



# Roadway Safety Evaluation and Improvement Recommendations

**Draft Report**

**River to Sea TPO**

2570 West International Speedway Boulevard

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## 1 INTRODUCTION

The River to Sea Transportation Planning Organization (R2CTPO) developed a 2017 Crash Analysis Report to analyze the five-year crash history within the metropolitan planning area (MPA). The report was described as a document that “provides an important step towards the identification of high crash areas that will require more detailed review to identify projects and programs that will reduce crash rates and severity.”

Alfred Benesch & Company, as the General Planning Consultant to the TPO, further refined this crash analysis in order to develop a process to address and mitigate the high volume of crashes within the MPA. The *Roadway Safety Evaluation and Improvement Recommendations* study generally follows the methodology described below.

- Determine and select crash locations to be evaluated and reviewed.
- Review crash records for the period from 2012 to 2016.
- Identify crash contributing factors, including roadway features, roadway geometry, driver behaviors, and associated roadway conditions or operations.
- Identify crash clusters, for five locations in each of the following categories:
  - Intersection Crashes By Severity
  - Intersection Crashes By Frequency
  - Segment Crashes By Severity
  - Segment Crashes By Frequency
- Conduct field observations to verify contributing factors and locations and to identify undesirable conditions, crash contributing factors, driver behaviors and descriptions, traffic operations, traffic flows, queueing, platooning, geometrics, etc.
- Summarize findings from the crash records review and the field observations.
- Identify crash reduction measures to reduce or eliminate overall vehicular crashes by locations.
- Compare crash experience to national and statewide crash data.

Roadways that are part of the Strategic Intermodal System (SIS) or SIS Connectors were not included in the study. In addition, intersections with identified improvements were also not studied.



## 2 AREA CRASH TRENDS AND COMPARISONS

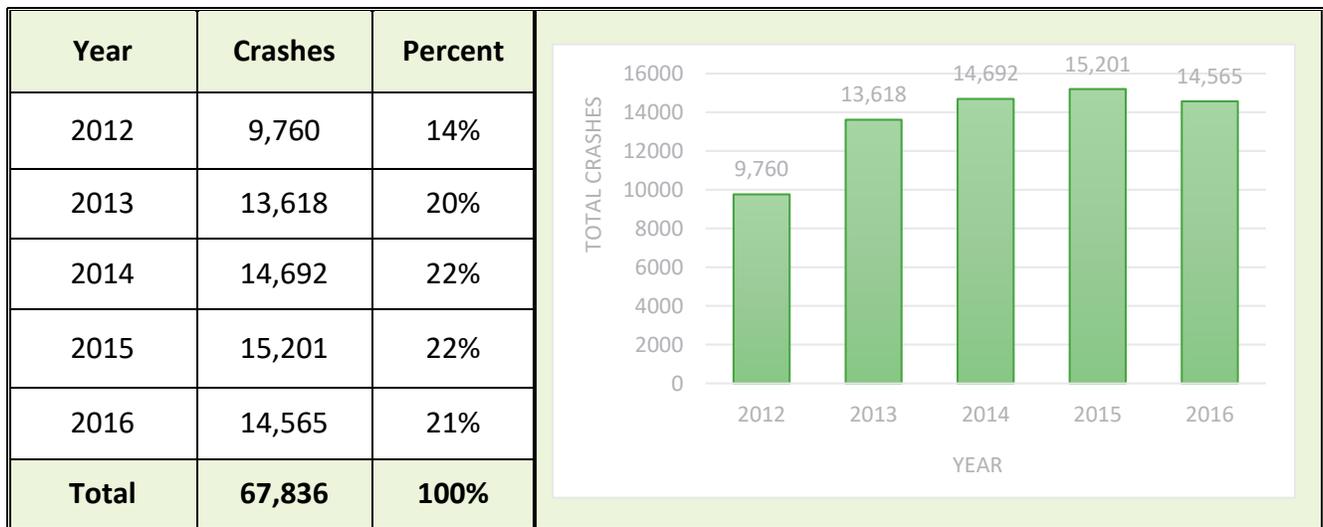
Crash data in Volusia and Flagler Counties within the MPA was analyzed over the five-year study period from 2012-2016 to identify area wide trends. These trends were also compared to available statewide and national crash statistics.

During this period, there were 67,836 crashes, which are identified in Table 1. The highest number of crashes occurred in 2015 (15,201 crashes) while the lowest number of crashes occurred in 2012 (9,760 crashes). There was a 40 percent year-to-year increase in crashes from 2012 through 2013 and a 4 percent year-to-year decrease in crashes from 2015 through 2016.

Crashes by type are listed in Table 2. Rear End collisions are the most common crash type representing 28 percent of all crashes throughout the MPA area. Crashes that do not fit the description of the listed crash types are grouped together under the category “Other” (24 percent of all crashes). Off Road crashes represent the third most common crash type with 12 percent of all crashes. The other notable crash categories were Sideswipe (7%), Left Turn (7%), Angle (6%), Head On (4%), Roll Over (2%), Pedestrians (2%), and Bicycle (1%).

Crashes by severity are listed in Table 3. The majority of crashes (69%) are Property Damage Only (PDO). Fatal crashes makes up less than one percent of all crashes while injury crashes are about 31 percent.

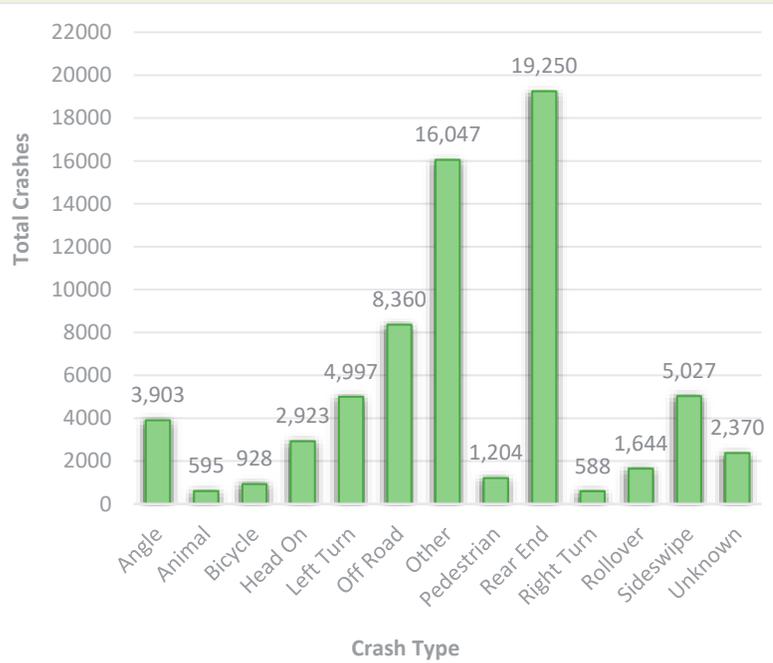
**Table 1 – Total Crashes Within the MPA (2012-216)**





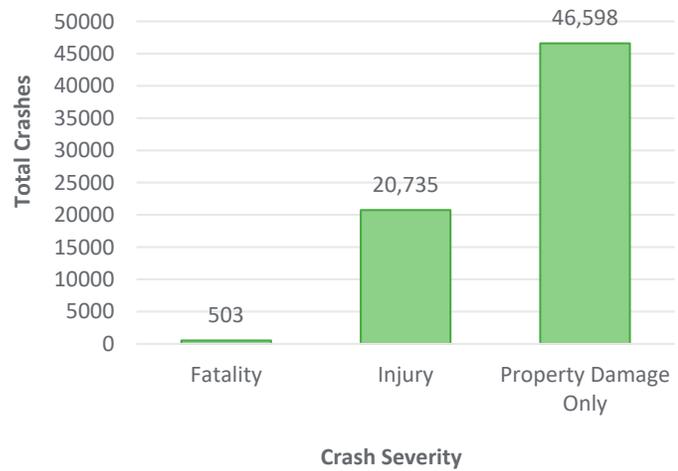
**Table 2 – Volusia and Flagler Counties Crash Types**

Crash Type	Crashes	Percent
Angle	3,903	6
Animal	595	1
Bicycle	928	1
Head On	2,923	4
Left Turn	4,997	7
Off Road	8,360	12
Other	16,047	24
Pedestrian	1,204	2
Rear End	19,250	28
Right Turn	588	1
Rollover	1,644	2
Sideswipe	5,027	7
Unknown	2,370	3
<b>Total</b>	<b>67,836</b>	<b>100</b>



**Table 3 – Volusia and Flagler Counties Crash Severity**

Crash Severity	Crashes	Percent
Fatality	503	< 1
Injury	20,735	31
PDO	46,598	69
<b>Total</b>	<b>67,836</b>	<b>100</b>





## 2.1 Bicycle Crashes

Bicycle crashes were mapped to determine hot spots within the R2CTPO area. The bicycle crash maps are provided in Appendix A. Most of these crashes are along major arterials in the MPA area. The ten corridors with the highest number of bicycle crashes in the MPA area are listed in Table 4. The crashes in each of identified roadways span the entire length within Volusia and Flagler Counties. The US 1 corridor had the highest number of crashes in the MPA area. The US 1 corridor is approximately seventy miles in length through Volusia and Flagler Counties. The SR 5A (Nova Road) corridor experienced more bicycle crashes on average per mile basis. SR A1A is approximately sixteen miles in its entire length through Volusia County.

Bicycle crashes at intersections were also mapped to determine locations that should focus on bicycle issues. The twelve intersections with the highest number of bicycle crashes are listed in Table 5. The intersection of US 92 (International Speedway Boulevard) and SR 5A (Nova Road) had the highest number of bicycle crashes in the MPA area. The US 92 (International Speedway Boulevard) corridor is a SIS Connector and was not included in the study.

Crashes involving bicyclists occurred mainly along major arterials in the R2CTPO area.



**Table 4 – Roadways with Highest No. Bicycle Crashes (2012 – 2016)**

Segments	Crashes	Fatal Crashes
US 1/Ridgewood Ave/State Rd/Dixie Freeway/SR 5	105	2
SR 5A/Nova Road	84	2
SR A1A	50	1
US 92	48	3
US 17-92/Woodland Boulevard/Volusia Ave	46	2
SR 483/Clyde Morris Boulevard	33	0
SR 40/Granada Boulevard	31	0
Belle Terre Parkway	30	0
SR 430/Mason Ave/Seabreeze Boulevard/Oakridge Boulevard	30	0
SR 421/Dunlawton Ave/Taylor Road	30	1

**Table 5 – Intersections with Highest No. Bicycle Crashes (2012 – 2016)**

Intersections	Crashes	Fatal Crashes
US 92 (International Speedway Boulevard) & SR 5A/Nova Rd	9	0
SR 5A (Nova Rd) & Spruce Creek Rd	6	0
US 1 & Bellevue Ave	5	0
US 1 & SR 430	5	0
SR 5A (Nova Rd) & Dr. Mary McLeod Bethune Boulevard	5	0
SR 5A (Nova Rd) & Herbert St	5	0
SR 40 & Point Pleasant Dr	5	0
SR 430 & SR 5A/Nova Rd	5	0
SR 5A (Nova Rd) & Eagle Lake Trail	4	0
SR 5A (Nova Rd) & US 1	4	0
SR 5A (Nova Rd) & Belle Terre Parkway	4	0
US 1 & Belle Terre Parkway	4	0



## 2.2 Pedestrian Crashes

Pedestrian crashes were mapped to determine pedestrian high hazard locations within the MPA; these maps are provided in Appendix B. Most of the crashes were along major arterials in the MPA area. The corridors with the highest number of crashes in the MPA area are listed in Table 6. The crashes in each of the roadways listed in Table 6 runs the entire length within Volusia and Flagler Counties. The US 1 corridor had the highest number of pedestrian crashes in the MPA area. SR 5A (Nova Road) had the second highest number of pedestrian crashes on any roadway in the study area and on average had the highest number of pedestrian crashes per mile of roadway. The SR 5A corridor is approximately sixteen miles in its entire length through Volusia Counties.

Pedestrian crashes at intersections were also mapped to determine locations that should focus on pedestrian issues. The intersections with the highest number of pedestrian crashes are listed in Table 7. The US 92 (International Speedway Boulevard) and Lincoln Street intersection had the highest number of pedestrian crashes in the MPA area.

**Table 6 – Roadways with Highest No. Pedestrian Crashes (2012 – 2016)**

Segments	Crashes	Fatal Crashes
US 1/Ridgewood Ave/State Rd/Dixie Freeway/SR 5	102	19
SR 5A/Nova Road	90	8
US 17/US92/Woodland Boulevard/Volusia Ave	68	10
SR A1A	53	4
US 92/ISB	52	4
SR 40/Granada Boulevard	39	0
SR 421/Dunlawton Ave/Taylor Rd	34	1
SR 430/Mason Ave/Seabreeze Boulevard/Oakridge Boulevard	34	1
Beach Street/Old Dixie Highway/Riverside Dr	29	1
SR 44/New York Ave	24	2
SR 400/Beville Rd	24	1

**Table 7 – Intersections with Highest No. Pedestrian Crashes (2012 – 2016)**

Intersections	Crashes	Fatal Crashes
US 92 & Lincoln St	6	0
Nova Rd & Big Tree Rd	5	0
US 17/US92 & SR 44	4	2
US 92 & Nova Rd	4	1
US 92 & Dr. Martin Luther King Boulevard	4	0
SR A1A & Main St	4	0
SR 430 & N Wild Olive Ave	4	0
SR 400 & Clyde Morris Boulevard	4	0
US 1 & Big Tree Rd	3	0
SR A1A & SR 430	3	0
SR A1A & US 92	3	0
SR 430 & Nova Rd	3	0
Beach St & Magnolia Ave	3	0





## 2.3 Motorcycle Crashes

The motorcycle crashes in Volusia and Flagler Counties were mapped to determine motorcycle high hazard locations within the R2CTPO area. The motorcycle crash maps are provided in Appendix C. Most of the crashes that involved motorcycle are along major arterials in the MPA area. The corridors with the highest number of crashes in the MPA area are listed in Table 8. The crashes in each of the roadways listed in Table 8 runs the entire length within Volusia and Flagler Counties. The US 1, US 92 International Speedway Boulevard), SR A1A and SR 5A (Nova Road) corridors had the highest number of motorcycle crashes in the MPA area. SR 5A (Nova Road) had the fourth highest number of motorcycle crashes and the highest number of motorcycle crashes on average per mile of roadway.

Motorcycle crashes at intersections were also mapped to determine locations that should focus on motorcycle issues.-The intersections with the highest number of motorcycle crashes are listed in Table 9. The junction of I-95 and US 1 had the highest number of motorcycle crashes in the MPA area during the five-year study period. This location is near Destination Daytona, which is a central feature of motorcycle special events in Volusia County. The US 1 corridor in Daytona Beach also has a number of motorcycle oriented venues. The intersection of US 1 and Destination Daytona was fourth on the list of intersections with the highest number of motorcycles crashes.



**Table 8 – Roadways with Highest No. Motorcycle Crashes (2012 – 2016)**

Segments	Crashes	Fatal Crashes
US 1/N Dixie Freeway/Ridgewood Ave/State St/SR 5/Young St	402	14
US 92/International Speedway Boulevard	234	6
SR A1A/Atlantic Ave/Ocean Shore Boulevard	231	7
SR 5A/Nova Road	166	6
SR 9/Interstate 95	131	10
SR 44/ New York Ave	105	2
SR 40/Granada Boulevard	97	0
SR 430/Mason Ave/Oakridge Boulevard/Seabreeze Boulevard	82	2
SR 400/Interstate 4	77	3
SR 421/Dunlawton Ave/Taylor Rd	72	2

**Table 9 – Intersections with Highest No. Motorcycles Crashes (2012 – 2016)**

Intersections	Crashes	Fatal Crashes
I-95 & US 1	21	2
I-4 & SR 44	14	1
I-95 & US 92	13	3
US 1 & Destination Daytona	12	1
US 92 & Tomoka Farms Road	12	0
SR A1A & SR 430	12	0
US 1 & Old Dixie Highway	11	2
US 92 & Nova Rd	11	0
SR 430 & Wild Olive Ave	11	1
US 1 & Wall Ave	10	0
US 92 & US 1	10	0
SR 44 & I-95	10	1



## 2.4 County, State and National Crash Statistics

The total number of crashes and severity crashes per 100,000 population in Volusia, Flagler and neighboring counties is provided in Table 10. The Florida state and national statistics are also listed in the table.

Flagler County had fewer crashes per 100,000 population than the five neighboring counties, the state of Florida and the country. However, with exception to Volusia County, the fatal crashes per 100,000 population in Flagler County is higher than four of the neighboring counties, the state of Florida and the country. The injury crashes per 100,000 population is fewer than the other counties and the state but higher than the national statistics. With exception to St. Johns County, the average annual pedestrian and bicycle crashes per 100,000 population is less than the other neighboring counties and the state.

Volusia County had fewer crashes per 100,000 population than Duval County, Orange County, the State of Florida and the country. The fatal crashes per 100,000 population is higher than the neighboring counties, state and national statistics. The injury crashes per 100,000 population is comparable to the state statistics and fewer than Duval and Orange Counties. The pedestrian crashes per 100,000 population is comparable to the Duval County and Orange County statistics and about ten percent higher than the statewide statistics. The bicycle crashes per 100,000 population is comparable to Orange County and higher than the other Counties and the state statistics.



**Table 10 – Overview of Traffic Crash Statistics**

County/Category		Traffic Crash Statistics <sup>1</sup>					Per 100,000 Population <sup>2</sup>				
		2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
Volusia	Total Crashes	6,565	8,047	8,385	8,857	8,906	1,321	1,613	1,664	1,735	1,721
	Fatal Crashes	89	82	80	84	104	18	16	16	16	20
	Injury Crashes	3,278	3,621	3,697	3,930	3,977	659	726	734	770	769
	Ped Crashes	222	265	244	258	272	45	53	48	51	53
	Bicycle Crashes	194	219	195	202	184	39	44	39	40	36
Flagler	Total Crashes	843	1,063	1,202	1,377	1,174	868	1,086	1,213	1,359	1,139
	Fatal Crashes	14	16	22	11	19	14	16	22	11	18
	Injury Crashes	487	581	561	657	561	501	594	566	648	544
	Ped Crashes	30	31	23	34	31	31	32	23	34	30
	Bicycle Crashes	27	35	30	34	24	28	36	30	34	23
Duval	Total Crashes	18,601	20,185	20,206	22,432	24,108	2,139	2,304	2,270	2,477	2,610
	Fatal Crashes	115	125	113	124	146	13	14	13	14	16
	Injury Crashes	8,049	9,049	9,057	9,453	9,666	925	1,033	1,018	1,044	1,047
	Ped Crashes	426	458	432	455	455	49	52	49	50	49
	Bicycle Crashes	310	299	281	299	291	36	34	32	33	32
Brevard	Total Crashes	5,743	7,084	7,663	8,388	8,752	1,053	1,292	1,387	1,493	1,538
	Fatal Crashes	49	71	61	77	92	9	13	11	14	16
	Injury Crashes	2,781	3,402	3,711	4,058	4,278	510	620	672	722	752
	Ped Crashes	201	210	210	235	246	37	38	38	42	43
	Bicycle Crashes	164	208	218	199	190	30	38	39	35	33
St. Johns	Total Crashes	2,401	2,733	2,929	3,346	3,470	1,225	1,356	1,412	1,567	1,575
	Fatal Crashes	28	31	35	36	29	14	15	17	17	13
	Injury Crashes	1,190	1,221	1,236	1,415	1,382	607	606	596	663	627
	Ped Crashes	39	57	58	62	62	20	28	28	29	28
	Bicycle Crashes	47	62	50	63	66	24	31	24	29	30



County/Category		Traffic Crash Statistics <sup>1</sup>					Per 100,000 Population <sup>2</sup>				
		2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
Orange	Total Crashes	21,485	23,816	26,439	28,176	29,131	1,827	1,980	2,153	2,250	2,275
	Fatal Crashes	144	115	129	135	161	12	10	11	11	13
	Injury Crashes	9,593	11,023	12,113	12,888	13,294	816	916	986	1,029	1,038
	Ped Crashes	571	636	707	655	638	49	53	58	52	50
	Bicycle Crashes	462	500	488	502	480	39	42	40	40	37
Statewide	Total Crashes	283,477	317,363	344,654	374,853	395,908	1,486	1,648	1,767	1,892	1,965
	Fatal Crashes	2,258	2,223	2,341	2,701	2,935	12	12	12	14	15
	Injury Crashes	130,358	140,248	149,564	159,962	165,986	683	728	767	807	824
	Ped Crashes	8,287	8,423	8,846	9,094	9,106	43	44	45	46	45
	Bicycle Crashes	6,443	6,975	7,088	7,131	6,671	34	36	36	36	33
National	Total Crashes	5,615,000	5,687,000	6,064,000	6,296,000	7,277,000	1,737	1,773	1,904	1,991	2,318
	Fatal Crashes	31,006	30,202	30,056	32,539	34,439	10	9	9	10	11
	Injury Crashes	1,634,000	1,591,000	1,648,000	1,715,000	2,177,000	506	496	517	542	693

<sup>1</sup> Florida's Integrated Report Exchange System (FIRES), National Highway Traffic Safety Administration's (NHTSA), Fatality Analysis Report System (FARS)

<sup>2</sup> Bureau of Economic and Business Research, University of Florida, and the Florida Legislature's Office of Economic and Demographic Research.



### 2.4.1 *Distraction-Related Crashes*

Distracted driving is performing any activity that divert attention from the driving task. These distractions include talking on the phone, texting, web surfing, talking to passengers, eating, drinking, attending to the radio or navigation device, and any other action that detracts from driving safely. Distracted driving may result in speeds over the speed limits, driving too slow, failing to drive following a green signal, running a red signal, floating on a travel lane and failing to keep a safe following distance. These situations may result to rear end, sideswipe and angle type crashes.

According to the National Highway Traffic Safety Administration (NHTSA), texting is the most alarming distraction. Distracted driving claimed 3,450 lives nationally in 2016 alone while there were 391,000 distracted driving injuries in 2015 in motor vehicle crashes.

NHTSA is addressing distracted driving nationally by educating drivers about its dangers and partnering with State and local police agencies to enforce laws against distracted driving. Florida state laws prohibit texting while driving.

Distracted driving crashes in Volusia and Flagler Counties have been increasing annually during the five-year study period. The annual distracted driving crashes in Volusia and Flagler Counties are listed in Table 11. The year-to-year change in 2012 was determined with 2011 data from the R2CTPO *2017 Crash Analysis Report*. The most significant trend is a 42 percent year-to-year increase in 2013, a 25 percent year-to-year increase in 2015 and a 2 percent year-to-year increase in 2016. During the 2012 to 2016 study period, distracted driving related crashes increased approximately 110 percent.

The annual statewide distracted driving crashes are also listed in Table 11. These crashes increased year-to-year 24 percent in 2013. Although there has been a 65 percent increase in distracted driving from 2012 to 2016, it has been trending downwards statewide in the last five years.



**Table 11 – Distraction-Related Crashes (2011 – 2016)**

Year	2011 <sup>1</sup>	2012	2013	2014	2015	2016	Total
<b>Volusia County</b>							
<b>TOTAL</b>	<b>739</b>	<b>834</b>	<b>1173</b>	<b>1305</b>	<b>1593</b>	<b>1743</b>	<b>6648</b>
* Distraction Related Fatalities	13	5	8	8	8	6	35
* Distraction Related Impaired Driving Fatalities	3	1	3	0	0	1	5
<b>Flagler County</b>							
<b>TOTAL</b>	<b>111</b>	<b>144</b>	<b>216</b>	<b>323</b>	<b>440</b>	<b>323</b>	<b>1446</b>
* Distraction Related Fatalities	2	3	3	2	1	1	10
* Distraction Related Impaired Driving Fatalities	0	0	0	1	0	1	2
<b>Volusia &amp; Flagler Counties</b>							
<b>TOTAL</b>	<b>850</b>	<b>978</b>	<b>1389</b>	<b>1628</b>	<b>2033</b>	<b>2066</b>	<b>8094</b>
* Distraction Related Fatalities	15	8	11	10	9	7	45
* Distraction Related Impaired Driving Fatalities	3	1	3	1	0	2	7
Year-to-Year Percent Change		15%	42%	17%	25%	2%	
<b>Florida</b>							
<b>TOTAL</b>	<b>40,712</b>	<b>53,270</b>	<b>65,806</b>	<b>72,835</b>	<b>82,818</b>	<b>88,122</b>	<b>362,851</b>
* Distraction Related Fatalities	165	166	179	201	202	226	974
* Distraction Related Impaired Driving Fatalities	17	23	21	27	20	17	108
Year-to-Year Percent Change		31%	24%	11%	14%	6%	

<sup>1</sup> 2011 crash numbers were obtained from the R2CTPO 2017 Crash Analysis Report



### 3 STUDY METHODOLOGY

The selection of the study locations started with a review of the sites identified in the R2CTPO 2017 *Crash Analysis Report*, which listed locations in four categories, which as listed below. That crash data within the MPA was summarized for the period from 2011 through 2015 and identified the ten highest crash locations in the four categories.

- Volusia & Flagler Counties Ten Highest Crash Intersection Locations Based on Crash Count
- Volusia & Flagler Counties Ten Highest Crash Roadway Segments Based on Crash Count
- Volusia & Flagler Counties Ten Highest Crash Intersections Based on Crash Severity
- Volusia & Flagler Counties Ten Highest Crash Road Segments Based on Crash Severity

Starting with this report as a base, this study takes the next step of conducting a more detailed review of the crashes within the MPA area. Crash data from Signal Four Analytics (S4A) was used to determine the crash history within the R2CTPO planning area using the most recent certified five years of crash records (2012 through 2016) and to determine the intersections and segments with the highest crash severity and highest crash frequency. SIS and SIS Connectors were excluded in the site selection of this project regardless of the crash frequency and severity. Locations with scheduled or planned improvements were also excluded from the site selection.

The preliminary list of study locations started with at least twenty-five sites in each crash category. The number of locations were reduced to ten sites for each category. The final selection of intersections and roadway segments were coordinated and reviewed with R2CTPO staff.

The site selection methodology for each category is described in the following sections. The final study intersections and segments are provided in Appendix D.

#### 3.1 Intersection Crash Frequency

The intersections with the highest volume of crashes as recorded in S4A were listed. The top 15 intersections were selected for further review based on the number of crashes. S4A assign crashes to the intersection that are within 250 feet of the junction. Beyond 250 feet of the intersection, S4A attributes crashes to a segment. In consideration of the influence area of the intersection extending beyond 250 feet of the intersection, the limits for each intersection was initially extended to the beginning of furthest left turn lane or right turn lane for each intersection approach. Since the actual length of a queue at each intersection approach is unknown, crashes beyond 250 feet of the intersection were mapped and reviewed. The intersection influence area for each approach was extended beyond the longest auxiliary lane or further upstream if there are no intersections or major driveways. The crashes at each intersection approach beyond 250 feet and considered within the intersection influence area were added to the list of crashes at the intersection. The intersection list was re-sorted to identify the ten intersections with the highest number of crashes during the five-year



study period. From this list, the five intersections with the highest volume of crashes were selected for further study. These intersections are mapped in Figure 1.

### **3.2 Intersection Crash Severity**

The intersections with the highest volume of crashes by severity as recorded in S4A were sorted and reviewed. For most of the intersections, there were several fatal and injury crashes that occurred at nearby commercial driveways. The crashes that were in the intersection area were included in the site review and considered an element of the intersection operational and influence area. The top 15 intersections were selected for further review based on the number of crashes by severity. The crash records were sorted and ranked in accordance to the methodology in the Highway Safety Manual (HSM) in consideration of fatal crash and severe injury crash frequency combinations. The HSM method ranked crash severity based on the Equivalent Property Damage Only (EPDO) Average Crash Frequency Method. The EPDO Average Crash Frequency Method weights the frequency of crashes by severity to develop a score for each site. The weighing factors were calculated based on crash cost by severity relative to the cost of a PDO crash as defined in the HSM. The top 15 intersections were sorted in accordance to the HSM scoring methodology.

The five intersections selected for further study are mapped in Figure 2.

### **3.3 Segment Crash Frequency**

The roadway segments with the highest crash frequency during the five-year study period were initially selected manually by crash density. All the crashes within the entire planning area were mapped and the roadway segments with the highest density of crashes were selected for further evaluation. The roadway segments were separated and characterized by facility type. Six-lane median divided roadways, four-lane median divided roadways, four-lane undivided roadways, and five-lane cross section with a center lane marked as two-way left turn lane. Short transition sections may be within some segments. Once the limits of each segment was determined, the number of crashes within the length of the study roadway were summarized. The roadway segments that experienced the highest volume of crashes per mile of roadway were ranked. The five segments with the highest number of crashes per mile or roadway were selected for further study. These segments are mapped in Figure 3.

### **3.4 Segment Crash Severity**

The 100 segments in the planning area, with the highest severity crashes as recorded in S4A, were sorted and reviewed. The S4A list segments as short as 250 feet. In reviewing fatal crashes throughout the R2CTPO planning area, the locations were selected by crash density on a map and by length of roadway with continuous cross sections. Similar to identifying Intersections by Crash Severity, the list was sorted and ranked in accordance to the methodology in the HSM. The HSM method ranked crash severity based on the EPDO Average Crash Frequency Method. The weighing factors are calculated based on crash cost by severity relative to the cost of a PDO crash as defined in the HSM.



The segment length was not factored in the selection due to the smaller sample size in comparison to locations with the highest crash frequency. The fifteen roadway segments with the highest volume of crash severity were sorted in accordance to the HSM scoring methodology. The five segments with the highest crash severity were selected to be studied.

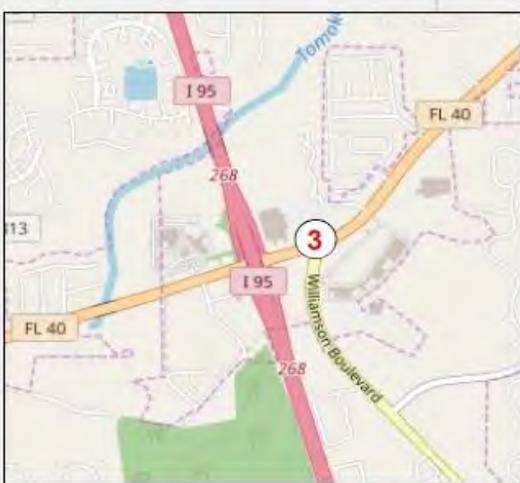
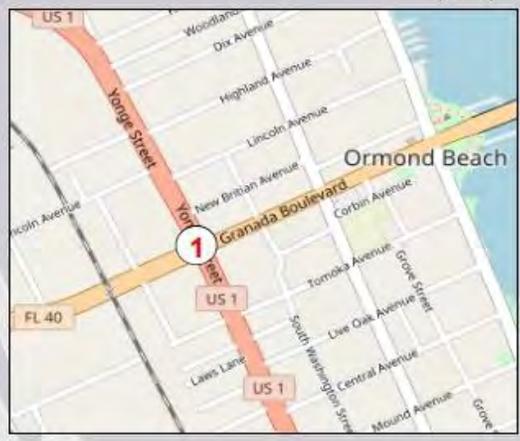
The crash locations selected to be studied were compared to the list in each of the four categories of the R2CTPO *2017 Crash Analysis Report*. Slight variations in the selected locations were due to the application of the HSM methodology and in expanding the intersection influence area.

The five segments selected for further study are mapped in Figure 4.



**Intersections by High Crash Frequency (2012-2016)**

- 1- US 1 (N. Yonge St) & SR 40 (W. Granada Blvd)
- 2- SR 421 (Dunlawton Ave) & SR 5A (S. Nova Rd)
- 3- SR 40 (W. Granada Blvd) & Williamson Blvd
- 4- SR 483 (S. Clyde Morris Blvd) & SR 421 (Dunlawton Ave)
- 5- SR 40/W Granada Blvd & SR 5A/Nova Rd



Roadway Safety Evaluation (R2CTPO)

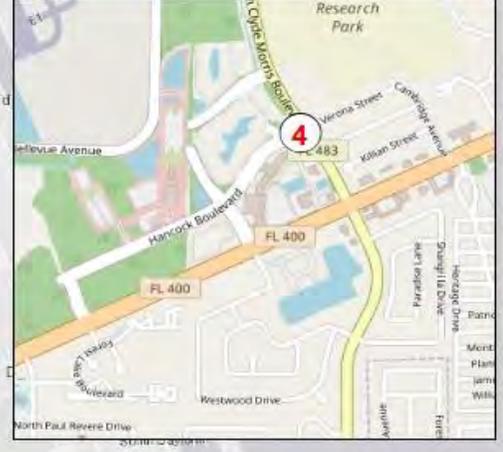
**Figure 1 – Intersections by High Crash Frequency**





**Intersections by High Crash Severity (2012-2016)**

- 1- Washington St & N Riverside Dr
- 2- SR 5A/S Nova Rd & Fernery Trl/Moreland Blvd
- 3- US 17/US 92/SR 15 (N Woodland Blvd) & E Woodmont Rd
- 4- SR 483 (S Clyde Morris Blvd) & Hancock Blvd/Verona St
- 5- US 1 (N State St) & SR 100



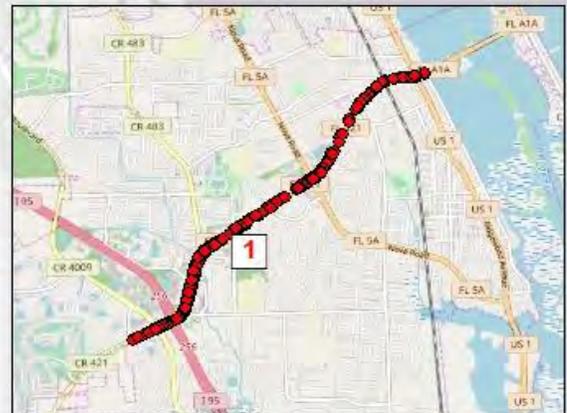
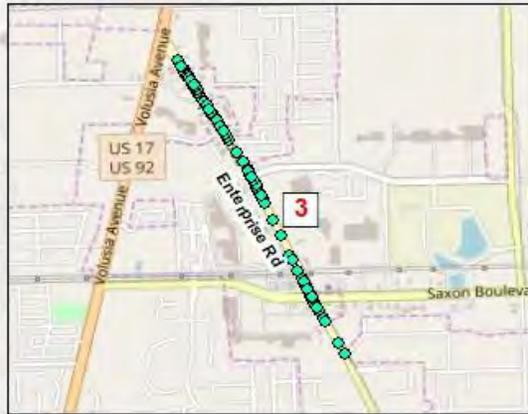
Roadway Safety Evaluation (R2CTPO)

Figure 2 – Intersections by High Crash Severity



**Segments by High Crash Frequency (2012-2016)**

- 1- SR 421 (Taylor Rd/Dunlawton Ave) from Summer Trees Rd to Halifax Dr
- 2- SR 430 (Mason Ave) from Alabama St to Ballough Rd
- 3- Enterprise Road from US 17 (S Volusia Ave) to Florida Ave
- 4- Saxon Blvd from Veterans Memorial Pkwy to Falmouth Ave
- 5- US 17 (N/S Volusia Ave) from French Ave to Enterprise Rd



Roadway Safety Evaluation (R2CTPO)

Figure 3 – Segments by High Crash Frequency

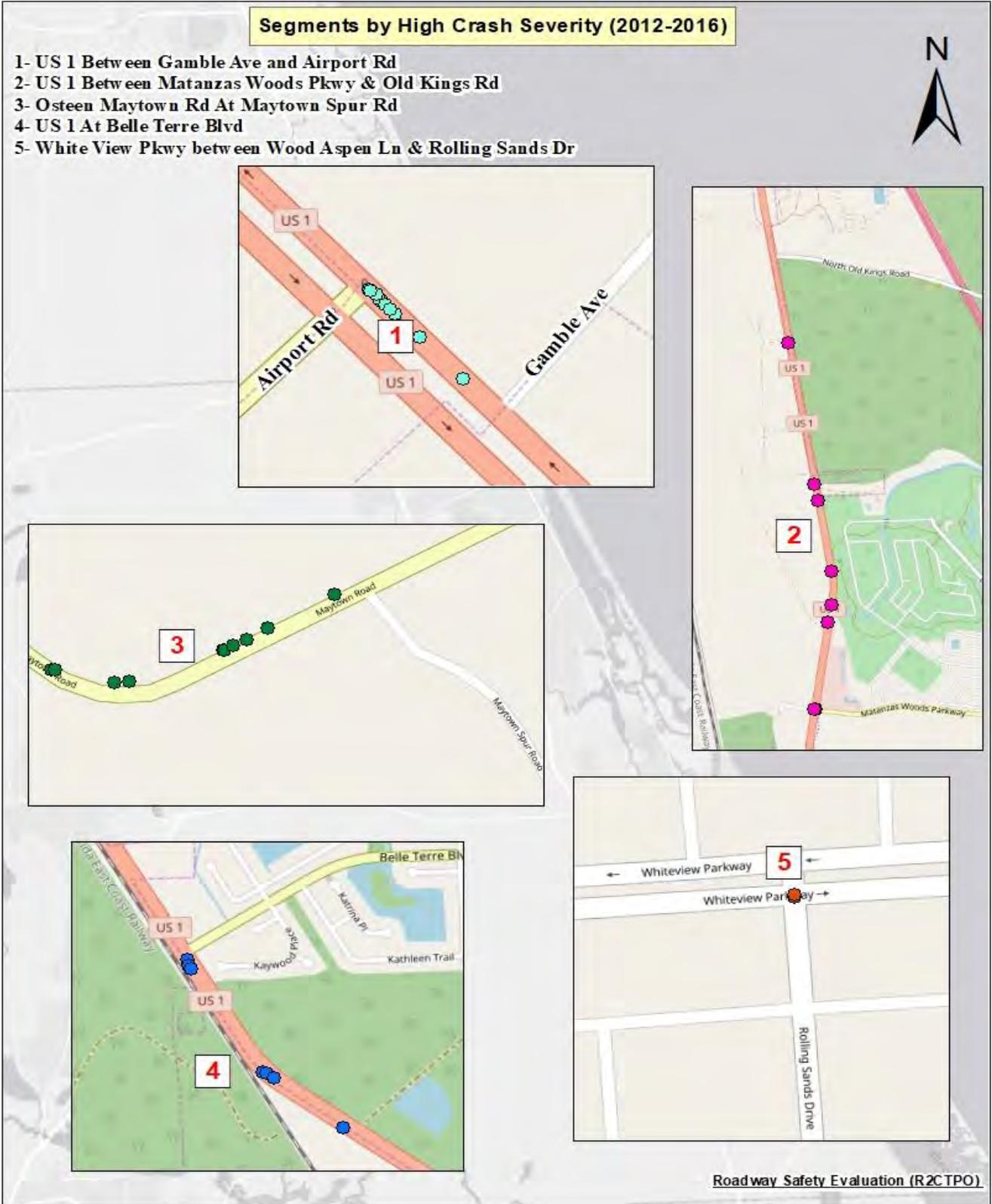


Figure 4 – Segments by High Crash Severity



## 4 SITE REVIEWS

An assessment of the existing condition for each selected site included a review of the five-year raw data from S4A and a field observation. The raw data records in S4A included crashes at adjacent parking lots, nearby commercial driveways and other locations that were mislabeled and so were identified and excluded.

Crash data from S4A was summarized for each site to provide field inspectors/observers an awareness of the crash type, locations and possible crash contributing factors. The crash totals for the five-year period, crash severity, crash types and other statistical trends or patterns were identified at each study location. The crashes at each study intersection and segment were also mapped to identify geographic patterns. Crash summaries for each of the study location are included in Appendix E.

The field observation of each site included a review of the facility geometry, pavement markings, traffic control, traffic operations, pedestrians and bicycle facilities, determination of possible contributing factors, irregular movements or maneuvers, platooning, queuing and any unusual driver activities.

### 4.1 Intersections by Severity

#### 4.1.1 Washington Street at North Riverside Drive (New Smyrna Beach)

There were 24 crashes during the five-year study period including 2 fatal crashes and 12 injury crashes. The other crashes were PDO. The crash types recorded at this intersection were Rear End (6), Side Swipe (1), Angle (1), Left Turn (1), Off Road (7) and Other (8). There were 12 (50%) crashes between 8 PM and 5 AM. The roadways in this area likely service very low traffic volumes during the overnight period. There were 15 (83%) crashes that involved vehicles traveling in the westbound direction.





This is a signalized intersection with North Riverside Drive running north/south parallel to the Indian River. Washington Street is on the west leg of the intersection and the North Causeway is the east leg of the intersection. The North Causeway Bridge is currently under construction. Traffic over the bridge is limited to a single eastbound lane and a single westbound lane shifted to the southern part of the bridge.

Old Fort Park occupies the entire city block at the southwest quadrant of the intersection. The east leg of the intersection (North Causeway) is a bridge with approximately 200-foot span. The North Causeway centerline is approximately 45 degrees northeast of the Washington Street centerline alignment. West of the intersection, Washington Street is approximately 46 feet wide and narrows to about 34 feet wide. In the westbound direction, the distance between the signalized Barracuda Boulevard intersection and Riverside Drive is approximately 3,100 feet (0.58 miles). The distance to the next signalized intersection to the east is at N Peninsula Avenue at about 1.44 miles. Along North Causeway, the access points are spaced in a planned manner rather than outgrowth.

#### 4.1.2 SR 5A (S. Nova Road) at Fernery Trail / Moreland Boulevard (Ormond Beach)

There were 18 crashes during the five-year study period including 2 fatal crashes and 8 injury crashes. The other 8 crashes were PDO. Notable crash types recorded at this intersection were Side Swipe (2), Pedestrian (3), Off Road (4) and Other (4). There were four crashes on Thursday and Friday. There were 7 (39%) crashes that occurred in 2013 which is more than double the average of 3 crashes per year for the other four years in the study period.



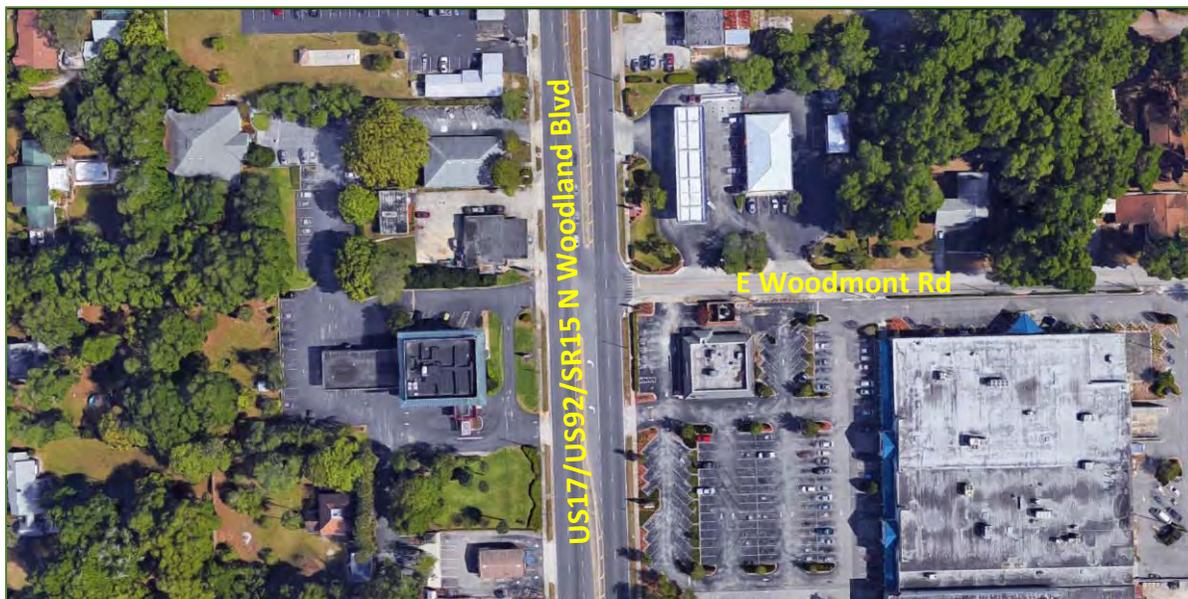
This is an unsignalized intersection with median openings for left turning vehicles on SR 5A (S Nova Road). SR 5A (South Nova Road) is a 6-lane grass median divided roadway running north/south at this location. Moreland Boulevard, the west leg of the intersection, is a 730-foot 2-lane roadway with a



grass median. Fernery Trail, the east leg of the intersection, is a cul-de-sac with 16 single-family residential properties. Both Moreland Boulevard and Fernery Trail approaches are restricted to right-in/right-out only to SR 5A (S Nova Road). The SR 5A (S Nova Road) approaches to the intersection has a 200-foot left turn lane storage. The intersection is not easily discernable to S Nova Road approaching traffic. Between Alabama Avenue and SR 40 (2.15 miles), all the unsignalized intersections and driveways are restricted to right-in/right-out only S Nova Road. The study intersection is within this segment of SR 5A (S Nova Road). There are sidewalks along both sides of SR 5A (S Nova Road). Typical along SR 5A (S Nova Road) are unmarked crosswalks at unsignalized intersection.

#### 4.1.3 US 17/US 92/SR 15 (North Woodland Boulevard) at E Woodmont Road (DeLand)

There were 19 crashes during the five-year study period including 2 fatal, 7 injury and 10 PDO crashes. The crash types recorded at this intersection were Rear End - 6 (32), Left Turn - 3 (16%), Pedestrian - 3 (16%), Angle - 2 (10%), Head On - 2 (10%) and Other -3 (16%). There were 9 (74%) crashes that occurred in October, November and December. There were 14 (74%) crashes that involved vehicles traveling on US 17/US 92/SR 15 (North Woodland Boulevard).



The junction is an unsignalized intersection. US 17 is a 4-lane roadway with median openings at public roadways in the segment from US 92 (International Speedway Boulevard) to E Plymouth Avenue. The US 17 northbound and southbound approaches has left turn bays each with about 150 feet of storage. Mid-day speeds of up to 50 MPH along US 17 was determined by following northbound and southbound vehicles. Drivers were observed slowing down aggressively to shift lane into the left turn bay or to turn right into E Woodmont Road, the Sunoco Gas Station, Moe's Southwest Grill driveway, and Surety Bank.

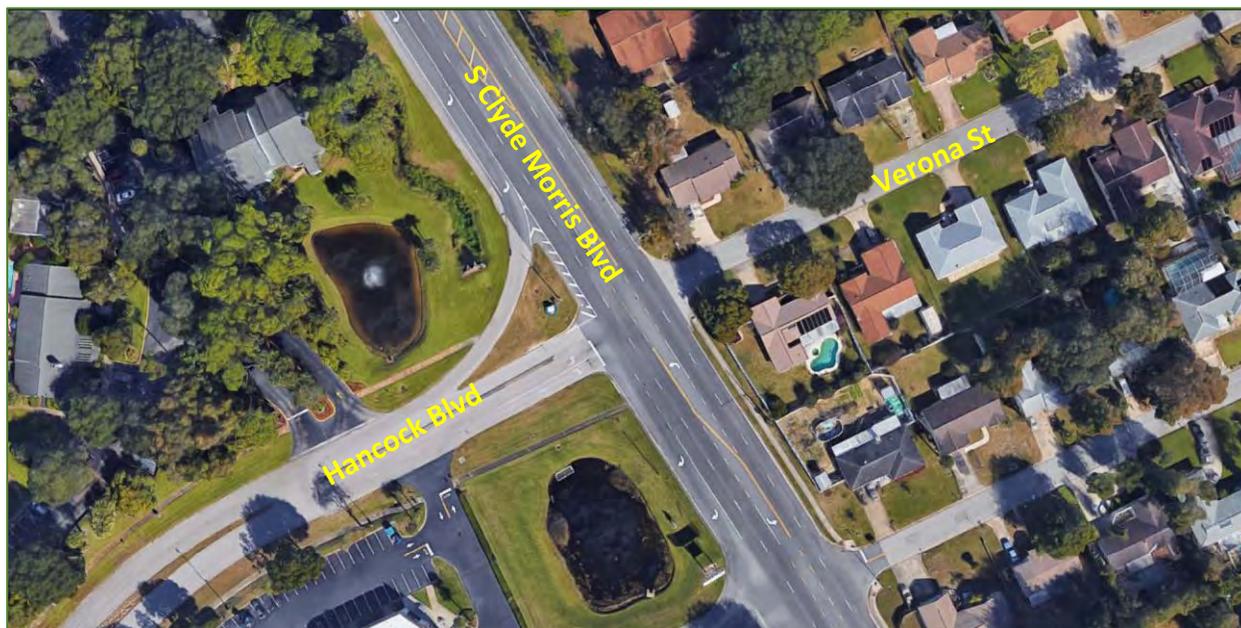


At the Woodmont Road approach, the vegetation in front of the Sunoco Gas Station obstruct the driver sight line to any approaching pedestrians or bicyclist on the sidewalk. The vegetation in front of Moe's Southwest Grill also obstruct driver sight lines to the US 17 sidewalk at the southeast corner of the intersection and to northbound approaching vehicles. At Moe's Southwest Grill driveway to US 17, the vegetation at the restaurant's frontage obstructs the driver sight line to pedestrians and bicyclist on the sidewalk.

The sight line to opposing lanes of traffic for drivers on US 17 northbound left turn bay or southbound left turn bay are obstructed due to the geometry and width of roadway. In a two block frontage (2,170 feet) of US 17, north and south of the Woodmont Road intersection, there are 13 commercial driveways along the west side and 7 commercial driveways along the east side of the corridor. About 600 south of the intersection is the signalized Plymouth Avenue intersection. About 3,700 feet to the north of Woodmont Road is the signalized US 92 intersection. The study intersection is within a 4,300-foot (0.80 mile) segment of US 17.

#### 4.1.4 SR 483 (S Clyde Morris Boulevard) at Hancock Boulevard / Verona Street (Daytona Beach)

There were 16 crashes during the five-year study period including 2 fatal, 12 injury and 8 PDO crashes. Notable crash types recorded at this intersection were Left Turn – 3 (19%), Rear End – 2 (13%), Angle – 2 (13%), and Other – 3 (19%). There were 5 (32%) crashes from 11 AM to 1 PM and 4 (25%) crashes from 4 PM to 5 PM. There were 7 (44%) crashes that involved northbound vehicles and 6 (38%) crashes that involved southbound vehicles.





The SR 483 (S Clyde Morris Boulevard) and Hancock Boulevard / Verona Street intersection is unsignalized. S Clyde Morris Boulevard is a four lane undivided roadway with an 80 foot northbound left turn lane and a 170 foot southbound left turn lane at the intersection with Hancock Boulevard and Verona Street. Hancock Boulevard is the west leg of the intersection. Verona Street is the east leg of the intersection. S Clyde Morris Boulevard approaches are the north-south legs of the intersection. The raised median divided Hancock Boulevard has two lanes, a left turn and a right turn, on the approach to SR 483 (S Clyde Morris Boulevard). Verona Street is a two lane residential roadway.

Hancock Boulevard provides the rear access to the Shops at Beville Road that is home to a Publix grocery, Walgreens, and other shops. The sidewalk along the east side of S Clyde Morris Boulevard ends at the southeast quadrant of the intersection. There are no sidewalks along the west side of S Clyde Morris Boulevard and on the northeast quadrant of the intersection. Streetlights are mounted on the utility poles along the east side of Clyde Morris Boulevard.

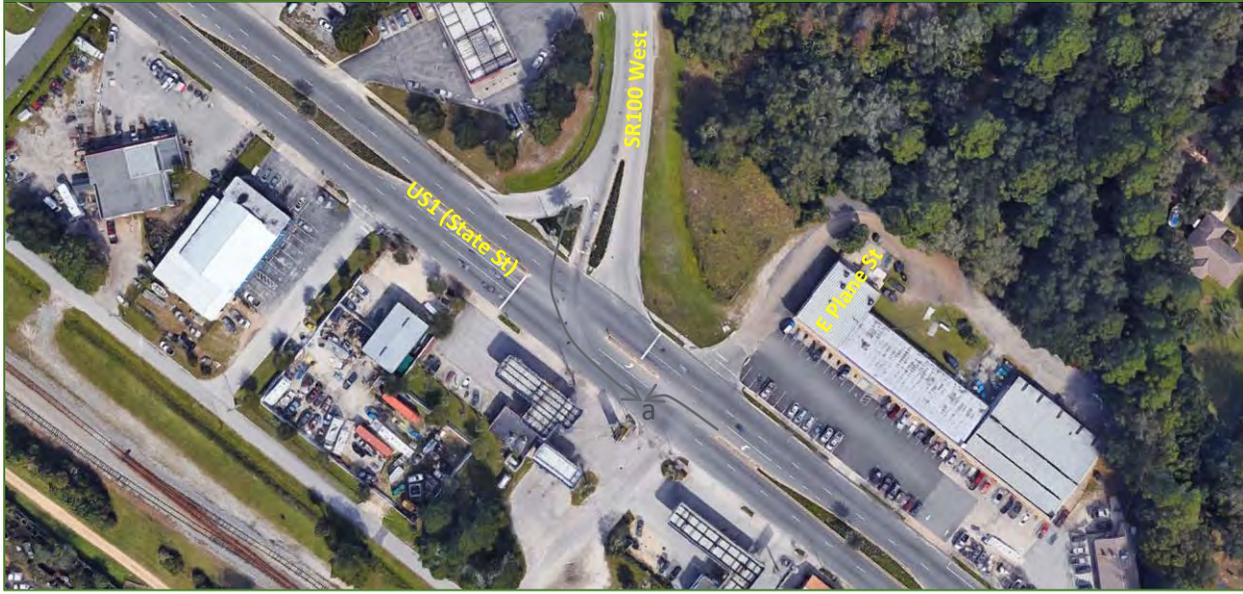
The southbound right turn slip ramp is unmarked. Although a southbound left turn lane for Verona St and a southbound right turn lane are provided for Verona St and Hancock Boulevard, respectively, there are no advance signage to notify drivers of the Hancock Boulevard/Verona St intersection. The intersection blends into the background and not easily recognized.

#### *4.1.5 US 1 (N State Street) at SR 100 - West Junction (Bunnell)*

There were 11 crashes during the five-year study period including 2 fatal, 6 injury and 3 PDO crashes. Notable crash types recorded at this intersection were Left Turn – 2 (18%), Rear End – 2 (18%), Angle – 3 (27%) and Pedestrian -2 (18%). There were 4 (36%) crashes that occurred from 4 PM to 6 PM. There were 6 (55%) crashes that involved northbound vehicles.

This is a signalized intersection at the SR 100 West Junction in Bunnell. East Plane Street (also known as E Holden Avenue) intersects US 1 about sixty feet immediately south and within the influence area of the US 1 and SR 100 West signalized intersection. Although US 1 runs north-south in Flagler County, at this intersection US 1 runs northwest-southeast. The US 1 southbound left turn lane to E Plane Street provides a position that is not expected by drivers at a signalized intersection. The multiple commercial driveways at the junction creates unexpected maneuvers that are not controlled by the traffic signals. Several vehicular movements at this junction are in conflict.

- a. The northbound left turn at US 1 and Plane Street vs. SR 100 eastbound left turn – US 1 northbound left turn drivers destined to Plane Street (Sunoco Gas Station or Marathon Gas Station) has limited sight lines to approaching traffic from eastbound SR 100, especially when the US 1 southbound left turn lane is occupied. The SR 100 eastbound approach to the intersection is geometrically facing in the southwest direction. This unexpected vehicular conflict point was observed during the field review.



- b. Plane Street eastbound (left turn and through) vs. US 1 southbound through, US 1 northbound through, US 1 northbound left turn and SR 100 eastbound left turn – eastbound drivers on Plane Street turning left, right or crossing US 1 has limited sight lines to the eastbound SR 100 traffic stream that is controlled by a traffic signal. A vehicle queued on US 1 southbound left turn lane at Plane Street is an obstruction to an eastbound driver on Plane Street. Eastbound drivers on Plane Street were observed crossing US 1 during the PM peak period.
- c. Plane Street westbound (left turn and through) vs. US 1 southbound through, US 1 southbound left turn, US 1 northbound through, US 1 northbound left turn and SR 100 eastbound left turn - westbound drivers on Plane Street turning left or crossing US 1 has limited sight lines to southbound US traffic and to eastbound SR 100 traffic stream. Westbound drivers on Plane Street were observed crossing US 1 during the PM peak period.

#### 4.2 Intersection by Frequency

The five intersections with the highest volume of crashes by frequency were selected based on the number of crashes recorded at the intersection and within the influence area of the intersection. S4A assign crashes to the intersection that are within 250 feet of the junction. Beyond 250 feet of the intersection, S4A attributes crashes to a segment. In consideration of the influence area of the intersection extending beyond 250 feet of the intersection, the limits for each intersection was initially extended to the beginning of furthest left turn lane or right turn lane for each intersection approach.



#### 4.2.1 US 1 (North Yonge Street) at SR 40 (West Granada Boulevard) in Ormond Beach

There were 193 crashes during the five-year study period including 73 injury and 120 PDO crashes. There were no fatal crashes recorded at this intersection. Notable crash types recorded at this intersection were Rear End – 83 (43%), Left Turn – 24 (12%), Side Swipe 17 (9%), Angle – 7 (4%) and Pedestrian - 6 (3%). A peak of 41 (21%) crashes occurred during the three-hour period from 12 PM to 3 PM. Northbound vehicles were involved in 50 (26%) crashes.



The US 1 (North Yonge Street) and SR 40 (West Granada Boulevard) intersection in Ormond Beach is controlled by a traffic signal. US 1 (North Yonge Street) is a four-lane median divided roadway. The US 1 northbound approach to the intersection has a right turn lane with a 200-foot storage and two left turn lanes with about 370-foot storage each. The US 1 southbound approach has two left turn lanes with about 450 foot storage each. SR 40 (West Granada Boulevard) is a four lane median divided roadway. The eastbound SR 40 approach has a left turn lane with about a 250-foot storage. The westbound SR 40 approach has a left turn lane with about a 265-foot storage. The SR 40 (West Granada Boulevard) approaches are operated with protected/permissive left turn signal control. The US 1 (North Yonge Street) left turn are operated with protected left turn signal control. Lane extension

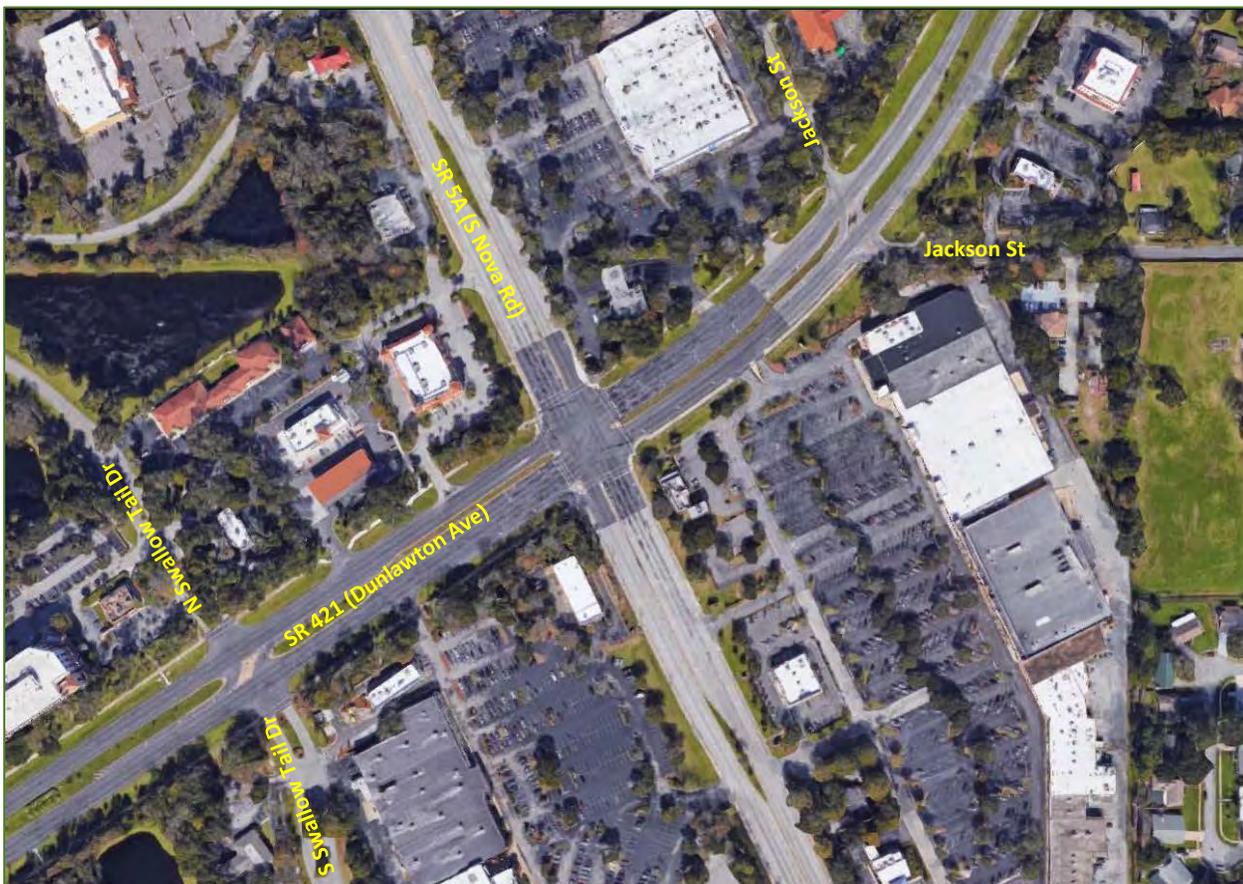


pavement markings are provided for the northbound left turn, southbound left turn, and westbound through movements.

The midday SR 40 westbound traffic queue build-up have been observed beyond the Washington Street intersection. The afternoon SR 40 eastbound traffic back of queue build-up have been observed up to the railroad crossing beyond the intersection with Perrott Drive. The SR 40 (West Granada Boulevard) eastbound left turn and westbound left turn queues have been observed extending to the through lanes. The pedestrian crosswalks are marked at each of the four approaches to the intersection. About 800 feet to the west is an at-grade railroad intersection with signal and gates.

#### 4.2.2 SR 421 (Dunlawton Avenue) at SR 5A (South Nova Road) in Port Orange

There were 187 crashes during the five-year study period including 55 injury and 132 PDO crashes. There were no fatal crashes recorded at this intersection. Notable crash types recorded at this intersection were Rear End – 80 (43%), Side Swipe 20 (11%), Left Turn – 12 (6%), Angle – 13 (7%) and Pedestrian - 4 (2%). In reviewing the data, there were 100 (53%) crashes on Thursday, Friday and Saturday. There were 84 (45%) crashes between 12 PM to 5 PM.





The junction of SR 421 (Dunlawton Avenue) and SR 5A (South Nova Road) is an intersection of two major arterials and services one of the highest intersection traffic volumes in the Port Orange area. Commercial and retail businesses are at the four quadrants of the intersection. All four intersection approaches have dual left turn lanes with each lane storage capacity ranging from 320 feet to 470 feet. Observed midday queues on all approaches extend beyond the left turn tapers. The queue build up on the eastbound approach extend to Swallow Tail Drive and on the westbound approach extends past Jackson Street. The northbound queue extends about 600-feet and beyond the length of the left turn lane. Flexible delineators are posted at the beginning of the northbound left turn taper to obstruct drivers from traveling over the median to reach the inside left turn storage lane. The southbound queue extends about 300 feet.

Long platoons, estimated at 600 to 800 feet in length, is common along Dunlawton Avenue. The arriving northbound and the southbound platoons are mostly about 200 feet in length and the queue build up with intermittent arrivals. Each approach is marked with a pedestrian crosswalk but there were no pedestrians observed during the field visit. Left turn lane extensions are marked for all approaches. The northbound left turn queue on the outside left turn lane extends beyond the taper and vehicles were observed encroaching over the mountable curb and grass median to enter the inside left turn lane.

The eastbound Dunlawton Avenue approach to the intersection has three through lanes with two left turn lanes and an exclusive right turn lane at the intersection. The westbound approach has two through lanes that widens to three through lanes starting at Jackson Street about 570 feet from the intersection. A westbound left turn lane starts about 500 feet from the intersection and a second left turn lane is added about 300 feet from the intersection. The northbound Nova Road approach has two through lanes, two left turn lanes and a 100-foot exclusive right turn lane that starts from the signalized Nova Road intersection with Village Trail.

#### *4.2.3 SR 40 (West Granada Boulevard) at Williamson Boulevard in Ormond Beach*

There were 185 crashes during the five-year study period including 49 injury and 136 PDO crashes. There were no fatal crashes recorded at this intersection. Notable crash types recorded at this intersection were Rear End – 79 (43%), Side Swipe - 13 (7%), Left Turn – 11 (6%), Angle – 7 (4%) and Pedestrian - 2 (1%) crashes. There were 54 (29%) crashes in the three-hour period from 12 PM to 3 PM.

The intersection of West Granada Boulevard and Williamson Boulevard is a signalized intersection with the north leg serving as the primary access to a Walmart. The intersection is approximately 700 feet east of the I-95 northbound ramps junction with West Granada Boulevard. The northern section of the junction is occupied by a Walmart Supercenter. Ormond Towne Square, a strip mall with a mix of a grocery store, retail stores, fast food restaurants and banks, occupies the southeast section. Two gas stations and two fast food restaurants occupy the southwest corner of the intersection.



**Williamson Blvd Northbound Approach  
to W Granada Blvd**

The intersection of West Granada Boulevard and Williamson Boulevard is a signalized intersection with the north leg serving as the primary access to a Walmart. The intersection is approximately 700 feet east of the I-95 northbound ramps junction with West Granada Boulevard. The northern section of the junction is occupied by a Walmart Supercenter. Ormond Towne Square, a strip mall with a mix of a grocery store, retail stores, fast food restaurants and banks, occupies the southeast section. Two gas stations and two fast food restaurants occupy the southwest corner of the intersection.

Overhead signs are posted on the northbound approach to the intersection to minimize lane changes at the Granada Boulevard westbound approach to the I-95 northbound ramps. The northbound approach has two through lanes, a 560-foot right turn lane that starts at the signalized Williamson Boulevard intersection with Ormond Towne Square driveway, and two left turn lanes. The eastbound approach has two through lanes, a 650-foot exclusive right turn lane that starts at the I-95 northbound ramps signalized intersection, and a 300-foot left turn lane. The westbound approach has two through lanes, a 370-foot exclusive right turn lane and two 300-foot left turn lanes. The southbound Walmart approach has one through lane, one exclusive right turn lane and two left turn lanes.

A constant flow of traffic at all four approaches to the intersection was observed during the day. In the northbound approach, the queue for the outside left turn lane (to I-95 northbound) extends beyond the left taper. Vehicles were observed driving over the mountable median curb to bypass the back of queue and enter the inside left turn lane (to I-95 southbound). Midday queues on the eastbound and westbound approaches extended about 400 to 500 feet from the stop line. The westbound approach to the intersection is on a curve to the right.



The next traffic signal to the east along West Granada Boulevard is about half a mile away. Westbound platoons approaching the intersection were followed at 50 to 60 MPH on W Granada Boulevard that is posted with a speed limit of 45 MPH. The eastbound and westbound approaches to the intersection requires multiple driver decisions in succession due to the traffic volumes, turning movements and the close spacing of the traffic signal controls.

#### 4.2.4 SR 483 (South Clyde Morris Boulevard) at SR 421 (Dunlawton Avenue) in Port Orange

There were 174 crashes during the five-year study period including 46 injury and 128 PDO crashes. There were no fatal crashes recorded at this intersection. Notable crash types recorded at this intersection were Rear End – 81 (47%), Side Swipe 23 (13%), Left Turn – 8 (5%), Angle – 7 (4%) and Pedestrian - 5 (3%), Bicycle – 3 (2%) crashes. In reviewing the data, there were 71 (41%) crashes on Thursday and Friday.

The junction of SR 483 (South Clyde Morris Boulevard) and SR 421 (Dunlawton Avenue) is large signalized intersection about three quarters of a mile from the Dunlawton Avenue intersection with I-95 northbound ramps. The northbound Clyde Morris Boulevard approach is a single lane that widens to two through lanes and two left turn lanes about 700 feet from the intersection. The southbound Clyde Morris Boulevard approach has two left turn lanes with 300 feet long and two through lanes with the outside lane reassigned to an exclusive right turn lane use at about 275 feet from the stop line. The southbound approach also has overhead lane use signs are mounted at about 275 feet from the stop line.

A Walmart Supercenter is located at the southeast quadrant and a Home Depot is at the northeast quadrant of the intersection with a gas station at the corner lot. A pharmacy, office buildings and retailers are located at the southwest corner of the intersection. Restaurants are at the northwest quadrant of the intersection. The eastbound Dunlawton Avenue approach has three through lanes that widens with two left turn lanes that has about 630 feet of storage. The westbound Dunlawton Avenue approach has three through lanes that widens with a 325-foot right turn lane and one 240 foot left turn. There is a commercial driveway to a gas station on the westbound exclusive right turn lane about 100 feet downstream of the right turn taper. A constant flow of traffic passes through this intersection throughout the day.



#### 4.2.5 SR 40 (West Granada Boulevard) at SR 5A (South Nova Road) in Ormond Beach

There were 172 crashes during the five-year study period including 48 injury and 124 PDO crashes. There were no fatal crashes recorded at this intersection. Notable crash types recorded at this intersection were Rear End – 101 (59%), Side Swipe 20 (12%), Off Road – 6 (3%), Right Turn – 5 (3%), Bicycle – 5 (3%), Left Turn – 3 (2%), Angle – 2 (1%) and Pedestrian - 3 (2%) crashes. There were 23 (13%) crashes in the one-hour period from 2 PM to 3 PM. The crest vertical on the eastbound approach to the intersection is illustrated in the image on the following page.

The junction of SR 40 (West Granada Boulevard) at SR 5A (South Nova Road) is an intersection of two major arterials servicing high volumes of traffic in the Ormond Beach area. Commercial businesses, retailers, offices and a medical center surrounds this intersection. All four approaches have dual left turn lanes with each lane storage capacity ranging from 320 feet to 450 feet. The left turn lanes for all approaches have lane extensions marked through the intersection. The eastbound and westbound Clyde Morris Boulevard approaches has two through lanes that widens with two left turn lanes. The Nova Road approaches have three through lanes that widens with two left turn lanes at the intersection. The Rivergate Village Shopping Center is located at the southwest quadrant. A pharmacy is at the northwest and southeast quadrants of the intersection. Two small restaurants are at the northeast corner of the intersection.



A constant flow of traffic passes through this intersection throughout the day. The eastbound W Grenada Road approach to N Nova Road has a vertical curve that obstruct the view to the intersection. The midday queue on the westbound approach extends up to 1,000 feet from the intersection. Platoons of vehicles traveling on W Grenada Road were followed at speeds in excess of the posted with 45 MPH speed limit.



### 4.3 Segment by Frequency

The five roadway segments with the highest crash frequency during the five-year study period were selected among other segments by crash density. The roadway segments were separated and characterized by facility type. Six-lane median divided roadways, four-lane median divided roadways, four-lane undivided roadways, and five-lane cross section with a center lane marked as two-way left turn lane. Short transition sections may be within some segments

#### 4.3.1 SR 421 (Taylor Road - Dunlawton Avenue) in Port Orange

SR 421 (Taylor Road - Dunlawton Avenue) study corridor in Port Orange is about 4.33 miles in length stretching from Summer Trees Road, west of S Williamson Boulevard, to Halifax Drive. The following results are summaries of the crash data along the corridor during the study period:

- 2012 – 2016 Crash Totals: 1,558
- Crashes per mile average: 360

- Crashes per mile per year average: 72
- Fatal – 7, Injury – 459, PDO – 1,092
- Rear End – 690 (44%), Other – 293 (19%), Side Swipe – 163 (10%), Left Turn – 99 (6%), Angle – 76 (5%), Pedestrian – 27 (2%)
- 808 (52%) of all crashes occurred between 12 Noon to 6 PM
- 13% of Rear End crashes on wet pavement
- 12% of all crashes on wet pavement

The Taylor Road – Dunlawton Avenue corridor is a multi-lane median divided arterial serving a significant volume of traffic throughout the day. The approximately half-mile segment west of I-95 is known as Taylor Road and the segment east of I-95 is known as Dunlawton Avenue. The Taylor Road segment and the 1.75-mile segment east of S Nova Road are four lane with auxiliary right turn and/or left turn lanes at the signalized intersections. The 2.15-mile segment from I-95 to S Nova Road is a six-lane section with left turn and right turn lanes at signal-controlled intersections. Left turn median openings are provided at select locations along the corridor. Observed traffic travels in long platoons extending up to about 800 feet. During the midday period, the back of the platoons are traveling at speeds in excess of the 45 MPH speed limit. At the S Nova Road intersection, an eastbound platoon arriving at a red signal indication converts to a queue that obstructs the westbound left turn movement at S Swallowtail Drive. There are four pairs of left turn median openings along the six-lane section. Left turn movements over three opposing lanes of traffic is challenging due to the driver sight line to the outside opposing lane being obstructed by vehicles in the middle and inside lanes. Left turn over a traffic stream traveling at 45 MPH or higher is also challenging.





The segment from Summer Trees Road to Victoria Garden Boulevard requires full attention from drivers due to the high volumes of traffic, the entering and exiting traffic, lane maneuvering at signalized intersection approaches, and the traffic speeds. Williamson Boulevard, I-95, Yorktowne Boulevard and Clyde Morris Boulevard intersects the 1.7-mile segment of the Taylor Road – Dunlawton Avenue corridor. In addition to the major intersections, this segment of the corridor provides access of connection to large retail and commercial destinations, a high school (Spruce Creek) and two elementary schools (Horizon and Sweetwater).

At the Dunlawton Avenue and S Nova Road intersection, retailers, commercial properties, and restaurants that attract significant volumes of traffic especially during the midday period occupy the surrounding areas. Significant volumes of traffic from both approaches of Nova Road was observed entering Dunlawton Avenue. A constant volume of traffic travels through this intersection throughout the midday period.

In the four-lane section of Dunlawton Avenue, between Spruce Creek Road and US 1 (S Ridgewood Avenue) is an at grade railroad crossing.





#### 4.3.2 SR 430 (Mason Avenue) in Daytona Beach

SR 403 (Mason Avenue) study corridor in Daytona Beach is about 2.57 miles in length stretching from Alabama Street, one block west of N Clyde Morris Boulevard, to Ballough Road at the Halifax River. The following results are summaries of the crash data along the corridor during the study period:

- 2012 – 2016 Crash Totals: 875
- Crashes per mile average: 340
- Crashes per mile per year average: 68
- Fatal – 2, Injury – 307, PDO – 566
- Rear End – 329 (38%), Other – 161 (18%), Left Turn – 119 (14%), Angle – 64 (7%), Side Swipe – 55 (6%), Pedestrian – 10 (1%), Off Road – 41 (5%)
- 356 (41%) of all crashes occurred between 12 Noon to 5 PM
- 14% of Rear End crashes occurred on wet pavement
- 13% of all crashes occurred on wet pavement

The Mason Avenue is an undivided four-lane roadway with left turn and/or right turn lanes at select intersections. A 400-foot section west of N Nova Road has a center two way left turn lane. There is an at-grade railroad crossing about 800 feet west of US 1 (N Ridgewood Avenue). This corridor passes through mostly residential neighborhoods and serves as the east west arterial in the area that connects with Williamson Boulevard to the west, Bill France Boulevard, N Clyde Morris Boulevard, N Nova Road, US 1 (N Ridgewood Avenue), and N Beach Street to the east. The corridor has short city blocks, dense commercial and retail driveways to single use lots. A charter school (Richard Milburn Academy) is at the Masonova Commerce Park strip mall one block west of N Nova Road.

Vehicles on Mason Avenue slowing down to turn left or right along with traffic entering the corridor from the side streets and driveways generates sudden stops. Drivers were observed slowing down on the inside and outside lanes looking for their destination. Aggressive passing and gap acceptance resulted with other drivers accelerating to pass the slowing or slowed vehicle.

#### 4.3.3 Enterprise Road in Orange City

The Enterprise Road study corridor in Orange City is about 1.16 miles in length stretching from US17/US92/SR600/SR15 (S Volusia Avenue) to Florida Avenue, one block south of Saxon Boulevard. The following results are summaries of the crash data along the corridor during the study period:

- 2012 – 2016 Crash Totals: 378
- Crashes per mile average: 326
- Crashes per mile per year average: 60

- Fatal – 2, Injury – 139, PDO – 237
- Rear End – 137 (37%), Left Turn – 48 (18%), Angle – 30 (8%), Side Swipe – 34 (9%),
- Head On – 21 (6%), Other - 60 (16%)
- 165 (44%) of all crashes occurred between 11 AM and 3 PM
- 12% of Rear End crashes occurred on wet pavement
- 11% of all crashes occurred on wet pavement

Enterprise Road is a four lane undivided roadway serving large commercial sites, retail strip malls, office complexes, multi-family residential neighborhoods, and single-family residential neighborhoods. The study corridor is from the Saxon Boulevard intersection to US 17 (S Volusia Avenue). The southern section was extended to south to Florida Avenue to include the northbound approach to Saxon Boulevard. The segment from Saxon Boulevard to US 17 (S Volusia Avenue) is about one mile in length.

The southbound Enterprise Road approach to Saxon Boulevard widens with a 450-foot exclusive right turn lane and two 750-foot long left turn lanes. The northbound Enterprise Road approach to Saxon Boulevard widens with a 400-foot exclusive right turn lane and a 190-foot exclusive left turn lane. A second northbound left turn lane, currently marked off with chevrons, may be re-striped and opened to traffic as needed. Left turn and right turn lanes are provided at the signalized intersection and at select unsignalized commercial driveways and side streets. The two-lane northbound approach to the US 17 (S Volusia Avenue) are assigned as an exclusive right turn to northbound US 17 and as an exclusive left turn lane to southbound US 17. Pavement markings for the exclusive lane assignment starting from about 575 feet upstream or ahead of the gore area where the lanes split. A traffic signal at the Bravo grocery driveway is about 400 feet from the gore area. Although overhead lane use signs are mounted immediately in front of the gore area, drivers are changing lanes in front of the gore delineators.

The road is posted with 45 MPH speed limit. Drivers were followed at speeds in excess of 45 MPH during the midday and afternoon period. Drivers slowing down without turn signals, sudden slowdowns and sudden lane changes were observed during the midday and afternoon period.

#### 4.3.4 Saxon Boulevard in Orange City and Deltona

The Saxon Boulevard study corridor in City of Deltona is about 1.97 miles in length stretching from Bloxham Avenue in Orange City, one block east of Enterprise Road, to Falmouth Avenue, one block east of N Normandy Boulevard in Deltona. The following results are summaries of the crash data along the corridor during the study period:

- 2012 – 2016 Crash Totals: 591
- Crashes per mile average: 300

- 
- Crashes per mile per year average: 60
  - Fatal – 1, Injury – 217, PDO – 373
  - Rear End – 246 (42%), Left Turn – 90 (15%), Angle – 19 (3%), Side Swipe – 53 (9%)
  - 294 (50%) of all crashes occurred between 1 PM and 7 PM
  - 15% of Rear End crashes occurred on wet pavement
  - 13% of all crashes occurred on wet pavement

This segment of Saxon Boulevard stretches from Bloxham Avenue, just east of Enterprise Road, to Falmouth Avenue, just east of N Normandy Boulevard. The segment from I-4 to Falmouth Avenue is a four-lane section with concrete median at the I-4 interchange area and center two way left turn lane east of Finlay Drive. The segment west of I-4 is a six-lane section with raised island medians. There are six intersection controlled by traffic signals along this two mile length of this segment. The intersections with Veterans Memorial Parkway, I-4 interchange, and N Normandy Boulevard are major intersections within the study corridor.

A constant flow of traffic in both directions of Saxon Boulevard was observed during the day. Closely spaced commercial driveways line the corridor except in the I-4 interchange area. There are several lots with a single use occupant, mostly chain restaurants, are along the corridor.

The main entrance to Florida Hospital Fish Memorial is just west of the Veterans Memorial Parkway intersection. A Walmart Supercenter and Home Depot are located at the northeast past of the Veterans Memorial Parkway intersection. The driveway to Lowe’s Home Improvement and Hobby Lobby is across Bloxham Avenue. High volumes of traffic, mixed with closely spaced commercial driveways and large commercial destinations generate turning movements along the corridor. In addition to commuter traffic, the local traffic and lunchtime traffic, the travelers on I-4 are also attracted to the restaurants and services along the corridor. Shoulder mounted advance Signal Ahead warning signs with cross street placards are posted at select signalized intersections west of I-4. On the three lane westbound approach to Enterprise Road, the outside through lane becomes an exclusive right turn lane only and traps some drivers that performs sudden lane changes.

#### 4.3.5 US 17 (North Volusia Avenue) in Orange City

The US17/US92/SR600/SR15 (N Volusia Avenue) study corridor in Orange City is about 2.01 miles in length stretching from French Avenue to Enterprise Road. The following results are summaries of the crash data along the corridor during the study period:

- 2012 – 2016 Crash Totals: 524
- Crashes per mile: 261
- Crashes per mile per year: 52

- Fatal – 4, Injury – 210, PDO – 310
- Rear End – 232 (44%), Left Turn – 53 (10%), Angle – 21 (4%), Head On – 38 (7%),
- Side Swipe – 38 (7%)
- 63 (12%) of the crashes occurred on a one hour period between 3 PM and 4 PM
- 258 (49%) of all crashes occurred between 1 PM and 7 PM

This highway segment of US17/US92/SR600/SR15 (North Volusia Avenue) in Orange City is mostly a five-lane cross section with a center two way left turn lane. The 2,000-foot segment north of Enterprise Road is a four-lane grass median divided roadway. The properties adjacent to the right of way are fully developed with commercial and retail businesses that are mostly on single use lots. The corridor has high density of commercial driveways and services high volumes of traffic. A constant flow of traffic throughout the day travels through this highway. Within half a mile of this corridor is University High School, Manatee Cove ES, River Springs MS, and Freedom ES. There are marked school crossings with reduced 20 MPH speed limit zone at signalized intersections with University Avenue, Blue Springs Avenue, Ohio Avenue, and Rhode Island Avenue.

#### 4.4 Segments by Severity

In reviewing crash records in S4A ranked by severity, it was recognized that there are segments as short as 250 feet. The five roadway segments with the highest volume of crashes by severity were selected based on the selection criteria and the HSM method of ranking crash severity based on the EPDO Average Crash Frequency Method.

##### 4.4.1 US 1 at Airport Road in Ormond Beach

The US 1 study corridor in Ormond Beach is about 0.10 miles in length stretching from Gamble Avenue through the section north of Airport Road. Although it may be argued that this site is an intersection area, S4A describes this highway section as a segment. The following results are summaries of the crash data along the US 1 segment during the study period:

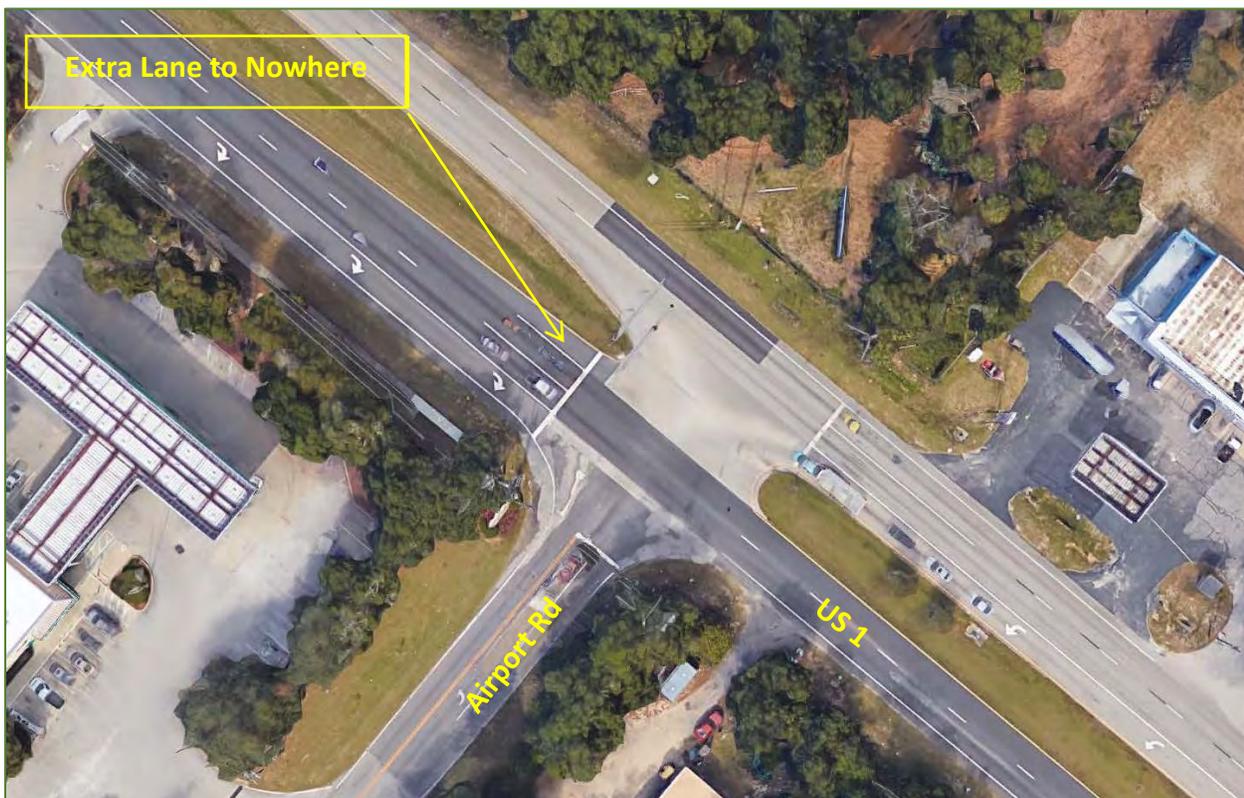
- 2012 – 2016 Crash Totals: 20
- Fatal – 2, Injury – 13, PDO – 5
- Rear End 15 (75%), Left Turn – 3 (15%), Angle – 1 (5%), Right Turn – 1 (5%)
- 4 (20%) of the crashes occurred in the one hour period from 7 to 8 AM

This section of US 1 has experienced crashes that resulted in fatal and serious injuries. Although the crash database listed the location as a segment, the issues are at the signalized US 1 and Airport Road intersection and mostly with the northbound left turn movement. This is a T-intersection with Airport Road as the stem. The large open area between the grass median is about 85 feet long and the grass median is about 27 feet wide.



The southbound US 1 approach to the intersection has two through lanes, a 420-foot exclusive right turn lane, and a 100-foot lane that does not have a receiving lane. The 100-foot inside lane is striped as a through lane without a lane use arrow. It may be used for a U-turn maneuver. It is an odd feature at a site that has experienced significant crash severity. However, none of the crashes at this site may be attributed to this feature. An aerial of the intersection is illustrated in Table Ex13.

The programmed traffic signal clearance period for the northbound left turn protected phase, southbound through phase and northbound through phase is 7.5 seconds. The eastbound phase is programmed with a total clearance period of 8.0 seconds. All the clearance periods are longer than the calculated yellow change and all red clearance intervals based on the clearance formula in the Florida Department of Transportation (FDOT) Traffic Engineering Manual. The traffic signal timing plans are in Appendix F. The vehicle detectors for the northbound left turn lane, eastbound left and eastbound right turn lanes are set at non-locking. Detectors set at non-locking does not retain the actuation if the vehicle travels past the detection field.





#### 4.4.2 US 1 North of Matanzas Woods Parkway in Palm Coast

The US 1 study corridor in Palm Coast is about 2.63 miles in length stretching from Matanzas Woods Parkway to Old Kings Road. The following results are summaries of the crash data along the US 1 segment during the study period:

- 2012 – 2016 Crash Totals: 13
- Fatal – 2, Injury – 7, PDO – 4
- Rear End – 3 (23%), Left Turn – 3 (23%), Angle – 1 (8%), Rollover – 2 (15%), Off Road – 2 (15%)
- 8 (62%) of the crashes involved a vehicle in the southbound direction

The US 1 segment between Matanzas Woods Parkway and Old Kings Road is a four-lane grass median divided highway in a very rural undeveloped setting with grasslands, trees, and low vegetation. There are no developments or structures along both side of the corridor. The highway is posted with 65 MPH speed limit signs and traffic was followed consistently in excess of the speed limit in both direction. Very low volumes of traffic were observed along this segment.



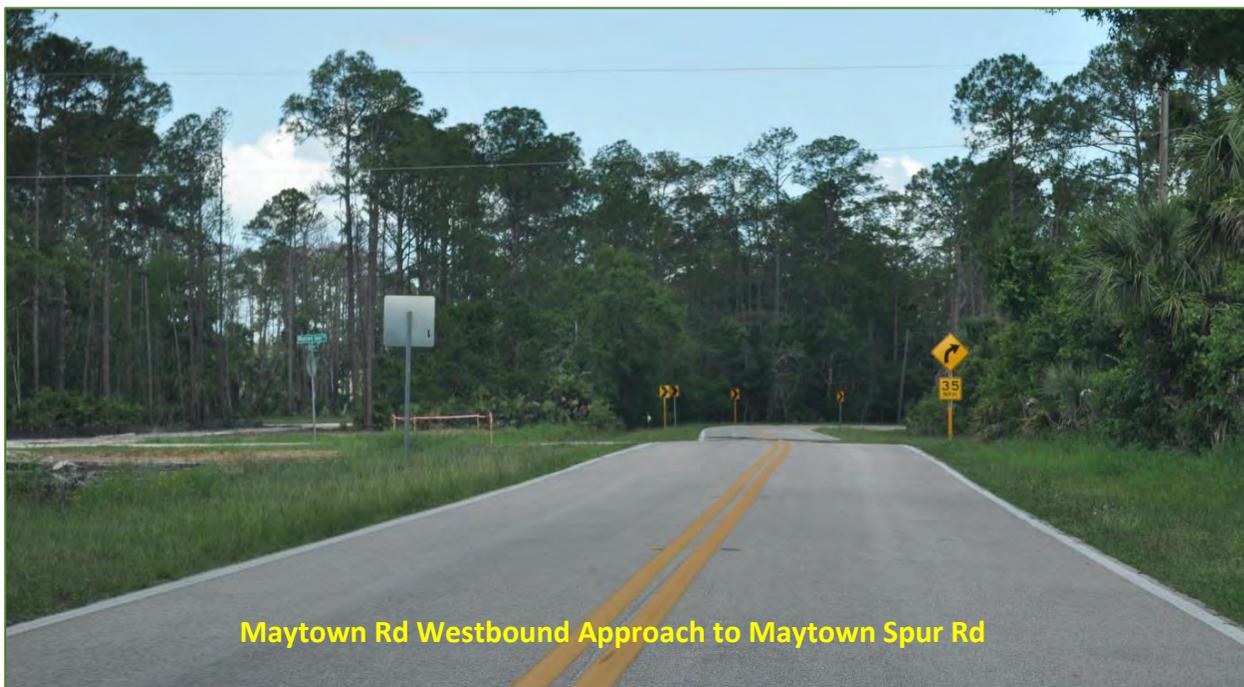


#### 4.4.3 Maytown Road in Maytown

The Maytown Road study roadway segment in Maytown is about 0.25 miles segment west of the Maytown Spur Road. This roadway segment is alignment is a horizontal curve in a low volume rural roadway. The following results are summaries of the crash data along the Maytown Road segment during the study period:

- 2012 – 2016 Crash Totals: 12
- Fatal – 2, Injury – 8, PDO – 2
- Roll Over – 5 (42%), Other – 4 (33%), Off Road – 2 (17%), Animal – 1 (8%)
- 4 (33%) of the crashes occurred on the month of February
- 3 (25%) of the crashes occurred on the month of October
- 6 (50%) of the crashes occurred on a Saturday and Sunday

The Maytown Road segment west of the Maytown Spur Road is on a horizontal curve. The westbound approach to the curve is shown in Table Ex16. The pavement is 22 feet wide with 11-foot lanes without shoulders. The curve is marked with chevrons and advance curve warning signs with 35 MPH advisory speed plaque in both approaches to the curve. There is over four miles of continuous uncontrolled roadway to the east of the curve and over twelve miles continuous uncontrolled roadway to the west of the curve. Drivers are traveling at speeds in excess of 50 MPH on the two approaches to the curve. Nearly all of the crashes at this horizontal curve involves motorcycles.





#### 4.4.4 US 1 South of Belle Terre Boulevard in Palm Coast

The US 1 highway segment in Palm Coast is about 0.30 miles in length at the junction of Belle Terre Boulevard. The highway segment south of Belle Terre is alignment is a horizontal curve. The following results are summaries of the crash data along the Maytown Road segment during the study period:

- 2012 – 2016 Crash Totals: 7
- Fatal – 2, Injury – 5, PDO – 0
- Off Road – 3 (43%), Roll Over – 1 (14%), Bicycle – 1 (14%), Rear End – 1 (14%), Other – 1 (14%)
- 3 (43%) of the crashes occurred on a Sunday
- 5 (71%) of the crashes involved a vehicle in the southbound direction

The US 1 highway segment includes the signalized intersection with Belle Terre Boulevard. The US 1 northbound approach to Belle Terre Boulevard is shown in Table Ex17. US 1 is a 4-lane grass median divided highway with a 200-foot northbound left turn lane and 450-foot southbound left turn lane. US 1 has marked bike lanes in both directions of travel. The US 1 southbound left turn movement is controlled with a protected green signal and permissive flashing yellow arrow. The US 1 edge line does not have rumble strips. Most of the crashes occurred in both directions of US 1, between Belle Terre Pkwy and south of the curve about 2,000 feet south of Belle Terre Pkwy.





#### 4.4.5 Whiteview Parkway in Palm Coast

The Whiteview Parkway segment in Palm Coast is about 0.53 miles in length at the junction of Rolling Sands Drive. The Whiteview Parkway segment east of Rolling Sands Drive is a horizontal curve. The following results are summaries of the crash data along Whiteview Parkway segment during the study period:

- 2012 – 2016 Crash Totals: 8
- Fatal – 2, Injury – 3, PDO – 3
- Left Turn – 5 (63%), Angle – 2 (25%), Off Road – 1 (13%)
- 8 (73%) of the crashes occurred on Tuesday, Wednesday and Thursday
- 7 (88%) of the crashes involved a vehicle in the northbound direction (Rolling Sands Drive)

Whiteview Parkway is major collector for several residential neighborhoods. The Whiteview Parkway study roadway has three unsignalized offset T-intersections within a 350 segment. Each intersection has a median opening at Whiteview Parkway. Whiteview Parkway is an east-west 4-lane grass median divided roadway. The grass median is about 30 feet wide. Whiteview Parkway has two lanes eastbound, each 12 feet wide, and two lanes westbound, each 12 feet wide. Rolling Sands Drive is a two-lane road with stop sign control at the approach to the Whiteview Parkway T-intersection. Rolling Sands Drive pavement is 24 feet wide for both lanes of traffic. Whiteview Pkwy and Rolling Sands Drive do not have shoulders and do not have sidewalks.

A concrete Lehigh Woods neighborhood sign, positioned within the right of way (based on the utility posts placement) west of Rolling Sand Drive, is a sight line obstruction to stop controlled northbound drivers on Rolling Sand Drive. The sign is shown in Table Ex18. A number of eastbound right turning vehicles were observed during the field visit. The volume of traffic along Whiteview Parkway is well within the capacity of the roadway. Platoons of vehicles were observed traveling east and turning right into Rolling Sands Drive. A platoon of vehicles do obstruct the sight line of northbound drivers on Rolling Sands Drive.



Whiteview Pkwy Eastbound Approach to Rolling Sands Dr



## 5 MITIGATION

The strategies for improving roadway safety have traditionally been grouped into the three categories of Engineering, Enforcement, and Education (referred to as the 3Es). Engineering refers to roadway geometry and infrastructure, traffic control, signage and pavement markings. Enforcement refers to policing and encouraging drivers to obey traffic laws and the rules of the road. Education refers to efforts to inform drivers and other road users (pedestrians and bicyclists) about traffic laws, the rules of the road and the consequences of unsafe behavior.

Different road types serve different functions and each of the corridor within the R2CTPO area have different features, such as traffic volume, geometry, traffic control, speed limits, access, adjacent land uses, and driver characteristics. Driver expectations also differ traveling from one corridor to another. Driving conditions change on the same roadway by time of day with different trip purposes. A single strategy may be ineffective to eliminate or reduce specific crash types and overall crashes. Combinations of strategies and improvements may be needed to achieve desired crash reduction levels.

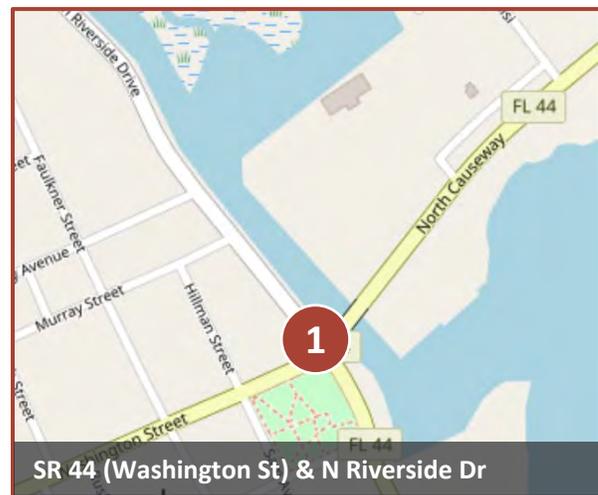
The development of proposed mitigation plans for each intersection and roadway segment required a review of the five-year crash history, field observation of the traffic operations, review of the roadway features to identify possible crash contributing factors and observation of the drivers on the road.

### 5.1 Intersection Crashes by Severity

#### 5.1.1 Washington Street and North Riverside Drive

##### LOCATION: New Smyrna Beach

There were 24 crashes recorded at this intersection during the 5-year study period, which included two fatal crashes and 12 injury crashes. Approximately 83 percent of the 24 crashes were in the westbound direction and 12 crashes occurred between 8 PM and 5 AM during likely low volume periods. High speeds likely contribute to crashes in the westbound direction, especially during the nighttime low volume periods. Notably, there was a pattern where westbound drivers travelled across the intersection and either crashed into parked vehicles or travelled into Old Fort Park.



One fatality occurred on March 8, 2014 at 12:07 AM and another occurred on October 24, 2016 at 12 AM. The March crash involved two westbound motorcycles that attempted to pass a leading westbound car by increasing their speed and traveling over the westbound left turn lane. Witnesses



estimated their speeds between 70 and 80 MPH. Both motorcycle operators lost control of their vehicles at the intersection, crossed over the centerline into the eastbound lane, colliding with each other before one driver struck a utility pole and suffered fatal injuries and the other continued through Old Fort Park, flipped his motorcycle and suffered serious injuries. The October crash involved a westbound motorcycle that attempted to pass a car by traveling on the westbound left turn lane, lost control of the motorcycle as he crossed the intersection and struck a utility pole. The driver suffered fatal injuries.

Based on the crash history and observed conditions the following improvements are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Provide speed calming measures on the westbound approach to the intersection. Reduce speeds on the westbound lane of the North Causeway section between Barracuda Boulevard and the North Causeway Bridge.
  - Install speed limit sign with radar activated flasher or
  - Install speed limit sign with radar activated speed warning sign
  - Install centerline rumble strip
  - Install raise median with non-mountable curbs:
    - On North Causeway between the bridge and southwest driveway to funeral home
    - On North Causeway between the northeast driveway to the funeral home and the southwest driveway to North Causeway Marine
- Set traffic signal to operate on Red Rest during the late evening and early morning hours. All approaches must have vehicle detection. A traffic signal operating on Red Rest provides a green indication to vehicles that occupy the detection field on the approach. The green indication will continue service based on traffic demand up to the programmed maximum green time for the approach. Upon completion of service to traffic demand, the indication to the approach will return to all red. Install advance warning signs “Be Prepared to Stop” (W3-4) each approach.
- Install an intersection ahead warning sign on the westbound approach, which has a skewed west leg.
- Install upstream No Passing Zone signs on the westbound approach
- Using pavement markings, modify the center two way left turn lane to exclusive left turn lanes at the east driveways of the funeral home and Anglers Club.
- Install traffic signal indication back plates with reflective sheeting border



- Install object marker signs on the utility pole at the southwest corner of the intersection and on the next utility pole to the west. The object marker signs directed to westbound drivers approaching the intersection.
- Modify the pavement markings of the center two way left turn lane, immediately east of the N Causeway bridge, to exclusive left turn lanes at the east driveways of the funeral home and Anglers Club.
- Install 100 feet of centerline rumble strips on the Washington Street approach.

### 5.1.2 SR 5A (S Nova Road) and Moreland Boulevard & Fernery Trail

#### LOCATION: Ormond Beach

There were 18 crashes recorded at this intersection during the 5-year study period, which included two fatal crashes and eight injury crashes. Approximately 40 percent of the 18 crashes were in the southbound direction. There were four crashes in the intersection area that involved eastbound vehicles colliding with or being struck by pedal bicyclists<sup>1</sup> traveling northbound on the west sidewalk of SR 5A (S Nova Road).

The posted speed limit on SR 5A (S Nova Road) is 45 MPH. The intersection does not have a marked pedestrian crossing. The closest marked pedestrian crossings are approximately 1,200 feet to the north at Village Drive and approximately 1,800 feet to the south at Division Avenue. There are streetlights along the west side of SR 5A (S Nova Road).

One fatality occurred on May 12, 2013 at 3:50 PM and another occurred on March 17, 2015 at 6:53 AM. The May crash involved a southbound motorcycle and a northbound left turning car. The car operator performed a northbound left turn in front of a southbound motorcycle on a clear and sunny day and the motorcycle collided with the car. The motorcycle passenger suffered fatal injuries. In the March crash, a pedestrian was crossing the northbound lanes of SR 5A (S Nova Road) at the intersection and was struck by a northbound car traveling on the inside lane. The light condition was dark with streetlights and the pedestrian was wearing dark colored pants and shirt. The driver of the northbound vehicle did not notice the pedestrian. Crash reconstruction estimated the vehicle speed at 47 MPH.

Based on the crash history and observed conditions, the following improvements are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:





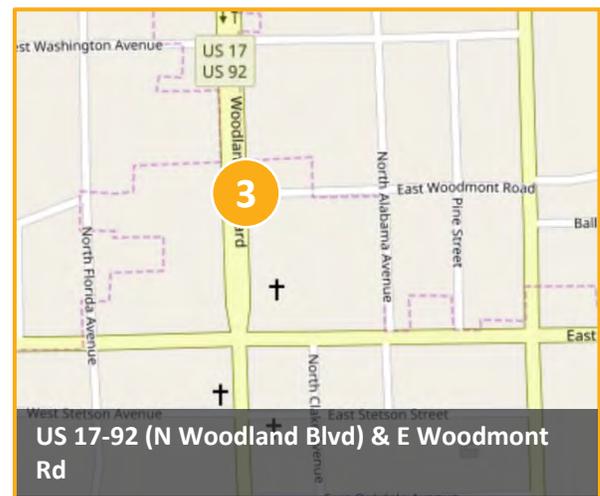
- Install an intersection ahead warning sign on the northbound and southbound SR 5A (S Nova Road) approaches to the intersection with an advance street name plaque to notify approaching drivers of the intersection.
- Relocate or raise the Dunkin Donut and the Capital Plaza commercial signs to improve driver sight lines to the adjacent sidewalk at the driveway to Capital Plaza mall.
- Educate bicyclists and pedestrians in the rules of the road and expectations on the road. Utilize police enforcement for bicyclists that are traveling northbound on the west sidewalk of SR 5A (S Nova Road). A northbound bicyclist on the west sidewalk was cited by police for traveling on the wrong side of the road while other bicyclist were not cited for the same action.
- Install a pedestrian crosswalk if warranted by a safety study.

### 5.1.3 US 17/US 92/ SR 15 (N Woodland Boulevard) and E Woodmont Road

#### LOCATION: DeLand

There were 16 crashes recorded at this intersection during the 5-year study period. Another three records were incorrectly recorded to this site. There were two fatal crashes and seven injury crashes at this location. Approximately 32 percent of the crashes were rear end type collisions. Sixteen percent of the crashes involved pedestrians and another 16 percent were left turn crash types.

US 17/US 92/SR 15 (N Woodland Boulevard) is a four-lane median divided roadway with left turn lanes at the intersection. The pavement is approximately 74 feet in width at the intersection. A Sunoco gas station/APlus Food & Beverage Store is at the northeast corner of the intersection and a Moe's Southwest Grill restaurant is at the southeast corner of the intersection.



Most notable of the crashes at this intersection are three pedestrian crashes, two of which resulted in fatalities. Other notable crashes include left turn and rear end type crashes. Left turn crashes were characterized by drivers performing northbound left turn and southbound left turns into opposing traffic and failing to yield. Crash reports described drivers performing late lane changes into the left turn bay and continuing a left turn maneuver in front of or into an opposing traffic stream.

Rear end type crashes were mostly in the northbound direction and caused by downstream congestion or other vehicles slowing down to turn into the Sunoco gas station driveway. Observed conditions noted some drivers aggressively slowing down to turn right into the station. Other following drivers did not seem to anticipate that the lead vehicles were slowing down, even though a turn signal was in use.



One fatality occurred on May 30, 2014 at 8:36 PM and another occurred on June 3, 2015 at 6:30 AM. The May crash involved a pedestrian who purchase beer from the Sunoco gas station and proceeded to consume the contents while crossing US 17/US 92/ SR 15 (N Woodland Boulevard). A southbound car struck the pedestrian who suffered fatal injuries. The intersection does not have a marked crosswalk. Light conditions was reported as dark and not lighted. It was raining and the pavement was wet. A utility pole at the north side of the Surety Bank north driveway is mounted with a street light. The next closest street light is at the southwest corner of Washington Avenue, about 635 feet to the north, and at the southeast corner of Plymouth Avenue, about 710 feet to the south.

The June fatal crash also involved a pedestrian. A pedestrian was crossing the northbound lanes of US 17/US 92/ SR 15 (N Woodland Boulevard) at 6:30 AM and was struck by a car traveling in the northbound lanes. The pedestrian landed on the left lane of the northbound lanes and suffered fatal injuries. The intersection does not have a marked crosswalk. Light conditions were reported as daylight with clear conditions and dry pavement.

Based on the crash history and observed conditions, the following improvements are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

- With two fatal pedestrian crashes and pedestrian destinations at the intersection, the area supports the need for a marked crosswalk over US 17/US 92/ SR 15 (N Woodland Boulevard) at this site. A crosswalk study will be required to determine actual demands, conditions and the most strategic location for a crosswalk.
- Improve street lighting along US 17/US 92/ SR 15 (N Woodland Boulevard) to increase visibility to all road users (pedestrians, bicyclists, and vehicles).
- Trim vegetation in front of Moe’s Southwest Grill restaurant to improve driver sight lines to the adjacent sidewalk. The vegetation obstructs the driver sight lines to the sidewalk from their driveway to US 17/US 92/ SR 15 (N Woodland Boulevard).
- Trim the vegetation in front of the Sunoco gas station to improve driver sight lines to the adjacent sidewalk. The vegetation obstructs the driver sight lines to the sidewalks from the Woodmont Road approach to US 17/US 92/ SR 15 (N Woodland Boulevard).



- Initiate an education program for drivers, bicyclist and pedestrians that includes the rules of the road, following distances, expectations along corridors with adjacent commercial and retail destinations.



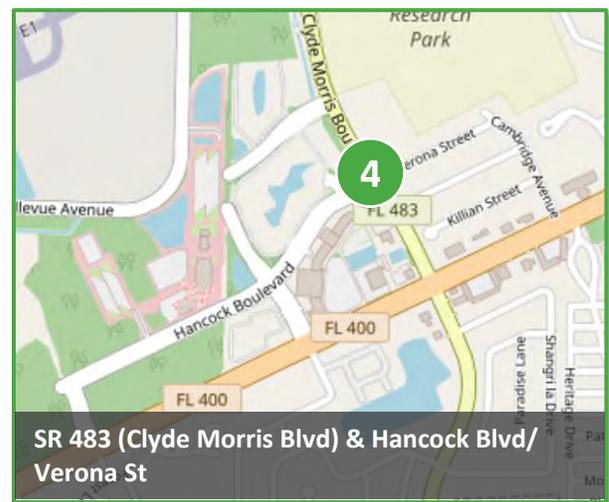
#### 5.1.4 SR 483 (S Clyde Morris Boulevard) and Hancock Boulevard & Verona Street

##### LOCATION: Daytona Beach

There were 14 crashes recorded at this intersection area during the 5-year study period and another two records incorrectly recorded to this site. There were two fatal crashes and six injury crashes at this location. Approximately 19 percent of the crashes were left turn type collisions. Angle and rear end type crashes each were 13 percent of the crash types.

One fatality occurred on February 16, 2015 at 6:38 AM and another occurred on May 1, 2016 at 4:49 PM. The February crash involved pedestrian who was walking a bicycle on the northbound SR 483 (S Clyde Morris Boulevard) outside travel lane. The pedestrian was rolling the bicycle on the right side. A northbound car struck the pedestrian, who suffered fatal injuries. The light condition was described as dark and not lighted. The weather was clear and the pavement was dry. The May fatal crash involved a westbound left turning driver that ran a stop sign and was struck by a southbound vehicle. The westbound driver suffered fatal injuries. The crash occurred during daylight with clear weather and dry pavement.

Most notable of the crashes at this intersection are the right angle crashes with westbound left turning vehicles entering SR 483 (S Clyde Morris Boulevard) and colliding with a southbound or northbound traffic. Other crashes to note are two rear end collisions of eastbound left turning vehicles. The point of impact occurred in the middle of the intersection with the operator of the leading eastbound left turning vehicle performing a two stage left turn maneuver. The driver of the following vehicle failed to wait for the leading vehicle to clear the intersection before proceeding to perform a left turn maneuver and rear ending the lead vehicle.





Based on the crash history and observed conditions, the following improvements are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

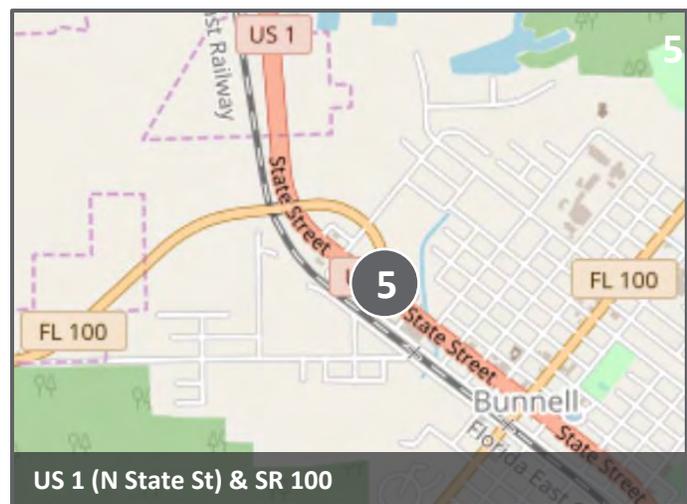
- Modify the intersection geometry to improve driver sight lines at Hancock Boulevard. Potential modifications include extending the Hancock Boulevard raised median closer to the SR 483 (S Clyde Morris Boulevard) travel lane, widening the Hancock Boulevard westbound lane to accommodate the northbound left turn radius, and extending the southwest curb to be closer to the southbound SR 483 travel lane. The southwest corner curb extension should taper back for the southbound left turn lane to the commercial driveway. These intersection modifications will allow eastbound Hancock Boulevard drivers to be closer to the southbound SR 483 (S Clyde Morris Boulevard) travel lanes and provide better sight lines to northbound and southbound approaching traffic.
- Provide a marked crosswalk over SR 483 (S Clyde Morris Boulevard). The closest crosswalk over SR 483 (S Clyde Morris Boulevard) is about 850 feet to the south at the Beville Road signalized intersection. With pedestrian attractors at the intersection, the area supports the need for a marked crosswalk over US 17/US 92/ SR 15 (N Woodland Boulevard) at this site. A crosswalk study will be required to determine actual demands, conditions, features and the most strategic location.
- Initiate an educational program for drivers, bicyclist, and pedestrians that includes the rules of the road, driver responsibilities in a crash, liabilities in leaving a crash scene, identification of sufficient gaps in traffic, traffic operations and traffic conditions that all road users should anticipate on the road.

### 5.1.5 US 1 (N State Street) and SR 100 (Adjacent to E Plane Street) West Junction

#### LOCATION: Bunnell

There were 11 crashes recorded at this intersection area during the 5-year study period, including one fatal crash and six injury crashes at this location. Approximately 50 percent of the crashes were angle type collisions. One of the two pedestrian crashes involved a motorcycle. There was a second motorcycle crash at this location.

The fatal crash at this location occurred on July 10, 2016 at 9:54 AM. A pedestrian was wandering in the median, darted out to the





southbound lanes of US 1 and was struck by a southbound motorcycle. The pedestrian suffered fatal injuries.

Another fatal crash was incorrectly recorded to this site. The crash actually occurred about 2,300 feet to the south, at the US 1 (N State Street) and SR 100 (Moody Boulevard) East junction.

Based on the crash history and observed conditions, the following improvements and initiatives are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

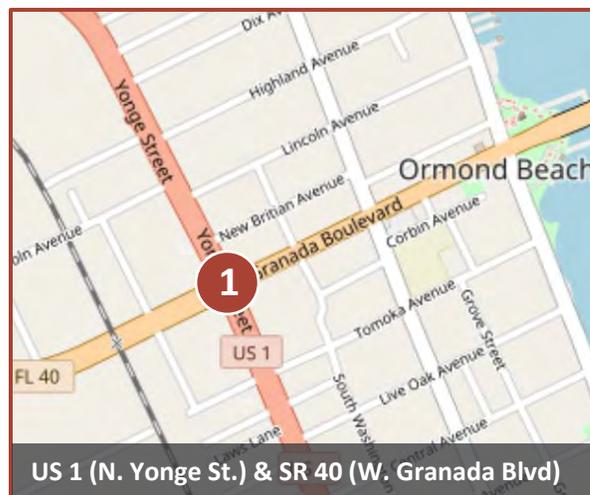
- Eliminate the full median access at Plane Street (sometimes marked as Holden Avenue) by extending the mountable curb center median. The closure of the median opening will eliminate the unexpected conflict with turning movements at Plane Street.
- Install a mid-block crossing between Plane Street and Ridgewood Avenue. With two pedestrian crashes and pedestrian destinations at the intersection, the area supports the need for a marked crosswalk over US 1 (N State Street) at this site. A crosswalk study will be required to determine actual demands, conditions, features and strategic location.
- Modify the median grass island north of the US 1 and Ridgewood intersection to accommodate a southbound left turn/U-turn lane.
- Initiate an education program for drivers, bicyclist and pedestrians that includes the rules of the road, to inform drivers and pedestrians about the rules of the road.

## 5.2 Intersection Crashes by Frequency

### 5.2.1 US 1 (North Yonge Street) at SR 40 (West Granada Boulevard)

#### LOCATION: Ormond Beach

There were 193 crashes listed at this intersection during the 5-year study period. A review of the crash records excluded 26 records that occurred at an adjacent parking lot or other locations. There were no fatal crashes. The intersection crash history consists of 51 percent rear end, 13 percent left turn, 14 percent sideswipe and 6 percent angle type crashes. Although there were varied causes of the rear end crashes, most were the result of following drivers starting to move forward before the vehicle in front started moving. The angle crashes were mostly due to drivers running red traffic signals, performing right turns on red, and colliding with bicycles at nearby commercial driveways.





The US 1 (North Yonge Street) at SR 40 (West Granada Boulevard) intersection is a junction of two primary arterials with traffic signal control. The northbound-southbound US 1 (North Yonge Street) approaches have two through lanes and two left turn lanes. The SR 40 (West Granada Boulevard) approaches have two through lanes and one left turn lane. Within 500 feet of the intersection are several commercial driveways and side streets. There are gas stations at three corners of the intersection and Pep Boys Auto Store/Shop at the southwest quadrant. These businesses attract high volumes of traffic during the course of the day and conflicting vehicle movements occur due to vehicles slowing down to turn right and outbound vehicles crossing over several lanes of traffic.

Based on the crash history and observed conditions, the following improvements are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

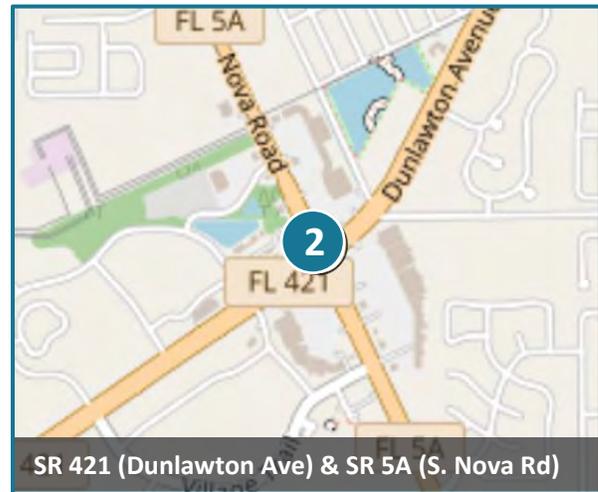
- Increase police enforcement. Most of the angle crashes were due to drivers running red signal indications and performing a right turn on red without a sufficient gap in the oncoming traffic.
- Install traffic signal head back plates with retroreflective trim to increase driver recognition of traffic signal indications.
- For all four approaches, install back of queue detection with an Advance Traffic Signal Warning sign (W3-3) with Flashing Beacon assembly with communications to the traffic signal controller. The flashing beacons are activated when the approach has a red indication. The advance signage with flashing beacon assembly is intended to notify approaching drivers prepare to stop ahead and mitigate rear end crashes. The typical length of the queue for each approach must be determined for the queue detection equipment. The queue detection and warning signs/beacons will provide notification to approaching drivers of the stop condition ahead.
- Modify the traffic signal timing plan to a protected left turn only phase for the SR 40 (W Granada Boulevard) approaches. The current traffic signal timing plans has permissive/protected left turns for SR 40 (W Granada Boulevard). The elimination of the permissive left turn phase on the SR 40 (W Granada Boulevard) approaches is intended to mitigate the eastbound and westbound left turn type crashes. A traffic signal timing review will be required along the corridor to determine the appropriate splits, maximum green times and cycle lengths.
- Restrict Right Turn on Red. Drivers performing a right turn on red may fail to properly identify a sufficient gap in the oncoming traffic or recognize opposing left turn traffic.
- Prohibit U-Turns. Vehicles longer than a car (19 feet) require a longer turning radius than the available U-turn radius from the inside left turn lane. The width of the raised median island may be too narrow to accommodate the signs. There was a noticeable volume of crashes involving single vehicles performing a U-Turn and running over the median and striking the 'Keep Right' signs on the median.

- Initiate an education program that includes bicycle and pedestrian safety, Emergency Medical Services (EMS), distracted drivers, distracted by phone, driving under the influence of alcohol and controlled substance, conditions to expect of the road and the rules of the road. Several crashes involved drivers exiting a commercial driveway or performing a right turn on red and colliding with a pedestrian or bicyclists on the sidewalk or in a crosswalk.

### 5.2.2 SR 421 (Dunlawton Avenue) at SR 5A (Nova Road)

#### LOCATION: Port Orange

There were 187 crashes listed at this intersection area during the 5-year study period including 34 records that occurred at an adjacent parking lot or other locations. A review of the crash records determined that there were 153 actual crashes at this intersection during the study period and no fatal crashes. The intersection crash history consists of 53 percent rear end, 14 percent angle, 14 percent sideswipe and 6 percent left turn type crashes. Although there were several reasons for rear end crashes, most were the result of following drivers starting to move forward before the vehicle in front started moving. The angle crashes were mostly due to drivers running red traffic signals, performing right turns on red, and collisions with bicycles at nearby commercial driveways.



SR 421 (Dunlawton Ave) & SR 5A (S. Nova Rd)

The junction of SR 421 (Dunlawton Avenue) and SR 5A (S Nova Road) is a high volume intersection of two major arterials. There are commercial and retail businesses at the four quadrants of the intersection. All four approaches have dual left turn lanes with each lane storage capacity ranging from 320 feet to 470 feet. Observed midday queues on all approaches extend beyond the left turn tapers. The queue build up on the eastbound approach extends to Swallow Tail Drive and on the westbound approach extends past Jackson Street. The northbound queue extends about 600 feet, which is beyond the left turn taper. The southbound queue extends about 300 feet.

Long platoons extending up to 800 feet in length are common along SR 421 (Dunlawton Avenue). The arriving northbound and the southbound platoons are mostly about 200 feet in length and the queue builds up with intermittent arrivals.

Based on the crash history and observed conditions, the following improvements are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

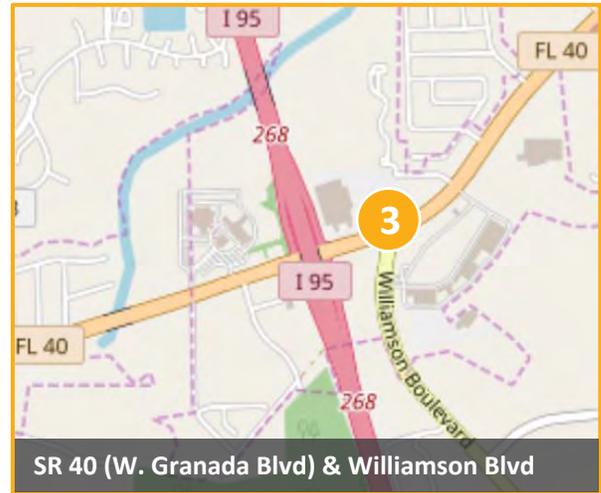


- For all four approaches, install back of queue detection with an Advance Traffic Signal Warning sign (W3-3) with Flashing Beacon assembly with communications to the traffic signal controller. The flashing beacons are activated when the approach has a red indication. The advance signage with flashing beacon assembly is intended to notify approaching drivers to prepare to stop ahead and to mitigate rear end crashes. The queue detection and warning signs/beacons will provide notification to approaching drivers of the stop condition ahead.
- Restrict Right Turn on Red for all approaches except eastbound SR-421, which has a channelized/free flow right. This is a very large intersection with limited sight distances for drivers attempting a right turn on red, due to the recessed stop lines and the three through lanes on SR 421 (Dunlawton Avenue). Drivers on both approaches of SR 5A (S Nova Road) attempting to perform a right turn on red must determine a gap in the oncoming traffic traveling on three through lanes and be cognizant of the opposing dual left turn traffic. Drivers performing a right turn on red are failing to properly identify a sufficient gap in the oncoming traffic or recognize opposing left turn traffic.
- Install blank out sign to restrict right turns during the peak periods of the day and anytime the opposing dual left turns have protected green arrow signal.
- Initiate an education program for drivers, bicyclist, and pedestrians that includes the rules of the road, driver responsibilities in a crash, liabilities in leaving a crash scene, identification of sufficient gaps in traffic, traffic signal operations, awareness of Emergency Medical Services (EMS) and what to do, distractions, alcohol and controlled substance DUI, and conditions to expect of the road.
- Educate motorists about Free Flow Right Turns. The eastbound SR 421 (Dunlawton Avenue) approach has a channelized, free-flow right turn lane with a receiving lane that continues for 600' before becoming an exclusive right turn only lane. There were several rear end crashes at this location because a leading driver stopped instead of continuing through the turn. Education or custom additional signing indicating that right lane does not stop may be helpful.
- Modify the southbound bike lane markings, south of the intersection, from skip white lines to solid white lines for a distance of about 90 feet to encourage eastbound right turn drivers to continue into the receiving lane without stopping.
- Increase police enforcement. Most of the angle crashes were due to drivers running red signal indications and performing a right turn on red without a sufficient gap in the oncoming traffic.

### 5.2.3 SR-40 (W Granada Boulevard) & CR-4009 (Williamson Boulevard)

#### LOCATION: Ormond Beach

There were 185 crashes listed at this intersection area during the 5-year study period. A review of the crash records excluded 69 records that occurred at an adjacent parking lot or other locations, resulting in a total of 116 crashes occurred at this intersection. There were no fatal crashes. The intersection crash history consists of 67 percent rear end, 16 percent sideswipe and 9 percent angle type crashes. Twenty rear end crashes at the eastbound right turn lane were caused by following drivers not recognizing the yield control and not anticipating that the leading vehicle would stop. Most of the other rear end crashes were due to driver inattention.



Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- At the eastbound right turn lane, relocate the yield sign about 25 feet upstream to increase visibility to approaching eastbound drivers. Add a second yield sign on the island to increase visibility.
- At the northbound right turn lane, replace the pedestrian warning sign with a Stop for Pedestrian (sign). Add a second yield sign on the island upstream of the crosswalk.
- At the northbound right turn lane, relocate the pedestrian warning sign and yield sign further upstream to increase visibility to approaching drivers.
- Modify the design of the eastbound right turn channelized lane. The current geometry and traffic control is confusing. One option is to realign the approach to a more perpendicular alignment with the southbound through lanes receiving the traffic. The second is to modify the pavement marking with wide dotted white lane lines (MUTCD Figure 3B-11) for at least 220 feet from the gore area. The third is to modify the pavement marking with a solid wide white lane line or two white lines past the driveway to the gas station.
- Prohibit U-Turns on the eastbound approach to eliminate conflicts with southbound right turn on red.
- Install No Right Turn on Red at the southbound approach (Wal-Mart driveway) to eliminate conflicts with westbound through and eastbound U-turn traffic.

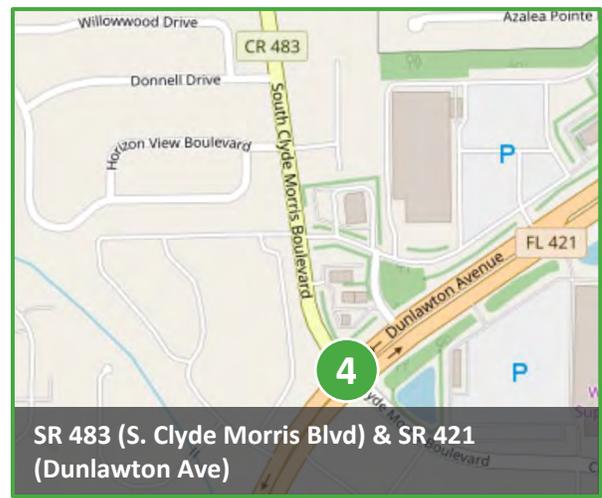


- Increase police enforcement. Angle type crashes are mostly caused by drivers running red signals. For several left turn type crashes, both drivers claimed conflicting green indications. The programmed clearance periods are nearly equal to the calculated clearance periods.
- Initiate an education program for drivers, bicyclist, and pedestrians that includes the rules of the road, motorcycle safety, identification of sufficient gaps in traffic, traffic signal operations, awareness of Emergency Medical Services (EMS) and what to do, proper U-turns and conditions to expect of the road.

#### 5.2.4 SR-421 (Dunlawton Ave) & CR-483 (Clyde Morris Boulevard)

##### LOCATION: Port Orange

There were 174 crashes listed at this intersection area during the 5-year study period including 29 records that occurred at an adjacent parking lot or other locations. A review of the crash records determined that there were 145 actual crashes at this intersection and no fatal crashes. The intersection crash history consists of 59 percent rear end, 19 percent sideswipe, 6 percent off road and 6 percent right turn type crashes. The right turn type crashes were mostly right turn on red that collided with an opposite left turn vehicle. Several drivers caused sideswipe crash by performing a U-turn from the outside left turn lane. The causes of rear end type crashes varied from sudden lane changes, side street vehicle entering the road and cutting off a vehicle, distracted driving and DUI.



There were six bike and pedestrian crashes. Some bike/peds were not in crosswalks or entered the crosswalk without appropriate pedestrian signal indications. A few bike/peds were struck at nearby commercial driveways.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Install No Right Turn on Red on SR 483 (Clyde Morris Boulevard). This large intersection has limited sight distance due to the recessed stop line behind the crosswalk and wide, three-through lane approaches on SR 421 (Dunlawton Avenue).
- Initiate an education program for drivers, bicyclists, and pedestrians that includes the rules of the road, motorcycle safety, identification of sufficient gaps in traffic, traffic signal operations, awareness of Emergency Medical Services (EMS) and what to do, which traffic stream to

observe while attempting a right turn on red, proper U-turns and conditions to expect of the road.

- Increase police enforcement. Drivers running red lights caused most of the angle type crashes. There were several crashes caused by DUI alcohol and/or controlled substance.

### 5.2.5 SR-40 (W Granada Boulevard) & SR-5A (Nova Road)

#### LOCATION: Ormond Beach

There were 172 crashes listed at this intersection area during the 5-year study period. Of these, four records were incorrectly coded and actually occurred at other intersections. A review of the crash records determined that there were 168 actual crashes at this intersection and no fatal crashes. The intersection crash history consists of 66 percent rear end, 13 percent sideswipe, 6 percent angle and 5 percent off road type crashes.

Several adjacent land use and intersection improvements have been performed at this intersection recently or during the study period. The Burger King & Texaco in the northwest quadrant have been replaced by a CVS (under construction in June 2016). Sometime between 2011 and 2014, 'Yield to Peds' blank out signs were mounted on all mast arms. It is assumed that the blank out signs are activated only with pedestrian actuation. The traffic signal timing plan does not mention the blank out signs.

There were seven bicycle and three pedestrian crashes. Two of the three pedestrian crashes occurred at a nearby commercial driveway. The one pedestrian crash (eastbound) involved an intoxicated pedestrian. Six of the seven bicycle crashes occurred at nearby commercial driveways. Some bike/peds were not in crosswalks or entered the crosswalk without appropriate pedestrian signal indications.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Initiate an education program for drivers, bicyclist, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic, traffic signal operations, awareness of Votran busses, which traffic stream to observe while attempting a right turn on red, proper U-turns and conditions to expect of the road.
- Install No Right Turn on Red on SR 5A (S Nova Road). This is a large intersection with limited sight distance on the SR 40 (W Granada Road) approaches due to the recessed stop lines behind



the crosswalk and the wide SR 5A (S Nova Road) approaches having three through lanes. The opposing left turn movements on W Granada Boulevard has two lanes.

- Increase police enforcement. Drivers running red signals caused most of the angle type crashes.

### 5.3 Segment Crashes by Severity

#### 5.3.1 US 1 between Gamble Avenue and Airport Road

##### LOCATION: Ormond Beach

This is a segment about 700 feet in length from Gamble Street through the Airport Road signalized intersection to about 350 feet north of Airport Road. The US 1 and Airport Road T-intersection is controlled by traffic signals. The northbound left turn green indication is programmed with protected only phase.

There were 20 crashes recorded at this intersection during the 5-year study period including one crash from another location. There were two fatal crashes and 13 injury crashes. Four crashes involved motorcycles. The two fatal crashes were left turn type and both involved a southbound motorcycle colliding with a northbound left turning vehicle. Approximately 65 percent of the crashes were rear end type collisions that were all in the northbound direction and 20 percent were right angle crashes. Nearly all the rear end crashes at this location involved a vehicle that was already stopped at the traffic signal. This condition differs from a following vehicle rear-ending a leading vehicle that is slowing down or moving in traffic. The closest traffic signal control along US 1 is at SR 5A (N Nova Road) that is 1.10 miles south of Airport Road. Inattentive and distracted driving are likely contributing factors to the rear end crashes at this location.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable US 1 conditions at the intersection:

- Initiate an education program for drivers, bicyclists, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic, traffic signal operations, proper U-turns and conditions to expect of the road.
- Install traffic signal indication back plates with retroreflective border to enhance the traffic signals.





- Install a DMS board on northbound US 1, south of Airport Road, for the northbound approaching traffic. This board can be used to display dynamic messages such as prepare to stop, stop ahead and other traffic or weather related messages.
- Test install Signal Phase and Timing (SPaT), which is an emerging Connected Vehicle technology that may significantly mitigate the crashes at this location. SPaT broadcast real time traffic signal phase and timing information to vehicles within a design distance to a traffic signal. The traffic signal equipment will require either a Dedicated Short-Range Communication (DSRC) wireless transceiver or 3G and 4G cellular communications to broadcast the traffic signal status such as red signal - prepare to stop messages and warnings for pedestrians and bicyclists.
- Although not identified as a crash contributor, restripe the southbound approach to Airport Road to improve lane delineation and eliminate confusion. Currently, the southbound approach is striped with an added lane that does not have a receiving lane on the other side of the intersection. The added lane does not have a lane use arrow pavement marking or sign.

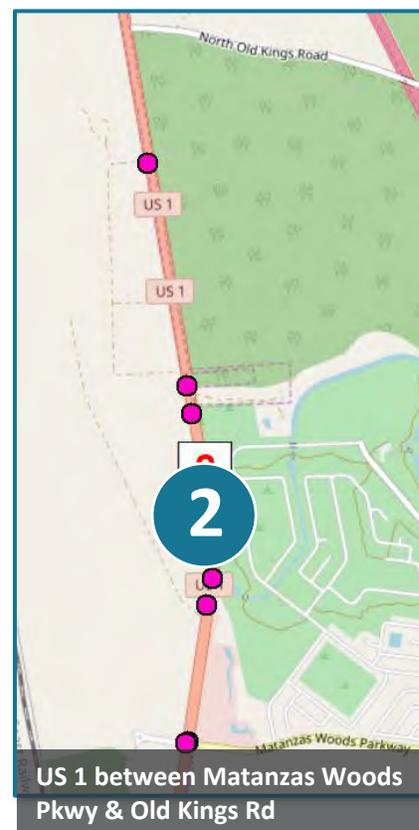
### 5.3.2 US 1 between Matanzas Woods Parkway and Old Dixie Highway

#### LOCATION: Palm Coast

This 2.63-mile segment extends between Matanzas Woods Parkway and Old Kings Road. The corridor is a four-lane grass median divided highway in a very rural undeveloped setting with grasslands, trees, and low vegetation. There are no developments or structures on either side of the corridor. The highway is posted with 65 MPH speed limit signs although field review observed that traffic consistently travelled in excess of the speed limit in both directions. Very low volumes of traffic were observed along this segment.

There were 13 crashes listed at this intersection area during the 5-year study period, including two fatal crashes. The crash history of this segment consists of 38 percent Roll Over and Run Off the Road, 23 percent angle, and 23 percent rear end type crashes. Four of the thirteen (31 percent) crashes involved a motorcycle. There were three crashes caused by drivers that ran the stop sign on Matanzas Woods Parkway.

One fatality occurred on March 13, 2013 at 7:38 AM and another occurred on October 30, 2016 at 2:41 AM. The March crash involved a northbound motorcycle and a westbound left turning vehicle on the Matanzas Woods Parkway approach to US 1 that ran a stop sign. It was daylight with





clear weather and dry pavement. The motorcycle operator suffered fatal injuries. The October crash occurred about 1.2 miles north of the Matanzas Woods Parkway intersection and involved a vehicle traveling southbound on US 1. The driver lost control of the vehicle, traveled over the median, rolled over and traveled over the northbound US 1 lanes and continued off the paved road. The driver suffered fatal injuries.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Install longitudinal rumble strip edge lines and centerlines to notify drivers that their vehicles are starting to depart the travel lane.
- Replace the stop sign on the Matanzas Woods Parkway with an oversized 48-inch stop sign with higher retroreflectivity.
- Install rumble strips across the westbound travel lane of Matanzas Woods Parkway on the approach to US 1.
- Install a solar powered radar activated flashing beacon assembly to the stop ahead warning sign on the westbound Matanzas Woods Parkway approach to US 1.
- Install a solar powered radar activated vehicle speed sign with a speed limit sign on the northbound shoulder of US 1, north of Matanzas Woods Parkway and on the southbound shoulder of US 1, south of North Old Kings Road.
- Install “Junction, Old Kings Road, 1 Mile” guide signs on the US 1 northbound approach to Old Kings Road to notify drivers on both lanes of the intersection ahead.
- Install “Junction, Matanzas Woods Pkwy, 1 Mile” guide signs on the US 1 southbound approach to Old Kings Road to notify drivers on both lanes of the intersection ahead.



### 5.3.3 Maytown Road – 800 foot segment west of Maytown Spur Road

#### LOCATION: Volusia County

This segment of Osteen Maytown Road, west of the Maytown Spur Road, is on a horizontal curve. The pavement is 22 feet wide with 11-foot lanes without shoulders. The curve is marked with chevrons and advance curve warning signs with 35 MPH advisory speed plaques in both approaches to the curve. There are over four miles of continuous uncontrolled roadway to the east of the curve and over twelve miles continuous uncontrolled roadway to the west of the curve. Drivers are traveling at speeds in excess of 50 MPH on the approaches to the curve.



There were 12 crashes listed at this intersection area during the 5-year study period. There were two fatal crashes and both involved motorcycles. Eleven of the twelve crashes at this location were drivers losing control of their vehicles, rolling over and running off the road. The other crash involved a westbound car that struck a deer. Eight of the 12 crashes were motorcycle drivers that lost control of their vehicle.

One fatality occurred on November 30, 2014 at 10:42 AM and another occurred on June 23, 2015 at 11:50 AM. The November crash involved an eastbound motorcycle traveling lead with two other motorcycles. The driver of the lead motorcycle failed to negotiate the curve, lost control of the vehicle, drove off the paved road and overturned. The two motorcycles that were following also lost control while attempting to avoid the lead motorcycle and overturned. The driver of the lead motorcycle suffered fatal injuries. The June crash involved a single eastbound motorcycle that lost control of the vehicle at the curve, ran off the road and overturned. The driver suffered fatal injuries. Both fatal crashes occurred during daylight conditions, cloudy weather and dry pavement.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Apply high friction surface treatment through the curve for about 1,200 feet.
- Construct 10 foot to 12 foot shoulders on both sides of the curve to provide a recovery area for drivers starting to depart the travel lane.



- Install longitudinal rumble strip on the edge lines and centerlines to notify drivers that their vehicles are starting to depart the travel lane. The rumble strip treatment should consider the high volume of motorcycles that travel on this road.
- Install a solar powered radar activated vehicle speed sign with a speed limit sign on the eastbound and westbound approaches to the curve that will activate when vehicular speeds exceeds the advisory speed for the curve.

#### 5.3.4 US 1, South of Belle Terre Boulevard

##### LOCATION: Palm Coast

This US 1 segment includes the signalized intersection with Belle Terre Boulevard. US 1 is a 4-lane grass median divided highway with a 200-foot northbound left turn lane and 450-foot southbound left turn lane. US 1 has marked bike lanes in both directions of travel. The US 1 southbound left turn movement is controlled with a protected green signal and permissive flashing yellow arrow. The US 1 edge line does not have rumble strips. Most of the crashes occurred in the southbound direction of US 1.

There were seven crashes listed at this intersection area during the 5-year study period.

There were two fatal crashes. One involved a motorcycle and the other involved a bicyclist. Five of the seven crashes at this location were drivers losing control of their vehicles and running off the road. The other crash was a sideswipe type crash.

One fatality occurred on December 3, 2012 at 9:55 PM and another occurred on July 10, 2013 at 6:50 PM. The December crash involved a southbound motorcycle that lost control of the vehicle, ran off the road and struck a parked RV on private property. The July crash involved a northbound vehicle that departed the travel lane and rear ended a bicyclist traveling on the northbound bike lane.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Apply high friction surface treatment through the curve for about 2,500 feet.
- Construct shoulders on both sides of the curve to provide drivers starting to depart the travel lane a recovery area.





- Install longitudinal rumble strip on the edge lines and centerlines to notify drivers that their vehicles are starting to depart the travel lane.
- Install a curve ahead warning sign on the approaches to the curve and chevrons on the curve to increase driver recognition of the curve.

### 5.3.5 Whiteview Parkway between Wood Aspen Lane and Rolling Sands Drive

#### LOCATION: Palm Coast

There were eight crashes recorded at this location during the 5-year study period. There were two fatal crashes and three injury crashes. Seven of the eight crashes at this location were right angle crashes involving a northbound vehicle on Rolling Sands Drive and an eastbound vehicle on Whiteview Parkway. The other crash involved vehicle on Whiteview Parkway traveling in an eastbound direction and lost control at the curve east of Rolling Sands Drive.

Approximately 88 percent of the crashes were in right angle collisions at the Whiteview Parkway and Rolling Sands Drive intersection. Notable of the crashes at the intersection are that northbound drivers entering Whiteview Parkway are failing to see oncoming eastbound traffic.

Some drivers mentioned that the eastbound outside lane was occupied by a vehicle that was turning right and it obstructed their view of the eastbound outside lane. They did not wait for traffic to clear to ensure a sufficient gap in traffic on both eastbound lanes before they entered Whiteview Parkway.

One fatality occurred on February 8, 2014 at 3:25 AM and another occurred on August 1, 2012 at 10:09 PM. The February crash involved a single eastbound vehicle that traveled past Rolling Sands Drive and lost control of the vehicle at the curve, ran off the road and struck a tree. The driver suffered fatal injuries. The light condition was dark and not lighted. The weather condition was raining. The driver was found to be DUI. The August crash was an angle collision at the Whiteview Parkway and Rolling Sands Drive intersection. The northbound driver of Rolling Sands Drive ran the stop sign and collided with an eastbound motorcycle. The motorcycle driver suffered fatal injuries.

Based on the crash history and observed conditions, possible improvements to mitigate or eliminate crashes and undesirable conditions at the intersection:





- Modify the eastbound Whiteview Parkway outside approach lane to an exclusive right turn only lane. Construct an island to channelize the proposed Whiteview Parkway eastbound right turn lane to Rolling Sands Drive. Extend the Rolling Sands Drive right turn curb to the existing white skip line and taper back to the edge line. This intersection modification will allow drivers on the northbound Rolling Sands Drive approach better sight lines to oncoming westbound traffic. This concept is illustrated in the image below.



The channelization island with non-mountable curbs will provide protection to the northbound traffic that is required to stop. A capacity analysis will be required to determine if a single through lane will be capable of serving the eastbound traffic volume demands.

- Install a single-lane twin roundabout on Whiteview Parkway with connections to Wood Aspen Lane, Rolling Sands Drive and Woodbury Drive. The Rolling Sands Drive will be a right in right out access at the middle of the double roundabout design. The Whiteview Parkway two-lane approaches will be reduced to a single lane at the roundabout. A capacity and operational analysis should be conducted to determine feasibility. A double roundabout design will improve side street sight lines and cause drivers to slow down.
- Initiate an education program for drivers, bicyclist, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic and conditions to expect on the road.
- Provide occasional police enforcement to encourage northbound drivers to stop at the stop sign, yield to oncoming vehicles with sufficient gap in the eastbound traffic and to encourage Whiteview Parkway drivers to travel within the posted speed limit.



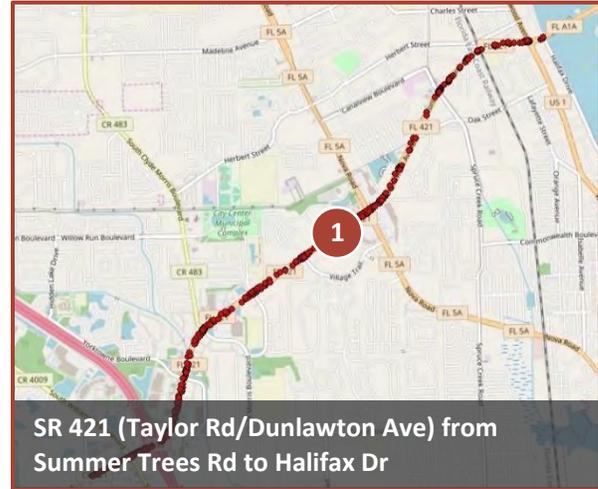
## 5.4 Segments by Frequency

### 5.4.1 SR 421 (Taylor Road/Dunlawton Avenue) – Summer Trees Road to Halifax Drive

#### LOCATION: Port Orange

There were 1,558 crashes recorded along this 4.33-mile segment during the 5-year study period, which is an average of 72 crashes per mile per year. There were seven fatal crashes and 459 injury crashes. Two of the seven fatal crashes occurred at the Swallow Tail Drive intersection. Approximately 44 percent of the crashes were rear end, 10 percent were sideswipe, 6 percent were left turn, 5 percent were angle and 2 percent were pedestrian type collisions.

This corridor is a multi-lane median divided arterial serving a significant volume of traffic throughout the day.



The half-mile segment west of I-95 and the 1.75-mile segment east of SR 5A (S Nova Road) is a four lane section with auxiliary right turn and/or left turn lanes at the signalized intersections. The 2.15-mile segment from I-95 to SR 5A (S Nova Road) is a six-lane section with left turn and right turn lanes at signal-controlled intersections. Left turn median openings are provided at select locations along the corridor. Observed traffic travels in long platoons extending up to about 800 feet. During the midday period, the trailing end of the platoons are traveling at speeds in excess of the 45 MPH speed limit. At the SR 5A (S Nova Road) intersection, an eastbound platoon arriving at a red signal indication converts to a queue that obstructs the westbound left turn movement at S Swallowtail Drive.

There are four pairs of left turn median openings along the six-lane section. Executing left turn movements over three opposing lanes of traffic presents a challenge due to a limited driver sight line to the outside opposing lane (obstructed by vehicles in the middle and inside lanes). The speed of the mainline traffic stream, which is traveling at 45 MPH or higher, also makes left turns a challenge.

The segment from Summer Trees Road to Victoria Garden Boulevard requires full attention from drivers due to the high volumes of traffic, entering and exiting traffic, lane maneuvering at signalized intersection approaches, and traffic speeds. Williamson Boulevard, I-95, Yorktowne Boulevard and SR 483 (Clyde Morris Boulevard) intersect the 1.7-mile segment of the SR 421 (Taylor Road/Dunlawton Avenue) corridor. In addition to the major intersections, this segment of the corridor provides access to large retail and commercial destinations, Spruce Creek high school, and Horizon and Sweetwater elementary schools.



At the SR 421 (Dunlawton Avenue) and SR 5A (S Nova Road) intersection, retailers, commercial properties, and restaurants that attract significant volumes of traffic, especially during the midday period, occupy the surrounding areas. Significant volumes of traffic from both approaches of SR 5A (Nova Road) were observed entering SR 421 (Dunlawton Avenue). A constant volume of traffic travels through this intersection throughout the midday period.

Based on the crash history and observed conditions, possible improvements to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Initiate an education program for drivers, bicyclists, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic and conditions to expect on the road.
- Provide police enforcement between noon and 6 PM, which is when 52 percent of the crashes occurred. Distracted and inattention to the driving tasks are contributing factors to the crashes along this corridor. Rear end collisions while stopped at a red signal are likely due to driver distractions within the vehicle.
- Either install a solar powered radar activated vehicle speed sign with a speed limit sign at strategic locations along SR 421 (Taylor Road/Dunlawton Avenue) that will activate when vehicular speeds exceed the posted speed for the curve; or
- Install variable speed limit signs along strategic locations along the corridor to manage speeds and traffic flows especially on the segments between traffic signals.

#### 5.4.2 SR 430 (Mason Avenue) – Alabama Street to Ballough Road

##### LOCATION: Daytona Beach

There were 875 crashes recorded along this 2.5-mile segment during the 5-year study period, which is an average of 68 crashes per mile per year. There were two fatal crashes and 307 injury crashes. Approximately 38 percent of the crashes were rear end, 14 percent were left turn, 7 percent were angle, 6 percent were sideswipe and 1 percent were pedestrian type collisions. Fourteen percent of the rear end crashes occurred on wet pavement.

The complexity of the corridor includes a high volume of traffic, multi-lane roadway section, large signalized intersections with limited sight lines for right turn on red and permissive left turns, and high volume commercial driveways.





The study segment is an undivided four-lane section with left turn and/or right turn lanes at select intersections. A 400-foot section west of SR 5A (N Nova Road) has a center two way left turn lane. There is an at-grade railroad crossing about 800 feet west of US 1 (N Ridgewood Avenue). This corridor passes through mostly residential neighborhoods and serves as the east west arterial in the area that connects with Williamson Boulevard to the west, Bill France Boulevard, N Clyde Morris Boulevard, SR 5A (N Nova Road), US 1 (N Ridgewood Avenue), and Riverside Drive/N Beach Street to the east. The corridor has short city blocks, dense commercial and retail driveways to single use lots. A charter school (Richard Milburn Academy) is at the Masonova Commerce Park strip mall one block west of SR 5A (N Nova Road).

Sudden stops are caused by vehicles on SR 430 (Mason Avenue) slowing down to turn left or right as well as traffic entering the corridor from the side streets and driveways. Drivers were observed slowing down on the inside and outside lanes looking for their destination. Aggressive passing and gap acceptance resulted with other drivers accelerating to pass the slowing or slowed vehicle.

Field review observed irregular maneuvers and sudden U-turns and left turns into very short gaps. An example was an eastbound pick-up truck driver on SR 430 (Mason Avenue) who drove over the raised concrete median to access the Sunoco gas station.

Based on the crash history and observed conditions, possible improvements to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Resurface the pavement to improve surface friction. Thirteen percent of all crashes occurred on wet pavement.
- Initiate an education program for drivers, bicyclists, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic and conditions to expect on the road.
- Provide police enforcement between noon and 5 PM, which is when 41 percent of the crashes occurred. Rear end collisions while stopped at a red signal are likely due to driver distractions within the vehicle. This may also serve to reduce irregular maneuvers and aggressive drivers.



### 5.4.3 Enterprise Road – US 17 (S Volusia Avenue) to Florida Avenue

#### LOCATION: Orange City and DeBary

There were 326 crashes recorded along this 1.16-mile segment during the 5-year study period, which is an average of 60 crashes per mile per year. There were two fatal crashes and 139 injury crashes. Approximately 37 percent of the crashes were rear end, 18 percent were left turn, 8 percent were angle, 9 percent were sideswipe and 6 percent were head-on type collisions. Twelve percent of the rear end crashes and 11 percent of all the crashes occurred on wet pavement.

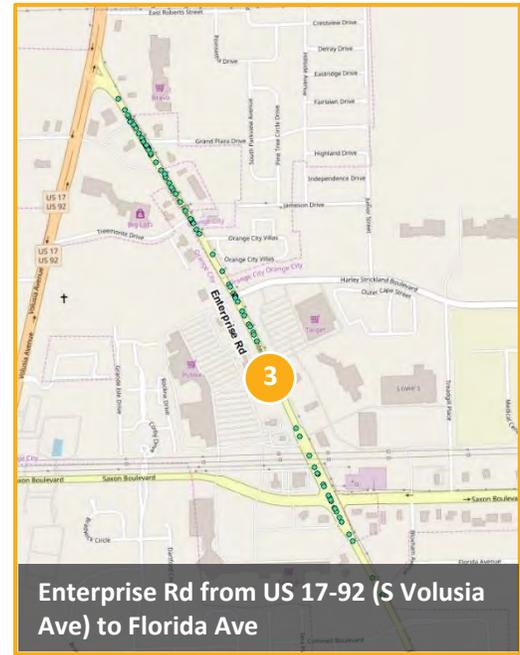
The complexity of the corridor includes a high volume of traffic, multi-lane roadway section, and high volume commercial driveways.

Enterprise Road is a four lane undivided roadway serving large commercial sites, retail strip malls, office complexes, multi-family residential neighborhoods, and single-family residential neighborhoods. The study corridor is from the Saxon Boulevard intersection to US 17 (S Volusia Avenue). The southern section was extended to south to Florida Avenue to include the northbound approach to Saxon Boulevard. The segment from Saxon Boulevard to US 17 (S Volusia Avenue) is about one mile in length. There are four signalized intersections within this study corridor including US 17 (S Volusia Avenue) and Saxon Boulevard.

Field review observed varied vehicles speeds in excess of the posted 35 MPH speed limit.

Based on the crash history and observed conditions, possible improvements to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Initiate an education program for drivers, bicyclists, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic and conditions to expect on the road.
- Provide police enforcement between 11 AM and 3 PM, which is when 44 percent of the crashes occurred. Speed and traffic volumes are likely contributors to crashes along this corridor.

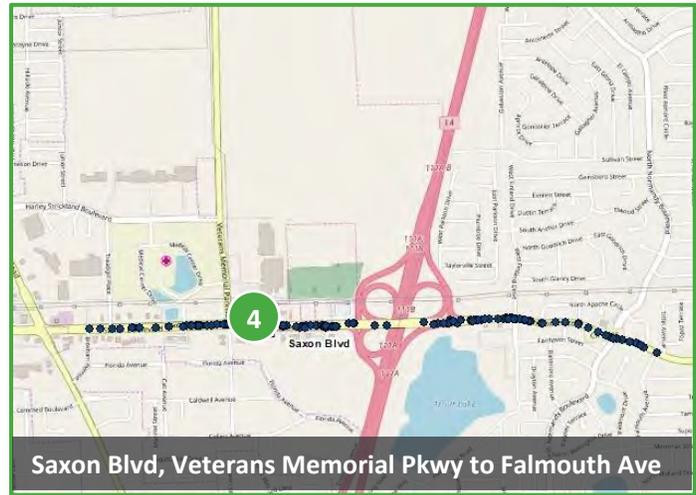




#### 5.4.4 Saxon Boulevard – Veterans Memorial Parkway to Falmouth Avenue

##### LOCATION: Orange City and Deltona

There were 591 crashes recorded along this 1.97-mile segment during the 5-year study period, which is an average of 60 crashes per mile per year. There was one fatal crash and 217 injury crashes. Approximately 42 percent of the crashes were rear end, 15 percent were left turn, 3 percent were angle and 9 percent were sideswipe type collisions. Fifteen percent of the rear end crashes and 13 percent of all crashes occurred on wet pavement.



The complexity of the corridor includes a high volume of traffic, multi-lane roadway section, and closely spaced high volume commercial driveways, and large commercial destinations that generate turning movements.

This segment of Saxon Boulevard is two miles in length with major intersections at Veterans Memorial Parkway, I-4 interchange, and N Normandy Boulevard. A constant flow of traffic in both directions of Saxon Boulevard was observed during the day. Closely spaced commercial driveways line the corridor except in the I-4 interchange area. Lots with a single use lot occupant, mostly chain restaurants, are along the corridor. The main entrance to Florida Hospital Fish Memorial is just west of the Veterans Memorial Parkway intersection. A Walmart Supercenter and Home Depot are located at the northeast part of the Veterans Memorial Parkway intersection. The driveway to Lowe’s Home Improvement and Hobby Lobby is across from Bloxham Avenue.

In addition to commuter traffic, local traffic and lunchtime traffic, the travelers on I-4 are also attracted to the restaurants and services along the corridor. Shoulder mounted advance Signal Ahead warning signs with cross street placards are posted at select signalized intersections west of I-4. On the three lane westbound approach to Enterprise Road, the outside through lane transitions to an exclusive right turn lane. This traps some drivers, who execute sudden lane changes to avoid an unwanted right turn maneuver.

Based on the crash history and observed conditions, possible improvements to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Modify the westbound right turn lane white longitudinal skip line to wide white dots in following with the MUTCD for a through lane that become an exclusive right turn only lane.





traffic and conditions to expect on the road. Although there were hardly any records of distracted driving, the education program should address the inattention of drivers along this corridor.

- Provide police enforcement between 1 PM and 7 PM, which is when 49 percent of the crashes occurred. The focus should be on the 4 PM to 5 PM hour due to the high number of crashes during that 60-minute period.

## 5.5 Benefit of Crash Mitigation Measures

The proposed improvements include strategies that are listed in the Federal Highway Administration (FHWA) Crash Modification Factors (CMF) Clearinghouse (<http://www.cmfclearinghouse.org/>). Measures listed in the CMF Clearinghouse are identified with crash reduction factors (CRF) that allow for a benefit cost assessment.

Other proposed improvements were included as probable mitigation measures to address undesirable conditions identified during the field visit and site review.

The FDOT Program Management/Estimates Historical Cost information was used to estimate costs of the proposed improvements. For strategies not listed in the FDOT Unit Costs List, costs were estimated using information from other projects or provided by suppliers.

The values of the benefits were based on the crash severities that may be eliminated or mitigated as described in the HSM for fatal, severe injury, moderate injury, minor injury and property damage only crashes. A summary list of the benefit - cost estimates of the proposed crash mitigation strategies is included in Appendix G. The list of CMFs used in the report is included in Appendix H. The FDOT list of Historical Unit List is included in Appendix I.

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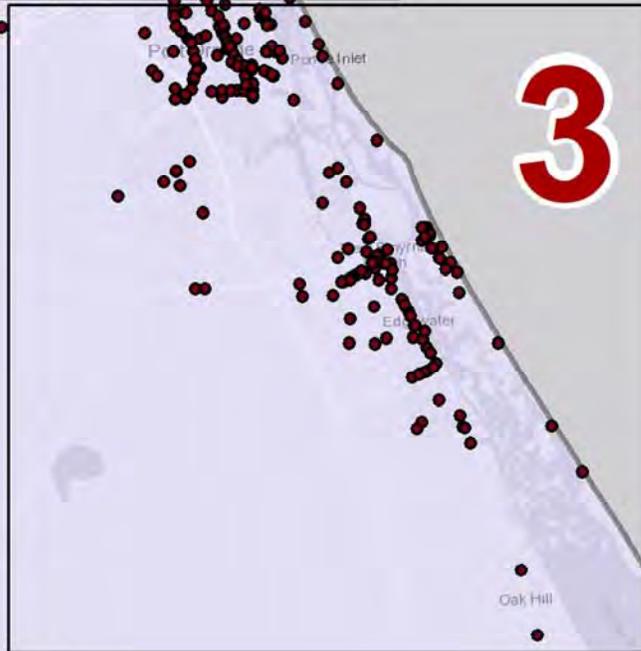
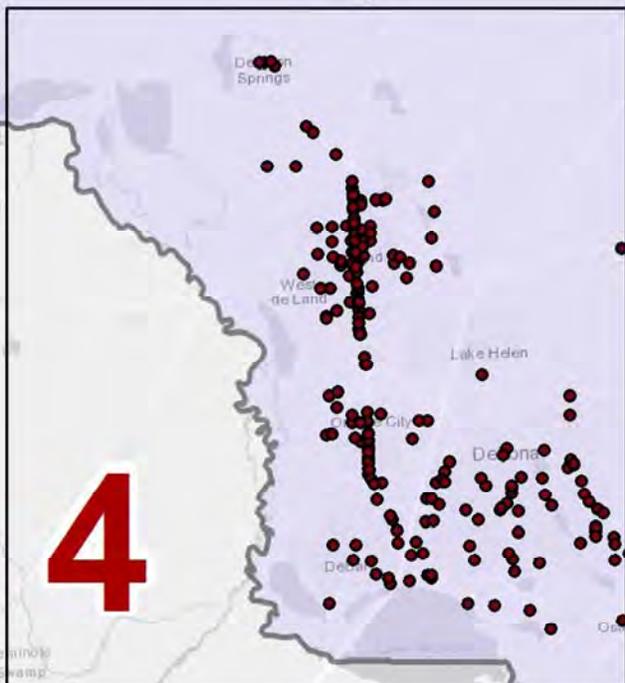
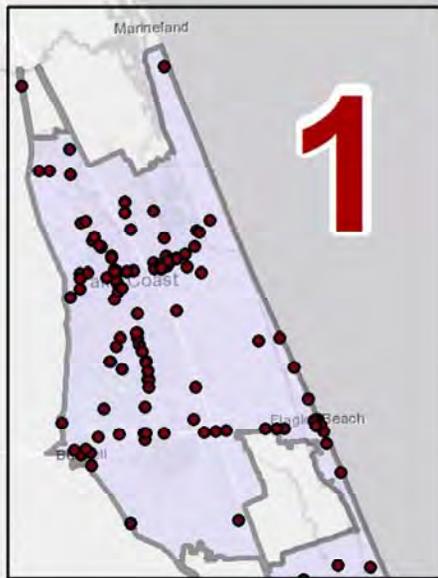
Within this report, “bicycle” and “bicyclist” refer to pedal cycle and pedal cyclists, respectively.



# APPENDIX A

## BICYCLE CRASH MAPS

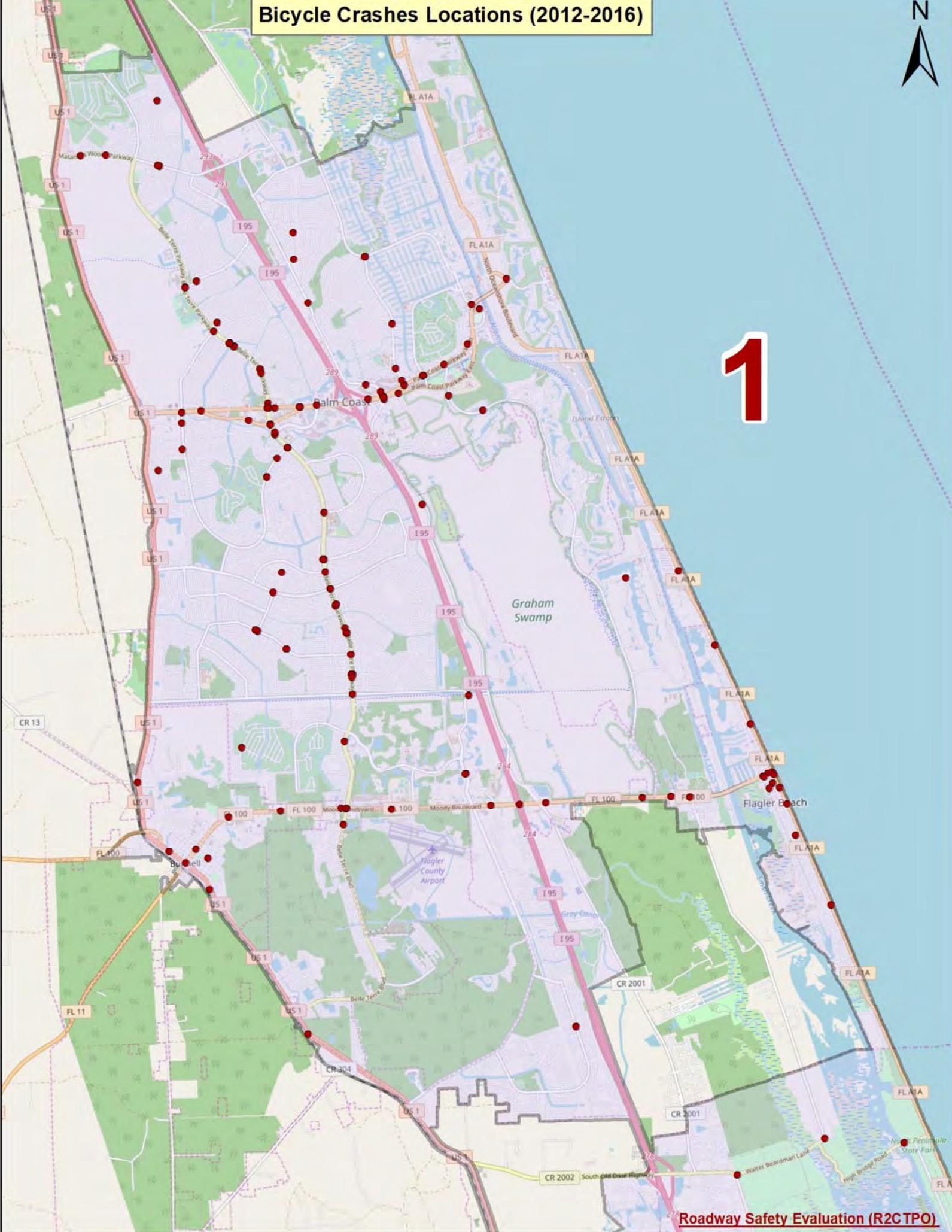
# Bicycle Crashes Locations (2012-2016)



# Bicycle Crashes Locations (2012-2016)



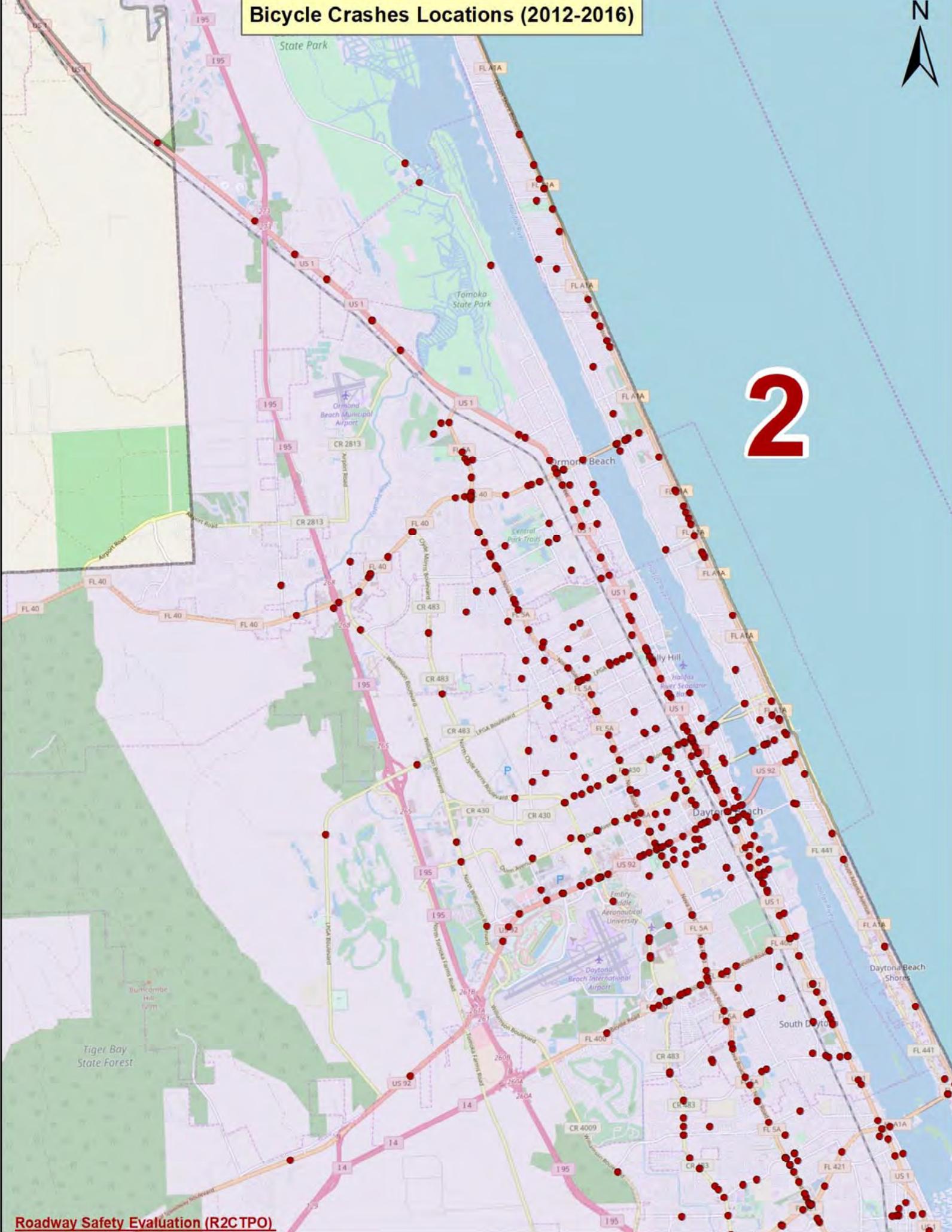
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# Bicycle Crashes Locations (2012-2016)



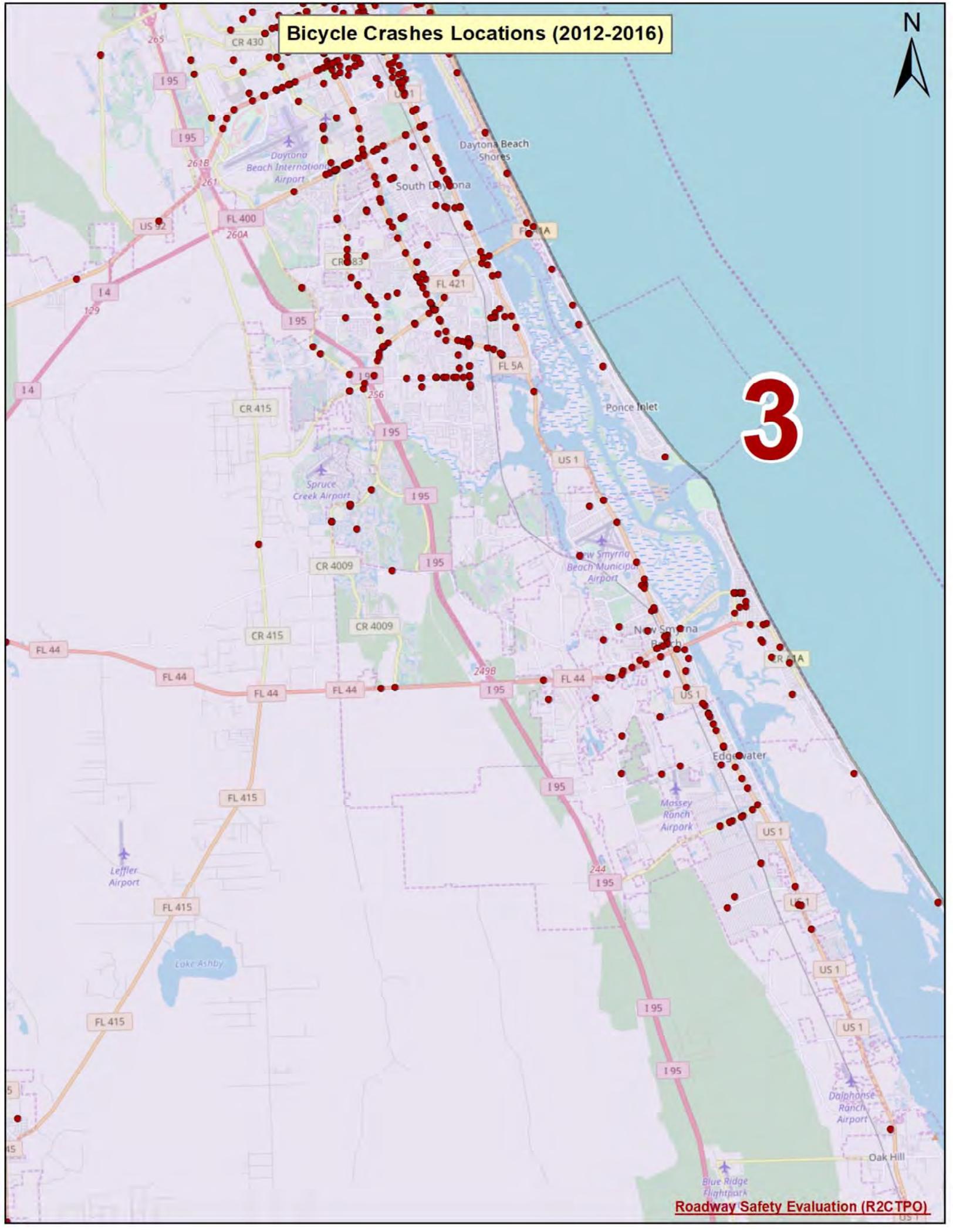
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# Bicycle Crashes Locations (2012-2016)

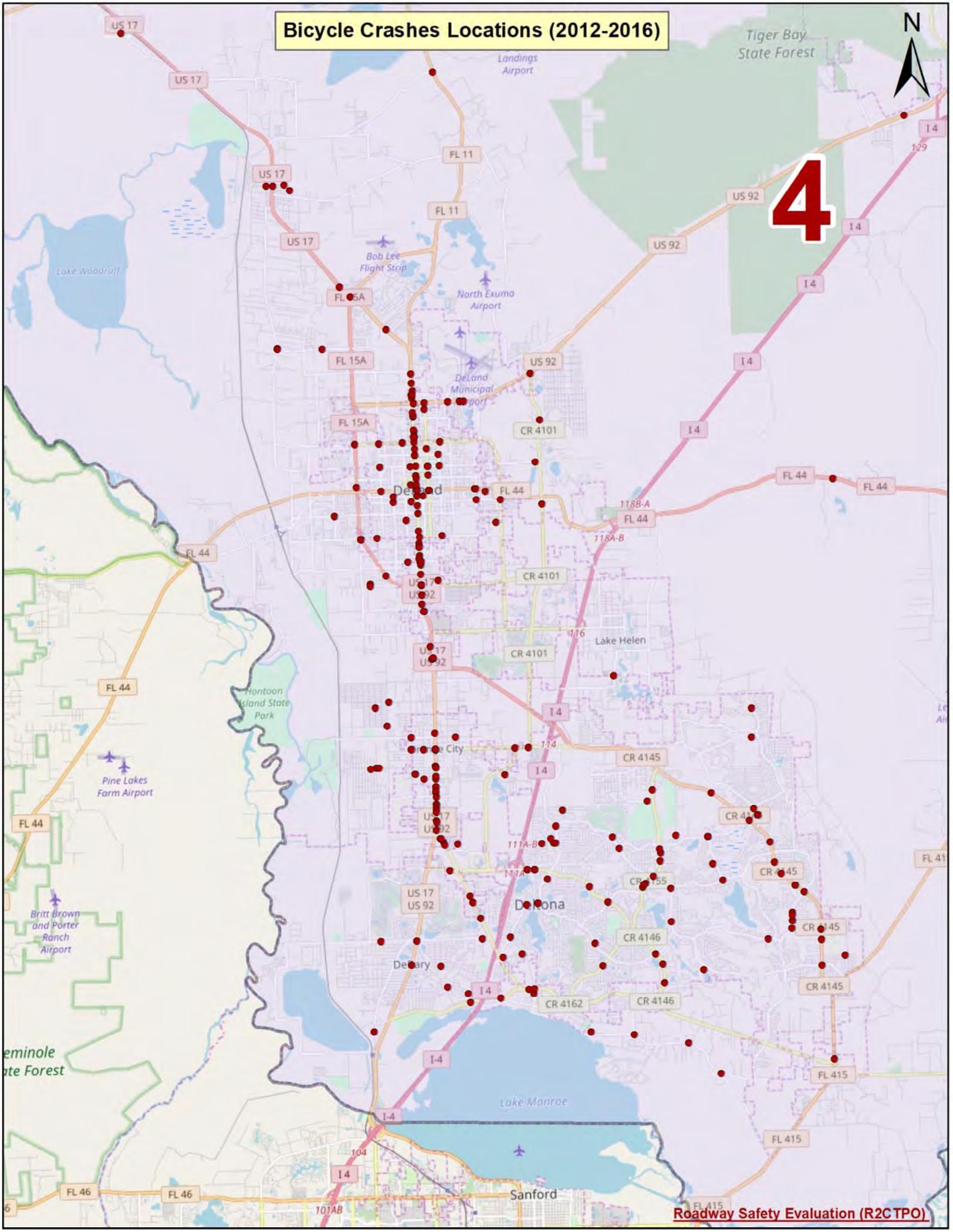


# 3



# Bicycle Crashes Locations (2012-2016)

# 4

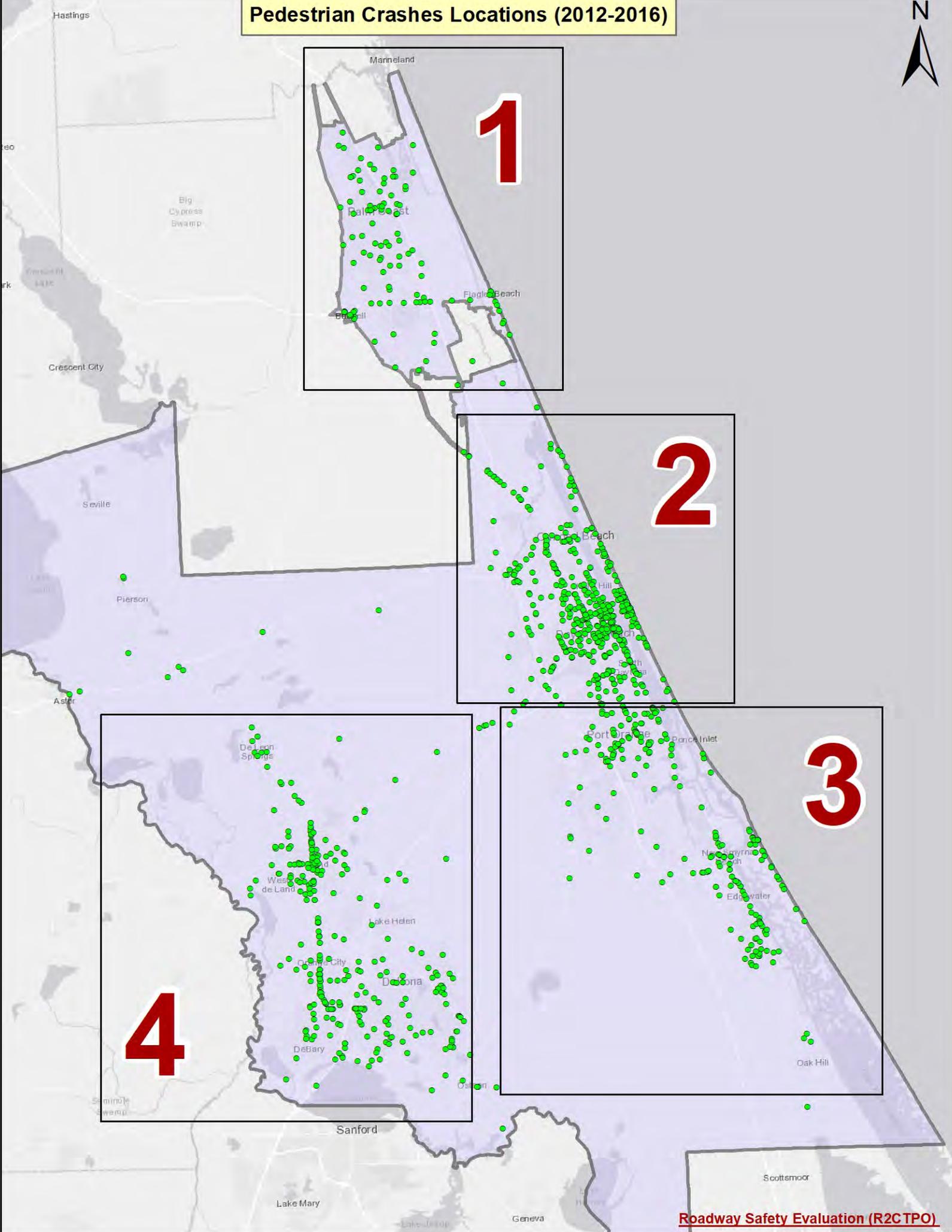




# APPENDIX B

## PEDESTRIAN CRASH MAPS

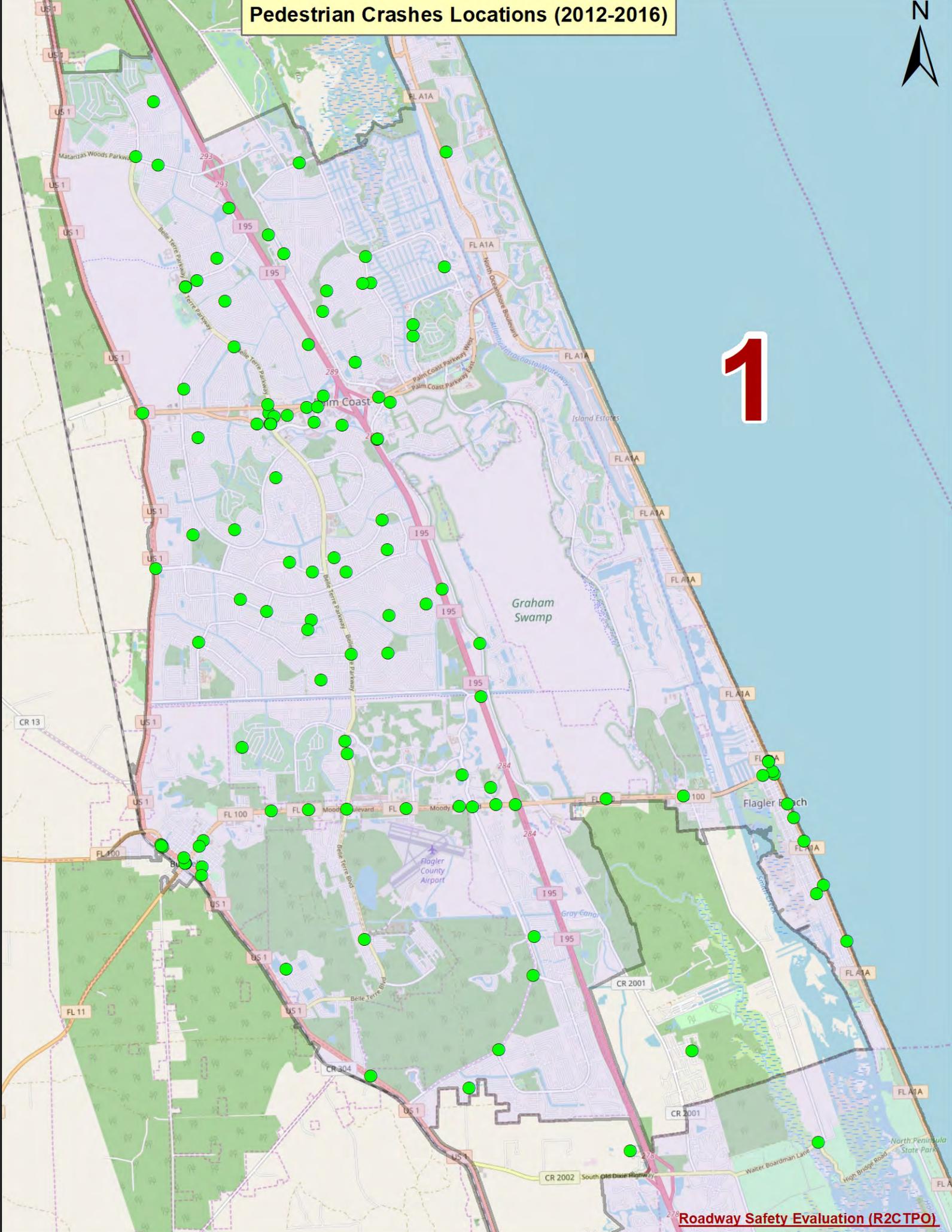
# Pedestrian Crashes Locations (2012-2016)



# Pedestrian Crashes Locations (2012-2016)



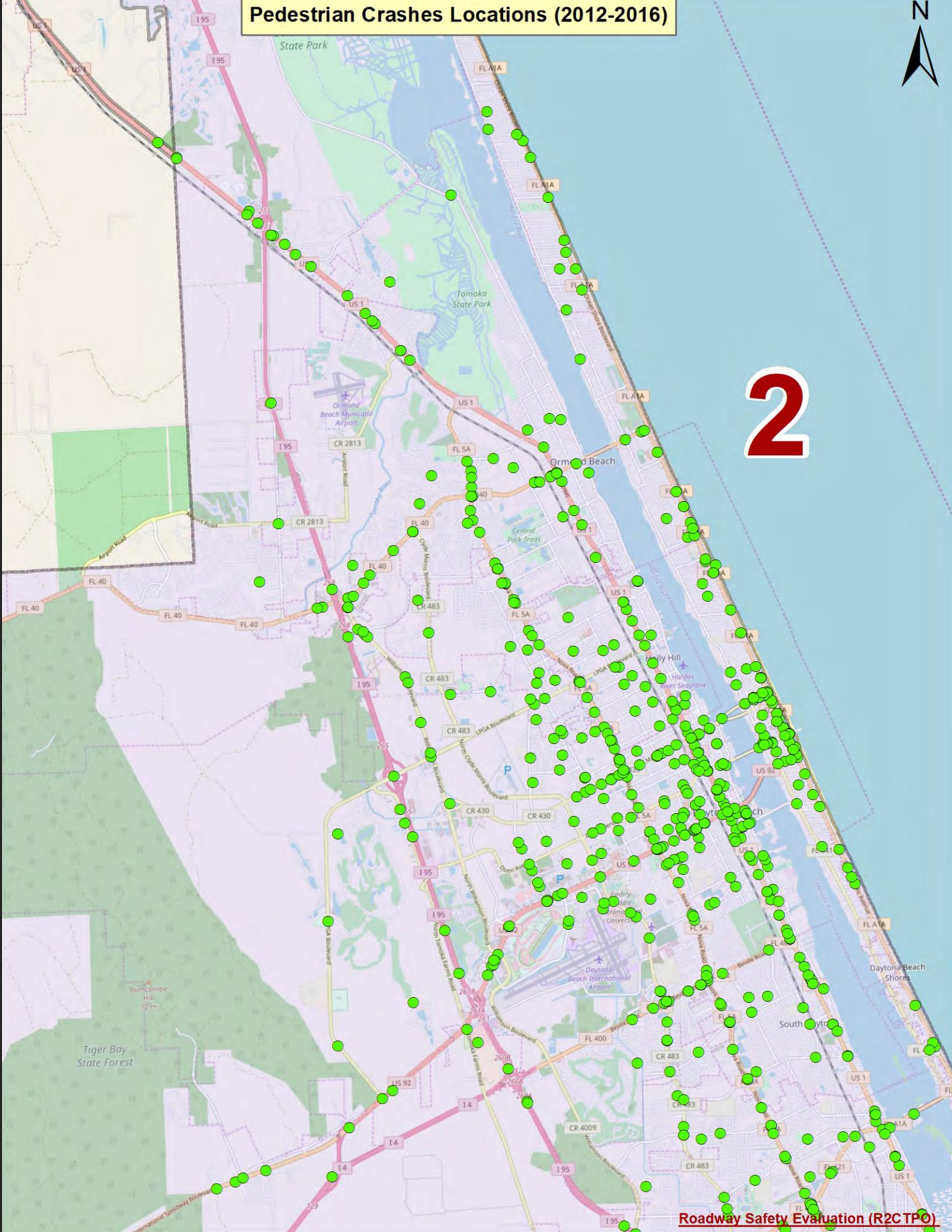
# 1



# Pedestrian Crashes Locations (2012-2016)



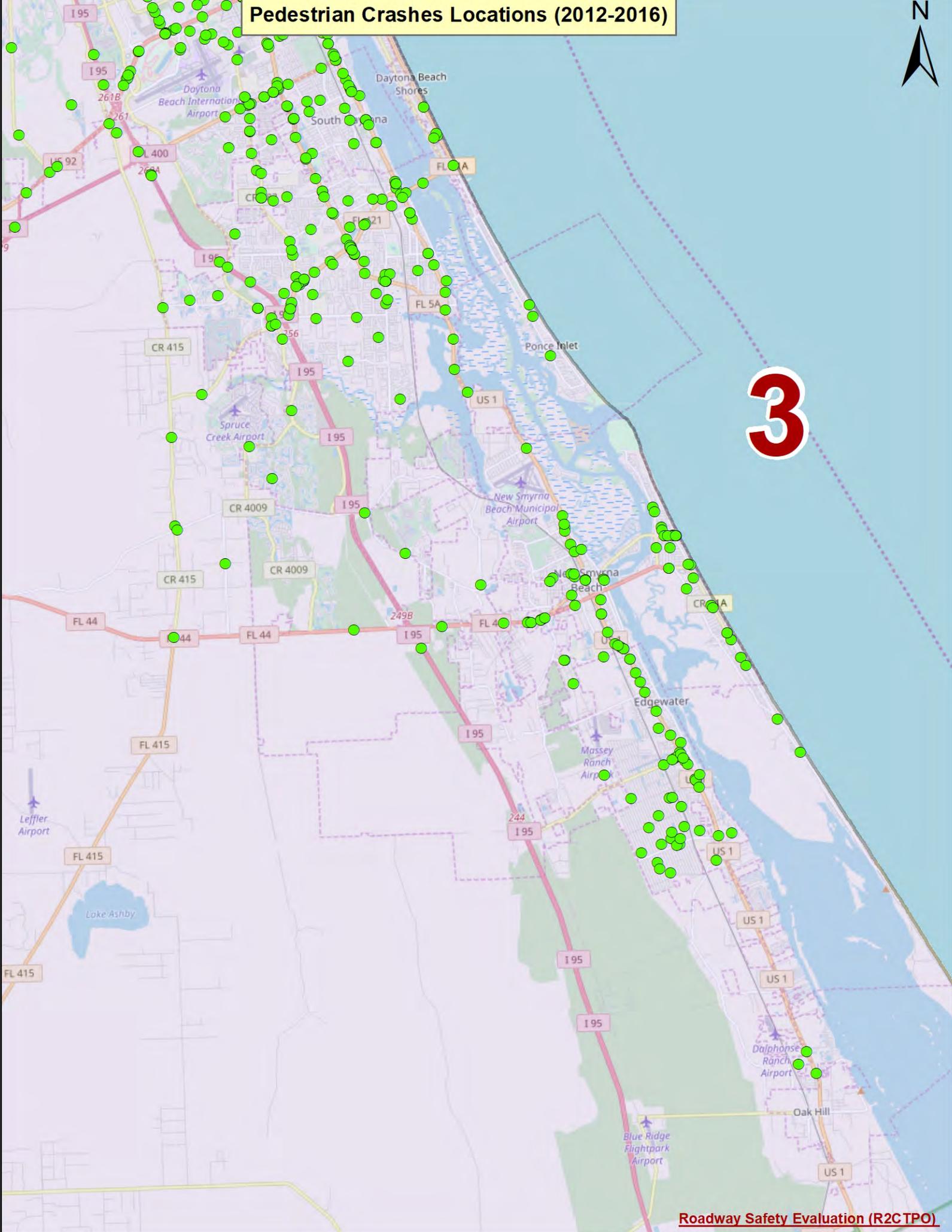
# 2



# Pedestrian Crashes Locations (2012-2016)

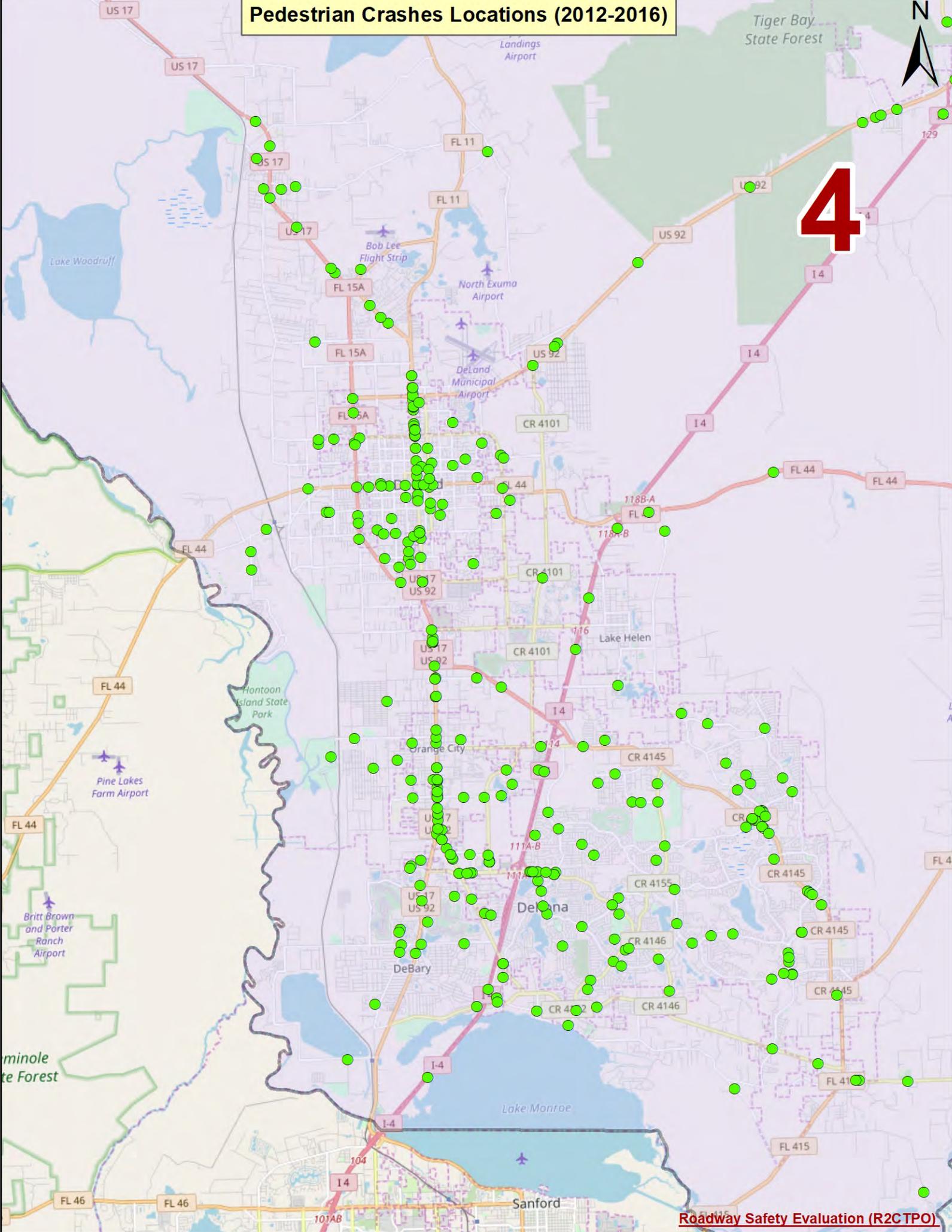


# 3



# Pedestrian Crashes Locations (2012-2016)

# 4





# APPENDIX C

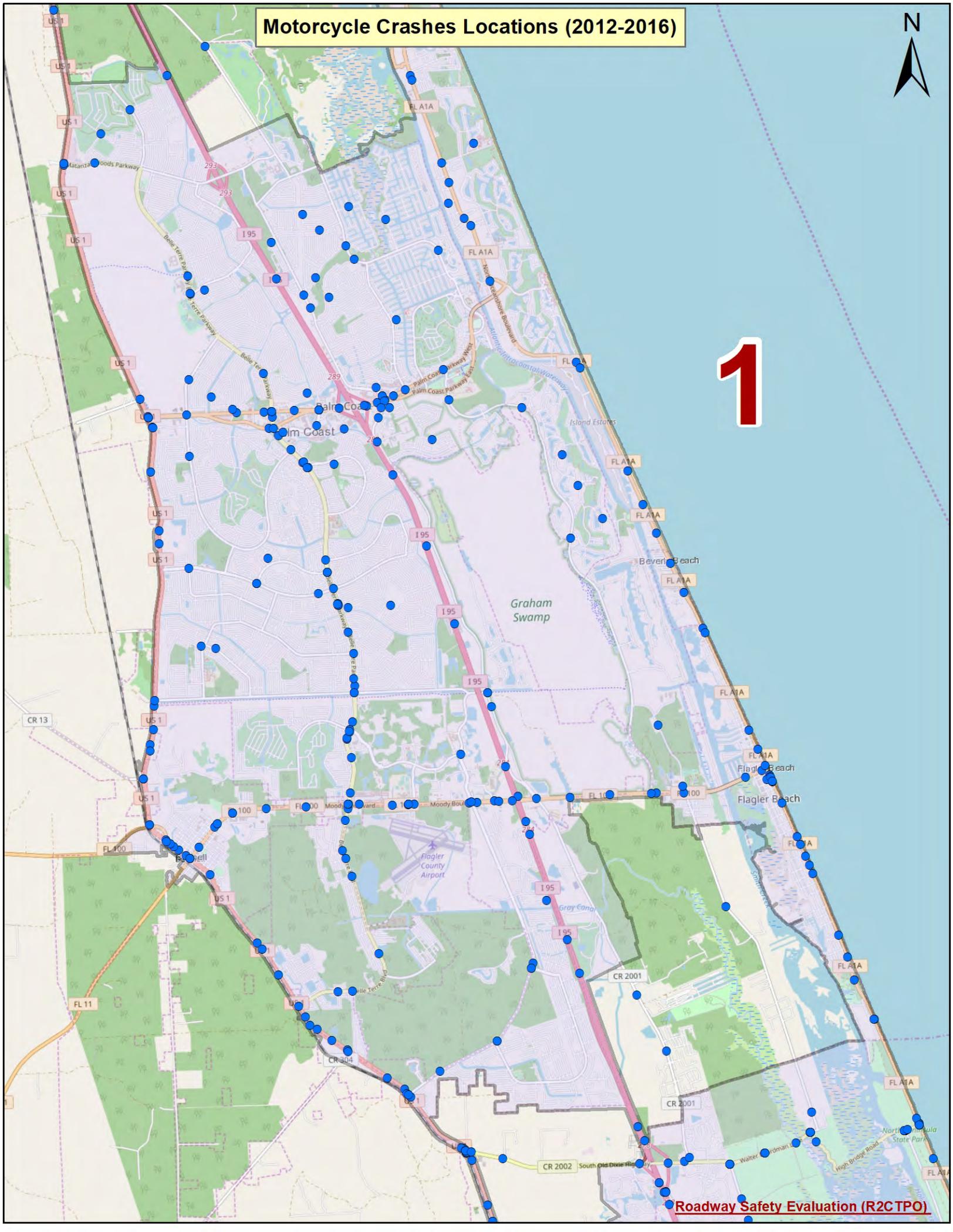
## MOTORCYCLE CRASH MAPS



# Motorcycle Crashes Locations (2012-2016)



# 1

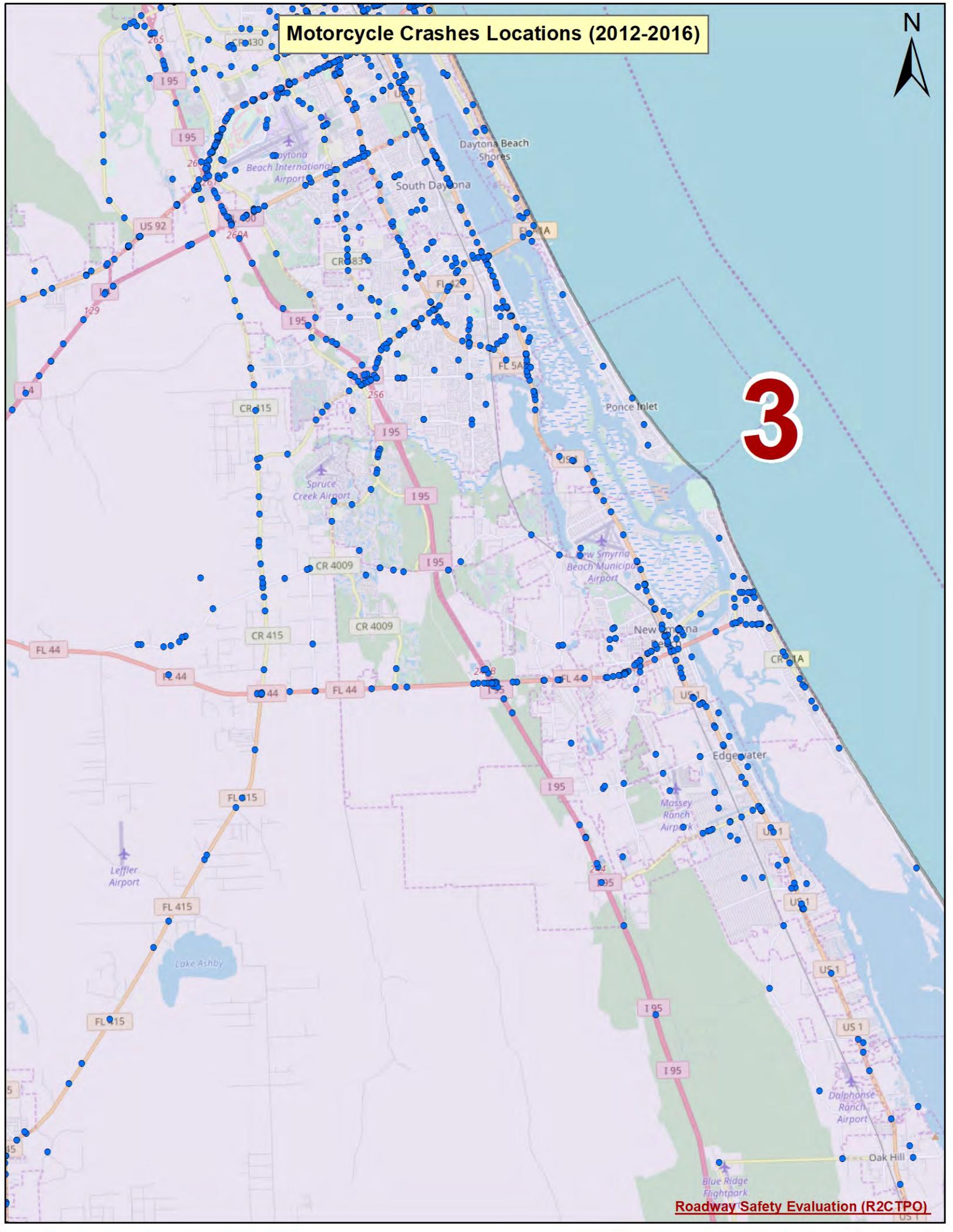




# Motorcycle Crashes Locations (2012-2016)

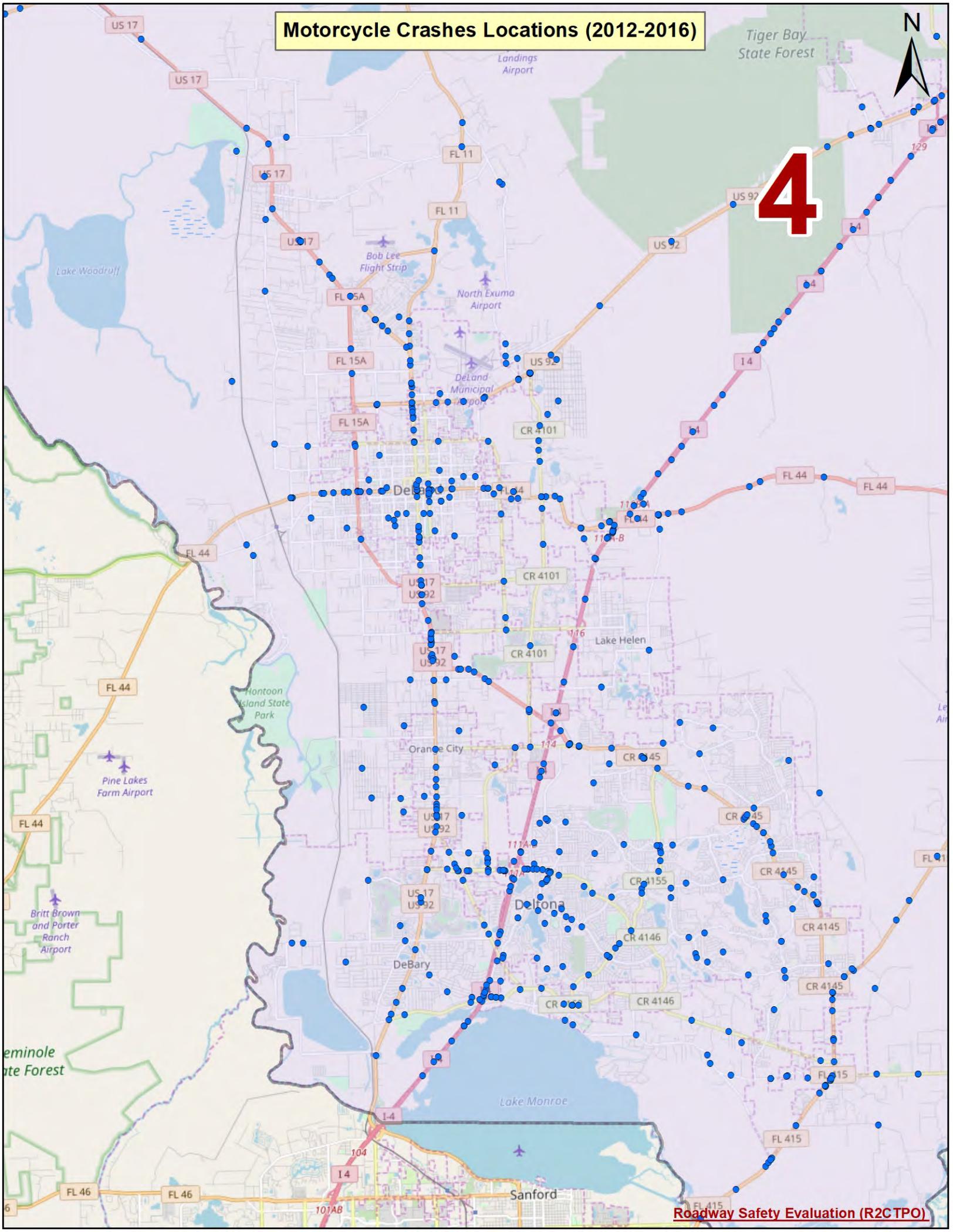


# 3



# Motorcycle Crashes Locations (2012-2016)

# 4





# APPENDIX D

## SELECTED STUDY LOCATIONS

Intersections with Highest Crash Severity (2012-2016)												
No.	Intersection	City	County	Crash Count	Crash Severity	HSM Method	Fatal & Inj Crashes	Fatal Crashes	Fatal & Incapacitating Injury Crashes	Incapacitating Injury Crashes	Injury Crashes	PDO Crashes
1	Washington St & N Riverside Dr	New Smyrna Bch	Volusia	24	3.42	2,950	14	2	2	0	12	10
2	SR 5A (S. Nova Rd) & Fernery Trl/Moreland Blvd	Ormond Beach	Volusia	18	3.56	2,942	10	2	3	1	8	8
3	US 17/US 92/SR 15 (N Woodland Blvd) & E Woodmont Rd	DeLand	Volusia	19	3.26	2,923	9	2	3	1	7	10
4	SR 483 (S Clyde Morris Blvd) & Hancock Blvd/Verona St	Daytona Beach	Volusia	16	3.50	2,901	8	2	3	1	6	8
5	US 1 (N State St) & SR 100	Bunnell	Flagler	11	4.64	2,896	8	2	3	1	6	3

Intersections with Highest Crash Counts (2012-2016)											
No.	Intersection	City	County	Crash Count Intersection AOI	Crash Count	Crash Severity	Fatal Crashes	Fatal & Incapacitating Injury Crashes	Injury Crashes	PDO Crashes	
6	US 1 (N. Yonge St) & SR 40 (W. Granada Blvd)	Ormond Beach	Volusia	193	167	2.24	0	1	69	98	
7	SR 421 (Dunlawton Ave) & SR 5A (S. Nova Rd)	Port Orange	Volusia	187	163	1.94	0	5	51	112	
8	SR 40 (W. Granada Blvd) & Williamson Blvd	Ormond Beach	Volusia	185	125	2.03	0	3	43	82	
9	SR 483 (S. Clyde Morris Blvd) & SR 421 (Dunlawton Ave)	Port Orange	Volusia	176	138	1.76	0	5	35	103	
10	SR 40/W Granada Blvd & SR 5A/Nova Rd	Ormond Beach	Volusia	172	147	1.90	0	5	44	103	

Segments with Highest Crash Counts (2012-2016)								
No.	Corridor	City	From	To	Length (Mi)	No. Crashes	Crash/Mi	Crash/Mi/Yr
11	SR 421 (Taylor Rd/Dunlawton Ave)	Port Orange	Summer Trees Rd	Halifax Dr	4.33	1558	360	<b>72</b>
12	SR 430 (Mason Ave)	Daytona Beach	Alabama St	Ballough Rd	2.57	875	340	<b>68</b>
13	Enterprise Road	Orange City	US17/US92 (S. Volusia Ave)	Florida Ave	1.16	378	326	<b>65</b>
14	Saxon Blvd	Orange City/Deltona	Veterans Memorial Pkwy/Bloxham Ave	Falmouth Ave	1.97	591	300	<b>60</b>
15	US17/US92 (N/S Volusia Ave): 5-lane with TWLTL*	DeLand	French Ave	Enterprise Road	2.01	524	261	<b>52</b>

\*Two-way Left Turn Lane

Segments with Highest Crash Severity (2012-2016)														
No.	Street	Intersecting Street(s)	City	County	Length (mi)	Crashes								
						No.	Severity	HSM Method	Fatal	Fatal & Injury	Fatal & Incapacitating Injury	Incapacitating Injury	Injury	PDO
16	US 1	Between Gamble Ave and Airport Rd	Ormond Beach	Volusia	0.05	20	4.05	<b>3,348</b>	2	15	7	5	13	5
17	US 1	Between Matanzas Woods Pkwy & Old Kings Rd	Unincorporated	Flagler	2.61	13	4.31	<b>3,146</b>	2	9	6	4	7	4
18	Osteen Maytown Rd	At Maytown Spur Rd	Unincorporated	Volusia	0.27	12	4.83	<b>3,089</b>	2	10	5	3	8	2
19	US 1	At Belle Terre Blvd	Unincorporated	Flagler	0.53	7	6.29	<b>2,872</b>	2	7	3	1	5	0
20	White View Pkwy	Between Wood Aspen Ln And Rolling Sands Dr	Palm Coast	Flagler	0.03	8	4.88	<b>2,834</b>	2	5	3	1	3	3



# APPENDIX E

## CRASH SUMMARIES

# Crash Summaries for Intersections by Crash Frequency

## US 1 (N. Yonge St) & SR 40 (W. Granada Blvd)

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Angle	1	3	1	1	1	7
Bicycle			1			1
Head On		1				1
Left Turn	4	3	7	4	6	24
Off Road		1	1	2	2	6
Other	1	5	13	6	5	30
Pedestrian	1	2		2	1	6
Rear End	9	17	19	18	20	83
Right Turn		1	1	1	1	4
Rollover				1	1	2
Sideswipe	2	2	2	3	8	17
Unknown	7	4	1			12
<b>Grand Total</b>	<b>25</b>	<b>39</b>	<b>46</b>	<b>38</b>	<b>45</b>	<b>193</b>

Crash Type	Month											
	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Angle		1	1			1	1	1	1	1		
Bicycle								1				
Head On										1		
Left Turn	1	1	5	1		2	2	3	3	4	2	
Off Road				1	2			1		1	1	
Other	5	2	1	2	2	3	2	2	2	4	2	3
Pedestrian	2	1			1			1	1			
Rear End	6	6	7	7	4	8	9	9	9	4	7	7
Right Turn		1					1				1	1
Rollover					1				1			
Sideswipe	1	2	1	1	1	2	1	2	2	1	1	2
Unknown	1	3			1	1		1			3	2
<b>Grand Total</b>	<b>16</b>	<b>17</b>	<b>15</b>	<b>12</b>	<b>12</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>19</b>	<b>16</b>	<b>17</b>	<b>15</b>

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Angle	1	1		1		3	1
Bicycle				1			
Head On					1		
Left Turn	3		6	4	2	5	4
Off Road	2		1		1		2
Other	5	4	2	4	4	6	5
Pedestrian	1			2	2	1	
Rear End	8	18	10	15	9	10	13
Right Turn	1	1		2			
Rollover						2	
Sideswipe	1		3	4	4	1	4
Unknown	1	1	5	1	1	2	1
<b>Grand Total</b>	<b>23</b>	<b>25</b>	<b>27</b>	<b>34</b>	<b>24</b>	<b>30</b>	<b>30</b>

Crash Type	Time of Day																							
	0	1	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23		
Angle											2	1	1			1		1				1		
Bicycle					1																			
Head On					1																			
Left Turn							1			1	1	1		1		1	1	2	5	4	5	1		
Off Road			1								1				1				1	1				
Other					2	2		1	4		1	2	5			1	3	2	1	1	5			
Pedestrian										1	2					2								
Rear End			1	1	1	2	4	5	4	8	6	4	8	5	7	4	4	8	3	5	2	1		
Right Turn		1																	1					
Rollover								1										1						
Sideswipe						1	1	1	1	1	2		2	1	2	2			2	1				
Unknown	9			1										1				1						
<b>Grand Total</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>9</b>	<b>19</b>	<b>7</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>14</b>	<b>13</b>	<b>12</b>	<b>13</b>	<b>2</b>		

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Angle		4	3
Bicycle		1	
Head On		1	
Left Turn		12	12
Off Road		2	4
Other		6	24
Pedestrian		6	
Rear End		39	44
Right Turn			4
Rollover		2	
Sideswipe			17
Unknown			12
<b>Grand Total</b>	<b>0</b>	<b>73</b>	<b>120</b>

Crash Type	Crash Direction								
	E	EW	N	NW	S	SE	SW	W	(blank)
Angle				4	1	1	2		
Bicycle									
Head On		1							
Left Turn	6		6		3			9	
Off Road	1		1		2			2	
Other	6		4		10			6	4
Pedestrian	3		1		1			1	
Rear End	19		30		17			17	
Right Turn	1							3	
Rollover								2	
Sideswipe	2	1	4		4			6	
Unknown									12
<b>Grand Total</b>	<b>38</b>	<b>2</b>	<b>46</b>	<b>4</b>	<b>38</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>16</b>

Crash Type	Weather				
	Clear	Cloudy	Fog	Rain	(blank)
Angle	7				
Bicycle	1				
Head On	1				
Left Turn	19	2		3	
Off Road	4			2	
Other	26	2		2	
Pedestrian	5			1	
Rear End	62	14	1	6	
Right Turn	2	2			
Rollover	2				
Sideswipe	15	1		1	
Unknown	2				10
<b>Grand Total</b>	<b>144</b>	<b>23</b>	<b>1</b>	<b>15</b>	<b>10</b>

Crash Type	Surface Condition		
	Dry	Wet	(blank)
Angle	7		
Bicycle	1		
Head On	1		
Left Turn	21	3	
Off Road	4	2	
Other	28	2	
Pedestrian	5	1	
Rear End	73	10	
Right Turn	2	2	
Rollover	2		
Sideswipe	16	1	
Unknown	1	1	10
<b>Grand Total</b>	<b>161</b>	<b>22</b>	<b>10</b>

Crash Type	Light Condition				
	Dark Lighted	Dawn	Daylight	Dusk	(blank)
Angle	2		5		
Bicycle		1			
Head On	1				
Left Turn	16		6	2	
Off Road	3		3		
Other	10		20		
Pedestrian	1		5		
Rear End	18	3	57	5	
Right Turn	2		2		
Rollover			1	1	
Sideswipe	3		14		
Unknown	1		1		10
<b>Grand Total</b>	<b>57</b>	<b>4</b>	<b>114</b>	<b>8</b>	<b>10</b>

## SR 421 (Dunlawton Ave) & SR 5A (S. Nova Rd)

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Angle	1	5	4	1	2	13
Bicycle	1			1		2
Head On				1	1	2
Left Turn	2	3	2	4	1	12
Off Road		3	4	4		11
Other	9	6	10	10	2	37
Pedestrian		1		3		4
Rear End	6	24	16	19	15	80
Right Turn	1				1	2
Sideswipe	3	7	4	2	4	20
Unknown	1		1		2	4
<b>Grand Total</b>	<b>24</b>	<b>49</b>	<b>41</b>	<b>45</b>	<b>28</b>	<b>187</b>

Crash Type	Month											
	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Angle	2	2		1			1	1	1	1	3	1
Bicycle								1				1
Head On							1		1			
Left Turn		2	1	1	2		1			2	2	1
Off Road	1	2	1			1		1		1	1	3
Other	4	2	2	2	1	1	6	6	4	4	2	3
Pedestrian		1	1	1								1
Rear End	9	3	5	7	4	7	9	4	13	3	5	11
Right Turn			1									1
Sideswipe	1	3	1	1	3	1	3	3	2	1		1
Unknown					1		1					2
<b>Grand Total</b>	<b>17</b>	<b>15</b>	<b>12</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>22</b>	<b>16</b>	<b>21</b>	<b>12</b>	<b>14</b>	<b>24</b>

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Angle		2	2	2	4	1	2
Bicycle		1			1		
Head On							2
Left Turn	1	2	1	3	1	1	3
Off Road	1	2	2	2	1	1	2
Other	2	4	2	5	8	10	6
Pedestrian				1	1	1	1
Rear End	5	10	16	8	17	14	10
Right Turn		1		1			
Sideswipe	1	2	3	3	1	4	6
Unknown			2		1		1
<b>Grand Total</b>	<b>10</b>	<b>24</b>	<b>28</b>	<b>25</b>	<b>35</b>	<b>32</b>	<b>33</b>

Crash Type	Time of Day																							
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Angle		1			1			1	2	1		1	1	1	1							1	1	
Bicycle													1	1										
Head On												1										1		
Left Turn	1		1										2	1	3	1	1	1					1	
Off Road						1				1			1		2	1	2	1					3	1
Other	1			1				1	1	2	2	4	2	4	3	5	4	3	1	1			1	1
Pedestrian		1																	2	1				
Rear End	2						2	2	5	8	3	5	5	3	11	6	8	4	3	3	5	4	1	
Right Turn														1	1									
Sideswipe			1					1	2	1		1	6	2	1			1				2	2	
Unknown														3	1									
<b>Grand Total</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>10</b>	<b>13</b>	<b>5</b>	<b>11</b>	<b>16</b>	<b>17</b>	<b>19</b>	<b>17</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>2</b>

Crash Type	Crash Severity		
	Fatality	PDO	
Angle	6	7	
Bicycle	2		
Head On		2	
Left Turn	4	8	
Off Road	2	9	
Other	8	29	
Pedestrian	3	1	
Rear End	27	53	
Right Turn		2	
Sideswipe	2	18	
Unknown	1	3	
<b>Grand Total</b>	<b>0</b>	<b>55</b>	<b>132</b>

Crash Type	Crash Direction									
	E	EW	N	NW	S	SE	SW	W	(blank)	NE
Angle				4		2	4			3
Bicycle			2					2		
Head On										
Left Turn			3		2			5		
Off Road			3		2			3	1	
Other			10		9		5	7	6	
Pedestrian			1		1		1	1		
Rear End			29		12		22	16	1	
Right Turn					1			1		
Sideswipe			3		1		5			
Unknown									4	
<b>Grand Total</b>	<b>48</b>	<b>3</b>	<b>33</b>	<b>4</b>	<b>38</b>	<b>2</b>	<b>4</b>	<b>40</b>	<b>12</b>	<b>3</b>

Crash Type	Weather			
	Clear	Cloudy	Fog	Rain
Angle	13			
Bicycle	1	1		
Head On	2			
Left Turn	10			2
Off Road	9	1		1
Other	28	6		3
Pedestrian	4			
Rear End	61	9	1	9
Right Turn	1	1		
Sideswipe	20			
Unknown	4			
<b>Grand Total</b>	<b>153</b>	<b>18</b>	<b>1</b>	<b>15</b>

Crash Type	Surface Condition	
	Dry	Wet
Angle	13	
Bicycle	1	1
Head On	2	
Left Turn	10	2
Off Road	10	1
Other	32	5
Pedestrian	4	
Rear End	65	15
Right Turn	2	
Sideswipe	20	
Unknown	4	
<b>Grand Total</b>	<b>163</b>	<b>24</b>

Crash Type	Light Condition			
	Dark Lighted	Daylight	Dusk	Dark Not Lighted
Angle	4	9		
Bicycle	1	2		
Head On	1	1		
Left Turn	4	8		
Off Road	5	6		
Other	5	31		1
Pedestrian	3	1		
Rear End	12	66	2	
Right Turn		2		
Sideswipe	4	15	1	
Unknown		4		
<b>Grand Total</b>	<b>38</b>	<b>145</b>	<b>3</b>	<b>1</b>

## SR 40 (W. Granada Blvd) & Williamson Blvd

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Angle			3	3	1	7
Head On			1	1		2
Left Turn		1		9	1	11
Off Road	1	1	2	1		5
Other	7	10	14	16	4	51
Pedestrian	1	1				2
Rear End	6	16	22	23	12	79
Right Turn		2	1		1	4
Sideswipe		2	2	6	3	13
Unknown	5	2		2	1	10
Rollover	1					1
<b>Grand Total</b>	<b>21</b>	<b>35</b>	<b>45</b>	<b>61</b>	<b>23</b>	<b>185</b>

Crash Type	Month											
	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Angle		1	1	1	2					1		1
Head On									1			1
Left Turn	1	2	1	2	1	1			1	1		1
Off Road	2		1									2
Other	5	4	4	5	4	4	6	2	6	7		4
Pedestrian		1		1								
Rear End	3	6	7	9	6	7	6	5	3	13	5	9
Right Turn						1			1	1		1
Sideswipe	3		1			1	2	1	2	1		2
Unknown		1		1	1		1		2	1	1	2
Rollover						1						
<b>Grand Total</b>	<b>14</b>	<b>15</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>14</b>	<b>15</b>	<b>8</b>	<b>16</b>	<b>25</b>	<b>6</b>	<b>23</b>

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Angle	2		1		1	2	1
Head On			1	1			
Left Turn	1		1		5		4
Off Road	1	1	2		1		
Other	7	5	11	7	3	7	11
Pedestrian				2			
Rear End	9	12	16	13	8	11	10
Right Turn		2	1	1			
Sideswipe	1	4	1	3	1	3	
Unknown	2	1		1	5		1
Rollover			1				
<b>Grand Total</b>	<b>23</b>	<b>25</b>	<b>35</b>	<b>28</b>	<b>24</b>	<b>23</b>	<b>27</b>

Crash Type	Time of Day																							
	0	2	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23			
Angle					1					1					1			1		1		1		
Head On												1				1								
Left Turn				1				1	1		2			1			1		1		2			
Off Road	1	1						1		1				1					1					
Other				1				2	4	5	6	6	6	2	3	5	5	4	1	1				
Pedestrian											1				1									
Rear End	1	1	1		2	3	4	5	1	10	5	11	4	10	7	6	4	1			2	1		
Right Turn						1				1								1	1					
Sideswipe					1		3					2	2			3			1	1				
Unknown	5											2			1			1			1			
Rollover														1										
<b>Grand Total</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>10</b>	<b>12</b>	<b>6</b>	<b>20</b>	<b>13</b>	<b>21</b>	<b>10</b>	<b>15</b>	<b>15</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>1</b>			

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Angle		3	4
Head On			2
Left Turn		3	8
Off Road		1	4
Other		5	46
Pedestrian		2	
Rear End		33	46
Right Turn		1	3
Sideswipe			13
Unknown			10
Rollover		1	
<b>Grand Total</b>	<b>0</b>	<b>49</b>	<b>136</b>

Crash Type	Crash Direction								
	E	N	NW	S	SW	W	(blank)	NE	NS
Angle			3		3			1	
Head On									2
Left Turn	3	1		3		4			
Off Road		2		2		1			
Other	11	12		7		6	15		
Pedestrian		1					1		
Rear End	26	15		4		33	1		
Right Turn	3					1			
Sideswipe	3	2		2		5	1		
Unknown							10		
Rollover						1			
<b>Grand Total</b>	<b>46</b>	<b>33</b>	<b>3</b>	<b>18</b>	<b>3</b>	<b>51</b>	<b>28</b>	<b>1</b>	<b>2</b>

Crash Type	Weather Condition			
	Clear	Cloudy	Rain	(blank)
Angle	7			
Head On	1		1	
Left Turn	8	3		
Off Road	4		1	
Other	40	10	1	
Pedestrian	2			
Rear End	61	12	6	
Right Turn	3	1		
Sideswipe	11	1	1	
Unknown	4			6
Rollover	1			
<b>Grand Total</b>	<b>142</b>	<b>27</b>	<b>10</b>	<b>6</b>

Crash Type	Surface Condition		
	Dry	Wet	(blank)
Angle	7		
Head On	1	1	
Left Turn	10	1	
Off Road	3	2	
Other	48	3	
Pedestrian	2		
Rear End	68	11	
Right Turn	4		
Sideswipe	12	1	
Unknown	4		6
Rollover	1		
<b>Grand Total</b>	<b>160</b>	<b>19</b>	<b>6</b>

Crash Type	Light Condition				
	Dark Lighted	Daylight	Dusk	Dark Not Lighted	(blank)
Angle	3	4			
Head On	1	1			
Left Turn	4	6	1		
Off Road	3	2			
Other	7	43	1		
Pedestrian	2				
Rear End	12	64	2	1	
Right Turn	1	2		1	
Sideswipe	1	10	1	1	
Unknown	1	2	1		6
Rollover	1				
<b>Grand Total</b>	<b>33</b>	<b>137</b>	<b>6</b>	<b>3</b>	<b>6</b>

## SR 483 (S. Clyde Morris Blvd) & SR 421 (Dunlawton Ave)

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Angle	1	3	1	2		7
Left Turn	3	1		4		8
Off Road	1	1	5	1	1	9
Other	3	6	8	7	2	26
Pedestrian	3	1		1		5
Rear End	10	15	19	20	17	81
Right Turn	1	1		3	1	6
Sideswipe	4	5	3	5	6	23
Unknown			1	2	5	8
Bicycle		1	1		1	3
<b>Grand Total</b>	<b>26</b>	<b>34</b>	<b>38</b>	<b>45</b>	<b>33</b>	<b>176</b>

Crash Type	Month											
	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Angle				1	1	1	3			1		
Left Turn			1		1			3		1	1	1
Off Road	1		1			1	2		2	1		1
Other	4	1	2	3		2	4	1	4	2	1	2
Pedestrian		2		1							2	
Rear End	5	5	8	12	4	4	7	12	8	3	8	5
Right Turn	1					1	1	1		1		1
Sideswipe	2	1	1	1		4	3	2	3	5		1
Unknown		3		1	2	1					1	
Bicycle	1							1				1
<b>Grand Total</b>	<b>14</b>	<b>12</b>	<b>13</b>	<b>19</b>	<b>8</b>	<b>14</b>	<b>20</b>	<b>19</b>	<b>18</b>	<b>14</b>	<b>13</b>	<b>12</b>

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thurs	Fri	Sat
Angle	1	2			3	1	
Left Turn	1	1		1	4	1	
Off Road	2		2	1	1	2	1
Other	3	4	1	4	3	6	5
Pedestrian	1		1		1	1	1
Rear End	7	9	11	12	17	16	9
Right Turn			1	1	2	2	
Sideswipe	1	4	2	5	6	3	2
Unknown		4	1		2		1
Bicycle		1		2			
<b>Grand Total</b>	<b>16</b>	<b>25</b>	<b>19</b>	<b>26</b>	<b>39</b>	<b>32</b>	<b>19</b>

Crash Type	Time of Day																						
	0	1	2	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
Angle							1	2								1		2			1		
Left Turn							1		2				1	1		2	1						
Off Road		1	1	1							1	2						1	1	1		1	
Other		1	1		1	1		1		2	2	4	3		1		2	1	2	1	2	1	
Pedestrian								1							2							1	
Rear End	1		1		1	7	2	5	3	6	4	5	8	6	6	7	6	4	5	1	3		
Right Turn									1			3		2									
Sideswipe					1	1		1			2		1	2	5	2	3	3	1			1	
Unknown	1					2		3							1	1		1					
Bicycle															1	1		1					
<b>Grand Total</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>4</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>14</b>	<b>14</b>	<b>12</b>	<b>16</b>	<b>12</b>	<b>14</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>4</b>	

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Angle		2	5
Left Turn		6	2
Off Road		2	7
Other		5	21
Pedestrian		5	
Rear End		18	63
Right Turn			6
Sideswipe		4	19
Unknown		1	7
Bicycle		3	
<b>Grand Total</b>	<b>0</b>	<b>46</b>	<b>130</b>

	Crash Direction									
	E	N	NW	S	SW	W	(blank)	NE	NS	SE
			3		1			1		2
1	1		5		1					
2	1		2		3	1				
4	7		2		12	1				
	2		2			1				
29	9		17		22	4				
1	2				3					
6	4		4		7	1		1		
						8				
1	1				1					
<b>44</b>	<b>27</b>	<b>3</b>	<b>32</b>	<b>1</b>	<b>49</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>2</b>	

Crash Type	Weather		
	Clear	Cloudy	Rain
Angle	5	1	1
Left Turn	7	1	
Off Road	9		
Other	22	2	2
Pedestrian	4	1	
Rear End	57	12	12
Right Turn	4	2	
Sideswipe	16	6	1
Unknown	8		
Bicycle	2		1
<b>Grand Total</b>	<b>134</b>	<b>25</b>	<b>17</b>

	Surface Condition	
	Dry	Wet
	6	1
	8	
	9	
	23	3
	5	
	66	15
	6	
	20	3
	8	
	2	1
<b>153</b>	<b>23</b>	

	Light Condition				
	Dark - Lighted	Daylight	Dusk	Dark - Not Lighted	Dawn
	2	4	1		
	2	6			
	5	3		1	
	10	15			1
	1	4			
	15	66			
		6			
	6	16	1		
	1	6			1
		3			
<b>42</b>	<b>129</b>	<b>2</b>	<b>1</b>	<b>2</b>	

## SR 40/W Granada Blvd & SR 5A/Nova Rd

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Angle		1		1		2
Left Turn	1	1	1			3
Off Road			2	1	3	6
Other		2	7	4	4	17
Pedestrian	1			1	1	3
Rear End	8	28	20	24	21	101
Right Turn			2		3	5
Sideswipe	2	3	6	3	6	20
Unknown	5	3		1	1	9
Bicycle		4		1		5
Rollover		1				1
<b>Grand Total</b>	<b>17</b>	<b>43</b>	<b>38</b>	<b>35</b>	<b>39</b>	<b>172</b>

Crash Type	Month											
	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Angle			1							1		
Left Turn			1			1	1					
Off Road	1	1		1			1		1	1		
Other	5		1		2	2	2	1	2			2
Pedestrian					1	1	1					
Rear End	7	6	7	6	8	7	12	7	11	12	8	10
Right Turn	1	1							1			2
Sideswipe	4	1		2		3	2	4	1		2	1
Unknown	2	1			1			2		3		
Rollover									1			
Bicycle			1			1				1	1	
<b>Grand Total</b>	<b>20</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>12</b>	<b>15</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>20</b>	<b>11</b>	<b>15</b>

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Angle				2			
Left Turn	1	1			1		
Off Road		2		1	2	1	
Other	2	1	2	2	5	3	2
Pedestrian				1	2		
Rear End	12	16	14	15	10	18	16
Right Turn		1	1			2	1
Sideswipe	1	2	3	7	1	3	3
Unknown	1	1	4	1	1	1	
Rollover				1			
Bicycle	1	2	2				
<b>Grand Total</b>	<b>18</b>	<b>26</b>	<b>26</b>	<b>30</b>	<b>22</b>	<b>28</b>	<b>22</b>

Crash Type	Time of Day																							
	0	4	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23				
Angle									1															
Left Turn	1										1										1			
Off Road	2					1					1	1										1		
Other	1	1		1	2		1		2	1	1	2			1	1	2					1		
Pedestrian											2							1						
Rear End	2			4	1	3	11	8	5	7	11	7	12	6	7	4	5	6	2					
Right Turn						1		1							2	1								
Sideswipe	1		1		1	2	1	2	1	2	5	1	1	1	1									
Unknown	4													1	3							1		
Rollover																								
Bicycle						2				1							1	1						
<b>Grand Total</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>13</b>	<b>12</b>	<b>9</b>	<b>11</b>	<b>23</b>	<b>10</b>	<b>14</b>	<b>9</b>	<b>14</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>3</b>			

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Angle			2
Left Turn		2	1
Off Road		1	5
Other		10	7
Pedestrian		2	1
Rear End		25	76
Right Turn		2	3
Sideswipe		1	19
Unknown			9
Rollover			1
Bicycle		5	
<b>Grand Total</b>	<b>0</b>	<b>48</b>	<b>124</b>

Crash Type	Crash Direction							
	E	N	S	W	(blank)	NE	SE	
Angle						1	1	
Left Turn	1		1	1				
Off Road	1	2	1	1	1			
Other	9	2	4	2				
Pedestrian	2			1				
Rear End	37	28	11	25				
Right Turn		4	1					
Sideswipe	4	6	6	4				
Unknown					9			
Rollover	1							
Bicycle	3			2				
<b>Grand Total</b>	<b>58</b>	<b>42</b>	<b>24</b>	<b>36</b>	<b>10</b>	<b>1</b>	<b>1</b>	

Crash Type	Weather				
	Clear	Cloudy	Rain	(blank)	Other
Angle	2				
Left Turn	2		1		
Off Road	4	1			1
Other	9	5	3		
Pedestrian	1	2			
Rear End	74	15	12		
Right Turn	3	1	1		
Sideswipe	14	3	3		
Unknown	1			8	
Rollover	1				
Bicycle	4	1			
<b>Grand Total</b>	<b>115</b>	<b>28</b>	<b>20</b>	<b>8</b>	<b>1</b>

Crash Type	Surface Condition			
	Dry	Wet	(blank)	Unknown
Angle	2			
Left Turn	2	1		
Off Road	5			1
Other	13	4		
Pedestrian	3			
Rear End	86	15		
Right Turn	4	1		
Sideswipe	16	4		
Unknown	1		8	
Rollover	1			
Bicycle	5			
<b>Grand Total</b>	<b>138</b>	<b>25</b>	<b>8</b>	<b>1</b>

Crash Type	Light Condition				
	Dark Lighted	Daylight	Dusk	(blank)	Unknown
Angle		2			
Left Turn	2	1			
Off Road	2	3			1
Other	5	12			
Pedestrian	1	2			
Rear End	16	85			
Right Turn	1	4			
Sideswipe	1	18	1		
Unknown		1		8	
Rollover		1			
Bicycle		5			
<b>Grand Total</b>	<b>28</b>	<b>134</b>	<b>1</b>	<b>8</b>	<b>1</b>

# Crash Summaries for Intersections by Crash Severity

## Washington St & N Riverside Dr

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Off Road		2	2		3	7
Angle					1	1
Left Turn			1			1
Rear End			3	1	2	6
Other	1		3	2	2	8
Sideswipe			1			1
<b>Grand Total</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>3</b>	<b>8</b>	<b>24</b>

Crash Type	Month									
	Jan	Feb	March	April	May	June	July	August	Sep	Oct
Off Road	1	1	2		1	1				1
Angle							1			
Left Turn										1
Rear End			1	1	1	1			1	1
Other	1		1				1	3	1	1
Sideswipe					1					
<b>Grand Total</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>4</b>

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Off Road	1		1	1	1		3
Angle		1					
Left Turn		1					
Rear End		1		1	1	2	1
Other	1	1				1	5
Sideswipe							1
<b>Grand Total</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>10</b>

Crash Type	Time of Day																
	12 AM	1 AM	2 AM	4 AM	6 AM	7 AM	9 AM	12 PM	1 PM	3 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
Off Road	2			1									1		1	2	
Angle							1										
Left Turn														1			
Rear End					1			1		1	2	1					
Other	2	1	1				1		1				1				1
Sideswipe							1										
<b>Grand Total</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Off Road	2	1	4
Angle		1	
Left Turn		1	
Rear End		4	2
Other		5	3
Sideswipe			1
<b>Grand Total</b>	<b>2</b>	<b>12</b>	<b>10</b>

Crash Type	Crash Direction					
	E	N	(blank)	S	W	NW
Off Road			1		6	
Angle						1
Left Turn				1		
Rear End	3	1		2		
Other		1			7	
Sideswipe				1		
<b>Grand Total</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>1</b>

Crash Type	Weather		
	Clear	Cloudy	Rain
Off Road	7		
Angle	1		
Left Turn	1		
Rear End	5		1
Other	7	1	
Sideswipe	1		
<b>Grand Total</b>	<b>22</b>	<b>1</b>	<b>1</b>

Crash Type	Surface Condition	
	Dry	Wet
Off Road	7	
Angle	1	
Left Turn	1	
Rear End	4	2
Other	7	1
Sideswipe	1	
<b>Grand Total</b>	<b>21</b>	<b>3</b>

Crash Type	Light Condition	
	Daylight	Dark Lighted
Off Road	1	6
Angle	1	
Left Turn		1
Rear End	6	
Other	1	7
Sideswipe	1	
<b>Grand Total</b>	<b>10</b>	<b>14</b>

**SR 5A (S. Nova Rd) & Fernery Trl/Moreland Blvd**

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Off Road			2	1	1	4
Angle		1				1
Rear End					1	1
Unknown		1				1
Pedestrian		1		2		3
Other		4				4
Sideswipe			1	1		2
Bicycle	1					1
Head On					1	1
<b>Grand Total</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>18</b>

Crash Type	Month									
	Jan	March	April	May	June	Sep	Oct	Nov	Dec	
Off Road	1	1				1			1	
Angle								1		
Rear End									1	
Unknown					1					
Pedestrian		1	1		1					
Other				2			1	1		
Sideswipe					1	1				
Bicycle				1						
Head On							1			
<b>Grand Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Off Road	1						
Angle				1	2	1	
Rear End							1
Unknown							1
Pedestrian			1			2	
Other	1			1	1	1	
Sideswipe		1					1
Bicycle					1		
Head On				1			
<b>Grand Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>3</b>

Crash Type	Time of Day													
	6 AM	7 AM	8 AM	9 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	10 PM
Off Road						1	1					1	1	
Angle								1						
Rear End											1			
Unknown														1
Pedestrian	1	1												1
Other				2					1			1		
Sideswipe				1	1									
Bicycle										1				
Head On			1											
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>						

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Off Road		1	3
Angle			1
Rear End		1	
Unknown		1	
Pedestrian	1	1	1
Other	1	2	1
Sideswipe		1	1
Bicycle			1
Head On		1	
<b>Grand Total</b>	<b>2</b>	<b>8</b>	<b>8</b>

Crash Type	Crash Direction						
	E	N	(blank)	S	SE	W	EW
Off Road		1	1	2			
Angle					1		
Rear End		1					
Unknown			1				
Pedestrian	1	1				1	
Other	1	1		2			
Sideswipe				2			
Bicycle						1	
Head On							1
<b>Grand Total</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>

Crash Type	Weather		
	Clear	Cloudy	Rain
Off Road	3		1
Angle	1		
Rear End	1		
Unknown	1		
Pedestrian	3		
Other	2		2
Sideswipe	1	1	
Bicycle	1		
Head On	1		
<b>Grand Total</b>	<b>14</b>	<b>1</b>	<b>3</b>

Crash Type	Surface Condition	
	Dry	Wet
Off Road	3	1
Angle	1	
Rear End	1	
Unknown	1	
Pedestrian	3	
Other	2	2
Sideswipe	2	
Bicycle	1	
Head On	1	
<b>Grand Total</b>	<b>15</b>	<b>3</b>

Crash Type	Light Condition		
	Daylight	Dark Lighted	Dawn
Off Road	2	2	
Angle	1		
Rear End	1		
Unknown		1	
Pedestrian	1	2	
Other	3		1
Sideswipe	2		
Bicycle	1		
Head On	1		
<b>Grand Total</b>	<b>12</b>	<b>5</b>	<b>1</b>

## US 17/US 92/SR 15 (N Woodland Blvd) & E Woodmont Rd

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Angle			2			2
Left Turn	1	1		1		3
Rear End		2	2	1	1	6
Pedestrian			2	1		3
Other	1		1		1	3
Head On		1		1		2
<b>Grand Total</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>19</b>

Crash Type	Month									
	Jan	Feb	March	May	June	July	Oct	Nov	Dec	
Angle					1			1		
Left Turn						1	1		1	
Rear End	1	1	1				1			2
Pedestrian				2	1					
Other						1	1	1		
Head On				1						1
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Angle	1			1			
Left Turn					1	1	1
Rear End	1		2	1	1	1	
Pedestrian			1	1		1	
Other			1	1		1	
Head On		1	1				
<b>Grand Total</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>1</b>

Crash Type	Time of Day												
	12 AM	2 AM	6 AM	7 AM	8 AM	10 AM	12 PM	1 PM	2 PM	3 PM	4 PM	7 PM	8 PM
Angle		1					1						
Left Turn					1						1	1	
Rear End					1	1				3			1
Pedestrian	1		1										1
Other					1			1	1				
Head On				1			1						
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Angle		1	1
Left Turn		2	1
Rear End		1	5
Pedestrian	2	1	
Other		1	2
Head On		1	1
<b>Grand Total</b>	<b>2</b>	<b>7</b>	<b>10</b>

Crash Type	Crash Direction					
	E	N	(blank)	S	W	NW
Angle						2
Left Turn		1		2		
Rear End		5		1		
Pedestrian		1		1	1	
Other	1				2	
Head On			1	1		
<b>Grand Total</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>2</b>

Crash Type	Weather			
	Clear	Cloudy	Other	Rain
Angle	1		1	
Left Turn	2	1		
Rear End	5		1	
Pedestrian	2			1
Other	2		1	
Head On	2			
<b>Grand Total</b>	<b>14</b>	<b>1</b>	<b>3</b>	<b>1</b>

Crash Type	Surface Condition		
	Dry	Wet	Unknown
Angle	1		1
Left Turn	2	1	
Rear End	5		1
Pedestrian	2	1	
Other	2		1
Head On	2		
<b>Grand Total</b>	<b>14</b>	<b>2</b>	<b>3</b>

Crash Type	Light Condition			
	Daylight	Dark Lighted	Dark Not Lighted	Unknown
Angle		1		1
Left Turn	3			
Rear End	4	1		1
Pedestrian	2		1	
Other	2			1
Head On	2			
<b>Grand Total</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>3</b>

**SR 483 (S Clyde Morris Blvd) & Hancock Blvd/Verona**

Crash Type	Year				Total
	2012	2014	2015	2016	
Off Road	1				1
Angle	1		1		2
Left Turn	1		1	1	3
Rear End			1	1	2
Unknown				1	1
Pedestrian				1	1
Other	1		2		3
Sideswipe		1			1
Animal			1		1
Bicycle			1		1
<b>Grand Total</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>4</b>	<b>16</b>

Crash Type	Month						
	Feb	March	May	June	July	Oct	Dec
Off Road				1			
Angle						2	
Left Turn			1	1	1		
Rear End		1				1	
Unknown				1			
Pedestrian			1				
Other	2				1		
Sideswipe							1
Animal			1				
Bicycle						1	
<b>Grand Total</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>1</b>

Crash Type	Day of Week					
	Sun	Mon	Tue	Wed	Fri	Sat
Off Road	1					
Angle		1		1		
Left Turn	1	1	1			
Rear End					1	1
Unknown			1			
Pedestrian	1					
Other	1	1			1	
Sideswipe				1		
Animal	1					
Bicycle						1
<b>Grand Total</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

Crash Type	Time of Day								
	3 AM	6 AM	7 AM	9 AM	11 AM	12 PM	2 PM	4 PM	6 PM
Off Road	1								
Angle					1	1			
Left Turn			1				1	1	
Rear End						1		1	
Unknown								1	
Pedestrian									1
Other		1		1				1	
Sideswipe					1				
Animal					1				
Bicycle				1					
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>1</b>

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Off Road		1	
Angle		1	1
Left Turn	1	2	
Rear End			2
Unknown			1
Pedestrian		1	
Other	1		2
Sideswipe			1
Animal			1
Bicycle		1	
<b>Grand Total</b>	<b>2</b>	<b>6</b>	<b>8</b>

Crash Type	Crash Direction					
	E	N	(blank)	S	SE	W
Off Road				1		
Angle					2	
Left Turn	1	1		1		
Rear End		1		1		
Unknown			1			
Pedestrian		1				
Other		2		1		
Sideswipe		1				
Animal		1				
Bicycle						1
<b>Grand Total</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>

Crash Type	Weather	
	Clear	Cloudy
Off Road	1	
Angle	2	
Left Turn	3	
Rear End	1	1
Unknown	1	
Pedestrian		1
Other	3	
Sideswipe	1	
Animal	1	
Bicycle	1	
<b>Grand Total</b>	<b>14</b>	<b>2</b>

Crash Type	Surface Condition	
	Dry	Wet
Off Road	1	
Angle	2	
Left Turn	2	1
Rear End	1	1
Unknown	1	
Pedestrian	1	
Other	3	
Sideswipe	1	
Animal	1	
Bicycle	1	
<b>Grand Total</b>	<b>14</b>	<b>2</b>

Crash Type	Light Condition		
	Daylight	Dark Lighted	Dark Not Lighted
Off Road		1	
Angle	2		
Left Turn	3		
Rear End	2		
Unknown	1		
Pedestrian	1		
Other	2		1
Sideswipe	1		
Animal	1		
Bicycle	1		
<b>Grand Total</b>	<b>14</b>	<b>1</b>	<b>1</b>

## US 1 (N State St) & SR 100

Year					
Crash Type	2012	2013	2014	2016	Total
Off Road	1				1
Angle		2	1		3
Left Turn		1		1	2
Rear End			1	1	2
Unknown	1				1
Pedestrian	1			1	2
<b>Grand Total</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>11</b>

Month							
Crash Type	Jan	Feb	June	July	Sep	Nov	Dec
Off Road						1	
Angle		1		1		1	
Left Turn	1						1
Rear End		1	1				
Unknown						1	
Pedestrian				1	1		
<b>Grand Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>

Day of Week						
Crash Type	Sun	Tue	Wed	Thur	Fri	Sat
Off Road				1		
Angle		1	1	1		
Left Turn		1	1			
Rear End					1	1
Unknown		1				
Pedestrian	1			1		
<b>Grand Total</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>

Time of Day								
Crash Type	6 AM	8 AM	9 AM	12 PM	4 PM	5 PM	8 PM	9 PM
Off Road			1					
Angle				1	1			1
Left Turn		1				1		
Rear End					1	1		
Unknown	1							
Pedestrian			1				1	
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>

Crash Severity			
Crash Type	Fatality	Injury	PDO
Off Road		1	
Angle	1	2	
Left Turn		1	1
Rear End		1	1
Unknown			1
Pedestrian	1	1	
<b>Grand Total</b>	<b>2</b>	<b>6</b>	<b>3</b>

Crash Direction					
E	N	NE	(blank)	NW	S
1					
		2		1	
1	1				
		2			
			1		
					2
<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>

Weather			
Crash Type	Clear	Fog	Cloudy
Off Road	1		
Angle	2		1
Left Turn	1	1	
Rear End	2		
Unknown	1		
Pedestrian	1		1
<b>Grand Total</b>	<b>8</b>	<b>1</b>	<b>2</b>

Surface Condition	
Dry	Wet
1	
2	1
2	
2	
1	
2	
<b>10</b>	<b>1</b>

Light Condition		
Daylight	Dark - Lighted	Dawn
1		
2	1	
2		
2		
		1
1	1	
<b>8</b>	<b>2</b>	<b>1</b>

# Crash Summaries for Segments by Crash Frequency

## SR 421 (Taylor Rd/Dunlawton Ave) from Summer Trees Rd to Halifax Dr

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Angle	8	14	14	13	11	60
Left Turn	7	17	18	24	16	82
Off Road	15	11	18	13	6	63
Other	31	26	39	35	31	162
Pedestrian	5	10		1	1	17
Rear End	98	128	128	136	127	617
Right Turn	3	5	7	8	7	30
Sideswipe	13	36	23	35	36	143
Unknown	7	4	8	12	5	36
Bicycle	2	4		4	1	11
Head On	1	4		5	5	15
Animal	1	1				2
Rollover	2	3	2	2	2	11
<b>Grand Total</b>	<b>193</b>	<b>263</b>	<b>257</b>	<b>288</b>	<b>248</b>	<b>1249</b>

Crash Type	Month											
	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Angle	5	4		6	4	5	10	3	2	7	5	8
Head On	1		2	2	1	2	2				1	2
Left Turn	4	5	8	6	8	10	4	7	6	6	11	7
Off Road	4	3	4	2	2	8	7	7	5	6	8	7
Other	12	10	18	21	9	12	16	15	11	12	10	16
Pedestrian		5	1	3	2	1	1	1		2		1
Rear End	44	46	54	71	45	57	66	51	38	47	44	54
Right Turn	1	5	5	1	2	5	2	4		2	1	2
Sideswipe	16	7	8	12	10	17	10	17	15	7	3	21
Unknown	5	1	1	5	4	2	2	3	3	2	4	4
Rollover	1	1			1		3	1		2	1	1
Bicycle	2			2	1	1		1	2	1		1
Animal				1								1
<b>Grand Total</b>	<b>95</b>	<b>87</b>	<b>102</b>	<b>132</b>	<b>89</b>	<b>120</b>	<b>123</b>	<b>110</b>	<b>84</b>	<b>95</b>	<b>88</b>	<b>124</b>

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Angle	6	8	10		8	10	9
Head On	1	3	1	2	2	2	4
Left Turn	13	6	6	13	21	14	9
Off Road	14	5	9	12	6	6	11
Other	19	20	20	24	24	25	30
Pedestrian	1	3		2	3	5	3
Rear End	62	79	93	105	108	102	68
Right Turn		4	7	2	8	6	3
Sideswipe	9	20	22	21	24	27	20
Unknown	2	3	7	6	7	5	6
Rollover	1	2	1	1	1	5	
Bicycle	3	3		1	2	2	
Animal		2					
<b>Grand Total</b>	<b>131</b>	<b>158</b>	<b>176</b>	<b>197</b>	<b>216</b>	<b>208</b>	<b>163</b>

Crash Type	Time of Day																							
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Angle	1	1			1		1	2	4	4	2	3	5	4	4	6	3	3	4	5		2	5	
Head On	3					1		2				1	1	2		1	1	1	1	1	2	1	2	
Left Turn	2		1			1	2	3	4	6	2	3	4	10	7	6	6	7	5	3	5	3	2	
Off Road	2	4	1	2	2	2	2	1	3	2	2	2	4	6	5	2	4	3	6	2	2	3	3	
Other	2	2		2		1	5	4	3	8	8	13	15	12	15	6	13	4	13	11	3	9	9	4
Pedestrian		1													2	1	4	1		3		2	3	
Rear End	8	3	3	1			3	25	23	23	32	39	36	53	58	72	82	43	32	30	20	13	9	9
Right Turn											4	4	4	7	2	3	3		1	1			1	
Sideswipe	2					1	2	8	5	7	6	16	12	11	19	15	10	7	5		5	5	4	3
Unknown	2						1				4	2	3	7	5	3	2	3	2		1		1	
Rollover	1						1	2			1	1	2		1		1					2		
Bicycle							1	1	1			2	1	1	1	1		1					1	
Animal							1		1															
<b>Grand Total</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>13</b>	<b>38</b>	<b>46</b>	<b>48</b>	<b>65</b>	<b>72</b>	<b>90</b>	<b>108</b>	<b>114</b>	<b>122</b>	<b>134</b>	<b>74</b>	<b>74</b>	<b>63</b>	<b>36</b>	<b>42</b>	<b>36</b>	<b>26</b>

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Angle	1	25	34
Head On	1	3	11
Left Turn		32	50
Off Road		18	45
Other		38	124
Pedestrian		14	3
Rear End	1	218	398
Right Turn		5	25
Sideswipe	2	32	109
Unknown		12	24
Rollover		8	3
Bicycle		9	2
Animal		2	
<b>Grand Total</b>	<b>5</b>	<b>416</b>	<b>828</b>

Crash Direction										
E	N	NW	S	SW	W	(blank)	NE	NS	SE	EW
1	2	23	2	5	4	1	10		12	
5				1	1			3		5
26	19		13		21	2	1			
25	3		5		21	9				
52	24	1	12		47	26				
5	2		1		5	4				
252	44	1	44		247	26	1	1	1	
5	7		7		10	1				
43	12	1	8		70	5	1	1		2
1		1	1		2	31				
4			1		5	1				
2	1		5		3					
2			2							
<b>421</b>	<b>116</b>	<b>27</b>	<b>99</b>	<b>5</b>	<b>436</b>	<b>107</b>	<b>13</b>	<b>5</b>	<b>13</b>	<b>7</b>

Crash Type	Weather					
	Clear	Cloudy	Rain	(blank)	Other	Fog
Angle	50	4	6			
Head On	12	2	1			
Left Turn	68	8	6			
Off Road	49	8	5			1
Other	126	18	18			
Pedestrian	14	2	1			
Rear End	472	85	57		2	1
Right Turn	22	5	3			
Sideswipe	115	18	10			
Unknown	28	5	1	2		
Rollover	9	2				
Bicycle	8	2	1			
Animal	2					
<b>Grand Total</b>	<b>975</b>	<b>157</b>	<b>111</b>	<b>2</b>	<b>2</b>	<b>2</b>

Surface Condition				
Dry	Wet	(blank)	Unknown	Other
52	8			
14	1			
73	9			
54	9			
133	28	1		
17				
518	97	1	1	1
26	4			
126	17			
32	2	2		
9	2			
9	2			
2				
<b>1065</b>	<b>179</b>	<b>4</b>	<b>1</b>	<b>1</b>

Light Condition								
Dark Lighted	Daylight	Dusk	Dark Not Lighted	(blank)	Dawn	Unknown	Dark Unknown Lighting	Other
15	42	1	1		1			
4	7							
24	54	2			2			
24	32		4			2	1	
39	110	5	6		1	1		
6	8	1	2					
77	516	14	8				1	1
1	29							
17	116	7	3					
4	29			2	1			
3	8							
1	10							
2								
<b>219</b>	<b>963</b>	<b>30</b>	<b>24</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>

**SR 430 (Mason Ave) from Alabama St to Ballough Rd**

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Angle	6	8	15	18	12	59
Left Turn	2	26	22	29	30	109
Off Road	6	7	7	6	2	28
Other	14	15	14	13	17	73
Pedestrian	1	2	2	4	1	8
Rear End	29	40	55	71	70	265
Right Turn			4	1	1	6
Sideswipe	1	6	10	11	10	38
Unknown	19	7	4	8	3	41
Bicycle	3	3	4	1	2	13
Head On	3	3		3	3	12
Rollover	1	1	1	2	1	5
<b>Grand Total</b>	<b>83</b>	<b>117</b>	<b>138</b>	<b>167</b>	<b>152</b>	<b>657</b>

Crash Type	Month											
	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Angle	3	1	6	6	9	8	6	4	4	3	5	4
Head On	1	1	2		2	1	1	1		1	1	1
Left Turn	6	6	13	7	12	13	8	9	5	4	13	13
Off Road	2	1	5	3		1	3	1	2	4	3	3
Other	4	4	4	12	7	4	4	11	6	6	4	7
Pedestrian		1		2						4		1
Rear End	16	22	18	24	25	32	14	29	21	20	18	26
Right Turn							1				2	3
Sideswipe	4	4	2	3	4	3	6	2	2	4	3	1
Unknown	3	3	4	2	3	4	5	3	6	4	4	
Rollover			1			1			1			2
Bicycle				2	1	1	2	2	1	4		
<b>Grand Total</b>	<b>39</b>	<b>43</b>	<b>55</b>	<b>61</b>	<b>63</b>	<b>68</b>	<b>50</b>	<b>62</b>	<b>48</b>	<b>54</b>	<b>53</b>	<b>61</b>

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Angle	7	6	9	8	9	10	10
Head On	2	3	1	2	3	1	
Left Turn	7	14	20	16	16	24	12
Off Road	1	6	3	2	5	7	4
Other	6	13	8	12	11	7	16
Pedestrian		1		1	2	2	2
Rear End	20	48	26	42	49	48	32
Right Turn		4	1	1			
Sideswipe	2	4	8	7	7	7	3
Unknown		9	9	4	8	8	3
Rollover		3		2			
Bicycle	1	2	2	3	1	2	2
<b>Grand Total</b>	<b>46</b>	<b>113</b>	<b>87</b>	<b>100</b>	<b>111</b>	<b>116</b>	<b>84</b>

Crash Type	Time of Day																							
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Angle		1	2	1		1	1	5	3		2	2	2	6	5	2	1	5	7	5	2	2	3	1
Head On	1	1		1							1	1		1		2	2			1				1
Left Turn	4	2	1	2				2	4	1	2	7	6	7	8	13	6	13	3	4	4	8	7	1
Off Road	1	1	6				3	2	1		1	1	1	1			1	1		3		2	2	2
Other	8	1	1	2	1	2		3	2	1	1	7	7	7	2	4	4	3	1	5	5	1	3	2
Pedestrian												1					2			1	1			2
Rear End	7		3	3			2	4	9	10	11	7	15	25	22	30	33	24	20	9	13	12	4	2
Right Turn								1		1	1		1				1				1			
Sideswipe	1							1	1	1	4	3	3	2	2	6	2	4	2		2	1	1	1
Unknown	20						1	2		4	1	3		3	2	3	2	3	1			1		
Rollover											1		1		1	1	1				1			
Bicycle				1					1	1		2		2		1	1		1	3		1		
<b>Grand Total</b>	<b>42</b>	<b>6</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>22</b>	<b>18</b>	<b>20</b>	<b>29</b>	<b>31</b>	<b>42</b>	<b>51</b>	<b>45</b>	<b>51</b>	<b>65</b>	<b>44</b>	<b>37</b>	<b>30</b>	<b>30</b>	<b>28</b>	<b>16</b>	<b>14</b>

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Angle	1	24	34
Head On		7	5
Left Turn		53	56
Off Road		10	18
Other	1	24	48
Pedestrian		7	1
Rear End		104	161
Right Turn		2	4
Sideswipe		3	35
Unknown		9	32
Rollover		3	2
Bicycle		11	2
<b>Grand Total</b>	<b>2</b>	<b>257</b>	<b>398</b>

Crash Type	Crash Direction											
	E	N	NW	S	SW	W	(blank)	NE	NS	SE	EW	
Angle			11		21			13		12	2	
Head On	1	1		1	1			2			6	
Left Turn	27	20		26		36						
Off Road	8	1		3		11	5					
Other	30	5		3		20	15					
Pedestrian	5			1		1	1					
Rear End	132	1		1		128	3					
Right Turn	1	1		3		1						
Sideswipe	17					17	1	1	1	1		
Unknown							41					
Rollover	1	1		1		2						
Bicycle	5	3		1		2	2					
<b>Grand Total</b>	<b>227</b>	<b>33</b>	<b>11</b>	<b>40</b>	<b>22</b>	<b>218</b>	<b>68</b>	<b>15</b>	<b>1</b>	<b>13</b>	<b>9</b>	

Crash Type	Weather				
	Clear	Cloudy	Rain	(blank)	Fog
Angle	48	4	7		
Head On	11		1		
Left Turn	89	8	11		1
Off Road	18	2	7		1
Other	58	2	7	6	
Pedestrian	7	1			
Rear End	214	21	29	1	
Right Turn	6				
Sideswipe	30	6	2		
Unknown	13	1	4	23	
Rollover	3		2		
Bicycle	12	1			
<b>Grand Total</b>	<b>509</b>	<b>46</b>	<b>70</b>	<b>30</b>	<b>2</b>

Crash Type	Surface Condition			
	Dry	Wet	(blank)	Unknown
Angle	49	10		
Head On	12			
Left Turn	94	15		
Off Road	18	10		
Other	58	9	6	
Pedestrian	8			
Rear End	224	39	1	1
Right Turn	6			
Sideswipe	35	3		
Unknown	14	4	23	
Rollover	3	2		
Bicycle	13			
<b>Grand Total</b>	<b>534</b>	<b>92</b>	<b>30</b>	<b>1</b>

Crash Type	Light Condition						
	Dark Lighted	Daylight	Dusk	Dark Not Lighted	(blank)	Dawn	Dark Unknown Lighting
Angle	16	41	1			1	
Head On	3	9					
Left Turn	28	76	2	1			2
Off Road	16	10		2			
Other	19	42	4	2	6		
Pedestrian	3	4		1			
Rear End	49	202	8	2	1	2	1
Right Turn		5	1				
Sideswipe	6	30	1	1			
Unknown	1	17			23		
Rollover	1	4					
Bicycle	4	8	1				
<b>Grand Total</b>	<b>146</b>	<b>448</b>	<b>18</b>	<b>9</b>	<b>30</b>	<b>3</b>	<b>3</b>

## Enterprise Rd from US 17 to Florida Ave

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Angle	2	5	4	4	5	20
Left Turn	1	5	6	10	5	27
Off Road	1	1		1	2	5
Other	3	2	7	1	5	18
Pedestrian		1	2	1	2	6
Rear End	10	16	23	27	38	114
Right Turn	1			3	1	5
Sideswipe	1		11	4	7	23
Unknown	2		3	2	2	9
Bicycle			1	2	1	4
Head On	1	9	4			14
<b>Grand Total</b>	<b>22</b>	<b>39</b>	<b>61</b>	<b>55</b>	<b>68</b>	<b>245</b>

Crash Type	Month											
	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Angle	2	1		2	3	2	1	3		1	1	4
Head On	2				1	1					5	5
Left Turn	2	3	4	1	3	1	1	3	3	2	2	2
Off Road	2			1	1						1	
Other	2	4	1	3	1		1	1		2		3
Pedestrian		1		1		1	1		1		1	
Rear End	9	15	10	10	7	13	9	9	9	6	9	8
Right Turn	1	1			1				2			
Sideswipe	1	2	2	3	2	3	2	1	1	3	2	1
Unknown			1		1	1	1	2				3
Bicycle					1		1		1		1	
<b>Grand Total</b>	<b>21</b>	<b>27</b>	<b>18</b>	<b>21</b>	<b>21</b>	<b>22</b>	<b>17</b>	<b>19</b>	<b>15</b>	<b>16</b>	<b>22</b>	<b>26</b>

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Angle		7	3	4		3	3
Head On	1		4	4	1	1	3
Left Turn	1	4	3	7	3	5	4
Off Road				2	1	1	1
Other		2	2	7	3	2	2
Pedestrian			2	2	1	1	
Rear End	2	21	21	16	18	23	13
Right Turn			2	1	1	1	
Sideswipe	1	2	2	6	5	4	3
Unknown		1	1		3	3	1
Bicycle			1	2		1	
<b>Grand Total</b>	<b>5</b>	<b>37</b>	<b>41</b>	<b>51</b>	<b>36</b>	<b>45</b>	<b>30</b>

Row Labels	Time of Day																					
	0	1	2	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
Angle	1				2	1		1	1	3	3	1	1			3	2			1		
Head On	1						1		1	1	1	2		1	2	2	1			1		
Left Turn				1	1		3	2	1	3	2	1	2	2		4	3	1	1			
Off Road	1		1		1										1		1					
Other							1		3	2		4	2	1	2			1	1	1		
Pedestrian										2		1		1	1	1						
Rear End		1			1		6	5	2	15	21	12	9	5	10	10	6	7	1	1	2	
Right Turn										2					1	1			1			
Sideswipe					1		1	1	2	2	5	2	3	2	1	2				1		
Unknown										1	1	1	3	1	2							
Bicycle									1		1		1								1	
<b>Grand Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>12</b>	<b>9</b>	<b>11</b>	<b>29</b>	<b>36</b>	<b>24</b>	<b>21</b>	<b>13</b>	<b>20</b>	<b>23</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>2</b>	

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Angle		10	10
Head On		5	9
Left Turn		12	15
Off Road			5
Other		2	16
Pedestrian		6	
Rear End	1	44	69
Right Turn		2	3
Sideswipe		3	20
Unknown		5	4
Bicycle		3	1
<b>Grand Total</b>	<b>1</b>	<b>92</b>	<b>152</b>

	Crash Direction									
	E	N	NW	S	SW	W	(blank)	NE	NS	SE
			5		4			5		6
		1					12		1	
	3	8		11		5				
	1	2		1		1				
	2	7		5		1	3			
		2		4						
	8	48		44		11	3			
		2				3				
	1	11		9		1	1			
						9				
	2	1				1				
<b>Grand Total</b>	<b>17</b>	<b>82</b>	<b>5</b>	<b>74</b>	<b>4</b>	<b>23</b>	<b>28</b>	<b>5</b>	<b>1</b>	<b>6</b>

Crash Type	Wether				
	Clear	Cloudy	Rain	Other	Fog
Angle	18	2			
Head On	3	2	2	7	
Left Turn	22	4			1
Off Road	4				1
Other	12	4	2		
Pedestrian	4		2		
Rear End	88	16	10		
Right Turn	4	1			
Sideswipe	18	4	1		
Unknown	7	1	1		
Bicycle	3		1		
<b>Grand Total</b>	<b>183</b>	<b>34</b>	<b>19</b>	<b>7</b>	<b>2</b>

	Surface Condition		
	Dry	Wet	Unknown
	19	1	
	5	2	7
	26	1	
	5		
	15	3	
	4	2	
	99	15	
	4	1	
	22	1	
	7	2	
	3	1	
<b>Grand Total</b>	<b>209</b>	<b>29</b>	<b>7</b>

	Light Condition					
	Dark Lighted	Daylight	Dusk	Dark Not Lighted	Dawn	Unknown
	3	15	1		1	
		5	1	1		7
	2	20	2	3		
	2	2			1	
	2	14	1	1		
		5	1			
	8	99	2	4	1	
	1	4				
	1	22				
		9				
	1	3				
<b>Grand Total</b>	<b>20</b>	<b>198</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>7</b>

## Saxon Blvd from Veterens Memorial Pkwy to Falmouth Ave

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Angle	1	2	3	1	5	12
Left Turn	10	12	8	14	26	70
Off Road	2	1	3	2	2	8
Other	8	4	5	10	4	31
Pedestrian	2			1	1	4
Rear End	28	39	29	36	52	184
Right Turn	1	1	1	2	2	7
Sideswipe	6	10	7	9	11	43
Unknown		3	4	3	2	12
Bicycle	1					1
Head On	3	8	7	2	1	21
Rollover	3	1		1	1	6
<b>Grand Total</b>	<b>61</b>	<b>84</b>	<b>65</b>	<b>82</b>	<b>107</b>	<b>399</b>

Crash Type	Month											
	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Angle	2	1		1	2	1	1	1			2	
Head On	3	1	3	2	1	1	1	1			4	4
Left Turn	6	4	8	9	10	5	2	6	5	4	7	4
Off Road	1		2		1					1		1
Other	3		1	5	2	3	3	5	3	3	1	2
Pedestrian	2										1	1
Rear End	15	15	14	13	10	23	16	23	22	8	11	14
Right Turn			1		2	1			1		2	
Sideswipe	7	3	2	3	4	2	8	1	3	4	4	2
Unknown	1			2	2			1	2	2	1	1
Bicycle				1								
Rollover			1	1		2	1					
<b>Grand Total</b>	<b>40</b>	<b>24</b>	<b>32</b>	<b>37</b>	<b>34</b>	<b>37</b>	<b>34</b>	<b>39</b>	<b>38</b>	<b>25</b>	<b>31</b>	<b>28</b>

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Angle	1	1		3	3	2	2
Head On	6	1	4	1	2	3	4
Left Turn	8	9	8	10	11	10	14
Off Road	1	1	2	2			2
Other	4	4	8	4	4	3	4
Pedestrian	2	1		1			
Rear End	16	27	29	29	36	27	20
Right Turn			2		1	4	
Sideswipe	5	8	7	4	7	6	6
Unknown			6	2	1	3	
Bicycle				1			
Rollover	2		1		1		2
<b>Grand Total</b>	<b>44</b>	<b>52</b>	<b>66</b>	<b>57</b>	<b>68</b>	<b>58</b>	<b>54</b>

Crash Type	Time of Day																								
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
Angle								3				1	1		2		1	2	1	1					
Head On	1			1						1		2	3	2	1	1	1		3	1	1	1		2	
Left Turn									3	4	2	2	2	5	5	8	4	6	3	4	8	4	4	5	1
Off Road			1			1					2				1		1					1	1		
Other		1					2	1	1		1	3	5	1	1	6	2	1	2	1	3		1		
Pedestrian	1																1								
Rear End	1		3		2		4	9	9	12	9	11	5	16	13	13	19	20	14	8	5	8	1	2	
Right Turn									1					1		3		1			1				
Sideswipe	1							1		2	1	3	4	1	5	4	5	3	6	2	5				
Unknown											2	1	1	2	1	3	1		1						
Bicycle																1									
Rollover							1			1	1	1	1											1	
<b>Grand Total</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>14</b>	<b>17</b>	<b>21</b>	<b>16</b>	<b>24</b>	<b>25</b>	<b>29</b>	<b>31</b>	<b>36</b>	<b>35</b>	<b>29</b>	<b>32</b>	<b>22</b>	<b>20</b>	<b>15</b>	<b>7</b>	<b>6</b>	

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Angle		4	8
Head On	1	8	12
Left Turn		45	25
Off Road		1	7
Other		6	25
Pedestrian		4	7
Rear End		74	110
Right Turn		2	5
Sideswipe		11	32
Unknown		5	7
Bicycle		1	
Rollover		5	1
<b>Grand Total</b>	<b>1</b>	<b>166</b>	<b>232</b>

	Crash Direction										
	E	N	NW	S	SW	W	(blank)	NE	NS	SE	EW
	2		2			4		2		2	
	2						12		2		5
	37	9		6			18				
	4	1		2			1				
	9	3		3			7	9			
	1						2	1			
	69	6		3			103	3			
	2	2		2			1				
	29						13			1	
							12				
	1	1				4	1				
<b>Grand Total</b>	<b>156</b>	<b>22</b>	<b>2</b>	<b>16</b>	<b>4</b>	<b>148</b>	<b>39</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>6</b>

Crash Type	Weather			
	Clear	Cloudy	Rain	Other
Angle	9	1	2	
Head On	8	3	1	9
Left Turn	56	10	4	
Off Road	6	1	1	
Other	26	4	1	
Pedestrian	3	1		
Rear End	135	30	19	
Right Turn	6	1		
Sideswipe	30	9	4	
Unknown	8	2	2	
Bicycle		1		
Rollover	4	1	1	
<b>Grand Total</b>	<b>291</b>	<b>64</b>	<b>35</b>	<b>9</b>

	Surface Condition			
	Dry	Wet	Unknown	Other
	9	3		
	11	1	9	
	63	7		
	6	2		
	29	1		1
	4			
	157	27		
	7			
	39	4		
	9	3		
	1			
	5	1		
<b>Grand Total</b>	<b>340</b>	<b>49</b>	<b>9</b>	<b>1</b>

Dark Lighted	Light Condition						
	Daylight	Dusk	Dark Not Lighted	Dawn	Unknown	Dark Unknown Lighting	Other
	2	8	1	1			
	2	8		3			
	17	44	6	3		8	
	2	4		2			
	4	24	3				
	3	1					
	23	145	3	7	4		1
	1	6					
	6	34	2	1			
	1	11					
	1						
	1	4		1			
<b>Grand Total</b>	<b>62</b>	<b>290</b>	<b>15</b>	<b>18</b>	<b>4</b>	<b>8</b>	<b>1</b>

## US 17 from French Ave to Enterprise Rd

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Angle	6	3	6	2	3	20
Left Turn	4	5	13	15	12	49
Off Road	5	2	4	3	2	16
Other	3	3	9	9	8	32
Pedestrian	4	3	2	7	1	17
Rear End	22	23	68	49	54	216
Right Turn			1	1	3	5
Sideswipe	2	1	5	12	15	35
Unknown	1		2	3	2	8
Bicycle	4	3	2	1		10
Head On	4	15	12	1		32
Rollover					2	2
<b>Grand Total</b>	<b>55</b>	<b>58</b>	<b>124</b>	<b>103</b>	<b>102</b>	<b>442</b>

Crash Type	Month											
	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Angle	1	1			1		6	4	1	2	4	
Head On	6	6	1			1		1	1	8	8	
Left Turn	3	4	2	3	6	4	2	6	4	3	4	8
Off Road	3	2	3	2	2	1		2		1		
Other	4	2	1	4	3	3	5	1	2	2	2	3
Pedestrian	1	4		3	1		1	2	2	3		
Rear End	14	12	22	18	21	14	20	21	21	22	10	21
Right Turn				1		2	1		1			
Sideswipe	1	2	4	3	4	1	5	1	2	4	2	6
Unknown	2		1	1			2	1	1			
Bicycle	1	2			1	2	1			2		1
Rollover	1							1				
<b>Grand Total</b>	<b>37</b>	<b>35</b>	<b>34</b>	<b>35</b>	<b>39</b>	<b>28</b>	<b>43</b>	<b>35</b>	<b>37</b>	<b>38</b>	<b>34</b>	<b>47</b>

Crash Type	Day of Week						
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Angle	4	4	1	2	6	3	
Head On	1	6	7	4	5	6	3
Left Turn	1	3	9	7	14	7	8
Off Road	2	1	1	4	2	2	4
Other	2	4	3	4	5	9	5
Pedestrian	1	4	1	2	4	5	
Rear End	19	41	33	35	28	34	26
Right Turn		1	2			1	1
Sideswipe	3	8	6	3	6	4	5
Unknown		1	1	3	1	1	1
Bicycle			4	1	2		3
Rollover						1	
<b>Grand Total</b>	<b>33</b>	<b>73</b>	<b>68</b>	<b>65</b>	<b>74</b>	<b>73</b>	<b>56</b>

Crash Type	Time of Day																						
	0	1	2	3	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Angle								2	2	1	2	2	1	1	2	3	5	1			1		1
Head On							2	2	1	2	2	2	1	2	3	4	6	2					1
Left Turn		1	1	1	2			1	2	2	6	8	3		8	3	2	4	1		1	3	
Off Road		2	2	1			1	1	1		2	1					1	1	2				1
Other			1			2		2	1		2	2		3		1	3	1	4	3	3	3	1
Pedestrian								3	1							1	1	1	2		2	1	1
Rear End	4	1		2	1	7	10	10	10	9	13	20	11	21	24	14	27	16	3	5	4	1	3
Right Turn									1		1	1			2								
Sideswipe		1						1	1		4	1	2	5	7	1	2	6	1		1	1	1
Unknown								1			1	2		1	2		1						
Bicycle						1			1			1	3			1			1		1		1
Rollover															1	1							
<b>Grand Total</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>13</b>	<b>15</b>	<b>18</b>	<b>19</b>	<b>14</b>	<b>31</b>	<b>40</b>	<b>24</b>	<b>33</b>	<b>49</b>	<b>24</b>	<b>44</b>	<b>40</b>	<b>14</b>	<b>12</b>	<b>13</b>	<b>9</b>	<b>10</b>

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Angle		12	8
Head On		7	25
Left Turn		21	28
Off Road		4	12
Other	1	11	20
Pedestrian	2	15	
Rear End		98	118
Right Turn		1	4
Sideswipe		8	27
Unknown		3	5
Bicycle	1	9	
Rollover		1	1
<b>Grand Total</b>	<b>4</b>	<b>190</b>	<b>248</b>

	Crash Direction									
	E	N	NW	S	SW	W	(blank)	NE	NS	SE
			9		3			3		5
	1	2		1			26	1	1	
	9	13		12		15				
	1	7		3		4	1			
	1	14		11		1	5			
	1	7		7		1	1			
	2	97		115			2			
	2	1				2				
		20		13		1			1	
							8			
	4	3		2			1			
						1				
							1			
	<b>21</b>	<b>164</b>	<b>9</b>	<b>165</b>	<b>3</b>	<b>25</b>	<b>44</b>	<b>4</b>	<b>2</b>	<b>5</b>

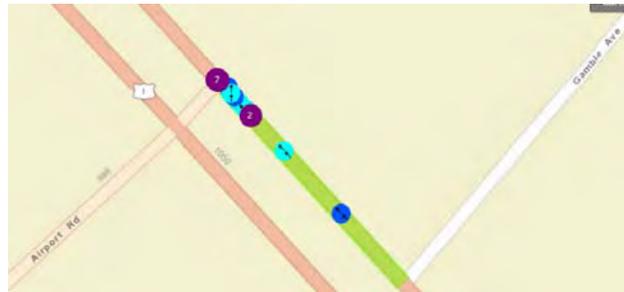
Crash Type	Weather				
	Clear	Cloudy	Rain	Other	Fog
Angle	15	3	2		
Head On	12	2	3	15	
Left Turn	39	7	3		
Off Road	12	2	2		
Other	25	3	4		
Pedestrian	14	1	1	1	
Rear End	167	21	27		1
Right Turn	4	1			
Sideswipe	31	2	2		
Unknown	6	1	1		
Bicycle	8	1	1		
Rollover	1	1			
<b>Grand Total</b>	<b>334</b>	<b>45</b>	<b>46</b>	<b>16</b>	<b>1</b>

	Surface Condition			
	Dry	Wet	Unknown	Mud
	16	4		
	14	3	15	
	44	5		
	13	2		1
	28	4		
	15	1	1	
	179	36	1	
	4	1		
	33	2		
	7	1		
	9	1		
	2			
	<b>364</b>	<b>60</b>	<b>17</b>	<b>1</b>

	Light Condition					
	Dark Lighted	Daylight	Dusk	Dark Not Lighted	Unknown	
	6	12		1	1	
	4	12	1		15	
	8	39	1	1		
	7	7		2		
	8	15	2	6	1	
	5	6	2	4		
	25	176	5	7	3	
		5				
	4	26	1	2	2	
		7			1	
	1	7		2		
		2				
	<b>68</b>	<b>314</b>	<b>12</b>	<b>25</b>	<b>8</b>	<b>15</b>

# Crash Summaries for Segments by Crash Severity

## 1. US-1 between Gamble Ave & Airport Rd



Crash Type	Year					
	2012	2013	2014	2015	2016	Total
Angle		1				1
Rear End	2	5	3	2	3	15
Right Turn					1	1
Left Turn	3					3
<b>Grand Total</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>20</b>

Crash Type	Month									
	Jan	Feb	March	May	June	Aug	Sep	Oct	Nov	
Angle								1		
Rear End	2	1	4	1	2	2	2			1
Right Turn					1					
Left Turn			2					1		
<b>Grand Total</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>

Crash Type	Day of Week					
	Sun	Mon	Tue	Wed	Fri	Sat
Angle		1				
Rear End	2	6	2	1	2	2
Right Turn		1				
Left Turn					2	1
<b>Grand Total</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>3</b>

Crash Type	Time of Day									
	7 AM	12 PM	1 PM	3 PM	4 PM	6 PM	7 PM	8 PM	9 PM	10 PM
Angle		1								
Rear End	3	1	2	1	2	1	1	2	1	1
Right Turn		1								
Left Turn	1								1	1
<b>Grand Total</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Angle		1	
Rear End		11	4
Right Turn			1
Left Turn	2	1	
<b>Grand Total</b>	<b>2</b>	<b>13</b>	<b>5</b>

	Crash Direction		
	N	W	NW
			1
	15		
		1	
	3		
<b>Grand Total</b>	<b>18</b>	<b>1</b>	<b>1</b>

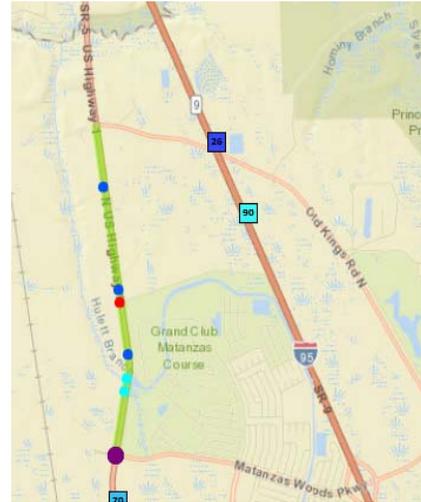
Crash Type	Weather			
	Clear	Cloudy	Fog, Smog, Smoke	Rain
Angle	1			
Rear End	10	3	1	1
Right Turn	1			
Left Turn	1	1		1
<b>Grand Total</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>2</b>

	Surface Condition	
	Dry	Wet
	1	
	13	2
	1	
	2	1
<b>Grand Total</b>	<b>17</b>	<b>3</b>

	Light Condition				
	Dark Not Lighted	Daylight	Dark Lighted	Dawn	Dark Unknown Lighting
		1			
	1	8	4	2	
		1			
			2		1
<b>Grand Total</b>	<b>1</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>

## 2. US-1 between Matanzas Woods Pkwy & Old Dixie Hwy

Crash Type	Year					Total
	2012	2013	2014	2015	2016	
Angle		1				1
Rollover	1				1	2
Rear End		1		1	1	3
Other		1				1
Animal		1				1
Left Turn	2				1	3
Off Road		1	1			2
<b>Grand Total</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>13</b>



Crash Type	Month								
	March	April	June	July	Aug	Sep	Oct	Nov	Dec
Angle	1								
Rollover			1				1		
Rear End			1		1	1			
Other	1								
Animal								1	
Left Turn	1	1		1					
Off Road								1	1
<b>Grand Total</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>

Crash Type	Day of Week				
	Sun	Wed	Thur	Fri	Sat
Angle		1			
Rollover	2				
Rear End			1	1	1
Other		1			
Animal				1	
Left Turn		1	1	1	
Off Road				1	1
<b>Grand Total</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>2</b>

Crash Type	Time of Day									
	12 AM	2 AM	5 AM	7 AM	9 AM	2 PM	5 PM	6 PM	7 PM	9 PM
Angle				1						
Rollover		1				1				
Rear End				1					1	1
Other								1		
Animal				1						
Left Turn			1		1		1			
Off Road	2									
<b>Grand Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

Crash Type	Crash Severity		
	Fatality	Injury	PDO
Angle	1		
Rollover	1	1	
Rear End		2	1
Other		1	
Animal			1
Left Turn		3	
Off Road			2
<b>Grand Total</b>	<b>2</b>	<b>7</b>	<b>4</b>

Crash Type	Crash Direction				
	N	S	W	NW	E
Angle				1	
Rollover	1	1			
Rear End		3			
Other		1			
Animal	1				
Left Turn		1	1		1
Off Road		2			
<b>Grand Total</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>

Crash Type	Weather		
	Clear	Cloudy	Rain
Angle	1		
Rollover		1	1
Rear End	2	1	
Other	1		
Animal		1	
Left Turn	1	2	
Off Road	2		
<b>Grand Total</b>	<b>7</b>	<b>5</b>	<b>1</b>

Crash Type	Surface Condition	
	Dry	Wet
Angle	1	
Rollover	1	1
Rear End	3	
Other	1	
Animal	1	
Left Turn	3	
Off Road	2	
<b>Grand Total</b>	<b>12</b>	<b>1</b>

Crash Type	Light condition		
	Dark Not Lighted	Daylight	Dawn
Angle		1	
Rollover	1	1	
Rear End	1	2	
Other			1
Animal		1	
Left Turn	1	2	
Off Road	2		
<b>Grand Total</b>	<b>5</b>	<b>7</b>	<b>1</b>

### 3. Osteen Maytown Rd at Maytown Spur Rd

Year						
Crash Type	2012	2013	2014	2015	2016	Total
Rollover	1	1	2	1		5
Other			3	1		4
Animal					1	1
Off Road				1	1	2
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>12</b>



Month							
Crash Type	Feb	May	June	July	Aug	Oct	Nov
Rollover	1	1	1			1	1
Other	2				1	1	
Animal	1						
Off Road				1		1	
<b>Grand Total</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>

Day of Week					
Crash Type	Sun	Mon	Tue	Wed	Sat
Rollover	2	1	1		1
Other	1	1	1	1	
Animal			1		
Off Road	1				1
<b>Grand Total</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>

Time of Day									
Crash Type	12 AM	8 AM	9 AM	10 AM	11 AM	12 PM	3 PM	8 PM	11 PM
Rollover	1			1	2			1	
Other		1	2	1					
Animal									1
Off Road						1	1		
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

Crash Severity			
Crash Type	Fatality	Injury	PDO
Rollover	2	3	
Other		3	1
Animal		1	
Off Road		1	1
<b>Grand Total</b>	<b>2</b>	<b>8</b>	<b>2</b>

Crash Dir	
W	E
1	4
2	2
1	
1	1
<b>5</b>	<b>7</b>

Weather		
Crash Type	Clear	Cloudy
Rollover	3	2
Other	3	1
Animal	1	
Off Road	2	
<b>Grand Total</b>	<b>9</b>	<b>3</b>

Surface Condition
Dry
5
4
1
2
<b>12</b>

Light Condition	
Dark Not Lighted	Daylight
2	3
	4
1	
	2
<b>3</b>	<b>9</b>

## 4. US-1 at Belle Terre Blvd

Crash Type	Year			
	2012	2013	2016	Total
Rollover	1			1
Other	1			1
Off Road	3			3
Bicycle		1		1
Rear End			1	1
<b>Grand Total</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>7</b>

Crash Type	Month					
	Feb	March	April	July	Oct	Dec
Rollover	1					
Other						1
Off Road			1	1	1	
Bicycle				1		
Rear End		1				
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>

Crash Type	Day of Week			
	Sun	Mon	Wed	Thur
Rollover	1			
Other		1		
Off Road	2			1
Bicycle			1	
Rear End				1
<b>Grand Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>

Crash Type	Time of Day					
	12 AM	7 AM	9 AM	12 PM	6 PM	9 PM
Rollover				1		
Other						1
Off Road	2		1			
Bicycle					1	
Rear End		1				
<b>Grand Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

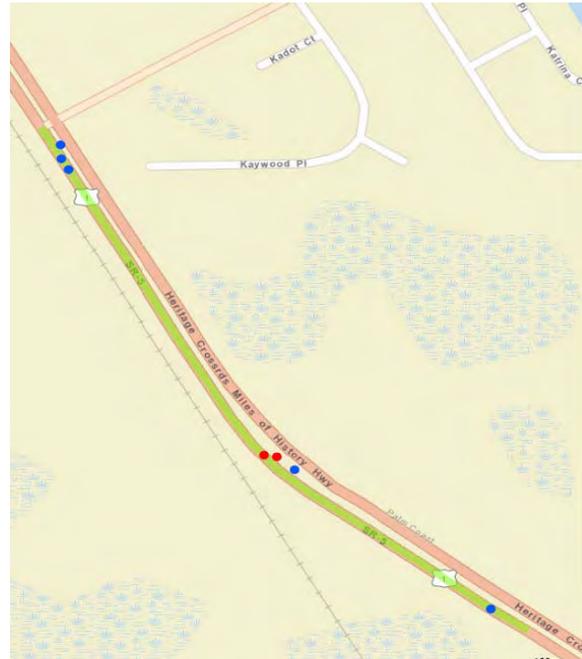
Crash Type	Crash Severity		
	Fatality	Injury	PDO
Rollover		1	
Other	1		
Off Road		3	
Bicycle	1		
Rear End		1	
<b>Grand Total</b>	<b>2</b>	<b>5</b>	<b>0</b>

	Crash Direction		
	E	S	N
Rollover		1	
Other		1	
Off Road	1	2	
Bicycle			1
Rear End		1	
<b>Grand Total</b>	<b>1</b>	<b>5</b>	<b>1</b>

Crash Type	Weather	
	Clear	Cloudy
Rollover		1
Other	1	
Off Road	2	1
Bicycle	1	
Rear End	1	
<b>Grand Total</b>	<b>5</b>	<b>2</b>

	Surface Condition	
	Dry	Wet
Rollover		1
Other	1	
Off Road	3	
Bicycle	1	
Rear End	1	
<b>Grand Total</b>	<b>6</b>	<b>1</b>

	Light Condition		
	Dark Not Lighted	Daylight	Dark Lighted
Rollover		1	
Other	1		
Off Road	1	1	1
Bicycle		1	
Rear End		1	
<b>Grand Total</b>	<b>2</b>	<b>4</b>	<b>1</b>



## 5. Whiteview Pkwy between Wood Aspen Ln And Rolling Sands Dr

Year						
Crash Type	2012	2013	2014	2015	2016	Total
Off Road			1			1
Angle					2	2
Left Turn	1	1	1	2		5
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>8</b>

Month						
Crash Type	Jan	Feb	May	June	Aug	Nov
Off Road		1				
Angle	1					1
Left Turn			1	3	1	
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>

Day of Week				
Crash Type	Tue	Wed	Fri	Sat
Off Road				1
Angle		1	1	
Left Turn	2	1	2	
<b>Grand Total</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>

Time of Day						
Crash Type	3 AM	8 AM	2 PM	3 PM	4 PM	10 PM
Off Road	1					
Angle				2		
Left Turn		1	1	1	1	1
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>

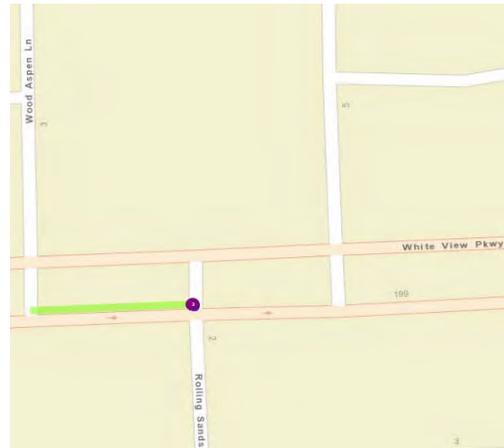
Crash Severity			
Crash Type	Fatality	Injury	PDO
Off Road	1		
Angle		1	1
Left Turn	1	2	2
<b>Grand Total</b>	<b>2</b>	<b>3</b>	<b>3</b>

Crash Direction		
E	N	NE
1		
		2
	5	
<b>1</b>	<b>5</b>	<b>2</b>

Weather		
Crash Type	Clear	Rain
Off Road		1
Angle	2	
Left Turn	5	
<b>Grand Total</b>	<b>7</b>	<b>1</b>

Surface Condition	
Dry	Wet
	1
2	
5	
<b>7</b>	<b>1</b>

Light Condition		
Dark Not Lighted	Daylight	Dark Lighted
1		
	2	
	4	1
<b>1</b>	<b>6</b>	<b>1</b>





# APPENDIX F

## SIGNAL TIMING PLANS

## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: <u>Riverside Dr &amp; Washington St</u> <u>New Smyrna Beach</u>	ISOLATED: <input checked="" type="checkbox"/>	DATE: <u>10/12/2015</u>
SIGNAL #: <u>140</u>	CO-ORD: <input type="checkbox"/>	Design By: <u>J Stroz-FDOT D5</u>
System #: <u>-</u>		

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8
DIRECTION	WBL	EB	SBL	NB	-	WB	-	SB
TURN TYPE	PERM/PROT	-	PERM/PROT	-	-	-	-	-
MIN GREEN	5	12	5	7		12		7
EXTENSION	3	3	3	3		3		3
CLEARANCE	5.0	4.0	4.0	4.0		5.0		4.0
ALL RED	2.0	2.0	2.0	2.0		2.0		2.5
WALK	-	7	-	7		-		-
FDW	-	17	-	23		-		-
MAX 1	25	30	25	25		30		25
MAX 2	-	-	-	-		-		-
MAX 3	-	60	-	40		60		40
ADJUST	-	10	-	10		10		10
RECALL	-	MIN	-	-		MIN		-
DETECTOR	NON-LOCK	LOCK	NON-LOCK	LOCK		LOCK		LOCK
FLASH	-	YELLOW	-	RED		YELLOW		RED
SET	-	2	-	2		2		2
CLEAR	-	2	-	2		2		2
BASE DAY	1	2	3	4	5	6	7	
								Crosswalk Length
MON #1	TIME 00:01-00:00 PLAN FREE							P2
TUES#1	TIME 00:01-00:00 PLAN FREE							56 Feet
WED #1	TIME 00:01-00:00 PLAN FREE							P4
THU #1	TIME 00:01-00:00 PLAN FREE							78 Feet
FRI #1	TIME 00:01-00:00 PLAN FREE							P6
SAT #2	TIME 00:01-00:00 PLAN FREE							-
SUN #3	TIME 00:01-00:00 PLAN FREE							P8
CONTROLLER TYPE		CONDITION OF OVERHEAD		Good		PROM NUMBER		P8
3000E		OVERHEAD STREET NAMES		YES				-
PHASES:	8Φ	ILLUMINATED STREET NAMES		NO		8216A 3.6.8		SIGNAL OWNER <sup>4</sup>
CABINET TYPE	V	PRE-EMPTION		NO		IP ADDRESS		FDOT
CABINET DATE	08/1993	PRE-EMPTION TYPE		N/A		-		LED YES

REMARKS:

Blankout Sign on Phase 3 with P4 & P4 Clear - No Right Turn on Red





## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

 LOCATION: US 17 & US 92 (ISB)
DeLand

 ISOLATED: 

 DATE: 11/30/2015

 SIGNAL #: 216

 CO-ORD: 

 Design By: M. Tobin

 System #: 10

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8	
DIRECTION	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
TURN TYPE	PROT	-	PROT	-	PROT	-	PROT	-	
MIN GREEN	7	16	7	17	7	16	7	17	
EXTENSION	3	4	3	3	3	4	3	3	
CLEARANCE	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	
ALL RED	3.0	2.0	3.5	2.0	3.0	2.0	2.5	2.0	
WALK	-	9	-	11	-	9	-	11	
FDW	-	28	-	32	-	28	-	32	
MAX 1	25	30	25	30	25	30	25	30	
MAX 2	37	40	29	40	29	45	24	45	
MAX 3	-	-	-	-	-	-	-	-	
ADJUST	-	-	-	-	-	-	-	-	
RECALL	-	-	-	MIN	-	-	-	MIN	
DETECTOR	NON-LOCK	NON-LOCK	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	NON-LOCK	LOCK	
FLASH	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED	
SET	-	-	-	-	-	-	-	-	
CLEAR	-	-	-	-	-	-	-	-	
BASE DAY	1	2	3	4	5	6	7		
									Crosswalk Length
MON #1	TIME	05:30-10:00	10:00-14:30	14:30-19:00	19:00-00:00				P2
	PLAN	C1O1S1	C2O1S1	C3O1S1	Free				
TUES #1	TIME	05:30-10:00	10:00-14:30	14:30-19:00	19:00-00:00				97 Feet
	PLAN	C1O1S1	C2O1S1	C3O1S1	Free				
WED #1	TIME	05:30-10:00	10:00-14:30	14:30-19:00	19:00-00:00				P4
	PLAN	C1O1S1	C2O1S1	C3O1S1	Free				
THU #1	TIME	05:30-10:00	10:00-14:30	14:30-19:00	19:00-00:00				87 Feet
	PLAN	C1O1S1	C2O1S1	C3O1S1	Free				
FRI #1	TIME	05:30-10:00	10:00-14:30	14:30-19:00	19:00-00:00				P6
	PLAN	C1O1S1	C2O1S1	C3O1S1	Free				
SAT #2	TIME	08:00-18:00	18:00-00:00						84 Feet
	PLAN	C2O1S1	Free						
SUN #3	TIME	09:30-17:00	17:00-00:00						P8
	PLAN	C1O1S1	Free						
CONTROLLER TYPE		CONDITION OF OVERHEAD			Good		PROM NUMBER		110 Feet
Econolite ASC/3		OVERHEAD STREET NAMES			NO				
PHASES:		8Φ		ILLUMINATED STREET NAMES		YES		SIGNAL OWNER ^	
CABINET TYPE		V		PRE-EMPTION		NO		IP ADDRESS	
CABINET DATE		08/2007		PRE-EMPTION TYPE		N/A		10.77.4.59	
						LED		YES	

**REMARKS:**

Phase 1 Leads and Phase 5 Lags during Coordination Only

Max 2 used during Coordination Only

1	2	3	4
6	5	7	8



**COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET**

LOCATION: Mason Ave & Clyde Morris Blvd  
Daytona Beach

FREE:

DATE: 12/20/2017

SIGNAL #: 122

CO-ORD:

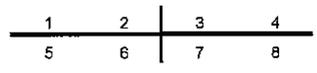
Design By: HNTB

System #: 14

**Controller Timing Chart**

PHASE	1	2	3	4	5	6	7	8	
DIRECTION	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
TURN TYPE	PERM/PROT	-	PERM/PROT	-	PERM/PROT	-	PERM/PROT	-	
MIN GREEN	7	16	7	11	7	16	7	11	
EXTENSION	3	4	3	4	3	4	3	4	
CLEARANCE	4.4	4.1	4.8	4.8	4.1	4.4	4.8	4.8	
ALL RED	2.5	2.0	2.5	2.0	2.5	2.0	2.5	2.0	
WALK	-	7	-	7	-	7	-	7	
FDW	-	26	-	24	-	26	-	24	
MAX 1	20	45	20	45	20	45	20	45	
MAX 2	-	-	-	-	-	-	-	-	
MAX 3	-	-	-	-	-	-	-	-	
ADJUST	-	-	-	-	-	-	-	-	
RECALL	-	MIN	-	-	-	MIN	-	-	
DETECTOR	NON-LOCK	LOCK	NON-LOCK	LOCK	NON-LOCK	LOCK	NON-LOCK	LOCK	
FLASH	-	YELLOW	-	RED	-	YELLOW	-	RED	
SET	-	-	-	-	-	-	-	-	
CLEAR	-	-	-	-	-	-	-	-	
BASE DAY	1	2	3	4	5	6	7		
									Crosswalk Length
MON #1	TIME	00:00-00:00							P2
	PLAN	FREE							
TUES#1	TIME	00:00-00:00							77 Feet
	PLAN	FREE							
WED #1	TIME	00:00-00:00							P4
	PLAN	FREE							
THU #1	TIME	00:00-00:00							69 Feet
	PLAN	FREE							
FRI #1	TIME	00:00-00:00							P6
	PLAN	FREE							
SAT #1	TIME	00:00-00:00							87 Feet
	PLAN	FREE							
SUN #1	TIME	00:00-00:00							P8
	PLAN	FREE							
CONTROLLER TYPE		CONDITION OF OVERHEAD			Fair		PROM NUMBER		
3000E		OVERHEAD STREET NAMES			YES				77 Feet
PHASES:	8Φ	ILLUMINATED STREET NAMES			NO		8216A 3.7.3		SIGNAL OWNER
CABINET TYPE	V	PRE-EMPTION			NO		IP ADDRESS		FDOT
CABINET DATE	02/1990	PRE-EMPTION TYPE			N/A		10.86.30.91		LED YES

REMARKS:





## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: Mason Ave & Carswell St / Segrave Ave  
Daytona Beach

FREE:

DATE: 6/5/2017

SIGNAL #: 125

CO-ORD:

Design By: J. Stroz-FDOT-D-5

System #: -

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8
DIRECTION	-	WB	-	NB	-	EB	-	SB
TURN TYPE	-	-	-	-	-	-	-	-
MIN GREEN	-	16	-	7	-	16	-	7
EXTENSION	-	4	-	3	-	4	-	3
CLEARANCE	-	4.5	-	3.5	-	4.0	-	3.5
ALL RED	-	2.0	-	2.5	-	2.0	-	2.5
WALK	-	7	-	7	-	7	-	7
FDW	-	22	-	22	-	22	-	22
MAX 1	-	45	-	30	-	45	-	30
MAX 2	-	-	-	-	-	-	-	-
MAX 3	-	60	-	-	-	60	-	-
ADJUST	-	5	-	-	-	5	-	-
RECALL	-	MIN	-	-	-	MIN	-	-
DETECTOR	-	LOCK	-	NON-LOCK	-	LOCK	-	NON-LOCK
FLASH	-	YELLOW	-	RED	-	YELLOW	-	RED
SET	-	2	-	-	-	2	-	-
CLEAR	-	2	-	-	-	2	-	-
BASE DAY	1	2	3	4	5	6	7	Crosswalk Length
MON #1	TIME	00:00-00:00						P2
	PLAN	FREE						
TUES#1	TIME	00:00-00:00						65 Feet
	PLAN	FREE						
WED #1	TIME	00:00-00:00						P4
	PLAN	FREE						
THU #1	TIME	00:00-00:00						72 Feet
	PLAN	FREE						
FRI #1	TIME	00:00-00:00						P6
	PLAN	FREE						
SAT #2	TIME	00:00-00:00						75 Feet
	PLAN	FREE						
SUN #3	TIME	00:00-00:00						P8
	PLAN	FREE						
CONTROLLER TYPE		CONDITION OF OVERHEAD		OK		PROM NUMBER		
3000E		OVERHEAD STREET NAMES		NO				74 Feet
PHASES:	8Φ	ILLUMINATED STREET NAMES		NO				SIGNAL OWNER <sup>4</sup>
CABINET TYPE	V	PRE-EMPTION		YES		IP ADDRESS		FDOT
CABINET DATE	05/2004	PRE-EMPTION TYPE		RAILROAD		10.40.31.36		LED YES

REMARKS:

2	4
6	8

## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: US 1 & Mason Avenue  
Holly Hill

FREE:

DATE: 2/16/2018

SIGNAL #: 269

CO-ORD:

Design By: D. Graeber, Aspireon Consulting

System #: 13

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8	
DIRECTION	NBL	SB	EBL	WB	SBL	NB	WBL	EB	
TURN TYPE	PERM/PROT	-	PERM/PROT	-	PERM/PROT	-	PERM/PROT	-	
MIN GREEN	5	12	5	7	5	12	5	7	
EXTENSION	3	3	3	3	3	3	3	3	
CLEARANCE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
ALL RED	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
WALK	-	7	-	7	-	7	-	7	
FDW	-	26	-	28	-	26	-	28	
MAX 1	20	40	20	30	20	40	20	30	
MAX 2	22	48	22	28	22	48	22	28	
MAX 3	-	60	-	-	-	60	-	-	
ADJUST	-	10	-	-	-	10	-	-	
RECALL	-	MIN	-	-	-	-	-	-	
DETECTOR	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	
FLASH	-	YELLOW	-	RED	-	YELLOW	-	RED	
SET	-	2	-	-	-	2	-	-	
CLEAR	-	2	-	-	-	2	-	-	
BASE DAY	1	2	3	4	5	6	7		
									Crosswalk Length
MON #1	TIME	00:00-00:00							P2
	PLAN	FREE							
TUES#1	TIME	00:00-00:00							75 Feet
	PLAN	FREE							
WED #1	TIME	00:00-00:00							P4
	PLAN	FREE							
THU #1	TIME	00:00-00:00							85 Feet
	PLAN	FREE							
FRI #1	TIME	00:00-00:00							P6
	PLAN	FREE							
SAT #1	TIME	00:00-00:00							75 Feet
	PLAN	FREE							
SUN #1	TIME	00:00-00:00							P8
	PLAN	FREE							
CONTROLLER TYPE		CONDITION OF OVERHEAD			Good		PROM NUMBER		90 Feet
ASC 3		OVERHEAD STREET NAMES			NO				
PHASES:	8Φ	ILLUMINATED STREET NAMES			YES		8216A 3.7.3		SIGNAL OWNER <sup>4</sup>
CABINET TYPE	V	PRE-EMPTION			NO		IP ADDRESS		FDOT
CABINET DATE	-	PRE-EMPTION TYPE			N/A		10.77.1.50		LED YES

REMARKS:

TOD FREE

1	2	3	4
5	6	7	8

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mile Post	30.240	Node	11
Sig ID	204	Controller	Econolite ASC/3-2100	System ID	13
Maj. Street	SR 40	Orientation	E-W	SOP	10
Min. Street	US 1	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Speed Limit (mph)	35	35	40	40	35	35	40	40	
Vehicle Traversed Width	135	158	149	156	136	158	143	155	
Approach Grades	0.7%	-0.2%	-0.1%	-0.2%	-0.2%	0.7%	-0.2%	-0.1%	
Ped-X (curb to curb)		88		63		99		63	
Crossing Time		26		24		29		24	
Ped-X (button to curb)		20		17		16		17	
Ped-X (button to far curb)		108		100		115		100	
Crossing Time (to far curb)		36		34		39		34	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Turn Type	Perm/Prot		Prot		Perm/Prot		Prot		
Min Green	5	17	5	12	5	17	5	12	
Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Yellow Change Interval	4.0	4.0	4.4	4.4	4.0	4.0	4.4	4.4	
Red Clearance Interval	3.3	2.5	3.6	2.0	3.3	2.5	3.5	2.0	
Max I	25	45	25	30	25	45	25	30	
Max II	28	80	25	39	25	80	22	40	
Walk		7		7		7		7	
Flashing Don't Walk		26		24		29		24	
Min Splits	13.0	40.0	13.0	38.0	13.0	43.0	13.0	38.0	
Detector Memory		ON				ON			
Det. Cross Switch.									
Recall		Max				Max			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset A
AM	1	111	23	71	28	38	29	65	20	46	160	9
MIDDAY	2	211	23	62	27	38	23	62	23	42	150	146
PM	3	311	31	62	26	41	28	65	21	46	160	141
NT	4	411	19	45	23	23	19	45	21	25	110	73

Notes

- 1 Offset referenced to end of first thru movement 2 & 6
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 PED recall on coord phases. Programmed to rest in walk

Ring-1	1	2	3	4
Ring-2	5	6	7	8

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
Signal Retiming - Volusia County



Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section	79230000	Mile Post	2.362	Node	9
Sig ID	152	Controller	Econolite ASC/3	System ID	80
Maj. Street	SR 421 (Dunlawton Ave)	Orientation	E-W	SOP	10
Min. Street	SR 5A (Nova Rd)	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>EBL</i>	<i>WB</i>	<i>SBL</i>	<i>NB</i>	<i>WBL</i>	<i>EB</i>	<i>NBL</i>	<i>SB</i>	
Speed Limit (mph)	45	45	45	45	45	45	45	45	
Vehicle Traversed Width	150	145	185	175	146	140	150	175	
Approach Grades	0.0%	0.2%	-0.5%	-0.8%	0.2%	0.0%	-0.8%	-0.5%	
Ped-X (curb to curb)		104		135		102		127	
Crossing Time		30		39		30		37	
Ped-X (button to curb)		14		12		8		10	
Ped-X (button to far curb)		118		147		110		137	
Crossing Time (to far curb)		40		49		37		46	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>EBL</i>	<i>WB</i>	<i>SBL</i>	<i>NB</i>	<i>WBL</i>	<i>EB</i>	<i>NBL</i>	<i>SB</i>	
Turn Type	<i>Prot</i>		<i>Prot</i>		<i>Prot</i>		<i>Prot</i>		
Min Green	5	15	5	15	5	15	5	15	
Ext	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	
All Red	3.7	3.7	4.1	2.0	3.6	3.7	3.7	2.0	
Max I	25	50	25	40	25	50	25	40	
Max II	41	90	25	48	41	90	25	48	
Walk		7		7		7		7	
Flashing Don't Walk		30		39		30		37	
Min Splits	14.0	46.0	14.0	53.0	14.0	46.0	14.0	51.0	
Detector Memory									
Det. Cross Switch.									
Recall		<i>Min</i>				<i>Min</i>			
CNA									
Coord Phase		Yes				Yes			

Coordination Timings (seconds)													
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq
<i>AM</i>	<i>1</i>		28	62	21	49	18	72	29	41	160	159	
<i>MD</i>	<i>2</i>		27	55	22	56	24	58	27	51	180	149	
<i>PM</i>	<i>3</i>		29	80	27	54	34	55	28	53	170	120	

Notes:

- 1) Offset referenced to end of main street green
- 2) Use Float force-offs
- 3) Use Inhibit Max termination during coordination
- 4) Ped recall on phases 2 & 6 for all patterns during coordination

Patterns 1 & 3				
Ring-1	1	2	3	4
Ring-2	5	6	7	8

Pattern 2				
Ring-1	2	1	3	4
Ring-2	5	6	7	8

### Time of Day Plan

Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section:	79230000 & 79190000
Corridor:	SR 421
From:	Williamson Blvd
To:	Nova Rd (SR 5A)

#### ALL SEASON PLAN

Day	Plan	Time		Pattern (C/S/O)	Cycle Length
Monday Thru Friday	FREE	0:00	6:00	-	FREE
	AM	6:00	9:30	1	160
	MIDDAY	9:30	14:00	2	160
	PM	14:00	18:30	3	170
	MIDDAY	18:30	19:30	2	160
	FREE	19:30	0:00	-	FREE
Saturday	FREE	0:00	9:00	-	FREE
	MIDDAY	9:00	21:00	2	160
	FREE	21:00	0:00	-	FREE
Sunday	FREE	0:00	8:30	-	FREE
	MIDDAY	8:30	21:00	2	160
	FREE	21:00	0:00	-	FREE

Use this Time of Day for Nova Road and Village Trail

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mile Post	26.579	Node	5
Slg ID	187	Controller	Econolite ASC/3-2100	System ID	17
Maj. Street	SR 40	Orientation	E-W	SOP	Mod 10
Min. Street	Williamson Blvd	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>EBL</i>	<i>WB</i>	<i>SBL</i>	<i>NB</i>	<i>WBL</i>	<i>EB</i>	<i>NBL</i>	<i>SB</i>	
Speed Limit (mph)	45	45	25	40	45	45	40	25	
Vehicle Traversed Width	131	144	113	135	136	150	157	146	
Approach Grades	0.0%	-0.3%	-0.1%	0.4%	-0.3%	0.0%	0.4%	-0.1%	
Ped-X (curb to curb)		108		107		74		87	
Crossing Time		31		31		22		25	
Ped-X (button to curb)		15		13		12		13	
Ped-X (button to far curb)		121		120		96		100	
Crossing Time (to far curb)		41		40		29		34	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>EBL</i>	<i>WB</i>	<i>SBL</i>	<i>NB</i>	<i>WBL</i>	<i>EB</i>	<i>NBL</i>	<i>SB</i>	
Turn Type	<i>Prot</i>		<i>Prot</i>		<i>Prot</i>		<i>Prot</i>		
Min Green	5	15	5	7	5	15	12	7	
Ext	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0	
Yellow Change Interval	4.8	4.8	3.4	4.4	4.8	4.8	4.4	3.4	
Red Clearance Interval	3.2	2.0	2.7	3.6	3.3	2.0	3.9	3.6	
Max I	20	45	20	20	20	45	25	20	
Max II	25	80	24	20	23	80	32	20	
Walk		7		7		7		7	
Flashing Don't Walk		31		31		22		25	
Min Splits	13.0	45.0	12.0	46.0	14.0	36.0	21.0	39.0	
Detector Memory		ON				ON			
Det. Cross Switch.									
Recall		<i>Min</i>				<i>Min</i>			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset A
AM	1	111	22	52	21	45	18	56	27	39	140	128
MIDDAY	2	211	23	57	24	46	18	62	32	38	150	108
PM	3	311	25	60	20	55	18	67	36	39	160	108
NT	4	411	20	48	16	26	19	49	26	16	110	84

Notes

- 1 Offset referenced to end of first thru movement 2 & 6
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 Phases 8 leads and phase 7 lags patterns 1, 2, 3, & 4
- 5 PED recall on coord phases. Programmed to rest in walk

Ring-1	1	2	3	4
Ring-2	5	6	8	7

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
Signal Retiming - Volusia County



Designed By:	AC
Date:	6/7/2017
Checked By:	AZ
Date:	6/7/2017

Section	79230000	Mile Post	1.060	Node	8
Sig ID	191	Controller	Econolite ASC/3	System ID	60
Maj. Street	SR 421 (Dunlawton Ave)	Orientation	E-W	SOP	10
Min. Street	Clyde Morris Blvd (CR 483)	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Speed Limit (mph)	50	50	45	40	50	50	40	45	
Vehicle Traversed Width	155	140	140	160	155	140	125	160	
Approach Grades	-0.2%	-0.1%	-1.3%	-2.0%	-0.1%	-0.2%	-2.0%	-1.3%	
Ped-X (curb to curb)		65		130		99		121	
Crossing Time		28		38		29		35	
Ped-X (button to curb)		18		16		16		15	
Ped-X (button to far curb)		111		146		115		136	
Crossing Time (to far curb)		37		49		39		46	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Turn Type	Prot		Prot		Prot		Prot		
Min Green	5	15	5	10	5	15	5	10	
Ext	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	
Yellow	5.1	5.1	4.9	4.9	5.1	5.1	4.6	4.9	
All Red	3.8	2.0	3.4	2.1	3.8	2.0	3.0	2.1	
Max I	25	50	25	30	25	50	25	30	
Max II	32	50	29	55	26	58	32	53	
Walk		7		7		7		7	
Flashing Don't Walk		28		38		29		35	
Min Splits	14.0	43.0	14.0	52.0	14.0	44.0	13.0	49.0	
Detector Memory									
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		Yes				Yes			

Coordination Timings (seconds)													
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq
AM	1		35	50	23	62	25	60	28	47	160	68	
MD	2		29	64	23	54	19	64	29	48	160	78	
PM	3		29	72	29	40	22	79	29	40	170	126	

Notes:

- 1) Offset referenced to end of main street green
- 2) Use Floal force-offs
- 3) Use Inhibit Max termination during coordination
- 4) Ped recall on phases 2 & 6 for all patterns during coordination

All Patterns				
Ring-1	1	2	3	4
Ring-2	5	6	7	8

### Time of Day Plan

Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section:	79230000 & 79190000
Corridor:	SR 421
From:	Williamson Blvd
To:	Nova Rd (SR 5A)

### ALL SEASON PLAN

Day	Plan	Time		Pattern (C/S/O)	Cycle Length
Monday Thru Friday	FREE	0:00	6:00	-	FREE
	AM	6:00	9:30	1	160
	MIDDAY	9:30	14:00	2	160
	PM	14:00	18:30	3	170
	MIDDAY	18:30	19:30	2	160
	FREE	19:30	0:00	-	FREE
Saturday	FREE	0:00	9:00	-	FREE
	MIDDAY	9:00	21:00	2	160
	FREE	21:00	0:00	-	FREE
Sunday	FREE	0:00	8:30	-	FREE
	MIDDAY	8:30	21:00	2	160
	FREE	21:00	0:00	-	FREE

Use this Time of Day for Nova Road and Village Trail

Timing CHANGES 3/29/2017 PED OBPD Request

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mile Post	28.992	Node	8
Sig ID	203	Controller	Econolite ASC/3-2100	System ID	2
Maj. Street	SR 40	Orientation	E-W	SOP	10
Min. Street	Nova Rd.	Orientation	N-S		

Pedestrians												
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes			
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB				
Speed Limit (mph)	45	45	45	45	45	45	45	45				
Vehicle Traversed Width	154	184	159	146	158	180	157	138				
Approach Grades	0.5%	-1.0%	0.6%	-2.6%	-1.0%	0.5%	-2.6%	0.6%				
Ped-X (curb to curb)		104		111		120		104				
Crossing Time		30		32		35		30				
Ped-X (button to curb)		8		10		10		10				
Ped-X (button to far curb)		112		121		130		114				
Crossing Time (to far curb)		38		41		44		38				
Controller Timings (seconds)												
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes			
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB				
Turn Type	Prot		Prot		Prot		Prot					
Min Green	5	17	5	17	5	17	5	17				
Ext	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0				
Yellow Change Interval	4.8	4.8	4.8	5.1	4.9	4.8	5.1	4.8				
Red Clearance Interval	3.8	2.1	3.9	2.0	3.9	2.1	3.9	2.0				
Max I	20	45	25	65	20	45	25	65				
Max II	20	50	30	80	20	50	35	80				
Walk		7		7		7		7				
Flashing Don't Walk		30		32		35		30				
Min Splits	14.0	44.0	14.0	47.0	14.0	49.0	14.0	44.0				
Detector Memory	ON	ON	ON		ON	ON	ON					
Det. Cross Switch.												
Recall		Min				Min						
CNA												
Coord Phase				Yes				Yes				
Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset A
AM	1	111	22	60	29	59	20	52	28	52	160	156
MIDDAY	2	211	20	50	28	52	21	49	28	52	150	113
PM	3	311	20	58	24	58	25	53	28	54	160	102
NT	4	411	19	27	17	47	19	27	20	44	110	102

Notes

- 1 Offset referenced to end of first thru movement 4 & 8
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 PED recall on coord phases. Programmed to rest in walk

Ring-1	1	2	3	4
Ring-2	5	6	7	8

## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: Taylor Rd.(CR 421) @ Summer Trees Rd  
Port Orange

FREE:

DATE: 8/3/2017



SIGNAL #: 409

CO-ORD:

Design By: M. Tobin

NETWORK #: Port Orange Area Network # 60

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8
DIRECTION	EBL	WB	SBL	NB	WBL	EB	NBL	SB
TURN TYPE	PROT	-	PROT	-	PROT	-	PROT	-
MIN GREEN	7	15	6	10	7	15	6	10
EXTENSION	3	4	4	3	3	4	3	4
YELLOW	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
RED CLR	2.0	2.0	2.5	2.5	2.0	2.0	2.5	2.5
WALK		7		7		7		7
PED CLR		26		26		26		26
MAX 1	25	50	25	25	25	50	25	25
MAX 2								
MAX 3		-		-		-		-
DYM MAX		90	30			90		40
DYM STP		10	5			10		5
RECALL		MIN		-		MIN		-
DETECTOR	LOCK	LOCK	NON-LOCK	NON-LOCK	LOCK	LOCK	NON-LOCK	NON-LOCK
FLASH	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED

### COORDINATION TIMINGS

PATTERN	1	2	3	4	5	6	7	8
CYCLE	160	160	170	-	-	-	-	-
OFFSET	157	147	39	-	-	-	-	-

PHASE	1	2	3	4	5	6	7	8
PATTERN 1	30	50	30	50	30	50	30	50
PATTERN 2	30	50	30	50	30	50	30	50
PATTERN 3	35	55	30	50	35	50	30	50
PATTERN 4	-	-	-	-	-	-	-	-
PATTERN 5	-	-	-	-	-	-	-	-
PATTERN 6	-	-	-	-	-	-	-	-
PATTERN 7	-	-	-	-	-	-	-	-

Controller IP	10.40.61.47	Switch IP	10.40.60.47	Camera IP	
Controller Gateway	10.40.61.1	Switch Gateway	10.40.60.1	Camera Gateway	

REMARKS:



## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: Taylor Rd.(CR 421) @ Summer Trees Rd  
Port Orange

FREE:

DATE: 8/3/2017

SIGNAL #: 409

CO-ORD:

Design By: M. Tobin



NETWORK #: Port Orange Area Network # 60

### TIME OF DAY SCHEDULE

BASE DAY		1	2	3	4	5	6	7	Crosswalk Length
MON #1	TIME	00:00-06:00	09:30-14:00	14:00-18:30	18:30-19:30	19:30-00:00			P2
	PATTERN	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE			
TUES #1	TIME	00:00-06:00	09:30-14:00	14:00-18:30	18:30-19:30	19:30-00:00			63
	PATTERN	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE			
WED #1	TIME	00:00-06:00	09:30-14:00	14:00-18:30	18:30-19:30	19:30-00:00			P4
	PATTERN	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE			
THU #1	TIME	00:00-06:00	09:30-14:00	14:00-18:30	18:30-19:30	19:30-00:00			90
	PATTERN	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE			
FRI #1	TIME	00:00-06:00	09:30-14:00	14:00-18:30	18:30-19:30	19:30-00:00			P6
	PATTERN	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE			
SAT #2	TIME	09:00-21:00	21:00-00:00						90
	PATTERN	PATTERN 2	FREE						
SUN #3	TIME	08:30-21:00	21:00-00:00						P8
	PATTERN	PATTERN 2	FREE						
CONTROLLER TYPE		CONDITION OF OVERHEAD			GOOD		PROGRAM NUMBER		73
Econolite ASC/3		OVERHEAD STREET NAMES			NO				
PHASES:	8Φ	ILLUMINATED STREET NAMES			YES		02.64.00		SIGNAL OWNER <sup>4</sup>
CABINET TYPE	VI	PRE-EMPTION			YES		Controller IP Address		County
CABINET DATE		PRE-EMPTION TYPE			INFRARED		10.40.61.47		LED   YES

REMARKS:

1	2	3	4
5	6	7	8

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
Signal Retiming - Volusia County



Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section	79230000	Mile Post	0.053	Node	1
Sig ID	277	Controller	Econolite ASC/3	System ID	60
Maj. Street	SR 421 (Taylor Rd)	Orientation	E-W	SOP	10
Min. Street	Williamson Blvd	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Speed Limit (mph)	45	45	35	35	45	45	35	35	
Vehicle Traversed Width	150	175	180	165	155	180	180	155	
Approach Grades	-0.5%	-0.3%	-0.5%	-0.8%	-0.3%	-0.5%	-0.6%	-0.5%	
Ped-X (curb to curb)		89				117		123	
Crossing Time		26				34		36	
Ped-X (button to curb)		10				14		12	
Ped-X (button to far curb)		99				131		135	
Crossing Time (to far curb)		33				44		45	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Turn Type	Prot		Prot		Prot		Prot		
Min Green	5	15	5	10	5	15	5	10	
Ext	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	
Yellow	4.8	4.8	4.1	4.1	4.8	4.8	4.1	4.1	
All Red	3.7	2.1	4.5	2.6	3.8	2.1	3.9	2.6	
Max I	25	40	25	30	25	40	25	30	
Max II	25	85	30	41	51	92	26	37	
Walk		7				7		7	
Flashing Don't Walk		28				34		36	
Min Split	14.0	40.0	14.0	17.0	14.0	48.0	13.0	50.0	
Detector Memory									
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		Yes				Yes			

Coordination Timings (seconds)													
Plan	Pattern	C-O-S	Splits							Cycle Length	Offset	Seq	
AM	1		18	74	31	37	34	58	18	50	160	157	
MD	2		18	74	40	28	32	60	18	50	160	147	
PM	3		18	91	40	21	51	58	19	42	170	39	

Notes:

- 1) Offset referenced to end of main street green
- 2) Use Float force-offs
- 3) Use Inhibit Max termination during coordination
- 4) Ped recall on phases 2 & 6 for all patterns during coordination

All Patterns				
Ring-1	1	2	3	4
Ring-2	5	6	7	8

### Time of Day Plan

Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section:	79230000 & 79190000
Corridor:	SR 421
From:	Williamson Blvd
To:	Nova Rd (SR 5A)

#### ALL SEASON PLAN

Day	Plan	Time		Pattern (C/S/O)	Cycle Length
Monday Thru Friday	FREE	0:00	6:00	-	FREE
	AM	6:00	9:30	1	160
	MIDDAY	9:30	14:00	2	160
	PM	14:00	18:30	3	170
	MIDDAY	18:30	19:30	2	160
	FREE	19:30	0:00	-	FREE
Saturday	FREE	0:00	9:00	-	FREE
	MIDDAY	9:00	21:00	2	160
	FREE	21:00	0:00	-	FREE
Sunday	FREE	0:00	8:30	-	FREE
	MIDDAY	8:30	21:00	2	160
	FREE	21:00	0:00	-	FREE

Use this Time of Day for Nova Road and Village Trail

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
Signal Timing - Volusia County



Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section	79230000	Mile Post	0.179	Node	2
Sig ID	211	Controller	Econofite ASC/3	System ID	60
Maj. Street	SR 421 (Dunlawton Ave)	Orientation	E-W	SOP	14
Min. Street	I-95 SB Ramp	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction		WB			WBL	EB		SB	
Speed Limit (mph)		45			45	45		30	
Vehicle Traversed Width		130			140	90		130	
Approach Grades		-0.2%			-0.2%	-1.2%		-0.8%	
Ped-X (curb to curb)		48							
Crossing Time		14							
Ped-X (button to curb)		20							
Ped-X (button to far curb)		66							
Crossing Time (to far curb)		22							

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction		WB			WBL	EB		SB	
Turn Type					Prot				
Min Green		15			5	15		10	
Ext		4.0			3.0	4.0		4.0	
Yellow		4.9			4.8	4.9		3.7	
All Red		2.0			3.4	2.0		2.5	
Max I		60			20	60		40	
Max II									
Walk		7							
Flashing Don't Walk		14							
Min Splits		28.0			14.0	22.0		17.0	
Detector Memory									
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		Yes				Yes			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits							Cycle Length	Offset	Seq
AM	1		-	123	-	-	41	82	-	37	160	17
MD	2		-	123	-	-	41	82	-	37	160	16
PM	3		-	120	-	-	40	80	-	50	170	52

Notes:

- 1) Offset referenced to end of main street green
- 2) Use Float force-offs
- 3) Use Inhibit Max termination during coordination
- 4) Ped recall on phases 2 & 6 for all patterns during coordination

	All Patterns		
Ring-1	2		
Ring-2	5	6	8

### Time of Day Plan

Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section:	79230000 & 79190000
Corridor:	SR 421
From:	Williamson Blvd
To:	Nova Rd (SR 5A)

#### ALL SEASON PLAN

Day	Plan	Time		Pattern (C/S/O)	Cycle Length
Monday Thru Friday	FREE	0:00	6:00	-	FREE
	AM	6:00	9:30	1	160
	MIDDAY	9:30	14:00	2	160
	PM	14:00	18:30	3	170
	MIDDAY	18:30	19:30	2	160
	FREE	19:30	0:00	-	FREE
Saturday	FREE	0:00	9:00	-	FREE
	MIDDAY	9:00	21:00	2	160
	FREE	21:00	0:00	-	FREE
Sunday	FREE	0:00	8:30	-	FREE
	MIDDAY	8:30	21:00	2	160
	FREE	21:00	0:00	-	FREE

Use this Time of Day for Nova Road and Village Trail

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
Signal Retiming - Volusia County



Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

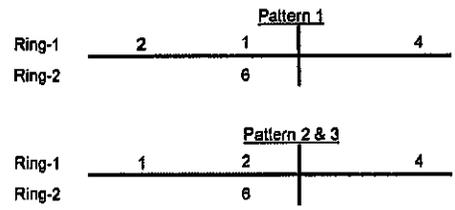
Section	79230000	Mile Post	0.262	Node	3
Sig ID	417	Controller	Econolite ASC/3	System ID	60
Maj. Street	SR 421 (Dunlawton Ave)	Orientation	E-W	SOP	15
Min. Street	I-95 NB Ramp	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB		EB			
Speed Limit (mph)	45	45		30		45			
Vehicle Traversed Width	140	150		145		145			
Approach Grades	0.8%	-0.8%		0.2%		0.8%			
Ped-X (curb to curb)		45							
Crossing Time		13							
Ped-X (button to curb)		15							
Ped-X (button to far curb)		60							
Crossing Time (to far curb)		20							

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB		EB			
Turn Type	Prot								
Min Green	7	15		10		15			
Ext	3.0	4.0		3.0		4.0			
Yellow	4.8	4.8		3.7		4.8			
All Red	3.4	3.4		2.8		3.4			
Max I	20	60		20		60			
Max II									
Walk		7							
Flashing Don't Walk		13							
Min Splits	16.0	29.0		17.0		24.0			
Detector Memory									
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		Yes				Yes			

Coordination Timings (seconds)													
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq
AM	1		55	73	-	32	-	128	-	-	160	22	
MD	2		33	95	-	32	-	128	-	-	160	6	
PM	3		37	99	-	34	-	136	-	-	170	55	

- Notes:
- 1) Offset referenced to end of main street green
  - 2) Use Float force-offs
  - 3) Use Inhibit Max termination during coordination
  - 4) Ped recall on phases 2 & 6 for all patterns during coordination



### Time of Day Plan

<b>Designed By:</b>	AC
<b>Date:</b>	5/24/2017
<b>Checked By:</b>	AZ
<b>Date:</b>	5/24/2017

<b>Section:</b>	79230000 & 79190000
<b>Corridor:</b>	SR 421
<b>From:</b>	Williamson Blvd
<b>To:</b>	Nova Rd (SR 5A)

### ALL SEASON PLAN

Day	Plan	Time		Pattern (C/S/O)	Cycle Length
Monday Thru Friday	FREE	0:00	6:00	-	FREE
	AM	6:00	9:30	1	160
	MIDDAY	9:30	14:00	2	160
	PM	14:00	18:30	3	170
	MIDDAY	18:30	19:30	2	160
	FREE	19:30	0:00	-	FREE
Saturday	FREE	0:00	9:00	-	FREE
	MIDDAY	9:00	21:00	2	160
	FREE	21:00	0:00	-	FREE
Sunday	FREE	0:00	8:30	-	FREE
	MIDDAY	8:30	21:00	2	160
	FREE	21:00	0:00	-	FREE

Use this Time of Day for Nova Road and Village Trail

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
Signal Timing - Volusia County



Designed By:	AC
Date:	6/5/2017
Checked By:	AZ
Date:	6/5/2017

Section	79230000	Mile Post	0.413	Node	4
Sig ID	192	Controller	Econolite ASC/3	System ID	60
Maj. Street	SR 421 (Dunlawton Ave)	Orientation	E-W	SOP	12 Special
Min. Street	Taylor Branch Rd	Orientation	N-S		

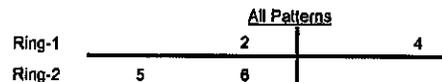
Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction		WB		NB	WBL	EB			
Speed Limit (mph)		50		30	50	45			
Vehicle Traversed Width		110		115	105	135			
Approach Grades		-0.4%		0.7%	-0.4%	-0.9%			
Ped-X (curb to curb)				114		63			
Crossing Time				33		18			
Ped-X (button to curb)				9		15			
Ped-X (button to far curb)				123		78			
Crossing Time (to far curb)				41		26			

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction		WB		NB	WBL	EB			
Turn Type					Prot				
Min Green		17		5	10	17			
Ext		4.0		3.0	3.0	4.0			
Yellow		5.2		3.7	5.2	5.2			
All Red		2.0		2.1	2.5	2.0			
Max I		50		35	25	60			
Max II		123		50	27	82			
Walk				7		7			
Flashing Don't Walk				33		18			
Min Splits		25.0		46.0	18.0	33.0			
Detector Memory									
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		Yes				Yes			

Coordination Timings (seconds)													
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq
AM	1		-	130	-	30	22	108	-	-	160	29	
MD	2		-	130	-	30	25	105	-	-	160	19	
PM	3		-	145	-	25	30	115	-	-	170	82	

Notes:

- Offset referenced to end of main street green
- Use Float force-offs
- Use Inhibit Max termination during coordination
- Ped recall on phases 2 & 6 for all patterns during coordination



### Time of Day Plan

Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section:	79230000 & 79190000
Corridor:	SR 421
From:	Williamson Blvd
To:	Nova Rd (SR 5A)

#### ALL SEASON PLAN

Day	Plan	Time		Pattern (C/S/O)	Cycle Length
Monday Thru Friday	FREE	0:00	6:00	-	FREE
	AM	6:00	9:30	1	160
	MIDDAY	9:30	14:00	2	160
	PM	14:00	18:30	3	170
	MIDDAY	18:30	19:30	2	160
	FREE	19:30	0:00	-	FREE
Saturday	FREE	0:00	9:00	-	FREE
	MIDDAY	9:00	21:00	2	160
	FREE	21:00	0:00	-	FREE
Sunday	FREE	0:00	8:30	-	FREE
	MIDDAY	8:30	21:00	2	160
	FREE	21:00	0:00	-	FREE

Use this Time of Day for Nova Road and Village Trail

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
Signal Retiming - Volusia County



Designed By:	AC
Date:	6/5/2017
Checked By:	AZ
Date:	6/5/2017

Section	79230000	Mile Post	0.728	Node	5
Sig ID	361	Controller	Econolite ASC/3	System ID	60
Maj. Street	SR 421 (Dunlawton Ave)	Orientation	E-W	SOP	10
Min. Street	Yorktowne Blvd	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	NBL	SB	WBL	EB	SBL	NB	
Speed Limit (mph)	50	50	40	35	50	50	35	40	
Vehicle Traversed Width	150	125	145	160	140	140	130	150	
Approach Grades	-0.5%	-0.9%	-2.1%	-0.4%	-0.9%	-0.5%	-0.4%	-2.1%	
Ped-X (curb to curb)		76		130		107		122	
Crossing Time		22		38		31		35	
Ped-X (button to curb)		16		13		12		22	
Ped-X (button to far curb)		92		143		119		144	
Crossing Time (to far curb)		31		48		40		48	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	NBL	SB	WBL	EB	SBL	NB	
Turn Type	Prot		Prot		Prot		Prot		
Min Green	5	15	5	6	5	15	5	6	
Ext	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0	
Yellow	5.2	5.2	4.6	4.1	5.2	5.2	4.6	4.6	
All Red	3.7	3.4	3.5	2.5	3.4	2.0	3.5	2.0	
Max I	25	70	25	25	25	70	25	25	
Max II	26	69	37	46	26	72	32	63	
Walk		7		7		7		7	
Flashing Don't Walk		22		38		31		35	
Min Splits	14.0	38.0	14.0	52.0	14.0	48.0	14.0	49.0	
Detector Memory									
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		Yes				Yes			

Coordination Timings (seconds)													
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq
AM	1		19	89	42	30	22	66	35	37	180	67	
MD	2		24	68	32	36	27	65	30	38	160	53	
PM	3		24	71	30	45	22	73	23	52	170	111	

Notes:

- Offset referenced to end of main street green
- Use Float force-offs
- Use Inhibit Max termination during coordination
- Ped recall on phases 2 & 6 for all patterns during coordination
- Max recall on phase 5 for all patterns during coordination

	All Patterns			
Ring-1	1	2	4	3
Ring-2	6	5	8	7

### Time of Day Plan

Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section:	79230000 & 79190000
Corridor:	SR 421
From:	Williamson Blvd
To:	Nova Rd (SR 5A)

#### ALL SEASON PLAN

Day	Plan	Time		Pattern (C/S/O)	Cycle Length
Monday Thru Friday	FREE	0:00	6:00	-	FREE
	AM	6:00	9:30	1	160
	MIDDAY	9:30	14:00	2	160
	PM	14:00	18:30	3	170
	MIDDAY	18:30	19:30	2	160
	FREE	19:30	0:00	-	FREE
Saturday	FREE	0:00	9:00	-	FREE
	MIDDAY	9:00	21:00	2	160
	FREE	21:00	0:00	-	FREE
Sunday	FREE	0:00	8:30	-	FREE
	MIDDAY	8:30	21:00	2	160
	FREE	21:00	0:00	-	FREE

Use this Time of Day for Nova Road and Village Trail

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
Signal Retiming - Volusia County



Designed By:	AC
Date:	6/7/2017
Checked By:	AZ
Date:	6/7/2017

Section	79230000	Mile Post	1.060	Node	6
Sig ID	191	Controller	Econolite ASC/3	System ID	60
Maj. Street	SR 421 (Dunlawton Ave)	Orientation	E-W	SOP	10
Min. Street	Clyde Morris Blvd (CR 483)	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Speed Limit (mph)	50	50	45	40	50	50	40	45	
Vehicle Traversed Width	155	140	140	160	155	140	125	160	
Approach Grades	-0.2%	-0.1%	-1.3%	-2.0%	-0.1%	-0.2%	-2.0%	-1.3%	
Ped-X (curb to curb)		95		130		99		121	
Crossing Time		29		38		29		35	
Ped-X (button to curb)		16		16		16		15	
Ped-X (button to far curb)		111		146		115		136	
Crossing Time (to far curb)		37		49		39		46	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Turn Type	Prot		Prot		Prot		Prot		
Min Green	5	15	5	10	5	15	5	10	
Ext	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	
Yellow	5.1	5.1	4.9	4.9	5.1	5.1	4.8	4.9	
All Red	3.8	2.0	3.4	2.1	3.8	2.0	3.0	2.1	
Max I	25	50	25	30	25	50	25	30	
Max II	32	50	29	55	28	58	32	53	
Walk		7		7		7		7	
Flashing Don't Walk		28		38		29		35	
Min Splits	14.0	43.0	14.0	52.0	14.0	44.0	13.0	49.0	
Detector Memory									
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		Yes				Yes			

Coordination Timings (seconds)													
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq
AM	1		35	50	23	52	25	60	28	47	160	68	
MD	2		29	54	23	54	19	64	29	48	160	76	
PM	3		29	72	29	40	22	79	29	40	170	126	

Notes:

- 1) Offset referenced to end of main street green
- 2) Use Floal force-offs
- 3) Use Inhibit Max termination during coordination
- 4) Ped recall on phases 2 & 6 for all patterns during coordination

	All Patterns			
Ring-1	1	2	3	4
Ring-2	5	6	7	8

### Time of Day Plan

Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section:	79230000 & 79190000
Corridor:	SR 421
From:	Williamson Blvd
To:	Nova Rd (SR 5A)

### ALL SEASON PLAN

Day	Plan	Time		Pattern (C/S/O)	Cycle Length
Monday Thru Friday	FREE	0:00	6:00	-	FREE
	AM	6:00	9:30	1	160
	MIDDAY	9:30	14:00	2	160
	PM	14:00	18:30	3	170
	MIDDAY	18:30	19:30	2	160
	FREE	19:30	0:00	-	FREE
Saturday	FREE	0:00	9:00	-	FREE
	MIDDAY	9:00	21:00	2	160
	FREE	21:00	0:00	-	FREE
Sunday	FREE	0:00	8:30	-	FREE
	MIDDAY	8:30	21:00	2	160
	FREE	21:00	0:00	-	FREE

Use this Time of Day for Nova Road and Village Trail

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
Signal Retiming - Volusia County



Designed By:	AC
Date:	6/5/2017
Checked By:	AZ
Date:	6/5/2017

Section	79230000	Mile Post	1.464	Node	7
Sig ID	251	Controller	Econolite ASC/3	System ID	60
Maj. Street	SR 421 (Dunlawton Ave)	Orientation	E-W	SOP	10
Min. Street	City Center Pkwy/ Victoria Gardens Blvd	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Speed Limit (mph)	50	50	30	30	50	50	30	30	
Vehicle Traversed Width	180	115	145	165	150	115	160	165	
Approach Grades	-0.5%	0.1%	-2.3%	-0.3%	0.1%	-0.5%	-0.3%	-2.3%	
Ped-X (curb to curb)		75		116		58		115	
Crossing Time		22		34		17		33	
Ped-X (button to curb)		20		14		13		18	
Ped-X (button to far curb)		95		130		71		133	
Crossing Time (to far curb)		32		44		24		45	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Turn Type	Prot		Prot		Prot		Prot		
Min Green	5	16	5	10	5	15	5	10	
Ext	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	
Yellow	5.2	5.1	3.8	3.8	5.1	5.2	3.7	3.8	
All Red	3.9	2.0	3.5	3.2	3.7	3.9	3.9	3.2	
Max I	25	50	25	25	25	50	25	25	
Max II	23	77	16	20	25	77	18	20	
Walk		7		7		7		7	
Flashing Don't Walk		22		34		17		33	
Min Splits	15.0	37.0	13.0	48.0	14.0	34.0	13.0	47.0	
Detector Memory									
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		Yes				Yes			

Coordination Timings (seconds)													
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq
AM	1		23	68	20	49	25	66	20	49	160	68	
MD	2		18	73	20	49	18	73	18	51	160	73	
PM	3		20	77	24	49	20	77	21	52	170	40	

Notes:

- 1) Offset referenced to end of main street green
- 2) Use Float force-offs
- 3) Use Max II during coordination
- 4) Ped recall on phases 2 & 6 for all patterns during coordination
- 5) Max recall on phase 1 for all patterns during coordination

	All Patterns							
Ring-1	2	1	3	4				
Ring-2	5	6	7	8				

### Time of Day Plan

Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section:	79230000 & 79190000
Corridor:	SR 421
From:	Williamson Blvd
To:	Nova Rd (SR 5A)

### ALL SEASON PLAN

Day	Plan	Time		Pattern (C/S/O)	Cycle Length
Monday Thru Friday	FREE	0:00	6:00	-	FREE
	AM	6:00	9:30	1	160
	MIDDAY	9:30	14:00	2	160
	PM	14:00	18:30	3	170
	MIDDAY	18:30	19:30	2	160
	FREE	19:30	0:00	-	FREE
Saturday	FREE	0:00	9:00	-	FREE
	MIDDAY	9:00	21:00	2	160
	FREE	21:00	0:00	-	FREE
Sunday	FREE	0:00	8:30	-	FREE
	MIDDAY	8:30	21:00	2	160
	FREE	21:00	0:00	-	FREE

Use this Time of Day for Nova Road and Village Trail

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
Signal Timing - Volusia County



Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section	79230000	Mile Post	1.874	Node	8
Sig ID	245	Controller	Econolite ASC/3	System ID	60
Maj. Street	SR 421 (Dunlawton Ave)	Orientation	E-W	SOP	10 Special
Min. Street	Village Trail/Swallowtail Or.	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB	WBL	EB	NBL	SB	
Speed Limit (mph)	50	50		30	50	50	30	25	
Vehicle Traversed Width	135	140		176	165	105	165	175	
Approach Grades	-1.5%	0.4%		-0.2%	0.4%	-1.6%	-0.2%	-0.1%	
Ped-X (curb to curb)		87		113		76			
Crossing Time		25		33		22			
Ped-X (button to curb)		16		12		18			
Ped-X (button to far curb)		103		125		94			
Crossing Time (to far curb)		35		42		32			

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB	WBL	EB	NBL	SB	
Turn Type	Prot				Prot		Prot/Perm		
Min Green	5	15		10	5	15	5	10	
Ext	3.0	4.0		4.0	3.0	4.0	3.0	4.0	
Yellow	5.3	5.3		3.7	5.1	5.3	3.7	3.7	
All Red	3.3	2.0		4.4	4.1	2.0	4.1	4.4	
Max I	25	50		25	25	50	20	25	
Max II									
Walk		7		7		7			
Flashing Don't Walk		25		33		22			
Min Splits	14.0	40.0		49.0	15.0	37.0	13.0	19.0	
Detector Memory									
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		Yes				Yes			

Coordination Timings (seconds)													
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq
AM	1		24	77	-	59	24	77	33	26	160	6	
MD	2		20	86	-	52	20	88	31	21	160	6	
PM	3		22	99	-	49	19	102	27	22	170	142	

Notes:

- 1) Offset referenced to end of main street green
- 2) Use Float force-offs
- 3) Use inhibit Max termination during coordination
- 4) Ped recall on phases 2 & 8 for all patterns during coordination

	All Patterns			
Ring-1	1	2	3	4
Ring-2	5	6	7	8

### Time of Day Plan

Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section:	79230000 & 79190000
Corridor:	SR 421
From:	Williamson Blvd
To:	Nova Rd (SR 5A)

#### ALL SEASON PLAN

Day	Plan	Time		Pattern (C/S/O)	Cycle Length
Monday Thru Friday	FREE	0:00	6:00	-	FREE
	AM	6:00	9:30	1	160
	MIDDAY	9:30	14:00	2	160
	PM	14:00	18:30	3	170
	MIDDAY	18:30	19:30	2	160
	FREE	19:30	0:00	-	FREE
Saturday	FREE	0:00	9:00	-	FREE
	MIDDAY	9:00	21:00	2	160
	FREE	21:00	0:00	-	FREE
Sunday	FREE	0:00	8:30	-	FREE
	MIDDAY	8:30	21:00	2	160
	FREE	21:00	0:00	-	FREE

Use this Time of Day for Nova Road and Village Trail

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
Signal Retiming - Volusia County



Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section	79230000	Mile Post	2.362	Node	9
Sig ID	152	Controller	Econolite ASC/3	System ID	60
Maj. Street	SR 421 (Dunlawton Ave)	Orientation	E-W	SOP	10
Min. Street	SR 5A (Nova Rd)	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Speed Limit (mph)	45	45	45	45	45	45	45	45	
Vehicle Traversed Width	150	145	165	175	146	140	150	175	
Approach Grades	0.0%	0.2%	-0.5%	-0.8%	0.2%	0.0%	-0.8%	-0.5%	
Ped-X (curb to curb)		104		135		102		127	
Crossing Time		30		39		30		37	
Ped-X (button to curb)		14		12		8		10	
Ped-X (button to far curb)		118		147		110		137	
Crossing Time (to far curb)		40		49		37		46	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Turn Type	Prot		Prot		Prot		Prot		
Min Green	5	15	5	15	5	15	5	15	
Ext	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	
All Red	3.7	3.7	4.1	2.0	3.6	3.7	3.7	2.0	
Max I	25	50	25	40	25	50	25	40	
Max II	41	90	25	48	41	90	25	46	
Walk		7		7		7		7	
Flashing Don't Walk		30		39		30		37	
Min Splits	14.0	46.0	14.0	53.0	14.0	46.0	14.0	51.0	
Detector Memory									
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		Yes				Yes			

Coordination Timings (seconds)													
Plan	Pattern	C-Q-S	Splits								Cycle Length	Offset	Seq
AM	1		28	62	21	49	18	72	29	41	160	159	
MD	2		27	55	22	56	24	58	27	51	160	149	
PM	3		29	60	27	54	34	55	28	53	170	120	

Notes:

- 1) Offset referenced to end of main street green
- 2) Use Float force-offs
- 3) Use Inhibit Max termination during coordination
- 4) Ped recall on phases 2 & 6 for all patterns during coordination

Patterns 1 & 3				
Ring-1	1	2	3	4
Ring-2	5	6	7	8

Pattern 2				
Ring-1	2	1	3	4
Ring-2	5	6	7	8

### Time of Day Plan

Designed By:	AC
Date:	5/24/2017
Checked By:	AZ
Date:	5/24/2017

Section:	79230000 & 79190000
Corridor:	SR 421
From:	Williamson Blvd
To:	Nova Rd (SR 5A)

#### ALL SEASON PLAN

Day	Plan	Time		Pattern (C/S/O)	Cycle Length
Monday Thru Friday	FREE	0:00	6:00	-	FREE
	AM	6:00	9:30	1	160
	MIDDAY	9:30	14:00	2	160
	PM	14:00	18:30	3	170
	MIDDAY	18:30	19:30	2	160
	FREE	19:30	0:00	-	FREE
Saturday	FREE	0:00	9:00	-	FREE
	MIDDAY	9:00	21:00	2	160
	FREE	21:00	0:00	-	FREE
Sunday	FREE	0:00	8:30	-	FREE
	MIDDAY	8:30	21:00	2	160
	FREE	21:00	0:00	-	FREE

Use this Time of Day for Nova Road and Village Trail

## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: Dunlawton Ave & Spruce Creek Rd  
Port Orange

FREE:

DATE: 1/18/2017



SIGNAL #: 212

CO-ORD:  X

Design By: M. Tobin

NETWORK #: Port Orange Area Network # 60

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8
DIRECTION	EBL	WB	SBL	NB	WBL	EB	NBL	SB
TURN TYPE	PROT	-	PERM/PROT	-	PROT	-	PERM/PROT	-
MIN GREEN	5	15	5	10	5	15	5	10
WALK		7		7		7		7
PED CLR		26		25		31		29
YELLOW	5.0	5.0	4.0	4.5	5.0	5.0	4.5	4.0
RED CLR	3.5	2.0	2.0	2.0	3.5	2.0	2.5	2.0
EXTENSION	4	4	3	4	4	4	3	4
MAX 1	25	50	25	35	25	50	25	35
MAX 2								
MAX 3		-		-		-		-
DYM MAX		90				90		
DYM STP		10				10		
RECALL		MIN		-		MIN		-
DETECTOR	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	NON-LOCK	LOCK	NON-LOCK	NON-LOCK
FLASH	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED

### COORDINATION TIMINGS

PATTERN	1	2	3	4	5	6	7	8
CYCLE				-	-	-	-	-
OFFSET				-	-	-	-	-

PHASE	1	2	3	4	5	6	7	8
PATTERN 1								
PATTERN 2								
PATTERN 3								
PATTERN 4	-	-	-	-	-	-	-	-
PATTERN 5	-	-	-	-	-	-	-	-
PATTERN 6	-	-	-	-	-	-	-	-
PATTERN 7	-	-	-	-	-	-	-	-

Controller IP	10.40.61.12	Switch IP	10.40.60.12	Camera IP	
Controller Gateway	10.40.61.1	Switch Gateway	10.40.60.1	Camera Gateway	

REMARKS:

2	1	3	4
5	6	7	8

## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: US 1 @ Dunlawton Ave  
Port Orange

FREE:

DATE: 4/20/2018



SIGNAL #: 131

CO-ORD:  X

Design By: M. Tobin

NETWORK #: Port Orange Area Network # 60

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8
DIRECTION	SBL	NB	WBL	EB	NBL	SB	EBL	WB
TURN TYPE	PROT	-	PROT	-	PROT	-	PROT	-
MIN GREEN	5	11	5	10	5	11	5	10
WALK		7		7		7		7
PED CLR		35		35		35		35
YELLOW	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
RED CLR	4.0	2.0	3.5	2.5	4.0	2.0	3.5	2.5
EXTENSION	3	4	3	4	3	4	3	4
MAX 1	25	45	25	45	25	45	25	45
MAX 2	30	80	25	50	30	80	25	50
MAX 3		-		-		-		-
DYM MAX		60		60		60		60
DYM STP		10		10		10		10
RECALL		MIN		-		MIN		-
DETECTOR	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	NON-LOCK	LOCK	NON-LOCK	NON-LOCK
FLASH	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED

### COORDINATION TIMINGS

PATTERN	1	2	3	4	5	6	7	8
CYCLE	160	160	180	-	-	-	-	-
OFFSET	0	0	0	-	-	-	-	-

PHASE	1	2	3	4	5	6	7	8
PATTERN 1	25	50	25	60	25	50	25	60
PATTERN 2	30	50	30	50	30	50	30	50
PATTERN 3	30	50	30	70	30	50	30	70
PATTERN 4	-	-	-	-	-	-	-	-
PATTERN 5	-	-	-	-	-	-	-	-
PATTERN 6	-	-	-	-	-	-	-	-
PATTERN 7	-	-	-	-	-	-	-	-

Controller IP	10.40.61.11	Switch IP	10.40.60.11	Camera IP	10.40.62.11
Controller Gateway	10.40.61.1	Switch Gateway	10.40.60.1	Camera Gateway	10.40.62.1

REMARKS:

2	1	3	4
5	6	7	8

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
Continuing Services Contract for Traffic Operations  
Volusia County 2017  
FM: 237988-1-32-11



US 17/92 at Enterprise Road (185) Prepared By: FDA Date: 11/1/2017  
North-South Roadway US 17/92 East-West Roadway Enterprise Road

PHASE TIMES								
PHASE	1	2	3	4	5	6	7	8
DIRECTION	SBL	NB		WB	NBL	SB		EB
LEFT TURN	Prot	Prot		Perm	Prot	Prot		Perm
MIN GRN	6	15		5	6	15		5
GAP EXT	4.0	4.0		4.0	3.0	4.0		3.0
YEL CLR	4.8	4.8		4.0	4.8	4.8		4.0
RED CLR	2.2	2.0		2.6	2.0	2.0		2.6
MAX 1	30	50		20	25	50		20
MAX 2								
DYM MAX		60				60		
DYM STEP		10				10		
WALK		7		7		7		
PED CLR		15		32		24		
RECALL		MIN				MIN		
DETECTOR	NON-LOCK	LOCK		NON-LOCK	NON-LOCK	LOCK		LOCK
FLASH	RED	YELLOW		RED	RED	YELLOW		RED
SET								
CLEAR								

Weekday (Monday-Friday) Day 1	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	6:00	11	Free			
	AM	6:00	9:00	1	150	54	2, 6	1
	Midday	9:00	13:30	2	130	69	2, 6	1
	PM	13:30	18:30	3	150	100	2, 6	1
	Evening	18:30	20:00	2	130	69	2, 6	1
	Existing	20:00	0:00	11	Free			
Weekend (Saturday) Day 2	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	9:30	11	Free			
	Midday	9:30	20:00	2	130	69	2, 6	1
	Existing	20:00	0:00	11	Free			
Weekend (Sunday) Day 3	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	10:00	11	Free			
	Midday	10:00	19:00	2	130	69	2, 6	1
	Existing	19:00	0:00	11	Free			

COORDINATION SPLIT TABLES								
Pattern 1								
Phase	1	2	3	4	5	6	7	8
Time (sec)	50	75		25	20	105		25
Recall								
Pattern 2								
Phase	1	2	3	4	5	6	7	8
Time (sec)	55	45		30	20	80		30
Recall								
Pattern 3								
Phase	1	2	3	4	5	6	7	8
Time (sec)	60	60		30	20	100		30
Recall								

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
	OVERHEAD STREET NAMES		
PHASES:	ILLUMINATED STREET NAMES		
CABINET TYPE	PRE-EMPTION	IP ADDRESS	LED
CABINET DATE	PRE-EMPTION TYPE		

NOTES

1. Offset Reference: Yellow  
2. Force-off: Fixed  
3. Maximum Select: Inhibit Max  
4. Use Ped Time: No

1	2	4
5	6	8

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
Continuing Services Contract for Traffic Operations  
Volusia County 2017  
FM: 237988-1-32-11



US 17/92 at Rhode Island Avenue (331) Prepared By: FDA Date: 11/1/2017  
North-South Roadway US 17/92 East-West Roadway Rhode Island Avenue

PHASE TIMES								
PHASE	1	2	3	4	5	6	7	8
DIRECTION	NBL	SB	EBL	WB	SBL	NB	WBL	EB
LEFT TURN	Prot/Perm	Perm	Prot/Perm	Perm	Prot/Perm	Perm	Prot/Perm	Perm
MIN GRN	5	15	5	10	5	15	5	10
GAP EXT	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
YEL CLR	4.9	4.9	4.0	4.0	4.8	4.9	4.0	4.0
RED CLR	2.2	2.2	2.9	2.9	2.0	2.2	2.7	2.9
MAX 1	20	50	20	40	20	50	20	40
MAX 2								
DYM MAX	35	90		60		90		60
DYM STEP	10	10		10		10		10
WALK		7		7		7		7
PED CLR		21		24		21		24
RECALL		MIN				MIN		
DETECTOR	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	NON-LOCK	LOCK	NON-LOCK	NON-LOCK
FLASH		YELLOW		RED		YELLOW		RED
SET								
CLEAR								

Weekday (Monday-Friday) Day 1	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	6:00	11	Free			
	AM	6:00	9:00	1	150	86	2, 6	1
	Midday	9:00	13:30	2	130	129	2, 6	1
	School	13:30	15:15	4	150	12	2, 6	1
	PM	15:15	18:30	3	150	8	2, 6	1
	Evening	18:30	20:00	2	130	129	2, 6	1
	Existing	20:00	0:00	11	Free			
Weekend (Saturday) Day 2	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	9:30	11	Free			
	Midday	9:30	20:00	2	130	129	2, 6	1
	Existing	20:00	0:00	11	Free			
Weekend (Sunday) Day 3	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	10:00	11	Free			
	Midday	10:00	19:00	2	130	129	2, 6	1
	Existing	19:00	0:00	11	Free			

COORDINATION SPLIT TABLES								
Pattern 1								
Phase	1	2	3	4	5	6	7	8
Time (sec)	32	60	18	40	20	72	18	40
Recall								
Pattern 2								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	60	25	25	20	60	25	25
Recall								
Pattern 3								
Phase	1	2	3	4	5	6	7	8
Time (sec)	28	67	25	30	20	75	25	30
Recall								
Pattern 4								
Phase	1	2	3	4	5	6	7	8
Time (sec)	28	57	25	40	20	65	25	40
Recall								

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
	OVERHEAD STREET NAMES		
PHASES:	ILLUMINATED STREET NAMES		
CABINET TYPE	PRE-EMPTION	IP ADDRESS	LED
CABINET DATE	PRE-EMPTION TYPE		

NOTES

1. Offset Reference: Yellow  
2. Force-off: Fixed  
3. Maximum Select: Inhibit Max  
4. Use Ped Time: No  
5. Omit phase 1 when phase 2 is active  
6. Omit phase 5 when phase 6 is active

1	2	3	4
5	6	7	8

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
Continuing Services Contract for Traffic Operations  
Volusia County 2017  
FM: 237988-1-32-11



US 17/92 at Ohio Avenue (168) Prepared By: FDA Date: 11/1/2017  
North-South Roadway US 17/92 East-West Roadway Ohio Avenue

PHASE TIMES								
PHASE	1	2	3	4	5	6	7	8
DIRECTION	NBL	SB		WB	SBL	NB		EB
LEFT TURN	Prot/Perm	Perm		Perm	Prot/Perm	Perm		Perm
MIN GRN	5	15		10	5	15		10
GAP EXT	3.0	4.0		4.0	3.0	4.0		4.0
YEL CLR	4.9	4.9		4.0	4.8	4.9		4.0
RED CLR	2.0	2.0		2.0	2.0	2.0		2.0
MAX 1	20	50		35	20	50		35
MAX 2								
DYM MAX		90				90		
DYM STEP		10				10		
WALK		7		7		7		7
PED CLR		12		23		12		23
RECALL		MIN				MIN		
DETECTOR	NON-LOCK	LOCK		NON-LOCK	NON-LOCK	LOCK		NON-LOCK
FLASH		YELLOW		RED		YELLOW		RED
SET								
CLEAR								

Weekday (Monday-Friday) Day 1	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	6:00	11		Free		
	AM	6:00	9:00	1	150	116	2, 6	1
	Midday	9:00	13:30	2	130	74	2, 6	1
	PM	13:30	18:30	3	150	107	2, 6	1
	Evening	18:30	20:00	2	130	74	2, 6	1
	Existing	20:00	0:00	11		Free		
Weekend (Saturday) Day 2	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	9:30	11		Free		
	Midday	9:30	20:00	2	130	74	2, 6	1
	Existing	20:00	0:00	11		Free		
Weekend (Sunday) Day 3	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	10:00	11		Free		
	Midday	10:00	19:00	2	130	74	2, 6	1
	Existing	19:00	0:00	11		Free		

COORDINATION SPLIT TABLES								
Pattern 1								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	100		30	20	100		30
Recall								
Pattern 2								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	80		30	20	80		30
Recall								
Pattern 3								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	100		30	20	100		30
Recall								

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
	OVERHEAD STREET NAMES		
PHASES:	ILLUMINATED STREET NAMES		
CABINET TYPE	PRE-EMPTION	IP ADDRESS	LED
CABINET DATE	PRE-EMPTION TYPE		

**NOTES**

1. Offset Reference: Yellow  
2. Force-off: Fixed  
3. Maximum Select: Inhibit Max  
4. Use Ped Time: No  
5. Omit phase 1 when phase 2 is active  
6. Omit phase 5 when phase 6 is active

1	2	4
5	6	8

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
Continuing Services Contract for Traffic Operations  
Volusia County 2017  
FM: 237988-1-32-11



US 17/92 at Blue Springs Avenue (170) Prepared By: FDA Date: 11/1/2017  
North-South Roadway US 17/92 East-West Roadway Blue Springs Avenue

PHASE TIMES								
PHASE	1	2	3	4	5	6	7	8
DIRECTION	NBL	SB	EBL	WB		NB		EB
LEFT TURN	Prot/Perm	Perm	Prot/Perm	Perm		Perm		Perm
MIN GRN	5	15	5	10		15		10
GAP EXT	3.0	4.0	4.0	4.0		4.0		4.0
YEL CLR	4.8	4.8	3.7	3.7		4.8		3.7
RED CLR	2.0	2.0	2.0	2.0		2.0		2.0
MAX 1	20	50	20	30		50		30
MAX 2								
DYM MAX		90				90		
DYM STEP		10				10		
WALK		7		7		7		7
PED CLR		15		22		11		22
RECALL		MIN				MIN		
DETECTOR	NON-LOCK	LOCK	NON-LOCK	NON-LOCK		LOCK		NON-LOCK
FLASH		YELLOW		RED		YELLOW		RED
SET								
CLEAR								

Weekday (Monday-Friday) Day 1	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
Existing		0:00	6:00	11			Free	
AM		6:00	9:00	1	150	40	2, 6	1
Midday		9:00	13:30	2	130	74	2, 6	1
PM		13:30	18:30	3	150	108	2, 6	1
Evening		18:30	20:00	2	130	74	2, 6	1
Existing		20:00	0:00	11			Free	
Weekend (Saturday) Day 2	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
Existing		0:00	9:30	11			Free	
Midday		9:30	20:00	2	130	74	2, 6	1
Existing		20:00	0:00	11			Free	
Weekend (Sunday) Day 3	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
Existing		0:00	10:00	11			Free	
Midday		10:00	19:00	2	130	74	2, 6	1
Existing		19:00	0:00	11			Free	

COORDINATION SPLIT TABLES								
Pattern 1								
Phase	1	2	3	4	5	6	7	8
Time (sec)	25	80	20	25		105		45
Recall								
Pattern 2								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	65	20	25		85		45
Recall								
Pattern 3								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	85	20	25		105		45
Recall								

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
	OVERHEAD STREET NAMES		
PHASES:	ILLUMINATED STREET NAMES		
CABINET TYPE	PRE-EMPTION	IP ADDRESS	LED
CABINET DATE	PRE-EMPTION TYPE		

- NOTES**
- Offset Reference: Yellow
  - Force-off: Fixed
  - Maximum Select: Inhibit Max
  - Use Ped Time: No
  - Omit phase 1 when phase 2 is active



STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
Continuing Services Contract for Traffic Operations  
Volusia County 2017  
FM: 237988-1-32-11



US 17/92 at Graves Avenue (111) Prepared By: FDA Date: 11/1/2017  
North-South Roadway US 17/92 East-West Roadway Graves Avenue

PHASE TIMES								
PHASE	1	2	3	4	5	6	7	8
DIRECTION		SB		WB	SBL	NB		EB
LEFT TURN		Perm		Prot	Prot/Perm	Perm		Prot
MIN GRN		15		10	5	15		10
GAP EXT		4.0		3.0	3.0	4.0		3.0
YEL CLR		4.5		3.8	4.4	4.5		3.4
RED CLR		2.8		2.1	2.8	2.8		2.3
MAX 1		50		30	20	50		20
MAX 2								
DYM MAX		90				90		
DYM STEP		10				10		
WALK		7		7		7		7
PED CLR		35		24		27		22
RECALL		MIN				MIN		
DETECTOR		LOCK		NON-LOCK	NON-LOCK	LOCK		NON-LOCK
FLASH		YELLOW		RED	RED	YELLOW		RED
SET								
CLEAR								

Weekday (Monday-Friday) Day 1	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	6:00	11			Free	
	AM	6:00	9:00	1	150	24	2, 6	1
	Midday	9:00	13:30	2	130	12	2, 6	1
	PM	13:30	18:30	3	150	117	2, 6	1
	Evening	18:30	20:00	2	130	12	2, 6	1
Existing	20:00	0:00	11			Free		
Weekend (Saturday) Day 2	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	9:30	11			Free	
	Midday	9:30	20:00	2	130	12	2, 6	1
	Existing	20:00	0:00	11			Free	
Weekend (Sunday) Day 3	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	10:00	11			Free	
	Midday	10:00	19:00	2	130	12	2, 6	1
	Existing	19:00	0:00	11			Free	

COORDINATION SPLIT TABLES								
Pattern 1								
Phase	1	2	3	4	5	6	7	8
Time (sec)		95		30	20	75		25
Recall								
Pattern 2								
Phase	1	2	3	4	5	6	7	8
Time (sec)		85		25	20	65		20
Recall								
Pattern 3								
Phase	1	2	3	4	5	6	7	8
Time (sec)		100		30	20	80		20
Recall								

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
	OVERHEAD STREET NAMES		
PHASES:	ILLUMINATED STREET NAMES		
CABINET TYPE	PRE-EMPTION	IP ADDRESS	LED
CABINET DATE	PRE-EMPTION TYPE		

- NOTES
- Offset Reference: Yellow
  - Force-off: Fixed
  - Maximum Select: Inhibit Max
  - Use Ped Time: No
  - Omit phase 5 when phase 6 is active



STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
Continuing Services Contract for Traffic Operations  
Volusia County 2017  
FM: 237988-1-32-11



US 17/92 at French Avenue (163) Prepared By: FDA Date: 11/1/2017  
North-South Roadway US 17/92 East-West Roadway French Avenue

PHASE TIMES								
PHASE	1	2	3	4	5	6	7	8
DIRECTION	NBL	SB		EB/WB		NB		
LEFT TURN	Prot/Perm	Perm		Perm		Perm		
MIN GRN	5	15		10		15		
GAP EXT	3.0	4.0		4.0		4.0		
VEL CLR	4.4	4.7		4.3		4.7		
RED CLR	2.0	2.0		2.0		2.0		
MAX 1	20	50		25		50		
MAX 2								
DYM MAX		90				90		
DYM STEP		10				10		
WALK		7		7		7		
PED CLR		12		23		12		
RECALL		MIN				MIN		
DETECTOR	NON-LOCK	LOCK		NON-LOCK		LOCK		
FLASH		YELLOW		RED		YELLOW		
SET								
CLEAR								

Weekday (Monday-Friday) Day 1	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	6:00	11				
	AM	6:00	9:00	1	150	40	2, 6	1
	Midday	9:00	13:30	2	130	16	2, 6	1
	PM	13:30	18:30	3	150	149	2, 6	1
	Evening	18:30	20:00	2	130	16	2, 6	1
	Existing	20:00	0:00	11				
Weekend (Saturday) Day 2	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	9:30	11				
	Midday	9:30	20:00	2	130	16	2, 6	1
	Existing	20:00	0:00	11				
Weekend (Sunday) Day 3	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	10:00	11				
	Midday	10:00	19:00	2	130	16	2, 6	1
	Existing	19:00	0:00	11				

COORDINATION SPLIT TABLES								
Pattern 1								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	100		30		120		30
Recall								
Pattern 2								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	80		30		100		30
Recall								
Pattern 3								
Phase	1	2	3	4	5	6	7	8
Time (sec)	25	90		35		115		35
Recall								

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
	OVERHEAD STREET NAMES		
PHASES:	ILLUMINATED STREET NAMES		
CABINET TYPE	PRE-EMPTION	IP ADDRESS	LED
CABINET DATE	PRE-EMPTION TYPE		

NOTES

1. Offset Reference: Yellow  
 2. Force-off: Fixed  
 3. Maximum Select: Inhibit Max  
 4. Use Ped Time: No  
 5. Omit phase 1 when phase 2 is active

1	2	4
6		

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
Continuing Services Contract for Traffic Operations  
Volusia County 2017  
FM: 237988-1-32-11



US 17/92 at New York Avenue (289) Prepared By: FDA Date: 11/1/2017  
North-South Roadway US 17/92 East-West Roadway New York Avenue

PHASE TIMES								
PHASE	1	2	3	4	5	6	7	8
DIRECTION	NBL	SB		WB	SBL	NB		EB
LEFT TURN	Prot	Prot		Perm	Prot	Prot		Perm
MIN GRN	7	16		12	7	16		12
GAP EXT	3.0	4.0		3.0	3.0	4.0		3.0
YEL CLR	4.8	5.5		3.7	5.5	4.8		3.7
RED CLR	2.2	2.0		3.5	2.7	2.0		3.5
MAX 1	20	45		35	20	45		35
MAX 2								
DYM MAX								
DYM STEP								
WALK		7		7		7		7
PED CLR		17		37		17		38
RECALL		MIN				MIN		
DETECTOR	NON-LOCK	LOCK		NON-LOCK	NON-LOCK	LOCK		NON-LOCK
FLASH	RED	YELLOW		RED	RED	YELLOW		RED
SET								
CLEAR								

Weekday (Monday-Friday) Day 1	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
Existing	0:00	6:00	11		Free			
AM	6:00	9:00	1		150	100	2, 6	1
Midday	9:00	13:30	2		130	83	2, 6	1
PM	13:30	18:30	3		150	88	2, 6	1
Evening	18:30	20:00	2		130	83	2, 6	1
Existing	20:00	0:00	11		Free			

Weekend (Saturday) Day 2	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
Existing	0:00	9:30	11		Free			
Midday	9:30	20:00	2		130	83	2, 6	1
Existing	20:00	0:00	11		Free			

Weekend (Sunday) Day 3	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
Existing	0:00	10:00	11		Free			
Midday	10:00	19:00	2		130	83	2, 6	1
Existing	19:00	0:00	11		Free			

COORDINATION SPLIT TABLES								
Pattern 1								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	80		50	20	80		50
Recall								
Pattern 2								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	80		30	20	80		30
Recall								
Pattern 3								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	90		40	20	90		40
Recall								

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
	OVERHEAD STREET NAMES		
PHASES:	ILLUMINATED STREET NAMES		
CABINET TYPE	PRE-EMPTION	IP ADDRESS	LED
CABINET DATE	PRE-EMPTION TYPE		

**NOTES**

1. Offset Reference: Yellow  
2. Force-off: Fixed  
3. Maximum Select: Inhibit Max  
4. Use Ped Time: No

1	2	4
5	6	8

STATE OF FLORIDA  
 DEPARTMENT OF TRANSPORTATION  
 Continuing Services Contract for Traffic Operations  
 Volusia County 2017  
 FM: 237988-1-32-11



US 17/92 at Minnesota Avenue (380) Prepared By: FDA Date: 11/1/2017  
 North-South Roadway US 17/92 East-West Roadway Minnesota Avenue

PHASE TIMES								
PHASE	1	2	3	4	5	6	7	8
DIRECTION		NB		EB		SB		WB
LEFT TURN		Perm		Perm		Perm		Perm
MIN GRN		17		7		17		7
GAP EXT		4.0		3.0		4.0		3.0
YEL CLR		5.6		3.7		5.6		3.7
RED CLR		2.2		2.9		2.2		2.9
MAX 1		50		30		50		30
MAX 2								
DYM MAX								
DYM STEP								
WALK								
PED CLR								
RECALL		MIN				MIN		
DETECTOR		LOCK		NON-LOCK		LOCK		NON-LOCK
FLASH		YELLOW		RED		YELLOW		RED
SET								
CLEAR								

Weekday (Monday-Friday) Day 1	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
Existing		0:00	6:00	11			Free	
AM		6:00	9:00	1	150	34	2, 6	1
Midday		9:00	13:30	2	130	107	2, 6	1
PM		13:30	18:30	3	150	122	2, 6	1
Evening		18:30	20:00	2	130	107	2, 6	1
Existing		20:00	0:00	11			Free	

Weekend (Saturday) Day 2	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
Existing		0:00	9:30	11			Free	
Midday		9:30	20:00	2	130	107	2, 6	1
Existing		20:00	0:00	11			Free	

Weekend (Sunday) Day 3	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
Existing		0:00	10:00	11			Free	
Midday		10:00	19:00	2	130	107	2, 6	1
Existing		19:00	0:00	11			Free	

COORDINATION SPLIT TABLES								
Pattern 1								
Phase	1	2	3	4	5	6	7	8
Time (sec)		115		35		115		35
Recall								
Pattern 2								
Phase	1	2	3	4	5	6	7	8
Time (sec)		105		25		105		25
Recall								
Pattern 3								
Phase	1	2	3	4	5	6	7	8
Time (sec)		120		30		120		30
Recall								

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
	OVERHEAD STREET NAMES		
PHASES:	ILLUMINATED STREET NAMES		
CABINET TYPE	PRE-EMPTION	IP ADDRESS	LED
CABINET DATE	PRE-EMPTION TYPE		

NOTES

1. Offset Reference: Yellow  
 2. Force-off: Fixed  
 3. Maximum Select: Inhibit Max  
 4. Use Ped Time: No

	2	4
	6	8

## FLORIDA DEPARTMENT OF TRANSPORTATION - TRAFFIC SIGNAL TIMING SHEET

LOCATION: US 17/92 & Fire House Road

DeLand

FREE:

DATE: 9/15/2014

SIGNAL #: 169

CO-ORD:

Design By: M. Rodriguez

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8
DIRECTION	SBL	NB	-	EB	NBL	SB	-	WB
TURN TYPE	PROT	-	-	-	PROT	-	-	-
MIN GREEN	5	11	-	7	5	11	-	7
WALK	-	7	-	16	-	8	-	-
PED CLR	-	26	-	37	-	19	-	-
YELLOW	5.5	5.5	-	4.0	5.5	5.5	-	4.0
RED CLR	3.9	2.3	-	4.3	3.5	2.3	-	4.3
EXTENSION	3	4	-	3	3	4	-	3
MAX 1	20	50	-	25	20	50	-	25
MAX 2	-	-	-	-	-	-	-	-
MAX 3	-	-	-	-	-	-	-	-
DYM MAX	-	-	-	-	-	-	-	-
DYM STP	-	-	-	-	-	-	-	-
RECALL	-	MIN	-	-	-	MIN	-	-
DETECTOR	NON-LOCK	LOCK	-	NON-LOCK	NON-LOCK	LOCK	-	NON-LOCK
FLASH	RED	YELLOW	-	RED	RED	YELLOW	-	RED

### COORDINATION TIMINGS

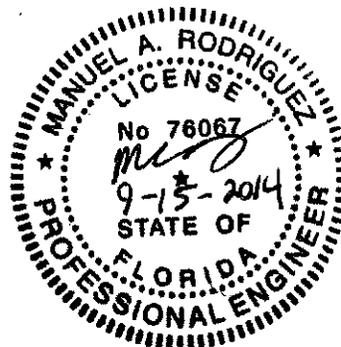
PATTERN	1	2	3	4	5	6	7	8
CYCLE	155	135	145	155	130	-	-	-
OFFSET	0	0	0	0	0	-	-	-

PHASE	1	2	3	4	5	6	7	8
PATTERN 1	25	94	-	36	25	94	-	36
PATTERN 2	25	70	-	40	25	70	-	40
PATTERN 3	27	78	-	40	27	78	-	40
PATTERN 4	28	87	-	40	28	87	-	40
PATTERN 5	27	63	-	40	27	63	-	40
PATTERN 6	-	-	-	-	-	-	-	-
PATTERN 7	-	-	-	-	-	-	-	-

REMARKS:

Phase 2 Lead and Phase 1 Lags during coordination

2	1	4
5	6	8



**FLORIDA DEPARTMENT OF TRANSPORTATION - TRAFFIC SIGNAL TIMING SHEET**

LOCATION: US 17/92 & Fire House Road  
DeLand

FREE:

DATE: 9/15/2014

SIGNAL #: 169

CO-ORD:

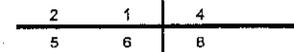
Design By: M. Rodriguez

**TIME OF DAY SCHEDULE**

BASE DAY		1	2	3	4	5	6	7	Crosswalk Length
MON	TIME	00:00-07:00	07:00-09:30	09:30-11:30	11:30-16:00	16:00-18:00	18:00-20:00	20:00-00:00	P2
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 2	FREE	
TUES	TIME	00:00-07:00	07:00-09:30	09:30-11:30	11:30-16:00	16:00-18:00	18:00-20:00	20:00-00:00	88 Feet
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 2	FREE	
WED	TIME	00:00-07:00	07:00-09:30	09:30-11:30	11:30-16:00	16:00-18:00	18:00-20:00	20:00-00:00	P4
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 2	FREE	
THU	TIME	00:00-07:00	07:00-09:30	09:30-11:30	11:30-16:00	16:00-18:00	18:00-20:00	20:00-00:00	127 Feet
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 2	FREE	
FRI	TIME	00:00-07:00	07:00-09:30	09:30-11:30	11:30-16:00	16:00-18:00	18:00-20:00	20:00-00:00	P6
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 2	FREE	
SAT	TIME	00:00-08:00	08:00-20:00	20:00-00:00					65 Feet
	PATTERN	FREE	PATTERN 5	FREE					
SUN	TIME	00:00-09:30	09:30-20:00	20:00-00:00					P8
	PATTERN	FREE	PATTERN 5	FREE					
CONTROLLER TYPE									-
Econolite ASC/3									

REMARKS:

Phase 2 Lead and Phase 1 Lags during coordination



## FLORIDA DEPARTMENT OF TRANSPORTATION - TRAFFIC SIGNAL TIMING SHEET

LOCATION: US 17/92 & Orange Camp Road  
DeLand

FREE:

DATE: 9/15/2014

SIGNAL #: 108

CO-ORD:  X

Design By: M. Rodriguez

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8
DIRECTION	NBL	SB	EBL	WB	SBL	NB	WBL	EB
TURN TYPE	PROT	-	PERM/PROT	-	PROT	-	PERM/PROT	-
MIN GREEN	5	11	5	6	5	11	5	6
WALK	-	10	-	10	-	11	-	-
PED CLR	-	24	-	40	-	34	-	-
YELLOW	5.5	5.5	4.6	4.2	5.5	5.5	4.2	4.6
RED CLR	4.1	2.5	3.7	3.8	4.2	2.5	3.3	3.3
EXTENSION	3	4	3	4	3	4	3	4
MAX 1	20	50	20	35	20	50	20	35
MAX 2	-	-	-	-	-	-	-	-
MAX 3	-	-	-	-	-	-	-	-
DYM MAX	-	-	-	-	-	-	-	-
DYM STP	-	-	-	-	-	-	-	-
RECALL	-	MIN	-	-	-	MIN	-	-
DETECTOR	LOCK	LOCK	NON-LOCK	NON-LOCK	LOCK	LOCK	NON-LOCK	NON-LOCK
FLASH	RED	YELLOW	-	RED	RED	YELLOW	-	RED

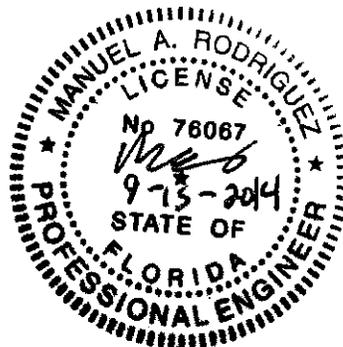
### COORDINATION TIMINGS

PATTERN	1	2	3	4	5	6	7	8
CYCLE	155	135	145	155	130	-	-	-
OFFSET	3	130	137	150	7	-	-	-

PHASE	1	2	3	4	5	6	7	8
PATTERN 1	25	80	25	25	25	80	25	25
PATTERN 2	25	60	25	25	25	60	25	25
PATTERN 3	31	54	30	30	31	54	30	30
PATTERN 4	30	66	25	34	30	66	25	34
PATTERN 5	26	54	25	25	26	54	25	25
PATTERN 6	-	-	-	-	-	-	-	-
PATTERN 7	-	-	-	-	-	-	-	-

REMARKS:

1	2	3	4
5	6	7	8



**FLORIDA DEPARTMENT OF TRANSPORTATION - TRAFFIC SIGNAL TIMING SHEET**

LOCATION: US 17/92 & Orange Camp Road  
DeLand

FREE:

DATE: 9/15/2014

SIGNAL #: 108

CO-ORD:

Design By: M. Rodriguez

**TIME OF DAY SCHEDULE**

BASE DAY		1	2	3	4	5	6	7	Crosswalk Length
MON	TIME	00:00-07:00	07:00-09:30	09:30-11:30	11:30-16:00	16:00-18:00	18:00-20:00	20:00-00:00	P2
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 2	FREE	
TUES	TIME	00:00-07:00	07:00-09:30	09:30-11:30	11:30-16:00	16:00-18:00	18:00-20:00	20:00-00:00	83 Feet
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 2	FREE	
WED	TIME	00:00-07:00	07:00-09:30	09:30-11:30	11:30-16:00	16:00-18:00	18:00-20:00	20:00-00:00	P4
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 2	FREE	
THU	TIME	00:00-07:00	07:00-09:30	09:30-11:30	11:30-16:00	16:00-18:00	18:00-20:00	20:00-00:00	138 Feet
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 2	FREE	
FRI	TIME	00:00-07:00	07:00-09:30	09:30-11:30	11:30-16:00	16:00-18:00	18:00-20:00	20:00-00:00	P6
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 2	FREE	
SAT	TIME	00:00-08:00	08:00-20:00	20:00-00:00					117 Feet
	PATTERN	FREE	PATTERN 5	FREE					
SUN	TIME	00:00-09:30	09:30-20:00	20:00-00:00					P8
	PATTERN	FREE	PATTERN 5	FREE					

CONTROLLER TYPE  
**Econolite ASC/3**



REMARKS:

**FLORIDA DEPARTMENT OF TRANSPORTATION - TRAFFIC SIGNAL TIMING SHEET**

LOCATION: US 17/92 & SR 15A (Taylor Road)  
DeLand

FREE:

DATE: 9/15/2014

SIGNAL #: 103

CO-ORD:  X

Design By: M. Rodriguez

**Controller Timing Plan 1**

PHASE	1	2	3	4	5	6	7	8
DIRECTION	NBL	SB	-	WB	SBL	NB	-	EB
TURN TYPE	PROT	-	-	SPLIT LEAD	PROT	-	-	SPLIT LAG
MIN GREEN	5	17	-	7	5	17	-	7
WALK	-	11	-	11	-	10	-	-
PED CLR	-	45	-	37	-	24	-	-
YELLOW	5.0	5.0	-	4.0	5.0	5.0	-	5.0
RED CLR	3.3	2.4	-	4.0	3.8	2.4	-	3.0
EXTENSION	3	4	-	3	3	4	-	3
MAX 1	30	50	-	25	25	50	-	25
MAX 2	-	-	-	-	-	-	-	-
MAX 3	-	-	-	-	-	-	-	-
DYM MAX	-	-	-	-	-	-	-	-
DYM STP	-	-	-	-	-	-	-	-
RECALL	-	MIN	-	-	-	MIN	-	-
DETECTOR	LOCK	LOCK	-	NON-LOCK	NON-LOCK	LOCK	-	NON-LOCK
FLASH	RED	YELLOW	-	RED	RED	YELLOW	-	RED

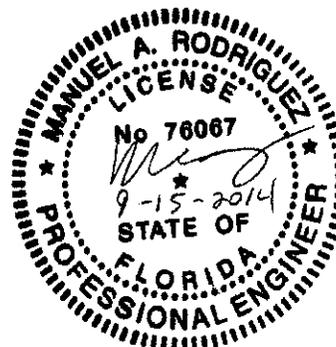
**COORDINATION TIMINGS**

PATTERN	1	2	3	4	5	6	7	8
CYCLE	140	135	140	-	-	-	-	-
OFFSET	65	86	88	-	-	-	-	-

PHASE	1	2	3	4	5	6	7	8
PATTERN 1	35	59	-	24	25	89	-	22
PATTERN 2	31	59	-	21	23	67	-	24
PATTERN 3	39	57	-	22	25	71	-	22
PATTERN 4	-	-	-	-	-	-	-	-
PATTERN 5	-	-	-	-	-	-	-	-
PATTERN 6	-	-	-	-	-	-	-	-
PATTERN 7	-	-	-	-	-	-	-	-



REMARKS: EB Right Turn Overlap on with PH 1 & PH 8



**FLORIDA DEPARTMENT OF TRANSPORTATION - TRAFFIC SIGNAL TIMING SHEET**

LOCATION: US 17/92 & Beresford Avenue  
DeLand

FREE:

DATE: 9/15/2014

SIGNAL #: 158

CO-ORD:  X

Design By: M. Rodriguez

**Controller Timing Plan 1**

PHASE	1	2	3	4	5	6	7	8
DIRECTION	NBL	SB	-	WB	SBL	NB	-	EB
TURN TYPE	PERM/PROT	-	-	SPLIT LEAD	PERM/PROT	-	-	SPLIT LAG
MIN GREEN	5	11	-	7	5	11	-	7
WALK	-	7	-	7	-	7	-	10
PED CLR	-	13	-	18	-	15	-	21
YELLOW	4.5	4.5	-	4.5	4.5	4.5	-	4.0
RED CLR	2.3	2.2	-	2.6	2.3	2.2	-	3.0
EXTENSION	3	4	-	3	3	4	-	3
MAX 1	16	45	-	25	15	45	-	20
MAX 2	-	-	-	-	-	-	-	-
MAX 3	-	-	-	-	-	-	-	-
DYM MAX	-	-	-	-	-	-	-	-
DYM STP	-	-	-	-	-	-	-	-
RECALL	-	MIN	-	-	-	MIN	-	-
DETECTOR	NON-LOCK	LOCK	-	NON-LOCK	NON-LOCK	LOCK	-	NON-LOCK
FLASH	-	YELLOW	-	RED	-	YELLOW	-	RED

**COORDINATION TIMINGS**

PATTERN	1	2	3	4	5	6	7	8
CYCLE	140	135	140	-	-	-	-	-
OFFSET	0	0	0	-	-	-	-	-

PHASE	1	2	3	4	5	6	7	8
PATTERN 1	20	63	-	32	20	63	-	25
PATTERN 2	20	55	-	35	20	55	-	25
PATTERN 3	17	61	-	35	17	61	-	27
PATTERN 4	-	-	-	-	-	-	-	-
PATTERN 5	-	-	-	-	-	-	-	-
PATTERN 6	-	-	-	-	-	-	-	-
PATTERN 7	-	-	-	-	-	-	-	-



REMARKS:



## FLORIDA DEPARTMENT OF TRANSPORTATION - TRAFFIC SIGNAL TIMING SHEET

LOCATION: US 17/92 & Beresford Avenue  
DeLand

FREE:

DATE: 9/15/2014

SIGNAL #: 158

CO-ORD:  X

Design By: M. Rodriguez

### TIME OF DAY SCHEDULE

BASE DAY		1	2	3	4	5	6	7	Crosswalk Length	
	TIME	00:00-07:00	07:00-11:30	11:30-14:00	14:00-18:00	18:00-19:00	19:00-00:00			
MON	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE		P2	
	TIME	00:00-07:00	07:00-11:30	11:30-14:00	14:00-18:00	18:00-19:00	19:00-00:00			
TUES	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE		45 Feet	
	TIME	00:00-07:00	07:00-11:30	11:30-14:00	14:00-18:00	18:00-19:00	19:00-00:00			
WED	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE		P4	
	TIME	00:00-07:00	07:00-11:30	11:30-14:00	14:00-18:00	18:00-19:00	19:00-00:00			
THU	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE		62 Feet	
	TIME	00:00-07:00	07:00-11:30	11:30-14:00	14:00-18:00	18:00-19:00	19:00-00:00			
FRI	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE		P6	
	TIME	00:00-09:00	09:00-11:30	11:30-14:00	14:00-19:00	19:00-00:00				
SAT	PATTERN	FREE	PATTERN 2	PATTERN 1	PATTERN 3	FREE			51 Feet	
	TIME	00:00-10:30	10:30-13:00	13:00-15:00	15:00-19:00	19:00-00:00				
SUN	PATTERN	FREE	PATTERN 2	PATTERN 1	PATTERN 3	FREE			P8	
CONTROLLER										
Econolite ASC/3										72 Feet



REMARKS:

**FLORIDA DEPARTMENT OF TRANSPORTATION - TRAFFIC SIGNAL TIMING SHEET**

**Adaptive Signal Control Timings**

LOCATION: US 17/92 & New Hampshire Avenue  
DeLand

DATE: 4/20/2015

SIGNAL #: 159

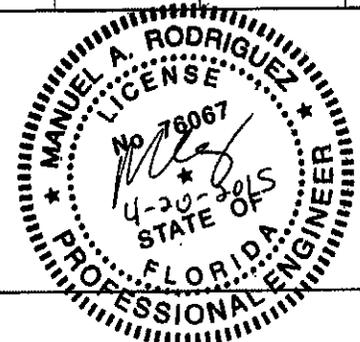
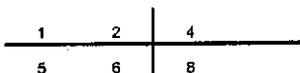
Design By: M. Rodriguez

**Controller Timing Plan 2**

PHASE	1	2	3	4	5	6	7	8
DIRECTION	NBL	SB	-	WB	SBL	NB	-	EB
TURN TYPE	PERM/PROT	-	-	-	PERM/PROT	-	-	-
MIN GREEN	5	10	-	5	5	10	-	5
WALK	-	7	-	11	-	8	-	9
PED CLR	-	15	-	36	-	20	-	36
YELLOW	4.7	4.7	-	4.0	4.7	4.7	-	4.0
RED CLR	3.4	2.3	-	3.6	3.4	2.3	-	3.6
EXTENSION	1	1	-	1	1	1	-	1
MAX 1	20	35	-	25	20	35	-	25
MAX 2	-	-	-	-	-	-	-	-
MAX 3	-	-	-	-	-	-	-	-
DYM MAX	-	-	-	-	-	-	-	-
DYM STP	-	-	-	-	-	-	-	-
RECALL	-	-	-	-	-	-	-	-
DETECTOR	-	NON-LOCK	-	NON-LOCK	NON-LOCK	NON-LOCK	-	NON-LOCK
FLASH	-	YELLOW	-	RED	-	YELLOW	-	RED
4 - Section	YES	-	-	-	YES	-	-	-

**TIME OF DAY SCHEDULE**

BASE DAY	1	2	3					
MON	TIME	00:00-23:59						
	PLAN	TIMING PLAN 2						
TUES	TIME	00:00-23:59						
	PLAN	TIMING PLAN 2						
WED	TIME	00:00-23:59						
	PLAN	TIMING PLAN 2						
THU	TIME	00:00-23:59						
	PLAN	TIMING PLAN 2						
FRI	TIME	00:00-23:59						
	PLAN	TIMING PLAN 2						
SAT	TIME	00:00-23:59						
	PLAN	TIMING PLAN 2						
SUN	TIME	00:00-23:59						
	PLAN	TIMING PLAN 2						



## FLORIDA DEPARTMENT OF TRANSPORTATION - TRAFFIC SIGNAL TIMING SHEET

LOCATION: US 17/92 & SR 15A (Taylor Road)  
DeLand

FREE:

DATE: 9/15/2014

SIGNAL #: 103

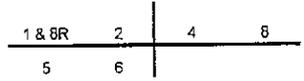
CO-ORD:  X

Design By: M. Rodriguez

### TIME OF DAY SCHEDULE

BASE DAY		1	2	3	4	5	6	7	Crosswalk Length
MON	TIME	00:00-07:00	07:00-11:30	11:30-14:00	14:00-18:00	18:00-19:00	19:00-00:00		P2
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE		
TUES	TIME	00:00-07:00	07:00-11:30	11:30-14:00	14:00-18:00	18:00-19:00	19:00-00:00		156 Feet
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE		
WED	TIME	00:00-07:00	07:00-11:30	11:30-14:00	14:00-18:00	18:00-19:00	19:00-00:00		P4
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE		
THU	TIME	00:00-07:00	07:00-11:30	11:30-14:00	14:00-18:00	18:00-19:00	19:00-00:00		127 Feet
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE		
FRI	TIME	00:00-07:00	07:00-11:30	11:30-14:00	14:00-18:00	18:00-19:00	19:00-00:00		P6
	PATTERN	FREE	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 2	FREE		
SAT	TIME	00:00-09:00	09:00-11:30	11:30-14:00	14:00-19:00	19:00-00:00			81 Feet
	PATTERN	FREE	PATTERN 2	PATTERN 1	PATTERN 3	FREE			
SUN	TIME	00:00-10:30	10:30-13:00	13:00-15:00	15:00-19:00	19:00-00:00			P8
	PATTERN	FREE	PATTERN 2	PATTERN 1	PATTERN 3	FREE			

CONTROLLER TYPE  
**Econolite ASC/3**



REMARKS:  
EB Right Turn Overlap on with PH 1 & PH 8

**STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION**

Continuing Services Contract for Traffic Operations

County 2017

FM: 237988-1-32-11



US 17/92 at Voorhis Avenue [195] Prepared By: FDA Date: 8/30/2017

North-South Roadway US 17/92 East-West Roadway Voorhis Avenue

PHASE TIMES								
PHASE	1	2	3	4	5	6	7	8
DIRECTION		N8/SB		E8/WB				
LEFT TURN		Perm		Perm				
MIN GRN		11		6				
GAP EXT		4.0		4.0				
YEL CLR		4.0		4.0				
RED CLR		2.0		3.0				
MAX 1		40		20				
MAX 2								
MAX 3								
WALK		7		7				
PED CLR		12		15				
ADJUST								
RECALL		MIN						
DETECTOR		LOCK		NON-LOCK				
FLASH		YELLOW		RED				
SET								
CLEAR								

Weekday (Monday-Friday)	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	7:15	-			Free	
	AM	7:15	11:00	2/1/1	120	111	2	1
	Midday	11:00	14:00	3/1/1	120	111	2	1
	PM	14:00	18:30	4/1/1	130	123	2	1
	Evening	18:30	20:00	1/1/1	110	0	2	1
	Existing	20:00	0:00	-			Free	

Weekend (Saturday)	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	8:00	-			Free	
	Existing	8:00	20:00	1/1/1	110	0	2	1
	Existing	20:00	0:00	-			Free	

Weekend (Sunday)	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	8:00	-			Free	
	Existing	8:00	20:00	1/1/1	110	0	2	1
	Existing	20:00	0:00	-			Free	

**COORDINATION SPLIT TABLES**  
Pattern 1/1/1 (Existing to Remain)

Phase	1	2	3	4	5	6	7	8
Time (sec)		78		32				
Recall		Ped						

Pattern 2/1/1								
Phase	1	2	3	4	5	6	7	8
Time (sec)		88		32				
Recall		Ped						

Pattern 3/1/1								
Phase	1	2	3	4	5	6	7	8
Time (sec)		88		32				
Recall		Ped						

Pattern 4/1/1								
Phase	1	2	3	4	5	6	7	8
Time (sec)		85		45				
Recall		Ped						

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
PHASES:	OVERHEAD STREET NAMES		
CABINET TYPE	ILLUMINATED STREET NAMES		
CABINET DATE	PRE-EMPTION	IP ADDRESS	LED
	PRE-EMPTION TYPE		

**NOTES**  
 1. Offset Reference: Yellow  
 2. Force-off: Fixed  
 3. Maximum Select: Inhibit Max



US 17/92 at Howry Avenue [197] Prepared By: FDA Date: 8/30/2017  
 North-South Roadway US 17/92 East-West Roadway Howry Avenue

PHASE TIMES								
PHASE	1	2	3	4	5	OLA	7	8
DIRECTION	NBL	SB		EB/WB		NB		
LEFT TURN	Prot/Perm	Perm		Perm		Perm		
MIN GRN	5	11		6		11		
GAP EXT	3.0	4.0		4.0		4.0		
YEL CLR	4.0	4.0		4.0		4.0		
RED CLR	3.0	3.0		2.5		3.0		
MAX 1	20	40		20		40		
MAX 2								
MAX 3								
WALK		7		7		7		
PED CLR		14		14		14		
ADJUST								
RECALL		MIN				MIN		
DETECTOR	NON-LOCK	LOCK		LOCK		LOCK		
FLASH		YELLOW		RED		YELLOW		
SET								
CLEAR								

Weekday (Monday-Friday)	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	7:15	-			Free	
	AM	7:15	11:00	2/1/1	120	0	2,6	1
	Midday	11:00	14:00	3/1/1	120	0	2,6	1
	PM	14:00	18:30	4/1/1	130	0	2,6	1
	Evening	18:30	20:00	1/1/1	110	0	2,6	1
Existing	20:00	0:00	-			Free		

Weekend (Saturday)	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	8:00	-			Free	
	Existing	8:00	20:00	1/1/1	110	0	2,6	1
Existing	20:00	0:00	-			Free		

Weekend (Sunday)	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	8:00	-			Free	
	Existing	8:00	20:00	1/1/1	110	0	2,6	1
Existing	20:00	0:00	-			Free		

**COORDINATION SPLIT TABLES**

Pattern 1/1/1 (Existing to Remain)

Phase	1	2	3	4	5	OLA	7	8
Time (sec)	22	59		29		81		29
Recall		Ped				Ped		

Pattern 2/1/1

Phase	1	2	3	4	5	OLA	7	8
Time (sec)	20	70		30		90		
Recall		Ped				Ped		

Pattern 3/1/1

Phase	1	2	3	4	5	OLA	7	8
Time (sec)	20	70		30		90		
Recall		Ped				Ped		

Pattern 4/1/1

Phase	1	2	3	4	5	OLA	7	8
Time (sec)	20	80		30		100		
Recall		Ped				Ped		

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
	OVERHEAD STREET NAMES		
PHASES:	ILLUMINATED STREET NAMES		
CABINET TYPE	PRE-EMPTION	IP ADDRESS	LED
CABINET DATE	PRE-EMPTION TYPE		

**NOTES**

1. Offset Reference: Yellow  
 2. Force-off: Fixed  
 3. Maximum Select: Inhibit Max  
 4. Overlap A runs with phases 1 and 2  
 5. Omit phase 1 when phase 2 is active

1	2	4
OLA		

US 17/92 at SR 44 (New York Avenue) [110]      Prepared By: FDA      Date: 8/30/2017  
 North-South Roadway US 17/92      East-West Roadway SR 44 (New York Avenue)

PHASE TIMES								
PHASE	1	2	3	4	5	6	7	8
DIRECTION		NB/SB		EB/WB				
LEFT TURN		Prot		Prot				
MIN GRN		11		6				
GAP EXT		4.0		4.0				
YEL CLR		4.0		4.0				
RED CLR		2.5		2.5				
MAX 1		45		30				
MAX 2								
MAX 3								
WALK		7		7				
PED CLR		10		11				
ADJUST								
RECALL		MIN						
DETECTOR		LOCK		LOCK				
FLASH		YELLOW		RED				
SET								
CLEAR								

Weekday (Monday-Friday)	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	7:15	-			Free	
	AM	7:15	11:00	2/1/1	120	0	2	1
	Midday	11:00	14:00	3/1/1	120	0	2	1
	PM	14:00	18:30	4/1/1	130	0	2	1
	Evening	18:30	20:00	1/1/1	110	0	2	1
	Existing	20:00	0:00	-			Free	

Weekend (Saturday)	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	8:00	-			Free	
	Existing	8:00	20:00	1/1/1	110	0	2	1
	Existing	20:00	0:00	-			Free	

Weekend (Sunday)	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	8:00	-			Free	
	Existing	8:00	20:00	1/1/1	110	0	2	1
	Existing	20:00	0:00	-			Free	

COORDINATION SPLIT TABLES								
Pattern 1/1/1 (Existing to Remain)								
Phase	1	2	3	4	5	6	7	8
Time (sec)		62		48				
Recall		Ped						

Pattern 2/1/1								
Phase	1	2	3	4	5	6	7	8
Time (sec)		67		53				
Recall		Ped						

Pattern 3/1/1								
Phase	1	2	3	4	5	6	7	8
Time (sec)		67		53				
Recall		Ped						

Pattern 4/1/1								
Phase	1	2	3	4	5	6	7	8
Time (sec)		70		60				
Recall		Ped						

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
	OVERHEAD STREET NAMES		
PHASES:	ILLUMINATED STREET NAMES		
CABINET TYPE	PRE-EMPTION	IP ADDRESS	LED
CABINET DATE	PRE-EMPTION TYPE		

**NOTES**

1. Offset Reference: Yellow      5. Vehicle turning movement restricted for all approaches

2. Force-off: Fixed

3. Maximum Select: Inhibit Max

4. Blank-out Signs - No Turns

2	4
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**STATE OF FLORIDA**  
**DEPARTMENT OF TRANSPORTATION**  
 Continuing Services Contract for Traffic Operations

County 2017  
 FM: 237988-1-32-11



US 17/92 at Indiana Avenue [199] Prepared By: FDA Date: 8/30/2017  
 North-South Roadway US 17/92 East-West Roadway Indiana Avenue

PHASE TIMES								
PHASE	1	2	3	4	5	6	7	8
DIRECTION		NB/SB		WB				
LEFT TURN		Perm		Perm				
MIN GRN		11		7				
GAP EXT		4.0		3.0				
YEL CLR		4.0		4.0				
RED CLR		3.0		3.0				
MAX 1		40		15				
MAX 2								
MAX 3								
WALK		7		7				
PED CLR		12		12				
ADJUST								
RECALL		MIN						
DETECTOR		LOCK		NON-LOCK				
FLASH		YELLOW		RED				
SET								
CLEAR								

Weekday (Monday-Friday)	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	7:15	-			Free	
	AM	7:15	11:00	2/1/1	120	0	2	1
	Mliddy	11:00	14:00	3/1/1	120	0	2	1
	PM	14:00	18:30	4/1/1	130	0	2	1
	Evening	18:30	20:00	1/1/1	110	0	2	1
	Existing	20:00	0:00	-			Free	

Weekend (Saturday)	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	8:00	-			Free	
	Existing	8:00	20:00	1/1/1	110	0	2	1
	Existing	20:00	0:00	-			Free	

Weekend (Sunday)	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	8:00	-			Free	
	Existing	8:00	20:00	1/1/1	110	0	2	1
	Existing	20:00	0:00	-			Free	

**COORDINATION SPLIT TABLES**  
 Pattern 1/1/1 (Existing to Remain)

Phase	1	2	3	4	5	6	7	8
Time (sec)		83		27				
Recall		Ped						

Pattern 2/1/1								
Phase	1	2	3	4	5	6	7	8
Time (sec)		94		26				
Recall		Ped						

Pattern 3/1/1								
Phase	1	2	3	4	5	6	7	8
Time (sec)		92		28				
Recall		Ped						

Pattern 4/1/1								
Phase	1	2	3	4	5	6	7	8
Time (sec)		102		28				
Recall		Ped						

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
	OVERHEAD STREET NAMES		
PHASES:	ILLUMINATED STREET NAMES		
CABINET TYPE	PRE-EMPTION	IP ADDRESS	LED
CABINET DATE	PRE-EMPTION TYPE		

**NOTES**

1. Offset Reference: Yellow  
 2. Force-off: Fixed  
 3. Maximum Select: Inhibit Max

2	4
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## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: Enterprise Rd & Harley Strickland Blvd  
Orange City

ISOLATED:  X

DATE: 2/9/2018

SIGNAL #: 286

CO-ORD:

Design By: M. Tobin

System #: 4

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8	
DIRECTION	NBL	SB	EBL	WB	SBL	NB	WBL	EB	
TURN TYPE	PERM/PROT	-	PERM/PROT	-	PERM/PROT	-	PERM/PROT	-	
MIN GREEN	5	11	5	7	5	11	5	7	
EXTENSION	3	4	3	3	3	4	3	3	
CLEARANCE	5.0	5.0	4.0	4.5	5.0	5.0	4.0	4.5	
ALL RED	2.5	2.5	3.5	3.5	2.5	2.5	3.5	3.5	
WALK	-	7	-	7	-	7	-	7	
FDW	-	18	-	26	-	18	-	26	
MAX 1	20	45	20	30	20	45	20	30	
MAX 2	-	-	-	-	-	-	-	-	
MAX 3	-	70	-	50	35	70	-	50	
ADJUST	-	10	-	10	10	10	-	10	
RECALL	-	MIN	-	-	-	MIN	-	-	
DETECTOR	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	
FLASH	-	YELLOW	-	RED	-	YELLOW	-	RED	
SET	-	-	-	2	-	-	-	2	
CLEAR	-	-	-	2	-	-	-	2	
BASE DAY	1	2	3	4	5	6	7		
									Crosswalk Length
MON #1	TIME 06:00-09:00	09:00-13:30	13:30-18:30	18:30-20:00	20:00-00:00				P2
	PLAN PATTERN #1	PATTERN #2	PATTERN #3	PATTERN #2	FREE				
TUES #1	TIME 06:00-09:00	09:00-13:30	13:30-18:30	18:30-20:00	20:00-00:00				-
	PLAN PATTERN #1	PATTERN #2	PATTERN #3	PATTERN #2	FREE				
WED #1	TIME 06:00-09:00	09:00-13:30	13:30-18:30	18:30-20:00	20:00-00:00				P4
	PLAN PATTERN #1	PATTERN #2	PATTERN #3	PATTERN #2	FREE				
THU #1	TIME 06:00-09:00	09:00-13:30	13:30-18:30	18:30-20:00	20:00-00:00				-
	PLAN PATTERN #1	PATTERN #2	PATTERN #3	PATTERN #2	FREE				
FRI #1	TIME 06:00-09:00	09:00-13:30	13:30-18:30	18:30-20:00	20:00-00:00				P6
	PLAN PATTERN #1	PATTERN #2	PATTERN #3	PATTERN #2	FREE				
SAT #2	TIME 09:30-20:00	20:00-00:00							48 Feet
	PLAN PATTERN #2	FREE							
SUN #3	TIME 10:00-19:00	19:00-00:00							P8
	PLAN PATTERN #2	FREE							
CONTROLLER TYPE		CONDITION OF OVERHEAD		OK		PROM NUMBER		90 Feet	
Econolite ASC/3		OVERHEAD STREET NAMES		NO					
PHASES:	8Φ	ILLUMINATED STREET NAMES		YES		02.62.00		SIGNAL OWNER <sup>4</sup>	
CABINET TYPE	V	PRE-EMPTION		NO		IP ADDRESS		County	
CABINET DATE	06/1994	PRE-EMPTION TYPE		N/A		10.77.6.42		LED	-

REMARKS:

Blank Out Sign on WB Right Turn - No Right Turn on Red

1	2	3	4
5	6	7	8

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
Continuing Services Contract for Traffic Operations  
Volusia County 2017  
FM: 237988-1-32-11



US 17/92 at Saxon Boulevard (300) Prepared By: FDA Date: 11/1/2017  
North-South Roadway US 17/92 East-West Roadway Saxon Boulevard

PHASE TIMES								
PHASE	1	2	3	4	5	6	7	8
DIRECTION	NBL	SB		WBL	SBL	NB		Ped
LEFT TURN	Prot/Perm	Perm		Prot	Prot/Perm	Perm		Prot
MIN GRN	5	17		7	5	17		7
GAP EXT	3.0	4.0		4.0	3.0	4.0		4.0
YEL CLR	4.8	4.8		4.4	4.8	4.8		4.8
RED CLR	2.0	2.7		4.0	2.7	2.7		4.0
MAX 1	20	45		30	20	45		30
MAX 2								
DYM MAX		60		60		60		
DYM STEP		10		10		10		
WALK				7		7		7
PED CLR				25		29		26
RECALL		MIN				MIN		
DETECTOR	NON-LOCK	LOCK		NON-LOCK	NON-LOCK	LOCK		NON-LOCK
FLASH		YELLOW		RED		YELLOW		RED
SET								
CLEAR								

Weekday (Monday-Friday) Day 1	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	6:00	11			Free	
	AM	6:00	9:00	1	120	13	2, 6	1
	Midday	9:00	13:30	2	120	15	2, 6	1
	PM	13:30	18:30	3	150	124	2, 6	1
	Evening	18:30	20:00	2	120	15	2, 6	1
	Existing	20:00	0:00	11			Free	

Weekend (Saturday) Day 2	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	8:30	11			Free	
	Midday	8:30	19:30	2	120	15	2, 6	1
	Existing	19:30	0:00	11			Free	

Weekend (Sunday) Day 2	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	Pattern	Cycle Length	Offset	Coord Phase	Sequence
	Existing	0:00	8:30	11			Free	
	Midday	8:30	19:30	2	120	15	2, 6	1
	Existing	19:30	0:00	11			Free	

COORDINATION SPLIT TABLES

Pattern 1								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	55		25	20	55		20
Recall								

Pattern 2								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	50		30	20	50		20
Recall								

Pattern 3								
Phase	1	2	3	4	5	6	7	8
Time (sec)	20	65		40	20	65		25
Recall								

CONTROLLER TYPE	CONDITION OF OVERHEAD	PROM NUMBER	SIGNAL OWNER
	OVERHEAD STREET NAMES		
PHASES:	ILLUMINATED STREET NAMES		
CABINET TYPE	PRE-EMPTION	IP ADDRESS	LED
CABINET DATE	PRE-EMPTION TYPE		

NOTES

- |   |  |  |   |   |   |   |   |   |  |  |
|---|--|--|---|---|---|---|---|---|--|--|
| 1. Offset Reference: Yellow                                   | 7. Omit phase 1 when phase 2 is active | <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>1</td> <td>2</td> <td>4</td> <td>8</td> </tr> <tr> <td>5</td> <td>6</td> <td></td> <td></td> </tr> </table> | 1 | 2 | 4 | 8 | 5 | 6 |  |  |
| 1   | 2                                      |  | 4 | 8 |   |   |   |   |  |  |
| 5   | 6                                      |  |   |   |   |   |   |   |  |  |
| 2. Force-off: Fixed   | 8. Omit phase 5 when phase 6 is active |  |   |   |   |   |   |   |  |  |
| 3. Maximum Select: Inhibit Max                                | 9. Detector Switching 1 -> 6           |  |   |   |   |   |   |   |  |  |
| 4. Use Ped Time: No   | 10. Detector Switching 5 -> 2          |  |   |   |   |   |   |   |  |  |
| 5. Overlap A Parent Phases 5 and P8                           |  |  |   |   |   |   |   |   |  |  |
| 6. Blank-Out Sign - Prohibits westbound right turns during P8 |  |  |   |   |   |   |   |   |  |  |

## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: Saxon Blvd & Veterans Memorial Pkwy  
Orange City

FREE:  X

DATE: 1/30/2017



SIGNAL #: 337

CO-ORD:

Design By: M. Tobin

NETWORK #: Orange City Area Network # 70

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8	
DIRECTION	EBL	WB	SB	NB	WBL	EB	-		
TURN TYPE	PERM/PROT	-	SPLIT LEAD	SPLIT LAG	PERM/PROT	-	-		
MIN GREEN	5	12	7	7	5	12			
EXTENSION	3	3	3	3	3	3			
YELLOW	5.0	5.0	4.5	4.0	5.0	5.0			
RED CLR	3.0	3.0	3.0	3.0	3.0	3.0			
WALK	-	7	7	7		7			
PED CLR	-	30	25	27		30			
MAX 1	20	40	25	20	20	40			
MAX 2	-	-							
MAX 3	-	-							
DYM MAX	-	50	30			50			
DYM STP	-	5	5			5			
RECALL	-	MIN				MIN			
DETECTOR	NON-LOCK	LOCK	LOCK	NON-LOCK	NON-LOCK	LOCK			
FLASH	-	YELLOW	RED	RED	-	YELLOW			

### COORDINATION TIMINGS

PATTERN	1	2	3	4	5	6	7	8	
CYCLE				-	-	-	-	-	
OFFSET				-	-	-	-	-	

PHASE	1	2	3	4	5	6	7	8	
PATTERN 1			-				-	-	
PATTERN 2			-				-	-	
PATTERN 3			-				-	-	
PATTERN 4	-	-	-	-	-	-	-	-	
PATTERN 5	-	-	-	-	-	-	-	-	
PATTERN 6	-	-	-	-	-	-	-	-	
PATTERN 7	-	-	-	-	-	-	-	-	

Controller IP	10.40.71.43	Switch IP	10.40.70.43	Camera IP	
Controller Gateway	10.40.71.1	Switch Gateway	10.40.70.1	Camera Gateway	

REMARKS:

1	2	3	4
5	6		

## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: Saxon Blvd & Finland Drive  
Deltona

FREE:

DATE: 7/18/2017



SIGNAL #: 321

CO-ORD:  X

Design By: M. Tobin

NETWORK #: I 4 Corridor Area Network # 90

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8
DIRECTION	WBL	EB		SB	EBL	WB		NB
TURN TYPE	PROT	-			PROT			
MIN GREEN	5	11		6	5	11		6
EXTENSION	3	4		4	3	4		4
YELLOW	4.8	4.8		4.0	4.8	4.8		4.0
RED CLR	3.0	3.0		3.0	3.0	3.0		3.0
WALK	-	7		7		7		7
PED CLR	-	22		24		25		24
MAX 1	20	60		35	30	60		35
MAX 2	-	-						
MAX 3	-	-						
DYM MAX	-	85				85		
DYM STP	-	10				10		
RECALL	-	MIN				MIN		
DETECTOR	NON-LOCK	LOCK		NON-LOCK	NON-LOCK	LOCK		NON-LOCK
FLASH	RED	YELLOW		RED	RED	YELLOW		RED

### COORDINATION TIMINGS

PATTERN	1	2	3	4	5	6	7	8
CYCLE	135	140		-	-	-	-	-
OFFSET	55	77		-	-	-	-	-

PHASE	1	2	3	4	5	6	7	8
PATTERN 1	20	75	-	40	30	65	-	40
PATTERN 2	21	79	-	40	30	70	-	40
PATTERN 3			-				-	
PATTERN 4	-	-	-	-	-	-	-	-
PATTERN 5	-	-	-	-	-	-	-	-
PATTERN 6	-	-	-	-	-	-	-	-
PATTERN 7	-	-	-	-	-	-	-	-

Controller IP	10.40.91.39	Switch IP	10.40.90.39	Camera IP	
Controller Gateway	10.40.91.1	Switch Gateway	10.40.90.1	Camera Gateway	

REMARKS:

1	2	4
5	6	8

## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: Saxon Blvd & Finland Drive  
Deltona

FREE:

DATE: 7/18/2017

SIGNAL #: 321

CO-ORD:  X

Design By: M. Tobin



NETWORK #: I 4 Corridor Area Network # 90

### TIME OF DAY SCHEDULE

BASE DAY		1	2	3	4	5	6	7	Crosswalk Length
MON #1	TIME	06:30-09:30	09:30-15:30	15:30-20:00	20:00-00:00				P2
	PATTERN	PATTERN #1	FREE	PATTERN #2	FREE				
TUES #1	TIME	06:30-09:30	09:30-15:30	15:30-20:00	20:00-00:00				75 Feet
	PATTERN	PATTERN #1	FREE	PATTERN #2	FREE				
WED #1	TIME	06:30-09:30	09:30-15:30	15:30-20:00	20:00-00:00				P4
	PATTERN	PATTERN #1	FREE	PATTERN #2	FREE				
THU #1	TIME	06:30-09:30	09:30-15:30	15:30-20:00	20:00-00:00				87 Feet
	PATTERN	PATTERN #1	FREE	PATTERN #2	FREE				
FRI #1	TIME	06:30-09:30	09:30-15:30	15:30-20:00	20:00-00:00				P6
	PATTERN	PATTERN #1	FREE	PATTERN #2	FREE				
SAT #2	TIME	00:00-00:00							82 Feet
	PATTERN	FREE							
SUN #2	TIME	00:00-00:00							P8
	PATTERN	FREE							
CONTROLLER TYPE		CONDITION OF OVERHEAD			NEW		PROGRAM NUMBER		73 Feet
Econolite ASC/3		OVERHEAD STREET NAMES			NO				
PHASES:	8Φ	ILLUMINATED STREET NAMES			YES		02.62.00		SIGNAL OWNER ^
CABINET TYPE	VI	PRE-EMPTION			NO		Controller IP Address		County
CABINET DATE	8/2016	PRE-EMPTION TYPE			N/A		10.40.91.39		LED YES

REMARKS:

1	2	4
5	6	8

## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: SR 40 & Breakaway Trails  
Ormond Beach

ISOLATED:

DATE: 6/19/2012

SIGNAL #: 376

CO-ORD:

Design By: M. Rodriguez

System #: -

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8	
DIRECTION	-	WB	-	-	-	EB	-	SB	
TURN TYPE	-	-	-	-	-	-	-	-	
MIN GREEN		17				17		8	
EXTENSION		4.5				4.5		3	
CLEARANCE		5.5				5.5		4.0	
ALL RED		2.0				2.0		3.5	
WALK		7				-		-	
FDW		29				-		-	
MAX 1		60				60		30	
MAX 2		-				-		-	
MAX 3		-				-		-	
ADJUST		-				-		-	
RECALL		MIN				MIN		-	
DETECTOR		LOCK				LOCK		NON-LOCK	
FLASH		YELLOW				YELLOW		RED	
SET		-				-		-	
CLEAR		-				-		-	
BASE DAY	1	2	3	4	5	6	7	Crosswalk Length	
MON #1	TIME	00:01-00:00							P2
	PLAN	FREE							
TUES#1	TIME	00:01-00:00						101 Feet	
	PLAN	FREE							
WED #1	TIME	00:01-00:00						P4	
	PLAN	FREE							
THU #1	TIME	00:01-00:00						-	
	PLAN	FREE							
FRI #1	TIME	00:01-00:00						P6	
	PLAN	FREE							
SAT #2	TIME	00:01-00:00						-	
	PLAN	FREE							
SUN #3	TIME	00:01-00:00						P8	
	PLAN	FREE							
CONTROLLER TYPE		CONDITION OF OVERHEAD			Good	PROM NUMBER			-
3000E		OVERHEAD STREET NAMES			NO				
PHASES:	8Φ	ILLUMINATED STREET NAMES			YES	92R09			SIGNAL OWNER <sup>4</sup>
CABINET TYPE	V	PRE-EMPTION			YES	IP ADDRESS			FDOT
CABINET DATE	08/2001	PRE-EMPTION TYPE			INFRARED	-			LED
									YES

REMARKS:

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mile Post	25.565	Node	1
Slg ID	257	Controller	Econolite ASC/3-2100	System ID	17
Maj. Street	SR 40	Orientation	E-W	SOP	9
Min. Street	Tymber Creek Rd.	Orientation	N-S		

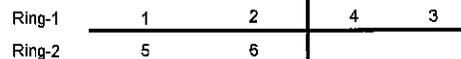
Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SB	NB	WBL	EB			
Speed Limit (mph)	50	50	45	30	50	50			
Vehicle Traversed Width	192	155	171	178	168	143			
Approach Grades	0.0%	0.1%	0.1%	-0.4%	0.1%	0.0%			
Ped-X (curb to curb)		110	136	135		98			
Crossing Time		32	39	39		28			
Ped-X (button to curb)		15	18	19		14			
Ped-X (button to far curb)		125	154	154		112			
Crossing Time (to far curb)		42	52	52		38			

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SB	NB	WBL	EB			
Turn Type	Prot		Split Lead	Split Lag	Prot				
Min Green	5	16	6	6	5	16			
Ext	4.0	4.0	4.0	4.0	4.0	4.0			
Yellow Change Interval	5.1	5.1	4.8	3.7	5.1	5.1			
Red Clearance Interval	4.8	2.0	4.2	4.4	4.2	2.0			
Max I	25	50	30	20	25	50			
Max II	20	80	45	20	30	80			
Walk		7	7	7		7			
Flashing Don't Walk		32	39	39		28			
Min Splits	15.0	47.0	55.0	55.0	15.0	43.0			
Detector Memory		ON				ON			
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset A
AM	1	111	18	56	46	20	23	51	-	-	140	67
MIDDAY	2	211	18	67	45	20	24	61	-	-	150	55
PM	3	311	18	68	55	19	30	56	-	-	160	56
NT	4	411	18	49	23	20	20	47	-	-	110	28

Notes

- 1 Offset referenced to end of first thru movement 2 & 6
- 2 Phases 4 leads and phase 3 lags patterns 1, 2, 3, & 4
- 3 Program Max II during coordination
- 4 Program fixed force-offs
- 5 PED recall on coord phases. Programmed to rest in walk



STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mile Post	26.091	Node	2
Slg ID	346	Controller	Econofix ASC/3-2100	System ID	17
Maj. Street	SR 40	Orientation	E-W	SOP	7
Min. Street	Booth Rd.	Orientation	N-S		

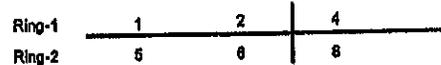
Pedestrians									Notes
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	
Direction	EBL	WB		NB	WBL	EB		SB	
Speed Limit (mph)	50	50		30	50	50		25	
Vehicle Traversed Width	104	76		106	101	66		115	
Approach Grades	-0.3%	-0.6%		-1.0%	-0.6%	-0.3%		-2.9%	
Ped-X (curb to curb)						71			
Crossing Time						21			
Ped-X (button to curb)						9			
Ped-X (button to far curb)						80			
Crossing Time (to far curb)						27			

Controller Timings (seconds)									Notes
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	
Direction	EBL	WB		NB	WBL	EB		SB	
Turn Type	Perm/Prot				Perm/Prot				
Min Green	6	18		6	5	18		6	
Ext	3.0	4.0		4.0	3.0	4.0		4.0	
Yellow Change Interval	5.2	5.2		3.7	5.2	5.2		3.5	
Red Clearance Interval	2.4	2.0		2.7	2.3	2.0		2.7	
Max I	20	45		30	20	45		30	
Max II	20	80		30	20	80		30	
Walk						7			
Flashing Don't Walk						21			
Min Split	13.0	24.0		13.0	13.0	36.0		13.0	
Detector Memory		ON				ON			
Det. Cross Switch.									
Recall		Min				Min			
ONA									
Coord Phase		YES				YES			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits							Cycle Length	Offset A	
			18	105	-	22	103	-	38			
AM	1	111	18	105	-	22	103	-	38	140	146	3
MIDDAY	2	211	18	105	-	22	103	-	38	160	146	
PM	3	311	18	105	-	22	103	-	38	160	142	
NT	4	411	21	81	-	38	22	-	38	110	83	

Notes

- 1 Offset referenced to end of first thru movement 2 & 8
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 PED recall on coord phases. Programmed to rest in walk



*PATTERN 1, TIMING CHANGES PER FDOT, RAY MARLIN 6-2-16*  
*PATTERN -2, TIMING CHANGES PER FDOT - RAY MARLIN 4-20-2018*

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mile Post	26.357	Node	3
Sig ID	283	Controller	Econolite ASC/3-2100	System ID	2
Maj. Street	SR 40	Orientation	E-W	SOP	14
Min. Street	I-95 SB Ramp	Orientation	N-S		

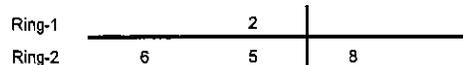
Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction		WB			WBL	EB		SB	
Speed Limit (mph)		45			45	45		35	
Vehicle Traversed Width		129			115	115		158	
Approach Grades		-0.2%			-0.2%	-0.4%		-1.0%	
Ped-X (curb to curb)		82				84			
Crossing Time		24				24			
Ped-X (button to curb)		24				32			
Ped-X (button to far curb)		106				116			
Crossing Time (to far curb)		36				39			

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction		WB			WBL	EB		SB	
Turn Type					Prot				
Min Green		16			6	16		11	
Ext		4.0			5.0	4.0		4.0	
Yellow Change Interval		4.8			4.8	4.8		4.1	
Red Clearance Interval		2.0			2.7	2.0		3.9	
Max I		40			25	40		25	
Max II		80			45	80		30	
Walk		7				9			
Flashing Don't Walk		24				24			
Min Splits		38.0			14.0	40.0		19.0	
Detector Memory		ON				ON			
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset A
AM	1	111	-	110	-	-	32	78	-	30	140	115
MIDDAY	2	211	-	118	-	-	41	77	-	32	150	83
PM	3	311	-	126	-	-	45	81	-	34	160	84
NT	4	411	-	80	-	-	26	54	-	30	110	90

Notes

- 1 Offset referenced to end of first thru movement 2 & 6
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 Phase 5 lags in patterns 1,2 and 3
- 5 Min recall on phase 5 for patterns 1,2 and 3
- 6 PED recall on coord phases, Programmed to rest in walk



STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mile Post	26.416	Node	4
Slg ID	262	Controller	Econolite ASC/3-2100	System ID	17
Maj. Street	SR 40	Orientation	E-W	SOP	15
Min. Street	I-95 NB Ramp	Orientation	N-S		

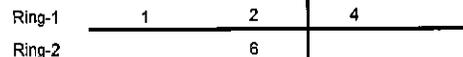
Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB		EB			
Speed Limit (mph)	45	45		35		45			
Vehicle Traversed Width	103	97		161		134			
Approach Grades	0.4%	-0.5%		-1.4%		0.4%			
Ped-X (curb to curb)		85				99			
Crossing Time		25				29			
Ped-X (button to curb)		31				8			
Ped-X (button to far curb)		116				107			
Crossing Time (to far curb)		39				36			

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB		EB			
Turn Type	Prot								
Min Green	6	16		11		16			
Ext	4.0	4.0		4.0		4.0			
Yellow Change Interval	4.8	4.8		4.1		4.8			
Red Clearance Interval	2.4	2.0		4.0		2.0			
Max I	20	40		25		40			
Max II	25	80		50		80			
Walk		8				7			
Flashing Don't Walk		25				29			
Min Splits	14.0	40.0		20.0		43.0			
Detector Memory		ON		ON		ON			
Def. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)											
Plan	Pattern	C-O-S	Splits							Cycle Length	Offset A
AM	1	111	26	76	-	38	-	102	-	140	16
MIDDAY	2	211	26	86	-	38	-	112	-	150	139
PM	3	311	28	70	-	62	-	98	-	160	131
NT	4	411	23	56	-	31	-	79	-	110	90

Notes

- 1 Offset referenced to end of first thru movement 2 & 6
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 PED recall on coord phases. Programmed to rest in walk



STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mill Post	26.579	Node	5
Sig ID	187	Controller	Econolite ASC/3-2100	System ID	17
Maj. Street	SR 40	Orientation	E-W	SOP	Mod 10
Min. Street	Williamson Blvd	Orientation	N-S		

Pedestrians									Notes
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Speed Limit (mph)	45	45	25	40	45	45	40	25	
Vehicle Traversed Width	131	144	113	135	136	150	157	146	
Approach Grades	0.0%	-0.3%	-0.1%	0.4%	-0.3%	0.0%	0.4%	-0.1%	
Ped-X (curb to curb)		106		107		74		87	
Crossing Time		31		31		22		25	
Ped-X (button to curb)		15		13		12		13	
Ped-X (button to far curb)		121		120		86		100	
Crossing Time (to far curb)		41		40		29		34	

Controller Timings (seconds)									Notes
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Turn Type	Prot		Prot		Prot		Prot		
Min Green	5	15	5	7	5	15	12	7	
Ext	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0	
Yellow Change Interval	4.8	4.8	3.4	4.4	4.8	4.8	4.4	3.4	
Red Clearance Interval	3.2	2.0	2.7	3.6	3.3	2.0	3.9	3.6	
Max I	20	45	20	20	20	45	25	20	
Max II	25	80	24	20	23	80	32	20	
Walk		7		7		7		7	
Flashing Don't Walk		31		31		22		25	
Min Splitts	13.0	45.0	12.0	46.0	14.0	36.0	21.0	39.0	
Detector Memory		ON				ON			
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset A
AM	1	111	22	52	21	45	18	56	27	39	140	128
MIDDAY	2	211	23	57	24	46	18	62	32	38	150	108
PM	3	311	25	60	20	55	18	67	36	39	160	108
NT	4	411	20	48	16	26	19	49	26	16	110	84

Notes

- 1 Offset referenced to end of first thru movement 2 & 6
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 Phases 8 leads and phase 7 lags patterns 1, 2, 3, & 4
- 5 PED recall on coord phases. Programmed to rest in walk

Ring-1	1	2	3	4
Ring-2	5	6	8	7

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mile Post	27.069	Node	6
Sig ID	364	Controller	Econolite ASC/3-2100	System ID	17
Maj. Street	SR 40	Orientation	E-W	SOP	7
Min. Street	Seminole Dr	Orientation	N-S		

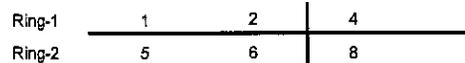
Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB	WBL	EB		SB	
Speed Limit (mph)	45	45		25	45	45		25	
Vehicle Traversed Width	103	76		133	108	78		131	
Approach Grades	-0.5%	-0.2%		-1.4%	-0.2%	-0.5%		0.5%	
Ped-X (curb to curb)		47		107		78			
Crossing Time		14		31		23			
Ped-X (button to curb)		12		13		13			
Ped-X (button to far curb)		59		120		91			
Crossing Time (to far curb)		20		40		31			

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB	WBL	EB		SB	
Turn Type	Prot				Prot				
Min Green	5	17		7	5	17		7	
Ext	3.0	3.0		3.0	3.0	3.0		3.0	
Yellow Change Interval	4.8	4.8		3.4	4.8	4.8		3.4	
Red Clearance Interval	2.4	2.0		3.2	2.5	2.0		3.2	
Max I	20	60		25	20	60		25	
Max II	20	80		15	20	80		15	
Walk		7		7		7			
Flashing Don't Walk		14		31		23			
Min Splits	13.0	28.0		45.0	13.0	37.0		14.0	
Detector Memory		ON				ON			
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits							Cycle Length	Offset A	
AM	1	111	18	77	-	45	23	72	-	45	140	68
MIDDAY	2	211	18	87	-	45	23	82	-	45	150	123
PM	3	311	18	96	-	46	25	89	-	46	160	140
NT	4	411	20	66	-	24	21	65	-	24	110	40

Notes

- 1 Offset referenced to end of first thru movement 2 & 6
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 PED recall on coord phases. Programmed to rest in walk



STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mile Post	27.937	Node	7
Sig ID	239	Controller	Econolite ASC/3-2100	System ID	17
Maj. Street	SR 40	Orientation	E-W	SOP	9
Min. Street	Clyde Morris Blvd	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB	WBL	EB		SB	
Speed Limit (mph)	45	45		35	45	45		25	
Vehicle Traversed Width	127	91		127	106	111		140	
Approach Grades	-0.4%	-0.3%		-3.0%	-0.3%	-0.4%		-0.1%	
Ped-X (curb to curb)		77		114		84		112	
Crossing Time		22		33		24		32	
Ped-X (button to curb)		18		13		14		12	
Ped-X (button to far curb)		95		127		98		124	
Crossing Time (to far curb)		32		43		33		42	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB	WBL	EB		SB	
Turn Type	Prot			Split	Prot			Split	
Min Green	5	15		10	5	15		10	
Ext	3.0	4.0		4.0	3.0	4.0		3.0	
Yellow Change Interval	4.8	4.8		4.3	4.8	4.8		3.4	
Red Clearance Interval	3.0	2.0		3.0	2.5	2.0		3.4	
Max I	20	70		30	20	70		30	
Max II	20	70		32	26	70		18	
Walk		7		7		7		7	
Flashing Don't Walk		22		33		24		32	
Min Splits	13.0	36.0		48.0	13.0	38.0		46.0	
Detector Memory	ON	ON			ON	ON			
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset A
AM	1	111	18	54	-	48	24	48	-	20	140	131
MIDDAY	2	211	18	64	-	48	19	63	-	20	150	40
PM	3	311	18	74	-	48	25	67	-	20	160	33
NT	4	411	17	49	-	24	18	48	-	20	110	84

Notes

- 1 Offset referenced to end of first thru movement 2 & 6
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 Phases 8 leads and phase 4 lags patterns 1, 2, 3, & 4
- 5 PED recall on coord phases. Programmed to rest in walk

Ring-1	1	2	8	4
Ring-2	5	6		

UPDATED 6/29/2017

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237874-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.AA
Date:	5/12/2015

Section	79100	Mile Post	28.264	Node	8
Sig ID	207	Controller	Econolite ASC/3-2100	System ID	17
Maj. Street	SR 40	Orientation	E-W	SOP	7
Min. Street	Main Tr / Old Tomoka Rd	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB	WBL	EB		SB	
Speed Limit (mph)	45	45		25	45	45		25	
Vehicle Traversed Width	106	71		117	94	72		118	
Approach Grades	-0.2%	0.0%		-3.2%	0.0%	-0.2%		-1.8%	
Ped-X (curb to curb)		44		102		45		104	
Crossing Time		13		30		13		30	
Ped-X (button to curb)		20		14		20		14	
Ped-X (button to far curb)		64		116		65		118	
Crossing Time (to far curb)		22		39		22		40	

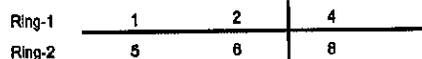
Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB	WBL	EB		SB	
Turn Type	Prot				Prot				
Min Green	5	15		10	5	15		10	
Ext	3.0	4.0		3.0	3.0	4.0		3.0	
Yellow Change Interval	4.8	4.8		3.5	4.8	4.8		3.4	
Red Clearance Interval	2.5	2.0		2.8	2.2	2.0		2.8	
Max I	20	60		3640	20	60		3640	
Max II	30	80		3645	20	80		3645	
Walk		7		7		7		7	Alternate walk and PED CL
Flashing Don't Walk		13		30		13		30	In notes below for school
Min Splits	13.0	27.0		44.0	12.0	27.0		44.0	periods (Timing Plan 2, TP2).
Detector Memory		ON				ON			
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset A
AM	1	111	23	62	-	55	18	67	-	55	140	127
MIDDAY	2	211	27	79	-	44	18	88	-	44	150	65
PM	3	322	37	79	-	44	18	98	-	44	160	46
NT	4	411	21	66	-	23	17	70	-	23	110	46

Timing Plan 2												
Walk			8			16				8		
Flashing Don't Walk			17			32				17		
Max II			30			20				20		

Notes

- 1 Offset referenced to end of first thru movement 2 & 8
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 Intersection runs FREE Max II & TP2 from 7:30 to 9:30 and 14:00 to 15:00 on weekdays
- 5 PEO recall on coord phases. Programmed to rest in walk



STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mile Post	28.992	Node	9
Sig ID	203	Controller	Econolite ASC/3-2100	System ID	2
Maj. Street	SR 40	Orientation	E-W	SOP	10
Min. Street	Nova Rd.	Orientation	N-S		

Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB	
Speed Limit (mph)	45	45	45	45	45	45	45	45	
Vehicle Traversed Width	154	184	159	146	158	180	157	138	
Approach Grades	0.5%	-1.0%	0.6%	-2.6%	-1.0%	0.5%	-2.6%	0.6%	
Ped-X (curb to curb)		104		111		120		104	
Crossing Time		30		32		35		30	
Ped-X (button to curb)		8		10		10		10	
Ped-X (button to far curb)		112		121		130		114	
Crossing Time (to far curb)		38		41		44		38	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB	
Turn Type	Prot		Prot		Prot		Prot		
Min Green	5	17	5	17	5	17	5	17	
Ext	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	
Yellow Change Interval	4.8	4.9	4.8	5.1	4.9	4.8	5.1	4.8	
Red Clearance Interval	3.8	2.1	3.9	2.0	3.9	2.1	3.9	2.0	
Max I	20	45	25	65	20	45	25	65	
Max II	20	50	30	80	20	50	35	80	
Walk		7		7		7		7	
Flashing Don't Walk		30		32		35		30	
Min Splits	14.0	44.0	14.0	47.0	14.0	49.0	14.0	44.0	
Detector Memory	ON	ON	ON		ON	ON	ON		
Def. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase				Yes				Yes	

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset A
AM	1	111	22	50	29	59	20	52	28	60	160	156
MIDDAY	2	211	20	50	28	52	21	49	28	52	150	113
PM	3	311	20	58	24	58	25	53	28	54	160	102
NT	4	411	19	27	17	47	19	27	20	44	110	102

Notes

- 1 Offset referenced to end of first thru movement 4 & 8
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 PED recall on coord phases. Programmed to rest in walk

Ring-1	1	2	3	4
Ring-2	5	6	7	8

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mile Post	29.880	Node	10
Sig ID	233	Controller	Econolite ASC/3-2100	System ID	13
Maj. Street	SR 40	Orientation	E-W	SOP	10 Modified
Min. Street	Orchard St	Orientation	N-S		

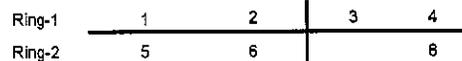
Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB		SB	
Speed Limit (mph)	35	35	25	25	35	35		25	
Vehicle Traversed Width	78	66	99	93	79	72		108	
Approach Grades	-0.2%	0.0%	0.0%	-1.0%	0.0%	-0.2%		0.0%	
Ped-X (curb to curb)		66		78		57		91	
Crossing Time		19		23		17		26	
Ped-X (button to curb)		12		15		12		12	
Ped-X (button to far curb)		78		93		69		103	
Crossing Time (to far curb)		26		31		23		35	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB		SB	
Turn Type	Prot		Perm/Prot		Prot				
Min Green	5	11	5	6	5	11		6	
Ext	4.0	4.0	4.0	4.0	4.0	4.0		4.0	
Yellow Change Interval	4.0	4.0	3.4	3.4	4.0	4.0		3.4	
Red Clearance Interval	2.0	2.0	2.3	2.5	2.0	2.0		2.5	
Max I	20	45	20	30	20	45		30	
Max II	20	80	20	20	20	80		20	
Walk		7		7		7		7	
Flashing Don't Walk		19		23		17		26	
Min Splits	11.0	32.0	11.0	36.0	11.0	30.0		39.0	
Detector Memory		ON				ON			
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset A
AM	1	111	22	80	20	38	18	84	-	58	160	93
MIDDAY	2	211	24	70	20	36	18	76	-	56	150	59
PM	3	311	25	76	23	36	18	83	-	59	160	39
NT	4	411	20	52	18	20	19	53	-	38	110	8

Notes

- 1 Offset referenced to end of first thru movement 2 & 6
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 PED recall on coord phases. Programmed to rest in walk



STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79100	Mile Post	30.240	Node	11
Sig ID	204	Controller	Econolite ASC/3-2100	System ID	13
Maj. Street	SR 40	Orientation	E-W	SOP	10
Min. Street	US 1	Orientation	N-S		

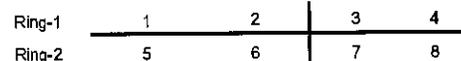
Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Speed Limit (mph)	35	35	40	40	35	35	40	40	
Vehicle Traversed Width	135	158	149	156	136	158	143	155	
Approach Grades	0.7%	-0.2%	-0.1%	-0.2%	-0.2%	0.7%	-0.2%	-0.1%	
Ped-X (curb to curb)		88		83		99		83	
Crossing Time		26		24		29		24	
Ped-X (button to curb)		20		17		16		17	
Ped-X (button to far curb)		108		100		115		100	
Crossing Time (to far curb)		36		34		39		34	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Turn Type	Perm/Prot		Prot		Perm/Prot		Prot		
Min Green	5	17	5	12	5	17	5	12	
Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Yellow Change Interval	4.0	4.0	4.4	4.4	4.0	4.0	4.4	4.4	
Red Clearance Interval	3.3	2.5	3.6	2.0	3.3	2.5	3.5	2.0	
Max I	25	45	25	30	25	45	25	30	
Max II	28	80	25	39	25	80	22	40	
Walk		7		7		7		7	
Flashing Don't Walk		26		24		29		24	
Min Splits	13.0	40.0	13.0	38.0	13.0	43.0	13.0	38.0	
Detector Memory		ON				ON			
Det. Cross Switch.									
Recall		Max				Max			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset A
AM	1	111	23	71	28	38	29	65	20	46	160	9
MIDDAY	2	211	23	62	27	38	23	62	23	42	150	146
PM	3	311	31	62	26	41	28	65	21	46	160	141
NT	4	411	19	45	23	23	19	45	21	25	110	73

Notes

- 1 Offset referenced to end of first thru movement 2 & 6
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 PED recall on coord phases. Programmed to rest in walk



STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

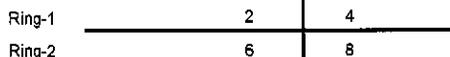
Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79150	Mile Post	0.223	Node	12
Sig ID	205	Controller	Econolite ASC/3-2100	System ID	13
Maj. Street	SR 40	Orientation	E-W	SOP	1
Min. Street	Ridgewood Ave	Orientation	N-S		

Pedestrians												
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes			
Direction		EB		NB		WB		SB				
Speed Limit (mph)		35		25		35		25				
Vehicle Traversed Width		65		81		68		84				
Approach Grades		-0.3%		-5.6%		-0.1%		-4.5%				
Ped-X (curb to curb)		41		70		40		66				
Crossing Time		12		20		12		19				
Ped-X (button to curb)		14		10		8		12				
Ped-X (button to far curb)		55		80		48		78				
Crossing Time (to far curb)		19		27		16		26				
Controller Timings (seconds)												
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes			
Direction		EB		NB		WB		SB				
Turn Type												
Min Green		16		8		16		8				
Ext		4.0		3.0		4.0		3.0				
Yellow Change Interval		4.0		3.7		4.0		3.6				
Red Clearance Interval		2.0		2.0		2.0		2.0				
Max I		45		30		45		30				
Max II		60		20		80		20				
Walk		7		10		7		10				
Flashing Don't Walk		12		20		12		19				
Min Splits		25.0		36.0		25.0		35.0				
Detector Memory		ON				ON						
Det. Cross Switch.												
Recall		Min				Min						
CNA												
Coord Phase		YES				YES						
Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits							Cycle Length	Offset A	
AM	1	111	-	124	-	36	-	124	-	36	160	95
MIDDAY	2	211	-	114	-	36	-	114	-	36	150	87
PM	3	311	-	124	-	36	-	124	-	36	160	66
NT	4	411	-	85	-	25	-	85	-	25	110	95

Notes

- 1 Offset referenced to end of first thru movement 2 & 6
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 PED recall on coord phases. Programmed to rest in walk



STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE  
SR 40 Signal Retiming  
Volusia County  
FIN 237974-1-32-15

Designed By:	A.C
Date:	5/12/2015
Checked By:	R.A.A
Date:	5/12/2015

Section	79150	Mile Post	0.430	Node	13
Sig ID	183	Controller	Econolite ASC/3-2100	System ID	13
Maj. Street	SR 40	Orientation	E-W	SOP	10 Modified
Min. Street	Beach St	Orientation	N-S		

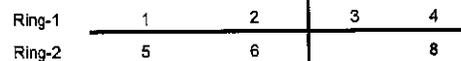
Pedestrians									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB		SB	
Speed Limit (mph)	35	35	35	35	35	35		35	
Vehicle Traversed Width	107	88	115	116	95	88		101	
Approach Grades	-1.3%	-7.0%	-0.4%	0.0%	-7.0%	-1.3%		-0.4%	
Ped-X (curb to curb)		72		98		63		77	
Crossing Time		21		28		18		22	
Ped-X (button to curb)		10		10		11		14	
Ped-X (button to far curb)		82		106		74		91	
Crossing Time (to far curb)		28		36		25		31	

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB		SB	
Turn Type	Perm/Prot		Perm/Prot		Perm/Prot				
Min Green	6	16	5	7	6	16		7	
Ext	4.0	4.0	3.0	3.0	4.0	4.0		3.0	
Yellow Change Interval	4.1	4.8	4.1	4.0	4.8	4.1		4.1	
Red Clearance Interval	2.5	2.0	2.7	2.0	2.2	2.0		2.0	
Max I	20	40	20	25	20	40		25	
Max II	20	80	25	25	23	80		25	
Walk		7		7		7		7	
Flashing Don't Walk		21		28		18		22	
Min Splits	13.0	35.0	12.0	41.0	13.0	32.0		36.0	
Detector Memory		ON				ON			
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)												
Plan	Pattern	C-O-S	Splits								Cycle Length	Offset A
AM	1	111	19	62	38	41	24	57	-	79	160	77
MIDDAY	2	211	18	65	26	41	20	63	-	67	150	66
PM	3	311	18	71	30	41	24	65	-	71	160	41
NT	4	411	17	53	20	20	19	51	-	40	110	24

Notes

- 1 Offset referenced to end of first thru movement 2 & 6
- 2 Program Max II during coordination
- 3 Program fixed force-offs
- 4 PED recall on coord phases. Programmed to rest in walk



## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: US 1 & Airport Rd  
Ormond Beach

ISOLATED:  X

DATE: 4/15/2016

SIGNAL #: 314

CO-ORD:

Design By: M. Tobin

System #: -

### Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8
DIRECTION	NBL	SB	-	EB	-	NB	-	-
TURN TYPE	PROT	-	-	-	-	-	-	-
MIN GREEN	5	16	-	7	-	16	-	-
EXTENSION	3	4	-	3	-	4	-	-
CLEARANCE	5.5	5.5	-	5.0	-	5.5	-	-
ALL RED	2.0	2.0	-	3.0	-	2.0	-	-
WALK	-	-	-	-	-	-	-	-
FDW	-	-	-	-	-	-	-	-
MAX 1	25	40	-	25	-	40	-	-
MAX 2	-	-	-	-	-	-	-	-
MAX 3	50	90	-	-	-	90	-	-
ADJUST	10	10	-	-	-	10	-	-
RECALL	-	MIN	-	-	-	MIN	-	-
DETECTOR	NON-LOCK	LOCK	-	NON-LOCK	-	LOCK	-	-
FLASH	-	YELLOW	-	RED	-	YELLOW	-	-
SET	2	2	-	-	-	2	-	-
CLEAR	2	2	-	-	-	2	-	-
BASE DAY	1	2	3	4	5	6	7	Crosswalk Length
MON #1	TIME 00:01-00:00 PLAN FREE							
TUES #1	TIME 00:01-00:00 PLAN FREE							-
WED #1	TIME 00:01-00:00 PLAN FREE							P4
THU #1	TIME 00:01-00:00 PLAN FREE							-
FRI #1	TIME 00:01-00:00 PLAN FREE							P6
SAT #2	TIME 00:01-00:00 PLAN FREE							-
SUN #3	TIME 00:01-00:00 PLAN FREE							P8
CONTROLLER TYPE		CONDITION OF OVERHEAD		OK		PROM NUMBER		-
1880 EL		OVERHEAD STREET NAMES		NO				
PHASES:	8Φ	ILLUMINATED STREET NAMES		YES		92R07		SIGNAL OWNER <sup>4</sup>
CABINET TYPE	V	PRE-EMPTION		YES		IP ADDRESS		FDOT
CABINET DATE	06/1994	PRE-EMPTION TYPE		GPS		-		LED YES

REMARKS:

1	2	4
6		

unknown County

Signal Timing Sheet

6/13/2018

0 : 1606 - MASON & CENTER ( Standard File )

Phase [1.1.1]

	1	2 (WT)	3 (NT)	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7												
Ped Clearance		11	14	16												
Min Green		20	6	6					5	5	5	5	5	5	5	5
Gap Ext		6	3.5	3.5					1	1	1	1	1	1	1	1
Max1		45	25	35					25	25	25	25	25	25	25	25
Max2		45	25	35					50	50	50	50	50	50	50	50
Yellow Clr	3.5	4	3.4	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2.6	3.3	3.5												

Phase Option [1.1.2]

	1	2 (WT)	3 (NT)	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Enable		ON	ON	ON												
Lock Call																
Min Recall		ON														
Max Recall																
Ped Recall																
Dual Entry																
Sim Gap Enable																
Rest In Walk																

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 33-48 [5.1]

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

Detector, Vehicle Parameters 49-64 [5.1]

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

Approved By: Tracy

Date: \_\_\_\_\_

unknown County

System Timing Sheet

6/13/2018

0 : 1606 - MASON & CENTER ( Standard File )

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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

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

Coordination, Splits [2.7.1]

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

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

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

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

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

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

**Approved By:** Tracy

**Date:** \_\_\_\_\_

unknown County

Preempt & Overlap Timing Sheet

6/13/2018

0 : 1606 - MASON & CENTER ( Standard File )

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

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

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

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

Overlap Program Parameters [1.5.2.1]

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

Approved By: Tracy

Date: \_\_\_\_\_



unknown County

Alternate Timing Sheet

6/13/2018

0 : 1606 - MASON & CENTER ( Standard File )

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Alternate Phase Program 3, Interval Times [1.1.6.1]

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

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Approved By: Tracy

Date: \_\_\_\_\_

unknown County

Special System Timing Sheet

6/13/2018

0 : 1606 - MASON & CENTER ( Standard File )

Coordination, Splits [2.7.1]

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

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

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

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

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

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

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

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

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

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

Approved By: Tracy

Date: \_\_\_\_\_

unknown County

Signal Timing Sheet

6/13/2018

0 : 1605 - MASON & DERBYSHIRE ( Standard File )

Phase [1.1.1]

	1 (EL)	2 (WT)	3 (NT)	4 (ST)	5	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		11		16		10										
Min Green	6	15	8	8		15			5	5	5	5	5	5	5	5
Passage	3	6	3	3		6			1	1	1	1	1	1	1	1
Max1	15	52	20	20		52			25	25	25	25	25	25	25	25
Max2	15	52	20	20		52			50	50	50	50	50	50	50	50
Yellow	4.1	4	3.4	3.7		4.1			3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	3	2	2.9	2.6		2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

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

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 33-48 [5.1]

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

Detector, Vehicle Parameters 49-64 [5.1]

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

**Approved By:** Tracy

**Date:** \_\_\_\_\_

unknown County

System Timing Sheet

6/13/2018

0 : 1605 - MASON & DERBYSHIRE ( Standard File )

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	18	19										
Minute		30	30	30		30										
Action	100	2	3	4	3	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		10	18													
Minute																
Action	100	3	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		10	17													
Minute																
Action	100	3	100													

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

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		110	110	150												
Offset Time		39	109	83												
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt																
Ph Time Alt																

Coordination, Splits [2.7.1]

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

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	45	18	29		63		47								
Mode	NON	MPX	NON	NON	NON	MPX	NON									
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	48	18	26		66		44								
Mode	NON	MPX	NON	NON	NON	MPX	NON									
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	81	18	33		99		51								
Mode	NON	MPX	NON	NON	NON	MPX	NON									
Coord-Ph		ON														

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

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

**Approved By:** Tracy

**Date:** \_\_\_\_\_

unknown County

Preempt & Overlap Timing Sheet

6/13/2018

0 : 1605 - MASON & DERBYSHIRE ( Standard File )

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

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

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

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

Overlap Program Parameters [1.5.2.1]

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

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Alternate Timing Sheet

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0 : 1605 - MASON & DERBYSHIRE ( Standard File )

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Alternate Phase Program 3, Interval Times [1.1.6.1]

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

Alternate Phase Program 4, Interval Times [1.1.6.1]

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

Alternate Phase Program 5, Interval Times [1.1.6.1]

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

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Special System Timing Sheet

6/13/2018

0 : 1605 - MASON & DERBYSHIRE ( Standard File )

Coordination, Splits [2.7.1]

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

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

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

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

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

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

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

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

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

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

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Signal Timing Sheet

6/13/2018

0 : 1602 - Mason & No. Beach ( Standard File )

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		21		33		22		25								
Min Green	8	10	8	15	8	10	8	15	5	5	5	5	5	5	5	5
Gap Ext	4	6	4	6	4	6	4	6	1	1	1	1	1	1	1	1
Max1	30	70	30	40	30	70	30	40	25	25	25	25	25	25	25	25
Max2	30	70	30	40	30	70	30	40	50	50	50	50	50	50	50	50
Yellow Clr	4.7	4.7	3.7	3.7	4.7	4.7	3.7	3.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.7	2	3.6	3.6	2.7	2	3.6	3.6	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

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

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 33-48 [5.1]

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

Detector, Vehicle Parameters 49-64 [5.1]

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

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## System Timing Sheet

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0 : 1602 - Mason &amp; No. Beach ( Standard File )

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	14	18	21											
Minute			30	30	30											
Action	100	2	4	2	100											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	21													
Minute		30														
Action	100	2	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		10	21													
Minute																
Action	100	2	100													

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

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		150	140	150												
Offset Time																
Split Number	1	2	3	4	11		7	11		11	12	10	27	27	27	26
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt																
Ph Time Alt																

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	42	20	36	22	42	20	36								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT							
Coord Phase		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	50	26	49	25	50	26	49								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT							
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	60	16	39	25	60	16	39								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT							
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	70	16	39	25	70	16	39								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT							
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	49	16	55	20	49	16	55								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT							
Coord Phase		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	32	58	22	48	32	58	22	48								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT							
Coord Phase		ON														

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Preempt & Overlap Timing Sheet

6/13/2018

0 : 1602 - Mason & No. Beach ( Standard File )

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

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

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

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

Overlap Program Parameters [1.5.2.1]

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

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Alternate Timing Sheet

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0 : 1602 - Mason & No. Beach ( Standard File )

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Alternate Phase Program 3, Interval Times [1.1.6.1]

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

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Special System Timing Sheet

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0 : 1602 - Mason & No. Beach ( Standard File )

Coordination, Splits [2.7.1]

<b>Split Table 7</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time	32	48	25	55	32	48	25	55								
Mode	NON	MXP	NON	MAX	NON	MXP	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

<b>Split Table 8</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time	24	147	24	49	37	134	24	49								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

<b>Split Table 9</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time	20	60	15	27	16	64	17	25								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

<b>Split Table 10</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time	36	54	36	54	36	54	36	54								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

<b>Split Table 11</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time	22	51	22	85	22	51	22	85								
Mode	NON	MXP	NON	MAX	NON	MXP	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

<b>Split Table 12</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time	22	102	22	34	22	102	22	34								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

<b>Split Table 13</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time	25	92	24	59	25	92	24	59								
Mode	NON	MXP	NON	MAX	NON	MXP	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

<b>Split Table 14</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time	26	48	26	100	26	48	26	100								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

<b>Split Table 15</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time	16	36	18	130	16	36	18	130								
Mode	NON	MXP	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

<b>Split Table 16</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time	17	62	17	104	17	62	17	104								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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Signal Timing Sheet

6/13/2018

0 : 1665 - NOVA & MASON ( Standard File )

Phase [1.1.1]

	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	9	10	11	12	13	14	15	16
Walk		7		8		7		7								
Ped Clearance		21		29		25		32								
Min Green	7	15	7	10	7	15	7	10								
Gap Ext	3	3	3	3	3	3	3	3								
Max1	25	45	25	45	25	45	25	45								
Max2	50	45	50	45	50	45	50	45								
Yellow Clr	4.8	4.8	4.1	4	4.8	4.8	4	4.1	4	4	4	4	4	4	4	4
Red Clr	2.7	2	2.8	2.3	2.6	2	2.7	2.2	2	2	2	2	2	2	2	2

Phase Option [1.1.2]

	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	9	10	11	12	13	14	15	16
Enable	ON															
Lock Call		ON				ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Rest In Walk																

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	1	6	3	8	5	2	7	4								
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 33-48 [5.1]

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

Detector, Vehicle Parameters 49-64 [5.1]

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

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System Timing Sheet

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TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	14	18	20										
Minute		30														
Action	100	2	3	4	3	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	20													
Minute																
Action	100	3	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		10	20													
Minute																
Action	100	3	100													

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

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	120	140	150	150			160			180						
Offset Time	19	41	5	25			110			10						
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt																
Ph Time Alt																

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	38	25	37	20	38	25	37								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord Phase		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	59	19	46	21	54	19	46								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord Phase						ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	21	53	31	45	28	46	23	53								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord Phase						ON										

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	56	31	44	24	51	22	53								
Mode	NON	MAX	NON	NON	NON	MAX	MAX	NON								
Coord Phase						ON										

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

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

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Preempt & Overlap Timing Sheet

6/13/2018

0 : 1665 - NOVA & MASON ( Standard File )

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

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

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

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

Overlap Program Parameters [1.5.2.1]

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

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Alternate Timing Sheet

6/13/2018

0 : 1665 - NOVA & MASON ( Standard File )

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Alternate Phase Program 3, Interval Times [1.1.6.1]

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

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	7	8	9	11	13	14	17	18	21						
Minute	30	15	30	30	30	15	30	30	30	30						
Action	100	7	4	100	4	100	7	4	100							

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	8	9	15	18	21	23										
Minute		30														
Action	1	4	7	4	1	100										

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Special System Timing Sheet

6/13/2018

0 : 1665 - NOVA & MASON ( Standard File )

Coordination, Splits [2.7.1]

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	60	25	50	25	60	25	50								
Mode	NON	MXP	NON	NON	NON	MXP	NON									
Coord Phase		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	45	30	60	25	45	30	60								
Mode	NON	MXP	NON	NON	NON	MXP	NON									
Coord Phase		ON														

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

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	71	27	60	22	71	27	60								
Mode	NON	MXP	NON	NON	NON	MXP	NON									
Coord Phase		ON														

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

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

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

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

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

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

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Signal Timing Sheet

6/13/2018

0 : 1603 - MASON & VINE ( Standard File )

Phase [1.1.1]

	1	2 (WT)	3	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		17		15												
Min Green		15		8					5	5	5	5	5	5	5	5
Gap Ext		4		4					1	1	1	1	1	1	1	1
Max1		80		16					25	25	25	25	25	25	25	25
Max2		80		16					50	50	50	50	50	50	50	50
Yellow Clr		4.1		3.4					3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2.1					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

	1	2 (WT)	3	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Enable		ON		ON												
Lock Call									ON							
Min Recall		ON														
Max Recall																
Ped Recall																
Dual Entry		ON		ON												
Sim Gap Enable		ON				ON			ON							
Rest In Walk		ON														

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 33-48 [5.1]

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

Detector, Vehicle Parameters 49-64 [5.1]

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

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System Timing Sheet

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0 : 1603 - MASON & VINE ( Standard File )

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	18	19										
Minute		30	30	30		30										
Action	100	2	3	4	3	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		10	18													
Minute																
Action	100	3	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		10	17													
Minute																
Action	100	3	100													

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

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		110	110	75												
Offset Time		59	16	70												
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt																
Ph Time Alt																

Coordination, Splits [2.7.1]

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

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		88		22		88		22								
Mode	NON	MXP	NON													
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		90		20		90		20								
Mode	NON	MXP	NON													
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		55		20		55		20								
Mode	NON	MXP	NON													
Coord Phase		ON														

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

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

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Preempt & Overlap Timing Sheet

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0 : 1603 - MASON & VINE ( Standard File )

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

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

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

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

Overlap Program Parameters [1.5.2.1]

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

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Alternate Timing Sheet

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0 : 1603 - MASON & VINE ( Standard File )

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Alternate Phase Program 3, Interval Times [1.1.6.1]

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

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Special System Timing Sheet

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0 : 1603 - MASON & VINE ( Standard File )

Coordination, Splits [2.7.1]

<b>Split Table 7</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

<b>Split Table 8</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

<b>Split Table 9</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

<b>Split Table 10</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

<b>Split Table 11</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

<b>Split Table 12</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

<b>Split Table 13</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

<b>Split Table 14</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

<b>Split Table 15</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

<b>Split Table 16</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

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Date: \_\_\_\_\_

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Signal Timing Sheet

6/13/2018

0 : 1604 - MASON & WHITE ( Standard File )

Phase [1.1.1]

	1	2 (WT)	3	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		16		19												
Min Green	9	15		8					5	5	5	5	5	5	5	5
Gap Ext	3	5		5		9			1	1	1	1	1	1	1	1
Max1	26	35		37					25	25	25	25	25	25	25	25
Max2	26	35		37					50	50	50	50	50	50	50	50
Yellow Clr	4	4.2		3.8					3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.1	2		2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

	1	2 (WT)	3	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON		ON												
Lock Call		ON							ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Rest In Walk		ON				ON										

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 33-48 [5.1]

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

Detector, Vehicle Parameters 49-64 [5.1]

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

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Date: \_\_\_\_\_

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System Timing Sheet

6/13/2018

0 : 1604 - MASON & WHITE ( Standard File )

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	18	19										
Minute		30	30	30		30										
Action	100	2	3	4	3	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		10	18													
Minute																
Action	100	3	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		10	17													
Minute																
Action	100	3	100													

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

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		110	110	150												
Offset Time		50	3	88												
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt																
Ph Time Alt																

Coordination, Splits [2.7.1]

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

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	68		24		86		24								
Mode	NON	MPX	NON	NON	NON	MPX	NON									
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	60		32		78		32								
Mode	NON	MPX	NON	NON	NON	MPX	NON									
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	96		36		114		36								
Mode	NON	MPX	NON													
Coord Phase		ON														

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

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

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**Date:** \_\_\_\_\_

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Preempt & Overlap Timing Sheet

6/13/2018

0 : 1604 - MASON & WHITE ( Standard File )

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

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

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

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

Overlap Program Parameters [1.5.2.1]

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

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Date: \_\_\_\_\_



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Alternate Timing Sheet

6/13/2018

0 : 1604 - MASON & WHITE ( Standard File )

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Alternate Phase Program 3, Interval Times [1.1.6.1]

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

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Approved By: Tracy

Date: \_\_\_\_\_

unknown County

Special System Timing Sheet

6/13/2018

0 : 1604 - MASON & WHITE ( Standard File )

Coordination, Splits [2.7.1]

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

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

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

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

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

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

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

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

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

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

Approved By: Tracy

Date: \_\_\_\_\_

Station : 1291 - US 1 & MAGNOLIA ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		12		22												
Min Green	8	10		10					5	5	5	5	5	5	5	5
Gap Ext	3	3		4	3				1	1	1	1	1	1	1	1
Max1	20	60		35					25	25	25	25	25	25	25	25
Max2	20	60		35					50	50	50	50	50	50	50	50
Yellow Clr	4	4		3.7	4				3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	1.5				1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON			ON											
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON							ON							
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON			ON											
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

**Preempt LP**

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1291 - US 1 & MAGNOLIA ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
		100	254																								
6		2	2	150	45	2	1	8	22	60	20	92		38		112		38									
9		3	3	130	116	3	1	8	22	60	25	65		40		90		40									
14		4	4	150	130	4	1	8	22	60	18	85		47		103		47									
18		3	3	130	116	3	1	8	22	60	25	65		40		90		40									
22		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
		100	254																								
6	30	3	3	130	116	3	1	8	22	60	25	65		40		90		40									
11		4	4	150	130	4	1	8	22	60	18	85		47		103		47									
17		3	3	130	116	3	1	8	22	60	25	65		40		90		40									
22		100	254																								
<b>Day Plan 3</b>											<b>Easy</b>																
		100	254																								
10		3	3	130	116	3	1	8	22	60	25	65		40		90		40									
21		100	254																								



Station : 1292 - US 1 & US 92 ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		28		28		28		28								
Min Green	7	10	7	10	7	10	7	10	5	5	5	5	5	5	5	5
Gap Ext	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1
Max1	20	60	20	45	20	60	20	45	25	25	25	25	25	25	25	25
Max2	20	60	20	45	20	60	20	45	50	50	50	50	50	50	50	50
Yellow Clr	4.1	4.1	4	4	4.1	4.1	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.5	2.4	2.6	2.8	2.4	2.4	2.5	2.8	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON															
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON						ON								
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON		ON		ON		ON								
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1292 - US 1 & US 92 ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
		100	254																								
6		2	2	140	82	2	1	10	22	40	25	60	17	38	17	68	17	38									
14	30	4	4	140	103	4	1	10	22	40	24	58	17	41	19	63	18	40									
18	30	2	2	140	82	2	1	10	22	40	25	60	17	38	17	68	17	38									
21	30	100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
		100	254																								
8	30	2	2	140	82	2	1	10	22	40	25	60	17	38	17	68	17	38									
21		100	254																								
<b>Day Plan 3</b>											<b>Easy</b>																
		100	254																								
10		2	2	140	82	2	1	10	22	40	25	60	17	38	17	68	17	38									
21		100	254																								



Station : 1452 - ISB & M.L.KING ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		18		21		13		21								
Min Green	7	10		7	7	10		7	5	5	5	5	5	5	5	5
Gap Ext	3	4		3	3	4		3	1	1	1	1	1	1	1	1
Max1	20	60		30	20	60		30	25	25	25	25	25	25	25	25
Max2	20	60		30	20	60		30	50	50	50	50	50	50	50	50
Yellow Clr	4.4	4.4		3.7	4.4	4.4		3.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry		ON				ON										
Auto Flash Exit				ON				ON								
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON				ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1452 - ISB & M.L.KING ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
6	30	2	2	140	106	2	1	12	22	60	18	88		34	18	88		34									
9		3	3	120	30	3	1	12	22	60	18	68		34	18	68		34									
14		4	4	140	116	4	1	12	22	60	18	88		34	18	88		34									
18		3	3	120	30	3	1	12	22	60	18	68		34	18	68		34									
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
6	45	1	1	120	30	1	1	12	22	60	20	70		30	20	70		30									
7	30	4	4	140	116	4	1	12	22	60	18	88		34	18	88		34									
8	30	1	1	120	30	1	1	12	22	60	20	70		30	20	70		30									
16	30	4	4	140	116	4	1	12	22	60	18	88		34	18	88		34									
17	45	1	1	120	30	1	1	12	22	60	20	70		30	20	70		30									
18	30	100	254																								
<b>Day Plan 3</b>											<b>Easy</b>																



Station : 1453 - ISB & LINCOLN ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		22		21		11		21								
Min Green	7	10		7		10		7	5	5	5	5	5	5	5	5
Gap Ext	3	4		3		4		3	1	1	1	1	1	1	1	1
Max1	25	60		30		60		30	25	25	25	25	25	25	25	25
Max2	25	60		30		60		30	50	50	50	50	50	50	50	50
Yellow Clr	4.4	4.4		3.4	4	4.4		3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON		ON		ON								
Auto Flash Entry		ON				ON										
Auto Flash Exit				ON				ON								
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON				ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1453 - ISB & LINCOLN ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16		
<b>Day Plan 1</b>											<b>Easy</b>																	
6	30	2	2	140	110	2	1	12	22	60	18	88	34		106	34												
9		3	3	120	39	3	1	12	22	60	18	68	34		86	34												
14		4	4	140	137	4	1	12	22	60	18	88	34		106	34												
18		3	3	120	39	3	1	12	22	60	18	68	34		86	34												
20		100	254																									
<b>Day Plan 2</b>											<b>Easy</b>																	
6	45	1	1	120	77	1	1	12	22	60	20	60	40	20	60	40												
7	30	4	4	140	137	4	1	12	22	60	18	88	34		106	34												
8	30	1	1	120	77	1	1	12	22	60	20	60	40	20	60	40												
16	30	4	4	140	137	4	1	12	22	60	18	88	34		106	34												
17	45	1	1	120	77	1	1	12	22	60	20	60	40	20	60	40												
18	30	100	254																									
<b>Day Plan 3</b>											<b>Easy</b>																	
		100	254																									



Station : 1466 - ISB & ADAMS ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		13		20												
Min Green		10	7	7					5	5	5	5	5	5	5	5
Gap Ext		4	3	3					1	1	1	1	1	1	1	1
Max1		70	20	20					25	25	25	25	25	25	25	25
Max2		70	20	20					50	50	50	50	50	50	50	50
Yellow Clr		4.4	3.7	3.7					3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2.6	2.9	2.9					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON							
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

**Preempt LP**

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1466 - ISB & ADAMS ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
6	30	2	2	140	98	2	1	12	22	60		86	20	34		86		54									
9		3	3	120	36	3	1	12	22	60		66	20	34		66		54									
14		4	4	140	4	4	1	12	22	60		86	20	34		86		54									
18		3	3	120	36	3	1	12	22	60		66	20	34		66		54									
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
<b>Day Plan 3</b>											<b>Easy</b>																

Station : 1466 - ISB & ADAMS ETHERNET ( Standard File )

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
Day Plan 4											Easy																

Station : 1467 - ISB & NOVA ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		30		25		32		32								
Min Green	8	15	8	10	8	15	8	10	5	5	5	5	5	5	5	5
Gap Ext	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1
Max1	35	90	25	60	35	90	30	60	25	25	25	25	25	25	25	25
Max2	35	90	25	60	35	90	30	60	50	50	50	50	50	50	50	50
Yellow Clr	4.4	4.4	4.8	4.8	4.4	4.4	4.8	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.8	2	3.1	2	2.7	2	3.6	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit		120		65		120	40	65								
Dynamic Max Step		10				10	5									
Enable	ON															
Auto Flash Entry		ON				ON										
Auto Flash Exit				ON			ON									
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON				ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1467 - ISB & NOVA ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
6	30	2	2	140	38	2	9	12	22	60	21	45	20	54	18	48	28	46									
9		3	3	150	9	3	9	12	22	60	23	53	23	51	20	56	28	46									
14		4	4	150	28	4	9	12	22	60	28	51	23	48	23	56	25	46									
18		3	3	150	9	3	9	12	22	60	23	53	23	51	20	56	28	46									
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
9		3	3	150	9	3	9	12	22	60	23	53	23	51	20	56	28	46									
20		100	254																								
<b>Day Plan 3</b>											<b>Easy</b>																
10		3	3	150	9	3	9	12	22	60	23	53	23	51	20	56	28	46									
20		100	254																								

Station : 1467 - ISB & NOVA ETHERNET ( Standard File )

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
Day Plan 4											Easy																

Station : 1468 - ISB & SENECA ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		16		31		23		31								
Min Green	7	10		7	7	10		7	5	5	5	5	5	5	5	5
Gap Ext	3	4		3	3	4		3	1	1	1	1	1	1	1	1
Max1	25	75		25	25	75		25	25	25	25	25	25	25	25	25
Max2	25	75		25	25	75		25	50	50	50	50	50	50	50	50
Yellow Clr	4.9	4.9		3.8	4.9	4.9		3.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.4	2		3.1	2.7	2		2.3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON				ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1468 - ISB & SENECA ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
6	30	100	254	140	63	2	1	12	22	60	18	79		43	18	79		43									
9		3	3	150	22	3	1	12	22	60	18	89		43	18	89		43									
14		4	4	150	40	4	1	12	22	60	18	89		43	18	89		43									
18		3	3	150	22	3	1	12	22	60	18	89		43	18	89		43									
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
<b>Day Plan 3</b>											<b>Easy</b>																
6	15	100	254	120	46	1	1	12	22	60	20	61		39	20	61		39									
6	45	4	4	150	40	4	1	12	22	60	18	89		43	18	89		43									
7	15	7	7	160	114	7	1	12	22	60	24	96		40	24	96		40									
8	30	4	4	150	40	4	1	12	22	60	18	89		43	18	89		43									
11	45	7	7	160	114	7	1	12	22	60	24	96		40	24	96		40									
13	15	4	4	150	40	4	1	12	22	60	18	89		43	18	89		43									
16	15	7	7	160	114	7	1	12	22	60	24	96		40	24	96		40									
18		4	4	150	40	4	1	12	22	60	18	89		43	18	89		43									
20		1	1	120	46	1	1	12	22	60	20	61		39	20	61		39									
22		100	254																								

Station : 1468 - ISB & SENECA ETHERNET ( Standard File )

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
Day Plan 4											Easy																
				</																							

City of Daytona Beach

Timing Sheet

2/7/2017 9:48:22 AM

Station : 1469 - ISB & WHITE ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		22		33		18		33								
Min Green	7	10		7	7	10		7	5	5	5	5	5	5	5	5
Gap Ext	3	4		3	3	4		3	1	1	1	1	1	1	1	1
Max1	20	60		30	20	60		30	25	25	25	25	25	25	25	25
Max2	20	60		30	20	60		30	50	50	50	50	50	50	50	50
Yellow Clr	4.9	4.9		3.8	4.9	4.9		3.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.3	2		2.7	2.1	2		2.7	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON	ON			ON	ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

**Preempt LP**

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1469 - ISB & WHITE ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
6	30	100	254																								
		2	2	140	58	2	1	12	22	60	25	70		45	18	77		45									
9		3	3	150	27	3	1	12	22	60	18	87		45	18	87		45									
14		4	4	150	38	4	1	12	22	60	18	87		45	18	87		45									
18		3	3	150	27	3	1	12	22	60	18	87		45	18	87		45									
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
<b>Day Plan 3</b>											<b>Easy</b>																
		100	254																								
6	15	1	1	120	38	1	1	12	22	60	20	62		38	20	62		38									
6	45	4	4	150	38	4	1	12	22	60	18	87		45	18	87		45									
7	15	7	7	160	104	8	1	12	22	60	36	76		48	26	86		48									
8	30	4	4	150	38	4	1	12	22	60	18	87		45	18	87		45									
11	45	7	7	160	104	8	1	12	22	60	36	76		48	26	86		48									
13	15	4	4	150	38	4	1	12	22	60	18	87		45	18	87		45									
16	15	7	7	160	104	8	1	12	22	60	36	76		48	26	86		48									
18		4	4	150	38	4	1	12	22	60	18	87		45	18	87		45									
20		1	1	120	38	1	1	12	22	60	20	62		38	20	62		38									
22		100	254																								

Station : 1469 - ISB & WHITE ETHERNET ( Standard File )

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
Day Plan 4											Easy																

Station : 1470 - ISB & CLYDE ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		25		33		25		33								
Min Green	7	15	7	10	7	15	7	10	5	5	5	5	5	5	5	5
Gap Ext	3	4	3	3	3	4	3	3	1	1	1	1	1	1	1	1
Max1	30	50	30	45	30	50	30	45	25	25	25	25	25	25	25	25
Max2	30	50	30	45	30	50	30	45	50	50	50	50	50	50	50	50
Yellow Clr	4.8	4.8	4.4	4.4	4.8	4.8	4.4	4.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3.3	2.2	3.2	2	3.2	2.2	3.2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON															
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON		ON		ON		ON								
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1470 - ISB & CLYDE ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
		100	254																								
6	30	2	2	140	103	2	1	12	22	60	20	54	20	46	20	54	20	46									
9		3	3	150	72	3	1	12	22	60	20	64	22	44	24	60	26	40									
14		4	4	150	81	4	1	12	22	60	22	60	22	46	22	60	22	46									
18		3	3	150	72	3	1	12	22	60	20	64	22	44	24	60	26	40									
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
		100	254																								
6	15	1	1	120	17	1	1	12	22	60	20	39	18	43	20	39	18	43									
6	45	4	4	150	81	4	1	12	22	60	22	60	22	46	22	60	22	46									
7	15	7	7	160	75	7	1	12	22	60	30	52	30	48	30	52	30	48									
7	45	10	10	180	16	10	1	12	22	60	36	67	36	41	36	67	36	41									
8	30	7	7	160	75	7	1	12	22	60	30	52	30	48	30	52	30	48									
11	45	10	10	180	16	10	1	12	22	60	36	67	36	41	36	67	36	41									
13	15	7	7	160	75	7	1	12	22	60	30	52	30	48	30	52	30	48									
16	15	10	10	180	16	10	1	12	22	60	36	67	36	41	36	67	36	41									
18		7	7	160	75	7	1	12	22	60	30	52	30	48	30	52	30	48									
20		4	4	150	81	4	1	12	22	60	22	60	22	46	22	60	22	46									
21		1	1	120	17	1	1	12	22	60	20	39	18	43	20	39	18	43									
22		100	254																								
<b>Day Plan 3</b>											<b>Easy</b>																
		100	254																								
6	15	1	1	120	17	1	1	12	22	60	20	39	18	43	20	39	18	43									
6	45	4	4	150	81	4	1	12	22	60	22	60	22	46	22	60	22	46									
7	15	7	7	160	75	7	1	12	22	60	30	52	30	48	30	52	30	48									
8	30	4	4	150	81	4	1	12	22	60	22	60	22	46	22	60	22	46									
11	45	7	7	160	75	7	1	12	22	60	30	52	30	48	30	52	30	48									
13	15	4	4	150	81	4	1	12	22	60	22	60	22	46	22	60	22	46									
16	15	7	7	160	75	7	1	12	22	60	30	52	30	48	30	52	30	48									
18		4	4	150	81	4	1	12	22	60	22	60	22	46	22	60	22	46									
20		1	1	120	17	1	1	12	22	60	20	39	18	43	20	39	18	43									
22		100	254																								



Station : 1471 - ISB & HAGEN ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		14		43		29		43								
Min Green	7	10		7	7	10		7	5	5	5	5	5	5	5	5
Gap Ext	3	4		3	3	4		2	1	1	1	1	1	1	1	1
Max1	30	60		35	30	60		35	25	25	25	25	25	25	25	25
Max2	30	60		35	30	60		35	50	50	50	50	50	50	50	50
Yellow Clr	5.1	5.1		3.8	5.1	5.1		3.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.6	2		3.2	2.2	2		3.2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON				ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1471 - ISB & HAGEN ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
6	30	100	254																								
		2	2	140	126	2	1	12	22	60	18	67		55	18	67		55									
9		3	3	150	96	3	1	12	22	60	18	77		55	18	77		55									
14		4	4	150	106	4	1	12	22	60	18	75		57	18	75		57									
18		3	3	150	96	3	1	12	22	60	18	77		55	18	77		55									
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
<b>Day Plan 3</b>											<b>Easy</b>																
		100	254																								
6	15	1	1	120	85	1	1	12	22	60	20	52		48	20	52		48									
6	45	4	4	150	106	4	1	12	22	60	18	75		57	18	75		57									
7	15	7	7	160	6	7	1	12	22	60	32	80		48	32	80		48									
8	30	4	4	150	106	4	1	12	22	60	18	75		57	18	75		57									
11	45	7	7	160	6	7	1	12	22	60	32	80		48	32	80		48									
13	15	4	4	150	106	4	1	12	22	60	18	75		57	18	75		57									
16	15	7	7	160	6	7	1	12	22	60	32	80		48	32	80		48									
18		4	4	150	106	4	1	12	22	60	18	75		57	18	75		57									
20		1	1	120	85	1	1	12	22	60	20	52		48	20	52		48									
22		100	254																								



City of Daytona Beach

Timing Sheet

2/7/2017 9:39:27 AM

Station : 1472 - ISB & MIDWAY ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		32		45		33		45								
Min Green	7	10	7	7	7	10	7	8	5	5	5	5	5	5	5	5
Gap Ext	3	4	3	3	3	4	3	3	1	1	1	1	1	1	1	1
Max1	30	50	25	35	30	50	25	35	25	25	25	25	25	25	25	25
Max2	30	50	25	35	30	50	25	35	50	50	50	50	50	50	50	50
Yellow Clr	5.2	5.2	3.5	4	5.2	5.2	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3.4	2	4	2.5	3.1	2	3.2	4	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit							90									
Dynamic Max Step							15									
Enable	ON															
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON				ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

**Preempt LP**

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1472 - ISB & MIDWAY ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
6	30	2	2	140	50	2	1	12	22	60	19	49	18	54	19	49	18	54									
9		3	3	150	19	3	1	12	22	60	20	51	22	57	20	51	22	57									
14		4	4	150	31	4	1	12	22	60	20	57	22	51	20	57	22	51									
18		3	3	150	19	3	1	12	22	60	20	51	22	57	20	51	22	57									
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
<b>Day Plan 3</b>											<b>Easy</b>																
6	15	1	1	120	68	1	1	12	22	60	19	34	19	48	19	34	19	48									
6	45	4	4	150	31	4	1	12	22	60	20	57	22	51	20	57	22	51									
7	15	7	7	160	144	7	1	12	22	60	30	48	32	50	30	48	32	50									
8	30	4	4	150	31	4	1	12	22	60	20	57	22	51	20	57	22	51									
11	45	7	7	160	144	7	1	12	22	60	30	48	32	50	30	48	32	50									
13	15	4	4	150	31	4	1	12	22	60	20	57	22	51	20	57	22	51									
16	15	7	7	160	144	7	1	12	22	60	30	48	32	50	30	48	32	50									
18		4	4	150	31	4	1	12	22	60	20	57	22	51	20	57	22	51									
20		1	1	120	68	1	1	12	22	60	19	34	19	48	19	34	19	48									
22		100	254																								



Station : 1473 - ISB & BILL FRANCE ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		26		40		29		44								
Min Green	7	10	7	7	7	10	7	7	5	5	5	5	5	5	5	5
Gap Ext	3	4	3	3	3	4	3	3	1	1	1	1	1	1	1	1
Max1	30	50	20	30	25	50	25	30	25	25	25	25	25	25	25	25
Max2	30	50	20	30	25	50	25	30	50	50	50	50	50	50	50	50
Yellow Clr	5.1	5.1	4	3.4	5.1	5.1	3.4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3.4	2.1	3.7	4	3.1	2.1	3.5	2.6	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON															
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON				ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1473 - ISB & BILL FRANCE ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
6	30	100	254	140	49	2	1	12	22	60	23	46	18	53	20	49	18	53									
9		3	3	150	33	3	1	12	22	60	20	54	24	52	20	54	20	56									
14		4	4	150	16	4	1	12	22	60	20	57	23	50	20	57	20	53									
18		3	3	150	33	3	1	12	22	60	20	54	24	52	20	54	20	56									
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
<b>Day Plan 3</b>											<b>Easy</b>																
6	15	1	1	120	66	1	1	12	22	60	19	34	19	48	19	34	19	48									
6	45	4	4	150	16	4	1	12	22	60	20	57	23	50	20	57	20	53									
7	15	7	7	160	140	8	1	12	22	60	40	52	22	46	52	40	22	46									
8	30	4	4	150	16	4	1	12	22	60	20	57	23	50	20	57	20	53									
11	45	7	7	160	140	8	1	12	22	60	40	52	22	46	52	40	22	46									
13	15	4	4	150	16	4	1	12	22	60	20	57	23	50	20	57	20	53									
16	15	7	7	160	140	8	1	12	22	60	40	52	22	46	52	40	22	46									
18		4	4	150	16	4	1	12	22	60	20	57	23	50	20	57	20	53									
20		1	1	120	66	1	1	12	22	60	19	34	19	48	19	34	19	48									
22		100	254																								



Station : 1474 - ISB & NASCAR ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		36		40		31										
Min Green	7	17	7	12	7	17	7	12	5	5	5	5	5	5	5	5
Gap Ext	3	4	3	3	3	4	3	3	1	1	1	1	1	1	1	1
Max1	25	60	20	30	25	60	20	30	25	25	25	25	25	25	25	25
Max2	25	60	20	30	25	60	20	30	50	50	50	50	50	50	50	50
Yellow Clr	5.1	5.1	3.4	3.4	5.1	5.1	3.4	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3	2	3.2	3.7	2.7	2	3.2	3.7	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON															
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON				ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1474 - ISB & NASCAR ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
6	30	100	254																								
		2	2	140	50	2	1	12	22	60	20	54	17	49	20	54	17	49									
9		3	3	150	32	3	1	12	22	60	20	64	17	49	20	64	17	49									
14		4	4	150	15	4	1	12	22	60	20	64	17	49	20	64	17	49									
18		3	3	150	32	3	1	12	22	60	20	64	17	49	20	64	17	49									
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
<b>Day Plan 3</b>											<b>Easy</b>																
		100	254																								
6	15	1	1	120	80	1	1	12	22	60	19	34	19	48	19	34	19	48									
6	45	4	4	150	15	4	1	12	22	60	20	64	17	49	20	64	17	49									
7	15	7	7	160	2	8	1	12	22	60	42	46	22	50	42	46	22	50									
8	30	4	4	150	15	4	1	12	22	60	20	64	17	49	20	64	17	49									
11	45	7	7	160	2	8	1	12	22	60	42	46	22	50	42	46	22	50									
13	15	4	4	150	15	4	1	12	22	60	20	64	17	49	20	64	17	49									
16	15	7	7	160	2	8	1	12	22	60	42	46	22	50	42	46	22	50									
18		4	4	150	15	4	1	12	22	60	20	64	17	49	20	64	17	49									
20		1	1	120	80	1	1	12	22	60	19	34	19	48	19	34	19	48									
22		100	254																								



City of Daytona Beach

Timing Sheet

2/7/2017 9:35:19 AM

Station : 1475 - ISB & BEST BUY ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green	7	10				10			5	5	5	5	5	5	5	5
Gap Ext	4	4				3			1	1	1	1	1	1	1	1
Max1	15	80				80			25	25	25	25	25	25	25	25
Max2	15	80				80			50	50	50	50	50	50	50	50
Yellow Clr	5.2	5.2							3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.7	2							1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON														
Auto Flash Entry		ON														
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON							ON							
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON														
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

**Preempt LP**

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1475 - ISB & BEST BUY ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
<b>Day Plan 1</b>											<b>Easy</b>															
6	30	2	2	140	64	2	1	12	22	60	20	120				140										
9		3	3	150	77	3	1	12	22	60	30	120				150										
14		4	4	150	60	4	1	12	22	60	30	120				150										
18		3	3	150	77	3	1	12	22	60	30	120				150										
20		100	254																							
<b>Day Plan 2</b>											<b>Easy</b>															
<b>Day Plan 3</b>											<b>Easy</b>															
6	15	1	1	120	91	1	1	12	22	60	30	90				120										
6	45	4	4	150	60	4	1	12	22	60	30	120				150										
7	15	7	7	160	14	7	1	12	22	60	40	120				160										
8	30	4	4	150	60	4	1	12	22	60	30	120				150										
11	45	7	7	160	14	7	1	12	22	60	40	120				160										
13	15	4	4	150	60	4	1	12	22	60	30	120				150										
16	15	7	7	160	14	7	1	12	22	60	40	120				160										
18		4	4	150	60	4	1	12	22	60	30	120				150										
20		1	1	120	91	1	1	12	22	60	30	90				120										
22		100	254																							



City of Daytona Beach

Timing Sheet

2/7/2017 9:30:25 AM

Station : 1476 - ISB & FENTRESS ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	7			7										
Ped Clearance		27	42			16										
Min Green	7	20	7	7	7	20			5	5	5	5	5	5	5	5
Gap Ext	3	4	3	3	3	4			1	1	1	1	1	1	1	1
Max1	25	60	20	20	25	60			25	25	25	25	25	25	25	25
Max2	25	60	20	20	25	60			50	50	50	50	50	50	50	50
Yellow Clr	5.1	5.1	4	3.4	5.1	5.1		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3.2	2	3	3.7	2.6	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON				ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable									ON							
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

**Preempt LP**

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1476 - ISB & FENTRESS ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16		
<b>Day Plan 1</b>											<b>Easy</b>																	
6	30	2	2	140	129	2	1	12	22	60	20	46	54	20	18	48												
9		3	3	150	107	3	1	12	22	60	20	56	54	20	18	58												
14		4	4	150	111	4	1	12	22	60	20	56	54	20	18	58												
18		3	3	150	107	3	1	12	22	60	20	56	54	20	18	58												
20		100	254																									
<b>Day Plan 2</b>											<b>Easy</b>																	
<b>Day Plan 3</b>											<b>Easy</b>																	
6	15	1	1	120	43	1	1	12	22	60	20	35	45	20	20	35												
6	45	4	4	150	111	4	1	12	22	60	20	56	54	20	18	58												
7	15	7	7	160	110	7	1	12	22	60	31	63	44	22	31	63												
8	30	4	4	150	111	4	1	12	22	60	20	56	54	20	18	58												
11	45	7	7	160	110	7	1	12	22	60	31	63	44	22	31	63												
13	15	4	4	150	111	4	1	12	22	60	20	56	54	20	18	58												
16	15	7	7	160	110	7	1	12	22	60	31	63	44	22	31	63												
18		4	4	150	111	4	1	12	22	60	20	56	54	20	18	58												
20		1	1	120	43	1	1	12	22	60	20	35	45	20	20	35												
22		100	254																									



City of Daytona Beach

Timing Sheet

2/7/2017 9:16:39 AM

Station : 1478 - ISB & WILLIAMSON ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		32		41		32		41								
Min Green	10	10	8	10	8	10	8	10	5	5	5	5	5	5	5	5
Gap Ext	1.5	1	2	3.5	1.5	1	3	4	1	1	1	1	1	1	1	1
Max1	35	40	35	40	35	40	35	40	25	25	25	25	25	25	25	25
Max2	35	40	35	40	35	40	35	40	50	50	50	50	50	50	50	50
Yellow Clr	5.1	5.1	4.8	4.8	5.1	5.1	4.8	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	4.6	2.3	4.6	2.3	4.6	2.3	4.6	2.3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit								90								
Dynamic Max Step								25								
Enable	ON															
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON						ON								
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON						ON								
Min Recall		ON						ON								
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

**Preempt LP**

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1478 - ISB & WILLIAMSON ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16		
<b>Day Plan 1</b>											<b>Easy</b>																	
6	30	100	254	140	108	2	1	12	22	60	28	45	18	49	20	53	18	49										
9		3	3	150	88	3	1	12	22	60	25	55	18	52	25	55	18	52										
14		4	4	150	83	4	1	12	22	60	36	45	22	47	23	58	22	47										
18		3	3	150	88	3	1	12	22	60	25	55	18	52	25	55	18	52										
20		100	254																									
<b>Day Plan 2</b>											<b>Easy</b>																	
<b>Day Plan 3</b>											<b>Easy</b>																	
6	15	1	1	120	22	1	1	12	22	60	19	34	20	47	19	34	20	47										
6	45	4	4	150	83	4	1	12	22	60	36	45	22	47	23	58	22	47										
7	15	7	7	160	60	8	1	12	22	60	36	53	41	30	26	63	41	30										
8	30	4	4	150	83	4	1	12	22	60	36	45	22	47	23	58	22	47										
11	45	7	7	160	60	8	1	12	22	60	36	53	41	30	26	63	41	30										
13	15	4	4	150	83	4	1	12	22	60	36	45	22	47	23	58	22	47										
16	15	7	7	160	60	8	1	12	22	60	36	53	41	30	26	63	41	30										
18		4	4	150	83	4	1	12	22	60	36	45	22	47	23	58	22	47										
20		1	1	120	22	1	1	12	22	60	19	34	20	47	19	34	20	47										
22		100	254																									

Station : 1478 - ISB & WILLIAMSON ETHERNET ( Standard File )

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
Day Plan 4											Easy																
				</																							

Station : 1479 - ISB & THAMES ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk						7										
Ped Clearance		23				23										
Min Green		10		5	7	10			5	5	5	5	5	5	5	5
Gap Ext		4		3	3	4			1	1	1	1	1	1	1	1
Max1		150		30	20	150			25	25	25	25	25	25	25	25
Max2		150		30	20	150	75		50	50	50	50	50	50	50	50
Yellow Clr		5.1		4.7	5.1	5.1			3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2	3.7	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON				ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk						ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1479 - ISB & THAMES ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
6	30	2	2	140	78	2	1	12	22	60	120	20	20	100	20												
9		3	3	150	97	3	1	12	22	60	130	20	20	110	20												
14		4	4	150	120	4	1	12	22	60	130	20	20	110	20												
18		3	3	150	97	3	1	12	22	60	130	20	20	110	20												
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
<b>Day Plan 3</b>											<b>Easy</b>																
6	15	1	1	120	14	1	1	12	22	60	90	30	25	65	30												
6	45	4	4	150	120	4	1	12	22	60	130	20	20	110	20												
7	15	7	7	160	72	7	1	12	22	60	138	22	34	104	22												
8	30	4	4	150	120	4	1	12	22	60	130	20	20	110	20												
11	45	7	7	160	72	7	1	12	22	60	138	22	34	104	22												
13	15	4	4	150	120	4	1	12	22	60	130	20	20	110	20												
16	15	7	7	160	72	7	1	12	22	60	138	22	34	104	22												
18		4	4	150	120	4	1	12	22	60	130	20	20	110	20												
20		1	1	120	14	1	1	12	22	60	90	30	25	65	30												
22		100	254																								

Station : 1479 - ISB & THAMES ETHERNET ( Standard File )

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
Day Plan 4											Easy																

Station : 1480 - ISB & INDIGO ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		29		42		20										
Min Green	7	10	7	7	7	10		7	5	5	5	5	5	5	5	5
Gap Ext	3	4	3	3	3	4		3	1	1	1	1	1	1	1	1
Max1	30	60	20	30	30	60		30	25	25	25	25	25	25	25	25
Max2	30	60	20	30	30	60		30	50	50	50	50	50	50	50	50
Yellow Clr	5.2	5.2	3.4	3.4	5.2	5.2	3.4	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.8	2	3.3	4.1	3	2	3.7	3.9	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON				ON			ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input		ON	ON	ON	ON	ON
Override Auto Flash		ON	ON	ON	ON	ON
Override Higher Preempt		ON	ON	ON	ON	ON
Flash in Dwell		ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

**Preempt LP**

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1							
Dwell Cyc Ped2							
Dwell Cyc Ped3							
Dwell Cyc Ped4							
Dwell Cyc Ped5							
Dwell Cyc Ped6							
Dwell vPed7							
Dwell Cyc Ped8							
Exit 1							
Exit 2							
Exit 3							
Exit 4							

Headway					
Group Lock					
Queue Jump					
Free Mode					
Alt Table					

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1480 - ISB & INDIGO ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
6	30	100	254																								
		2	2	140	65	2	1	12	22	60	27	54	17	42	27	54											
9		3	3	150	92	3	1	12	22	60	29	51	25	45	20	60											
14		4	4	150	103	4	1	12	22	60	29	51	21	49	20	60											
18		3	3	150	92	3	1	12	22	60	29	51	25	45	20	60											
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
<b>Day Plan 3</b>											<b>Easy</b>																
		100	254																								
6	15	1	1	120	76	1	1	12	22	60	19	37	18	46	19	37											
6	45	4	4	150	103	4	1	12	22	60	29	51	21	49	20	60											
7	15	7	7	160	85	7	1	12	22	60	38	51	35	36	28	61	30										
8	30	4	4	150	103	4	1	12	22	60	29	51	21	49	20	60											
11	45	7	7	160	85	7	1	12	22	60	38	51	35	36	28	61	30										
13	15	4	4	150	103	4	1	12	22	60	29	51	21	49	20	60											
16	15	7	7	160	85	7	1	12	22	60	38	51	35	36	28	61	30										
18		4	4	150	103	4	1	12	22	60	29	51	21	49	20	60											
20		1	1	120	76	1	1	12	22	60	19	37	18	46	19	37											
22		100	254																								



Station : 1481 - ISB & I-95 RAMP ETHERNET ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green	7	10							5	5	5	5	5	5	5	5
Gap Ext	3	4							1	1	1	1	1	1	1	1
Max1	30	70							25	25	25	25	25	25	25	25
Max2	30	70						150	50	50	50	50	50	50	50	50
Yellow Clr	4	5.1	3	4	3	4	3	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2							1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit	100															
Dynamic Max Step	20															
Enable	ON	ON														
Auto Flash Entry	ON															
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON							ON							
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON														
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1481 - ISB & I-95 RAMP ETHERNET ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
<b>Day Plan 1</b>											<b>Easy</b>																
6	30	2	2	140	73	2	1	12	22	60	30	110				140											
9		3	3	150	46	3	1	12	22	60	30	120				150											
14		4	4	150	40	4	1	12	22	60	20	130				150											
18		3	3	150	46	3	1	12	22	60	30	120				150											
20		100	254																								
<b>Day Plan 2</b>											<b>Easy</b>																
<b>Day Plan 3</b>											<b>Easy</b>																
6	15	1	1	120	80	1	1	12	22	60	30	90				120											
6	45	4	4	150	40	4	1	12	22	60	20	130				150											
7	15	7	7	160	30	7	1	12	22	60	32	128				160											
8	30	4	4	150	40	4	1	12	22	60	20	130				150											
11	45	7	7	160	30	7	1	12	22	60	32	128				160											
13	15	4	4	150	40	4	1	12	22	60	20	130				150											
16	15	7	7	160	30	7	1	12	22	60	32	128				160											
18		4	4	150	40	4	1	12	22	60	20	130				150											
20		1	1	120	80	1	1	12	22	60	30	90				120											
22		100	254																								



Station : 1477 - ISB & TURN ONE ATC ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		21		41		21										
Min Green	7	20	7	7	7	20			5	5	5	5	5	5	5	5
Gap Ext	3	4	3	3	3	4		2	1	1	1	1	1	1	1	1
Max1	25	45	15	25	25	45	25	35	25	25	25	25	25	25	25	25
Max2	25	45	15	25	25	45	25	35	50	50	50	50	50	50	50	50
Yellow Clr	5.1	5.1	3.6	3.4	5.1	5.1			3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.2	2.2	4	4	2.6	2.2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit				100												
Dynamic Max Step				15												
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON				ON		ON	ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable		ON				ON		ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				

Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 1477 - ISB & TURN ONE ATC ( Standard File )

**Coordination**

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16		
<b>Day Plan 1</b>											<b>Easy</b>																	
6	30	100	254	140	110	2	1	12	22	60	18	50	19	53	18	50												
9		3	3	150	89	3	1	12	22	60	18	59	20	53	18	59												
14		4	4	150	98	4	1	12	22	60	18	59	20	53	18	59												
18		3	3	150	89	3	1	12	22	60	18	59	20	53	18	59												
20		100	254																									
<b>Day Plan 2</b>											<b>Easy</b>																	
<b>Day Plan 3</b>											<b>Easy</b>																	
6	15	100	254	120	29	1	1	12	22	60	15	55	18	32	15	55												
6	45	4	4	150	98	4	1	12	22	60	18	59	20	53	18	59												
7	15	7	7	160	91	7	1	12	22	60	24	83	18	35	24	83												
8	30	4	4	150	98	4	1	12	22	60	18	59	20	53	18	59												
11	45	7	7	160	91	7	1	12	22	60	24	83	18	35	24	83												
13	15	4	4	150	98	4	1	12	22	60	18	59	20	53	18	59												
16	15	7	7	160	91	7	1	12	22	60	24	83	18	35	24	83												
18		4	4	150	98	4	1	12	22	60	18	59	20	53	18	59												
20		1	1	120	29	1	1	12	22	60	15	55	18	32	15	55												
22		100	254																									





# **APPENDIX G**

## **BENEFIT OF CRASH MITIGATION MEASURES**

**INTERSECTION CRASHES BY SEVERITY**

**Washington Street and North Riverside Drive**

	Est. Cost	Benefit	B/C	CMF ID	CMF Value	Eff Crash	Tot Crash	
SIGNS	\$15,000	\$76,608	5	6885	0.05	14	24	Install speed limit sign with radar activated flasher
SIGNS	\$15,000	\$76,608	5	6885	0.05	14	24	Install speed limit sign with radar activated speed warning sign
RUMBLE STRIP	\$909	\$2,639,340	2903	6852	0.258	2	24	Install centerlineprofile thermoplastic - rumble strip (800 feet)
MEDIAN	\$6,650	\$2,557,500	385	1014	0.25	2	24	Install raised median on North Causeway between the bridge and southwest driveway to funeral home (50 feet)
MEDIAN	\$18,525	\$2,557,500	138	1014	0.25	2	24	Install median on North Causeway between the northeast driveway to the funeral home and the southwest driveway to North Causeway Marine (50' + 150')
SIGNALS	\$3,000	---	---	n/a	n/a	14	24	Set traffic signal to operate on Red Rest during the late evening and early morning hours. All approaches must have vehicle detection.
SIGNALS	\$2,400	\$199,180	83	1446	0.13	14	24	Install traffic signal indication back plates with reflective sheeting border
SIGNS	\$370	\$536,254	1449	1684	0.35	14	24	Install an intersection ahead warning sign on the westbound approach, which has a skewed west leg.
SIGNS	\$370	\$567,990	1535	1684	0.35	14	24	Install upstream No Passing Zone signs on the westbound approach
SIGNS	\$740	\$760,700	1028	1828	0.29	4	24	Install object marker signs on utility poles at SW quadrant of intersection.
PAVEMENT MARKINGS	\$397	---	---	n/a	n/a	2	24	Modify center two way left turn lane to exclusive left turn lanes by pavement markings at the east driveways of the funeral home and Anglers Club.
RUMBLE STRIP	\$2,085	\$2,831	1	98	0.06	8	24	Install 100 feet of centerline rumble strips on the Washington Street approach.

**SR 5A (S Nova Road) and Moreland Boulevard & Fernery Trail**

SIGHT OBSTRUCTION	\$8,000	\$3,648	0	307	0.48	2	18	Relocate or raise Dunkin Donut and Capital Plaza commercial signs to improve sight lines.
EDUCATION		---	---	n/a		18	18	Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.
CROSSWALK	\$4,632	\$4,092,000	883	4123	0.4	2	18	Install a pedestrian crosswalk if warranted by a safety study.

**US 17/US 92/ SR 15 (N Woodland Boulevard) and E Woodmont Road**

CROSSWALK	\$4,692	\$4,092,000	872	4123	0.4	2	19	A marked crosswalk over US 17/US 92/ SR 15 (N Woodland Boulevard) at Woodmont Rd. A crosswalk study will be required.
LIGHTING	\$24,300	\$5,319,600	219	8321	0.52	2	19	Improve street lighting along US 17/US 92/ SR 15 (N Woodland Boulevard) to increase visibility.
SIGHT OBSTRUCTION	\$1,000	\$3,648	4	307	0.48	1	19	Trim vegetation in front of Moe's Southwest Grill restaurant to improve driver sight lines to the adjacent sidewalk.
SIGHT OBSTRUCTION	\$1,000	\$3,648	4	307	0.48	1	19	Trim vegetation in front of the Sunoco gas station to improve driver sight lines to the adjacent sidewalk.
EDUCATION	TBD	---	---	n/a		19	19	Educate bicyclists and pedestrians in the rules of the road and expectations on the road.

**SR 483 (S Clyde Morris Boulevard) and Hancock Boulevard & Verona Street**

CROSSWALK	\$4,632	\$0	0	4123	0.4	0	13	Provide a marked crosswalk over SR 483 (S Clyde Morris Boulevard). A crosswalk study will be required.
EDUCATION		---	---	n/a		13	13	Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.
MEDIAN	\$2,632	\$18,056	7	307	0.48	6	13	Extend Hancock Blvd median to SR 483 (S Clyde Morris Blvd), widen Hancock Blvd WB lane for NB LT radius and extend SW curb closer to SB SR 483.
CURBING	\$5,000	\$18,056	4	307	0.48	6	13	The southwest corner curb extension should taper back for the southbound left turn lane to the commercial driveway. 100' curb.

**US 1 (N State Street) and SR 100 (Adjacent to E Plane Street) West Junction**

MEDIAN	\$21,463	\$34,711	2	1014	0.25	4	11	Close median access at Plane Street (sometimes marked as Holden Avenue).
ADD LT-UT LANE	\$16,000	\$48,595	3	264	0.35	4	11	Element of Median Closure. Add SBLT bay for LT and U-turn at SB approach to US 1 and Ridgewood intersection.
CROSSWALK	\$12,552	\$1,945,858	155	9124	0.36		11	Install a mid-block crossing between Plane Street and Ridgewood Avenue. A crosswalk study will be required.
EDUCATION	TBD	---	---	n/a			11	Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.

**INTERSECTION CRASHES BY FREQUENCY**

**US 1 (North Yonge Street) at SR 40 (West Granada Boulevard)**

ENFORCEMENT		---	---	n/a		167	167	Increase police enforcement for angle crashes due to running red lights and performing RTOR without a sufficient gap.
SIGNAL	\$4,200	\$5,825	1	1446	0.13	167	167	Install traffic signal head back plates with reflective trim.
SIGNAL/ITS	\$20,000	\$7,149	0	76	0.16	85	167	Install back of queue detection with connected Advance Queue Ahead signs.
SIGNAL	\$1,000	\$385	0	4653	0.06	167	167	Modify the traffic signal timing plan to a protected left turn only phase for the SR 40 (W Granada Boulevard) approaches.
SIGNAL	\$1,480	\$896	1	5194	0.02	167	167	Restrict Right Turn on Red
SIGN	\$1,480	\$385	0	4653	0.06	167	167	Install No U-turn signs and protected LT
EDUCATION	TBD	---	---	n/a			167	Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.

**SR 421 (Dunlawton Avenue) at SR 5A (Nova Road)**

SIGNALS/ITS	\$20,000	\$8,093	\$7,303,425	76	0.16	163	163	For all four approaches, install back of queue detection with connected Advance Queue Ahead signs.
SIGNALS	\$1,110	\$1,012	1	5194	0.02	163	163	Restrict Right Turn on Red for 3 approaches.
SIGNALS	\$1,110	\$1,012	1	5194	0.02	163	163	Install blank out sign to restrict right turns during the peak periods of the day and anytime the opposing dual left turns have protected green arrow signal.
EDUCATION	TBD	---	---	n/a	---	---	163	Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.
PAVEMENT MARKINGS	\$270	---	---	n/a	---	---	163	Modify the SB bike lane markings, south of the intersection, from skip white lines to solid white lines for a distance of about 90 feet.
ENFORCEMENT	TBD	---	---	n/a	---	---	163	Increase police enforcement for angle crashes due to running red lights and performing RTOR without a sufficient gap.

**SR-40 (W Granada Boulevard) & CR-4009 (Williamson Boulevard)**

SIGNS	\$740	\$3,462	5	5194	0.1	20	185	At EB right turn lane, relocate the yield sign about 25 feet upstream to increase visibility to approaching eastbound drivers. Add a second yield sign on the island.
SIGNS	\$740	\$760	1	5194	0.1	2	185	At NB right turn lane, replace the pedestrian warning sign with a Stop for Pedestrian sign. Add a second yield sign on the island upstream of the crosswalk.
SIGNS	\$370	\$760	2	5194	0.1	2	185	At NB right turn lane, relocate the pedestrian warning sign and yield sign further upstream to increase visibility to approaching drivers.
PAVEMENT MARKINGS	\$830	\$3,011	4	n/a	0.1	8	185	Modify the pavement marking with wide dotted white lane lines (MUTCD Figure 3B-11) for at least 220 feet from the gore area.
PAVEMENT MARKINGS	\$994	\$3,011	3	n/a	0.1	8	185	Modify the pavement marking with a solid wide white lane line or two white lines past the driveway to the gas station.
SIGNALS	\$370	\$5,472	15	393	0.72	2	185	Prohibit U-Turns on the eastbound approach to eliminate conflicts with southbound right turn on red.
SIGNALS	\$2,480	\$7,524	3	335	0.99	2	185	Install No Right Turn on Red at the southbound approach (Wal-Mart driveway) to eliminate conflicts with WB through and eastbound U-turn traffic.
ENFORCEMENT	TBD	---	---	n/a	---	---	185	Increase police enforcement for angle crashes due to running red lights and performing RTOR without a sufficient gap.
EDUCATION	TBD	---	---	n/a	---	---	185	Initiate an education program for drivers, bicyclist, and pedestrians.

**SR-421 (Dunlawton Ave) & CR-483 (Clyde Morris Boulevard)**

SIGHT OBSTRUCTION	\$1,740	\$7,524	4	335	0.99	4	145	Install No Right Turn on Red on SR 483 (Clyde Morris Boulevard).
EDUCATION	TBD	---	---	n/a	---	---	145	Initiate an education program for drivers, bicyclists, and pedestrians.
ENFORCEMENT	TBD	---	---	n/a	---	---	145	Increase police enforcement for running red lights, DUI and controlled substance.

**SR-40 (W Granada Boulevard) & SR-5A (Nova Road)**

SIGNALS	\$1,740	\$7,524	4	335	0.99	4	168	Install No Right Turn on Red on SR 5A (S Nova Road).
EDUCATION	TBD	---	---	n/a	---	---	168	Initiate an education program for drivers, bicyclist, and pedestrians.
ENFORCEMENT	TBD	---	---	n/a	---	---	168	Increase police enforcement. Drivers running red signals caused most of the angle type crashes.

**SEGMENT CRASHES BY SEVERITY****US 1 between Gamble Avenue and Airport Road**

EDUCATION	TBD	---	---	n/a	---	20	20	Initiate an education program for drivers, bicyclists, and pedestrians.
SIGNALS	\$2,400	\$199,180	83	1446	0.13	14	20	Install traffic signal indication back plates with reflective sheeting border to enhance the traffic signals.
ITS	\$20,000	\$12,537	1	76	0.16	14	20	Install a DMS board on northbound US 1, south of Airport Road, for the northbound approaching traffic.
SIGNALS/ITS	\$7,000	---	---	n/a	---	15	20	Install Signal, Phase and Timing (SPaT).
PAVEMENT MARKINGS	\$999	---	---	n/a	---	0	20	Although not identified as a crash contributor, restripe the southbound centerline to Airport Road to improve lane delineation.

**US 1 between Matanzas Woods Parkway and Old Dixie Highway**

RUMBLE STRIP	\$6,968	\$311,615	45	98	0.06	4	13	Install longitudinal rumble strip edge lines for 1 mile and centerline mile to notify drivers that their vehicles are starting to depart the travel lane.
SIGNS	\$677	\$552,420	815	6053	0.054	1	13	Replace the stop sign on the Matanzas Woods Parkway with an oversized 48-inch stop sign.
RUMBLE STRIP	\$3,688	\$311,615	84	98	0.06	4	13	Install rumble strips across the westbound travel lane of Matanzas Woods Parkway on the approach to US 1.
SIGNS	\$9,972	\$818,400	82	3340	0.08	1	13	Install a solar powered radar activated flashing beacon assembly to the advance warning sign on Matanzas Woods Parkway approach to US 1.
SIGNS	\$19,944	\$210,000	11	3340	0.08	1	13	Install a solar powered radar activated vehicle speed sign and speed limit sign assembly of NB and SB US 1.
SIGNS	\$8,772	\$616,417	70	1684	0.35	6	13	Install "Junction, Old Kings Road, 1 Mile" guide signs on the US 1 NB approach to Old Kings Road.
SIGNS	\$8,772	\$616,417	70	1684	0.35	6	13	Install "Junction, Matanzas Woods Pkwy, 1 Mile" guide signs on US 1 SB approach to Old Kings Road.

**Maytown Road – 800 foot segment west of Maytown Spur Road**

PAVEMENT	\$57,778	\$473,999	8	194	0.24	11	12	Apply high friction surface treatment through the curve for 1200 feet.
PAVEMENT	\$245,274	\$1,718,247	7	4126	0.87	11	12	Construct 12' shoulders 1200' long on each side of the curve for recovery area.
RUMBLE STRIP	\$1,116	\$118,500	106	98	0.06	11	12	Install longitudinal rumble strip edge lines and centerlines.
SIGNS	\$19,944	\$158,000	8	3340	0.08	11	12	Install a solar powered radar activated vehicle speed sign with a speed limit signs.

**US 1, South of Belle Terre Boulevard**

PAVEMENT	\$192,593	\$1,239,318	6	194	0.24	2	7	Apply high friction surface treatment through the curve and at least 500 feet from both ends of the curve.
PAVEMENT	\$515,632	\$8,900,100	17	4126	0.87	2	7	Construct 12' shoulders 2500' long on each side of the curve to provide drivers starting to depart the travel lane a recovery area.
RUMBLE STRIPS	\$5,360	\$613,800	115	98	0.06	2	7	Install longitudinal rumble strip edge lines and centerlines to notify drivers that their vehicles are starting to depart the travel lane.
SIGNS	\$8,140	\$3,580,500	440	1684	0.35	2	7	Install a curve ahead warning sign on the approaches to the curve and chevrons on the curve to increase driver recognition of the curve.

**Whiteview Parkway between Wood Aspen Lane and Rolling Sands Drive**

CHANNELIZE	\$3,838	\$519,929	135	n/a	0.2	7	8	Modify the eastbound Whiteview Parkway outside approach lane to an exclusive right turn only lane with channelizing island and curb extension.
ROUNDBABOUT	\$600,000	\$1,885,888	3	206	0.72	8	8	Install a single-lane twin roundabout with Rolling Sands Drive, Wood Aspen Lane and Woodbury Drive.
EDUCATION	TBD	---	---	n/a	---	8	8	Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.
ENFORCEMENT	TBD	---	---	n/a	---	8	8	Occasional police enforcement for drivers running stop sign, speeding and failing to yield.

**SEGMENTS BY FREQUENCY****SR 421 (Taylor Road/Dunlawton Avenue) – Summer Trees Road to Halifax Drive**

SIGNS	\$79,776	\$158,000	2	3340	0.08	1558	1558	Install a solar powered radar activated vehicle speed sign with a speed limit sign at strategic locations along SR 421 (Taylor Rd/Dunlawton Av).
SIGNS	\$79,776	\$158,000	2	3340	0.08	1558	1558	Install variable speed limit signs along strategic locations along the corridor to manage speeds and traffic flows.
EDUCATION	TBD	---	---	n/a	---	1558	1558	Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.
ENFORCEMENT	TBD	---	---	n/a	---	1558	1558	Police enforcement between noon and 6 PM, which is when 52 percent of the crashes occurred.

**SR 430 (Mason Avenue) – Alabama Street to Ballough Road**

PAVEMENT	\$1,306,741	\$14,419	0	194	0.24	114	875	Resurface the pavement to improve surface friction for 13% of all crashes happening on wet pavement.
EDUCATION	TBD	---	---	n/a	---	875	875	Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.
ENFORCEMENT	TBD	---	---	n/a	---	875	875	Police enforcement from 12 PM to 5 PM when 41% of the crashes occurred. Rear end collisions at a red signal are most common.

**Enterprise Road – US 17 (S Volusia Avenue) to Florida Avenue**

EDUCATION	TBD	---	---	n/a	---	378	378	Initiate an education program for drivers, bicyclists, and pedestrians.
ENFORCEMENT	TBD	---	---	n/a	---	378	378	Police enforcement from 11 AM to 3 PM when 44% of the crashes occurred. Speed, following distance and distracted driving are contributors.

**Saxon Boulevard – Veterans Memorial Parkway to Falmouth Avenue**

PAVEMENT MARKINGS	\$1,041	---	---	n/a	---	591	591	Replace 600' WB right turn lane white skip line to wide white dots for a through lane that become right turn only lane. Install warning sign.
EDUCATION	TBD	---	---	n/a	---	591	591	Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.
ENFORCEMENT	TBD	---	---	n/a	---	591	591	Police enforcement from 1 PM to 7 PM when 50% of the crashes occurred.

**US 17 (N Volusia Avenue) – French Avenue to Enterprise Road**

EDUCATION	TBD	---	---	n/a	---	524	524	Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.
ENFORCEMENT	TBD	---	---	n/a	---	524	524	Police enforcement from 1 PM to 7 PM is when 49% of the crashes occurred with focus on the 4 PM to 5 PM hour.

**NOTE: Italicized entries are estimates.**



# APPENDIX H

## CRASH MITIGATION FACTORS

**CRASH MODIFICATION FACTORS CLEARINGHOUSE**

<b>ID</b>	<b>CMF</b>	<b>VALUE</b>	<b>CRASH TYPE</b>	<b>DESCRIPTION</b>
22	0.78	22	All	Provide a raised median
24	0.88	12	All	Provide a raised median
71	0.7	30	All	Advance static curve warning signs
76	0.84	16	Rear End	Install changeable "Queue Ahead" warning signs
79	0.59	41	All	Individual changeable speed warning signs
89	0.82	18	All	Add lane lines on multilane roadway segments
98	0.94	6	ROR	Install RPM & transverse <b>rumble strips</b> on approach to horizontal curve
176	0.61	39	veh/ped	Install raised median with unmarked crosswalk (uncontrolled)
194	0.76	24	All	Increase <b>pavement friction</b>
206	0.28	72	All	Conversion of a stop controlled intersection into <b>single-lane roundabout</b>
215	0.56	44	All	Convert unsignalized intersection to <b>roundabout</b> - signal
221	0.54	46	All	Convert unsignalized intersection to <b>roundabout</b> - stop control
264	0.65	35	All	Provide a left turn lane on one major road approach
307	0.53	48	All	Increase triangle sight distance
335	0.01	99	All	Change from permitted to protected on minor approach
393	0.28	72	All	Prohibit left-turns & u-turns with No Left Turn & No U-turn signs
1014	0.75	25	All	Install raised median
1093	0.66	34	Run off Road	Install <b>delineators</b> (general)
1446	0.87	13	All	Install <b>signal backplates</b> only
1447	0.5	50	Angle	Install signal backplates only
1684	0.65	35	Angle	Install <b>advance warning signs</b> (positive guidance)
1786	0.63	37	All	Install <b>pedestrian crossing</b>
1828	0.71	29	All	Install <b>object markers</b>
2449	0.984	1.6	All	Advance street name signs
3340	0.92	8	All	Install <b>variable speed limit signs</b>
4112	0.901	9.9	daytime PDO	Improve signal visibility, new back plates, add <b>reflective tapes to existing backplates</b> , and add signal heads
4123	0.6	40	veh/ped	Install <b>high visibility crosswalk</b>
4124	0.81	19	AN HO LT RE R2R RT SS	Install high visibility crosswalk
4126	0.13	87	Run off Road	<b>Increase shoulder width</b> from 0 to 10 feet
4653	0.94	6	All	Change from permissive to protected
5194	0.98	2	All but Ped & Bike	Prohibit <b>right turn on red</b> .
5228	0.473	52.73	All	Conversion of intersection to low speed <b>roundabout</b>
6053	0.946	5.4	All	Increase STOP sign retroreflectivity
6852	0.742	25.8	Run off Road	Install centerline and shoulder <b>rumble strip</b>
6885	0.95	5	All	Install dynamic speed feedback sign
7868	0.29	71	All	conversion of stop controlled intersection to <b>roundabout (FL)</b>
8321	0.48	52	Nighttime	Increase intersection illuminance from low (< 0.2 fc) to medium (≥ 0.2 fc)
8922	0.955	4.5	All	Implement systemic signing & visibility improvements at signalized intersections
9124	0.64	36	veh/ped	Install enhanced <b>RRFB Crossing</b> at mid-block location



# APPENDIX I

## FDOT HISTORICAL UNIT COSTS

**Florida Department of Transportation**  
**Item Average Unit Cost**  
**From 2017/06/01 to 2018/05/31**

**Contract Type: CC STATEWIDE**  
**Displaying: VALID ITEMS WITH HITS**  
**From: 0102 1 To: 9999999**

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0102 1	232	\$584.51	\$46,426,314.12	79,428.000	DA	N	MAINTENANCE OF TRAFFIC
0102 2 1	50	\$180,243.73	\$10,273,892.40	57.000	LS	N	SPECIAL DETOUR 1
0102 2 2	31	\$104,986.43	\$3,779,511.52	36.000	LS	N	SPECIAL DETOUR 2
0102 2 3	16	\$177,857.91	\$3,201,442.34	18.000	LS	N	SPECIAL DETOUR 3
0102 2 4	12	\$52,246.49	\$731,450.79	14.000	LS	N	SPECIAL DETOUR 4
0102 2 5	8	\$72,373.61	\$651,362.47	9.000	LS	N	SPECIAL DETOUR 5
0102 2 6	7	\$99,833.52	\$698,834.65	7.000	LS	N	SPECIAL DETOUR 6
0102 2 7	4	\$37,590.45	\$150,361.79	4.000	LS	N	SPECIAL DETOUR 7
0102 2 8	2	\$42,500.00	\$85,000.00	2.000	LS	N	SPECIAL DETOUR 8
0102 2 9	1	\$40,000.00	\$40,000.00	1.000	LS	N	SPECIAL DETOUR 9
0102 3	40	\$31.21	\$397,773.89	12,743.100	CY	N	COMMERCIAL MATL FOR TEMP DRIVEWAY MAINT
0102 14	108	\$49.88	\$3,318,293.48	66,531.000	HR	N	TRAFFIC CONTROL OFFICER
0102 60	222	\$.28	\$1,247,431.71	4,418,141.000	ED	N	WORK ZONE SIGN
0102 61	32	\$46.42	\$35,374.93	762.000	EA	N	BUSINESS SIGN
0102 62	10	\$.65	\$28,594.30	44,234.000	ED	N	BARRIER MOUNTED WORK ZONE SIGN
0102 71 11	15	\$8.82	\$1,111,006.28	125,929.000	LF	N	TEMPORARY BARRIER, F&I, CONCRETE
0102 71 13	33	\$27.10	\$1,883,441.36	69,487.000	LF	N	TEMPORARY BARRIER, F&I, LOW PROFILE, CONC
0102 71 14	62	\$18.29	\$3,562,995.96	194,842.000	LF	N	TEMPORARY BARRIER, F&I, TYPE K
0102 71 21	7	\$3.70	\$576,584.10	155,944.000	LF	N	TEMPORARY BARRIER, REL, CONCRETE
0102 71 23	24	\$8.26	\$721,656.07	87,361.000	LF	N	TEMPORARY BARRIER, REL, LOW PROFILE CONC
0102 71 24	39	\$9.14	\$1,468,200.32	160,693.000	LF	N	TEMPORARY BARRIER, REL, TYPE K
0102 73	1	\$42.00	\$24,696.00	588.000	LF	N	TEMPORARY GUARDRAIL
0102 74 1	218	\$.13	\$1,936,046.83	14,478,941.000	ED	N	CHANNEL DEVICE-TYPS I,II,DI,VP, DRUM, LC
0102 74 2	140	\$.26	\$147,788.16	561,029.000	ED	N	CHANNELIZING DEVICE, TYPE III, 6'
0102 74 7	56	\$3.22	\$659,321.47	204,442.000	LF	N	CHANNELIZING DEVICE- PED LCD
0102 75 1	7	\$16.40	\$300,497.03	18,319.000	LF	N	TEMPORARY SEPARATOR, F&I REMOVE
0102 76	170	\$6.08	\$534,928.62	87,970.000	ED	N	ARROW BOARD /ADVANCE WARNING ARROW PANEL
0102 78	129	\$3.34	\$1,530,703.55	458,350.000	EA	N	TEMPORARY RETROREFLECTIVE PAVT MARKER
0102 89 1	67	\$1,125.10	\$906,828.25	806.000	LO	N	TEMPORARY CRASH CUSHION, RED OPT
0102 94 1	1	\$2.02	\$118,917.40	58,870.000	LF	N	TEMP GLARE SCREEN, F&I, WALL MAT-CONC
0102 94 11	1	\$2.02	\$73,103.80	36,190.000	LF	N	GLARE SCREEN, TEMP, REL, WALL MAT-CONC
0102 99	213	\$12.56	\$2,738,863.01	218,101.000	ED	N	PORTABLE CHANGEABLE MESSAGE SIGN, TEMP
0102104	100	\$12.81	\$1,218,687.88	95,172.000	ED	N	TEMPORARY SIGNALIZATION AND MAINT, INTER
0102107 1	96	\$10.37	\$935,734.22	90,207.000	ED	N	TEMP TRAFFIC DETECTION & MAINTEN, INTER
0102120	1	\$40.00	\$10,400.00	260.000	ED	N	TEMP TRAFF SIGNAL- 2LN, 2WAY
0102150 1	38	\$4.90	\$192,437.52	39,309.000	ED	N	PORTABLE REGULATORY, SIGN
0102150 2	36	\$4.92	\$188,082.76	38,211.000	ED	N	RADAR SPEED DISPLAY UNIT
0102909	17	\$33.29	\$180,473.56	5,421.000	DA	N	TEMPORARY RAISED RUMBLE STRIPS
0102911 1	14	\$1.91	\$446,837.97	234,093.000	LF	N	PAVT MARKING REMOVABLE TAPE, WH BLK, SKIP
0102911 2	35	\$1.73	\$533,633.55	308,617.000	LF	N	PAVT MARKING REMOVABLE TAPE, WH BLK, SOLID

**Florida Department of Transportation**  
**Item Average Unit Cost**  
**From 2017/06/01 to 2018/05/31**

**Contract Type: CC STATEWIDE**  
**Displaying: VALID ITEMS WITH HITS**  
**From: 0102 1 To: 9999999**

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description		
0102911	3	8	\$2.49	\$24,257.50	9,733.000	SF	N	PAVT MARKING REMOVABLE TAPE,WH BLK,OTHER	
0102912	1	4	\$1.99	\$8,460.02	4,258.000	LF	N	PAVT MARKING REMOVABLE TAPE,YELLOW,SKIP	
0102912	2	31	\$1.80	\$391,103.99	216,966.000	LF	N	PAVT MARKING REMOVABLE TAPE,YELLOW,SOLID	
0103	1	19	\$1,470,000.00	\$1,470,000.00	1.000	LS	N	TEMPORARY WORK STRUCTURE, 41525015201	
0104	1	34	\$2.17	\$193,814.08	89,147.000	SY	N	ARTIFICIAL COVERINGS / ROLL EROSION CNTL	
0104	6	2	\$4.76	\$12,619.30	2,653.000	LF	N	TEMPORARY SLOPE DRAIN / RUNOFF CONT STR	
0104	7	1	\$3,791.47	\$15,165.88	4.000	EA	N	SEDIMENT BASIN / CONTAINMENT SYSTEM	
0104	9	2	\$982.76	\$5,896.56	6.000	EA	N	SEDIMENT BASIN / CONTAINMENT SY CLEANOUT	
0104	10	3	149	\$1.23	\$2,297,201.80	1,871,905.000	LF	N	SEDIMENT BARRIER
0104	11	63	\$9.63	\$659,321.71	68,441.000	LF	N	FLOATING TURBIDITY BARRIER	
0104	12	32	\$3.13	\$482,634.68	154,186.000	LF	N	STAKED TURBIDITY BARRIER- NYL REINF PVC	
0104	15	54	\$2,624.27	\$645,569.52	246.000	EA	N	SOIL TRACKING PREVENTION DEVICE	
0104	18	164	\$110.59	\$844,251.07	7,634.000	EA	N	INLET PROTECTION SYSTEM	
0104	19	5	\$2.14	\$43,642.60	20,349.000	SY	N	CHEMICAL TREATMENT FOR EROSION CONTROL	
0107	1	169	\$16.05	\$2,134,166.98	132,951.440	AC	N	LITTER REMOVAL	
0107	2	165	\$24.18	\$2,556,953.80	105,748.940	AC	N	MOWING	
0108	1	85	\$9,891.13	\$929,765.90	94.000	LS	N	MONITOR EXISTING STRUCTURES- SETTLE	
0108	2	52	\$12,164.30	\$681,200.65	56.000	LS	N	MONITOR EXISTING STRUCTURES- VIBRA	
0108	3	9	\$20,726.82	\$186,541.34	9.000	LS	N	MONITOR EXISTING STRUCTURES- GROUND	
0110	1	1	178	\$10,050.02	\$26,759,438.58	2,662.626	AC	N	CLEARING & GRUBBING
0110	2	2	31	\$18,913.01	\$978,369.75	51.730	AC	N	SELECTIVE CLEARING AND GRUBBING, TREES R
0110	2	3	1	\$10,800.00	\$15,444.00	1.430	AC	N	SELECTIVE CLEARING AND GRUB, PLANT PRES
0110	3	25	\$48.43	\$5,994,695.07	123,772.000	SF	N	REMOVAL OF EXISTING STRUCTURES/BRIDGES	
0110	4	10	131	\$15.72	\$3,794,276.72	241,436.000	SY	N	REMOVAL OF EXIST CONC
0110	6	1	\$1,000.00	\$3,000.00	3.000	EA	N	PLUGGING WATER WELLS, NON-ARTESIAN	
0110	7	1	51	\$191.67	\$114,618.42	598.000	EA	N	MAILBOX, F&I SINGLE
0110	8	2	1	\$297.54	\$28,266.30	95.000	LF	N	UNDERWATER DEBRIS REMOVAL
0110	71	1	\$331.12	\$195,360.80	590.000	LF	N	BRIDGE FENDER SYSTEM, REMOVAL & DISPOSAL	
0110	82	2	\$3,368.00	\$42,100.00	12.500	MB	N	REMOVE & DISPOSE OF STRUCTURAL TIMBER	
0110	86	35	\$1,220.70	\$57,372.75	47.000	LS	N	DELIVERY OF SALVAGEABLE MATERIAL TO FDOT	
0120	1	118	\$4.30	\$8,996,701.79	2,094,462.500	CY	N	REGULAR EXCAVATION	
0120	2	2	60	\$12.88	\$1,448,404.71	112,430.800	CY	N	BORROW EXCAVATION, TRUCK MEASURE
0120	3	1	\$8.70	\$15,320.70	1,761.000	CY	N	LATERAL DITCH EXCAVATION	
0120	4	29	\$9.87	\$2,642,938.04	267,908.000	CY	N	SUBSOIL EXCAVATION	
0120	5	3	\$7.84	\$4,466,962.10	570,046.400	CY	N	CHANNEL EXCAVATION	
0120	6	94	\$8.30	\$39,300,724.81	4,735,313.200	CY	N	EMBANKMENT	
0120	11	1	\$43.00	\$61,920.00	1,440.000	SY	N	EMBANKMENT- SPECIAL SELECT FOR RIGID PAV	
0120	71	35	\$29,530.77	\$1,210,761.76	41.000	LS	N	REGULAR EXCAVATION (3-R PROJECTS ONLY)	
0120	74	3	\$3.08	\$365,043.68	118,533.000	CY	N	SURCHARGE EMBANKMENT	
0125	1	3	\$71.10	\$23,833.10	335.200	CY	N	EXCAVATION FOR STRUCTURES	

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0141 70	4	\$939.35	\$52,603.50	56.000	AS	N	SETTLEMENT PLATE ASSEMBLY
0141 71 1	1	\$2,108.90	\$10,544.50	5.000	AS	N	SETTLEMENT MONIT ASSY- FLUID 22049585201
0141 72 1	1	\$3,533.19	\$17,665.95	5.000	AS	N	SETTLEMENT MONIT DATA COLL 22049585201
0144 1 1	1	\$71.00	\$44,588.00	628.000	LF	N	DIGITAL INCLINOMETER CASING, VERTICAL
0144 71 1	1	\$2,200.00	\$17,600.00	8.000	EA	N	PORE-PRESSURE TRANSDUCER- PIEZOMETER,PNE
0144 72	1	\$220.00	\$128,040.00	582.000	LF	N	TUBING FOR PIEZOMETER
0144 74 1	1	\$4,410.00	\$4,410.00	1.000	EA	N	PORE-PRESSURE TRANSDUCER,CNTL/READOUT, P
0145 1	2	\$7.27	\$231,413.60	31,842.000	SF	N	GEOSYNTHETIC REINFORCED SOIL SLOPE
0145 2	11	\$5.97	\$1,388,892.18	232,618.000	SY	N	GEOSYNTHETIC REINF FND OVER SOFT SOIL
0145 71	1	\$6.48	\$4,756.32	734.000	SY	N	REINFORCEMENT GRID FOR SOIL STABILIZAT
0160 4	117	\$4.26	\$11,907,895.93	2,792,708.000	SY	N	TYPE B STABILIZATION
0162 1 11	66	\$.52	\$2,271,939.13	4,368,115.000	SY	N	PREPARED SOIL LAYER, FINISH SOIL, 6"
0162 1 12	10	\$3.74	\$87,459.57	23,368.000	SY	N	PREPARED SOIL LAYER, FINISH SOIL, 12"
0173 76	1	\$11.00	\$233,860.00	21,260.000	LF	N	GROUT PIPE INSTALLATION
0173 77 1	1	\$138.00	\$632,592.00	4,584.000	CY	N	SUBSURF PRESSURE GROUTING,SAND CEM
0173 79 4	1	\$911.01	\$429,996.72	472.000	CY	N	SOIL STAB/IMP BY COLUMN SUPP EMB 4152501
0180 72	1	\$21.00	\$24,990.00	1,190.000	SY	N	RIGID PVMT STABILIZED SUBBASE- SPEC WORK
0210 1 8	2	\$1.97	\$11,159.00	5,678.000	SY	N	REWORKING LIMEROCK BASE, 4"
0210 1 9	4	\$2.93	\$67,256.22	22,981.000	SY	N	REWORKING LIMEROCK BASE, 3"
0210 2	2	\$44.21	\$22,470.05	508.300	CY	N	LIMEROCK-NEW MATERIAL FOR REWORKING BASE
0285701	60	\$12.12	\$5,782,683.30	477,119.000	SY	N	OPTIONAL BASE,BASE GROUP 01
0285702	6	\$18.51	\$148,050.35	7,997.000	SY	N	OPTIONAL BASE,BASE GROUP 02
0285703	8	\$10.79	\$878,676.30	81,448.000	SY	N	OPTIONAL BASE,BASE GROUP 03
0285704	12	\$12.01	\$555,218.29	46,243.000	SY	N	OPTIONAL BASE,BASE GROUP 04
0285705	3	\$25.40	\$102,936.00	4,053.000	SY	N	OPTIONAL BASE,BASE GROUP 05
0285706	34	\$14.20	\$2,464,277.47	173,601.000	SY	N	OPTIONAL BASE,BASE GROUP 06
0285707	8	\$27.52	\$172,812.23	6,279.000	SY	N	OPTIONAL BASE,BASE GROUP 07
0285708	2	\$38.16	\$28,126.00	737.000	SY	N	OPTIONAL BASE,BASE GROUP 08
0285709	72	\$14.81	\$19,684,496.84	1,329,105.000	SY	N	OPTIONAL BASE,BASE GROUP 09
0285710	13	\$15.31	\$3,078,363.14	201,132.000	SY	N	OPTIONAL BASE,BASE GROUP 10
0285711	12	\$18.94	\$1,987,587.06	104,960.000	SY	N	OPTIONAL BASE,BASE GROUP 11
0285712	4	\$42.41	\$862,672.82	20,340.000	SY	N	OPTIONAL BASE,BASE GROUP 12
0285713	4	\$53.83	\$349,518.12	6,493.000	SY	N	OPTIONAL BASE,BASE GROUP 13
0285714	1	\$56.45	\$36,297.35	643.000	SY	N	OPTIONAL BASE,BASE GROUP 14
0285715	17	\$54.94	\$1,390,972.39	25,316.000	SY	N	OPTIONAL BASE,BASE GROUP 15
0286 1	24	\$24.15	\$784,496.47	32,483.400	SY	N	TURNOUT CONSTRUCTION
0286 2	12	\$188.62	\$260,273.59	1,379.900	TN	N	TURNOUT CONSTRUCTION-ASPHALT
0315 1 3	1	\$37.15	\$113,976.20	3,068.000	SY	N	STRESS ABSORBING MEMBRANE, 43616415201
0327 70 1	53	\$2.36	\$2,488,172.58	1,053,771.000	SY	N	MILLING EXIST ASPH PAVT, 1" AVG DEPTH
0327 70 2	7	\$1.92	\$414,683.85	215,734.000	SY	N	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH

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0327 70 3	4	\$5.85	\$361,702.40	61,821.000	SY	N	MILLING EXIST ASPH PAVT,4 1/2" AVG DEPTH
0327 70 4	43	\$2.26	\$3,835,105.90	1,700,108.000	SY	N	MILLING EXIST ASPH PAVT, 3" AVG DEPTH
0327 70 5	29	\$2.68	\$2,751,180.41	1,026,897.000	SY	N	MILLING EXIST ASPH PAVT, 2" AVG DEPTH
0327 70 6	96	\$2.47	\$5,837,555.12	2,359,985.000	SY	N	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH
0327 70 7	15	\$4.68	\$2,468,880.43	527,072.000	SY	N	MILLING EXIST ASPH PAVT, 4" AVG DEPTH
0327 70 8	17	\$2.13	\$2,208,480.57	1,037,400.000	SY	N	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH
0327 70 9	1	\$11.26	\$1,630,695.72	144,822.000	SY	N	MILLING EXIST ASPH PAVT,5 1/4" AVG DEPTH
0327 70 10	1	\$3.00	\$81,432.00	27,144.000	SY	N	MILLING EXIST ASPH PAVT, 5" AVG DEPTH
0327 70 11	21	\$3.09	\$3,705,541.22	1,200,446.000	SY	N	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH
0327 70 12	12	\$1.78	\$543,379.64	304,713.000	SY	N	MILLING EXIST ASPH PAVT,1 1/4" AVG DEPTH
0327 70 13	5	\$3.83	\$145,364.57	38,001.000	SY	N	MILLING EXIST ASPH PAVT,1 3/4" AVG DEPTH
0327 70 15	14	\$2.55	\$2,851,761.32	1,116,854.000	SY	N	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH
0327 70 16	6	\$1.58	\$140,292.35	88,846.000	SY	N	MILLING EXIST ASPH PAVT, 1/2" AVG DEPTH
0327 70 17	8	\$2.78	\$1,903,364.51	684,310.000	SY	N	MILLING EXIST ASPH PAVT,3 1/4" AVG DEPTH
0327 70 18	3	\$3.83	\$668,288.34	174,375.000	SY	N	MILLING EXIST ASPH PAVT,5 1/2" AVG DEPTH
0327 70 19	22	\$2.37	\$925,662.25	390,565.000	SY	N	MILLING EXIST ASPH PAVT, 3/4" AVG DEPTH
0327 70 20	7	\$2.16	\$622,112.85	287,921.000	SY	N	MILLING EXIST ASPH PAVT,3 3/4" AVG DEPTH
0327 70 22	3	\$5.62	\$42,524.69	7,573.000	SY	N	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT
0327 70 23	2	\$5.16	\$8,527.56	11,342.000	SY	N	MILLING EXIST ASPH PAVT, 6" AVG DEPTH
0327 70 26	2	\$3.64	\$2,063,058.30	566,652.000	SY	N	MILLING EXIST ASPH PAVT,4 3/4" AVG DEPTH
0327 70 27	1	\$17.03	\$377,980.85	22,195.000	SY	N	MILLING EXIST ASPH PAVT,5 3/4" AVG DEPTH
0327 70 28	1	\$6.32	\$22,309.60	3,530.000	SY	N	MILLING EXIST ASPH PAVT,6 3/4" AVG DEPTH
0327 70 29	1	\$11.22	\$9,256.50	825.000	SY	N	MILLING EXIST ASPH PAVT,6 1/4" AVG DEPTH
0327 70 32	1	\$8.00	\$7,128.00	891.000	SY	N	MILLING EXIST ASPH PAVT,8 1/2" AVG DEPTH
0327 70 33	1	\$6.50	\$215,312.50	33,125.000	SY	N	MILLING EXIST ASPH PAVT,7 3/4" AVG DEPTH
0327 70 34	1	\$7.00	\$10,325.00	1,475.000	SY	N	MILLING EXIST ASPH PAVT,8" AVG DEPTH
0327 70 35	1	\$9.00	\$6,120.00	680.000	SY	N	MILLING EXIST ASPH PAVT,8 1/4" AVG DEPTH
0327 70 36	1	\$20.73	\$102,468.39	4,943.000	SY	N	MILLING EXIST ASPH PAVT,9 1/4" AVG DEPTH
0327 70 38	2	\$17.30	\$655,928.26	37,906.000	SY	N	MILLING EXIST ASPH PAVT,8 3/4" AVG DEPTH
0327 70 42	1	\$17.03	\$205,058.23	12,041.000	SY	N	MILLING EXIST ASPH PAVT, 7 1/4" AVG DEPT
0327 70 45	1	\$38.86	\$1,151,810.40	29,640.000	SY	N	MILLING EXIST ASPH PAVT, 12.75" AVG DEPT
0334 1 11	11	\$114.15	\$967,686.28	8,477.600	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC A
0334 1 12	28	\$96.32	\$19,191,352.43	199,248.100	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC B
0334 1 13	69	\$88.77	\$30,681,848.10	345,616.600	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC C
0334 1 14	14	\$92.21	\$26,327,975.90	285,516.300	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC D
0334 1 52	25	\$92.28	\$11,749,943.97	127,328.300	TN	N	SUPERPAVE ASPH CONC, TRAF B, PG76-22
0334 1 53	45	\$94.87	\$29,589,184.83	311,881.700	TN	N	SUPERPAVE ASPH CONC, TRAF C, PG76-22
0334 1 54	24	\$98.30	\$52,470,553.69	533,774.900	TN	N	SUPERPAVE ASPH CONC, TRAF D, PG76-22
0334 1 57	1	\$95.00	\$1,100,651.00	11,585.800	TN	N	SUPERPAVE ASPH CONC, TRAF C, HIGH POLYME
0334 1 58	3	\$110.31	\$6,399,660.71	58,014.200	TN	N	SUPERPAVE ASPH CONC, TRAF D, HIGH POLYM

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0337 7 25	36	\$128.83	\$35,816,048.36	278,003.800	TN	N	ASPH CONC FC,INC BIT,FC-5,PG76-22
0337 7 26	4	\$134.80	\$3,159,318.85	23,437.800	TN	N	ASPH CONC FC,FC-5,FC-5, HIGH POLYMER
0337 7 80	14	\$98.47	\$8,013,000.77	81,375.100	TN	N	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22
0337 7 81	19	\$103.11	\$4,794,515.77	46,500.200	TN	N	ASPH CONC FC,TRAFFIC B,FC-12.5,PG 76-22
0337 7 82	38	\$139.36	\$6,338,052.45	45,479.200	TN	N	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22
0337 7 83	63	\$107.60	\$27,598,164.12	256,490.100	TN	N	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22
0337 7 85	11	\$105.33	\$3,701,350.98	35,140.400	TN	N	ASPH CONC FC,TRAFFIC D,FC-12.5,PG 76-22
0337 7 90	1	\$106.62	\$1,166,955.90	10,945.000	TN	N	ASPH CONC FC,TRAFFIC B,FC-9.5,HIGH POLYM
0337 7 93	4	\$135.04	\$3,489,739.15	25,842.200	TN	N	ASPH CONC FC,TRAF C,FC-12.5,HIGH POLYMER
0337 7 94	2	\$125.27	\$427,272.67	3,410.800	TN	N	ASPH CONC FC,TRAF D,FC-12.5,HIGH POLYMER
0339 1	92	\$167.06	\$4,305,483.02	25,772.200	TN	N	MISCELLANEOUS ASPHALT PAVEMENT
0350 3 1	2	\$110.34	\$5,406.58	49.000	SY	N	PLAIN CEMENT CONC PAVT, 6"
0350 3 5	2	\$105.24	\$125,336.88	1,191.000	SY	N	PLAIN CEMENT CONC PAVT, 8"
0350 3 7	2	\$89.74	\$144,123.00	1,606.000	SY	N	PLAIN CEMENT CONC PAVT, 9"
0350 3 9	2	\$70.07	\$341,436.55	4,873.000	SY	N	PLAIN CEMENT CONC PAVT, 10"
0350 3 10	2	\$88.11	\$635,691.38	7,215.000	SY	N	PLAIN CEMENT CONC PAVT, 10.5"
0350 3 12	1	\$93.57	\$1,396,906.53	14,929.000	SY	N	PLAIN CEMENT CONC PAVT, 11.5"
0350 3 13	2	\$100.68	\$109,941.72	1,092.000	SY	N	PLAIN CEMENT CONC PAVT, 12"
0350 3 14	1	\$90.00	\$1,363,950.00	15,155.000	SY	N	PLAIN CEMENT CONC PAVT, 12.5"
0350 3 15	1	\$72.19	\$3,651,586.77	50,583.000	SY	N	PLAIN CEMENT CONC PAVT, 13"
0350 4 1	1	\$83.00	\$22,410.00	270.000	SY	N	REINFORCED CEMENT CONC PVMT,6"
0350 4 5	1	\$125.33	\$21,556.76	172.000	SY	N	REINFORCED CEMENT CONC PVMT,8"
0350 4 13	1	\$120.00	\$26,760.00	223.000	SY	N	REINFORCED CEMENT CONC PVMT,12"
0350 5	4	\$2.56	\$332,682.04	129,788.000	LF	N	CLEANING & SEALING JOINTS - CONC PVMT
0350 6	1	\$20.00	\$1,660.00	83.000	LF	N	CLEANING & SEALING CRACKS - CONC PVMT
0350 30 13	3	\$68.41	\$180,940.00	2,645.000	SY	N	CONC PAVEMENT FOR ROUNDABOUT APRON, 12"
0352 70	8	\$5.89	\$581,923.90	98,747.000	SY	N	GRINDING CONCRETE PAVT
0353 70	1	\$1,087.62	\$283,216.25	260.400	CY	N	CONC PAVT SLAB REPLACEMENT
0370 1	1	\$212.50	\$67,150.00	316.000	LF	N	BRIDGE APPR EXP JOINT FOR CONC PVMT
0400 0 11	31	\$452.71	\$6,153,241.38	13,592.100	CY	N	CONC CLASS NS, GRAVITY WALL
0400 0 13	3	\$1,995.56	\$44,900.00	22.500	CY	N	CONC CLASS NS, STEPS
0400 1 2	28	\$1,159.63	\$549,074.21	473.490	CY	N	CONC CLASS I, ENDWALLS
0400 1 11	1	\$963.31	\$15,412.96	16.000	CY	N	CONC CLASS I, RETAINING WALLS
0400 2 1	4	\$644.75	\$739,334.07	1,146.700	CY	N	CONC CLASS II, CULVERTS
0400 2 2	2	\$1,464.32	\$83,612.50	57.100	CY	N	CONC CLASS II, ENDWALLS
0400 2 4	14	\$581.36	\$9,829,297.11	16,907.500	CY	N	CONC CLASS II, BRIDGE SUPERSTRUCTURE
0400 2 5	4	\$871.42	\$389,962.50	447.500	CY	N	CONC CLASS II, BRIDGE SUBSTRUCTURE
0400 2 8	1	\$450.00	\$70,425.00	156.500	CY	N	CONC CLASS II, BULKHEAD
0400 2 10	22	\$399.45	\$2,263,184.91	5,665.700	CY	N	CONC CLASS II, APPROACH SLABS
0400 2 11	3	\$564.10	\$53,420.00	94.700	CY	N	CONC CLASS II, RETAINING WALLS

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0400 2 25	1	\$600.00	\$225,300.00	375.500	CY	N	CONC CLASS II, MASS, BRIDGE SUBSTRUCTURE
0400 2 41	2	\$787.93	\$334,792.50	424.900	CY	N	CONC CLASS II, PRECAST DECK OVERLAY
0400 2 47	2	\$836.77	\$211,368.00	252.600	CY	N	CONC CLASS II, CIP TOP W/ SR ADMIX
0400 3 1	1	\$1,429.62	\$69,336.57	48.500	CY	N	CONC CLASS III, CULVERTS
0400 3 20	2	\$429.09	\$134,477.08	313.400	CY	N	CONC CLASS III, SEAL
0400 4 1	9	\$1,163.54	\$1,791,270.14	1,539.500	CY	N	CONC CLASS IV, CULVERTS
0400 4 4	6	\$1,512.50	\$3,918,127.60	2,590.500	CY	N	CONC CLASS IV, SUPERSTRUCTURE
0400 4 5	22	\$961.21	\$5,290,607.10	5,504.100	CY	N	CONC CLASS IV, SUBSTRUCTURE
0400 4 8	7	\$894.13	\$2,235,044.30	2,499.700	CY	N	CONC CLASS IV, BULKHEAD
0400 4 11	4	\$695.51	\$603,705.00	868.000	CY	N	CONC CLASS IV, RETAINING WALLS
0400 4 25	5	\$676.81	\$5,096,702.66	7,530.500	CY	N	CONC CLASS IV, MASS, SUBSTRUCTURE
0400 4 47	2	\$781.75	\$378,680.94	484.400	CY	N	CONC CLASS IV, CIP TOP W/SR ADMIX
0400 7	14	\$15.10	\$168,257.12	11,140.000	SY	N	BRIDGE DECK GROOVING, LESS THAN 8.5"
0400 9	15	\$9.74	\$559,177.50	57,390.000	SY	N	BRIDGE DECK GROOV & PLANING, DECK 8.5" GR
0400 20	1	\$49.07	\$10,795.40	220.000	SY	N	GRINDING BRIDGE DECK- REHABILITATION
0400 32	1	\$8,500.00	\$210,800.00	24.800	CY	N	CONCRETE FOR JOINT REPAIR
0400128	2	\$29.75	\$77,740.00	2,613.000	LF	N	GRITTING PRCST DECK PNL, NON-SHRINK GRIT
0400140 1	1	\$2,700.00	\$54,000.00	20.000	EA	N	NEOPRENE PAD REPLACEMENT, BENT/PIER
0400142 3	1	\$35.00	\$91,980.00	2,628.000	SF	N	CATHODIC PROTECTION SYSTEM, ZINC ALUM SP
0400143	3	\$1.57	\$56,430.50	35,906.000	SF	N	CLEAN & COAT CONCRETE SURF , CLASS 5
0400145	1	\$5.75	\$28,203.75	4,905.000	SF	N	CLEANING CONC SURFACE
0400147	14	\$804.35	\$450,757.41	560.400	CF	N	COMPOSITE NEOPRENE PADS
0400148	3	\$907.23	\$31,118.04	34.300	CF	N	PLAIN NEOPRENE BEARING PADS
0400153	2	\$464.15	\$118,265.00	254.800	CF	N	NON SHRINK GROUT, F&I, MISCELLANEOUS- RE
0401 70	4	\$228.93	\$2,035,442.00	8,891.000	CF	N	RESTORE SPALLED AREAS, GUNITE
0401 70 1	2	\$83.96	\$21,830.00	260.000	CF	N	RESTORE SPALLED AREAS, EPOXY
0401 70 2	1	\$220.00	\$99,022.00	450.100	CF	N	RESTORE SPALL AREA,LATX MOD MTR,STY-BUT
0401 70 3	8	\$468.14	\$717,147.34	1,531.900	CF	N	RESTORE SPALL AREA,LATX MOD MTR, ACRYLC
0401 70 4	4	\$1,063.44	\$58,489.00	55.000	CF	N	RESTORE SPALLED AREAS,PORTLND CEM GROUT
0401 70 5	1	\$262.00	\$61,570.00	235.000	CF	N	RESTORE SPALL AREAS,CONTRACTORS OPTION
0403 1 7	1	\$70.00	\$46,200.00	660.000	SY	N	EPOXY CONC OVERLAY- CONC BR 43927315201
0403 2 7	1	\$300.00	\$3,000.00	10.000	CF	N	RESTORE SPALLED AR CONC BRI 43927315201
0404 5 11	1	\$750.00	\$77,250.00	103.000	SY	N	PRECAST DECK PANEL, NONPRES, 8"
0404 7	1	\$50.00	\$11,500.00	230.000	LF	N	CLOSURE JOINT FOR PRECAST DECK PANEL
0405 70 1	1	\$1,000.00	\$42,000.00	42.000	CF	N	LATEX MOD PORTLAND CEMENT CONC, TYPE I
0411 1	10	\$72.60	\$11,616.09	160.000	GA	N	EPOXY MATERIAL- STRUCTURES REHAB
0411 2	11	\$37.88	\$145,264.47	3,835.000	LF	N	CRACKS INJECT & SEAL- STRUCTURES REHAB
0413149	1	\$500.00	\$1,000.00	2.000	GA	N	PENETRANT SEALER
0413151	2	\$30.33	\$180,086.00	5,937.000	GA	N	METHACRYLATE MONOMER
0413154	3	\$.61	\$361,429.00	594,877.000	SF	N	CLEAN & SEAL CONC- PENETR OR METHACR

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0415 1 1	15	\$.86	\$496,449.44	574,500.000	LB	N	REINF STEEL- ROADWAY
0415 1 3	9	\$.98	\$110,240.78	112,852.000	LB	N	REINF STEEL- RETAINING WALL
0415 1 4	26	\$.90	\$4,514,981.90	5,014,805.000	LB	N	REINF STEEL- SUPERSTRUCTURE
0415 1 5	24	\$.84	\$2,158,141.61	2,557,099.000	LB	N	REINF STEEL- SUBSTRUCTURE
0415 1 6	8	\$1.67	\$6,165.50	3,702.000	LB	N	REINF STEEL- MISCELLANEOUS
0415 1 8	8	\$1.02	\$148,087.41	145,579.000	LB	N	REINF STEEL- BULKHEAD
0415 1 9	20	\$.84	\$869,342.20	1,030,330.000	LB	N	REINF STEEL- APPROACH SLABS
0415 2 4	1	\$3.16	\$269,070.84	85,149.000	LB	N	STAINLESS REINFORCING STEEL, SUPR
0415 2 5	1	\$3.15	\$76,261.50	24,210.000	LB	N	STAINLESS REINFORCING STEEL, SUB
0415 2 9	1	\$2.96	\$134,499.44	45,439.000	LB	N	STAINLESS REINFORCING STEEL, APPR SLAB
0425 1201	7	\$5,544.22	\$155,238.07	28.000	EA	N	INLETS, CURB, TYPE 9, <10'
0425 1203	3	\$9,590.13	\$57,540.78	6.000	EA	N	INLETS, CURB, TYPE 9, J BOT, <10'
0425 1205	2	\$2,996.03	\$5,992.06	2.000	EA	N	INLETS, CURB, TYPE 9, PARTIAL
0425 1211	3	\$7,345.71	\$51,420.00	7.000	EA	N	INLETS, CURB, TYPE 10, <10'
0425 1311	10	\$4,128.91	\$1,123,063.17	272.000	EA	N	INLETS, CURB, TYPE P-1, <10'
0425 1312	3	\$6,493.18	\$45,452.28	7.000	EA	N	INLETS, CURB TYPE P-1, >10'
0425 1315	3	\$6,316.30	\$88,428.16	14.000	EA	N	INLETS, CURB TYPE P-1, PARTIAL
0425 1321	9	\$4,996.82	\$374,761.36	75.000	EA	N	INLETS, CURB, TYPE P-2, <10'
0425 1322	1	\$25,000.00	\$75,000.00	3.000	EA	N	INLETS, CURB, TYPE P-2, >10'
0425 1325	3	\$4,115.80	\$20,579.00	5.000	EA	N	INLETS, CURB, TYPE P-2, PARTIAL
0425 1331	12	\$6,125.87	\$245,034.81	40.000	EA	N	INLETS, CURB, TYPE P-3, <10'
0425 1332	2	\$13,071.21	\$26,142.41	2.000	EA	N	INLETS, CURB, TYPE P-3, >10'
0425 1335	4	\$4,662.50	\$18,650.00	4.000	EA	N	INLETS, CURB, TYPE P-3, PARTIAL
0425 1341	12	\$6,405.03	\$179,340.76	28.000	EA	N	INLETS, CURB, TYPE P-4, <10'
0425 1345	6	\$4,328.86	\$103,892.56	24.000	EA	N	INLETS, CURB, TYPE P-4, PARTIAL
0425 1351	46	\$5,174.92	\$1,091,907.84	211.000	EA	N	INLETS, CURB, TYPE P-5, <10'
0425 1352	4	\$10,591.67	\$63,550.00	6.000	EA	N	INLETS, CURB, TYPE P-5, >10'
0425 1355	16	\$4,436.93	\$177,477.07	40.000	EA	N	INLETS, CURB, TYPE P-5, PARTIAL
0425 1359	2	\$3,687.63	\$59,002.10	16.000	EA	N	INLETS, CURB, TYPE P-5, MODIFY
0425 1361	34	\$5,260.59	\$841,693.85	160.000	EA	N	INLETS, CURB, TYPE P-6, <10'
0425 1362	1	\$6,000.00	\$6,000.00	1.000	EA	N	INLETS, CURB, TYPE P-6, >10'
0425 1365	8	\$4,353.71	\$217,685.52	50.000	EA	N	INLETS, CURB, TYPE P-6, PARTIAL
0425 1369	1	\$3,349.76	\$3,349.76	1.000	EA	N	INLETS, CURB, TYPE P-6, MODIFY
0425 1411	5	\$6,116.36	\$556,588.83	91.000	EA	N	INLETS, CURB TYPE J-1, <10'
0425 1412	4	\$6,777.05	\$284,636.12	42.000	EA	N	INLETS, CURB, TYPE J-1, >10'
0425 1421	5	\$6,629.01	\$178,983.32	27.000	EA	N	INLETS, CURB, TYPE J-2, <10'
0425 1422	4	\$6,974.06	\$41,844.36	6.000	EA	N	INLETS, CURB, TYPE J-2, >10'
0425 1425	2	\$4,990.00	\$9,980.00	2.000	EA	N	INLETS, CURB, TYPE J-2, PARTIAL
0425 1431	3	\$9,975.00	\$99,750.00	10.000	EA	N	INLETS, CURB, TYPE J-3, <10'
0425 1441	3	\$11,109.50	\$44,438.00	4.000	EA	N	INLETS, CURB, TYPE J-4, <10'

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0425 1451	14	\$8,804.84	\$246,535.62	28.000	EA	N	INLETS, CURB, TYPE J-5, <10'
0425 1452	3	\$14,575.35	\$58,301.38	4.000	EA	N	INLETS, CURB, TYPE J-5, >10'
0425 1455	2	\$5,202.21	\$15,606.62	3.000	EA	N	INLETS, CURB, TYPE J-5, PARTIAL
0425 1459	2	\$10,255.56	\$92,300.00	9.000	EA	N	INLETS, CURB, TYPE J-5, MODIFY
0425 1461	7	\$10,253.36	\$133,293.67	13.000	EA	N	INLETS, CURB, TYPE J-6, <10'
0425 1462	1	\$15,000.00	\$15,000.00	1.000	EA	N	INLETS, CURB, TYPE J-6, >10'
0425 1469	1	\$10,300.00	\$41,200.00	4.000	EA	N	INLETS, CURB, TYPE J-6, MODIFY
0425 1471	6	\$4,089.40	\$106,324.42	26.000	EA	N	INLETS, CURB, TYPE 7, <10'
0425 1473	1	\$7,125.00	\$7,125.00	1.000	EA	N	INLETS, CURB, TYPE 7, J BOT , <10'
0425 1481	1	\$5,670.59	\$22,682.36	4.000	EA	N	INLETS, CURB, TYPE 8, <10'
0425 1501	3	\$3,323.62	\$39,883.38	12.000	EA	N	INLETS, DT BOT, TYPE A, <10'
0425 1503	1	\$3,975.00	\$15,900.00	4.000	EA	N	INLETS, DT BOT, TYPE A, J BOT, <10'
0425 1505	1	\$2,965.52	\$14,827.60	5.000	EA	N	INLETS, DT BOT, TYPE A, PARTIAL
0425 1511	5	\$4,015.47	\$602,321.12	150.000	EA	N	INLETS, DT BOT, TYPE B, <10'
0425 1512	1	\$6,000.00	\$12,000.00	2.000	EA	N	INLETS, DT BOT, TYPE B, >10'
0425 1513	3	\$7,365.00	\$73,650.00	10.000	EA	N	INLETS, DT BOT, TYPE B, J BOT,<10'
0425 1514	1	\$10,000.00	\$20,000.00	2.000	EA	N	INLETS, DT BOT, TYPE B, J BOT, >10'
0425 1515	2	\$2,644.79	\$55,540.69	21.000	EA	N	INLETS, DT BOT, TYPE B, PARTIAL
0425 1521	38	\$3,225.39	\$461,230.46	143.000	EA	N	INLETS, DT BOT, TYPE C, <10'
0425 1523	5	\$6,028.15	\$120,563.01	20.000	EA	N	INLETS, DT BOT, TYPE C,J BOT,<10'
0425 1525	6	\$3,530.22	\$31,771.94	9.000	EA	N	INLETS, DT BOT, TYPE C, PARTIAL
0425 1529	8	\$4,585.23	\$64,193.29	14.000	EA	N	INLETS, DT BOT, TYPE C, MODIFY
0425 1531	3	\$3,365.05	\$10,095.16	3.000	EA	N	INLETS, DT BOT, TYPE C MOD- BACK, <10'
0425 1533	1	\$8,000.00	\$8,000.00	1.000	EA	N	INLETS, DT BOT, TYPE C, MOD, J BOT, <10'
0425 1541	27	\$3,643.45	\$921,791.71	253.000	EA	N	INLETS, DT BOT, TYPE D, <10'
0425 1542	1	\$8,734.64	\$43,673.20	5.000	EA	N	INLETS, DT BOT, TYPE D, >10'
0425 1543	3	\$4,119.82	\$57,677.43	14.000	EA	N	INLETS, DT BOT,TYPE D, J BOT, <10'
0425 1544	2	\$6,232.93	\$12,465.85	2.000	EA	N	INLETS, DT BOT,TYPE D, J BOT, >10'
0425 1545	3	\$3,915.60	\$15,662.40	4.000	EA	N	INLETS, DT BOT,TYPE D, PARTIAL
0425 1549	8	\$4,961.20	\$158,758.33	32.000	EA	N	INLETS, DT BOT, TYPE D, MODIFY
0425 1551	19	\$3,671.24	\$517,644.78	141.000	EA	N	INLETS, DT BOT, TYPE E, <10'
0425 1552	2	\$4,765.80	\$23,829.00	5.000	EA	N	INLETS, DT BOT, TYPE E, >10'
0425 1553	2	\$5,115.37	\$219,961.00	43.000	EA	N	INLETS, DT BOT, TYPE E, J BOT, <10'
0425 1554	1	\$8,739.00	\$113,607.00	13.000	EA	N	INLETS, DT BOT, TYPE E, J BOT, >10'
0425 1555	1	\$6,250.00	\$6,250.00	1.000	EA	N	INLETS, DT BOT, TYPE E, PARTIAL
0425 1559	2	\$5,543.76	\$44,350.11	8.000	EA	N	INLETS, DT BOT, TYPE E, MODIFY
0425 1561	8	\$3,775.82	\$83,068.00	22.000	EA	N	INLETS, DT BOT, TYPE F, <10'
0425 1563	1	\$7,200.00	\$7,200.00	1.000	EA	N	INLETS, DT BOT,TYPE F, J BOT, <10'
0425 1565	3	\$4,232.57	\$29,628.00	7.000	EA	N	INLETS, DT BOT,TYPE F, PARTIAL
0425 1569	1	\$9,755.00	\$78,040.00	8.000	EA	N	INLETS,DT BOT,TYPE F,MODIFY

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0425 1571	2	\$10,500.00	\$21,000.00	2.000	EA	N	INLETS, DT BOT, TYPE G, <10'
0425 1581	5	\$5,476.00	\$38,332.00	7.000	EA	N	INLETS, DT BOT, TYPE H, <10'
0425 1583	1	\$8,850.00	\$8,850.00	1.000	EA	N	INLETS, DT BOT, TYPE H, J BOTTOM <10'
0425 1584	1	\$20,804.55	\$20,804.55	1.000	EA	N	INLETS, DT BOT, TYPE H, J BOTTOM >10'
0425 1589	4	\$9,230.41	\$36,921.62	4.000	EA	N	INLETS, DT BOT, TYPE H, MODIFY
0425 1611	1	\$32,000.00	\$32,000.00	1.000	EA	N	INLETS, DT BOT, TYPE K, <10'
0425 1701	13	\$3,253.88	\$953,385.69	293.000	EA	N	INLETS, GUTTER, TYPE S, <10'
0425 1702	3	\$4,521.43	\$49,735.72	11.000	EA	N	INLETS, GUTTER, TYPE S, >10'
0425 1703	3	\$6,146.60	\$61,466.00	10.000	EA	N	INLETS, GUTTER, TYPE S, J BOT<10'
0425 1704	2	\$6,865.00	\$13,730.00	2.000	EA	N	INLETS, GUTTER, TYPE S, J BOT, >10'
0425 1705	4	\$3,460.41	\$58,827.00	17.000	EA	N	INLETS, GUTTER, TYPE S, PARTIAL
0425 1711	6	\$5,049.59	\$55,545.47	11.000	EA	N	INLETS, GUTTER, TYPE V, <10'
0425 1713	1	\$13,500.00	\$13,500.00	1.000	EA	N	INLETS, GUTTER, TYPE V, J BOT, <10'
0425 1715	5	\$5,332.88	\$26,664.42	5.000	EA	N	INLETS, GUTTER, TYPE V, PARTIAL
0425 1801	3	\$4,502.21	\$18,008.84	4.000	EA	N	INLETS, MED BARRIER, TYPE 1, <10'
0425 1803	1	\$7,500.00	\$22,500.00	3.000	EA	N	INLETS, MED BARRIER, TYPE 1, J BOT, <10'
0425 1811	1	\$7,200.00	\$14,400.00	2.000	EA	N	INLETS, MED BARRIER, TYPE 2, <10'
0425 1841	1	\$9,400.00	\$9,400.00	1.000	EA	N	INLETS, MED BARRIER, TYPE 3, <10'
0425 1881	4	\$4,919.60	\$68,874.44	14.000	EA	N	INLETS, BARRIER WALL, RIG, C&G, <10'
0425 1882	1	\$6,034.00	\$6,034.00	1.000	EA	N	INLETS, BARRIER WALL, RIG, C&G, >10'
0425 1883	1	\$12,200.00	\$12,200.00	1.000	EA	N	INLETS, BARRIER WALL, RIG, C&G, J BOT<10'
0425 1891	9	\$4,347.58	\$386,934.96	89.000	EA	N	INLETS, BARRIER WALL, <10'
0425 1892	3	\$5,965.25	\$23,861.00	4.000	EA	N	INLETS, BARRIER WALL, >10'
0425 1893	2	\$5,471.71	\$38,302.00	7.000	EA	N	INLETS, BARRIER WALL, J BOT, <10'
0425 1894	1	\$18,068.00	\$54,204.00	3.000	EA	N	INLETS, BARRIER WALL, J BOT, >10'
0425 1910	25	\$4,001.62	\$440,178.44	110.000	EA	N	INLETS, CLOSED FLUME
0425 2 41	27	\$4,429.82	\$518,289.40	117.000	EA	N	MANHOLES, P-7, <10'
0425 2 42	5	\$6,461.74	\$148,620.09	23.000	EA	N	MANHOLES, P-7, >10'
0425 2 43	17	\$3,492.47	\$178,115.86	51.000	EA	N	MANHOLES, P-7, PARTIAL
0425 2 61	33	\$3,475.41	\$503,933.76	145.000	EA	N	MANHOLES, P-8, <10'
0425 2 62	4	\$3,507.67	\$45,599.76	13.000	EA	N	MANHOLES, P-8, >10'
0425 2 63	21	\$3,193.05	\$185,196.99	58.000	EA	N	MANHOLES, P-8, PARTIAL
0425 2 71	15	\$7,120.74	\$206,501.48	29.000	EA	N	MANHOLES, J-7, <10'
0425 2 72	3	\$9,747.95	\$68,235.65	7.000	EA	N	MANHOLES, J-7, >10'
0425 2 73	5	\$4,245.20	\$59,432.84	14.000	EA	N	MANHOLES, J-7, PARTIAL
0425 2 91	21	\$6,816.46	\$572,582.75	84.000	EA	N	MANHOLES, J-8, <10'
0425 2 92	10	\$8,060.88	\$394,983.28	49.000	EA	N	MANHOLES, J-8, >10'
0425 2 93	4	\$5,113.33	\$30,680.00	6.000	EA	N	MANHOLES, J-8, PARTIAL
0425 3 41	2	\$4,010.99	\$8,021.97	2.000	EA	N	JUNCTION BOX, DRAINAGE, P-7, <10'
0425 3 43	1	\$6,320.00	\$6,320.00	1.000	EA	N	JUNCTION BOX, DRAINAGE, P-7, PARTIAL

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0425 4	2	\$1,992.09	\$55,778.39	28.000	EA	N	INLETS, ADJUST
0425 5	58	\$947.91	\$556,425.73	587.000	EA	N	MANHOLE, ADJUST
0425 5 1	35	\$1,264.33	\$537,338.16	425.000	EA	N	MANHOLE, ADJUST, UTILITIES
0425 6	48	\$587.16	\$454,458.39	774.000	EA	N	VALVE BOXES, ADJUST
0425 7	3	\$445.74	\$12,034.90	27.000	EA	N	MANHOLE COVER- REPLACE
0425 11	17	\$2,828.91	\$118,814.10	42.000	EA	N	MODIFY EXISTING DRAINAGE STRUCTURE
0425 74 1	2	\$467.50	\$18,700.00	40.000	EA	N	MANHOLES & INLETS CLEANING & SEAL, <10'
0425 78	1	\$1,176.79	\$2,353.58	2.000	EA	N	INLET CAP, PRECAST
0425 82	3	\$1,677.92	\$120,810.00	72.000	EA	N	REPLACE GRATE
0425100 3	1	\$437.69	\$16,194.53	37.000	LF	N	INLET SP DRAINAGE GRATE, 43649115201
0430 94 1	11	\$8.02	\$89,151.72	11,117.000	LF	N	DESILTING PIPE, 0 - 24"
0430 94 2	4	\$10.30	\$78,008.35	7,576.000	LF	N	DESILTING PIPE, 25 - 36"
0430 94 3	4	\$25.97	\$38,664.72	1,489.000	LF	N	DESILTING PIPE, 37 - 48"
0430 94 4	2	\$12.76	\$6,177.12	484.000	LF	N	DESILTING PIPE, 49 - 60"
0430 95 2	1	\$30.60	\$12,270.60	401.000	LF	N	OUTFALL BARNACLE REMOVAL, 25 - 36"
0430173118	1	\$95.00	\$278,635.00	2,933.000	LF	N	PIPE CULV OPT MATL, ROUND, 18", GD
0430173124	1	\$90.00	\$49,860.00	554.000	LF	N	PIPE CULV OPT MATL, ROUND, 24", GD
0430173136	1	\$135.00	\$10,665.00	79.000	LF	N	PIPE CULV OPT MATL, ROUND, 36", GD
0430174112	1	\$110.00	\$2,750.00	25.000	LF	N	PIPE CULV, OPT MATL, ROUND, 12"SD
0430174115	6	\$61.73	\$72,785.21	1,179.000	LF	N	PIPE CULV, OPT MATL, ROUND, 15"SD
0430174118	30	\$65.63	\$484,968.70	7,389.000	LF	N	PIPE CULV, OPT MATL, ROUND, 18"SD
0430174124	13	\$85.03	\$259,608.80	3,053.000	LF	N	PIPE CULV, OPT MATL, ROUND, 24"SD
0430174130	3	\$81.76	\$32,049.92	392.000	LF	N	PIPE CULV, OPT MATL, ROUND, 30"SD
0430174136	3	\$125.97	\$16,250.00	129.000	LF	N	PIPE CULV, OPT MATL, ROUND, 36"SD
0430174215	3	\$93.91	\$9,579.00	102.000	LF	N	PIPE CULV, OPT MATL, OTHER, 15"SD
0430174218	20	\$84.86	\$333,258.44	3,927.000	LF	N	PIPE CULV, OPT MATL, OTHER, 18"SD
0430174224	9	\$100.88	\$111,069.02	1,101.000	LF	N	PIPE CULV, OPT MATL, OTHER, 24"SD
0430174230	3	\$125.51	\$79,576.00	634.000	LF	N	PIPE CULV, OPT MATL, OTHER, 30"SD
0430174236	1	\$150.00	\$14,700.00	98.000	LF	N	PIPE CULV, OPT MATL, OTHER, 36"SD
0430174248	1	\$439.78	\$32,103.94	73.000	LF	N	PIPE CULV, OPT MATL, OTHER, 48"SD
0430175112	7	\$72.16	\$25,112.20	348.000	LF	N	PIPE CULV, OPT MATL, ROUND, 12"S/CD
0430175115	31	\$150.11	\$188,387.40	1,255.000	LF	N	PIPE CULV, OPT MATL, ROUND, 15"S/CD
0430175118	81	\$68.54	\$7,717,831.15	112,608.000	LF	N	PIPE CULV, OPT MATL, ROUND, 18"S/CD
0430175124	51	\$72.78	\$5,518,320.78	75,823.000	LF	N	PIPE CULV, OPT MATL, ROUND, 24"S/CD
0430175130	29	\$98.36	\$3,541,239.35	36,003.000	LF	N	PIPE CULV, OPT MATL, ROUND, 30"S/CD
0430175136	23	\$121.85	\$3,770,723.47	30,945.000	LF	N	PIPE CULV, OPT MATL, ROUND, 36"S/CD
0430175142	12	\$156.21	\$2,030,262.04	12,997.000	LF	N	PIPE CULV, OPT MATL, ROUND, 42"S/CD
0430175148	13	\$155.79	\$1,851,072.21	11,882.000	LF	N	PIPE CULV, OPT MATL, ROUND, 48"S/CD
0430175154	4	\$194.00	\$1,111,789.42	5,731.000	LF	N	PIPE CULV, OPT MATL, ROUND, 54"S/CD
0430175160	4	\$280.25	\$377,217.69	1,346.000	LF	N	PIPE CULV, OPT MATL, ROUND, 60"S/CD

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0430175166	2	\$289.93	\$473,463.40	1,633.000	LF	N	PIPE CULV, OPT MATL, ROUND, 66"S/CD
0430175172	1	\$330.00	\$197,010.00	597.000	LF	N	PIPE CULV, OPT MATL, ROUND, 72"S/CD
0430175215	6	\$125.99	\$44,475.85	353.000	LF	N	PIPE CULV, OPT MATL, OTHER, 15"S/CD
0430175218	29	\$91.71	\$1,901,982.39	20,739.000	LF	N	PIPE CULV, OPT MATL, OTHER, 18"S/CD
0430175224	13	\$96.22	\$570,384.68	5,928.000	LF	N	PIPE CULV, OPT MATL, OTHER, 24"S/CD
0430175230	7	\$114.46	\$218,845.58	1,912.000	LF	N	PIPE CULV, OPT MATL, OTHER, 30"S/CD
0430175236	7	\$195.69	\$291,778.87	1,491.000	LF	N	PIPE CULV, OPT MATL, OTHER, 36"S/CD
0430175242	3	\$262.42	\$342,462.69	1,305.000	LF	N	PIPE CULV, OPT MATL, OTHER, 42"S/CD
0430175248	1	\$200.00	\$21,200.00	106.000	LF	N	PIPE CULV, OPT MATL, OTHER, 48"S/CD
0430175254	1	\$226.96	\$45,845.92	202.000	LF	N	PIPE CULV, OPT MATL, OTHER, 54"S/CD
0430175260	1	\$260.00	\$47,840.00	184.000	LF	N	PIPE CULV, OPT MATL, OTHER, 60"S/CD
0430185118	2	\$414.77	\$96,227.04	232.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,18"
0430185124	4	\$701.54	\$515,630.98	735.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,24"
0430185130	3	\$819.18	\$542,300.00	662.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,30"
0430185136	1	\$1,229.00	\$92,175.00	75.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,36"
0430185142	1	\$850.00	\$106,250.00	125.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,42"
0430185148	1	\$1,234.00	\$212,248.00	172.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,48"
0430200 23	1	\$1,800.00	\$3,600.00	2.000	EA	N	FLARED END SECTION, CONCRETE, 15"
0430200 29	1	\$2,638.78	\$5,277.56	2.000	EA	N	FLARED END SECTION, CONCRETE, 24"
0430602123	1	\$1,400.00	\$1,400.00	1.000	EA	N	U-ENDWALL,W \GRATE,STD 260,1:4 SLP,15"
0430602129	1	\$8,100.00	\$8,100.00	1.000	EA	N	U-ENDWALL,W \GRATE,STD 260,1:4 SLP,24"
0430610025	1	\$2,347.75	\$37,564.00	16.000	EA	N	U-ENDWALL,STD 261,1:6 SLP, 18"
0430610029	1	\$3,079.84	\$6,159.68	2.000	EA	N	U-ENDWALL,STD 261,1:6 SLP, 24"
0430610125	1	\$2,700.00	\$5,400.00	2.000	EA	N	U-ENDWALL,STD 261,1:4 SLP, 18"
0430610225	2	\$3,438.18	\$17,190.88	5.000	EA	N	U-ENDWALL,STD 261,1:3 SLP, 18"
0430610325	2	\$6,355.00	\$25,420.00	4.000	EA	N	U-ENDWALL,STD 261,1:2 SLP, 18"
0430611023	1	\$2,800.00	\$2,800.00	1.000	EA	N	U-ENDWALL,STD 261,BAFFLES,1:6 SLP, 15"
0430611029	1	\$2,290.00	\$2,290.00	1.000	EA	N	U-ENDWALL,STD 261,BAFFLES,1:6 SLP, 24"
0430611125	3	\$1,641.65	\$55,816.21	34.000	EA	N	U-ENDWALL, BAFFLES,STD 261,1:4 SLP, 18"
0430611129	1	\$1,820.00	\$30,940.00	17.000	EA	N	U-ENDWALL, BAFFLES,STD 261,1:4 SLP, 24"
0430611133	2	\$3,340.00	\$6,680.00	2.000	EA	N	U-ENDWALL /BAFFLES,STD 261, 1:4 SLP,30"
0430611225	2	\$1,527.41	\$41,240.00	27.000	EA	N	U-ENDWALL, BAFFLES, STD 261,1:3 SLP,18"
0430611229	2	\$1,700.00	\$17,000.00	10.000	EA	N	U-ENDWALL, BAFFLES, STD 261,1:3 SLP, 24"
0430611233	1	\$1,820.00	\$3,640.00	2.000	EA	N	U-ENDWALL,STD 261,BAFFLES,1:3 SLP, 30"
0430611325	3	\$1,862.40	\$54,009.68	29.000	EA	N	U-ENDWALL, BAFFLES, STD 261,1:2 SLP,18"
0430612025	2	\$2,533.12	\$17,731.86	7.000	EA	N	U-ENDWALL, GRATE, STD 261,1:6 SLP,18"
0430612029	1	\$3,820.00	\$15,280.00	4.000	EA	N	U-ENDWALL, GRATE, STD 261,1:6 SLP,24"
0430612033	1	\$4,740.00	\$4,740.00	1.000	EA	N	U-ENDWALL, GRATE, STD 261,1:6 SLP, 30"
0430613025	1	\$2,940.00	\$11,760.00	4.000	EA	N	U-ENDWALL,BAF& GRATE,STD 261,1:6 SLP,18"
0430613029	1	\$3,820.00	\$3,820.00	1.000	EA	N	U-ENDWALL,BAF& GRATE,STD 261,1:6 SLP,24"

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0430830	16	\$395.64	\$170,798.30	431.700	CY	N	PIPE FILLING AND PLUGGING
0430880 02	1	\$23,000.00	\$23,000.00	1.000	EA	N	FLAP GATES, 25-36"
0430880 03	1	\$45,000.00	\$90,000.00	2.000	EA	N	FLAP GATES, 37-48"
0430950	6	\$102.55	\$415,999.93	4,056.400	CY	N	DESILTING CONCRETE BOX CULVERT
0430963 2	1	\$360.00	\$1,080.00	3.000	LF	N	PVC PIPE FOR BACK OF SIDEWALK, NON STAND
0430982121	2	\$2,088.84	\$8,355.36	4.000	EA	N	MITERED END SECT, OPTIONAL RD, 12" CD
0430982123	2	\$1,412.00	\$2,824.00	2.000	EA	N	MITERED END SECT, OPTIONAL RD, 15" CD
0430982125	29	\$1,371.79	\$219,485.98	160.000	EA	N	MITERED END SECT, OPTIONAL RD, 18" CD
0430982129	19	\$1,540.09	\$132,447.71	86.000	EA	N	MITERED END SECT, OPTIONAL RD, 24" CD
0430982133	10	\$2,175.98	\$56,575.37	26.000	EA	N	MITERED END SECT, OPTIONAL RD, 30" CD
0430982138	8	\$3,262.83	\$55,468.10	17.000	EA	N	MITERED END SECT, OPTIONAL RD, 36" CD
0430982140	4	\$3,905.00	\$35,145.00	9.000	EA	N	MITERED END SECT, OPTIONAL RD, 42" CD
0430982141	3	\$9,215.71	\$64,510.00	7.000	EA	N	MITERED END SECT, OPTIONAL RD, 48" CD
0430982142	3	\$5,086.97	\$40,695.73	8.000	EA	N	MITERED END SECT, OPTIONAL RD, 54" CD
0430982143	1	\$5,856.00	\$5,856.00	1.000	EA	N	MITERED END SECT, OPTIONAL RD, 60" CD
0430982144	2	\$8,411.61	\$25,234.84	3.000	EA	N	MITERED END SECT, OPTIONAL RD, 66" CD
0430982623	2	\$1,385.56	\$8,313.36	6.000	EA	N	MITERED END SECT, OPT - OTHER, 15" CD
0430982625	11	\$1,468.58	\$127,766.54	87.000	EA	N	MITERED END SECT, OPT - OTHER, 18" CD
0430982629	7	\$1,750.56	\$57,768.35	33.000	EA	N	MITERED END SECT, OPT - OTHER, 24" CD
0430982633	4	\$1,510.48	\$12,083.86	8.000	EA	N	MITERED END SECT, OPT - OTHER, 30" CD
0430982638	1	\$3,134.85	\$6,269.70	2.000	EA	N	MITERED END SECT, OPT - OTHER, 36" CD
0430982640	2	\$3,875.96	\$7,751.92	2.000	EA	N	MITERED END SECT, OPT - OTHER, 42" CD
0430984123	5	\$989.45	\$13,852.23	14.000	EA	N	MITERED END SECT, OPTIONAL RD, 15" SD
0430984125	33	\$1,199.46	\$309,459.77	258.000	EA	N	MITERED END SECT, OPTIONAL RD, 18" SD
0430984129	18	\$1,495.03	\$127,077.95	85.000	EA	N	MITERED END SECT, OPTIONAL RD, 24" SD
0430984133	5	\$3,981.79	\$63,708.56	16.000	EA	N	MITERED END SECT, OPTIONAL RD, 30" SD
0430984138	3	\$3,364.67	\$20,188.00	6.000	EA	N	MITERED END SECT, OPTIONAL RD, 36" SD
0430984141	1	\$7,125.00	\$7,125.00	1.000	EA	N	MITERED END SECT, OPTIONAL RD, 48" SD
0430984623	2	\$1,000.00	\$6,000.00	6.000	EA	N	MITERED END SECT, OPTIONAL, OTHER, 15" SD
0430984625	19	\$1,449.14	\$213,022.92	147.000	EA	N	MITERED END SECT, OPT / OTHER, 18" SD
0430984629	10	\$1,758.51	\$56,272.40	32.000	EA	N	MITERED END SECT, OPT / OTHER, 24" SD
0430984633	3	\$4,149.30	\$70,538.16	17.000	EA	N	MITER END SECT, OPT/ELLIP/ARCH, 30" SD
0430984638	2	\$5,400.00	\$32,400.00	6.000	EA	N	MITER END SECT, OPT/ELLIP/ARCH, 36" SD
0430984641	1	\$7,312.95	\$14,625.90	2.000	EA	N	MITER END SECT, OPT/ELLIP/ARCH, 48" SD
0430991	4	\$981.84	\$50,073.69	51.000	EA	N	MITERED END SECT, REPLACE SLAB
0431 1 1	8	\$161.82	\$2,147,084.27	13,268.000	LF	N	PIPE LINER, OPTIONAL MATERIAL, 0-24"
0431 1 2	7	\$254.75	\$1,948,036.22	7,647.000	LF	N	PIPE LINER, OPTIONAL MATERIAL, 25-36"
0431 1 3	5	\$395.57	\$545,100.00	1,378.000	LF	N	PIPE LINER, OPTIONAL MATERIAL, 37-48"
0432 3 1	1	\$3,100.00	\$3,100.00	1.000	EA	N	CHEM GROUT REPAIR, PIPE, NON-TEST, 15"
0432 3 4	1	\$1,100.00	\$1,100.00	1.000	EA	N	CHEM GROUT REPAIR, PIPE, NON-TEST, 24"

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description	
0432	3 5	1	\$3,650.00	\$3,650.00	1.000	EA	N	CHEM GROUT REPAIR, PIPE, NON-TEST, 30"
0432	3 6	1	\$1,750.00	\$1,750.00	1.000	EA	N	CHEM GROUT REPAIR, PIPE, NON-TEST, 36"
0433	1	2	\$1,739.13	\$40,000.00	23.000	EA	N	CHEM GROUT REPAIR, MANHOLE / INLET
0436	1 1	14	\$238.69	\$273,298.84	1,145.000	LF	N	TRENCH DRAIN, STANDARD
0440	1 10	2	\$15.87	\$14,280.00	900.000	LF	N	UNDERDRAIN, TYPE I
0440	1 20	2	\$31.82	\$98,122.40	3,084.000	LF	N	UNDERDRAIN, TYPE II
0440	1 30	1	\$76.75	\$84,194.75	1,097.000	LF	N	UNDERDRAIN, TYPE III
0440	70	2	\$2,089.20	\$56,408.50	27.000	EA	N	UNDERDRAIN INSPECTION BOX
0440	73 1	1	\$11.00	\$1,386.00	126.000	LF	N	UNDERDRAIN OUTLET PIPE, 4"
0440	73 2	4	\$35.51	\$35,190.46	991.000	LF	N	UNDERDRAIN OUTLET PIPE, 6"
0442	70	1	\$1.30	\$60,658.00	46,660.000	LF	N	VERTICAL DRAINAGE WICKS
0443	70 3	2	\$159.29	\$111,500.00	700.000	LF	N	FRENCH DRAIN, 18"
0443	70 4	6	\$187.35	\$666,972.46	3,560.000	LF	N	FRENCH DRAIN, 24"
0443	72 13	1	\$38.50	\$4,774.00	124.000	SY	N	FRENCH DRAIN- AGGREGATE W/O PIPE, 3-3.9'
0446	1 1	5	\$24.33	\$1,848,377.20	75,970.000	LF	N	EDGEDRAIN DRAINCRETE, STANDARD
0446	71 1	5	\$28.14	\$264,178.29	9,389.000	LF	N	EDGEDRAIN OUTLET PIPE, 4"
0450	1 1	2	\$203.33	\$268,600.84	1,321.000	LF	N	PREST BEAMS, TYPE II
0450	1201	1	\$234.48	\$160,384.32	684.000	LF	N	PREST BEAMS, TYPE II, MODIFIED
0450	2 36	6	\$314.60	\$2,067,888.35	6,573.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 36"
0450	2 45	3	\$224.62	\$1,676,250.00	7,462.500	LF	N	PREST BEAMS: FLORIDA-I BEAM 45"
0450	2 54	3	\$308.67	\$1,975,779.06	6,401.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 54"
0450	2 63	1	\$310.00	\$1,474,360.00	4,756.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 63"
0450	2 72	2	\$380.18	\$1,358,392.88	3,573.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 72"
0450	2 78	2	\$269.73	\$4,711,108.00	17,466.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 78"
0450	2 84	1	\$360.00	\$6,260,400.00	17,390.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 84"
0450	3 11	1	\$142.00	\$89,460.00	630.000	LF	N	PRESTRESSED SLAB UNITS, 48" X 12"
0450	3 21	1	\$175.00	\$385,875.00	2,205.000	LF	N	PRESTRESSED SLAB UNITS, 60" X 12"
0450	6 25	1	\$220.00	\$126,280.00	574.000	LF	N	PRESTRESSED SLAB BEAMS, 60" X 15"
0450	8 12	1	\$270.00	\$174,690.00	647.000	LF	N	PREST BEAM: FL SLAB BEAM, 12" D, 52-54" W
0450	8 13	1	\$236.00	\$231,280.00	980.000	LF	N	PREST BEAM: FL SLAB BEAM, 12" D, 55-57" W
0450	8 21	1	\$237.99	\$103,763.64	436.000	LF	N	PREST BEAM: FL SLAB BEAM, 15" D, 48-51" W
0450	8 22	1	\$238.45	\$231,058.05	969.000	LF	N	PREST BEAM: FL SLAB BEAM, 15" D, 52-54" W
0450	8 23	2	\$268.62	\$440,271.68	1,639.000	LF	N	PREST BEAM: FL SLAB BEAM, 15" D, 55-57" W
0450	8 33	1	\$280.00	\$129,920.00	464.000	LF	N	PREST BEAM: FL SLAB BEAM, 18" D, 55-57" W
0450	82	1	\$938.00	\$120,064.00	128.000	LF	N	BEAM REPAIR
0450	83 1	1	\$800.00	\$16,800.00	21.000	EA	N	BEAM REPAIR, STRAND SPLICES
0451	70	2	\$4,534.24	\$330,999.78	73.000	EA	N	PREST SOIL ANCHORS
0451	70 1	1	\$3,000.00	\$24,000.00	8.000	EA	N	PREST SOIL ANCHOR, PERFORMANCE TEST
0451	70 2	1	\$2,000.00	\$16,000.00	8.000	EA	N	PREST SOIL ANCHOR, CREEP TEST
0455	34 2	1	\$60.00	\$824,760.00	13,746.000	LF	N	PRESTRESSED CONCRETE PILING, 14" SQ.

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0455 34 3	5	\$111.77	\$630,845.32	5,644.000	LF	N	PRESTRESSED CONCRETE PILING, 18" SQ
0455 34 5	11	\$103.97	\$9,377,339.47	90,189.000	LF	N	PRESTRESSED CONCRETE PILING, 24" SQ
0455 35 5	1	\$103.00	\$445,372.00	4,324.000	LF	N	STEEL PILING, HP 14 X 73
0455 35 6	3	\$94.30	\$770,441.00	8,170.000	LF	N	STEEL PILING, HP 14 X 89
0455 35 7	1	\$124.00	\$166,284.00	1,341.000	LF	N	STEEL PILING, HP 14 X 102
0455 35 22	4	\$123.41	\$1,796,843.00	14,560.000	LF	N	STEEL PILING, 24" DIA. PIPE
0455 76	1	\$675.00	\$29,700.00	44.000	EA	N	WRAP PILE CLUSTERS
0455 81106	1	\$1,450.00	\$108,750.00	75.000	EA	N	CATHODIC PROT,F&I,PIER,OTHER MATERIAL
0455 88 5	1	\$900.00	\$145,800.00	162.000	LF	N	DRILLED SHAFT, 48" DIA
0455120 7	1	\$600.00	\$9,600.00	16.000	EA	N	PILE POINT PROTECTION, 24" ROUND
0455122 5	1	\$50.00	\$8,100.00	162.000	LF	N	UNCLASSIFIED SHAFT EXCAVATION, 48" DIA
0455133 2	9	\$25.58	\$1,758,536.53	68,755.000	SF	N	SHEET PILING STEEL, TEMPORARY-CRITICAL
0455133 3	9	\$36.74	\$2,142,020.19	58,301.000	SF	N	SHEET PILING STEEL, F&I PERMANENT
0455133202	1	\$36.00	\$1,636,380.00	45,455.000	SF	N	STEEL SHEET PIL, PRESS-IN, 43307515201
0455142	1	\$2,500.00	\$12,500.00	5.000	EA	N	CROSSHOLE SONIC LOGGING
0455143 3	5	\$248.46	\$337,906.35	1,360.000	LF	N	TEST PILES-PREST CONCRETE,18" SQ
0455143 5	11	\$217.34	\$3,089,091.15	14,213.000	LF	N	TEST PILES-PREST CONCRETE,24" SQ
0455144 6	2	\$226.03	\$254,283.30	1,125.000	LF	N	TEST PILES - STEEL, HP 14 x 89
0455144 22	4	\$167.84	\$530,882.00	3,163.000	LF	N	TEST PILES - STEEL, 24" DIA PIPE
0457 1 11	1	\$600.00	\$96,000.00	160.000	LF	N	STD INTEGRAL PILE JKT, NON-STR, UP TO 16
0457 1 12	3	\$547.42	\$862,185.00	1,575.000	LF	N	STD INTEGRAL PILE JKT, NON-STR, 16 to 30
0457 1 22	1	\$850.00	\$23,800.00	28.000	LF	N	STD INTEGRAL PILE JKT, STR, 16 to 30
0457 2221	2	\$1,697.66	\$512,693.00	302.000	LF	N	CATH PROT INTE PILE JA, STR, 16.1-30
0458 1 11	23	\$47.73	\$290,017.54	6,076.000	LF	N	BRIDGE DECK EXPANSION JNT,NEW,POURED
0458 1 12	4	\$321.62	\$256,654.87	798.000	LF	N	BRIDGE DECK EXPANSION JNT,NEW,STRIP SEAL
0458 1 21	18	\$55.27	\$1,154,350.16	20,886.000	LF	N	BRIDGE DECK EXPANSION JNT, REHAB,POURED
0458 1 22	1	\$425.00	\$73,950.00	174.000	LF	N	BRIDGE DECK EXPANSION JNT, REHAB,STRIP
0458 2	8	\$459.20	\$296,364.90	645.400	CF	N	POLYMER NOSING FOR BRIDGE DECK EXPANSION
0459 71	5	\$5.27	\$35,536.96	6,742.000	SY	N	PILES, POLYETHYLENE SHEETING
0460 1 1	2	\$31.67	\$146,428.00	4,624.000	LB	N	STRUCT STEEL- REHAB, CARBON
0460 1 5	1	\$31.00	\$304,296.00	9,816.000	LB	N	STRUCT STEEL-REHAB, BASCULE LEAVES
0460 1 13	1	\$50.00	\$11,000.00	220.000	LB	N	STRUCT STEEL REHAB-BOLT, NUT, WASH & PLT
0460 1 15	3	\$8.64	\$87,652.00	10,140.000	LB	N	STRUCT STEEL - REHAB, MISC.
0460 2 1	1	\$25.46	\$860,598.92	33,802.000	LB	N	STRUCT STEEL, CARBON
0460 2 2	2	\$.27	\$91,526.11	340,897.000	LB	N	STRUCT STEEL, LOW ALLOY
0460 2 15	2	\$1.68	\$114,477.35	67,997.000	LB	N	STRUCT STEEL, MISCELLANEOUS
0460 2 20	1	\$2.01	\$2,744,996.70	1,365,670.000	LB	N	STRUCT STEEL - NEW/WIDENING, WEATHERING
0460 6 2	1	\$40.00	\$11,440.00	286.000	LB	N	LADDERS & PLATFORMS, REHAB
0460 7	1	\$225.00	\$349,425.00	1,553.000	SF	N	PREFABRICATED STEEL PED BRIDGE
0460 71 1	4	\$129.61	\$903,932.24	6,974.000	LF	N	METAL TRAF RAILING, THRIE BEAM RETROFIT

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0460 81	1	\$100.00	\$60,000.00	600.000	EA	N	RIVETS - HIGH STRENGTH BOLTS, REPLACE
0460 94	1	\$150.00	\$11,250.00	75.000	LF	N	STRUCTURAL STEEL REPAIR- WELDS
0460 95	1	\$150.00	\$24,000.00	160.000	LB	N	STRUCTURAL STEEL REPAIR
0460 98 2	2	\$199.43	\$36,496.56	183.000	EA	N	PIPE HANGER, STAINLESS
0460112	1	\$250.00	\$156,000.00	624.000	EA	N	ANCHOR BOLT REPLACEMENT
0461113 19	1	\$14,000.00	\$14,000.00	1.000	EA	N	MULTIROT BRNG ASM FX, F&I,>=2001KIPS
0461114 12	1	\$6,000.00	\$24,000.00	4.000	EA	N	MULTIROT BRNG ASM EX, F&I, 251- 500KIPS
0461114 19	1	\$16,600.00	\$49,800.00	3.000	EA	N	MULTIROT BRNG ASM EXP, F&I,>=2001KIPS
0462 2 22	1	\$84.20	\$76,116.80	904.000	LB	N	POST TENSIONING TENDONS, SUPSTR BAR FLEX
0465 2505	1	\$22,000.00	\$44,000.00	2.000	AS	N	MOV BRDG MACH & CAST-REHAB,REC, ADJ/MOD,
0465 2508	1	\$16,000.00	\$16,000.00	1.000	LS	N	MOV BRDG MACH & CAST-REHAB,REC, ADJ/MOD,
0465 3 17	1	\$150.00	\$68,400.00	456.000	EA	N	MOVABLE BRIDGE COUNTERWEIGHT, F&I,BAL BL
0465 3 50	1	\$11,000.00	\$22,000.00	2.000	EA	N	MOVABLE BRIDGE COUNTERWEIGHT, ADJ
0465 3 96	1	\$1,500.00	\$12,000.00	8.000	EA	N	MOVABLE BRIDGE COUNTERWEIGHT, CLN,POCKET
0465 20	1	\$323.52	\$54,998.40	170.000	DA	N	MOVABLE BRIDGE- PREV MAINT & ROUT REPAIR
0465 21	1	\$250.00	\$42,500.00	170.000	DA	N	MOVABLE BRIDGE OPERATOR
0465 71 3	2	\$26,000.00	\$52,000.00	2.000	LS	N	MOVABLE BRIDGE FUNCTIONAL CHECKOUT,PH C
0470 1	7	\$10,203.04	\$781,552.59	76.600	MB	N	TREATED TIMBER, STRUCTURAL
0471 1 1	1	\$25,000.00	\$455,000.00	18.200	MB	N	FENDER SYS,PLASTIC MARINE LUMBER,REINF
0471 1 2	1	\$10,000.00	\$82,000.00	8.200	MB	N	FENDER SYS,PLASTIC MARINE LUMBER, NR
0471 3 3	1	\$1,466,446.19	\$1,466,446.19	1.000	LS	N	POLYMERIC FENDER SYSTEM, 201-400 KIP-FT
0506 2	4	\$238.74	\$412,534.48	1,728.000	LF	N	BRIDGE DRAINAGE PIPE
0506 3	2	\$5,560.00	\$27,800.00	5.000	EA	N	BRIDGE DRAINS
0507 70	2	\$794.24	\$26,210.00	33.000	SF	N	ALUMINUM SIDEWALK FLOOR
0508 4	3	\$92,500.00	\$277,500.00	3.000	LS	N	MOVABLE BRIDGE ELECTRICAL EQUIP, REHAB
0508 72 1	1	\$75,000.00	\$75,000.00	1.000	AS	N	MOVABLE BRIDGE EMERGENCY GENERATOR ,F&I
0508 72 4	1	\$600.00	\$600.00	1.000	AS	N	MOVABLE BRIDGE EMERGENCY GENERATOR , REM
0508 73 1	1	\$1,416.66	\$254,998.80	180.000	LF	N	SUBMARINE CABLE ASSEMBLY, F & I
0508 73 4	1	\$11.11	\$1,999.80	180.000	LF	N	SUBMARINE CABLE ASSEMBLY, REMOVE
0508 77 5	1	\$40,000.00	\$40,000.00	1.000	EA	N	MOVABLE BRIDGE-REHAB,PROG LOGIC
0508 78 1	1	\$65,000.00	\$65,000.00	1.000	LS	N	MOVABLE BRIDGE-REHAB,LIMIT SWITCH,F&I
0510 1	4	\$73,219.36	\$292,877.44	4.000	LS	N	NAVIGATION LIGHTS- FIXED BRIDGE, SYSTEM
0510 1 4	1	\$2,161.48	\$25,937.76	12.000	EA	N	NAVIGATION LIGHTS- FIXED BRIDGE, REPAIR/
0515 1 1	12	\$63.24	\$392,524.61	6,207.000	LF	N	PIPE HANDRAIL - GUIDERAIL, STEEL
0515 1 2	33	\$32.20	\$652,863.95	20,277.000	LF	N	PIPE HANDRAIL - GUIDERAIL, ALUMINUM
0515 1 42	1	\$220.52	\$2,205.20	10.000	LF	N	PIPE HANDRAIL - GUIDERAIL, RELOCAT, ALUM
0515 2111	5	\$114.37	\$839,843.54	7,343.000	LF	N	PED/BICYCLE RAILING,NS, 42" TYPE 1
0515 2211	4	\$99.78	\$75,535.00	757.000	LF	N	PED/BICYCLE RAILING,STL, 42" TYPE 1
0515 2213	1	\$145.00	\$28,130.00	194.000	LF	N	PED/BICYCLE RAILING,STL, 42" TYPE 3
0515 2231	1	\$76.79	\$86,542.33	1,127.000	LF	N	PED/BICYCLE RAILING, STEEL,48" TYPE 1

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0515 2311	13	\$77.67	\$417,414.14	5,374.000	LF	N	PED/BICYCLE RAILING, ALUM,42" TYPE 1
0515 2312	1	\$110.00	\$16,720.00	152.000	LF	N	PED/BICYCLE RAILING,ALUM, 42" TYPE 2
0515 4 1	7	\$50.27	\$1,144,513.90	22,766.000	LF	N	BULLET RAIL, SINGLE RAIL
0515 4 2	9	\$38.39	\$530,963.49	13,832.000	LF	N	BULLET RAIL, DOUBLE RAIL
0519 78	7	\$793.97	\$74,633.40	94.000	EA	N	BOLLARDS
0520 1 7	50	\$15.44	\$3,925,503.14	254,297.000	LF	N	CONCRETE CURB & GUTTER, TYPE E
0520 1 10	125	\$20.22	\$7,075,330.00	349,942.000	LF	N	CONCRETE CURB & GUTTER, TYPE F
0520 1 11	2	\$17.07	\$2,783.00	163.000	LF	N	CONCRETE CURB & GUTTER, VAR HT TYPE F
0520 1 12	4	\$20.37	\$7,598.00	373.000	LF	N	CONCRETE CURB & GUTTER, TYPE F W/SP GUTT
0520 2 1	5	\$27.58	\$17,346.85	629.000	LF	N	CONCRETE CURB, TYPE A
0520 2 2	16	\$34.75	\$327,489.02	9,425.000	LF	N	CONCRETE CURB, TYPE B
0520 2 4	51	\$28.07	\$424,759.26	15,130.000	LF	N	CONCRETE CURB, TYPE D
0520 2 8	7	\$25.77	\$126,099.91	4,893.000	LF	N	CONCRETE CURB, TYPE RA
0520 3	13	\$29.37	\$66,849.69	2,276.000	LF	N	VALLEY GUTTER- CONCRETE
0520 5 11	17	\$41.27	\$636,991.80	15,433.000	LF	N	TRAF SEP CONC-TYPE I, 4' WIDE
0520 5 12	6	\$50.80	\$89,161.79	1,755.000	LF	N	TRAF SEP CONC-TYPE I, 6' WIDE
0520 5 16	3	\$58.30	\$329,671.00	5,655.000	LF	N	TRAF SEP CONC-TYPE I, 8.5' WIDE
0520 5 21	2	\$48.37	\$12,866.00	266.000	LF	N	TRAF SEP CONC - TYPE II, 4' WIDE
0520 5 22	1	\$77.47	\$16,733.52	216.000	LF	N	TRAF SEP CONC - TYPE II, 6' WIDE
0520 5 26	1	\$47.00	\$13,019.00	277.000	LF	N	TRAF SEP CONC-TYPE II, 8.5' WIDE
0520 5 41	15	\$50.07	\$308,977.74	6,171.000	LF	N	TRAF SEP CONC-TYPE IV, 4' WIDE
0520 5 42	3	\$42.29	\$39,368.16	931.000	LF	N	TRAF SEP CONC-TYPE IV, 6' WIDE
0520 5 46	2	\$45.09	\$40,937.80	908.000	LF	N	TRAF SEP CONC-TYPE IV,8.5' WIDE
0520 5 51	1	\$51.12	\$71,721.36	1,403.000	LF	N	TRAF SEP CONC, TYPE V, 4' WIDE
0520 6	23	\$19.25	\$1,285,163.97	66,775.000	LF	N	SHOULDER GUTTER- CONCRETE
0520 7 2	1	\$53.91	\$16,388.64	304.000	LF	N	GRANITE CURB, RESET
0520 70	35	\$80.09	\$641,803.80	8,014.000	SY	N	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT
0521 1	8	\$129.57	\$1,040,671.09	8,032.000	LF	N	MEDIAN CONC BARRIER WALL
0521 1 1	1	\$66.50	\$26,666.50	401.000	LF	N	MEDIAN BARRIER WALL CONC, PRECAST
0521 5 1	20	\$99.90	\$2,884,797.68	28,878.000	LF	N	CONC TRAF RAIL- BRG, 32" F-SHAPE
0521 5 2	1	\$100.00	\$104,400.00	1,044.000	LF	N	CONC TRAF RAIL- BRG, 42" F-SHAPE
0521 5 4	2	\$80.00	\$37,200.00	465.000	LF	N	CONC TRAF RAIL- BRG, 32" VERT FACE
0521 5 6	1	\$245.00	\$624,260.00	2,548.000	LF	N	CONC TRAF RAIL- BRG, CORRAL W/CURB
0521 5 7	2	\$239.15	\$772,944.00	3,232.000	LF	N	CONC TRAF RAIL, BRG, CORRAL W/O CURB
0521 5 8	1	\$90.00	\$276,660.00	3,074.000	LF	N	CONC TRAF RAIL- BRG, RETRO-VERT FACE
0521 5 13	3	\$121.88	\$204,030.00	1,674.000	LF	N	CONC TRAF RAIL- BRIDGE, 36" SING SLOPE
0521 5 30	1	\$257.75	\$270,637.50	1,050.000	LF	N	CONC TRAF RAIL-BRG, 54" F 22966435201
0521 6 11	5	\$62.98	\$577,430.84	9,168.000	LF	N	CONC PARAPET, PED/BIKE, 27"
0521 6 31	4	\$178.49	\$514,942.00	2,885.000	LF	N	CONC PARAPET, RETAINING WALL SYS, 27"
0521 8 1	7	\$155.55	\$5,192,287.22	33,381.000	LF	N	CONC TRAF RAIL BAR, JCT SLAB,32"F SHAPE

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0521 8 2	2	\$240.69	\$344,902.00	1,433.000	LF	N	CONC TRAF RAIL BAR,JCT SLAB,42"F SHAPE
0521 8 3	1	\$278.57	\$103,906.61	373.000	LF	N	CONC TRAF RAIL BAR,JCT SLAB,32"V SHP
0521 8 4	1	\$166.00	\$346,608.00	2,088.000	LF	N	CONC TRAF RAIL BAR,JCT SLAB,42"V SHP
0521 8 5	1	\$343.00	\$288,806.00	842.000	LF	N	CONC TRAF RAIL BAR,JCT SLAB,CORRAL CURB
0521 8 6	1	\$329.82	\$217,680.00	660.000	LF	N	CONC TRAFF RAIL BARR, W/JUNCT SLAB, CORR
0521 8 22	1	\$318.00	\$920,610.00	2,895.000	LF	N	CONC TRAF RL BAR,JCT SLAB,42"F SH 229664
0521 72 3	9	\$215.42	\$1,130,327.56	5,247.000	LF	N	SHLDR CONC BARRIER, RIGID-SHLDR
0521 72 4	2	\$247.02	\$296,671.64	1,201.000	LF	N	SHLDR CONC BARRIER, RIGID RETAIN
0521 72 5	8	\$212.13	\$523,755.10	2,469.000	LF	N	SHLDR CONC BARRIER WALL,RIGID C&C
0521 72 10	2	\$195.24	\$167,713.00	859.000	LF	N	SHLDR CONC BARRIER WALL,RIGID SHLDR 42"
0521 72 11	6	\$566.45	\$881,392.24	1,556.000	LF	N	SHLDR CONC BARRIER WALL,RIGID SHLDR 54"
0522 1	126	\$37.59	\$9,944,735.17	264,583.000	SY	N	CONCRETE SIDEWALK AND DRIVEWAYS, 4"
0522 2	129	\$56.44	\$5,447,779.30	96,520.000	SY	N	CONCRETE SIDEWALK AND DRIVEWAYS, 6"
0522 3	3	\$57.66	\$9,110.00	158.000	SY	N	BUS BOARDING PAD- CONCRETE
0522 4	9	\$106.74	\$46,004.97	431.000	SY	N	BUS SHELTER PAD- CONCRETE
0523 1	6	\$103.86	\$646,707.50	6,227.000	SY	N	PATTERNED PAVEMENT, VEHICULAR AREAS
0523 1 3	11	\$46.63	\$464,737.84	9,967.000	SY	N	PATTERNED PAVEMENT, VEHIC AREAS- BIKE LA
0523 2	3	\$41.15	\$202,867.48	4,930.000	SY	N	PATTERNED PAVEMENT, NON-VEHICULAR AREAS
0524 1 1	16	\$47.01	\$1,083,337.94	23,043.000	SY	N	CONCRETE DITCH PAVT, NR, 3"
0524 1 2	24	\$61.39	\$726,151.79	11,828.000	SY	N	CONCRETE DITCH PAVT, NR, 4"
0524 1 4	5	\$55.01	\$431,646.86	7,847.000	SY	N	CONCRETE DITCH PAVT, NR, 6"
0524 1 19	1	\$115.87	\$6,836.33	59.000	SY	N	CONC DITCH PAVT, 3", REINFORCED
0524 1 29	8	\$89.05	\$334,125.15	3,752.000	SY	N	CONC DITCH PAVT, 4", REINFORCED
0524 1 49	1	\$925.00	\$7,400.00	8.000	SY	N	CONC DITCH PAVT, 6", REINFORCED
0524 2 2	14	\$71.15	\$897,515.12	12,615.000	SY	N	CONC SLOPE PAVT, NR, 4"
0526 1 1	4	\$79.15	\$86,664.52	1,095.000	SY	N	PAVERS, ARCHITECTURAL, ROADWAY
0526 1 2	7	\$112.75	\$204,762.75	1,816.000	SY	N	PAVERS, ARCHITECTURAL, SIDEWALK
0526 1100	1	\$350.00	\$42,700.00	122.000	SY	N	PAVERS, ARCHITECTURAL, CONC BASE 4361611
0527 2	131	\$27.06	\$1,515,517.30	56,011.000	SF	N	DETECTABLE WARNINGS
0530 1	15	\$578.39	\$833,638.73	1,441.300	CY	N	RIPRAP, SAND-CEMENT
0530 3 3	25	\$95.74	\$3,762,709.13	39,300.000	TN	N	RIPRAP- RUBBLE, BANK AND SHORE
0530 3 4	31	\$101.18	\$901,986.54	8,914.800	TN	N	RIPRAP, RUBBLE, F&I, DITCH LINING
0530 3 8	2	\$141.33	\$2,120.00	15.000	CY	N	RIPRAP- RUBBLE, REM EXIST & REINSTALL
0530 4 6	1	\$518.34	\$14,513.52	28.000	SY	N	ARTICULATING CONC BLOCK REVET SYS, 6"
0530 4 9	1	\$250.00	\$55,750.00	223.000	SY	N	ARTICULATING CONC BLOCK REVET SYS, 9"
0530 5 1	2	\$95.94	\$1,317,737.50	13,735.000	SY	N	GABION, <1'
0530 5101	1	\$370.00	\$162,430.00	439.000	CY	N	GABION BASKET, 42292945201
0530 74	29	\$98.95	\$1,986,995.61	20,080.600	TN	N	BEDDING STONE
0534 72101	3	\$32.31	\$2,699,606.50	83,555.000	SF	N	SOUND/NOISE BARRIER-INC FOUNDATION, PERM
0534 73	1	\$28.00	\$9,856.00	352.000	SF	N	PERIMETER WALL

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0536 1 0	8	\$21.88	\$37,281.95	1,704.000	LF	N	GUARDRAIL- ROADWAY, GEN/LS TL-2
0536 1 1	66	\$17.57	\$3,998,247.33	227,532.000	LF	N	GUARDRAIL- ROADWAY, GEN TL-3
0536 1 3	13	\$22.31	\$1,359,022.55	60,912.000	LF	N	GUARDRAIL- ROADWAY, DOUBLE FACE
0536 1 11	7	\$79.34	\$682,064.16	8,597.000	LF	N	GUARDRAIL, ROADWAY, MOD THRIE BEAM
0536 5 1	6	\$6.65	\$294,410.81	44,242.000	LF	N	RUB RAIL FOR GUARDRAIL, SINGLE SIDED RUB
0536 5 2	2	\$10.52	\$138,895.60	13,201.000	LF	N	RUB RAIL FOR GUARDRAIL, DOUBLE SIDED RUB
0536 6	19	\$14.35	\$505,313.77	35,203.000	LF	N	PIPE RAIL FOR GUARDRAIL
0536 7 1	1	\$111.58	\$22,762.32	204.000	EA	N	SPECIAL GUARDRAIL POST- DEEP POST FOR SL
0536 7 2	10	\$223.32	\$56,724.11	254.000	EA	N	SPECIAL GUARDRAIL POST- SP STEEL POST CM
0536 7 3	17	\$276.76	\$136,445.08	493.000	EA	N	SPECIAL GUARDRAIL POST- ENCASED POST SM
0536 8 11	24	\$2,631.79	\$297,392.51	113.000	EA	N	APPR TRANS TO RIGID BARR CONNECT, F&I
0536 8 12	3	\$1,968.41	\$15,747.30	8.000	EA	N	APPROACH TRANS CONN TO RIGID BA, F&I, 2
0536 8 13	22	\$2,344.39	\$419,645.05	179.000	EA	N	APPROACH TRANS CONN TO RIGID BA, F&I, 3
0536 73	72	\$2.60	\$295,731.80	113,725.000	LF	N	GUARDRAIL REMOVAL
0536 85 22	51	\$2,326.35	\$600,197.24	258.000	EA	N	GUARDRAIL END TREA- FLARED APP TERM
0536 85 24	32	\$2,853.04	\$299,569.31	105.000	EA	N	GUARDRAIL END TREATMENT- PARA APP TERM
0536 85 25	43	\$866.04	\$203,519.75	235.000	EA	N	GUARDRAIL END TREAT- TRAIL AN TYPE II
0536 85 26	14	\$2,481.68	\$44,670.18	18.000	EA	N	GUARDRAIL END TREATMENT- TYPE CRT
0536 85 27	5	\$4,135.28	\$41,352.83	10.000	EA	N	GUARDRAIL END TREAT- DOUB FACE APPR TER
0536 85 28	1	\$1,143.80	\$8,006.60	7.000	EA	N	GUARDRAIL END TREAT- DBLTYPE II TRAIL AN
0538 1	12	\$7.31	\$522,641.10	71,506.000	LF	N	GUARDRAIL RESET
0542 70	4	\$82.20	\$4,685.60	57.000	EA	N	BUMPER GUARDS, CONCRETE
0544 75 1	14	\$19,757.51	\$928,602.96	47.000	EA	N	CRASH CUSHION
0546 71	4	\$1,255.15	\$25,103.08	20.000	PS	N	RUMBLE STRIPS
0546 72 52	4	\$2,164.49	\$18,056.19	8.342	GM	N	RUMBLE STRIPS, GROUND-IN, 16" CENTERLINE
0546 72 53	11	\$1,348.83	\$228,793.73	169.624	GM	N	RUMBLE STRIPS, GROUND-IN, 8" EDGELINE
0546 72 55	15	\$887.20	\$370,768.39	417.908	GM	N	RUMBLE STRIPS, GROUND-IN, 16" SHOULDER
0546 72 57	1	\$1,289.21	\$5,729.25	4.444	GM	N	RUMBLE STRIPS, GROUND-IN, 8" CENTER LINE
0548 12	11	\$24.26	\$25,736,716.16	1,060,910.000	SF	N	RET WALL SYSTEM, PERM, EX BARRIER
0548 13	2	\$13.98	\$321,196.80	22,976.000	SF	N	RETAINING WALL SYSTEM,TEMP, EXC BAR.
0550 10110	5	\$9.32	\$92,793.70	9,961.000	LF	N	FENCING, TYPE A, 0.0-5.0', STANDARD
0550 10120	3	\$13.97	\$67,687.56	4,845.000	LF	N	FENCING, TYPE A, 5.1-6.0, STANDARD
0550 10140	1	\$18.27	\$71,874.18	3,934.000	LF	N	FENCING, TYPE A, 7.1-8.0', STANDARD
0550 10149	1	\$17.38	\$49,480.86	2,847.000	LF	N	FENCING, TYPE A, 7.1-8.0', SPECIAL FEATU
0550 10210	5	\$14.58	\$54,907.00	3,767.000	LF	N	FENCING, TYPE B, 0.0-5.0', STANDARD FEAT
0550 10212	2	\$22.60	\$2,260.00	100.000	LF	N	FENCING, TYPE B, 0.0-5.0', W/ VINYL COAT
0550 10218	2	\$24.74	\$31,566.50	1,276.000	LF	N	FENCING, TYPE B, 0.0-5.0', RESET EXIST
0550 10220	14	\$13.44	\$442,041.12	32,881.000	LF	N	FENCING, TYPE B, 5.1-6.0', STANDARD
0550 10221	4	\$21.51	\$130,289.50	6,056.000	LF	N	FENCING, TYPE B, 5.1-6.0', W/ BARB ATTMT
0550 10222	7	\$15.44	\$1,537,209.08	99,547.000	LF	N	FENCING, TYPE B, 5.1-6.0, W/ VINYL COAT

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0550 10228	3	\$17.67	\$16,024.80	907.000	LF	N	FENCING, TYPE B, 5.1-6.0, RESET EXISTING
0550 10238	1	\$16.00	\$3,296.00	206.000	LF	N	FENCING, TYPE B, 6.1-7.0, RESET EXISTING
0550 10250	2	\$23.78	\$65,520.80	2,755.000	LF	N	FENCING, TYPE B, 8.1-10.0', STANDARD FEA
0550 10256	2	\$70.83	\$7,282,929.49	102,823.000	LF	N	FENCING, TYPE B, 8-10.0', VIN BARB
0550 10325	1	\$89.03	\$47,185.90	530.000	LF	N	FENCING, TYPE R, 5.1-6.0', VERTICAL
0550 10344	3	\$126.45	\$174,624.00	1,381.000	LF	N	FENCING, TYPE R, 7.1-8.0, W/PART ENCLOS
0550 10353	2	\$243.85	\$89,980.00	369.000	LF	N	FENCING, TYPE R, 8.1-10', W/FULL ENCLOS
0550 10363	1	\$525.00	\$281,400.00	536.000	LF	N	FENCING, TYPE R, GR TH10', W/FULL ENCLOS
0550 10420	2	\$30.95	\$6,129.00	198.000	LF	N	FENCING, WOOD, 5.1-6.0'
0550 10620	2	\$53.63	\$5,470.00	102.000	LF	N	FENCING, VINYL, 5.1-6.0'
0550 60112	1	\$2,649.37	\$2,649.37	1.000	EA	N	FENCE GATE,TYP A, SGL, 6.1-12' OPENING
0550 60124	1	\$650.00	\$3,250.00	5.000	EA	N	FENCE GATE,TYP A, DBL, 18.1-20.' OPENING
0550 60125	2	\$1,533.33	\$4,600.00	3.000	EA	N	FENCE GATE,TYP A, DBL, 20.1-24.' OPENING
0550 60211	5	\$1,240.67	\$60,792.96	49.000	EA	N	FENCE GATE,TYP B,SGL, 0- 6.0' OPENING
0550 60212	5	\$1,568.35	\$48,618.97	31.000	EA	N	FENCE GATE,TYP B,SGL,6.1-12.0' OPENING
0550 60213	1	\$2,700.00	\$2,700.00	1.000	EA	N	FENCE GATE,TYP B, SGL,12.1-18.0' OPENING
0550 60222	1	\$2,400.00	\$7,200.00	3.000	EA	N	FENCE GATE,TYP B, DBL, 6.1-12.0' OPENING
0550 60223	1	\$2,114.47	\$4,228.94	2.000	EA	N	FENCE GATE,TYP B, DBL,12.1-18.0' OPENING
0550 60224	2	\$2,755.17	\$79,900.00	29.000	EA	N	FENCE GATE,TYP B, DBL,18.1-20.0' OPENING
0550 60225	3	\$2,604.16	\$13,020.80	5.000	EA	N	FENCE GATE,TYP B, DBL, 20.1-24' OPENING
0550 60226	1	\$4,000.00	\$4,000.00	1.000	EA	N	FENCE GATE,TYP B, DBL, 24-30' OPENING
0550 60234	3	\$2,953.87	\$11,815.46	4.000	EA	N	FENCE GATE,TYP B,SLIDE/CANT,18.1-20' OPEN
0550 60235	2	\$2,250.00	\$4,500.00	2.000	EA	N	FENCE GATE,TYP B,SLIDE/CANT,20.1-24'OPEN
0550 60237	1	\$3,949.00	\$3,949.00	1.000	EA	N	FENCE GATE,TYP B,SLI CANT, > THAN 30'
0550 60400	2	\$2,303.87	\$6,911.60	3.000	EA	N	FENCE GATE, RESET EXISTING
0550 60623	1	\$1,500.00	\$1,500.00	1.000	EA	N	FENCE GATE, VIN, DOUBLE, 12.1-18.9' OPEN
0561 1	9	\$1,362.26	\$15,435,929.54	11,331.100	TN	N	COATING EXISTING STRUCTURAL STEEL
0561 2	4	\$71.94	\$1,177,554.00	16,368.000	SF	N	COATING EXISTING STRUCTURAL STEEL
0563 4	3	\$.47	\$229,417.89	491,793.000	SF	N	ANTI-GRAFFITI COATING, NON-SACRIFICIAL
0570 1 1	32	\$.84	\$1,880,476.34	2,251,489.000	SY	N	PERFORMANCE TURF
0570 1 2	183	\$2.30	\$15,987,544.55	6,937,946.000	SY	N	PERFORMANCE TURF, SOD
0571 1 11	5	\$4.52	\$90,137.44	19,928.000	SY	N	PLASTIC EROSION MAT, TRM, TYPE 1
0571 1 12	2	\$6.57	\$159,132.00	24,209.000	SY	N	PLASTIC EROSION MAT, TRM, TYPE 2
0571 1 13	4	\$8.61	\$253,224.89	29,420.000	SY	N	PLASTIC EROSION MAT, TRM, TYPE 3
0580 1 1	6	\$64,204.75	\$385,228.50	6.000	LS	N	LANDSCAPE COMPLETE- SMALL PLANTS
0580 1 2	14	\$34,621.31	\$553,940.96	16.000	LS	N	LANDSCAPE COMPLETE- LARGE PLANTS
0580 2 1	2	\$1,009.09	\$22,200.00	22.000	EA	N	LANDSCAPE- RELOCATE TREE, PALMS <14'
0580 2 2	5	\$6,430.91	\$353,700.00	55.000	EA	N	LANDSCAPE- RELOCATE TREE, PALMS >14'
0580 2 4	1	\$1,500.00	\$12,000.00	8.000	EA	N	LANDSCAPE- RELOCATE TREE, TREES <5"
0580 2 5	3	\$2,507.69	\$32,600.00	13.000	EA	N	LANDSCAPE- RELOCATE TREE, TREES >5"

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0580 2 7	1	\$500.00	\$5,500.00	11.000	EA	N	LANDSCAPE- RELOCATE TREE, PALMS <14' SAB
0580 2 8	3	\$628.39	\$58,440.00	93.000	EA	N	LANDSCAPE- RELOCATE TREE, PALMS >14' SAB
0590 1	1	\$7,500.00	\$7,500.00	1.000	EA	N	LANDSCAPE IRRIGATION SYSTEM
0590 70	4	\$32,055.00	\$128,220.00	4.000	LS	N	IRRIGATION SYSTEM
0590 70 1	5	\$12,074.00	\$60,370.00	5.000	LS	N	IRRIGATION SYSTEM REPAIRS
0591 1 34	1	\$12.80	\$14,835.20	1,159.000	LF	N	IRRIGATION SLEEVE, 6" DIAM,22966445201
0591 1 55	1	\$12.80	\$17,894.40	1,398.000	LF	N	IRRIGATION SLEEVE, 6" DIAM, 22966435201
0591 1 59	1	\$7.83	\$10,946.34	1,398.000	LF	N	IRRIGATION SLEEVE, 2" DIAM, 22966435201
0591 1 60	1	\$7.83	\$9,074.97	1,159.000	LF	N	IRRIGATION SLEEVE, 2" DIAM, 22966445201
0630 2 11	113	\$6.68	\$6,450,576.62	965,214.000	LF	N	CONDUIT, F& I, OPEN TRENCH
0630 2 12	126	\$19.79	\$8,718,210.87	440,627.000	LF	N	CONDUIT, F& I, DIRECTIONAL BORE
0630 2 14	32	\$20.86	\$235,268.99	11,281.000	LF	N	CONDUIT, F& I, ABOVEGROUND
0630 2 15	13	\$21.51	\$2,230,564.83	103,706.000	LF	N	CONDUIT, F& I, BRIDGE MOUNT
0630 2 24	1	\$40.55	\$4,866.00	120.000	LF	N	CONDUIT, F&I, JACK & BORE 43472215201
0632 7 1	71	\$5,147.15	\$802,954.69	156.000	PI	N	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL
0632 7 2	35	\$4.23	\$178,560.33	42,221.000	LF	N	SIGNAL CABLE, REPAIR/REPL-FUR & INSTALL
0632 7 4	1	\$850.00	\$850.00	1.000	PI	N	SIGNAL CABLE, ADJUST
0632 7 6	41	\$718.31	\$56,746.59	79.000	PI	N	SIGNAL CABLE, REMOVE- INTERSECTION
0632 7 7	1	\$1.00	\$450.00	450.000	LF	N	SIGNAL CABLE, REMOVE- OUTSIDE OF INTERSE
0633 1111	2	\$2.62	\$18,622.40	7,114.000	LF	N	FIBER OPTIC CABLE, F&I, OVH,2-12
0633 1112	1	\$2.76	\$90,547.32	32,807.000	LF	N	FIBER OPTIC CABLE, F&I,OVH,13-48
0633 1121	24	\$2.44	\$286,571.17	117,473.000	LF	N	FIBER OPTIC CABLE, F&I, UG,2-12
0633 1122	13	\$2.68	\$356,481.88	133,005.000	LF	N	FIBER OPTIC CABLE, F&I, UG,13-48
0633 1123	11	\$2.50	\$649,719.30	260,247.000	LF	N	FIBER OPTIC CABLE, F&I, UG,49-96
0633 1124	2	\$3.90	\$392,165.00	100,453.000	LF	N	FIBER OPTIC CABLE, F&I, UG,97-144
0633 1320	1	\$3.68	\$5,060.00	1,375.000	LF	N	FIBER OPTIC CABLE, INSTALL, UG
0633 1410	1	\$5.95	\$4,004.35	673.000	LF	N	FIBER OPTIC CABLE, REL, OV
0633 1420	6	\$6.22	\$27,805.80	4,468.000	LF	N	FIBER OPTIC CABLE, REL, UG
0633 1620	13	\$.62	\$52,830.60	85,776.000	LF	N	FIBER OPTIC CABLE, REM, UG
0633 2 31	24	\$40.28	\$272,462.42	6,764.000	EA	N	FIBER OPTIC CONNECTION, INSTALL, SPLICE
0633 2 32	20	\$75.64	\$172,694.61	2,283.000	EA	N	FIBER OPTIC CONNECTION, INSTALL, TERM
0633 3 11	22	\$672.70	\$249,571.84	371.000	EA	N	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE
0633 3 12	22	\$41.26	\$22,733.66	551.000	EA	N	FIBER OPTIC CONN HDWR, SPLICE TRAY
0633 3 13	8	\$59.46	\$47,510.86	799.000	EA	N	FIBER OPTIC CONN HDWR, PRETERM CONNECT A
0633 3 14	16	\$169.97	\$23,796.31	140.000	EA	N	FIBER OPTIC CONN HDWR, BUFFER TUBE FAN O
0633 3 15	16	\$1,762.23	\$650,263.57	369.000	EA	N	FIBER OPTIC CONN HDWR, PRETERM PATCH PAN
0633 3 16	19	\$1,686.10	\$212,448.48	126.000	EA	N	FIBER OPTIC CONN HDWR, PATCH PANEL- FIE
0633 3 17	7	\$139.65	\$12,149.96	87.000	EA	N	FIBER OPTIC CONN HDWR, CONNECTOR PANEL
0633 3 34	1	\$79.33	\$317.32	4.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, INS BT
0633 3 45	1	\$661.50	\$661.50	1.000	EA	N	FIBER OPTIC CONN HDWR, REL, PATCH PANEL

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0633 3 51	5	\$770.00	\$11,550.00	15.000	EA	N	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE
0633 3 52	3	\$55.03	\$990.56	18.000	EA	N	FIBER OPTIC CONN HDWR, ADJ, SPL TRAY
0633 3 53	1	\$1,418.47	\$9,929.29	7.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, ADJ/MOD
0633 3 56	2	\$1,814.44	\$5,443.33	3.000	EA	N	FIBER OPTIC CONN HDWR, ADJ, PATCH PANEL
0633 4 1	3	\$6.68	\$5,408.50	810.000	LF	N	SIGNALS COMMUNIC- TWISTED PAIR CABLE
0633 4 4	1	\$10.00	\$100.00	10.000	LF	N	SIGNALS COMMUNIC- TWISTED PAIR C, RELOCA
0633 4 6	5	\$.37	\$2,359.55	6,400.000	LF	N	SIGNALS COMMUNIC- TWISTED PAIR C, REMOVE
0633 8 1	13	\$4.12	\$35,466.70	8,604.000	LF	N	MULTI-CONDUCTOR COMMUNICATION CABLE, F&I
0633 8 6	1	\$.62	\$93.00	150.000	LF	N	MULTI-CONDUCTOR COMMUNICATION CABLE, REM
0634 4152	2	\$2,491.67	\$7,475.00	3.000	PI	N	SPAN WIRE ASSEMBLY, F&I, TWO PT, DIAG
0634 4153	9	\$4,670.11	\$98,072.33	21.000	PI	N	SPAN WIRE ASSEM, F&I, TWO PT, BOX/DROP B
0634 4600	6	\$599.18	\$4,793.42	8.000	PI	N	SPAN WIRE ASSEMBLY, REMOVE- POLES REMAIN
0634 4700	1	\$1,150.00	\$1,150.00	1.000	PI	N	SPAN WIRE ASSEMBLY, RE-TENSION CABLE - M
0634 5 1	2	\$50.66	\$4,761.76	94.000	LF	N	FIBERGLASS INSULATOR, FURNISH & INSTALL
0635 2 11	134	\$601.06	\$5,808,684.09	9,664.000	EA	N	PULL & SPLICE BOX, F&I, 13" x 24"
0635 2 12	42	\$1,281.77	\$1,149,750.43	897.000	EA	N	PULL & SPLICE BOX, F&I, 24" X 36"
0635 2 13	21	\$3,089.05	\$735,194.27	238.000	EA	N	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"
0635 2 30	2	\$595.16	\$1,190.32	2.000	EA	N	PULL & SPLICE BOX, INSTALL
0635 3 11	9	\$284.04	\$72,999.01	257.000	EA	N	JUNCTION BOX, FURNISH & INSTALL, AERIAL
0635 3 12	10	\$666.99	\$134,065.00	201.000	EA	N	JUNCTION BOX, FURNISH & INSTALL, MOUNTED
0639 1111	3	\$9,132.43	\$146,118.83	16.000	AS	N	ELECTRICAL POWER SRV,F&I,OH,M,FURNISHED
0639 1112	18	\$1,991.41	\$221,046.60	111.000	AS	N	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON
0639 1113	1	\$1,250.00	\$1,250.00	1.000	AS	N	ELECTRICAL POWER SRV,F&I, OH, M NOT REQ
0639 1121	10	\$4,814.52	\$81,846.92	17.000	AS	N	ELECTRICAL POWER SRV,F&I, UG,FUR BY POWE
0639 1122	45	\$2,365.29	\$390,273.33	165.000	AS	N	ELECTRICAL POWER SRV,F&I, UG,PUR CONT
0639 1123	8	\$1,833.09	\$31,162.61	17.000	AS	N	ELECTRICAL POWER SRV,F&I, UG,PUR,NOT REQ
0639 1410	2	\$1,244.60	\$3,733.80	3.000	AS	N	ELECTRICAL POWER SRV,REL OHD,
0639 1420	1	\$2,794.85	\$2,794.85	1.000	AS	N	ELECTRICAL POWER SRV,REL UND
0639 1610	9	\$495.34	\$6,439.46	13.000	AS	N	ELECTRICAL POWER SRV,REM OHD
0639 1620	9	\$1,321.74	\$18,504.40	14.000	AS	N	ELECTRICAL POWER SRV,REM UND
0639 2 1	56	\$6.19	\$5,326,235.35	860,858.000	LF	N	ELECTRICAL SERVICE WIRE, F&I
0639 2 4	1	\$1.41	\$705.00	500.000	LF	N	ELECTRICAL SERVICE WIRE, RELOCATE
0639 2 6	17	\$.73	\$22,221.64	30,444.000	LF	N	ELECTRICAL SERVICE WIRE, REMOVE
0639 3 11	24	\$805.90	\$300,599.54	373.000	EA	N	ELEC SERV DISCON, F&I, POLE MNT
0639 3 12	3	\$2,205.32	\$24,258.54	11.000	EA	N	ELEC SERV DISCON, F&I, CABINET
0639 3 60	9	\$243.82	\$3,901.13	16.000	EA	N	ELEC SERV DISCON, REMOVE
0639 6 1	14	\$1,054.89	\$356,552.26	338.000	EA	N	ELECTRICAL POWER SERVICE- TRANSF, F&I
0639 6 2	2	\$2,739.49	\$8,218.48	3.000	EA	N	ELECTRICAL POWER SERVICE- TRANSF, REPLAC
0641 2 11	11	\$1,449.46	\$39,135.41	27.000	EA	N	PREST CNC POLE,F&I,TYP P-II,PEDESTAL
0641 2 12	50	\$1,428.06	\$435,558.13	305.000	EA	N	PREST CNC POLE,F&I,TYP P-II SRV POLE

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0641 2 13	5	\$8,120.42	\$138,047.20	17.000	EA	N	PREST CNC POLE,F&I,TYP P-III
0641 2 14	3	\$10,288.69	\$82,309.50	8.000	EA	N	PREST CNC POLE,F&I,TYP P-IV
0641 2 15	1	\$9,200.00	\$18,400.00	2.000	EA	N	PREST CNC POLE,F&I,TYP P-V
0641 2 16	1	\$11,720.00	\$46,880.00	4.000	EA	N	PREST CNC POLE,F&I,TYP P-VI
0641 2 17	1	\$6,176.54	\$148,236.96	24.000	EA	N	PREST CNC POLE,F&I,TYP P-VII
0641 2 18	5	\$9,998.51	\$399,940.36	40.000	EA	N	PREST CNC POLE,F&I,TYP P-VIII
0641 2 19	1	\$8,200.00	\$57,400.00	7.000	EA	N	PREST CNC POLE,F&I, CUSTOM DESIGN
0641 2 60	22	\$605.14	\$58,698.54	97.000	EA	N	PREST CNC POLE, REMOVE
0641 2 70	12	\$1,875.93	\$90,044.82	48.000	EA	N	PREST CNC POLE, REMOVE SHALLOW
0641 2 80	8	\$3,429.07	\$150,879.06	44.000	EA	N	PREST CNC POLE, REMOVE COMPLETE
0641 3163	4	\$14,774.96	\$339,823.97	23.000	EA	N	CONCRETE CCTV POLE, FUR & INS W/LOW
0641 3169	3	\$14,532.17	\$2,005,439.46	138.000	EA	N	CONCRETE CCTV POLE, FUR & INS W/LOW
0641 3175	4	\$17,022.42	\$646,852.08	38.000	EA	N	CONCRETE CCTV POLE, FUR & INS W/LOW
0641 3180	1	\$14,953.36	\$14,953.36	1.000	EA	N	CONCRETE CCTV POLE, FUR & INS W/LOW
0641 3186	2	\$22,474.33	\$134,846.00	6.000	EA	N	CONCRETE CCTV POLE, FUR & INS W/LOW
0641 3263	4	\$13,425.71	\$214,811.37	16.000	EA	N	CONCRETE CCTV POLE, FUR & INS W/O LOW
0641 3269	1	\$13,000.00	\$39,000.00	3.000	EA	N	CONCRETE CCTV POLE, FUR & INS W/O LOW
0646 1 11	84	\$1,283.28	\$1,197,301.34	933.000	EA	N	ALUMINUM SIGNALS POLE, PEDESTAL
0646 1 12	26	\$980.36	\$126,466.82	129.000	EA	N	ALUMINUM SIGNALS POLE, PED DETECT POST
0646 1 40	7	\$919.07	\$11,028.86	12.000	EA	N	ALUMINUM SIGNALS POLE, RELOCATE
0646 1 60	63	\$225.47	\$69,220.42	307.000	EA	N	ALUMINUM SIGNALS POLE, REMOVE
0646 2115	1	\$1,564.38	\$1,564.38	1.000	EA	N	ALUMINUM POLE- INDEX 17900, F&I, 15'
0646 2120	1	\$1,900.00	\$1,900.00	1.000	EA	N	ALUMINUM POLE- INDEX 17900, F&I, 20'
0646 2600	2	\$413.96	\$827.92	2.000	EA	N	ALUMINUM POLE- INDEX 17900, REMOVE
0649 1 17	1	\$7,000.00	\$7,000.00	1.000	EA	N	STEEL STRAIN POLE, F&I, TYPE PS- X
0649 1 63	1	\$900.00	\$900.00	1.000	EA	N	STEEL STRAIN POLE, REMOVE, SHALLOW, BOLT
0649 1 65	1	\$5,800.00	\$17,400.00	3.000	EA	N	STEEL STRAIN POLE, REMOVE,DEEP, BOLT
0649 1102	1	\$42,300.00	\$169,200.00	4.000	EA	N	STEEL STRAIN POLE, F&I, CUST 43088615201
0649 2150	2	\$20,585.98	\$349,961.65	17.000	EA	N	STEEL CCTV POLE, F&I W/ LOW, 50'
0649 11 1	1	\$198,113.00	\$198,113.00	1.000	EA	N	STEEL MONOTUBE ASSY, F&I, 150' 434339-1
0649 21 1	3	\$22,048.20	\$66,144.60	3.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 30'
0649 21 3	11	\$30,256.85	\$695,907.51	23.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 40'
0649 21 6	19	\$34,178.90	\$1,162,082.70	34.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 50'
0649 21 7	1	\$40,000.00	\$40,000.00	1.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 50'- 30'
0649 21 10	21	\$38,728.42	\$1,626,593.66	42.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 60'
0649 21 12	1	\$37,000.00	\$74,000.00	2.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 60'- 40'
0649 21 13	4	\$56,100.50	\$224,401.99	4.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 60'- 50'
0649 21 14	1	\$71,469.90	\$71,469.90	1.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 60'- 60'
0649 21 15	13	\$49,661.18	\$794,578.83	16.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 70'
0649 21 18	2	\$60,706.50	\$121,413.00	2.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 70'- 50'

**Florida Department of Transportation**  
**Item Average Unit Cost**  
**From 2017/06/01 to 2018/05/31**

**Contract Type: CC STATEWIDE**  
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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0649 21 19	3	\$63,966.76	\$191,900.29	3.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 70-60
0649 21 20	1	\$47,902.55	\$47,902.55	1.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 70-70
0649 21 21	14	\$47,504.74	\$1,187,618.43	25.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 78'
0649 21 22	1	\$60,559.29	\$60,559.29	1.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 78'-30'
0649 21 24	1	\$49,989.03	\$49,989.03	1.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 78'-50'
0649 21 27	1	\$75,921.15	\$151,842.30	2.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 78-78
0649 21101	1	\$60,000.00	\$60,000.00	1.000	EA	N	STEEL MAST ARM, TROMB 55 43472215201
0649 21102	1	\$46,247.82	\$46,247.82	1.000	EA	N	STEEL MAST ARM, 69' S, 229664-3
0649 21103	1	\$45,220.09	\$45,220.09	1.000	EA	N	STEEL MAST ARM, 65' S, 229664-3
0649 26 3	20	\$2,810.09	\$188,276.25	67.000	EA	N	STEEL MAST ARM ASSEMBLY, REMOVE
0649 26 5	6	\$7,211.92	\$86,543.00	12.000	EA	N	STEEL MAST ARM ASSEMBLY, REMOVE
0650 1 11	2	\$655.00	\$5,240.00	8.000	AS	N	VEH TRAFFIC SIGNAL,F&I ALUMINUM, 1 S 1 W
0650 1 13	2	\$702.20	\$4,213.18	6.000	AS	N	VEH TRAF SIGNAL,F&I ALUMINUM, 2 S 1-2 W
0650 1 14	53	\$996.74	\$859,193.68	862.000	AS	N	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W
0650 1 15	2	\$1,908.25	\$7,633.00	4.000	AS	N	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 2-4 W
0650 1 16	23	\$1,259.54	\$102,022.38	81.000	AS	N	VEH TRAF SIGNAL,F&I ALUMINUM, 4 S 1 W
0650 1 18	18	\$1,275.98	\$53,591.31	42.000	AS	N	VEH TRA SIGNAL,F&I ALUMINUM, 5 S STR 1 W
0650 1 19	13	\$1,429.70	\$95,790.20	67.000	AS	N	VEH TRAF SIGNAL,F&I ALUMINUM, 5 S CL 1 W
0650 1 24	2	\$991.16	\$16,849.64	17.000	AS	N	VEH TRAF SIGNAL,F&I POLY W/AL, 3 S
0650 1 26	2	\$1,413.03	\$8,478.20	6.000	AS	N	VEH TRAF SIGNAL,F&I POLY W/AL, 4 S
0650 1 34	2	\$1,050.73	\$14,710.28	14.000	AS	N	VEH TRAF SIGNAL,F&I POLYCARBONA, 3 S 1 W
0650 1 36	1	\$1,340.00	\$2,680.00	2.000	AS	N	VEH TRAF SIGNAL,F&I POLYCARBON, 4 S 1 W
0650 1 38	2	\$1,376.67	\$4,130.00	3.000	AS	N	VEH TRAF SIGNAL, F&I POLYCARB, 5 SEC, 1W
0650 1 39	1	\$1,633.91	\$1,633.91	1.000	AS	N	VEH TRAF SIGNAL, F&I, POLY, 5 SEC, 1 W
0650 1 44	3	\$3,000.00	\$39,000.00	13.000	AS	N	VEH TRAF SIGNAL,F&I PROGRAM, 3 S 1 W
0650 1 46	1	\$4,764.96	\$4,764.96	1.000	AS	N	VEH TRAF SIGNAL, F&I PROGRAMMAB, 4S, 1 W
0650 1 48	1	\$5,666.42	\$5,666.42	1.000	AS	N	VEH TRAF SIGNAL, F&I, 5S, 1 W PROG
0650 1 60	14	\$71.27	\$10,903.97	153.000	AS	N	VEH TRAF SIGNAL, REMOVE- POLES TO REMAIN
0650 1 70	7	\$568.09	\$18,178.92	32.000	AS	N	VEHICULAR TRAFFIC SIGNAL, RELOCATE
0650 2101	1	\$267.25	\$1,069.00	4.000	EA	N	VEHIC SIGNAL AUX, REP/RETROFIT- F&I, BAC
0650 2102	7	\$333.65	\$23,355.33	70.000	EA	N	VEHIC SIGNAL AUX, REP/RETROFIT- F&I, BAC
0653 1 11	86	\$676.54	\$689,396.29	1,019.000	AS	N	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY
0653 1 12	52	\$1,185.36	\$254,851.91	215.000	AS	N	PEDESTRIAN SIGNAL, F&I LED COUNT, 2 WAYS
0653 1 40	4	\$361.41	\$3,252.70	9.000	AS	N	PEDESTRIAN SIGNAL, RELOCATE
0653 1 60	49	\$67.49	\$33,812.26	501.000	AS	N	PEDESTRIAN SIGNAL, REMOVE
0654 2 21	5	\$7,173.22	\$215,196.68	30.000	AS	N	RECT RAPID FLASH BEACON, F&I SOL, 1 SIGN
0654 2 22	4	\$8,513.48	\$153,242.72	18.000	AS	N	RECT RAPID FLASH BCN, F&I SOL, BB SIGN
0654 3 10	3	\$1,148.16	\$55,111.52	48.000	AS	N	PEDESTRIAN HYBRID BEACON, F&I, COMP
0660 1101	2	\$180.00	\$3,060.05	17.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 1
0660 1102	2	\$302.30	\$1,813.80	6.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0660 1103	1	\$188.00	\$564.00	3.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 3
0660 1106	1	\$327.09	\$327.09	1.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 6
0660 1109	18	\$184.91	\$36,057.68	195.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 9
0660 1110	17	\$283.20	\$48,994.21	173.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 10
0660 1111	1	\$280.00	\$2,240.00	8.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 11
0660 1600	5	\$27.81	\$1,084.40	39.000	EA	N	LOOP DETECTOR INDUCTIVE, REMOVE
0660 2101	25	\$781.41	\$245,361.75	314.000	AS	N	LOOP ASSEMBLY- F&I, TYPE A
0660 2102	36	\$807.68	\$431,301.94	534.000	AS	N	LOOP ASSEMBLY, F&I, TYPE B
0660 2103	2	\$678.50	\$44,781.28	66.000	AS	N	LOOP ASSEMBLY, F&I, TYPE C
0660 2106	46	\$848.79	\$808,899.18	953.000	AS	N	LOOP ASSEMBLY, F&I, TYPE F
0660 3 11	14	\$792.65	\$218,771.57	276.000	EA	N	VEHICLE DETECTION SYSTEM- MICRO,F&I, CAB
0660 3 12	14	\$5,473.80	\$1,614,771.01	295.000	EA	N	VEHICLE DETECTION SYSTEM- MICRO,F&I, ABO
0660 3 60	3	\$543.11	\$4,887.96	9.000	EA	N	VEHICLE DETECTION SYSTEM- MICRO,REM,SYST
0660 4 11	31	\$5,509.30	\$804,357.87	146.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, CABINET
0660 4 12	33	\$4,374.69	\$1,041,176.99	238.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G
0660 4 41	3	\$453.66	\$4,536.64	10.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, CABINET
0660 4 42	2	\$849.00	\$6,792.00	8.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G
0660 4 51	3	\$3,445.20	\$17,226.00	5.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, CABINET
0660 4 52	1	\$913.00	\$1,826.00	2.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G
0660 4 60	2	\$338.89	\$3,050.00	9.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, REMOVE
0660 5 60	1	\$501.37	\$501.37	1.000	EA	N	VEHICLE DETECTION SYSTEM- W MAG, REMOVE
0660 6121	6	\$1,816.96	\$103,566.70	57.000	EA	N	VEHICLE DETECTION SYSTEM- AVI B,F&I, CAB
0660 6122	6	\$6,344.88	\$368,002.75	58.000	EA	N	VEHICLE DETECTION SYSTEM- AVI B,F&I, ABO
0660 6421	3	\$641.67	\$1,925.00	3.000	EA	N	VEHICLE DETECTION SYSTEM- AVI B, REL
0660 6422	3	\$1,052.80	\$3,158.40	3.000	EA	N	VEHICLE DETECTION SYSTEM- AVI B, REL
0660 6600	1	\$643.00	\$1,286.00	2.000	EA	N	VEHICLE DETECTION SYSTEM- AVI REMOVE
0663 1111	3	\$4,450.72	\$22,253.62	5.000	EA	N	SIGNAL PRIO & PREEMP, F&I, OPT,CAB E
0663 1112	4	\$2,014.51	\$72,522.42	36.000	EA	N	SIGNAL PRIO & PREEMP, F&I, OPT,DETEC
0663 1121	2	\$7,270.00	\$21,810.00	3.000	EA	N	SIGNAL PRIO & PREEMP, F&I, GPS, REPLACE
0663 1122	1	\$6,000.00	\$6,000.00	1.000	EA	N	SIGNAL PRIO & PREEMP, F&I, GPS, DETE
0663 1400	2	\$1,350.31	\$6,751.56	5.000	EA	N	SIGNAL PRIO & PREEMP, RELOCATE
0665 1 11	78	\$238.33	\$297,198.67	1,247.000	EA	N	PEDESTRIAN DETECTOR, F&I, STANDARD
0665 1 12	11	\$1,323.59	\$236,922.58	179.000	EA	N	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE
0665 1 40	4	\$254.48	\$1,526.88	6.000	EA	N	PEDESTRIAN DETECTOR, RELOCATE
0665 1 50	1	\$97.90	\$97.90	1.000	EA	N	PEDESTRIAN DETECTOR, ADJUST/MODIFY
0665 1 60	47	\$40.91	\$22,786.77	557.000	EA	N	PEDESTRIAN DETECTOR, REMOVE
0670 5110	17	\$26,691.32	\$1,201,109.50	45.000	AS	N	TRAF CNTL ASSEM, F&I, NEMA
0670 5111	10	\$31,699.37	\$570,588.66	18.000	AS	N	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT
0670 5112	6	\$30,791.13	\$400,284.65	13.000	AS	N	TRAF CNTL ASSEM, F&I, NEMA, 2 PREEMPT
0670 5120	14	\$26,547.20	\$610,585.61	23.000	AS	N	TRAF CNTL ASSEM, F&I, 170

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0670 5121	1	\$28,344.50	\$28,344.50	1.000	AS	N	TRAF CNTL ASSEM, F&I, 170,1PREEM PLAN
0670 5141	1	\$26,200.00	\$26,200.00	1.000	AS	N	TRAF CNTL ASSEM, F&I, 2070, 1 PREEMPT
0670 5151	3	\$24,857.14	\$174,000.00	7.000	AS	N	TRAF CNTL ASSEM, F&I, ATC, 1 PREEMPT
0670 5400	60	\$1,836.75	\$301,226.32	164.000	AS	N	TRAF CNTL ASSEM, MODIFY
0670 5500	2	\$3,455.00	\$6,910.00	2.000	AS	N	TRAF CNTL ASSEM, RELOCATE
0670 5600	43	\$763.50	\$67,187.76	88.000	AS	N	TRAF CNTL ASSEM, REMOVE
0671 2 11	1	\$3,629.92	\$3,629.92	1.000	EA	N	TRAFFIC CONTROLLER, F&I, NEMA
0671 2 40	2	\$690.25	\$2,761.00	4.000	EA	N	TRAFFIC CONTROLLER, MODIFY
0671 2 50	1	\$1,855.00	\$1,855.00	1.000	EA	N	TRAFFIC CONTROLLER, RELOCATE
0671 2 60	1	\$501.37	\$501.37	1.000	EA	N	TRAFFIC CONTROLLER, REMOVE
0676 1112	1	\$2,448.27	\$58,758.48	24.000	EA	N	TRAFFIC SIGNAL CONTR CAB, F&I, NEMA S 2
0676 1113	1	\$5,811.00	\$75,543.00	13.000	EA	N	TRAF CAB,NEMA Ty3, 24" W x 40" H x 15" D
0676 1116	1	\$20,413.00	\$20,413.00	1.000	EA	N	TRAFFIC SIGNAL CONTR CAB, F&I, NEMA S 1
0676 1131	1	\$3,250.00	\$6,500.00	2.000	EA	N	TRAFFIC SIGNAL CONT CAB, F&I W/O CONTROL
0676 1500	1	\$830.00	\$2,490.00	3.000	EA	N	TRAFFIC SIGNAL CONTR CAB, ADJUST/MODIFY
0676 1600	2	\$602.50	\$1,205.00	2.000	EA	N	TRAFFIC SIGNAL CONTR CAB, REMOVE
0676 2111	1	\$9,000.00	\$27,000.00	3.000	EA	N	ITS CABINET- F&I, POLE, 336
0676 2112	1	\$9,000.00	\$45,000.00	5.000	EA	N	ITS CABINET- F&I, POLE, 336S
0676 2121	2	\$4,886.36	\$53,750.00	11.000	EA	N	ITS CABINET- F&I, POLE, 336
0676 2122	8	\$5,991.73	\$1,485,950.02	248.000	EA	N	ITS CABINET- F&I, POLE, 336S
0676 2131	1	\$8,500.00	\$8,500.00	1.000	EA	N	ITS CABINET- F&I, BASE, 336
0676 2143	5	\$9,990.47	\$189,818.92	19.000	EA	N	ITS CABINET- F&I, BASE, 334
0676 2144	2	\$11,402.17	\$68,413.00	6.000	EA	N	ITS CABINET- F&I, BASE, 340
0676 2500	2	\$1,403.33	\$4,210.00	3.000	EA	N	ITS CABINET- ADJUST/MODIFY
0676 2600	5	\$1,003.13	\$13,040.64	13.000	EA	N	ITS CABINET- REMOVE
0676 3 10	6	\$1,096.40	\$59,205.35	54.000	EA	N	SMALL EQUIPMENT ENCLOSURE, F&I,>10X13X11
0678 1102	1	\$1,986.43	\$1,986.43	1.000	EA	N	CNTRL ACCESS-REP EX, F&I,TYPE 6 CONF MON
0678 1104	1	\$78.00	\$156.00	2.000	EA	N	CNTRL ACCESS, F&I, LOAD SWITCH
0680 1112	2	\$49,743.33	\$149,230.00	3.000	EA	N	SYS CONTROL EQP, F&I,ADAPTIVE SIGNA- NEM
0680 1113	1	\$15,400.00	\$30,800.00	2.000	EA	N	SYS CONTROL EQP, F&I,ADAPTIVE SIGNA- NEM
0680 1122	1	\$42,253.00	\$42,253.00	1.000	EA	N	SYS CONTROL EQP, F&I,ADAPTIVE SIGNA- 170
0680 1123	1	\$3,942.64	\$15,770.56	4.000	EA	N	SYS CONTROL EQP, F&I,ADAPTIVE SIGNA- 170
0682 1113	9	\$5,752.96	\$465,989.96	81.000	EA	N	ITS CCTV CAMERA, F&I, DOME ENCL-PRESS
0682 1132	1	\$7,150.00	\$7,150.00	1.000	EA	N	ITS CCTV CAMERA, F&I, DOME, IP STD DEF
0682 1133	8	\$7,071.04	\$141,420.86	20.000	EA	N	ITS CCTV CAMERA, F&I, DOME ENCL-NP.
0682 1143	1	\$3,538.14	\$594,407.52	168.000	EA	N	ITS CCTV CAMERA F&I, EXT NON-PRESS, HD
0682 1400	4	\$1,583.50	\$6,334.00	4.000	EA	N	ITS CCTV CAMERA, RELOCATE
0682 1600	6	\$718.25	\$13,646.71	19.000	EA	N	ITS CCTV CAMERA, REMOVE & DISPOSAL
0684 1 1	28	\$2,549.84	\$1,012,287.95	397.000	EA	N	MANAGED FIELD ETHERNET SWITCH, F&I
0684 1 4	4	\$539.86	\$2,159.44	4.000	EA	N	MANAGED FIELD ETHERNET SWITCH, RELOCATE

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0684	1 6	1	\$258.62	\$258.62	1.000	EA	N	MANAGED FIELD ETHERNET SWITCH, REMOVE
0684	2 1	10	\$461.28	\$108,862.22	236.000	EA	N	DEVICE SERVER, F&I
0684	3 11	2	\$2,235.96	\$11,179.79	5.000	EA	N	DIGITAL VIDEO ENC W SO, F&I HARD ENCODER
0684	3 41	1	\$155.00	\$310.00	2.000	EA	N	DIGITAL VIDEO ENC W SO, REL HARD ENCODER
0684	5 1	5	\$540.47	\$44,318.28	82.000	EA	N	MEDIA CONVERTER, FURNISH & INSTALL
0684	5 4	1	\$254.22	\$508.44	2.000	EA	N	MEDIA CONVERTER, RELOCATE
0684	6 11	3	\$3,764.95	\$79,064.00	21.000	EA	N	WIRELESS COMMUNICATION DEVICE, F&I, ETHE
0684	6 12	1	\$3,100.00	\$12,400.00	4.000	EA	N	WIRELESS COMMUNICATION DEVICE, F&I, ETHE
0684	6 60	1	\$258.62	\$1,034.48	4.000	EA	N	WIRELESS COMMUNICATION DEVICE, REMOVE
0685	1 11	17	\$3,864.05	\$316,852.16	82.000	EA	N	UPS POWER SUPPLY, F&I, LINE INTERACTIVE
0685	1 12	3	\$4,988.18	\$109,740.00	22.000	EA	N	UPS, F&I, ONLINE DOUBLE CONVERSION
0685	1 13	12	\$7,351.66	\$198,494.92	27.000	EA	N	UPS, F&I, ONLINE DOUBLE CONVERSION
0685	1 60	2	\$520.68	\$1,041.37	2.000	EA	N	UPS, REMOVE- POLE/CABINET REMAINS
0687	1 60	1	\$2,194.00	\$2,194.00	1.000	EA	N	HIGHWAY ADVISORY RADIO, REMOVE
0695	1 1	33	\$1,324.79	\$374,914.21	283.000	EA	N	TMS VEH SNSR-NON-WEIGHT, F&I,
0695	3 11	1	\$4,000.00	\$32,000.00	8.000	AS	N	TMS VEH SPEED/CLASS UNIT, F&I,
0695	5 1	2	\$4,627.05	\$78,659.86	17.000	EA	N	TMS VEH SOLAR POWER UNIT, F&I,
0695	6 12	35	\$1,259.06	\$367,646.56	292.000	EA	N	TMS IND LOOP ASSEMBLY
0695	7131	4	\$3,832.40	\$19,162.00	5.000	EA	N	TMS CABINET, F&I , TYP 3 BASE MOUNT
0695	7132	10	\$3,861.94	\$81,100.82	21.000	EA	N	TMS CABINET, F&I , TYP 3 PEDESTAL
0695	7141	8	\$4,376.48	\$52,517.71	12.000	EA	N	TMS CABINET, F&I , TYP 4 BASE
0695	7143	1	\$3,008.96	\$3,008.96	1.000	EA	N	TMS CABINET, F&I , TYP 4 POLE
0695	7162	4	\$5,828.41	\$34,970.48	6.000	EA	N	TMS CABINET, F&I , TYP 3, PEDESTAL
0695	7600	11	\$388.60	\$6,217.57	16.000	EA	N	TMS CABINET, REMOVE
0695	8 11	1	\$2,758.03	\$2,758.03	1.000	EA	N	TMS VEH SYSTEM COMMUNICATIONS MODE, F&I,
0700	1 11	155	\$362.68	\$1,995,847.74	5,503.000	AS	N	SINGLE POST SIGN, F&I GM, <12 SF
0700	1 12	108	\$1,225.16	\$1,908,805.12	1,558.000	AS	N	SINGLE POST SIGN, F&I GM, 12-20 SF
0700	1 13	60	\$1,528.58	\$564,045.63	369.000	AS	N	SINGLE POST SIGN, F&I GM, 21-30 SF
0700	1 14	11	\$2,116.75	\$86,786.78	41.000	AS	N	SINGLE POST SIGN, F&I GM, 31+ SF
0700	1 21	5	\$1,410.15	\$45,124.78	32.000	AS	N	SINGLE POST SIGN, F&I BARR MT, LT 12 SF
0700	1 22	2	\$2,619.20	\$26,192.00	10.000	AS	N	SINGLE POST SIGN, F&I BARR MT, 12-20 SF
0700	1 31	9	\$1,861.26	\$72,589.10	39.000	AS	N	SINGLE POST SIGN, F&I BRG MNT, <12 SF
0700	1 32	2	\$1,875.00	\$7,500.00	4.000	AS	N	SINGLE POST SIGN, F&I BRG MNT, 12-20 SF
0700	1 33	1	\$1,893.85	\$3,787.70	2.000	AS	N	SINGLE POST SIGN, F&I BRG MNT, 21-30 SF
0700	1 40	2	\$110.00	\$770.00	7.000	AS	N	SINGLE POST SIGN, INSTALL
0700	1 50	102	\$247.32	\$157,050.98	635.000	AS	N	SINGLE POST SIGN, RELOCATE
0700	1 60	153	\$34.75	\$162,861.99	4,687.000	AS	N	SINGLE POST SIGN, REMOVE
0700	1 74	2	\$1,966.67	\$5,900.00	3.000	AS	N	SINGLE POST SIGN, F&I CUSTOM, 31+ SF
0700	1 80	1	\$170.00	\$170.00	1.000	AS	N	SINGLE POST SIGN, REPAIR
0700	1 87	1	\$225.00	\$450.00	2.000	AS	N	SINGLE POST SIGN, REPAIR- REP POST, EXIS

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0700 2 11	2	\$1,650.00	\$3,300.00	2.000	AS	N	MULTI- POST SIGN, F&I GM, <12 SF
0700 2 12	12	\$3,235.15	\$97,054.46	30.000	AS	N	MULTI- POST SIGN, F&I GM, 12-20 SF
0700 2 13	19	\$4,389.90	\$223,885.04	51.000	AS	N	MULTI- POST SIGN, F&I GM, 21-30 SF
0700 2 14	35	\$4,649.02	\$794,982.98	171.000	AS	N	MULTI- POST SIGN, F&I GM, 31-50 SF
0700 2 15	27	\$6,268.63	\$695,818.04	111.000	AS	N	MULTI- POST SIGN, F&I GM, 51-100 SF
0700 2 16	10	\$8,945.16	\$554,599.69	62.000	AS	N	MULTI- POST SIGN, F&I GM, 101-200 SF
0700 2 17	6	\$13,442.06	\$752,755.34	56.000	AS	N	MULTI- POST SIGN, F&I GM, 201-300 SF
0700 2 18	5	\$17,368.11	\$277,889.76	16.000	AS	N	MULTI- POST SIGN, F&I GM, 301-400 SF
0700 2 50	17	\$2,718.05	\$76,105.48	28.000	AS	N	MULTI- POST SIGN, RELOCATE
0700 2 60	49	\$644.20	\$249,305.14	387.000	AS	N	MULTI- POST SIGN, REMOVE
0700 3101	44	\$221.23	\$79,199.63	358.000	EA	N	SIGN PANEL, F&I GM, UP TO 12 SF
0700 3102	5	\$677.42	\$28,451.61	42.000	EA	N	SIGN PANEL, F&I GM, 12-20 SF
0700 3103	2	\$1,246.39	\$8,724.72	7.000	EA	N	SIGN PANEL, F&I GM, 21-30 SF
0700 3104	2	\$1,533.33	\$4,600.00	3.000	EA	N	SIGN PANEL, F&I GM, 31-50 SF
0700 3201	44	\$560.09	\$115,378.18	206.000	EA	N	SIGN PANEL, F&I OM, UP TO 12 SF
0700 3202	9	\$1,142.81	\$90,281.64	79.000	EA	N	SIGN PANEL, F&I OM, 12-20 SF
0700 3203	8	\$913.30	\$66,670.61	73.000	EA	N	SIGN PANEL, F&I OM, 21-30 SF
0700 3204	7	\$1,955.32	\$35,195.76	18.000	EA	N	SIGN PANEL, F&I OM, 31-50 SF
0700 3205	12	\$2,888.31	\$132,862.22	46.000	EA	N	SIGN PANEL, F&I OM, 51-100 SF
0700 3206	14	\$4,386.16	\$407,912.46	93.000	EA	N	SIGN PANEL, F&I OM, 101-200 SF
0700 3207	13	\$6,418.26	\$519,879.19	81.000	EA	N	SIGN PANEL, F&I OM, 201-300 SF
0700 3208	5	\$8,825.41	\$114,730.27	13.000	EA	N	SIGN PANEL, F&I OM, 301-400 SF
0700 3209	1	\$8,685.55	\$26,056.65	3.000	EA	N	SIGN PANEL, F&I OM, 401-500 SF
0700 3210	1	\$11,045.09	\$66,270.54	6.000	EA	N	SIGN PANEL, F&I OM, 501-600 SF
0700 3401	2	\$147.66	\$442.99	3.000	EA	N	SIGN PANEL, INSTALL, UP TO 12 SF
0700 3501	25	\$120.57	\$34,242.97	284.000	EA	N	SIGN PANEL, RELOCATE, UP TO 12 SF
0700 3502	5	\$314.13	\$2,827.18	9.000	EA	N	SIGN PANEL, RELOCATE, 12-20 SF
0700 3506	1	\$1,115.29	\$1,115.29	1.000	EA	N	SIGN PANEL, RELOCATE, 101-200 SF
0700 3601	65	\$58.07	\$24,564.94	423.000	EA	N	SIGN PANEL, REMOVE, UP TO 12 SF
0700 3602	8	\$343.81	\$13,408.58	39.000	EA	N	SIGN PANEL, REMOVE, 12-20 SF
0700 3603	6	\$438.35	\$28,492.76	65.000	EA	N	SIGN PANEL, REMOVE, 21-30 SF
0700 3604	7	\$256.21	\$2,818.34	11.000	EA	N	SIGN PANEL, REMOVE, 31-50 SF
0700 3605	2	\$521.53	\$1,043.05	2.000	EA	N	SIGN PANEL, REMOVE, 51-100 SF
0700 3606	6	\$384.96	\$25,022.45	65.000	EA	N	SIGN PANEL, REMOVE, 101-200 SF
0700 3607	2	\$647.64	\$1,295.28	2.000	EA	N	SIGN PANEL, REMOVE, 201-300 SF
0700 3608	1	\$568.44	\$6,252.84	11.000	EA	N	SIGN PANEL, REMOVE, 301-400 SF
0700 3624	1	\$600.00	\$2,400.00	4.000	EA	N	SIGN PANEL, REMOVE, UP TO 50 SF WITH LIG
0700 3625	6	\$684.84	\$16,436.25	24.000	EA	N	SIGN PANEL, REMOVE, 51-100 SF W LIGHTING
0700 3626	7	\$1,070.48	\$63,158.34	59.000	EA	N	SIGN PANEL, REMOVE, 101-200 SF W LIGHT
0700 3627	8	\$1,228.21	\$58,954.28	48.000	EA	N	SIGN PANEL, REMOVE, 201-300 SF W LIGHT

**Florida Department of Transportation**  
**Item Average Unit Cost**  
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**Contract Type: CC STATEWIDE**  
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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0700 3628	2	\$1,096.29	\$6,577.72	6.000	EA	N	SIGN PANEL, REMOVE, 301-400 SF W LIGHT
0700 4112	5	\$47,421.55	\$474,215.53	10.000	EA	N	OH STATIC SIGN STR, F&I, C 21-30 FT
0700 4113	4	\$57,770.71	\$808,790.00	14.000	EA	N	OH STATIC SIGN STR, F&I, C 31-40 FT
0700 4114	10	\$72,082.19	\$1,369,561.70	19.000	EA	N	OH STATIC SIGN STR, F&I, C 41-50 FT
0700 4125	4	\$116,586.65	\$466,346.59	4.000	EA	N	OH STATIC SIGN STR, F&I, S 51-100 FT
0700 4126	5	\$168,929.51	\$1,858,224.56	11.000	EA	N	OH STATIC SIGN STR, F&I, S 101-150 FT
0700 4127	2	\$241,817.95	\$483,635.90	2.000	EA	N	OH STATIC SIGN STR, F&I, S 151-200 FT
0700 4140	2	\$10,967.23	\$54,836.16	5.000	EA	N	OH STATIC SIGN STR, F&I, O BR MOUNT
0700 4610	8	\$4,584.79	\$123,789.37	27.000	EA	N	OH STATIC SIGN STR, REMOVE, CANT
0700 4620	4	\$8,799.17	\$96,790.90	11.000	EA	N	OH STATIC SIGN STR, REMOVE, SPAN
0700 4633	1	\$5,200.00	\$5,200.00	1.000	EA	N	OH STATIC SIGN STR, REMOVE MONOTUBE
0700 4635	1	\$9,000.00	\$18,000.00	2.000	EA	N	OH STATIC SIGN STR, REMOVE MONOTUBE
0700 4640	5	\$1,280.67	\$15,368.00	12.000	EA	N	OH STATIC SIGN STR, REMOVE, BRIDGE MOUNT
0700 5 21	24	\$2,879.25	\$262,011.37	91.000	EA	N	INTERNAL ILLUM SIGN, F&I OM, UP TO 12 SF
0700 5 22	36	\$3,568.62	\$927,842.35	260.000	EA	N	INTERNAL ILLUM SIGN, F&I OM, 12-18 SF
0700 5 50	9	\$1,360.13	\$21,762.05	16.000	EA	N	INTERNAL ILLUM SIGN, RELOCATE
0700 5 60	5	\$174.75	\$5,941.50	34.000	EA	N	INTERNAL ILLUM SIGN, REMOVE
0700 6 60	1	\$4,281.00	\$4,281.00	1.000	AS	N	HIGHLIGHTED SIGN, REMOVE
0700 7132	1	\$34,767.15	\$451,972.95	13.000	EA	N	EMBED DYNAMIC MESS SIGN, F&I, FULL,12-20
0700 7500	1	\$1,643.71	\$3,287.42	2.000	EA	N	EMBED DYNAMIC MESS SIGN, RELOCATE
0700 8134	2	\$15,759.42	\$835,249.20	53.000	EA	N	FRONT ACC DYN MESS SIGN, F&I, FULL,31-50
0700 8135	3	\$74,275.12	\$668,476.12	9.000	EA	N	FRONT ACC DYN MESS SIGN, F&I, FUL,51-100
0700 8136	3	\$85,015.93	\$1,785,334.43	21.000	EA	N	FRONT ACC DYN MESS SIGN, F&I, FULL,101-
0700 8600	1	\$425.00	\$15,300.00	36.000	EA	N	FRONT ACC DYN MESS SIGN, REMOVE
0700 9137	7	\$89,886.09	\$3,595,443.78	40.000	EA	N	WALK-IN DYN MESS SIGN,F&I, FULL,201-
0700 9600	3	\$3,234.89	\$12,939.55	4.000	EA	N	WALK-IN DYN MESS SIGN, REMOVE
0700 10115	2	\$62,618.51	\$876,659.10	14.000	EA	N	DMS SUPPORT STRUCTURE, SPAN, 51-100 FT
0700 10116	1	\$117,000.00	\$117,000.00	1.000	EA	N	DMS SUPPORT STRUCTURE, SPAN, 101-150 FT
0700 10122	2	\$43,933.17	\$263,599.00	6.000	EA	N	DMS SUPPORT STRUCTURE, CANT, 21-30 FT
0700 10123	4	\$71,671.47	\$645,043.25	9.000	EA	N	DMS SUPPORT STRUCTURE, CANT, 31-40 FT
0700 10124	7	\$64,931.08	\$2,337,519.01	36.000	EA	N	DMS SUPPORT STRUCTURE, CANT, 41-50 FT
0700 10140	1	\$8,578.00	\$8,578.00	1.000	EA	N	DMS SUPPORT STRUCTURE, F&I MULTI POST
0700 10600	3	\$1,594.31	\$63,772.57	40.000	EA	N	DMS SUPPORT STRUCTURE, REMOVE
0700 11262	1	\$9,971.81	\$19,943.62	2.000	EA	N	ELEC DIS SIGN- F&I GM- SOLAR, SPEED FLAS
0700 11321	1	\$5,013.00	\$5,013.00	1.000	AS	N	ELECT DISP SIGN, F&I OM- AC, EL REG UP
0700 11391	6	\$6,754.39	\$418,771.91	62.000	AS	N	ELECT DISP SIGN, F&I OM- AC, BLANK OUT
0700 11700	1	\$178.00	\$178.00	1.000	AS	N	ELECT DISP SIGN, REMOVE- OVERHEAD MOUNT
0700 12 12	4	\$5,544.26	\$116,429.56	21.000	AS	N	SIGN BEACON, F&I GM- AC, TWO BEACONS
0700 12 21	2	\$5,889.73	\$17,669.20	3.000	AS	N	SIGN BEACON, F&I GM- SOLAR, ONE BEACON
0700 12 22	3	\$6,463.41	\$19,390.24	3.000	AS	N	SIGN BEACON, F&I GM- SOLAR, TWO BEACONS

**Florida Department of Transportation**  
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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0700 12 32	1	\$1,700.00	\$3,400.00	2.000	AS	N	SIGN BEACON, F&I OM, TWO BEACONS
0700 12 50	2	\$1,243.23	\$4,972.91	4.000	AS	N	SIGN BEACON, RELOCATE BEACON- SIGN TO RE
0700 12 60	1	\$617.99	\$2,471.96	4.000	AS	N	SIGN BEACON, REMOVE BEACON- SIGN TO REMA
0700 13 10	1	\$85.00	\$680.00	8.000	EA	N	RETROREFLECTIVE SIGN STRIP- RR BLADES
0700 13 12	14	\$95.65	\$8,991.18	94.000	EA	N	RETROREFLECTIVE SIGN STRIP- F&I, 2'
0700 13 15	10	\$98.18	\$6,283.79	64.000	EA	N	RETROREFLECTIVE SIGN STRIP- F&I, 5'
0701 17101	2	\$6,081.91	\$54,311.47	8.930	GM	N	PROFILED THERMOPLAST,STD, WHITE,SOLID,6"
0701 17201	1	\$5,956.31	\$15,093.29	2.534	GM	N	PROFILED THERMOPLAST,STD, YELLO,SOLID,6"
0701 17221	1	\$2,165.93	\$6,175.07	2.851	GM	N	PROFILED THERMOPLAST,STD, YELLO,SKIP,6"
0701 18101	8	\$5,204.87	\$477,599.15	91.760	GM	N	PROFILED THER,STANDARD- ASPHALT, WH SO 6
0701 18201	8	\$5,545.90	\$133,789.39	24.124	GM	N	PROFILED THER,STANDARD- ASPHALT, YE SO 6
0701 18221	2	\$2,513.17	\$16,986.49	6.759	GM	N	PROFILED THERMOPLAST,STD, YELLO,SKIP,6"
0705 10 1	52	\$184.10	\$84,872.12	461.000	EA	N	OBJECT MARKER, TYPE 1
0705 10 2	13	\$133.27	\$112,609.80	845.000	EA	N	OBJECT MARKER, TYPE 2
0705 10 3	11	\$175.56	\$13,342.82	76.000	EA	N	OBJECT MARKER, TYPE 3
0705 10 4	6	\$261.47	\$13,857.80	53.000	EA	N	OBJECT MARKER, TYPE 4
0705 11 1	49	\$292.97	\$675,882.45	2,307.000	EA	N	DELINEATOR, FLEXIBLE TUBULAR
0705 11 2	14	\$68.03	\$56,668.10	833.000	EA	N	DELINEATOR, NON-FLEXIBLE
0705 11 3	28	\$147.47	\$54,418.19	369.000	EA	N	DELINEATOR, FLEX HIGH VISABILITY MED
0705 11 4	3	\$104.28	\$18,145.50	174.000	EA	N	DELINEATOR, FLEX HIGH PERFORMANCE 48"
0706 3	13	\$3.49	\$84,826.09	24,335.000	EA	N	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS
0710 11101	132	\$947.83	\$1,554,719.78	1,640.298	GM	N	PAINTED PAVT MARK,STD,WHITE,SOLID,6"
0710 11102	66	\$1,385.34	\$60,446.74	43.633	GM	N	PAINTED PAVT MARK,STD,WHITE,SOLID,8"
0710 11103	11	\$2,191.23	\$50,124.38	22.875	GM	N	PAINTED PAVT MARK,STD,WHITE,SOLID,12"
0710 11123	78	\$.67	\$177,532.52	263,608.000	LF	N	PAINTED PAVT MARK,STD,WHITE,SOLID, 12"
0710 11124	65	\$1.01	\$71,305.33	70,737.000	LF	N	PAINTED PAVT MARK,STD,WHITE,SOLID, 18"
0710 11125	116	\$1.39	\$165,819.90	118,940.000	LF	N	PAINTED PAVT MARK,STD,WHITE,SOLID,24"
0710 11131	95	\$415.26	\$465,387.79	1,120.722	GM	N	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"
0710 11133	9	\$778.37	\$1,540.40	1.979	GM	N	PAINTED PVMT MARK, STD, WHITE, SKIP, 12"
0710 11141	79	\$554.77	\$33,004.66	59.492	GM	N	PAINTED PAVT MARK,STD,WH,DOT GUIDE, 6"
0710 11160	78	\$45.33	\$82,280.92	1,815.000	EA	N	PAINTED PAVT MARK,STD,WHITE, MESSAGE
0710 11170	104	\$27.54	\$280,386.10	10,181.000	EA	N	PAINTED PAVT MARK,STD,WHITE, ARROWS
0710 11180	14	\$2.12	\$1,489.75	704.000	LF	N	PAINTED PAVT MARK,STD,WHITE,YIELD LINE
0710 11190	17	\$2.83	\$2,794.62	989.000	SF	N	PAINTED PAVT MARK,STD,WHITE, ISLA NOSE
0710 11201	132	\$990.58	\$1,221,593.91	1,233.207	GM	N	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"
0710 11202	18	\$1,355.90	\$16,837.58	12.418	GM	N	PAINTED PAVT MARK,STD,YELLOW,SOLID,8"
0710 11223	1	\$2.00	\$74.00	37.000	LF	N	PAINTED PAVT MARK,STD,YELLOW,SOLID, 12"
0710 11224	61	\$.99	\$72,342.81	72,823.000	LF	N	PAINTED PAVT MARK,STD,YELLOW,SOLID,18"
0710 11231	30	\$433.60	\$56,151.26	129.501	GM	N	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"
0710 11241	51	\$693.07	\$32,188.43	46.443	GM	N	PAINTED PAVT MARK,STD,YELLOW,DOT,6"

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0710 11290	56	\$2.88	\$28,313.52	9,844.000	SF	N	PAINTED PAVT MARK,STD,YELLOW,ISLAND NOSE
0710 11331	6	\$1,140.03	\$1,688.39	1.481	GM	N	PAINTED PAVT MARK,STD,BLACK,SKIP,6"
0710 11341	1	\$660.00	\$125.40	.190	GM	N	PAINTED PAVT MARK,STD,BL,DOT GUIDE, 6"
0710 11421	1	\$2.00	\$424.00	212.000	LF	N	PAINTED PAVT MARK,STD,BLUE,SOLID,6"
0710 90	160	\$22,424.80	\$4,395,259.88	196.000	LS	N	PAINTED PAVEMENT MARKINGS, FINAL SURFACE
0711 11102	13	\$6,271.22	\$18,914.00	3.016	GM	N	THERMOPLASTIC, STD, WHITE, SOLID, 8"
0711 11103	14	\$9,367.91	\$133,230.35	14.222	GM	N	THERMOPLASTIC, STD, WHITE, SOLID, 12"
0711 11123	104	\$2.22	\$525,848.97	236,665.000	LF	N	THERMOPLASTIC, STD, WHITE, SOLID, 12"
0711 11124	115	\$3.13	\$245,374.91	78,354.000	LF	N	THERMOPLASTIC, STD, WHITE, SOLID, 18"
0711 11125	149	\$4.24	\$300,501.56	70,913.000	LF	N	THERMOPLASTIC, STD, WHITE, SOLID, 24"
0711 11141	108	\$1,879.73	\$124,075.37	66.007	GM	N	THERMOPLASTIC, STD, WHITE, DOT GUIDE, 6"
0711 11143	5	\$4,815.04	\$2,007.87	.417	GM	N	THERMOPLASTIC, STD, WHITE, DOT GUIDE,12"
0711 11160	103	\$136.98	\$209,304.36	1,528.000	EA	N	THERMOPLASTIC, STD, WHITE, MESSAGE
0711 11170	131	\$66.00	\$495,329.55	7,505.000	EA	N	THERMOPLASTIC, STD, WHITE, ARROW
0711 11180	16	\$5.92	\$6,054.54	1,022.000	LF	N	THERMOPLASTIC, STD, WHITE, YIELD LINE
0711 11224	106	\$2.98	\$195,027.50	65,394.000	LF	N	THERMOPLASTIC, STD, YELLOW, SOLID, 18"
0711 11241	84	\$1,971.03	\$52,387.90	26.579	GM	N	THERMOPLASTIC,STD,YELLOW,DOT / GUIDE, 6"
0711 11421	4	\$6.40	\$10,170.50	1,588.000	LF	N	THERMOPLASTIC, STD, BLUE, SOLID,6"
0711 12101	3	\$3,992.26	\$18,811.51	4.712	GM	N	THERMOPLASTIC,REFURB, WHITE, SOLID, 6"
0711 12122	2	\$1.64	\$1,465.45	893.000	LF	N	THERMOPLASTIC,REFURB, WHITE, SOLID, 8"
0711 12123	2	\$3.19	\$5,443.00	1,704.000	LF	N	THERMOPLASTIC,REFURB, WHITE, SOLID, 12"
0711 12124	2	\$4.77	\$2,052.40	430.000	LF	N	THERMOPLASTIC,REFURB, WHITE, SOLID, 18"
0711 12125	1	\$5.25	\$1,113.00	212.000	LF	N	THERMOPLASTIC,REFURB, WHITE, SOLID, 24"
0711 12131	1	\$1,040.99	\$2,774.24	2.665	GM	N	THERMOPLASTIC, REFURB, WHITE, SKIP, 6"
0711 12141	1	\$1,831.00	\$587.75	.321	GM	N	THERMOPLASTIC,REFURB,WHITE,DOT/GDLN, 6"
0711 12160	2	\$290.06	\$4,931.00	17.000	EA	N	THERMOPLASTIC, REFURBISH, WHITE, MESSAGE
0711 12170	2	\$76.26	\$2,364.00	31.000	EA	N	THERMOPLASTIC, REFURBISH, WHITE, ARROWS
0711 12201	3	\$3,073.08	\$8,189.77	2.665	GM	N	THERMOPLASTIC, REFURB, YELLOW, SOLID, 6"
0711 12224	1	\$4.20	\$315.00	75.000	LF	N	THERMOPLASTIC,REFURB, YELLOW, SOLID, 18"
0711 12241	1	\$2,041.11	\$36.74	.018	GM	N	THERMOPLASTIC,REFURB,YELLOW,DOT/GDLN,6"
0711 14123	40	\$8.41	\$382,273.07	45,438.000	LF	N	THERMOPLASTIC, PREFORM, WHITE, SOLID,12"
0711 14125	107	\$15.38	\$2,045,906.38	133,067.000	LF	N	THERMOPLASTIC, PREFORM, WHITE, SOLID,24"
0711 14141	5	\$11,849.09	\$2,606.80	.220	GM	N	THERMOPLASTIC, PREF, WHITE, 2-4 DOT, CON
0711 14160	88	\$223.02	\$538,382.24	2,414.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE
0711 14170	77	\$121.46	\$236,844.49	1,950.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE, ARROW
0711 14341	2	\$12,634.62	\$657.00	.052	GM	N	THERMOPLASTIC, PREF, BLACK, 2-4' CONC
0711 14560	4	\$1,214.41	\$63,149.41	52.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE
0711 14570	6	\$720.51	\$57,640.71	80.000	EA	N	THERMOPLASTIC, PREF, WHITE CONTRAST
0711 14660	8	\$2,953.30	\$132,898.40	45.000	EA	N	THERMOPLASTIC, PREFORMED, MULTI, ROUTE S
0711 15101	40	\$4,629.96	\$1,974,950.97	426.559	GM	N	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"

**Florida Department of Transportation**  
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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0711 15102	19	\$6,291.40	\$113,748.49	18.080	GM	N	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"
0711 15131	38	\$1,510.27	\$650,974.27	431.032	GM	N	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"
0711 15133	5	\$2,661.80	\$5,541.86	2.082	GM	N	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"
0711 15201	39	\$4,237.06	\$1,526,742.54	360.331	GM	N	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"
0711 15202	10	\$6,446.36	\$78,400.63	12.162	GM	N	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 8"
0711 15231	2	\$1,779.62	\$186.86	.105	GM	N	THERMOPLASTIC, STD-OP, YELLOW, SKIP, 6"
0711 16101	142	\$4,059.54	\$1,708,268.61	420.803	GM	N	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"
0711 16102	89	\$5,665.92	\$141,189.15	24.919	GM	N	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 8"
0711 16131	90	\$1,337.04	\$274,064.54	204.979	GM	N	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"
0711 16133	18	\$3,403.83	\$3,264.27	.959	GM	N	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 12"
0711 16201	140	\$3,968.91	\$1,224,955.47	308.638	GM	N	THERMOPLASTIC, STD-OTH, YELLOW, SOLID, 6"
0711 16202	29	\$7,250.16	\$38,592.62	5.323	GM	N	THERMOPLASTIC, STD-OT, YELLOW, SOLID, 8"
0711 16231	47	\$1,492.18	\$112,834.54	75.617	GM	N	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"
0711 17	31	\$7.04	\$376,024.03	53,442.000	SF	N	THERMOPLASTIC, REMOVE
0713103101	51	\$24,641.15	\$725,731.01	29.452	GM	N	PERMANENT TAPE, WHITE, SOLID, 6" CONC BR
0713103102	1	\$28,000.00	\$3,276.00	.117	GM	N	PERM TAPE, WHITE, S, 8" EXIT CONC PAVMT
0713103103	3	\$39,811.60	\$3,742.29	.094	GM	N	PERMANENT TAPE, WHITE, SOLID, 12" CONC BR
0713103131	36	\$7,600.53	\$216,911.65	28.539	GM	N	PERMANENT TAPE, WHITE, SKIP/D, 6" FOR CONC
0713103133	1	\$10,284.03	\$689.03	.067	GM	N	PERM TAPE, WHITE, SK, 12" 3'-9 CON PVMT
0713103201	49	\$24,446.62	\$532,594.04	21.786	GM	N	PERMANENT TAPE, YELLOW, SOLID, 6" CONC BR
0713103231	6	\$11,181.43	\$9,135.23	.817	GM	N	PERMANENT TAPE, YELLOW, SKIP/, 6" FOR CONC
0713103331	28	\$7,491.26	\$195,888.84	26.149	GM	N	PERMANENT TAPE, BLACK, SKIP/D, 6" FOR CONC
0713107	7	\$1.89	\$78,505.26	41,531.000	SF	N	PREFORMED/PERMANENT TAPE, REMOVE
0715 1 11	10	\$.83	\$67,946.16	82,155.000	LF	N	LIGHTING CONDUCTORS, F&I, INSUL, NO.10 OR<
0715 1 12	66	\$1.22	\$1,977,462.60	1,618,277.000	LF	N	LIGHTING CONDUCTORS, F&I, INSUL, NO.8-6
0715 1 13	29	\$1.78	\$2,079,324.33	1,171,202.000	LF	N	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2
0715 1 14	3	\$2.75	\$101,140.00	36,835.000	LF	N	LIGHTING CONDUCTORS, F&I, INSUL, NO.1-0
0715 1 15	7	\$4.63	\$85,702.74	18,493.000	LF	N	LIGHTING CONDUCTORS, F&I, NO.1/0-3/0
0715 1 16	1	\$9.42	\$942.00	100.000	LF	N	LIGHTING CONDUCTORS, F&I, NO.4/0 OR LAR
0715 1 40	1	\$22.00	\$1,320.00	60.000	LF	N	LIGHTING CONDUCTORS, RELOCATE EXISTING C
0715 1 60	36	\$.52	\$209,727.69	401,301.000	LF	N	LIGHTING CONDUCTORS, R&D, CONT OWNS
0715 4 11	10	\$4,728.13	\$865,248.16	183.000	EA	N	LIGHT POLE COMPLETE, F&I- STD, 30'
0715 4 12	10	\$6,075.60	\$492,123.68	81.000	EA	N	LIGHT POLE COMPLETE, F&I- STD, 35'
0715 4 13	26	\$4,902.99	\$2,515,231.80	513.000	EA	N	LIGHT POLE COMPLETE, F&I- STD, 40'
0715 4 14	14	\$5,013.26	\$3,198,460.67	638.000	EA	N	LIGHT POLE COMPLETE, F&I- STD, 45'
0715 4 15	2	\$6,556.90	\$163,922.58	25.000	EA	N	LIGHT POLE COMPLETE, F&I- STD, 50'
0715 4 21	4	\$6,282.07	\$370,642.00	59.000	EA	N	LIGHT POLE COMPLETE, F&I- STD P, SP, 30'
0715 4 22	3	\$8,276.56	\$124,148.43	15.000	EA	N	LIGHT POLE COMPLETE, F&I- STD P, SP, 35'
0715 4 23	5	\$9,298.32	\$204,562.94	22.000	EA	N	LIGHT POLE COMPLETE, F&I- STD P, SP, 40'
0715 4 24	5	\$10,904.68	\$174,474.88	16.000	EA	N	LIGHT POLE COMPLETE, F&I- STD P, SP, 45'

**Florida Department of Transportation**  
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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0715 4 31	1	\$1,648.64	\$16,486.40	10.000	EA	N	LIGHT POLE COMPLETE, F&I- UTI 17515, 30'
0715 4 32	4	\$5,639.14	\$56,391.40	10.000	EA	N	LIGHT POLE COMPLETE, F&I- UTI 17515, 35'
0715 4 41	2	\$8,021.12	\$72,190.10	9.000	EA	N	LIGHT POLE COMPLETE, F&I- UTI SP, 30'
0715 4 42	4	\$7,909.58	\$118,643.72	15.000	EA	N	LIGHT POLE COMPLETE, F&I- SP, 35'
0715 4 60	8	\$3,822.92	\$129,979.22	34.000	EA	N	LIGHT POLE COMPLETE, RELOCATE
0715 4 70	24	\$468.54	\$150,870.84	322.000	EA	N	LIGHT POLE COMPLETE, REMOVE POLE/FOUND
0715 4 71	3	\$362.09	\$2,172.53	6.000	EA	N	LIGHT POLE COMPLETE, REMOVE POLE
0715 5 21	3	\$1,531.41	\$16,845.55	11.000	EA	N	LUMINAIRE & BRACKET ARM, REPLACE L &ARM
0715 5 31	5	\$1,743.48	\$71,482.85	41.000	EA	N	LUMINAIRE & BRACKET ARM, F&I NEW
0715 5 32	6	\$2,317.72	\$67,213.96	29.000	EA	N	LUMINAIRE & BRACKET ARM, F&I NEW
0715 5 51	5	\$365.09	\$4,016.00	11.000	EA	N	LUMINAIRE & BRACKET ARM, REMOVE L &ARM
0715 7 11	34	\$10,465.98	\$1,496,635.69	143.000	EA	N	LOAD CENTER, F&I, SECONDARY VOLTAGE
0715 7 21	2	\$1,377.50	\$2,755.00	2.000	EA	N	LOAD CENTER, REWORK, SECONDARY VOLTAGE
0715 7 41	8	\$1,114.93	\$28,988.30	26.000	EA	N	LOAD CENTER, REMOVE, SECONDARY VOLTAGE
0715 11125	12	\$1,141.05	\$253,313.96	222.000	EA	N	LUMINAIRE,F&I,UNDER DECK, WALL MOUNT
0715 11211	24	\$1,326.19	\$615,353.66	464.000	EA	N	LUMINAIRE ,F&I-REP EXIST, RDWY, COBRA H
0715 11213	4	\$1,583.00	\$139,303.63	88.000	EA	N	LUMINAIRE ,F&I-REP EXIST, RDWY, POLE T
0715 11216	1	\$2,500.00	\$10,000.00	4.000	EA	N	LUMINAIRE ,F&I-REP ON POLE EXIST , RDWY
0715 11500	12	\$96.20	\$28,956.05	301.000	EA	N	LUMINAIRE, REMOVE
0715 11600	1	\$1,086.03	\$15,204.42	14.000	EA	N	LUMINAIRE, REPAIR & REINSTALL
0715 19 11	1	\$45,403.43	\$998,875.46	22.000	EA	N	HIGH MAST LIGHT POLE, F&I, 80'
0715 19 12	1	\$56,893.00	\$1,251,646.00	22.000	EA	N	HIGH MAST LIGHT POLE, F&I, 100'
0715 19 13	3	\$51,914.05	\$2,388,046.41	46.000	EA	N	HIGH MAST LIGHT POLE, F&I, 120'
0715 19 51	1	\$6,500.00	\$6,500.00	1.000	EA	N	HIGH MAST LIGHT POLE, REPLACE HPS LIGHT
0715 19 60	1	\$5,500.00	\$27,500.00	5.000	EA	N	HIGH MAST LIGHT POLE, REM POLE & FOUND
0715 21 2	2	\$1,292.31	\$33,600.00	26.000	EA	N	LIGHTING REPAIRS AND RETROFITS, LED RETR
0715 50	1	\$90,000.00	\$90,000.00	1.000	LS	N	LIGHTING, INSIDE BOX GIRDER
0715500 1	51	\$483.20	\$1,446,223.85	2,993.000	EA	N	POLE CABLE DIST SYS, CONVENTIONAL
0715500 2	8	\$454.35	\$72,696.52	160.000	EA	N	POLE CABLE DISTRIBUTION SYS, HIGH MAST
0715500 3	6	\$439.95	\$15,398.11	35.000	EA	N	POLE CABLE DISTRIBUTION SYS, WALL MOUNT
0715511115	1	\$4,195.00	\$209,750.00	50.000	EA	N	LIGHT POLE C SP D,F&I,SGL ARM SM, AL,15'
0715511125	2	\$8,660.20	\$43,300.98	5.000	EA	N	LIGHT POLE SP DES,F&I,SGL ARM SM, AL,25'
0715511130	3	\$10,294.88	\$473,564.36	46.000	EA	N	LI/PL COMP- SP,F&I, SGLARM-SD MT-AL,30'
0715511135	1	\$5,440.00	\$16,320.00	3.000	EA	N	LIGHT POLE COMP,F&I,SGL ARM SM, AL,35'
0715511315	1	\$7,751.00	\$147,269.00	19.000	EA	N	LIGHT POLE COMP,F&I,SGL ARM SM,CONC,15'
0715511320	1	\$10,255.00	\$20,510.00	2.000	EA	N	LIGHT POLE COMP- SP,F&I,SGL SM, CON,20'
0715511335	1	\$13,000.00	\$91,000.00	7.000	EA	N	LIGHT POLE COMP,F&I,SGL ARM SM,CONC,35'
0715512130	1	\$12,400.00	\$37,200.00	3.000	EA	N	LIGHT POLE COMP, F&I, DBL ARM SM, AL,30'
0715512140	1	\$6,633.09	\$6,633.09	1.000	EA	N	LIGHT POLE COMP, F&I, DBL ARM SM, AL,40'
0715512145	1	\$8,279.56	\$74,516.04	9.000	EA	N	LIGHT POLE COMP, F&I, DBL ARM SM, AL,45'

**Florida Department of Transportation**  
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0715512150	1	\$8,636.63	\$69,093.04	8.000	EA	N	LIGHT POLE COMP, F&I, DBL ARM SM, AL,50'
0715512155	1	\$9,317.75	\$74,542.00	8.000	EA	N	LIGHT POLE COMP, F&I, DBL ARM SM, AL,55'
0715512160	1	\$10,396.13	\$41,584.52	4.000	EA	N	LIGHT POLE COMP, F&I, DBL ARM SM, AL,60'
0715515145	1	\$10,876.83	\$32,630.49	3.000	EA	N	LI/PL COMP,F&I, SGLARM BR MNT, ALUM, 45'
0715516115	1	\$6,342.00	\$25,368.00	4.000	EA	N	LIGHT POLE COMP,F&I,POLE TOP MNT, AL,15'
0715516125	1	\$9,739.90	\$9,739.90	1.000	EA	N	LIGHT POLE COMP,F&I, POLE TOP MNT-AL,25'
0715516135	1	\$20,614.82	\$721,518.70	35.000	EA	N	LIGHT POLE COMP,F&I, POLE TOP MNT-AL,35'
0715516145	1	\$5,700.00	\$22,800.00	4.000	EA	N	LIGHT POLE COMP,F&I,POLE TOP MNT, AL,45'
0715516210	1	\$5,367.62	\$10,735.24	2.000	EA	N	LIGHT POLE COMP, F&I,POLE TOP MNT-GS,10'
0715518150	1	\$8,400.00	\$33,600.00	4.000	EA	N	LIGHTPOLE COMP,F&I,POLE,DA,TP MNT-AL,50'
0715540000	1	\$1,400.00	\$2,800.00	2.000	EA	N	LIGHT POLE COMP-SPECIAL, RELOCATE
0735 74 1	3	\$1,313,055.67	\$3,939,167.00	3.000	LS	N	TOLL PLAZA, LOCATION 1
0735 74 2	3	\$1,296,389.00	\$3,889,167.00	3.000	LS	N	TOLL PLAZA, LOCATION 2
0735 74 3	1	\$735,000.00	\$735,000.00	1.000	LS	N	TOLL PLAZA, LOCATION 3
0735 74 4	1	\$800,000.00	\$800,000.00	1.000	LS	N	TOLL PLAZA, LOCATION 4
0735 74 5	1	\$230,000.00	\$230,000.00	1.000	LS	N	TOLL PLAZA, LOCATION 5
0750 1 17	1	\$318.87	\$124,997.04	392.000	SF	N	ARCH, BUILDING, NEW, STORAGE/MECHANICAL
0750 1 19	2	\$351.77	\$540,315.60	1,536.000	SF	N	ARCH, BUILDING, NEW, OTHER BUILDING
0750 1 51	1	\$116.34	\$599,965.38	5,157.000	SF	N	ARCHITECT, BUILDING, REHAB, REST AREA
0750 1 60	1	\$151.51	\$29,998.98	198.000	SF	N	ARCH, BUILDING,REMOVE
0751 5	1	\$400,000.00	\$400,000.00	1.000	LS	N	ARCHITECTURAL-WATER, SANITARY SEWER/SEW
0751 6	2	\$300,365.00	\$600,730.00	2.000	LS	N	ARCHITECTURAL- HVAC
0751 7	2	\$15.53	\$476,631.92	30,698.000	SF	N	ARCHITECTURAL- ROOF REPAIRS
0751 35 13	1	\$53,038.70	\$53,038.70	1.000	EA	N	ARCHITECTURAL, BUS SHELTER, F&I, 101-150
0751 35 42	1	\$2,300.00	\$2,300.00	1.000	EA	N	ARCHITECTURAL, BUS SHELTER, REL, 50-100
0751 35 43	1	\$16,500.00	\$33,000.00	2.000	EA	N	ARCHITECTURAL, BUS SHELTER, REL, 101-150
0751 36 12	1	\$541.20	\$2,164.80	4.000	EA	N	BICYCLE RACK, FURNISH & INSTALL, 2-6 BI
0751 36 13	1	\$1,446.40	\$2,892.80	2.000	EA	N	BICYCLE RACK, FURNISH & INSTALL, 7-10 BI
0751 37	1	\$993.30	\$3,973.20	4.000	EA	N	TRASH RECEPTACLE
0751 38 14	1	\$2,195.86	\$4,391.72	2.000	EA	N	BENCH, F&I, STEEL
0751 42 1	1	\$390.00	\$9,360.00	24.000	EA	N	BIRD HOUSE
0751 60 1	1	\$17.42	\$65,115.96	3,738.000	SY	N	TRAIL ROAD, NO 57 STONE, 6" MIN,220495-8
0770 76100	1	\$54,983.04	\$54,983.04	1.000	EA	N	WEIGH IN MOTION SYS, PIE SENS PAIR
0770 76101	1	\$6,109.23	\$18,327.69	3.000	EA	N	WEIGH IN MOTION SYS, LOOP
0770 78	1	\$36,868.24	\$73,736.48	2.000	EA	N	STATIC / WEIGH-IN-MOTION SCALE SYSTEM
0904540 13	2	\$14.93	\$511,387.50	34,255.000	LF	N	HI TENSION CABLE BAR SYS-LENGTH OF NEED
0904540 14	2	\$2,808.19	\$50,547.40	18.000	EA	N	HI TENSION CABLE BAR SYS- END TERMINAL
0904540 15	2	\$2,291.69	\$165,002.00	72.000	CY	N	HI TENSION CABLE BAR SYS, END TERM- DRIL
0904540 16	1	\$21.02	\$408,839.00	19,450.000	LF	N	HI TENSION CABLE BAR SYS, CONC MOW STRIP
0906173 8	2	\$13.33	\$138,110.00	10,360.000	LB	N	TWO COMPONENT POLYURETHANE INJECTION

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0908104	1	\$11,417.61	\$11,417.61	1.000	LS	N	CONTRACTOR'S SEDIMENT AND EROSION CONT
0908333	2	\$65.00	\$44,135.00	679.000	SY	N	HIGH FRICTION SURFACE COURSE, 428807-1
0914337	6	\$184.00	\$50,066.40	272.100	TN	N	ASPH CONC FC, FUEL RESISTANT PG 88-22
0914550	3	\$115.00	\$17,365.00	151.000	LF	N	FENCING- PED BAR P3- 4' ROPE FENCE
0914550	11	\$100.00	\$7,200.00	72.000	LF	N	FENCING- PED BARR, F&I 4', 43345515201
0914550	12	\$200.00	\$123,400.00	617.000	LF	N	FENCING- PED BARR, F&I 8', 43345515201
0914550	13	\$235.00	\$165,675.00	705.000	LF	N	FENCING- PED BARR, F&I, 43787315201
0916438	3	\$24,680.00	\$24,680.00	1.000	EA	N	2ND GENERATION BAFFLE BOX, 415250-1
0916530	3	\$68.67	\$35,227.71	513.000	SY	N	REVTMENT SYS- FABRIC FORM CONC 4193452
0916530	4	\$57.00	\$282,606.00	4,958.000	SY	N	REVTMENT SYS- FABRIC FORM CONC 4330751
0916707	2	\$40.75	\$14,914.50	366.000	EA	N	INTERN ILLUM RAISED PAV MARK 22966435201
0917532	1	\$210.00	\$160,020.00	762.000	CY	N	BIOSORPTION ACTI MED- FIL ST 43611815201
0999 16	26	\$7,884.62	\$205,000.00	26.000	LS	N	PARTNERING, DO NOT BID
0999 20 1	14	\$3,300.00	\$1,032,900.00	313.000	DA	N	DISPUTES REVIEW BD, MEETING- DO NOT BID
0999 20 2	14	\$5,411.76	\$184,000.00	34.000	EA	N	DISPUTES REVIEW BD, HEARING- DO NOT BID
0999 25	223	\$35,210.46	\$12,605,344.59	358.000	LS	N	INITIAL CONTINGENCY AMOUNT, DO NOT BID
1000 5	6	\$252,231.64	\$2,270,084.78	9.000	LS	N	UTILITY WORK- JPA/UTILITY AGREEME, SEWER
1000 6	7	\$666,337.10	\$5,997,033.87	9.000	LS	N	UTILITY WORK- JPA/UTILITY AGREEME, WATER
1000 7	6	\$300,389.70	\$2,102,727.93	7.000	LS	N	UTILITY WORK- JPA/UTILITY AGREEME, POWER
1050 15003	1	\$106.73	\$8,218.21	77.000	LF	N	UTILITY PIPE, ADJUST/MOD,5-7.9"
1050 16001	1	\$10.50	\$136.50	13.000	LF	N	UTILITY PIPE,REMOVE- DISPOSE,0-1.9"
1050 16002	3	\$15.64	\$14,792.00	946.000	LF	N	UTILITY PIPE,REMOVE- DISPOSE,2-4.9"
1050 16003	5	\$6.30	\$56,524.75	8,969.000	LF	N	UTILITY PIPE,REMOVE & DISPOSE,5-7.9"
1050 16004	6	\$16.01	\$492,962.35	30,789.000	LF	N	UTILITY PIPE,REMOVE & DISPOSE,8-19.9"
1050 16005	1	\$25.00	\$557,350.00	22,294.000	LF	N	UTILITY PIPE,REMOVE & DISPOSE, 20-49.9"
1050 18002	1	\$20.00	\$1,100.00	55.000	LF	N	UTILITY PIPE,PLUG & OUT OF SERV,2- 4.9"
1050 18004	2	\$24.14	\$91,785.00	3,802.000	LF	N	UTILITY PIPE,PLUG & OUT OF SERV,8-19.9"
1050 18005	1	\$40.00	\$131,000.00	3,275.000	LF	N	UTILITY PIPE,PLUG & OUT OF SERV,20-49.9"
1050 31202	2	\$56.15	\$2,414.60	43.000	LF	N	UTILITY PIPE- PVC, F&I 2"
1050 31203	1	\$47.58	\$4,758.00	100.000	LF	N	UTILITY PIPE- PVC, F&I 3"
1050 31204	2	\$59.24	\$5,272.29	89.000	LF	N	UTILITY PIPE- PVC, F&I 4"
1050 31206	4	\$23.52	\$183,675.30	7,808.000	LF	N	UTILITY PIPE- PVC, F&I 6"
1050 31208	3	\$33.74	\$148,188.46	4,392.000	LF	N	UTILITY PIPE- PVC, F&I 8"
1050 31210	1	\$58.00	\$2,088.00	36.000	LF	N	UTILITY PIPE- PVC, F&I 10"
1050 31212	2	\$45.05	\$518,942.00	11,518.000	LF	N	UTILITY PIPE- PVC, F&I 12"
1050 31216	1	\$88.00	\$118,800.00	1,350.000	LF	N	UTILITY PIPE- PVC, F&I 16"
1050 31220	1	\$99.00	\$637,758.00	6,442.000	LF	N	UTILITY PIPE- PVC, F&I 20"
1050 31224	1	\$113.00	\$1,730,143.00	15,311.000	LF	N	UTILITY PIPE- PVC, F&I 24"
1050 31230	1	\$181.00	\$688,162.00	3,802.000	LF	N	UTILITY PIPE- PVC, F&I 30"
1050 41201	2	\$63.32	\$10,258.00	162.000	LF	N	UTILITY PIPE- PE, F&I, WATER/SEW, 1"

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1050 41202	1	\$145.00	\$14,790.00	102.000	LF	N	UTILITY PIPE- PE, F&I, WATER/SEW, 2"
1050 42202	1	\$47.69	\$8,107.30	170.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 2"
1050 42206	1	\$26.49	\$46,754.85	1,765.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 6"
1050 42208	1	\$35.00	\$24,885.00	711.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 8"
1050 42210	1	\$83.00	\$10,956.00	132.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 10"
1050 42212	1	\$85.00	\$72,845.00	857.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 12"
1050 42216	1	\$116.00	\$38,280.00	330.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 16"
1050 42224	2	\$382.27	\$292,052.00	764.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 24"
1050 42230	2	\$720.54	\$331,450.00	460.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 30"
1050 42236	1	\$279.00	\$27,342.00	98.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 36"
1050 51206	3	\$51.37	\$19,007.00	370.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER, 6"
1050 51208	2	\$155.13	\$8,376.80	54.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER, 8"
1050 51212	2	\$98.47	\$144,358.80	1,466.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER,12"
1050 51218	1	\$321.11	\$64,222.00	200.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER,18"
1050 61120	2	\$224.58	\$270,397.00	1,204.000	LF	N	UTILITY PIPE- STEEL, F&I, CASING, 20"
1050 61130	2	\$265.30	\$495,321.80	1,867.000	LF	N	UTILITY PIPE- STEEL, F&I, CASING, 30"
1050 61136	1	\$414.00	\$141,588.00	342.000	LF	N	UTILITY PIPE- STEEL, F&I, CASING, 36"
1050 61142	1	\$650.00	\$231,400.00	356.000	LF	N	UTILITY PIPE- STEEL, F&I, CASING, 42"
1055 11224	1	\$3,323.10	\$3,323.10	1.000	EA	N	UTILITY FITTING, F&I,PVC,TEE,8.0-19.9"
1055 11254	1	\$850.00	\$4,250.00	5.000	EA	N	UTILITY FITTNG, F&I,PVC,CAP/PLG,8-19.9"
1055 11414	1	\$1,200.00	\$90,000.00	75.000	EA	N	UTILITY FITTING,F&I,DI/CI,ELBOW, 8-19.9"
1055 11424	1	\$1,500.00	\$19,500.00	13.000	EA	N	UTILITY FITTNG, F&I, DI/CI, TEE, 8-19.9"
1055 11434	1	\$950.00	\$10,450.00	11.000	EA	N	UTILITY FITTNG,F&I,DI/CI,REDUCER,8-19.9"
1055 11494	1	\$2,500.00	\$27,500.00	11.000	EA	N	UTILITY FITTINGS,F&I,DI/CI,SPEC,8-19.9"
1055 11595	1	\$1,326.00	\$1,326.00	1.000	EA	N	UTILITY FITTINGS,F&I,STEEL,SPEC,20-49.9"
1055 16	1	\$316.00	\$632.00	2.000	EA	N	UTILITY FITTINGS, REMOVE & DISPOSAL
1055 31108	1	\$739.00	\$63,554.00	86.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, ELBOW, 8"
1055 31110	1	\$1,012.00	\$2,024.00	2.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, ELBOW,10"
1055 31112	1	\$928.00	\$115,072.00	124.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, ELBOW,12"
1055 31116	1	\$1,454.00	\$45,074.00	31.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, ELBOW,16"
1055 31120	1	\$2,170.00	\$164,920.00	76.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, ELBOW,20"
1055 31124	1	\$3,716.00	\$434,772.00	117.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, ELBOW,24"
1055 31130	1	\$6,344.00	\$266,448.00	42.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, ELBOW,30"
1055 31208	1	\$739.00	\$2,217.00	3.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, TEE, 8"
1055 31212	1	\$1,098.00	\$18,666.00	17.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, TEE, 12"
1055 31220	1	\$4,474.00	\$17,896.00	4.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, TEE, 20"
1055 31224	1	\$4,704.00	\$51,744.00	11.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, TEE, 24"
1055 31230	1	\$7,200.00	\$21,600.00	3.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, TEE, 30"
1055 31308	1	\$758.00	\$4,548.00	6.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, REDU, 8"
1055 31310	1	\$753.00	\$1,506.00	2.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, REDU, 10"

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
1055 31312	1	\$1,029.00	\$1,029.00	1.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, REDU, 12"
1055 31320	1	\$1,690.00	\$1,690.00	1.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, REDU, 20"
1055 31324	1	\$3,215.00	\$3,215.00	1.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, REDU, 24"
1055 31330	1	\$5,494.00	\$10,988.00	2.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, REDU, 30"
1055 31336	1	\$6,238.00	\$12,476.00	2.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, REDU, 36"
1055 31508	1	\$477.00	\$1,908.00	4.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, CAP, 8"
1055 31512	1	\$710.00	\$4,970.00	7.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, CAP, 12"
1055 31516	1	\$1,220.00	\$2,440.00	2.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, CAP, 16"
1055 31520	1	\$1,583.00	\$4,749.00	3.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, CAP, 20"
1055 31524	1	\$3,042.00	\$6,084.00	2.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, CAP, 24"
1055 51108	3	\$612.38	\$7,348.56	12.000	EA	N	UTILITY FITTINGS, DI/CI F&I ELBOW, 8"
1055 51112	3	\$1,077.03	\$84,008.10	78.000	EA	N	UTILITY FITTINGS, DI/CI F&I ELBOW, 12"
1055 51118	1	\$3,281.80	\$65,636.00	20.000	EA	N	UTILITY FITTINGS, DI/CI F&I ELBOW, 18"
1055 51208	1	\$780.00	\$1,560.00	2.000	EA	N	UTILITY FITTINGS, DI/CI F&I TEE, 8"
1055 51212	2	\$1,336.67	\$4,010.00	3.000	EA	N	UTILITY FITTINGS, DI/CI F&I TEE, 12"
1055 51408	1	\$410.00	\$820.00	2.000	EA	N	UTILITY FITTINGS, DI/CI F&I UNION, 8"
1055 51412	2	\$1,090.61	\$14,177.97	13.000	EA	N	UTILITY FITTINGS, DI/CI F&I UNION, 12"
1055 51508	1	\$1,200.00	\$1,200.00	1.000	EA	N	UTILITY FITTINGS, DI/CI F&I CAP/PL, 8"
1055 51512	2	\$1,084.95	\$4,339.78	4.000	EA	N	UTILITY FITTINGS, DI/CI F&I CAP/PL, 12"
1055 61542	1	\$5,320.00	\$10,640.00	2.000	EA	N	UTILITY FITTINGS, STEEL PI, F&I CAP, 42"
1060 11211	2	\$5,087.19	\$10,174.37	2.000	EA	N	UTIL STRCT,BLW GRN,F&I,WTR/SWR,0-80,0-6'
1060 11212	2	\$5,820.83	\$34,925.00	6.000	EA	N	UTIL STRCT,BLW GRN,F&I,WTR/SWR,0-80,6-12'
1060 15	13	\$675.13	\$64,812.50	96.000	EA	N	UTILITY STR,BELOW GROUND,A/M
1060 16	3	\$3,453.30	\$86,332.54	25.000	EA	N	UTILITY STR,BLW GRN,R&D,CONT OWNS
1060 25	1	\$4,000.00	\$24,000.00	6.000	EA	N	UTILITY STR,ABVOE GRD, ADJ & MOD
1060 31 1	1	\$756.00	\$3,024.00	4.000	EA	N	UTILITY STRUCTURE, F&I- REP EXIST RIM
1060 31 2	1	\$551.00	\$2,204.00	4.000	EA	N	UTILITY STRUCTURE, F&I- REP EXIST COVER
1080 21102	1	\$2,750.00	\$22,000.00	8.000	EA	N	UTILITY FIXTURE, VALVE/MET BOX, F&I 2"
1080 21106	2	\$536.90	\$79,460.46	148.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, F&I 6"
1080 21500	1	\$429.16	\$27,895.40	65.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, ADJUST
1080 21600	1	\$635.00	\$5,080.00	8.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, REMOVE
1080 22102	1	\$2,050.00	\$2,050.00	1.000	EA	N	UTILITY FIXTURE- BACKFLOW ADDEM, F&I, 2"
1080 22600	1	\$635.00	\$635.00	1.000	EA	N	UTILITY FIXTURE- BACKFLOW ASSY REMOVE
1080 23102	1	\$1,130.00	\$11,300.00	10.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 2"
1080 23104	1	\$1,638.00	\$9,828.00	6.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 4"
1080 23106	2	\$4,355.75	\$17,423.00	4.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 6"
1080 23108	1	\$3,385.00	\$27,080.00	8.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 8"
1080 23110	1	\$5,136.00	\$5,136.00	1.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 10"
1080 23112	3	\$5,302.82	\$180,295.88	34.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 12"
1080 23116	1	\$6,952.00	\$13,904.00	2.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 16"

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
1080 23120	1	\$7,681.00	\$69,129.00	9.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 20"
1080 23124	2	\$8,827.33	\$61,791.33	7.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 24"
1080 23130	1	\$17,788.00	\$106,728.00	6.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 30"
1080 24104	2	\$1,234.29	\$8,640.00	7.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 4"
1080 24106	6	\$1,216.12	\$57,157.60	47.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 6"
1080 24108	3	\$2,075.11	\$35,276.82	17.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 8"
1080 24110	1	\$2,637.00	\$2,637.00	1.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 10"
1080 24112	2	\$3,232.44	\$129,297.44	40.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 12"
1080 24116	1	\$5,975.00	\$23,900.00	4.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 16"
1080 24120	1	\$12,638.00	\$227,484.00	18.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 20"
1080 24124	1	\$18,074.00	\$72,296.00	4.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 24"
1080 24130	1	\$28,600.00	\$228,800.00	8.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 30"
1080 24500	12	\$373.78	\$91,202.68	244.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, ADJ/MOD
1080 24600	1	\$635.00	\$635.00	1.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, REMOVE
1080 25102	1	\$1,237.00	\$2,474.00	2.000	EA	N	UTILITY FIXTURE- BLOWOFF ASSEM, F&I, 2"
1080 26108	1	\$3,770.00	\$3,770.00	1.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, F&I, 8"
1080 26112	1	\$5,087.00	\$25,435.00	5.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, F&I 12"
1080 26116	1	\$5,374.00	\$5,374.00	1.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEMB, F&I 16"
1080 26120	1	\$5,229.00	\$20,916.00	4.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, F&I, 20"
1080 26124	1	\$5,798.00	\$57,980.00	10.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEMB, F&I 24"
1080 26130	1	\$7,515.00	\$30,060.00	4.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, F&I, 30"
1080 26400	1	\$4,138.20	\$4,138.20	1.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, RELOCATE
1080 26600	1	\$2,104.00	\$33,664.00	16.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEMB, REMOVE
1080 27104	1	\$1,814.00	\$9,070.00	5.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 4"
1080 27106	4	\$6,319.83	\$37,919.00	6.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 6"
1080 27108	3	\$3,531.26	\$35,312.58	10.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 8"
1080 27110	2	\$10,509.50	\$21,019.00	2.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 1"
1080 27112	4	\$8,667.06	\$320,681.40	37.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 12"
1080 27116	1	\$5,612.00	\$11,224.00	2.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 16"
1080 27118	1	\$15,626.43	\$31,252.86	2.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 18"
1080 27120	1	\$5,816.00	\$46,528.00	8.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 20"
1080 27124	1	\$5,550.00	\$16,650.00	3.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 24"
1080 27130	1	\$7,690.00	\$38,450.00	5.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 30"
1080 29104	1	\$308.00	\$1,848.00	6.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 4"
1080 29106	2	\$102.21	\$23,302.77	228.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 6"
1080 29108	1	\$341.00	\$23,188.00	68.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 8"
1080 29110	1	\$456.00	\$456.00	1.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 10"
1080 29112	1	\$491.00	\$24,550.00	50.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 12"
1080 29116	2	\$696.09	\$28,539.76	41.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 16"
1080 29120	2	\$1,180.36	\$149,905.60	127.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 20"

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
1080 29124	1	\$1,306.00	\$107,092.00	82.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 24"
1080 29130	1	\$2,556.00	\$166,140.00	65.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 30"
1080 32112	1	\$681.61	\$4,089.66	6.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, F&I 12"
1080 33104	1	\$1,749.00	\$3,498.00	2.000	EA	N	UTILITY FIXTURE, PLUG VALVE, F&I 4"
1080 33106	1	\$3,010.00	\$3,010.00	1.000	EA	N	UTILITY FIXTURE, PLUG VALVE, F&I 6"
1080 33108	1	\$3,657.00	\$14,628.00	4.000	EA	N	UTILITY FIXTURE, PLUG VALVE, F&I 8"
1080 33110	1	\$5,154.00	\$5,154.00	1.000	EA	N	UTILITY FIXTURE, PLUG VALVE, F&I 10"
1080 33112	1	\$17,485.00	\$17,485.00	1.000	EA	N	UTILITY FIXTURE, PLUG VALVE, F&I 12"
1080 33124	1	\$31,933.00	\$351,263.00	11.000	EA	N	UTILITY FIXTURE, PLUG VALVE, F&I 24"
1644113 05	1	\$3,428.81	\$3,428.81	1.000	EA	N	FIRE HYDRANT,F&I,STD,2 HOSE,1PUMP,2"
1644113 08	2	\$3,999.10	\$123,972.00	31.000	EA	N	FIRE HYDRANT,F&I,STD,2 HOSE,1PUMP,6"
1644116 08	2	\$4,396.67	\$52,760.00	12.000	EA	N	FIRE HYD, STD, F&I, 3WY, 2 HOSE, 1P, 6"
1644136 08	1	\$4,255.00	\$21,275.00	5.000	EA	N	FIRE HYDRANT,F&I,TRAF,2 HOSE,1PUMP,6"
1644800	4	\$3,464.13	\$27,713.00	8.000	EA	N	FIRE HYDRANT, RELOCATE
1644900	3	\$664.23	\$15,941.60	24.000	EA	N	FIRE HYDRANT, REMOVE

Note : Averages and totals are based on the awarded unit price only.  
Weighted average is weighted on Quantity at the contract level.



# APPENDIX J

# ACRONYMS



# ACRONYMS

EPDO	Equivalent Property Damage Only
HSM	Highway Safety Manual
MPA	Metropolitan Planning Area
NHTSA	National Highway Traffic Safety Administration
PDO	Property Damage Only
RTOR	Right Turn on Red
R2CTPO	River to Sea Transportation Planning Organization
S4A	Signal Four Analytics
SIS	Strategic Intermodal System