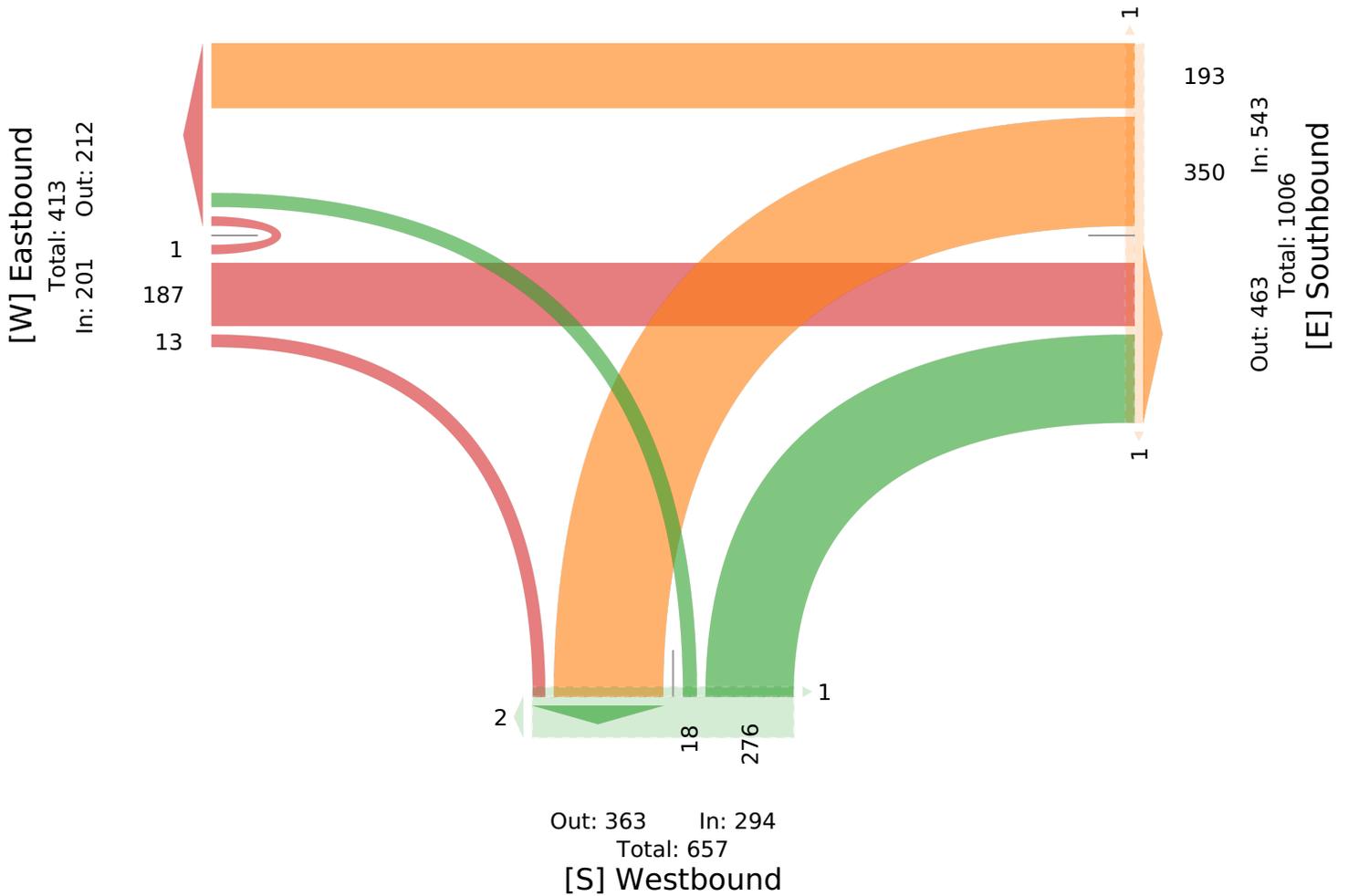
PM Peak (5 PM - 6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016088, Location: 26.023566, -80.324321

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



NW 136th Avenue and NW 10th Street - TMC

Tue Nov 15, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016089, Location: 26.014262, -80.329947

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound Eastbound						Westbound Westbound						Northbound Northbound						Southbound Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-15 6:00AM	0	0	1	0	1	0	2	3	2	0	7	0	3	3	6	0	12	0	1	2	2	0	5	1	25
6:15AM	0	3	0	0	3	0	1	11	2	0	14	0	1	4	5	0	10	0	4	4	6	0	14	0	41
6:30AM	0	4	2	1	7	2	7	15	2	1	25	0	0	3	14	0	17	1	1	13	10	0	24	1	73
6:45AM	3	6	0	0	9	0	6	25	4	0	35	0	1	3	15	0	19	2	6	9	10	0	25	1	88
Hourly Total	3	13	3	1	20	2	16	54	10	1	81	0	5	13	40	0	58	3	12	28	28	0	68	3	227
7:00AM	1	13	8	0	22	0	23	17	2	1	43	1	0	5	21	0	26	2	7	16	9	0	32	2	123
7:15AM	2	26	7	0	35	2	27	26	1	0	54	0	0	8	52	0	60	3	7	19	9	0	35	3	184
7:30AM	1	26	15	9	51	7	67	57	1	0	125	0	6	18	46	0	70	2	6	29	7	0	42	2	288
7:45AM	18	25	31	9	83	10	29	38	2	0	69	0	5	15	43	0	63	21	7	20	16	1	44	4	259
Hourly Total	22	90	61	18	191	19	146	138	6	1	291	1	11	46	162	0	219	28	27	84	41	1	153	11	854
8:00AM	3	11	4	0	18	1	16	22	1	0	39	1	4	12	37	0	53	3	7	12	12	1	32	1	142
8:15AM	3	17	4	0	24	1	13	20	2	2	37	0	4	10	26	0	40	1	6	12	13	2	33	1	134
8:30AM	4	13	5	0	22	1	11	24	4	0	39	1	0	8	29	0	37	1	22	15	11	0	48	5	146
8:45AM	4	10	7	0	21	0	28	24	17	2	71	0	1	8	34	0	43	2	13	10	8	0	31	1	166
Hourly Total	14	51	20	0	85	3	68	90	24	4	186	2	9	38	126	0	173	7	48	49	44	3	144	8	588
4:00PM	8	22	2	1	33	0	22	26	7	0	55	5	1	7	16	0	24	0	14	7	2	0	23	0	135
4:15PM	7	31	8	0	46	0	17	20	20	0	57	1	1	9	21	0	31	0	16	9	8	1	34	0	168
4:30PM	6	29	5	0	40	0	19	27	17	0	63	0	2	11	18	0	31	0	7	13	5	0	25	0	159
4:45PM	6	32	6	0	44	1	21	35	9	0	65	0	3	16	20	0	39	1	12	14	5	0	31	1	179
Hourly Total	27	114	21	1	163	1	79	108	53	0	240	6	7	43	75	0	125	1	49	43	20	1	113	1	641
5:00PM	6	38	4	0	48	0	27	39	14	1	81	1	3	14	24	0	41	0	5	6	2	0	13	0	183
5:15PM	14	34	6	0	54	0	42	38	14	1	95	1	2	4	30	1	37	1	9	5	10	0	24	2	210
5:30PM	6	29	5	0	40	0	19	29	9	1	58	1	1	10	23	0	34	2	11	5	7	0	23	0	155
5:45PM	11	24	5	0	40	1	35	36	8	1	80	2	5	12	22	0	39	4	7	12	7	0	26	4	185
Hourly Total	37	125	20	0	182	1	123	142	45	4	314	5	11	40	99	1	151	7	32	28	26	0	86	6	733
6:00PM	9	24	6	0	39	0	15	32	8	0	55	0	4	17	21	0	42	0	11	10	6	0	27	1	163
6:15PM	4	37	7	0	48	0	27	23	7	1	58	0	0	7	15	1	23	0	9	6	6	0	21	2	150
6:30PM	6	15	6	1	28	0	33	39	21	0	93	0	1	12	13	0	26	0	7	10	6	1	24	2	171
6:45PM	6	20	12	1	39	0	19	27	17	0	63	0	2	12	17	0	31	1	10	10	6	0	26	0	159
Hourly Total	25	96	31	2	154	0	94	121	53	1	269	0	7	48	66	1	122	1	37	36	24	1	98	5	643
<b>Total</b>	<b>128</b>	<b>489</b>	<b>156</b>	<b>22</b>	<b>795</b>	<b>26</b>	<b>526</b>	<b>653</b>	<b>191</b>	<b>11</b>	<b>1381</b>	<b>14</b>	<b>50</b>	<b>228</b>	<b>568</b>	<b>2</b>	<b>848</b>	<b>47</b>	<b>205</b>	<b>268</b>	<b>183</b>	<b>6</b>	<b>662</b>	<b>34</b>	<b>3686</b>
<b>% Approach</b>	<b>16.1%</b>	<b>61.5%</b>	<b>19.6%</b>	<b>2.8%</b>	<b>-</b>	<b>-</b>	<b>38.1%</b>	<b>47.3%</b>	<b>13.8%</b>	<b>0.8%</b>	<b>-</b>	<b>-</b>	<b>5.9%</b>	<b>26.9%</b>	<b>67.0%</b>	<b>0.2%</b>	<b>-</b>	<b>-</b>	<b>31.0%</b>	<b>40.5%</b>	<b>27.6%</b>	<b>0.9%</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>% Total</b>	<b>3.5%</b>	<b>13.3%</b>	<b>4.2%</b>	<b>0.6%</b>	<b>21.6%</b>	<b>-</b>	<b>14.3%</b>	<b>17.7%</b>	<b>5.2%</b>	<b>0.3%</b>	<b>37.5%</b>	<b>-</b>	<b>1.4%</b>	<b>6.2%</b>	<b>15.4%</b>	<b>0.1%</b>	<b>23.0%</b>	<b>-</b>	<b>5.6%</b>	<b>7.3%</b>	<b>5.0%</b>	<b>0.2%</b>	<b>18.0%</b>	<b>-</b>	<b>-</b>
<b>Motorcycles</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>-</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>7</b>
<b>% Motorcycles</b>	<b>0%</b>	<b>0.4%</b>	<b>0%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0%</b>	<b>0%</b>	<b>0.2%</b>	<b>-</b>	<b>0%</b>	<b>0.4%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0.5%</b>	<b>0%</b>	<b>0.2%</b>	<b>-</b>	<b>0.2%</b>
<b>Lights</b>	<b>124</b>	<b>477</b>	<b>150</b>	<b>22</b>	<b>773</b>	<b>-</b>	<b>514</b>	<b>642</b>	<b>190</b>	<b>11</b>	<b>1357</b>	<b>-</b>	<b>48</b>	<b>217</b>	<b>557</b>	<b>2</b>	<b>824</b>	<b>-</b>	<b>194</b>	<b>264</b>	<b>181</b>	<b>4</b>	<b>643</b>	<b>-</b>	<b>3597</b>
<b>% Lights</b>	<b>96.9%</b>	<b>97.5%</b>	<b>96.2%</b>	<b>100%</b>	<b>97.2%</b>	<b>-</b>	<b>97.7%</b>	<b>98.3%</b>	<b>99.5%</b>	<b>100%</b>	<b>98.3%</b>	<b>-</b>	<b>96.0%</b>	<b>95.2%</b>	<b>98.1%</b>	<b>100%</b>	<b>97.2%</b>	<b>-</b>	<b>94.6%</b>	<b>98.5%</b>	<b>98.9%</b>	<b>66.7%</b>	<b>97.1%</b>	<b>-</b>	<b>97.6%</b>
<b>Single-Unit Trucks</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>-</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>-</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>-</b>	<b>16</b>
<b>% Single-Unit Trucks</b>	<b>0.8%</b>	<b>0.6%</b>	<b>0.6%</b>	<b>0%</b>	<b>0.6%</b>	<b>-</b>	<b>0.2%</b>	<b>0.5%</b>	<b>0%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0%</b>	<b>1.3%</b>	<b>0.4%</b>	<b>0%</b>	<b>0.6%</b>	<b>-</b>	<b>0.5%</b>	<b>0.4%</b>	<b>0%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0.4%</b>
<b>Articulated Trucks</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>4</b>
<b>% Articulated Trucks</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0.2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>	<b>-</b>	<b>0%</b>	<b>0.9%</b>	<b>0%</b>	<b>0%</b>	<b>0.2%</b>	<b>-</b>	<b>0%</b>	<b>0.4%</b>	<b>0%</b>	<b>0%</b>	<b>0.2%</b>	<b>-</b>	<b>0.1%</b>
<b>Buses</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>-</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>-</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>-</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>-</b>	<b>52</b>
<b>% Buses</b>	<b>2.3%</b>	<b>1.0%</b>	<b>3.2%</b>	<b>0%</b>	<b>1.6%</b>	<b>-</b>	<b>1.7%</b>	<b>0.2%</b>	<b>0.5%</b>	<b>0%</b>	<b>0.8%</b>	<b>-</b>	<b>4.0%</b>	<b>2.2%</b>	<b>1.6%</b>	<b>0%</b>	<b>1.9%</b>	<b>-</b>	<b>4.4%</b>	<b>0.7%</b>	<b>0.5%</b>	<b>0%</b>	<b>1.8%</b>	<b>-</b>	<b>1.4%</b>
<b>Bicycles on Road</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>-</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>-</b>	<b>10</b>
<b>% Bicycles on Road</b>	<b>0%</b>	<b>0.4%</b>	<b>0%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0%</b>	<b>0.8%</b>	<b>0%</b>	<b>0%</b>	<b>0.4%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0.5%</b>	<b>0%</b>	<b>0%</b>	<b>33.3%</b>	<b>0.5%</b>	<b>-</b>	<b>0.3%</b>
<b>Pedestrians</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>41</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>28</b>	<b>-</b>	
<b>% Pedestrians</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>92.3%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>85.7%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>87.2%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>82.4%</b>	<b>-</b>	
<b>Bicycles on Crosswalk</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>-</b>	
<b>% Bicycles on Crosswalk</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.7%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14.3%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12.8%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>17.6%</b>	<b>-</b>	

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

**NW 136th Avenue and NW 10th Street - TMC**

Tue Nov 15, 2022

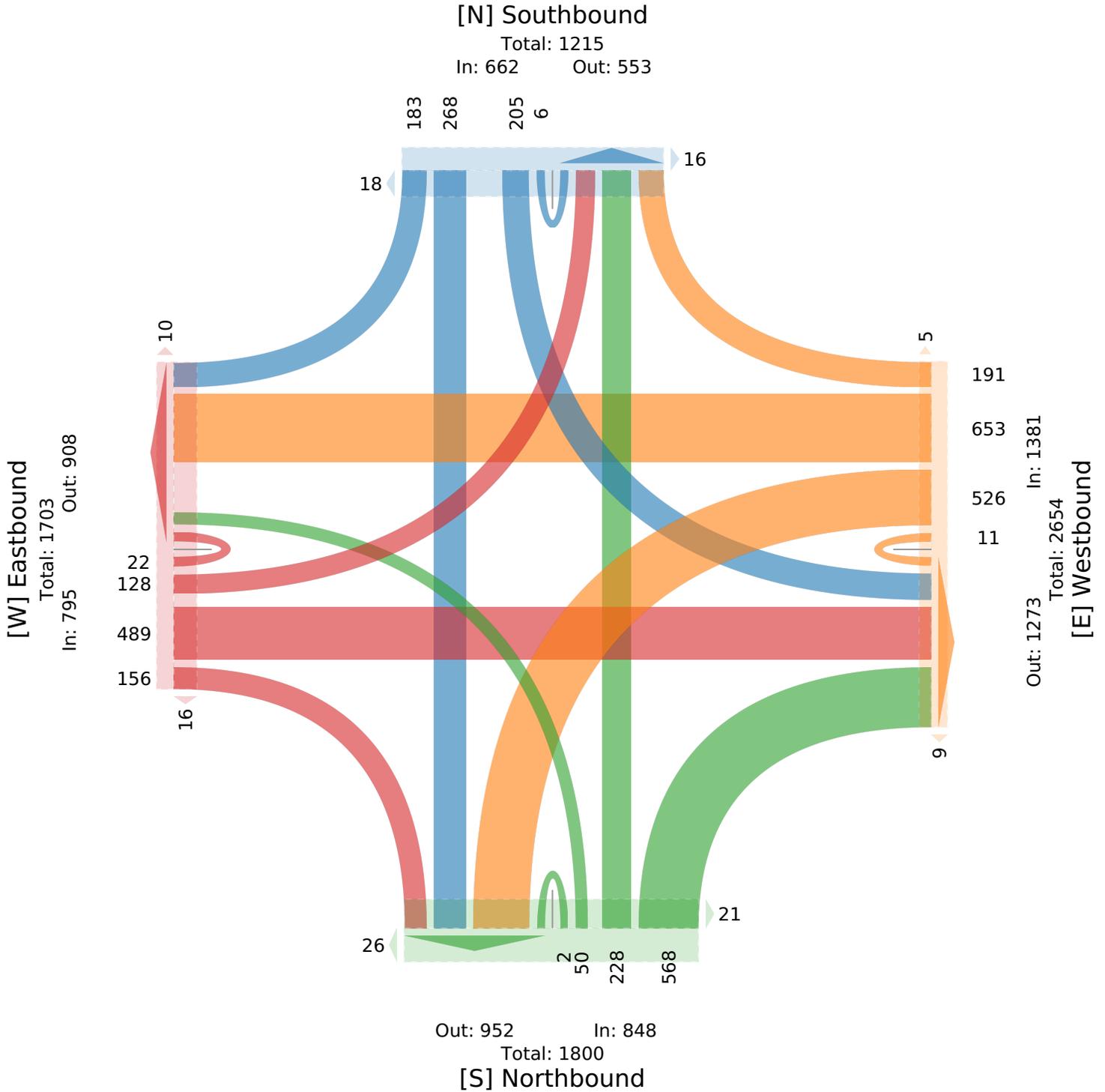
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016089, Location: 26.014262, -80.329947

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



NW 136th Avenue and NW 10th Street - TMC

Tue Nov 15, 2022

AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016089, Location: 26.014262, -80.329947

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int	
	Eastbound						Westbound						Northbound						Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int	
2022-11-15 7:15AM	2	26	7	0	35	2	27	26	1	0	54	0	0	8	52	0	60	3	7	19	9	0	35	3	184	
7:30AM	1	26	15	9	51	7	67	57	1	0	125	0	6	18	46	0	70	2	6	29	7	0	42	2	288	
7:45AM	18	25	31	9	83	10	29	38	2	0	69	0	5	15	43	0	63	21	7	20	16	1	44	4	259	
8:00AM	3	11	4	0	18	1	16	22	1	0	39	1	4	12	37	0	53	3	7	12	12	1	32	1	142	
<b>Total</b>	24	88	57	18	187	20	139	143	5	0	287	1	15	53	178	0	246	29	27	80	44	2	153	10	873	
<b>% Approach</b>	12.8%	47.1%	30.5%	9.6%	-	-	48.4%	49.8%	1.7%	0%	-	-	6.1%	21.5%	72.4%	0%	-	-	17.6%	52.3%	28.8%	1.3%	-	-	-	
<b>% Total</b>	2.7%	10.1%	6.5%	2.1%	21.4%	-	15.9%	16.4%	0.6%	0%	32.9%	-	1.7%	6.1%	20.4%	0%	28.2%	-	3.1%	9.2%	5.0%	0.2%	17.5%	-	-	
<b>PHF</b>	0.333	0.846	0.460	0.500	0.563	-	0.519	0.623	0.625	-	0.572	-	0.625	0.736	0.856	-	0.879	-	0.929	0.690	0.688	0.500	0.884	-	0.756	
<b>Motorcycles</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0
<b>% Motorcycles</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
<b>Lights</b>	20	88	54	18	180	-	138	141	5	0	284	-	15	49	175	0	239	-	25	79	43	2	149	-	852	
<b>% Lights</b>	83.3%	100%	94.7%	100%	96.3%	-	99.3%	98.6%	100%	0%	99.0%	-	100%	92.5%	98.3%	0%	97.2%	-	92.6%	98.8%	97.7%	100%	97.4%	-	97.6%	
<b>Single-Unit Trucks</b>	1	0	1	0	2	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	0	-	3
<b>% Single-Unit Trucks</b>	4.2%	0%	1.8%	0%	1.1%	-	0%	0.7%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.3%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	0	-	2
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	3.8%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	0%	-	0.2%
<b>Buses</b>	3	0	2	0	5	-	1	0	0	0	1	-	0	2	3	0	5	-	1	1	1	0	3	-	14	
<b>% Buses</b>	12.5%	0%	3.5%	0%	2.7%	-	0.7%	0%	0%	0%	0.3%	-	0%	3.8%	1.7%	0%	2.0%	-	3.7%	1.3%	2.3%	0%	2.0%	-	1.6%	
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1	0	0	0	1	-	2	
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	3.7%	0%	0%	0%	0.7%	-	0.2%	
<b>Pedestrians</b>	-	-	-	-	-	18	-	-	-	-	-	1	-	-	-	-	-	29	-	-	-	-	-	-	7	
<b>% Pedestrians</b>	-	-	-	-	-	90.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	70.0%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	3	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	10.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	30.0%	

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

**NW 136th Avenue and NW 10th Street - TMC**

Tue Nov 15, 2022

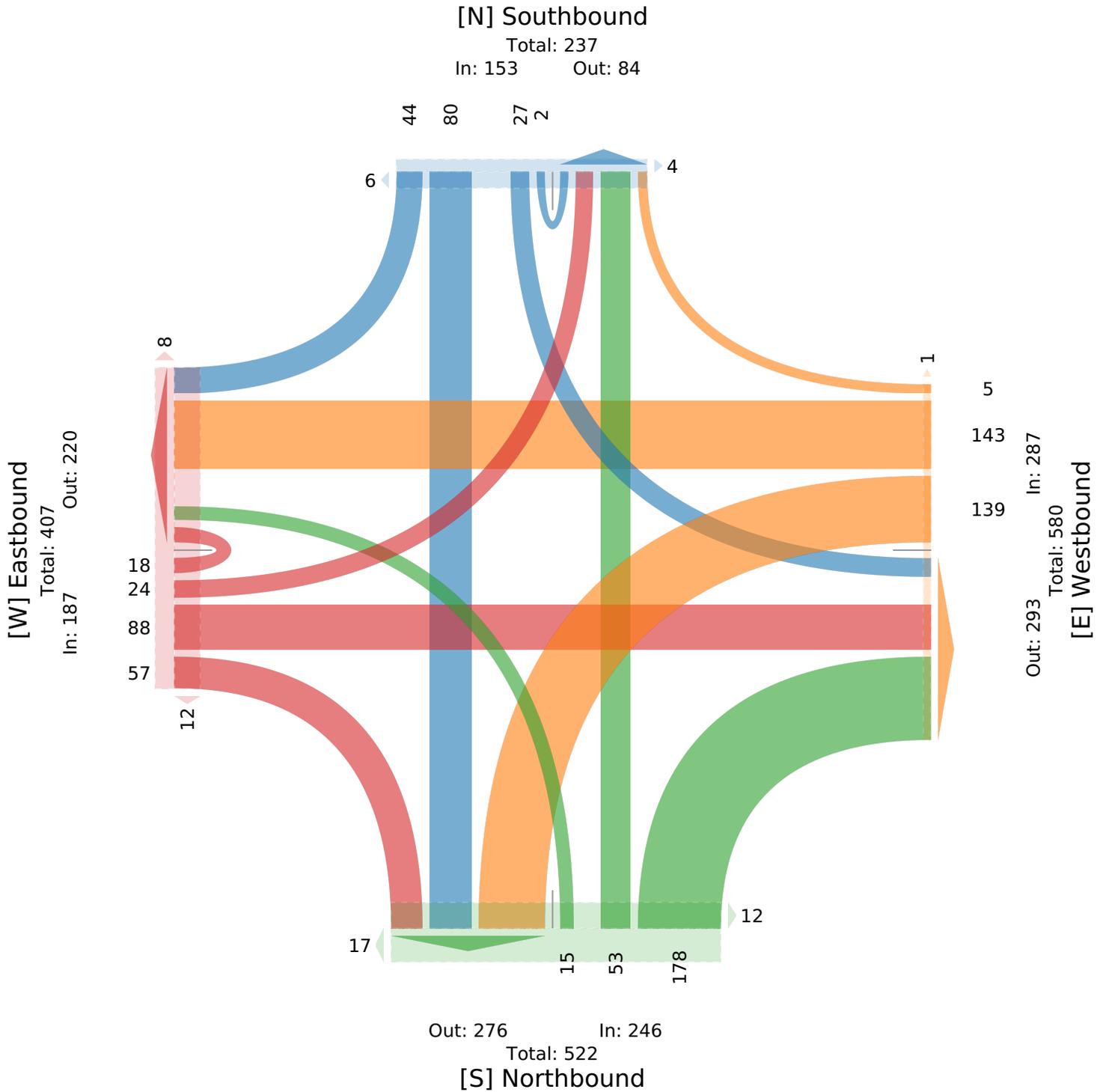
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016089, Location: 26.014262, -80.329947

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



NW 136th Avenue and NW 10th Street - TMC

Tue Nov 15, 2022

PM Peak (5 PM - 6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016089, Location: 26.014262, -80.329947

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-15 5:00PM	6	38	4	0	48	0	27	39	14	1	81	1	3	14	24	0	41	0	5	6	2	0	13	0	183
5:15PM	14	34	6	0	54	0	42	38	14	1	95	1	2	4	30	1	37	1	9	5	10	0	24	2	210
5:30PM	6	29	5	0	40	0	19	29	9	1	58	1	1	10	23	0	34	2	11	5	7	0	23	0	155
5:45PM	11	24	5	0	40	1	35	36	8	1	80	2	5	12	22	0	39	4	7	12	7	0	26	4	185
<b>Total</b>	37	125	20	0	182	1	123	142	45	4	314	5	11	40	99	1	151	7	32	28	26	0	86	6	733
<b>% Approach</b>	20.3%	68.7%	11.0%	0%	-	-	39.2%	45.2%	14.3%	1.3%	-	-	7.3%	26.5%	65.6%	0.7%	-	-	37.2%	32.6%	30.2%	0%	-	-	-
<b>% Total</b>	5.0%	17.1%	2.7%	0%	24.8%	-	16.8%	19.4%	6.1%	0.5%	42.8%	-	1.5%	5.5%	13.5%	0.1%	20.6%	-	4.4%	3.8%	3.5%	0%	11.7%	-	-
<b>PHF</b>	0.661	0.831	0.833	-	0.849	-	0.732	0.921	0.804	1.000	0.830	-	0.550	0.714	0.825	0.250	0.921	-	0.727	0.583	0.650	-	0.827	-	0.876
<b>Motorcycles</b>	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Motorcycles</b>	0%	0.8%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
<b>Lights</b>	37	122	19	0	178	-	121	140	44	4	309	-	11	40	98	1	150	-	31	27	26	0	84	-	721
<b>% Lights</b>	100%	97.6%	95.0%	0%	97.8%	-	98.4%	98.6%	97.8%	100%	98.4%	-	100%	100%	99.0%	100%	99.3%	-	96.9%	96.4%	100%	0%	97.7%	-	98.4%
<b>Single-Unit Trucks</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	1	1	0	0	2	-	3
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	1.0%	0%	0.7%	-	3.1%	3.6%	0%	0%	2.3%	-	0.4%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Buses</b>	0	0	1	0	1	-	2	0	1	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	4
<b>% Buses</b>	0%	0%	5.0%	0%	0.5%	-	1.6%	0%	2.2%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.5%
<b>Bicycles on Road</b>	0	2	0	0	2	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	4
<b>% Bicycles on Road</b>	0%	1.6%	0%	0%	1.1%	-	0%	1.4%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.5%
<b>Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	5	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	80.0%	-	-	-	-	-	57.1%	-	-	-	-	-	83.3%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	1	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	20.0%	-	-	-	-	-	42.9%	-	-	-	-	-	16.7%	

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

**NW 136th Avenue and NW 10th Street - TMC**

Tue Nov 15, 2022

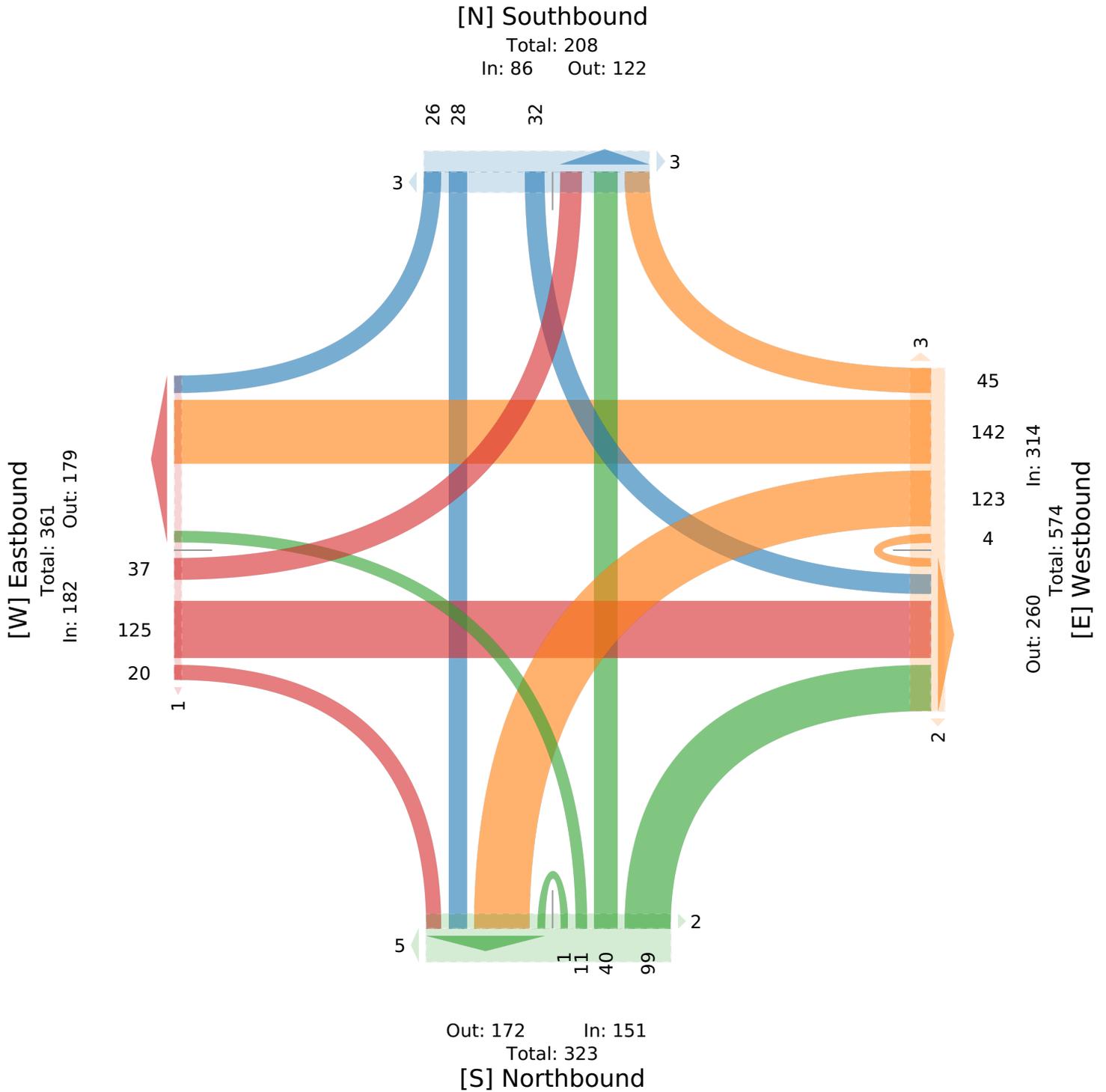
PM Peak (5 PM - 6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016089, Location: 26.014262, -80.329947

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US



Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 NW 155 Avenue South of NW 6 Ct

Latitude: 40' 12.9500 North

Start Time	15-Nov-07 Thu	NB	SB	Total						
12:00 AM		17	7	24						
12:15		20	8	28						
12:30		19	2	21						
12:45		17	9	26						
01:00		10	6	16						
01:15		11	4	15						
01:30		5	1	6						
01:45		11	2	13						
02:00		5	4	9						
02:15		3	2	5						
02:30		2	1	3						
02:45		3	1	4						
03:00		5	6	11						
03:15		3	1	4						
03:30		1	0	1						
03:45		2	2	4						
04:00		0	3	3						
04:15		2	3	5						
04:30		1	5	6						
04:45		1	3	4						
05:00		1	9	10						
05:15		2	7	9						
05:30		5	6	11						
05:45		2	16	18						
06:00		4	12	16						
06:15		1	18	19						
06:30		1	18	19						
06:45		3	31	34						
07:00		9	43	52						
07:15		12	44	56						
07:30		18	59	77						
07:45		30	77	107						
08:00		21	90	111						
08:15		43	104	147						
08:30		69	108	177						
08:45		77	88	165						
09:00		52	101	153						
09:15		52	79	131						
09:30		44	78	122						
09:45		35	77	112						
10:00		39	51	90						
10:15		34	46	80						
10:30		43	48	91						
10:45		36	57	93						
11:00		36	29	65						
11:15		27	52	79						
11:30		36	48	84						
11:45		31	35	66						
Total		901	1501	2402						
Percent		37.5%	62.5%							
Peak	-	08:30	08:15	-	-	-	-	-	-	08:15
Vol.	-	250	401	-	-	-	-	-	-	642
P.H.F.		0.812	0.928							0.907

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 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 NW 155 Avenue South of NW 6 Ct

Latitude: 40' 12.9500 North

Start Time	15-Nov-07 Thu	NB	SB	Total
12:00 PM		25	48	73
12:15		38	42	80
12:30		36	48	84
12:45		29	42	71
01:00		42	41	83
01:15		39	41	80
01:30		46	56	102
01:45		49	49	98
02:00		42	38	80
02:15		47	51	98
02:30		63	43	106
02:45		76	55	131
03:00		70	89	159
03:15		62	64	126
03:30		48	50	98
03:45		63	48	111
04:00		65	48	113
04:15		72	50	122
04:30		58	55	113
04:45		101	52	153
05:00		71	57	128
05:15		74	47	121
05:30		67	58	125
05:45		82	61	143
06:00		72	58	130
06:15		91	64	155
06:30		101	47	148
06:45		91	73	164
07:00		84	67	151
07:15		89	59	148
07:30		76	59	135
07:45		88	47	135
08:00		64	48	112
08:15		82	48	130
08:30		59	28	87
08:45		71	39	110
09:00		61	30	91
09:15		54	50	104
09:30		60	28	88
09:45		40	25	65
10:00		46	33	79
10:15		40	23	63
10:30		41	26	67
10:45		33	13	46
11:00		41	23	64
11:15		25	16	41
11:30		32	5	37
11:45		28	9	37
Total		2834	2151	4985
Percent		56.9%	43.1%	
Peak	-	18:15	14:45	- - - - - 18:15
Vol.	-	367	258	- - - - - 618
P.H.F.		0.908	0.725	

Metric Engineering  
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 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 NW 155 Avenue South of NW 6 Ct

Latitude: 40' 12.9500 North

Start Time	16-Nov-07 Fri	NB	SB	Total						
12:00 AM		17	6	23						
12:15		21	8	29						
12:30		17	3	20						
12:45		18	9	27						
01:00		13	1	14						
01:15		9	8	17						
01:30		8	2	10						
01:45		7	2	9						
02:00		5	3	8						
02:15		2	4	6						
02:30		5	3	8						
02:45		3	3	6						
03:00		5	3	8						
03:15		3	3	6						
03:30		3	2	5						
03:45		4	7	11						
04:00		2	1	3						
04:15		4	4	8						
04:30		3	4	7						
04:45		1	3	4						
05:00		3	6	9						
05:15		2	10	12						
05:30		1	10	11						
05:45		5	18	23						
06:00		7	16	23						
06:15		5	15	20						
06:30		2	24	26						
06:45		4	26	30						
07:00		9	40	49						
07:15		18	55	73						
07:30		14	55	69						
07:45		14	84	98						
08:00		22	82	104						
08:15		47	98	145						
08:30		58	105	163						
08:45		88	88	176						
09:00		50	103	153						
09:15		46	86	132						
09:30		40	96	136						
09:45		39	62	101						
10:00		42	56	98						
10:15		32	49	81						
10:30		29	55	84						
10:45		37	57	94						
11:00		27	43	70						
11:15		38	47	85						
11:30		33	55	88						
11:45		37	38	75						
Total		899	1558	2457						
Percent		36.6%	63.4%							
Peak	-	08:15	08:15	-	-	-	-	-	-	08:15
Vol.	-	243	394	-	-	-	-	-	-	637
P.H.F.		0.690	0.938							0.905

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Latitude: 40' 12.9500 North

Start Time	16-Nov-07 Fri	NB	SB	Total
12:00 PM		34	53	87
12:15		30	46	76
12:30		42	44	86
12:45		27	45	72
01:00		38	45	83
01:15		52	35	87
01:30		49	45	94
01:45		51	51	102
02:00		51	46	97
02:15		51	44	95
02:30		66	45	111
02:45		65	45	110
03:00		46	82	128
03:15		51	63	114
03:30		50	65	115
03:45		63	51	114
04:00		71	62	133
04:15		84	52	136
04:30		77	63	140
04:45		68	60	128
05:00		75	40	115
05:15		91	54	145
05:30		74	47	121
05:45		109	44	153
06:00		98	55	153
06:15		86	66	152
06:30		83	56	139
06:45		85	72	157
07:00		97	79	176
07:15		85	59	144
07:30		101	55	156
07:45		92	64	156
08:00		67	71	138
08:15		70	43	113
08:30		66	40	106
08:45		78	26	104
09:00		61	32	93
09:15		61	44	105
09:30		53	36	89
09:45		39	30	69
10:00		33	25	58
10:15		54	23	77
10:30		22	22	44
10:45		31	13	44
11:00		36	12	48
11:15		30	14	44
11:30		20	8	28
11:45		24	8	32
Total		2887	2180	5067
Percent		57.0%	43.0%	
Peak	-	17:45	18:15	18:45
Vol.	-	376	273	633
P.H.F.		0.862	0.864	0.899

Metric Engineering  
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 (305) 235-5098

Site Code:  
 Station ID:  
 NW 155 Avenue South of NW 6 Ct

Latitude: 40' 12.9500 North

Start Time	17-Nov-07 Sat	NB	SB							Total
12:00 AM		20	13							33
12:15		21	7							28
12:30		18	3							21
12:45		18	4							22
01:00		11	4							15
01:15		13	10							23
01:30		8	1							9
01:45		10	1							11
02:00		5	3							8
02:15		5	2							7
02:30		2	0							2
02:45		5	1							6
03:00		8	2							10
03:15		6	3							9
03:30		1	1							2
03:45		3	3							6
04:00		0	2							2
04:15		3	4							7
04:30		0	3							3
04:45		2	3							5
05:00		2	9							11
05:15		1	5							6
05:30		3	12							15
05:45		1	12							13
06:00		4	12							16
06:15		3	16							19
06:30		4	20							24
06:45		7	34							41
07:00		8	33							41
07:15		15	64							79
07:30		19	48							67
07:45		17	71							88
08:00		32	90							122
08:15		55	93							148
08:30		69	109							178
08:45		74	91							165
09:00		41	97							138
09:15		34	72							106
09:30		42	65							107
09:45		51	57							108
10:00		34	57							91
10:15		43	49							92
10:30		36	46							82
10:45		41	43							84
11:00		41	46							87
11:15		44	51							95
11:30		41	43							84
11:45		33	52							85
Total		954	1467							2421
Percent		39.4%	60.6%							
Peak	-	08:15	08:15	-	-	-	-	-	-	08:15
Vol.	-	239	390	-	-	-	-	-	-	629
P.H.F.		0.807	0.894							0.883

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Start Time	17-Nov-07 Sat	NB	SB							Total
12:00 PM		41	46							87
12:15		40	42							82
12:30		45	46							91
12:45		36	53							89
01:00		52	45							97
01:15		50	54							104
01:30		47	55							102
01:45		47	48							95
02:00		50	42							92
02:15		59	39							98
02:30		58	48							106
02:45		58	58							116
03:00		47	70							117
03:15		59	60							119
03:30		57	64							121
03:45		72	61							133
04:00		67	67							134
04:15		59	55							114
04:30		76	57							133
04:45		84	52							136
05:00		64	48							112
05:15		85	56							141
05:30		73	52							125
05:45		76	53							129
06:00		75	51							126
06:15		85	51							136
06:30		94	64							158
06:45		102	72							174
07:00		100	63							163
07:15		79	77							156
07:30		87	46							133
07:45		68	50							118
08:00		66	51							117
08:15		73	43							116
08:30		55	35							90
08:45		74	49							123
09:00		67	35							102
09:15		62	31							93
09:30		74	25							99
09:45		43	24							67
10:00		48	22							70
10:15		35	25							60
10:30		39	23							62
10:45		47	17							64
11:00		38	13							51
11:15		33	23							56
11:30		30	12							42
11:45		26	6							32
Total		2902	2179							5081
Percent		57.1%	42.9%							
Peak	-	18:15	18:30	-	-	-	-	-	-	18:30
Vol.	-	381	276	-	-	-	-	-	-	651
P.H.F.		0.934	0.896							0.935
Grand Total		11377	11036							22413
Percent		50.8%	49.2%							
ADT		ADT 7,152	AADT 7,152							

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: NW 208 Avenue South of NW 4 Street

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	6	5	11
00:15 - 00:29	7	6	13
00:30 - 00:44	3	1	4
00:45 - 00:59	6	3	9
01:00 - 01:14	5	4	9
01:15 - 01:29	5	6	11
01:30 - 01:44	6	0	6
01:45 - 01:59	2	4	6
02:00 - 02:14	1	0	1
02:15 - 02:29	2	2	4
02:30 - 02:44	4	1	5
02:45 - 02:59	1	0	1
03:00 - 03:14	0	1	1
03:15 - 03:29	1	0	1
03:30 - 03:44	1	0	1
03:45 - 03:59	1	2	3
04:00 - 04:14	2	1	3
04:15 - 04:29	3	1	4
04:30 - 04:44	0	0	0
04:45 - 04:59	2	0	2
05:00 - 05:14	4	3	7
05:15 - 05:29	1	4	5
05:30 - 05:44	6	4	10
05:45 - 05:59	6	7	13
06:00 - 06:14	5	11	16
06:15 - 06:29	6	5	11
06:30 - 06:44	19	9	28
06:45 - 06:59	24	15	39
07:00 - 07:14	17	13	30
07:15 - 07:29	31	24	55
07:30 - 07:44	64	40	104
07:45 - 07:59	122	70	192
08:00 - 08:14	136	92	228
08:15 - 08:29	85	110	195
08:30 - 08:44	60	90	150
08:45 - 08:59	87	54	141
09:00 - 09:14	87	71	158
09:15 - 09:29	68	89	157
09:30 - 09:44	58	53	111
09:45 - 09:59	47	37	84
10:00 - 10:14	53	31	84
10:15 - 10:29	44	37	81
10:30 - 10:44	31	24	55
10:45 - 10:59	40	21	61
11:00 - 11:14	24	34	58
11:15 - 11:29	29	17	46
11:30 - 11:44	20	24	44
11:45 - 11:59	29	17	46
12:00 - 12:14	20	30	50
12:15 - 12:29	25	25	50
12:30 - 12:44	28	25	53
12:45 - 12:59	22	27	49

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: NW 208 Avenue South of NW 4 Street

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	22	35	57
13:15 - 13:29	35	27	62
13:30 - 13:44	37	27	64
13:45 - 13:59	38	33	71
14:00 - 14:14	27	21	48
14:15 - 14:29	35	41	76
14:30 - 14:44	41	24	65
14:45 - 14:59	53	20	73
15:00 - 15:14	64	48	112
15:15 - 15:29	81	95	176
15:30 - 15:44	58	64	122
15:45 - 15:59	75	45	120
16:00 - 16:14	93	96	189
16:15 - 16:29	75	123	198
16:30 - 16:44	61	86	147
16:45 - 16:59	65	61	126
17:00 - 17:14	62	80	142
17:15 - 17:29	63	87	150
17:30 - 17:44	78	83	161
17:45 - 17:59	57	60	117
18:00 - 18:14	61	77	138
18:15 - 18:29	77	86	163
18:30 - 18:44	63	75	138
18:45 - 18:59	71	60	131
19:00 - 19:14	73	66	139
19:15 - 19:29	93	82	175
19:30 - 19:44	49	76	125
19:45 - 19:59	46	39	85
20:00 - 20:14	47	42	89
20:15 - 20:29	61	29	90
20:30 - 20:44	36	34	70
20:45 - 20:59	41	35	76
21:00 - 21:14	39	30	69
21:15 - 21:29	26	27	53
21:30 - 21:44	23	20	43
21:45 - 21:59	22	19	41
22:00 - 22:14	16	13	29
22:15 - 22:29	16	21	37
22:30 - 22:44	18	23	41
22:45 - 22:59	10	18	28
23:00 - 23:14	17	18	35
23:15 - 23:29	15	11	26
23:30 - 23:44	9	5	14
23:45 - 23:59	15	9	24
<b>Totals</b>	<b>3420</b>	<b>3221</b>	<b>6641</b>
<b>AM Peak Time</b>	<b>07:40 - 08:39</b>	<b>07:45 - 08:44</b>	<b>07:40 - 08:39</b>
<b>AM Peak Volume</b>	<b>428</b>	<b>362</b>	<b>779</b>
<b>PM Peak Time</b>	<b>15:17 - 16:16</b>	<b>16:09 - 17:08</b>	<b>15:49 - 16:48</b>
<b>PM Peak Volume</b>	<b>314</b>	<b>378</b>	<b>668</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: NW 208 Avenue South of NW 4 Street

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: NW 208 Avenue South of NW 4 Street

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	4	8	12
00:15 - 00:29	7	9	16
00:30 - 00:44	6	5	11
00:45 - 00:59	8	2	10
01:00 - 01:14	6	4	10
01:15 - 01:29	3	0	3
01:30 - 01:44	6	4	10
01:45 - 01:59	3	2	5
02:00 - 02:14	3	4	7
02:15 - 02:29	2	2	4
02:30 - 02:44	2	4	6
02:45 - 02:59	0	0	0
03:00 - 03:14	1	3	4
03:15 - 03:29	2	1	3
03:30 - 03:44	2	0	2
03:45 - 03:59	2	2	4
04:00 - 04:14	2	0	2
04:15 - 04:29	1	1	2
04:30 - 04:44	0	0	0
04:45 - 04:59	1	1	2
05:00 - 05:14	2	4	6
05:15 - 05:29	0	3	3
05:30 - 05:44	4	6	10
05:45 - 05:59	5	6	11
06:00 - 06:14	12	6	18
06:15 - 06:29	8	8	16
06:30 - 06:44	13	10	23
06:45 - 06:59	29	18	47
07:00 - 07:14	20	20	40
07:15 - 07:29	31	17	48
07:30 - 07:44	54	49	103
07:45 - 07:59	136	61	197
08:00 - 08:14	107	110	217
08:15 - 08:29	104	100	204
08:30 - 08:44	72	73	145
08:45 - 08:59	78	59	137
09:00 - 09:14	93	62	155
09:15 - 09:29	72	80	152
09:30 - 09:44	52	47	99
09:45 - 09:59	55	36	91
10:00 - 10:14	60	38	98
10:15 - 10:29	35	24	59
10:30 - 10:44	34	26	60
10:45 - 10:59	35	23	58
11:00 - 11:14	24	38	62
11:15 - 11:29	28	27	55
11:30 - 11:44	23	27	50
11:45 - 11:59	22	18	40
12:00 - 12:14	22	32	54
12:15 - 12:29	21	39	60
12:30 - 12:44	29	35	64
12:45 - 12:59	33	21	54

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: NW 208 Avenue South of NW 4 Street

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	35	46	81
13:15 - 13:29	32	32	64
13:30 - 13:44	41	36	77
13:45 - 13:59	30	25	55
14:00 - 14:14	36	25	61
14:15 - 14:29	40	30	70
14:30 - 14:44	44	29	73
14:45 - 14:59	71	27	98
15:00 - 15:14	75	42	117
15:15 - 15:29	68	86	154
15:30 - 15:44	67	85	152
15:45 - 15:59	76	44	120
16:00 - 16:14	99	86	185
16:15 - 16:29	77	108	185
16:30 - 16:44	61	74	135
16:45 - 16:59	59	56	115
17:00 - 17:14	72	96	168
17:15 - 17:29	58	55	113
17:30 - 17:44	55	73	128
17:45 - 17:59	57	60	117
18:00 - 18:14	72	84	156
18:15 - 18:29	68	100	168
18:30 - 18:44	58	84	142
18:45 - 18:59	64	55	119
19:00 - 19:14	69	53	122
19:15 - 19:29	57	57	114
19:30 - 19:44	62	54	116
19:45 - 19:59	55	45	100
20:00 - 20:14	56	39	95
20:15 - 20:29	68	38	106
20:30 - 20:44	40	30	70
20:45 - 20:59	33	17	50
21:00 - 21:14	36	34	70
21:15 - 21:29	30	28	58
21:30 - 21:44	23	25	48
21:45 - 21:59	23	19	42
22:00 - 22:14	21	22	43
22:15 - 22:29	21	23	44
22:30 - 22:44	19	32	51
22:45 - 22:59	16	9	25
23:00 - 23:14	12	16	28
23:15 - 23:29	9	14	23
23:30 - 23:44	9	26	35
23:45 - 23:59	9	12	21
<b>Totals</b>	<b>3457</b>	<b>3206</b>	<b>6663</b>
<b>AM Peak Time</b>	<b>07:40 - 08:39</b>	<b>07:51 - 08:50</b>	<b>07:46 - 08:45</b>
<b>AM Peak Volume</b>	<b>424</b>	<b>359</b>	<b>770</b>
<b>PM Peak Time</b>	<b>15:30 - 16:29</b>	<b>16:10 - 17:09</b>	<b>15:28 - 16:27</b>
<b>PM Peak Volume</b>	<b>319</b>	<b>350</b>	<b>642</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: NW 208 Avenue South of NW 4 Street

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: NW 208 Avenue South of NW 4 Street

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	14	5	19
00:15 - 00:29	9	4	13
00:30 - 00:44	10	3	13
00:45 - 00:59	4	7	11
01:00 - 01:14	3	5	8
01:15 - 01:29	5	2	7
01:30 - 01:44	4	3	7
01:45 - 01:59	2	4	6
02:00 - 02:14	1	3	4
02:15 - 02:29	4	4	8
02:30 - 02:44	1	1	2
02:45 - 02:59	0	0	0
03:00 - 03:14	2	2	4
03:15 - 03:29	0	0	0
03:30 - 03:44	0	0	0
03:45 - 03:59	2	0	2
04:00 - 04:14	1	2	3
04:15 - 04:29	4	1	5
04:30 - 04:44	3	1	4
04:45 - 04:59	3	0	3
05:00 - 05:14	2	1	3
05:15 - 05:29	3	2	5
05:30 - 05:44	6	4	10
05:45 - 05:59	7	4	11
06:00 - 06:14	10	5	15
06:15 - 06:29	12	13	25
06:30 - 06:44	15	6	21
06:45 - 06:59	17	15	32
07:00 - 07:14	14	13	27
07:15 - 07:29	41	22	63
07:30 - 07:44	48	46	94
07:45 - 07:59	130	62	192
08:00 - 08:14	148	98	246
08:15 - 08:29	100	96	196
08:30 - 08:44	64	95	159
08:45 - 08:59	82	50	132
09:00 - 09:14	78	73	151
09:15 - 09:29	90	75	165
09:30 - 09:44	48	51	99
09:45 - 09:59	61	35	96
10:00 - 10:14	37	28	65
10:15 - 10:29	36	33	69
10:30 - 10:44	33	22	55
10:45 - 10:59	35	25	60
11:00 - 11:14	22	27	49
11:15 - 11:29	31	22	53
11:30 - 11:44	26	28	54
11:45 - 11:59	30	32	62
12:00 - 12:14	22	38	60
12:15 - 12:29	30	19	49
12:30 - 12:44	32	28	60
12:45 - 12:59	30	29	59

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: NW 208 Avenue South of NW 4 Street

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	35	34	69
13:15 - 13:29	24	20	44
13:30 - 13:44	43	49	92
13:45 - 13:59	37	36	73
14:00 - 14:14	45	31	76
14:15 - 14:29	42	36	78
14:30 - 14:44	49	33	82
14:45 - 14:59	44	38	82
15:00 - 15:14	59	43	102
15:15 - 15:29	63	106	169
15:30 - 15:44	69	60	129
15:45 - 15:59	64	54	118
16:00 - 16:14	94	90	184
16:15 - 16:29	81	115	196
16:30 - 16:44	76	104	180
16:45 - 16:59	60	68	128
17:00 - 17:14	58	70	128
17:15 - 17:29	55	95	150
17:30 - 17:44	62	68	130
17:45 - 17:59	57	61	118
18:00 - 18:14	74	83	157
18:15 - 18:29	82	65	147
18:30 - 18:44	86	74	160
18:45 - 18:59	97	66	163
19:00 - 19:14	82	84	166
19:15 - 19:29	57	70	127
19:30 - 19:44	48	51	99
19:45 - 19:59	57	46	103
20:00 - 20:14	66	81	147
20:15 - 20:29	59	75	134
20:30 - 20:44	41	56	97
20:45 - 20:59	36	30	66
21:00 - 21:14	34	29	63
21:15 - 21:29	31	22	53
21:30 - 21:44	31	18	49
21:45 - 21:59	37	16	53
22:00 - 22:14	25	36	61
22:15 - 22:29	11	18	29
22:30 - 22:44	18	21	39
22:45 - 22:59	16	16	32
23:00 - 23:14	20	14	34
23:15 - 23:29	13	11	24
23:30 - 23:44	11	8	19
23:45 - 23:59	7	10	17
<b>Totals</b>	<b>3568</b>	<b>3355</b>	<b>6923</b>
<b>AM Peak Time</b>	<b>07:43 - 08:42</b>	<b>07:45 - 08:44</b>	<b>07:43 - 08:42</b>
<b>AM Peak Volume</b>	<b>448</b>	<b>351</b>	<b>796</b>
<b>PM Peak Time</b>	<b>18:14 - 19:13</b>	<b>16:08 - 17:07</b>	<b>15:57 - 16:56</b>
<b>PM Peak Volume</b>	<b>348</b>	<b>389</b>	<b>697</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: NW 208 Avenue South of NW 4 Street

**Pines Blvd and NW 155th Avenue-Grand Palms Dr - TMC**

Tue Nov 15, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016090, Location: 26.007672, -80.351003

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-15 6:00AM	2	205	4	1	212	0	7	102	6	0	115	0	5	1	15	0	21	0	35	0	6	0	41	0	389
6:15AM	3	250	7	0	260	0	6	156	10	1	173	0	5	0	23	0	28	1	40	0	10	0	50	1	511
6:30AM	7	373	7	0	387	0	6	266	6	2	280	0	9	3	48	0	60	0	43	0	8	0	51	1	778
6:45AM	6	377	5	0	388	1	10	421	22	0	453	0	21	2	30	0	53	0	56	0	12	0	68	1	962
Hourly Total	18	1205	23	1	1247	1	29	945	44	3	1021	0	40	6	116	0	162	1	174	0	36	0	210	3	2640
7:00AM	2	484	10	0	496	0	18	385	10	2	415	0	25	1	55	0	81	0	65	3	22	0	90	0	1082
7:15AM	8	534	13	1	556	0	13	325	30	0	368	0	25	8	64	0	97	0	91	4	22	0	117	0	1138
7:30AM	6	583	12	0	601	1	22	376	45	2	445	0	16	16	54	0	86	1	81	8	40	0	129	0	1261
7:45AM	9	548	15	0	572	1	32	474	50	0	556	0	19	14	55	0	88	0	49	9	22	0	80	0	1296
Hourly Total	25	2149	50	1	2225	2	85	1560	135	4	1784	0	85	39	228	0	352	1	286	24	106	0	416	0	4777
8:00AM	20	531	21	0	572	0	23	473	30	3	529	0	20	4	37	0	61	0	68	9	31	3	111	0	1273
8:15AM	14	537	18	0	569	2	24	478	42	2	546	0	15	3	37	0	55	0	61	3	19	0	83	0	1253
8:30AM	13	488	32	0	533	0	38	402	31	2	473	0	20	4	51	0	75	0	59	2	24	0	85	0	1166
8:45AM	12	453	24	0	489	2	35	406	28	9	478	0	15	1	43	0	59	1	64	1	13	0	78	0	1104
Hourly Total	59	2009	95	0	2163	4	120	1759	131	16	2026	0	70	12	168	0	250	1	252	15	87	3	357	0	4796
4:00PM	17	462	25	1	505	0	47	559	68	4	678	0	19	2	27	0	48	1	30	3	22	0	55	0	1286
4:15PM	18	527	37	1	583	0	38	426	59	6	529	0	12	6	42	0	60	0	34	1	24	0	59	1	1231
4:30PM	15	473	28	4	520	0	43	557	67	6	673	0	16	1	30	0	47	3	27	4	24	0	55	1	1295
4:45PM	14	471	46	8	539	1	47	478	60	3	588	0	22	4	32	0	58	1	40	5	26	0	71	0	1256
Hourly Total	64	1933	136	14	2147	1	175	2020	254	19	2468	0	69	13	131	0	213	5	131	13	96	0	240	2	5068
5:00PM	26	555	39	11	631	0	45	582	54	4	685	0	14	4	33	0	51	0	30	1	22	0	53	1	1420
5:15PM	29	503	26	5	563	0	39	513	69	4	625	0	33	4	39	0	76	0	45	4	20	0	69	2	1333
5:30PM	27	535	34	3	599	3	40	584	87	0	711	0	15	3	45	0	63	3	24	5	23	1	53	0	1426
5:45PM	25	473	39	4	541	1	34	506	77	4	621	0	24	5	37	0	66	0	40	4	36	0	80	4	1308
Hourly Total	107	2066	138	23	2334	4	158	2185	287	12	2642	0	86	16	154	0	256	3	139	14	101	1	255	7	5487
6:00PM	14	477	38	2	531	4	60	571	67	4	702	0	30	5	47	0	82	3	46	4	23	0	73	3	1388
6:15PM	26	460	35	3	524	3	33	473	62	11	579	1	27	4	29	0	60	0	41	3	24	0	68	0	1231
6:30PM	14	438	41	3	496	0	51	472	67	8	598	0	20	3	18	0	41	3	32	2	26	0	60	0	1195
6:45PM	20	352	24	2	398	2	52	355	66	10	483	0	15	2	21	0	38	0	31	1	16	0	48	2	967
Hourly Total	74	1727	138	10	1949	9	196	1871	262	33	2362	1	92	14	115	0	221	6	150	10	89	0	249	5	4781
<b>Total</b>	<b>347</b>	<b>11089</b>	<b>580</b>	<b>49</b>	<b>12065</b>	<b>21</b>	<b>763</b>	<b>10340</b>	<b>1113</b>	<b>87</b>	<b>12303</b>	<b>1</b>	<b>442</b>	<b>100</b>	<b>912</b>	<b>0</b>	<b>1454</b>	<b>17</b>	<b>1132</b>	<b>76</b>	<b>515</b>	<b>4</b>	<b>1727</b>	<b>17</b>	<b>27549</b>
<b>% Approach</b>	2.9%	91.9%	4.8%	0.4%	-	-	6.2%	84.0%	9.0%	0.7%	-	-	30.4%	6.9%	62.7%	0%	-	-	65.5%	4.4%	29.8%	0.2%	-	-	-
<b>% Total</b>	1.3%	40.3%	2.1%	0.2%	43.8%	-	2.8%	37.5%	4.0%	0.3%	44.7%	-	1.6%	0.4%	3.3%	0%	5.3%	-	4.1%	0.3%	1.9%	0%	6.3%	-	-
<b>Motorcycles</b>	0	11	1	0	12	-	2	12	3	0	17	-	2	0	2	0	4	-	4	0	2	0	6	-	39
<b>% Motorcycles</b>	0%	0.1%	0.2%	0%	0.1%	-	0.3%	0.1%	0.3%	0%	0.1%	-	0.5%	0%	0.2%	0%	0.3%	-	0.4%	0%	0.4%	0%	0.3%	-	0.1%
<b>Lights</b>	334	10853	559	49	11795	-	740	10122	1098	83	12043	-	434	95	886	0	1415	-	1116	74	509	4	1703	-	26956
<b>% Lights</b>	96.3%	97.9%	96.4%	100%	97.8%	-	97.0%	97.9%	98.7%	95.4%	97.9%	-	98.2%	95.0%	97.1%	0%	97.3%	-	98.6%	97.4%	98.8%	100%	98.6%	-	97.8%
<b>Single-Unit Trucks</b>	4	126	8	0	138	-	5	98	6	2	111	-	1	0	11	0	12	-	2	1	3	0	6	-	267
<b>% Single-Unit Trucks</b>	1.2%	1.1%	1.4%	0%	1.1%	-	0.7%	0.9%	0.5%	2.3%	0.9%	-	0.2%	0%	1.2%	0%	0.8%	-	0.2%	1.3%	0.6%	0%	0.3%	-	1.0%
<b>Articulated Trucks</b>	2	57	1	0	60	-	7	60	0	2	69	-	1	0	2	0	3	-	1	0	0	0	1	-	133
<b>% Articulated Trucks</b>	0.6%	0.5%	0.2%	0%	0.5%	-	0.9%	0.6%	0%	2.3%	0.6%	-	0.2%	0%	0.2%	0%	0.2%	-	0.1%	0%	0%	0%	0.1%	-	0.5%
<b>Buses</b>	6	39	9	0	54	-	9	43	6	0	58	-	3	4	10	0	17	-	9	1	1	0	11	-	140
<b>% Buses</b>	1.7%	0.4%	1.6%	0%	0.4%	-	1.2%	0.4%	0.5%	0%	0.5%	-	0.7%	4.0%	1.1%	0%	1.2%	-	0.8%	1.3%	0.2%	0%	0.6%	-	0.5%
<b>Bicycles on Road</b>	1	3	2	0	6	-	0	5	0	0	5	-	1	1	1	0	3	-	0	0	0	0	0	-	14
<b>% Bicycles on Road</b>	0.3%	0%	0.3%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%	1.0%	0.1%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	10	-	-	-	-	-	8	
<b>% Pedestrians</b>	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-	-	-	-	-	58.8%	-	-	-	-	-	47.1%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	9	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-	-	-	-	-	41.2%	-	-	-	-	-	52.9%	

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

**Pines Blvd and NW 155th Avenue-Grand Palms Dr - TMC**

Tue Nov 15, 2022

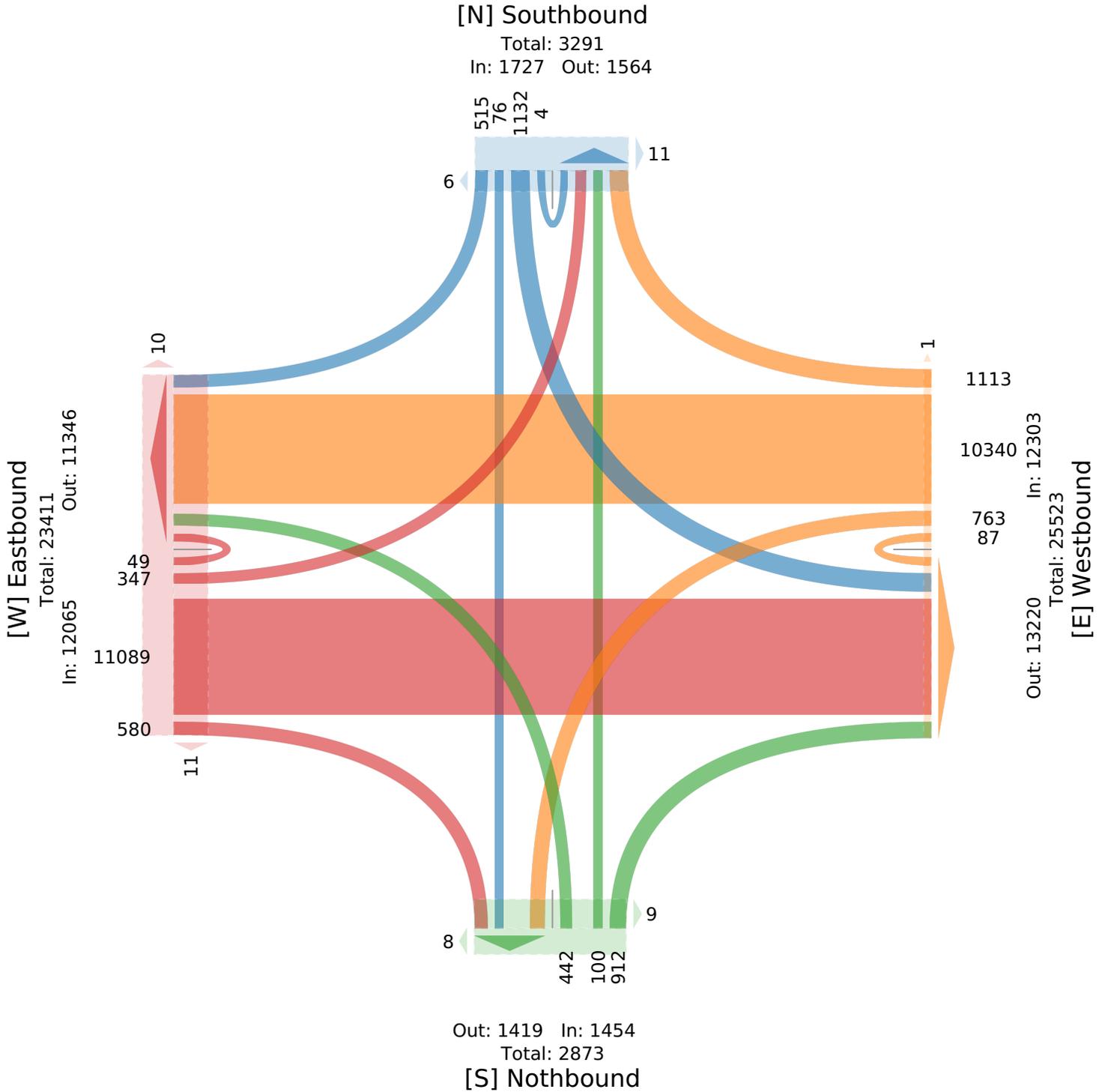
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016090, Location: 26.007672, -80.351003

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Pines Blvd and NW 155th Avenue-Grand Palms Dr - TMC

Tue Nov 15, 2022

AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016090, Location: 26.007672, -80.351003

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Nothbound						Southbound						
Time	Eastbound						Westbound						Northbound						Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-11-15 7:30AM	6	583	12	0	601	1	22	376	45	2	445	0	16	16	54	0	86	1	81	8	40	0	129	0	1261
7:45AM	9	548	15	0	572	1	32	474	50	0	556	0	19	14	55	0	88	0	49	9	22	0	80	0	1296
8:00AM	20	531	21	0	572	0	23	473	30	3	529	0	20	4	37	0	61	0	68	9	31	3	111	0	1273
8:15AM	14	537	18	0	569	2	24	478	42	2	546	0	15	3	37	0	55	0	61	3	19	0	83	0	1253
<b>Total</b>	49	2199	66	0	2314	4	101	1801	167	7	2076	0	70	37	183	0	290	1	259	29	112	3	403	0	5083
<b>% Approach</b>	2.1%	95.0%	2.9%	0%	-	-	4.9%	86.8%	8.0%	0.3%	-	-	24.1%	12.8%	63.1%	0%	-	-	64.3%	7.2%	27.8%	0.7%	-	-	-
<b>% Total</b>	1.0%	43.3%	1.3%	0%	45.5%	-	2.0%	35.4%	3.3%	0.1%	40.8%	-	1.4%	0.7%	3.6%	0%	5.7%	-	5.1%	0.6%	2.2%	0.1%	7.9%	-	-
<b>PHF</b>	0.613	0.943	0.786	-	0.963	-	0.789	0.941	0.835	0.583	0.936	-	0.875	0.578	0.832	-	0.824	-	0.799	0.806	0.700	0.250	0.781	-	0.982
<b>Motorcycles</b>	0	1	0	0	1	-	0	3	0	0	3	-	0	0	0	0	0	-	1	0	1	0	2	-	6
<b>% Motorcycles</b>	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.4%	0%	0.9%	0%	0.5%	-	0.1%
<b>Lights</b>	42	2154	61	0	2257	-	91	1740	164	7	2002	-	69	35	177	0	281	-	254	28	109	3	394	-	4934
<b>% Lights</b>	85.7%	98.0%	92.4%	0%	97.5%	-	90.1%	96.6%	98.2%	100%	96.4%	-	98.6%	94.6%	96.7%	0%	96.9%	-	98.1%	96.6%	97.3%	100%	97.8%	-	97.1%
<b>Single-Unit Trucks</b>	1	24	1	0	26	-	2	33	2	0	37	-	0	0	2	0	2	-	0	0	1	0	1	-	66
<b>% Single-Unit Trucks</b>	2.0%	1.1%	1.5%	0%	1.1%	-	2.0%	1.8%	1.2%	0%	1.8%	-	0%	0%	1.1%	0%	0.7%	-	0%	0%	0.9%	0%	0.2%	-	1.3%
<b>Articulated Trucks</b>	2	14	1	0	17	-	5	15	0	0	20	-	0	0	0	0	0	-	1	0	0	0	1	-	38
<b>% Articulated Trucks</b>	4.1%	0.6%	1.5%	0%	0.7%	-	5.0%	0.8%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0.4%	0%	0%	0%	0.2%	-	0.7%
<b>Buses</b>	4	6	3	0	13	-	3	5	1	0	9	-	1	2	4	0	7	-	3	1	1	0	5	-	34
<b>% Buses</b>	8.2%	0.3%	4.5%	0%	0.6%	-	3.0%	0.3%	0.6%	0%	0.4%	-	1.4%	5.4%	2.2%	0%	2.4%	-	1.2%	3.4%	0.9%	0%	1.2%	-	0.7%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	5	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	5
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	-	4	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	0
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

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

**Pines Blvd and NW 155th Avenue-Grand Palms Dr - TMC**

Tue Nov 15, 2022

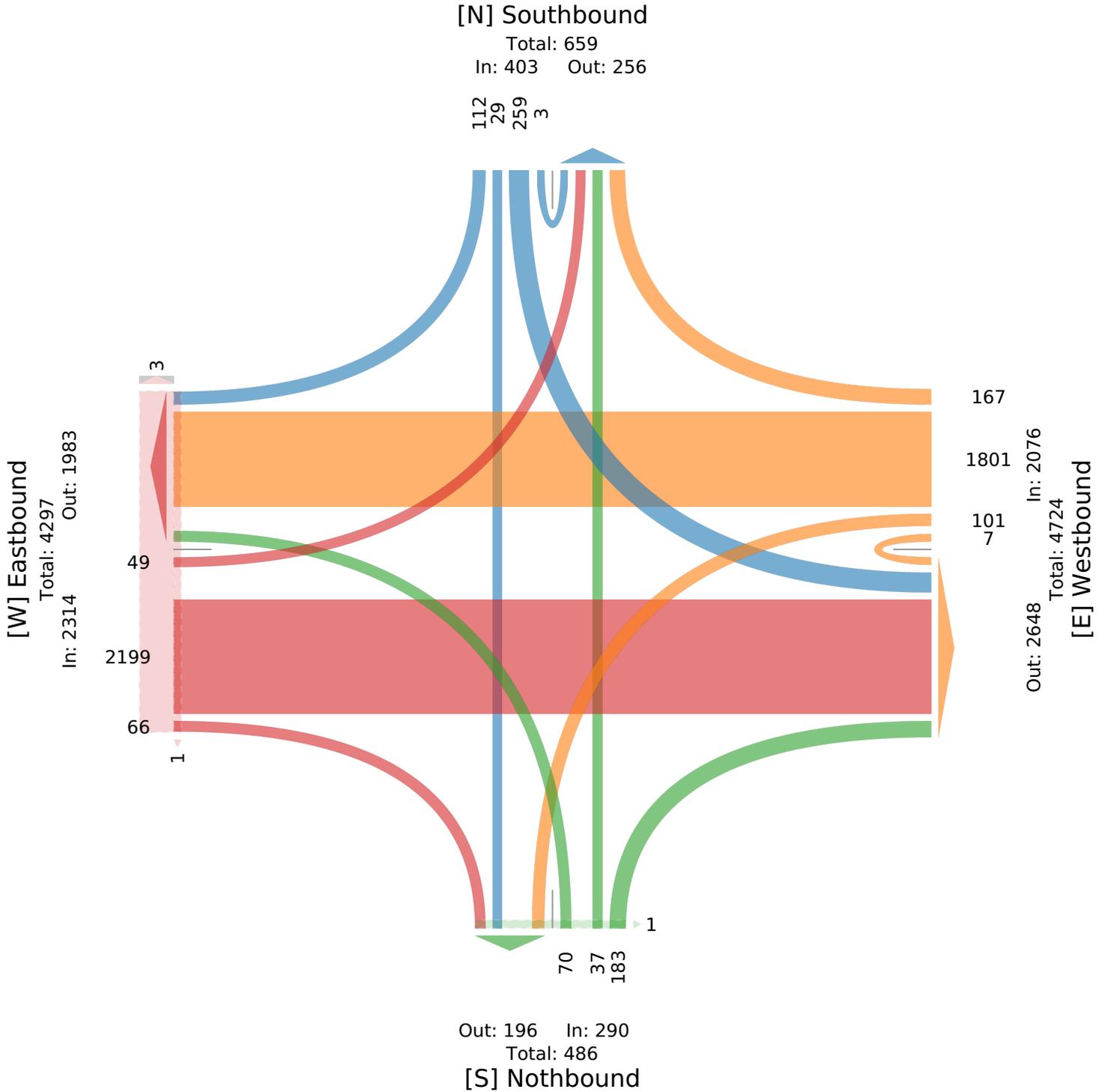
AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016090, Location: 26.007672, -80.351003

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US



Pines Blvd and NW 155th Avenue-Grand Palms Dr - TMC

Tue Nov 15, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016090, Location: 26.007672, -80.351003

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Nothbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-15 5:00PM	26	555	39	11	<b>631</b>	0	45	582	54	4	<b>685</b>	0	14	4	33	0	<b>51</b>	0	30	1	22	0	<b>53</b>	1	<b>1420</b>
5:15PM	29	503	26	5	<b>563</b>	0	39	513	69	4	<b>625</b>	0	33	4	39	0	<b>76</b>	0	45	4	20	0	<b>69</b>	2	<b>1333</b>
5:30PM	27	535	34	3	<b>599</b>	3	40	584	87	0	<b>711</b>	0	15	3	45	0	<b>63</b>	3	24	5	23	1	<b>53</b>	0	<b>1426</b>
5:45PM	25	473	39	4	<b>541</b>	1	34	506	77	4	<b>621</b>	0	24	5	37	0	<b>66</b>	0	40	4	36	0	<b>80</b>	4	<b>1308</b>
<b>Total</b>	107	2066	138	23	<b>2334</b>	4	158	2185	287	12	<b>2642</b>	0	86	16	154	0	<b>256</b>	3	139	14	101	1	<b>255</b>	7	<b>5487</b>
<b>% Approach</b>	4.6%	88.5%	5.9%	1.0%	-	-	6.0%	82.7%	10.9%	0.5%	-	-	33.6%	6.3%	60.2%	0%	-	-	54.5%	5.5%	39.6%	0.4%	-	-	-
<b>% Total</b>	2.0%	37.7%	2.5%	0.4%	<b>42.5%</b>	-	2.9%	39.8%	5.2%	0.2%	<b>48.2%</b>	-	1.6%	0.3%	2.8%	0%	<b>4.7%</b>	-	2.5%	0.3%	1.8%	0%	<b>4.6%</b>	-	-
<b>PHF</b>	0.946	0.931	0.878	0.523	<b>0.924</b>	-	0.878	0.935	0.825	0.750	<b>0.929</b>	-	0.652	0.800	0.856	-	<b>0.842</b>	-	0.772	0.700	0.701	0.250	<b>0.797</b>	-	0.962
<b>Motorcycles</b>	0	3	0	0	<b>3</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	1	0	1	0	<b>2</b>	-	5
<b>% Motorcycles</b>	0%	0.1%	0%	0%	<b>0.1%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0.7%	0%	1.0%	0%	<b>0.8%</b>	-	0.1%
<b>Lights</b>	104	2037	134	23	<b>2298</b>	-	158	2158	286	12	<b>2614</b>	-	86	16	153	0	<b>255</b>	-	138	13	100	1	<b>252</b>	-	5419
<b>% Lights</b>	97.2%	98.6%	97.1%	100%	<b>98.5%</b>	-	100%	98.8%	99.7%	100%	<b>98.9%</b>	-	100%	100%	99.4%	0%	<b>99.6%</b>	-	99.3%	92.9%	99.0%	100%	<b>98.8%</b>	-	98.8%
<b>Single-Unit Trucks</b>	2	18	3	0	<b>23</b>	-	0	13	0	0	<b>13</b>	-	0	0	1	0	<b>1</b>	-	0	1	0	0	<b>1</b>	-	38
<b>% Single-Unit Trucks</b>	1.9%	0.9%	2.2%	0%	<b>1.0%</b>	-	0%	0.6%	0%	0%	<b>0.5%</b>	-	0%	0%	0.6%	0%	<b>0.4%</b>	-	0%	7.1%	0%	0%	<b>0.4%</b>	-	0.7%
<b>Articulated Trucks</b>	0	5	0	0	<b>5</b>	-	0	10	0	0	<b>10</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	15
<b>% Articulated Trucks</b>	0%	0.2%	0%	0%	<b>0.2%</b>	-	0%	0.5%	0%	0%	<b>0.4%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0.3%
<b>Buses</b>	0	3	0	0	<b>3</b>	-	0	4	1	0	<b>5</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	8
<b>% Buses</b>	0%	0.1%	0%	0%	<b>0.1%</b>	-	0%	0.2%	0.3%	0%	<b>0.2%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0.1%
<b>Bicycles on Road</b>	1	0	1	0	<b>2</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	2
<b>% Bicycles on Road</b>	0.9%	0%	0.7%	0%	<b>0.1%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	
<b>% Pedestrians</b>	-	-	-	-	-	25.0%	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	28.6%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	5	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	75.0%	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	71.4%	-

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

**Pines Blvd and NW 155th Avenue-Grand Palms Dr - TMC**

Tue Nov 15, 2022

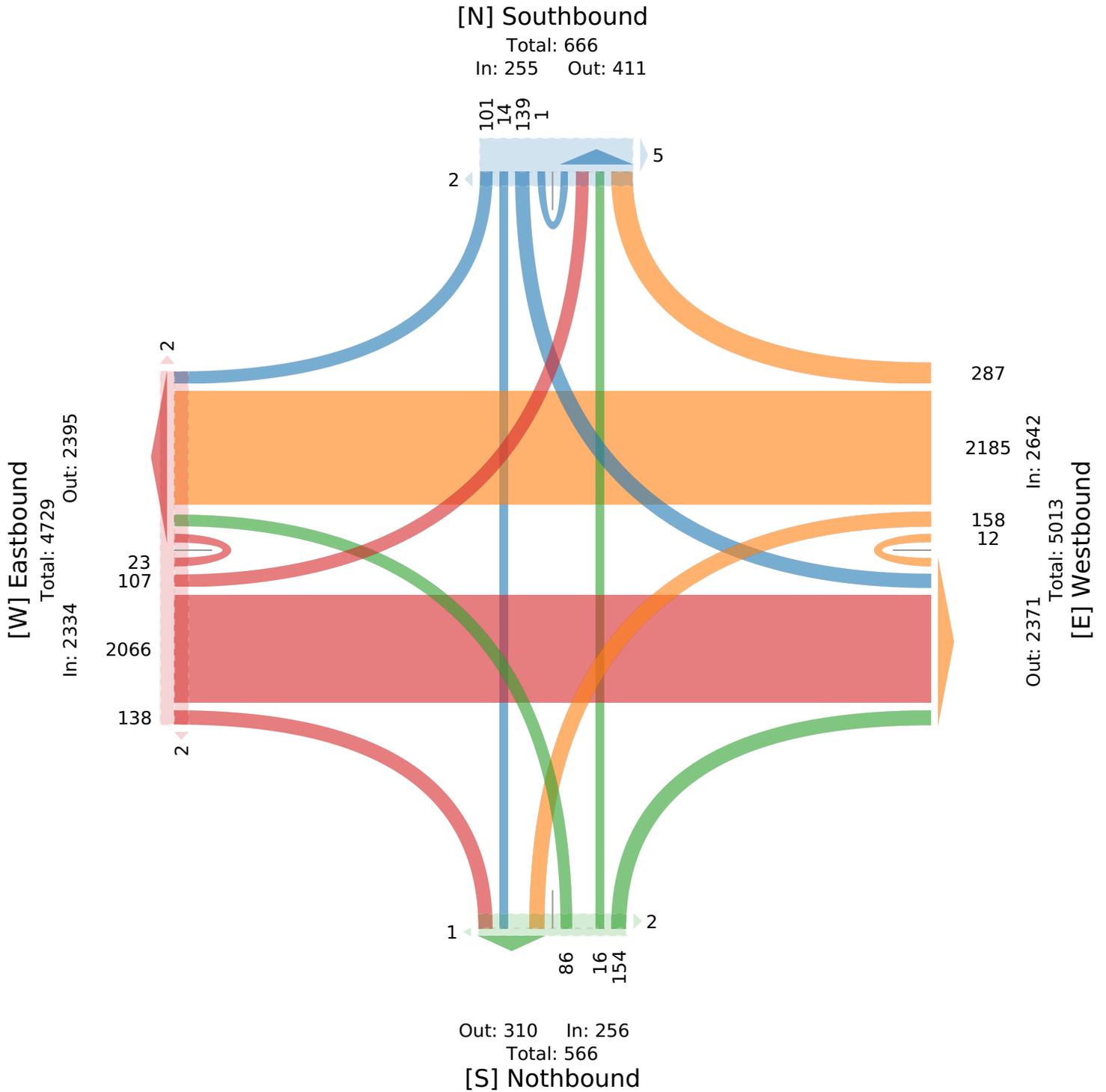
PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016090, Location: 26.007672, -80.351003

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



**Pines Blvd and Palm Avenue/NW 101st Avenue - TMC**

Thu Nov 17, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016098, Location: 26.008185, -80.279784

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound Eastbound						Westbound Westbound						Northbound Northbound						Southbound Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-17 6:00AM	17	103	14	0	134	0	25	106	9	0	140	0	19	40	23	0	82	0	10	87	16	0	113	0	469
6:15AM	20	141	22	0	183	1	34	171	17	2	224	0	25	67	41	1	134	1	21	95	21	0	137	0	678
6:30AM	21	168	21	1	211	1	51	219	21	2	293	0	43	97	46	0	186	0	27	136	31	0	194	0	884
6:45AM	21	206	36	0	263	0	38	291	22	4	355	2	57	112	54	1	224	1	32	141	45	0	218	1	1060
Hourly Total	79	618	93	1	791	2	148	787	69	8	1012	2	144	316	164	2	626	2	90	459	113	0	662	1	3091
7:00AM	39	186	45	0	270	0	54	257	34	0	345	0	52	174	46	0	272	0	34	127	49	0	210	1	1097
7:15AM	25	248	48	0	321	1	47	328	31	1	407	3	71	181	63	0	315	1	52	161	54	0	267	6	1310
7:30AM	52	407	74	1	534	1	68	370	47	5	490	1	52	194	66	2	314	1	60	153	47	0	260	2	1598
7:45AM	70	377	58	0	505	0	86	337	46	1	470	1	70	220	66	2	358	0	73	195	62	0	330	1	1663
Hourly Total	186	1218	225	1	1630	2	255	1292	158	7	1712	5	245	769	241	4	1259	2	219	636	212	0	1067	10	5668
8:00AM	54	473	61	0	588	1	57	278	34	2	371	1	56	173	34	1	264	0	49	164	47	0	260	0	1483
8:15AM	67	423	63	2	555	0	71	283	53	6	413	0	64	193	51	0	308	1	48	205	51	0	304	0	1580
8:30AM	62	359	58	0	479	0	58	299	42	4	403	1	60	207	49	1	317	1	51	211	53	0	315	0	1514
8:45AM	61	407	66	0	534	0	48	289	54	4	395	3	56	159	47	2	264	0	63	177	48	0	288	4	1481
Hourly Total	244	1662	248	2	2156	1	234	1149	183	16	1582	5	236	732	181	4	1153	2	211	757	199	0	1167	4	6058
4:00PM	80	350	113	2	545	1	62	330	50	3	445	1	71	169	64	6	310	0	35	182	69	0	286	2	1586
4:15PM	58	419	94	1	572	0	44	330	41	3	418	0	84	148	47	3	282	0	61	168	65	0	294	1	1566
4:30PM	79	376	85	2	542	1	76	362	47	8	493	1	74	201	60	2	337	2	43	170	66	0	279	6	1651
4:45PM	71	391	79	1	542	0	71	315	59	5	450	1	87	189	59	2	337	0	57	187	59	1	304	1	1633
Hourly Total	288	1536	371	6	2201	2	253	1337	197	19	1806	3	316	707	230	13	1266	2	196	707	259	1	1163	10	6436
5:00PM	81	410	94	0	585	1	68	385	37	4	494	1	84	183	48	3	318	1	46	168	74	0	288	3	1685
5:15PM	77	396	105	1	579	0	102	378	43	6	529	3	73	205	56	3	337	1	51	208	62	0	321	2	1766
5:30PM	70	345	96	2	513	0	79	331	52	5	467	0	90	211	64	2	367	1	56	203	72	0	331	0	1678
5:45PM	96	425	107	0	628	0	74	356	46	4	480	1	81	153	62	4	300	1	59	170	83	0	312	1	1720
Hourly Total	324	1576	402	3	2305	1	323	1450	178	19	1970	5	328	752	230	12	1322	4	212	749	291	0	1252	6	6849
6:00PM	75	304	91	3	473	0	87	304	51	4	446	1	80	185	76	3	344	1	49	220	76	0	345	2	1608
6:15PM	67	401	88	4	560	0	68	387	35	2	492	0	93	184	61	1	339	0	52	181	52	0	285	1	1676
6:30PM	57	340	95	3	495	0	79	360	43	3	485	1	65	162	65	1	293	0	26	145	71	1	243	1	1516
6:45PM	55	273	96	4	428	0	47	295	25	1	368	2	79	197	69	0	345	0	46	153	64	0	263	0	1404
Hourly Total	254	1318	370	14	1956	0	281	1346	154	10	1791	4	317	728	271	5	1321	1	173	699	263	1	1136	4	6204
<b>Total</b>	1375	7928	1709	27	11039	8	1494	7361	939	79	9873	24	1586	4004	1317	40	6947	13	1101	4007	1337	2	6447	35	34306
<b>% Approach</b>	12.5%	71.8%	15.5%	0.2%	-	-	15.1%	74.6%	9.5%	0.8%	-	-	22.8%	57.6%	19.0%	0.6%	-	-	17.1%	62.2%	20.7%	0%	-	-	-
<b>% Total</b>	4.0%	23.1%	5.0%	0.1%	32.2%	-	4.4%	21.5%	2.7%	0.2%	28.8%	-	4.6%	11.7%	3.8%	0.1%	20.3%	-	3.2%	11.7%	3.9%	0%	18.8%	-	-
<b>Motorcycles</b>	0	7	1	0	8	-	8	14	2	0	24	-	4	17	8	0	29	-	4	19	3	0	26	-	87
<b>% Motorcycles</b>	0%	0.1%	0.1%	0%	0.1%	-	0.5%	0.2%	0.2%	0%	0.2%	-	0.3%	0.4%	0.6%	0%	0.4%	-	0.4%	0.5%	0.2%	0%	0.4%	-	0.3%
<b>Lights</b>	1356	7777	1682	26	10841	-	1464	7240	916	79	9699	-	1568	3945	1284	40	6837	-	1079	3930	1319	2	6330	-	33707
<b>% Lights</b>	98.6%	98.1%	98.4%	96.3%	98.2%	-	98.0%	98.4%	97.6%	100%	98.2%	-	98.9%	98.5%	97.5%	100%	98.4%	-	98.0%	98.1%	98.7%	100%	98.2%	-	98.3%
<b>Single-Unit Trucks</b>	9	61	10	1	81	-	9	41	7	0	57	-	8	20	12	0	40	-	5	34	5	0	44	-	222
<b>% Single-Unit Trucks</b>	0.7%	0.8%	0.6%	3.7%	0.7%	-	0.6%	0.6%	0.7%	0%	0.6%	-	0.5%	0.5%	0.9%	0%	0.6%	-	0.5%	0.8%	0.4%	0%	0.7%	-	0.6%
<b>Articulated Trucks</b>	4	19	2	0	25	-	7	16	2	0	25	-	3	4	1	0	8	-	1	3	0	0	4	-	62
<b>% Articulated Trucks</b>	0.3%	0.2%	0.1%	0%	0.2%	-	0.5%	0.2%	0.2%	0%	0.3%	-	0.2%	0.1%	0.1%	0%	0.1%	-	0.1%	0.1%	0%	0%	0.1%	-	0.2%
<b>Buses</b>	6	61	14	0	81	-	6	45	11	0	62	-	3	18	10	0	31	-	12	21	9	0	42	-	216
<b>% Buses</b>	0.4%	0.8%	0.8%	0%	0.7%	-	0.4%	0.6%	1.2%	0%	0.6%	-	0.2%	0.4%	0.8%	0%	0.4%	-	1.1%	0.5%	0.7%	0%	0.7%	-	0.6%
<b>Bicycles on Road</b>	0	3	0	0	3	-	0	5	1	0	6	-	0	0	2	0	2	-	0	0	1	0	1	-	12
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0.1%	0.1%	0%	0.1%	-	0%	0%	0.2%	0%	0%	-	0%	0%	0.1%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	3	-	-	-	-	-	18	-	-	-	-	-	6	-	-	-	-	-	30	-	-
<b>% Pedestrians</b>	-	-	-	-	- 37.5%	-	-	-	-	-	- 75.0%	-	-	-	-	-	- 46.2%	-	-	-	-	-	- 85.7%	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	7	-	-	-	-	-	5	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	- 62.5%	-	-	-	-	-	- 25.0%	-	-	-	-	-	- 53.8%	-	-	-	-	-	- 14.3%	-	-

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

**Pines Blvd and Palm Avenue/NW 101st Avenue - TMC**

Thu Nov 17, 2022

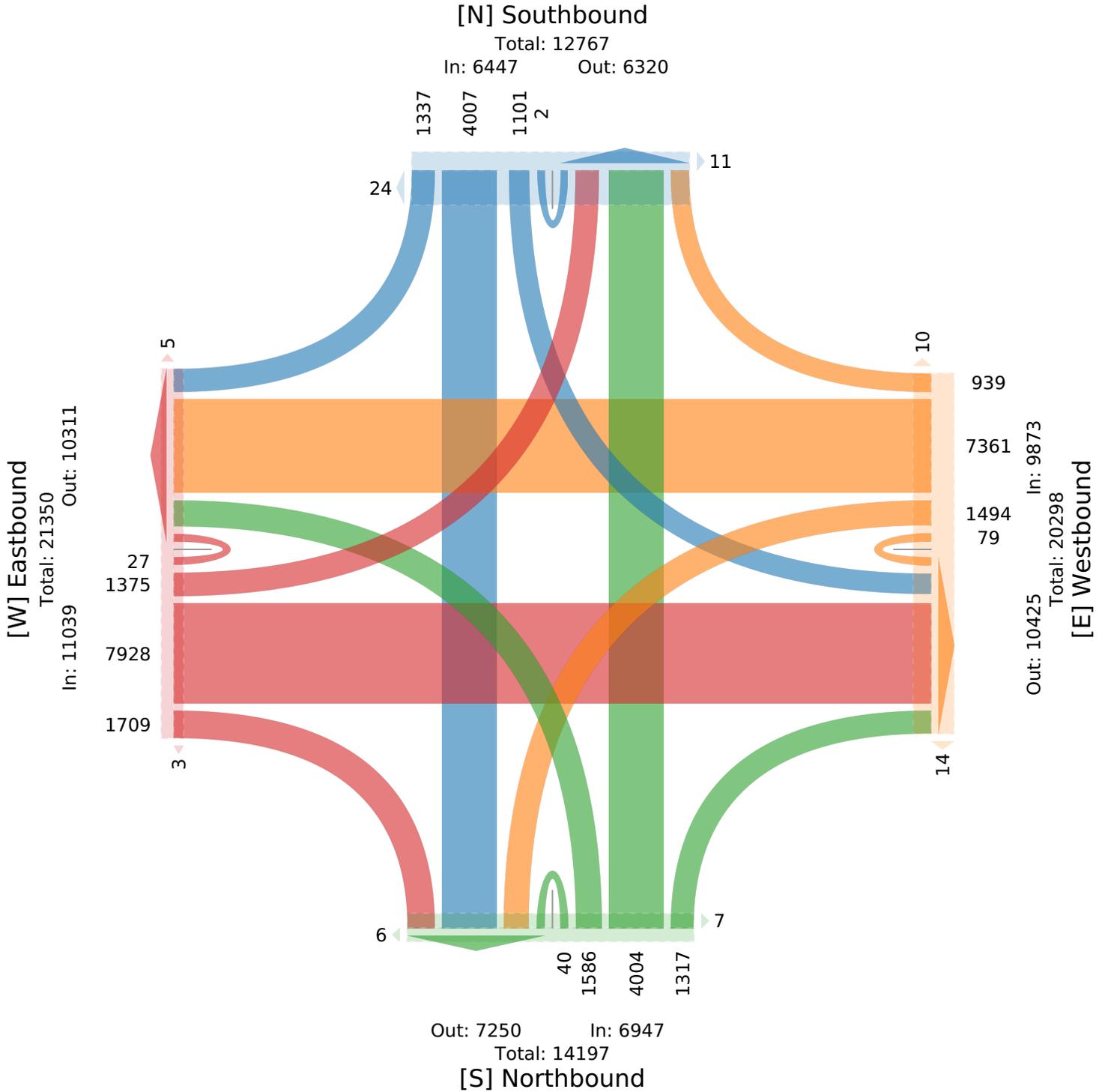
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016098, Location: 26.008185, -80.279784

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Pines Blvd and Palm Avenue/NW 101st Avenue - TMC

Thu Nov 17, 2022

AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016098, Location: 26.008185, -80.279784

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-17 7:30AM	52	407	74	1	534	1	68	370	47	5	490	1	52	194	66	2	314	1	60	153	47	0	260	2	1598
7:45AM	70	377	58	0	505	0	86	337	46	1	470	1	70	220	66	2	358	0	73	195	62	0	330	1	1663
8:00AM	54	473	61	0	588	1	57	278	34	2	371	1	56	173	34	1	264	0	49	164	47	0	260	0	1483
8:15AM	67	423	63	2	555	0	71	283	53	6	413	0	64	193	51	0	308	1	48	205	51	0	304	0	1580
<b>Total</b>	243	1680	256	3	2182	2	282	1268	180	14	1744	3	242	780	217	5	1244	2	230	717	207	0	1154	3	6324
<b>% Approach</b>	11.1%	77.0%	11.7%	0.1%	-	-	16.2%	72.7%	10.3%	0.8%	-	-	19.5%	62.7%	17.4%	0.4%	-	-	19.9%	62.1%	17.9%	0%	-	-	-
<b>% Total</b>	3.8%	26.6%	4.0%	0%	34.5%	-	4.5%	20.1%	2.8%	0.2%	27.6%	-	3.8%	12.3%	3.4%	0.1%	19.7%	-	3.6%	11.3%	3.3%	0%	18.2%	-	-
<b>PHF</b>	0.868	0.888	0.865	0.375	0.928	-	0.820	0.857	0.844	0.583	0.891	-	0.864	0.886	0.822	0.625	0.869	-	0.788	0.874	0.835	-	0.874	-	0.951
<b>Motorcycles</b>	0	2	0	0	2	-	0	2	0	0	2	-	0	4	1	0	5	-	2	3	1	0	6	-	15
<b>% Motorcycles</b>	0%	0.1%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0%	0.5%	0.5%	0%	0.4%	-	0.9%	0.4%	0.5%	0%	0.5%	-	0.2%
<b>Lights</b>	235	1642	253	3	2133	-	275	1247	177	14	1713	-	236	766	213	5	1220	-	227	707	204	0	1138	-	6204
<b>% Lights</b>	96.7%	97.7%	98.8%	100%	97.8%	-	97.5%	98.3%	98.3%	100%	98.2%	-	97.5%	98.2%	98.2%	100%	98.1%	-	98.7%	98.6%	98.6%	0%	98.6%	-	98.1%
<b>Single-Unit Trucks</b>	4	16	2	0	22	-	5	5	0	0	10	-	3	3	0	0	6	-	1	2	1	0	4	-	42
<b>% Single-Unit Trucks</b>	1.6%	1.0%	0.8%	0%	1.0%	-	1.8%	0.4%	0%	0%	0.6%	-	1.2%	0.4%	0%	0%	0.5%	-	0.4%	0.3%	0.5%	0%	0.3%	-	0.7%
<b>Articulated Trucks</b>	1	4	0	0	5	-	2	5	1	0	8	-	1	0	1	0	2	-	0	2	0	0	2	-	17
<b>% Articulated Trucks</b>	0.4%	0.2%	0%	0%	0.2%	-	0.7%	0.4%	0.6%	0%	0.5%	-	0.4%	0%	0.5%	0%	0.2%	-	0%	0.3%	0%	0%	0.2%	-	0.3%
<b>Buses</b>	3	16	1	0	20	-	0	9	1	0	10	-	2	7	2	0	11	-	0	3	1	0	4	-	45
<b>% Buses</b>	1.2%	1.0%	0.4%	0%	0.9%	-	0%	0.7%	0.6%	0%	0.6%	-	0.8%	0.9%	0.9%	0%	0.9%	-	0%	0.4%	0.5%	0%	0.3%	-	0.7%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0.6%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	
<b>% Pedestrians</b>	-	-	-	-	-	50.0%	-	-	-	-	-	33.3%	-	-	-	-	-	50.0%	-	-	-	-	-	100%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	50.0%	-	-	-	-	-	66.7%	-	-	-	-	-	50.0%	-	-	-	-	-	0%	

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

**Pines Blvd and Palm Avenue/NW 101st Avenue - TMC**

Thu Nov 17, 2022

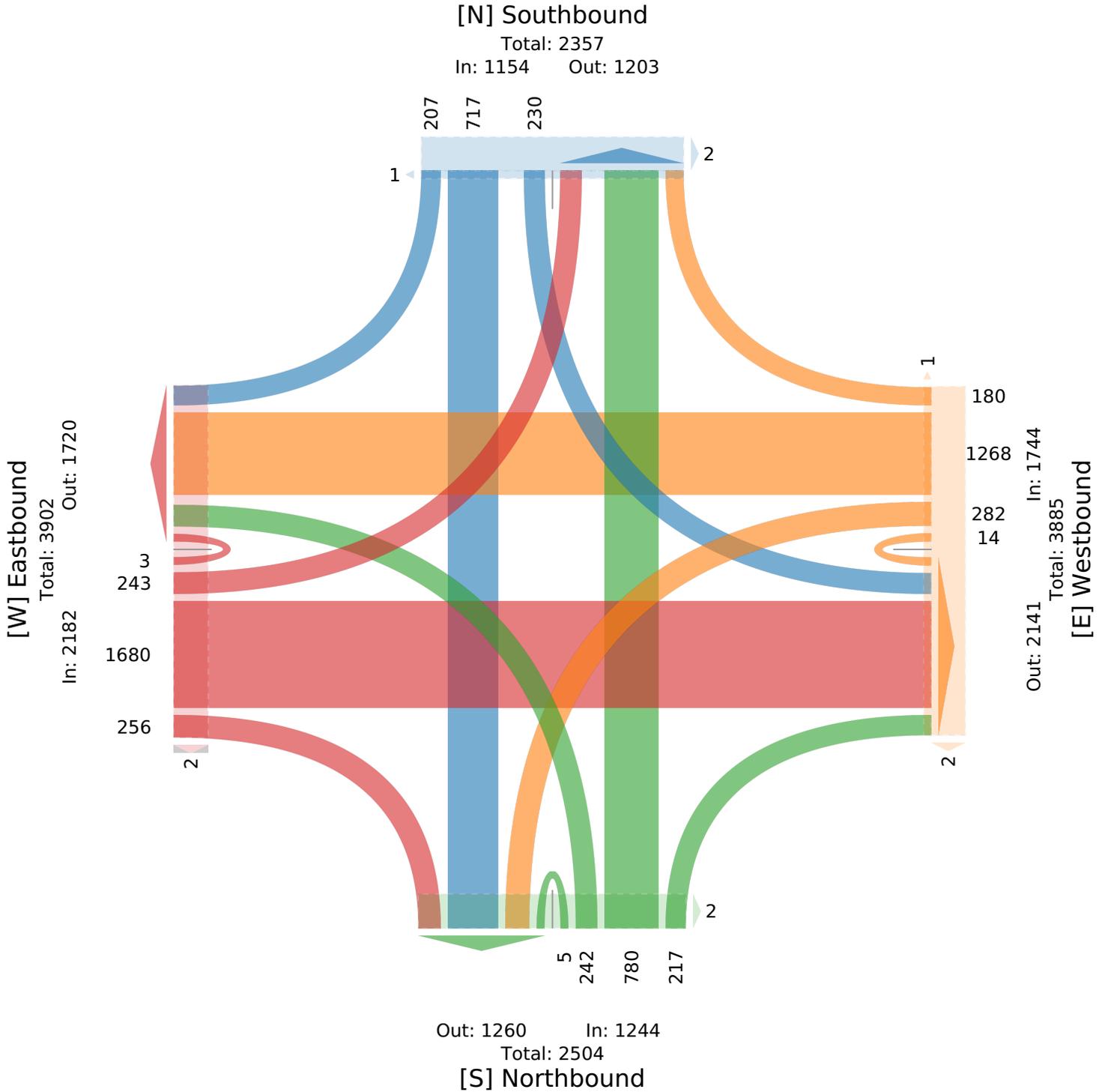
AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016098, Location: 26.008185, -80.279784

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Pines Blvd and Palm Avenue/NW 101st Avenue - TMC

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Thu Nov 17, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016098, Location: 26.008185, -80.279784

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-17 5:00PM	81	410	94	0	<b>585</b>	1	68	385	37	4	<b>494</b>	1	84	183	48	3	<b>318</b>	1	46	168	74	0	<b>288</b>	3	<b>1685</b>
5:15PM	77	396	105	1	<b>579</b>	0	102	378	43	6	<b>529</b>	3	73	205	56	3	<b>337</b>	1	51	208	62	0	<b>321</b>	2	<b>1766</b>
5:30PM	70	345	96	2	<b>513</b>	0	79	331	52	5	<b>467</b>	0	90	211	64	2	<b>367</b>	1	56	203	72	0	<b>331</b>	0	<b>1678</b>
5:45PM	96	425	107	0	<b>628</b>	0	74	356	46	4	<b>480</b>	1	81	153	62	4	<b>300</b>	1	59	170	83	0	<b>312</b>	1	<b>1720</b>
<b>Total</b>	324	1576	402	3	<b>2305</b>	1	323	1450	178	19	<b>1970</b>	5	328	752	230	12	<b>1322</b>	4	212	749	291	0	<b>1252</b>	6	<b>6849</b>
<b>% Approach</b>	14.1%	68.4%	17.4%	0.1%	-	-	16.4%	73.6%	9.0%	1.0%	-	-	24.8%	56.9%	17.4%	0.9%	-	-	16.9%	59.8%	23.2%	0%	-	-	-
<b>% Total</b>	4.7%	23.0%	5.9%	0%	<b>33.7%</b>	-	4.7%	21.2%	2.6%	0.3%	<b>28.8%</b>	-	4.8%	11.0%	3.4%	0.2%	<b>19.3%</b>	-	3.1%	10.9%	4.2%	0%	<b>18.3%</b>	-	-
<b>PHF</b>	0.844	0.929	0.939	0.375	<b>0.919</b>	-	0.792	0.945	0.856	0.792	<b>0.930</b>	-	0.911	0.891	0.898	0.750	<b>0.901</b>	-	0.898	0.900	0.877	-	<b>0.946</b>	-	0.969
<b>Motorcycles</b>	0	0	0	0	<b>0</b>	-	3	5	0	0	<b>8</b>	-	0	1	0	0	<b>1</b>	-	0	3	1	0	<b>4</b>	-	13
<b>% Motorcycles</b>	0%	0%	0%	0%	<b>0%</b>	-	0.9%	0.3%	0%	0%	<b>0.4%</b>	-	0%	0.1%	0%	0%	<b>0.1%</b>	-	0%	0.4%	0.3%	0%	<b>0.3%</b>	-	0.2%
<b>Lights</b>	321	1554	398	3	<b>2276</b>	-	320	1430	177	19	<b>1946</b>	-	328	749	226	12	<b>1315</b>	-	209	736	289	0	<b>1234</b>	-	6771
<b>% Lights</b>	99.1%	98.6%	99.0%	100%	<b>98.7%</b>	-	99.1%	98.6%	99.4%	100%	<b>98.8%</b>	-	100%	99.6%	98.3%	100%	<b>99.5%</b>	-	98.6%	98.3%	99.3%	0%	<b>98.6%</b>	-	98.9%
<b>Single-Unit Trucks</b>	1	6	3	0	<b>10</b>	-	0	8	1	0	<b>9</b>	-	0	2	3	0	<b>5</b>	-	0	8	0	0	<b>8</b>	-	32
<b>% Single-Unit Trucks</b>	0.3%	0.4%	0.7%	0%	<b>0.4%</b>	-	0%	0.6%	0.6%	0%	<b>0.5%</b>	-	0%	0.3%	1.3%	0%	<b>0.4%</b>	-	0%	1.1%	0%	0%	<b>0.6%</b>	-	0.5%
<b>Articulated Trucks</b>	1	3	0	0	<b>4</b>	-	0	2	0	0	<b>2</b>	-	0	0	0	0	<b>0</b>	-	1	0	0	0	<b>1</b>	-	7
<b>% Articulated Trucks</b>	0.3%	0.2%	0%	0%	<b>0.2%</b>	-	0%	0.1%	0%	0%	<b>0.1%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0.5%	0%	0%	0%	<b>0.1%</b>	-	0.1%
<b>Buses</b>	1	12	1	0	<b>14</b>	-	0	3	0	0	<b>3</b>	-	0	0	1	0	<b>1</b>	-	2	2	1	0	<b>5</b>	-	23
<b>% Buses</b>	0.3%	0.8%	0.2%	0%	<b>0.6%</b>	-	0%	0.2%	0%	0%	<b>0.2%</b>	-	0%	0%	0.4%	0%	<b>0.1%</b>	-	0.9%	0.3%	0.3%	0%	<b>0.4%</b>	-	0.3%
<b>Bicycles on Road</b>	0	1	0	0	<b>1</b>	-	0	2	0	0	<b>2</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	3
<b>% Bicycles on Road</b>	0%	0.1%	0%	0%	<b>0%</b>	-	0%	0.1%	0%	0%	<b>0.1%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	80.0%	-	-	-	-	-	25.0%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	20.0%	-	-	-	-	-	75.0%	-	-	-	-	-	0%	

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

**Pines Blvd and Palm Avenue/NW 101st Avenue - TMC**

Thu Nov 17, 2022

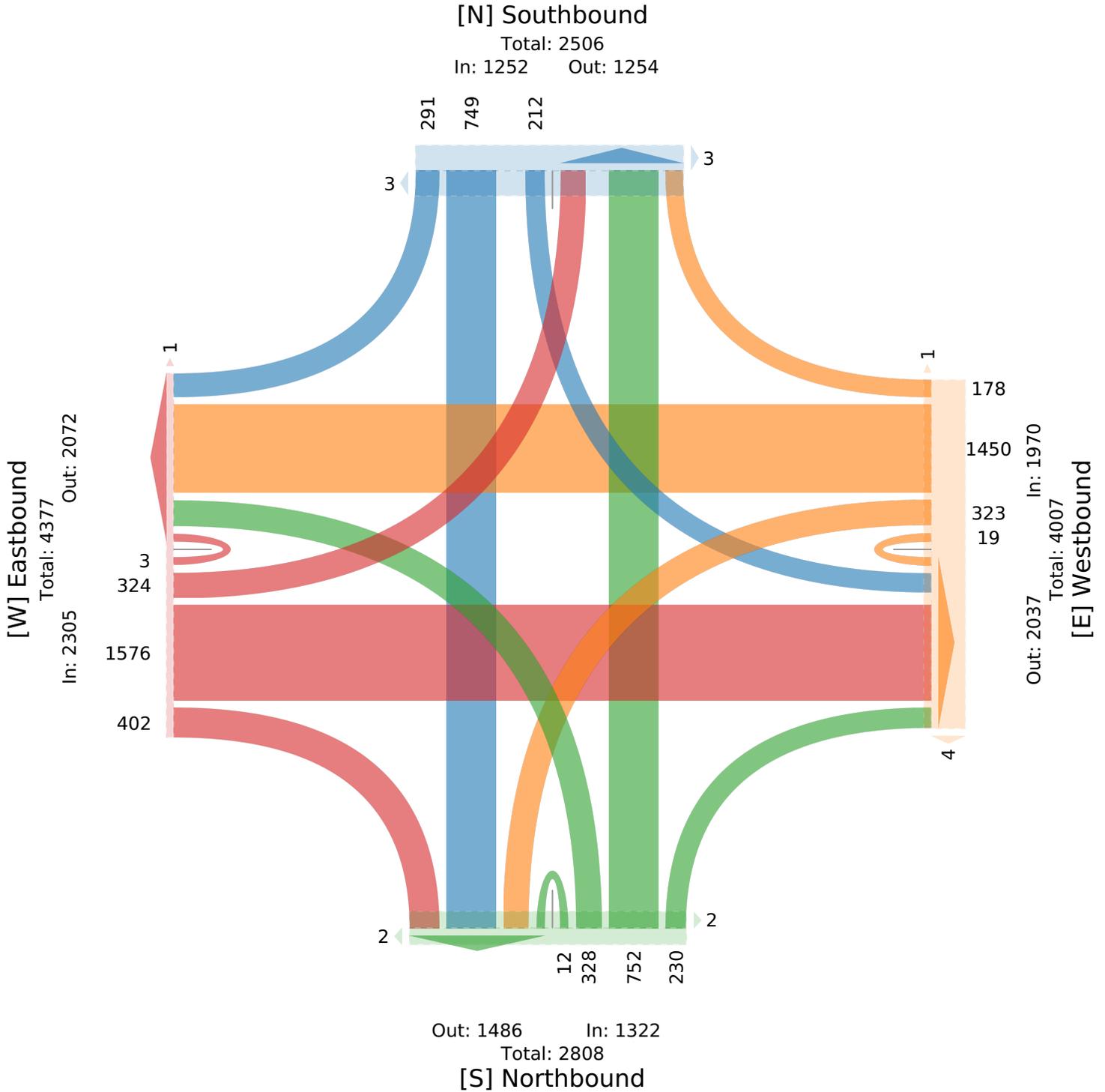
PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016098, Location: 26.008185, -80.279784

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Sheridan Street / NW 25th Street and Flaming... - TMC

Wed Nov 16, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016091, Location: 26.029461, -80.31252

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-11-16 6:00AM	13	62	13	0	88	0	18	120	7	0	145	0	8	59	13	0	80	0	8	73	19	1	101	0	414
6:15AM	21	99	21	0	141	0	29	154	22	2	207	0	33	100	23	0	156	0	8	131	33	0	172	0	676
6:30AM	34	130	30	0	194	0	48	260	23	2	333	1	36	114	13	0	163	0	10	154	56	1	221	0	911
6:45AM	48	156	29	0	233	0	43	319	53	1	416	1	63	159	32	0	254	0	23	156	42	1	222	0	1125
Hourly Total	116	447	93	0	656	0	138	853	105	5	1101	2	140	432	81	0	653	0	49	514	150	3	716	0	3126
7:00AM	73	195	20	0	288	0	43	215	77	4	339	0	45	213	49	0	307	1	31	180	70	5	286	0	1220
7:15AM	124	235	31	0	390	0	83	224	70	4	381	2	55	263	45	2	365	1	59	184	101	6	350	0	1486
7:30AM	119	234	64	0	417	0	50	274	37	2	363	0	83	238	49	2	372	1	52	248	125	9	434	0	1586
7:45AM	116	228	65	0	409	0	74	244	36	9	363	0	72	261	54	4	391	1	11	231	114	3	359	0	1522
Hourly Total	432	892	180	0	1504	0	250	957	220	19	1446	2	255	975	197	8	1435	4	153	843	410	23	1429	0	5814
8:00AM	85	245	51	0	381	1	56	247	40	5	348	1	76	213	85	4	378	0	23	256	108	3	390	0	1497
8:15AM	88	234	73	0	395	0	80	236	47	0	363	4	85	210	115	24	434	1	45	291	83	3	422	0	1614
8:30AM	75	204	74	0	353	0	90	193	41	7	331	3	77	275	123	27	502	1	22	272	68	7	369	0	1555
8:45AM	71	216	68	0	355	0	70	233	63	4	370	2	51	259	91	12	413	2	28	255	83	3	369	0	1507
Hourly Total	319	899	266	0	1484	1	296	909	191	16	1412	10	289	957	414	67	1727	4	118	1074	342	16	1550	0	6173
4:00PM	68	190	46	0	304	0	71	160	44	1	276	0	66	272	69	4	411	2	49	252	81	2	384	0	1375
4:15PM	68	243	49	0	360	0	67	205	57	1	330	2	59	245	59	5	368	1	54	282	81	0	417	0	1475
4:30PM	72	215	49	0	336	0	58	207	46	3	314	0	56	289	49	2	396	0	44	288	72	0	404	0	1450
4:45PM	66	204	45	0	315	0	86	181	50	2	319	0	57	289	65	10	421	1	47	329	67	2	445	0	1500
Hourly Total	274	852	189	0	1315	0	282	753	197	7	1239	2	238	1095	242	21	1596	4	194	1151	301	4	1650	0	5800
5:00PM	100	246	41	0	387	0	78	217	73	3	371	1	73	258	60	3	394	0	51	271	76	1	399	0	1551
5:15PM	69	219	49	0	337	0	77	209	50	3	339	0	56	360	73	4	493	0	57	385	97	1	540	0	1709
5:30PM	68	230	47	0	345	0	72	233	65	0	370	0	77	313	82	4	476	0	56	366	106	4	532	0	1723
5:45PM	92	240	57	0	389	0	83	232	48	1	364	2	68	260	60	5	393	0	57	322	88	0	467	0	1613
Hourly Total	329	935	194	0	1458	0	310	891	236	7	1444	3	274	1191	275	16	1756	0	221	1344	367	6	1938	0	6596
6:00PM	81	201	43	0	325	0	75	186	32	1	294	0	67	314	81	5	467	0	42	386	92	2	522	0	1608
6:15PM	62	243	54	0	359	0	66	210	34	1	311	0	62	246	70	6	384	1	46	357	61	2	466	0	1520
6:30PM	81	228	47	0	356	0	89	191	46	0	326	0	36	215	61	2	314	0	39	317	66	1	423	0	1419
6:45PM	65	205	45	0	315	0	37	140	48	1	226	0	63	211	62	3	339	0	30	283	45	5	363	0	1243
Hourly Total	289	877	189	0	1355	0	267	727	160	3	1157	0	228	986	274	16	1504	1	157	1343	264	10	1774	0	5790
<b>Total</b>	1759	4902	1111	0	7772	1	1543	5090	1109	57	7799	19	1424	5636	1483	128	8671	13	892	6269	1834	62	9057	0	33299
<b>% Approach</b>	22.6%	63.1%	14.3%	0%	-	-	19.8%	65.3%	14.2%	0.7%	-	-	16.4%	65.0%	17.1%	1.5%	-	-	9.8%	69.2%	20.2%	0.7%	-	-	-
<b>% Total</b>	5.3%	14.7%	3.3%	0%	23.3%	-	4.6%	15.3%	3.3%	0.2%	23.4%	-	4.3%	16.9%	4.5%	0.4%	26.0%	-	2.7%	18.8%	5.5%	0.2%	27.2%	-	-
<b>Motorcycles</b>	4	11	3	0	18	-	4	12	0	0	16	-	1	11	3	1	16	-	2	22	0	0	24	-	74
<b>% Motorcycles</b>	0.2%	0.2%	0.3%	0%	0.2%	-	0.3%	0.2%	0%	0%	0.2%	-	0.1%	0.2%	0.2%	0.8%	0.2%	-	0.2%	0.4%	0%	0%	0.3%	-	0.2%
<b>Lights</b>	1721	4799	1089	0	7609	-	1523	4996	1094	57	7670	-	1396	5538	1450	127	8511	-	881	6154	1807	62	8904	-	32694
<b>% Lights</b>	97.8%	97.9%	98.0%	0%	97.9%	-	98.7%	98.2%	98.6%	100%	98.3%	-	98.0%	98.3%	97.8%	99.2%	98.2%	-	98.8%	98.2%	98.5%	100%	98.3%	-	98.2%
<b>Single-Unit Trucks</b>	19	51	4	0	74	-	12	49	8	0	69	-	12	45	12	0	69	-	3	35	16	0	54	-	266
<b>% Single-Unit Trucks</b>	1.1%	1.0%	0.4%	0%	1.0%	-	0.8%	1.0%	0.7%	0%	0.9%	-	0.8%	0.8%	0.8%	0%	0.8%	-	0.3%	0.6%	0.9%	0%	0.6%	-	0.8%
<b>Articulated Trucks</b>	3	14	5	0	22	-	2	17	4	0	23	-	6	14	2	0	22	-	2	9	3	0	14	-	81
<b>% Articulated Trucks</b>	0.2%	0.3%	0.5%	0%	0.3%	-	0.1%	0.3%	0.4%	0%	0.3%	-	0.4%	0.2%	0.1%	0%	0.3%	-	0.2%	0.1%	0.2%	0%	0.2%	-	0.2%
<b>Buses</b>	12	27	10	0	49	-	2	16	3	0	21	-	8	23	14	0	45	-	4	37	6	0	47	-	162
<b>% Buses</b>	0.7%	0.6%	0.9%	0%	0.6%	-	0.1%	0.3%	0.3%	0%	0.3%	-	0.6%	0.4%	0.9%	0%	0.5%	-	0.4%	0.6%	0.3%	0%	0.5%	-	0.5%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	1	5	2	0	8	-	0	12	2	0	14	-	22
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%	0.1%	0.1%	0%	0.1%	-	0%	0.2%	0.1%	0%	0.2%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	-	15	-	-	-	-	-	8	-	-	-	-	-	0	-	0
<b>% Pedestrians</b>	-	-	-	-	0%	-	-	-	-	-	-78.9%	-	-	-	-	-	-61.5%	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	0	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-100%	-	-	-	-	-	-21.1%	-	-	-	-	-	-38.5%	-	-	-	-	-	-	-	-

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

Sheridan Street / NW 25th Street and Flaming... - TMC

Wed Nov 16, 2022

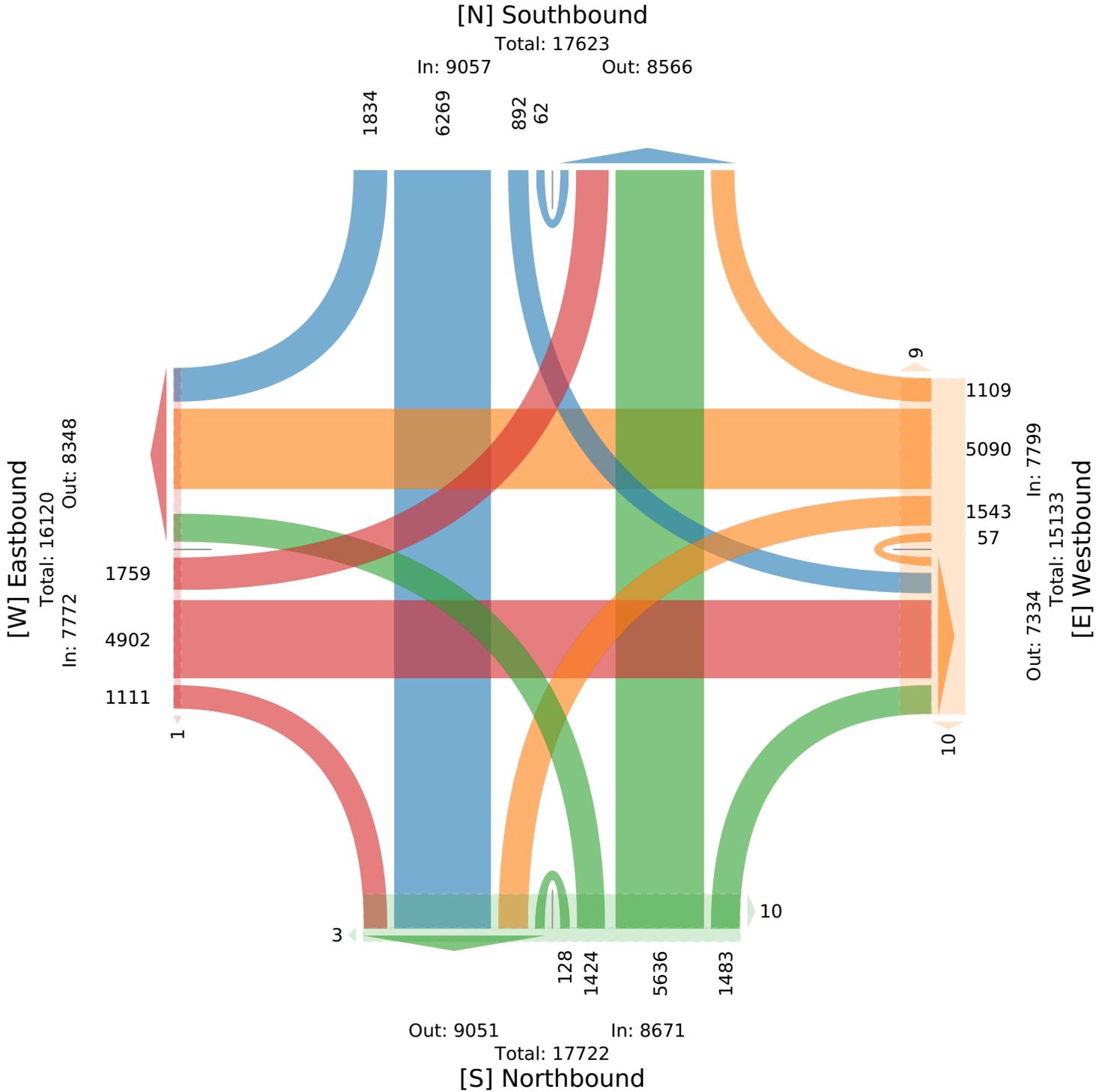
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016091, Location: 26.029461, -80.31252

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Sheridan Street / NW 25th Street and Flaming... - TMC

Wed Nov 16, 2022

AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016091, Location: 26.029461, -80.31252

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
Time																									
2022-11-16 7:30AM	119	234	64	0	417	0	50	274	37	2	363	0	83	238	49	2	372	1	52	248	125	9	434	0	1586
7:45AM	116	228	65	0	409	0	74	244	36	9	363	0	72	261	54	4	391	1	11	231	114	3	359	0	1522
8:00AM	85	245	51	0	381	1	56	247	40	5	348	1	76	213	85	4	378	0	23	256	108	3	390	0	1497
8:15AM	88	234	73	0	395	0	80	236	47	0	363	4	85	210	115	24	434	1	45	291	83	3	422	0	1614
<b>Total</b>	408	941	253	0	1602	1	260	1001	160	16	1437	5	316	922	303	34	1575	3	131	1026	430	18	1605	0	6219
<b>% Approach</b>	25.5%	58.7%	15.8%	0%	-	-	18.1%	69.7%	11.1%	1.1%	-	-	20.1%	58.5%	19.2%	2.2%	-	-	8.2%	63.9%	26.8%	1.1%	-	-	-
<b>% Total</b>	6.6%	15.1%	4.1%	0%	25.8%	-	4.2%	16.1%	2.6%	0.3%	23.1%	-	5.1%	14.8%	4.9%	0.5%	25.3%	-	2.1%	16.5%	6.9%	0.3%	25.8%	-	-
<b>PHF</b>	0.857	0.960	0.866	-	0.960	-	0.813	0.913	0.851	0.444	0.990	-	0.926	0.883	0.659	0.354	0.907	-	0.630	0.881	0.860	0.500	0.926	-	0.963
<b>Motorcycles</b>	1	1	0	0	2	-	1	2	0	0	3	-	1	0	0	0	1	-	0	2	0	0	2	-	8
<b>% Motorcycles</b>	0.2%	0.1%	0%	0%	0.1%	-	0.4%	0.2%	0%	0%	0.2%	-	0.3%	0%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0.1%
<b>Lights</b>	398	922	246	0	1566	-	258	984	156	16	1414	-	309	897	292	34	1532	-	131	1003	424	18	1576	-	6088
<b>% Lights</b>	97.5%	98.0%	97.2%	0%	97.8%	-	99.2%	98.3%	97.5%	100%	98.4%	-	97.8%	97.3%	96.4%	100%	97.3%	-	100%	97.8%	98.6%	100%	98.2%	-	97.9%
<b>Single-Unit Trucks</b>	5	9	2	0	16	-	1	9	3	0	13	-	1	17	4	0	22	-	0	8	6	0	14	-	65
<b>% Single-Unit Trucks</b>	1.2%	1.0%	0.8%	0%	1.0%	-	0.4%	0.9%	1.9%	0%	0.9%	-	0.3%	1.8%	1.3%	0%	1.4%	-	0%	0.8%	1.4%	0%	0.9%	-	1.0%
<b>Articulated Trucks</b>	0	1	2	0	3	-	0	3	0	0	3	-	2	2	0	0	4	-	0	3	0	0	3	-	13
<b>% Articulated Trucks</b>	0%	0.1%	0.8%	0%	0.2%	-	0%	0.3%	0%	0%	0.2%	-	0.6%	0.2%	0%	0%	0.3%	-	0%	0.3%	0%	0%	0.2%	-	0.2%
<b>Buses</b>	4	8	3	0	15	-	0	3	1	0	4	-	2	6	7	0	15	-	0	9	0	0	9	-	43
<b>% Buses</b>	1.0%	0.9%	1.2%	0%	0.9%	-	0%	0.3%	0.6%	0%	0.3%	-	0.6%	0.7%	2.3%	0%	1.0%	-	0%	0.9%	0%	0%	0.6%	-	0.7%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	0	1	0	0	1	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%	0%	0%	0%	0.1%	-	0%	0.1%	0%	0%	0.1%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	0	
<b>% Pedestrians</b>	-	-	-	-	-	0%	-	-	-	-	-	80.0%	-	-	-	-	-	33.3%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	100%	-	-	-	-	-	20.0%	-	-	-	-	-	66.7%	-	-	-	-	-	-	

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

Sheridan Street / NW 25th Street and Flaming... - TMC

Wed Nov 16, 2022

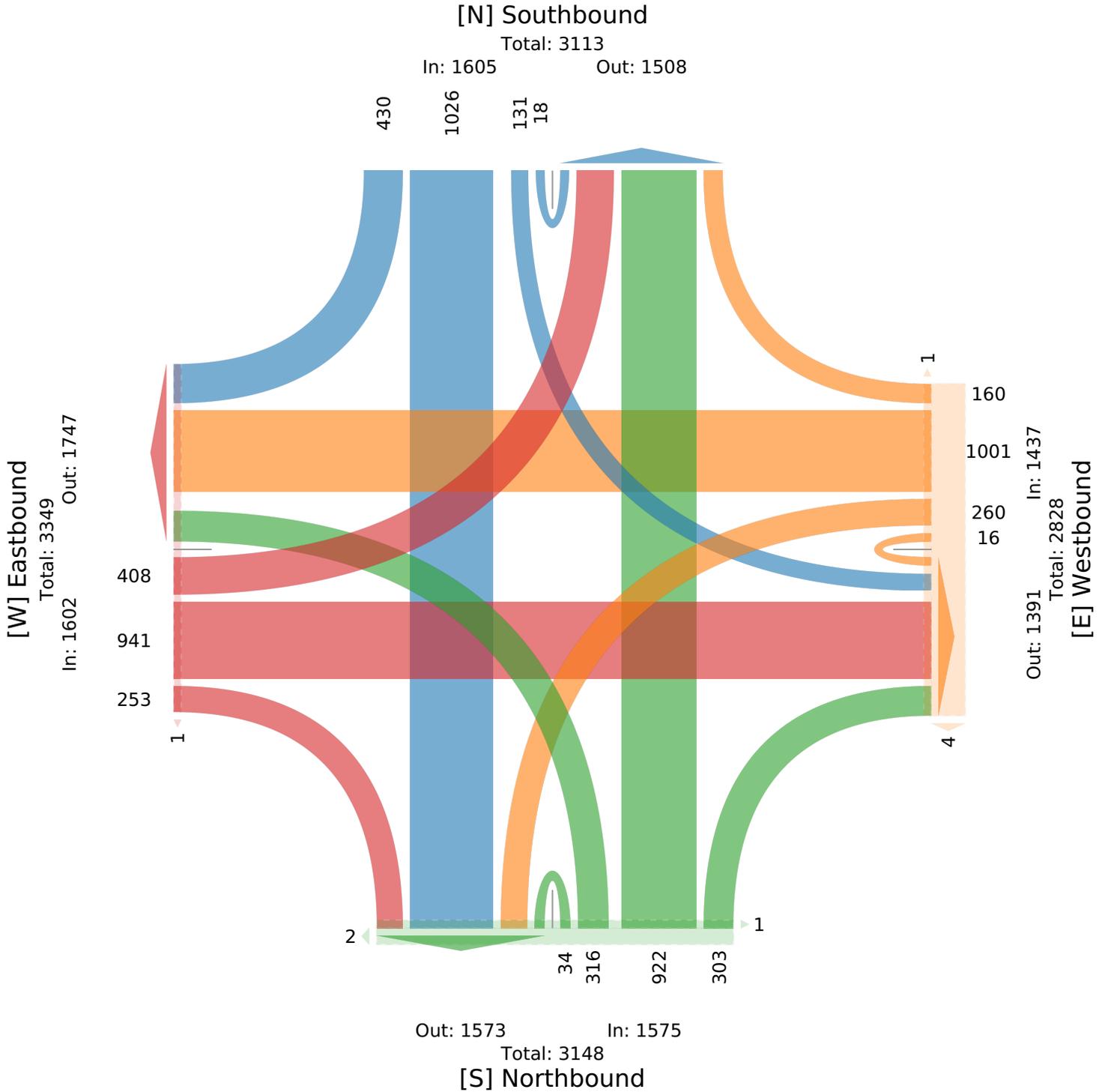
AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016091, Location: 26.029461, -80.31252

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



Sheridan Street / NW 25th Street and Flaming... - TMC

Wed Nov 16, 2022

PM Peak (5:15 PM - 6:15 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016091, Location: 26.029461, -80.31252

Provided by: Metric Engineering  
13940 SW 136th Street, Suite 200,  
Miami, FL, 33186, US

Leg Direction	Eastbound					Westbound					Northbound					Southbound									
Time	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	Int				
2022-11-16 5:15PM	69	219	49	0	337	0	77	209	50	3	339	0	56	360	73	4	493	0	57	385	97	1	540	0	1709
5:30PM	68	230	47	0	345	0	72	233	65	0	370	0	77	313	82	4	476	0	56	366	106	4	532	0	1723
5:45PM	92	240	57	0	389	0	83	232	48	1	364	2	68	260	60	5	393	0	57	322	88	0	467	0	1613
6:00PM	81	201	43	0	325	0	75	186	32	1	294	0	67	314	81	5	467	0	42	386	92	2	522	0	1608
<b>Total</b>	310	890	196	0	1396	0	307	860	195	5	1367	2	268	1247	296	18	1829	0	212	1459	383	7	2061	0	6653
<b>% Approach</b>	22.2%	63.8%	14.0%	0%	-	-	22.5%	62.9%	14.3%	0.4%	-	-	14.7%	68.2%	16.2%	1.0%	-	-	10.3%	70.8%	18.6%	0.3%	-	-	-
<b>% Total</b>	4.7%	13.4%	2.9%	0%	21.0%	-	4.6%	12.9%	2.9%	0.1%	20.5%	-	4.0%	18.7%	4.4%	0.3%	27.5%	-	3.2%	21.9%	5.8%	0.1%	31.0%	-	-
<b>PHF</b>	0.842	0.927	0.860	-	0.897	-	0.925	0.923	0.750	0.417	0.924	-	0.870	0.867	0.899	0.900	0.928	-	0.930	0.946	0.903	0.438	0.955	-	0.965
<b>Motorcycles</b>	1	1	1	0	3	-	0	2	0	0	2	-	0	4	2	0	6	-	0	10	0	0	10	-	21
<b>% Motorcycles</b>	0.3%	0.1%	0.5%	0%	0.2%	-	0%	0.2%	0%	0%	0.1%	-	0%	0.3%	0.7%	0%	0.3%	-	0%	0.7%	0%	0%	0.5%	-	0.3%
<b>Lights</b>	307	881	194	0	1382	-	306	847	193	5	1351	-	266	1228	292	18	1804	-	210	1434	383	7	2034	-	6571
<b>% Lights</b>	99.0%	99.0%	99.0%	0%	99.0%	-	99.7%	98.5%	99.0%	100%	98.8%	-	99.3%	98.5%	98.6%	100%	98.6%	-	99.1%	98.3%	100%	100%	98.7%	-	98.8%
<b>Single-Unit Trucks</b>	1	7	1	0	9	-	1	7	1	0	9	-	1	6	0	0	7	-	1	8	0	0	9	-	34
<b>% Single-Unit Trucks</b>	0.3%	0.8%	0.5%	0%	0.6%	-	0.3%	0.8%	0.5%	0%	0.7%	-	0.4%	0.5%	0%	0%	0.4%	-	0.5%	0.5%	0%	0%	0.4%	-	0.5%
<b>Articulated Trucks</b>	1	0	0	0	1	-	0	2	1	0	3	-	1	4	0	0	5	-	1	0	0	0	1	-	10
<b>% Articulated Trucks</b>	0.3%	0%	0%	0%	0.1%	-	0%	0.2%	0.5%	0%	0.2%	-	0.4%	0.3%	0%	0%	0.3%	-	0.5%	0%	0%	0%	0%	-	0.2%
<b>Buses</b>	0	1	0	0	1	-	0	2	0	0	2	-	0	3	1	0	4	-	0	5	0	0	5	-	12
<b>% Buses</b>	0%	0.1%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0%	0.2%	0.3%	0%	0.2%	-	0%	0.3%	0%	0%	0.2%	-	0.2%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	2	1	0	3	-	0	2	0	0	2	-	5
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0.3%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Sheridan Street / NW 25th Street and Flaming... - TMC

Wed Nov 16, 2022

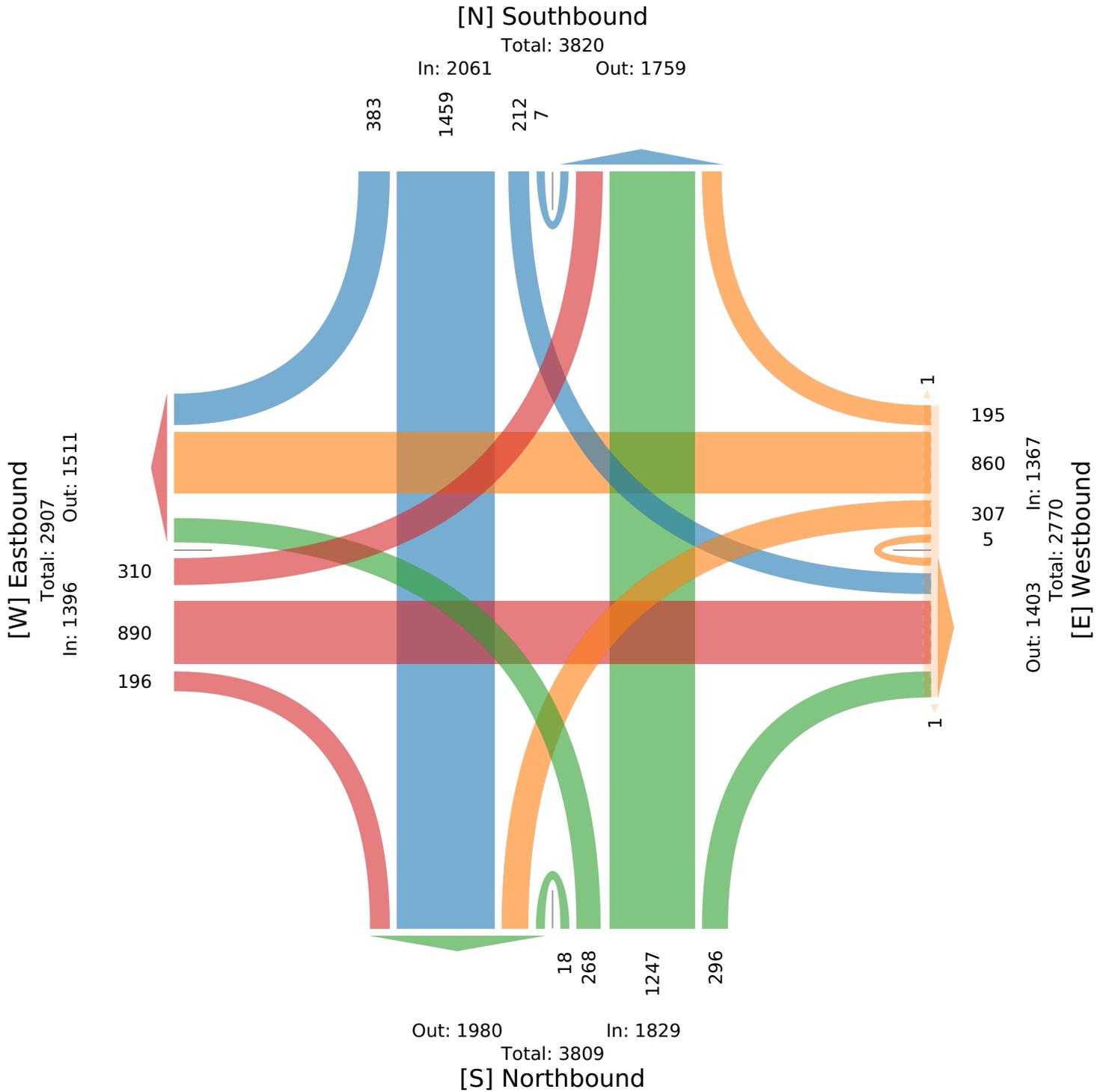
PM Peak (5:15 PM - 6:15 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1016091, Location: 26.029461, -80.31252

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



SR 823/ N Flamingo Rd and Memorial Hospital ... - TMC

Tue Nov 29, 2022

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1018886, Location: 26.012796, -80.311987

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	Westbound					Northbound					Southbound					Int
	Westbound					Northbound					Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
2022-11-29 6:00AM	0	7	0	7	0	82	12	0	94	0	35	123	3	161	0	262
6:15AM	0	15	0	15	0	117	27	0	144	0	92	145	1	238	0	397
6:30AM	0	29	0	29	1	142	25	0	167	0	105	216	0	321	0	517
6:45AM	0	28	0	28	0	193	30	0	223	0	100	234	4	338	0	589
Hourly Total	0	79	0	79	1	534	94	0	628	0	332	718	8	1058	0	1765
7:00AM	0	24	0	24	0	271	24	0	295	0	46	239	4	289	0	608
7:15AM	0	36	0	36	0	338	17	0	355	0	44	335	3	382	0	773
7:30AM	0	31	0	31	1	324	21	0	345	0	58	443	2	503	0	879
7:45AM	0	24	0	24	0	383	29	0	412	0	90	384	2	476	0	912
Hourly Total	0	115	0	115	1	1316	91	0	1407	0	238	1401	11	1650	0	3172
8:00AM	0	28	0	28	2	263	32	0	295	0	80	379	0	459	0	782
8:15AM	0	23	0	23	0	325	35	0	360	0	77	429	0	506	0	889
8:30AM	0	32	0	32	0	281	33	0	314	0	75	370	1	446	0	792
8:45AM	0	34	0	34	4	279	41	0	320	0	87	420	2	509	0	863
Hourly Total	0	117	0	117	6	1148	141	0	1289	0	319	1598	3	1920	0	3326
4:00PM	0	63	0	63	0	401	19	0	420	0	35	313	0	348	0	831
4:15PM	0	59	0	59	0	365	22	0	387	0	29	368	0	397	0	843
4:30PM	0	80	0	80	1	395	9	0	404	0	31	365	0	396	0	880
4:45PM	0	79	0	79	0	381	15	0	396	0	22	341	0	363	0	838
Hourly Total	0	281	0	281	1	1542	65	0	1607	0	117	1387	0	1504	0	3392
5:00PM	0	79	0	79	0	472	15	0	487	0	22	371	2	395	0	961
5:15PM	0	68	0	68	0	475	18	0	493	0	26	418	2	446	0	1007
5:30PM	0	75	0	75	0	489	14	0	503	0	11	441	0	452	0	1030
5:45PM	0	61	0	61	0	434	14	0	448	0	33	400	4	437	1	946
Hourly Total	0	283	0	283	0	1870	61	0	1931	0	92	1630	8	1730	1	3944
6:00PM	0	57	1	58	2	384	13	0	397	0	40	378	1	419	0	874
6:15PM	0	46	0	46	5	383	11	0	394	0	51	379	2	432	0	872
6:30PM	0	43	0	43	0	404	17	0	421	0	59	319	0	378	0	842
6:45PM	0	41	0	41	1	397	23	0	420	0	35	282	1	318	0	779
Hourly Total	0	187	1	188	8	1568	64	0	1632	0	185	1358	4	1547	0	3367
<b>Total</b>	0	1062	1	1063	17	7978	516	0	8494	0	1283	8092	34	9409	1	18966
<b>% Approach</b>	0%	99.9%	0.1%	-	-	93.9%	6.1%	0%	-	-	13.6%	86.0%	0.4%	-	-	-
<b>% Total</b>	0%	5.6%	0%	5.6%	-	42.1%	2.7%	0%	44.8%	-	6.8%	42.7%	0.2%	49.6%	-	-
<b>Motorcycles</b>	0	0	0	0	-	14	0	0	14	-	0	7	0	7	-	21
<b>% Motorcycles</b>	0%	0%	0%	0%	-	0.2%	0%	0%	0.2%	-	0%	0.1%	0%	0.1%	-	0.1%
<b>Lights</b>	0	1017	1	1018	-	7872	496	0	8368	-	1268	7966	34	9268	-	18654
<b>% Lights</b>	0%	95.8%	100%	95.8%	-	98.7%	96.1%	0%	98.5%	-	98.8%	98.4%	100%	98.5%	-	98.4%
<b>Single-Unit Trucks</b>	0	17	0	17	-	44	19	0	63	-	12	51	0	63	-	143
<b>% Single-Unit Trucks</b>	0%	1.6%	0%	1.6%	-	0.6%	3.7%	0%	0.7%	-	0.9%	0.6%	0%	0.7%	-	0.8%
<b>Articulated Trucks</b>	0	1	0	1	-	12	1	0	13	-	1	7	0	8	-	22
<b>% Articulated Trucks</b>	0%	0.1%	0%	0.1%	-	0.2%	0.2%	0%	0.2%	-	0.1%	0.1%	0%	0.1%	-	0.1%
<b>Buses</b>	0	27	0	27	-	25	0	0	25	-	2	61	0	63	-	115
<b>% Buses</b>	0%	2.5%	0%	2.5%	-	0.3%	0%	0%	0.3%	-	0.2%	0.8%	0%	0.7%	-	0.6%
<b>Bicycles on Road</b>	0	0	0	0	-	11	0	0	11	-	0	0	0	0	-	11
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	13	-	-	-	-	0	-	-	-	-	1	-
<b>% Pedestrians</b>	-	-	-	-	76.5%	-	-	-	-	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	4	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	23.5%	-	-	-	-	-	-	-	-	-	0%	-

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

SR 823/ N Flamingo Rd and Memorial Hospital ... - TMC

Tue Nov 29, 2022

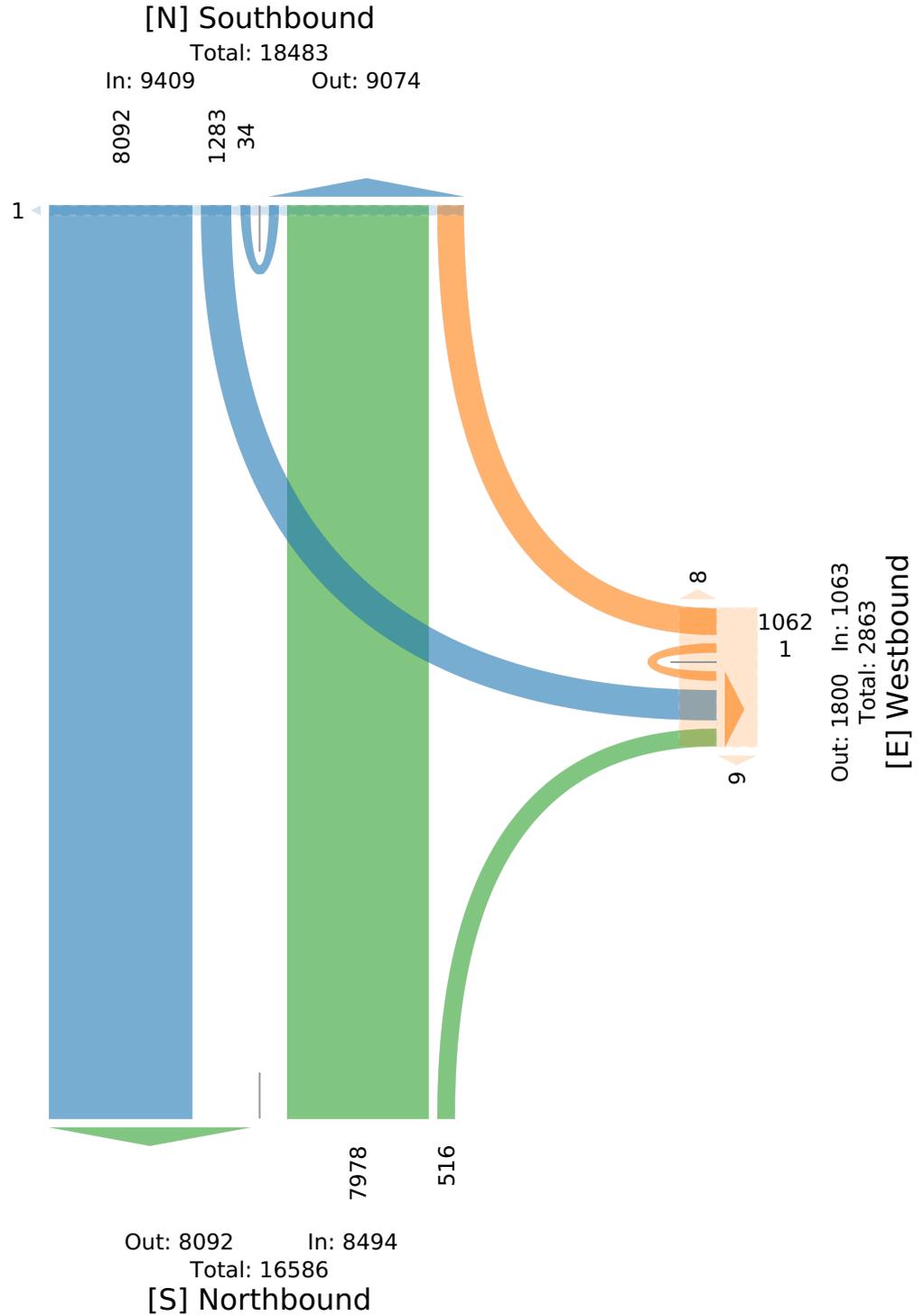
Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1018886, Location: 26.012796, -80.311987

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



SR 823/ N Flamingo Rd and Memorial Hospital ... - TMC

Tue Nov 29, 2022

AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1018886, Location: 26.012796, -80.311987

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	Westbound					Northbound					Southbound					Int
	Westbound					Northbound					Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2022-11-29 7:30AM	0	31	0	31	1	324	21	0	345	0	58	443	2	503	0	879
7:45AM	0	24	0	24	0	383	29	0	412	0	90	384	2	476	0	912
8:00AM	0	28	0	28	2	263	32	0	295	0	80	379	0	459	0	782
8:15AM	0	23	0	23	0	325	35	0	360	0	77	429	0	506	0	889
<b>Total</b>	0	106	0	106	3	1295	117	0	1412	0	305	1635	4	1944	0	3462
<b>% Approach</b>	0%	100%	0%	-	-	91.7%	8.3%	0%	-	-	15.7%	84.1%	0.2%	-	-	-
<b>% Total</b>	0%	3.1%	0%	3.1%	-	37.4%	3.4%	0%	40.8%	-	8.8%	47.2%	0.1%	56.2%	-	-
<b>PHF</b>	-	0.855	-	0.855	-	0.844	0.836	-	0.856	-	0.847	0.923	0.500	0.960	-	0.948
<b>Motorcycles</b>	0	0	0	0	-	0	0	0	0	-	0	2	0	2	-	2
<b>% Motorcycles</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0.1%
<b>Lights</b>	0	99	0	99	-	1268	114	0	1382	-	304	1610	4	1918	-	3399
<b>% Lights</b>	0%	93.4%	0%	93.4%	-	97.9%	97.4%	0%	97.9%	-	99.7%	98.5%	100%	98.7%	-	98.2%
<b>Single-Unit Trucks</b>	0	2	0	2	-	18	3	0	21	-	0	8	0	8	-	31
<b>% Single-Unit Trucks</b>	0%	1.9%	0%	1.9%	-	1.4%	2.6%	0%	1.5%	-	0%	0.5%	0%	0.4%	-	0.9%
<b>Articulated Trucks</b>	0	0	0	0	-	2	0	0	2	-	1	2	0	3	-	5
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	0.2%	0%	0%	0.1%	-	0.3%	0.1%	0%	0.2%	-	0.1%
<b>Buses</b>	0	5	0	5	-	5	0	0	5	-	0	13	0	13	-	23
<b>% Buses</b>	0%	4.7%	0%	4.7%	-	0.4%	0%	0%	0.4%	-	0%	0.8%	0%	0.7%	-	0.7%
<b>Bicycles on Road</b>	0	0	0	0	-	2	0	0	2	-	0	0	0	0	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	66.7%	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	33.3%	-	-	-	-	-	-	-	-	-	-	-

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

SR 823/ N Flamingo Rd and Memorial Hospital ... - TMC

Tue Nov 29, 2022

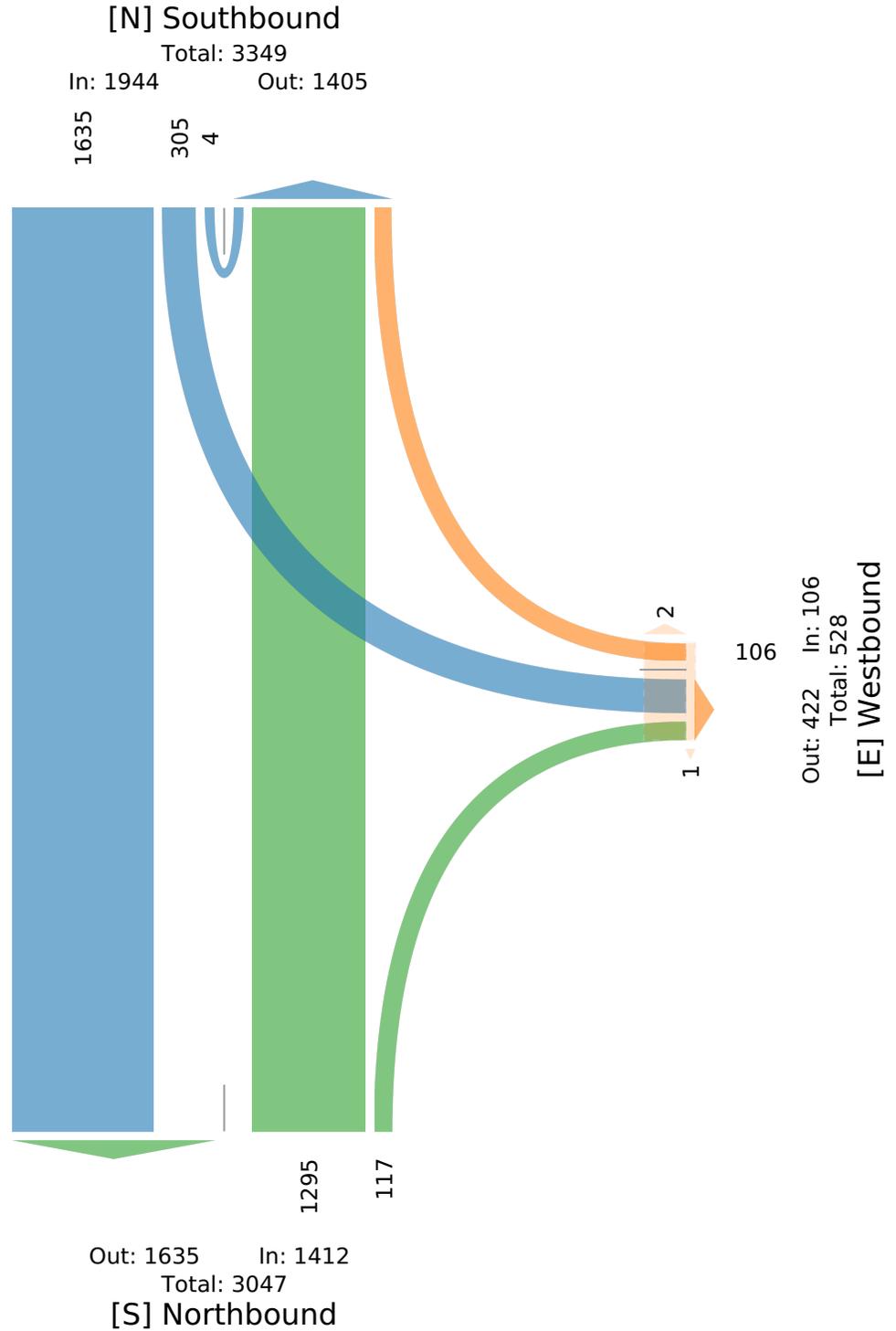
AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1018886, Location: 26.012796, -80.311987

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



SR 823/ N Flamingo Rd and Memorial Hospital ... - TMC

Tue Nov 29, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1018886, Location: 26.012796, -80.311987

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	Westbound					Northbound					Southbound					Int
	Westbound					Northbound					Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
2022-11-29 5:00PM	0	79	0	79	0	472	15	0	487	0	22	371	2	395	0	961
5:15PM	0	68	0	68	0	475	18	0	493	0	26	418	2	446	0	1007
5:30PM	0	75	0	75	0	489	14	0	503	0	11	441	0	452	0	1030
5:45PM	0	61	0	61	0	434	14	0	448	0	33	400	4	437	1	946
<b>Total</b>	0	283	0	283	0	1870	61	0	1931	0	92	1630	8	1730	1	3944
<b>% Approach</b>	0%	100%	0%	-	-	96.8%	3.2%	0%	-	-	5.3%	94.2%	0.5%	-	-	-
<b>% Total</b>	0%	7.2%	0%	7.2%	-	47.4%	1.5%	0%	49.0%	-	2.3%	41.3%	0.2%	43.9%	-	-
<b>PHF</b>	-	0.896	-	0.896	-	0.956	0.847	-	0.959	-	0.697	0.924	0.500	0.957	-	0.957
<b>Motorcycles</b>	0	0	0	0	-	2	0	0	2	-	0	3	0	3	-	5
<b>% Motorcycles</b>	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%	0.2%	0%	0.2%	-	0.1%
<b>Lights</b>	0	270	0	270	-	1859	59	0	1918	-	88	1600	8	1696	-	3884
<b>% Lights</b>	0%	95.4%	0%	95.4%	-	99.4%	96.7%	0%	99.3%	-	95.7%	98.2%	100%	98.0%	-	98.5%
<b>Single-Unit Trucks</b>	0	6	0	6	-	3	2	0	5	-	4	18	0	22	-	33
<b>% Single-Unit Trucks</b>	0%	2.1%	0%	2.1%	-	0.2%	3.3%	0%	0.3%	-	4.3%	1.1%	0%	1.3%	-	0.8%
<b>Articulated Trucks</b>	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%
<b>Buses</b>	0	7	0	7	-	4	0	0	4	-	0	9	0	9	-	20
<b>% Buses</b>	0%	2.5%	0%	2.5%	-	0.2%	0%	0%	0.2%	-	0%	0.6%	0%	0.5%	-	0.5%
<b>Bicycles on Road</b>	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

SR 823/ N Flamingo Rd and Memorial Hospital ... - TMC

Tue Nov 29, 2022

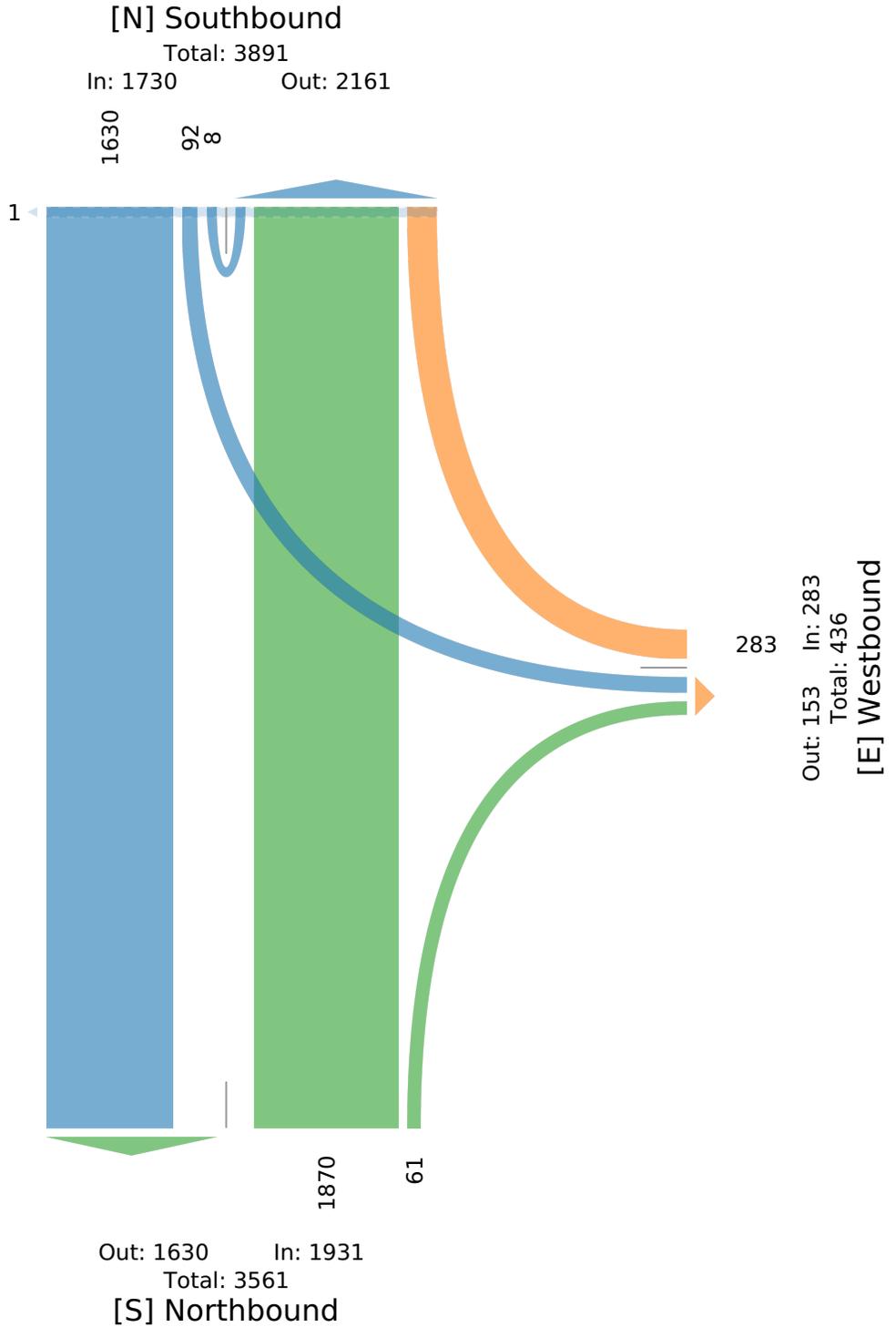
PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1018886, Location: 26.012796, -80.311987

Provided by: Metric Engineering  
 13940 SW 136th Street, Suite 200,  
 Miami, FL, 33186, US



## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: SW 9 Street West of SW 68 Avenue

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	5	3	8
00:15 - 00:29	5	2	7
00:30 - 00:44	6	3	9
00:45 - 00:59	1	1	2
01:00 - 01:14	7	3	10
01:15 - 01:29	2	0	2
01:30 - 01:44	0	0	0
01:45 - 01:59	2	0	2
02:00 - 02:14	2	1	3
02:15 - 02:29	1	1	2
02:30 - 02:44	0	1	1
02:45 - 02:59	1	1	2
03:00 - 03:14	1	1	2
03:15 - 03:29	0	0	0
03:30 - 03:44	1	0	1
03:45 - 03:59	0	1	1
04:00 - 04:14	0	1	1
04:15 - 04:29	0	0	0
04:30 - 04:44	0	0	0
04:45 - 04:59	3	4	7
05:00 - 05:14	0	0	0
05:15 - 05:29	0	0	0
05:30 - 05:44	1	2	3
05:45 - 05:59	1	1	2
06:00 - 06:14	4	3	7
06:15 - 06:29	2	0	2
06:30 - 06:44	7	4	11
06:45 - 06:59	7	3	10
07:00 - 07:14	8	4	12
07:15 - 07:29	10	7	17
07:30 - 07:44	11	10	21
07:45 - 07:59	15	14	29
08:00 - 08:14	28	17	45
08:15 - 08:29	66	29	95
08:30 - 08:44	71	69	140
08:45 - 08:59	56	32	88
09:00 - 09:14	23	25	48
09:15 - 09:29	28	23	51
09:30 - 09:44	21	12	33
09:45 - 09:59	20	10	30
10:00 - 10:14	12	19	31
10:15 - 10:29	14	6	20
10:30 - 10:44	18	9	27
10:45 - 10:59	9	14	23
11:00 - 11:14	8	7	15
11:15 - 11:29	16	9	25
11:30 - 11:44	11	5	16
11:45 - 11:59	6	13	19
12:00 - 12:14	11	20	31
12:15 - 12:29	9	8	17
12:30 - 12:44	12	12	24
12:45 - 12:59	8	7	15

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: SW 9 Street West of SW 68 Avenue

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	12	7	19
13:15 - 13:29	7	7	14
13:30 - 13:44	27	9	36
13:45 - 13:59	18	3	21
14:00 - 14:14	25	10	35
14:15 - 14:29	12	7	19
14:30 - 14:44	26	13	39
14:45 - 14:59	26	9	35
15:00 - 15:14	32	22	54
15:15 - 15:29	22	11	33
15:30 - 15:44	20	10	30
15:45 - 15:59	36	23	59
16:00 - 16:14	41	18	59
16:15 - 16:29	27	8	35
16:30 - 16:44	10	9	19
16:45 - 16:59	26	7	33
17:00 - 17:14	23	9	32
17:15 - 17:29	24	12	36
17:30 - 17:44	31	11	42
17:45 - 17:59	23	5	28
18:00 - 18:14	29	11	40
18:15 - 18:29	19	5	24
18:30 - 18:44	45	12	57
18:45 - 18:59	31	3	34
19:00 - 19:14	18	6	24
19:15 - 19:29	21	11	32
19:30 - 19:44	28	10	38
19:45 - 19:59	24	19	43
20:00 - 20:14	14	20	34
20:15 - 20:29	20	9	29
20:30 - 20:44	17	9	26
20:45 - 20:59	16	11	27
21:00 - 21:14	12	6	18
21:15 - 21:29	11	12	23
21:30 - 21:44	14	6	20
21:45 - 21:59	10	9	19
22:00 - 22:14	8	2	10
22:15 - 22:29	9	4	13
22:30 - 22:44	12	5	17
22:45 - 22:59	9	3	12
23:00 - 23:14	8	5	13
23:15 - 23:29	9	7	16
23:30 - 23:44	3	4	7
23:45 - 23:59	8	2	10
<b>Totals</b>	<b>1413</b>	<b>818</b>	<b>2231</b>
<b>AM Peak Time</b>	<b>08:06 - 09:05</b>	<b>08:24 - 09:23</b>	<b>08:10 - 09:09</b>
<b>AM Peak Volume</b>	<b>223</b>	<b>159</b>	<b>376</b>
<b>PM Peak Time</b>	<b>15:32 - 16:31</b>	<b>15:04 - 16:03</b>	<b>15:32 - 16:31</b>
<b>PM Peak Volume</b>	<b>127</b>	<b>74</b>	<b>187</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: SW 9 Street West of SW 68 Avenue

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: SW 9 Street West of SW 68 Avenue

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	8	1	9
00:15 - 00:29	3	2	5
00:30 - 00:44	4	3	7
00:45 - 00:59	4	4	8
01:00 - 01:14	4	1	5
01:15 - 01:29	5	2	7
01:30 - 01:44	0	2	2
01:45 - 01:59	0	2	2
02:00 - 02:14	2	0	2
02:15 - 02:29	0	0	0
02:30 - 02:44	1	1	2
02:45 - 02:59	0	0	0
03:00 - 03:14	1	1	2
03:15 - 03:29	0	0	0
03:30 - 03:44	1	1	2
03:45 - 03:59	2	0	2
04:00 - 04:14	0	0	0
04:15 - 04:29	0	1	1
04:30 - 04:44	0	0	0
04:45 - 04:59	0	2	2
05:00 - 05:14	1	1	2
05:15 - 05:29	3	2	5
05:30 - 05:44	0	1	1
05:45 - 05:59	2	1	3
06:00 - 06:14	3	0	3
06:15 - 06:29	1	2	3
06:30 - 06:44	5	3	8
06:45 - 06:59	6	5	11
07:00 - 07:14	4	3	7
07:15 - 07:29	7	3	10
07:30 - 07:44	9	9	18
07:45 - 07:59	12	14	26
08:00 - 08:14	28	13	41
08:15 - 08:29	63	30	93
08:30 - 08:44	57	61	118
08:45 - 08:59	57	40	97
09:00 - 09:14	31	26	57
09:15 - 09:29	20	19	39
09:30 - 09:44	20	21	41
09:45 - 09:59	18	9	27
10:00 - 10:14	15	14	29
10:15 - 10:29	12	10	22
10:30 - 10:44	12	10	22
10:45 - 10:59	9	14	23
11:00 - 11:14	14	7	21
11:15 - 11:29	5	7	12
11:30 - 11:44	15	7	22
11:45 - 11:59	9	7	16
12:00 - 12:14	12	5	17
12:15 - 12:29	9	4	13
12:30 - 12:44	11	9	20
12:45 - 12:59	11	8	19

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: SW 9 Street West of SW 68 Avenue

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	14	6	20
13:15 - 13:29	13	9	22
13:30 - 13:44	10	10	20
13:45 - 13:59	21	11	32
14:00 - 14:14	26	14	40
14:15 - 14:29	21	15	36
14:30 - 14:44	18	16	34
14:45 - 14:59	36	20	56
15:00 - 15:14	36	49	85
15:15 - 15:29	23	21	44
15:30 - 15:44	21	14	35
15:45 - 15:59	35	32	67
16:00 - 16:14	20	23	43
16:15 - 16:29	17	9	26
16:30 - 16:44	19	15	34
16:45 - 16:59	31	11	42
17:00 - 17:14	18	13	31
17:15 - 17:29	29	20	49
17:30 - 17:44	18	11	29
17:45 - 17:59	21	12	33
18:00 - 18:14	24	17	41
18:15 - 18:29	18	8	26
18:30 - 18:44	24	21	45
18:45 - 18:59	20	20	40
19:00 - 19:14	24	14	38
19:15 - 19:29	20	8	28
19:30 - 19:44	20	16	36
19:45 - 19:59	25	17	42
20:00 - 20:14	18	10	28
20:15 - 20:29	22	9	31
20:30 - 20:44	16	12	28
20:45 - 20:59	12	12	24
21:00 - 21:14	15	9	24
21:15 - 21:29	13	7	20
21:30 - 21:44	10	8	18
21:45 - 21:59	14	5	19
22:00 - 22:14	10	9	19
22:15 - 22:29	13	4	17
22:30 - 22:44	12	4	16
22:45 - 22:59	6	8	14
23:00 - 23:14	8	3	11
23:15 - 23:29	10	2	12
23:30 - 23:44	10	5	15
23:45 - 23:59	8	5	13
<b>Totals</b>	<b>1335</b>	<b>952</b>	<b>2287</b>
<b>AM Peak Time</b>	<b>08:06 - 09:05</b>	<b>08:11 - 09:10</b>	<b>08:11 - 09:10</b>
<b>AM Peak Volume</b>	<b>212</b>	<b>161</b>	<b>372</b>
<b>PM Peak Time</b>	<b>14:50 - 15:49</b>	<b>14:58 - 15:57</b>	<b>14:54 - 15:53</b>
<b>PM Peak Volume</b>	<b>125</b>	<b>119</b>	<b>238</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: SW 9 Street West of SW 68 Avenue

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: SW 9 Street West of SW 68 Avenue

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	3	5	8
00:15 - 00:29	8	2	10
00:30 - 00:44	3	1	4
00:45 - 00:59	2	1	3
01:00 - 01:14	3	2	5
01:15 - 01:29	6	3	9
01:30 - 01:44	3	4	7
01:45 - 01:59	1	1	2
02:00 - 02:14	2	2	4
02:15 - 02:29	5	1	6
02:30 - 02:44	3	0	3
02:45 - 02:59	1	0	1
03:00 - 03:14	0	0	0
03:15 - 03:29	0	0	0
03:30 - 03:44	0	2	2
03:45 - 03:59	0	2	2
04:00 - 04:14	0	0	0
04:15 - 04:29	0	0	0
04:30 - 04:44	2	2	4
04:45 - 04:59	1	0	1
05:00 - 05:14	0	1	1
05:15 - 05:29	0	1	1
05:30 - 05:44	3	1	4
05:45 - 05:59	4	2	6
06:00 - 06:14	4	2	6
06:15 - 06:29	2	2	4
06:30 - 06:44	6	3	9
06:45 - 06:59	6	5	11
07:00 - 07:14	10	8	18
07:15 - 07:29	5	5	10
07:30 - 07:44	8	13	21
07:45 - 07:59	12	12	24
08:00 - 08:14	24	15	39
08:15 - 08:29	64	23	87
08:30 - 08:44	60	58	118
08:45 - 08:59	46	51	97
09:00 - 09:14	35	30	65
09:15 - 09:29	23	15	38
09:30 - 09:44	22	10	32
09:45 - 09:59	16	15	31
10:00 - 10:14	11	7	18
10:15 - 10:29	19	13	32
10:30 - 10:44	6	11	17
10:45 - 10:59	12	11	23
11:00 - 11:14	18	7	25
11:15 - 11:29	18	4	22
11:30 - 11:44	14	6	20
11:45 - 11:59	12	3	15
12:00 - 12:14	9	7	16
12:15 - 12:29	13	9	22
12:30 - 12:44	9	10	19
12:45 - 12:59	15	13	28

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: SW 9 Street West of SW 68 Avenue

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	11	10	21
13:15 - 13:29	24	5	29
13:30 - 13:44	10	6	16
13:45 - 13:59	9	9	18
14:00 - 14:14	13	15	28
14:15 - 14:29	19	11	30
14:30 - 14:44	13	12	25
14:45 - 14:59	33	20	53
15:00 - 15:14	23	40	63
15:15 - 15:29	17	19	36
15:30 - 15:44	26	18	44
15:45 - 15:59	37	41	78
16:00 - 16:14	22	28	50
16:15 - 16:29	26	11	37
16:30 - 16:44	20	10	30
16:45 - 16:59	12	16	28
17:00 - 17:14	15	16	31
17:15 - 17:29	24	22	46
17:30 - 17:44	22	14	36
17:45 - 17:59	27	14	41
18:00 - 18:14	25	13	38
18:15 - 18:29	22	19	41
18:30 - 18:44	25	20	45
18:45 - 18:59	24	14	38
19:00 - 19:14	18	13	31
19:15 - 19:29	23	7	30
19:30 - 19:44	9	12	21
19:45 - 19:59	25	7	32
20:00 - 20:14	10	6	16
20:15 - 20:29	16	10	26
20:30 - 20:44	19	8	27
20:45 - 20:59	12	10	22
21:00 - 21:14	16	9	25
21:15 - 21:29	10	12	22
21:30 - 21:44	9	9	18
21:45 - 21:59	11	7	18
22:00 - 22:14	13	6	19
22:15 - 22:29	7	6	13
22:30 - 22:44	18	3	21
22:45 - 22:59	9	6	15
23:00 - 23:14	12	8	20
23:15 - 23:29	8	6	14
23:30 - 23:44	4	3	7
23:45 - 23:59	5	5	10
<b>Totals</b>	<b>1302</b>	<b>957</b>	<b>2259</b>
<b>AM Peak Time</b>	<b>08:11 - 09:10</b>	<b>08:10 - 09:09</b>	<b>08:11 - 09:10</b>
<b>AM Peak Volume</b>	<b>209</b>	<b>162</b>	<b>370</b>
<b>PM Peak Time</b>	<b>15:33 - 16:32</b>	<b>15:03 - 16:02</b>	<b>15:01 - 16:00</b>
<b>PM Peak Volume</b>	<b>112</b>	<b>121</b>	<b>222</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: SW 9 Street West of SW 68 Avenue

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 SW 12 Street West of SW 69 Avenue

Latitude: 40' 12.9500 North

Start Time	15-Nov-22 Tue	EB	WB	Total						
12:00 AM		1	0	1						
12:15		0	0	0						
12:30		1	0	1						
12:45		1	0	1						
01:00		0	0	0						
01:15		1	0	1						
01:30		0	0	0						
01:45		0	0	0						
02:00		0	0	0						
02:15		0	0	0						
02:30		0	0	0						
02:45		0	0	0						
03:00		0	0	0						
03:15		0	0	0						
03:30		0	0	0						
03:45		0	0	0						
04:00		0	0	0						
04:15		0	0	0						
04:30		0	0	0						
04:45		2	0	2						
05:00		0	0	0						
05:15		0	0	0						
05:30		0	0	0						
05:45		0	0	0						
06:00		0	0	0						
06:15		1	0	1						
06:30		1	0	1						
06:45		0	0	0						
07:00		2	0	2						
07:15		1	0	1						
07:30		2	0	2						
07:45		1	0	1						
08:00		1	0	1						
08:15		3	0	3						
08:30		7	0	7						
08:45		7	0	7						
09:00		2	0	2						
09:15		3	0	3						
09:30		2	0	2						
09:45		2	1	3						
10:00		2	0	2						
10:15		1	0	1						
10:30		0	0	0						
10:45		0	0	0						
11:00		2	0	2						
11:15		1	0	1						
11:30		0	0	0						
11:45		1	0	1						
Total		48	1	49						
Percent		98.0%	2.0%							
Peak	-	08:15	09:00	-	-	-	-	-	-	08:15
Vol.	-	19	1	-	-	-	-	-	-	19
P.H.F.		0.679	0.250							0.679

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 SW 12 Street West of SW 69 Avenue

Latitude: 40' 12.9500 North

Start Time	15-Nov-22 Tue	EB	WB	Total						
12:00 PM		0	0	0						
12:15		1	0	1						
12:30		3	0	3						
12:45		1	2	3						
01:00		2	0	2						
01:15		0	0	0						
01:30		1	0	1						
01:45		6	0	6						
02:00		0	0	0						
02:15		2	0	2						
02:30		5	2	7						
02:45		2	7	9						
03:00		3	0	3						
03:15		2	5	7						
03:30		4	3	7						
03:45		5	4	9						
04:00		4	4	8						
04:15		2	3	5						
04:30		2	4	6						
04:45		2	1	3						
05:00		4	5	9						
05:15		0	0	0						
05:30		3	4	7						
05:45		9	3	12						
06:00		1	5	6						
06:15		2	2	4						
06:30		3	1	4						
06:45		4	4	8						
07:00		2	2	4						
07:15		3	6	9						
07:30		1	4	5						
07:45		4	6	10						
08:00		3	3	6						
08:15		2	3	5						
08:30		0	4	4						
08:45		4	3	7						
09:00		3	5	8						
09:15		2	2	4						
09:30		2	0	2						
09:45		1	2	3						
10:00		3	1	4						
10:15		1	4	5						
10:30		1	2	3						
10:45		3	0	3						
11:00		1	0	1						
11:15		2	1	3						
11:30		0	0	0						
11:45		0	0	0						
Total		111	107	218						
Percent		50.9%	49.1%							
Peak	-	17:00	19:15	-	-	-	-	-	-	15:15
Vol.	-	16	19	-	-	-	-	-	-	31
P.H.F.		0.444	0.792							0.861

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 SW 12 Street West of SW 69 Avenue

Latitude: 40' 12.9500 North

Start Time	16-Nov-22 Wed	EB	WB	Total						
12:00 AM		0	0	0						
12:15		1	0	1						
12:30		0	0	0						
12:45		0	0	0						
01:00		0	0	0						
01:15		0	0	0						
01:30		0	0	0						
01:45		0	2	2						
02:00		0	0	0						
02:15		0	0	0						
02:30		0	0	0						
02:45		0	0	0						
03:00		0	1	1						
03:15		0	0	0						
03:30		0	0	0						
03:45		0	2	2						
04:00		0	1	1						
04:15		0	0	0						
04:30		0	0	0						
04:45		0	0	0						
05:00		0	0	0						
05:15		1	3	4						
05:30		0	0	0						
05:45		0	0	0						
06:00		0	1	1						
06:15		1	0	1						
06:30		2	0	2						
06:45		0	0	0						
07:00		2	1	3						
07:15		0	2	2						
07:30		0	4	4						
07:45		3	0	3						
08:00		3	1	4						
08:15		5	1	6						
08:30		4	2	6						
08:45		6	5	11						
09:00		0	6	6						
09:15		2	2	4						
09:30		3	0	3						
09:45		3	0	3						
10:00		0	4	4						
10:15		1	0	1						
10:30		2	1	3						
10:45		2	2	4						
11:00		3	1	4						
11:15		1	0	1						
11:30		0	2	2						
11:45		0	3	3						
Total		45	47	92						
Percent		48.9%	51.1%							
Peak	-	08:00	08:30	-	-	-	-	-	-	08:15
Vol.	-	18	15	-	-	-	-	-	-	29
P.H.F.		0.750	0.625							0.659

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 SW 12 Street West of SW 69 Avenue

Latitude: 40' 12.9500 North

Start Time	16-Nov-22 Wed	EB	WB							Total
12:00 PM		3	6							9
12:15		1	0							1
12:30		3	0							3
12:45		4	5							9
01:00		1	3							4
01:15		4	0							4
01:30		5	3							8
01:45		5	1							6
02:00		5	2							7
02:15		1	1							2
02:30		2	3							5
02:45		2	3							5
03:00		2	0							2
03:15		8	6							14
03:30		2	2							4
03:45		0	1							1
04:00		2	3							5
04:15		2	4							6
04:30		6	2							8
04:45		1	2							3
05:00		4	2							6
05:15		1	6							7
05:30		3	3							6
05:45		5	1							6
06:00		1	5							6
06:15		2	0							2
06:30		5	2							7
06:45		3	1							4
07:00		6	2							8
07:15		2	3							5
07:30		1	2							3
07:45		1	2							3
08:00		3	1							4
08:15		2	3							5
08:30		4	2							6
08:45		1	2							3
09:00		1	1							2
09:15		1	0							1
09:30		2	0							2
09:45		1	0							1
10:00		1	2							3
10:15		1	0							1
10:30		0	2							2
10:45		1	2							3
11:00		0	1							1
11:15		0	2							2
11:30		0	1							1
11:45		0	0							0
Total		111	95							206
Percent		53.9%	46.1%							
Peak	-	13:15	17:15	-	-	-	-	-	-	14:30
Vol.	-	19	15	-	-	-	-	-	-	26
P.H.F.		0.950	0.625							0.464

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 SW 12 Street West of SW 69 Avenue

Latitude: 40' 12.9500 North

Start Time	17-Nov-22 Thu	EB	WB	Total						
12:00 AM		2	2	4						
12:15		1	1	2						
12:30		0	0	0						
12:45		0	0	0						
01:00		2	2	4						
01:15		0	0	0						
01:30		0	0	0						
01:45		0	0	0						
02:00		0	0	0						
02:15		0	0	0						
02:30		0	0	0						
02:45		0	0	0						
03:00		0	0	0						
03:15		0	0	0						
03:30		1	1	2						
03:45		0	0	0						
04:00		0	0	0						
04:15		0	0	0						
04:30		0	0	0						
04:45		0	0	0						
05:00		0	0	0						
05:15		0	0	0						
05:30		1	1	2						
05:45		0	0	0						
06:00		0	0	0						
06:15		0	0	0						
06:30		1	1	2						
06:45		0	0	0						
07:00		3	3	6						
07:15		0	0	0						
07:30		2	2	4						
07:45		2	2	4						
08:00		0	0	0						
08:15		4	4	8						
08:30		4	4	8						
08:45		1	1	2						
09:00		2	2	4						
09:15		1	1	2						
09:30		3	3	6						
09:45		3	3	6						
10:00		1	1	2						
10:15		1	1	2						
10:30		3	3	6						
10:45		0	0	0						
11:00		3	3	6						
11:15		1	1	2						
11:30		3	3	6						
11:45		2	2	4						
Total		47	47	94						
Percent		50.0%	50.0%							
Peak	-	08:15	08:15	-	-	-	-	-	-	08:15
Vol.	-	11	11	-	-	-	-	-	-	22
P.H.F.		0.688	0.688							0.688

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 SW 12 Street West of SW 69 Avenue

Latitude: 40' 12.9500 North

Start Time	17-Nov-22 Thu	EB	WB							Total
12:00 PM		4	4							8
12:15		3	3							6
12:30		0	0							0
12:45		1	0							1
01:00		2	2							4
01:15		2	2							4
01:30		1	1							2
01:45		3	3							6
02:00		2	2							4
02:15		5	5							10
02:30		2	1							3
02:45		1	3							4
03:00		1	1							2
03:15		4	2							6
03:30		2	1							3
03:45		2	0							2
04:00		4	2							6
04:15		4	3							7
04:30		1	1							2
04:45		3	3							6
05:00		4	2							6
05:15		2	2							4
05:30		7	5							12
05:45		5	4							9
06:00		4	2							6
06:15		2	1							3
06:30		3	3							6
06:45		1	2							3
07:00		6	5							11
07:15		6	3							9
07:30		3	1							4
07:45		2	2							4
08:00		1	1							2
08:15		0	2							2
08:30		5	3							8
08:45		2	1							3
09:00		3	1							4
09:15		1	0							1
09:30		3	3							6
09:45		1	0							1
10:00		4	4							8
10:15		1	2							3
10:30		1	0							1
10:45		1	1							2
11:00		2	2							4
11:15		1	1							2
11:30		2	2							4
11:45		0	0							0
Total		120	94							214
Percent		56.1%	43.9%							
Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	18	13	-	-	-	-	-	-	31
P.H.F.		0.643	0.650							0.646
Grand Total		482	391							873
Percent		55.2%	44.8%							
ADT		ADT 5,092	AADT 5,092							

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 SW 145 Ave South of Pine Blvd  
 Latitude: 40' 12.9500 North

Start Time	15-Nov-07 Thu	NB	SB	Total						
12:00 AM		31	39	70						
12:15		21	43	64						
12:30		24	33	57						
12:45		22	22	44						
01:00		18	21	39						
01:15		20	16	36						
01:30		9	16	25						
01:45		10	8	18						
02:00		14	11	25						
02:15		6	5	11						
02:30		8	10	18						
02:45		5	16	21						
03:00		10	12	22						
03:15		10	12	22						
03:30		4	9	13						
03:45		2	2	4						
04:00		6	3	9						
04:15		2	7	9						
04:30		3	4	7						
04:45		1	6	7						
05:00		4	1	5						
05:15		9	3	12						
05:30		4	7	11						
05:45		5	21	26						
06:00		11	8	19						
06:15		6	13	19						
06:30		14	25	39						
06:45		18	34	52						
07:00		40	36	76						
07:15		43	67	110						
07:30		39	74	113						
07:45		86	86	172						
08:00		77	86	163						
08:15		105	116	221						
08:30		130	153	283						
08:45		155	142	297						
09:00		192	124	316						
09:15		165	145	310						
09:30		227	126	353						
09:45		217	140	357						
10:00		200	106	306						
10:15		160	80	240						
10:30		129	105	234						
10:45		133	107	240						
11:00		104	93	197						
11:15		111	100	211						
11:30		85	113	198						
11:45		105	112	217						
Total		2800	2518	5318						
Percent		52.7%	47.3%							
Peak	-	09:15	08:30	-	-	-	-	-	-	09:00
Vol.	-	809	564	-	-	-	-	-	-	1336
P.H.F.		0.891	0.922							0.936

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 SW 145 Ave South of Pine Blvd  
 Latitude: 40' 12.9500 North

Start Time	15-Nov-07 Thu	NB	SB	Total						
12:00 PM		90	129	219						
12:15		109	109	218						
12:30		85	128	213						
12:45		112	153	265						
01:00		125	171	296						
01:15		101	183	284						
01:30		110	141	251						
01:45		102	144	246						
02:00		131	161	292						
02:15		98	163	261						
02:30		110	151	261						
02:45		102	175	277						
03:00		106	179	285						
03:15		87	162	249						
03:30		102	175	277						
03:45		107	161	268						
04:00		108	150	258						
04:15		116	166	282						
04:30		114	187	301						
04:45		101	176	277						
05:00		116	194	310						
05:15		104	176	280						
05:30		111	195	306						
05:45		124	202	326						
06:00		118	238	356						
06:15		122	213	335						
06:30		108	209	317						
06:45		97	212	309						
07:00		112	191	303						
07:15		114	180	294						
07:30		110	157	267						
07:45		133	158	291						
08:00		118	132	250						
08:15		134	146	280						
08:30		100	135	235						
08:45		92	133	225						
09:00		88	114	202						
09:15		82	106	188						
09:30		66	125	191						
09:45		93	104	197						
10:00		72	100	172						
10:15		73	94	167						
10:30		57	93	150						
10:45		67	72	139						
11:00		56	84	140						
11:15		50	67	117						
11:30		61	87	148						
11:45		46	59	105						
Total		4740	7140	11880						
Percent		39.9%	60.1%							
Peak	-	19:30	18:00	-	-	-	-	-	-	17:45
Vol.	-	495	872	-	-	-	-	-	-	1334
P.H.F.		0.924	0.916							0.937

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 SW 145 Ave South of Pine Blvd  
 Latitude: 40' 12.9500 North

Start Time	16-Nov-07 Fri	NB	SB	Total						
12:00 AM		29	30	59						
12:15		37	47	84						
12:30		31	31	62						
12:45		21	33	54						
01:00		21	30	51						
01:15		14	14	28						
01:30		16	17	33						
01:45		12	17	29						
02:00		11	14	25						
02:15		7	7	14						
02:30		8	4	12						
02:45		12	13	25						
03:00		9	7	16						
03:15		4	11	15						
03:30		6	5	11						
03:45		5	5	10						
04:00		1	3	4						
04:15		1	4	5						
04:30		2	2	4						
04:45		5	8	13						
05:00		6	1	7						
05:15		6	0	6						
05:30		12	6	18						
05:45		9	20	29						
06:00		7	6	13						
06:15		7	10	17						
06:30		13	23	36						
06:45		22	27	49						
07:00		37	32	69						
07:15		44	64	108						
07:30		59	69	128						
07:45		72	87	159						
08:00		90	116	206						
08:15		84	114	198						
08:30		139	145	284						
08:45		192	149	341						
09:00		163	121	284						
09:15		187	133	320						
09:30		175	137	312						
09:45		228	124	352						
10:00		190	114	304						
10:15		147	97	244						
10:30		120	100	220						
10:45		132	105	237						
11:00		95	92	187						
11:15		111	113	224						
11:30		109	118	227						
11:45		110	113	223						
Total		2818	2538	5356						
Percent		52.6%	47.4%							
Peak	-	09:15	08:30	-	-	-	-	-	-	09:15
Vol.	-	780	548	-	-	-	-	-	-	1288
P.H.F.		0.855	0.919							0.915

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 SW 145 Ave South of Pine Blvd  
 Latitude: 40' 12.9500 North

Start Time	16-Nov-07 Fri	NB	SB	Total
12:00 PM		93	116	209
12:15		81	132	213
12:30		119	121	240
12:45		102	151	253
01:00		87	180	267
01:15		128	152	280
01:30		116	152	268
01:45		115	127	242
02:00		110	174	284
02:15		112	149	261
02:30		99	139	238
02:45		107	164	271
03:00		111	152	263
03:15		106	164	270
03:30		90	144	234
03:45		90	174	264
04:00		101	151	252
04:15		100	165	265
04:30		116	160	276
04:45		104	172	276
05:00		108	183	291
05:15		105	187	292
05:30		113	214	327
05:45		104	218	322
06:00		101	223	324
06:15		141	208	349
06:30		118	216	334
06:45		126	204	330
07:00		107	192	299
07:15		121	176	297
07:30		125	172	297
07:45		116	142	258
08:00		123	153	276
08:15		123	138	261
08:30		87	154	241
08:45		108	141	249
09:00		86	167	253
09:15		92	127	219
09:30		109	125	234
09:45		80	107	187
10:00		74	98	172
10:15		68	88	156
10:30		69	90	159
10:45		55	84	139
11:00		49	82	131
11:15		45	88	133
11:30		49	83	132
11:45		46	60	106
Total		4735	7159	11894
Percent		39.8%	60.2%	
Peak	-	18:15	17:45	- - - - - 18:00
Vol.	-	492	865	- - - - - 1337
P.H.F.		0.872	0.970	0.958

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 SW 145 Ave South of Pine Blvd  
 Latitude: 40' 12.9500 North

Start Time	17-Nov-07 Sat	NB	SB	Total						
12:00 AM		37	54	91						
12:15		28	46	74						
12:30		22	48	70						
12:45		33	30	63						
01:00		18	31	49						
01:15		14	22	36						
01:30		20	18	38						
01:45		11	21	32						
02:00		13	23	36						
02:15		8	9	17						
02:30		12	11	23						
02:45		6	17	23						
03:00		6	9	15						
03:15		3	7	10						
03:30		4	11	15						
03:45		5	10	15						
04:00		1	7	8						
04:15		8	8	16						
04:30		5	7	12						
04:45		3	5	8						
05:00		4	8	12						
05:15		9	3	12						
05:30		9	8	17						
05:45		4	16	20						
06:00		5	6	11						
06:15		10	17	27						
06:30		12	18	30						
06:45		25	31	56						
07:00		34	24	58						
07:15		45	60	105						
07:30		35	67	102						
07:45		85	98	183						
08:00		79	117	196						
08:15		108	116	224						
08:30		146	158	304						
08:45		166	131	297						
09:00		187	110	297						
09:15		170	125	295						
09:30		155	138	293						
09:45		200	106	306						
10:00		163	109	272						
10:15		146	103	249						
10:30		106	100	206						
10:45		104	103	207						
11:00		129	94	223						
11:15		102	102	204						
11:30		94	123	217						
11:45		104	113	217						
Total		2693	2598	5291						
Percent		50.9%	49.1%							
Peak	-	09:00	08:30	-	-	-	-	-	-	08:30
Vol.	-	712	524	-	-	-	-	-	-	1193
P.H.F.		0.890	0.829							0.981

Metric Engineering  
 13940 SW & SW 136 St , Suite 200  
 Miami Florida , 33186  
 (305) 235-5098

Site Code:  
 Station ID:  
 SW 145 Ave South of Pine Blvd  
 Latitude: 40' 12.9500 North

Start Time	17-Nov-07 Sat	NB	SB							Total
12:00 PM		106	111							217
12:15		94	119							213
12:30		103	129							232
12:45		108	140							248
01:00		93	136							229
01:15		128	124							252
01:30		136	168							304
01:45		132	141							273
02:00		116	155							271
02:15		129	128							257
02:30		111	171							282
02:45		114	138							252
03:00		126	150							276
03:15		104	150							254
03:30		112	156							268
03:45		97	168							265
04:00		115	160							275
04:15		100	185							285
04:30		107	185							292
04:45		117	144							261
05:00		121	158							279
05:15		115	184							299
05:30		91	210							301
05:45		129	208							337
06:00		135	226							361
06:15		106	231							337
06:30		103	234							337
06:45		118	187							305
07:00		96	198							294
07:15		92	182							274
07:30		115	163							278
07:45		127	153							280
08:00		117	136							253
08:15		109	138							247
08:30		92	150							242
08:45		94	147							241
09:00		87	158							245
09:15		82	149							231
09:30		80	125							205
09:45		85	105							190
10:00		69	118							187
10:15		76	103							179
10:30		78	91							169
10:45		57	109							166
11:00		67	85							152
11:15		60	95							155
11:30		60	75							135
11:45		48	80							128
Total		4857	7156							12013
Percent		40.4%	59.6%							
Peak	-	13:30	17:45	-	-	-	-	-	-	17:45
Vol.	-	513	899	-	-	-	-	-	-	1372
P.H.F.		0.943	0.960							0.950
Grand Total		22643	29109							51752
Percent		43.8%	56.2%							
ADT		ADT 7,152	AADT 7,152							

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: Washington Street West of Hiatus Rd

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	13	15	28
00:15 - 00:29	5	18	23
00:30 - 00:44	6	17	23
00:45 - 00:59	7	11	18
01:00 - 01:14	4	8	12
01:15 - 01:29	3	3	6
01:30 - 01:44	3	5	8
01:45 - 01:59	4	2	6
02:00 - 02:14	4	3	7
02:15 - 02:29	0	7	7
02:30 - 02:44	2	3	5
02:45 - 02:59	2	2	4
03:00 - 03:14	1	2	3
03:15 - 03:29	1	3	4
03:30 - 03:44	1	2	3
03:45 - 03:59	5	3	8
04:00 - 04:14	3	1	4
04:15 - 04:29	2	1	3
04:30 - 04:44	3	0	3
04:45 - 04:59	1	3	4
05:00 - 05:14	6	2	8
05:15 - 05:29	7	1	8
05:30 - 05:44	5	2	7
05:45 - 05:59	4	1	5
06:00 - 06:14	10	7	17
06:15 - 06:29	8	2	10
06:30 - 06:44	10	3	13
06:45 - 06:59	24	7	31
07:00 - 07:14	18	8	26
07:15 - 07:29	39	15	54
07:30 - 07:44	52	19	71
07:45 - 07:59	66	33	99
08:00 - 08:14	61	20	81
08:15 - 08:29	54	34	88
08:30 - 08:44	62	34	96
08:45 - 08:59	50	37	87
09:00 - 09:14	53	30	83
09:15 - 09:29	52	24	76
09:30 - 09:44	49	26	75
09:45 - 09:59	36	33	69
10:00 - 10:14	32	30	62
10:15 - 10:29	29	22	51
10:30 - 10:44	30	21	51
10:45 - 10:59	41	21	62
11:00 - 11:14	32	22	54
11:15 - 11:29	36	21	57
11:30 - 11:44	29	13	42
11:45 - 11:59	25	25	50
12:00 - 12:14	23	26	49
12:15 - 12:29	27	21	48
12:30 - 12:44	26	19	45
12:45 - 12:59	36	32	68

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: Washington Street West of Hiatus Rd

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	37	19	56
13:15 - 13:29	35	25	60
13:30 - 13:44	38	23	61
13:45 - 13:59	27	29	56
14:00 - 14:14	28	33	61
14:15 - 14:29	36	30	66
14:30 - 14:44	44	17	61
14:45 - 14:59	48	22	70
15:00 - 15:14	39	28	67
15:15 - 15:29	43	30	73
15:30 - 15:44	38	20	58
15:45 - 15:59	43	37	80
16:00 - 16:14	36	38	74
16:15 - 16:29	37	46	83
16:30 - 16:44	52	37	89
16:45 - 16:59	44	41	85
17:00 - 17:14	49	38	87
17:15 - 17:29	48	37	85
17:30 - 17:44	37	46	83
17:45 - 17:59	32	48	80
18:00 - 18:14	44	36	80
18:15 - 18:29	44	47	91
18:30 - 18:44	60	49	109
18:45 - 18:59	47	60	107
19:00 - 19:14	76	44	120
19:15 - 19:29	52	63	115
19:30 - 19:44	43	57	100
19:45 - 19:59	48	71	119
20:00 - 20:14	27	51	78
20:15 - 20:29	44	42	86
20:30 - 20:44	38	36	74
20:45 - 20:59	37	52	89
21:00 - 21:14	27	37	64
21:15 - 21:29	25	34	59
21:30 - 21:44	31	14	45
21:45 - 21:59	23	33	56
22:00 - 22:14	31	23	54
22:15 - 22:29	21	20	41
22:30 - 22:44	26	31	57
22:45 - 22:59	15	26	41
23:00 - 23:14	26	23	49
23:15 - 23:29	16	23	39
23:30 - 23:44	9	14	23
23:45 - 23:59	6	24	30
<b>Totals</b>	<b>2709</b>	<b>2274</b>	<b>4983</b>
<b>AM Peak Time</b>	<b>07:36 - 08:35</b>	<b>08:12 - 09:11</b>	<b>07:50 - 08:49</b>
<b>AM Peak Volume</b>	<b>251</b>	<b>135</b>	<b>368</b>
<b>PM Peak Time</b>	<b>18:26 - 19:25</b>	<b>19:08 - 20:07</b>	<b>18:57 - 19:56</b>
<b>PM Peak Volume</b>	<b>236</b>	<b>243</b>	<b>455</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: Washington Street West of Hiatus Rd

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: Washington Street West of Hiatus Rd

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	15	25	40
00:15 - 00:29	7	16	23
00:30 - 00:44	9	21	30
00:45 - 00:59	10	9	19
01:00 - 01:14	4	10	14
01:15 - 01:29	10	8	18
01:30 - 01:44	4	8	12
01:45 - 01:59	5	11	16
02:00 - 02:14	6	9	15
02:15 - 02:29	1	5	6
02:30 - 02:44	4	1	5
02:45 - 02:59	2	3	5
03:00 - 03:14	7	4	11
03:15 - 03:29	2	2	4
03:30 - 03:44	3	3	6
03:45 - 03:59	1	2	3
04:00 - 04:14	1	1	2
04:15 - 04:29	1	0	1
04:30 - 04:44	5	0	5
04:45 - 04:59	2	2	4
05:00 - 05:14	5	3	8
05:15 - 05:29	4	1	5
05:30 - 05:44	2	1	3
05:45 - 05:59	4	6	10
06:00 - 06:14	8	4	12
06:15 - 06:29	8	5	13
06:30 - 06:44	12	3	15
06:45 - 06:59	21	4	25
07:00 - 07:14	25	8	33
07:15 - 07:29	38	13	51
07:30 - 07:44	52	28	80
07:45 - 07:59	66	25	91
08:00 - 08:14	49	29	78
08:15 - 08:29	53	45	98
08:30 - 08:44	64	26	90
08:45 - 08:59	58	45	103
09:00 - 09:14	48	24	72
09:15 - 09:29	50	17	67
09:30 - 09:44	51	35	86
09:45 - 09:59	32	25	57
10:00 - 10:14	42	25	67
10:15 - 10:29	33	21	54
10:30 - 10:44	22	16	38
10:45 - 10:59	17	26	43
11:00 - 11:14	37	6	43
11:15 - 11:29	24	22	46
11:30 - 11:44	30	18	48
11:45 - 11:59	34	29	63
12:00 - 12:14	26	26	52
12:15 - 12:29	20	19	39
12:30 - 12:44	38	21	59
12:45 - 12:59	53	23	76

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: Washington Street West of Hiatus Rd

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	28	22	50
13:15 - 13:29	38	37	75
13:30 - 13:44	35	15	50
13:45 - 13:59	24	17	41
14:00 - 14:14	28	22	50
14:15 - 14:29	32	23	55
14:30 - 14:44	43	28	71
14:45 - 14:59	47	24	71
15:00 - 15:14	51	38	89
15:15 - 15:29	34	27	61
15:30 - 15:44	23	42	65
15:45 - 15:59	40	32	72
16:00 - 16:14	45	37	82
16:15 - 16:29	42	45	87
16:30 - 16:44	43	45	88
16:45 - 16:59	40	52	92
17:00 - 17:14	47	44	91
17:15 - 17:29	49	53	102
17:30 - 17:44	42	42	84
17:45 - 17:59	48	47	95
18:00 - 18:14	42	50	92
18:15 - 18:29	45	44	89
18:30 - 18:44	45	55	100
18:45 - 18:59	52	49	101
19:00 - 19:14	72	51	123
19:15 - 19:29	48	57	105
19:30 - 19:44	43	63	106
19:45 - 19:59	43	62	105
20:00 - 20:14	37	45	82
20:15 - 20:29	39	44	83
20:30 - 20:44	51	39	90
20:45 - 20:59	43	41	84
21:00 - 21:14	39	38	77
21:15 - 21:29	21	28	49
21:30 - 21:44	32	40	72
21:45 - 21:59	19	41	60
22:00 - 22:14	19	32	51
22:15 - 22:29	21	24	45
22:30 - 22:44	20	27	47
22:45 - 22:59	20	21	41
23:00 - 23:14	17	22	39
23:15 - 23:29	15	17	32
23:30 - 23:44	17	24	41
23:45 - 23:59	9	20	29
<b>Totals</b>	<b>2713</b>	<b>2365</b>	<b>5078</b>
<b>AM Peak Time</b>	<b>07:50 - 08:49</b>	<b>08:00 - 08:59</b>	<b>07:56 - 08:55</b>
<b>AM Peak Volume</b>	<b>238</b>	<b>145</b>	<b>378</b>
<b>PM Peak Time</b>	<b>18:35 - 19:34</b>	<b>19:05 - 20:04</b>	<b>18:54 - 19:53</b>
<b>PM Peak Volume</b>	<b>221</b>	<b>236</b>	<b>443</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: Washington Street West of Hiatus Rd

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: Washington Street West of Hiatus Rd

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	12	12	24
00:15 - 00:29	10	13	23
00:30 - 00:44	10	12	22
00:45 - 00:59	7	11	18
01:00 - 01:14	7	12	19
01:15 - 01:29	9	5	14
01:30 - 01:44	4	6	10
01:45 - 01:59	4	3	7
02:00 - 02:14	1	7	8
02:15 - 02:29	4	8	12
02:30 - 02:44	2	2	4
02:45 - 02:59	8	2	10
03:00 - 03:14	2	3	5
03:15 - 03:29	3	4	7
03:30 - 03:44	3	1	4
03:45 - 03:59	0	0	0
04:00 - 04:14	2	0	2
04:15 - 04:29	2	0	2
04:30 - 04:44	2	0	2
04:45 - 04:59	2	1	3
05:00 - 05:14	3	4	7
05:15 - 05:29	7	3	10
05:30 - 05:44	5	2	7
05:45 - 05:59	4	5	9
06:00 - 06:14	10	4	14
06:15 - 06:29	12	4	16
06:30 - 06:44	13	3	16
06:45 - 06:59	17	5	22
07:00 - 07:14	32	7	39
07:15 - 07:29	41	9	50
07:30 - 07:44	31	17	48
07:45 - 07:59	62	30	92
08:00 - 08:14	44	29	73
08:15 - 08:29	50	30	80
08:30 - 08:44	58	31	89
08:45 - 08:59	45	39	84
09:00 - 09:14	54	32	86
09:15 - 09:29	52	19	71
09:30 - 09:44	49	23	72
09:45 - 09:59	45	28	73
10:00 - 10:14	32	20	52
10:15 - 10:29	20	24	44
10:30 - 10:44	25	16	41
10:45 - 10:59	29	25	54
11:00 - 11:14	34	20	54
11:15 - 11:29	45	20	65
11:30 - 11:44	31	22	53
11:45 - 11:59	36	16	52
12:00 - 12:14	34	18	52
12:15 - 12:29	27	29	56
12:30 - 12:44	35	27	62
12:45 - 12:59	22	24	46

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: Washington Street West of Hiatus Rd

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	29	20	49
13:15 - 13:29	34	34	68
13:30 - 13:44	27	25	52
13:45 - 13:59	35	26	61
14:00 - 14:14	42	25	67
14:15 - 14:29	33	22	55
14:30 - 14:44	25	28	53
14:45 - 14:59	42	21	63
15:00 - 15:14	30	37	67
15:15 - 15:29	39	32	71
15:30 - 15:44	49	34	83
15:45 - 15:59	27	22	49
16:00 - 16:14	21	45	66
16:15 - 16:29	42	64	106
16:30 - 16:44	40	44	84
16:45 - 16:59	54	46	100
17:00 - 17:14	44	42	86
17:15 - 17:29	36	40	76
17:30 - 17:44	45	34	79
17:45 - 17:59	49	43	92
18:00 - 18:14	63	35	98
18:15 - 18:29	54	47	101
18:30 - 18:44	56	59	115
18:45 - 18:59	50	69	119
19:00 - 19:14	76	45	121
19:15 - 19:29	49	59	108
19:30 - 19:44	45	47	92
19:45 - 19:59	53	52	105
20:00 - 20:14	45	53	98
20:15 - 20:29	41	50	91
20:30 - 20:44	34	37	71
20:45 - 20:59	33	53	86
21:00 - 21:14	28	40	68
21:15 - 21:29	29	35	64
21:30 - 21:44	27	35	62
21:45 - 21:59	24	37	61
22:00 - 22:14	24	26	50
22:15 - 22:29	21	33	54
22:30 - 22:44	29	18	47
22:45 - 22:59	18	27	45
23:00 - 23:14	19	29	48
23:15 - 23:29	19	21	40
23:30 - 23:44	17	24	41
23:45 - 23:59	12	11	23
<b>Totals</b>	<b>2707</b>	<b>2313</b>	<b>5020</b>
<b>AM Peak Time</b>	<b>07:43 - 08:42</b>	<b>08:08 - 09:07</b>	<b>08:18 - 09:17</b>
<b>AM Peak Volume</b>	<b>216</b>	<b>138</b>	<b>345</b>
<b>PM Peak Time</b>	<b>18:08 - 19:07</b>	<b>18:36 - 19:35</b>	<b>18:09 - 19:08</b>
<b>PM Peak Volume</b>	<b>244</b>	<b>233</b>	<b>470</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: Washington Street West of Hiatus Rd

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: West Pembroke Rd West of SW 184 Avenue

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	7	2	9
00:15 - 00:29	3	4	7
00:30 - 00:44	6	3	9
00:45 - 00:59	4	4	8
01:00 - 01:14	1	7	8
01:15 - 01:29	6	5	11
01:30 - 01:44	2	4	6
01:45 - 01:59	1	0	1
02:00 - 02:14	0	2	2
02:15 - 02:29	0	4	4
02:30 - 02:44	0	3	3
02:45 - 02:59	1	2	3
03:00 - 03:14	0	0	0
03:15 - 03:29	0	1	1
03:30 - 03:44	0	0	0
03:45 - 03:59	0	0	0
04:00 - 04:14	0	3	3
04:15 - 04:29	3	1	4
04:30 - 04:44	3	0	3
04:45 - 04:59	2	0	2
05:00 - 05:14	1	0	1
05:15 - 05:29	1	0	1
05:30 - 05:44	8	0	8
05:45 - 05:59	12	4	16
06:00 - 06:14	8	2	10
06:15 - 06:29	17	5	22
06:30 - 06:44	10	7	17
06:45 - 06:59	26	14	40
07:00 - 07:14	29	9	38
07:15 - 07:29	38	11	49
07:30 - 07:44	53	65	118
07:45 - 07:59	84	200	284
08:00 - 08:14	127	217	344
08:15 - 08:29	181	96	277
08:30 - 08:44	177	70	247
08:45 - 08:59	126	53	179
09:00 - 09:14	113	43	156
09:15 - 09:29	191	60	251
09:30 - 09:44	135	55	190
09:45 - 09:59	55	22	77
10:00 - 10:14	49	24	73
10:15 - 10:29	58	8	66
10:30 - 10:44	39	13	52
10:45 - 10:59	37	14	51
11:00 - 11:14	34	6	40
11:15 - 11:29	35	10	45
11:30 - 11:44	34	15	49
11:45 - 11:59	30	5	35
12:00 - 12:14	39	13	52
12:15 - 12:29	37	8	45
12:30 - 12:44	36	6	42
12:45 - 12:59	39	4	43

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: West Pembroke Rd West of SW 184 Avenue

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	26	24	50
13:15 - 13:29	32	26	58
13:30 - 13:44	38	13	51
13:45 - 13:59	41	25	66
14:00 - 14:14	31	18	49
14:15 - 14:29	33	36	69
14:30 - 14:44	41	32	73
14:45 - 14:59	31	50	81
15:00 - 15:14	21	68	89
15:15 - 15:29	81	64	145
15:30 - 15:44	106	65	171
15:45 - 15:59	84	45	129
16:00 - 16:14	111	43	154
16:15 - 16:29	181	18	199
16:30 - 16:44	136	22	158
16:45 - 16:59	104	33	137
17:00 - 17:14	97	38	135
17:15 - 17:29	106	30	136
17:30 - 17:44	91	46	137
17:45 - 17:59	98	50	148
18:00 - 18:14	97	75	172
18:15 - 18:29	126	43	169
18:30 - 18:44	84	54	138
18:45 - 18:59	91	35	126
19:00 - 19:14	86	35	121
19:15 - 19:29	58	49	107
19:30 - 19:44	78	21	99
19:45 - 19:59	53	32	85
20:00 - 20:14	59	24	83
20:15 - 20:29	50	36	86
20:30 - 20:44	32	26	58
20:45 - 20:59	46	17	63
21:00 - 21:14	46	13	59
21:15 - 21:29	25	29	54
21:30 - 21:44	44	6	50
21:45 - 21:59	26	11	37
22:00 - 22:14	16	10	26
22:15 - 22:29	14	9	23
22:30 - 22:44	24	3	27
22:45 - 22:59	11	5	16
23:00 - 23:14	19	10	29
23:15 - 23:29	11	3	14
23:30 - 23:44	6	7	13
23:45 - 23:59	8	3	11
<b>Totals</b>	<b>4497</b>	<b>2406</b>	<b>6903</b>
<b>AM Peak Time</b>	<b>07:57 - 08:56</b>	<b>07:42 - 08:41</b>	<b>07:47 - 08:46</b>
<b>AM Peak Volume</b>	<b>614</b>	<b>595</b>	<b>1161</b>
<b>PM Peak Time</b>	<b>15:59 - 16:58</b>	<b>14:50 - 15:49</b>	<b>15:27 - 16:26</b>
<b>PM Peak Volume</b>	<b>532</b>	<b>256</b>	<b>666</b>

## Daily Vehicle Volume Report

Study Date: Tuesday, 11/15/2022

Unit ID:

Location: West Pembroke Rd West of SW 184 Avenue

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: West Pembroke Rd West of SW 184 Avenue

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	4	4	8
00:15 - 00:29	3	0	3
00:30 - 00:44	4	8	12
00:45 - 00:59	5	2	7
01:00 - 01:14	1	1	2
01:15 - 01:29	3	3	6
01:30 - 01:44	3	2	5
01:45 - 01:59	4	2	6
02:00 - 02:14	0	0	0
02:15 - 02:29	0	0	0
02:30 - 02:44	0	1	1
02:45 - 02:59	4	1	5
03:00 - 03:14	0	0	0
03:15 - 03:29	1	0	1
03:30 - 03:44	2	0	2
03:45 - 03:59	1	1	2
04:00 - 04:14	2	3	5
04:15 - 04:29	0	0	0
04:30 - 04:44	0	0	0
04:45 - 04:59	2	0	2
05:00 - 05:14	0	0	0
05:15 - 05:29	4	0	4
05:30 - 05:44	2	1	3
05:45 - 05:59	7	3	10
06:00 - 06:14	10	3	13
06:15 - 06:29	18	3	21
06:30 - 06:44	16	3	19
06:45 - 06:59	26	25	51
07:00 - 07:14	29	5	34
07:15 - 07:29	48	16	64
07:30 - 07:44	59	47	106
07:45 - 07:59	59	187	246
08:00 - 08:14	121	215	336
08:15 - 08:29	186	123	309
08:30 - 08:44	175	67	242
08:45 - 08:59	131	65	196
09:00 - 09:14	123	49	172
09:15 - 09:29	166	48	214
09:30 - 09:44	131	50	181
09:45 - 09:59	68	14	82
10:00 - 10:14	57	26	83
10:15 - 10:29	68	12	80
10:30 - 10:44	60	3	63
10:45 - 10:59	25	23	48
11:00 - 11:14	47	15	62
11:15 - 11:29	40	6	46
11:30 - 11:44	40	10	50
11:45 - 11:59	29	14	43
12:00 - 12:14	20	14	34
12:15 - 12:29	37	9	46
12:30 - 12:44	32	6	38
12:45 - 12:59	26	13	39

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: West Pembroke Rd West of SW 184 Avenue

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	45	14	59
13:15 - 13:29	39	18	57
13:30 - 13:44	42	20	62
13:45 - 13:59	50	14	64
14:00 - 14:14	44	16	60
14:15 - 14:29	39	26	65
14:30 - 14:44	28	36	64
14:45 - 14:59	28	54	82
15:00 - 15:14	47	50	97
15:15 - 15:29	57	52	109
15:30 - 15:44	135	36	171
15:45 - 15:59	58	59	117
16:00 - 16:14	119	32	151
16:15 - 16:29	185	14	199
16:30 - 16:44	140	30	170
16:45 - 16:59	99	38	137
17:00 - 17:14	71	40	111
17:15 - 17:29	79	26	105
17:30 - 17:44	75	47	122
17:45 - 17:59	73	56	129
18:00 - 18:14	122	50	172
18:15 - 18:29	109	60	169
18:30 - 18:44	81	42	123
18:45 - 18:59	73	33	106
19:00 - 19:14	94	26	120
19:15 - 19:29	73	31	104
19:30 - 19:44	57	25	82
19:45 - 19:59	42	35	77
20:00 - 20:14	42	35	77
20:15 - 20:29	43	31	74
20:30 - 20:44	31	24	55
20:45 - 20:59	29	17	46
21:00 - 21:14	48	12	60
21:15 - 21:29	42	20	62
21:30 - 21:44	16	16	32
21:45 - 21:59	42	5	47
22:00 - 22:14	15	10	25
22:15 - 22:29	12	14	26
22:30 - 22:44	28	3	31
22:45 - 22:59	19	7	26
23:00 - 23:14	17	4	21
23:15 - 23:29	7	3	10
23:30 - 23:44	12	7	19
23:45 - 23:59	9	0	9
<b>Totals</b>	<b>4415</b>	<b>2291</b>	<b>6706</b>
<b>AM Peak Time</b>	<b>08:13 - 09:12</b>	<b>07:36 - 08:35</b>	<b>07:50 - 08:49</b>
<b>AM Peak Volume</b>	<b>633</b>	<b>597</b>	<b>1146</b>
<b>PM Peak Time</b>	<b>16:03 - 17:02</b>	<b>17:36 - 18:35</b>	<b>16:03 - 17:02</b>
<b>PM Peak Volume</b>	<b>548</b>	<b>217</b>	<b>664</b>

## Daily Vehicle Volume Report

Study Date: Wednesday, 11/16/2022

Unit ID:

Location: West Pembroke Rd West of SW 184 Avenue

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: West Pembroke Rd West of SW 184 Avenue

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	15	3	18
00:15 - 00:29	4	0	4
00:30 - 00:44	5	5	10
00:45 - 00:59	1	2	3
01:00 - 01:14	2	2	4
01:15 - 01:29	0	2	2
01:30 - 01:44	1	2	3
01:45 - 01:59	3	1	4
02:00 - 02:14	2	1	3
02:15 - 02:29	1	1	2
02:30 - 02:44	0	2	2
02:45 - 02:59	0	1	1
03:00 - 03:14	0	1	1
03:15 - 03:29	2	0	2
03:30 - 03:44	1	0	1
03:45 - 03:59	0	0	0
04:00 - 04:14	0	1	1
04:15 - 04:29	2	1	3
04:30 - 04:44	1	0	1
04:45 - 04:59	0	1	1
05:00 - 05:14	0	0	0
05:15 - 05:29	0	0	0
05:30 - 05:44	7	2	9
05:45 - 05:59	6	6	12
06:00 - 06:14	9	3	12
06:15 - 06:29	10	4	14
06:30 - 06:44	9	8	17
06:45 - 06:59	18	17	35
07:00 - 07:14	37	1	38
07:15 - 07:29	37	15	52
07:30 - 07:44	60	51	111
07:45 - 07:59	65	186	251
08:00 - 08:14	109	211	320
08:15 - 08:29	203	97	300
08:30 - 08:44	173	76	249
08:45 - 08:59	121	56	177
09:00 - 09:14	93	68	161
09:15 - 09:29	175	82	257
09:30 - 09:44	167	81	248
09:45 - 09:59	45	19	64
10:00 - 10:14	47	18	65
10:15 - 10:29	46	14	60
10:30 - 10:44	51	8	59
10:45 - 10:59	43	20	63
11:00 - 11:14	37	8	45
11:15 - 11:29	44	9	53
11:30 - 11:44	34	5	39
11:45 - 11:59	34	16	50
12:00 - 12:14	36	13	49
12:15 - 12:29	36	22	58
12:30 - 12:44	35	18	53
12:45 - 12:59	26	12	38

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

Unit ID:

Location: West Pembroke Rd West of SW 184 Avenue

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	55	9	64
13:15 - 13:29	29	33	62
13:30 - 13:44	52	13	65
13:45 - 13:59	57	24	81
14:00 - 14:14	39	13	52
14:15 - 14:29	41	37	78
14:30 - 14:44	46	36	82
14:45 - 14:59	37	51	88
15:00 - 15:14	30	51	81
15:15 - 15:29	77	45	122
15:30 - 15:44	120	48	168
15:45 - 15:59	103	29	132
16:00 - 16:14	162	22	184
16:15 - 16:29	168	24	192
16:30 - 16:44	131	26	157
16:45 - 16:59	105	34	139
17:00 - 17:14	101	32	133
17:15 - 17:29	101	40	141
17:30 - 17:44	80	47	127
17:45 - 17:59	96	39	135
18:00 - 18:14	95	49	144
18:15 - 18:29	104	61	165
18:30 - 18:44	99	57	156
18:45 - 18:59	99	53	152
19:00 - 19:14	89	28	117
19:15 - 19:29	76	45	121
19:30 - 19:44	52	23	75
19:45 - 19:59	51	30	81
20:00 - 20:14	68	30	98
20:15 - 20:29	40	32	72
20:30 - 20:44	57	30	87
20:45 - 20:59	29	16	45
21:00 - 21:14	40	12	52
21:15 - 21:29	26	22	48
21:30 - 21:44	21	18	39
21:45 - 21:59	36	6	42
22:00 - 22:14	17	13	30
22:15 - 22:29	33	8	41
22:30 - 22:44	12	10	22
22:45 - 22:59	10	9	19
23:00 - 23:14	8	10	18
23:15 - 23:29	17	5	22
23:30 - 23:44	12	5	17
23:45 - 23:59	1	4	5
<b>Totals</b>	<b>4575</b>	<b>2401</b>	<b>6976</b>
<b>AM Peak Time</b>	<b>08:03 - 09:02</b>	<b>07:39 - 08:38</b>	<b>07:51 - 08:50</b>
<b>AM Peak Volume</b>	<b>608</b>	<b>580</b>	<b>1134</b>
<b>PM Peak Time</b>	<b>15:50 - 16:49</b>	<b>17:58 - 18:57</b>	<b>15:50 - 16:49</b>
<b>PM Peak Volume</b>	<b>586</b>	<b>228</b>	<b>685</b>

## Daily Vehicle Volume Report

Study Date: Thursday, 11/17/2022

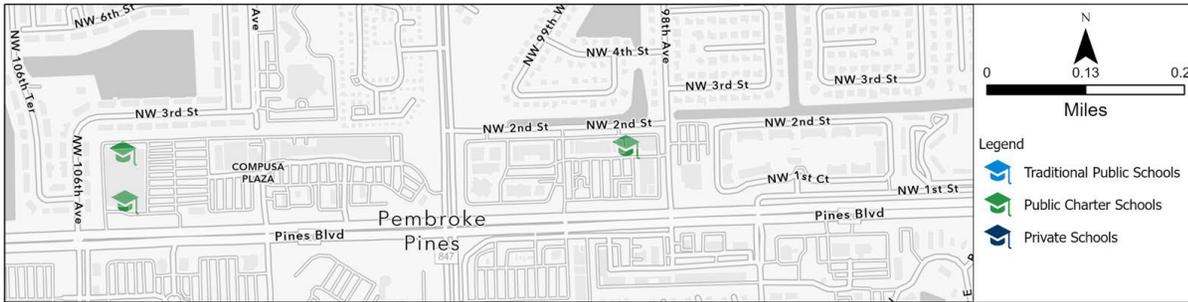
Unit ID:

Location: West Pembroke Rd West of SW 184 Avenue

# Appendix D

# School Observations

**Atlantic Montessori Charter School**



<b>School Info</b>	<b>Location:</b> 9893 Pines Blvd, Pembroke Pines, FL 33024
	<b>City District:</b> East District
	<b>School Type:</b> Charter
<b>Bell Schedule</b>	<b>Arrival:</b> 09:00 AM
	<b>Dismissal:</b> 02:45 PM

**Field Notes**

**Arrival:**

- No significant congestion during arrival period..

**Dismissal:**

- Vehicles are parked behind the school.
- Vehicle queue was observed to extend about 400 feet from the back entrance of the pickup area.

**VIEW:** Looking N from NW 209 Avenue

**TIME:** 7:30 AM

**VIEW:** Looking N from NW 209 Avenue

**TIME:** 7:35 AM



**VIEW:** Looking N from NW 209 Avenue

**TIME:** 7:40 AM

**VIEW:** Looking N from NW 209 Avenue

**TIME:** 2:40 PM



**VIEW:** Looking SW from NE of US 1

**TIME:** 2:50 PM



### Chapel Trail Elementary School

School Info	Location:	19595 Taft St, Pembroke Pines, FL 33029
	City District:	West District
	School Type:	Public
Bell Schedule	Arrival:	08:00 AM
	Dismissal:	02:00 PM

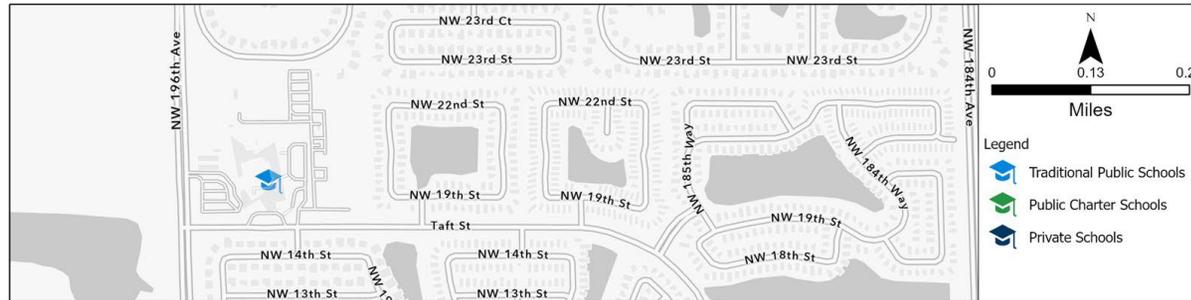
**Field Notes**

**Arrival:**

- Vehicles were observed parking inside Chapel Trail Park for student drop off.
- Westbound queue lengths on Taft Street extend 600 ft from the park entrance.

**Dismissal:**

- Vehicles were parked on the sides of NW 196 Avenue, north and south of Taft Street to wait for student pick up.
- Vehicles were observed parking on the right turn lane on Taft Street east of Chapel Trail Park entrance.
- Student pick up queue on the west side of the school extends out of the campus.



VIEW: Looking S from Chapel Trail Park

TIME: 7:45 AM

VIEW: Looking S from Chapel Trail Park

TIME: 02:00 PM



VIEW: Looking S from Chapel Trail Park

TIME: 2:41 PM

VIEW: Looking S from Chapel Trail Park

TIME: 2:05 PM

VIEW: Looking S from Chapel Trail Park

TIME: 2:07 PM



*Charles W. Flannagan High School*

School Info	Location:	12800 Taft St, Pembroke Pines, FL 33028
	City District:	Central District
	School Type:	Public
Bell Schedule	Arrival:	07:40 AM
	Dismissal:	02:40 PM

**Field Notes**

**Arrival:**

- Students used Pembroke Pines Ice Arena and Public Library parking lot for parking and then walked to school.
- Westbound Left queue lengths on Taft Street extend approximately 1,280 feet.

**Dismissal:**

- Vehicles were observed parking on the right turn bay northside of the campus waiting for student pick up.
- A few vehicles were observed parking on the south side of Taft Street (eastbound), near NW 129 Avenue to wait for student pick-up.
- Vehicles were observed parking on east side of NW 129 Avenue, south of school entrance, to wait for student pick-up.



VIEW: Looking W from NW 125 Avenue

TIME: 7:25 AM

VIEW: Looking W from NW 125 Avenue

TIME: 07:30 AM



VIEW: Looking W from NW 125 Avenue

TIME: 2:41 PM

VIEW: Looking W from NW 125 Avenue

TIME: 2:45 PM

VIEW: Looking W from NW 125 Avenue

TIME: 2:50 PM



*Pembroke Pines Charter Central Campus*

School Info	Location:	12350 Sheridan St, Pembroke Pines, FL 33026
	City District:	Central District
	School Type:	Charter
Bell Schedule	Arrival:	08:45 AM
	Dismissal:	03:15 PM

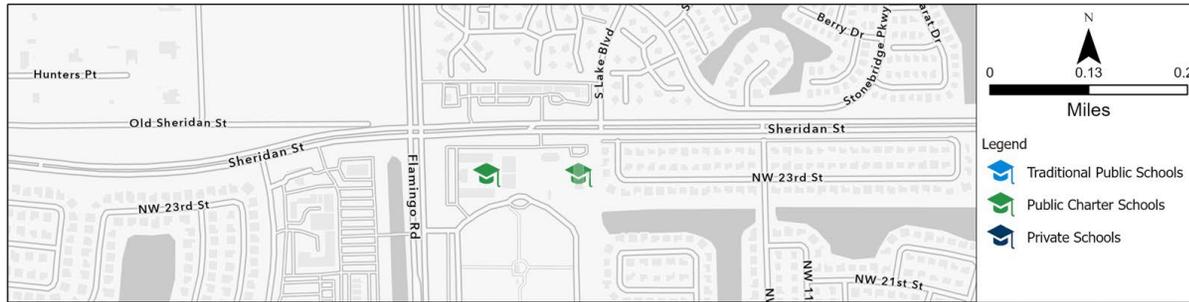
**Field Notes**

**Arrival:**

- Vehicles were observed parking in the Flamingo Park parking lot for student drop off.
- Vehicle queue for student drop off area starts from the south of the school entrance to Taft Street.

**Dismissal:**

- Vehicles parked on the west side of the school for student pick up.
- Vehicles parked on the right turn bays on the westside of the campus waiting for student pick up.



VIEW: Looking E from Flamingo Road

TIME: 8:40 AM

VIEW: Looking E from Flamingo Road

TIME: 08:45 AM



VIEW: Looking E from Flamingo Road

TIME: 3:20 PM

VIEW: Looking E from Flamingo Road

TIME: 3:25 PM



VIEW: Looking E from Flamingo Road

TIME: 3:30 PM



**Pembroke Pines East Elementary School**

<b>School Info</b>	<b>Location:</b> 10801 Pembroke Rd, Pembroke Pines, FL 33025
	<b>City District:</b> Central District
	<b>School Type:</b> Charter
<b>Bell Schedule</b>	<b>Arrival:</b> 08:45 AM
	<b>Dismissal:</b> 03:15 PM

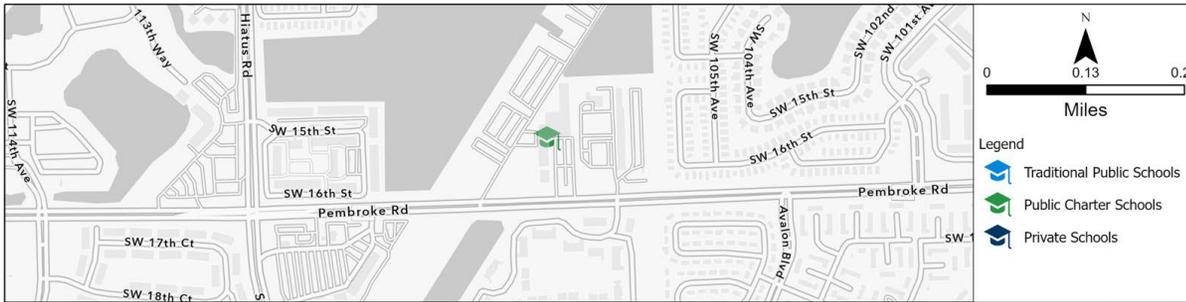
**Field Notes**

**Arrival:**

- Vehicles parked in parking lot west of SW 13 Court for student drop off.
- Police Officer blocked one lane on Pembroke Road westbound.

**Dismissal:**

- Vehicles parked on SW 13 Court extends to the right turn bay on Pembroke Road.
- Police Officer blocked one lane westbound on Pembroke Road for vehicles to exit out the school quicker.
- Vehicle queue extends to about 1,200 feet from the entrance of the school entrance.



**VIEW:** Looking E from Hiatus Road

**TIME:** 8:30 AM

**VIEW:** Looking E from Hiatus Road

**TIME:** 03:00 PM



**VIEW:** Looking E from Hiatus Road

**TIME:** 3:05 PM

**VIEW:** Looking E from Hiatus Road

**TIME:** 3:10 PM



**VIEW:** Looking E from Hiatus Road

**TIME:** 3:15 PM



**Pembroke Pines High School**



School Info	Location:	17189 Sheridan St, Davie, FL 33331
	City District:	West District
	School Type:	Charter
Bell Schedule	Arrival:	07:15 AM
	Dismissal:	02:00 PM

**Field Notes**

**Arrival:**

- There are three student drop off locations within the school, student parking lot, east and south side of the school.
- Moderate congestion was observed entering the student parking lot.
- Westbound right-turn queue length at Sheridan Street and Jaguar Way intersection extends almost 900 feet.

**Dismissal:**

- Southbound left turn queue at SW 172 Street and Sheridan Street requires two green intervals to clear.
- Moderate traffic congestion in front of the school on both eastbound and westbound directions.

VIEW: Looking N from Sheridan Street

TIME: 7:05AM

VIEW: Looking N from Sheridan Street

TIME: 07:15 AM



VIEW: Looking N from Sheridan Street

TIME: 2:05 PM

VIEW: Looking N from Sheridan Street

TIME: 2:10 PM



VIEW: Looking N from Sheridan Street

TIME: 2:15 PM



*Pembroke Pines Charter West Campus*

<b>School Info</b>	<b>Location:</b> 1680 SW 184th Ave, Pembroke Pines, FL 33029
	<b>City District:</b> West District
	<b>School Type:</b> Charter
<b>Bell Schedule</b>	<b>Arrival:</b> 08:15 AM
	<b>Dismissal:</b> 03:30 PM

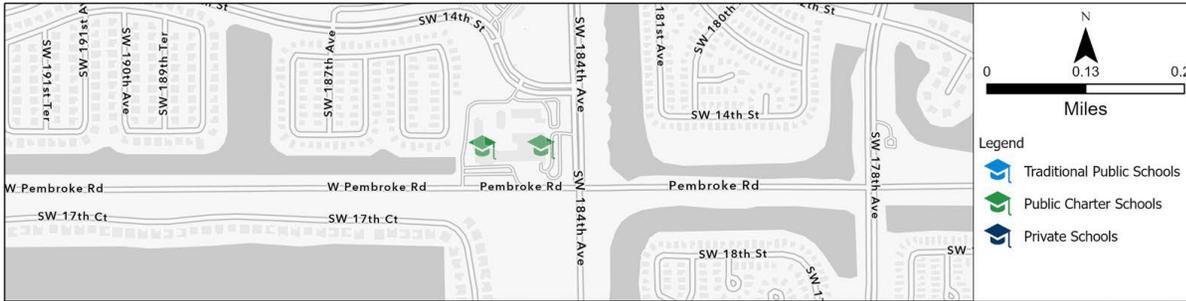
**Field Notes**

**Arrival:**

- Vehicles parked on Pembroke Road west of SW 184 Avenue on the right turn bay for student drop off before allowed time.
- Vehicles parked on Pembroke Road east of SW 184 Avenue on both sides for student drop off.
- After allowed time for drop off, vehicles perform illegal U-turn on Pembroke Road west of the school entrance.

**Dismissal:**

- Vehicles parked on the south side of SW 172 Street right before Pembroke Road intersection waiting for student pick up.
- Vehicles parked on the grass east side of Pembroke Road right before SW 184 Street for student pick up.
- Student car pick up lane extends the turn bay length and curls onto SW 184 Street.
- High vehicle congestion eastbound on Pembroke Road from SW 172 Street to SW 184 Street.



**VIEW:** Looking S from W Pembroke Road

**TIME:** 8:02AM

**VIEW:** Looking S from W Pembroke Road

**TIME:** 08:10 AM



1

**VIEW:** Looking NW from Pembroke Road

**TIME:** 3:40 PM



2

**VIEW:** Looking NW from Pembroke Road

**TIME:** 3:45 PM



3



4



5

**VIEW:** Looking E from Pembroke Road

**TIME:** 3:55 PM

Franklin Academy High School

School Info	Location:	5000 SW 207th Terrace, Pembroke Pines, FL 33332
	City District:	West District
	School Type:	Charter
Bell Schedule	Arrival:	07:30 AM
	Dismissal:	02:30 PM

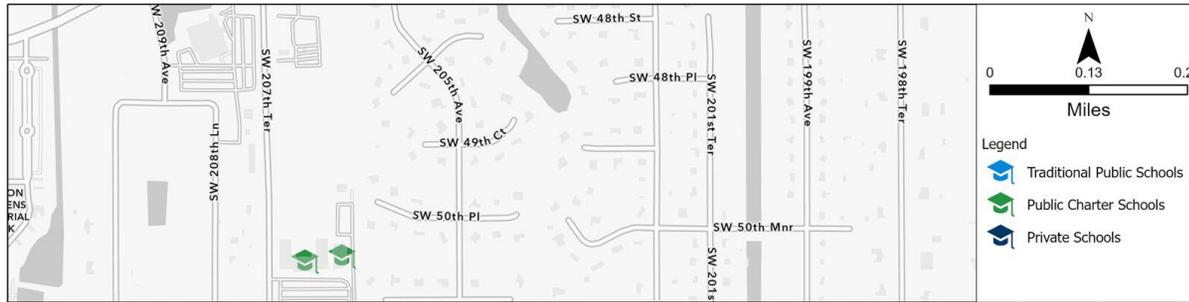
Field Notes

Arrival:

- Police officer was observed controlling traffic on Griffin Road at SW 207 Terrence.
- Westbound left turn queue at Griffin Road and SW 207 Terrace extends to about 800 feet.
- Student drop off Car lane queue spills over onto SW 207 Terrace.
- Northbound left turn queue length extends to approximately 450 feet.

Dismissal:

- Police officer was observed controlling traffic on Pines Boulevard at SW 207 Terrence.
- No major congestion was observed.



VIEW: Looking NE from SW 208 Lane

TIME: 8:02AM

VIEW: Looking NE from SW 208 Lane

TIME: 08:10 AM



VIEW: Looking SE from SW 208 Lane

TIME: 2:30 PM

VIEW: Looking SE from SW 208 Lane

TIME: 2:35 PM

VIEW: Looking SE from SW 208 Lane

TIME: 2:40 PM



Franklin Academy Elementary School

School Info	Location:	5000 SW 207th Terrace, Pembroke Pines, FL 33332
	City District:	West District
	School Type:	Charter
Bell Schedule	Arrival:	08:30 AM
	Dismissal:	03:30 PM

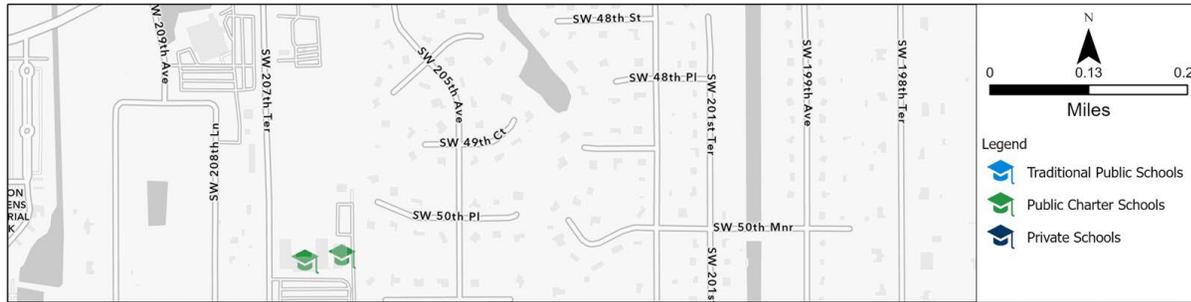
Field Notes

Arrival:

- Police officer was observed controlling traffic on Griffin Road at SW 207 Terrence.
- Westbound left turn queue at Griffin Road and SW 207 Terrace extends to about 800 feet.
- Student drop off Car lane queue spills over onto SW 207 Terrace.
- Northbound left turn queue length extends to approximately 450 feet.

Dismissal:

- Police officer was observed controlling traffic on Pines Boulevard at SW 207 Terrence.
- No major congestion was observed.



VIEW: Looking SE from SW 208 Lane

TIME: 8:15AM

VIEW: Looking NE from SW 208 Lane

TIME: 08:22 AM



VIEW: Looking SE from SW 208 Lane

TIME: 3:35 PM

VIEW: Looking SE from SW 208 Lane

TIME: 3:40 PM

VIEW: Looking SE from SW 208 Lane

TIME: 3:45 PM



**Franklin Academy Elementary School**

School Info	Location:	18800 Pines Blvd, Pembroke Pines, FL 33029
	City District:	West District
	School Type:	Charter
Bell Schedule	Arrival:	07:30 AM
	Dismissal:	02:15 PM

**Field Notes**

**Arrival:**

- Police officer was observed controlling traffic on Pines Boulevard at school entrance.
- Police Officer blocked one eastbound through lane on Pines Boulevard at the school entrance.
- Westbound vehicles perform a U-turn maneuver at the church/Extra Space Storage building to cut the westbound left turn queue.
- Police Officer prioritizes the westbound left turn queue over the eastbound through vehicles, thus causing major congestion to approximately 1000 feet from the school entrance.

**Dismissal:**

- Police officer was observed controlling traffic on Pines Boulevard at school entrance
- Police Officer blocked one eastbound through lane on Pines Boulevard at the school entrance.
- Westbound vehicles perform a U-turn at the church/Extra Space Storage building to cut the westbound left turn queue.
- Police Officer prioritizes the westbound left turn queue over the eastbound through vehicles, thus causing major congestion to approximately 500 feet from the school entrance.



VIEW: Looking N from SW 189 Avenue

TIME: 7:16AM

VIEW: Looking N from SW 189 Avenue

TIME: 07:25 AM



VIEW: Looking N from SW 189 Avenue

TIME: 2:03 PM

VIEW: Looking N from SW 189 Avenue

TIME: 2:18 PM

VIEW: Looking N from SW 189 Avenue

TIME: 2:23 PM



Lakeside Elementary School



School Info	Location:	900 NW 136th Ave, Pembroke Pines, FL 33028
	City District:	West District
	School Type:	Public
Bell Schedule	Arrival:	08:00 AM
	Dismissal:	02:00 PM

Field Notes

Arrival:

- Vehicles Parked on the northside of the school for student drop off
- There are two student drop off areas: northside parking lot and east side parking lot.
- Minor congestion from vehicles turning into east side parking lot

Dismissal:

- Vehicles parked on eastbound right turn lane storage on NW 10 Street for student pick up
- Moderate congestion on the east side pick up area where southbound right turn and northbound left turning vehicles queue.

VIEW: Looking W from NW 129 Avenue

TIME: 7:46 AM

VIEW: Looking W from NW 129 Avenue

TIME: 07:51 AM



VIEW: Looking W from NW 129 Avenue

TIME: 2:00 PM

VIEW: Looking W from NW 129 Avenue

TIME: 2:10 PM



VIEW: Looking W from NW 129 Avenue

TIME: 2:15 PM



Montessori Academy of Broward

School Info	Location:	19200 Pines Blvd, Pembroke Pines, FL 33029
	City District:	West District
	School Type:	Private
Bell Schedule	Arrival:	09:00 AM
	Dismissal:	02:45 PM

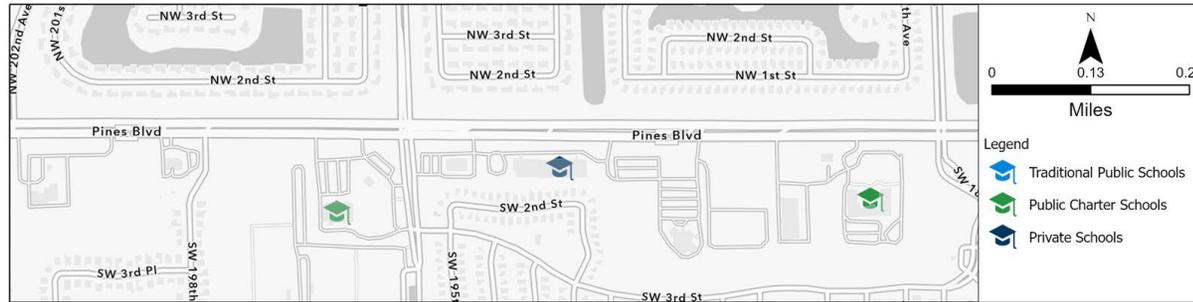
**Field Notes**

**Arrival:**

- No significant congestion was observed during field observation.

**Dismissal:**

- No significant congestion was observed during field observation.



VIEW: Looking W from SW 189 Avenue

TIME: 8:46 AM

VIEW: Looking W from SW 189 Avenue

TIME: 08:51 AM



VIEW: Looking W from SW 189 Avenue

TIME: 2:45 PM

VIEW: Looking W from SW 189 Avenue

TIME: 2:50 PM

VIEW: Looking W from SW 189 Avenue

TIME: 2:55 PM





**Panther Run Elementary School**

<b>School Info</b>	<b>Location:</b> 801 NW 172nd Ave, Pembroke Pines, FL 33029
	<b>City District:</b> West District
	<b>School Type:</b> Public
<b>Bell Schedule</b>	<b>Arrival:</b> 08:00 AM
	<b>Dismissal:</b> 02:00 PM

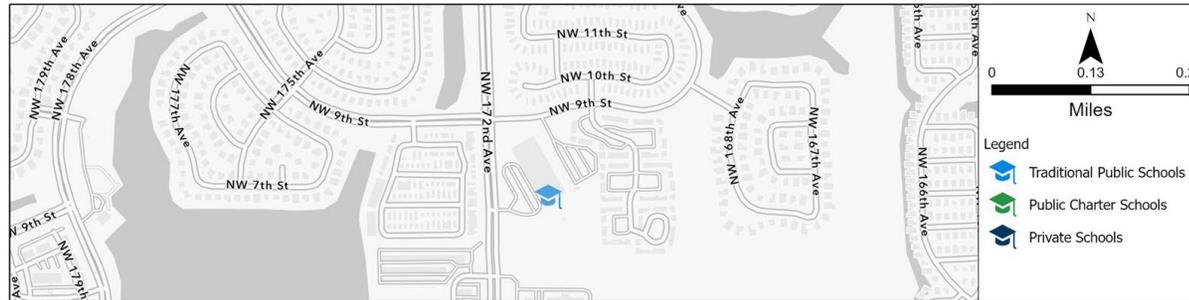
**Field Notes**

**Arrival:**

- The North student drop off zone gets slightly congested from the westbound left turn on NW 9 Street.
- Outgoing vehicles from the student drop off zone can only make a left turn since the right turn leads into a gated community (Pembroke Isles).
- Parents were observed parking in the shopping plaza located south of the school to walk their children into the school.
- Even though the north drop off zone was congested, there was a small amount of vehicles dropping off their children in the bus drop off zone.

**Dismissal:**

- Parents were parked on the departing right turn lane of the shopping plaza south of the school to pick up their children.
- The student pick up line extending beyond NW 9 Street and wrapped around NW 172 Avenue to the near bus pick up zone.
- Few parents were able to pick up their children from the bus pick up zone on NW 172 Avenue.



**VIEW:** Looking NE from Pines Boulevard

**TIME:** 7:46 AM

**VIEW:** Looking NE from Pines Boulevard

**TIME:** 07:51 AM



**VIEW:** Looking NE from Pines Boulevard

**TIME:** 2:00 PM

**VIEW:** Looking NE from Pines Boulevard

**TIME:** 2:10 PM

**VIEW:** Looking NE from Pines Boulevard

**TIME:** 2:15 PM



**Pasadena Lakes Elementary School**

School Info	Location: 8801 Pasadena Blvd, Pembroke Pines, FL 33024
	City District: East District
	School Type: Public
Bell Schedule	Arrival: 08:10 AM
	Dismissal: 02:10 PM

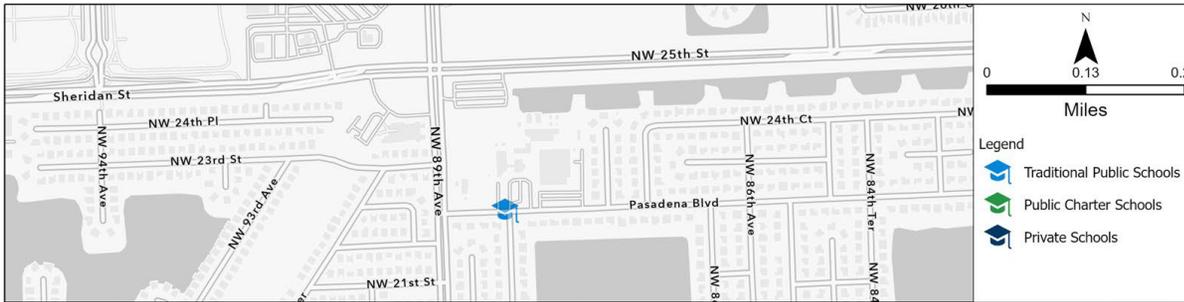
**Field Notes**

**Arrival:**

- Moderate congestion was observed on the west student drop off zone where congestion would extend to NW 89 Street.
- No congestion was observed from the east student drop off zone.
- Parents were observed parking in the Pasadena Park Parking lot to walk their children through the back entrance of the school.
- Due to congestion on Pasadena Boulevard from the student drop off zone, the one lane eastbound was blocked for other vehicles to pass.

**Dismissal:**

- Parents were observed parking in the Pasadena Lakes Parking lot to pick up their children from the back entrance of the school.
- Two lines of congestion were observed from the student pick up zone, one eastbound on Pasadena Boulevard and the other going eastbound.
- The east bound congestion on Pasadena Boulevard extended to NW Avenue.
- The westbound congestion extended to NW 87 Terrace.
- A Police officer was observed directing traffic flow.



VIEW: Looking S from NW 25 Street

TIME: 7:56 AM

VIEW: Looking S from NW 25 Street

TIME: 08:00 AM



VIEW: Looking S from NW 25 Street

TIME: 2:10 PM

VIEW: Looking S from NW 25 Street

TIME: 2:15 PM



VIEW: Looking S from NW 25 Street

TIME: 2:20 PM



**Pembroke Lakes Elementary School**

<b>School Info</b>	<b>Location:</b> 11251 Taft St, Pembroke Pines, FL 33026
	<b>City District:</b> Central District
	<b>School Type:</b> Public
<b>Bell Schedule</b>	<b>Arrival:</b> 08:10 AM
	<b>Dismissal:</b> 02:10 PM

**Field Notes**

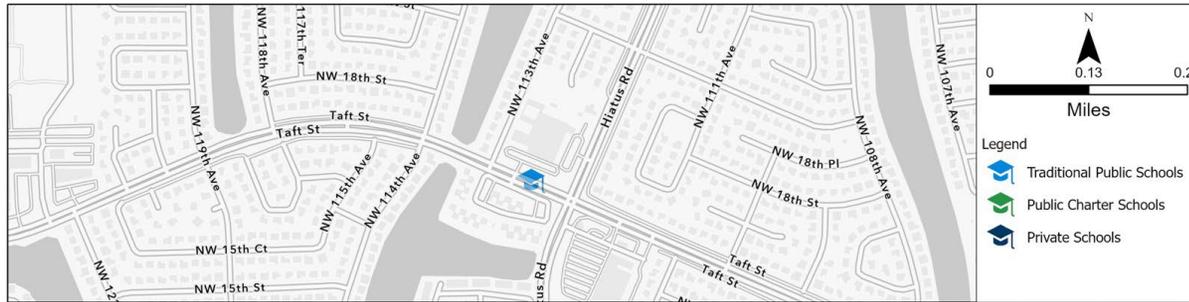
**Arrival:**

- Parents were observed parking in the Publix parking lot to walk their children to the school.
- Northbound left turn queue had moderate to high congestion.
- A police officer was observed controlling traffic on the south side of the school for the south entrance/exit of the student drop off zone.
- The police officer would stop the west bound traffic to allow the south student drop off zone parking lot vehicles to exit.
- Southbound through traffic on Hiatus Road has moderate congestion.

**Dismissal:**

- Parents were observed parking in the Publix parking lot to then walk over and pick up their children.
- Queue on the west side of the pickup zone wrapped around Taft Street onto a through lane, only allowing one through lane to be used.
- Queue on the south student pick up zone wraps around to Hiatus Road onto a through lane, only allowing one through lane to be used.
- A police officer was observed controlling traffic and stopping the westbound traffic to allow the vehicles leave from the south student pick up zone.
- Vehicles were observed parking on the east side of the school on the grass to pick up their children.

**VIEW:** Looking W from NW 111 Avenue **TIME:** 2:20 PM



**VIEW:** Looking W from NW 111 Avenue **TIME:** 7:45 AM

**VIEW:** Looking W from NW 111 Avenue **TIME:** 07:51 AM

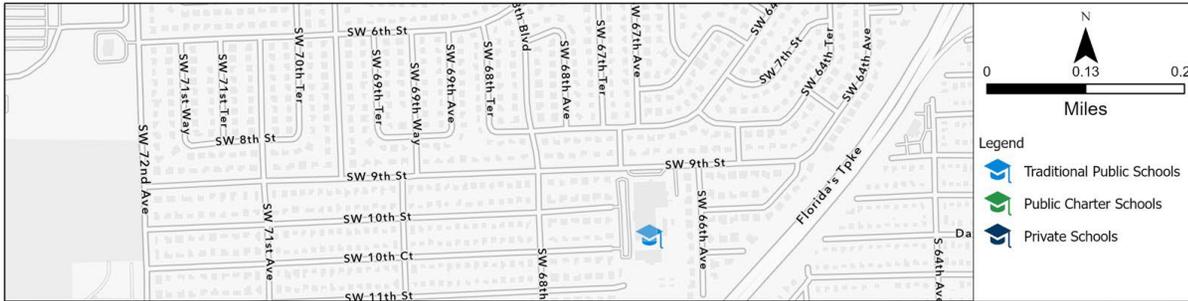


**VIEW:** Looking W from NW 111 Avenue **TIME:** 2:10 PM

**VIEW:** Looking W from NW 111 Avenue **TIME:** 2:15 PM



Pembroke Pines Elementary School



School Info	Location:	6700 SW 9th St, Pembroke Pines, FL 33023
	City District:	East District
	School Type:	Public
Bell Schedule	Arrival:	08:00 AM
	Dismissal:	02:00 PM

Field Notes

Arrival:

- Vehicles were observed entering the student drop off zone through SW 10 Ct and departing through SW 10 Street.
- Vehicles were observed parking on the north side grass area to drop off their children.
- No Major congestion was observed during field review.

Dismissal:

- Queue on the entrance of the student pick up zone on SW 10 Ct extended to SW 68 Boulevard to then extending to SW 9 Street.
- Southbound and northbound though lane on SW 68 Boulevard was blocked due to vehicles trying to get on to SW 10 Court.
- Queue on SW 9 Street had moderate congestion in the eastbound direction.

VIEW: Looking W from SW 129 Avenue

TIME: 7:46 AM

VIEW: Looking W from SW 129 Avenue

TIME: 07:51 AM



VIEW: Looking W from SW 129 Avenue

TIME: 2:00 PM

VIEW: Looking W from SW 129 Avenue

TIME: 2:10 PM



VIEW: Looking W from SW 129 Avenue

TIME: 2:15 PM



**Pines Lakes Elementary School**

<b>School Info</b>	<b>Location:</b> 10300 Johnson St, Pembroke Pines, FL 33026
	<b>City District:</b> East District
	<b>School Type:</b> Public
<b>Bell Schedule</b>	<b>Arrival:</b> 08:00 AM
	<b>Dismissal:</b> 02:00 PM

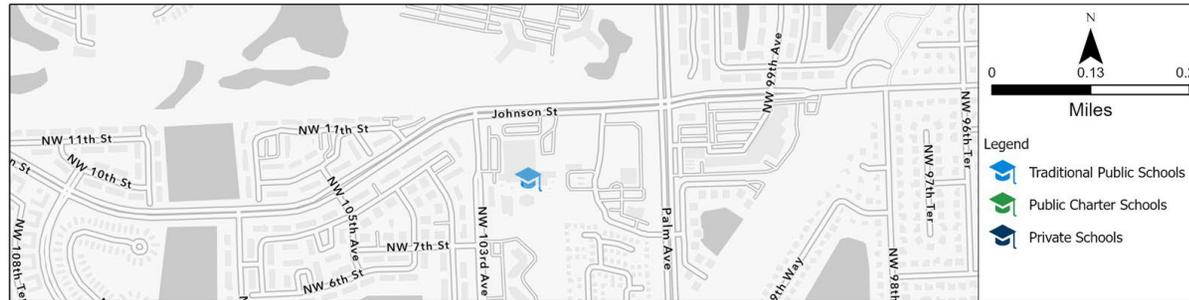
**Field Notes**

**Arrival:**

- The queue on NW 103 Avenue left turning into the student drop off zone exceeded its storage space leading to blocking the through lane.

**Dismissal:**

- Parents were observed parking in the Pines Baptist Church property to walk and pick up their children.
- NW 103 Avenue southbound left turn has heavy congestion from the high number of U-turns on NW 7 Street.
- NW 103 Avenue northbound have heavy congestion from the entrance of the student pick up zone to near NW 3 Street.
- Vehicles were parked on the right turn only storage lane for Pines Baptist Church to walk and pick up their children.



**VIEW:** Looking N from NW 7 Street

**TIME:** 7:46 AM

**VIEW:** Looking N from NW 7 Street

**TIME:** 07:51 AM



**VIEW:** Looking W from N 7 Street

**TIME:** 2:00 PM



**VIEW:** Looking N from NW 7 Street

**TIME:** 2:05 PM



**VIEW:** Looking N from NW 7 Street

**TIME:** 2:10 PM

**Pines Middle School**

<b>School Info</b>	<b>Location:</b> 200 Douglas Rd, Pembroke Pines, FL 33024
	<b>City District:</b> East District
	<b>School Type:</b> Public
<b>Bell Schedule</b>	<b>Arrival:</b> 09:05 AM
	<b>Dismissal:</b> 03:30 PM

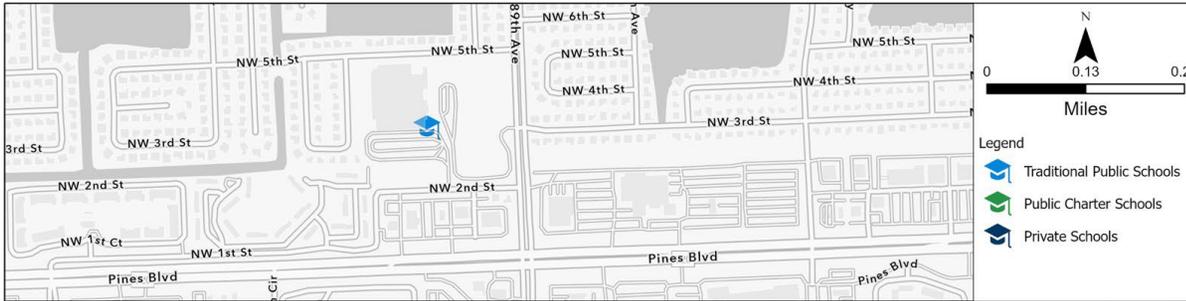
**Field Notes**

**Arrival:**

- Moderate congestion was observed when vehicles were departing from the school on NW 3 Street.

**Dismissal:**

- Congestion occurred in the pick up line for the school but was all kept in the campus vicinity.



**VIEW:** Looking N from Pines Boulevard

**TIME:** 8:46 AM

**VIEW:** Looking N from Pines Boulevard

**TIME:** 08:51 AM



**VIEW:** Looking N from Pines Boulevard

**TIME:** 3:30 PM



**VIEW:** Looking N from Pines Boulevard

**TIME:** 3:35 PM



**VIEW:** Looking N from Pines Boulevard

**TIME:** 3:40 PM

Renaissance Charter School

School Info	Location:	10501 Pines Blvd, Pembroke Pines, FL 33026
	City District:	Central District
	School Type:	Charter
Bell Schedule	Arrival:	08:00 AM
	Dismissal:	03:00 PM

Field Notes

Arrival:

- The eastbound U-turn queue has heavy congestion extending beyond its storage capacity.
- A police officer was observed closing a through lane to allow the departing vehicles to exit the campus.
- The westbound right turn queue extends beyond SW 103 Avenue and wraps around SW 103 Avenue.
- Northbound left turn vehicles were observed blocking the intersection from the congestion of vehicles entering the school.
- Westbound through vehicles were observed blocking the intersection to get into the queue for the school entrance.

Dismissal:

- Vehicles were observed after picking up their children they would travel behind the Pembroke Place Building to get to the SW 103 Avenue.
- Southbound congestion on SW 103 Ave was heavy during the first 7 min of the dismissal period.
- Westbound right turn queue extends beyond NW 103 Avenue.
- Westbound through lane was blocked from westbound through and northbound left turning vehicles merging to the right turn queue.



VIEW: Looking W from NW 3 Street

TIME: 7:46 AM

VIEW: Looking W from NW 3 Street

TIME: 07:55 AM



VIEW: Looking W from NW 3 Street

TIME: 3:00 PM

VIEW: Looking W from NW 3 Street

TIME: 3:05 PM



VIEW: Looking W from NW 3 Street

TIME: 3:15 PM



Silver Palms Elementary School



School Info	Location:	1209 NW 155th Ave, Pembroke Pines, FL 33028
	City District:	West District
	School Type:	Public
Bell Schedule	Arrival:	08:00 AM
	Dismissal:	02:00 PM

Field Notes

Arrival:

- Parents were observed parking in Towngate Park and Pool Park to walk their children to the school.
- No major congestion was observed.

Dismissal:

- Parents were observed parking in Towngate Park and Pool Park to pickup their children to the school.
- Congestion on NW 12 Street from the school entrance extended to NW 155 Avenue.

VIEW: Looking N from NW 8 Street

TIME: 7:50 AM

VIEW: Looking N from NW 8 Street

TIME: 07:55 AM



VIEW: Looking N from NW 8 Street

TIME: 2:00 PM

VIEW: Looking N from NW 8 Street

TIME: 2:05 PM



VIEW: Looking N from NW 7 Street

TIME: 2:10 PM



Silver Trail Middle School

School Info	Location:	18300 Sheridan St, Davie, FL 33331
	City District:	West District
	School Type:	Public
Bell Schedule	Arrival:	09:10 AM
	Dismissal:	03:40 PM

Field Notes

Arrival:

- A police officer was observed to be controlling traffic on NW 184 Avenue at the student drop off entrance.
- Southbound left turn on NW 184 Avenue exceeded its storage capacity, leading to blocking the through lane.
- Northbound right turn on NW 184 Avenue exceeded its storage capacity, leading to blocking the through lane.
- Vehicles were observed parked on the eastbound right turn lane to drop off their children.
- High volume of northbound U-turn was observed due to the only exit from the student drop off zone.

Dismissal:

- Northbound right turn queue extended from the student pick up zone to past NW 17 Street.
- A police officer was observed controlling traffic at the entrance of the pickup zone.
- Southbound left turn queue on NW 184 Avenue had heavy congestion, which lead to the westbound left turning vehicles to block the intersection.
- Eastbound right turn queue on Sheridan Street had moderate to heavy congestion from the southbound left turning vehicles.

• VIEW: Looking S from SW 185 Way TIME: 3:50 PM



VIEW: Looking S from SW 185 Way

TIME: 9:10 AM

VIEW: Looking S from SW 185 Way

TIME: 9:15 AM



1



2

VIEW: Looking S from SW 185 Way

TIME: 3:40 PM

VIEW: Looking S from SW 185 Way

TIME: 3:45 PM



3

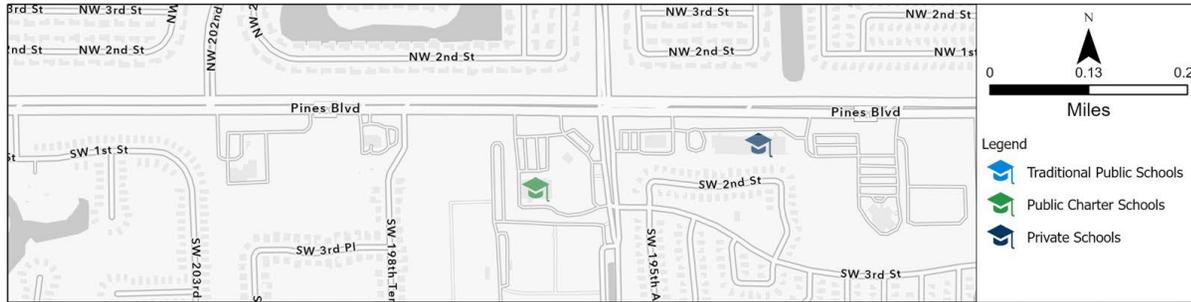


4



5

Somerset Academy Elementary School



School Info	Location:	19620 Pines Blvd, Pembroke Pines, FL 33029
	City District:	West District
	School Type:	Charter
Bell Schedule	Arrival:	08:00 AM
	Dismissal:	02:30 PM

Field Notes

Arrival:

- A police officer was observed to have closed an eastbound through lane and right turn lane on Pines Boulevard.
- Moderate to high congestion was observed from eastbound Pines Boulevard.

Dismissal:

- A police officer was observed to have closed an eastbound through lane and right turn lane on Pines Boulevard.
- Vehicles line up in the school campus a few minutes before the dismissal period started.
- Vehicle queue extended from the entrance of the school pick up zone to the entrance of the Speedway gas station.
- Northbound left turn queue from NW 196 Avenue extended beyond its storage capacity leading to blocking a through lane.

VIEW: Looking E from SW 198 Terrace

TIME: 7:50 AM

VIEW: Looking E from SW 198 Terrace

TIME: 07:55 AM



VIEW: Looking E from SW 198 Terrace

TIME: 2:30 PM

VIEW: Looking E from SW 198 Terrace

TIME: 2:35 PM



VIEW: Looking E from SW 198 Terrace

TIME: 2:40 PM



Somerset Academy Campus

School Info	Location:	20803 Johnson St, Pembroke Pines, FL 33029
	City District:	West District
	School Type:	Charter
Bell Schedule	Arrival:	08:00 AM
	Dismissal:	03:00 PM

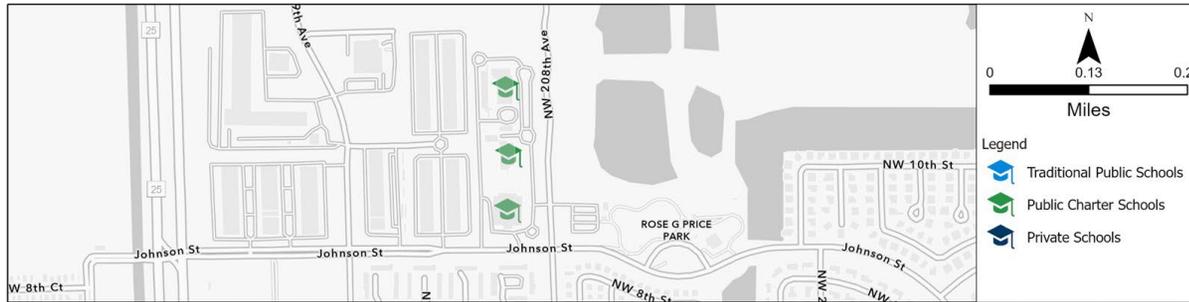
Field Notes

Arrival:

- Westbound queue on Johnson Street extends from NW 208 Avenue to beyond NW 202 Avenue.
- Northbound queue on NW 208 Avenue extends from Johnson Street to NW 3 Street.
- A police officer was observed to be controlling the unsignalized intersection of NW 208 Avenue at Johnson Street.
- Northbound left turn queue extends beyond its storage capacity leading tot blocking the though lane.
- Parents were observed parking in the Rose G. Park Parking lot to walk their children to school.

Dismissal:

- Parents were observed to park in the Chapel Trail Trade Center parking lot to pick up their children.
- Students were observed to wait on the north leg of NW 208 Avenue to wait for their parents for pick up.
- A few cars were observed to be parked in the grass on NW 208 Avenue north leg.
- Parents were observed parking in the Rose G. Park Parking lot to pick up their children from school.



VIEW: Looking SW from SW 208 Avenue

TIME: 7:50 AM

VIEW: Looking SW from SW 208 Avenue

TIME: 07:55 AM



VIEW: Looking SW from SW 208 Avenue

TIME: 3:00 PM

VIEW: Looking SW from SW 208 Avenue

TIME: 3:10 PM



VIEW: Looking SW from SW 208 Avenue

TIME: 3:15 PM



**West Broward High School**

<b>School Info</b>	<b>Location:</b> 500 NW 209th Ave, Pembroke Pines, FL 33029
	<b>City District:</b> West District
	<b>School Type:</b> Public
<b>Bell Schedule</b>	<b>Arrival:</b> 07:40 AM
	<b>Dismissal:</b> 02:40 PM

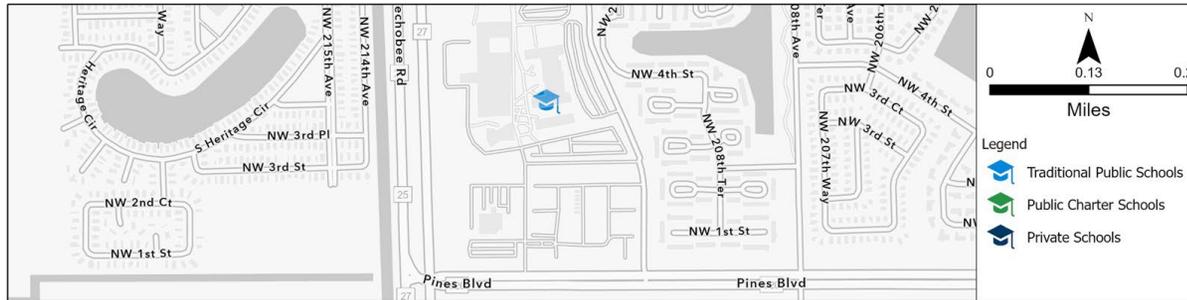
**Field Notes**

**Arrival:**

- Eastbound left turn queue extends passed the allowed storage, leading to clocking a through lane.
- Northbound left turn queue from the entrance of the student drop off zone extends to Pines Boulevard, then to passed NW 208 Avenue.
- Southbound left and right turn lanes had heavy congestion from being the only exit from the school.

**Dismissal:**

- Few vehicles were observed parked and waiting at NW 209 Avenue south leg.
- Many vehicles were observed to be parked on the southbound through lane on NW 210 Avenue.
- Few vehicles were observed parked on the grass on pines boulevard near NW 210 Avenue.
- Students were observed to walk north to Johnson Street to get picked up.



**VIEW:** Looking N from NW 209 Avenue

**TIME:** 7:30 AM

**VIEW:** Looking N from NW 209 Avenue

**TIME:** 7:35 AM



**VIEW:** Looking N from NW 209 Avenue

**TIME:** 7:40 AM

**VIEW:** Looking N from NW 209 Avenue

**TIME:** 2:40 PM



**VIEW:** Looking SW from NE of US 1

**TIME:** 2:50 PM



McArthur High School

School Info	Location:	6501 Hollywood Blvd, Hollywood, FL 33024
	City District:	East District
	School Type:	Public
Bell Schedule	Arrival:	07:40 AM
	Dismissal:	02:40 PM

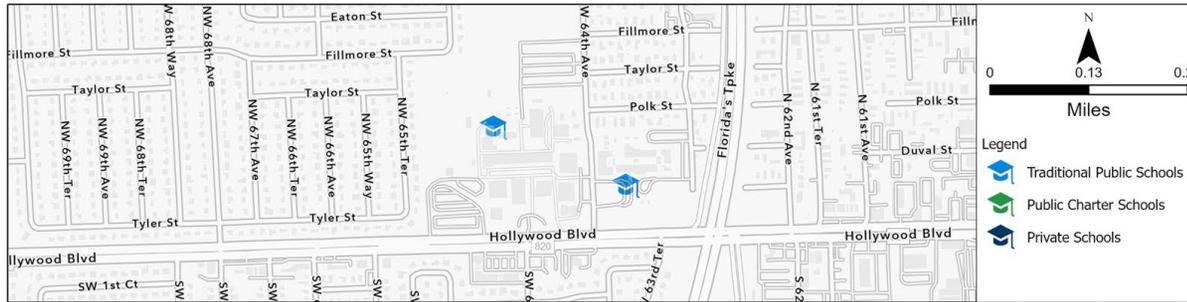
Field Notes

Arrival:

- Heavy congestion was observed on eastbound and westbound Pines boulevard.
- Vehicles were observed to stop on the right turn lane right before the entrance of the school drop off zone, to allow their children to get off the car from there.
- Northbound queue on SW 64 Way experienced moderate to high congestion.

Dismissal:

- Vehicles were observed parking on their right turn lane on the school entrances to pick up their children. Many vehicles blocked the through lane for not having enough space to park on the right turn lane.
- Vehicles were observed to make an eastbound U-turn on westernmost school entrance to then park on the bike lane to pick up their children.
- Westbound on Pines Boulevard experienced heavy congestion.



VIEW: Looking E from NW 66 Avenue

TIME: 7:36 AM

VIEW: Looking E from NW 66 Avenue

TIME: 07:40 AM



VIEW: Looking E from NW 66 Avenue

TIME: 2:40 PM

VIEW: Looking E from NW 66 Avenue

TIME: 2:45 PM

VIEW: Looking E from NW 66 Avenue

TIME: 2:50 PM



West Hollywood Elementary School

School Info	Location:	6301 Hollywood Blvd, Hollywood, FL 33024
	City District:	East District
	School Type:	Public
Bell Schedule	Arrival:	08:10 AM
	Dismissal:	02:10 PM

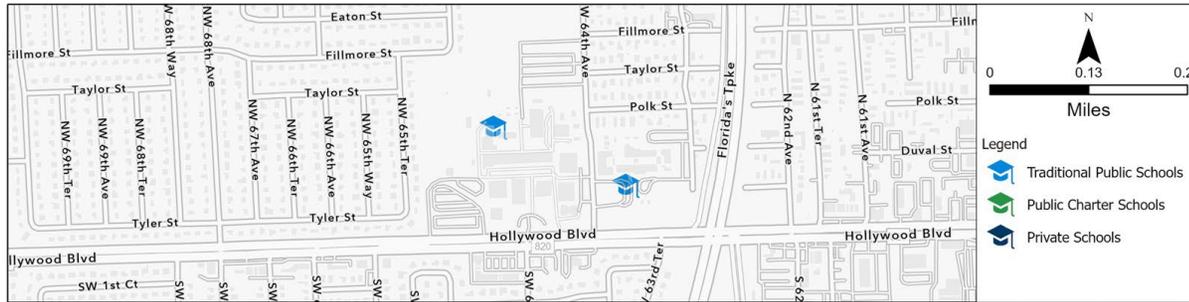
Field Notes

Arrival:

- No significant congestion during arrival period.

Dismissal:

- No significant congestion during the dismissal period.



VIEW: Looking E from NW 66 Avenue

TIME: 7:56 AM

VIEW: Looking E from NW 66 Avenue

TIME: 08:10 AM



VIEW: Looking E from NW 66 Avenue

TIME: 2:10 PM

VIEW: Looking E from NW 66 Avenue

TIME: 2:15 PM

VIEW: Looking E from NW 66 Avenue

TIME: 2:20 PM



# Appendix E

# Cost Estimate

Project Description	Total Quantity	Unit	Adjusted Cost per Unit <sup>(2)</sup>	Cost Per Unit + Adjusted Cost	Total Estimated Cost	Adjustments to be added depending on the priority:			
						Level I Inflation Forecast (2.5%)	Level II Inflation Forecast (5.0%)	Level III Inflation Forecast (10%)	
						Short-Term	Mid-Term	Long-Term	
New Construction 1 Lane Undivided urban Arterial with 5' Bike Lane <sup>(1)</sup>	1.00	Mile	\$ 2,142,580.87	\$ 107,129.04	\$ 2,249,709.91	\$ 2,249,709.91	\$ 56,242.75	\$ 112,485.50	\$ 224,970.99
Mill & Resurface 1 Lane Undivided Urban Road with 5' Bike Lane <sup>(1)</sup>	1.00	Mile	\$ 276,978.37	\$ 13,848.92	\$ 290,827.29	\$ 290,827.29	\$ 7,270.68	\$ 14,541.36	\$ 29,082.73
			<b>\$ 2,419,559.24</b>	<b>\$ 120,977.96</b>	<b>\$ 2,540,537.20</b>	<b>\$ 2,540,537.20</b>	<b>\$ 63,513.43</b>	<b>\$ 127,026.86</b>	<b>\$ 254,053.72</b>
							<b>\$ 2,604,050.63</b>	<b>\$ 2,667,564.06</b>	<b>\$ 2,794,590.92</b>

(1) FDOT Cost Per Mile Models for Long Range Estimating (<https://www.fdot.gov/programmanagement/estimates/documents/costpermilemodels> - Retrieved October 18, 2022)

(2) 5% rate was used to adjust the cost per mile for 5' Bike Lanes

Project ID	Total Quantity (Feet)	Total Quantity (Miles)	Unit	Cost per Unit	Total Estimated Cost	Priority
BIKE-01	3176.7702	0.601680276	Mile	\$ 2,794,590.92	\$ 1,681,450	Level III
BIKE-011	5130.839398	0.971780982	Mile	\$ 2,604,050.63	\$ 2,530,567	Level I
BIKE-012	5346.695996	1.012664222	Mile	\$ 2,604,050.63	\$ 2,637,029	Level I
BIKE-013	5239.597157	0.992379702	Mile	\$ 2,604,050.63	\$ 2,584,207	Level I
BIKE-014	5275.616111	0.999201691	Mile	\$ 2,604,050.63	\$ 2,601,972	Level I
BIKE-015	2619.059287	0.496049829	Mile	\$ 2,604,050.63	\$ 1,291,739	Level I
BIKE-016	2639.790114	0.499976248	Mile	\$ 2,604,050.63	\$ 1,301,963	Level I
BIKE-017	2705.775341	0.51247385	Mile	\$ 2,604,050.63	\$ 1,334,508	Level I
BIKE-018	5142.802137	0.974046725	Mile	\$ 2,604,050.63	\$ 2,536,467	Level I
BIKE-019	5367.118403	1.016532226	Mile	\$ 2,667,564.06	\$ 2,711,665	Level II
BIKE-02	1912.20916	0.362172415	Mile	\$ 2,794,590.92	\$ 1,012,124	Level III
BIKE-020	5159.494689	0.977208294	Mile	\$ 2,667,564.06	\$ 2,606,766	Level II
BIKE-021	2741.64829	0.519268186	Mile	\$ 2,667,564.06	\$ 1,385,181	Level II
BIKE-022	5122.63364	0.970226811	Mile	\$ 2,667,564.06	\$ 2,588,142	Level II
BIKE-027	5309.89279	1.005693694	Mile	\$ 2,667,564.06	\$ 2,682,752	Level II
BIKE-028	4448.296305	0.84250732	Mile	\$ 2,604,050.63	\$ 2,193,932	Level I
BIKE-029	3877.088746	0.734320608	Mile	\$ 2,604,050.63	\$ 1,912,208	Level I
BIKE-030	7161.564576	1.356400331	Mile	\$ 2,667,564.06	\$ 3,618,285	Level II
BIKE-031	5894.036701	1.116330551	Mile	\$ 2,667,564.06	\$ 2,977,883	Level II
BIKE-04	5286.797954	1.001319532	Mile	\$ 2,794,590.92	\$ 2,798,278	Level III
BIKE-05	2509.548687	0.475308521	Mile	\$ 2,794,590.92	\$ 1,328,293	Level III
BIKE-06	5192.314043	0.98342428	Mile	\$ 2,794,590.92	\$ 2,748,269	Level III
BIKE-07	5269.721412	0.998085235	Mile	\$ 2,794,590.92	\$ 2,789,240	Level III
BIKE-08	4056.410258	0.768284103	Mile	\$ 2,794,590.92	\$ 2,147,040	Level III
		20.18733563	<b>Overall Estimated Cost</b>		<b>\$ 53,999,959</b>	

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
<b>Project:</b> RSU2LN-U-12-BB				<b>Letting Date:</b> 01/2099	
<b>Description:</b> Mill & Resurface 2 Lane Urban/Suburban Road with 4' Bike Lanes					
<b>District:</b> 09	<b>County:</b> 99 DISTRICT/STATE WIDE				
<b>Project Manager:</b> Cost-Per-Mile Model					
<b>Version 16-P Project Grand Total</b>					
					<b>\$553,956.74</b>
<b>Description:</b> October 2021 Update					
					<b>\$276,978.37</b>
=1 Lane					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			\$43,601.48
101-1	MOBILIZATION	10.00			\$47,961.62
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	5,866.67	SY	\$2.40	\$14,080.01
327-70-8	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH	18,773.33	SY	\$2.40	\$45,055.99
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	293.33	TN	\$97.00	\$28,453.01
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	1,032.53	TN	\$100.00	\$103,253.00
337-7-80	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22	234.67	TN	\$110.00	\$25,813.70
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	1,501.87	TN	\$110.00	\$165,205.70
570-1-2	PERFORMANCE TURF, SOD	3,132.80	SY	\$2.80	\$8,771.84
700-1-11	SINGLE POST SIGN, F&I GM,	10.00	AS	\$350.00	\$3,500.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	14.00	AS	\$1,000.00	\$14,000.00
700-1-50	SINGLE POST SIGN, RELOCATE	2.00	AS	\$190.00	\$380.00
700-1-60	SINGLE POST SIGN, REMOVE	12.00	AS	\$34.00	\$408.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	2.00	AS	\$4,700.00	\$9,400.00
700-2-60	MULTI- POST SIGN, REMOVE	2.00	AS	\$700.00	\$1,400.00
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	135.00	EA	\$4.10	\$553.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	4.00	GM	\$1,000.00	\$4,000.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.00	GM	\$470.00	\$940.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.00	GM	\$4,600.00	\$9,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.00	GM	\$1,600.00	\$1,600.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	\$26,378.89	\$26,378.89

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
<b>Project:</b> RSU2LN-U-12-BB			<b>Letting Date:</b> 01/2099		
<b>Description:</b> Mill & Resurface 2 Lane Urban/Suburban Road with 4' Bike Lanes					
<b>District:</b> 09	<b>County:</b> 99 DISTRICT/STATE WIDE				
<b>Project Manager:</b> Cost-Per-Mile Model					
<b>Version 16-P Project Grand Total</b>					
					<b>\$553,956.74</b>
<b>Description:</b> October 2021 Update					
<b>Project Unknowns</b>			0.00	%	\$0.00
<b>Design/Build</b>			0.00	%	\$0.00
<b>Version 16-P Project Grand Total</b>					
					<b>\$553,956.74</b>

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: NUU2LN-U-01-BB			Letting Date: 01/2099		
Description: New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes					
District: 09	County: 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 16-P Project Grand Total					\$4,285,161.73
Description: October 2021 Update					
					\$2,142,580.87 = 1 Lane
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	7.00			\$251,878.78
101-1	MOBILIZATION	10.00			\$385,014.70
104-10-3	SEDIMENT BARRIER	10,560.00	LF	\$1.70	\$17,952.00
104-11	FLOATING TURBIDITY BARRIER	250.00	LF	\$8.90	\$2,225.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	250.00	LF	\$7.50	\$1,875.00
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,400.00	\$2,400.00
104-18	INLET PROTECTION SYSTEM	53.00	EA	\$114.00	\$6,042.00
107-1	LITTER REMOVAL	1.20	AC	\$22.00	\$26.40
107-2	MOWING	1.20	AC	\$35.00	\$42.00
110-1-1	CLEARING & GRUBBING	14.12	AC	\$19,000.00	\$268,280.00
120-1	REGULAR EXCAVATION	19,360.00	CY	\$7.10	\$137,456.00
120-6	EMBANKMENT	86,920.53	CY	\$8.50	\$738,824.51
160-4	TYPE B STABILIZATION	21,800.53	SY	\$5.30	\$115,542.81
285-709	OPTIONAL BASE,BASE GROUP 09	18,773.33	SY	\$19.00	\$356,693.27
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	2,065.07	TN	\$100.00	\$206,507.00
337-7-80	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22	1,501.87	TN	\$110.00	\$165,205.70
425-1-351	INLETS, CURB, TYPE P-5,	36.00	EA	\$5,200.00	\$187,200.00
425-1-451	INLETS, CURB, TYPE J-5,	10.00	EA	\$7,000.00	\$70,000.00
425-1-521	INLETS, DT BOT, TYPE C,	5.00	EA	\$4,100.00	\$20,500.00
425-1-541	INLETS, DT BOT, TYPE D,	1.00	EA	\$4,400.00	\$4,400.00
425-2-41	MANHOLES, P-7,	5.00	EA	\$5,000.00	\$25,000.00
425-2-71	MANHOLES, J-7,	1.00	EA	\$8,600.00	\$8,600.00
430-175-112	PIPE CULV, OPT MATL, ROUND, 12"S/CD	2,328.00	LF	\$83.00	\$193,224.00
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	208.00	LF	\$120.00	\$24,960.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	\$170.00	\$9,520.00
430-175-154	PIPE CULV, OPT MATL, ROUND, 54"S/CD	200.00	LF	\$480.00	\$96,000.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
<b>Project:</b> NUU2LN-U-01-BB			<b>Letting Date:</b> 01/2099		
<b>Description:</b> New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes					
<b>District:</b> 09	<b>County:</b> 99 DISTRICT/STATE WIDE				
<b>Project Manager:</b> Cost-Per-Mile Model					
<b>Version 16-P Project Grand Total</b>					
					<b>\$4,285,161.73</b>
<b>Description:</b> October 2021 Update					
430-515-100	STRAIGHT CONC ENDW 15", SINGLE, 0 ROUND	2.00	EA	\$3,200.00	\$6,400.00
430-530-100	STRAIGHT CONC ENDW 30", SINGLE, 0 ROUND	2.00	EA	\$4,600.00	\$9,200.00
430-542-100	STRAIGHT CONC ENDW 42", SINGLE, 0 ROUND	2.00	EA	\$8,300.00	\$16,600.00
430-554-100	STRAIGHT CONC ENDW 54", SINGLE, 0 ROUND	2.00	EA	\$12,000.00	\$24,000.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	10,560.00	LF	\$24.00	\$253,440.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	5,866.67	SY	\$42.00	\$246,400.14
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,180.00	LF	\$21.00	\$24,780.00
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	1.00	EA	\$4,300.00	\$4,300.00
570-1-1	PERFORMANCE TURF	23,467.00	SY	\$1.20	\$28,160.40
570-1-2	PERFORMANCE TURF, SOD	18,197.33	SY	\$2.80	\$50,952.52
630-2-11	CONDUIT, F& I, OPEN TRENCH	5,280.00	LF	\$8.80	\$46,464.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	689.00	LF	\$22.00	\$15,158.00
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	21.00	EA	\$750.00	\$15,750.00
700-1-11	SINGLE POST SIGN, F&I GM,	20.00	AS	\$350.00	\$7,000.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	2.00	AS	\$1,000.00	\$2,000.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	2.00	AS	\$4,700.00	\$9,400.00
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	135.00	EA	\$4.10	\$553.50
710-11-101	PAINTED PAVT MARK, STD, WHITE, SOLID, 6"	4.00	GM	\$1,000.00	\$4,000.00
710-11-131	PAINTED PAVT MARK, STD, WHITE, SKIP, 6"	2.00	GM	\$470.00	\$940.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.00	GM	\$4,600.00	\$9,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.00	GM	\$1,600.00	\$1,600.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	17,907.00	LF	\$2.00	\$35,814.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
<b>Project:</b> NUU2LN-U-01-BB			<b>Letting Date:</b> 01/2099		
<b>Description:</b> New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes					
<b>District:</b> 09	<b>County:</b> 99 DISTRICT/STATE WIDE				
<b>Project Manager:</b> Cost-Per-Mile Model					
<b>Version 16-P Project Grand Total</b>					
					<b>\$4,285,161.73</b>
<b>Description:</b> October 2021 Update					
715-4-13	LIGHT POLE COMPLETE, F&I- STD, 40'	21.00	EA	\$5,500.00	\$115,500.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	21.00	EA	\$580.00	\$12,180.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	\$50,000.00	\$50,000.00
<b>Project Unknowns</b>					
			0.00	%	\$0.00
<b>Design/Build</b>					
			0.00	%	\$0.00
<b>Version 16-P Project Grand Total</b>					<b>\$4,285,161.73</b>

## COMMUNITY BUS PROGRAM - (GOLD, GREEN & BLUE ROUTES)

Projectid	Level	Account Type	Account	Account Description	FY2022-23	FY2021-22
20232	Budget	E	128-544-8004-531400-0000-000-0000-	Professional Svc - Medical (Random Drug testing)	\$2,000.00	\$2,000.00
20232	Budget	E	128-544-8004-531400-0000-000-0000-00042	Professional Svc - Medical (Random Drug Testing)	\$1,000.00	\$1,000.00
20232	Budget	E	128-544-8004-531500-0000-000-0000-	Professional Svc - Other (Driver License Records)	\$600.00	\$500.00
20232	Budget	E	128-544-8004-531500-0000-000-0000-00042	Professional Svc - Other (Driver License Records)	\$100.00	\$100.00
20232	Budget	E	128-544-8004-534300-0000-000-0000-	Other Svc - Laundry & Cleaning (Uniform replacement & cleaning)	\$2,000.00	\$2,000.00
20232	Budget	E	128-544-8004-534300-0000-000-0000-00042	Other Svc - Laundry & Cleaning (Uniform replacement & cleaning)	\$300.00	\$1,000.00
20232	Budget	E	128-544-8004-534950-0000-000-0000-	Other Svc - Maintenance (Drivers' location maintenance).	\$0.00	\$2,000.00
20232	Budget	E	128-544-8004-534990-0000-000-0000-	Other Svc - Salaries (Van Drivers for Gold & Green Routes)	\$619,912.00	\$690,994.00
20232	Budget	E	128-544-8004-534990-0000-000-0000-00042	Other Svc - Salaries (Van Drivers for Blue Route)	\$43,386.00	\$71,423.00
20232	Budget	E	128-544-8004-541100-0000-000-0000-	Telephone (Cellphone service for van drivers)	\$1,000.00	\$1,500.00
20232	Budget	E	128-544-8004-541100-0000-000-0000-00042	Telephone (Cellphone service for van drivers)	\$200.00	\$100.00
20232	Budget	E	128-544-8004-546250-0000-000-0000-	R&M Equipment (Small equipment repairs eg. Radios, GPS etc.)	\$1,000.00	\$0.00
20232	Budget	E	128-544-8004-546250-0000-000-0000-00042	R&M Equipment (Small equipment repairs eg. Radios, GPS etc.)	\$1,000.00	\$1,000.00
20232	Budget	E	128-544-8004-546300-0000-000-0000-	R&M Vehicles (Repairs of Gold & Green Fleet as needed)	\$145,000.00	\$144,693.00
20232	Budget	E	128-544-8004-546300-0000-000-0000-00042	R&M Vehicles (Repairs of Blue Fleet as needed)	\$20,000.00	\$18,237.00
20232	Budget	E	128-544-8004-551100-0000-000-0000-	Office Supplies (Supplies: copy paper, pens, binders etc.)	\$1,500.00	\$1,500.00
20232	Budget	E	128-544-8004-551100-0000-000-0000-00042	Office Supplies (Supplies: copy paper, pens, binders etc.)	\$500.00	\$500.00
20232	Budget	E	128-544-8004-552000-0000-000-0000-	Operating Supplies (Cleanning supplies to clean buses, bug spray, batteries etc.)	\$3,000.00	\$3,000.00
20232	Budget	E	128-544-8004-552000-0000-000-0000-00042	Operating Supplies (Cleanning supplies to clean buses, bug spray, batteries etc.)	\$500.00	\$500.00
20232	Budget	E	128-544-8004-552540-0000-000-0000-	Fuel (Buses-Gas for Gold & Green Routes)	\$78,000.00	\$77,536.00
20232	Budget	E	128-544-8004-552540-0000-000-0000-00042	Fuel (Buses-Gas for Blue Route)	\$20,000.00	\$18,600.00
20232	Budget	E	128-544-8004-552650-0000-000-0000-	Non-capital Equipment (Radios, extinguishers, etc.)	\$1,000.00	\$1,000.00
20232	Budget	E	128-544-8004-552650-0000-000-0000-00042	Non-capital Equipment (Radios, extinguishers, etc.)	\$1,000.00	\$1,000.00
20232	Budget	E	128-544-8004-552652-0000-000-0000-	Non-capital Software & License (GPS Annual renewal - tracking system)	\$2,300.00	\$2,200.00
20232	Budget	E	128-544-8004-554100-0000-000-0000-	Memberships Dues Subscription (National Safety Council van drivers cetrification)	\$200.00	\$200.00

NOTE: 00042 Budget for Blue Route ONLY

<b>Mast Arm Upgrade - Cost Estimate per Intersection</b>					
<b>Pay Item</b>	<b>Description</b>	<b>Total Quantity</b>	<b>Unit</b>	<b>Cost Per Unit</b>	<b>Total Amount</b>
0630-2-12	Directional Bore	500	LF	\$ 25.98	\$ 12,990.00
0632-7-1	Signal Cable (F&I)	1	PI	\$ 5,501.78	\$ 5,501.78
0635-2-30	Pull Boxes	12	EA	\$ 499.00	\$ 5,988.00
0646-1-12	Aluminum Signal Ped pole (F&I)	4	EA	\$ 1,597.22	\$ 6,388.88
0653-1-12	Pedestrian Signal (F&I) (Led-Countdown) (2 Direction)	4	AS	\$ 1,531.07	\$ 6,124.28
0660-4-11	Vehicle Detection System (Video) (Relocate)	4	EA	\$ 2,544.30	\$ 10,177.20
0665-1-11	Pedestrian Detector (F&I) (Standard)	8	EA	\$ 266.83	\$ 2,134.64
0670-51-10	Traffic Controller Assembly (Modify)	1	AS	\$ 34,774.19	\$ 34,774.19
0663-1121	Signal Priority and Preemption System, (Relocate), GPS	1	EA	\$ 18,150.00	\$ 18,150.00
0649-26-3	Steel Mast Arm Assembly Removal and on attachment	4	EA	\$ 3,964.03	\$ 15,856.12
0649-21-15	Mast Arm Assembly 70' with luminarie arm (F& I)	4	EA	\$ 54,965.60	\$ 219,862.40
0650-1-13	Vehicular Traffic Signal Head (Relocate)	15	EA	\$ 953.30	\$ 14,299.50
Subtotal					\$ 352,246.99
10% Mobilization					\$ 35,224.70
8% Maintenance of Traffic					\$ 28,179.76
SubTotal Cost per Intersection					\$ 415,651.45
10% Design					\$ 41,565.14
5% CEI					\$ 20,782.57
Estimated Total Cost per Intersection					\$ 477,999.17

Source: FDOT Item Average Unit Cost Area 12 - Retrieved October 21, 2022

Project Description	Bridge Cost	Adjustments to be added depending on the priority:		
		Level I Inflation Forecast (2.5%) Short-Term	Level II Inflation Forecast (5.0%) Mid-Term	Level III Inflation Forecast (10%) Long-Term
Pedestrian Bridge	\$ 250,000.00			
Length: 90 LF	Contingency 20% \$ 50,000.00			
Width: 16 LF	Mobilization 10% \$ 25,000.00			
	MOT 8% \$ 20,000.00			
	<b>\$ 345,000.00</b>	<b>\$ 8,625.00</b>	<b>\$ 17,250.00</b>	<b>\$ 34,500.00</b>
		<b>\$ 353,625.00</b>	<b>\$ 362,250.00</b>	<b>\$ 379,500.00</b>



# LONG RANGE ESTIMATES

[Help](#)

District: 04

User ID: KNMETGG

Role: Coder

County: 88 - INDIAN RIVER

Date: 10/29/2022

Proj Length: 0.1894 MI Seqs Subtotal: \$37,542,998.59 Seq Total: \$2,357,936.59 Cmp Total: \$245,024.07

Home | Estimates | 405606-1-52-01 | Version 6 | Seq 5-NUU | Components | Bridges

Bridges | Bridge | X-Items | EX-Items

### Bridge PED

Calculate

Undo Calc

Return

Save

\* LRE Bridge ID \* Type Structure No. \* Length  FT\* Width  FTDescription  0 of 200

fault Cost per SF \$120.00  
 Cost Factor   
 Stored Cost per SF \$150.00

### Calculated Values

Basic Bridge Cost	\$216,000.00
Extra Item Cost	\$0.00
<b>Subtotal</b>	<b>\$216,000.00</b>

### Approach Slabs

	Quantity	Unit Price	Extended Amount
Concrete	400-2-10 35.56 CY	<input type="text" value="600.95"/> \$	\$21,369.78
Reinforcing Steel	415-1-9 6,223.00 LB	<input type="text" value="1.23"/> \$	\$7,654.29
<b>Final Cost</b>			<b>\$245,024.07</b>

Final Cost per SF

### Removal

Project Description	Total Quantity	Unit	Adjusted Cost per Unit <sup>(2)</sup>	Cost Per Unit + Adjusted Cost	Total Estimated Cost	Adjustments to be added depending on the priority:			
						Level I	Level II	Level III	
						Inflation Forecast (2.5%)	Inflation Forecast (5.0%)	Inflation Forecast (10%)	
						Short-Term	Mid-Term	Long-Term	
Two Directional - 12' Shared Use Path	1.00	Mile	\$ 344,768.94	\$ -	\$ 344,768.94	\$ 344,768.94	\$ 8,619.22	\$ 17,238.45	\$ 34,476.89
			\$ 344,768.94	\$ -	\$ 344,768.94	\$ 344,768.94	\$ 8,619.22	\$ 17,238.45	\$ 34,476.89
							\$ 353,388.16	\$ 362,007.39	\$ 379,245.83

(1) FDOT Cost Per Mile Models for Long Range Estimating (<https://www.fdot.gov/programmanagement/estimates/documents/costpermilemodels> - Retrieved October 18, 2022)

Project ID	Total Quantity (Feet)	Total Quantity (Miles)	Unit	Cost per Unit	Total Estimated Cost	Priority	
PATH-01	2478.152349	0.469362	Mile	\$ 353,388.16	\$ 165,867	Level I	
PATH-010	5684.372112	1.07662		\$ 353,388.16	\$ 380,465	Level I	
PATH-011	5217.855143	0.988262		\$ 353,388.16	\$ 349,240	Level I	
PATH-012	912.177744	0.172766		\$ 353,388.16	\$ 61,054	Level I	\$61,054 + \$353,625 (cost of crossing bridge) = \$414,679
PATH-013	2388.310072	0.452346		\$ 353,388.16	\$ 159,854	Level I	
PATH-014	3873.350448	0.733613		\$ 353,388.16	\$ 259,250	Level I	
PATH-015	2925.186921	0.55403		\$ 353,388.16	\$ 195,788	Level I	
PATH-019	13684.72861	2.591888		\$ 353,388.16	\$ 915,942	Level I	
PATH-02	1974.449862	0.373961		\$ 353,388.16	\$ 132,153	Level I	
PATH-020	11496.76257	2.177487		\$ 362,007.39	\$ 788,266	Level II	
PATH-021	3385.878233	0.641285		\$ 353,388.16	\$ 226,623	Level I	
PATH-022	3994.59376	0.756576		\$ 353,388.16	\$ 267,365	Level I	
PATH-023	7925.3255	1.501057		\$ 353,388.16	\$ 530,456	Level I	
PATH-024	1844.103288	0.349273		\$ 353,388.16	\$ 123,429	Level I	
PATH-025	2102.344585	0.398184		\$ 353,388.16	\$ 140,714	Level I	
PATH-03	2679.427872	0.507484		\$ 353,388.16	\$ 179,339	Level I	
PATH-04	3768.446002	0.713744		\$ 353,388.16	\$ 252,229	Level I	
PATH-05	4605.894579	0.872356		\$ 353,388.16	\$ 308,280	Level I	
PATH-06	6582.19201	1.246667		\$ 353,388.16	\$ 440,557	Level I	
PATH-07	5232.405375	0.991018		\$ 353,388.16	\$ 350,214	Level I	
PATH-09	5425.221409	1.027537		\$ 353,388.16	\$ 363,119	Level I	
PATH-10	402.475222	0.076229		\$ 353,388.16	\$ 26,938	Level I	Pedestrian connection between Park & Ride Facility to Shops at Pembroke Gardens.
PATH-11	5763.320405	1.091573		\$ 379,245.83	\$ 413,974	Level III	
PATH-12	10579.74794	2.003804		\$ 379,245.83	\$ 759,934	Level III	
PATH-13	7431.528503	1.407531		\$ 379,245.83	\$ 533,800	Level III	
PATH-14	5306.91872	1.00513		\$ 379,245.83	\$ 381,192	Level III	
				<b>Total</b>	<b>\$ 8,706,042</b>		

Project Description	Total Quantity	Unit	Adjusted Cost per Unit <sup>(2)</sup>	Cost Per Unit + Adjusted Cost	Total Estimated Cost	Adjustments to be added depending on the priority:			
						Level I	Level II	Level III	
						Inflation Forecast (2.5%)	Inflation Forecast (5.0%)	Inflation Forecast (10%)	
						Short-Term	Mid-Term	Long-Term	
5' Sidewalk Construction (One Side with 4" depth)	1.00	Mile	Cost Per Unit						
			\$ 180,232.85	\$ -	\$ 180,232.85	\$ 180,232.85	\$ 4,505.82	\$ 9,011.64	\$ 18,023.29
			\$ 180,232.85	\$ -	\$ 180,232.85	\$ 180,232.85	\$ 4,505.82	\$ 9,011.64	\$ 18,023.29
						\$ 184,738.67	\$ 189,244.49	\$ 198,256.14	

(1) FDOT Cost Per Mile Models for Long Range Estimating (<https://www.fdot.gov/programmanagement/estimates/documents/costpermilemodels> - Retrieved October 18, 2022)

Project ID	Total Quantity (Feet)	Total Quantity (Miles)	Unit	Cost per Unit	Total Estimated Cost (One Side)	Priority	Total Estimated Cost (Both Sides)	mile	
PED-1	3871.03309	0.733174	Mile	\$ 189,244.49	\$ 138,749	Level II	\$ 277,498	0.733174	
PED-2	1016.465363	0.192519		\$ 184,738.67	\$ 35,566	Level I	\$ 71,131	0.192519	
PED-3	989.300273	0.187373		\$ 184,738.67	\$ 34,615	Level I	\$ 69,230	0.187373	
PED-4	969.788429	0.183678		\$ 184,738.67	\$ 33,932	Level I	\$ 67,865	0.183678	
PED-5	502.602278	0.095193		\$ 184,738.67	\$ 17,586	Level I	\$ 35,172	0.095193	
PED-6	843.029481	0.15967		\$ 184,738.67	\$ 29,497	Level I	\$ 58,994	0.15967	
PED-7	2692.038185	0.509872		\$ 184,738.67	\$ 94,193	Level I	\$ 188,386	0.509872	
PED-8	516.125002	0.097754		\$ 189,244.49	\$ 18,499		\$ 768,276.61	0.097754	
PED-9	2324.724971	0.440303		\$ 189,244.49	\$ 83,325			0.440303	
PED-10	5252.986286	0.994916		\$ 184,738.67	\$ 183,799			0.994916	
PED-12	599.177102	0.113484		\$ 184,738.67	\$ 20,965			0.113484	
PED-13	892.310296	0.169004		\$ 184,738.67	\$ 31,221			0.169004	
PED-14	1327.477684	0.251424		\$ 189,244.49	\$ 47,581			0.251424	
PED-15	3871.065074	0.73318		\$ 189,244.49	\$ 138,750			0.73318	
PED-16	1262.68119	0.239152		\$ 184,738.67	\$ 44,181			0.239152	
PED-17	1830.560724	0.346708		\$ 184,738.67	\$ 64,050			0.346708	
PED-18	4720.934858	0.894145		\$ 189,244.49	\$ 169,212			0.894145	
PED-19	5159.552591	0.977219		\$ 189,244.49	\$ 184,933			0.977219	
PED-20	1593.662448	0.30184		\$ 184,738.67	\$ 55,761			0.30184	
PED-21	1388.169518	0.262919		\$ 184,738.67	\$ 48,571			0.262919	
PED-22	1024.352396	0.194012		\$ 184,738.67	\$ 35,842			0.194012	
PED-23	3973.053712	0.752496		\$ 189,244.49	\$ 142,406			0.752496	
PED-24	3151.7623	0.596944		\$ 184,738.67	\$ 110,279			0.596944	
PED-25	5197.227634	0.984355		\$ 184,738.67	\$ 181,848			0.984355	
PED-26	3919.258904	0.742308		\$ 184,738.67	\$ 137,133			0.742308	
PED-27	4800.627337	0.909239		\$ 184,738.67	\$ 167,972			0.909239	
PED-28	1167.802402	0.221182		\$ 184,738.67	\$ 40,861			0.221182	
PED-29	2932.826639	0.555477		\$ 184,738.67	\$ 102,618			0.555477	
PED-30	5187.597065	0.982531		\$ 184,738.67	\$ 181,511			0.982531	
PED-31	2633.290639	0.498745		\$ 184,738.67	\$ 92,138			0.498745	
PED-32	612.000751	0.115913		\$ 184,738.67	\$ 21,414			0.115913	
PED-33	1834.432538	0.347442		\$ 189,244.49	\$ 65,751			0.347442	
PED-34	2471.027605	0.468013		\$ 189,244.49	\$ 88,569			0.468013	
PED-35	2984.965105	0.565352		\$ 189,244.49	\$ 106,990			0.565352	
PED-36	738.638229	0.139898		\$ 184,738.67	\$ 25,845			0.139898	
PED-39	1856.651177	0.35165		\$ 189,244.49	\$ 66,548			0.35165	
PED-40	274.993723	0.052084		\$ 184,738.67	\$ 9,622			0.052084	
PED-41	4632.279595	0.877354		\$ 189,244.49	\$ 166,034			0.877354	
PED-42	742.939657	0.140713		\$ 189,244.49	\$ 26,629			0.140713	
PED-43	857.369132	0.162386		\$ 184,738.67	\$ 29,999			0.162386	
PED-44	846.613021	0.160349		\$ 184,738.67	\$ 29,623			0.160349	
PED-45	2088.952534	0.395648		\$ 184,738.67	\$ 73,091			0.395648	
PED-46	3340.930581	0.632772		\$ 184,738.67	\$ 116,898			0.632772	
PED-47	1308.169074	0.247767		\$ 184,738.67	\$ 45,772			0.247767	
PED-48	10653.94926	2.017858		\$ 184,738.67	\$ 372,776			2.017858	
PED-49	2623.103004	0.496816		\$ 184,738.67	\$ 91,781			0.496816	
PED-50	4773.157997	0.904036		\$ 184,738.67	\$ 167,010			0.904036	
PED-51	2362.99635	0.447552		\$ 184,738.67	\$ 82,680			0.447552	
PED-52	2641.825571	0.500362		\$ 184,738.67	\$ 92,436			0.500362	
PED-53	2290.122981	0.433749		\$ 184,738.67	\$ 80,130			0.433749	
PED-54	4267.967085	0.808353		\$ 184,738.67	\$ 149,334			0.808353	
PED-55	786.043784	0.148877		\$ 184,738.67	\$ 27,503			0.148877	
PED-56	1352.244139	0.256115		\$ 189,244.49	\$ 48,468			0.256115	
		<b>22.93039</b>			<b>\$ 4,268,361</b>				
							<b>\$ 4,268,361.11</b>	<b>\$ 5,036,638</b>	
						<b>Total</b>	<b>\$ 5,036,637.73</b>	<b>\$ 768,276.61</b>	<b>\$ 5,036,638</b>

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
<b>Project:</b> SIDEWK-O-03-BB			<b>Letting Date:</b> 01/2099		
<b>Description:</b> Sidewalk construction; 5' one side, 4 inch depth					
<b>District:</b> 09	<b>County:</b> 99 DISTRICT/STATE WIDE				
<b>Project Manager:</b> Cost-per-Mile Model/Template					
<b>Version 15-P Project Grand Total</b>			<b>\$180,232.85</b>		
<b>Description:</b> October 2021 Update					
<b>Pay Items</b>					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	2.00			\$3,059.72
101-1	MOBILIZATION	10.00			\$15,604.58
110-1-1	CLEARING & GRUBBING	1.25	AC	\$19,000.00	\$23,750.00
120-1	REGULAR EXCAVATION	322.66	CY	\$7.10	\$2,290.89
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	2,933.33	SY	\$42.00	\$123,199.86
570-1-1	PERFORMANCE TURF	3,121.07	SY	\$1.20	\$3,745.28
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	\$8,582.52	\$8,582.52
<b>Project Unknowns</b>			0.00	%	\$0.00
<b>Design/Build</b>			0.00	%	\$0.00
<b>Version 15-P Project Grand Total</b>			<b>\$180,232.85</b>		

**Table 3.2. Approximate Implementation Cost for a Traffic Calming Measure**

Traffic Calming Measure	Typical Cost for Implementation <sup>(1)</sup>			Comments
	Low (<\$6k)	Medium (\$6k-\$15k)	High (>\$15k)	
<b>Horizontal Deflection</b>				
Lateral Shift		Medium		
Chicane		Medium		Between \$8,000 and \$10,000 for typical small chicane with simple design; as much as \$25,000 for replacement of existing curbing or modifying drainage structures
Realigned Intersection		Medium		
Traffic Circle		Medium		<u>Typical unit cost around \$15,000 with common range between \$10,000 and \$25,000<sup>(2)</sup></u>
Mini-Roundabout		Medium	High	Typical range between \$15,000 and \$60,000
Roundabout			High	Typical range between \$150,000 and \$2 million
<b>Vertical Deflection</b>				
Speed Hump	Low			<u>Typical unit cost ranges between \$2,000 and \$4,000; costs ranging between \$1,000 and \$8,000 have been reported<sup>(3)</sup></u>
Speed Cushion	Low			<u>Typical cost for set of rubber cushions ranges between \$3,000 and \$4,000; for asphalt set, range between \$2,500 and \$6,000<sup>(4)</sup></u>
Speed Table		Medium		Requires more material than speed hump; typical unit cost ranges between \$2,500 and \$8,000
Offset Speed Table		Medium		
Raised Crosswalk		Medium		Typically requires more material than a speed hump; cost ranges between \$4,000 and \$8,000
Raised Intersection			High	Wide range for typical cost – between \$15,000 and \$60,000 (and higher depending on width of intersecting roads and drainage requirements)
<b>Street Width Reduction</b>				
Corner Extension		Medium	High	If drainage is not an issue, typical cost for four corner extensions ranges between \$8,000 and \$12,000; if drainage alteration is required, cost can increase to \$40,000
Choker		Medium	High	Typical cost ranges between \$10,000 and \$25,000, depending on size of choker and drainage considerations
Median Island		Medium	High	<u>Typical cost can range between \$15,000 and \$55,000; cost is direct function of length and width of median island<sup>(5)</sup></u>
On-Street Parking	Low			
Road Diet	Low			Requires pavement markings, signs, and potential reconfiguration or adjustment of signals at intersections
<b>Routing Restriction</b>				
Diagonal Diverter	Low	Medium		Typical cost for single diverter with limited drainage modifications is around \$6,000; costs can vary widely based on size, drainage, materials, and landscaping
Full Closure		Medium	High	Simple closure can cost less than \$10,000; complex closure with drainage modifications can cost as much as \$100,000
Half Closure	Low	Medium	High	Cost can range from \$3,000 for asphalt, pre-cast curb bulb with no drainage modifications to \$40,000 for measure fully integrated into streetscape with poured-in-place concrete corner extensions, landscaping and drainage modifications
Median Barrier & Forced Turn Island	Low	Medium	High	<u>Typical cost can range between \$1,500 and \$20,000, depending on length and width of barrier, construction materials, and landscaping<sup>(6)</sup></u>

<sup>1</sup> Includes costs for design, materials, and construction; does not include right-of-way costs

<sup>2</sup> Source: Seattle WA experience

<sup>3</sup> Source: ITE *Guidelines for the Design and Application of Speed Humps*

<sup>4</sup> Source: ITE Journal article "New Traffic Calming Device of Choice"

<sup>5</sup> Source: Costs for Pedestrian and Bicyclist Infrastructure Improvements, Pedestrian and Bicycle Information Center (PBIC), Robert Wood Johnson Foundation's Active Living Research Program, Federal Highway Administration

<sup>6</sup> Source: Costs for Pedestrian and Bicyclist Infrastructure Improvements

Planning level cost estimation for typical items in TSM&O strategies are provided in the following tables, including basic communications, monitoring devices, adaptive traffic control system, and installing new signals.

Two methods were used to conduct the estimation.<sup>18</sup> Method 1 calculates the total cost of components required for each strategy (cost component x quantity). Component costs are from the FDOT 12-month moving average for item average unit cost, and FHWA's Operations Benefit Cost Analysis (TOPS-BC) tool. Estimate method 2 uses per mile costs developed from Broward Penny Tax project information.

**Table 5-5 Basic communications: Fiber optic network and connection**

Estimate Method	Item	Unit	Qty Per Mile	\$/Unit	Cost Per Mile	Source
1	Fiber Optic (10% slack)	Per Foot	7808	\$3.38	\$148,000	FDOT Historical Cost Data
	Fiber Optic Connection	Each	20	\$810		
	Conduit - Open Trench 10%	Per Foot	528	\$6.19		
	Conduit - Directional Bore 90%	Per Foot	4752	\$18.74		
	Pull and Splice Box	Each	10	\$1,301		
2	Fiber Optic Network	Per Mile	1	\$364,000	\$364,000	Broward Penny Tax projects

Note: Estimate method 1 assumes 96 count fiber, underground, 10% slack, and 10 pull boxes per mile.

Estimate method 2 applied avg per mile costs from Broward Penny Surtax projects.

**Table 5-6 Monitoring devices**

Estimate Method	Item	Unit	Qty Per Mile	\$/Unit	Cost Per Mile	Source
1	CCTV Camera	Each	1	\$6,846	\$74,000	FDOT Historical Cost Data
	MVDS Device	Each	1	\$7,723		
	MVDS Cabinet	Each	1	\$1,268		
	BlueTOAD Device	Each	1	\$6,063		
	BlueTOAD Cabinet	Each	1	\$2,316		
	ITS Cabinet	Each	3	\$7,203		
	Prestress Concrete Pole	Each	3	\$1,318		
	Ethernet Switch	Each	3	\$3,050		
UPS	Each	3	\$5,131			

Note: Assume one (1) CCTV, MVDS, and BlueTOAD device per mile

<sup>18</sup> The cost estimations were prepared in October 2019 and are based on FDOT FY 2018/2019 data and 2018 Broward surtax information.

**Table 5-7 Adaptive Traffic Control System**

Estimate Method	Item	Unit	Qty Per Intersection	\$/Unit	Cost	Source
1	Adaptive System	Each	1	\$85,000	\$178,000	FDOT Historical Cost Data
	ITS Cabinet	Each	1	\$7,203		FDOT Historical Cost Data
	Communication	Each	1	\$770		TOPSBC
	Detection	Each	4	\$4,028		FDOT Historical Cost Data
	System Integration	Each	1	\$50,000		Integration for Adaptive Signal Control System. Price from Pines Blvd LRE
	System Software	Each	1	\$19,000		Adaptive Traffic Control System Software vendor fee, \$19k per intersection. Price from Pines LRE
2	Adaptive Signal Control	Per Mile	1	\$794,000	\$794,000	Broward Penny Tax project

Note: Estimate method 1 shows estimate of per intersection cost.

Estimate method 2 applied avg per mile cost from Broward Penny Surtax projects.

**Table 5-8 New Signal**

Estimate Method	Item	Unit	Qty Per Signal	\$/Unit	Cost Per Intersection	Source
1	Mast arms	Each	4	\$57,622	\$339,000	FDOT Historical Cost Data
	Signal Heads	Each	16	\$1,597		
	Conduit	Per Foot	3000	\$0		
	Pull boxes	Each	10	\$1,301		
	Controller	Each	1	\$29,595		
	Vehicle Detection	Each	4	\$4,028		
	Cabinet	Each	1	\$24,667		

Note: Cost estimate is for per intersection.

Project Description	Total Quantity	Unit	Adjusted Cost per Unit <sup>(2)</sup>	Cost Per Unit + Adjusted Cost	Total Estimated Cost	Adjustments to be added depending on the priority:		
						Level I	Level II	Level III
						Inflation Forecast (2.5%)	Inflation Forecast (5.0%)	Inflation Forecast (10%)
						Short-Term	Mid-Term	Long-Term
Adaptive Traffic Control System	1.00	Intersection	\$ 178,000.00	\$ 53,400.00	\$ 231,400.00	\$ 5,785.00	\$ 11,570.00	\$ 23,140.00
						\$ 237,185.00	\$ 242,970.00	\$ 254,540.00
Fiber optic Network/Connection	1.00	Mile	\$ 364,000.00	\$ 109,200.00	\$ 473,200.00	\$ 11,830.00	\$ 23,660.00	\$ 47,320.00
						\$ 485,030.00	\$ 496,860.00	\$ 520,520.00
Monitoring Devices	1.00	Mile	\$ 74,000.00	\$ 22,200.00	\$ 96,200.00	\$ 2,405.00	\$ 4,810.00	\$ 9,620.00
						\$ 98,605.00	\$ 101,010.00	\$ 105,820.00

30%: 10% Mobilization, 10% MOT & 10% Clearing & Grubbing

Project ID	Total Quantity (Feet)	Total Quantity (Miles)	Unit	Cost per Unit	Total Estimated Cost	Priority
TMSO-01	18680.31577	3.538051807	Mile	\$ 626,340.00	\$ 2,216,023	Level III
TSMO-02	13204.88727	2.50100565	Mile	\$ 626,340.00	\$ 1,566,480	Level III
TSMO-03	13218.375	2.503560226	Mile	\$ 583,635.00	\$ 1,461,165	Level I
TSMO-04	13203.00015	2.500648229	Mile	\$ 597,870.00	\$ 1,495,063	Level II
TSMO-05	13689.48834	2.592789092	Mile	\$ 597,870.00	\$ 1,550,151	Level II
TSMO-06	25072.2404	4.748682331	Mile	\$ 626,340.00	\$ 2,974,290	Level III
TSMO-07	25239.26727	4.780317221	Mile	\$ 597,870.00	\$ 2,858,008	Level II
TSMO-08	15766.72825	2.986218331	Mile	\$ 597,870.00	\$ 1,785,370	Level II
TSMO-09	29902.92484	5.663613965	Mile	\$ 626,340.00	\$ 3,547,348	Level III
TSMO-010	20428.50293	3.869158454	Mile	\$ 597,870.00	\$ 2,313,254	Level II
TSMO-011	19624.5778	3.716895035	Mile	\$ 583,635.00	\$ 2,169,310	Level I
				<b>Total</b>	<b>\$ 23,936,462</b>	



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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0102 1	40	\$974.58	\$14,312,720.54	14,686.000	DA	N	MAINTENANCE OF TRAFFIC
0102 2200	7	\$27.07	\$2,732,529.43	100,945.000	SY	N	SPECIAL DETOUR- TEMPORARY PAVEMENT
0102 2300	5	\$4.26	\$230,710.52	54,115.000	CY	N	SPECIAL DETOUR- TEMPORARY EARTHWORK/BASE
0102 3	8	\$64.51	\$91,599.70	1,420.000	CY	N	COMMERCIAL MATERIAL FOR TEMPORARY DRIVEWAY MAINTENANCE
0102 4 1	11	\$20.37	\$163,640.71	8,033.000	SY	N	PEDESTRIAN OR BICYCLE SPECIAL DETOUR
0102 14	30	\$31.01	\$1,245,064.24	40,144.000	HR	N	TRAFFIC CONTROL OFFICER
0102 30	1	\$.00	\$.01	629.000	EA	N	TEMPORARY HIGHWAY LIGHTING
0102 60	39	\$.21	\$128,953.09	616,351.000	ED	N	WORK ZONE SIGN
0102 61	8	\$10.91	\$79,424.38	7,278.000	EA	N	BUSINESS SIGN
0102 62 12	1	\$1.25	\$1,567.50	1,254.000	ED	N	BARRIER MOUNTED WORK ZONE SIGN- INDEX 700-012
0102 62 13	5	\$.58	\$6,642.53	11,420.000	ED	N	BARRIER MOUNTED WORK ZONE SIGN- INDEX 700-013
0102 71 13	9	\$15.48	\$345,497.17	22,325.000	LF	N	TEMPORARY BARRIER, F&I, LOW PROFILE, CONCRETE
0102 71 15	11	\$6.42	\$425,471.12	66,251.000	LF	N	TEMPORARY BARRIER, F&I, ANCHORED
0102 71 16	6	\$.87	\$14,166.22	16,282.000	LF	N	TEMPORARY BARRIER, F&I, FREE STANDING
0102 71 23	6	\$4.79	\$111,467.27	23,287.000	LF	N	TEMPORARY BARRIER, RELOCATE, LOW PROFILE CONCRETE
0102 71 25	6	\$.47	\$52,172.39	109,941.000	LF	N	TEMPORARY BARRIER, RELOCATE, ANCHORED
0102 71 26	3	\$.01	\$198.77	19,877.000	LF	N	TEMPORARY BARRIER, RELOCATE, FREE STANDING
0102 74 1	39	\$.10	\$336,890.05	3,234,607.000	ED	N	CHANNELIZING DEVICE- TYPES I, II, DI, VP, DRUM, OR LCD
0102 74 8	30	\$.04	\$252,675.91	7,126,917.000	FD	N	CHANNELIZING DEVICE- PEDESTRIAN LCD (LONGITUDINAL CHANNELIZING DEVICE)



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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0102 76	31	\$4.63	\$116,296.80	25,101.000	ED	N	ARROW BOARD / ADVANCE WARNING ARROW PANEL
0102 78 1	2	\$3.63	\$8,181.22	2,254.000	EA	N	TEMPORARY RAISED/RETROREFLECTIVE PAVEMENT MARKER, TYPE D
0102 89 1	13	\$293.97	\$44,683.73	152.000	LO	N	TEMPORARY CRASH CUSHION, REDIRECTIVE OPTION
0102 99	39	\$9.84	\$416,864.23	42,360.000	ED	N	PORTABLE CHANGEABLE MESSAGE SIGN, TEMPORARY
0102104	22	\$7.38	\$187,114.86	25,366.000	ED	N	TEMPORARY SIGNALIZATION AND MAINTENANCE, INTERSECTION
0102107 1	21	\$6.62	\$163,927.98	24,765.000	ED	N	TEMPORARY TRAFFIC DETECTION AND MAINTENANCE, INTERSECTION
0102115	24	\$.26	\$13,114.75	49,528.000	ED	N	TYPE III BARRICADE
0102150 1	4	\$4.57	\$14,220.66	3,114.000	ED	N	PORTABLE REGULATORY, SIGN
0102150 2	5	\$4.76	\$17,699.41	3,719.000	ED	N	RADAR SPEED DISPLAY UNIT
0102913 12	1	\$3,100.00	\$942.40	.304	GM	N	REMOVABLE TAPE, BLACK, 10'-30', 3'-9', 6'-10', or 2'-4' SKIP
0102913 21	6	\$8,331.84	\$42,534.02	5.105	GM	N	REMOVABLE TAPE, WHITE, SOLID 6"
0102913 22	2	\$3,331.21	\$1,372.46	.412	GM	N	REMOVABLE TAPE, WHITE, 10'-30', 3'-9', 6'-10', or 2'-4' SKIP, 6" WIDE
0102913 23	4	\$10.12	\$9,914.38	980.000	LF	N	REMOVABLE TAPE, WHITE, 24" STOP BAR
0102913 24	4	\$2.11	\$3,249.53	1,540.000	LF	N	REMOVABLE TAPE, WHITE, 12" CROSSWALK
0102913 29	3	\$136.24	\$3,406.02	25.000	EA	N	REMOVABLE TAPE, WHITE, MESSAGE, SYMBOL OR ARROW
0102913 31	5	\$9,953.73	\$65,137.18	6.544	GM	N	REMOVABLE TAPE, YELLOW, SOLID, 6"
0104 10 3	28	\$1.33	\$457,010.54	344,309.000	LF	N	SEDIMENT BARRIER
0104 11	14	\$10.92	\$219,987.54	20,151.000	LF	N	FLOATING TURBIDITY BARRIER
0104 12	4	\$6.02	\$39,218.50	6,511.000	LF	N	STAKED TURBIDITY BARRIER- NYLON REINFORCED PVC
0104 15	1	\$3,794.31	\$11,382.93	3.000	EA	N	SOIL TRACKING PREVENTION DEVICE



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0104 18	36	\$126.80	\$194,517.06	1,534.000	EA	N	INLET PROTECTION SYSTEM
0107 1	23	\$32.85	\$254,969.05	7,760.640	AC	N	LITTER REMOVAL
0107 2	23	\$49.77	\$218,271.58	4,385.190	AC	N	MOWING
0108 1	27	\$14,503.94	\$420,614.37	29.000	EA	N	MONITOR EXISTING STRUCTURES- INSPECTION AND SETTLEMENT MONITORING
0108 2	19	\$13,691.21	\$273,824.22	20.000	EA	N	MONITOR EXISTING STRUCTURES- VIBRATION MONITORING
0108 3	1	\$1.00	\$1.00	1.000	EA	N	MONITOR EXISTING STRUCTURES- GROUNDWATER MONITORING
0110 1 1	35	\$35,413.04	\$8,948,167.09	252.680	AC	N	CLEARING & GRUBBING
0110 2 2	8	\$50,980.82	\$511,847.39	10.040	AC	N	SELECTIVE CLEARING AND GRUBBING, AREAS WITH TREES TO REMAIN
0110 3	3	\$18.81	\$398,008.00	21,158.000	SF	N	REMOVAL OF EXISTING STRUCTURES/BRIDGES
0110 4 10	35	\$20.80	\$2,028,022.07	97,521.000	SY	N	REMOVAL OF EXISTING CONCRETE
0110 7 1	8	\$260.28	\$46,589.90	179.000	EA	N	MAILBOX, F&I SINGLE
0110 21	19	\$7.26	\$352,542.39	48,532.000	LF	N	TREE PROTECTION BARRIER
0110 22	17	\$714.66	\$491,683.56	688.000	EA	N	TREE ROOT AND BRANCH PRUNING
0110 23	7	\$534.85	\$232,661.31	435.000	EA	N	TREE REMOVAL
0110 71 1	1	\$75.00	\$17,775.00	237.000	LF	N	BRIDGE FENDER SYSTEM, REMOVAL & DISPOSAL
0120 1	30	\$10.88	\$2,611,505.70	239,968.100	CY	N	REGULAR EXCAVATION
0120 2 2	3	\$120.19	\$9,639.50	80.200	CY	N	BORROW EXCAVATION, TRUCK MEASURE
0120 4	9	\$19.10	\$225,669.75	11,813.700	CY	N	SUBSOIL EXCAVATION
0120 5	2	\$187.82	\$73,852.60	393.200	CY	N	CHANNEL EXCAVATION



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0120 6	29	\$36.68	\$5,703,829.12	155,491.200	CY	N	EMBANKMENT
0120 71	3	\$3,876.33	\$11,629.00	3.000	LS	N	REGULAR EXCAVATION (3-R PROJECTS ONLY)
0121 70	1	\$150.00	\$92,400.00	616.000	CY	N	FLOWABLE FILL
0145 1	1	\$5.04	\$36,479.52	7,238.000	SF	N	GEOSYNTHETIC REINFORCED SOIL SLOPE
0145 2	2	\$5.66	\$28,035.54	4,949.000	SY	N	GEOSYNTHETIC REINFORCED FOUNDATION OVER SOFT SOIL
0160 4	22	\$3.22	\$1,305,696.21	405,744.000	SY	N	TYPE B STABILIZATION
0285701	8	\$17.32	\$251,711.72	14,531.000	SY	N	OPTIONAL BASE, BASE GROUP 01
0285702	2	\$11.94	\$581,348.62	48,701.000	SY	N	OPTIONAL BASE, BASE GROUP 02
0285704	8	\$30.38	\$501,056.27	16,492.000	SY	N	OPTIONAL BASE, BASE GROUP 04
0285706	6	\$17.81	\$1,649,913.07	92,640.000	SY	N	OPTIONAL BASE, BASE GROUP 06
0285707	2	\$23.27	\$72,889.88	3,133.000	SY	N	OPTIONAL BASE, BASE GROUP 07
0285709	7	\$24.79	\$772,199.13	31,154.000	SY	N	OPTIONAL BASE, BASE GROUP 09
0285710	3	\$23.81	\$2,964,363.17	124,486.000	SY	N	OPTIONAL BASE, BASE GROUP 10
0285711	9	\$29.54	\$1,546,239.58	52,341.000	SY	N	OPTIONAL BASE, BASE GROUP 11
0285712	2	\$45.24	\$185,204.70	4,094.000	SY	N	OPTIONAL BASE, BASE GROUP 12
0285713	2	\$31.90	\$227,248.20	7,124.000	SY	N	OPTIONAL BASE, BASE GROUP 13
0285715	4	\$57.88	\$855,709.86	14,783.000	SY	N	OPTIONAL BASE, BASE GROUP 15
0286 1	7	\$36.58	\$113,245.37	3,096.000	SY	N	TURNOUT CONSTRUCTION/DRIVEWAY BASE- OPTIONAL MATERIALS
0286 2	2	\$258.88	\$53,406.60	206.300	TN	N	TURNOUT CONSTRUCTION-ASPHALT/DRIVEWAY BASE- ASPHALT MATERIAL



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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0327 70 1	6	\$1.50	\$195,385.96	129,825.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH
0327 70 2	1	\$3.15	\$87,409.35	27,749.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 3 1/2" AVG DEPTH
0327 70 3	1	\$4.26	\$15,293.40	3,590.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 4 1/2" AVG DEPTH
0327 70 4	6	\$1.57	\$897,996.48	571,273.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 3" AVG DEPTH
0327 70 5	5	\$2.72	\$418,401.88	153,995.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH
0327 70 6	22	\$2.77	\$2,222,854.12	803,739.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 1 1/2" AVG DEPTH
0327 70 8	1	\$2.98	\$3,435.94	1,153.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 2 1/2" AVG DEPTH
0327 70 10	1	\$4.46	\$11,551.40	2,590.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 5" AVG DEPTH
0327 70 11	4	\$2.28	\$659,296.22	288,934.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 2 1/4" AVG DEPTH
0327 70 12	8	\$1.80	\$476,350.13	264,573.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 1 1/4" AVG DEPTH
0327 70 15	2	\$4.49	\$15,353.94	3,419.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 2 3/4" AVG DEPTH
0327 70 16	1	\$2.00	\$35,948.00	17,974.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 1/2" AVG DEPTH
0327 70 17	2	\$3.25	\$26,686.10	8,213.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 3 1/4" AVG DEPTH
0327 70 19	1	\$36.96	\$10,607.52	287.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 3/4" AVG DEPTH
0327 70 20	2	\$3.61	\$67,563.20	18,734.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 3 3/4" AVG DEPTH
0327 70 34	1	\$15.00	\$10,875.00	725.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 8" AVG DEPTH
0334 1 12	11	\$125.21	\$4,002,260.18	31,964.500	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC B
0334 1 13	17	\$127.91	\$3,406,306.70	26,629.600	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC C
0334 1 15	3	\$153.53	\$623,704.55	4,062.300	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC E
0334 1 52	2	\$127.42	\$2,144,339.00	16,829.000	TN	N	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, PG76-22



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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0334 1 53	7	\$158.70	\$1,041,240.20	6,561.100	TN	N	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG76-22
0334 1 55	4	\$133.74	\$7,072,747.70	52,884.700	TN	N	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC E, PG76-22
0334 1 56	1	\$208.98	\$329,770.44	1,578.000	TN	N	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, HIGH POLYMER
0337 7 25	6	\$155.17	\$3,623,126.65	23,348.800	TN	N	ASPHALT CONCRETE FRICTION COURSE, INC BIT, FC-5, PG 76-22
0337 7 26	1	\$125.00	\$818,212.50	6,545.700	TN	N	ASPHALT CONCRETE FRICTION COURSE, INC BIT, FC-5, HIGH POLYMER
0337 7 80	3	\$163.91	\$997,447.12	6,085.300	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-9.5, PG 76-22
0337 7 81	5	\$164.88	\$2,593,313.60	15,728.500	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, PG 76-22
0337 7 82	7	\$137.27	\$3,108,972.66	22,648.100	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22
0337 7 83	17	\$166.24	\$10,118,295.08	60,866.700	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-12.5, PG 76-22
0337 7 88	1	\$149.04	\$93,954.82	630.400	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC E, FC-12.5, PG 76-22
0337 7 91	1	\$179.61	\$299,733.17	1,668.800	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, HIGH POLYMER
0339 1	13	\$216.67	\$1,101,677.11	5,084.700	TN	N	MISCELLANEOUS ASPHALT PAVEMENT
0350 3 5	1	\$194.00	\$178,868.00	922.000	SY	N	PLAIN CEMENT CONCRETE PAVEMENT, 8"
0350 3 9	1	\$130.00	\$159,510.00	1,227.000	SY	N	PLAIN CEMENT CONCRETE PAVEMENT, 10"
0350 30 13	2	\$89.83	\$38,716.88	431.000	SY	N	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH
0400 0 11	4	\$765.77	\$45,104.12	58.900	CY	N	CONCRETE CLASS NS, GRAVITY WALL INDEX 400-011
0400 2 1	1	\$1,400.00	\$11,200.00	8.000	CY	N	CONCRETE CLASS II, CULVERTS
0400 2 4	1	\$875.00	\$800,887.50	915.300	CY	N	CONC CLASS II, BRIDGE SUPERSTRUCTURE
0400 2 10	3	\$615.30	\$269,069.56	437.300	CY	N	CONCRETE CLASS II, APPROACH SLABS



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0400 2 11	1	\$1,009.65	\$432,937.92	428.800	CY	N	CONCRETE CLASS II, RETAINING WALLS
0400 4 5	2	\$1,139.83	\$266,606.71	233.900	CY	N	CONCRETE CLASS IV, BRIDGE SUBSTRUCTURE
0400 4 8	3	\$907.38	\$1,508,789.36	1,662.800	CY	N	CONC CLASS IV, BULKHEAD
0400 4 11	2	\$1,184.13	\$51,864.70	43.800	CY	N	CONC CLASS IV, RETAINING WALLS
0400 4 25	1	\$1,525.00	\$530,852.50	348.100	CY	N	CONCRETE CLASS IV, MASS, SUBSTRUCTURE
0400 7 1	1	\$10.50	\$36,057.00	3,434.000	SY	N	BRIDGE DECK GROOVING
0400 9 1	1	\$10.50	\$36,057.00	3,434.000	SY	N	BRIDGE DECK PLANING
0400142 3	1	\$30.00	\$330,840.00	11,028.000	SF	N	CATHODIC PROTECTION SYSTEM, ZINC ALUMINUM SPRAY
0400143	2	\$3.00	\$927,375.00	309,125.000	SF	N	CLEANING & COATING CONCRETE SURFACE, CLASS 5
0400147	1	\$1,800.00	\$40,680.00	22.600	CF	N	COMPOSITE NEOPRENE PADS
0401 70 2	1	\$850.00	\$6,800.00	8.000	CF	N	RESTORE SPALLED AREAS, LATEX MODIFIED MORTAR- STYRENE BUTADIENE
0401 70 7	2	\$221.19	\$1,501,274.33	6,787.400	CF	N	RESTORE SPALLED AREAS, SHOTCRETE
0411 1	3	\$452.94	\$27,629.30	61.000	GA	N	EPOXY MATERIAL FOR CRACK INJECTION- STRUCTURES REHAB
0411 2	3	\$108.39	\$369,229.82	3,406.500	LF	N	CRACKS INJECT & SEAL- STRUCTURES REHAB
0415 1 1	2	\$2.70	\$4,506.58	1,668.000	LB	N	REINFORCING STEEL- ROADWAY
0415 1 3	3	\$3.04	\$135,314.53	44,526.000	LB	N	REINFORCING STEEL- RETAINING WALL
0415 1 4	1	\$1.46	\$228,875.44	156,764.000	LB	N	REINFORCING STEEL - BRIDGE SUPERSTRUCTURE
0415 1 5	2	\$1.46	\$162,275.96	110,881.000	LB	N	REINFORCING STEEL- BRIDGE SUBSTRUCTURE
0415 1 8	3	\$1.64	\$205,381.45	125,430.000	LB	N	REINFORCING STEEL- BULKHEAD



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0415 1 9	2	\$1.46	\$112,634.86	76,916.000	LB	N	REINFORCING STEEL- APPROACH SLABS
0425 1201	10	\$6,240.99	\$131,060.80	21.000	EA	N	INLETS, CURB, TYPE 9, <10'
0425 1202	1	\$18,341.45	\$18,341.45	1.000	EA	N	INLETS, CURB, TYPE 9, >10'
0425 1203	2	\$7,014.08	\$14,028.16	2.000	EA	N	INLETS, CURB, TYPE 9, J BOT, <10'
0425 1205	1	\$8,555.00	\$17,110.00	2.000	EA	N	INLETS, CURB, TYPE 9, PARTIAL
0425 1211	1	\$5,112.25	\$5,112.25	1.000	EA	N	INLETS, CURB, TYPE 10, <10'
0425 1311	5	\$8,253.22	\$74,278.97	9.000	EA	N	INLETS, CURB, TYPE P-1, <10'
0425 1319	1	\$5,190.00	\$15,570.00	3.000	EA	N	INLETS, CURB TYPE P-1, MODIFY
0425 1321	3	\$8,453.67	\$25,361.00	3.000	EA	N	INLETS, CURB, TYPE P-2, <10'
0425 1329	1	\$8,443.00	\$8,443.00	1.000	EA	N	INLETS, CURB TYPE P-2, MODIFY
0425 1331	3	\$7,490.78	\$104,870.93	14.000	EA	N	INLETS, CURB, TYPE P-3, <10'
0425 1341	2	\$7,637.33	\$76,373.26	10.000	EA	N	INLETS, CURB, TYPE P-4, <10'
0425 1342	1	\$10,651.10	\$10,651.10	1.000	EA	N	INLETS, CURB, TYPE P-4, >10'
0425 1351	10	\$6,559.19	\$413,229.10	63.000	EA	N	INLETS, CURB, TYPE P-5, <10'
0425 1355	4	\$6,097.39	\$85,363.51	14.000	EA	N	INLETS, CURB, TYPE P-5, PARTIAL
0425 1359	1	\$6,230.00	\$6,230.00	1.000	EA	N	INLETS, CURB, TYPE P-5, MODIFY
0425 1361	9	\$6,664.39	\$253,246.69	38.000	EA	N	INLETS, CURB, TYPE P-6, <10'
0425 1362	1	\$8,798.35	\$8,798.35	1.000	EA	N	INLETS, CURB, TYPE P-6, >10'
0425 1365	3	\$6,256.86	\$131,394.05	21.000	EA	N	INLETS, CURB, TYPE P-6, PARTIAL
0425 1411	1	\$17,894.60	\$17,894.60	1.000	EA	N	INLETS, CURB TYPE J-1, <10'



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0425 1431	1	\$10,789.09	\$10,789.09	1.000	EA	N	INLETS, CURB, TYPE J-3, <10'
0425 1441	1	\$11,465.18	\$11,465.18	1.000	EA	N	INLETS, CURB, TYPE J-4, <10'
0425 1451	7	\$9,667.52	\$125,677.82	13.000	EA	N	INLETS, CURB, TYPE J-5, <10'
0425 1459	1	\$6,872.71	\$6,872.71	1.000	EA	N	INLETS, CURB, TYPE J-5, MODIFY
0425 1461	6	\$9,814.89	\$147,223.32	15.000	EA	N	INLETS, CURB, TYPE J-6, <10'
0425 1481	1	\$6,260.65	\$6,260.65	1.000	EA	N	INLETS, CURB, TYPE 8, <10'
0425 1501	1	\$3,147.41	\$3,147.41	1.000	EA	N	INLETS, DT BOT, TYPE A, <10'
0425 1511	1	\$9,571.58	\$9,571.58	1.000	EA	N	INLETS, DT BOT, TYPE B, <10'
0425 1521	8	\$5,016.35	\$331,079.18	66.000	EA	N	INLETS, DT BOT, TYPE C, <10'
0425 1523	3	\$5,730.50	\$68,765.99	12.000	EA	N	INLETS, DT BOT, TYPE C, JBOT, <10'
0425 1524	1	\$5,500.00	\$5,500.00	1.000	EA	N	INLETS, DT BOT, TYPE C, JBOT, >10'
0425 1525	2	\$2,558.66	\$23,027.95	9.000	EA	N	INLETS, DITCH BOTTOM, TYPE C, PARTIAL
0425 1529	1	\$11,800.00	\$11,800.00	1.000	EA	N	INLETS, DT BOT, TYPE C, MODIFY
0425 1531	1	\$3,196.55	\$6,393.10	2.000	EA	N	INLETS, DITCH BOTTOM, TYPE C MODIFIED- BACK OF SIDEWALK, <10'
0425 1541	5	\$5,017.63	\$150,528.97	30.000	EA	N	INLETS, DT BOT, TYPE D, <10'
0425 1543	2	\$6,588.80	\$19,766.40	3.000	EA	N	INLETS, DITCH BOTTOM, TYPE D, J BOT, <10'
0425 1544	1	\$10,783.27	\$10,783.27	1.000	EA	N	INLETS, DITCH BOTTOM, TYPE D, J BOT, >10'
0425 1545	2	\$3,235.00	\$6,470.00	2.000	EA	N	INLETS, DITCH BOTTOM, TYPE D, PARTIAL
0425 1549	1	\$14,000.00	\$56,000.00	4.000	EA	N	INLETS, DT BOT, TYPE D, MODIFY
0425 1561	1	\$3,350.00	\$13,400.00	4.000	EA	N	INLETS, DT BOT, TYPE F, <10'



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0425 1563	1	\$7,320.00	\$21,960.00	3.000	EA	N	INLETS, DITCH BOTTOM, TYPE F, J BOT, <10'
0425 1564	1	\$5,500.00	\$5,500.00	1.000	EA	N	INLETS, DITCH BOTTOM, TYPE F, J BOT, >10'
0425 1581	1	\$7,269.67	\$36,348.35	5.000	EA	N	INLETS, DT BOT, TYPE H, <10'
0425 1589	1	\$32,807.66	\$229,653.62	7.000	EA	N	INLETS, DT BOT, TYPE H, MODIFY
0425 1701	4	\$6,089.90	\$66,988.87	11.000	EA	N	INLETS, GUTTER, TYPE S, <10'
0425 1711	4	\$6,547.61	\$65,476.06	10.000	EA	N	INLETS, GUTTER, TYPE V, <10'
0425 1713	2	\$10,097.54	\$20,195.07	2.000	EA	N	INLETS, GUTTER, TYPE V, J BOT, <10'
0425 1715	2	\$5,324.27	\$10,648.54	2.000	EA	N	INLETS, GUTTER, TYPE V, PARTIAL
0425 1719	1	\$4,284.00	\$4,284.00	1.000	EA	N	INLETS, GUTTER, TYPE V, MODIFY
0425 1782	1	\$10,000.00	\$10,000.00	1.000	EA	N	INLETS, MEDIAN BARRIER, TYPE 1, >10'
0425 1790	1	\$4,386.34	\$109,658.50	25.000	EA	N	INLETS, MEDIAN BARRIER, TYPE 2, < =10'
0425 1793	1	\$7,466.75	\$22,400.25	3.000	EA	N	INLETS, MEDIAN BARRIER, TYPE 2, J BOT, <10'
0425 1881	1	\$6,349.27	\$50,794.16	8.000	EA	N	INLETS, BARRIER WALL, RIGID, CURB & GUTTER, <=10'
0425 1883	1	\$11,324.86	\$11,324.86	1.000	EA	N	INLETS, BARRIER WALL, RIGID, CURB & GUTTER, J BOT<10'
0425 1910	4	\$4,895.30	\$259,451.00	53.000	EA	N	INLETS, CLOSED FLUME
0425 1921	4	\$6,728.92	\$134,578.46	20.000	EA	N	INLETS, ADJACENT BARRIER, <=10'
0425 1922	1	\$8,058.44	\$16,116.88	2.000	EA	N	INLETS, ADJACENT BARRIER, >10'
0425 1923	2	\$6,988.40	\$34,941.98	5.000	EA	N	INLETS, ADJACENT BARRIER, J BOTTOM, < 10'
0425 1924	1	\$9,946.67	\$9,946.67	1.000	EA	N	INLETS, ADJACENT BARRIER, J BOTTOM, >10'
0425 2 41	14	\$6,887.25	\$268,602.89	39.000	EA	N	MANHOLES, P-7, <10'



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0425 2 43	8	\$3,829.59	\$61,273.38	16.000	EA	N	MANHOLES, P-7, PARTIAL
0425 2 61	10	\$5,746.74	\$172,402.29	30.000	EA	N	MANHOLES, P-8, <10'
0425 2 63	3	\$3,511.94	\$14,047.74	4.000	EA	N	MANHOLES, P-8, PARTIAL
0425 2 71	6	\$5,989.26	\$59,892.57	10.000	EA	N	MANHOLES, J-7, <10'
0425 2 73	1	\$7,494.00	\$7,494.00	1.000	EA	N	MANHOLES, J-7, PARTIAL
0425 2 91	4	\$9,495.46	\$66,468.19	7.000	EA	N	MANHOLES, J-8, <10'
0425 2 93	1	\$2,717.91	\$5,435.82	2.000	EA	N	MANHOLES, J-8, PARTIAL
0425 3 41	1	\$6,091.49	\$6,091.49	1.000	EA	N	JUNCTION BOX, DRAINAGE, P-7, <10'
0425 3 43	1	\$5,250.19	\$5,250.19	1.000	EA	N	JUNCTION BOX, DRAINAGE, P-7, PARTIAL
0425 4	3	\$902.62	\$2,707.87	3.000	EA	N	INLETS, ADJUST
0425 5	19	\$954.28	\$262,427.77	275.000	EA	N	MANHOLE, ADJUST
0425 5 1	10	\$843.04	\$106,222.88	126.000	EA	N	MANHOLE, ADJUST, UTILITIES
0425 6	17	\$450.21	\$346,213.25	769.000	EA	N	VALVE BOXES, ADJUST
0425 7	1	\$1,020.00	\$9,180.00	9.000	EA	N	MANHOLE COVER- REPLACE
0425 11	4	\$737.45	\$29,498.18	40.000	EA	N	MODIFY EXISTING DRAINAGE STRUCTURE
0425 82	1	\$900.00	\$1,800.00	2.000	EA	N	REPLACE GRATE
0430173118	1	\$282.12	\$10,438.44	37.000	LF	N	PIPE CULVERT OPTIONAL MATERIAL, ROUND, 18", GUTTER DRAIN
0430174112	1	\$86.65	\$4,159.20	48.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 12"SD
0430174115	2	\$190.17	\$5,705.04	30.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 15"SD
0430174118	4	\$127.64	\$267,157.61	2,093.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"SD



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0430174124	4	\$201.68	\$50,822.99	252.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"SD
0430174130	1	\$219.52	\$8,341.76	38.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 30"SD
0430174136	2	\$649.27	\$7,791.22	12.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 36"SD
0430174218	1	\$1,529.73	\$6,118.92	4.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, OTHER SHAPE - ELLIP/ARCH, 18"SD
0430174230	1	\$2,405.06	\$4,810.12	2.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, OTHER SHAPE - ELLIP/ARCH, 30"SD
0430174236	1	\$2,760.23	\$5,520.46	2.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, OTHER SHAPE - ELLIP/ARCH, 36"SD
0430174248	1	\$748.83	\$5,990.64	8.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, OTHER-ELIP/ARCH, 48"SD
0430175112	3	\$162.84	\$5,210.72	32.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 12"S/CD
0430175115	13	\$176.86	\$121,325.15	686.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 15"S/CD
0430175118	18	\$118.47	\$1,923,983.29	16,240.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"S/CD
0430175124	9	\$117.83	\$598,824.12	5,082.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"S/CD
0430175130	5	\$169.90	\$127,768.18	752.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 30"S/CD
0430175136	5	\$215.74	\$174,530.16	809.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 36"S/CD
0430175142	3	\$297.36	\$128,457.48	432.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 42"S/CD
0430175148	1	\$1,976.03	\$15,808.24	8.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 48"S/CD
0430175215	1	\$106.00	\$848.00	8.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, OTHER-ELIP/ARCH, 15"S/CD
0430175218	8	\$163.03	\$96,023.24	589.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, OTHER-ELIP/ARCH, 18"S/CD



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0430175236	1	\$340.14	\$32,653.44	96.000	LF	N	PIPE CULVERT, OPT MATERIAL, OTHER SHAPE - ELIP/ARCH, 36"S/CD
0430518100	1	\$3,688.52	\$11,065.56	3.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 18", SINGLE, 0 DEGREES, ROUND
0430524100	1	\$4,367.65	\$8,735.30	2.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 24", SINGLE, 0 DEGREES, ROUND
0430530100	1	\$9,770.00	\$19,540.00	2.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 30", SINGLE, 0 DEGREES, ROUND
0430536100	1	\$5,618.86	\$16,856.58	3.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 36", SINGLE, 0 DEGREES, ROUND
0430542100	1	\$11,900.00	\$11,900.00	1.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 42", SINGLE, 0 DEGREES, ROUND
0430610125	1	\$4,103.52	\$8,207.04	2.000	EA	N	U-ENDWALL, INDEX261/430-011, 1:4 SLOPE, 18"PIPE
0430611025	1	\$4,235.95	\$4,235.95	1.000	EA	N	U-ENDWALL, INDEX 261/430-011, BAFFLES, 1:6 SLOPE, 18"PIPE
0430611125	1	\$3,644.19	\$21,865.14	6.000	EA	N	U-ENDWALL WITH BAFFLES, INDEX 261/430-011, 1:4 SLOPE, 18"PIPE
0430611129	1	\$4,427.77	\$17,711.08	4.000	EA	N	U-ENDWALL WITH BAFFLES, INDEX 261/430-011, 1:4 SLOPE, 24"PIPE
0430611225	1	\$3,075.00	\$21,525.00	7.000	EA	N	U-ENDWALL WITH BAFFLES, INDEX 261/430-011, 1:3 SLOPE, 18"PIPE
0430611325	1	\$3,155.24	\$3,155.24	1.000	EA	N	U-ENDWALL WITH BAFFLES, INDEX 261/430-011, 1:2 SLOPE, 18"PIPE
0430613325	1	\$10,517.62	\$10,517.62	1.000	EA	N	U-ENDWALL, WITH BAFFLES & GRATE, INDEX 261/430-011,1:2 SLOPE,18"PIPE
0430830	6	\$240.83	\$41,903.86	174.000	CY	N	PIPE FILLING AND PLUGGING- PLACE OUT OF SERVICE
0430886 60	1	\$10,219.05	\$30,657.15	3.000	EA	N	MANATEE GRATE FOR 60" OR GREATER PIPE, UNHINGED
0430950	2	\$297.57	\$434,748.80	1,461.000	CY	N	DESILTING CONCRETE BOX CULVERT
0430963 1	2	\$62.44	\$2,810.00	45.000	LF	N	PVC PIPE FOR BACK OF SIDEWALK, 4"
0430982125	1	\$3,850.00	\$11,550.00	3.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 18" CD
0430982129	1	\$4,000.00	\$4,000.00	1.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 24" CD



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0430982625	1	\$4,400.00	\$17,600.00	4.000	EA	N	MITERED END SECTION, OPTIONAL - ELLIPTICAL / ARCH, 18" CD
0430984125	1	\$5,035.17	\$5,035.17	1.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 18" SD
0433 1	1	\$2,500.00	\$10,000.00	4.000	EA	N	CHEMICAL GROUT REPAIR, MANHOLE / INLET
0436 1 1	4	\$235.02	\$68,155.84	290.000	LF	N	TRENCH DRAIN, STANDARD
0443 70 3	2	\$205.12	\$402,865.44	1,964.000	LF	N	FRENCH DRAIN, 18"
0443 70 4	4	\$200.45	\$283,637.88	1,415.000	LF	N	FRENCH DRAIN, 24"
0443 70 5	1	\$318.28	\$26,098.96	82.000	LF	N	FRENCH DRAIN, 30"
0450 2 36	1	\$410.00	\$1,476,000.00	3,600.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 36"
0451 70	1	\$7,500.00	\$307,500.00	41.000	EA	N	PREST SOIL ANCHORS
0451 70 1	1	\$4,600.00	\$18,400.00	4.000	EA	N	PRESTRESSED SOIL ANCHOR, PERFORMANCE TEST
0451 70 2	1	\$2,300.00	\$4,600.00	2.000	EA	N	PRESTRESSED SOIL ANCHOR, CREEP TEST
0455 34 2	1	\$250.00	\$308,500.00	1,234.000	LF	N	PRESTRESSED CONCRETE PILING, 14" SQ.
0455 34 3	1	\$195.00	\$540,930.00	2,774.000	LF	N	PRESTRESSED CONCRETE PILING, 18" SQ
0455 34 5	1	\$235.00	\$539,560.00	2,296.000	LF	N	PRESTRESSED CONCRETE PILING, 24" SQ
0455 35 11	1	\$.01	\$4.74	474.000	LF	N	STEEL PILING, HP 12 X 74
0455 35 14	1	\$379.08	\$46,247.76	122.000	LF	N	STEEL PILING, HP 16 X 141
0455 76	1	\$700.00	\$2,800.00	4.000	EA	N	WRAP PILE CLUSTERS
0455133 2	1	\$10.19	\$881,003.03	86,432.000	SF	N	SHEET PILING STEEL, TEMPORARY-CRITICAL
0455133 3	4	\$79.50	\$13,528,330.00	170,160.000	SF	N	SHEET PILING STEEL, F&I PERMANENT
0455143 3	1	\$283.00	\$49,808.00	176.000	LF	N	TEST PILES-PRESTRESSED CONCRETE, 18" SQ



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0455143 5	1	\$272.00	\$52,768.00	194.000	LF	N	TEST PILES-PRESTRESSED CONCRETE, 24" SQ
0457 2221	1	\$1,625.00	\$786,500.00	484.000	LF	N	CATHODIC PROTECTION INTEGRAL PILE JACKET, STRUCTURAL, 16.1-30.", GALVANIC SYSTEM
0458 1 11	2	\$61.28	\$33,521.66	547.000	LF	N	BRIDGE DECK EXPANSION JOINT, NEW CONSTRUCTION, F&I POURED JOINT WITH BACKER ROD
0458 1 21	1	\$65.23	\$15,524.74	238.000	LF	N	BRIDGE DECK EXPANSION JOINT, REHABILITATION, POURED JOINT WITH BACKER ROD
0458 2	1	\$706.22	\$1,412.44	2.000	CF	N	POLYMER NOSING FOR BRIDGE DECK EXPANSION JOINT
0459 71	1	\$20.00	\$13,480.00	674.000	SY	N	PILES, POLYETHYLENE SHEETING
0460 7	1	\$258.11	\$181,967.55	705.000	SF	N	PREFABRICATED STEEL PEDESTRIAN BRIDGE
0465 3 50	1	\$6,000.00	\$36,000.00	6.000	EA	N	MOVABLE BRIDGE COUNTERWEIGHT, ADJUST
0465 20	1	\$122.15	\$75,000.00	614.000	DA	N	MOVABLE BRIDGE- PREVENTATIVE MAINTENANCE & ROUTINE REPAIR
0465 21	1	\$700.00	\$214,900.00	307.000	DA	N	MOVABLE BRIDGE OPERATOR
0470 1	1	\$.01	\$.12	12.100	MB	N	TREATED TIMBER, STRUCTURAL
0471 1 2	1	\$20,000.00	\$166,000.00	8.300	MB	N	FENDER SYSTEM, PLASTIC MARINE LUMBER, NON-REINFORCED
0510 1	1	\$60,000.00	\$60,000.00	1.000	LS	N	NAVIGATION LIGHTS- FIXED BRIDGE, SYSTEM
0515 1 1	1	\$90.00	\$4,230.00	47.000	LF	N	PIPE HANDRAIL - GUIDERAIL, STEEL
0515 1 2	8	\$59.00	\$59,410.44	1,007.000	LF	N	PIPE HANDRAIL - GUIDERAIL, ALUMINUM
0515 2211	2	\$156.77	\$30,726.50	196.000	LF	N	PEDESTRIAN / BICYCLE RAILING, STEEL, 42" TYPE 1
0515 2311	3	\$78.40	\$136,888.18	1,746.000	LF	N	PEDESTRIAN/ BICYCLE RAILING, ALUMINUM ONLY, 42" TYPE 1



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0515 4 2	1	\$64.00	\$6,720.00	105.000	LF	N	BULLET RAIL, DOUBLE RAIL
0520 1 7	3	\$29.38	\$44,973.60	1,531.000	LF	N	CONCRETE CURB & GUTTER, TYPE E
0520 1 10	30	\$24.04	\$2,795,296.07	116,296.000	LF	N	CONCRETE CURB & GUTTER, TYPE F
0520 2 2	2	\$24.34	\$15,844.00	651.000	LF	N	CONCRETE CURB, TYPE B
0520 2 4	13	\$25.48	\$102,206.42	4,011.000	LF	N	CONCRETE CURB, TYPE D
0520 2 8	2	\$27.49	\$12,177.49	443.000	LF	N	CONCRETE CURB, TYPE RA
0520 2 10	1	\$21.30	\$2,769.00	130.000	LF	N	CONCRETE CURB, TOLL HEADER CURB
0520 3	2	\$17.05	\$4,553.55	267.000	LF	N	VALLEY GUTTER- CONCRETE
0520 5 11	1	\$14.70	\$1,249.50	85.000	LF	N	TRAFFIC SEPARATOR CONCRETE-TYPE I, 4' WIDE
0520 5 12	1	\$10.40	\$613.60	59.000	LF	N	TRAFFIC SEPARATOR CONCRETE-TYPE I, 6' WIDE
0520 5 41	10	\$44.47	\$319,785.66	7,191.000	LF	N	TRAFFIC SEPARATOR CONCRETE- TYPE IV, 4' WIDE
0520 5 42	1	\$80.00	\$6,240.00	78.000	LF	N	TRAFFIC SEPARATOR CONCRETE- TYPE IV, 6' WIDE
0520 6	4	\$35.01	\$54,089.12	1,545.000	LF	N	SHOULDER GUTTER- CONCRETE
0520 70	5	\$72.06	\$230,602.94	3,200.000	SY	N	CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH
0521 1 12	3	\$201.51	\$1,695,736.70	8,415.000	LF	N	MEDIAN CONCRETE BARRIER, SHORT GRADE-SEPARATED
0521 1 13	3	\$417.77	\$332,548.07	796.000	LF	N	MEDIAN CONCRETE BARRIER, TALL GRADE-SEPARATED
0521 1 14	1	\$891.00	\$38,313.00	43.000	LF	N	MEDIAN CONCRETE BARRIER, VARIABLE SECTION WIDTH FOR SIGN OR PIER SHIELDING
0521 5 4	1	\$133.45	\$14,012.25	105.000	LF	N	CONCRETE TRAFFIC RAILING- BRIDGE, 32" VERTICAL FACE
0521 5 12	1	\$132.60	\$31,824.00	240.000	LF	N	CONCRETE TRAFFIC RAILING- BRIDGE, 36" MEDIAN SINGLE SLOPE



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0521 5 13	1	\$120.20	\$57,696.00	480.000	LF	N	CONCRETE TRAFFIC RAILING- BRIDGE, 36" SINGLE-SLOPE
0521 8 7	3	\$340.99	\$2,564,909.44	7,522.000	LF	N	CONCRETE BARRIER, WITH JUNCTION SLAB, 36" SINGLE SLOPE
0521 9 1	1	\$124.00	\$5,332.00	43.000	LF	N	OPAQUE VISUAL BARRIER, INDEX 521-010 CONCRETE
0521 72 40	2	\$277.77	\$192,214.40	692.000	LF	N	SHOULDER CONCRETE BARRIER, 38" OR 44" HEIGHT
0521 72 43	3	\$176.68	\$665,922.04	3,769.000	LF	N	SHOULDER CONCRETE BARRIER, CURB AND GUTTER BARRIER
0521 72 61	1	\$177.70	\$27,721.20	156.000	LF	N	SHOULDER CONCRETE BARRIER, VARIABLE WIDTH FOR WALL OR SIGN SHIELDING
0522 1	23	\$41.46	\$2,337,434.38	56,377.000	SY	N	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK
0522 2	30	\$47.08	\$3,158,057.13	67,078.000	SY	N	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK
0522 3	2	\$86.24	\$38,805.76	450.000	SY	N	BUS BOARDING PAD- CONCRETE
0522 4	4	\$188.47	\$83,115.22	441.000	SY	N	BUS SHELTER PAD- CONCRETE
0524 1 1	3	\$64.27	\$13,432.90	209.000	SY	N	CONCRETE DITCH PAVT, NON REINFORCED, 3"
0524 1 2	3	\$101.50	\$16,645.60	164.000	SY	N	CONCRETE DITCH PAVEMENT, NON REINFORCED, 4"
0524 1 29	1	\$76.37	\$7,866.11	103.000	SY	N	CONCRETE DITCH PAVEMENT, 4", REINFORCED
0524 2 2	2	\$321.96	\$63,104.16	196.000	SY	N	CONCRETE SLOPE PAVEMENT, NON REINFORCED, 4"
0524 2 4	1	\$108.13	\$16,976.41	157.000	SY	N	CONCRETE SLOPE PAVEMENT, NON REINFORCED, 6"
0524 3	1	\$1,870.00	\$108,460.00	58.000	CY	N	CONC CORE DITCH BLOCKS
0526 1 1	6	\$165.91	\$106,679.28	643.000	SY	N	PAVERS, ARCHITECTURAL, ROADWAY
0526 1 2	9	\$112.91	\$654,220.68	5,794.000	SY	N	PAVERS, ARCHITECTURAL, SIDEWALK
0526 1101	1	\$156.00	\$6,864.00	44.000	SY	N	PAVERS, ARCHITECTURAL, REMOVE EXISTING AND REINSTALL



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0527 2	28	\$29.93	\$489,621.76	16,360.000	SF	N	DETECTABLE WARNINGS
0530 1100	2	\$1,163.21	\$24,659.98	21.200	CY	N	RIPRAP, SAND-CEMENT BAGS
0530 3 4	3	\$233.63	\$16,377.55	70.100	TN	N	RIPRAP, RUBBLE, F&I, DITCH LINING
0530 74	3	\$86.57	\$41,545.59	479.900	TN	N	BEDDING STONE
0536 1 0	3	\$23.93	\$43,641.00	1,824.000	LF	N	GUARDRAIL -ROADWAY, GENERAL/LOW SPEED TL-2
0536 1 1	9	\$27.24	\$799,568.09	29,348.000	LF	N	GUARDRAIL -ROADWAY, GENERAL TL-3
0536 1 3	1	\$40.23	\$35,321.94	878.000	LF	N	GUARDRAIL- ROADWAY, DOUBLE FACE
0536 6	2	\$19.89	\$31,729.23	1,595.000	LF	N	PIPE RAIL FOR GUARDRAIL
0536 7 1	1	\$54.03	\$16,209.00	300.000	EA	N	SPECIAL GUARDRAIL POST- DEEP POST FOR SLOPE BREAK CONDITION- TIMBER OR STEEL
0536 7 2	3	\$287.22	\$18,094.60	63.000	EA	N	SPECIAL GUARDRAIL POST- SPECIAL STEEL POST FOR CONCRETE STRUCTURE MOUNT
0536 7 3	3	\$252.71	\$3,285.18	13.000	EA	N	SPECIAL GUARDRAIL POST- ENCASED POST FOR SHALLOW MOUNT
0536 8112	5	\$3,428.37	\$61,710.73	18.000	EA	N	GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-001, APPROACH TL-3
0536 8113	1	\$1,158.19	\$4,632.76	4.000	EA	N	GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-001, TRAILING
0536 8122	1	\$5,777.16	\$5,777.16	1.000	EA	N	GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-002, APPROACH TL-3



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0536 8123	1	\$4,230.26	\$4,230.26	1.000	EA	N	GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-002, TRAILING
0536 73	11	\$1.37	\$63,073.64	46,028.000	LF	N	GUARDRAIL REMOVAL
0536 85 20	7	\$1,523.92	\$123,437.78	81.000	EA	N	GUARDRAIL END TREATMENT- TRAILING ANCHORAGE
0536 85 24	8	\$3,112.20	\$258,312.69	83.000	EA	N	GUARDRAIL END TREATMENT- PARALLEL APPROACH TERMINAL
0536 85 26	2	\$2,973.71	\$14,868.53	5.000	EA	N	GUARDRAIL END TREATMENT- TYPE CRT
0536 85 27	1	\$10,686.04	\$10,686.04	1.000	EA	N	GUARDRAIL END TREATMENT- DOUBLE FACE APPROACH TERMINAL
0536 85 29	1	\$2,087.74	\$2,087.74	1.000	EA	N	GUARDRAIL END TREATMENT- DOUBLE FACE TRAILING ANCHORAGE
0538 1	2	\$6.62	\$583,091.88	88,061.000	LF	N	GUARDRAIL RESET
0542 70	1	\$533.81	\$533.81	1.000	EA	N	BUMPER GUARDS, CONCRETE
0544 2 1	1	\$19,883.37	\$19,883.37	1.000	EA	N	CRASH CUSHION, TL-2, NARROW
0544 3 1	1	\$32,067.94	\$32,067.94	1.000	EA	N	CRASH CUSHION, TL-3, NARROW
0546 71 1	2	\$1,676.34	\$33,526.88	20.000	EA	N	RAISED RUMBLE STRIP SET- PERMANENT
0546 72 1	5	\$2,103.64	\$69,525.19	33.050	GM	N	GROUND-IN RUMBLE STRIPS, 16"
0546 72 3	1	\$1,100.00	\$45,540.00	41.400	GM	N	GROUND-IN RUMBLE STRIPS, 8" SINUSOIDAL
0548 12	2	\$41.11	\$4,674,905.83	113,705.000	SF	N	RETAINING WALL SYSTEM, PERMANENT, EXCLUDING BARRIER
0548 13	2	\$.93	\$50,985.88	54,958.000	SF	N	RETAINING WALL SYSTEM, TEMPORARY, EXCLUDING BARRIER
0548 14	2	\$51.98	\$1,397,702.66	26,887.000	SF	N	RETAINING WALL SYSTEM, PERMANENT-WIDENING, ATTACHED TO EXISTING WALL
0550 10210	1	\$27.63	\$9,974.43	361.000	LF	N	FENCING, TYPE B, 0.0-5.0', STANDARD FEATURES



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0550 10220	2	\$32.73	\$406,706.47	12,427.000	LF	N	FENCING, TYPE B, 5.1-6.0', STANDARD
0550 10222	1	\$38.00	\$43,282.00	1,139.000	LF	N	FENCING, TYPE B, 5.1-6.0, W/ VINYL COATING
0550 60224	1	\$3,500.00	\$7,000.00	2.000	EA	N	FENCE GATE, TYPE B, DOUBLE, 18.1-20.0' OPENING
0550 60234	2	\$5,666.67	\$17,000.00	3.000	EA	N	FENCE GATE, TYPE B, SLIDING/CANTILEVER, 18.1-20.0' OPENING
0550 60513	1	\$6,500.00	\$13,000.00	2.000	EA	N	FENCE GATE, TUBULAR METAL PIPE, SINGLE, 12.1-18.0' OPENING
0561 1	2	\$1,115.42	\$5,900,000.00	5,289.500	TN	N	COATING EXISTING STRUCTURAL STEEL
0570 1 1	3	\$2.59	\$64,701.63	24,993.000	SY	N	PERFORMANCE TURF
0570 1 2	32	\$3.79	\$2,313,197.33	610,614.000	SY	N	PERFORMANCE TURF, SOD
0570 1 3	1	\$5.00	\$1,985.00	397.000	SY	N	PERFORMANCE TURF, SOD AND SOIL- SHOULDER TREATMENT INDEX 570-010
0571 1 11	1	\$3.22	\$6,050.38	1,879.000	SY	N	PLASTIC EROSION MAT, TURF REINFORCED MAT, TYPE 1
0580 1 1	1	\$154,700.00	\$154,700.00	1.000	LS	N	LANDSCAPE COMPLETE- SMALL PLANTS
0580 1 2	1	\$216,100.00	\$432,200.00	2.000	LS	N	LANDSCAPE COMPLETE- LARGE PLANTS
0581 1 1	3	\$743.53	\$15,614.12	21.000	EA	N	RELOCATE TREES AND PALMS, PALM, <14' OF CLEAR TRUNK
0581 1 2	5	\$1,771.32	\$100,965.18	57.000	EA	N	RELOCATE TREES AND PALMS, PALM, >=14' OF CLEAR TRUNK
0581 1 3	1	\$3,624.42	\$25,370.94	7.000	EA	N	RELOCATE TREES AND PALMS,MULTI-TRUNK OR CLUSTERING
0581 1 4	1	\$673.20	\$6,732.00	10.000	EA	N	RELOCATE TREES AND PALMS,TREES, <5" DIAMETER AT BREAST HEIGHT
0581 1 5	4	\$2,204.48	\$134,473.01	61.000	EA	N	RELOCATE TREES AND PALMS,TREES, TREES, >=5" DIAMETER AT BREAST HEIGHT



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0581 1 7	3	\$659.29	\$11,208.00	17.000	EA	N	RELOCATE TREES AND PALMS, PALMS, <14' OF CLEAR TRUNK, SABAL PALM ONLY
0581 1 8	4	\$496.79	\$25,833.30	52.000	EA	N	RELOCATE TREES AND PALMS, >=14' OF CLEAR TRUNK, SABAL PALM ONLY
0590 70 1	2	\$7,662.51	\$15,325.01	2.000	LS	N	IRRIGATION SYSTEM REPAIRS
0590 70 5	6	\$86,353.47	\$518,120.81	6.000	LS	N	IRRIGATION SYSTEM- MODIFY EXISTING SYSTEM
0591 1200	5	\$13.77	\$49,030.38	3,561.000	LF	N	IRRIGATION SLEEVE, 2" DIAMETER
0591 1400	1	\$22.10	\$6,519.50	295.000	LF	N	IRRIGATION SLEEVE, 4" DIAMETER
0591 1600	1	\$37.42	\$14,219.60	380.000	LF	N	IRRIGATION SLEEVE, 6" DIAMETER
0611 1 1	6	\$1,950.04	\$27,569.68	14.138	MI	N	ITSFM SUBSURFACE DOCUMENTATION- PROJECT LENGTH
0611 2 1	3	\$1,770.90	\$5,312.70	3.000	EA	N	ITSFM LOCATION DOCUMENTATION- INTERSECTION
0611 2 2	4	\$787.69	\$37,021.28	47.000	EA	N	ITSFM LOCATION DOCUMENTATION- ITS SITE
0630 2 11	25	\$12.60	\$866,729.90	68,797.000	LF	N	CONDUIT, FURNISH & INSTALL, OPEN TRENCH
0630 2 12	24	\$25.98	\$3,134,304.72	120,666.000	LF	N	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE
0630 2 14	5	\$32.54	\$51,799.00	1,592.000	LF	N	CONDUIT, FURNISH & INSTALL, ABOVEGROUND
0630 2 15	4	\$54.89	\$139,243.35	2,537.000	LF	N	CONDUIT, FURNISH & INSTALL, BRIDGE MOUNT
0630 2 16	4	\$15.15	\$131,398.99	8,675.000	LF	N	CONDUIT, FURNISH & INSTALL, EMBEDDED CONCRETE BARRIERS AND TRAFFIC RAILINGS
0630 2 65	3	\$15.30	\$10,878.84	711.000	LF	N	CONDUIT, REMOVE, BRIDGE MOUNT
0630 3 1	2	\$347.47	\$5,212.05	15.000	EA	N	REPLACE ROUTE MARKER FOR EXISTING CONDUIT



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0632 7 1	15	\$5,501.78	\$280,590.95	51.000	PI	N	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL
0632 7 2	7	\$7.28	\$59,119.72	8,116.000	LF	N	SIGNAL CABLE- REPAIR/REPLACE/OTHER, FURNISH & INSTALL
0632 7 6	13	\$752.62	\$24,836.60	33.000	PI	N	SIGNAL CABLE, REMOVE- INTERSECTION
0632 7 7	2	\$.95	\$338.00	356.000	LF	N	SIGNAL CABLE, REMOVE- OUTSIDE OF INTERSECTION
0633 1111	2	\$4.09	\$3,268.00	800.000	LF	N	FIBER OPTIC CABLE, F&I, OVERHEAD,2-12 FIBERS
0633 1121	9	\$3.88	\$102,113.40	26,338.000	LF	N	FIBER OPTIC CABLE, F&I, UNDERGROUND,2-12 FIBERS
0633 1122	4	\$3.89	\$119,739.16	30,782.000	LF	N	FIBER OPTIC CABLE, F&I, UNDERGROUND,13-48 FIBERS
0633 1124	1	\$4.20	\$126,672.00	30,160.000	LF	N	FIBER OPTIC CABLE, F&I, UNDERGROUND, 97 - 144 FIBERS
0633 1620	2	\$.71	\$21,323.38	30,121.000	LF	N	FIBER OPTIC CABLE, REMOVE, UNDERGROUND
0633 2 31	12	\$54.90	\$80,486.06	1,466.000	EA	N	FIBER OPTIC CONNECTION, INSTALL, SPLICE
0633 2 32	6	\$84.60	\$54,312.44	642.000	EA	N	FIBER OPTIC CONNECTION, INSTALL, TERMINATION
0633 3 11	6	\$839.92	\$76,432.30	91.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, SPLICE ENCLOSURE
0633 3 12	10	\$95.78	\$7,950.08	83.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, SPLICE TRAY
0633 3 13	5	\$47.84	\$22,579.24	472.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, PRETERMINATED CONNECTOR ASSEMBLY
0633 3 14	2	\$109.59	\$657.56	6.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, BUFFER TUBE FAN OUT KIT
0633 3 15	4	\$2,028.01	\$18,252.12	9.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, PRETERMINATED PATCH PANEL



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0633 3 16	7	\$1,501.18	\$67,553.12	45.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, PATCH PANEL- FIELD TERMINATED
0633 3 17	6	\$127.42	\$7,517.63	59.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, CONNECTOR PANEL
0633 3 51	4	\$558.90	\$7,824.54	14.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, ADJUST/MODIFY SPLICE ENCLOSURE
0633 3 52	1	\$15.16	\$30.32	2.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, ADJUST/MODIFY SPLICE TRAY
0633 6	7	\$210.19	\$595,043.21	2,831.000	DA	N	FIBER OPTIC CABLE LOCATOR
0633 8 1	7	\$6.14	\$65,780.27	10,713.000	LF	N	MULTI-CONDUCTOR COMMUNICATION CABLE, FURNISH & INSTALL
0633 8 6	1	\$.39	\$1,136.85	2,915.000	LF	N	MULTI-CONDUCTOR COMMUNICATION CABLE, REMOVE
0634 4153	1	\$7,500.00	\$7,500.00	1.000	PI	N	SPAN WIRE ASSEMBLY, F&I, TWO POINT, BOX OR DROP BOX
0635 2 11	29	\$911.34	\$2,036,844.69	2,235.000	EA	N	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE
0635 2 12	17	\$2,028.64	\$395,585.62	195.000	EA	N	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE
0635 2 13	2	\$5,701.24	\$85,518.62	15.000	EA	N	PULL & SPLICE BOX, F&I, 30" X 60" RECTANGULAR OR 36" ROUND COVER SIZE
0635 2 30	1	\$499.00	\$49,401.00	99.000	EA	N	PULL & SPLICE BOX, INSTALL
0635 2118	1	\$6,400.00	\$64,000.00	10.000	EA	N	PULL & SPLICE BOX, F&I, HS-20 FOR TPE, 54" X 54"
0635 2121	1	\$3,000.00	\$3,000.00	1.000	EA	N	PULL & SPLICE BOX, F&I, TOLL SITE, 30" x 48"
0635 3 12	1	\$1,402.96	\$14,029.60	10.000	EA	N	JUNCTION BOX, FURNISH & INSTALL, MOUNTED
0635 3 13	3	\$707.00	\$48,075.86	68.000	EA	N	JUNCTION BOX, FURNISH & INSTALL, EMBEDDED



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0639 1112	5	\$3,371.69	\$20,230.12	6.000	AS	N	ELECTRICAL POWER SERVICE, F&I, OVERHEAD METER PURCHASED BY CONTRACTOR FROM POWER COMPANY
0639 1113	1	\$2,206.16	\$4,412.32	2.000	AS	N	ELECTRICAL POWER SERVICE, F&I, OVERHEAD METER NOT REQUIRED
0639 1121	1	\$3,874.50	\$3,874.50	1.000	AS	N	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER FURNISHED BY POWER COMPANY
0639 1122	14	\$8,230.02	\$164,600.41	20.000	AS	N	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER PURCHASED BY CONTRACTOR
0639 1123	1	\$3,119.20	\$6,238.40	2.000	AS	N	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER NOT REQUIRED
0639 1610	2	\$723.94	\$2,171.82	3.000	AS	N	ELECTRICAL POWER SERVICE, REMOVE OVERHEAD
0639 1620	5	\$680.77	\$3,403.86	5.000	AS	N	ELECTRICAL POWER SERVICE, REMOVE UNDERGROUND
0639 2 1	16	\$11.31	\$726,460.08	64,254.000	LF	N	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL
0639 2 6	8	\$.50	\$8,194.32	16,436.000	LF	N	ELECTRICAL SERVICE WIRE, REMOVE
0639 3 11	12	\$1,955.05	\$138,808.43	71.000	EA	N	ELECTRICAL SERVICE DISCONNECT, F&I, POLE MOUNT
0639 3 12	1	\$3,000.40	\$6,000.80	2.000	EA	N	ELECTRICAL SERVICE DISCONNECT, F&I, CABINET
0639 3 60	1	\$450.00	\$450.00	1.000	EA	N	ELECTRICAL SERVICE DISCONNECT, REMOVE- POLE OR CABINET TO REMAIN
0639 6 1	8	\$1,975.29	\$92,838.63	47.000	EA	N	ELECTRICAL POWER SERVICE- TRANSFORMER FURNISH & INSTALL
0641 2 11	2	\$2,282.50	\$4,565.00	2.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II PEDESTAL
0641 2 12	17	\$1,953.26	\$119,148.56	61.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE



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0641 2 13	1	\$8,500.00	\$42,500.00	5.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-III
0641 2 18	1	\$12,000.00	\$48,000.00	4.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-VIII
0641 2 60	6	\$1,754.83	\$12,283.82	7.000	EA	N	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- PEDESTAL/SERVICE POLE
0641 2 70	1	\$4,000.00	\$16,000.00	4.000	EA	N	PRESTRESSED CONCRETE POLE, SHALLOW POLE REMOVAL- POLE 30' AND GREATER
0641 2 80	3	\$2,537.64	\$38,064.62	15.000	EA	N	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- POLE 30' AND GREATER
0641 3163	3	\$22,965.13	\$91,860.50	4.000	EA	N	CONCRETE CCTV POLE, FURNISH & INSTALL WITH LOWERING DEVICE, 63'
0641 3186	2	\$25,000.00	\$50,000.00	2.000	EA	N	CONCRETE CCTV POLE, FURNISH & INSTALL WITH LOWERING DEVICE, 86'
0643600	1	\$1,968.16	\$3,936.32	2.000	EA	N	STRAIN POLE, WOOD, REMOVE
0646 1 11	18	\$1,403.26	\$405,541.13	289.000	EA	N	ALUMINUM SIGNALS POLE, PEDESTAL
0646 1 12	7	\$1,597.22	\$33,541.53	21.000	EA	N	ALUMINUM SIGNALS POLE, FURNISH & INSTALL PEDESTRIAN DETECTOR POST
0646 1 60	16	\$308.06	\$32,038.57	104.000	EA	N	ALUMINUM SIGNALS POLE, REMOVE
0646 2120	1	\$3,115.39	\$3,115.39	1.000	EA	N	ALUMINUM POLE- INDEX 695-001, FURNISH & INSTALL, 20'
0646 2600	1	\$500.00	\$1,000.00	2.000	EA	N	ALUMINUM POLE- INDEX 695-001, REMOVE
0649 21 1	1	\$68,450.90	\$68,450.90	1.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 30'



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0649 21 6	7	\$56,801.20	\$738,415.54	13.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 50'
0649 21 10	3	\$63,382.36	\$316,911.80	5.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60'
0649 21 13	1	\$85,442.30	\$170,884.60	2.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 60'-50'
0649 21 15	2	\$54,965.60	\$109,931.20	2.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 70'
0649 21 21	3	\$82,933.55	\$331,734.20	4.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 78'
0649 21 25	3	\$108,446.86	\$759,128.00	7.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 78'-60'
0649 26 3	6	\$3,964.03	\$67,388.57	17.000	EA	N	STEEL MAST ARM ASSEMBLY, REMOVE, SHALLOW FOUNDATION- BOLT ON ATTACHMENT
0649 26 5	2	\$2,423.00	\$14,538.00	6.000	EA	N	STEEL MAST ARM ASSEMBLY, REMOVE, DEEP FOUNDATION- BOLT ON ATTACHMENT
0650 1 13	1	\$953.30	\$1,906.60	2.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 2 SECTION, 1-2 WAYS
0650 1 14	11	\$1,122.68	\$198,714.55	177.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY
0650 1 16	4	\$1,339.40	\$8,036.40	6.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 4 SECTION, 1 WAY
0650 1 18	2	\$1,717.42	\$17,174.20	10.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 5 SECTION STRAIGHT, 1 WAY



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0650 1 19	3	\$1,961.55	\$19,615.52	10.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 5 SECTION CLUSTER, 1 WAY
0650 1 44	1	\$5,197.49	\$36,382.43	7.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL PROGRAMMABLE, 3 SECTION, 1 WAY
0650 1 46	1	\$5,772.59	\$11,545.18	2.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL PROGRAMMABLE, 4 SECTION, 1 WAY
0650 1 60	1	\$169.89	\$849.45	5.000	AS	N	VEHICULAR TRAFFIC SIGNAL, REMOVE- POLES TO REMAIN
0650 1 70	1	\$1,150.00	\$8,050.00	7.000	AS	N	VEHICULAR TRAFFIC SIGNAL, RELOCATE- INCLUDES REMOVAL AND REINSTALLATION
0650 2109	3	\$591.11	\$77,435.30	131.000	EA	N	VEHICULAR SIGNAL AUXILIARIES, REPAIR/REPLACE/RETROFIT- FURNISH & INSTALL, BACKPLATE- FLEXIBLE REQUIRED
0653 1 11	19	\$1,058.16	\$313,215.21	296.000	AS	N	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY
0653 1 12	13	\$1,531.07	\$82,677.98	54.000	AS	N	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 2 WAYS
0653 1 60	11	\$290.87	\$61,373.95	211.000	AS	N	PEDESTRIAN SIGNAL, REMOVE PED SIGNAL- POLE/PEDESTAL TO REMAIN
0654 2 21	1	\$6,502.48	\$39,014.88	6.000	AS	N	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSY- SINGLE DIRECTION
0654 2 22	2	\$12,493.67	\$224,886.00	18.000	AS	N	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY- BACK TO BACK
0660 1112	1	\$284.41	\$2,275.28	8.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 12, 4 CH, SS, RM, TD
0660 1600	1	\$103.85	\$103.85	1.000	EA	N	LOOP DETECTOR INDUCTIVE, REMOVE- CABINET TO REMAIN



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0660 2106	5	\$1,813.30	\$210,342.92	116.000	AS	N	LOOP ASSEMBLY, F&I, TYPE F
0660 3 11	1	\$2,800.00	\$16,800.00	6.000	EA	N	VEHICLE DETECTION SYSTEM- MICROWAVE, FURNISH & INSTALL CABINET EQUIPMENT
0660 3 12	1	\$7,800.00	\$46,800.00	6.000	EA	N	VEHICLE DETECTION SYSTEM- MICROWAVE, FURNISH & INSTALL, ABOVE GROUND EQUIPMENT
0660 3 52	1	\$2,200.00	\$6,600.00	3.000	EA	N	VEHICLE DETECTION SYSTEM - MICROWAVE, ADJUST & MODIFY, ABOVE GROUND EQUIPMENT
0660 4 11	6	\$2,544.30	\$68,696.17	27.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT
0660 4 12	7	\$5,782.38	\$329,595.62	57.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPMENT
0660 4 42	1	\$1,070.00	\$3,210.00	3.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, RELOCATE ABOVE GROUND EQUIPMENT
0660 4 51	1	\$3,075.20	\$12,300.80	4.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, ADJUST/MODIFY CABINET EQUIPMENT
0660 4 52	1	\$2,589.80	\$7,769.40	3.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, ADJUST/MODIFY ABOVE GROUND EQUIPMENT
0660 4 60	4	\$528.99	\$11,637.83	22.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, REMOVE
0660 4 90	1	\$3,026.60	\$3,026.60	1.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, DIAGNOSIS AND MISCELLANEOUS REPAIR



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0660 6121	1	\$2,800.00	\$2,800.00	1.000	EA	N	VEHICLE DETECTION SYSTEM- AVI, BLUETOOTH, FURNISH & INSTALL, CABINET EQUIPMENT
0660 6122	1	\$8,300.00	\$8,300.00	1.000	EA	N	VEHICLE DETECTION SYSTEM- AVI, BLUETOOTH, FURNISH & INSTALL, ABOVE GROUND EQUIPMENT
0663 1121	1	\$18,150.00	\$18,150.00	1.000	EA	N	SIGNAL PRIORITY AND PREEMPTION SYSTEM, FURNISH AND INSTALL, GPS, REPLACE CABINET ELECTRONICS
0663 1122	2	\$10,650.00	\$21,300.00	2.000	EA	N	SIGNAL PRIORITY AND PREEMPTION SYSTEM, FURNISH AND INSTALL, GPS, DETECTOR
0663 1400	4	\$3,174.54	\$19,047.23	6.000	EA	N	SIGNAL PRIORITY & PREEMPTION SYSTEM, RELOCATE
0663 1600	1	\$715.00	\$715.00	1.000	EA	N	SIGNAL PRIORITY & PREEMPTION SYSTEM, REMOVE
0665 1 11	17	\$266.83	\$108,066.69	405.000	EA	N	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD
0665 1 12	7	\$1,675.81	\$75,411.56	45.000	EA	N	PEDESTRIAN DETECTOR, FURNISH & INSTALL, ACCESSIBLE
0665 1 40	1	\$412.94	\$412.94	1.000	EA	N	PEDESTRIAN DETECTOR, RELOCATE
0665 1 50	1	\$150.00	\$300.00	2.000	EA	N	PEDESTRIAN DETECTOR, ADJUST/MODIFY ON EXISTING POLE
0665 1 60	13	\$64.52	\$14,580.62	226.000	EA	N	PEDESTRIAN DETECTOR, REMOVE- POLE/PEDESTAL TO REMAIN
0670 5110	4	\$34,774.19	\$173,870.97	5.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA
0670 5111	1	\$40,079.70	\$40,079.70	1.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA, 1 PREEMPTION
0670 5140	3	\$39,265.83	\$157,063.30	4.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL MODEL 2070
0670 5141	1	\$35,200.00	\$35,200.00	1.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL, MODEL 2070, 1 PREEMPTION



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0670 5142	2	\$49,867.35	\$249,336.76	5.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL, MODEL 2070, 2 PREEMPTION
0670 5600	9	\$916.33	\$13,744.90	15.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, REMOVE CONTROLLER WITH CABINET
0676 1116	1	\$38,585.50	\$38,585.50	1.000	EA	N	TRAFFIC SIGNAL CONTROLLER CABINET, FURNISH & INSTALL WITHOUT CONTROLLER, NEMA SIZE6, 44" W X 52" H X 24" D
0676 2122	4	\$7,148.57	\$100,080.00	14.000	EA	N	ITS CABINET, FURNISH & INSTALL, POLE MOUNT WITH SUNSHIELD, 336S, 24" W X 46" H X 22" D
0676 2142	1	\$7,800.00	\$15,600.00	2.000	EA	N	ITS CABINET, FURNISH & INSTALL, BASE MOUNT WITH SUNSHIELD, 336S, 24" W X 46" H X 22" D
0676 2143	3	\$11,228.26	\$33,684.78	3.000	EA	N	ITS CABINET, FURNISH & INSTALL, BASE MOUNT, 334, 24" W X 66" H X 30" D
0676 2145	1	\$18,640.40	\$37,280.80	2.000	EA	N	ITS CABINET, FURNISH & INSTALL, BASE MOUNT WITH SUNSHIELD, P44 55" H x 26" W x 44" D
0676 2400	1	\$3,000.00	\$3,000.00	1.000	EA	N	ITS CABINET, RELOCATE
0676 2500	1	\$750.00	\$4,500.00	6.000	EA	N	ITS CABINET- ADJUST/MODIFY
0676 2600	2	\$1,549.50	\$4,648.49	3.000	EA	N	ITS CABINET- REMOVE
0676 3 10	2	\$2,024.00	\$4,048.00	2.000	EA	N	SMALL EQUIPMENT ENCLOSURE, FURNISH AND INSTALL, LESS THAN 10"W X 13"H X 11" D
0682 1133	6	\$7,266.45	\$58,131.58	8.000	EA	N	ITS CCTV CAMERA, F&I, DOME ENCLOSURE - NON-PRESSURIZED, IP, HIGH DEFINITION



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0682 1400	1	\$2,500.00	\$2,500.00	1.000	EA	N	ITS CCTV CAMERA, RELOCATE
0682 1600	1	\$381.94	\$381.94	1.000	EA	N	ITS CCTV CAMERA, REMOVE & DISPOSAL
0684 1 1	11	\$4,460.77	\$147,205.51	33.000	EA	N	MANAGED FIELD ETHERNET SWITCH, FURNISH & INSTALL
0684 1 4	1	\$605.00	\$2,420.00	4.000	EA	N	MANAGED FIELD ETHERNET SWITCH, RELOCATE
0684 2 1	2	\$1,040.74	\$7,285.21	7.000	EA	N	DEVICE SERVER, FURNISH & INSTALL
0684 5 1	1	\$2,083.16	\$4,166.32	2.000	EA	N	MEDIA CONVERTER, FURNISH & INSTALL
0684 6 60	1	\$50.00	\$300.00	6.000	EA	N	WIRELESS COMMUNICATION DEVICE, REMOVE
0685 1 11	6	\$4,492.23	\$67,383.43	15.000	EA	N	UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, LINE INTERACTIVE
0685 1 12	1	\$4,800.00	\$43,200.00	9.000	EA	N	UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, ONLINE/DOUBLE CONVERSION
0685 2 1	6	\$985.94	\$26,620.26	27.000	EA	N	REMOTE POWER MANAGEMENT UNIT- RPMU, FURNISH AND INSTALL
0695 1 1	10	\$1,235.98	\$100,114.18	81.000	EA	N	TRAFFIC MONITORING SITE VEHICLE SENSOR-NON-WEIGHT, FURNISH & INSTALL
0695 3 11	1	\$5,711.54	\$11,423.08	2.000	AS	N	TRAFFIC MONITORING SITE SPEED/CLASSIFICATION UNIT, FURNISH & INSTALL, VOLUME SPEED AND CLASSIFICATION
0695 5 1	1	\$7,788.47	\$7,788.47	1.000	EA	N	TRAFFIC MONITORING SITE SOLAR POWER UNIT, FURNISH & INSTALL
0695 6 12	10	\$1,741.70	\$151,527.93	87.000	EA	N	TRAFFIC MONITORING SITE INDUCTIVE LOOP ASSEMBLY, FURNISH & INSTALL, 2 LOOPS



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0695 7131	2	\$5,166.02	\$15,498.07	3.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 3, BASE MOUNT
0695 7141	2	\$5,133.19	\$15,399.58	3.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 4, BASE MOUNT
0695 7173	1	\$5,451.93	\$5,451.93	1.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 4, 2 PLANE BACK, POLEMOUNT
0695 7600	3	\$960.08	\$4,800.40	5.000	EA	N	TRAFFIC MONITORING SITE CABINET, REMOVE EXISTING CABINET
0695 8 11	1	\$5,451.93	\$5,451.93	1.000	EA	N	TRAFFIC MONITORING SITE COMMUNICATIONS MODEM FURNISH & INSTALL
0700 1 11	31	\$390.33	\$603,060.26	1,545.000	AS	N	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF
0700 1 12	23	\$1,250.10	\$198,765.22	159.000	AS	N	SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF
0700 1 13	10	\$1,523.65	\$65,516.95	43.000	AS	N	SINGLE POST SIGN, F&I GROUND MOUNT, 21-30 SF
0700 1 14	4	\$1,707.34	\$29,024.85	17.000	AS	N	SINGLE POST SIGN, F&I GROUND MOUNT, 31+ SF
0700 1 21	3	\$2,033.61	\$28,470.52	14.000	AS	N	SINGLE POST SIGN, F&I BARRIER MOUNT INDEX 11871/700-013 UP TO 12 SF
0700 1 22	2	\$2,895.00	\$23,160.00	8.000	AS	N	SINGLE POST SIGN, F&I BARRIER MOUNT INDEX 11871/700-013, 12-20 SF
0700 1 31	2	\$2,210.00	\$4,420.00	2.000	AS	N	SINGLE POST SIGN, F&I BRIDGE MOUNT INDEX 11870/700-012, UP TO 12 SF
0700 1 50	18	\$312.70	\$98,500.64	315.000	AS	N	SINGLE POST SIGN, RELOCATE



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0700 1 60	33	\$37.47	\$46,797.55	1,249.000	AS	N	SINGLE POST SIGN, REMOVE
0700 2 12	3	\$3,438.36	\$34,383.59	10.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 12-20 SF
0700 2 13	4	\$3,736.16	\$41,097.71	11.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 21-30 SF
0700 2 14	10	\$5,134.49	\$107,824.27	21.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 31-50 SF
0700 2 15	4	\$7,101.44	\$71,014.36	10.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 51-100 SF
0700 2 16	3	\$9,015.11	\$90,151.05	10.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 101-200 SF
0700 2 17	1	\$11,284.68	\$45,138.72	4.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 201-300 SF
0700 2 50	7	\$4,862.55	\$72,938.26	15.000	AS	N	MULTI- POST SIGN, GROUND MOUNT, RELOCATE
0700 2 60	9	\$1,006.18	\$44,271.80	44.000	AS	N	MULTI- POST SIGN, REMOVE
0700 3101	15	\$363.50	\$18,538.71	51.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF
0700 3102	2	\$472.41	\$1,889.64	4.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, 12-20 SF
0700 3103	1	\$1,025.88	\$2,051.76	2.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, 21-30 SF
0700 3104	1	\$1,686.37	\$1,686.37	1.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, 31-50 SF
0700 3105	1	\$2,633.10	\$2,633.10	1.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, 51-100 SF
0700 3106	1	\$5,236.62	\$5,236.62	1.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, 101-200 SF
0700 3201	7	\$929.90	\$26,967.01	29.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF
0700 3202	3	\$1,190.07	\$14,280.86	12.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 12-20 SF
0700 3203	1	\$1,200.00	\$1,200.00	1.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 21-30 SF
0700 3204	1	\$2,142.02	\$10,710.10	5.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 31-50 SF
0700 3206	4	\$7,536.13	\$45,216.77	6.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 101-200 SF



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0700 3207	3	\$9,180.88	\$64,266.16	7.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 201-300 SF
0700 3209	1	\$14,900.00	\$14,900.00	1.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 401-500 SF
0700 3401	1	\$226.52	\$226.52	1.000	EA	N	SIGN PANEL, INSTALL, UP TO 12 SF
0700 3501	6	\$228.16	\$13,233.01	58.000	EA	N	SIGN PANEL, RELOCATE, UP TO 12 SF
0700 3601	16	\$112.70	\$28,174.58	250.000	EA	N	SIGN PANEL, REMOVE, UP TO 12 SF
0700 3602	2	\$176.97	\$1,238.76	7.000	EA	N	SIGN PANEL, REMOVE, 12-20 SF
0700 3603	2	\$230.98	\$692.94	3.000	EA	N	SIGN PANEL, REMOVE, 21-30 SF
0700 3604	2	\$485.70	\$2,914.18	6.000	EA	N	SIGN PANEL, REMOVE, 31-50 SF
0700 3605	1	\$497.04	\$497.04	1.000	EA	N	SIGN PANEL, REMOVE, 51-100 SF
0700 3606	2	\$872.26	\$3,489.04	4.000	EA	N	SIGN PANEL, REMOVE, 101-200 SF
0700 3609	1	\$1,950.00	\$1,950.00	1.000	EA	N	SIGN PANEL, REMOVE, 401-500 SF
0700 3626	2	\$1,613.80	\$3,227.60	2.000	EA	N	SIGN PANEL, REMOVE, 101-200 SF WITH LIGHTING
0700 3627	1	\$762.24	\$3,048.96	4.000	EA	N	SIGN PANEL, REMOVE PANEL, 201-300 SF WITH LIGHTING
0700 4112	1	\$108,737.00	\$434,948.00	4.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, CANTILEVER, 21-30 FT
0700 4114	2	\$138,226.98	\$276,453.95	2.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, CANTILEVER, 41-50 FT
0700 4126	2	\$297,360.00	\$594,720.00	2.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, SPAN, 101-150 FT



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0700 4135	1	\$101,745.78	\$101,745.78	1.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, MONOTUBE-SPAN, 51-100 FT
0700 5 21	4	\$3,149.33	\$25,194.62	8.000	EA	N	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF
0700 5 22	8	\$3,543.22	\$99,210.14	28.000	EA	N	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF
0700 5 50	2	\$2,285.08	\$11,425.40	5.000	EA	N	INTERNALLY ILLUMINATED SIGN, RELOCATE
0700 6 11	3	\$6,972.12	\$111,553.88	16.000	AS	N	HIGHLIGHTED SIGN, F&I GROUND MOUNT- AC POWERED, UP TO 12 SF
0700 6 21	1	\$4,600.00	\$36,800.00	8.000	AS	N	HIGHLIGHTED SIGN, F&I GROUND MOUNT- SOLAR POWERED, UP TO 12 SF
0700 6 22	1	\$10,233.71	\$184,206.78	18.000	AS	N	HIGHLIGHTED SIGN, F&I GROUND MOUNT- SOLAR POWERED, 12-20 SF
0700 8136	1	\$135,221.29	\$270,442.58	2.000	EA	N	FRONT ACCESS DYNAMIC MESSAGE SIGN, FURNISH & INSTALL- W/UPS, FULL COLOR, 101-200 SF
0700 8600	1	\$7,518.47	\$15,036.94	2.000	EA	N	FRONT ACCESS DYNAMIC MESSAGE SIGN, REMOVE
0700 9137	1	\$158,000.00	\$158,000.00	1.000	EA	N	WALK-IN DYNAMIC MESSAGE SIGN, FURNISH & INSTALL- WITH UPS FULL COLOR, 201-300 SF
0700 10122	1	\$140,051.18	\$140,051.18	1.000	EA	N	DMS SUPPORT STRUCTURE, CANTILEVER, 21-30 FT
0700 10123	1	\$145,025.41	\$145,025.41	1.000	EA	N	DMS SUPPORT STRUCTURE, CANTILEVER, 31-40 FT
0700 10600	1	\$9,190.39	\$18,380.78	2.000	EA	N	DMS SUPPORT STRUCTURE, REMOVE



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0700 11241	1	\$12,560.00	\$25,120.00	2.000	AS	N	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL GROUND MOUNT- SOLAR POWER, ELECT WARNING W/FLASHING BEACON, UP TO 12 SF
0700 11321	1	\$6,456.30	\$25,825.20	4.000	AS	N	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL OVERHEAD MOUNT- AC POWERED, REGULATORY SIGN, UP TO 12 SF
0700 11600	1	\$3,000.00	\$3,000.00	1.000	AS	N	ELECTRONIC DISPLAY SIGN, REMOVE- GROUND MOUNT
0700 11700	1	\$816.50	\$3,266.00	4.000	AS	N	ELECTRONIC DISPLAY SIGN, REMOVE- OVERHEAD MOUNT
0700 12 11	1	\$7,750.00	\$15,500.00	2.000	AS	N	SIGN BEACON, F&I GROUND MOUNT- AC POWERED, ONE BEACON
0700 13 12	1	\$147.46	\$1,179.68	8.000	EA	N	RETROREFLECTIVE SIGN STRIP- FURNISH AND INSTALL, 2'
0700 13 15	1	\$154.85	\$4,335.80	28.000	EA	N	RETROREFLECTIVE SIGN STRIP- FURNISH AND INSTALL, 5'
0704 1 1	3	\$81.83	\$10,310.00	126.000	EA	N	TUBULAR MARKER, DURABLE, 36" WHITE POST
0704 1 2	2	\$87.88	\$3,163.50	36.000	EA	N	TUBULAR MARKER, DURABLE, 36" YELLOW POST
0705 10 1	11	\$210.28	\$26,705.41	127.000	EA	N	OBJECT MARKER, TYPE 1
0705 10 3	3	\$336.67	\$5,050.00	15.000	EA	N	OBJECT MARKER, TYPE 3
0705 11 1	11	\$72.29	\$37,588.21	520.000	EA	N	DELINEATOR, FLEXIBLE TUBULAR
0706 1 3	33	\$3.37	\$324,159.14	96,146.000	EA	N	RAISED PAVEMENT MARKER, TYPE B
0710 11101	26	\$923.34	\$212,160.30	229.775	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"
0710 11102	13	\$1,419.00	\$7,751.99	5.463	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR INTERCHANGE AND URBAN ISLAND, 8"
0710 11103	5	\$1,550.70	\$5,125.05	3.305	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR INTERCHANGE MARKINGS, 12"



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0710 11123	13	\$ .57	\$27,821.63	49,070.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"
0710 11124	13	\$1.25	\$14,270.33	11,429.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR DIAGONAL OR CHEVRON, 18"
0710 11125	15	\$1.10	\$24,980.38	22,755.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"
0710 11131	16	\$385.51	\$55,835.72	144.837	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 10-30 OR 3-9 SKIP, 6" WIDE
0710 11133	1	\$755.25	\$133.68	.177	GM	N	PAINTED PAVEMENT MARKING, STANDARD, WHITE, 3'-9' SKIP DROP LINE AND APPROACH TO TOLL PLAZA, 12" WIDE,
0710 11141	13	\$461.43	\$12,089.50	26.200	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 DOTTED EXTENSION, 6"
0710 11144	1	\$618.75	\$19.80	.032	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE FOR ROUNDABOUT, 12"
0710 11160	12	\$38.98	\$12,004.51	308.000	EA	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL
0710 11170	16	\$31.22	\$47,446.86	1,520.000	EA	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS
0710 11190	1	\$2.40	\$9.60	4.000	SF	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ISLAND NOSE
0710 11201	21	\$930.39	\$137,617.95	147.915	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"



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0710 11202	1	\$1,320.00	\$3.96	.003	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID FOR INTERCHANGE AND URBAN ISLAND, 8"
0710 11224	8	\$1.08	\$7,457.43	6,902.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID FOR DIAGONAL OR CHEVRON, 18"
0710 11231	2	\$817.40	\$1,361.79	1.666	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SKIP, 6"
0710 11241	8	\$302.87	\$553.35	1.827	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, 2-4 DOTTED GUIDELINE/6-10 DOTTED EXTENSION, 6"
0710 11290	13	\$3.04	\$8,359.33	2,752.000	SF	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, ISLAND NOSE
0710 90	32	\$23,932.73	\$885,511.02	37.000	LS	N	PAINTED PAVEMENT MARKINGS, FINAL SURFACE
0711 11102	8	\$5,829.01	\$7,105.56	1.219	GM	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" FOR INTERCHANGE AND URBAN ISLAND
0711 11103	7	\$9,426.70	\$29,590.40	3.139	GM	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR INTERCHANGE MARKINGS
0711 11123	26	\$1.97	\$119,781.41	60,938.000	LF	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT
0711 11124	22	\$3.44	\$47,520.57	13,802.000	LF	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS
0711 11125	26	\$4.01	\$74,368.31	18,523.000	LF	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK



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0711 11141	24	\$1,604.19	\$56,230.22	35.052	GM	N	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"
0711 11160	21	\$133.83	\$38,810.88	290.000	EA	N	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL
0711 11170	25	\$73.36	\$129,553.81	1,766.000	EA	N	THERMOPLASTIC, STANDARD, WHITE, ARROW
0711 11180	5	\$18.33	\$4,272.00	233.000	LF	N	THERMOPLASTIC, STANDARD, WHITE, YIELD LINE
0711 11224	25	\$4.78	\$146,659.10	30,705.000	LF	N	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON
0711 11241	17	\$1,949.40	\$14,216.97	7.293	GM	N	THERMOPLASTIC, STANDARD, YELLOW, 2-4 DOTTED GUIDE LINE /6-10 DOTTED EXTENSION LINE, 6"
0711 11421	1	\$3.55	\$653.20	184.000	LF	N	THERMOPLASTIC, STANDARD, BLUE, SOLID, 6"
0711 14123	1	\$11.00	\$4,686.00	426.000	LF	N	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK
0711 14125	20	\$18.39	\$530,860.97	28,866.000	LF	N	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK
0711 14160	21	\$280.18	\$202,289.24	722.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE
0711 14170	20	\$226.26	\$170,373.03	753.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE, ARROW
0711 14191	2	\$5.43	\$1,357.86	250.000	LF	N	THERMOPLASTIC, PREFORMED, 6" WHITE, RAILROAD DYNAMIC ENVELOPE
0711 14193	2	\$13.69	\$5,217.25	381.000	LF	N	THERMOPLASTIC, PREFORMED, 12" WHITE ON ASPHALT PAVEMENT, RAILROAD DYNAMIC ENVELOPE
0711 14660	3	\$3,052.81	\$33,580.94	11.000	EA	N	THERMOPLASTIC, PREFORMED, MULTI COLOR ROUTE SHIELD



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0711 15101	6	\$5,037.25	\$249,902.80	49.611	GM	N	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6"
0711 15102	3	\$6,451.99	\$12,265.23	1.901	GM	N	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SOLID, 8"
0711 15131	5	\$1,592.53	\$76,693.18	48.158	GM	N	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SKIP, 6",10-30 SKIP OR 3-9 LANE DROP
0711 15171	1	\$2,000.00	\$720.00	.360	GM	N	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, 6", 6-10 DOTTED MANAGED LANE MARKING
0711 15201	6	\$5,194.94	\$258,494.89	49.759	GM	N	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, YELLOW, SOLID, 6"
0711 16101	31	\$4,506.90	\$518,293.71	115.000	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"
0711 16102	15	\$6,056.83	\$14,524.28	2.398	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 8"
0711 16131	19	\$1,302.99	\$76,720.32	58.880	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SKIP, 6",10-30 SKIP OR 3-9 LANE DROP
0711 16133	6	\$4,667.31	\$3,887.87	.833	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES WHITE, SKIP, 12"-APPROACH TO TOLL PLAZA OR 3-9 LANE DROP
0711 16201	29	\$4,660.84	\$326,137.65	69.974	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"
0711 16202	3	\$4,881.60	\$488.16	.100	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 8"
0711 16231	3	\$1,786.17	\$3,195.45	1.789	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"



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0711 17 1	7	\$1.16	\$510,477.77	440,446.000	SF	N	THERMOPLASTIC, REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS- SURFACE TO REMAIN
0713103101	6	\$35,775.18	\$21,000.03	.587	GM	N	PERMANENT TAPE, WHITE, SOLID, 6" FOR CONCRETE BRIDGES
0713103131	5	\$9,543.84	\$6,165.32	.646	GM	N	PERMANENT TAPE, WHITE, SKIP/DOTTED, 6" FOR CONCRETE SURFACES
0713103201	6	\$35,061.20	\$26,927.00	.768	GM	N	PERMANENT TAPE, YELLOW, SOLID, 6" FOR CONCRETE BRIDGES
0713103231	1	\$10,281.68	\$1,963.80	.191	GM	N	PERMANENT TAPE, YELLOW, 10-30 SKIP/ 3-9 DOTTED, 6" FOR CONCRETE SURFACES
0713103331	4	\$9,620.13	\$4,579.18	.476	GM	N	PERMANENT TAPE, BLACK, SKIP/DOTTED, 6" FOR CONCRETE SURFACES
0713107	1	\$2.00	\$202.00	101.000	SF	N	PREFORMED/PERMANENT TAPE, REMOVE
0715 1 11	3	\$2.15	\$13,403.50	6,234.000	LF	N	LIGHTING CONDUCTORS, F&I, INSULATED, NO. 10 OR <
0715 1 12	19	\$3.07	\$900,372.52	293,043.000	LF	N	LIGHTING CONDUCTORS, F&I, INSULATED, NO.8 - 6
0715 1 13	10	\$4.92	\$755,267.98	153,552.000	LF	N	LIGHTING CONDUCTORS, F&I, INSULATED, NO 4 TO NO 2
0715 1 14	1	\$5.60	\$310,060.80	55,368.000	LF	N	LIGHTING CONDUCTORS, F&I, INSULATED, NO 1 TO NO 0
0715 1 15	1	\$14.25	\$2,137.50	150.000	LF	N	LIGHTING CONDUCTORS, F&I, NO.1/0 - 3/0 (0 to 000)
0715 1 60	13	\$.25	\$64,865.57	257,196.000	LF	N	LIGHTING CONDUCTORS, REMOVE & DISPOSE, CONTRACTOR OWNS
0715 5 31	1	\$2,200.00	\$6,600.00	3.000	EA	N	LUMINAIRE & BRACKET ARM- ALUMINUM, FURNISH & INSTALL NEW LUMINAIRE AND ARM ON NEW/EXISTING POLE
0715 5 32	1	\$1,536.64	\$4,609.92	3.000	EA	N	LUMINAIRE & BRACKET ARM- GALV STEEL, FURNISH & INSTALL NEW LUMINAIRE AND ARM ON NEW/EXISTING POLE



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0715 5 51	1	\$1,028.00	\$1,028.00	1.000	EA	N	LUMINAIRE & BRACKET ARM, REMOVE LUMINAIRE AND ARM; POLE REMAINS
0715 7 11	10	\$18,436.36	\$221,236.37	12.000	EA	N	LOAD CENTER, F&I, SECONDARY VOLTAGE
0715 7 21	2	\$8,425.50	\$50,553.00	6.000	EA	N	LOAD CENTER, REWORK, SECONDARY VOLTAGE
0715 7 41	4	\$704.13	\$3,520.64	5.000	EA	N	LOAD CENTER, REMOVE, SECONDARY VOLTAGE
0715 11 30	1	\$4,485.00	\$26,910.00	6.000	EA	N	LUMINAIRE WITH BRACKET, FURNISH & INSTALL
0715 11125	4	\$1,452.27	\$43,568.10	30.000	EA	N	LUMINAIRE, F&I, UNDER DECK, WALL MOUNT
0715 11211	12	\$1,669.61	\$616,086.55	369.000	EA	N	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING POLE/ARM, ROADWAY, COBRA HEAD
0715 11213	4	\$1,887.30	\$111,350.88	59.000	EA	N	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING POLE/ARM, ROADWAY, POLE TOP
0715 11216	3	\$2,230.77	\$499,691.40	224.000	EA	N	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING POLE/ARM, ROADWAY, PENDANT/TEARDROP
0715 11225	1	\$978.00	\$20,538.00	21.000	EA	N	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE, ROADWAY, WALL MOUNT
0715 11500	4	\$406.97	\$9,767.32	24.000	EA	N	LUMINAIRE, REMOVE
0715500 1	15	\$812.41	\$565,436.38	696.000	EA	N	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL, CONVENTIONAL
0715500 2	1	\$549.67	\$6,046.37	11.000	EA	N	POLE CABLE DISTRIBUTION SYSTEM, FURNISH & INSTALL, HIGH MAST
0715500 3	3	\$609.94	\$7,929.22	13.000	EA	N	POLE CABLE DISTRIBUTION SYSTEM, WALL MOUNT



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0715500 11	1	\$2,082.98	\$2,082.98	1.000	EA	N	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL ALTERNATE SYSTEM, CONVENTIONAL
0715511130	1	\$14,771.70	\$44,315.10	3.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, ALUMINUM, 30'
0715511145	1	\$4,550.00	\$59,150.00	13.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, ALUMINUM, 45'
0715511245	1	\$18,233.70	\$36,467.40	2.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, GALVANIZED STEEL, 45'
0715512240	1	\$34,000.00	\$136,000.00	4.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, DOUBLE ARM SHOULDER MOUNT, GALVANIZED STEEL, 40'
0715516115	1	\$7,750.00	\$1,030,750.00	133.000	EA	N	LIGHT POLE COMPLETE-SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'
0715516315	1	\$10,761.30	\$10,761.30	1.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I ,POLE TOP MOUNT, CONCRETE, 15'
0715550000	2	\$703.03	\$2,812.11	4.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, REMOVE
0735 88 1	1	\$77,000.00	\$77,000.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 1
0751 35 13	2	\$77,028.15	\$616,225.18	8.000	EA	N	ARCHITECTURAL, BUS SHELTER, F&I, 101-150 SF
0751 35 14	1	\$96,390.74	\$289,172.22	3.000	EA	N	ARCHITECTURAL, BUS SHELTER, F&I, 151-200 SF
0751 35 15	1	\$99,000.00	\$396,000.00	4.000	EA	N	ARCHITECTURAL, BUS SHELTER, F&I, GREATER THAN 200 SF
0751 36 11	2	\$577.24	\$9,813.00	17.000	EA	N	BICYCLE RACK, FURNISH & INSTALL, 1-2 BICYCLES



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0751 37	2	\$577.24	\$9,813.00	17.000	EA	N	TRASH RECEPTACLE
0920714 56	1	\$12.00	\$89,628.00	7,469.000	SF	N	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE, PROJECT 431756-1-52-01
0920714100	2	\$9.59	\$163,167.75	17,011.000	SF	N	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE
0999 16	26	\$7,730.77	\$201,000.00	26.000	LS	N	PARTNERING, DO NOT BID
0999 20 1	1	\$3,900.00	\$78,000.00	20.000	DA	N	DISPUTES REVIEW BOARD, MEETING- DO NOT BID
0999 20 2	1	\$4,500.00	\$4,500.00	1.000	EA	N	DISPUTES REVIEW BOARD, HEARING- DO NOT BID
0999 25	40	\$42,392.70	\$2,585,954.61	61.000	LS	N	INITIAL CONTINGENCY AMOUNT, DO NOT BID
0999 26	19	\$13,171.26	\$368,795.30	28.000	LS	N	LOCAL AGENCY INITIAL CONTINGENCY AMOUNT (DO NOT BID)
1000 5	1	\$15,000.00	\$15,000.00	1.000	LS	N	UTILITY WORK- JPA/UTILITY AGREEMENT, SEWER
1050 16004	1	\$29.75	\$17,552.50	590.000	LF	N	UTILITY PIPE,REMOVE & DISPOSE, 8-19.9"
1050 18002	1	\$12.58	\$37,740.00	3,000.000	LF	N	UTILITY PIPE,PLUG & PLACE OUT OF SERVICE, 2- 4.9"
1050 18003	1	\$13.30	\$76,342.00	5,740.000	LF	N	UTILITY PIPE,PLUG & PLACE OUT OF SERVICE, 5- 7.9"
1050 18004	1	\$23.75	\$5,225.00	220.000	LF	N	UTILITY PIPE,PLUG & PLACE OUT OF SERVICE, 8-19.9"
1050 31202	1	\$158.00	\$6,320.00	40.000	LF	N	UTILITY PIPE- POLY VINYL CHLORIDE, FURNISH & INSTALL, WATER/SEWER, 2"
1050 41202	1	\$193.88	\$11,632.80	60.000	LF	N	UTILITY PIPE- POLYETHYLENE, FURNISH & INSTALL, WATER/SEWER, 2"
1050 51204	1	\$212.41	\$339,856.00	1,600.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 4"



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1050 51206	1	\$257.10	\$57,847.50	225.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 6"
1050 51208	2	\$155.31	\$1,456,154.50	9,376.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 8"
1050 51210	1	\$308.90	\$12,356.00	40.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 10"
1050 51212	1	\$222.51	\$77,878.50	350.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 12"
1055 51108	2	\$1,436.50	\$70,388.49	49.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL ELBOW, 8"
1055 51110	1	\$1,212.09	\$4,848.36	4.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL ELBOW, 10"
1055 51112	1	\$2,792.15	\$11,168.60	4.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL ELBOW, 12"
1055 51208	1	\$1,573.46	\$55,071.10	35.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL TEE, 8"
1055 51212	1	\$3,001.70	\$6,003.40	2.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL TEE, 12"
1055 51308	1	\$957.36	\$1,914.72	2.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL REDUCER, 8"



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1055 51312	1	\$2,163.89	\$2,163.89	1.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL REDUCER, 12"
1055 51408	1	\$2,666.46	\$5,332.92	2.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL UNION, 8"
1055 51508	1	\$1,635.93	\$1,635.93	1.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL, CAP/PLUG, 8"
1055 51512	1	\$2,087.30	\$2,087.30	1.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL, CAP/PLUG, 12"
1060 11221	1	\$7,462.65	\$29,850.60	4.000	EA	N	UTILITY STRUCTURE, BELOW GROUND, F&I, WATER / SEWER > 80 FT3, 0 - 6'
1060 15	1	\$2,394.73	\$2,394.73	1.000	EA	N	UTILITY STRUCTURE, BELOW GROUND, ADJUST/MODIFY
1060 21 11	1	\$2,471.31	\$14,827.86	6.000	EA	N	UTILITY STRUCTURE- ABOVE GROUND, 0-1 CY PAD, WITH COVER
1070 1 1	1	\$14.04	\$24,008.40	1,710.000	SF	N	UTILITY AUXILIARY ITEMS, 8" CONCRETE SLAB FOR GROUND COVER LESS THAN 2.5'
1080 21100	1	\$1,128.91	\$24,836.02	22.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, FURNISH & INSTALL, 1"
1080 21400	1	\$2,500.00	\$2,500.00	1.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, RELOCATE
1080 21500	6	\$545.82	\$265,815.87	487.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, ADJUST
1080 21600	1	\$506.83	\$11,150.26	22.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, REMOVE
1080 22400	1	\$6,235.75	\$18,707.25	3.000	EA	N	UTILITY FIXTURE- BACKFLOW ASSEMBLY, RELOCATE
1080 23106	1	\$8,177.79	\$8,177.79	1.000	EA	N	UTILITY FIXTURE- TAPPING SADDLE/SLEEVE, FURNISH & INSTALL, 6"



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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
1080 23112	1	\$19,130.55	\$19,130.55	1.000	EA	N	UTILITY FIXTURE- TAPPING SADDLE/SLEEVE, FURNISH & INSTALL, 12"
1080 24104	1	\$2,141.23	\$130,615.03	61.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 4"
1080 24106	1	\$2,711.33	\$32,535.96	12.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 6"
1080 24108	2	\$3,480.65	\$93,977.55	27.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 8"
1080 24112	1	\$5,923.72	\$23,694.88	4.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 12"
1080 24500	1	\$613.49	\$11,042.82	18.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, ADJUST/MODIFY
1080 26102	1	\$8,113.58	\$81,135.80	10.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEMBLY, FURNISH & INSTALL 2"
1080 26500	1	\$774.92	\$774.92	1.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEMBLY, ADJUST/MODIFY
1080 27104	1	\$8,222.41	\$16,444.82	2.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, FURNISH AND INSTALL, 4"
1080 27106	1	\$9,223.39	\$27,670.17	3.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, FURNISH AND INSTALL, 6"
1080 27108	2	\$12,080.96	\$96,647.70	8.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, FURNISH AND INSTALL, 8"
1080 29104	1	\$702.55	\$21,076.50	30.000	EA	N	UTILITY FIXTURE, MECHANICAL JOINT RESTRAINT, FURNISH & INSTALL, 4"
1080 29106	1	\$718.99	\$4,313.94	6.000	EA	N	UTILITY FIXTURE, MECHANICAL JOINT RESTRAINT, FURNISH & INSTALL, 6"
1080 29108	2	\$787.03	\$151,108.98	192.000	EA	N	UTILITY FIXTURE, MECHANICAL JOINT RESTRAINT, FURNISH & INSTALL, 8"
1080 29110	1	\$1,818.13	\$3,636.26	2.000	EA	N	UTILITY FIXTURE, MECHANICAL JOINT RESTRAINT, FURNISH & INSTALL, 10"



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1080 29112	1	\$892.03	\$19,624.66	22.000	EA	N	UTILITY FIXTURE, MECHANICAL JOINT RESTRAINT, FURNISH & INSTALL, 12"
1080 32102	1	\$1,286.89	\$3,860.67	3.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, FURNISH & INSTALL, 2"
1080 32108	1	\$1,738.81	\$3,477.62	2.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, FURNISH & INSTALL, 8"
1080 32600	1	\$939.38	\$1,878.76	2.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, REMOVE
1644136 08	1	\$7,688.71	\$7,688.71	1.000	EA	N	FIRE HYDRANT, F&I, TRAFFIC, 3 WAY - 2 HOSE, 1PUMPER, 6"
1644400	1	\$1,337.60	\$1,337.60	1.000	EA	N	FIRE HYDRANT, SALVAGE & STORE
1644700	5	\$3,913.28	\$101,745.38	26.000	EA	N	FIRE HYDRANT, ADJUST & MODIFY
1644800	2	\$5,265.86	\$47,392.77	9.000	EA	N	FIRE HYDRANT, RELOCATE



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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0102 1	325	\$949.14	\$95,859,161.79	100,996.000	DA	N	MAINTENANCE OF TRAFFIC
0102 2200	74	\$21.74	\$19,554,290.51	899,309.000	SY	N	SPECIAL DETOUR- TEMPORARY PAVEMENT
0102 2300	55	\$49.58	\$9,921,981.52	200,122.900	CY	N	SPECIAL DETOUR- TEMPORARY EARTHWORK/BASE
0102 3	49	\$79.61	\$804,084.21	10,100.200	CY	N	COMMERCIAL MATERIAL FOR TEMPORARY DRIVEWAY MAINTENANCE
0102 4 1	91	\$46.10	\$2,636,322.93	57,187.000	SY	N	PEDESTRIAN OR BICYCLE SPECIAL DETOUR
0102 14	201	\$62.58	\$13,804,074.23	220,576.000	HR	N	TRAFFIC CONTROL OFFICER
0102 30	5	\$3,281.64	\$12,316,000.01	3,753.000	EA	N	TEMPORARY HIGHWAY LIGHTING
0102 60	314	\$.23	\$1,526,246.20	6,566,279.000	ED	N	WORK ZONE SIGN
0102 61	54	\$7.70	\$49,522.03	6,431.000	EA	N	BUSINESS SIGN
0102 62 12	6	\$.60	\$4,546.50	7,518.000	ED	N	BARRIER MOUNTED WORK ZONE SIGN- INDEX 700-012
0102 62 13	18	\$.35	\$93,175.99	269,321.000	ED	N	BARRIER MOUNTED WORK ZONE SIGN- INDEX 700-013
0102 71 13	78	\$40.35	\$5,588,379.54	138,487.000	LF	N	TEMPORARY BARRIER, F&I, LOW PROFILE, CONCRETE
0102 71 15	62	\$22.17	\$7,264,867.60	327,706.000	LF	N	TEMPORARY BARRIER, F&I, ANCHORED
0102 71 16	30	\$11.13	\$2,301,727.87	206,735.000	LF	N	TEMPORARY BARRIER, F&I, FREE STANDING
0102 71 23	43	\$8.58	\$1,277,339.57	148,862.000	LF	N	TEMPORARY BARRIER, RELOCATE, LOW PROFILE CONCRETE
0102 71 25	44	\$5.93	\$2,305,106.19	388,909.000	LF	N	TEMPORARY BARRIER, RELOCATE, ANCHORED
0102 71 26	22	\$1.08	\$348,307.07	321,695.000	LF	N	TEMPORARY BARRIER, RELOCATE, FREE STANDING
0102 73	2	\$20.32	\$17,250.00	849.000	LF	N	TEMPORARY GUARDRAIL
0102 74 1	312	\$.10	\$2,308,714.89	22,398,185.000	ED	N	CHANNELIZING DEVICE- TYPES I, II, DI, VP, DRUM, OR LCD
0102 74 8	194	\$.04	\$1,317,097.16	29,666,536.000	FD	N	CHANNELIZING DEVICE- PEDESTRIAN LCD (LONGITUDINAL CHANNELIZING DEVICE)



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0102 75 1	9	\$6.07	\$418,176.65	68,859.000	LF	N	TEMPORARY SEPARATOR, F&I REMOVE
0102 76	242	\$5.26	\$887,518.10	168,694.000	ED	N	ARROW BOARD / ADVANCE WARNING ARROW PANEL
0102 78 1	31	\$2.87	\$659,849.44	230,016.000	EA	N	TEMPORARY RAISED/RETROREFLECTIVE PAVEMENT MARKER, TYPE D
0102 89 1	72	\$944.50	\$929,383.13	984.000	LO	N	TEMPORARY CRASH CUSHION, REDIRECTIVE OPTION
0102 94 1	1	\$11.00	\$780,428.00	70,948.000	LF	N	TEMPORARY GLARE SCREEN, F&I, WALL MATERIAL-CONCRETE
0102 99	304	\$10.50	\$3,772,598.62	359,394.000	ED	N	PORTABLE CHANGEABLE MESSAGE SIGN, TEMPORARY
0102 99104	1	\$13.78	\$52,446.68	3,806.000	ED	N	PORTABLE CHANGEABLE MESSAGE SIGN, TEMPORARY- SMART WORK ZONE, PROJECTS 442061-1-52-01 AND 442061-2-52-01
0102104	150	\$15.91	\$2,871,968.82	180,500.000	ED	N	TEMPORARY SIGNALIZATION AND MAINTENANCE, INTERSECTION
0102107 1	147	\$11.20	\$2,043,402.01	182,375.000	ED	N	TEMPORARY TRAFFIC DETECTION AND MAINTENANCE, INTERSECTION
0102115	195	\$.36	\$187,575.45	526,886.000	ED	N	TYPE III BARRICADE
0102120	2	\$112.59	\$75,999.00	675.000	ED	N	TEMPORARY TRAFFIC SIGNALS FOR LANE CLOSURES ON TWO-LANE, TWO-WAY ROADWAYS
0102125104	1	\$20.14	\$20,905.32	1,038.000	ED	N	PORTABLE TRAFFIC SENSOR- SMART WORK ZONE, PROJECTS 442061-1-52-01 AND 442061-2-52-01
0102126103	1	\$11.66	\$12,103.08	1,038.000	ED	N	NAVIGATION APPLICATION SENSOR- SMART WORK ZONE, PROJECTS 442061-1-52-01 AND 442061-2-52-01
0102150 1	61	\$3.80	\$264,203.82	69,595.000	ED	N	PORTABLE REGULATORY, SIGN
0102150 2	62	\$3.85	\$250,227.87	65,030.000	ED	N	RADAR SPEED DISPLAY UNIT
0102909	28	\$31.84	\$185,732.80	5,834.000	DA	N	TEMPORARY RAISED RUMBLE STRIPS- PER DAY, INCLUDES ALL SETS AND RELOCATIONS



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0102913 11	1	\$19,886.00	\$4,772.64	.240	GM	N	REMOVABLE TAPE, BLACK, SOLID 6"
0102913 12	9	\$5,123.04	\$36,747.55	7.173	GM	N	REMOVABLE TAPE, BLACK, 10'-30', 3'-9', 6'-10', or 2'-4' SKIP
0102913 21	51	\$10,919.15	\$492,289.66	45.085	GM	N	REMOVABLE TAPE, WHITE, SOLID 6"
0102913 22	25	\$4,519.05	\$99,315.26	21.977	GM	N	REMOVABLE TAPE, WHITE, 10'-30', 3'-9', 6'-10', or 2'-4' SKIP, 6" WIDE
0102913 23	16	\$13.72	\$45,650.80	3,328.000	LF	N	REMOVABLE TAPE, WHITE, 24" STOP BAR
0102913 24	20	\$7.94	\$73,838.74	9,296.000	LF	N	REMOVABLE TAPE, WHITE, 12" CROSSWALK
0102913 29	9	\$343.31	\$32,958.18	96.000	EA	N	REMOVABLE TAPE, WHITE, MESSAGE, SYMBOL OR ARROW
0102913 31	44	\$11,453.81	\$477,979.11	41.731	GM	N	REMOVABLE TAPE, YELLOW, SOLID, 6"
0102913 32	8	\$10,552.31	\$6,679.61	.633	GM	N	REMOVABLE TAPE, YELLOW, 10'-30', 3'-9', 6'-10', or 2'-4' SKIP
0104 1	44	\$4.34	\$195,661.68	45,059.000	SY	N	ARTIFICIAL COVERINGS /ROLLED EROSION CONTROL PRODUCTS
0104 6	4	\$32.20	\$82,164.35	2,552.000	LF	N	TEMPORARY SLOPE DRAIN / RUNOFF CONTROL STRUCTURE
0104 7	2	\$6,500.00	\$45,500.00	7.000	EA	N	SEDIMENT BASIN / CONTAINMENT SYSTEM
0104 9	3	\$2,750.00	\$22,000.00	8.000	EA	N	SEDIMENT BASIN / CONTAINMENT SYSTEM- CLEANOUT
0104 10 3	228	\$1.78	\$4,767,532.58	2,680,828.000	LF	N	SEDIMENT BARRIER
0104 11	88	\$13.49	\$1,318,512.23	97,776.000	LF	N	FLOATING TURBIDITY BARRIER
0104 12	40	\$10.22	\$394,783.53	38,624.000	LF	N	STAKED TURBIDITY BARRIER- NYLON REINFORCED PVC
0104 15	68	\$2,527.28	\$821,366.44	325.000	EA	N	SOIL TRACKING PREVENTION DEVICE
0104 18	244	\$163.73	\$1,825,885.27	11,152.000	EA	N	INLET PROTECTION SYSTEM
0104 19	7	\$5.27	\$78,423.35	14,874.000	SY	N	CHEMICAL TREATMENT- POWDERED, FOR EROSION CONTROL
0107 1	240	\$36.29	\$4,856,168.54	133,814.130	AC	N	LITTER REMOVAL
0107 2	236	\$53.04	\$5,476,120.30	103,235.600	AC	N	MOWING



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0108 1	76	\$14,580.59	\$1,312,253.50	90.000	EA	N	MONITOR EXISTING STRUCTURES- INSPECTION AND SETTLEMENT MONITORING
0108 2	49	\$17,803.72	\$1,068,223.45	60.000	EA	N	MONITOR EXISTING STRUCTURES- VIBRATION MONITORING
0108 3	4	\$9,036.32	\$54,217.94	6.000	EA	N	MONITOR EXISTING STRUCTURES- GROUNDWATER MONITORING
0110 1 1	265	\$28,466.89	\$60,565,300.72	2,127.570	AC	N	CLEARING & GRUBBING
0110 1100	1	\$40,000.00	\$270,400.00	6.760	AC	N	CLEARING, MULCHING, AND GRINDING, PROJECT 444045-1-52-01
0110 2 2	18	\$43,231.03	\$648,897.69	15.010	AC	N	SELECTIVE CLEARING AND GRUBBING, AREAS WITH TREES TO REMAIN
0110 3	28	\$44.11	\$9,894,097.81	224,315.000	SF	N	REMOVAL OF EXISTING STRUCTURES/BRIDGES
0110 4 10	239	\$31.17	\$12,884,352.05	413,404.000	SY	N	REMOVAL OF EXISTING CONCRETE
0110 5	1	\$4,920.00	\$24,600.00	5.000	EA	N	PLUGGING WATER WELLS, ARTESIAN
0110 6	1	\$15,000.00	\$15,000.00	1.000	EA	N	PLUGGING WATER WELLS, NON-ARTESIAN
0110 7 1	61	\$253.34	\$186,968.36	738.000	EA	N	MAILBOX, F&I SINGLE
0110 12 1	1	\$7,500.00	\$195,000.00	26.000	SY	N	HYDRODEMOLITION, REMOVAL OF DECK SURFACE
0110 21	41	\$8.07	\$925,390.34	114,701.000	LF	N	TREE PROTECTION BARRIER
0110 22	36	\$787.78	\$772,807.67	981.000	EA	N	TREE ROOT AND BRANCH PRUNING
0110 23	19	\$579.48	\$316,397.16	546.000	EA	N	TREE REMOVAL
0110 71 1	2	\$317.08	\$207,055.00	653.000	LF	N	BRIDGE FENDER SYSTEM, REMOVAL & DISPOSAL
0110 73	3	\$393.68	\$1,489,285.00	3,783.000	LF	N	REMOVE EXISTING BULKHEAD
0110 82	3	\$3,270.48	\$138,668.50	42.400	MB	N	REMOVE & DISPOSE OF STRUCTURAL TIMBER
0110 84	1	\$400,000.00	\$400,000.00	1.000	LS	N	TRANSPORT EXISTING MATERIAL FOR REEF ESTABLISHMENT
0120 1	182	\$10.03	\$33,603,092.46	3,349,200.100	CY	N	REGULAR EXCAVATION



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0120 2 2	73	\$24.66	\$2,302,176.63	93,365.200	CY	N	BORROW EXCAVATION, TRUCK MEASURE
0120 2100	1	\$75.00	\$14,550.00	194.000	CY	N	BORROW EXCAVATION, TRUCK MEASURE, PROJECT 442906-1-52-01
0120 3	1	\$65.00	\$107,575.00	1,655.000	CY	N	LATERAL DITCH EXCAVATION
0120 4	43	\$27.31	\$6,726,556.22	246,279.300	CY	N	SUBSOIL EXCAVATION
0120 5	5	\$23.73	\$220,635.10	9,299.600	CY	N	CHANNEL EXCAVATION
0120 6	154	\$16.58	\$64,007,901.05	3,860,106.000	CY	N	EMBANKMENT
0120 71	56	\$29,059.55	\$1,801,691.84	62.000	LS	N	REGULAR EXCAVATION (3-R PROJECTS ONLY)
0120 71100	1	\$49,500.00	\$49,500.00	1.000	LS	N	REGULAR EXCAVATION (3-R PROJECTS ONLY) PROJECT 442906-1-52-01
0120 74	3	\$24.73	\$2,762,066.70	111,709.600	CY	N	SURCHARGE EMBANKMENT
0121 70	8	\$285.38	\$310,863.00	1,089.300	CY	N	FLOWABLE FILL
0125 3	1	\$100.00	\$830.00	8.300	CY	N	SELECT BEDDING MATERIAL
0141 70	3	\$1,198.65	\$39,555.39	33.000	AS	N	SETTLEMENT PLATE ASSEMBLY
0145 1	2	\$24.56	\$325,079.52	13,238.000	SF	N	GEOSYNTHETIC REINFORCED SOIL SLOPE
0145 2	17	\$8.30	\$485,572.79	58,482.000	SY	N	GEOSYNTHETIC REINFORCED FOUNDATION OVER SOFT SOIL
0145 71	3	\$20.76	\$62,963.18	3,033.000	SY	N	REINFORCEMENT GRID FOR SOIL STABILIZATION
0145 72	1	\$59.00	\$12,921.00	219.000	SY	N	CELLULAR CONFINEMENT FOR SOIL STABILIZATION
0160 4	160	\$6.80	\$22,383,149.50	3,293,357.000	SY	N	TYPE B STABILIZATION
0173 76	1	\$31.00	\$1,103,662.00	35,602.000	LF	N	GROUT PIPE INSTALLATION
0173 77 1	1	\$500.00	\$1,225,600.00	2,451.200	CY	N	SUBSURFACE PRESSURE GROUTING, SAND CEMENT
0210 1 1	2	\$20.27	\$76,258.60	3,763.000	SY	N	REWORKING LIMEROCK BASE, 6"
0210 1 8	1	\$32.40	\$80,902.80	2,497.000	SY	N	REWORKING LIMEROCK BASE, 4"



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0210 1 9	3	\$5.85	\$16,812.00	2,876.000	SY	N	REWORKING LIMEROCK BASE, 3"
0285701	80	\$21.04	\$17,749,972.92	843,745.000	SY	N	OPTIONAL BASE, BASE GROUP 01
0285702	15	\$16.18	\$1,304,140.31	80,610.000	SY	N	OPTIONAL BASE, BASE GROUP 02
0285703	16	\$20.94	\$1,286,048.65	61,406.000	SY	N	OPTIONAL BASE, BASE GROUP 03
0285704	27	\$22.29	\$1,798,569.40	80,681.000	SY	N	OPTIONAL BASE, BASE GROUP 04
0285705	3	\$21.36	\$374,175.74	17,519.000	SY	N	OPTIONAL BASE, BASE GROUP 05
0285706	50	\$22.40	\$4,918,540.42	219,551.000	SY	N	OPTIONAL BASE, BASE GROUP 06
0285707	10	\$18.25	\$3,189,576.62	174,747.000	SY	N	OPTIONAL BASE, BASE GROUP 07
0285708	6	\$36.35	\$2,499,255.06	68,755.000	SY	N	OPTIONAL BASE, BASE GROUP 08
0285709	86	\$25.26	\$12,083,897.53	478,353.000	SY	N	OPTIONAL BASE, BASE GROUP 09
0285710	17	\$23.00	\$12,821,085.24	557,382.000	SY	N	OPTIONAL BASE, BASE GROUP 10
0285711	32	\$25.89	\$6,172,747.18	238,457.000	SY	N	OPTIONAL BASE, BASE GROUP 11
0285712	10	\$31.05	\$1,769,422.63	56,983.000	SY	N	OPTIONAL BASE, BASE GROUP 12
0285713	11	\$61.83	\$3,795,851.02	61,389.000	SY	N	OPTIONAL BASE, BASE GROUP 13
0285714	4	\$134.06	\$599,262.93	4,470.000	SY	N	OPTIONAL BASE, BASE GROUP 14
0285715	28	\$69.72	\$7,693,517.27	110,343.000	SY	N	OPTIONAL BASE, BASE GROUP 15
0285739	1	\$86.00	\$117,218.00	1,363.000	SY	N	OPTIONAL BASE- GRADED AGGREGATE, 18" FOR PROJECT 439892-1-52-01
0285742	1	\$100.00	\$440,200.00	4,402.000	SY	N	OPTIONAL BASE- GRADED AGGREGATE, 21" FOR PROJECT 218594-2-52-01
0286 1	43	\$41.75	\$1,296,102.22	31,045.000	SY	N	TURNOUT CONSTRUCTION/DRIVEWAY BASE- OPTIONAL MATERIALS



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0286 2	19	\$274.75	\$522,364.04	1,901.200	TN	N	TURNOUT CONSTRUCTION-ASPHALT/DRIVEWAY BASE- ASPHALT MATERIAL
0305 1	1	\$22.00	\$5,764.00	262.000	LF	N	BITUMINOUS CRACK AND JOINT SEALING FOR ASPHALTIC CONCRETE ROADWAY
0327 70 1	36	\$2.14	\$2,245,921.74	1,048,334.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH
0327 70 2	21	\$3.71	\$2,093,014.32	564,864.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 3 1/2" AVG DEPTH
0327 70 3	11	\$4.30	\$1,598,291.11	371,944.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 4 1/2" AVG DEPTH
0327 70 4	52	\$2.89	\$8,868,913.41	3,065,354.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 3" AVG DEPTH
0327 70 5	51	\$2.89	\$5,356,828.80	1,856,217.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH
0327 70 6	154	\$3.08	\$11,804,125.73	3,833,896.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 1 1/2" AVG DEPTH
0327 70 7	16	\$2.67	\$1,205,246.49	451,964.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 4" AVG DEPTH
0327 70 8	34	\$3.00	\$5,506,862.21	1,836,901.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 2 1/2" AVG DEPTH
0327 70 9	3	\$5.36	\$115,319.80	21,499.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 5 1/4" AVG DEPTH
0327 70 10	5	\$2.03	\$189,962.40	93,688.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 5" AVG DEPTH
0327 70 11	46	\$2.43	\$8,174,974.02	3,360,831.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 2 1/4" AVG DEPTH
0327 70 12	33	\$2.18	\$1,350,827.21	620,343.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 1 1/4" AVG DEPTH
0327 70 13	11	\$2.49	\$631,629.90	253,999.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 1 3/4" AVG DEPTH
0327 70 14	1	\$30.13	\$8,014.58	266.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 6 1/2" AVG DEPTH
0327 70 15	24	\$2.29	\$3,539,187.08	1,546,355.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 2 3/4" AVG DEPTH
0327 70 16	12	\$2.50	\$423,917.53	169,672.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 1/2" AVG DEPTH
0327 70 17	17	\$2.68	\$3,793,113.33	1,415,560.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 3 1/4" AVG DEPTH



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0327 70 18	2	\$69.04	\$15,120.00	219.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 5 1/2" AVG DEPTH
0327 70 19	29	\$2.56	\$1,837,848.29	719,142.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 3/4" AVG DEPTH
0327 70 20	25	\$2.90	\$2,645,746.67	912,930.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 3 3/4" AVG DEPTH
0327 70 22	4	\$4.49	\$288,192.25	64,179.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 4 1/4" AVG DEPTH
0327 70 23	1	\$18.50	\$16,150.50	873.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 6" AVG DEPTH
0327 70 26	5	\$3.67	\$389,042.20	105,995.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 4 3/4" AVG DEPTH
0327 70 27	3	\$2.70	\$57,085.51	21,119.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 5 3/4" AVG DEPTH
0327 70 28	2	\$15.36	\$62,387.88	4,061.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 6 3/4" AVG DEPTH
0327 70 29	4	\$6.95	\$98,997.99	14,249.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 6 1/4" AVG DEPTH
0327 70 31	4	\$18.37	\$79,259.23	4,315.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 7 1/2" AVG DEPTH
0327 70 33	3	\$9.10	\$87,765.48	9,648.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 7 3/4" AVG DEPTH
0327 70 34	1	\$15.00	\$10,875.00	725.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 8" AVG DEPTH
0327 70 42	1	\$23.71	\$13,443.57	567.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 7 1/4" AVG DEPTH
0327 70 43	1	\$15.00	\$14,415.00	961.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 11" AVG DEPTH
0334 1 12	48	\$114.81	\$22,292,222.18	194,174.000	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC B
0334 1 13	103	\$120.72	\$67,933,894.91	562,721.100	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC C
0334 1 15	20	\$127.37	\$10,549,055.00	82,823.800	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC E
0334 1 52	39	\$135.65	\$25,776,570.99	190,017.000	TN	N	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, PG76-22
0334 1 53	82	\$129.93	\$63,448,718.65	488,315.300	TN	N	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG76-22
0334 1 55	29	\$122.30	\$85,031,729.40	695,288.700	TN	N	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC E, PG76-22
0334 1 56	1	\$208.98	\$329,770.44	1,578.000	TN	N	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, HIGH POLYMER



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0334 1 57	1	\$137.00	\$5,263,992.10	38,423.300	TN	N	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, HIGH POLYMER
0334 1 59	4	\$177.17	\$15,267,258.58	86,172.100	TN	N	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC E, HIGH POLYMER
0337 7 25	65	\$161.79	\$72,406,622.99	447,521.600	TN	N	ASPHALT CONCRETE FRICTION COURSE, INC BIT, FC-5, PG 76-22
0337 7 26	5	\$190.02	\$5,899,498.10	31,046.700	TN	N	ASPHALT CONCRETE FRICTION COURSE, INC BIT, FC-5, HIGH POLYMER
0337 7 80	24	\$161.00	\$9,810,894.70	60,937.400	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-9.5, PG 76-22
0337 7 81	29	\$154.14	\$16,629,398.97	107,885.000	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, PG 76-22
0337 7 82	31	\$159.03	\$18,155,273.04	114,165.200	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22
0337 7 83	129	\$149.70	\$66,849,604.83	446,560.900	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-12.5, PG 76-22
0337 7 88	13	\$172.43	\$4,256,310.08	24,684.000	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC E, FC-12.5, PG 76-22
0337 7 91	1	\$179.61	\$299,733.17	1,668.800	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, HIGH POLYMER
0337 7 92	1	\$279.48	\$386,353.15	1,382.400	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, HIGH POLYMER
0337 7 93	1	\$136.00	\$915,824.00	6,734.000	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-12.5, HIGH POLYMER
0337 7 95	1	\$193.60	\$204,189.92	1,054.700	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC E, FC-12.5, HIGH POLYMER
0339 1	111	\$269.25	\$5,921,606.06	21,993.200	TN	N	MISCELLANEOUS ASPHALT PAVEMENT
0350 3 1	2	\$232.09	\$19,727.35	85.000	SY	N	PLAIN CEMENT CONCRETE PAVEMENT, 6"
0350 3 5	3	\$72.66	\$5,782,575.00	79,589.000	SY	N	PLAIN CEMENT CONCRETE PAVEMENT, 8"
0350 3 6	1	\$127.00	\$2,022,475.00	15,925.000	SY	N	PLAIN CEMENT CONCRETE PAVEMENT, 8.5"



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0350 3 7	2	\$57.65	\$6,634,399.00	115,077.000	SY	N	PLAIN CEMENT CONCRETE PAVEMENT, 9"
0350 3 8	1	\$75.00	\$6,111,150.00	81,482.000	SY	N	PLAIN CEMENT CONCRETE PAVEMENT, 9.5"
0350 3 9	2	\$97.19	\$663,510.00	6,827.000	SY	N	PLAIN CEMENT CONCRETE PAVEMENT, 10"
0350 3 11	1	\$100.00	\$1,623,400.00	16,234.000	SY	N	PLAIN CEMENT CONCRETE PAVEMENT, 11"
0350 3 13	1	\$90.00	\$58,140.00	646.000	SY	N	PLAIN CEMENT CONCRETE PAVEMENT, 12"
0350 5	6	\$3.09	\$1,744,248.95	563,606.000	LF	N	CLEANING & SEALING JOINTS- CONCRETE PAVEMENT
0350 6	1	\$16.40	\$5,100.40	311.000	LF	N	CLEANING & SEALING RANDOM CRACKS- CONCRETE PAVEMENT
0350 30 13	6	\$185.20	\$338,548.52	1,828.000	SY	N	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH
0352 70	6	\$4.19	\$1,297,102.80	309,295.000	SY	N	GRINDING CONCRETE PAVEMENT
0353 70	2	\$1,042.79	\$1,161,985.00	1,114.300	CY	N	CONCRETE PAVEMENT SLAB REPLACEMENT
0370 1	3	\$58.70	\$96,267.30	1,640.000	LF	N	BRIDGE APPROACH EXPANSION JOINT FOR CONCRETE PAVEMENT
0400 0 11	36	\$993.45	\$4,494,662.18	4,524.300	CY	N	CONCRETE CLASS NS, GRAVITY WALL INDEX 400-011
0400 0 13	2	\$3,481.15	\$225,926.60	64.900	CY	N	CONCRETE CLASS NS, STEPS
0400 2 1	7	\$1,543.75	\$1,718,351.11	1,113.100	CY	N	CONCRETE CLASS II, CULVERTS
0400 2 4	10	\$902.54	\$13,070,533.94	14,482.000	CY	N	CONC CLASS II, BRIDGE SUPERSTRUCTURE
0400 2 5	6	\$2,013.64	\$2,173,115.34	1,079.200	CY	N	CONCRETE CLASS II, BRIDGE SUBSTRUCTURE
0400 2 10	19	\$509.81	\$3,610,403.28	7,081.900	CY	N	CONCRETE CLASS II, APPROACH SLABS
0400 2 11	4	\$766.93	\$1,075,008.01	1,401.700	CY	N	CONCRETE CLASS II, RETAINING WALLS
0400 2 25	3	\$1,495.12	\$1,468,960.00	982.500	CY	N	CONCRETE CLASS II, MASS, BRIDGE SUBSTRUCTURE
0400 2 47	1	\$1,700.00	\$114,410.00	67.300	CY	N	CONCRETE CLASS II, CAST-IN-PLACE TOPPING WITH SHRINKAGE REDUCING ADMIXTURE



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0400 3 20	3	\$874.05	\$2,851,862.14	3,262.800	CY	N	CONC CLASS III, SEAL
0400 4 1	9	\$1,974.56	\$4,558,068.92	2,308.400	CY	N	CONCRETE CLASS IV, CULVERTS
0400 4 4	4	\$779.40	\$8,914,228.00	11,437.300	CY	N	CONCRETE CLASS IV, SUPERSTRUCTURE
0400 4 5	16	\$1,595.13	\$5,474,489.86	3,432.000	CY	N	CONCRETE CLASS IV, BRIDGE SUBSTRUCTURE
0400 4 8	9	\$913.84	\$3,792,784.36	4,150.400	CY	N	CONC CLASS IV, BULKHEAD
0400 4 11	11	\$1,761.42	\$2,422,484.09	1,375.300	CY	N	CONC CLASS IV, RETAINING WALLS
0400 4 25	6	\$854.44	\$19,789,319.20	23,160.500	CY	N	CONCRETE CLASS IV, MASS, SUBSTRUCTURE
0400 4 47	1	\$1,345.00	\$289,309.50	215.100	CY	N	CONCRETE CLASS IV, CAST IN PLACE TOPPING WITH SHRINKAGE REDUCING ADMIXTURE
0400 7 1	15	\$5.52	\$432,733.04	78,432.000	SY	N	BRIDGE DECK GROOVING
0400 8 5	1	\$3,800.00	\$250,800.00	66.000	CY	N	CONCRETE CLASS V, BRIDGE SUBSTRUCTURE
0400 8 25	1	\$995.00	\$580,682.00	583.600	CY	N	CONC CLASS V MASS - SUBSTRUCTURE
0400 9 1	11	\$6.41	\$570,430.00	88,927.000	SY	N	BRIDGE DECK PLANING
0400 32	2	\$14,000.00	\$196,000.00	14.000	CY	N	CONCRETE FOR JOINT REPAIR
0400 45 3	1	\$3.50	\$142,278.50	40,651.000	SF	N	CLEANING AND COATING CONCRETE SURFACES, APPLIED FINISH COATING
0400 60 3	1	\$200.00	\$200,000.00	1,000.000	LF	N	CATHODIC PROTECTION - ELECTRICAL WORK, CONDUIT, WIRING, AND ACCESSORIES
0400 60 4	1	\$200,000.00	\$200,000.00	1.000	LS	N	CATHODIC PROTECTION - ELECTRICAL WORK, EQUIPMENT & INSTRUMENTATION
0400140 1	1	\$3,000.00	\$30,000.00	10.000	EA	N	NEOPRENE PAD REPLACEMENT, BENT/PIER



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0400142 3	3	\$32.94	\$656,740.00	19,935.000	SF	N	CATHODIC PROTECTION SYSTEM, ZINC ALUMINUM SPRAY
0400142 7	1	\$24.00	\$273,720.00	11,405.000	SF	N	CATHODIC PROTECTION SYSTEM, TITANIUM MESH
0400143	10	\$2.36	\$1,699,911.50	721,717.000	SF	N	CLEANING & COATING CONCRETE SURFACE, CLASS 5
0400147	11	\$1,001.37	\$437,300.27	436.700	CF	N	COMPOSITE NEOPRENE PADS
0400148	8	\$1,489.08	\$149,057.11	100.100	CF	N	PLAIN NEOPRENE BEARING PADS
0400150	1	\$1.50	\$2,272.50	1,515.000	SF	N	CLEANING AND SEALING EXISTING CONCRETE SURFACE
0400153	3	\$79.80	\$33,132.60	415.200	CF	N	NON SHRINK GROUT, F&I, MISCELLANEOUS- STRUCTURES REHAB
0401 70 2	5	\$664.46	\$57,010.80	85.800	CF	N	RESTORE SPALLED AREAS, LATEX MODIFIED MORTAR- STYRENE BUTADIENE
0401 70 3	7	\$932.14	\$306,302.00	328.600	CF	N	RESTORE SPALLED AREAS, LATEX MODIFIED MORTAR- ACRYLIC
0401 70 4	3	\$549.93	\$156,180.00	284.000	CF	N	RESTORE SPALLED AREAS, PORTLAND CEMENT GROUT
0401 70 7	4	\$238.99	\$2,413,367.41	10,098.300	CF	N	RESTORE SPALLED AREAS, SHOTCRETE
0401 70115	1	\$389.55	\$3,895.50	10.000	CF	N	RESTORE SPALLED AREAS, PREMANUFACTURED HYDRAULIC MORTAR, PROJECT 442061-2-52-01
0411 1	14	\$223.79	\$79,894.16	357.000	GA	N	EPOXY MATERIAL FOR CRACK INJECTION- STRUCTURES REHAB
0411 2	14	\$89.93	\$822,583.20	9,146.500	LF	N	CRACKS INJECT & SEAL- STRUCTURES REHAB
0413149	1	\$32.00	\$12,512.00	391.000	GA	N	PENETRANT SEALER
0413151	11	\$38.79	\$454,817.00	11,724.000	GA	N	METHACRYLATE MONOMER
0413154	11	\$1.49	\$1,862,275.84	1,250,113.000	SF	N	CLEANING & SEALING CONCRETE SURFACES - PENETRANT SEALER OR METHACRYLATES
0415 1 1	16	\$1.85	\$1,269,581.13	688,011.000	LB	N	REINFORCING STEEL- ROADWAY



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0415 1 3	15	\$1.88	\$597,891.99	317,987.000	LB	N	REINFORCING STEEL- RETAINING WALL
0415 1 4	17	\$1.58	\$10,905,146.69	6,895,395.000	LB	N	REINFORCING STEEL - BRIDGE SUPERSTRUCTURE
0415 1 5	21	\$1.70	\$12,474,512.65	7,352,763.000	LB	N	REINFORCING STEEL- BRIDGE SUBSTRUCTURE
0415 1 6	2	\$1.14	\$27,968.40	24,495.000	LB	N	REINFORCING STEEL- MISCELLANEOUS
0415 1 8	7	\$1.67	\$227,545.52	136,107.000	LB	N	REINFORCING STEEL- BULKHEAD
0415 1 9	19	\$1.47	\$2,034,051.03	1,381,425.000	LB	N	REINFORCING STEEL- APPROACH SLABS
0415 2 1	1	\$7.00	\$27,944.00	3,992.000	LB	N	STAINLESS REINFORCING STEEL, ROADWAY
0415 2 5	1	\$8.12	\$72,495.36	8,928.000	LB	N	STAINLESS REINFORCING STEEL, SUBSTRUCTURE
0415 2 8	1	\$5.90	\$11,156.90	1,891.000	LB	N	STAINLESS REINFORCING STEEL, BULKHEAD
0415 10 3	1	\$1.30	\$302.90	233.000	LF	N	FIBER REINFORCED POLYMER BARS, #3 BAR
0415 10 4	2	\$2.10	\$15,611.21	7,425.000	LF	N	FIBER REINFORCED POLYMER BARS, #4 BAR
0415 10 5	4	\$2.15	\$453,784.91	210,713.000	LF	N	FIBER REINFORCED POLYMER BARS, #5 BAR
0415 10 6	3	\$3.56	\$48,059.62	13,518.000	LF	N	FIBER REINFORCED POLYMER BARS, #6 BAR
0415 10 8	2	\$3.85	\$20,958.58	5,442.000	LF	N	FIBER REINFORCED POLYMER BARS, #8 BAR
0425 1201	22	\$8,118.67	\$584,544.43	72.000	EA	N	INLETS, CURB, TYPE 9, <10'
0425 1202	2	\$13,594.23	\$40,782.69	3.000	EA	N	INLETS, CURB, TYPE 9, >10'
0425 1203	7	\$11,524.96	\$80,674.69	7.000	EA	N	INLETS, CURB, TYPE 9, J BOT, <10'
0425 1204	1	\$11,200.00	\$11,200.00	1.000	EA	N	INLETS, CURB, TYPE 9, J BOT, >10'
0425 1205	3	\$6,388.40	\$25,553.60	4.000	EA	N	INLETS, CURB, TYPE 9, PARTIAL
0425 1211	3	\$6,725.38	\$40,352.25	6.000	EA	N	INLETS, CURB, TYPE 10, <10'
0425 1311	21	\$10,988.38	\$1,197,733.83	109.000	EA	N	INLETS, CURB, TYPE P-1, <10'



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0425 1315	3	\$7,203.75	\$144,075.00	20.000	EA	N	INLETS, CURB TYPE P-1, PARTIAL
0425 1321	14	\$11,397.50	\$353,322.50	31.000	EA	N	INLETS, CURB, TYPE P-2, <10'
0425 1325	2	\$7,102.50	\$28,410.00	4.000	EA	N	INLETS, CURB, TYPE P-2, PARTIAL
0425 1331	14	\$8,996.65	\$386,855.74	43.000	EA	N	INLETS, CURB, TYPE P-3, <10'
0425 1332	1	\$8,800.00	\$26,400.00	3.000	EA	N	INLETS, CURB, TYPE P-3, >10'
0425 1335	3	\$8,106.79	\$24,320.36	3.000	EA	N	INLETS, CURB, TYPE P-3, PARTIAL
0425 1339	1	\$11,649.04	\$11,649.04	1.000	EA	N	INLETS, CURB, TYPE P-3, MODIFY
0425 1341	19	\$11,765.48	\$423,557.22	36.000	EA	N	INLETS, CURB, TYPE P-4, <10'
0425 1342	1	\$10,651.10	\$10,651.10	1.000	EA	N	INLETS, CURB, TYPE P-4, >10'
0425 1345	8	\$7,813.49	\$101,575.34	13.000	EA	N	INLETS, CURB, TYPE P-4, PARTIAL
0425 1349	1	\$11,327.70	\$33,983.10	3.000	EA	N	INLETS, CURB, TYPE P-4, MODIFY
0425 1351	59	\$7,277.85	\$3,748,093.61	515.000	EA	N	INLETS, CURB, TYPE P-5, <10'
0425 1352	4	\$9,371.67	\$131,203.34	14.000	EA	N	INLETS, CURB, TYPE P-5, >10'
0425 1355	27	\$5,927.82	\$385,308.58	65.000	EA	N	INLETS, CURB, TYPE P-5, PARTIAL
0425 1359	1	\$9,700.00	\$9,700.00	1.000	EA	N	INLETS, CURB, TYPE P-5, MODIFY
0425 1361	39	\$8,125.53	\$1,088,820.61	134.000	EA	N	INLETS, CURB, TYPE P-6, <10'
0425 1362	3	\$9,459.29	\$85,133.63	9.000	EA	N	INLETS, CURB, TYPE P-6, >10'
0425 1365	11	\$6,185.31	\$197,929.91	32.000	EA	N	INLETS, CURB, TYPE P-6, PARTIAL
0425 1369	1	\$14,481.27	\$14,481.27	1.000	EA	N	INLETS, CURB, TYPE P-6, MODIFY
0425 1411	9	\$18,198.89	\$400,375.47	22.000	EA	N	INLETS, CURB TYPE J-1, <10'
0425 1412	3	\$17,693.04	\$88,465.20	5.000	EA	N	INLETS, CURB, TYPE J-1, >10'



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0425 1421	5	\$14,891.01	\$163,801.14	11.000	EA	N	INLETS, CURB, TYPE J-2, <10'
0425 1431	8	\$12,817.34	\$153,808.05	12.000	EA	N	INLETS, CURB, TYPE J-3, <10'
0425 1432	1	\$13,700.00	\$13,700.00	1.000	EA	N	INLETS, CURB, TYPE J-3, >10'
0425 1441	4	\$17,177.91	\$120,245.34	7.000	EA	N	INLETS, CURB, TYPE J-4, <10'
0425 1442	2	\$16,600.00	\$33,200.00	2.000	EA	N	INLETS, CURB, TYPE J-4, >10'
0425 1445	1	\$12,262.59	\$147,151.08	12.000	EA	N	INLETS, CURB, TYPE J-4, PARTIAL
0425 1449	1	\$3,806.76	\$15,227.04	4.000	EA	N	INLETS, CURB, TYPE J-4, MODIFY
0425 1451	26	\$12,652.02	\$1,581,502.71	125.000	EA	N	INLETS, CURB, TYPE J-5, <10'
0425 1452	6	\$15,037.12	\$375,927.94	25.000	EA	N	INLETS, CURB, TYPE J-5, >10'
0425 1455	3	\$7,734.04	\$46,404.26	6.000	EA	N	INLETS, CURB, TYPE J-5, PARTIAL
0425 1459	1	\$6,872.71	\$6,872.71	1.000	EA	N	INLETS, CURB, TYPE J-5, MODIFY
0425 1461	17	\$11,602.35	\$464,093.95	40.000	EA	N	INLETS, CURB, TYPE J-6, <10'
0425 1462	3	\$17,108.76	\$102,652.58	6.000	EA	N	INLETS, CURB, TYPE J-6, >10'
0425 1465	3	\$5,260.00	\$26,300.00	5.000	EA	N	INLETS, CURB, TYPE J-6, PARTIAL
0425 1471	10	\$10,678.90	\$405,798.31	38.000	EA	N	INLETS, CURB, TYPE 7, <10'
0425 1473	2	\$11,500.00	\$23,000.00	2.000	EA	N	INLETS, CURB, TYPE 7, J BOT , <10'
0425 1481	1	\$6,260.65	\$6,260.65	1.000	EA	N	INLETS, CURB, TYPE 8, <10'
0425 1485	1	\$7,200.00	\$7,200.00	1.000	EA	N	INLETS, CURB, TYPE 8, PARTIAL
0425 1501	4	\$5,881.71	\$23,526.84	4.000	EA	N	INLETS, DT BOT, TYPE A, <10'
0425 1505	1	\$3,693.50	\$25,854.50	7.000	EA	N	INLETS, DT BOT, TYPE A, PARTIAL
0425 1511	5	\$8,240.76	\$98,889.16	12.000	EA	N	INLETS, DT BOT, TYPE B, <10'



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0425 1515	2	\$8,285.71	\$58,000.00	7.000	EA	N	INLETS, DT BOT, TYPE B, PARTIAL
0425 1521	51	\$5,389.59	\$1,207,268.95	224.000	EA	N	INLETS, DT BOT, TYPE C, <10'
0425 1522	2	\$8,854.71	\$35,418.84	4.000	EA	N	INLETS, DT BOT, TYPE C, >10'
0425 1523	10	\$7,519.89	\$330,874.99	44.000	EA	N	INLETS, DT BOT, TYPE C, JBOT, <10'
0425 1524	2	\$9,942.73	\$109,370.00	11.000	EA	N	INLETS, DT BOT, TYPE C, JBOT, >10'
0425 1525	8	\$3,206.39	\$54,508.67	17.000	EA	N	INLETS, DITCH BOTTOM, TYPE C, PARTIAL
0425 1529	10	\$6,290.75	\$75,489.04	12.000	EA	N	INLETS, DT BOT, TYPE C, MODIFY
0425 1531	11	\$6,552.97	\$366,966.23	56.000	EA	N	INLETS, DITCH BOTTOM, TYPE C MODIFIED- BACK OF SIDEWALK, <10'
0425 1533	4	\$19,025.14	\$266,352.00	14.000	EA	N	INLETS, DITCH BOTTOM TYPE C MODIFIED- BACK OF SIDEWALK, J BOT, <10'
0425 1534	1	\$18,000.00	\$36,000.00	2.000	EA	N	INLETS, DITCH BOTTOM, TYPE C MODIFIED- BACK OF SIDEWALK, J BOT, >10'
0425 1535	4	\$7,537.69	\$37,688.43	5.000	EA	N	INLETS, DITCH BOTTOM TYPE C MODIFIED- BACK OF SIDEWALK, PARTIAL
0425 1541	39	\$7,802.67	\$1,818,023.09	233.000	EA	N	INLETS, DT BOT, TYPE D, <10'
0425 1542	4	\$11,073.84	\$143,959.97	13.000	EA	N	INLETS, DT BOT, TYPE D, >10'
0425 1543	6	\$12,776.11	\$178,865.47	14.000	EA	N	INLETS, DITCH BOTTOM, TYPE D, J BOT, <10'
0425 1544	3	\$15,947.91	\$127,583.27	8.000	EA	N	INLETS, DITCH BOTTOM, TYPE D, J BOT, >10'
0425 1545	11	\$4,966.19	\$94,357.66	19.000	EA	N	INLETS, DITCH BOTTOM, TYPE D, PARTIAL
0425 1549	13	\$9,977.89	\$279,380.81	28.000	EA	N	INLETS, DT BOT, TYPE D, MODIFY
0425 1551	20	\$6,862.79	\$1,043,143.33	152.000	EA	N	INLETS, DT BOT, TYPE E, <10'



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0425 1552	2	\$8,333.33	\$25,000.00	3.000	EA	N	INLETS, DT BOT, TYPE E, >10'
0425 1553	4	\$11,907.98	\$214,343.55	18.000	EA	N	INLETS, DT BOT, TYPE E, J BOT, <10'
0425 1554	1	\$14,500.00	\$217,500.00	15.000	EA	N	INLETS, DT BOT, TYPE E, J BOT, >10'
0425 1555	3	\$3,735.71	\$11,207.12	3.000	EA	N	INLETS, DT BOT, TYPE E, PARTIAL
0425 1559	4	\$8,544.85	\$247,800.54	29.000	EA	N	INLETS, DT BOT, TYPE E, MODIFY
0425 1561	10	\$6,000.91	\$120,018.24	20.000	EA	N	INLETS, DT BOT, TYPE F, <10'
0425 1563	2	\$11,740.00	\$46,960.00	4.000	EA	N	INLETS, DITCH BOTTOM, TYPE F, J BOT, <10'
0425 1564	1	\$5,500.00	\$5,500.00	1.000	EA	N	INLETS, DITCH BOTTOM, TYPE F, J BOT, >10'
0425 1565	1	\$8,546.66	\$8,546.66	1.000	EA	N	INLETS, DITCH BOTTOM, TYPE F, PARTIAL
0425 1571	2	\$7,300.00	\$167,900.00	23.000	EA	N	INLETS, DITCH BOTTOM, TYPE G, <10'
0425 1572	1	\$10,100.00	\$131,300.00	13.000	EA	N	INLETS, DITCH BOTTOM, TYPE G, >10'
0425 1573	1	\$9,800.00	\$88,200.00	9.000	EA	N	INLETS, DITCH BOTTOM, TYPE G, J BOT, <10'
0425 1581	7	\$8,501.11	\$127,516.69	15.000	EA	N	INLETS, DT BOT, TYPE H, <10'
0425 1583	1	\$10,600.00	\$21,200.00	2.000	EA	N	INLETS, DT BOT, TYPE H, J BOTTOM <10'
0425 1589	8	\$20,787.18	\$332,594.86	16.000	EA	N	INLETS, DT BOT, TYPE H, MODIFY
0425 1701	24	\$6,306.65	\$1,646,035.85	261.000	EA	N	INLETS, GUTTER, TYPE S, <10'
0425 1702	3	\$8,800.00	\$114,400.00	13.000	EA	N	INLETS, GUTTER, TYPE S, >10'
0425 1703	4	\$11,287.50	\$835,274.77	74.000	EA	N	INLETS, GUTTER, TYPE S, J BOTTOM <10'
0425 1704	3	\$25,574.60	\$1,611,200.00	63.000	EA	N	INLETS, GUTTER, TYPE S, J BOTTOM, >10'
0425 1705	8	\$4,546.97	\$240,989.65	53.000	EA	N	INLETS, GUTTER, TYPE S, PARTIAL
0425 1711	13	\$6,859.36	\$185,202.77	27.000	EA	N	INLETS, GUTTER, TYPE V, <10'



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0425 1712	1	\$7,422.38	\$7,422.38	1.000	EA	N	INLETS, GUTTER, TYPE V, >10'
0425 1713	9	\$13,692.83	\$123,235.50	9.000	EA	N	INLETS, GUTTER, TYPE V, J BOT, <10'
0425 1714	1	\$13,000.00	\$13,000.00	1.000	EA	N	INLETS, GUTTER, TYPE V, J BOTTOM, >10'
0425 1715	2	\$6,864.77	\$13,729.53	2.000	EA	N	INLETS, GUTTER, TYPE V, PARTIAL
0425 1719	1	\$2,625.00	\$2,625.00	1.000	EA	N	INLETS, GUTTER, TYPE V, MODIFY
0425 1781	3	\$10,514.29	\$73,600.00	7.000	EA	N	INLETS, MEDIAN BARRIER, TYPE 1, <=10'
0425 1782	1	\$10,000.00	\$10,000.00	1.000	EA	N	INLETS, MEDIAN BARRIER, TYPE 1, >10'
0425 1783	1	\$12,000.00	\$12,000.00	1.000	EA	N	INLETS, MEDIAN BARRIER, TYPE 1, J BOT, <10'
0425 1790	2	\$6,533.25	\$620,658.50	95.000	EA	N	INLETS, MEDIAN BARRIER, TYPE 2, < =10'
0425 1792	1	\$9,400.00	\$103,400.00	11.000	EA	N	INLETS, MEDIAN BARRIER, TYPE 2, >10'
0425 1793	2	\$15,366.69	\$184,400.25	12.000	EA	N	INLETS, MEDIAN BARRIER, TYPE 2, J BOT, <10'
0425 1794	1	\$35,000.00	\$105,000.00	3.000	EA	N	INLETS, MEDIAN BARRIER, TYPE 2, J BOT, >10'
0425 1881	2	\$7,432.85	\$89,194.16	12.000	EA	N	INLETS, BARRIER WALL, RIGID, CURB & GUTTER, <=10'
0425 1882	1	\$16,600.00	\$16,600.00	1.000	EA	N	INLETS, BARRIER WALL, RIGID, CURB & GUTTER, >10'
0425 1883	2	\$14,212.43	\$28,424.86	2.000	EA	N	INLETS, BARRIER WALL, RIGID, CURB & GUTTER, J BOT<10'
0425 1884	1	\$10,300.00	\$10,300.00	1.000	EA	N	INLETS, BARRIER WALL, RIGID, CURB & GUTTER, J BOT>10'
0425 1910	28	\$5,578.65	\$552,286.20	99.000	EA	N	INLETS, CLOSED FLUME
0425 1921	12	\$8,976.37	\$2,504,406.73	279.000	EA	N	INLETS, ADJACENT BARRIER, <=10'
0425 1922	4	\$14,079.87	\$337,916.88	24.000	EA	N	INLETS, ADJACENT BARRIER, >10'
0425 1923	8	\$12,440.04	\$659,321.98	53.000	EA	N	INLETS, ADJACENT BARRIER, J BOTTOM, < 10'
0425 1924	3	\$23,997.19	\$455,946.67	19.000	EA	N	INLETS, ADJACENT BARRIER, J BOTTOM, >10'



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0425 2 41	43	\$7,528.71	\$1,114,249.11	148.000	EA	N	MANHOLES, P-7, <10'
0425 2 42	5	\$8,449.48	\$118,292.70	14.000	EA	N	MANHOLES, P-7, >10'
0425 2 43	26	\$4,592.13	\$284,711.75	62.000	EA	N	MANHOLES, P-7, PARTIAL
0425 2 61	46	\$7,205.07	\$1,037,530.34	144.000	EA	N	MANHOLES, P-8, <10'
0425 2 62	6	\$7,168.60	\$100,360.34	14.000	EA	N	MANHOLES, P-8, >10'
0425 2 63	22	\$7,697.98	\$415,691.05	54.000	EA	N	MANHOLES, P-8, PARTIAL
0425 2 71	38	\$10,470.19	\$973,727.69	93.000	EA	N	MANHOLES, J-7, <10'
0425 2 72	11	\$23,243.07	\$1,348,097.80	58.000	EA	N	MANHOLES, J-7, >10'
0425 2 73	11	\$5,349.25	\$96,286.48	18.000	EA	N	MANHOLES, J-7, PARTIAL
0425 2 75	3	\$43,196.97	\$215,984.84	5.000	EA	N	MANHOLES, J-7, >10' CONTROL STRUCTURE
0425 2 91	28	\$12,118.22	\$1,369,358.33	113.000	EA	N	MANHOLES, J-8, <10'
0425 2 92	8	\$21,905.82	\$1,599,125.12	73.000	EA	N	MANHOLES, J-8, >10'
0425 2 93	10	\$5,862.65	\$152,428.77	26.000	EA	N	MANHOLES, J-8, PARTIAL
0425 3 41	2	\$5,495.75	\$10,991.49	2.000	EA	N	JUNCTION BOX, DRAINAGE, P-7, <10'
0425 3 43	5	\$6,571.88	\$32,859.40	5.000	EA	N	JUNCTION BOX, DRAINAGE, P-7, PARTIAL
0425 3 61	2	\$9,779.00	\$97,790.00	10.000	EA	N	JUNCTION BOXES, J-7, <10'
0425 3 63	1	\$9,256.83	\$18,513.66	2.000	EA	N	JUNCTION BOXES, DRAINAGE, J-7, PARTIAL
0425 4	9	\$2,892.00	\$46,271.99	16.000	EA	N	INLETS, ADJUST
0425 5	82	\$1,202.85	\$1,355,607.25	1,127.000	EA	N	MANHOLE, ADJUST
0425 5 1	54	\$1,544.74	\$769,282.52	498.000	EA	N	MANHOLE, ADJUST, UTILITIES
0425 6	61	\$686.01	\$1,024,899.65	1,494.000	EA	N	VALVE BOXES, ADJUST



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0425 7	3	\$926.12	\$10,187.36	11.000	EA	N	MANHOLE COVER- REPLACE
0425 10	3	\$3,330.00	\$13,320.00	4.000	EA	N	YARD DRAIN
0425 11	12	\$1,307.55	\$77,145.22	59.000	EA	N	MODIFY EXISTING DRAINAGE STRUCTURE
0425 14 1	1	\$150.00	\$14,250.00	95.000	SF	N	GRATE FOR EXISTING DRAINAGE STRUCTURE, FURNISH AND INSTALL
0425 17 18	1	\$2,509.94	\$2,509.94	1.000	EA	N	BACK OF SIDEWALK ENDWALL, 18" PIPE DIAMETER
0425 17 24	1	\$10,000.00	\$10,000.00	1.000	EA	N	BACK OF SIDEWALK ENDWALL, 24" PIPE DIAMETER
0425 78	1	\$3,400.00	\$30,600.00	9.000	EA	N	INLET CAP, PRECAST
0425 82	11	\$1,501.08	\$49,535.67	33.000	EA	N	REPLACE GRATE
0430173115	1	\$259.74	\$26,753.22	103.000	LF	N	PIPE CULVERT OPTIONAL MATERIAL, ROUND, 15", GUTTER DRAIN
0430173118	3	\$150.75	\$69,043.44	458.000	LF	N	PIPE CULVERT OPTIONAL MATERIAL, ROUND, 18", GUTTER DRAIN
0430174112	1	\$86.65	\$4,159.20	48.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 12"SD
0430174115	6	\$143.90	\$14,246.05	99.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 15"SD
0430174118	41	\$131.51	\$1,357,891.81	10,325.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"SD
0430174124	30	\$169.02	\$664,919.86	3,934.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"SD
0430174130	10	\$174.71	\$235,683.95	1,349.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 30"SD
0430174136	7	\$206.68	\$294,108.16	1,423.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 36"SD
0430174142	2	\$296.66	\$68,824.00	232.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 42"SD
0430174215	3	\$244.88	\$39,426.45	161.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, OTHER SHAPE - ELLIP/ARCH, 15"SD
0430174218	23	\$142.59	\$452,735.17	3,175.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, OTHER SHAPE - ELLIP/ARCH, 18"SD



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0430174224	9	\$262.87	\$208,982.44	795.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, OTHER SHAPE - ELLIP/ARCH, 24"SD
0430174230	3	\$211.63	\$28,358.12	134.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, OTHER SHAPE - ELLIP/ARCH, 30"SD
0430174236	2	\$237.40	\$28,725.46	121.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, OTHER SHAPE - ELLIP/ARCH, 36"SD
0430174242	1	\$370.00	\$19,980.00	54.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ELLIP/OTHER, 42"SD
0430174248	1	\$748.83	\$5,990.64	8.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, OTHER-ELIP/ARCH, 48"SD
0430175112	8	\$226.19	\$67,630.72	299.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 12"S/CD
0430175115	53	\$162.10	\$863,037.10	5,324.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 15"S/CD
0430175118	119	\$124.30	\$17,798,855.55	143,188.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"S/CD
0430175124	77	\$148.49	\$9,404,784.67	63,338.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"S/CD
0430175130	48	\$198.59	\$6,284,944.56	31,648.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 30"S/CD
0430175136	35	\$228.19	\$6,648,921.59	29,138.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 36"S/CD
0430175142	15	\$300.19	\$4,003,377.77	13,336.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 42"S/CD
0430175148	16	\$401.32	\$3,649,590.24	9,094.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 48"S/CD
0430175154	6	\$563.95	\$2,871,089.53	5,091.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 54"S/CD
0430175160	6	\$644.40	\$2,479,650.00	3,848.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 60"S/CD
0430175166	4	\$724.08	\$2,130,980.00	2,943.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 66"S/CD
0430175172	2	\$942.07	\$3,451,760.00	3,664.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 72"S/CD
0430175199	1	\$900.00	\$578,700.00	643.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 99" OR GREATER, S/CD



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0430175215	6	\$376.96	\$93,108.74	247.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,OTHER-ELIP/ARCH, 15"S/CD
0430175218	44	\$182.43	\$1,937,178.61	10,619.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,OTHER-ELIP/ARCH, 18"S/CD
0430175224	18	\$175.41	\$1,395,350.02	7,955.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,OTHER SHAPE-ELIP/ARCH, 24"S/CD
0430175230	13	\$230.11	\$1,034,558.56	4,496.000	LF	N	PIPE CULVERT, OPT MATERIAL, OTHER SHAPE - ELIP/ARCH, 30"S/CD
0430175236	8	\$322.92	\$462,097.30	1,431.000	LF	N	PIPE CULVERT, OPT MATERIAL, OTHER SHAPE - ELIP/ARCH, 36"S/CD
0430175242	4	\$375.79	\$240,503.00	640.000	LF	N	PIPE CULVERT, OPT MATERIAL, OTHER SHAPE - ELIP/ARCH, 42"S/CD
0430175248	4	\$333.36	\$116,677.46	350.000	LF	N	PIPE CULVERT, OPT MATERIAL, OTHER SHAPE - ELIP/ARCH, 48"S/CD
0430175254	1	\$623.00	\$96,565.00	155.000	LF	N	PIPE CULVERT, OPT MATERIAL, OTHER SHAPE - ELIP/ARCH, 54"S/CD
0430175272	1	\$1,180.00	\$161,660.00	137.000	LF	N	PIPE CULVERT, OPT MATERIAL, OTHER SHAPE - ELIP/ARCH, 72"S/CD
0430175299	1	\$997.00	\$9,970.00	10.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,OTHER SHAPE-ELIP/ARCH, 99" OR >, S/CD
0430185118	3	\$663.73	\$660,416.00	995.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, JACK & BORE, 18" , STORM AND CROSS DRAIN
0430185124	2	\$831.09	\$320,802.20	386.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, JACK & BORE, 24", STORM AND CROSS DRAIN
0430185130	2	\$642.91	\$497,610.00	774.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, JACK & BORE, 30", STORM AND CROSS DRAIN
0430185136	3	\$905.32	\$689,852.00	762.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, JACK & BORE, 36", STORM AND CROSS DRAIN
0430185142	1	\$1,113.08	\$106,855.68	96.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, JACK & BORE, 42", STORM AND CROSS DRAIN



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0430185148	3	\$2,429.50	\$2,385,770.00	982.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, JACK & BORE, 48", STORM AND CROSS DRAIN
0430185154	2	\$4,615.22	\$3,609,100.00	782.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, JACK & BORE, 54", STORM AND CROSS DRAIN
0430185160	1	\$5,100.00	\$5,008,200.00	982.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, JACK & BORE, 60" , STORM AND CROSS DRAIN
0430185166	1	\$2,450.00	\$2,224,600.00	908.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, JACK & BORE, 66" , STORM AND CROSS DRAIN
0430185172	1	\$1,860.00	\$251,100.00	135.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, JACK & BORE, 72" , STORM AND CROSS DRAIN
0430400018	1	\$3,300.00	\$6,600.00	2.000	EA	N	WINGED CONCRETE ENDWALLS, U-TYPE INDEX 430-040, 18"
0430515100	2	\$5,180.00	\$10,360.00	2.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 15", SINGLE, 0 DEGREES, ROUND
0430518100	9	\$4,989.13	\$84,815.14	17.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 18", SINGLE, 0 DEGREES, ROUND
0430518102	2	\$5,874.69	\$29,373.46	5.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 18", SINGLE, 0 DEGREES, ELLIPTICAL
0430518200	1	\$9,700.00	\$19,400.00	2.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 18", DOUBLE, 0 DEGREES, ROUND
0430524100	14	\$5,262.41	\$152,609.84	29.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 24", SINGLE, 0 DEGREES, ROUND
0430524102	3	\$5,975.44	\$23,901.74	4.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 24", SINGLE, 0 DEGREES, ELLIPTICAL
0430524112	1	\$2,956.58	\$2,956.58	1.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 24", SINGLE, 15 DEGREES, ELLIPTICAL
0430524122	1	\$3,032.68	\$3,032.68	1.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 24", SINGLE, 30 DEGREES, ELLIPTICAL
0430524200	1	\$7,434.72	\$14,869.44	2.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 24", DOUBLE, 0 DEGREES, ROUND
0430524300	2	\$8,761.66	\$26,284.98	3.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 24", TRIPLE, 0 DEGREES, ROUND



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0430530100	9	\$8,132.18	\$130,114.84	16.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 30", SINGLE, 0 DEGREES, ROUND
0430530102	2	\$4,750.00	\$9,500.00	2.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 30", SINGLE, 0 DEGREES, ELLIPTICAL
0430530110	1	\$12,700.00	\$12,700.00	1.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 30", SINGLE, 15 DEGREES, ROUND
0430530200	1	\$10,900.00	\$10,900.00	1.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 30", DOUBLE, 0 DEGREES, ROUND
0430530210	1	\$20,000.00	\$20,000.00	1.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 30", DOUBLE, 15 DEGREES, ROUND
0430536100	3	\$7,959.00	\$55,712.98	7.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 36", SINGLE, 0 DEGREES, ROUND
0430536102	2	\$7,419.98	\$22,259.95	3.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 36", SINGLE, 0 DEGREES, ELLIPTICAL
0430536200	2	\$13,785.31	\$41,355.92	3.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 36", DOUBLE, 0 DEGREES, ROUND
0430536202	1	\$10,886.37	\$21,772.74	2.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 36", DOUBLE, 0 DEGREES, ELLIPTICAL
0430542100	2	\$11,450.00	\$22,900.00	2.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 42", SINGLE, 0 DEGREES, ROUND
0430542200	1	\$15,932.65	\$31,865.30	2.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 42", DOUBLE, 0 DEGREES, ROUND
0430542230	1	\$16,540.00	\$16,540.00	1.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 42", DOUBLE, 45 DEGREES, ROUND
0430548200	1	\$12,600.00	\$12,600.00	1.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 48", DOUBLE, 0 DEGREES, ROUND
0430554202	1	\$20,000.00	\$20,000.00	1.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 54", DOUBLE, 0 DEGREES, ELLIPTICAL
0430554302	1	\$27,000.00	\$27,000.00	1.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 54", TRIPLE, 0 DEGREES, ELLIPTICAL
0430560110	1	\$20,700.00	\$41,400.00	2.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 60", SINGLE, 15 DEGREES, ROUND
0430566100	1	\$26,000.00	\$26,000.00	1.000	EA	N	STRAIGHT CONCRETE ENDWALLS, 66", SINGLE, 0 DEGREES, ROUND
0430600125	1	\$6,800.00	\$6,800.00	1.000	EA	N	U-ENDWALL, INDEX 260/430-010, 1:4 SLOPE, 18"PIPE
0430602129	1	\$8,043.71	\$16,087.42	2.000	EA	N	U-ENDWALL, WITH GRATE, INDEX 260/430-010, 1:4 SLOPE, 24"
0430610125	1	\$4,103.52	\$8,207.04	2.000	EA	N	U-ENDWALL, INDEX261/430-011, 1:4 SLOPE, 18"PIPE
0430610229	1	\$2,876.83	\$2,876.83	1.000	EA	N	U-ENDWALL, INDEX 261/430-011, 1:3 SLOPE, 24"PIPE



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0430610325	3	\$2,233.33	\$26,800.00	12.000	EA	N	U-ENDWALL, INDEX 261/430-011, 1:2 SLOPE, 18"PIPE
0430610329	1	\$6,400.00	\$6,400.00	1.000	EA	N	U-ENDWALL, INDEX 261/430-011, 1:2 SLOPE, 24"PIPE
0430611025	1	\$4,235.95	\$4,235.95	1.000	EA	N	U-ENDWALL, INDEX 261/430-011, BAFFLES, 1:6 SLOPE, 18"PIPE
0430611123	1	\$9,068.75	\$18,137.50	2.000	EA	N	U-ENDWALL WITH BAFFLES, INDEX 261/430/011, 1:4 SLOPE, 15"PIPE
0430611125	3	\$3,591.34	\$28,730.75	8.000	EA	N	U-ENDWALL WITH BAFFLES, INDEX 261/430-011, 1:4 SLOPE, 18"PIPE
0430611129	1	\$4,427.77	\$17,711.08	4.000	EA	N	U-ENDWALL WITH BAFFLES, INDEX 261/430-011, 1:4 SLOPE, 24"PIPE
0430611223	1	\$9,068.75	\$9,068.75	1.000	EA	N	U-ENDWALL WITH BAFFLES, INDEX 261/430-011, 1:3 SLOPE, 15"PIPE
0430611225	3	\$3,377.64	\$37,154.00	11.000	EA	N	U-ENDWALL WITH BAFFLES, INDEX 261/430-011, 1:3 SLOPE, 18"PIPE
0430611229	1	\$3,390.00	\$40,680.00	12.000	EA	N	U-ENDWALL WITH BAFFLES, INDEX 261/430-011, 1:3 SLOPE, 24"PIPE
0430611325	3	\$3,957.87	\$11,873.61	3.000	EA	N	U-ENDWALL WITH BAFFLES, INDEX 261/430-011, 1:2 SLOPE, 18"PIPE
0430612133	1	\$7,207.00	\$7,207.00	1.000	EA	N	U-ENDWALL, WITH GRATE, INDEX 261/430-011, 1:4 SLOPE, 30" PIPE
0430613325	1	\$10,517.62	\$10,517.62	1.000	EA	N	U-ENDWALL, WITH BAFFLES & GRATE, INDEX 261/430-011, 1:2 SLOPE, 18"PIPE
0430630954	1	\$9,000.00	\$9,000.00	1.000	EA	N	U-ENDWALL, INDEX 430-012, 54" PIPE
0430630960	1	\$42,000.00	\$42,000.00	1.000	EA	N	U-ENDWALL, INDEX 264/430-012, 60" PIPE
0430821 43	1	\$3,000.00	\$24,000.00	8.000	EA	N	CLEANING & SEALING EXISTING PIPE JOINT, 60", STORM SEWER
0430830	23	\$247.22	\$1,006,377.56	4,070.700	CY	N	PIPE FILLING AND PLUGGING- PLACE OUT OF SERVICE
0430885 30	1	\$2,370.00	\$4,740.00	2.000	EA	N	MANATEE GATE FOR 30" PIPE
0430886 24	1	\$2,600.00	\$26,000.00	10.000	EA	N	MANATEE GRATE FOR 24" PIPE, UNHINGED
0430886 36	1	\$3,800.00	\$38,000.00	10.000	EA	N	MANATEE GRATE FOR 36", UNHINGED
0430886 60	2	\$9,014.29	\$36,057.15	4.000	EA	N	MANATEE GRATE FOR 60" OR GREATER PIPE, UNHINGED



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0430950	4	\$286.55	\$483,868.87	1,688.600	CY	N	DESILTING CONCRETE BOX CULVERT
0430963 1	14	\$76.09	\$61,020.39	802.000	LF	N	PVC PIPE FOR BACK OF SIDEWALK, 4"
0430963 2	2	\$64.60	\$2,325.52	36.000	LF	N	PVC PIPE FOR BACK OF SIDEWALK, NON STANDARD DIAMETER
0430982120	1	\$3,000.00	\$6,000.00	2.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 8" CD
0430982123	3	\$1,846.00	\$11,076.00	6.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 15" CD
0430982125	35	\$2,865.19	\$300,845.33	105.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 18" CD
0430982129	28	\$2,792.19	\$167,531.64	60.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 24" CD
0430982133	11	\$4,430.93	\$84,187.76	19.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 30" CD
0430982138	12	\$5,635.05	\$197,226.81	35.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 36" CD
0430982140	7	\$7,685.04	\$76,850.44	10.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 42" CD
0430982141	4	\$9,188.12	\$110,257.46	12.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 48" CD
0430982142	4	\$14,142.00	\$84,852.00	6.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 54" CD
0430982143	3	\$18,000.00	\$72,000.00	4.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 60" CD
0430982144	2	\$22,400.00	\$112,000.00	5.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 66" CD
0430982145	1	\$31,000.00	\$62,000.00	2.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 72" CD
0430982160	1	\$990.00	\$990.00	1.000	EA	N	MITERED END SECTION, NON-STANDARD, OPTIONAL ROUND, 6" CD
0430982623	1	\$2,300.00	\$2,300.00	1.000	EA	N	MITERED END SECTION, OPTIONAL - ELLIPTICAL / ARCH, 15" CD
0430982625	12	\$3,202.37	\$80,059.21	25.000	EA	N	MITERED END SECTION, OPTIONAL - ELLIPTICAL / ARCH, 18" CD
0430982629	6	\$3,068.16	\$46,022.37	15.000	EA	N	MITERED END SECTION, OPTIONAL - ELLIPTICAL / ARCH, 24" CD
0430982633	7	\$4,100.15	\$45,101.61	11.000	EA	N	MITERED END SECTION, OPTIONAL - ELLIPTICAL / ARCH, 30" CD
0430982638	2	\$6,009.77	\$18,029.31	3.000	EA	N	MITERED END SECTION, OPTIONAL - ELLIPTICAL / ARCH, 36" CD



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0430982641	1	\$9,889.94	\$19,779.88	2.000	EA	N	MITERED END SECTION, OPTIONAL - ELLIPTICAL / ARCH, 48" CD
0430984123	4	\$2,118.66	\$12,711.93	6.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 15" SD
0430984125	41	\$2,487.60	\$679,114.20	273.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 18" SD
0430984129	29	\$2,607.13	\$331,105.40	127.000	EA	N	MITERED END SECTION, OPTIONAL ROUND, 24" SD
0430984133	10	\$3,721.62	\$145,143.09	39.000	EA	N	MITERED END SECTION , OPTIONAL ROUND, 30" SD
0430984138	5	\$3,995.67	\$103,887.33	26.000	EA	N	MITERED END SECTION , OPTIONAL ROUND, 36" SIDE DRAIN
0430984140	2	\$8,180.00	\$81,800.00	10.000	EA	N	MITERED END SECTION , OPTIONAL ROUND, 42" SD
0430984623	2	\$3,879.87	\$11,639.60	3.000	EA	N	MITERED END SECTION, OPTIONAL OTHER - ELLIP/ARCH, 15" SD
0430984625	27	\$2,377.40	\$294,798.11	124.000	EA	N	MITERED END SECT, OPTIONAL - ELLIPTICAL / ARCH, 18" SD
0430984629	14	\$3,137.01	\$103,521.32	33.000	EA	N	MITERED END SECT, OPTIONAL - ELLIPTICAL / ARCH, 24" SD
0430984633	5	\$4,114.61	\$65,833.76	16.000	EA	N	MITERED END SECT, OPTIONAL /ELLIP/ARCH, 30" SD
0430984638	3	\$5,130.77	\$66,700.00	13.000	EA	N	MITERED END SECT, OPTIONAL /ELLIP/ARCH, 36" SD
0430984640	2	\$10,550.00	\$42,200.00	4.000	EA	N	MITERED END SECT, OPTIONAL /ELLIP/ARCH, 42" SD
0430990	2	\$2,412.91	\$50,671.21	21.000	EA	N	MITERED END SECT, REPLACE GRATE
0430991	5	\$1,505.34	\$70,751.09	47.000	EA	N	MITERED END SECT, REPLACE SLAB- CONSTRUCTION USE
0431 1115	2	\$104.71	\$48,898.58	467.000	LF	N	PIPE LINER, CURED IN PLACE, 15"
0431 1118	2	\$118.83	\$95,303.61	802.000	LF	N	PIPE LINER, CURED IN PLACE, 18"
0431 1124	1	\$124.07	\$40,322.75	325.000	LF	N	PIPE LINER, CURED IN PLACE, 24"
0431 1130	1	\$155.91	\$151,388.61	971.000	LF	N	PIPE LINER, CURED IN PLACE, 30"
0431 1136	1	\$184.45	\$108,456.60	588.000	LF	N	PIPE LINER, CURED IN PLACE, 36"
0431 1142	1	\$484.23	\$29,053.80	60.000	LF	N	PIPE LINER, CURED IN PLACE, 42"



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0431 1542	1	\$504.58	\$74,173.26	147.000	LF	N	PIPE LINER, SLIPLINING, 42"
0431 1636	1	\$1,152.41	\$87,583.16	76.000	LF	N	PIPE LINER, COATING, 36"
0432 3 2	1	\$4,300.00	\$4,300.00	1.000	EA	N	CHEMICAL GROUT REPAIR, PIPE, NON-TEST, 18"
0432 3 5	2	\$17,033.33	\$204,400.00	12.000	EA	N	CHEMICAL GROUT REPAIR, PIPE, NON-TEST, 30"
0432 3 6	1	\$3,700.00	\$7,400.00	2.000	EA	N	CHEMICAL GROUT REPAIR, PIPE, NON-TEST, 36"
0433 1	3	\$3,444.38	\$27,555.00	8.000	EA	N	CHEMICAL GROUT REPAIR, MANHOLE / INLET
0436 1 1	13	\$553.16	\$1,680,491.57	3,038.000	LF	N	TRENCH DRAIN, STANDARD
0440 1 20	5	\$38.79	\$944,138.04	24,339.000	LF	N	UNDERDRAIN, TYPE II
0440 1 30	1	\$75.00	\$104,025.00	1,387.000	LF	N	UNDERDRAIN, TYPE III
0440 70	2	\$1,872.50	\$74,900.00	40.000	EA	N	UNDERDRAIN INSPECTION BOX
0440 73 1	2	\$100.00	\$90,900.00	909.000	LF	N	UNDERDRAIN OUTLET PIPE, 4"
0440 73 2	3	\$44.07	\$13,662.70	310.000	LF	N	UNDERDRAIN OUTLET PIPE, 6"
0442 70	1	\$7.84	\$43,120.00	5,500.000	LF	N	VERTICAL DRAINAGE WICKS
0443 70 3	2	\$205.12	\$402,865.44	1,964.000	LF	N	FRENCH DRAIN, 18"
0443 70 4	10	\$192.89	\$2,899,392.68	15,031.000	LF	N	FRENCH DRAIN, 24"
0443 70 5	1	\$318.28	\$26,098.96	82.000	LF	N	FRENCH DRAIN, 30"
0443 70 6	1	\$181.50	\$84,760.50	467.000	LF	N	FRENCH DRAIN, 36"
0444 70 11	1	\$236.00	\$75,520.00	320.000	LF	N	DEEP WELL- OPEN HOLE, 24"
0444 71 11	1	\$489.70	\$235,056.00	480.000	LF	N	DEEP WELL CASING, 24"
0444 73 12	1	\$3,540.00	\$28,320.00	8.000	EA	N	STEEL WELL GRATE, 24" AND GREATER
0444 74 1	1	\$34,361.60	\$274,892.80	8.000	EA	N	DEEP WELL INJECTION BOX, STRUCTURE WITH NO OUTFLOW



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0446 1 1	5	\$53.29	\$3,447,037.10	64,685.000	LF	N	EDGEDRAIN DRAINCRETE, STANDARD
0446 71 1	6	\$51.25	\$208,418.90	4,067.000	LF	N	EDGEDRAIN OUTLET PIPE, 4"
0448 73	1	\$4,740,546.16	\$4,740,546.16	1.000	LS	N	PUMPING STATION- DRAINAGE
0450 1 1	4	\$228.54	\$953,244.89	4,171.000	LF	N	PRESTRESSED BEAMS, TYPE II
0450 2 36	4	\$386.99	\$2,806,100.00	7,251.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 36"
0450 2 45	2	\$406.48	\$1,292,188.00	3,179.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 45"
0450 2 54	3	\$417.92	\$2,497,488.00	5,976.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 54"
0450 2 72	2	\$468.08	\$1,827,370.00	3,904.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 72"
0450 2 84	2	\$556.17	\$16,350,342.00	29,398.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 84"
0450 2 96	1	\$580.00	\$2,347,840.00	4,048.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 96"
0450 8 32	1	\$110.00	\$45,210.00	411.000	LF	N	PRESTRESSED BEAM: FLORIDA SLAB BEAM, BEAM DEPTH 18" CARBON STEEL, WIDTH 52-54"
0450 8 72	1	\$722.00	\$1,025,962.00	1,421.000	LF	N	PRESTRESSED BEAM: FLORIDA SLAB BEAM, BEAM DEPTH 18" CFRP/SS, WIDTH 52-54"
0451 70	2	\$5,391.80	\$431,343.72	80.000	EA	N	PREST SOIL ANCHORS
0451 70 1	3	\$40.24	\$23,663.04	588.000	EA	N	PRESTRESSED SOIL ANCHOR, PERFORMANCE TEST
0451 70 2	2	\$1,735.38	\$6,941.52	4.000	EA	N	PRESTRESSED SOIL ANCHOR, CREEP TEST
0455 14 23	2	\$511.49	\$552,920.00	1,081.000	LF	N	CONCRETE SHEET PILING, CFRP/GFRP 10" X 30" w/FRP STRAND & REINFORCING
0455 14 24	1	\$320.00	\$726,080.00	2,269.000	LF	N	CONCRETE SHEET PILING, 12" X 30" WITH FRP STRAND AND REINFORCING



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0455 34 2	2	\$250.00	\$496,500.00	1,986.000	LF	N	PRESTRESSED CONCRETE PILING, 14" SQ.
0455 34 3	5	\$185.72	\$5,696,000.00	30,670.000	LF	N	PRESTRESSED CONCRETE PILING, 18" SQ
0455 34 5	6	\$206.75	\$4,198,005.00	20,305.000	LF	N	PRESTRESSED CONCRETE PILING, 24" SQ
0455 34 6	2	\$233.18	\$3,771,525.00	16,174.000	LF	N	PRESTRESSED CONCRETE PILING, 30" SQ
0455 34 23	2	\$334.21	\$1,064,140.00	3,184.000	LF	N	PRESTRESSED CONCRETE PILING, 18" SQ W/FRP OR STAINLESS STEEL STRAND AND REINFORCING
0455 34 25	1	\$1,025.00	\$123,000.00	120.000	LF	N	PRESTRESSED CONCRETE PILING, 24" SQ W/FRP OR STAINLESS STEEL STRAND AND REINFORCING
0455 35 6	1	\$210.00	\$853,650.00	4,065.000	LF	N	STEEL PILING, HP 14 X 89
0455 35 7	1	\$347.02	\$616,654.54	1,777.000	LF	N	STEEL PILING, HP 14 X 102
0455 35 8	1	\$200.00	\$526,000.00	2,630.000	LF	N	STEEL PILING, HP 14 X 117
0455 35 11	1	\$.01	\$4.74	474.000	LF	N	STEEL PILING, HP 12 X 74
0455 35 14	2	\$150.78	\$76,899.76	510.000	LF	N	STEEL PILING, HP 16 X 141
0455 35 20	1	\$572.37	\$68,684.40	120.000	LF	N	STEEL PILING, 18" DIA. PIPE
0455 35 22	2	\$399.32	\$6,302,796.00	15,784.000	LF	N	STEEL PILING, 24" DIA. PIPE
0455 76	5	\$648.97	\$446,493.12	688.000	EA	N	WRAP PILE CLUSTERS
0455 87	1	\$2,875.00	\$23,000.00	8.000	EA	N	ANCHOR BAR, STEEL
0455 88 4	1	\$505.00	\$272,195.00	539.000	LF	N	DRILLED SHAFT, 42" DIA
0455 88 5	1	\$585.00	\$4,344,795.00	7,427.000	LF	N	DRILLED SHAFT, 48" DIA
0455 88 6	1	\$1,700.00	\$78,200.00	46.000	LF	N	DRILLED SHAFT, 60" DIA
0455 89 4	1	\$9,375.00	\$65,625.00	7.000	EA	N	DRILLED SHAFT TIP GROUTING 42" DIAMETER



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0455 89 5	1	\$10,400.00	\$873,600.00	84.000	EA	N	DRILLED SHAFT TIP GROUTING 48" DIAMETER
0455107 6	2	\$1,305.26	\$148,800.00	114.000	LF	N	DRILLED SHAFT CASING, 60" DIAMETER
0455111	1	\$80.00	\$19,200.00	240.000	LF	N	CORE-PILOT HOLE, DRILLED SHAFT EXCAVATION
0455119105	1	\$640,000.00	\$640,000.00	1.000	EA	N	LOAD TEST-STATIC, COMPRESSION, 1201-1800 TONS
0455120 7	1	\$1,500.00	\$57,000.00	38.000	EA	N	PILE POINT PROTECTION, 24" ROUND
0455122 4	1	\$315.00	\$169,785.00	539.000	LF	N	EXCAVATION UNCLASSIFIED SHAFT, 42" DIA
0455122 5	1	\$315.00	\$2,339,505.00	7,427.000	LF	N	EXCAVATION UNCLASSIFIED SHAFT, 48" DIA
0455133 2	14	\$25.09	\$16,769,993.60	668,447.000	SF	N	SHEET PILING STEEL, TEMPORARY-CRITICAL
0455133 3	10	\$62.28	\$23,379,743.36	375,416.000	SF	N	SHEET PILING STEEL, F&I PERMANENT
0455137 1	1	\$1,605.00	\$16,050.00	10.000	EA	N	LOAD TEST (DYNAMIC), INTERNAL GAUGES
0455143 3	5	\$357.76	\$950,933.00	2,658.000	LF	N	TEST PILES-PRESTRESSED CONCRETE, 18" SQ
0455143 5	6	\$502.29	\$1,243,168.00	2,475.000	LF	N	TEST PILES-PRESTRESSED CONCRETE, 24" SQ
0455143 6	1	\$425.00	\$862,750.00	2,030.000	LF	N	TEST PILES-PRESTRESSED CONCRETE, 30" SQ
0455143 23	2	\$454.14	\$591,745.00	1,303.000	LF	N	TEST PILES-PRESTRESSED CONCRETE, 18" SQ W/ FRP OR STAINLESS STEEL STRAND AND REINFORCING
0455144 6	1	\$275.00	\$92,125.00	335.000	LF	N	TEST PILES - STEEL, HP 14 x 89
0455144 8	1	\$310.00	\$178,250.00	575.000	LF	N	TEST PILES - STEEL, HP 14 x 117
0455144 20	1	\$666.95	\$94,039.95	141.000	LF	N	TEST PILES - STEEL, 18" DIA PIPE
0455144 22	3	\$598.55	\$1,198,299.50	2,002.000	LF	N	TEST PILES - STEEL, 24" DIA PIPE
0455147 1	1	\$2,200.00	\$200,200.00	91.000	EA	N	THERMAL INTEGRITY TESTING, UP TO 4' SHAFT DIAMETER
0457 1 12	1	\$587.42	\$372,424.28	634.000	LF	N	STANDARD INTEGRAL PILE JACKET, NON-STRUCTURAL, 16.1 to 30.0"



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0457 1 22	4	\$899.45	\$689,879.68	767.000	LF	N	STANDARD INTEGRAL PILE JACKET, STRUCTURAL, 16.1 to 30.0"
0457 2121	1	\$3,245.00	\$25,960.00	8.000	LF	N	CATHODIC PROTECTION INTEGRAL PILE JACKET, NON-STRUCTURAL, 16.1-30.", GALVANIC SYSTEM
0457 2221	6	\$1,173.76	\$5,597,670.00	4,769.000	LF	N	CATHODIC PROTECTION INTEGRAL PILE JACKET, STRUCTURAL, 16.1-30.", GALVANIC SYSTEM
0458 1 11	16	\$60.35	\$383,552.87	6,356.000	LF	N	BRIDGE DECK EXPANSION JOINT, NEW CONSTRUCTION, F&I POURED JOINT WITH BACKER ROD
0458 1 12	2	\$777.12	\$593,720.00	764.000	LF	N	BRIDGE DECK EXPANSION JOINT, NEW CONSTRUCTION, F&I STRIP SEAL
0458 1 21	38	\$60.46	\$1,394,605.84	23,068.000	LF	N	BRIDGE DECK EXPANSION JOINT, REHABILITATION, POURED JOINT WITH BACKER ROD
0458 1 22	1	\$915.00	\$86,010.00	94.000	LF	N	BRIDGE DECK EXPANSION JOINT, REHABILITATION, STRIP SEAL
0458 1 24	1	\$3,400.00	\$1,020,000.00	300.000	LF	N	BRIDGE DECK EXPANSION JOINT, REHABILITATION, FINGER JOINT
0458 1 25	1	\$120.00	\$24,120.00	201.000	LF	N	BRIDGE DECK EXPANSION JOINT, REHABILITATION, COMPRESSION ELASTOMERIC
0458 1100	1	\$55.00	\$95,480.00	1,736.000	LF	N	BRIDGE DECK EXPANSION JOINT, POURED JOINT WITHOUT BACKER ROD, PROJECT 417683-5-52-01
0458 2	21	\$686.21	\$1,545,611.70	2,252.400	CF	N	POLYMER NOSING FOR BRIDGE DECK EXPANSION JOINT
0459 71	7	\$14.51	\$108,560.45	7,484.000	SY	N	PILES, POLYETHYLENE SHEETING
0460 1 5	1	\$28.00	\$93,632.00	3,344.000	LB	N	STRUCT STEEL - REHABILITATION, BASCULE LEAVES
0460 1 13	5	\$24.08	\$532,132.28	22,100.000	LB	N	STRUCTURAL STEEL REHAB- BOLTS, NUTS, WASHERS & PLATES
0460 1 15	5	\$19.60	\$4,186,597.00	213,642.000	LB	N	STRUCTURAL STEEL - REHABILITATION, MISCELLANEOUS



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0460 2 1	1	\$4.57	\$880,000.00	192,627.000	LB	N	STRUCT STEEL, CARBON
0460 2 2	5	\$3.51	\$16,645,231.35	4,745,974.000	LB	N	STRUCT STEEL, LOW ALLOY
0460 2 15	1	\$21.50	\$8,300.00	386.000	LB	N	STRUCT STEEL, MISCELLANEOUS
0460 7	4	\$601.89	\$6,868,812.15	11,412.000	SF	N	PREFABRICATED STEEL PEDESTRIAN BRIDGE
0460 81	2	\$200.21	\$565,600.00	2,825.000	EA	N	RIVETS - HIGH STRENGTH BOLTS, REPLACEMENT
0460112	1	\$10,000.00	\$20,000.00	2.000	EA	N	ANCHOR BOLT REPLACEMENT
0461113 17	1	\$50,000.00	\$100,000.00	2.000	EA	N	MULTIROTATIONAL BEARING ASSEM-FIXED, F&I, 1501-1750 KIPS
0461114 12	1	\$50,000.00	\$200,000.00	4.000	EA	N	MULTIROTATIONAL BEARING ASSEM EXP, F&I, 251- 500KIPS
0461114 14	2	\$24,333.33	\$73,000.00	3.000	EA	N	MULTIROTATIONAL BEARING ASSEM EXP, F&I, 751- 1000KIPS
0461114 16	1	\$50,000.00	\$200,000.00	4.000	EA	N	MULTIROTATIONAL BEARING ASSEM-EXPANSION,F&I, 1251-1500KIPS
0461114 17	1	\$50,000.00	\$100,000.00	2.000	EA	N	MULTIROTATIONAL BEARING ASSEM-EXPANSION,F&I,1501-1750KIP
0462 2 23	1	\$25.00	\$465,100.00	18,604.000	LB	N	POST TENSIONING TENDONS, SUBSTRUCTURE STRAND FLEXIBLE FILLER
0465 2155	1	\$10,000.00	\$10,000.00	1.000	EA	N	MOVABLE BRIDGE MACHINERY & CASTING-REHABILITATION, F&I TEMPORARY HYDRAULIC SYSTEM
0465 2410	1	\$20,000.00	\$80,000.00	4.000	EA	N	MOVABLE BRIDGE MACHINERY & CASTING-REHABILITATION, RECONDITION, FLAT RACK,CURVED RACK, FLAT TRACK
0465 3 17	1	\$200.00	\$4,000.00	20.000	EA	N	MOVABLE BRIDGE COUNTERWEIGHT, F&I, BALANCE BLOCKS
0465 3 50	2	\$7,250.00	\$58,000.00	8.000	EA	N	MOVABLE BRIDGE COUNTERWEIGHT, ADJUST
0465 20	4	\$420.33	\$984,000.00	2,341.000	DA	N	MOVABLE BRIDGE- PREVENTATIVE MAINTENANCE & ROUTINE REPAIR
0465 21	4	\$729.95	\$1,484,720.00	2,034.000	DA	N	MOVABLE BRIDGE OPERATOR
0465 71 3	2	\$20,000.00	\$40,000.00	2.000	LS	N	MOVABLE BRIDGE FUNCTIONAL CHECKOUT, PHASE C



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0470 1	4	\$4,414.55	\$78,137.55	17.700	MB	N	TREATED TIMBER, STRUCTURAL
0471 1 1	4	\$22,012.22	\$1,428,593.12	64.900	MB	N	FENDER SYSTEM,PLASTIC MARINE LUMBER,REINFORCED
0471 1 2	7	\$22,963.95	\$730,253.52	31.800	MB	N	FENDER SYSTEM,PLASTIC MARINE LUMBER, NON-REINFORCED
0471 3 3	1	\$600,000.00	\$600,000.00	1.000	LS	N	POLYMERIC FENDER SYSTEM, 201-400 KIP-FT
0471 3 4	1	\$3,177,000.00	\$3,177,000.00	1.000	LS	N	POLYMERIC FENDER SYSTEM, 401-600 KIP-FT
0504 1 15	1	\$287.50	\$359,662.50	1,251.000	SF	N	ROADWAY FLOOR, STEEL, 5" KEY DEER
0506 2	3	\$224.10	\$434,310.00	1,938.000	LF	N	BRIDGE DRAINAGE PIPE
0506 3	3	\$4,100.00	\$110,700.00	27.000	EA	N	BRIDGE DRAINS
0508 4	1	\$408,000.00	\$408,000.00	1.000	LS	N	MOVABLE BRIDGE ELECTRICAL EQUIPMENT, REHABILITATION
0508 73 1	1	\$2,843.75	\$910,000.00	320.000	LF	N	SUBMARINE CABLE ASSEMBLY, FURNISH & INSTALL
0508 73 4	1	\$54.46	\$12,526.00	230.000	LF	N	SUBMARINE CABLE ASSEMBLY, REMOVE
0510 1	4	\$37,500.00	\$150,000.00	4.000	LS	N	NAVIGATION LIGHTS- FIXED BRIDGE, SYSTEM
0510 1 1	1	\$99,000.00	\$99,000.00	1.000	LS	N	NAVIGATION LIGHTS- FIXED BRIDGE, SYSTEM, SOLAR
0515 1 1	12	\$110.19	\$578,501.44	5,250.000	LF	N	PIPE HANDRAIL - GUIDERAIL, STEEL
0515 1 2	55	\$60.39	\$692,586.61	11,469.000	LF	N	PIPE HANDRAIL - GUIDERAIL, ALUMINUM
0515 1 42	2	\$77.70	\$4,040.34	52.000	LF	N	PIPE HANDRAIL - GUIDERAIL, RELOCATE, ALUMINUM
0515 2111	2	\$81.44	\$31,600.00	388.000	LF	N	PEDESTRIAN / BICYCLE RAILING, NS, 42" TYPE 1
0515 2211	10	\$145.33	\$1,268,425.32	8,728.000	LF	N	PEDESTRIAN / BICYCLE RAILING, STEEL, 42" TYPE 1
0515 2231	1	\$300.00	\$596,700.00	1,989.000	LF	N	PEDESTRIAN/ BICYCLE RAILING, STEEL ONLY,48" TYPE 1
0515 2311	19	\$106.70	\$2,785,845.58	26,108.000	LF	N	PEDESTRIAN/ BICYCLE RAILING, ALUMINUM ONLY,42" TYPE 1
0515 2500	1	\$115.00	\$1,150.00	10.000	LF	N	PEDESTRIAN / BICYCLE RAILING, RELOCATE



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0515 4 1	10	\$45.00	\$1,402,914.77	31,175.000	LF	N	BULLET RAIL, SINGLE RAIL
0515 4 2	5	\$137.19	\$94,388.56	688.000	LF	N	BULLET RAIL, DOUBLE RAIL
0515 20102	1	\$312.00	\$1,065,792.00	3,416.000	LF	N	PEDESTRIAN / BICYCLE RAILING, FURNISH & INSTALL ON CONCRETE RAILING, TUBULAR STEEL
0519 78	10	\$1,601.97	\$213,062.30	133.000	EA	N	BOLLARDS
0520 1 7	88	\$33.66	\$5,503,618.11	163,483.000	LF	N	CONCRETE CURB & GUTTER, TYPE E
0520 1 10	174	\$32.97	\$14,609,922.30	443,074.000	LF	N	CONCRETE CURB & GUTTER, TYPE F
0520 1 11	1	\$65.00	\$390.00	6.000	LF	N	CONCRETE CURB & GUTTER, VARIABLE HEIGHT TYPE F
0520 1 12	2	\$63.69	\$9,935.60	156.000	LF	N	CONCRETE CURB & GUTTER, TYPE F WITH SPECIAL GUTTER PROFILE
0520 2 1	10	\$33.55	\$67,948.15	2,025.000	LF	N	CONCRETE CURB, TYPE A
0520 2 2	21	\$44.71	\$353,291.70	7,901.000	LF	N	CONCRETE CURB, TYPE B
0520 2 4	65	\$42.72	\$714,864.94	16,733.000	LF	N	CONCRETE CURB, TYPE D
0520 2 8	6	\$32.77	\$57,733.10	1,762.000	LF	N	CONCRETE CURB, TYPE RA
0520 2 10	2	\$42.58	\$22,569.00	530.000	LF	N	CONCRETE CURB, TOLL HEADER CURB
0520 3	20	\$49.07	\$236,052.52	4,811.000	LF	N	VALLEY GUTTER- CONCRETE
0520 4	4	\$7.81	\$81,103.10	10,382.000	LF	N	CURB-CONCRETE PAVEMENT JOINT
0520 5 11	33	\$82.09	\$1,634,674.02	19,912.000	LF	N	TRAFFIC SEPARATOR CONCRETE-TYPE I, 4' WIDE
0520 5 12	7	\$103.12	\$79,817.01	774.000	LF	N	TRAFFIC SEPARATOR CONCRETE-TYPE I, 6' WIDE
0520 5 16	2	\$165.72	\$10,605.83	64.000	LF	N	TRAFFIC SEPARATOR CONCRETE- TYPE I, 8.5' WIDE
0520 5 21	1	\$293.10	\$1,172.40	4.000	LF	N	TRAFFIC SEPARATOR - CONCRETE, TYPE II, 4' WIDE
0520 5 22	1	\$87.00	\$8,265.00	95.000	LF	N	TRAFFIC SEPARATOR - CONCRETE, TYPE II, 6' WIDE



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0520 5 41	25	\$48.57	\$547,675.12	11,276.000	LF	N	TRAFFIC SEPARATOR CONCRETE- TYPE IV, 4' WIDE
0520 5 42	3	\$83.05	\$23,421.18	282.000	LF	N	TRAFFIC SEPARATOR CONCRETE- TYPE IV, 6' WIDE
0520 5 46	1	\$105.00	\$1,050.00	10.000	LF	N	TRAFFIC SEPARATOR CONCRETE- TYPE IV, 8.5' WIDE
0520 5 52	1	\$70.00	\$13,230.00	189.000	LF	N	TRAFFIC SEPARATOR CONCRETE- TYPE V, 6' WIDE
0520 6	40	\$37.50	\$3,075,806.79	82,031.000	LF	N	SHOULDER GUTTER- CONCRETE
0520 70	52	\$112.41	\$2,372,362.53	21,105.000	SY	N	CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH
0521 1 11	8	\$123.84	\$5,274,021.15	42,587.000	LF	N	MEDIAN CONCRETE BARRIER, 38" HEIGHT
0521 1 12	8	\$236.74	\$6,813,346.70	28,780.000	LF	N	MEDIAN CONCRETE BARRIER, SHORT GRADE-SEPARATED
0521 1 13	7	\$370.84	\$8,155,549.07	21,992.000	LF	N	MEDIAN CONCRETE BARRIER, TALL GRADE-SEPARATED
0521 1 14	6	\$686.02	\$619,477.92	903.000	LF	N	MEDIAN CONCRETE BARRIER, VARIABLE SECTION WIDTH FOR SIGN OR PIER SHIELDING
0521 1110	1	\$220.48	\$76,065.60	345.000	LF	N	MEDIAN CONCRETE BARRIER, 32" F-SHAPE, PROJECT 442061-1-52-01
0521 5 4	4	\$170.97	\$109,593.20	641.000	LF	N	CONCRETE TRAFFIC RAILING- BRIDGE, 32" VERTICAL FACE
0521 5 8	1	\$460.00	\$7,360.00	16.000	LF	N	CONCRETE TRAFFIC RAILING- BRIDGE, RETROFIT-VERTICAL FACE
0521 5 12	5	\$119.03	\$354,724.00	2,980.000	LF	N	CONCRETE TRAFFIC RAILING- BRIDGE, 36" MEDIAN SINGLE SLOPE
0521 5 13	15	\$119.83	\$2,937,045.32	24,511.000	LF	N	CONCRETE TRAFFIC RAILING- BRIDGE, 36" SINGLE-SLOPE
0521 6 11	4	\$114.10	\$94,477.76	828.000	LF	N	CONCRETE PARAPET, PEDESTRIAN/BICYCLE, 27" HEIGHT
0521 6 31	1	\$226.64	\$65,498.96	289.000	LF	N	CONCRETE PARAPET, RETAINING WALL SYSTEM MOUNTED W/SIDEWALK, 27" HEIGHT
0521 6 34	1	\$300.00	\$362,100.00	1,207.000	LF	N	CONCRETE PARAPET, RETAINING WALL SYSTEM MOUNTED W/SIDEWALK, CURB



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0521 8 3	4	\$355.58	\$369,447.14	1,039.000	LF	N	CONCRETE TRAFFIC RAILING BARRIER, WITH JUNCTION SLAB, 32" VERTICAL FACE
0521 8 7	10	\$330.85	\$15,300,689.44	46,247.000	LF	N	CONCRETE BARRIER, WITH JUNCTION SLAB, 36" SINGLE SLOPE
0521 8 8	1	\$559.00	\$97,266.00	174.000	LF	N	CONCRETE BARRIER, WITH JUNCTION SLAB, 42" SINGLE SLOPE
0521 9 1	3	\$74.52	\$839,656.00	11,267.000	LF	N	OPAQUE VISUAL BARRIER, INDEX 521-010 CONCRETE
0521 72 40	10	\$291.89	\$4,031,331.40	13,811.000	LF	N	SHOULDER CONCRETE BARRIER, 38" OR 44" HEIGHT
0521 72 41	3	\$320.94	\$1,162,765.00	3,623.000	LF	N	SHOULDER CONCRETE BARRIER, RETAINING SECTION
0521 72 42	1	\$247.50	\$12,127.50	49.000	LF	N	SHOULDER CONCRETE BARRIER, 38" TRENCH FOOTING SECTION
0521 72 43	6	\$227.42	\$1,089,583.72	4,791.000	LF	N	SHOULDER CONCRETE BARRIER, CURB AND GUTTER BARRIER
0521 72 56	2	\$767.91	\$698,032.69	909.000	LF	N	SHOULDER CONCRETE BARRIER, 56" PIER PROTECTION BARRIER/CRASH WALL
0521 72 60	3	\$257.05	\$3,172,825.00	12,343.000	LF	N	SHOULDER CONCRETE BARRIER, 38" WALL SHIELDING BARRIER
0521 72 61	2	\$385.21	\$903,321.20	2,345.000	LF	N	SHOULDER CONCRETE BARRIER, VARIABLE WIDTH FOR WALL OR SIGN SHIELDING
0522 1	162	\$57.77	\$17,879,633.92	309,479.000	SY	N	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK
0522 2	196	\$64.32	\$15,551,069.68	241,763.000	SY	N	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK
0522 3	8	\$96.14	\$59,123.54	615.000	SY	N	BUS BOARDING PAD- CONCRETE
0522 4	11	\$168.58	\$141,774.77	841.000	SY	N	BUS SHELTER PAD- CONCRETE
0523 3	1	\$105.00	\$8,610.00	82.000	SY	N	PATTERNED PAVEMENT
0524 1 1	19	\$69.33	\$473,717.24	6,833.000	SY	N	CONCRETE DITCH PAVT, NON REINFORCED, 3"
0524 1 2	28	\$85.82	\$820,297.81	9,558.000	SY	N	CONCRETE DITCH PAVEMENT, NON REINFORCED, 4"



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0524 1 4	11	\$88.89	\$161,965.79	1,822.000	SY	N	CONCRETE DITCH PAVEMENT, NON REINFORCED, 6"
0524 1 19	2	\$159.88	\$10,871.52	68.000	SY	N	CONCRETE DITCH PAVT, 3", REINFORCED
0524 1 29	20	\$100.32	\$363,258.64	3,621.000	SY	N	CONCRETE DITCH PAVEMENT, 4", REINFORCED
0524 1 49	1	\$110.00	\$880.00	8.000	SY	N	CONCRETE DITCH PAVEMENT, 6", REINFORCED
0524 2 1	3	\$94.93	\$173,255.00	1,825.000	SY	N	CONCRETE SLOPE PAVEMENT, NON REINFORCED, 3"
0524 2 2	13	\$144.71	\$837,601.34	5,788.000	SY	N	CONCRETE SLOPE PAVEMENT, NON REINFORCED, 4"
0524 2 4	2	\$106.71	\$23,156.41	217.000	SY	N	CONCRETE SLOPE PAVEMENT, NON REINFORCED, 6"
0524 2 49	1	\$140.00	\$980.00	7.000	SY	N	CONCRETE SLOPE PAVEMENT, 6", REINFORCED
0524 3	1	\$1,870.00	\$108,460.00	58.000	CY	N	CONC CORE DITCH BLOCKS
0526 1 1	8	\$158.63	\$118,178.28	745.000	SY	N	PAVERS, ARCHITECTURAL, ROADWAY
0526 1 2	18	\$122.01	\$741,597.16	6,078.000	SY	N	PAVERS, ARCHITECTURAL, SIDEWALK
0526 1101	1	\$156.00	\$6,864.00	44.000	SY	N	PAVERS, ARCHITECTURAL, REMOVE EXISTING AND REINSTALL
0527 2	191	\$34.87	\$3,262,010.61	93,560.000	SF	N	DETECTABLE WARNINGS
0530 1100	14	\$817.74	\$258,569.23	316.200	CY	N	RIPRAP, SAND-CEMENT BAGS
0530 3 3	18	\$135.51	\$3,860,091.04	28,485.700	TN	N	RIPRAP- RUBBLE, BANK AND SHORE
0530 3 4	48	\$189.60	\$614,569.44	3,241.400	TN	N	RIPRAP, RUBBLE, F&I, DITCH LINING
0530 3 8	1	\$400.00	\$20,280.00	50.700	CY	N	RIPRAP- RUBBLE, REMOVE EXISTING AND REINSTALL
0530 4 4	3	\$149.80	\$897,024.88	5,988.000	SY	N	ARTICULATING CONCRETE BLOCK REVETMENT SYSTEM, THICKNESS 4"
0530 4 6	2	\$235.78	\$574,590.00	2,437.000	SY	N	ARTICULATING CONCRETE BLOCK REVETMENT SYSTEM, THICKNESS 6"
0530 5 11	1	\$350.00	\$250,250.00	715.000	SY	N	GABION, MATTRESS LESS THAN 1 FOOT THICKNESS
0530 5 12	1	\$207.00	\$951,786.00	4,598.000	SY	N	GABION, MATTRESS 1 FOOT AND GREATER THICKNESS



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0530 5 13	1	\$130.00	\$282,659.00	2,174.300	CY	N	GABION, BASKET
0530 74	41	\$128.44	\$1,252,037.46	9,748.400	TN	N	BEDDING STONE
0531 1100	1	\$24.00	\$224,592.00	9,358.000	SY	N	IMPERMEABLE POND LINER
0534 73	1	\$1,808.00	\$14,464.00	8.000	SF	N	PERIMETER WALL
0536 1 0	19	\$27.56	\$214,999.07	7,802.000	LF	N	GUARDRAIL -ROADWAY, GENERAL/LOW SPEED TL-2
0536 1 1	84	\$28.29	\$7,488,539.25	264,717.000	LF	N	GUARDRAIL -ROADWAY, GENERAL TL-3
0536 1 3	15	\$44.48	\$1,509,136.38	33,925.000	LF	N	GUARDRAIL- ROADWAY, DOUBLE FACE
0536 5 1	5	\$13.72	\$141,209.30	10,295.000	LF	N	RUB RAIL FOR GUARDRAIL, SINGLE SIDED RUB RAIL
0536 5 2	4	\$29.26	\$65,600.60	2,242.000	LF	N	RUBRAIL FOR GUARDRAIL, DOUBLE SIDED RUB RAIL
0536 6	20	\$22.66	\$253,999.63	11,209.000	LF	N	PIPE RAIL FOR GUARDRAIL
0536 7 1	5	\$131.35	\$149,481.92	1,138.000	EA	N	SPECIAL GUARDRAIL POST- DEEP POST FOR SLOPE BREAK CONDITION- TIMBER OR STEEL
0536 7 2	19	\$320.34	\$126,215.46	394.000	EA	N	SPECIAL GUARDRAIL POST- SPECIAL STEEL POST FOR CONCRETE STRUCTURE MOUNT
0536 7 3	27	\$239.31	\$163,207.30	682.000	EA	N	SPECIAL GUARDRAIL POST- ENCASED POST FOR SHALLOW MOUNT
0536 7 4	1	\$300.00	\$3,300.00	11.000	EA	N	SPECIAL GUARDRAIL POST- FRANGIBLE LEAVE-OUT FOR MOUNTING THROUGH CONCRETE SURFACE
0536 8111	6	\$3,353.39	\$50,300.89	15.000	EA	N	GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-001, APPROACH TL-2
0536 8112	25	\$3,604.74	\$356,869.29	99.000	EA	N	GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-001, APPROACH TL-3



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0536 8113	13	\$1,406.18	\$53,434.72	38.000	EA	N	GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-001, TRAILING
0536 8122	34	\$3,897.01	\$915,796.87	235.000	EA	N	GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-002, APPROACH TL-3
0536 8123	17	\$2,626.84	\$102,446.83	39.000	EA	N	GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-002, TRAILING
0536 73	92	\$2.06	\$647,118.63	314,126.000	LF	N	GUARDRAIL REMOVAL
0536 85 20	66	\$1,722.34	\$590,763.75	343.000	EA	N	GUARDRAIL END TREATMENT- TRAILING ANCHORAGE
0536 85 24	89	\$3,290.71	\$1,911,900.09	581.000	EA	N	GUARDRAIL END TREATMENT- PARALLEL APPROACH TERMINAL
0536 85 26	7	\$3,390.88	\$33,908.76	10.000	EA	N	GUARDRAIL END TREATMENT- TYPE CRT
0536 85 27	7	\$11,495.72	\$137,948.61	12.000	EA	N	GUARDRAIL END TREATMENT- DOUBLE FACE APPROACH TERMINAL
0536 85 29	4	\$2,340.34	\$9,361.34	4.000	EA	N	GUARDRAIL END TREATMENT- DOUBLE FACE TRAILING ANCHORAGE
0538 1	12	\$7.79	\$828,744.22	106,413.000	LF	N	GUARDRAIL RESET
0542 70	2	\$127.98	\$1,023.81	8.000	EA	N	BUMPER GUARDS, CONCRETE
0544 2 1	2	\$17,060.84	\$68,243.37	4.000	EA	N	CRASH CUSHION, TL-2, NARROW
0544 2 2	2	\$14,602.30	\$43,806.91	3.000	EA	N	CRASH CUSHION, TL-2, WIDE
0544 3 1	10	\$30,406.97	\$1,307,499.78	43.000	EA	N	CRASH CUSHION, TL-3, NARROW
0544 3 2	3	\$32,600.00	\$163,000.00	5.000	EA	N	CRASH CUSHION, TL-3, WIDE
0546 71 1	7	\$1,183.44	\$59,172.24	50.000	EA	N	RAISED RUMBLE STRIP SET- PERMANENT
0546 71 2	1	\$1,285.00	\$1,285.00	1.000	EA	N	RAISED RUMBLE STRIP SET- SHORT TERM
0546 72 1	30	\$1,353.68	\$706,990.84	522.274	GM	N	GROUND-IN RUMBLE STRIPS, 16"



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0546 72 2	10	\$1,372.81	\$242,618.82	176.731	GM	N	GROUND-IN RUMBLE STRIPS, 8" CYLINDRICAL
0546 72 3	12	\$1,782.14	\$313,714.59	176.033	GM	N	GROUND-IN RUMBLE STRIPS, 8" SINUSOIDAL
0548 12	10	\$42.43	\$45,275,652.39	1,067,007.000	SF	N	RETAINING WALL SYSTEM, PERMANENT, EXCLUDING BARRIER
0548 13	9	\$16.84	\$5,227,921.78	310,393.000	SF	N	RETAINING WALL SYSTEM, TEMPORARY, EXCLUDING BARRIER
0548 14	3	\$55.16	\$1,961,577.66	35,562.000	SF	N	RETAINING WALL SYSTEM, PERMANENT-WIDENING, ATTACHED TO EXISTING WALL
0550 10110	4	\$21.58	\$47,704.40	2,211.000	LF	N	FENCING, TYPE A, 0.0-5.0', STANDARD
0550 10118	1	\$41.00	\$1,640.00	40.000	LF	N	FENCING, TYPE A, 0.0-5.0', TYPE A STANDARD, RESET EXISTING
0550 10120	3	\$9.56	\$808,847.50	84,596.000	LF	N	FENCING, TYPE A, 5.1-6.0, STANDARD
0550 10140	1	\$33.30	\$141,624.90	4,253.000	LF	N	FENCING, TYPE A, 7.1-8.0', STANDARD
0550 10150	1	\$69.31	\$196,632.47	2,837.000	LF	N	FENCING, TYPE A, 8.1-10.0', STANDARD
0550 10210	4	\$27.31	\$121,976.33	4,467.000	LF	N	FENCING, TYPE B, 0.0-5.0', STANDARD FEATURES
0550 10212	2	\$26.55	\$32,577.80	1,227.000	LF	N	FENCING, TYPE B, 0.5-5.0', W/ VINYL COATING
0550 10220	14	\$32.57	\$1,510,077.77	46,363.000	LF	N	FENCING, TYPE B, 5.1-6.0', STANDARD
0550 10221	3	\$83.15	\$35,587.07	428.000	LF	N	FENCING, TYPE B, 5.1-6.0', W/ BARB WIRE ATTMT
0550 10222	1	\$38.00	\$43,282.00	1,139.000	LF	N	FENCING, TYPE B, 5.1-6.0, W/ VINYL COATING
0550 10228	5	\$24.04	\$11,733.40	488.000	LF	N	FENCING, TYPE B, 5.1-6.0, RESET EXISTING
0550 10230	1	\$31.42	\$23,125.12	736.000	LF	N	FENCING, TYPE B, 6.1-7.0', STANDARD
0550 10236	1	\$60.00	\$4,740.00	79.000	LF	N	FENCING, TYPE B, 6.1-7.0', WITH VINYL COATING AND BARBED WIRE ATTACHMENT
0550 10240	1	\$40.27	\$2,094.04	52.000	LF	N	FENCING, TYPE B, 7.1-8.0', STANDARD



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0550 10241	1	\$71.40	\$24,990.00	350.000	LF	N	FENCING, TYPE B, 7.1-8.0', WITH BARBED WIRE ATTACHMENT
0550 10248	2	\$64.00	\$7,871.50	123.000	LF	N	FENCING, TYPE B, 7.1-8.0, RESET EXISTING
0550 10325	1	\$355.00	\$67,095.00	189.000	LF	N	FENCING, TYPE R, 5.1-6.0', VERTICAL
0550 10334	1	\$265.00	\$55,650.00	210.000	LF	N	FENCING, TYPE R, 6.1-7.0', PARTIAL ENCLOSURE
0550 10363	1	\$590.00	\$168,740.00	286.000	LF	N	FENCING, TYPE R, GREATER THAN 10.0', WITH FULL ENCLOSURE
0550 10410	3	\$34.44	\$321,229.50	9,327.000	LF	N	FENCING, WOOD FENCE, 0.0-5.0'
0550 10816	1	\$719.00	\$186,940.00	260.000	LF	N	FENCING, FIBER REINFORCED POLYMER SECURITY FENCE, PROJECT 425436-5-52-01
0550 10918	1	\$27.00	\$10,422.00	386.000	LF	N	FENCING, SPECIAL TYPE, 0.0-5.0', RESET EXISTING
0550 10929	2	\$35.13	\$45,176.60	1,286.000	LF	N	FENCING, SPECIAL TYPE, 5.1-6.0', SPECIAL FEATURES
0550 60111	2	\$2,374.99	\$14,249.96	6.000	EA	N	FENCE GATE, TYPE A, SINGLE, 0-6.0' OPENING
0550 60112	1	\$1,850.00	\$1,850.00	1.000	EA	N	FENCE GATE, TYPE A, SINGLE, 6.1-12.0' OPENING
0550 60124	1	\$1,240.00	\$12,400.00	10.000	EA	N	FENCE GATE, TYPE A, DOUBLE, 18.1-20.0' OPENING
0550 60133	1	\$6,500.00	\$13,000.00	2.000	EA	N	FENCE GATE, TYPE A, SLIDING/CANTILEVER, 12.1-18.0' OPENING
0550 60211	2	\$1,146.13	\$9,169.00	8.000	EA	N	FENCE GATE, TYPE B, SINGLE, 0- 6.0' OPENING
0550 60212	1	\$3,000.00	\$3,000.00	1.000	EA	N	FENCE GATE, TYPE B, SINGLE, 6.1 - 12.0' OPENING
0550 60214	1	\$2,500.00	\$2,500.00	1.000	EA	N	FENCE GATE, TYPE B, SINGLE, 18.1-20.0' OPENING
0550 60222	2	\$3,640.00	\$14,560.00	4.000	EA	N	FENCE GATE, TYPE B, DOUBLE, 6.1-12.0' OPENING
0550 60223	1	\$2,078.00	\$6,234.00	3.000	EA	N	FENCE GATE, TYPE B, DOUBLE, 12.1-18.0' OPENING
0550 60224	1	\$3,500.00	\$7,000.00	2.000	EA	N	FENCE GATE, TYPE B, DOUBLE, 18.1-20.0' OPENING
0550 60226	1	\$11,000.00	\$11,000.00	1.000	EA	N	FENCE GATE , TYPE B, DOUBLE, 24.1-30.0' OPENING



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0550 60233	1	\$8,943.72	\$8,943.72	1.000	EA	N	FENCE GATE, TYPE B, SLIDING/CANTILEVER, 12.1-18' OPENING
0550 60234	2	\$5,666.67	\$17,000.00	3.000	EA	N	FENCE GATE, TYPE B, SLIDING/CANTILEVER, 18.1-20.0' OPENING
0550 60235	1	\$5,500.00	\$5,500.00	1.000	EA	N	FENCE GATE, TYPE B, SLIDING/CANTILEVER, 20.1-24' OPENING
0550 60236	1	\$8,250.00	\$8,250.00	1.000	EA	N	FENCE GATE, TYPE B, SLIDING/CANTILEVER, 24.1-30' OPENING
0550 60400	1	\$1,250.00	\$5,000.00	4.000	EA	N	FENCE GATE, RESET EXISTING GATE- WITHOUT RESETTING FENCE
0550 60513	1	\$6,500.00	\$13,000.00	2.000	EA	N	FENCE GATE, TUBULAR METAL PIPE, SINGLE, 12.1-18.0' OPENING
0550 60622	1	\$5,000.00	\$5,000.00	1.000	EA	N	FENCE GATE, TYPE B WITH VINYL COATING, DOUBLE, 6.1-12.0' OPENING
0550 60912	1	\$10,000.00	\$40,000.00	4.000	EA	N	FENCE GATE,SPECIAL, SINGLE, 6.1-12.0' OPENING
0561 1	12	\$1,457.97	\$11,559,680.00	7,928.600	TN	N	COATING EXISTING STRUCTURAL STEEL
0561 2	6	\$56.12	\$1,251,747.25	22,305.000	SF	N	COATING EXISTING STRUCTURAL STEEL
0561 3 1	1	\$28,344.00	\$269,268.00	9.500	TN	N	COATINGS- SPECIAL, COATING EXISTING ALUMINUM, PROJECT 218608-4-52-01
0563 4	1	\$13.56	\$542.40	40.000	SF	N	ANTI-GRAFFITI COATING, NON-SACRIFICIAL
0570 1 1	24	\$1.49	\$764,733.61	514,790.000	SY	N	PERFORMANCE TURF
0570 1 2	249	\$2.21	\$18,605,452.01	8,426,381.000	SY	N	PERFORMANCE TURF, SOD
0570 1 3	43	\$3.85	\$4,074,107.46	1,059,106.000	SY	N	PERFORMANCE TURF, SOD AND SOIL- SHOULDER TREATMENT INDEX 570-010
0571 1 11	13	\$6.25	\$171,551.95	27,429.000	SY	N	PLASTIC EROSION MAT, TURF REINFORCED MAT, TYPE 1
0571 1 12	6	\$6.08	\$30,025.05	4,939.000	SY	N	PLASTIC EROSION MAT, TRM, TYPE 2
0571 1 13	2	\$17.43	\$131,141.50	7,523.000	SY	N	PLASTIC EROSION MAT, TURF REINFORCED MAT, TYPE 3



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0580 1 1	7	\$43,709.25	\$349,673.96	8.000	LS	N	LANDSCAPE COMPLETE- SMALL PLANTS
0580 1 2	7	\$62,951.17	\$629,511.74	10.000	LS	N	LANDSCAPE COMPLETE- LARGE PLANTS
0580 7253	1	\$20.00	\$3,880.00	194.000	EA	N	LANDSCAPE- SMALL SHRUB/ORNAMENTAL GRASS, GREEN ISLAND FICUS- FICUS MICROCARPA 'GREEN ISLAND', 3 GALLON
0581 1 1	13	\$696.97	\$347,790.12	499.000	EA	N	RELOCATE TREES AND PALMS, PALM, <14' OF CLEAR TRUNK
0581 1 2	12	\$1,527.93	\$337,672.58	221.000	EA	N	RELOCATE TREES AND PALMS, PALM, >=14' OF CLEAR TRUNK
0581 1 3	4	\$3,245.46	\$42,190.94	13.000	EA	N	RELOCATE TREES AND PALMS,MULTI-TRUNK OR CLUSTERING
0581 1 4	5	\$3,440.50	\$65,369.50	19.000	EA	N	RELOCATE TREES AND PALMS,TREES, <5" DIAMETER AT BREAST HEIGHT
0581 1 5	8	\$2,593.41	\$207,473.01	80.000	EA	N	RELOCATE TREES AND PALMS,TREES, TREES, >=5" DIAMETER AT BREAST HEIGHT
0581 1 7	6	\$567.31	\$36,308.00	64.000	EA	N	RELOCATE TREES AND PALMS,PALMS, <14' OF CLEAR TRUNK, SABAL PALM ONLY
0581 1 8	9	\$805.42	\$121,618.60	151.000	EA	N	RELOCATE TREES AND PALMS, >=14' OF CLEAR TRUNK, SABAL PALM ONLY
0590 70 1	5	\$10,824.80	\$54,124.00	5.000	LS	N	IRRIGATION SYSTEM REPAIRS
0590 70 5	6	\$86,353.47	\$518,120.81	6.000	LS	N	IRRIGATION SYSTEM- MODIFY EXISTING SYSTEM
0591 1200	7	\$14.86	\$62,011.34	4,174.000	LF	N	IRRIGATION SLEEVE, 2" DIAMETER
0591 1400	5	\$27.53	\$95,021.14	3,452.000	LF	N	IRRIGATION SLEEVE, 4" DIAMETER
0591 1600	2	\$35.90	\$20,786.60	579.000	LF	N	IRRIGATION SLEEVE, 6" DIAMETER
0611 1 1	55	\$1,532.28	\$318,181.24	207.652	MI	N	ITSFM SUBSURFACE DOCUMENTATION- PROJECT LENGTH
0611 2 1	40	\$2,613.50	\$237,828.39	91.000	EA	N	ITSFM LOCATION DOCUMENTATION- INTERSECTION



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0611 2 2	26	\$869.00	\$252,878.23	291.000	EA	N	ITSFM LOCATION DOCUMENTATION- ITS SITE
0611 2 3	4	\$1,954.49	\$7,817.95	4.000	EA	N	ITSFM LOCATION DOCUMENTATION- COMMUNICATIONS BUILDING
0630 2 11	175	\$15.53	\$9,219,386.78	593,567.000	LF	N	CONDUIT, FURNISH & INSTALL, OPEN TRENCH
0630 2 12	186	\$31.14	\$17,887,217.92	574,460.000	LF	N	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE
0630 2 14	52	\$34.38	\$387,064.78	11,259.000	LF	N	CONDUIT, FURNISH & INSTALL, ABOVEGROUND
0630 2 15	16	\$47.08	\$669,765.30	14,225.000	LF	N	CONDUIT, FURNISH & INSTALL, BRIDGE MOUNT
0630 2 16	17	\$16.71	\$3,343,526.29	200,036.000	LF	N	CONDUIT, FURNISH & INSTALL, EMBEDDED CONCRETE BARRIERS AND TRAFFIC RAILINGS
0630 2 65	7	\$10.22	\$25,285.38	2,475.000	LF	N	CONDUIT, REMOVE, BRIDGE MOUNT
0630 3 1	4	\$220.80	\$77,059.73	349.000	EA	N	REPLACE ROUTE MARKER FOR EXISTING CONDUIT
0632 7 1	135	\$8,427.54	\$3,320,450.33	394.000	PI	N	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL
0632 7 2	34	\$8.10	\$228,677.34	28,241.000	LF	N	SIGNAL CABLE- REPAIR/REPLACE/OTHER, FURNISH & INSTALL
0632 7 4	3	\$1,238.00	\$11,142.00	9.000	PI	N	SIGNAL CABLE, ADJUST
0632 7 6	83	\$1,174.66	\$270,172.53	230.000	PI	N	SIGNAL CABLE, REMOVE- INTERSECTION
0632 7 7	6	\$1.96	\$2,891.93	1,475.000	LF	N	SIGNAL CABLE, REMOVE- OUTSIDE OF INTERSECTION
0633 1111	4	\$4.23	\$4,690.10	1,108.000	LF	N	FIBER OPTIC CABLE, F&I, OVERHEAD,2-12 FIBERS
0633 1121	59	\$3.65	\$494,024.22	135,354.000	LF	N	FIBER OPTIC CABLE, F&I, UNDERGROUND,2-12 FIBERS
0633 1122	20	\$3.21	\$420,603.61	131,051.000	LF	N	FIBER OPTIC CABLE, F&I, UNDERGROUND,13-48 FIBERS
0633 1123	16	\$3.43	\$408,413.07	119,211.000	LF	N	FIBER OPTIC CABLE, F&I, UNDERGROUND,49-96 FIBERS
0633 1124	10	\$5.38	\$1,891,037.90	351,214.000	LF	N	FIBER OPTIC CABLE, F&I, UNDERGROUND, 97 - 144 FIBERS



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0633 1127	1	\$8.56	\$73,085.28	8,538.000	LF	N	FIBER OPTIC CABLE, F&I, UNDERGROUND, 241 - 288 FIBERS
0633 1410	4	\$3.29	\$4,862.35	1,480.000	LF	N	FIBER OPTIC CABLE, RELOCATE, OVERHEAD
0633 1420	18	\$6.34	\$93,302.56	14,713.000	LF	N	FIBER OPTIC CABLE, RELOCATE, UNDERGROUND
0633 1610	2	\$.99	\$1,029.75	1,035.000	LF	N	FIBER OPTIC CABLE, REMOVE, OVERHEAD
0633 1620	17	\$.87	\$141,143.53	162,553.000	LF	N	FIBER OPTIC CABLE, REMOVE, UNDERGROUND
0633 2 31	69	\$51.75	\$435,308.30	8,411.000	EA	N	FIBER OPTIC CONNECTION, INSTALL, SPLICE
0633 2 32	45	\$88.83	\$330,541.15	3,721.000	EA	N	FIBER OPTIC CONNECTION, INSTALL, TERMINATION
0633 3 11	50	\$1,077.08	\$288,656.16	268.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, SPLICE ENCLOSURE
0633 3 12	53	\$133.03	\$82,745.59	622.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, SPLICE TRAY
0633 3 13	23	\$58.34	\$91,238.92	1,564.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, PRETERMINATED CONNECTOR ASSEMBLY
0633 3 14	32	\$106.33	\$23,923.19	225.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, BUFFER TUBE FAN OUT KIT
0633 3 15	22	\$1,671.37	\$130,366.77	78.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, PRETERMINATED PATCH PANEL
0633 3 16	57	\$1,770.91	\$552,525.41	312.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, PATCH PANEL- FIELD TERMINATED
0633 3 17	24	\$169.66	\$34,272.14	202.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, F&I, CONNECTOR PANEL
0633 3 41	1	\$559.48	\$559.48	1.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, RELOCATE SPLICE ENCLOSURE
0633 3 46	5	\$965.11	\$8,686.01	9.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, RELOCATE PATCH PANEL- FIELD TERMINATED
0633 3 51	23	\$559.40	\$31,326.41	56.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, ADJUST/MODIFY SPLICE



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0633 3 51							ENCLOSURE
0633 3 52	9	\$75.05	\$1,576.12	21.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, ADJUST/MODIFY SPLICE TRAY
0633 3 55	1	\$578.00	\$578.00	1.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, ADJUST/MODIFY PATCH PANEL, PRETERMINATED
0633 3 56	9	\$919.74	\$13,796.15	15.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, ADJUST/MODIFY PATCH PANEL
0633 4 1	3	\$5.45	\$6,156.84	1,129.000	LF	N	SIGNALS COMMUNICATION CABLE- TWISTED PAIR CABLE, FURNISH & INSTALL
0633 4 6	1	\$1.30	\$409.50	315.000	LF	N	SIGNALS COMMUNICATION CABLE- TWISTED PAIR CABLE, REMOVE
0633 6	78	\$255.36	\$7,040,197.75	27,570.000	DA	N	FIBER OPTIC CABLE LOCATOR
0633 8 1	36	\$6.08	\$217,690.87	35,832.000	LF	N	MULTI-CONDUCTOR COMMUNICATION CABLE, FURNISH & INSTALL
0633 8 4	2	\$5.92	\$1,709.93	289.000	LF	N	MULTI-CONDUCTOR COMMUNICATION CABLE, RELOCATE
0633 8 6	4	\$.46	\$2,667.70	5,766.000	LF	N	MULTI-CONDUCTOR COMMUNICATION CABLE, REMOVE
0634 4152	2	\$7,575.00	\$15,150.00	2.000	PI	N	SPAN WIRE ASSEMBLY, F&I, TWO POINT, DIAGONAL
0634 4153	17	\$7,497.27	\$164,940.02	22.000	PI	N	SPAN WIRE ASSEMBLY, F&I, TWO POINT, BOX OR DROP BOX
0634 4600	6	\$1,239.39	\$11,154.51	9.000	PI	N	SPAN WIRE ASSEMBLY, REMOVE- POLES REMAIN
0634 5 1	4	\$51.41	\$6,581.00	128.000	LF	N	FIBERGLASS INSULATOR, FURNISH & INSTALL
0635 2 11	199	\$1,032.81	\$11,679,048.35	11,308.000	EA	N	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE
0635 2 12	100	\$2,236.74	\$2,874,214.50	1,285.000	EA	N	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE
0635 2 13	43	\$4,552.74	\$901,443.42	198.000	EA	N	PULL & SPLICE BOX, F&I, 30" X 60" RECTANGULAR OR 36" ROUND COVER SIZE
0635 2 14	1	\$925.78	\$48,140.56	52.000	EA	N	PULL & SPLICE BOX, F&I, 17" X 30" COVER SIZE



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0635 2 30	5	\$541.44	\$59,557.93	110.000	EA	N	PULL & SPLICE BOX, INSTALL
0635 2118	3	\$10,050.00	\$241,200.00	24.000	EA	N	PULL & SPLICE BOX, F&I, HS-20 FOR TPE, 54" X 54"
0635 2121	1	\$3,000.00	\$3,000.00	1.000	EA	N	PULL & SPLICE BOX, F&I,TOLL SITE, 30" x 48"
0635 3 11	4	\$831.31	\$13,301.00	16.000	EA	N	JUNCTION BOX, FURNISH & INSTALL, AERIAL
0635 3 12	10	\$715.14	\$88,677.82	124.000	EA	N	JUNCTION BOX, FURNISH & INSTALL, MOUNTED
0635 3 13	14	\$770.21	\$754,803.66	980.000	EA	N	JUNCTION BOX, FURNISH & INSTALL, EMBEDDED
0635 3 40	1	\$987.00	\$987.00	1.000	EA	N	JUNCTION BOX, RELOCATE
0639 1111	1	\$2,915.40	\$2,915.40	1.000	AS	N	ELECTRICAL POWER SERVICE, F&I, OVERHEAD, METER FURNISHED BY POWER COMPANY
0639 1112	22	\$4,934.22	\$192,434.61	39.000	AS	N	ELECTRICAL POWER SERVICE, F&I, OVERHEAD METER PURCHASED BY CONTRACTOR FROM POWER COMPANY
0639 1113	3	\$3,295.46	\$13,181.82	4.000	AS	N	ELECTRICAL POWER SERVICE, F&I, OVERHEAD METER NOT REQUIRED
0639 1121	10	\$3,521.95	\$63,395.06	18.000	AS	N	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER FURNISHED BY POWER COMPANY
0639 1122	90	\$4,158.69	\$931,546.61	224.000	AS	N	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER PURCHASED BY CONTRACTOR
0639 1123	16	\$3,472.57	\$93,759.34	27.000	AS	N	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER NOT REQUIRED
0639 1410	2	\$2,258.33	\$4,516.66	2.000	AS	N	ELECTRICAL POWER SERVICE, REL OVERHEAD
0639 1420	3	\$7,364.04	\$29,456.14	4.000	AS	N	ELECTRICAL POWER SERVICE, RELOCATE, UNDERGROUND
0639 1610	13	\$876.37	\$20,156.56	23.000	AS	N	ELECTRICAL POWER SERVICE, REMOVE OVERHEAD



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0639 1620	25	\$732.04	\$28,549.66	39.000	AS	N	ELECTRICAL POWER SERVICE, REMOVE UNDERGROUND
0639 2 1	125	\$14.34	\$4,081,293.70	284,635.000	LF	N	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL
0639 2 4	2	\$5.65	\$1,411.60	250.000	LF	N	ELECTRICAL SERVICE WIRE, RELOCATE
0639 2 6	30	\$.73	\$43,141.54	58,869.000	LF	N	ELECTRICAL SERVICE WIRE, REMOVE
0639 3 11	71	\$1,682.53	\$745,362.78	443.000	EA	N	ELECTRICAL SERVICE DISCONNECT, F&I, POLE MOUNT
0639 3 12	4	\$1,831.58	\$12,821.09	7.000	EA	N	ELECTRICAL SERVICE DISCONNECT, F&I, CABINET
0639 3 60	11	\$449.53	\$16,182.95	36.000	EA	N	ELECTRICAL SERVICE DISCONNECT, REMOVE- POLE OR CABINET TO REMAIN
0639 5 31	1	\$150,000.00	\$150,000.00	1.000	EA	N	EMERGENCY GENERATOR-PERMANENT 51-75 KW
0639 5 50	1	\$4,500.00	\$4,500.00	1.000	EA	N	EMERGENCY GENERATOR-PERMANENT, REMOVE
0639 6 1	33	\$2,645.79	\$489,470.91	185.000	EA	N	ELECTRICAL POWER SERVICE- TRANSFORMER FURNISH & INSTALL
0639 8100	4	\$11,840.92	\$59,204.62	5.000	LS	N	ELECTRICAL POWER SERVICE- CONTRIBUTION IN AID OF CONSTRUCTION (CIAC), DUKE (DO NOT BID)
0639 8110	1	\$5,000.00	\$5,000.00	1.000	LS	N	ELECTRICAL POWER SERVICE- CONTRIBUTION IN AID OF CONSTRUCTION (CIAC), SECO (DO NOT BID)
0639 8130	7	\$12,085.29	\$120,852.90	10.000	LS	N	ELECTRICAL POWER SERVICE- CONTRIBUTION IN AID OF CONSTRUCTION (CIAC), FPL (DO NOT BID)
0639 8141	1	\$30,000.00	\$30,000.00	1.000	LS	N	ELECTRICAL POWER SERVICE- CONTRIBUTION IN AID OF CONSTRUCTION (CIAC), COH (DO NOT BID)
0641 2 11	16	\$2,164.13	\$114,698.64	53.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II PEDESTAL
0641 2 12	114	\$1,875.53	\$866,494.22	462.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE



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0641 2 13	2	\$7,660.62	\$45,963.72	6.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-III
0641 2 14	2	\$13,144.13	\$52,576.50	4.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-IV
0641 2 15	2	\$17,303.93	\$34,607.85	2.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-V
0641 2 17	1	\$40,376.18	\$161,504.72	4.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-VII
0641 2 18	7	\$18,222.66	\$656,015.84	36.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-VIII
0641 2 19	1	\$12,153.71	\$60,768.55	5.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, CUSTOM DESIGN
0641 2 60	35	\$1,053.86	\$70,608.86	67.000	EA	N	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- PEDESTAL/SERVICE POLE
0641 2 70	22	\$4,358.83	\$422,806.74	97.000	EA	N	PRESTRESSED CONCRETE POLE, SHALLOW POLE REMOVAL- POLE 30' AND GREATER
0641 2 80	21	\$6,515.27	\$475,614.77	73.000	EA	N	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- POLE 30' AND GREATER
0641 3163	9	\$26,089.92	\$495,708.51	19.000	EA	N	CONCRETE CCTV POLE, FURNISH & INSTALL WITH LOWERING DEVICE, 63'
0641 3169	4	\$24,354.02	\$219,186.16	9.000	EA	N	CONCRETE CCTV POLE, FURNISH & INSTALL WITH LOWERING DEVICE, 69'
0641 3186	4	\$27,000.00	\$135,000.00	5.000	EA	N	CONCRETE CCTV POLE, FURNISH & INSTALL WITH LOWERING DEVICE, 86'
0641 3263	1	\$21,748.75	\$43,497.50	2.000	EA	N	CONCRETE CCTV POLE, FURNISH & INSTALL WITHOUT LOWERING DEVICE, 63'
0641 3269	1	\$25,235.00	\$25,235.00	1.000	EA	N	CONCRETE CCTV POLE, FURNISH & INSTALL WITHOUT LOWERING



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0641 3269							DEVICE, 69'
0641 3800	1	\$5,617.09	\$5,617.09	1.000	EA	N	CONCRETE CCTV POLE, COMPLETE POLE REMOVAL
0643600	3	\$2,027.72	\$12,166.32	6.000	EA	N	STRAIN POLE, WOOD, REMOVE
0646 1 11	139	\$2,037.96	\$3,232,199.76	1,586.000	EA	N	ALUMINUM SIGNALS POLE, PEDESTAL
0646 1 12	55	\$1,624.39	\$482,442.60	297.000	EA	N	ALUMINUM SIGNALS POLE, FURNISH & INSTALL PEDESTRIAN DETECTOR POST
0646 1 30	1	\$1,344.00	\$1,344.00	1.000	EA	N	ALUMINUM SIGNALS POLE, INSTALL
0646 1 40	7	\$1,509.12	\$28,673.30	19.000	EA	N	ALUMINUM SIGNALS POLE, RELOCATE
0646 1 60	97	\$326.27	\$189,239.20	580.000	EA	N	ALUMINUM SIGNALS POLE, REMOVE
0646 2115	3	\$2,064.01	\$623,331.01	302.000	EA	N	ALUMINUM POLE- INDEX 695-001, FURNISH & INSTALL, 15'
0646 2120	1	\$3,115.39	\$3,115.39	1.000	EA	N	ALUMINUM POLE- INDEX 695-001, FURNISH & INSTALL, 20'
0646 2130	2	\$4,141.33	\$12,424.00	3.000	EA	N	ALUMINUM POLE- INDEX 695-001, FURNISH & INSTALL, 30'
0646 2600	1	\$500.00	\$1,000.00	2.000	EA	N	ALUMINUM POLE- INDEX 695-001, REMOVE
0649 1 11	1	\$11,200.00	\$112,000.00	10.000	EA	N	STEEL STRAIN POLE, F&I, TYPE PS- IV
0649 1 13	1	\$62,000.00	\$186,000.00	3.000	EA	N	STEEL STRAIN POLE, F&I, TYPE PS- VI
0649 1 14	2	\$55,536.92	\$444,295.32	8.000	EA	N	STEEL STRAIN POLE, F&I, TYPE PS- VII
0649 1 15	1	\$45,000.00	\$180,000.00	4.000	EA	N	STEEL STRAIN POLE, F&I, TYPE PS- VIII
0649 1 16	2	\$60,000.67	\$480,005.36	8.000	EA	N	STEEL STRAIN POLE, F&I, TYPE PS- IX
0649 1 17	1	\$70,629.46	\$282,517.84	4.000	EA	N	STEEL STRAIN POLE, F&I, TYPE PS- X
0649 1 63	2	\$6,012.76	\$36,076.54	6.000	EA	N	STEEL STRAIN POLE, REMOVE, SHALLOW FOUNDATION REMOVAL, BOLT ON ATTACHMENT



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0649 1 65	3	\$12,684.53	\$114,160.80	9.000	EA	N	STEEL STRAIN POLE, REMOVE, DEEP FOUNDATION REMOVAL, BOLT ON ATTACHMENT
0649 2155	2	\$50,750.00	\$406,000.00	8.000	EA	N	STEEL CCTV POLE, FURNISH & INSTALL WITH LOWERING DEVICE, 55'
0649 2170	1	\$95,000.00	\$380,000.00	4.000	EA	N	STEEL CCTV POLE, FURNISH & INSTALL WITH LOWERING DEVICE, 70'
0649 2603	2	\$5,450.00	\$16,350.00	3.000	EA	N	STEEL CCTV POLE, REMOVE POLE- SHALLOW FOUNDATION REMOVAL, BOLT ON ATTACHMENT
0649 2605	1	\$10,000.00	\$10,000.00	1.000	EA	N	STEEL CCTV POLE, REMOVE POLE- COMPLETE/DEEP FOUNDATION REMOVAL, BOLT ON ATTACHMENT
0649 21 1	14	\$49,516.87	\$1,188,404.77	24.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 30'
0649 21 2	2	\$80,160.00	\$240,480.00	3.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 30'-30'
0649 21 3	28	\$57,247.51	\$2,919,622.90	51.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 40'
0649 21 4	1	\$60,000.00	\$60,000.00	1.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 40'-30'
0649 21 5	4	\$79,422.98	\$555,960.88	7.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 40'-40'
0649 21 6	37	\$62,932.54	\$4,468,210.38	71.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 50'
0649 21 7	3	\$92,450.33	\$277,351.00	3.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 50'-30'
0649 21 8	3	\$85,672.44	\$257,017.32	3.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 50'-40'



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0649 21 9	1	\$91,130.00	\$91,130.00	1.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 50'-50'
0649 21 10	32	\$76,528.70	\$4,897,836.78	64.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60'
0649 21 11	1	\$77,800.00	\$77,800.00	1.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 60'-30'
0649 21 12	2	\$93,278.60	\$186,557.20	2.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 60'-40'
0649 21 13	5	\$85,739.98	\$600,179.87	7.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 60'-50'
0649 21 14	4	\$111,728.56	\$446,914.24	4.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 60'-60'
0649 21 15	35	\$89,345.75	\$5,360,744.88	60.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 70'
0649 21 17	1	\$80,210.00	\$320,840.00	4.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 70'-40'
0649 21 19	5	\$103,252.08	\$516,260.38	5.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 70'-60'
0649 21 21	26	\$93,665.87	\$4,027,632.48	43.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 78'
0649 21 23	2	\$82,150.36	\$164,300.72	2.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 78'-40'
0649 21 24	3	\$90,855.20	\$272,565.61	3.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 78'-50'



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0649 21 25	5	\$109,868.30	\$1,098,683.00	10.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 78'-60'
0649 21 26	3	\$141,435.73	\$424,307.20	3.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 78'-70'
0649 21 27	6	\$135,020.62	\$1,215,185.59	9.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 78'-78'
0649 22 17	1	\$64,381.10	\$64,381.10	1.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL ON EXISTING FOUNDATION, DOUBLE ARM 70'-40'
0649 26 1	3	\$10,736.23	\$42,944.91	4.000	EA	N	STEEL MAST ARM ASSEMBLY, REMOVE, POLE ONLY- ENTIRE FOUNDATION REMAINS
0649 26 3	35	\$4,384.64	\$591,926.79	135.000	EA	N	STEEL MAST ARM ASSEMBLY, REMOVE, SHALLOW FOUNDATION- BOLT ON ATTACHMENT
0649 26 5	10	\$7,879.08	\$181,218.73	23.000	EA	N	STEEL MAST ARM ASSEMBLY, REMOVE, DEEP FOUNDATION- BOLT ON ATTACHMENT
0649 26 7	6	\$2,730.30	\$27,303.00	10.000	EA	N	STEEL MAST ARM ASSEMBLY, REMOVE, REMOVE ARM AND ATTACHMENTS; POLE REMAINS
0650 1 11	6	\$1,082.46	\$33,556.16	31.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 1 SECTION, 1 WAY
0650 1 12	1	\$1,380.90	\$1,380.90	1.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 1 SECTION, 2-4 WAY
0650 1 13	1	\$953.30	\$1,906.60	2.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 2



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0650 1 13							SECTION, 1-2 WAYS
0650 1 14	98	\$1,403.49	\$2,481,370.36	1,768.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY
0650 1 15	2	\$2,009.00	\$6,027.00	3.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 2-4 WAYS
0650 1 16	45	\$1,494.31	\$277,941.75	186.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 4 SECTION, 1 WAY
0650 1 18	15	\$1,625.78	\$121,933.40	75.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 5 SECTION STRAIGHT, 1 WAY
0650 1 19	29	\$2,006.11	\$190,580.37	95.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 5 SECTION CLUSTER, 1 WAY
0650 1 24	3	\$1,071.54	\$62,149.60	58.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE W/ALUM TOP, 3 SECTION, 1 WAY
0650 1 26	1	\$1,380.00	\$4,140.00	3.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE W/ALUM TOP, 4 SECTION, 1 WAY
0650 1 34	11	\$1,225.36	\$219,339.78	179.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE, 3 SECTION, 1 WAY
0650 1 35	1	\$1,842.99	\$1,842.99	1.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE, 3 SECTION, 2-4 WAYS
0650 1 36	5	\$1,410.28	\$28,205.66	20.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE, 4 SECTION, 1 WAY



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0650 1 38	2	\$2,099.03	\$10,495.16	5.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE, 5 SECTION STRAIGHT, 1 WAY
0650 1 39	1	\$1,535.83	\$4,607.49	3.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL POLYCARBONATE, 5 SECTION CLUSTER, 1 WAY
0650 1 44	3	\$6,075.26	\$66,827.83	11.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL PROGRAMMABLE, 3 SECTION, 1 WAY
0650 1 46	2	\$5,987.49	\$17,962.47	3.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL PROGRAMMABLE, 4 SECTION, 1 WAY
0650 1 60	38	\$139.72	\$80,760.37	578.000	AS	N	VEHICULAR TRAFFIC SIGNAL, REMOVE- POLES TO REMAIN
0650 1 70	17	\$821.69	\$51,766.75	63.000	AS	N	VEHICULAR TRAFFIC SIGNAL, RELOCATE- INCLUDES REMOVAL AND REINSTALLATION
0650 2102	7	\$337.90	\$18,584.54	55.000	EA	N	VEHICULAR SIGNAL AUXILIARIES, REPAIR/REPLACE/RETROFIT- FURNISH & INSTALL, BACKPLATE- BLACK WITH REFLECT BORDER
0650 2105	1	\$135.56	\$948.92	7.000	EA	N	VEHICULAR SIGNAL AUXILIARIES, REPAIR/REPLACE/RETROFIT- FURNISH & INSTALL, TUNNEL VISOR
0650 2106	1	\$427.67	\$1,283.01	3.000	EA	N	VEHICULAR SIGNAL AUXILIARIES, REPAIR/REPLACE/RETROFIT- 12" LED STANDARD MODULE
0650 2109	42	\$512.30	\$663,431.26	1,295.000	EA	N	VEHICULAR SIGNAL AUXILIARIES, REPAIR/REPLACE/RETROFIT- FURNISH & INSTALL, BACKPLATE- FLEXIBLE REQUIRED
0653 1 11	133	\$838.90	\$1,296,096.57	1,545.000	AS	N	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY
0653 1 12	72	\$1,447.15	\$373,364.79	258.000	AS	N	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 2 WAYS



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0653 1 40	2	\$413.33	\$1,240.00	3.000	AS	N	PEDESTRIAN SIGNAL, RELOCATE
0653 1 60	54	\$334.01	\$161,328.10	483.000	AS	N	PEDESTRIAN SIGNAL, REMOVE PED SIGNAL- POLE/PEDESTAL TO REMAIN
0654 1 10	3	\$60,121.43	\$1,803,642.80	30.000	AS	N	MIDBLOCK CROSSWALK: IN ROADWAY LIGHT ASSEMBLY, FURNISH & INSTALL- AC POWERED, COMPLETE CROSSING
0654 2 11	2	\$8,650.71	\$181,665.00	21.000	AS	N	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- AC, COMPLETE SIGN ASSEMBLY- SINGLE DIRECTION
0654 2 12	2	\$10,465.59	\$177,915.00	17.000	AS	N	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- AC, COMPLETE SIGN ASSEMBLY- BACK TO BACK
0654 2 17	1	\$22,755.80	\$182,046.40	8.000	AS	N	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH/INSTALL- AC, SIGN ASSY- SINGLE DIR ACCESSIBLE DETECTOR
0654 2 18	2	\$22,999.70	\$229,997.04	10.000	AS	N	MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- AC, SIGN ASSEMBLY- BACK-BACK ACCESSIBLE DETECTOR
0654 2 21	3	\$8,443.15	\$118,204.16	14.000	AS	N	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSY- SINGLE DIRECTION
0654 2 22	5	\$12,223.16	\$342,248.40	28.000	AS	N	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY- BACK TO BACK
0654 2 27	2	\$6,244.19	\$124,883.84	20.000	AS	N	MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- SOLAR, SIGN ASSEMBLY- SINGLE DIR ACCESSIBLE DETECTOR



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0654 2 28	2	\$12,227.50	\$97,820.00	8.000	AS	N	MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- SOLAR, SIGN ASSEMBLY- BACK-BACK ACCESSIBLE DETECTOR
0654 2 60	5	\$1,512.17	\$18,146.00	12.000	AS	N	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, REMOVE COMPLETE SIGN ASSEMBLY
0654 3 10	10	\$2,764.89	\$176,952.76	64.000	AS	N	MIDBLOCK CROSSWALK: PEDESTRIAN HYBRID BEACON ASSEMBLY, FURNISH & INSTALL COMPLETE ASSEMBLY
0660 1104	3	\$484.60	\$11,145.91	23.000	EA	N	LOOP DETECTOR, INDUCTIVE, F&I, TYPE 4, 2CHANNEL, SOLID STATE, SHELF MOUNTED, TIME DELAY
0660 1105	1	\$326.22	\$652.44	2.000	EA	N	LOOP DETECTOR, INDUCTIVE, F&I, TYPE 5, 2CHANNEL, SOLID STATE, SHELF MOUNTED
0660 1109	23	\$336.85	\$83,876.50	249.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 9
0660 1110	18	\$395.33	\$69,183.11	175.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 10
0660 1111	3	\$819.30	\$13,108.72	16.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 11, 4 CH, SS, RM
0660 1112	2	\$284.93	\$2,849.28	10.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 12, 4 CH, SS, RM, TD
0660 1600	11	\$73.16	\$10,535.36	144.000	EA	N	LOOP DETECTOR INDUCTIVE, REMOVE- CABINET TO REMAIN
0660 2101	19	\$1,066.41	\$235,676.88	221.000	AS	N	LOOP ASSEMBLY- F&I, TYPE A
0660 2102	51	\$936.43	\$1,041,308.21	1,112.000	AS	N	LOOP ASSEMBLY, F&I, TYPE B
0660 2106	60	\$1,249.07	\$1,039,224.93	832.000	AS	N	LOOP ASSEMBLY, F&I, TYPE F
0660 3 11	36	\$3,625.96	\$547,519.60	151.000	EA	N	VEHICLE DETECTION SYSTEM- MICROWAVE, FURNISH & INSTALL CABINET EQUIPMENT



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0660 3 12	36	\$9,667.06	\$3,180,461.46	329.000	EA	N	VEHICLE DETECTION SYSTEM- MICROWAVE, FURNISH & INSTALL, ABOVE GROUND EQUIPMENT
0660 3 41	1	\$3,382.49	\$6,764.98	2.000	EA	N	VEHICLE DETECTION SYSTEM- MICROWAVE, RELOCATE CABINET EQUIPMENT
0660 3 42	2	\$2,584.00	\$18,087.97	7.000	EA	N	VEHICLE DETECTION SYSTEM - MICROWAVE, RELOCATE, ABOVE GROUND EQUIPMENT
0660 3 51	1	\$1,282.40	\$1,282.40	1.000	EA	N	VEHICLE DETECTION SYSTEM- MICROWAVE, ADJUST & MODIFY, CABINET EQUIPMENT
0660 3 52	3	\$1,903.46	\$9,517.32	5.000	EA	N	VEHICLE DETECTION SYSTEM - MICROWAVE, ADJUST & MODIFY, ABOVE GROUND EQUIPMENT
0660 3 60	1	\$531.09	\$531.09	1.000	EA	N	VEHICLE DETECTION SYSTEM - MICROWAVE, REMOVE, COMPLETE SYSTEM
0660 4 11	51	\$12,443.92	\$3,061,203.47	246.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT
0660 4 12	55	\$5,529.89	\$2,709,644.36	490.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPMENT
0660 4 41	5	\$1,619.20	\$16,191.96	10.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, RELOCATE CABINET EQUIPMENT
0660 4 42	8	\$1,308.11	\$24,854.01	19.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, RELOCATE ABOVE GROUND EQUIPMENT
0660 4 51	7	\$3,499.86	\$62,997.45	18.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, ADJUST/MODIFY CABINET EQUIPMENT



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0660 4 52	4	\$1,738.71	\$12,170.95	7.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, ADJUST/MODIFY ABOVE GROUND EQUIPMENT
0660 4 60	19	\$451.01	\$35,629.90	79.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, REMOVE
0660 4 90	1	\$3,026.60	\$3,026.60	1.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, DIAGNOSIS AND MISCELLANEOUS REPAIR
0660 5 11	1	\$13,000.00	\$26,000.00	2.000	EA	N	VEHICLE DETECTION SYSTEM- WIRELESS MAGNETOMETER, FURNISH & INSTALL, CABINET EQUIPMENT
0660 5 13	3	\$1,757.56	\$432,360.96	246.000	EA	N	VEHICLE DETECTION SYSTEM- WIRELESS MAGNETOMETER, FURNISH & INSTALL, IN-ROAD ELECTRONICS
0660 5 62	1	\$140.16	\$840.96	6.000	EA	N	VEHICLE DETECTION SYSTEM- WIRELESS MAGNETOMETER, REMOVE ABOVE GROUND EQUIPMENT
0660 6121	18	\$4,282.65	\$274,089.51	64.000	EA	N	VEHICLE DETECTION SYSTEM- AVI, BLUETOOTH, FURNISH & INSTALL, CABINET EQUIPMENT
0660 6122	19	\$10,264.17	\$667,170.97	65.000	EA	N	VEHICLE DETECTION SYSTEM- AVI, BLUETOOTH, FURNISH & INSTALL, ABOVE GROUND EQUIPMENT
0660 6421	2	\$1,412.18	\$2,824.36	2.000	EA	N	VEHICLE DETECTION SYSTEM- AVI, BLUETOOTH RELOCATE, CABINET EQUIPMENT
0660 6422	3	\$1,559.79	\$4,679.36	3.000	EA	N	VEHICLE DETECTION SYSTEM- AVI, BLUETOOTH RELOCATE, ABOVE GROUND EQUIPMENT
0660 6600	2	\$457.50	\$915.00	2.000	EA	N	VEHICLE DETECTION SYSTEM- AVI, REMOVE COMPLETE SYSTEM
0660 7 21	3	\$64,328.84	\$578,959.54	9.000	EA	N	VEHICLE DETECTION SYSTEM- WRONG WAY FOR EXIT RAMP, 1 OR 2



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0660 7 21							LANES, AC POWERED
0660 7 22	5	\$59,330.90	\$830,632.60	14.000	EA	N	VEHICLE DETECTION SYSTEM- WRONG WAY FOR EXIT RAMP, 3 OR MORE LANES, AC POWERED
0660 9 11	2	\$22,279.20	\$111,396.00	5.000	EA	N	TRAFFIC DATA DETECTION SYSTEM- VIDEO, FURNISH AND INSTALL, CABINET EQUIPMENT
0660 9 12	2	\$12,394.75	\$99,158.00	8.000	EA	N	TRAFFIC DATA DETECTION SYSTEM- VIDEO, FURNISH AND INSTALL, ABOVE GROUND EQUIPMENT
0663 1111	13	\$7,629.33	\$137,327.99	18.000	EA	N	SIGNAL PRIORITY AND PREEMPTION SYSTEM, F&I, OPTICAL, CABINET ELECTRONICS
0663 1112	11	\$2,450.43	\$120,071.17	49.000	EA	N	SIGNAL PRIORITY AND PREEMPTION SYSTEM, F&I, OPTICAL, DETECTOR
0663 1121	14	\$6,936.02	\$159,528.35	23.000	EA	N	SIGNAL PRIORITY AND PREEMPTION SYSTEM, FURNISH AND INSTALL, GPS, REPLACE CABINET ELECTRONICS
0663 1122	16	\$6,229.10	\$174,414.93	28.000	EA	N	SIGNAL PRIORITY AND PREEMPTION SYSTEM, FURNISH AND INSTALL, GPS, DETECTOR
0663 1400	9	\$2,490.63	\$34,868.80	14.000	EA	N	SIGNAL PRIORITY & PREEMPTION SYSTEM, RELOCATE
0663 1500	1	\$730.00	\$730.00	1.000	EA	N	SIGNAL PRIORITY & PREEMPTION SYSTEM, ADJUST/MODIFY
0663 1600	3	\$523.84	\$1,571.53	3.000	EA	N	SIGNAL PRIORITY & PREEMPTION SYSTEM, REMOVE
0665 1 11	113	\$316.52	\$543,787.85	1,718.000	EA	N	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD
0665 1 12	37	\$1,444.34	\$876,716.84	607.000	EA	N	PEDESTRIAN DETECTOR, FURNISH & INSTALL, ACCESSIBLE
0665 1 15	1	\$9,023.70	\$72,189.60	8.000	EA	N	PEDESTRIAN DETECTOR, F&I, RETROFIT PASSIVE TO EXISTING DETECTOR



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0665 1 30	1	\$120.00	\$2,880.00	24.000	EA	N	PEDESTRIAN DETECTOR, INSTALL
0665 1 40	5	\$245.63	\$2,210.64	9.000	EA	N	PEDESTRIAN DETECTOR, RELOCATE
0665 1 50	5	\$347.79	\$5,564.65	16.000	EA	N	PEDESTRIAN DETECTOR, ADJUST/MODIFY ON EXISTING POLE
0665 1 60	67	\$70.64	\$51,287.00	726.000	EA	N	PEDESTRIAN DETECTOR, REMOVE- POLE/PEDESTAL TO REMAIN
0670 4 1	2	\$6,590.36	\$13,180.71	2.000	AS	N	INTERSECTION CONTROL BEACON CONTROLLER ASSEMBLY, FURNISH & INSTALL
0670 5110	37	\$36,196.27	\$2,171,776.03	60.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA
0670 5111	32	\$38,381.38	\$2,456,408.40	64.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA, 1 PREEMPTION
0670 5112	11	\$37,474.37	\$524,641.23	14.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA, 2 PREEMPTION
0670 5140	13	\$36,023.05	\$1,585,014.07	44.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL MODEL 2070
0670 5141	3	\$40,191.94	\$160,767.75	4.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL, MODEL 2070, 1 PREEMPTION
0670 5142	3	\$47,424.40	\$284,546.41	6.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL, MODEL 2070, 2 PREEMPTION
0670 5500	2	\$4,580.66	\$27,483.95	6.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, RELOCATE CONTROLLER WITH CABINET
0670 5600	64	\$859.08	\$111,680.38	130.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, REMOVE CONTROLLER WITH CABINET
0671 2 11	2	\$7,996.97	\$15,993.94	2.000	EA	N	TRAFFIC CONTROLLER WITHOUT CABINET, F&I IN EXISTING CABINET, NEMA
0671 2 40	5	\$3,083.14	\$64,745.91	21.000	EA	N	TRAFFIC CONTROLLER, MODIFY
0671 2 50	2	\$1,103.29	\$3,309.86	3.000	EA	N	TRAFFIC CONTROLLER, RELOCATE- WITHOUT CABINET



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0671 2 60	1	\$127.00	\$127.00	1.000	EA	N	TRAFFIC CONTROLLER, REMOVE- CABINET TO REMAIN
0676 1116	3	\$28,954.83	\$115,819.30	4.000	EA	N	TRAFFIC SIGNAL CONTROLLER CABINET, FURNISH & INSTALL WITHOUT CONTROLLER, NEMA SIZE6, 44" W X 52" H X 24" D
0676 1500	4	\$2,313.90	\$34,708.52	15.000	EA	N	TRAFFIC SIGNAL CONTROLLER CABINET, ADJUST/MODIFY
0676 1600	1	\$3,750.00	\$3,750.00	1.000	EA	N	TRAFFIC SIGNAL CONTROLLER CABINET, REMOVE
0676 2112	1	\$10,000.00	\$30,000.00	3.000	EA	N	ITS CABINET, FURNISH & INSTALL, POLE MOUNT, 336S, 24" W X 46" H X 22" D
0676 2122	22	\$7,791.33	\$592,140.87	76.000	EA	N	ITS CABINET, FURNISH & INSTALL, POLE MOUNT WITH SUNSHIELD, 336S, 24" W X 46" H X 22" D
0676 2132	1	\$1,643.22	\$3,286.44	2.000	EA	N	ITS CABINET, FURNISH & INSTALL, BASE MOUNT, 336S, 24" W X 46" H X 22" D
0676 2142	3	\$11,996.73	\$143,960.73	12.000	EA	N	ITS CABINET, FURNISH & INSTALL, BASE MOUNT WITH SUNSHIELD, 336S, 24" W X 46" H X 22" D
0676 2143	16	\$13,073.31	\$549,079.14	42.000	EA	N	ITS CABINET, FURNISH & INSTALL, BASE MOUNT, 334, 24" W X 66" H X 30" D
0676 2145	2	\$12,896.46	\$128,964.56	10.000	EA	N	ITS CABINET, FURNISH & INSTALL, BASE MOUNT WITH SUNSHIELD, P44 55" H x 26" W x 44" D
0676 2300	2	\$2,803.24	\$22,425.92	8.000	EA	N	ITS CABINET, INSTALL
0676 2400	1	\$3,000.00	\$3,000.00	1.000	EA	N	ITS CABINET, RELOCATE
0676 2500	8	\$1,937.95	\$27,131.35	14.000	EA	N	ITS CABINET- ADJUST/MODIFY
0676 2600	9	\$1,129.40	\$20,329.17	18.000	EA	N	ITS CABINET- REMOVE



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0676 3 10	11	\$1,513.12	\$108,944.67	72.000	EA	N	SMALL EQUIPMENT ENCLOSURE, FURNISH AND INSTALL, LESS THAN 10"W X 13"H X 11" D
0676 3 50	1	\$1,844.16	\$1,844.16	1.000	EA	N	SMALL EQUIPMENT ENCLOSURE, ADJUST/MODIFY, >10" W x 13" H x 11" D
0678 1104	2	\$2,423.54	\$9,694.14	4.000	EA	N	CONTROLLER ACCESSORIES, REPLACE EXISTING- FURNISH AND INSTALL, LOAD SWITCH
0680 1112	1	\$34,551.00	\$69,102.00	2.000	EA	N	SYSTEM CONTROL EQUIPMENT, FURNISH & INSTALL, ADAPTIVE SIGNAL CONTROL SYSTEM- NEMA, CABINET EQUIPMENT
0680 1113	1	\$10,519.00	\$63,114.00	6.000	EA	N	SYSTEM CONTROL EQUIPMENT, FURNISH & INSTALL, ADAPTIVE SIGNAL CONTROL SYSTEM- NEMA, ABOVE GROUND EQUIPMENT
0680 1122	1	\$32,180.00	\$64,360.00	2.000	EA	N	SYSTEM CONTROL EQUIPMENT, FURNISH & INSTALL, ADAPTIVE SIGNAL CONTROL SYSTEM- 170, CABINET EQUIPMENT
0680 1123	1	\$7,500.00	\$30,000.00	4.000	EA	N	SYSTEM CONTROL EQUIPMENT, FURNISH & INSTALL, ADAPTIVE SIGNAL CONTROL SYSTEM- 170, ABOVE GROUND EQUIPMENT
0682 1111	1	\$7,200.00	\$7,200.00	1.000	EA	N	ITS CCTV CAMERA, F&I, DOME ENCLOSURE - PRESSURIZED, IP, ANALOG- STANDARD DEFINITION
0682 1112	3	\$10,750.53	\$86,004.26	8.000	EA	N	ITS CCTV CAMERA, F&I, DOME ENCLOSURE - PRESSURIZED, IP, STANDARD DEFINITION
0682 1113	23	\$7,688.83	\$469,018.82	61.000	EA	N	ITS CCTV CAMERA, F&I, DOME PTZ ENCLOSURE - PRESSURIZED, IP, HIGH DEFINITION
0682 1133	37	\$6,926.12	\$623,350.98	90.000	EA	N	ITS CCTV CAMERA, F&I, DOME ENCLOSURE - NON-PRESSURIZED, IP,



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0682 1133							HIGH DEFINITION
0682 1143	2	\$7,629.90	\$15,259.79	2.000	EA	N	ITS CCTV CAMERA, F&I, EXTERNAL POSITIONER PTZ- NON-PRESSURIZED, IP, HIGH DEFINITION
0682 1153	2	\$3,539.33	\$21,236.00	6.000	EA	N	ITS CCTV CAMERA, F&I, STATIONARY, IP, HIGH DEFINITION
0682 1300	1	\$3,657.50	\$14,630.00	4.000	EA	N	ITS CCTV CAMERA, INSTALL
0682 1400	8	\$1,969.12	\$33,474.99	17.000	EA	N	ITS CCTV CAMERA, RELOCATE
0682 1500	1	\$1,988.49	\$1,988.49	1.000	EA	N	ITS CCTV CAMERA, ADJUST/MODIFY
0682 1600	5	\$945.39	\$4,726.94	5.000	EA	N	ITS CCTV CAMERA, REMOVE & DISPOSAL
0682 2 11	1	\$16,815.00	\$16,815.00	1.000	EA	N	VIDEO DISPLAY EQUIPMENT, FURNISH & INSTALL, VIDEO DISPLAY CONTROL SYSTEM
0682 2 12	1	\$13,098.00	\$104,784.00	8.000	EA	N	VIDEO DISPLAY EQUIPMENT, FURNISH & INSTALL, VIDEO WALL DISPLAY
0682 2 70	1	\$885.00	\$7,080.00	8.000	EA	N	VIDEO DISPLAY EQUIPMENT, REMOVE & STOCKPILE
0684 1 1	83	\$4,441.26	\$1,181,375.67	266.000	EA	N	MANAGED FIELD ETHERNET SWITCH, FURNISH & INSTALL
0684 1 3	2	\$495.74	\$9,914.70	20.000	EA	N	MANAGED FIELD ETHERNET SWITCH, INSTALL
0684 1 4	3	\$649.31	\$6,493.07	10.000	EA	N	MANAGED FIELD ETHERNET SWITCH, RELOCATE
0684 1 5	2	\$515.00	\$1,030.00	2.000	EA	N	MANAGED FIELD ETHERNET SWITCH, ADJUST / MODIFY
0684 1 6	4	\$262.15	\$1,310.76	5.000	EA	N	MANAGED FIELD ETHERNET SWITCH, REMOVE- CABINET TO REMAIN
0684 1 10	1	\$8,940.80	\$17,881.60	2.000	EA	N	MANAGED FIELD ETHERNET SWITCH, LAYER 3, FURNISH & INSTALL
0684 2 1	11	\$1,472.28	\$70,669.23	48.000	EA	N	DEVICE SERVER, FURNISH & INSTALL
0684 2 6	1	\$299.37	\$299.37	1.000	EA	N	DEVICE SERVER, REMOVE- CABINET TO REMAIN
0684 5 1	11	\$959.65	\$86,368.92	90.000	EA	N	MEDIA CONVERTER, FURNISH & INSTALL



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0684 5 4	1	\$943.00	\$1,886.00	2.000	EA	N	MEDIA CONVERTER, RELOCATE
0684 6 11	7	\$5,234.50	\$120,393.61	23.000	EA	N	WIRELESS COMMUNICATION DEVICE, FURNISH & INSTALL ETHERNET ACCESS POINT
0684 6 12	7	\$5,664.24	\$67,970.88	12.000	EA	N	WIRELESS COMMUNICATION DEVICE, FURNISH & INSTALL ETHERNET SUBSCRIBER UNIT
0684 6 13	1	\$5,850.00	\$5,850.00	1.000	EA	N	WIRELESS COMMUNICATION DEVICE, FURNISH & INSTALL SERIAL DATA UNIT
0684 6 30	2	\$2,715.83	\$19,010.84	7.000	EA	N	WIRELESS COMMUNICATION DEVICE, INSTALL
0684 6 40	4	\$1,613.19	\$17,745.14	11.000	EA	N	WIRELESS COMMUNICATION DEVICE, RELOCATE
0684 6 60	2	\$98.11	\$686.78	7.000	EA	N	WIRELESS COMMUNICATION DEVICE, REMOVE
0685 1 11	27	\$5,749.87	\$569,236.77	99.000	EA	N	UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, LINE INTERACTIVE
0685 1 12	20	\$7,949.39	\$532,608.85	67.000	EA	N	UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, ONLINE/DOUBLE CONVERSION
0685 1 13	35	\$11,897.78	\$713,866.52	60.000	EA	N	UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, LINE INTERACTIVE WITH CABINET
0685 1 14	15	\$12,255.90	\$465,724.34	38.000	EA	N	UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, ONLINE/DOUBLE CONVERSION WITH CABINET
0685 1 60	2	\$438.67	\$877.34	2.000	EA	N	UNINTERRUPTIBLE POWER SUPPLY, REMOVE- POLE/CABINET REMAINS
0685 2 1	39	\$1,380.55	\$233,312.99	169.000	EA	N	REMOTE POWER MANAGEMENT UNIT- RPMU, FURNISH AND INSTALL
0695 1 1	59	\$1,714.47	\$795,515.02	464.000	EA	N	TRAFFIC MONITORING SITE VEHICLE SENSOR-NON-WEIGHT, FURNISH &



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0695 1 1							INSTALL
0695 2 1	1	\$1,767.31	\$8,836.55	5.000	EA	N	TRAFFIC MONITORING SITE NON-INTRUSIVE VEHICLE SENSOR- NON-WEIGHT, FURNISH & INSTALL
0695 3 11	6	\$7,090.87	\$63,817.81	9.000	AS	N	TRAFFIC MONITORING SITE SPEED/CLASSIFICATION UNIT, FURNISH & INSTALL, VOLUME SPEED AND CLASSIFICATION
0695 5 1	2	\$6,084.24	\$12,168.47	2.000	EA	N	TRAFFIC MONITORING SITE SOLAR POWER UNIT, FURNISH & INSTALL
0695 6 12	60	\$1,517.32	\$772,315.28	509.000	EA	N	TRAFFIC MONITORING SITE INDUCTIVE LOOP ASSEMBLY, FURNISH & INSTALL, 2 LOOPS
0695 7131	3	\$4,947.55	\$29,685.28	6.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 3, BASE MOUNT
0695 7132	22	\$6,428.76	\$225,006.61	35.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 3, PEDESTAL MOUNT
0695 7141	5	\$5,098.97	\$35,692.79	7.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 4, BASE MOUNT
0695 7143	1	\$7,360.31	\$7,360.31	1.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 4, POLEMOUNT
0695 7162	8	\$6,085.76	\$66,943.37	11.000	EA	N	TRAFFIC MONITORING SITE CABINET, F&I, TYPE 3, 2 PANE BACK, PEDESTAL MOUNT
0695 7163	2	\$5,942.79	\$17,828.36	3.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 3, 2 PLANE BACK, POLEMOUNT
0695 7171	1	\$5,289.38	\$10,578.76	2.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 4, 2



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0695 7171							PLANE BACK, BASE MOUNT
0695 7173	1	\$5,451.93	\$5,451.93	1.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 4, 2 PLANE BACK, POLEMOUNT
0695 7600	31	\$672.47	\$33,623.26	50.000	EA	N	TRAFFIC MONITORING SITE CABINET, REMOVE EXISTING CABINET
0695 8 11	3	\$4,018.39	\$20,091.93	5.000	EA	N	TRAFFIC MONITORING SITE COMMUNICATIONS MODEM FURNISH & INSTALL
0700 1 11	232	\$450.87	\$4,984,852.95	11,056.000	AS	N	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF
0700 1 12	163	\$1,492.97	\$3,414,416.46	2,287.000	AS	N	SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF
0700 1 13	93	\$2,026.58	\$895,747.68	442.000	AS	N	SINGLE POST SIGN, F&I GROUND MOUNT, 21-30 SF
0700 1 14	16	\$2,496.52	\$114,840.08	46.000	AS	N	SINGLE POST SIGN, F&I GROUND MOUNT, 31+ SF
0700 1 21	10	\$1,896.02	\$102,385.12	54.000	AS	N	SINGLE POST SIGN, F&I BARRIER MOUNT INDEX 11871/700-013 UP TO 12 SF
0700 1 22	6	\$2,654.62	\$90,257.20	34.000	AS	N	SINGLE POST SIGN, F&I BARRIER MOUNT INDEX 11871/700-013, 12-20 SF
0700 1 25	1	\$2,500.00	\$2,500.00	1.000	AS	N	SINGLE POST SIGN, F&I BARRIER MOUNT INDEX 11871/0700-013, 21-30 SF SHEETING AREA FOR BACK TO BACK SIGNS
0700 1 31	10	\$3,266.56	\$199,260.00	61.000	AS	N	SINGLE POST SIGN, F&I BRIDGE MOUNT INDEX 11870/700-012, UP TO 12 SF
0700 1 32	6	\$2,692.63	\$51,160.00	19.000	AS	N	SINGLE POST SIGN, F&I BRIDGE MOUNT INDEX 11870/700-012, 12-20 SF
0700 1 33	3	\$3,765.00	\$11,295.00	3.000	AS	N	SINGLE POST SIGN, F&I BRIDGE MOUNT INDEX 11870/700-012, 21-30 SF
0700 1 40	1	\$165.00	\$3,135.00	19.000	AS	N	SINGLE POST SIGN, INSTALL



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0700 1 50	149	\$285.14	\$422,574.65	1,482.000	AS	N	SINGLE POST SIGN, RELOCATE
0700 1 60	225	\$45.20	\$384,584.29	8,509.000	AS	N	SINGLE POST SIGN, REMOVE
0700 1 74	6	\$3,473.79	\$59,054.45	17.000	AS	N	SINGLE POST SIGN, F&I CUSTOM, 31+ SF
0700 1 80	1	\$150.00	\$300.00	2.000	AS	N	SINGLE POST SIGN, REPAIR
0700 2 11	3	\$3,834.45	\$23,006.70	6.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, UP TO 12 SF
0700 2 12	18	\$4,246.78	\$186,858.12	44.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 12-20 SF
0700 2 13	31	\$4,776.54	\$291,369.06	61.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 21-30 SF
0700 2 14	51	\$5,927.66	\$978,064.72	165.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 31-50 SF
0700 2 15	37	\$8,508.33	\$1,046,524.63	123.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 51-100 SF
0700 2 16	20	\$12,788.57	\$1,240,490.94	97.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 101-200 SF
0700 2 17	9	\$20,138.44	\$704,845.46	35.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 201-300 SF
0700 2 18	3	\$30,829.06	\$123,316.23	4.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 301-400 SF
0700 2 50	22	\$5,511.76	\$286,611.52	52.000	AS	N	MULTI- POST SIGN, GROUND MOUNT, RELOCATE
0700 2 60	71	\$886.19	\$406,760.01	459.000	AS	N	MULTI- POST SIGN, REMOVE
0700 3101	74	\$241.01	\$309,216.64	1,283.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF
0700 3102	13	\$303.14	\$166,120.55	548.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, 12-20 SF
0700 3103	4	\$1,222.14	\$12,221.44	10.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, 21-30 SF
0700 3104	4	\$1,502.85	\$22,542.75	15.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, 31-50 SF
0700 3105	3	\$2,970.28	\$11,881.12	4.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, 51-100 SF
0700 3106	4	\$5,933.39	\$47,467.13	8.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, 101-200 SF
0700 3107	3	\$5,428.52	\$27,142.60	5.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, 201-300 SF



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0700 3201	80	\$764.33	\$343,185.33	449.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF
0700 3202	22	\$1,597.90	\$134,223.61	84.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 12-20 SF
0700 3203	8	\$1,568.47	\$54,896.48	35.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 21-30 SF
0700 3204	12	\$2,883.61	\$129,762.56	45.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 31-50 SF
0700 3205	14	\$4,148.16	\$269,630.44	65.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 51-100 SF
0700 3206	20	\$7,464.89	\$873,391.86	117.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 101-200 SF
0700 3207	15	\$10,157.86	\$538,366.47	53.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 201-300 SF
0700 3208	3	\$13,160.00	\$65,800.00	5.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 301-400 SF
0700 3209	5	\$14,100.00	\$112,800.00	8.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 401-500 SF
0700 3401	3	\$206.05	\$2,060.52	10.000	EA	N	SIGN PANEL, INSTALL, UP TO 12 SF
0700 3501	50	\$193.03	\$109,445.41	567.000	EA	N	SIGN PANEL, RELOCATE, UP TO 12 SF
0700 3502	5	\$484.25	\$13,559.00	28.000	EA	N	SIGN PANEL, RELOCATE, 12-20 SF
0700 3601	95	\$82.20	\$112,369.37	1,367.000	EA	N	SIGN PANEL, REMOVE, UP TO 12 SF
0700 3602	20	\$95.48	\$10,789.36	113.000	EA	N	SIGN PANEL, REMOVE, 12-20 SF
0700 3603	10	\$167.67	\$5,030.21	30.000	EA	N	SIGN PANEL, REMOVE, 21-30 SF
0700 3604	14	\$277.50	\$11,932.48	43.000	EA	N	SIGN PANEL, REMOVE, 31-50 SF
0700 3605	12	\$649.66	\$22,737.93	35.000	EA	N	SIGN PANEL, REMOVE, 51-100 SF
0700 3606	13	\$951.05	\$27,580.46	29.000	EA	N	SIGN PANEL, REMOVE, 101-200 SF
0700 3607	9	\$765.51	\$18,372.14	24.000	EA	N	SIGN PANEL, REMOVE, 201-300 SF
0700 3608	1	\$1,550.00	\$1,550.00	1.000	EA	N	SIGN PANEL, REMOVE, 301-400 SF
0700 3609	2	\$1,475.00	\$2,950.00	2.000	EA	N	SIGN PANEL, REMOVE, 401-500 SF



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0700 3624	1	\$1,030.15	\$1,030.15	1.000	EA	N	SIGN PANEL, REMOVE, UP TO 50 SF WITH LIGHTING
0700 3625	5	\$1,419.03	\$17,028.40	12.000	EA	N	SIGN PANEL, REMOVE, 51-100 SF WITH LIGHTING
0700 3626	9	\$1,770.30	\$53,109.02	30.000	EA	N	SIGN PANEL, REMOVE, 101-200 SF WITH LIGHTING
0700 3627	5	\$1,615.86	\$42,012.35	26.000	EA	N	SIGN PANEL, REMOVE PANEL, 201-300 SF WITH LIGHTING
0700 4111	2	\$109,500.00	\$219,000.00	2.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, CANTILEVER, UP TO 20 FT
0700 4112	7	\$113,768.25	\$2,616,669.76	23.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, CANTILEVER, 21-30 FT
0700 4113	9	\$126,479.55	\$3,161,988.71	25.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, CANTILEVER, 31-40 FT
0700 4114	12	\$147,158.05	\$6,180,637.95	42.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, CANTILEVER, 41-50 FT
0700 4125	4	\$234,375.00	\$937,500.00	4.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, SPAN, 51-100 FT
0700 4126	4	\$280,179.50	\$1,120,718.00	4.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, SPAN, 101-150 FT
0700 4127	1	\$495,500.00	\$495,500.00	1.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, SPAN, 151-200 FT
0700 4135	1	\$101,745.78	\$101,745.78	1.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, MONOTUBE- SPAN, 51-100 FT
0700 4140	2	\$12,573.31	\$62,866.56	5.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, OVERPASS



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0700 4140							BRIDGE MOUNT
0700 4514	1	\$80,000.00	\$160,000.00	2.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, RELOCATE, CANTILEVER, 41-50 FT
0700 4612	2	\$21,249.26	\$42,498.51	2.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, DEEP FOUNDATION REMOVAL, CANTILEVER
0700 4640	3	\$3,408.25	\$13,633.00	4.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, REMOVE BRIDGE MOUNT
0700 5 21	23	\$3,511.77	\$252,847.76	72.000	EA	N	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF
0700 5 22	79	\$4,416.76	\$2,089,125.71	473.000	EA	N	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF
0700 5 50	6	\$1,755.07	\$29,836.16	17.000	EA	N	INTERNALLY ILLUMINATED SIGN, RELOCATE
0700 5 60	9	\$478.00	\$42,542.08	89.000	EA	N	INTERNALLY ILLUMINATED SIGN, REMOVE
0700 6 11	20	\$6,280.45	\$1,111,640.29	177.000	AS	N	HIGHLIGHTED SIGN, F&I GROUND MOUNT- AC POWERED, UP TO 12 SF
0700 6 12	1	\$4,978.40	\$39,827.20	8.000	AS	N	HIGHLIGHTED SIGN, F&I GROUND MOUNT- AC POWERED, 12-20 SF
0700 6 21	7	\$7,625.93	\$343,166.90	45.000	AS	N	HIGHLIGHTED SIGN, F&I GROUND MOUNT- SOLAR POWERED, UP TO 12 SF
0700 6 22	1	\$10,233.71	\$184,206.78	18.000	AS	N	HIGHLIGHTED SIGN, F&I GROUND MOUNT- SOLAR POWERED, 12-20 SF
0700 6 60	1	\$1,725.00	\$6,900.00	4.000	AS	N	HIGHLIGHTED SIGN, REMOVE
0700 6108	1	\$7,475.00	\$59,800.00	8.000	AS	N	HIGHLIGHTED SIGN, F&I BARRIER MOUNT- WRONG WAY, AC POWERED , PROJECT 441113-1-52-01
0700 7232	1	\$60,000.00	\$60,000.00	1.000	EA	N	EMBEDDED DYNAMIC MESSAGE SIGN, FURNISH & INSTALL- WITHOUT



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0700 7232							UPS, FULL COLOR, 12-20 SF
0700 7500	2	\$3,292.62	\$13,170.46	4.000	EA	N	EMBEDDED DYNAMIC MESSAGE SIGN, RELOCATE
0700 8134	1	\$110,000.00	\$220,000.00	2.000	EA	N	FRONT ACCESS DYNAMIC MESSAGE SIGN, FURNISH & INSTALL- WITH UPS, FULL COLOR, 31-50 SF
0700 8135	2	\$115,491.14	\$230,982.27	2.000	EA	N	FRONT ACCESS DYNAMIC MESSAGE SIGN, FURNISH & INSTALL- WITH UPS, FULL COLOR, 51-100 SF
0700 8136	1	\$135,221.29	\$270,442.58	2.000	EA	N	FRONT ACCESS DYNAMIC MESSAGE SIGN, FURNISH & INSTALL- W/UPS, FULL COLOR, 101-200 SF
0700 8235	2	\$38,624.89	\$231,749.36	6.000	EA	N	FRONT ACCESS DYNAMIC MESSAGE SIGN, FURNISH & INSTALL- WITHOUT UPS, FULL COLOR, 51-100 SF
0700 8600	4	\$3,408.72	\$30,678.44	9.000	EA	N	FRONT ACCESS DYNAMIC MESSAGE SIGN, REMOVE
0700 9137	4	\$137,974.75	\$1,655,697.04	12.000	EA	N	WALK-IN DYNAMIC MESSAGE SIGN, FURNISH & INSTALL- WITH UPS FULL COLOR, 201-300 SF
0700 9237	1	\$113,683.46	\$113,683.46	1.000	EA	N	WALK-IN DYNAMIC MESSAGE SIGN, FURNISH & INSTALL- WITHOUT UPS, FULL COLOR, 201-300 SF
0700 9600	1	\$8,650.08	\$17,300.16	2.000	EA	N	WALK-IN DYNAMIC MESSAGE SIGN, REMOVE
0700 10115	2	\$181,000.00	\$362,000.00	2.000	EA	N	DMS SUPPORT STRUCTURE, FURNISH & INSTALL, SPAN, 51-100 FT
0700 10118	1	\$464,277.05	\$464,277.05	1.000	EA	N	DMS SUPPORT STRUCTURE, FURNISH & INSTALL, SPAN, 201 FT AND GREATER
0700 10122	1	\$140,051.18	\$140,051.18	1.000	EA	N	DMS SUPPORT STRUCTURE, CANTILEVER, 21-30 FT
0700 10123	2	\$119,957.38	\$239,914.75	2.000	EA	N	DMS SUPPORT STRUCTURE, CANTILEVER, 31-40 FT



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0700 10124	2	\$169,090.99	\$1,014,545.94	6.000	EA	N	DMS SUPPORT STRUCTURE, CANTILEVER, 41-50 FT
0700 10140	2	\$12,477.97	\$74,867.80	6.000	EA	N	DMS SUPPORT STRUCTURE, FURNISH & INSTALL, MULTI-POST
0700 10500	1	\$88,472.88	\$88,472.88	1.000	EA	N	DMS SUPPORT STRUCTURE, MODIFY
0700 10600	4	\$14,896.61	\$74,483.05	5.000	EA	N	DMS SUPPORT STRUCTURE, REMOVE
0700 11121	2	\$15,489.96	\$77,449.80	5.000	AS	N	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL GROUND MOUNT- AC POWERED, ELECTRONIC REGULATORY SIGN, UP TO 12 SF
0700 11191	1	\$8,363.00	\$16,726.00	2.000	AS	N	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL GROUND MOUNT- AC POWERED, BLANK OUT SIGN, UP TO 12 SF
0700 11231	3	\$11,248.48	\$314,957.42	28.000	AS	N	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL GROUND MOUNT- SOLAR POWER, SPEED FEEDBACK, UP TO 12 SF
0700 11232	5	\$10,158.51	\$294,596.78	29.000	AS	N	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL GROUND MOUNT- SOLAR POWER, SPEED FEEDBACK, 12-20 SF
0700 11241	1	\$12,560.00	\$25,120.00	2.000	AS	N	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL GROUND MOUNT- SOLAR POWER, ELECT WARNING W/FLASHING BEACON, UP TO 12 SF
0700 11251	1	\$14,000.00	\$28,000.00	2.000	AS	N	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL GROUND MOUNT- SOLAR POWE, ELECT REGULATORY W/FLASHING BEACON, UP TO 12 SF
0700 11262	5	\$12,786.62	\$140,652.80	11.000	EA	N	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL GROUND MOUNT- SOLAR POWERED, SPEED FEEDBACK W/FLASHING BEACON, 12-20 SF
0700 11321	2	\$7,636.58	\$15,273.16	2.000	AS	N	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL OVERHEAD MOUNT- AC POWERED, REGULATORY SIGN, UP TO 12 SF
0700 11391	12	\$6,147.41	\$276,633.36	45.000	AS	N	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL OVERHEAD MOUNT-



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0700 11391							AC POWERED, BLANK OUT SIGN, UP TO 12 SF
0700 11500	2	\$1,048.14	\$4,192.56	4.000	AS	N	ELECTRONIC DISPLAY SIGN, RELOCATE
0700 11600	2	\$1,600.00	\$4,800.00	3.000	AS	N	ELECTRONIC DISPLAY SIGN, REMOVE- GROUND MOUNT
0700 11700	1	\$428.51	\$428.51	1.000	AS	N	ELECTRONIC DISPLAY SIGN, REMOVE- OVERHEAD MOUNT
0700 12 11	3	\$8,587.50	\$68,700.00	8.000	AS	N	SIGN BEACON, F&I GROUND MOUNT- AC POWERED, ONE BEACON
0700 12 12	1	\$8,100.00	\$24,300.00	3.000	AS	N	SIGN BEACON, F&I GROUND MOUNT- AC POWERED, TWO BEACONS
0700 12 21	14	\$6,794.42	\$1,617,072.00	238.000	AS	N	SIGN BEACON, F&I GROUND MOUNT- SOLAR POWERED, ONE BEACON
0700 12 22	3	\$7,735.79	\$1,044,331.29	135.000	AS	N	SIGN BEACON, F&I GROUND MOUNT- SOLAR POWERED, TWO BEACONS
0700 12 31	1	\$2,690.15	\$5,380.30	2.000	AS	N	SIGN BEACON, F&I OVERHEAD MOUNT, ONE BEACON
0700 12 60	2	\$415.21	\$1,245.64	3.000	AS	N	SIGN BEACON, REMOVE BEACON- SIGN TO REMAIN
0700 13 12	19	\$95.90	\$27,522.90	287.000	EA	N	RETROREFLECTIVE SIGN STRIP- FURNISH AND INSTALL, 2'
0700 13 15	31	\$84.05	\$117,670.51	1,400.000	EA	N	RETROREFLECTIVE SIGN STRIP- FURNISH AND INSTALL, 5'
0701 17101	6	\$7,207.33	\$29,852.77	4.142	GM	N	PROFILED THERMOPLASTIC,STANDARD- CONCRETE SURFACES, WHITE, SOLID,6"
0701 17201	5	\$7,066.50	\$31,700.30	4.486	GM	N	PROFILED THERMOPLASTIC,STANDARD- CONCRETE SURFACES, YELLOW, SOLID,6"
0701 18101	32	\$7,351.84	\$1,625,520.98	221.104	GM	N	PROFILED THERMOPLASTIC,STANDARD- ASPHALT SURFACES, WHITE, SOLID,6"
0701 18201	32	\$7,274.07	\$1,415,438.60	194.587	GM	N	PROFILED THERMOPLASTIC,STANDARD- ASPHALT SURFACES, YELLOW, SOLID,6"
0701 18221	2	\$7,728.75	\$47,585.90	6.157	GM	N	PROFILED THERMOPLASTIC,STANDARD- ASPHALT SURFACES, YELLOW,



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0701 18221							SKIP,6"
0704 1 1	30	\$149.56	\$153,749.90	1,028.000	EA	N	TUBULAR MARKER, DURABLE, 36" WHITE POST
0704 1 2	41	\$164.06	\$151,915.43	926.000	EA	N	TUBULAR MARKER, DURABLE, 36" YELLOW POST
0705 10 1	87	\$225.97	\$218,517.51	967.000	EA	N	OBJECT MARKER, TYPE 1
0705 10 2	13	\$93.52	\$14,402.67	154.000	EA	N	OBJECT MARKER, TYPE 2
0705 10 3	16	\$191.70	\$46,390.93	242.000	EA	N	OBJECT MARKER, TYPE 3
0705 10 4	10	\$212.07	\$11,875.64	56.000	EA	N	OBJECT MARKER, TYPE 4
0705 11 1	68	\$66.78	\$349,910.47	5,240.000	EA	N	DELINEATOR, FLEXIBLE TUBULAR
0705 11 2	17	\$64.84	\$39,485.40	609.000	EA	N	DELINEATOR, NON-FLEXIBLE
0705 11 6	1	\$85.00	\$6,800.00	80.000	EA	N	DELINEATOR, REPLACE DELINEATOR ON EXISTING BARRIER
0706 1 3	251	\$3.88	\$3,673,295.35	947,323.000	EA	N	RAISED PAVEMENT MARKER, TYPE B
0710 11101	199	\$1,172.85	\$2,677,132.05	2,282.584	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"
0710 11102	85	\$1,427.46	\$83,833.14	58.729	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR INTERCHANGE AND URBAN ISLAND, 8"
0710 11103	30	\$3,572.92	\$107,716.52	30.148	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR INTERCHANGE MARKINGS, 12"
0710 11123	122	\$1.03	\$349,228.03	339,546.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"
0710 11124	88	\$1.22	\$142,400.87	116,479.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR DIAGONAL OR CHEVRON, 18"
0710 11125	149	\$1.57	\$290,410.36	184,792.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP



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0710 11125							LINE OR CROSSWALK, 24"
0710 11131	132	\$528.10	\$869,233.95	1,645.955	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 10-30 OR 3-9 SKIP, 6" WIDE
0710 11133	21	\$1,157.73	\$4,695.74	4.056	GM	N	PAINTED PAVEMENT MARKING, STANDARD, WHITE, 3'-9' SKIP DROP LINE AND APPROACH TO TOLL PLAZA, 12" WIDE,
0710 11141	101	\$588.54	\$58,689.41	99.721	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 DOTTED EXTENSION, 6"
0710 11144	2	\$922.99	\$80.30	.087	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE FOR ROUNDABOUT, 12"
0710 11160	102	\$43.31	\$96,499.22	2,228.000	EA	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL
0710 11170	143	\$32.61	\$475,162.01	14,573.000	EA	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS
0710 11180	11	\$4.04	\$17,031.81	4,218.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, YIELD LINE
0710 11190	25	\$2.77	\$14,832.91	5,347.000	SF	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ISLAND NOSE
0710 11201	186	\$1,164.60	\$2,139,701.10	1,837.286	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"
0710 11202	10	\$1,602.37	\$527.18	.329	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID FOR INTERCHANGE AND URBAN ISLAND, 8"
0710 11224	93	\$1.54	\$109,044.88	70,784.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID FOR DIAGONAL OR CHEVRON, 18"
0710 11231	45	\$661.83	\$101,199.83	152.910	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SKIP, 6"
0710 11241	76	\$573.55	\$25,183.49	43.908	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, 2-4 DOTTED



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0710 11241							GUIDELINE/6-10 DOTTED EXTENSION, 6"
0710 11290	108	\$2.99	\$92,224.29	30,824.000	SF	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, ISLAND NOSE
0710 11331	2	\$411.94	\$1,740.45	4.225	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, BLACK, SKIP, 6"
0710 11333	1	\$1,210.00	\$186.34	.154	GM	N	PAINTED PAVEMENT MARKING, STANDARD, BLACK, 3'-9' DOTTED LANE DROP AND APPROACH TO TOLL PLAZA, 12"
0710 11421	4	\$1.71	\$2,576.04	1,510.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, BLUE, SOLID FOR PARKING LOT- ACCESSIBLE MARKINGS, 6"
0710 12101	1	\$4,700.00	\$57,932.20	12.326	GM	N	PAINTED PAVEMENT MARKINGS, DURABLE PAINT, WHITE, SOLID, 6" MAINTENANCE USE
0710 12102	1	\$6,200.00	\$17,806.40	2.872	GM	N	PAINTED PAVEMENT MARKINGS, DURABLE PAINT, WHITE, SOLID, 8" WIDE FOR INTERCHANGE AND URBAN ISLAND-MAINTENANCE USE
0710 12131	1	\$1,200.00	\$25,938.00	21.615	GM	N	PAINTED PAVEMENT MARKINGS, DURABLE PAINT, WHITE, 10-30 OR 3-9 SKIP, 6" WIDE- MAINTENANCE USE
0710 12201	1	\$5,000.00	\$57,635.00	11.527	GM	N	PAINTED PAVEMENT MARKINGS, DURABLE PAINT, YELLOW, SOLID, 6" WIDE, MAINTENANCE USE
0710 12231	1	\$1,200.00	\$349.20	.291	GM	N	PAINTED PAVEMENT MARKINGS, DURABLE, YELLOW, SKIP, 6"
0710 12290	3	\$4.27	\$734.40	172.000	SF	N	PAINTED PAVEMENT MARKINGS, DURABLE PAINT, YELLOW, ISLAND NOSE
0710 90	239	\$23,433.98	\$6,748,987.06	288.000	LS	N	PAINTED PAVEMENT MARKINGS, FINAL SURFACE
0711 11102	43	\$7,640.38	\$83,952.49	10.988	GM	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" FOR INTERCHANGE AND URBAN ISLAND



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0711 11103	41	\$11,410.04	\$232,981.67	20.419	GM	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR INTERCHANGE MARKINGS
0711 11123	184	\$3.21	\$1,285,404.71	400,732.000	LF	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT
0711 11124	161	\$4.28	\$633,451.08	147,873.000	LF	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS
0711 11125	217	\$5.72	\$672,095.04	117,511.000	LF	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK
0711 11130	2	\$148.17	\$2,518.83	17.000	EA	N	THERMOPLASTIC, STANDARD, WHITE, VERTICAL DEFLECTION MARKING
0711 11140	1	\$137.33	\$2,197.28	16.000	EA	N	THERMOPLASTIC, STANDARD, WHITE, VERTICAL DEFLECTION ADVANCE WARNING MARKING
0711 11141	162	\$2,204.09	\$250,836.29	113.805	GM	N	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"
0711 11144	4	\$6,874.05	\$1,051.73	.153	GM	N	THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT
0711 11160	147	\$167.08	\$324,975.21	1,945.000	EA	N	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL
0711 11170	206	\$74.96	\$1,027,222.44	13,703.000	EA	N	THERMOPLASTIC, STANDARD, WHITE, ARROW
0711 11180	33	\$10.48	\$41,324.20	3,943.000	LF	N	THERMOPLASTIC, STANDARD, WHITE, YIELD LINE
0711 11224	170	\$4.73	\$483,560.19	102,218.000	LF	N	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON
0711 11241	132	\$2,350.50	\$106,954.94	45.503	GM	N	THERMOPLASTIC, STANDARD, YELLOW, 2-4 DOTTED GUIDE LINE /6-10



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0711 11241							DOTTED EXTENSION LINE, 6"
0711 11421	11	\$9.24	\$30,974.90	3,352.000	LF	N	THERMOPLASTIC, STANDARD, BLUE, SOLID, 6"
0711 12101	1	\$5,500.00	\$154.00	.028	GM	N	THERMOPLASTIC, REFURBISHMENT, WHITE, SOLID, 6"
0711 12201	1	\$4,400.00	\$154.00	.035	GM	N	THERMOPLASTIC, REFURBISHMENT, YELLOW, SOLID, 6"
0711 14123	16	\$9.34	\$175,683.93	18,800.000	LF	N	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK
0711 14125	161	\$16.33	\$3,785,766.71	231,859.000	LF	N	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK
0711 14141	3	\$6,332.62	\$3,552.60	.561	GM	N	THERMOPLASTIC, PREFORMED, WHITE, 2-4 DOTTED GUIDELINE ON CONCRETE SURFACES
0711 14160	130	\$254.46	\$738,202.38	2,901.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE
0711 14163	1	\$66,528.07	\$3,792.10	.057	GM	N	THERMOPLASTIC, PREFORMED, 12"X12" WHITE ELEPHANT MARKING
0711 14170	110	\$165.89	\$475,270.96	2,865.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE, ARROW
0711 14191	7	\$5.10	\$3,559.36	698.000	LF	N	THERMOPLASTIC, PREFORMED, 6" WHITE, RAILROAD DYNAMIC ENVELOPE
0711 14193	8	\$10.63	\$37,260.95	3,505.000	LF	N	THERMOPLASTIC, PREFORMED, 12" WHITE ON ASPHALT PAVEMENT, RAILROAD DYNAMIC ENVELOPE
0711 14194	1	\$11.00	\$15,521.00	1,411.000	LF	N	THERMOPLASTIC, PREFORMED, 12" WHITE WITH 4" OUTSIDE BLACK CONTRAST ON CONCRETE PAVEMENT, RAILROAD DYNAMIC ENVELOPE
0711 14241	1	\$2,500.00	\$47.50	.019	GM	N	THERMOPLASTIC, PREFORMED, YELLOW, 2-4 DOTTED GUIDELINE ON CONCRETE SURFACES
0711 14341	3	\$5,270.06	\$1,865.60	.354	GM	N	THERMOPLASTIC, PREFORMED, BLACK, 2-4 DOTTED GUIDELINE ON CONCRETE SURFACES



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0711 14526	3	\$19.36	\$12,856.50	664.000	LF	N	THERMOPLASTIC, PREFORMED, 24" WHITE WITH 4" BLACK CONTRAST FOR CROSSWALK ON CONCRETE PAVEMENT, 32"
0711 14560	10	\$767.69	\$64,485.80	84.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE WITH BLACK CONTRAST ON CONCRETE PAVEMENT, MESSAGE OR SYMBOL
0711 14570	11	\$709.71	\$193,039.92	272.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE WITH BLACK CONTRAST, ARROW ON CONCRETE SURFACE
0711 14660	15	\$1,838.72	\$216,969.14	118.000	EA	N	THERMOPLASTIC, PREFORMED, MULTI COLOR ROUTE SHIELD
0711 15101	71	\$5,504.16	\$2,558,884.40	464.900	GM	N	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6"
0711 15102	34	\$6,870.74	\$173,019.07	25.182	GM	N	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SOLID, 8"
0711 15131	68	\$1,757.42	\$1,274,621.35	725.278	GM	N	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SKIP, 6", 10-30 SKIP OR 3-9 LANE DROP
0711 15133	12	\$3,831.35	\$19,988.17	5.217	GM	N	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SKIP, 12"- APPROACH TO TOLL PLAZA OR 3-9 LANE DROP
0711 15171	1	\$2,000.00	\$720.00	.360	GM	N	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, 6", 6-10 DOTTED MANAGED LANE MARKING
0711 15201	70	\$5,578.53	\$2,271,168.20	407.127	GM	N	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, YELLOW, SOLID, 6"
0711 15202	5	\$8,100.36	\$2,219.50	.274	GM	N	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES YELLOW, SOLID, 8"



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0711 16101	209	\$4,822.39	\$3,533,540.88	732.737	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"
0711 16102	100	\$8,523.03	\$259,330.35	30.427	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 8"
0711 16131	134	\$1,769.54	\$573,133.62	323.889	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SKIP, 6",10-30 SKIP OR 3-9 LANE DROP
0711 16133	36	\$4,321.42	\$16,041.12	3.712	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES WHITE, SKIP, 12"- APPROACH TO TOLL PLAZA OR 3-9 LANE DROP
0711 16201	209	\$4,856.68	\$2,407,636.99	495.737	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"
0711 16202	18	\$7,340.82	\$20,627.70	2.810	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 8"
0711 16231	61	\$2,109.39	\$210,470.78	99.778	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"
0711 17 1	92	\$1.61	\$1,143,004.55	710,205.000	SF	N	THERMOPLASTIC, REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS- SURFACE TO REMAIN
0713103101	67	\$31,966.25	\$1,046,798.73	32.747	GM	N	PERMANENT TAPE, WHITE, SOLID, 6" FOR CONCRETE BRIDGES
0713103102	3	\$28,760.01	\$40,983.01	1.425	GM	N	PERMANENT TAPE, WHITE, SOLID, 8" EXIT LANE AT INTERCHANGE ON CONCRETE PAVEMENT
0713103103	2	\$45,048.62	\$115,820.00	2.571	GM	N	PERMANENT TAPE, WHITE, SOLID LANE DROP MARKING, 12" FOR CONCRETE BRIDGES
0713103131	57	\$9,940.03	\$442,341.19	44.501	GM	N	PERMANENT TAPE, WHITE, SKIP/DOTTED, 6" FOR CONCRETE SURFACES
0713103133	5	\$22,677.13	\$41,453.80	1.828	GM	N	PERMANENT TAPE, WHITE, SKIP, 12" WIDE 3'-9' DROP LANE ON CONCRETE SURFACES
0713103201	66	\$30,420.51	\$828,259.21	27.227	GM	N	PERMANENT TAPE, YELLOW, SOLID, 6" FOR CONCRETE BRIDGES
0713103231	8	\$12,274.55	\$12,974.20	1.057	GM	N	PERMANENT TAPE, YELLOW, 10-30 SKIP/ 3-9 DOTTED, 6" FOR



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0713103231							CONCRETE SURFACES
0713103331	49	\$10,197.17	\$426,445.71	41.820	GM	N	PERMANENT TAPE, BLACK, SKIP/DOTTED, 6" FOR CONCRETE SURFACES
0713103333	4	\$23,790.88	\$59,501.00	2.501	GM	N	PERMANENT TAPE, BLACK, 3'-9" DROP LANE, 12" ON CONCRETE SURFACES
0713107	2	\$2.10	\$73,853.43	35,142.000	SF	N	PREFORMED/PERMANENT TAPE, REMOVE
0715 1 11	9	\$1.64	\$48,683.10	29,606.000	LF	N	LIGHTING CONDUCTORS, F&I, INSULATED, NO. 10 OR <
0715 1 12	93	\$2.58	\$3,951,270.95	1,530,831.000	LF	N	LIGHTING CONDUCTORS, F&I, INSULATED, NO.8 - 6
0715 1 13	38	\$4.15	\$2,409,677.88	580,055.000	LF	N	LIGHTING CONDUCTORS, F&I, INSULATED, NO 4 TO NO 2
0715 1 14	4	\$6.44	\$680,970.90	105,781.000	LF	N	LIGHTING CONDUCTORS, F&I, INSULATED, NO 1 TO NO 0
0715 1 15	1	\$14.25	\$2,137.50	150.000	LF	N	LIGHTING CONDUCTORS, F&I, NO.1/0 - 3/0 (0 to 000)
0715 1 16	1	\$12.00	\$3,600.00	300.000	LF	N	LIGHTING CONDUCTORS, F&I, NO.4/0 (0000) OR LARGER
0715 1 40	2	\$4.92	\$28,086.40	5,708.000	LF	N	LIGHTING CONDUCTORS, RELOCATE EXISTING CONDUCTOR
0715 1 60	54	\$ .58	\$517,527.61	892,667.000	LF	N	LIGHTING CONDUCTORS, REMOVE & DISPOSE, CONTRACTOR OWNS
0715 4815	1	\$16,069.57	\$48,208.71	3.000	EA	N	LIGHT POLE COMPLETE, FURNISH & INSTALL UTILITY CONFLICT POLE, SPECIAL FOUND, 30' HEIGHT, PROJECT 433592-3-52-01
0715 5 21	5	\$2,224.05	\$37,808.90	17.000	EA	N	LUMINAIRE & BRACKET ARM, REPLACE LUMINAIRE AND ARM ON EXISTING POLE
0715 5 30	2	\$818.50	\$4,911.00	6.000	EA	N	LUMINAIRE & BRACKET ARM, INSTALL
0715 5 31	17	\$2,665.13	\$157,242.74	59.000	EA	N	LUMINAIRE & BRACKET ARM- ALUMINUM, FURNISH & INSTALL NEW LUMINAIRE AND ARM ON NEW/EXISTING POLE
0715 5 32	12	\$3,262.63	\$97,878.83	30.000	EA	N	LUMINAIRE & BRACKET ARM- GALV STEEL, FURNISH & INSTALL NEW



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0715 5 32							LUMINAIRE AND ARM ON NEW/EXISTING POLE
0715 5 51	9	\$531.33	\$8,501.26	16.000	EA	N	LUMINAIRE & BRACKET ARM, REMOVE LUMINAIRE AND ARM; POLE REMAINS
0715 7 11	40	\$17,635.03	\$1,252,087.23	71.000	EA	N	LOAD CENTER, F&I, SECONDARY VOLTAGE
0715 7 21	12	\$4,813.40	\$110,708.27	23.000	EA	N	LOAD CENTER, REWORK, SECONDARY VOLTAGE
0715 7 31	1	\$7,000.00	\$7,000.00	1.000	EA	N	LOAD CENTER, RELOCATE, SECONDARY VOLTAGE
0715 7 32	1	\$4,916.66	\$19,666.64	4.000	EA	N	LOAD CENTER, RELOCATE, PRIMARY VOLTAGE
0715 7 41	12	\$802.39	\$13,640.64	17.000	EA	N	LOAD CENTER, REMOVE, SECONDARY VOLTAGE
0715 10 2	1	\$4,455.00	\$62,370.00	14.000	EA	N	LIGHT POLE FOUNDATION, F&I- MAINTENANCE USE ONLY
0715 11 30	1	\$4,485.00	\$26,910.00	6.000	EA	N	LUMINAIRE WITH BRACKET, FURNISH & INSTALL
0715 11115	1	\$986.23	\$9,862.30	10.000	EA	N	LUMINAIRE, F&I, ROADWAY, WALL MOUNT
0715 11125	14	\$1,945.46	\$326,837.49	168.000	EA	N	LUMINAIRE, F&I, UNDER DECK, WALL MOUNT
0715 11211	37	\$1,454.78	\$1,326,757.78	912.000	EA	N	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING POLE/ARM, ROADWAY, COBRA HEAD
0715 11212	3	\$3,222.76	\$389,953.80	121.000	EA	N	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING POLE/ARM, ROADWAY HIGH MAST
0715 11213	16	\$1,664.18	\$534,201.17	321.000	EA	N	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING POLE/ARM, ROADWAY, POLE TOP
0715 11214	1	\$2,740.58	\$8,221.74	3.000	EA	N	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING POLE/ARM, ROADWAY, SHOEBOX
0715 11216	6	\$2,794.16	\$773,983.06	277.000	EA	N	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING



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0715 11216							POLE/ARM, ROADWAY, PENDANT/TEARDROP
0715 11225	1	\$978.00	\$20,538.00	21.000	EA	N	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE, ROADWAY, WALL MOUNT
0715 11500	11	\$250.29	\$22,525.78	90.000	EA	N	LUMINAIRE, REMOVE
0715 19 13	3	\$126,209.20	\$631,046.00	5.000	EA	N	HIGH MAST LIGHT POLE, FURNISH AND INSTALL, 120'
0715 19 43	2	\$44,002.00	\$132,006.00	3.000	EA	N	HIGH MAST LIGHT POLE, RELOCATE POLE- NEW FOUNDATION, 120'
0715 19 51	1	\$3,760.00	\$60,160.00	16.000	EA	N	HIGH MAST LIGHT POLE, REPLACE HPS LIGHT FIXTURE ON EXISTING POLE
0715 21 2	2	\$1,633.33	\$19,600.00	12.000	EA	N	LIGHTING REPAIRS AND RETROFITS, LED RETROFIT KIT FOR EXISTING LUMINAIRE
0715 21 4	1	\$953.70	\$953.70	1.000	EA	N	LIGHTING REPAIRS- TRANSFORMER BASE, REPLACE BASE FOR EXISTING POLE
0715 50	1	\$27,000.00	\$27,000.00	1.000	LS	N	LIGHTING, INSIDE BOX GIRDER
0715 61142	2	\$9,474.50	\$85,270.48	9.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 30' MOUNTING HEIGHT, 12' ARM LENGTH
0715 61211	1	\$10,600.00	\$42,400.00	4.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 35' MOUNTING HEIGHT, 8' ARM LENGTH
0715 61342	2	\$7,904.91	\$94,858.89	12.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 40' MOUNTING HEIGHT, 12' ARM LENGTH
0715 61352	1	\$8,462.90	\$8,462.90	1.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 40' MOUNTING HEIGHT, 15' ARM LENGTH



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0715 61442	1	\$8,581.73	\$17,163.46	2.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 45' MOUNTING HEIGHT, 12' ARM LENGTH
0715 61521	1	\$12,600.00	\$25,200.00	2.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 50' MOUNTING HEIGHT, 10' ARM LENGTH
0715 62352	1	\$15,436.06	\$154,360.60	10.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE SPECIAL FOUNDATION, 40' MOUNTING HEIGHT, 15' ARM LENGTH
0715 65166	1	\$13,166.90	\$13,166.90	1.000	EA	N	LIGHT POLE COMPLETE, F&I, UTILITY CONFLICT POLE STANDARD FOUNDATION, 30' MOUNTING HEIGHT, 16' ARM LENGTH
0715 69000	3	\$1,093.11	\$7,651.77	7.000	EA	N	LIGHT POLE COMPLETE, REMOVE POLE AND FOUNDATION
0715500 1	87	\$746.48	\$1,840,830.44	2,466.000	EA	N	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL, CONVENTIONAL
0715500 2	5	\$2,010.83	\$54,292.33	27.000	EA	N	POLE CABLE DISTRIBUTION SYSTEM, FURNISH & INSTALL, HIGH MAST
0715500 3	11	\$725.09	\$280,609.37	387.000	EA	N	POLE CABLE DISTRIBUTION SYSTEM, WALL MOUNT
0715500 11	5	\$1,741.81	\$355,330.13	204.000	EA	N	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL ALTERNATE SYSTEM, CONVENTIONAL
0715511120	2	\$14,391.92	\$172,703.04	12.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, ALUMINUM, 20'
0715511125	2	\$9,055.29	\$27,165.86	3.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, ALUMINUM, 25'
0715511130	2	\$13,166.29	\$65,831.46	5.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, ALUMINUM, 30'



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0715511140	2	\$9,525.27	\$866,800.00	91.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, ALUMINUM, 40'
0715511145	1	\$9,890.00	\$19,780.00	2.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, ALUMINUM, 45'
0715511235	1	\$8,513.00	\$246,877.00	29.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, GALVANIZED STEEL, 35'
0715511245	1	\$18,233.70	\$36,467.40	2.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, GALVANIZED STEEL, 45'
0715512130	1	\$9,347.80	\$299,129.60	32.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, DOUBLE ARM SHOULDER MOUNT, ALUMINUM, 30'
0715512140	5	\$14,186.88	\$1,489,622.40	105.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, DOUBLE ARM SHOULDER MOUNT, ALUMINUM, 40'
0715512240	1	\$34,000.00	\$136,000.00	4.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, DOUBLE ARM SHOULDER MOUNT, GALVANIZED STEEL, 40'
0715513135	1	\$5,955.00	\$5,955.00	1.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM WALL MOUNT, ALUMINUM, 35'
0715513140	1	\$6,540.00	\$124,260.00	19.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM WALL MOUNT, ALUMINUM, 40'
0715515140	1	\$6,540.00	\$26,160.00	4.000	EA	N	LIGHT POLE COMPLETE- SEPCIAL DESIGN, F&I, SINGLE ARM BRIDGE MOUNT, NON-STD ALUMINUM, 40'
0715516115	4	\$7,623.34	\$1,311,214.00	172.000	EA	N	LIGHT POLE COMPLETE-SPECIAL DESIGN, F&I, POLE TOP MOUNT,



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0715516115							ALUMINUM, 15'
0715516120	1	\$7,000.00	\$56,000.00	8.000	EA	N	LIGHT POLE COMPLETE-SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 20'
0715516315	1	\$10,761.30	\$10,761.30	1.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I ,POLE TOP MOUNT, CONCRETE, 15'
0715518115	1	\$8,419.00	\$336,760.00	40.000	EA	N	LIGHT POLE COMP- SPECIAL DESIGN, F&I, DOUBLE ARM, POLE TOP MOUNT, ALUMINUM, 15'
0715518135	1	\$6,035.00	\$30,175.00	5.000	EA	N	LIGHT POLE COMP- SPECIAL DESIGN, F&I, DOUBLE ARM, POLE TOP MOUNT, ALUMINUM, 35'
0715518140	2	\$9,219.55	\$1,226,200.00	133.000	EA	N	LIGHT POLE COMP- SPECIAL DESIGN, F&I, DOUBLE ARM, POLE TOP MOUNT, ALUMINUM, 40'
0715540000	1	\$3,197.70	\$15,988.50	5.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, RELOCATE
0715550000	4	\$530.80	\$5,307.99	10.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, REMOVE
0735 74 1	1	\$888,000.00	\$888,000.00	1.000	LS	N	TOLL PLAZA, LOCATION 1
0735 88 1	1	\$77,000.00	\$77,000.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 1
0751 35 13	2	\$77,028.15	\$616,225.18	8.000	EA	N	ARCHITECTURAL, BUS SHELTER, F&I, 101-150 SF
0751 35 14	1	\$96,390.74	\$289,172.22	3.000	EA	N	ARCHITECTURAL, BUS SHELTER, F&I, 151-200 SF
0751 35 15	1	\$99,000.00	\$396,000.00	4.000	EA	N	ARCHITECTURAL, BUS SHELTER, F&I, GREATER THAN 200 SF
0751 36 11	2	\$577.24	\$9,813.00	17.000	EA	N	BICYCLE RACK, FURNISH & INSTALL, 1-2 BICYCLES
0751 37	2	\$577.24	\$9,813.00	17.000	EA	N	TRASH RECEPTACLE
0770 78	3	\$686,820.53	\$3,434,102.65	5.000	EA	N	STATIC / WEIGH-IN-MOTION SCALE SYSTEM



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0904540 13	2	\$23.69	\$667,233.28	28,168.000	LF	N	HIGH TENSION CABLE BARRIER SYSTEM - LENGTH OF NEED SEGMENT
0904540 14	2	\$7,593.74	\$121,499.88	16.000	EA	N	HIGH TENSION CABLE BARRIER SYSTEM - END TERMINAL
0904540 15	2	\$5,287.50	\$338,399.84	64.000	CY	N	HIGH TENSION CABLE BARRIER SYSTEM, END TERMINAL FOUNDATION- MISCELLANEOUS DRILLED SHAFT
0908333100	1	\$63.17	\$580,595.47	9,191.000	SY	N	HIGH FRICTION SURFACE COURSE
0918712 41	1	\$22,000.00	\$50,204.00	2.282	GM	N	INTEGRATED MULTI-POLYMER PAVEMENT MARKINGS, WHITE, SOLID 6", PROJECT 425436-5-52-01
0918712 42	1	\$22,000.00	\$31,482.00	1.431	GM	N	INTEGRATED MULTI-POLYMER PAVEMENT MARKINGS, YELLOW, SOLID 6", PROJECT 425436-5-52-01
0918712 43	1	\$11,000.00	\$47,201.00	4.291	GM	N	INTEGRATED MULTI-POLYMER PAVEMENT MARKINGS, WHITE, 10-30 SKIP 6", PROJECT 425436-5-52-01
0918712 44	1	\$11,000.00	\$47,201.00	4.291	GM	N	INTEGRATED MULTI-POLYMER PAVEMENT MARKINGS, BLACK, 10-30 SKIP 6", PROJECT 425436-5-52-01
0919528 15	1	\$52.01	\$1,040.20	20.000	SF	N	DIRECTIONAL INDICATORS, PROJECT 436955-2-52-01
0920681 4	1	\$29,600.00	\$29,600.00	1.000	EA	N	CONNECTED VEHICLE ROAD SIDE UNIT, PROJECT 444175-1-52-01
0920714 56	1	\$12.00	\$89,628.00	7,469.000	SF	N	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE, PROJECT 431756-1-52-01
0920714100	6	\$10.36	\$219,871.31	21,223.000	SF	N	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE
0922102 4	1	\$2.96	\$199,800.00	67,500.000	SF	N	TEMPORARY PORTABLE ACCESS MAT
0999 2	1	\$1,538,000.00	\$4,614,000.00	3.000	LS	N	LUMP SUM CONTRACT, ALTERNATIVE BIDDING
0999 16	50	\$9,280.00	\$464,000.00	50.000	LS	N	PARTNERING, DO NOT BID



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0999 20 1	11	\$3,900.00	\$951,600.00	244.000	DA	N	DISPUTES REVIEW BOARD, MEETING- DO NOT BID
0999 20 2	11	\$4,500.00	\$76,500.00	17.000	EA	N	DISPUTES REVIEW BOARD, HEARING- DO NOT BID
0999 25	316	\$48,334.96	\$21,605,728.61	447.000	LS	N	INITIAL CONTINGENCY AMOUNT, DO NOT BID
0999 26	29	\$15,407.19	\$585,473.30	38.000	LS	N	LOCAL AGENCY INITIAL CONTINGENCY AMOUNT (DO NOT BID)
1000 5	5	\$339,580.35	\$1,697,901.75	5.000	LS	N	UTILITY WORK- JPA/UTILITY AGREEMENT, SEWER
1000 6	7	\$588,758.43	\$4,710,067.46	8.000	LS	N	UTILITY WORK- JPA/UTILITY AGREEMENT, WATER
1000 7	11	\$113,375.89	\$1,360,510.64	12.000	LS	N	UTILITY WORK- JPA/UTILITY AGREEMENT, POWER
1050 13005	1	\$1,100.00	\$10,641,400.00	9,674.000	LF	N	UTILITY PIPE, INSTALL, 20.0-49.9"
1050 15004	1	\$248.05	\$166,193.50	670.000	LF	N	UTILITY PIPE, ADJUST/MODIFY, 8 - 19.9"
1050 15005	1	\$1,532.22	\$122,577.60	80.000	LF	N	UTILITY PIPE, ADJUST/MODIFY, 20-49.9"
1050 16001	2	\$15.85	\$10,700.00	675.000	LF	N	UTILITY PIPE,REMOVE & DISPOSE, 0 - 1.9"
1050 16002	6	\$20.95	\$306,225.40	14,614.000	LF	N	UTILITY PIPE,REMOVE & DISPOSE, 2-4.9"
1050 16003	9	\$21.51	\$448,414.92	20,842.000	LF	N	UTILITY PIPE,REMOVE & DISPOSE, 5-7.9"
1050 16004	9	\$19.86	\$869,268.65	43,777.000	LF	N	UTILITY PIPE,REMOVE & DISPOSE, 8-19.9"
1050 16005	2	\$41.61	\$447,110.00	10,746.000	LF	N	UTILITY PIPE,REMOVE & DISPOSE, 20-49.9"
1050 18001	1	\$115.00	\$1,955.00	17.000	LF	N	UTILITY PIPE,PLUG & PLACE OUT OF SERVICE, 0- 1.9"
1050 18002	5	\$16.49	\$72,950.60	4,423.000	LF	N	UTILITY PIPE,PLUG & PLACE OUT OF SERVICE, 2- 4.9"
1050 18003	6	\$20.20	\$139,576.70	6,910.000	LF	N	UTILITY PIPE,PLUG & PLACE OUT OF SERVICE, 5- 7.9"
1050 18004	7	\$33.18	\$263,352.12	7,937.000	LF	N	UTILITY PIPE,PLUG & PLACE OUT OF SERVICE, 8-19.9"
1050 18005	1	\$35.00	\$9,240.00	264.000	LF	N	UTILITY PIPE,PLUG & PLACE OUT OF SERVICE, 20-49.9"
1050 19525	1	\$1,150.00	\$339,250.00	295.000	LF	N	UTILITY PIPE, TEMPORARY, STEEL PIPE, WATER/SEWER, 20.0-49.9"



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1050 31202	2	\$62.17	\$20,579.00	331.000	LF	N	UTILITY PIPE- POLY VINYL CHLORIDE, FURNISH & INSTALL, WATER/SEWER, 2"
1050 31204	2	\$129.01	\$110,950.20	860.000	LF	N	UTILITY PIPE- POLY VINYL CHLORIDE, FURNISH & INSTALL, WATER/SEWER, 4"
1050 31206	10	\$96.04	\$249,119.39	2,594.000	LF	N	UTILITY PIPE- POLY VINYL CHLORIDE, FURNISH & INSTALL, WATER/SEWER, 6"
1050 31208	5	\$88.62	\$297,862.68	3,361.000	LF	N	UTILITY PIPE- POLY VINYL CHLORIDE, FURNISH & INSTALL, WATER/SEWER, 8"
1050 31212	3	\$211.31	\$1,069,875.01	5,063.000	LF	N	UTILITY PIPE- POLY VINYL CHLORIDE, FURNISH & INSTALL, WATER/SEWER, 12"
1050 31220	1	\$228.99	\$4,137,620.31	18,069.000	LF	N	UTILITY PIPE- POLY VINYL CHLORIDE, FURNISH & INSTALL, WATER/SEWER, 20"
1050 41201	4	\$74.10	\$15,115.90	204.000	LF	N	UTILITY PIPE- POLYETHYLENE, FURNISH & INSTALL, WATER/SEWER, 1"
1050 41202	4	\$70.34	\$34,046.77	484.000	LF	N	UTILITY PIPE- POLYETHYLENE, FURNISH & INSTALL, WATER/SEWER, 2"
1050 42202	3	\$66.57	\$136,397.48	2,049.000	LF	N	UTILITY PIPE- HIGH DENSITY POLYETHYLENE, FURNISH & INSTALL, WATER/SEWER, 2"
1050 42208	1	\$250.00	\$70,000.00	280.000	LF	N	UTILITY PIPE- HIGH DENSITY POLYETHYLENE, FURNISH & INSTALL, WATER/SEWER, 8"
1050 42210	2	\$210.08	\$206,931.30	985.000	LF	N	UTILITY PIPE- HIGH DENSITY POLYETHYLENE, FURNISH & INSTALL, WATER/SEWER, 10"
1050 42212	1	\$161.68	\$23,443.60	145.000	LF	N	UTILITY PIPE- HIGH DENSITY POLYETHYLENE, FURNISH & INSTALL,



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1050 42212							WATER/SEWER, 12"
1050 42214	1	\$358.59	\$305,877.27	853.000	LF	N	UTILITY PIPE- HIGH DENSITY POLYETHYLENE, FURNISH & INSTALL, WATER/SEWER, 14"
1050 42224	1	\$485.03	\$413,730.59	853.000	LF	N	UTILITY PIPE- HIGH DENSITY POLYETHYLENE, FURNISH & INSTALL, WATER/SEWER, 24"
1050 42236	1	\$900.00	\$256,500.00	285.000	LF	N	UTILITY PIPE- HIGH DENSITY POLYETHYLENE, FURNISH & INSTALL, WATER/SEWER, 36"
1050 42301	1	\$200.00	\$96,400.00	482.000	LF	N	UTILITY PIPE- HIGH DENSITY POLYETHYLENE, FURNISH & INSTALL, GAS, 1"-1.9"
1050 42303	1	\$400.00	\$8,800.00	22.000	LF	N	UTILITY PIPE- HIGH DENSITY POLYETHYLENE, FURNISH & INSTALL, GAS, 3"
1050 51202	1	\$50.00	\$1,700.00	34.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 2"
1050 51204	3	\$207.57	\$358,477.14	1,727.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 4"
1050 51206	5	\$131.37	\$320,795.84	2,442.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 6"
1050 51208	5	\$136.11	\$3,307,237.33	24,299.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 8"
1050 51210	4	\$242.38	\$61,563.64	254.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 10"



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1050 51212	5	\$116.37	\$3,155,704.20	27,119.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 12"
1050 51216	1	\$510.00	\$17,850.00	35.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 16"
1050 51220	2	\$331.67	\$93,198.50	281.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 20"
1050 51224	1	\$471.00	\$438,501.00	931.000	LF	N	UTILITY PIPE- DUCTILE IRON/CAST IRON, FURNISH & INSTALL, WATER/SEWER, 24"
1050 61120	1	\$510.00	\$5,100.00	10.000	LF	N	UTILITY PIPE- STEEL, FURNISH & INSTALL, CASING, 20"
1050 61130	1	\$1,092.20	\$469,646.00	430.000	LF	N	UTILITY PIPE- STEEL, FURNISH & INSTALL, CASING, 30"
1055 15	1	\$1,592.24	\$1,592.24	1.000	EA	N	UTILITY FITTINGS, ADJUST & MODIFY
1055 16	1	\$3,700.00	\$25,900.00	7.000	EA	N	UTILITY FITTINGS, REMOVE & DISPOSAL
1055 31108	1	\$2,800.00	\$44,800.00	16.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, FURNISH AND INSTALL, ELBOW, 8"
1055 31208	1	\$2,500.00	\$5,000.00	2.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, FURNISH AND INSTALL, TEE, 8"
1055 31212	1	\$3,135.00	\$3,135.00	1.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, FURNISH AND INSTALL, TEE, 12"
1055 31220	1	\$9,315.00	\$18,630.00	2.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, FURNISH AND INSTALL, TEE, 20"
1055 31224	1	\$35,500.08	\$35,500.08	1.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, FURNISH AND INSTALL, TEE, 24"
1055 31312	1	\$1,227.00	\$1,227.00	1.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, FURNISH AND INSTALL, REDUCER, 12"
1055 31508	1	\$1,099.80	\$17,596.80	16.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, FURNISH AND INSTALL, CAP/PLUG, 8"
1055 31512	1	\$2,000.00	\$4,000.00	2.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, FURNISH AND INSTALL, CAP/PLUG, 12"



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1055 51108	7	\$1,505.65	\$296,613.45	197.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL ELBOW, 8"
1055 51110	2	\$1,508.06	\$9,048.36	6.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL ELBOW, 10"
1055 51112	6	\$2,280.54	\$328,397.39	144.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL ELBOW, 12"
1055 51120	1	\$7,030.00	\$168,720.00	24.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL ELBOW, 20"
1055 51124	1	\$12,350.00	\$247,000.00	20.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL ELBOW, 24"
1055 51208	4	\$1,717.25	\$154,552.66	90.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL TEE, 8"
1055 51210	1	\$2,749.50	\$2,749.50	1.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL TEE, 10"
1055 51212	6	\$2,776.75	\$186,042.32	67.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL TEE, 12"
1055 51224	1	\$23,000.00	\$23,000.00	1.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL TEE, 24"
1055 51308	4	\$1,364.17	\$13,641.72	10.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL REDUCER, 8"
1055 51310	1	\$1,465.14	\$5,860.56	4.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL



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1055 51310							REDUCER, 10"
1055 51312	5	\$1,961.45	\$23,537.43	12.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL REDUCER, 12"
1055 51408	2	\$1,353.68	\$13,536.84	10.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL UNION, 8"
1055 51410	1	\$970.44	\$3,881.76	4.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL UNION, 10"
1055 51412	1	\$1,062.63	\$10,626.30	10.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL UNION, 12"
1055 51508	4	\$1,025.02	\$27,675.67	27.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL, CAP/PLUG, 8"
1055 51512	5	\$1,983.45	\$79,337.99	40.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL, CAP/PLUG, 12"
1055 51516	1	\$5,000.00	\$5,000.00	1.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL, CAP/PLUG, 16"
1055 51524	1	\$5,800.00	\$17,400.00	3.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL, CAP/PLUG, 24"
1055 51608	1	\$2,249.84	\$4,499.68	2.000	EA	N	UTILITY FITTINGS, DUCTILE IRON/CAST IRON, FURNISH & INSTALL Y, 8"
1060 11211	2	\$5,622.92	\$16,868.75	3.000	EA	N	UTILITY STRUCTURE, BELOW GROUND, F&I, WATER/SEWER, 0 - 80 FT3, 0 - 6'
1060 11212	1	\$23,395.04	\$23,395.04	1.000	EA	N	UTILITY STRUCTURE, BELOW GROUND, F&I, WATER/SEWER, 0 - 80 FT3,



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1060 11212							6.1 - 12'
1060 11213	1	\$140,000.00	\$140,000.00	1.000	EA	N	UTILITY STRUCTURE, BELOW GROUND, F&I, WATER/SEWER, 0 - 80 FT3, >12'
1060 11221	1	\$7,462.65	\$29,850.60	4.000	EA	N	UTILITY STRUCTURE, BELOW GROUND, F&I, WATER / SEWER > 80 FT3, 0 - 6'
1060 11222	2	\$12,223.39	\$48,893.54	4.000	EA	N	UTILITY STRUCTURE, BELOW GROUND, F&I, WATER / SEWER > 80 FT3, 6.1 - 12'
1060 11223	1	\$23,000.00	\$46,000.00	2.000	EA	N	UTILITY STRUCTURE, BELOW GROUND, F&I, WATER / SEWER > 80 FT3, > 12'
1060 15	9	\$847.03	\$85,550.29	101.000	EA	N	UTILITY STRUCTURE, BELOW GROUND, ADJUST/MODIFY
1060 16	2	\$1,495.83	\$35,900.00	24.000	EA	N	UTILITY STRUCTURE, BELOW GROUND, REMOVE&DISPOSE CONTRACTOR TAKES OWNERSHIP
1060 21 11	1	\$2,471.31	\$14,827.86	6.000	EA	N	UTILITY STRUCTURE- ABOVE GROUND, 0-1 CY PAD, WITH COVER
1060 31 1	1	\$2,443.15	\$34,204.10	14.000	EA	N	UTILITY STRUCTURE, FURNISH AND INSTALL- REPLACE EXISTING RIM
1060 32 2	1	\$2,443.15	\$34,204.10	14.000	EA	N	UTILITY STRUCTURE, INSTALL- MATERIALS FURNISHED BY UTILITY, COVER
1070 1 1	1	\$14.04	\$24,008.40	1,710.000	SF	N	UTILITY AUXILIARY ITEMS, 8" CONCRETE SLAB FOR GROUND COVER LESS THAN 2.5'
1080 21100	3	\$1,010.96	\$27,296.02	27.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, FURNISH & INSTALL, 1"
1080 21106	2	\$546.35	\$1,639.05	3.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, FURNISH & INSTALL, 6"
1080 21300	1	\$640.70	\$6,407.00	10.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, INSTALL- BOX FURNISHED BY



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1080 21300							UTILITY
1080 21400	2	\$1,250.00	\$7,500.00	6.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, RELOCATE
1080 21500	11	\$580.89	\$299,739.99	516.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, ADJUST
1080 21600	4	\$1,125.56	\$41,645.86	37.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, REMOVE
1080 22101	2	\$2,100.00	\$10,500.00	5.000	EA	N	UTILITY FIXTURE- BACKFLOW ASSEMBLY, FURNISH & INSTALL, 1"
1080 22400	1	\$6,235.75	\$18,707.25	3.000	EA	N	UTILITY FIXTURE- BACKFLOW ASSEMBLY, RELOCATE
1080 22600	2	\$657.00	\$3,285.00	5.000	EA	N	UTILITY FIXTURE- BACKFLOW ASSEMBLY, REMOVE
1080 23100	1	\$1,287.20	\$3,861.60	3.000	EA	N	UTILITY FIXTURE- TAPPING SADDLE/SLEEVE, FURNISH & INSTALL, 1"
1080 23102	2	\$1,321.67	\$5,286.66	4.000	EA	N	UTILITY FIXTURE- TAPPING SADDLE/SLEEVE, FURNISH & INSTALL, 2"
1080 23106	5	\$9,002.06	\$99,022.62	11.000	EA	N	UTILITY FIXTURE- TAPPING SADDLE/SLEEVE, FURNISH & INSTALL, 6"
1080 23108	5	\$7,603.72	\$349,771.28	46.000	EA	N	UTILITY FIXTURE- TAPPING SADDLE/SLEEVE, FURNISH & INSTALL, 8"
1080 23110	1	\$4,500.00	\$9,000.00	2.000	EA	N	UTILITY FIXTURE- TAPPING SADDLE/SLEEVE, FURNISH & INSTALL, 10"
1080 23112	5	\$11,278.01	\$327,062.22	29.000	EA	N	UTILITY FIXTURE- TAPPING SADDLE/SLEEVE, FURNISH & INSTALL, 12"
1080 23120	1	\$9,600.00	\$124,800.00	13.000	EA	N	UTILITY FIXTURE- TAPPING SADDLE/SLEEVE, FURNISH & INSTALL, 20"
1080 23124	1	\$37,100.00	\$148,400.00	4.000	EA	N	UTILITY FIXTURE- TAPPING SADDLE/SLEEVE, FURNISH & INSTALL, 24"
1080 23130	1	\$32,000.00	\$32,000.00	1.000	EA	N	UTILITY FIXTURE- TAPPING SADDLE/SLEEVE, FURNISH & INSTALL, 30"
1080 23136	1	\$36,000.00	\$36,000.00	1.000	EA	N	UTILITY FIXTURE- TAPPING SADDLE/SLEEVE, FURNISH & INSTALL, 36"
1080 24100	1	\$1,000.00	\$1,000.00	1.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 1"
1080 24102	1	\$1,200.00	\$10,800.00	9.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 2"
1080 24104	2	\$2,135.15	\$132,379.53	62.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 4"
1080 24106	10	\$3,058.69	\$198,814.82	65.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 6"



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1080 24108	7	\$3,503.28	\$280,262.51	80.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 8"
1080 24110	1	\$5,150.00	\$5,150.00	1.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 10"
1080 24112	6	\$5,644.21	\$378,161.83	67.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 12"
1080 24120	1	\$46,936.58	\$46,936.58	1.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 20"
1080 24124	1	\$29,000.00	\$58,000.00	2.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 24"
1080 24136	1	\$90,000.00	\$540,000.00	6.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 36"
1080 24142	1	\$140,000.00	\$140,000.00	1.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, FURNISH AND INSTALL, 42"
1080 24500	9	\$566.80	\$107,125.71	189.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, ADJUST/MODIFY
1080 24600	3	\$778.37	\$15,567.40	20.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, REMOVE
1080 25600	1	\$534.59	\$534.59	1.000	EA	N	UTILITY FIXTURE- BLOWOFF ASSEMBLY, REMOVE
1080 26102	4	\$6,619.89	\$211,836.48	32.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEMBLY, FURNISH & INSTALL 2"
1080 26104	2	\$21,065.54	\$421,310.88	20.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEMBLY, FURNISH & INSTALL 4"
1080 26106	1	\$2,150.00	\$4,300.00	2.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEMBLY, FURNISH & INSTALL 6"
1080 26500	1	\$774.92	\$774.92	1.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEMBLY, ADJUST/MODIFY
1080 27104	2	\$8,648.27	\$25,944.82	3.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, FURNISH AND INSTALL, 4"
1080 27106	3	\$7,767.86	\$100,982.20	13.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, FURNISH AND INSTALL, 6"
1080 27108	3	\$12,071.97	\$108,647.70	9.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, FURNISH AND INSTALL, 8"
1080 27112	1	\$15,000.00	\$15,000.00	1.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, FURNISH AND INSTALL, 12"
1080 27124	1	\$35,000.00	\$70,000.00	2.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, FURNISH AND INSTALL, 24"
1080 27136	1	\$110,000.00	\$220,000.00	2.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, FURNISH AND INSTALL, 36"
1080 27142	1	\$120,000.00	\$240,000.00	2.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, FURNISH AND INSTALL, 42"



Florida Department of Transportation  
 Item Average Unit Cost  
 From 2021/10/01 to 2022/09/30  
 Statewide

Contract Type: CC  
 Displaying: VALID ITEMS WITH HITS  
 From: 0102 1 To: 9999999

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
1080 27154	1	\$175,000.00	\$175,000.00	1.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, FURNISH AND INSTALL, 54"
1080 27500	1	\$14,000.00	\$56,000.00	4.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, MODIFY
1080 27600	1	\$1,750.00	\$8,750.00	5.000	EA	N	UTILITY FIXTURE- LINE STOP ASSEMBLY, REMOVE
1080 28108	1	\$1,900.00	\$7,600.00	4.000	EA	N	UTILITY FIXTURE- MECHANICAL JOINT SEPARATOR, 8"
1080 29104	3	\$451.42	\$46,947.68	104.000	EA	N	UTILITY FIXTURE, MECHANICAL JOINT RESTRAINT, FURNISH & INSTALL, 4"
1080 29106	5	\$464.63	\$37,170.09	80.000	EA	N	UTILITY FIXTURE, MECHANICAL JOINT RESTRAINT, FURNISH & INSTALL, 6"
1080 29108	4	\$579.87	\$168,742.83	291.000	EA	N	UTILITY FIXTURE, MECHANICAL JOINT RESTRAINT, FURNISH & INSTALL, 8"
1080 29110	2	\$468.65	\$6,561.14	14.000	EA	N	UTILITY FIXTURE, MECHANICAL JOINT RESTRAINT, FURNISH & INSTALL, 10"
1080 29112	3	\$735.97	\$274,515.32	373.000	EA	N	UTILITY FIXTURE, MECHANICAL JOINT RESTRAINT, FURNISH & INSTALL, 12"
1080 29124	1	\$5,800.00	\$58,000.00	10.000	EA	N	UTILITY FIXTURE, MECHANICAL JOINT RESTRAINT, FURNISH & INSTALL, 24"
1080 32102	1	\$1,286.89	\$3,860.67	3.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, FURNISH & INSTALL, 2"
1080 32106	2	\$1,442.19	\$7,210.97	5.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, FURNISH & INSTALL, 6"
1080 32108	1	\$1,738.81	\$3,477.62	2.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, FURNISH & INSTALL, 8"
1080 32112	1	\$1,840.64	\$12,884.48	7.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, FURNISH & INSTALL, 12"
1080 32600	1	\$939.38	\$1,878.76	2.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, REMOVE



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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
1080 33104	2	\$3,892.75	\$15,570.98	4.000	EA	N	UTILITY FIXTURE, PLUG VALVE, FURNISH AND INSTALL 4"
1080 33106	3	\$4,750.97	\$14,252.90	3.000	EA	N	UTILITY FIXTURE, PLUG VALVE, FURNISH AND INSTALL 6"
1080 33108	3	\$6,335.06	\$38,010.38	6.000	EA	N	UTILITY FIXTURE, PLUG VALVE, FURNISH AND INSTALL 8"
1080 33110	1	\$4,500.00	\$4,500.00	1.000	EA	N	UTILITY FIXTURE, PLUG VALVE, FURNISH AND INSTALL 10"
1080 33112	2	\$5,582.07	\$66,984.80	12.000	EA	N	UTILITY FIXTURE, PLUG VALVE, FURNISH AND INSTALL 12"
1080 33120	1	\$25,819.20	\$619,660.80	24.000	EA	N	UTILITY FIXTURE, PLUG VALVE, FURNISH AND INSTALL 20"
1080 33124	1	\$6,200.00	\$12,400.00	2.000	EA	N	UTILITY FIXTURE, PLUG VALVE, FURNISH AND INSTALL 24"
1501 1	2	\$965,000.00	\$1,930,000.00	2.000	EA	N	LIFT STATION, SANITARY SEWER
1644113 08	4	\$8,574.49	\$274,383.71	32.000	EA	N	FIRE HYDRANT, F&I, STANDARD, 2 HOSE, 1PUMPER, 6"
1644116 08	1	\$8,946.77	\$8,946.77	1.000	EA	N	FIRE HYDRANT, STANDARD, F&I, 3 WAY, 2 HOSE, 1 PUMPER, 6"
1644136 08	1	\$7,688.71	\$7,688.71	1.000	EA	N	FIRE HYDRANT, F&I, TRAFFIC, 3 WAY - 2 HOSE, 1PUMPER, 6"
1644400	1	\$1,337.60	\$1,337.60	1.000	EA	N	FIRE HYDRANT, SALVAGE & STORE
1644700	5	\$3,913.28	\$101,745.38	26.000	EA	N	FIRE HYDRANT, ADJUST & MODIFY
1644800	3	\$4,502.16	\$193,592.77	43.000	EA	N	FIRE HYDRANT, RELOCATE
1644900	5	\$1,498.17	\$20,974.44	14.000	EA	N	FIRE HYDRANT, REMOVE



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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
1720900	1	\$10,000.00	\$10,000.00	1.000	EA	N	TRANSFORMER, REMOVE

Note : Averages and totals are based on the awarded unit price only.  
Weighted average is weighted on Quantity at the contract level.

